Isle of Anglesey County Council

Transport Assessment

Proposed Residential Scheme, Ysgol Thomas Ellis, Holyhead

662453

JULY 2019

RSK GENERAL NOTES

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Client: Isle of Anglesey County Council

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EXECUTIVE SUMMARY

This Transport Assessment (TA) has been developed by RSK on behalf of Isle of Anglesey County Council to support an outline application for the redevelopment of land formerly occupied by Ysgol Thomas Ellis. The TA considers the travel and transport issues associated with the proposed scheme.

The development site is ideally located to benefit from access to sustainable travel modes with a range of facilities within an easy walking distance, including the town centre. There are various employment opportunities within commuting distance on foot and by cycle, while public transport services connect Holyhead to destinations further afield as well as providing local circular bus routes for those with mobility issues. Overall, the development offers realistic opportunities for travel using sustainable modes of transport as an alternative to the private car.

The development proposals offer the opportunity to reconfigure the local highway network, particularly in relation to the existing road closure along Treseifion Road. The existing site access serving the school is not designed to cater for two-way residential traffic and therefore a new site access would be created along the site frontage.

The proposed development would include a new all-user access onto Treseifion Road to be designed as a 6m wide carriageway with new 6m kerbed radii and would provide a new 2.0m footway on both sides of the access. The location of the access benefits from good visibility levels in both directions, which have been designed for a 30mph speed limit, following guidance contained in TAN 18.

Furthermore, the development would include a new pedestrian link through the site to improve the existing footpath that connects Treseifion Road to Kingsland Road, which would contribute to a more attractive and direct route to local facilities, including the large supermarket located at Kingsland Road.

A trip generation assessment has been undertaken using TRICS to outline the anticipated vehicle impact on the surrounding highway network. The proposed development is likely to generate a low level of traffic movements which will be dispersed across the local highway network. The surrounding highway network will operate satisfactorily without resulting in highway safety or capacity issues with a maximum increase of traffic onto Treseifion Road of around one vehicle every three minutes in any direction in the AM and PM peak hours.

The assessment has considered two different scenarios for vehicular routing to the site and identify the likely impacts of each route choice. The first scenario assessed the existing situation, which comprises a road closure to the south of the site access and all traffic arrives from the north via Holborn Road and Maeshyfryd Road and exits north via King's Road. The second scenario seeks to re-open the road closure to allow development traffic to arrive and depart from the south and close Treseifion Road to the north of the proposed access.

A junction capacity assessment has been undertaken for the various junctions associated with the two scenarios. The results have demonstrated that all priority junctions will operate satisfactorily in future with the development in place with either 100% of development traffic assigned from the north or south.

A review of the accident data covering a five-year period from 2014-2018 has been carried out within an area of 500m of the site covering all junctions and links assessed within the study area. The data demonstrates that only three accidents occurred in the five-year period provided, including two categorised as “slight” and one “serious” in severity. Although regrettable, the accident data does not demonstrate any particular pattern of incidents or trends that could be affected by the development proposals.

Potential mitigation controls have been assessed with two different options to take into consideration the effect of existing car parking along approach roads, particularly on Porthdafarch Road, that affects two-way traffic flow during peak periods.

The first option comprises a measure to mitigate the additional development traffic along Porthdafarch Road where all traffic currently associated with the Tan-Yr-Efail estate would be reassigned to the industrial estate road immediately to the north, while closing the junction with Porthdafarch Road to the south. This option would reduce the baseline traffic flows along Porthdafarch Road.

A second option considers reopening the road closure, allowing drivers the choice to use whichever route was most convenient in terms of journey time, which could minimise the effect of the development traffic on Porthdafarch Road during peak periods.

An assessment of potential effects on social aspects has been undertaken, which considers the impact of additional traffic and infrastructure on highway users. This has concluded that the proposed development will not have a negative impact on social aspects as a result of increased traffic volumes. In addition, the proposed improved footpath link will have a positive impact in providing a more attractive route to Kingsland Road with a better environment that may increase mobility and active travel.

CONTENTS

APPENDICES

1 INTRODUCTION

RSK has been instructed by Isle of Anglesey County Council to produce a Transport Assessment (TA) to support a planning application for a proposed residential development of up to 50 dwellings on Treseifion Road, Holyhead.

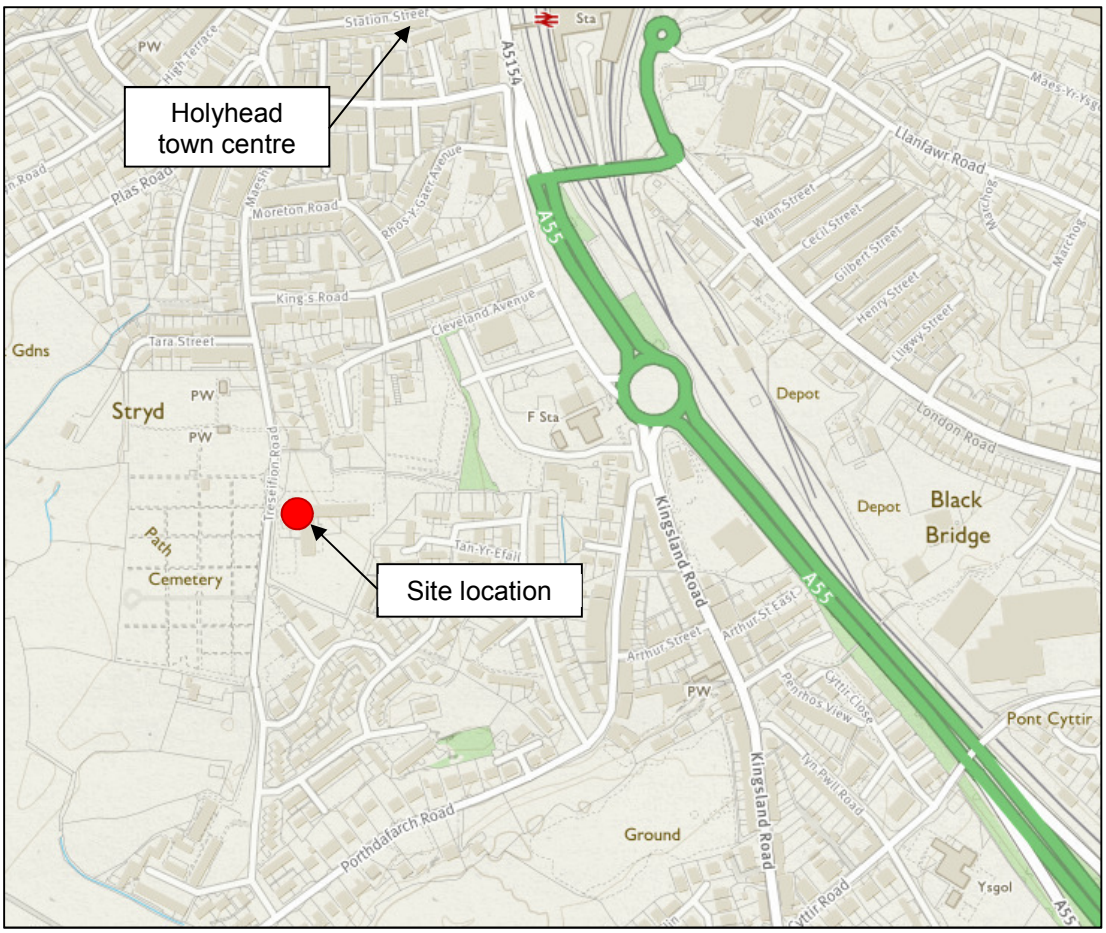
1.1 Site location

The application site is set in a well-established residential area on the edge of Kingsland, located at Treseifion Road, approximately 700m south of Holyhead town centre.

The site encompasses approximately 1.52 hectares and has formerly operated as a primary school. The site is bounded by residential houses to the north, east and south and by Treseifion Road to the west.

The application site is located within the Isle of Anglesey County Council administrative area. The location of the application site is shown below in Figure 1.1

Figure 1.1 - Site location plan



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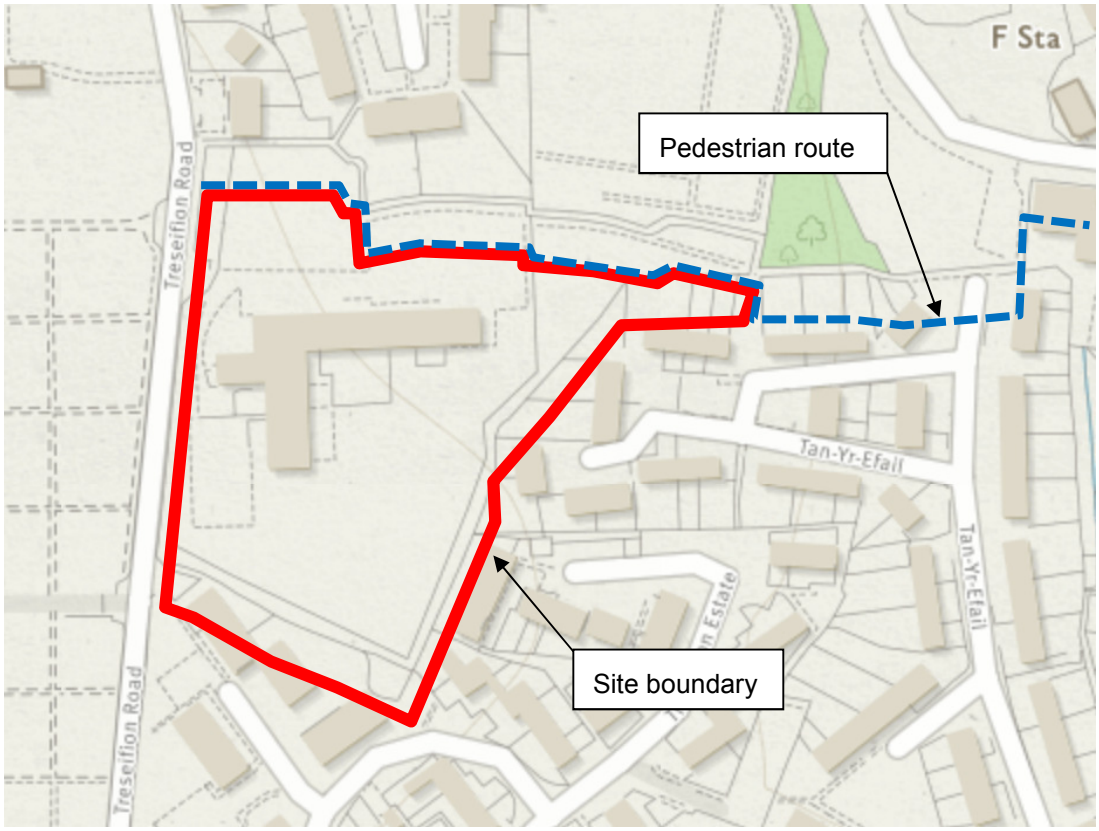
The site extends to the adjoining residential development in all directions, separated along the northern side by an existing pedestrian route that connects Treseifion Road to Tan-Yr-Efail, as shown in Figure 1.2.

Figure 1.2 - Site extents



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1.2 Structure of report

This report has been produced to demonstrate that the traffic and transport aspects of the scheme meet policy aims and objectives and that the proposed quantum of development can be accommodated within the transport network, including identification of any appropriate mitigation. Therefore, this report represents a high-level assessment of the proposals and is structured as follows:

- Section 2 provides a reference to relevant national planning policy;
- Section 3 sets out the existing conditions around the site;
- Section 4 provides an appraisal of the site accessibility via non-car modes of transport;
- Section 5 explores the development potential of the land for residential use and the proposals for site access;
- Section 6 assesses the potential trip generation of the development;
- Section 7 considers the potential impacts on the highway network; and
- Section 8 presents the summary and conclusions.

2 POLICY CONTEXT

It is necessary to understand the national and local planning policies which relate to the development. Therefore, the following chapter sets out key policies and demonstrates how the development of the site would meet these.

2.1 National Policy

2.1.1 Planning Policy Wales (PPW): Chapter 8 Transport

The Welsh Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps tackle the causes of climate change; this can be achieved through encouraging a more effective and efficient transport system, with greater use of more sustainable and healthy forms of travel and minimising the need to travel.

Paragraph 8.1.1 states: *"This aim will be achieved through integration:*

- *within and between different types of transport;*
- *between transport measures and land use planning;*
- *between transport measures and policies to protect and improve the environment; and*
- *between transport measures and policies for education, health, social inclusion and wealth creation."*

Paragraph 8.1.4 states: *"The Welsh Government supports a transport hierarchy in relation to new development that establishes priorities in such a way that, wherever possible, they are accessible in the first instance by walking and cycling, then by public transport and then finally by private motor vehicles."*

With regards to development management, the PPW states in section 8.7: *"When determining a planning application for a development that has transport implications, local planning authorities should take into account:*

- *the impacts of the proposed development on travel demand;*
- *the level and nature of public transport provision;*
- *accessibility by a range of different transport modes;*
- *the opportunities to promote active travel journeys, and secure new and improved active travel routes and related facilities, in accordance with the provisions of the Active Travel (Wales) Act 2013;*
- *the willingness of a developer to promote travel by walking, cycling or public transport, or to provide infrastructure or measures to manage traffic, to overcome transport objections to the proposed development (payment for such measures will not, however, justify granting planning permission to a development for which it would not otherwise be granted);*
- *the environmental impact of both transport infrastructure and the traffic generated…; and*
- *the effects on the safety and convenience of other users of the transport network."*

Paragraph 8.7.3 states: *"It is also expected that the proposed access to a development will reflect the likely travel patterns involved. It should ensure that people can reach the development, as far as practicable, by walking, cycling and public transport, as well as by car."*

2.1.2 Planning Policy Wales (PPW): Technical Advice Note (TAN) 18: Transport (2007)

TAN 18 describes how to integrate land use and transport planning. It explains how transport impacts should be assessed and mitigated.

It is stated within TAN 18, that an efficient and sustainable transport system is a requirement for a modern, prosperous and inclusive society. It is also recognised that transport can have negative impacts on human health and the environment. To address these concerns, integration of land use planning and development of transport infrastructure is identified, as having a key role to play, particularly relating to climate change objectives.

The document sets out key elements that should be considered when planning for new development. This includes location of the development and site accessibility, level of parking provided at the site, inclusive mobility, promotion of walking and cycling and public transport.

Regarding street design, paragraph 5.4 states: "The layout and detailed design of development can be critically important in providing genuine alternatives to car travel and achieving quality in the environment as a whole. Transport infrastructure should contribute to a sense of place and community within a development and the design of streets has a crucial role in this regard."

Paragraphs 5.5 and 5.6 further state:

"5.5 Streets should be designed to:

- *help to build the communities they serve;*
- *meet the needs of all, by embodying the principles of inclusive design; • form part of a well-connected network;*
- *be attractive and have their own distinctive identity;*
- *be cost-effective to construct and maintain; and • be safe.*

5.6 Streets should not be:

- *primarily designed to meet the needs of motor traffic;*
- *bland and unattractive;*
- *unsafe and unwelcoming to pedestrians and cyclists;*
- *difficult to serve by public transport; and*
- *poorly designed and constructed."*

With regards to walking, paragraph 6.2 states: *"Consideration should be given to ways in which areas and developments can be made more attractive and safer for pedestrians through the arrangement of land uses and design policy."*

In paragraph 6.4 TAN 18 highlights that master plans should encourage cycling by *"giving careful consideration to location, design, access arrangement, and integration with existing and potential off-site links"*.

The proposed development would follow the design principles set out in TAN 18, with a high level of connectivity on foot, internally and to adjoining streets.

This assessment will consider the sustainability of the site in relation to the above points and provide an appraisal of the site for residential development that meets the policies of PPW.

2.2 Local Policy

2.2.1 Anglesey and Gwynedd Joint Local Development Plan (2011-2026)

The Local Development Plan (LDP) sets out the strategy and policies for future development and use of land the Isle of Anglesey and Gwynedd, aiming for a sustainable transport, development and accessibility.

Strategic Policy PS 4: Sustainable Transport, Development and Accessibility

This policy states that *"Development will be located so as to minimise the need to travel. The Councils will support improvements that maximise accessibility for all modes of transport, but particularly by foot, cycle and public transport. This will be achieved by securing convenient access via footways, cycle infrastructure and public transport where appropriate, thereby encouraging the use of these modes of travel for local journeys and reducing the need to travel by private car. The Council will endeavour to improve accessibility and seek to change travel behaviour. This will be achieved by working with our partners to:*

1. Maintain an appropriate public transport service, recognising alternative ways of maintaining travel opportunities;

2. Maintain and improve stations, infrastructure and services on the main Railway Lines including access to disabled people and other rail-related improvements;

3. Where possible safeguard, improve, enhance and promote and public rights of way (including footpaths, bridleways and byways) and cycleway networks to improve safety, accessibility (including disabled people) by these modes of travel and to increase health, leisure, well-being and tourism benefits for both local residents and visitors;

4. Support schemes that will improve park and ride / share facilities for areas of employment, new development and freight transfer facilities; and

5. Allocating or safeguarding land where appropriate to facilitate the key strategic transport schemes.

The Council will also require appropriate transport infrastructure elements to be delivered as part of major infrastructure development schemes either in kind or through section 106 obligations."

The development proposals will seek to improve the connectivity of the site to sustainable transport options in order to encourage their use and reduce reliance on private car journeys to and from the site.

Policy TRA 1: Transport Network Developments

"This policy provides a criteria-based approach to evaluation of new transport schemes (accessibility, connectivity, cycle ways, park and ride schemes, ports, rail network, roads, roadside service areas, walking routes)."

Policy TRA 1 highlights the fact that larger developments may be required to prepare a full and detailed Transport Assessment to demonstrate how the traffic generated by the proposals will be accommodated and distributed in the local network and to appraise the accessibility of the scheme by all modes of transport. Furthermore, *"Planning Policy Wales states that Transport Assessments (TA) are an important mechanism for setting out the scale of anticipated impacts a proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for."*

Whilst the proposed residential development is under the threshold for a detailed Transport Assessment, the Local Authority brief included for junction capacity assessments due to the potential to reopen a road which had been closed off, thought to have been to avoid through traffic with the site operating as a school.

Policy TRA 2: Parking Standards

Policy TRA 2 states that *"Parking provision for all modes of transport should be in accordance with the Councils' Parking Standards. In exceptional circumstances, proposals may be granted if it can be demonstrated that parking requirement can be satisfactorily met off-site, either by direct provision or, exceptionally, through payment of commuted sums."*

Details of the parking standards for residential development will be considered further in Chapter 5.

Policy TRA 4: Managing Transport Impacts

This policy states that *"Where appropriate, proposals should be planned and designed in a manner that promotes the most sustainable modes of transport having regard to a hierarchy of users:*

1. *Pedestrians, including people with prams and/or young children;*
2. *Disabled people with mobility impairments and particular access needs;*
3. *Cyclists;*
4. *Powered two-wheelers;*
5. *Public transport;*
6. *Vehicular access and traffic management within the site and its vicinity;*
7. *Car parking and servicing;*
8. *Coach parking;* and
9. *Horse-riders"*

"Proposals that would cause unacceptable harm to the safe and efficient operation of the highway, public transport and other movement networks including pedestrian and cycle routes, public rights of way and bridle routes, will be refused. The degree of unacceptable harm will be determined by the local authority on a case by case basis."

The proposed development will have regard to the hierarchy of transport modes by considering the existing accessibility of the site by all modes and providing improvements to support those at the top of the hierarchy.

3 EXISTING TRANSPORT CONDITIONS

3.1 Surrounding highway network

The application site is located on land occupied by the former Ysgol Thomas Ellis, a primary school, situated at Treseifion Road, approximately 700m south of Holyhead town centre, in a well-established residential area. Treseifion Road currently provides the only vehicular access to the site, from the north.

3.1.1 Treseifion Road

Treseifion Road is a street lit residential road subject to a 30mph speed limit which runs in a north-south direction. The road is two-way, although it has been closed to through-traffic, with a stone wall located approximately 220m north of the junction with Porthdafarch Road, which prevents through traffic past the former Ysgol Thomas Ellis. To the north of this wall, Treseifion Road is a cul-de-sac and eventually becomes Maeshyfryd Road approaching Tara Street and serves a few residential properties and a large cemetery to the west. To the south, Treseifion connects to Porthdafarch Road and serves a cluster of residential streets.

There are no parking restrictions along Treseifion Road and the road has a varying width between 5m – 7m. To the north of the road closure, the road is provided with a 2m footway flanking the east side of the road with dropped kerbs and tactile paving at crossing points. To the south the road has 2m footways on both sides of the carriageway and there are speed cushions on the carriageway.

Figure 3.1 – Treseifion Road visibility to the north at the former access to Ysgol Thomas Ellis

Figure 3.2 – Treseifion Road visibility to the south at the former access to Ysgol Thomas Ellis

Figure 3.3 – Treseifion Road looking south at the existing road closure

3.1.2 Maeshyfryd Road

Maeshyfryd Road is an urban residential road serving properties on both sides, connecting Treseifion Road in the south to Longford Road in the north. The road benefits from street lighting and intersects other urban residential roads such as Tara Street, King's Road, Moreton Road and Holborn Road.

The road width varies from 5m to 8m and benefits from footways on both sides of the road with dropped kerbs and tactile paving. Parking currently takes place on the side of the road but there are parking restrictions in the form of double yellow lines located at the junctions with King's Road and Holborn Road.

Figure 3.4 – Maeshyfryd Road looking southbound

The road section between Holborn Road and King's Road is one-way, with vehicles travelling southbound only. Vehicles coming from the south passing Tara Street have to turn right onto King's Road.

Maeshyfryd Road is subject to a 30mph speed limit and there are traffic calming measures in place with speed cushions located along the road.

3.1.3 Holborn Road

Holborn Road is a two-way residential road subject to a 30mph speed limit connecting Kingsland Road to Maeshyfryd Road. The road is lit and benefits from footways on both sides with dropped kerbs and tactile paving at crossing points.

A single yellow line runs along the south side of the carriageway, with waiting restrictions in place between 08:00 and 19:00 and parking taking place along on the north side of the road. Approaching Kingsland Road, there are double yellow lines flanking both sides of the road.

Figure 3.5 – Holborn Road looking westbound

3.1.4 King's Road

King's Road is a one-way road, running in a west-east direction towards Kingsland Road, serving residential properties on both sides of the road and is subject to a 30 mph speed limit.

The road benefits from street lighting, footways on both sides of the carriageway with dropped kerbs and tactile paving on crossing points and traffic calming measures in the form of speed cushions. The carriageway width varies from 5m to 6m and there are no parking restrictions along the road, although dedicated parking bays are located on both sides of the carriageway for a section of the road allowing for some parking, including dedicated disabled spaces.

Figure 3.6 – King's Road –view from Maeshyfryd Road looking eastbound

Figure 3.7 – King's Road – view from Kingsland Road looking westbound

3.1.5 Porthdafarch Road

Porthdafarch Road connects the B4545 Kingsland Road to an unnamed road on the southern coast of Holy Island, intersecting Treseifion Road and Tan-Yr- Efail along its length.

The road serves residential properties along the eastern section where a speed limit of 30mph is in place but becomes more rural to the west beyond residential properties, where it changes to the national speed limit. Traffic calming measures are present with speed cushions located along various points on the road within the 30 mph speed limit.

The road has a continuous footway along the northern side of the road with a footway along the opposite side east of its junction with Tan-Yr-Efail. The carriageway width varies between 5m and 6m and serves two-way traffic.

Parking restrictions between the hours of 08:00 and 19:00 take place around the junction with Tan-Yr-Efail with single yellow lines present on both sides of the road. Further north along the road, approaching Kingsland Road, double yellow lines enforce 'At Any Time' parking restrictions. However, the section of road between Tan-Yr-Efail and Kingsland Road is flanked by terraced properties without off-street parking and therefore experiences vehicles parked along the road which reduces clear carriageway width for two-way traffic as is evident in figures below.

Figure 3.8 – Porthdafarch Road view from Arthur Street looking northwards

Figure 3.9 – Porthdafarch Road visibility to north

3.1.6 Tan-Yr-Efail

Tan-Yr-Efail is a cul-de-sac serving residential properties on both sides of the road with vehicular access onto Porthdafarch Road to the south. The northern end of Tan-Yr-Efail connects to a pedestrian footpath that links to an industrial estate directly to the north and to Treseifion Road to the west.

The road has a carriageway width between 5m and 6m and benefits from street lighting and wide footways flanking both sides of the carriageway with dropped kerbs at crossing points.

Tan-Yr-Efail is subject to a 30mph speed limit and speed cushions are present along the road with waiting restrictions in place at the junction with Porthdafarch Road between the hours of 08:00 and 19:00 from 15 May to 15 March.

Figure 3.10 – Tan-Yr-Efail

3.1.7 Kingsland Road

Kingsland Road is single carriageway road approximately 6m wide subject to a 30mph speed limit that runs in a south-north direction to the east of the application site and connects to Kingsland Roundabout. The roundabout intersects the A55 dual carriageway, which is a trunk road connecting Holyhead Port with North Wales and beyond to North West England.

To the north of the roundabout, Kingsland Road serves a mix of residential and industrial land uses and intersects with Holborn Road and King's Road. The road includes a layby along the eastern side of the carriageway for parking. Parking restrictions are present with double yellow lines located around junctions. The road benefits from street lighting, wide footways with dropped kerbs and tactile paving flanking both sides of the carriageway.

To the south of the roundabout, Kingsland Road connects to Porthdafarch Road to the west and continues south as the B4545 and onwards to Parc Cybi industrial estate. The road is predominantly residential and benefits from a good pedestrian network with footways on both sides of the road with tactile paving and dropped kerbs. There are double yellow lines enforcing parking restrictions at the junction with Porthdafarch Road.

Figure 3.11 – Kingsland Road – view looking northwards towards King's Road

Figure 3.12 – Kingsland Road – visibility to the north at the junction with King's Road

3.2 Traffic survey data

Traffic surveys were undertaken within the vicinity of the site to cover various junctions using two automatic traffic counters (ATC) and six manual classified counts (MCC).

The six MCCs were undertaken at the following junctions on 25th June 2019:

- Maeshyfryd Road / Holborn Road;
- Maeshyfryd Road / King's Road;
- Treseifion Road / Porthdafarch Road;
- Porthdafarch Road / Tan-Yr-Efail;
- Kingsland Road / access to the industrial estate (unnamed road); and
- Kingsland Road / King's Road.

The results have been analysed and the peak hours were identified as follows:

- AM peak: 08:30 – 09:30
- PM peak: 16:30 – 17:30

The resulting peak hour traffic flows on the local road network are illustrated on flow diagrams at appendix 5.

One ATC was installed at Treseifion Road between Tara Street and King's Road while another ATC was positioned at Porthdafarch Road near the junction with Kingsland Road. The ATC data provides details of traffic volumes and speeds along these roads for a period of a week (25th June to 1st July 2019).

The charts below illustrate the recorded weekday average flows resulting from the ATC's.

Figure 3.13 – Porthdafarch Road recorded flows

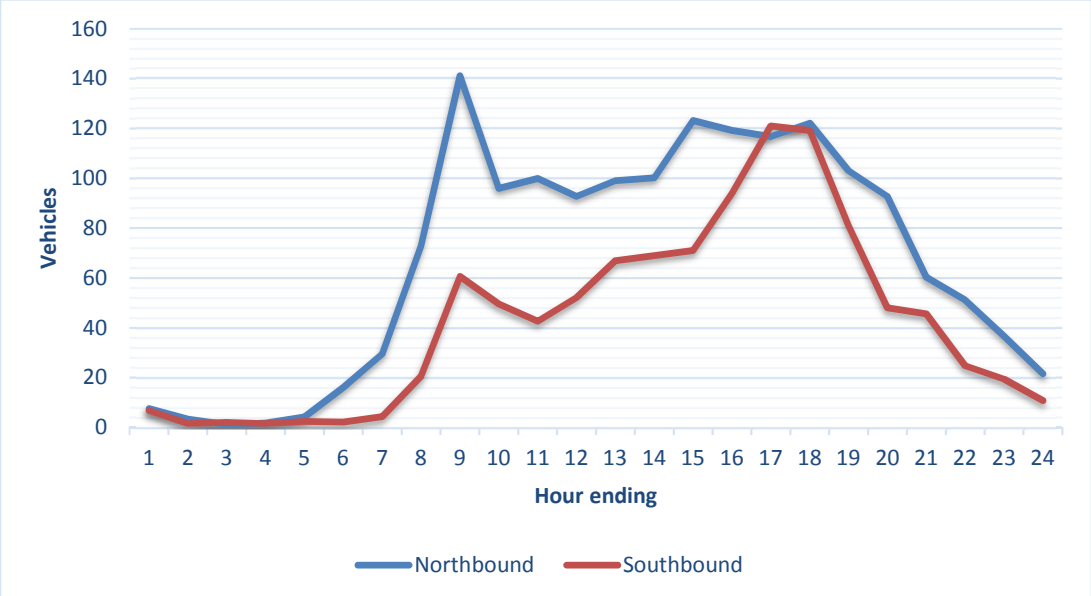
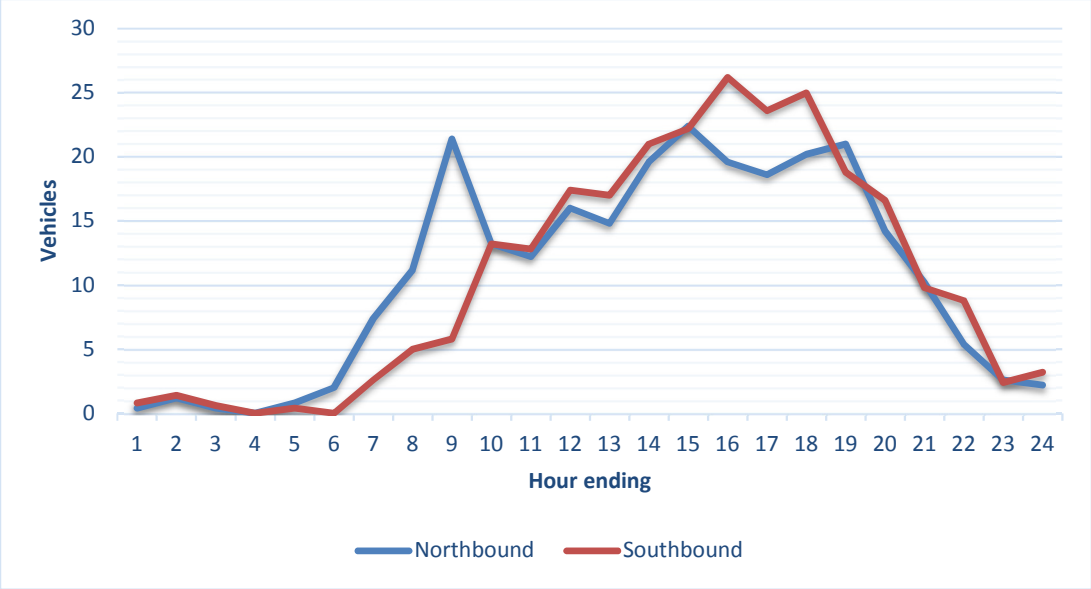


Figure 3.14 – Maeshyfryd Road recorded flows



The profiles demonstrate that the levels of traffic along Porthdafarch Road are relatively low with a peak of around 120-140 vehicles per hour in the busiest direction, while traffic flows along Maeshyfryd Road are very low at around 20-25 vehicles per hour during peak hours. This reflects the quantum of housing being served by these roads and the limited access beyond.

3.3 Pedestrian network

The Active Travel (Wales) Act 2013 focuses on walking and cycling as a mode of transport and highlights the importance of planning and building walking and cycling infrastructure as well as encouraging behaviour change in Wales. Although the Act doesn't include a threshold for acceptable maximum distances for walking, a 15 minute journey can be considered suitable to access everyday facilities and services whilst a 25 minute walking journey is appropriate for commuting and general active travel.

The existing footway network within the vicinity of the site is well established and caters well for pedestrians with a network of surfaced footways connecting the surrounding residential areas to various local facilities, amenities and public transport in Holyhead town centre.

From the proposed site access on Treseifion Road, a street-lit footway is present along the east side of the road and provides dropped kerbs and tactile paving at crossing points. The area is predominantly residential and all the roads encompassing the vicinity of the site are provided with good quality footways with adequate street lighting allowing for pedestrians to safely make their journeys on foot any time of the day.

Furthermore, there is a public footpath that runs along the north boundary of the site, connecting Treseifion Road to Kingsland Road via Tan-Yr-Efail, offering a shorter traffic-free route for pedestrians to access local amenities and facilities located east of the site. This route is not lit and currently poorly overlooked for a proportion of the route due to the redundant use of the school.

An assessment of the potential walk catchment of the application site has been undertaken based on journeys on foot of up to 15 and 25 minutes, equivalent to 1.2 km and 2km respectively. This is based upon recommended accessibility distances to local facilities, while longer distances (2 km) are typically acceptable for commuting purposes. A plan included in appendix 3 illustrates the area considered to be within easy walking distance of the proposed site access. This demonstrates that the town centre is within easy reach of the site with a range of amenities and facilities located within a 15-minute walking distance.

3.4 Cycle network

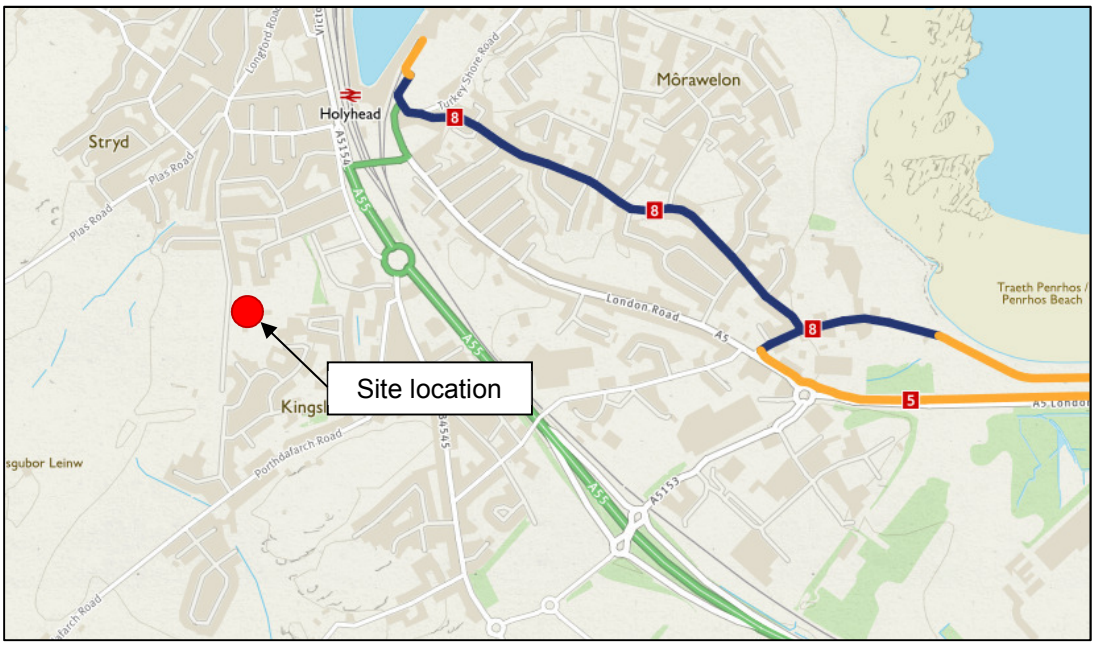
It is widely recognised that cycling has the potential to substitute shorter car journeys for leisure and work purposes. Cycling can also form part of a longer journey when used in combination with public transport.

The 30 mph speed limit along all the roads within the surrounding network, including Treseifion Road, provides a safe environment for cyclists making journeys on a bicycle between the site and nearby amenities or Holyhead town centre. Furthermore, Holyhead rail station provides cycle parking facilities offering opportunities for residents to cycle to the train station when commuting to various destinations.

Cycle Route 8 from the National Cycle Network (NCN) can be accessed from Llanfawr Road, located adjacent to Holyhead railway station, and provides an on-road route for cyclists connecting to the NCN Route 5 approximately 1km to the east. NCN 5 runs eastwards towards the village of Valley and provides a traffic-free route for cyclists. Alternatively, NCN Route 5 can be accessed directly from London Road.

An extract of the local cycle routes available within the vicinity of the site is shown below in Figure 3.15.

Figure 3.15– Cycle network map



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In order to gain a general view of the potential to cycle to local destinations from the site, a plan included in appendix 3 shows a cycle accessibility plan isochrone for 25 minutes cycling distance, equivalent to 7.5 km (approximately 5 miles). This demonstrates that the whole town of Holyhead is within easy reach of the site by cycle.

3.5 Public transport

3.5.1 Bus

The development site benefits from good public transport services with bus stops located within 350m from the site offering journeys to Holyhead town centre. These bus stops are located within a 5-minute walk from the site with further bus stops located to the east of the site at the B4545 Kingsland Road, within a 7-minute walkable distance.

A summary of the routes served by these stops can be found in Table 3.1 below.

Table 3.1 - Summary of bus services

Service	Route	First bus	Last bus	Frequency
Bus stops: Treseifion Estate / Cae Gwin				
21	Holyhead – Treseifion	08:20	16:10	Varies between 30mins to 1h:30min
21A	Holyhead – Penrhos - Treseifion	09:15	17:30	Varies between 30mins to 1h:25min
Bus stop: King's Road				
22	Holyhead - Llaingoch	08:30	18:00	Varies between 35mins to 2h:25min
22A	Holyhead – Llaingoch - Penrhos	10:15	16:05	Varies between 30min to 1h:25min
Bus stop: Forresters (opposite ASDA)				
23	Holyhead - Rhoscolym	08:40	14:57	Hourly
544	Summer Hill, Holyhead – Bangor Bus Station	07:35	---	One daily service

3.5.2 Rail

Holyhead railway station is located at Victoria Road, approximately 500m north east of the site. The station can be accessed by foot from Victoria Road where there is a pedestrian bridge that connects to the main building and from a private road off London Road.

Holyhead station is operated by Virgin Trains and Transport for Wales with services to major cities and towns including Bangor, Conway, Llandudno Junction and Colwyn Bay, along with cities further afield such as London, Cardiff, Birmingham and Manchester.

Transport for Wales provide hourly services Monday to Sunday to Shrewsbury with services continuing to Birmingham and Cardiff on alternate hours while a less frequent number of trains run to Crewe, which is a major interchange on the West Coast Main Line. There are two services operating to Manchester city centre from Monday to Friday.

Virgin Trains provides six services to London Euston on weekdays, with five direct trains and one service interchanging in Birmingham. On Saturdays, there are four services to and from London Euston while Sundays provide three departures to London.

Holyhead railway station is located adjacent to Holyhead Ferry Port, which provides daily sailings to Dublin for vehicles and foot passengers.

3.6 Access to services

The location of the development site provides an ideal location to benefit from access to local services and facilities in Holyhead town centre. There are various local amenities within the town that can easily be reached using the existing footway network or other sustainable modes of travel such as cycling or bus, which also offer access to a number of employment opportunities. The amenities include several food and retail shops, education facilities, medical centres, dentists, veterinary, pharmacy, banks, public library, post office, religious facilities, police station, and various leisure facilities.

The nearest school to the development is Kingsland Primary School, located at Cyttir Road, approximately 700m southeast of the site. Cybi Primary School and Holyhead Secondary School are both located at South Stack Rd and sit approximately 800m north of the site. Additional education facilities are located within the town including day nurseries.

In terms of health, Cambria Surgery, Longford House Surgery and Victoria Surgery are the nearest medical facilities, located approximately 700m northeast from the site. Rowlands Pharmacy is the nearest pharmacy to the site and is located at Market Street. Additional facilities include dental clinics with Longford Road Dental Practice, Deintyddfa Dental Surgery and Tara Martin Dental Care being located approximately 700m northeast from the site.

There is a large ASDA supermarket located at Kingsland Road, approximately 450m east from the site, which can be easily accessed via the dedicated pedestrian route connecting Treseifion Road to Kingsland Road. Additional supermarkets include Lidl located at Llanfawr Road around 600m northeast from the site and Co-op Food located at Victoria Road around 800m north of the site.

The town benefits from a good number of leisure facilities with green parks, cinema, gym, museums and the Port of Holyhead which provides sailings to Dublin.

3.7 Overall accessibility

It can be summarised that the site is in an accessible location and the development offers very good and realistic opportunities for travel using sustainable modes of transport as an alternative to the private car. The site is within easy walking distance of the numerous local facilities in town centre with the existing bus services providing an alternative mode of travel to the town centre for those with mobility issues.

Overall, the site location reduces the need to travel by private car.

4 PROPOSED DEVELOPMENT

The application proposals are to redevelop the site currently occupied by the former Ysgol Thomas Ellis, located at Treseifion Road, with a new residential scheme of up to 50 dwellings. At this stage, the scheme is in outline form only and therefore the quantum of development is indicative and a site layout has yet to be developed.

4.1 Parking

Car parking will be provided within the development and meet required standards within the Local Authorities' *"Ynys Mon Isle of Anglesey Supplementary Planning Guidance - Parking Standards"* for C3 dwellings, as follows:

- 1 bedroom house - 1 car space per unit
- 2 bedroom house – 1.5 car space per unit (communal parking) or 2 car spaces per unit (no communal parking)
- 3 & 4 bedroom house – 3 car spaces per unit;
- 5 bedroom house – 4 spaces per unit

4.2 Site access arrangements

The development proposals offer the opportunity to reconfigure the local highway network, particularly in relation to the road closure. The existing site access serving the school is not designed to cater for two-way residential traffic and therefore a new site access would be created along the site frontage. However, development traffic to travel between the Kingsland Roundabout and the new site access could take two route alternatives.

The assessment will consider two different scenarios for vehicular routing to the site and identify the likely impacts of each route choice.

The first scenario will assess the existing situation, which comprises a road closure to the south of the site access and all traffic arrives from the north via Holborn Road and Maeshyfryd Road and exits north via King's Road. The second scenario seeks to re-open the road closure to allow development traffic to arrive and depart from the south and close Treseifion Road to the north of the proposed access. Further details of each scenario are summarised below.

4.2.1 Scenario 1 – As existing with Treseifion Road closed at the bottom

The access to the development would be provided as a new priority junction onto Treseifion Road, located to the south of the existing access to the former Ysgol Thomas Ellis. The proposed access location increases the stagger distance from the cemetery access on the opposite side of the road. The existing access would be closed.

The proposed new access would be designed as a 6m wide carriageway with new 6m kerbed radii and would provide a new 2.0m footway on both sides of the access. To the north, the footway will continue across the existing access and will form a layby.

A drawing (ref: 662453-10-01) included in appendix 4 illustrates the access arrangements for this scenario.

4.2.2 Scenario 2 – Re-opening Treseifion Road to the south and closing to the north of the site

The vehicular access would be designed as Scenario 1 in the same location. The road to the north of the access would be closed to traffic and use the existing access to create a new turning head, allowing for larger vehicles to turn within the vicinity of the site. A swept path analysis has been undertaken for a 10.3m refuse vehicle representing the largest expected vehicle accessing the road, demonstrating that the vehicle can safely turn.

Drawing (ref: 662453-10-02) included in appendix 4 illustrates the proposed access arrangements along Treseifion Road.

4.3 Off-site infrastructure improvements

As part of the application the development provides the opportunity to construct a new pedestrian link, within the limits of the site, to replace the existing sub-standard section of footpath that connects Treseifion Road to Kingsland Road.

The new pedestrian link would pass through the site, broadly parallel to the existing footpath. This would improve the natural surveillance, width, surfacing, street lighting and landscaping of the route, which lead to a significantly more attractive route. This could facilitate an increase in active travel for existing residents as well as future residents of the site, improving access to Kingsland Road where retail premises are provided and bus stops to destinations beyond Holyhead. A drawing (ref: 662453-10-04) illustrating the proposed pedestrian route is included in appendix 4.

5 ASSESSMENT METHODOLOGY

5.1 Trip generation

In order to assess the potential impacts of the proposed development, the number of trips by all modes likely to be generated by the development has been estimated using an industry standard database. This chapter sets out the methodology for the calculation of the predicted trips.

It is noteworthy that the school has only been closed for around a year and has a traffic generating potential which, similar to many primary schools, would have a significant demand for vehicle movements and on-street parking around the AM peak and mid-afternoon. However, for the purposes of this assessment, no account has been made of the former use, resulting in a robust analysis of the local highway network.

5.1.1 Residential trip rates

The TRICS database has been utilised to derive the likely numbers of trips expected for the potential use of the site for residential development. Selection criteria for the comparator sites is as follows:

- Land use, 'Residential', sub-category, 'Houses privately owned';
- Exclude London and Ireland sites;
- 6-75 units;
- Weekday surveys; and
- 'Suburban area', 'Edge of Town' and 'Neighbourhood Centre' location types.

A summary of the trip rates is shown below in Table 5.1 with the full TRICS output provided in appendix 7.

Table 5.1 - Residential trip rates: all modes, per unit

	Vehicles		Walking		Cycling		Public Transport		People	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak 08:00-09:00	0.154	0.387	0.068	0.199	0.001	0.024	0.001	0.029	0.258	0.811
PM Peak 17:00-18:00	0.338	0.150	0.111	0.070	0.020	0.006	0.016	0.005	0.614	0.276

Source: TRICS version 7.6.1

5.1.2 Total development traffic

Application of these trip rates to the proposed development of 50 residential units will generate trips as summarised in Table 5.2.

Table 5.2 - Trip generation: all modes, 50 units

	Vehicles		Walking		Cycling		Public Transport		People	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak 08:00-09:00	8	19	3	10	0	1	0	1	13	41
PM Peak 17:00-18:00	17	8	6	4	1	0	1	0	31	14

Based on the above trip generation, the proposed development would be likely to generate 8 vehicular arrivals and 19 departures in the AM peak period. In the PM peak period it is estimated that the proposed dwellings will generate 17 vehicular arrivals and 8 departures. In either peak, this is equivalent to an average of one additional vehicle every three minutes in any given direction.

5.2 Assessment years

The assessment of traffic during the future operation of the site consists of the forecast traffic flows with development traffic applied; the latter illustrating how the network may operate in the future year as follows:

- Base 2019
- Base 2024
- Base 2024 with development

Each of the priority junctions will only be affected in one of the above scenarios as traffic will only be travelling along one route or the other. The 2019 scenario represents how the junctions are currently operating to demonstrate that they have been modelled correctly before applying growth factors to an assessment year of 2024 and a development scenario traffic to determine the impact of the proposals. 2024 has been selected as this represents five years following the date of application and is a reasonable future year that will take account of foreseeable influences, such as car ownership and growth in housing and employment.

The model for the proposed site access only assesses the “Base 2024 with development” scenario as there is currently no access at the proposed location. This scenario represents how the junction would operate in the future with the proposed development in place.

5.3 Traffic growth

An increase in background traffic is assumed to occur due to a variety of planning and economic factors, such as those related to growth in car ownership, housing and employment. Factors can be derived to calculate the predicted growth in traffic flows for specific time periods and locations across the UK using the TEMPro computer software, published by the Department for Transport.

Based on the zone surrounding the application site (Isle of Anglesey 003) and given the scenario years set out above, the growth factors for the weekday AM and PM peak periods have been calculated. These factors, as summarised in Table 5.3, have been applied to the 2019 survey flows to generate forecast flows for 2024, which are illustrated at appendix 5.

Table 5.3: TEMPRO Growth Factors

Period	AM Peak	PM Peak
2019 to 2024	1.0503	1.0463

Source: TEMPRO 7.2

6 JUNCTION CAPACITY ASSESSMENTS

The potential impact of the proposed development on the existing highway network has been assessed through capacity modelling of the following junctions:

- Maeshyfryd Road / Holborn Road;
- Maeshyfryd Road / King's Road;
- Proposed site access / Treseifion Road;
- Treseifion Road / Porthdafarch Road; and
- Kingsland Road / King's Road.

Each of these junctions is in the form of a priority junction and therefore PICADY has been used to assess the capacity of each junction. The capacity modelling assessed two different options for the vehicular access to the development as follows:

- Scenario 1 – 100% of development traffic arriving/departing from the north due to the existing road closure at Treseifion Road (existing scenario);
- Scenario 2 – 100% of development traffic arriving/departing from the south by closing Treseifion Road to the north of the site and re-opening to the south.

These options have been assessed to determine the impact of traffic generated by the development on the two alternative routes to reach the main road network.

6.1 Scenario 1 – 100% traffic arriving/departing from north

A junction capacity assessment has been undertaken for the following junctions, where 100% of the development traffic will be assigned from north, to analyse and compare the existing levels of traffic with the future scenario of 2024 with development in place.

6.1.1 Maeshyfryd Road / Holborn Road priority junction

Figure 6.1 – Junction between Maeshyfryd Road and Holborn Road

Table 6.1 - Summary of Maeshyfryd Road / Holborn Road junction PICADY results

Junction Arm	Base 2019		Base 2024		Base 2024 + Dev	
	Max Q	RFC	Max Q	RFC	Max Q	RFC
AM Peak						
Exiting Holborn Road	0.83	0.43	0.90	0.45	0.97	0.47
PM Peak						
Exiting Holborn Road	0.71	0.39	0.76	0.41	0.85	0.44

Max Q = mean maximum queue during modelled period
RFC = ratio of flow to capacity

6.1.2 Maeshyfryd Road / King's Road priority junction

Figure 6.2 – Junction between Maeshyfryd Road and King's Road

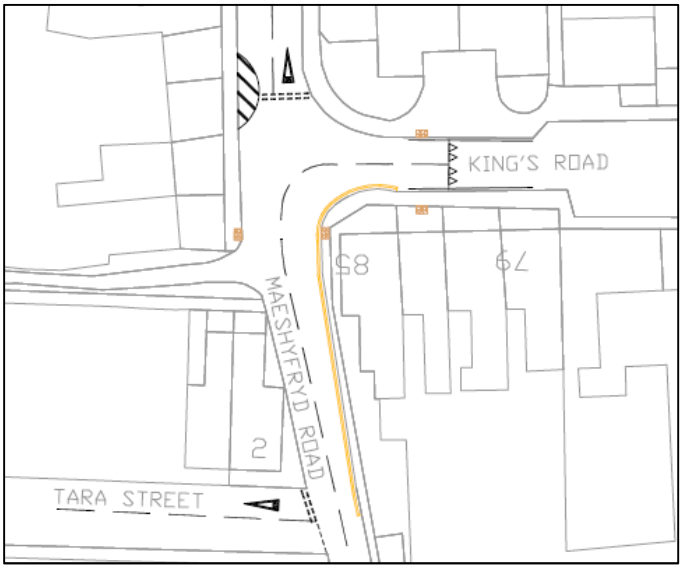


Table 6.2 - Summary of Maeshyfryd Road / King's Road junction PICADY results

Junction Arm	Base 2019		Base 2024		Base 2024 + Dev	
	Max Q	RFC	Max Q	RFC	Max Q	RFC
AM Peak						
Exiting Maeshyfryd Road (N)	0.11	0.09	0.12	0.10	0.14	0.12
PM Peak						
Exiting Maeshyfryd Road (N)	0.19	0.15	0.20	0.15	0.25	0.19

Max Q = mean maximum queue during modelled period
RFC = ratio of flow to capacity

6.1.3 Site access / Treseifion Road priority junction

Table 6.3 - Summary of site access / Treseifion Road junction PICADY results

Junction Arm	Base 2024 + Dev			
	AM Peak		PM Peak	
	Max Q	RFC	Max Q	RFC
Exiting site access	0.04	0.04	0.02	0.01

Max Q = mean maximum queue during modelled period
RFC = ratio of flow to capacity

6.1.4 Kingsland Road / King's Road priority junction

Figure 6.3 – Junction between Kingsland Road and King's Road

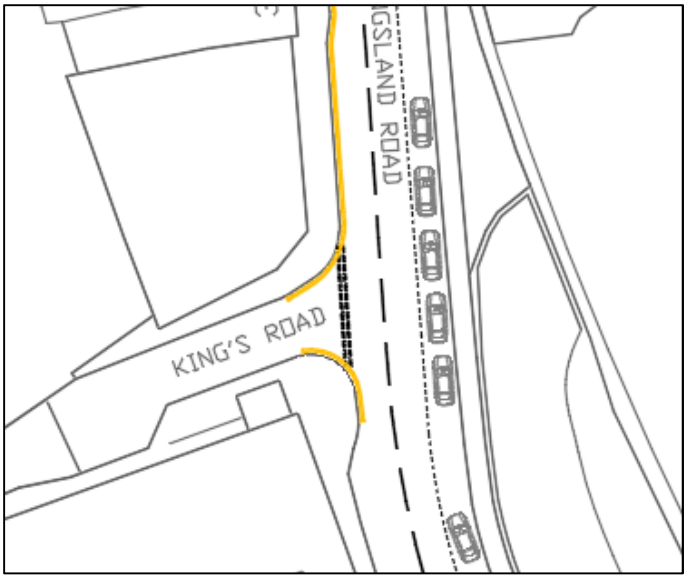


Table 6.4 - Summary of Kingsland Road / King's Road junction PICADY results

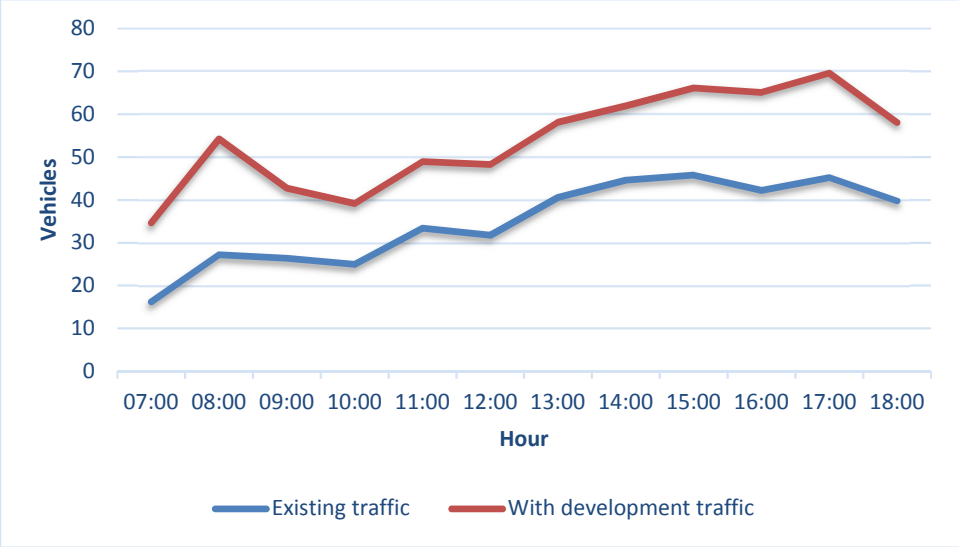
Junction Arm	Base 2019		Base 2024		Base 2024 + Dev	
	Max Q	RFC	Max Q	RFC	Max Q	RFC
AM Peak						
Exiting King's Road	0.19	0.14	0.20	0.15	0.26	0.19
PM Peak						
Exiting King's Road	0.20	0.15	0.21	0.16	0.23	0.18

Max Q = mean maximum queue during modelled period
RFC = ratio of flow to capacity

6.2 Link flow along Treseifion Road

The development traffic has been assigned to Treseifion Road to the north of the site to compare with the existing two-way traffic volumes throughout the day. The chart below illustrates the impact on the local highway network resulting from 100% of traffic to the development distributed to/from the north.

Figure 6.4 – Highway Impact – 100% of development traffic to/from north



The figure above demonstrates that while the net increase in traffic flows resulting from the development is proportionally high, the absolute values of both volumes is very low and comfortably within typical link capacities for an urban road, even with on-street parking. Therefore, it can be concluded that this scenario will have a negligible impact on Treseifion Road.

6.3 Conclusions

The results above demonstrate that all the junctions will operate satisfactorily in future with the development in place, resulting in no queuing on the network.

6.4 Scenario 2 – 100% traffic arriving/departing from south

This scenario will consider 100% of development traffic from the south and a junction capacity assessment for the proposed site access and for the Treseifion Road / Porthdafarch Road priority junction has been undertaken. The detailed junction results are demonstrated below.

6.4.1 Site access / Treseifion Road priority junction

Table 6.5 - Summary of site access / Treseifion Road junction PICADY results

Junction Arm	Base 2024 + Dev			
	AM Peak		PM Peak	
	Max Q	RFC	Max Q	RFC
Exiting site access	0.05	0.04	0.02	0.02
Right turn onto site access	0.02	0.02	0.04	0.03

Max Q = mean maximum queue during modelled period
RFC = ratio of flow to capacity

6.4.2 Treseifion Road / Porthdafarch Road priority junction

Figure 6.5 – Junction between Treseifion Road and Porthdafarch Road

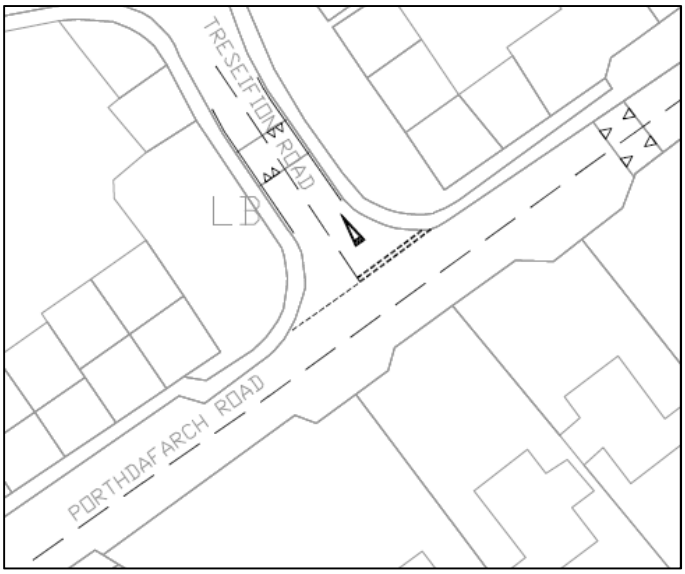


Table 6.6 - Summary of Treseifion Road / Porthdafarch Road junction PICADY results

Junction Arm	Base 2019		Base 2024		Base 2024 + Dev	
	Max Q	RFC	Max Q	RFC	Max Q	RFC
AM Peak						
Exiting Treseifion Road	0.11	0.09	0.12	0.10	0.16	0.13
Right turn onto Treseifion Road	0.05	0.05	0.05	0.05	0.07	0.06
PM Peak						
Exiting Treseifion Road	0.13	0.10	0.13	0.11	0.15	0.12
Right turn onto Treseifion Road	0.11	0.03	0.12	0.10	0.15	0.12

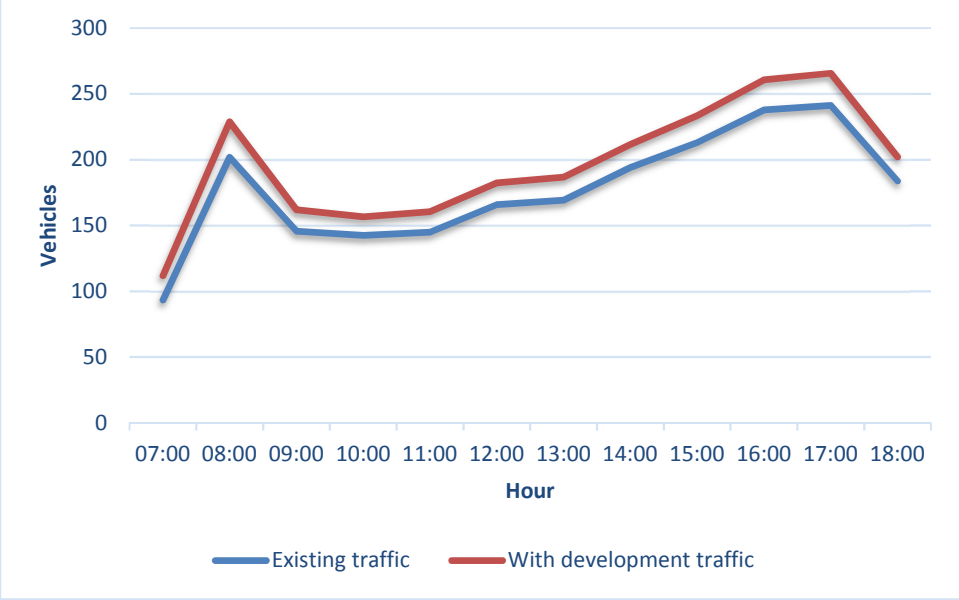
Max Q = mean maximum queue during modelled period

RFC = ratio of flow to capacity

6.5 Link flow along Porthdafarch Road

The development traffic has been assigned to Porthdafarch Road at its northern end to compare with the existing two-way traffic volumes throughout the day. The chart below illustrates the impact on the local highway network resulting from 100% of traffic to the development distributed to/from the south.

Figure 6.6 – Highway Impact – 100% of development traffic to/from south



The figure above demonstrates that the net increase in traffic resulting from the development is proportionally low when compared against the recorded traffic flows and remains comfortably below link capacities for an urban road. In conclusion, this scenario will have a negligible impact on Porthdafarch Road.

6.6 Conclusions

The results above demonstrate that both the site access/Treseifion Road and Treseifion Road/Porthdafarch Road priority junctions will operate satisfactorily in future with the development in place with 100% of development traffic assigned from the south.

7 ROAD SAFETY ASSESSMENT

A review of STATS19 accident data covering a five-year period from 2014-2018 has been carried out within an area of 500m from the site covering all junctions and links assessed on previous chapters. The data demonstrates that only three accidents occurred in the five-year period provided, including two categorised as “slight” and one “serious” in severity.

The most recent accident was considered “slight” and occurred in October 2017 involving two vehicles at the intersection between Kingsland Roundabout and its entry arm to Kingsland Road (N) and resulted in one casualty. Another accident recorded in March 2015 occurred at the intersection between Kingsland Roundabout and the exit arm from Kingsland Road and was classified as “serious” involving one vehicle and causing three casualties. Finally, the remaining “slight” accident took place at the intersection between Holborn road and Keffi street involving two vehicles and causing one casualty.

A summary of these accidents is provided in Table 3.2 and a plan showing the location of the accidents is included in appendix 2.

Table 7.1: Summary of Accidents

Location	Date	Severity	Vehicles involved	Casualties
Intersection Holborn Road and Keffi Street	10/06/2015	Slight	2	1
Kingsland Road (N) entering Kingsland Roundabout	13/10/2017	Slight	2	1
Kingsland Roundabout entering Kingsland Road (N)	05/03/2015	Serious	1	3

Overall, while any collisions are unfortunate, the accident record does not demonstrate any particular pattern of incidents or trends that could be affected by the development proposals.

8 SOCIAL IMPACT ASSESSMENT

This chapter considers the potential transport-related effects of the proposed development on social aspects in the surrounding area. The social impacts should also consider the two scenarios used for the junction capacity modelling, which are repeated here as follows:

- Scenario 1 – 100% of development traffic arriving/departing from the north due to the existing road closure at Treseifion Road (existing scenario);
- Scenario 2 –100% of development traffic arriving/departing from the south by closing Treseifion Road to the north of the site and re-opening it to the south.

Social impacts can be defined as changes in transport sources that positively or negatively influence the preferences, well-being, behaviour or perception of individuals, groups, social categories and society in general. Social impacts are distinct from environmental and economic impacts and can be categorised by source and degree of human need, as outlined in Table 8.1,

Table 8.1: Social impact type and human effect

Source	Theme	Sub-theme	Impact
Provider-based	Presence of infrastructure	Structurally	Visual quality Historical/ cultural resources Severance/ social cohesion
		Temporarily	Noise nuisance Barriers and diversions Uncertainty of construction Forced relocation
	Presence of parked vehicles		Visual quality Use of space
	Presence of transport facilities, services and activities (accessibility)	Transport facilities	Availability and physical access Level of service provided Transportation choice/ option values Cultural diversity
		Land use/ delivery/ opportunity	Access to spatially distributed services and activities

Source	Theme	Sub-theme	Impact
User-based	Traffic (movement of vehicles)	Safety	Accidents Averting behaviour Safety perceptions Public safety (dangerous cargo)
		Environment	Noise levels, nuisance Soil, air and water quality
	Travel (movement of people)		Intrinsic value, journey quality Physical fitness (active travel) Security

Source: The Social and Distributional Impacts of Transport: A Literature Review, 2011 (Adapted from: Geurs et al, (2009, p.75) 'Social Impacts of Transport: Literature Review and the State of the Practice of Transport Appraisal in the Netherlands and United Kingdom').

The proposals will generate additional traffic, pedestrians, cyclists and public transport users, and introduce some new infrastructure as part of the development. Out of these social effects in Table 8.1 above, it is considered that the following have the potential to be affected by the proposals in the long term:

- Presence of infrastructure (visual quality, severance/social cohesion);
- Presence of parked cars (visual quality, use of space);
- Presence of transport facilities (availability and physical access);
- Traffic (safety perceptions)
- Travel (intrinsic value, journey quality, physical fitness, security)

Each of these aspects are dealt with below.

8.1 Presence of infrastructure

The proposed development for either scenario will create new transport infrastructure in the form of access roads and footways on a site which has been occupied by a primary school. The design of this infrastructure has yet to be developed, however it will be considered as part of any reserved matters application. The visual quality will therefore be within the control of the local planning authority.

For either scenario, the development proposals will not generate a significant volume of traffic and therefore will not affect severance on existing roads as overall traffic volumes will remain low. However, the proposals to improve the pedestrian route that currently follows the northern boundary of the site will improve social cohesion as it will become a more attractive route for existing and future residents to use, increasing mobility and potentially shifting trips from car to foot.

8.2 Presence of parked cars

For each scenario there are parked cars along the approach route from the Kingsland Roundabout. For scenario 1, these are along Maeshyfryd Road, while for scenario 2 these are located along Porthdafarch Road. Both areas of parking are sufficiently distant from the site that future residents or visitors of the development will not be dependent on these areas of on-street parking. The development itself will provide adequate car parking, in accordance with the local standards, within the site. The design of this will again form part of a reserved matters application and is therefore within the control of the local planning authority to ensure it offers visual quality.

8.3 Presence of transport facilities

The development location is the key influence in terms of transport facilities with a choice of modes being available from the site. Neither scenario will negatively affect access to or the availability of these facilities, however the improved pedestrian route (applicable to both scenarios) along the northern boundary of the site will positively benefit access to these services.

8.4 Traffic

An increase in traffic volumes can affect the amenity of other road users through their perception of safety. This report has demonstrated that the increase in traffic volumes will be very low, generating around one additional vehicle every three minutes in any given direction. This would be undetectable to a casual observer, such as a pedestrian or cyclist travelling along the roads used by either scenario. While there is a higher proportional increase for scenario 1 than scenario 2, the section of Treseifion Road along the frontage of the site will be where an increase is most noticeable due to the current volumes being close to nil. However, the number of non-car users along this section is also low and therefore any impact on perception of safety in this respect will be negligible.

There is the potential to affect the perception of safety through an increase in traffic volumes through narrow sections of road where there is insufficient width to accommodate two-way traffic. This can affect driver delay and subsequently driver frustration if the volumes of traffic increase sufficiently that the current ‘give and take’ operation occurs more frequently. This is prevalent along a short section of Treseifion Road (scenario 1) and Porthdafarch Road (scenario 2) where there are parked cars on a two-way carriageway – Maeshyfryd Road is only a one-way street where there are parked cars.

For scenario 1, the length of road occupied by parked cars is relatively short and there is good inter-visibility between cars approaching either end. Although this section is currently very lightly trafficked, the overall traffic flow will still remain low and therefore it is unlikely that the ‘give and take’ operation will become a frustration for drivers.

For scenario 2, the length of road occupied by parked cars varies according to the time of day due to the vehicles being owned by residents along that frontage. Passing bays are created once a vehicle vacates a space, which significantly reduce the length of single file traffic. During peak periods, there is a low risk that there will be an increase in frequency of drivers waiting as most movements will be tidal (northbound in the AM,

southbound in the PM). Furthermore, the volume of development traffic is sufficiently low that it will be unlikely to affect the average delay for drivers.

A perception of safety can also be affected by increased volumes of traffic along roads used as a 'rat-run'. For scenario 1, the assessed route via the one-way system is the most convenient and appropriate route for traffic to use and therefore it is unlikely that the risk to safety will be affected. For scenario 2, Porthdafarch Road is the most direct route for traffic to use, although traffic arriving from Kingsland Road from the south may use Arthur Street, which is a one-way road. However, neither road presents a safety risk from increased volumes of traffic, other than the discussion above relating to parked cars.

8.5 Travel

The environment through which people travel can be affected by an increase in traffic or proportion of heavy goods vehicles. However, it has been demonstrated that the proposed development will generate a low volume of traffic such that it is unlikely to affect the intrinsic value or journey quality of pedestrians and cyclists. Therefore, it is also unlikely to reduce the number of active travel journeys that may already be carried out along each approach assessed for the two scenarios.

However, the improved pedestrian route along the northern boundary of the site will be a positive benefit for the value and quality of the route, which could also lead to increased active travel as it would be a more attractive route than other present alternatives. The security of the route would also be improved as the tunnel perception of the current route would be opened up and new street lighting provided.

8.6 Overall

It has been assessed that the proposed development will not have a negative impact on social aspects as a result of increased traffic volumes. The low increase in traffic volumes will not be detrimental to the operation or environment of Treseifion Road or Porthdafarch Road, including the impact of parked cars. The proposed improved footpath link will have a positive impact in providing a more attractive route to Kingsland Road with a better environment that may increase mobility and active travel for existing residents as well as future residents on the site.

9 POTENTIAL MITIGATION / CONTROLS

The junction capacity assessments for each of the route options have not identified the need for any mitigation at these locations. However, it is acknowledged that car parking along approach roads can affect two-way traffic flow during peak periods, particularly if these coincide with periods of peak parking demand.

This effect is most prominent along Porthdafarch Road, where on-street parking can extend along a reasonable length between Tan-Yr-Efail and Kingsland Road, offering few natural passing places. This section of road currently serves the Tan-Yr-Efail and Treseifion estates and has the potential to serve the proposed development. Although this is an existing problem, the development has the potential to exacerbate any delays experienced by local residents due to an increase in traffic volumes.

The trip generation assessment predicts that the increase in traffic volumes will be equivalent to one additional vehicle every three minutes in any given direction, which is likely to be undetectable to a casual observer. However, two solutions / control measures have the potential to mitigate or minimise the effect of an increased volume of traffic, as explored below.

9.1 Tan-Yr-Efail mitigation scenario

As a measure to mitigate the additional development traffic along Porthdafarch Road, all traffic currently associated with the Tan-Yr-Efail estate would be reassigned to the industrial estate road immediately to the north, while closing the junction with Porthdafarch Road to the south.

The following junctions, which were surveyed at the same time as the rest of the study area, would be affected by this mitigation option:

- Porthdafarch Road / Tan-Yr-Efail; and
- Kingsland Road / access to the industrial estate (unnamed road).

The traffic surveys show that the vast majority of the traffic generated by Tan-Yr-Efail derives from the A55 direction and therefore by closing the road to vehicles at the southern end and opening a new vehicular access to the north onto the industrial estate, the levels of traffic along Porthdafarch Road will reduce.

Reassigning the traffic flows associated with Tan-Yr-Efail, which are illustrated at appendix 5, the net reduction along Porthdafarch Road is greater than the predicted increase associated with the proposed development. Therefore, this option would more than compensate for the additional development traffic.

The proposed vehicular arrangements for this potential mitigation option would comprise a new access onto the industrial estate, designed as a 5m wide carriageway with new 4m radii and footways on both sides of the road. To ensure that the existing footpath route between Treseifion Road and Kingsland Road is not disadvantaged, a raised table would be introduced to reduce vehicle speeds at the point where the footpath crosses the road. At the southern end of Tan-Yr-Efail, a new 2.0m footway will continue across the junction and a new car park with capacity for 16 vehicles would be constructed for

residents, offsetting some of the existing on-street parking demand that exists on surrounding streets.

The junction between Tan-Yr-Efail and Porthdafarch Road would be closed as a result of this mitigation option and therefore only the industrial estate access onto Kingsland Road will be affected within the agreed study area. The capacity of this junction has been assessed below as a sensitivity model.

9.1.1 Kingsland Road / access to the industrial estate priority junction

Figure 9.1 – Junction between Kingsland Road and access to the industrial estate

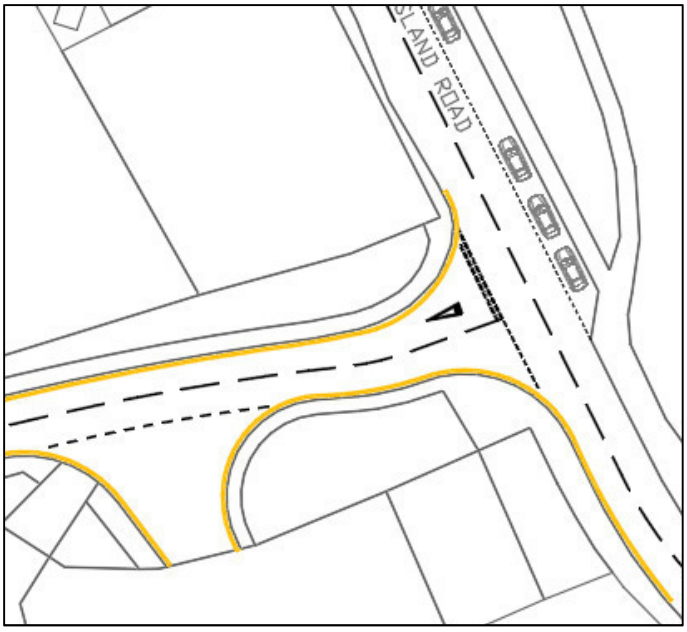


Table 9.1 - Summary of Kingsland Road / access to industrial estate junction with sensitivity PICADY results

	Base 2019		Base 2024		Base 2024 + Sensivity	
	Max Q	RFC	Max Q	RFC	Max Q	RFC
AM Peak						
Exiting the industrial estate	0.04	0.03	0.04	0.03	0.17	0.14
Right turn onto the industrial estate	0.05	0.05	0.06	0.05	0.01	0.01
PM Peak						
Exiting the industrial estate	0.02	0.02	0.02	0.02	0.13	0.11
Right turn onto the industrial estate	0.01	0.01	0.01	0.01	0.00	0.00

Max Q = mean maximum queue during modelled period

RFC = ratio of flow to capacity

The results in the table above indicate that the junction will continue to operate comfortably within capacity with the reassigned traffic associated with the Tan-Yr-Efail estate, should this mitigation option be pursued.

9.2 Removal of road closure

The two scenarios assessed consider the routing of development traffic wholly along one route or another to reach the site from the Kingsland Roundabout. However, restricting the route choice for future residents may not present the optimum solution.

A solution which could minimise the impact on the sections of road that experience the longest delays is to remove the road closure on Treseifion Road and allow drivers to choose which route to use. Drivers who are familiar with the local road network, such as residents, will tend to choose the least congested routes to reach their destination.

Given the choice of routes, residents are more likely to avoid Porthdafarch Road during peak periods if this would delay their journey, even if this presented the shortest route to their destination. Conversely, during quieter periods of the day, Porthdafarch may offer the most convenient route and could be used by drivers travelling to and from the site.

No detailed assessment of this scenario is required as the two scenarios already represent the worst case for each route individually and therefore dividing the traffic between each route would result in an impact less than already determined.

This option would also benefit existing bus services as it would provide the opportunity for routes to be adjusted to travel along Treseifion Road instead of circulating around the Treseifion estate.

While the removal of the road closure has the potential to introduce through traffic along Treseifion Road, the current network does not provide adequate connections such that it would open up an attractive alternative route for a significant volume of traffic. The existing routes to Kingsland Roundabout and the town centre are already the most convenient for residents living at either side of the development site.

9.3 Conclusion

The potential to reconfigure the road network to reassign traffic associated with Tan-Yr-Efail to the industrial estate would reduce the baseline traffic flows along Porthdafarch Road. It would also benefit local residents by providing additional parking to offset the current demand along Porthdafarch Road. However, this is an existing problem and would more than compensate for the increase in traffic associated with the development proposals.

The potential control measure to remove any route restrictions would allow drivers the choice to use whichever route was most convenient in terms of journey time, which could minimise the effect of the development traffic on Porthdafarch Road during peak periods. It would also provide an additional benefit by allowing existing bus services to adjust to a more efficient route along Treseifion Road rather than circulate around the Treseifion estate. It is also unlikely that the removal of the road closure would result in a significant transfer of traffic along Treseifion Road as more attractive routes already exist to reach key destinations.

10 SUMMARY AND CONCLUSIONS

RSK has been instructed by Isle of Anglesey County Council to produce a Transport Assessment to support a planning application for a proposed residential development of up to 50 dwellings on land occupied by the former Ysgol Thomas Ellis, in Treseifion Road, Holyhead, Anglesey.

The development site is ideally located to benefit from access to sustainable travel modes with a range of facilities within an easy walking distance, including the town centre. There are various employment opportunities within commuting distance on foot and by cycle, while public transport services connect Holyhead to destinations further afield as well as providing local circular bus routes for those with mobility issues. Overall, the development offers realistic opportunities for travel using sustainable modes of transport as an alternative to the private car.

The development proposals offer the opportunity to reconfigure the local highway network, particularly in relation to the existing road closure along Treseifion Road. The existing site access serving the school is not designed to cater for two-way residential traffic and therefore a new site access would be created along the site frontage.

The proposed development would include a new all-user access onto Treseifion Road to be designed as a 6m wide carriageway with new 6m kerbed radii and would provide a new 2.0m footway on both sides of the access. The location of the access benefits from good visibility levels in both directions, which have been designed for a 30mph speed limit, following guidance contained in TAN 18.

Furthermore, the development would include a new pedestrian link through the site to improve the existing footpath that connects Treseifion Road to Kingsland Road, which would contribute to a more attractive and direct route to local facilities, including the large supermarket located at Kingsland Road.

A trip generation assessment has been undertaken using TRICS to outline the anticipated vehicle impact on the surrounding highway network. The proposed development is likely to generate a low level of traffic movements which will be dispersed across the local highway network. The surrounding highway network will operate satisfactorily without resulting in highway safety or capacity issues with a maximum increase of traffic onto Treseifion Road of around one vehicle every three minutes in any direction in the AM and PM peak hours.

The assessment has considered two different scenarios for vehicular routing to the site and identify the likely impacts of each route choice. The first scenario assessed the existing situation, which comprises a road closure to the south of the site access and all traffic arrives from the north via Holborn Road and Maeshyfryd Road and exits north via King's Road. The second scenario seeks to re-open the road closure to allow development traffic to arrive and depart from the south and close Treseifion Road to the north of the proposed access.

A junction capacity assessment has been undertaken for the various junctions associated with the two scenarios. The results have demonstrated that all priority junctions will operate satisfactorily in future with the development in place with either 100% of development traffic assigned from the north or south.

A review of the accident data covering a five-year period from 2014-2018 has been carried out within an area of 500m of the site covering all junctions and links assessed within the study area. The data demonstrates that only three accidents occurred in the five-year period provided, including two categorised as “slight” and one “serious” in severity. Although regrettable, the accident data does not demonstrate any particular pattern of incidents or trends that could be affected by the development proposals.

Potential mitigation controls have been assessed with two different options to take into consideration the effect of existing car parking along approach roads, particularly on Porthdafarch Road, that affects two-way traffic flow during peak periods.

The first option comprises a measure to mitigate the additional development traffic along Porthdafarch Road where all traffic currently associated with the Tan-Yr-Efail estate would be reassigned to the industrial estate road immediately to the north, while closing the junction with Porthdafarch Road to the south. This option would reduce the baseline traffic flows along Porthdafarch Road.

A second option considers reopening the road closure, allowing drivers the choice to use whichever route was most convenient in terms of journey time, which could minimise the effect of the development traffic on Porthdafarch Road during peak periods.

An assessment of potential effects on social aspects has been undertaken, which considers the impact of additional traffic and infrastructure on highway users. This has concluded that the proposed development will not have a negative impact on social aspects as a result of increased traffic volumes. In addition, the proposed improved footpath link will have a positive impact in providing a more attractive route to Kingsland Road with a better environment that may increase mobility and active travel.

On the basis of the above assessment it is concluded that there are no outstanding reasons why the site should not be granting planning permission on highway or transportation grounds.

APPENDIX 1
TRAFFIC SURVEY DATA

Automatic Classified Counts, Holyhead

LOCATION: MAESHYFRYD ROAD

Direction : NORTHBOUND

Tuesday 25/06/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	5	1	0	0	0	0	0	0	0	0	0	0	0	6
8	9	1	0	0	0	0	0	0	0	0	0	0	0	10
9	25	0	0	0	0	0	0	0	0	0	0	0	0	25
10	9	1	1	0	0	0	0	0	0	0	0	0	0	11
11	7	0	0	0	0	0	0	0	0	0	0	0	0	7
12	8	2	0	0	0	0	0	0	0	0	0	0	0	10
13	16	0	0	0	0	0	0	0	0	0	0	0	0	16
14	20	0	0	0	0	0	0	0	0	0	0	0	0	20
15	14	1	0	0	0	0	0	0	0	0	0	0	0	15
16	11	0	0	0	0	0	0	0	0	0	0	0	0	11
17	13	0	0	0	0	0	0	0	0	0	0	0	0	13
18	12	0	0	0	0	0	0	0	0	0	0	0	0	12
19	26	0	0	0	0	0	0	0	0	0	0	0	0	26
20	12	0	0	0	0	0	0	0	0	0	0	0	0	12
21	7	0	0	0	0	0	0	0	0	0	0	0	0	7
22	3	1	0	0	0	0	0	0	0	0	0	0	0	4
23	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	170	5	1	0	0	0	0	0	0	0	0	0	0	176
6-22	197	7	1	0	0	0	0	0	0	0	0	0	0	205
6-24	199	7	1	0	0	0	0	0	0	0	0	0	0	207
0-24	203	7	1	0	0	0	0	0	0	0	0	0	0	211

Direction : SOUTHBOUND

Tuesday 25/06/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0	0	0	0	0	0	3
8	3	0	0	0	0	0	0	0	0	0	0	0	0	3
9	1	0	1	0	0	0	0	0	0	0	0	0	0	2
10	9	2	0	0	0	0	0	0	0	0	0	0	0	11
11	7	0	0	0	0	0	0	0	0	0	0	1	0	8
12	10	2	1	0	0	0	0	0	0	0	0	0	0	13
13	10	1	1	0	0	0	0	0	0	0	0	0	0	12
14	12	1	0	0	0	0	0	0	0	0	0	0	0	13
15	15	1	0	0	0	0	0	0	0	0	0	0	0	16
16	9	0	2	0	0	0	0	0	0	0	0	0	0	11
17	24	3	0	0	0	0	0	0	0	0	0	0	0	27
18	22	2	4	0	0	0	0	0	0	0	0	0	0	28
19	9	0	0	0	0	0	0	0	0	0	0	0	0	9
20	16	1	3	0	0	0	0	0	0	0	0	0	0	20
21	9	0	2	0	0	0	0	0	0	0	0	0	0	11
22	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	2	0	2	0	0	0	0	0	0	0	0	0	0	4
7-19	131	12	9	0	0	0	0	0	0	0	0	1	0	153
6-22	161	13	14	0	0	0	0	0	0	0	0	1	0	189
6-24	163	13	16	0	0	0	0	0	0	0	0	1	0	193
0-24	164	13	16	0	0	0	0	0	0	0	0	1	0	194

Automatic Classified Counts, Holyhead

LOCATION: MAESHYFRYD ROAD

Direction : NORTHBOUND

Tuesday 25/06/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	1	1	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	2	0	0	0	0	0	0	0	0	0	0	2
7	2	3	1	0	0	0	0	0	0	0	0	0	6
8	4	6	0	0	0	0	0	0	0	0	0	0	10
9	7	18	0	0	0	0	0	0	0	0	0	0	25
10	1	10	0	0	0	0	0	0	0	0	0	0	11
11	0	7	0	0	0	0	0	0	0	0	0	0	7
12	0	9	1	0	0	0	0	0	0	0	0	0	10
13	1	15	0	0	0	0	0	0	0	0	0	0	16
14	8	12	0	0	0	0	0	0	0	0	0	0	20
15	2	12	1	0	0	0	0	0	0	0	0	0	15
16	2	9	0	0	0	0	0	0	0	0	0	0	11
17	3	10	0	0	0	0	0	0	0	0	0	0	13
18	0	12	0	0	0	0	0	0	0	0	0	0	12
19	0	25	1	0	0	0	0	0	0	0	0	0	26
20	7	5	0	0	0	0	0	0	0	0	0	0	12
21	0	3	4	0	0	0	0	0	0	0	0	0	7
22	2	0	2	0	0	0	0	0	0	0	0	0	4
23	0	1	0	0	0	0	0	0	0	0	0	0	1
24	0	0	1	0	0	0	0	0	0	0	0	0	1
7-19	28	145	3	0	0	0	0	0	0	0	0	0	176
6-22	39	156	10	0	0	0	0	0	0	0	0	0	205
6-24	39	157	11	0	0	0	0	0	0	0	0	0	207
0-24	39	160	12	0	0	0	0	0	0	0	0	0	211

Direction : SOUTHBOUND

Tuesday 25/06/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	1	0	1	0	0	1	0	0	0	0	0	0	3
8	2	0	1	0	0	0	0	0	0	0	0	0	3
9	1	1	0	0	0	0	0	0	0	0	0	0	2
10	2	7	2	0	0	0	0	0	0	0	0	0	11
11	2	5	1	0	0	0	0	0	0	0	0	0	8
12	5	5	3	0	0	0	0	0	0	0	0	0	13
13	5	5	2	0	0	0	0	0	0	0	0	0	12
14	1	8	4	0	0	0	0	0	0	0	0	0	13
15	5	8	3	0	0	0	0	0	0	0	0	0	16
16	6	5	0	0	0	0	0	0	0	0	0	0	11
17	8	12	5	1	1	0	0	0	0	0	0	0	27
18	6	19	3	0	0	0	0	0	0	0	0	0	28
19	0	7	2	0	0	0	0	0	0	0	0	0	9
20	7	11	2	0	0	0	0	0	0	0	0	0	20
21	2	6	2	1	0	0	0	0	0	0	0	0	11
22	0	0	1	0	0	1	0	0	0	0	0	0	2
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	2	2	0	0	0	0	0	0	0	0	0	4
7-19	43	82	26	1	1	0	0	0	0	0	0	0	153
6-22	53	99	32	2	1	2	0	0	0	0	0	0	189
6-24	53	101	34	2	1	2	0	0	0	0	0	0	193
0-24	53	101	35	2	1	2	0	0	0	0	0	0	194

Automatic Classified Counts, Holyhead

LOCATION: MAESHYFRYD ROAD

Direction : NORTHBOUND

Wednesday 26/06/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	5	0	0	0	0	0	0	0	0	0	0	0	0	5
7	7	1	0	0	0	0	0	0	0	0	0	0	0	8
8	11	2	0	0	0	0	0	0	0	0	0	0	0	13
9	18	1	0	0	0	0	0	0	0	0	0	0	0	19
10	14	0	0	0	0	0	0	0	0	0	0	0	0	14
11	10	0	0	0	0	0	0	0	0	0	0	0	0	10
12	12	2	0	0	0	0	0	0	0	0	0	0	0	14
13	16	1	0	0	0	0	0	0	0	0	0	0	0	17
14	16	0	0	0	0	0	0	0	0	0	0	0	0	16
15	23	1	0	0	0	0	0	0	0	0	0	0	0	24
16	28	1	0	0	0	0	0	0	0	0	0	0	0	29
17	11	0	0	0	0	0	0	0	0	0	0	0	0	11
18	21	0	0	0	0	0	0	0	0	0	0	0	0	21
19	17	0	0	0	0	0	0	0	0	0	0	0	0	17
20	14	0	0	0	0	0	0	0	0	0	0	0	0	14
21	12	1	0	0	0	0	0	0	0	0	0	0	0	13
22	4	1	0	0	0	0	0	0	0	0	0	0	0	5
23	3	0	0	0	0	0	0	0	0	0	0	0	0	3
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7-19	197	8	0	0	0	0	0	0	0	0	0	0	0	205
6-22	234	11	0	0	0	0	0	0	0	0	0	0	0	245
6-24	240	11	0	0	0	0	0	0	0	0	0	0	0	251
0-24	248	11	0	0	0	0	0	0	0	0	0	0	0	259

Direction : SOUTHBOUND

Wednesday 26/06/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	2	1	1	0	0	0	0	0	0	0	0	0	0	4
8	5	0	1	0	0	0	0	0	0	0	0	0	0	6
9	11	2	0	0	0	0	0	0	0	0	0	0	0	13
10	7	1	0	0	0	0	0	0	0	0	0	0	0	8
11	14	0	1	0	0	0	0	0	0	0	0	0	0	15
12	19	2	1	0	0	0	0	0	0	0	0	2	0	24
13	15	1	0	0	0	0	0	0	0	0	0	0	0	16
14	23	1	0	0	0	0	0	0	0	0	0	0	0	24
15	23	1	1	0	0	0	0	0	0	0	0	0	0	25
16	33	1	0	0	0	0	0	0	0	0	0	0	0	34
17	18	1	0	0	0	0	0	0	0	0	0	0	0	19
18	22	1	0	0	0	0	0	0	0	0	0	0	0	23
19	19	1	2	0	0	0	0	0	0	0	0	0	0	22
20	13	0	1	0	0	0	0	0	0	0	0	0	0	14
21	8	1	0	0	0	0	0	0	0	0	0	0	0	9
22	7	1	1	0	0	0	0	0	0	0	0	0	0	9
23	2	0	0	0	0	0	0	0	0	0	0	0	0	2
24	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7-19	209	12	6	0	0	0	0	0	0	0	0	2	0	229
6-22	239	15	9	0	0	0	0	0	0	0	0	2	0	265
6-24	245	15	9	0	0	0	0	0	0	0	0	2	0	271
0-24	247	15	9	0	0	0	0	0	0	0	0	2	0	273

Automatic Classified Counts, Holyhead

LOCATION: MAESHYFRYD ROAD

Direction : NORTHBOUND

Wednesday 26/06/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	2	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	1
6	5	0	0	0	0	0	0	0	0	0	0	0	5
7	3	4	1	0	0	0	0	0	0	0	0	0	8
8	0	13	0	0	0	0	0	0	0	0	0	0	13
9	4	15	0	0	0	0	0	0	0	0	0	0	19
10	2	12	0	0	0	0	0	0	0	0	0	0	14
11	1	8	1	0	0	0	0	0	0	0	0	0	10
12	1	13	0	0	0	0	0	0	0	0	0	0	14
13	1	15	1	0	0	0	0	0	0	0	0	0	17
14	4	12	0	0	0	0	0	0	0	0	0	0	16
15	0	22	2	0	0	0	0	0	0	0	0	0	24
16	0	26	3	0	0	0	0	0	0	0	0	0	29
17	0	10	1	0	0	0	0	0	0	0	0	0	11
18	2	16	3	0	0	0	0	0	0	0	0	0	21
19	3	14	0	0	0	0	0	0	0	0	0	0	17
20	7	6	1	0	0	0	0	0	0	0	0	0	14
21	1	12	0	0	0	0	0	0	0	0	0	0	13
22	0	5	0	0	0	0	0	0	0	0	0	0	5
23	1	2	0	0	0	0	0	0	0	0	0	0	3
24	2	1	0	0	0	0	0	0	0	0	0	0	3
7-19	18	176	11	0	0	0	0	0	0	0	0	0	205
6-22	29	203	13	0	0	0	0	0	0	0	0	0	245
6-24	32	206	13	0	0	0	0	0	0	0	0	0	251
0-24	38	208	13	0	0	0	0	0	0	0	0	0	259

Direction : SOUTHBOUND

Wednesday 26/06/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	2	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	1	2	1	0	0	0	0	0	0	0	0	0	4
8	1	4	1	0	0	0	0	0	0	0	0	0	6
9	1	11	1	0	0	0	0	0	0	0	0	0	13
10	3	3	2	0	0	0	0	0	0	0	0	0	8
11	3	11	1	0	0	0	0	0	0	0	0	0	15
12	8	12	4	0	0	0	0	0	0	0	0	0	24
13	1	11	3	1	0	0	0	0	0	0	0	0	16
14	13	6	5	0	0	0	0	0	0	0	0	0	24
15	4	17	4	0	0	0	0	0	0	0	0	0	25
16	11	18	5	0	0	0	0	0	0	0	0	0	34
17	7	10	2	0	0	0	0	0	0	0	0	0	19
18	2	12	9	0	0	0	0	0	0	0	0	0	23
19	5	12	5	0	0	0	0	0	0	0	0	0	22
20	3	5	6	0	0	0	0	0	0	0	0	0	14
21	6	2	1	0	0	0	0	0	0	0	0	0	9
22	2	6	0	1	0	0	0	0	0	0	0	0	9
23	0	2	0	0	0	0	0	0	0	0	0	0	2
24	1	1	1	0	0	1	0	0	0	0	0	0	4
7-19	59	127	42	1	0	0	0	0	0	0	0	0	229
6-22	71	142	50	2	0	0	0	0	0	0	0	0	265
6-24	72	145	51	2	0	1	0	0	0	0	0	0	271
0-24	72	145	53	2	0	1	0	0	0	0	0	0	273

Automatic Classified Counts, Holyhead

LOCATION: MAESHYFRYD ROAD

Direction : NORTHBOUND

Thursday 27/06/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	8	1	0	0	0	0	0	0	0	0	0	0	0	9
8	8	1	0	0	0	0	0	0	0	0	0	0	0	9
9	24	0	0	0	0	0	0	0	0	0	0	0	0	24
10	9	0	0	0	0	0	0	0	0	0	0	0	0	9
11	15	0	0	0	1	0	0	0	0	0	0	0	0	16
12	13	1	0	0	0	0	0	0	0	0	0	0	0	14
13	7	0	0	0	0	0	0	0	0	0	0	0	0	7
14	26	0	0	0	0	0	0	0	0	0	0	0	0	26
15	24	0	0	0	0	0	0	0	0	0	0	0	0	24
16	14	0	0	0	0	0	0	0	0	0	0	0	0	14
17	23	0	0	0	0	0	0	0	0	0	0	0	0	23
18	15	1	0	0	0	0	0	0	0	0	0	0	0	16
19	18	2	0	0	0	0	0	0	0	0	0	0	0	20
20	20	0	0	0	0	0	0	0	0	0	0	0	0	20
21	8	0	0	0	0	0	0	0	0	0	0	0	0	8
22	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	196	5	0	0	1	0	0	0	0	0	0	0	0	202
6-22	235	6	0	0	1	0	0	0	0	0	0	0	0	242
6-24	236	6	0	0	1	0	0	0	0	0	0	0	0	243
0-24	241	6	0	0	1	0	0	0	0	0	0	0	0	248

Direction : SOUTHBOUND

Thursday 27/06/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0	0	0	0	0	0	3
8	5	0	1	0	0	0	0	0	0	0	0	0	0	6
9	4	0	0	0	0	0	0	0	0	0	0	0	0	4
10	11	1	1	0	0	0	0	0	0	0	0	0	0	13
11	12	0	2	0	0	0	0	0	0	0	0	0	0	14
12	15	1	0	0	0	0	0	0	0	0	0	0	0	16
13	16	0	0	0	0	0	0	0	0	0	0	0	0	16
14	15	0	1	0	0	0	0	0	0	0	0	0	0	16
15	19	0	1	0	0	0	0	0	0	0	0	0	0	20
16	23	2	0	0	0	0	0	0	0	0	0	0	0	25
17	27	0	3	0	0	0	0	0	0	0	0	0	0	30
18	16	3	2	0	0	0	0	0	0	0	0	0	0	21
19	21	1	4	0	0	0	0	0	0	0	0	0	0	26
20	22	1	0	0	0	0	0	0	0	0	0	0	0	23
21	11	0	1	0	0	0	0	0	0	0	0	0	0	12
22	9	0	0	0	0	0	0	0	0	0	0	0	0	9
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	184	8	15	0	0	0	0	0	0	0	0	0	0	207
6-22	229	9	16	0	0	0	0	0	0	0	0	0	0	254
6-24	230	9	16	0	0	0	0	0	0	0	0	0	0	255
0-24	233	9	16	0	0	0	0	0	0	0	0	0	0	258

Automatic Classified Counts, Holyhead

LOCATION: MAESHYFRYD ROAD

Direction : NORTHBOUND

Thursday 27/06/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	1	1	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	1	0	0	0	0	0	0	0	0	0	0	2
6	0	1	0	0	0	0	0	0	0	0	0	0	1
7	2	6	1	0	0	0	0	0	0	0	0	0	9
8	0	9	0	0	0	0	0	0	0	0	0	0	9
9	12	12	0	0	0	0	0	0	0	0	0	0	24
10	1	8	0	0	0	0	0	0	0	0	0	0	9
11	0	15	1	0	0	0	0	0	0	0	0	0	16
12	1	13	0	0	0	0	0	0	0	0	0	0	14
13	0	6	1	0	0	0	0	0	0	0	0	0	7
14	8	18	0	0	0	0	0	0	0	0	0	0	26
15	1	22	1	0	0	0	0	0	0	0	0	0	24
16	0	13	1	0	0	0	0	0	0	0	0	0	14
17	13	9	1	0	0	0	0	0	0	0	0	0	23
18	0	14	2	0	0	0	0	0	0	0	0	0	16
19	1	17	2	0	0	0	0	0	0	0	0	0	20
20	3	16	1	0	0	0	0	0	0	0	0	0	20
21	3	4	1	0	0	0	0	0	0	0	0	0	8
22	0	3	0	0	0	0	0	0	0	0	0	0	3
23	0	1	0	0	0	0	0	0	0	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	37	156	9	0	0	0	0	0	0	0	0	0	202
6-22	45	185	12	0	0	0	0	0	0	0	0	0	242
6-24	45	186	12	0	0	0	0	0	0	0	0	0	243
0-24	46	189	13	0	0	0	0	0	0	0	0	0	248

Direction : SOUTHBOUND

Thursday 27/06/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0	0	0	0	0	1
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	1	0	1	0	0	1	0	0	0	0	0	0	3
8	1	2	3	0	0	0	0	0	0	0	0	0	6
9	1	3	0	0	0	0	0	0	0	0	0	0	4
10	3	6	4	0	0	0	0	0	0	0	0	0	13
11	8	6	0	0	0	0	0	0	0	0	0	0	14
12	0	11	5	0	0	0	0	0	0	0	0	0	16
13	6	6	4	0	0	0	0	0	0	0	0	0	16
14	5	10	1	0	0	0	0	0	0	0	0	0	16
15	1	12	7	0	0	0	0	0	0	0	0	0	20
16	6	15	4	0	0	0	0	0	0	0	0	0	25
17	10	15	5	0	0	0	0	0	0	0	0	0	30
18	11	7	3	0	0	0	0	0	0	0	0	0	21
19	12	10	4	0	0	0	0	0	0	0	0	0	26
20	5	13	5	0	0	0	0	0	0	0	0	0	23
21	2	6	4	0	0	0	0	0	0	0	0	0	12
22	3	5	1	0	0	0	0	0	0	0	0	0	9
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	1	0	0	0	0	0	0	0	0	0	1
7-19	64	103	40	0	0	0	0	0	0	0	0	0	207
6-22	75	127	51	0	0	1	0	0	0	0	0	0	254
6-24	75	127	52	0	0	1	0	0	0	0	0	0	255
0-24	75	128	54	0	0	1	0	0	0	0	0	0	258

Automatic Classified Counts, Holyhead

LOCATION: MAESHYFRYD ROAD

Direction : NORTHBOUND

Friday 28/06/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	8	0	0	0	0	0	0	0	0	0	0	0	0	8
8	8	1	0	0	0	0	0	0	0	0	0	0	0	9
9	20	0	0	0	0	0	0	0	0	0	0	0	0	20
10	17	0	0	0	0	0	0	0	0	0	0	0	0	17
11	11	1	0	0	0	0	0	0	0	0	0	0	0	12
12	23	0	0	0	0	0	0	0	0	0	0	0	0	23
13	15	0	0	0	0	0	0	0	0	0	0	0	0	15
14	21	1	0	0	0	0	0	0	0	0	0	0	0	22
15	21	1	0	0	0	0	0	0	0	0	0	0	0	22
16	12	0	0	0	0	0	0	0	0	0	0	0	0	12
17	36	0	0	0	0	0	0	0	0	0	0	0	0	36
18	30	0	0	0	0	0	0	0	0	0	0	0	0	30
19	23	0	0	0	0	0	0	0	0	0	0	0	0	23
20	11	0	0	0	0	0	0	0	0	0	0	0	0	11
21	9	1	0	0	0	0	0	0	0	0	0	0	0	10
22	9	0	0	0	0	0	0	0	0	0	0	0	0	9
23	6	0	0	0	0	0	0	0	0	0	0	0	0	6
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7-19	237	4	0	0	0	0	0	0	0	0	0	0	0	241
6-22	274	5	0	0	0	0	0	0	0	0	0	0	0	279
6-24	283	5	0	0	0	0	0	0	0	0	0	0	0	288
0-24	286	5	0	0	0	0	0	0	0	0	0	0	0	291

Direction : SOUTHBOUND

Friday 28/06/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0	0	0	0	0	0	3
8	6	0	0	0	0	0	0	0	0	0	0	0	0	6
9	3	0	0	0	0	0	0	0	0	0	0	0	0	3
10	12	0	1	0	0	0	0	0	0	0	0	0	0	13
11	14	0	1	0	1	0	0	0	0	0	0	1	0	17
12	15	0	0	0	0	0	0	0	0	0	0	0	0	15
13	20	0	2	0	0	0	0	0	0	0	0	0	0	22
14	19	3	3	0	0	0	0	0	0	0	0	0	0	25
15	25	0	0	0	0	0	0	0	0	0	0	0	0	25
16	25	0	1	0	0	0	0	0	0	0	0	0	0	26
17	26	1	0	0	0	0	0	0	0	0	0	0	0	27
18	33	1	1	0	0	0	0	0	0	0	0	0	0	35
19	19	0	0	0	0	0	0	0	0	0	0	0	0	19
20	11	0	3	0	0	0	0	0	0	0	0	0	0	14
21	11	1	0	0	0	0	0	0	0	0	0	0	0	12
22	16	0	0	0	0	0	0	0	0	0	0	0	0	16
23	9	0	0	0	0	0	0	0	0	0	0	0	0	9
24	4	1	0	0	0	0	0	0	0	0	0	0	0	5
7-19	217	5	9	0	1	0	0	0	0	0	0	1	0	233
6-22	258	6	12	0	1	0	0	0	0	0	0	1	0	278
6-24	271	7	12	0	1	0	0	0	0	0	0	1	0	292
0-24	273	7	12	0	1	0	0	0	0	0	0	1	0	294

Automatic Classified Counts, Holyhead

LOCATION: MAESHYFRYD ROAD

Direction : NORTHBOUND

Friday 28/06/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	1	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	1
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	7	1	0	0	0	0	0	0	0	0	0	8
8	0	9	0	0	0	0	0	0	0	0	0	0	9
9	16	4	0	0	0	0	0	0	0	0	0	0	20
10	4	13	0	0	0	0	0	0	0	0	0	0	17
11	0	12	0	0	0	0	0	0	0	0	0	0	12
12	6	16	1	0	0	0	0	0	0	0	0	0	23
13	4	10	1	0	0	0	0	0	0	0	0	0	15
14	5	17	0	0	0	0	0	0	0	0	0	0	22
15	3	19	0	0	0	0	0	0	0	0	0	0	22
16	3	8	1	0	0	0	0	0	0	0	0	0	12
17	1	34	1	0	0	0	0	0	0	0	0	0	36
18	4	20	6	0	0	0	0	0	0	0	0	0	30
19	2	18	3	0	0	0	0	0	0	0	0	0	23
20	1	9	1	0	0	0	0	0	0	0	0	0	11
21	1	7	2	0	0	0	0	0	0	0	0	0	10
22	1	8	0	0	0	0	0	0	0	0	0	0	9
23	1	5	0	0	0	0	0	0	0	0	0	0	6
24	0	3	0	0	0	0	0	0	0	0	0	0	3
7-19	48	180	13	0	0	0	0	0	0	0	0	0	241
6-22	51	211	17	0	0	0	0	0	0	0	0	0	279
6-24	52	219	17	0	0	0	0	0	0	0	0	0	288
0-24	53	220	18	0	0	0	0	0	0	0	0	0	291

Direction : SOUTHBOUND

Friday 28/06/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	1	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	3	0	0	0	0	0	0	0	0	0	3
8	1	4	1	0	0	0	0	0	0	0	0	0	6
9	0	1	2	0	0	0	0	0	0	0	0	0	3
10	3	7	3	0	0	0	0	0	0	0	0	0	13
11	3	13	1	0	0	0	0	0	0	0	0	0	17
12	4	9	2	0	0	0	0	0	0	0	0	0	15
13	14	4	4	0	0	0	0	0	0	0	0	0	22
14	10	13	2	0	0	0	0	0	0	0	0	0	25
15	2	18	5	0	0	0	0	0	0	0	0	0	25
16	7	18	1	0	0	0	0	0	0	0	0	0	26
17	10	10	7	0	0	0	0	0	0	0	0	0	27
18	11	15	8	1	0	0	0	0	0	0	0	0	35
19	4	10	5	0	0	0	0	0	0	0	0	0	19
20	5	7	2	0	0	0	0	0	0	0	0	0	14
21	0	10	2	0	0	0	0	0	0	0	0	0	12
22	5	10	1	0	0	0	0	0	0	0	0	0	16
23	1	5	3	0	0	0	0	0	0	0	0	0	9
24	3	2	0	0	0	0	0	0	0	0	0	0	5
7-19	69	122	41	1	0	0	0	0	0	0	0	0	233
6-22	79	149	49	1	0	0	0	0	0	0	0	0	278
6-24	83	156	52	1	0	0	0	0	0	0	0	0	292
0-24	83	157	53	1	0	0	0	0	0	0	0	0	294

Automatic Classified Counts, Holyhead

LOCATION: MAESHYFRYD ROAD

Direction : NORTHBOUND

Saturday 29/06/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0	0	0	0	0	0	3
8	4	0	0	0	0	0	0	0	0	0	0	0	0	4
9	7	0	0	0	0	0	0	0	0	0	0	0	0	7
10	6	0	0	0	0	0	0	0	0	0	0	0	0	6
11	12	2	0	0	0	0	0	0	0	0	0	0	0	14
12	28	2	0	0	0	0	0	0	0	0	0	0	0	30
13	24	0	0	0	0	0	0	0	0	0	0	0	0	24
14	22	0	0	0	0	0	0	0	0	0	0	0	0	22
15	23	0	0	0	0	0	0	0	0	0	0	0	0	23
16	22	2	0	0	0	0	0	0	0	0	0	0	0	24
17	14	0	0	0	0	0	0	0	0	0	0	0	0	14
18	16	0	0	0	0	0	0	0	0	0	0	0	0	16
19	11	1	0	0	0	0	0	0	0	0	0	0	0	12
20	9	0	0	0	0	0	0	0	0	0	0	0	0	9
21	10	0	0	0	0	0	0	0	0	0	0	0	0	10
22	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23	8	0	0	0	0	0	0	0	0	0	0	0	0	8
24	2	1	0	0	0	0	0	0	0	0	0	0	0	3
7-19	189	7	0	0	0	0	0	0	0	0	0	0	0	196
6-22	216	7	0	0	0	0	0	0	0	0	0	0	0	223
6-24	226	8	0	0	0	0	0	0	0	0	0	0	0	234
0-24	234	8	0	0	0	0	0	0	0	0	0	0	0	242

Direction : SOUTHBOUND

Saturday 29/06/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	7	0	0	0	0	0	0	0	0	0	0	0	0	7
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	5	0	0	0	0	0	0	0	0	0	0	0	0	5
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	1	0	0	0	0	0	0	0	0	0	0	0	0	1
9	5	0	0	0	0	0	0	0	0	0	0	0	0	5
10	5	0	0	0	0	0	0	0	0	0	0	0	0	5
11	12	1	3	0	0	0	0	0	0	0	0	0	0	16
12	21	1	0	0	0	0	0	0	0	0	0	0	0	22
13	17	1	0	0	0	0	0	0	0	0	0	0	0	18
14	25	2	2	0	0	0	0	0	0	0	0	0	0	29
15	20	0	1	0	0	0	0	0	0	0	0	0	0	21
16	14	2	1	0	0	0	0	0	0	0	0	0	0	17
17	11	0	0	0	0	0	0	0	0	0	0	0	0	11
18	22	2	0	0	0	0	0	0	0	0	0	0	0	24
19	10	1	0	0	0	0	0	0	0	0	0	0	0	11
20	12	0	1	0	0	0	0	0	0	0	0	0	0	13
21	11	0	0	0	0	0	0	0	0	0	0	0	0	11
22	12	1	0	0	0	0	0	0	0	0	0	0	0	13
23	10	0	0	0	0	0	0	0	0	0	0	0	0	10
24	4	1	0	0	0	0	0	0	0	0	0	0	0	5
7-19	163	10	7	0	0	0	0	0	0	0	0	0	0	180
6-22	198	11	8	0	0	0	0	0	0	0	0	0	0	217
6-24	212	12	8	0	0	0	0	0	0	0	0	0	0	232
0-24	227	12	8	0	0	0	0	0	0	0	0	0	0	247

Automatic Classified Counts, Holyhead

LOCATION: MAESHYFRYD ROAD

Direction : NORTHBOUND

Saturday 29/06/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	2	1	0	0	0	0	0	0	0	0	0	3
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	1	0	0	0	0	0	0	0	0	0	0	1
4	0	2	0	0	0	0	0	0	0	0	0	0	2
5	1	0	0	0	0	0	0	0	0	0	0	0	1
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	1	2	0	0	0	0	0	0	0	0	0	0	3
8	0	4	0	0	0	0	0	0	0	0	0	0	4
9	0	7	0	0	0	0	0	0	0	0	0	0	7
10	4	2	0	0	0	0	0	0	0	0	0	0	6
11	3	10	1	0	0	0	0	0	0	0	0	0	14
12	3	26	1	0	0	0	0	0	0	0	0	0	30
13	8	15	1	0	0	0	0	0	0	0	0	0	24
14	1	21	0	0	0	0	0	0	0	0	0	0	22
15	5	18	0	0	0	0	0	0	0	0	0	0	23
16	2	22	0	0	0	0	0	0	0	0	0	0	24
17	4	10	0	0	0	0	0	0	0	0	0	0	14
18	2	14	0	0	0	0	0	0	0	0	0	0	16
19	5	7	0	0	0	0	0	0	0	0	0	0	12
20	8	1	0	0	0	0	0	0	0	0	0	0	9
21	0	10	0	0	0	0	0	0	0	0	0	0	10
22	2	1	2	0	0	0	0	0	0	0	0	0	5
23	0	8	0	0	0	0	0	0	0	0	0	0	8
24	1	0	2	0	0	0	0	0	0	0	0	0	3
7-19	37	156	3	0	0	0	0	0	0	0	0	0	196
6-22	48	170	5	0	0	0	0	0	0	0	0	0	223
6-24	49	178	7	0	0	0	0	0	0	0	0	0	234
0-24	50	183	9	0	0	0	0	0	0	0	0	0	242

Direction : SOUTHBOUND

Saturday 29/06/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	6	1	0	0	0	0	0	0	0	0	0	7
2	0	0	0	0	0	0	1	0	0	0	0	0	1
3	0	0	0	2	0	0	0	0	0	0	0	0	2
4	0	0	3	2	0	0	0	0	0	0	0	0	5
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	1	0	0	0	0	0	0	0	0	0	0	1
9	1	4	0	0	0	0	0	0	0	0	0	0	5
10	1	3	1	0	0	0	0	0	0	0	0	0	5
11	10	2	4	0	0	0	0	0	0	0	0	0	16
12	7	11	4	0	0	0	0	0	0	0	0	0	22
13	8	7	3	0	0	0	0	0	0	0	0	0	18
14	13	16	0	0	0	0	0	0	0	0	0	0	29
15	8	11	2	0	0	0	0	0	0	0	0	0	21
16	3	11	3	0	0	0	0	0	0	0	0	0	17
17	4	6	1	0	0	0	0	0	0	0	0	0	11
18	3	19	2	0	0	0	0	0	0	0	0	0	24
19	0	10	1	0	0	0	0	0	0	0	0	0	11
20	10	2	1	0	0	0	0	0	0	0	0	0	13
21	0	10	1	0	0	0	0	0	0	0	0	0	11
22	1	11	0	0	1	0	0	0	0	0	0	0	13
23	1	9	0	0	0	0	0	0	0	0	0	0	10
24	0	1	2	1	1	0	0	0	0	0	0	0	5
7-19	58	101	21	0	0	0	0	0	0	0	0	0	180
6-22	69	124	23	0	1	0	0	0	0	0	0	0	217
6-24	70	134	25	1	2	0	0	0	0	0	0	0	232
0-24	70	140	29	5	2	0	1	0	0	0	0	0	247

Automatic Classified Counts, Holyhead

LOCATION: MAESHYFRYD ROAD

Direction : NORTHBOUND

Sunday 30/06/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0	0	0	0	0	0	3
8	8	0	0	0	0	0	0	0	0	0	0	0	0	8
9	6	0	0	0	0	0	0	0	0	0	0	0	0	6
10	8	1	0	0	0	0	0	0	0	0	0	0	0	9
11	19	0	0	0	0	0	0	0	0	0	0	0	0	19
12	12	0	0	0	0	0	0	0	0	0	0	0	0	12
13	32	2	0	0	0	0	0	0	0	0	0	0	0	34
14	12	0	0	0	0	0	0	0	0	0	0	0	0	12
15	18	1	0	1	0	0	0	0	0	0	0	0	0	20
16	20	0	0	0	0	0	0	0	0	0	0	0	0	20
17	11	1	0	0	0	0	0	0	0	0	0	0	0	12
18	16	1	0	0	0	0	0	0	0	0	0	0	0	17
19	14	0	0	0	0	0	0	0	0	0	0	0	0	14
20	16	0	0	0	0	0	0	0	0	0	0	0	0	16
21	8	0	0	0	0	0	0	0	0	0	0	0	0	8
22	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23	0	1	0	0	0	0	0	0	0	0	0	0	0	1
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	176	6	0	1	0	0	0	0	0	0	0	0	0	183
6-22	204	6	0	1	0	0	0	0	0	0	0	0	0	211
6-24	205	7	0	1	0	0	0	0	0	0	0	0	0	213
0-24	208	7	0	1	0	0	0	0	0	0	0	0	0	216

Direction : SOUTHBOUND

Sunday 30/06/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8	2	0	0	0	0	0	0	0	0	0	0	0	0	2
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	10	1	0	0	0	0	0	0	0	0	0	0	0	11
11	15	1	0	0	0	0	0	0	0	0	0	0	0	16
12	20	0	2	0	0	0	0	0	0	0	0	0	0	22
13	22	1	1	0	0	0	0	0	0	0	0	0	0	24
14	14	0	3	0	0	0	0	0	0	0	0	0	0	17
15	23	0	0	0	0	0	0	0	0	0	0	0	0	23
16	18	1	1	0	0	0	0	0	0	0	0	0	0	20
17	17	0	0	0	0	0	0	0	0	0	0	0	0	17
18	21	2	0	0	0	0	0	0	0	0	0	0	0	23
19	18	1	1	0	0	0	0	0	0	0	0	0	0	20
20	18	0	0	0	0	0	0	0	0	0	0	0	0	18
21	10	1	0	0	0	0	0	0	0	0	0	0	0	11
22	2	0	1	0	0	0	0	0	0	0	0	0	0	3
23	1	1	0	0	0	0	0	0	0	0	0	0	0	2
24	2	1	0	0	0	0	0	0	0	0	0	0	0	3
7-19	180	7	8	0	0	0	0	0	0	0	0	0	0	195
6-22	211	8	9	0	0	0	0	0	0	0	0	0	0	228
6-24	214	10	9	0	0	0	0	0	0	0	0	0	0	233
0-24	220	10	9	0	0	0	0	0	0	0	0	0	0	239

Automatic Classified Counts, Holyhead

LOCATION: MAESHYFRYD ROAD

Direction : NORTHBOUND

Sunday 30/06/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	2	0	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	3	0	0	0	0	0	0	0	0	0	0	3
8	1	7	0	0	0	0	0	0	0	0	0	0	8
9	1	5	0	0	0	0	0	0	0	0	0	0	6
10	2	7	0	0	0	0	0	0	0	0	0	0	9
11	2	15	2	0	0	0	0	0	0	0	0	0	19
12	1	11	0	0	0	0	0	0	0	0	0	0	12
13	6	27	1	0	0	0	0	0	0	0	0	0	34
14	4	7	1	0	0	0	0	0	0	0	0	0	12
15	3	16	0	1	0	0	0	0	0	0	0	0	20
16	3	17	0	0	0	0	0	0	0	0	0	0	20
17	1	11	0	0	0	0	0	0	0	0	0	0	12
18	1	15	1	0	0	0	0	0	0	0	0	0	17
19	3	10	1	0	0	0	0	0	0	0	0	0	14
20	1	14	1	0	0	0	0	0	0	0	0	0	16
21	2	6	0	0	0	0	0	0	0	0	0	0	8
22	0	1	0	0	0	0	0	0	0	0	0	0	1
23	0	1	0	0	0	0	0	0	0	0	0	0	1
24	1	0	0	0	0	0	0	0	0	0	0	0	1
7-19	28	148	6	1	0	0	0	0	0	0	0	0	183
6-22	31	172	7	1	0	0	0	0	0	0	0	0	211
6-24	32	173	7	1	0	0	0	0	0	0	0	0	213
0-24	32	176	7	1	0	0	0	0	0	0	0	0	216

Direction : SOUTHBOUND

Sunday 30/06/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	1	0	0	0	0	0	0	0	0	0	0	0	1
2	0	2	0	0	0	0	0	0	0	0	0	0	2
3	0	1	1	0	0	0	0	0	0	0	0	0	2
4	0	1	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	1	0	0	0	0	0	0	0	0	0	1
8	0	2	0	0	0	0	0	0	0	0	0	0	2
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	3	8	0	0	0	0	0	0	0	0	0	0	11
11	1	9	6	0	0	0	0	0	0	0	0	0	16
12	2	17	3	0	0	0	0	0	0	0	0	0	22
13	6	17	1	0	0	0	0	0	0	0	0	0	24
14	5	9	3	0	0	0	0	0	0	0	0	0	17
15	3	15	4	1	0	0	0	0	0	0	0	0	23
16	2	13	5	0	0	0	0	0	0	0	0	0	20
17	3	12	2	0	0	0	0	0	0	0	0	0	17
18	5	16	2	0	0	0	0	0	0	0	0	0	23
19	3	17	0	0	0	0	0	0	0	0	0	0	20
20	4	14	0	0	0	0	0	0	0	0	0	0	18
21	5	6	0	0	0	0	0	0	0	0	0	0	11
22	1	2	0	0	0	0	0	0	0	0	0	0	3
23	0	1	1	0	0	0	0	0	0	0	0	0	2
24	0	3	0	0	0	0	0	0	0	0	0	0	3
7-19	33	135	26	1	0	0	0	0	0	0	0	0	195
6-22	43	157	27	1	0	0	0	0	0	0	0	0	228
6-24	43	161	28	1	0	0	0	0	0	0	0	0	233
0-24	44	165	29	1	0	0	0	0	0	0	0	0	239

Automatic Classified Counts, Holyhead

LOCATION: MAESHYFRYD ROAD

Direction : NORTHBOUND

Monday 01/07/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	5	1	0	0	0	0	0	0	0	0	0	0	0	6
8	15	0	0	0	0	0	0	0	0	0	0	0	0	15
9	18	1	0	0	0	0	0	0	0	0	0	0	0	19
10	14	1	0	0	0	0	0	0	0	0	0	0	0	15
11	16	0	0	0	0	0	0	0	0	0	0	0	0	16
12	16	3	0	0	0	0	0	0	0	0	0	0	0	19
13	18	1	0	0	0	0	0	0	0	0	0	0	0	19
14	14	0	0	0	0	0	0	0	0	0	0	0	0	14
15	26	1	0	0	0	0	0	0	0	0	0	0	0	27
16	31	1	0	0	0	0	0	0	0	0	0	0	0	32
17	10	0	0	0	0	0	0	0	0	0	0	0	0	10
18	22	0	0	0	0	0	0	0	0	0	0	0	0	22
19	19	0	0	0	0	0	0	0	0	0	0	0	0	19
20	14	0	0	0	0	0	0	0	0	0	0	0	0	14
21	12	1	0	0	0	0	0	0	0	0	0	0	0	13
22	5	1	0	0	0	0	0	0	0	0	0	0	0	6
23	2	0	0	0	0	0	0	0	0	0	0	0	0	2
24	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7-19	219	8	0	0	0	0	0	0	0	0	0	0	0	227
6-22	255	11	0	0	0	0	0	0	0	0	0	0	0	266
6-24	261	11	0	0	0	0	0	0	0	0	0	0	0	272
0-24	265	11	0	0	0	0	0	0	0	0	0	0	0	276

Direction : SOUTHBOUND

Monday 01/07/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	5	0	0	0	0	0	0	0	0	0	0	0	0	5
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	3	1	0	0	0	0	0	0	0	0	0	0	0	4
9	6	1	0	0	0	0	0	0	0	0	0	0	0	7
10	19	1	1	0	0	0	0	0	0	0	0	0	0	21
11	10	0	0	0	0	0	0	0	0	0	0	0	0	10
12	14	3	1	0	0	0	0	0	0	0	0	1	0	19
13	18	1	0	0	0	0	0	0	0	0	0	0	0	19
14	26	1	0	0	0	0	0	0	0	0	0	0	0	27
15	23	1	1	0	0	0	0	0	0	0	0	0	0	25
16	34	1	0	0	0	0	0	0	0	0	0	0	0	35
17	14	1	0	0	0	0	0	0	0	0	0	0	0	15
18	17	1	0	0	0	0	0	0	0	0	0	0	0	18
19	15	1	2	0	0	0	0	0	0	0	0	0	0	18
20	11	0	1	0	0	0	0	0	0	0	0	0	0	12
21	4	1	0	0	0	0	0	0	0	0	0	0	0	5
22	6	1	1	0	0	0	0	0	0	0	0	0	0	8
23	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	199	13	5	0	0	0	0	0	0	0	0	1	0	218
6-22	220	15	7	0	0	0	0	0	0	0	0	1	0	243
6-24	223	15	7	0	0	0	0	0	0	0	0	1	0	246
0-24	231	15	7	0	0	0	0	0	0	0	0	1	0	254

Automatic Classified Counts, Holyhead

LOCATION: MAESHYFRYD ROAD

Direction : NORTHBOUND

Monday 01/07/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	2	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	2	0	0	0	0	0	0	0	0	0	0	2
7	3	3	0	0	0	0	0	0	0	0	0	0	6
8	0	15	0	0	0	0	0	0	0	0	0	0	15
9	10	9	0	0	0	0	0	0	0	0	0	0	19
10	8	7	0	0	0	0	0	0	0	0	0	0	15
11	0	15	1	0	0	0	0	0	0	0	0	0	16
12	1	18	0	0	0	0	0	0	0	0	0	0	19
13	1	17	1	0	0	0	0	0	0	0	0	0	19
14	3	11	0	0	0	0	0	0	0	0	0	0	14
15	0	25	2	0	0	0	0	0	0	0	0	0	27
16	0	30	2	0	0	0	0	0	0	0	0	0	32
17	0	9	1	0	0	0	0	0	0	0	0	0	10
18	2	18	2	0	0	0	0	0	0	0	0	0	22
19	3	16	0	0	0	0	0	0	0	0	0	0	19
20	7	7	0	0	0	0	0	0	0	0	0	0	14
21	1	12	0	0	0	0	0	0	0	0	0	0	13
22	0	6	0	0	0	0	0	0	0	0	0	0	6
23	1	1	0	0	0	0	0	0	0	0	0	0	2
24	3	1	0	0	0	0	0	0	0	0	0	0	4
7-19	28	190	9	0	0	0	0	0	0	0	0	0	227
6-22	39	218	9	0	0	0	0	0	0	0	0	0	266
6-24	43	220	9	0	0	0	0	0	0	0	0	0	272
0-24	43	222	11	0	0	0	0	0	0	0	0	0	276

Direction : SOUTHBOUND

Monday 01/07/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	2	0	0	0	0	0	0	0	0	0	0	2
2	0	3	2	0	0	0	0	0	0	0	0	0	5
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0	0	0	0	0	1
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	3	0	1	0	0	0	0	0	0	0	0	0	4
9	5	2	0	0	0	0	0	0	0	0	0	0	7
10	6	15	0	0	0	0	0	0	0	0	0	0	21
11	1	5	4	0	0	0	0	0	0	0	0	0	10
12	7	10	2	0	0	0	0	0	0	0	0	0	19
13	1	15	2	1	0	0	0	0	0	0	0	0	19
14	15	6	6	0	0	0	0	0	0	0	0	0	27
15	2	19	4	0	0	0	0	0	0	0	0	0	25
16	13	18	4	0	0	0	0	0	0	0	0	0	35
17	5	8	2	0	0	0	0	0	0	0	0	0	15
18	2	12	4	0	0	0	0	0	0	0	0	0	18
19	5	10	3	0	0	0	0	0	0	0	0	0	18
20	2	3	7	0	0	0	0	0	0	0	0	0	12
21	4	1	0	0	0	0	0	0	0	0	0	0	5
22	2	5	0	1	0	0	0	0	0	0	0	0	8
23	0	1	0	0	0	0	0	0	0	0	0	0	1
24	1	1	0	0	0	0	0	0	0	0	0	0	2
7-19	65	120	32	1	0	0	0	0	0	0	0	0	218
6-22	73	129	39	2	0	0	0	0	0	0	0	0	243
6-24	74	131	39	2	0	0	0	0	0	0	0	0	246
0-24	74	137	41	2	0	0	0	0	0	0	0	0	254

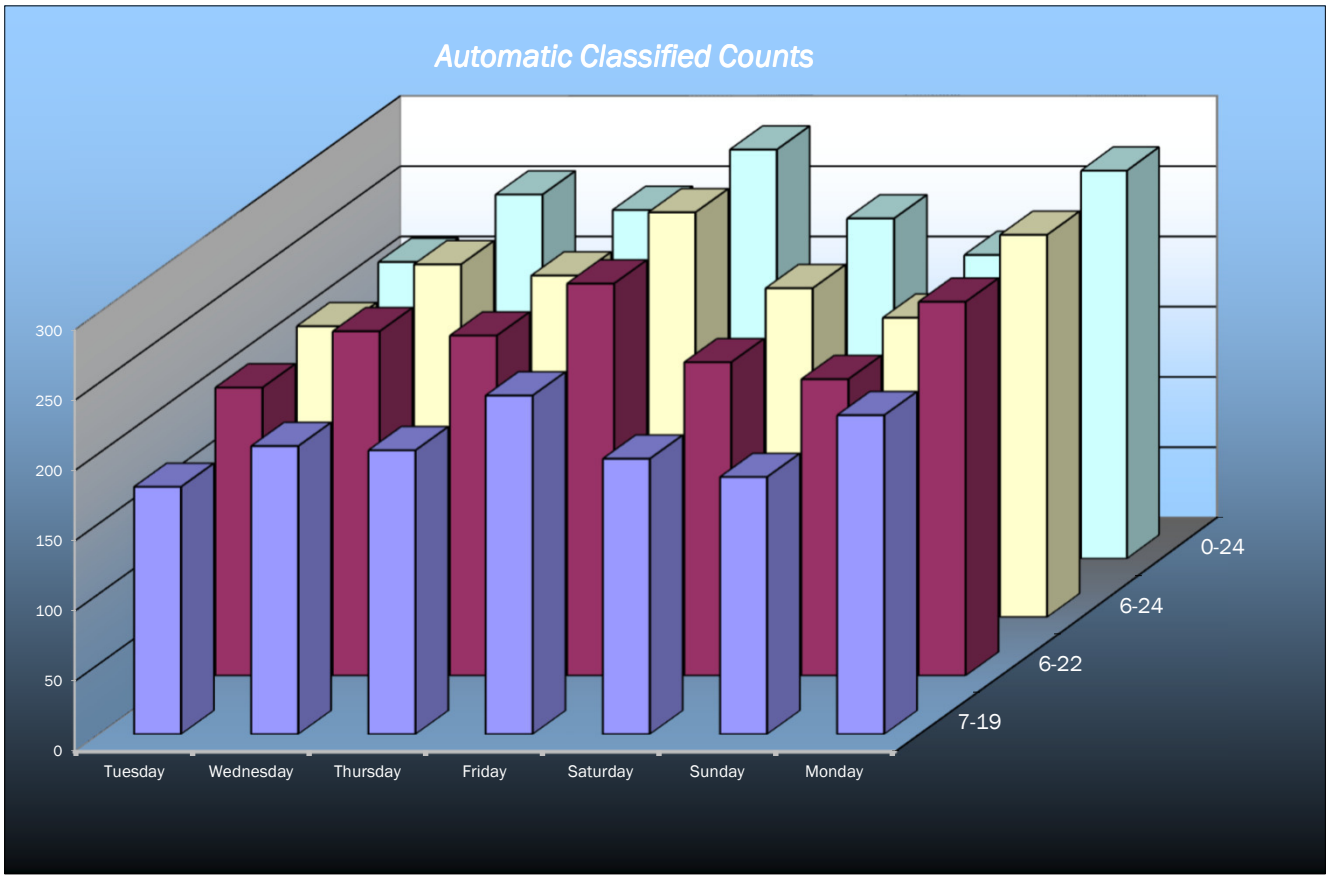
Automatic Classified Counts, Holyhead

LOCATION: MAESHYFRYD ROAD

Direction : NORTHBOUND

VEHICLE FLOWS									
Hr Ending	Tuesday 25-Jun-19	Wednesday 26-Jun-19	Thursday 27-Jun-19	Friday 28-Jun-19	Saturday 29-Jun-19	Sunday 30-Jun-19	Monday 1-Jul-19	WEEKDAY AVERAGE	WEEK AVERAGE
1	0	0	0	2	3	2	0	0	1
2	2	0	2	0	1	0	2	1	1
3	0	2	0	0	1	0	0	0	0
4	0	0	0	0	2	1	0	0	0
5	0	1	2	1	1	0	0	1	1
6	2	5	1	0	0	0	2	2	1
7	6	8	9	8	3	3	6	7	6
8	10	13	9	9	4	8	15	11	10
9	25	19	24	20	7	6	19	21	17
10	11	14	9	17	6	9	15	13	12
11	7	10	16	12	14	19	16	12	13
12	10	14	14	23	30	12	19	16	17
13	16	17	7	15	24	34	19	15	19
14	20	16	26	22	22	12	14	20	19
15	15	24	24	22	23	20	27	22	22
16	11	29	14	12	24	20	32	20	20
17	13	11	23	36	14	12	10	19	17
18	12	21	16	30	16	17	22	20	19
19	26	17	20	23	12	14	19	21	19
20	12	14	20	11	9	16	14	14	14
21	7	13	8	10	10	8	13	10	10
22	4	5	3	9	5	1	6	5	5
23	1	3	1	6	8	1	2	3	3
24	1	3	0	3	3	1	4	2	2

7-19	176	205	202	241	196	183	227	210	204
6-22	205	245	242	279	223	211	266	247	239
6-24	207	251	243	288	234	213	272	252	244
0-24	211	259	248	291	242	216	276	257	249



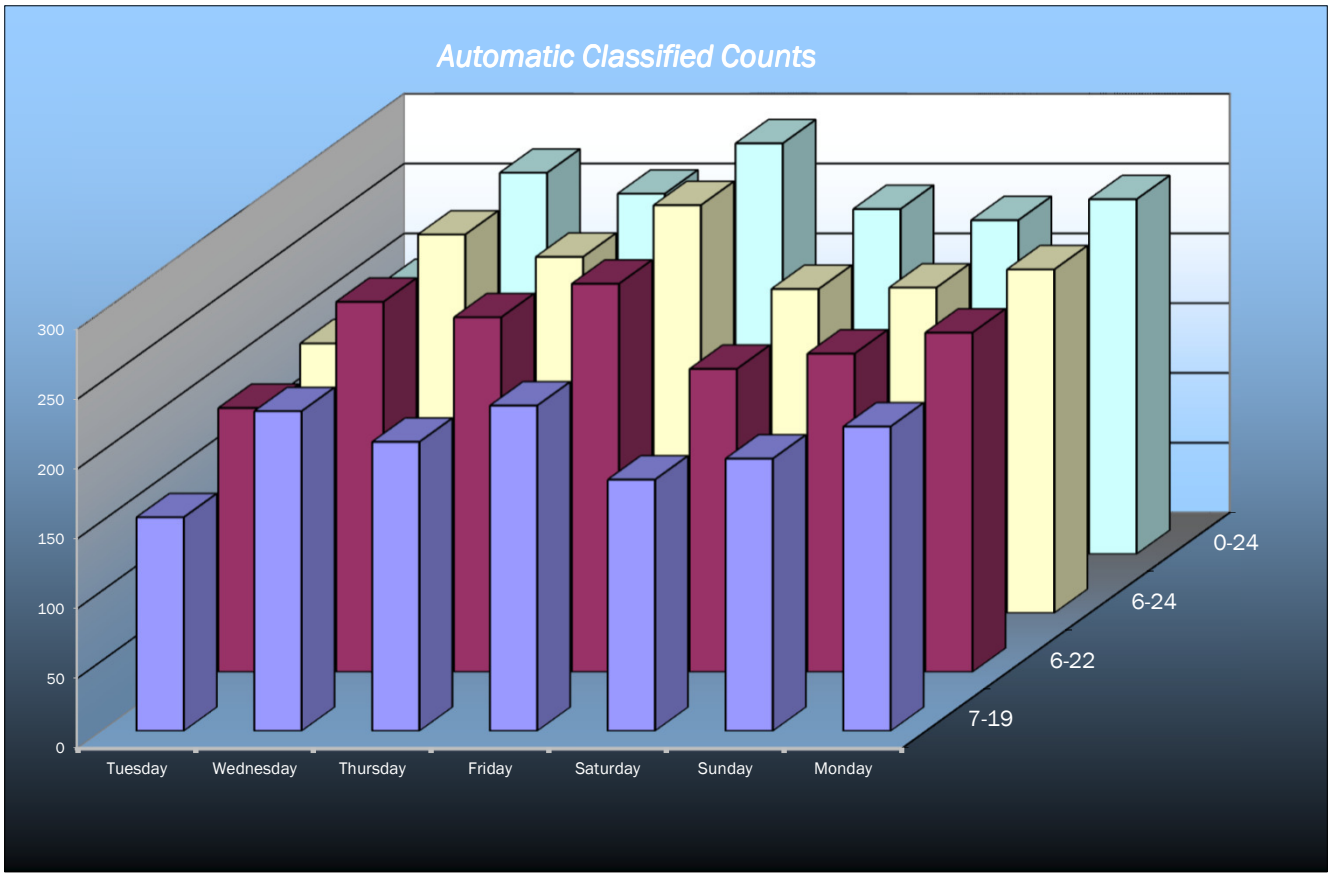
Automatic Classified Counts, Holyhead

LOCATION: MAESHYFRYD ROAD

Direction : SOUTHBOUND

SOUTHBOUND									
Hr Ending	Tuesday 25-Jun-19	Wednesday 26-Jun-19	Thursday 27-Jun-19	Friday 28-Jun-19	Saturday 29-Jun-19	Sunday 30-Jun-19	Monday 1-Jul-19	WEEKDAY AVERAGE	WEEK AVERAGE
1	0	0	0	2	7	1	2	1	2
2	1	0	1	0	1	2	5	1	1
3	0	2	1	0	2	2	0	1	1
4	0	0	0	0	5	1	0	0	1
5	0	0	1	0	0	0	1	0	0
6	0	0	0	0	0	0	0	0	0
7	3	4	3	3	0	1	0	3	2
8	3	6	6	6	1	2	4	5	4
9	2	13	4	3	5	0	7	6	5
10	11	8	13	13	5	11	21	13	12
11	8	15	14	17	16	16	10	13	14
12	13	24	16	15	22	22	19	17	19
13	12	16	16	22	18	24	19	17	18
14	13	24	16	25	29	17	27	21	22
15	16	25	20	25	21	23	25	22	22
16	11	34	25	26	17	20	35	26	24
17	27	19	30	27	11	17	15	24	21
18	28	23	21	35	24	23	18	25	25
19	9	22	26	19	11	20	18	19	18
20	20	14	23	14	13	18	12	17	16
21	11	9	12	12	11	11	5	10	10
22	2	9	9	16	13	3	8	9	9
23	0	2	0	9	10	2	1	2	3
24	4	4	1	5	5	3	2	3	3

7-19	153	229	207	233	180	195	218	208	202
6-22	189	265	254	278	217	228	243	246	239
6-24	193	271	255	292	232	233	246	251	246
0-24	194	273	258	294	247	239	254	255	251



Automatic Classified Counts, Holyhead

LOCATION: MAESHYFRYD ROAD

Direction : NORTHBOUND

AVERAGE SPEEDS							
Hr Ending	Tuesday 25-Jun-19	Wednesday 26-Jun-19	Thursday 27-Jun-19	Friday 28-Jun-19	Saturday 29-Jun-19	Sunday 30-Jun-19	Monday 1-Jul-19
1	-	-	-	20.5	18.8	15.5	-
2	20.5	-	20.5	-	25.5	-	25.5
3	-	15.5	-	-	15.5	-	-
4	-	-	-	-	15.5	15.5	-
5	-	5.5	10.5	5.5	5.5	-	-
6	15.5	5.5	15.5	-	-	-	15.5
7	13.8	13.0	14.4	16.8	12.2	15.5	10.5
8	11.5	15.5	15.5	15.5	15.5	14.3	15.5
9	12.7	13.4	10.5	7.5	15.5	13.8	10.2
10	14.6	14.1	14.4	13.1	8.8	13.3	10.2
11	15.5	15.5	16.1	15.5	14.1	15.5	16.1
12	16.5	14.8	14.8	13.3	14.8	14.7	15.0
13	14.9	15.5	16.9	13.5	12.6	14.0	15.5
14	11.5	13.0	12.4	13.2	15.0	13.0	13.4
15	14.8	16.3	15.5	14.1	13.3	14.9	16.2
16	13.7	16.5	16.2	13.8	14.7	14.0	16.1
17	13.2	16.4	10.3	15.5	12.6	14.7	16.5
18	15.5	16.0	16.8	16.2	14.3	15.5	15.5
19	15.9	13.7	16.0	15.9	11.3	14.1	13.9
20	9.7	11.2	14.5	15.5	6.6	15.5	10.5
21	21.2	14.7	13.0	16.5	15.5	13.0	14.7
22	15.5	15.5	15.5	14.4	15.5	15.5	15.5
23	15.5	12.2	15.5	13.8	15.5	15.5	10.5
24	25.5	8.8	-	15.5	18.8	5.5	8.0
10-12	16.0	15.1	15.5	14.4	14.5	15.1	15.5
14-16	14.3	16.4	15.9	14.0	14.0	14.4	16.2
0-24	15.4	13.5	14.7	14.3	14.2	14.2	14.2

85TH PERCENTILE							
Hr Ending	Tuesday 25-Jun-19	Wednesday 26-Jun-19	Thursday 27-Jun-19	Friday 28-Jun-19	Saturday 29-Jun-19	Sunday 30-Jun-19	Monday 1-Jul-19
1	-	-	-	27.6	24.6	15.5	-
2	27.6	-	27.6	-	-	-	25.5
3	-	15.5	-	-	-	-	-
4	-	-	-	-	15.5	-	-
5	-	-	17.6	-	-	-	-
6	15.5	5.5	-	-	-	-	15.5
7	21.4	20.1	20.4	20.3	17.9	15.5	16.0
8	16.7	15.5	15.5	15.5	15.5	17.8	15.5
9	17.3	17.6	15.6	11.6	15.5	17.9	15.4
10	17.6	17.7	17.7	17.5	14.0	17.7	15.3
11	15.5	20.2	18.6	15.5	19.4	20.2	18.6
12	19.7	17.5	17.5	18.5	18.5	17.6	17.3
13	17.4	19.0	20.7	19.1	18.1	18.4	18.8
14	16.5	17.5	17.1	17.5	17.2	19.2	17.6
15	19.4	19.2	18.4	17.6	17.5	20.5	18.9
16	17.7	19.6	18.9	19.6	17.5	17.7	18.6
17	17.6	19.4	16.2	17.9	17.3	17.6	19.7
18	15.5	21.0	20.2	22.0	17.7	19.0	19.9
19	17.8	17.7	19.9	20.7	16.5	19.4	17.7
20	14.8	17.7	19.0	20.0	9.9	19.2	15.7
21	26.6	17.5	20.1	22.2	15.5	17.6	17.5
22	27.0	15.5	15.5	17.7	25.5	-	15.5
23	-	17.9	-	17.9	15.5	-	17.6
24	-	14.6	-	15.5	30.4	-	13.0
10-12	17.6	18.8	18.0	17.0	19.0	18.9	17.9
14-16	18.6	19.4	18.7	18.6	17.5	19.1	18.7
0-24	19.0	17.3	18.7	18.6	18.0	18.2	17.5

7 DAY AVERAGE SPEED	14.3
7 DAY AVERAGE 85th PERCENTILE	18.2

Automatic Classified Counts, Holyhead

LOCATION: MAESHYFRYD ROAD

Direction : SOUTHBOUND

AVERAGE SPEEDS							
Hr Ending	Tuesday 25-Jun-19	Wednesday 26-Jun-19	Thursday 27-Jun-19	Friday 28-Jun-19	Saturday 29-Jun-19	Sunday 30-Jun-19	Monday 1-Jul-19
1	-	-	-	20.5	16.9	5.5	15.5
2	25.5	-	25.5	-	48.0	15.5	19.5
3	-	25.5	25.5	-	33.0	20.5	-
4	-	-	-	-	28.5	15.5	-
5	-	-	15.5	-	-	-	15.5
6	-	-	-	-	-	-	-
7	24.7	15.5	24.7	25.5	-	25.5	-
8	12.2	15.5	18.8	15.5	15.5	15.5	10.5
9	10.5	15.5	13.0	22.2	13.5	-	8.4
10	15.5	14.3	16.3	15.5	15.5	12.8	12.6
11	14.3	14.2	9.8	14.3	11.8	18.6	18.5
12	14.0	13.8	18.6	14.2	14.1	16.0	12.9
13	13.0	17.8	14.3	11.0	12.7	13.4	16.9
14	17.8	12.2	13.0	12.3	11.0	14.3	12.2
15	14.3	15.5	18.5	16.7	12.6	16.7	16.3
16	10.0	13.7	14.7	13.2	15.5	17.0	12.9
17	15.9	12.9	13.8	14.4	12.8	14.9	13.5
18	14.4	18.5	11.7	15.1	15.1	14.2	16.6
19	17.7	15.5	12.4	16.0	16.4	14.0	14.4
20	13.0	17.6	15.5	13.4	8.6	13.3	19.7
21	17.1	9.9	17.2	17.2	16.4	11.0	7.5
22	34.3	15.2	13.3	13.0	16.5	12.2	15.2
23	-	15.5	-	17.7	14.5	20.5	15.5
24	20.5	22.4	25.5	9.5	27.5	15.5	10.5
10-12	14.1	14.0	14.2	14.2	12.9	17.3	15.7
14-16	12.1	14.6	16.6	14.9	14.1	16.8	14.6
0-24	16.9	15.8	16.9	15.6	17.9	15.3	14.2

85TH PERCENTILE							
Hr Ending	Tuesday 25-Jun-19	Wednesday 26-Jun-19	Thursday 27-Jun-19	Friday 28-Jun-19	Saturday 29-Jun-19	Sunday 30-Jun-19	Monday 1-Jul-19
1	-	-	-	27.6	20.7	-	15.5
2	-	-	-	-	-	15.5	25.0
3	-	25.5	-	-	33.0	27.6	-
4	-	-	-	-	32.6	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	43.4	23.7	43.4	25.5	-	-	-
8	23.7	21.8	27.0	21.8	-	15.5	20.5
9	17.6	19.6	18.0	27.9	18.0	-	13.2
10	21.8	22.6	23.9	22.6	22.6	17.4	17.3
11	20.7	19.3	14.9	19.2	20.6	24.6	25.2
12	22.0	20.9	23.4	20.6	21.2	20.8	19.4
13	20.5	24.3	22.3	19.0	20.2	18.5	22.6
14	23.8	20.3	18.8	18.6	16.1	21.3	20.5
15	21.4	21.3	24.2	22.0	19.1	23.3	21.2
16	15.3	20.5	21.1	18.3	21.6	22.9	19.5
17	24.9	19.4	20.8	22.4	19.2	20.5	20.3
18	20.1	24.9	19.1	23.2	19.7	19.7	22.4
19	22.1	22.4	19.8	23.1	19.4	17.7	21.2
20	19.4	25.7	22.2	20.4	14.9	17.6	27.6
21	25.3	17.2	24.3	21.1	19.4	16.2	12.0
22	46.6	23.2	19.9	18.8	23.5	17.9	23.7
23	-	15.5	-	24.4	17.7	27.6	-
24	26.3	38.4	-	15.0	36.1	15.5	17.6
10-12	21.3	20.1	19.2	19.9	20.9	22.7	22.3
14-16	18.4	20.9	22.7	20.1	20.4	23.1	20.4
0-24	24.4	22.4	22.7	21.6	21.9	20.0	20.3

7 DAY AVERAGE SPEED	16.1
7 DAY AVERAGE 85th PERCENTILE	21.9

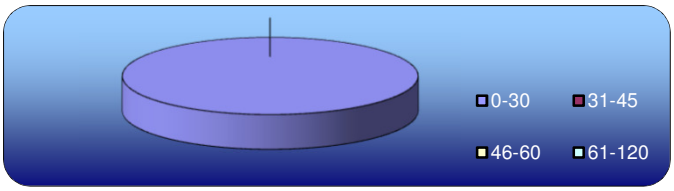
Automatic Classified Counts, Holyhead

LOCATION: MAESHYFRYD ROAD

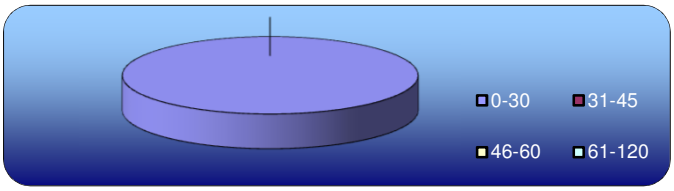
Direction : NORTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Tuesday 25-Jun-19	Wednesday 26-Jun-19	Thursday 27-Jun-19	Friday 28-Jun-19	Saturday 29-Jun-19	Sunday 30-Jun-19	Monday 1-Jul-19
0-30	211	259	248	291	242	215	276
31-45	0	0	0	0	0	1	0
46-60	0	0	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	211	259	248	291	242	216	276

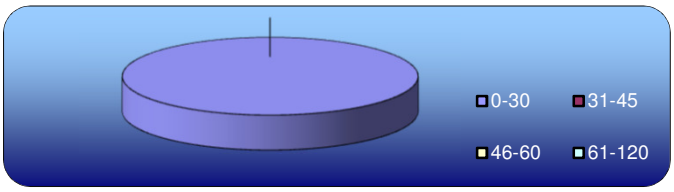
Tuesday
25-Jun-19



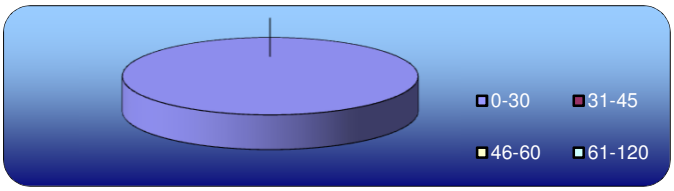
Wednesday
26-Jun-19



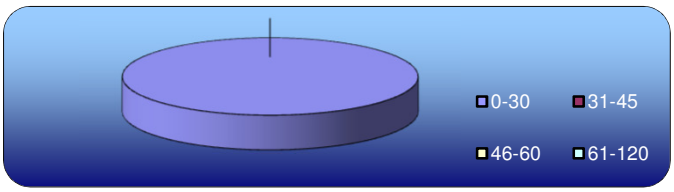
Thursday
27-Jun-19



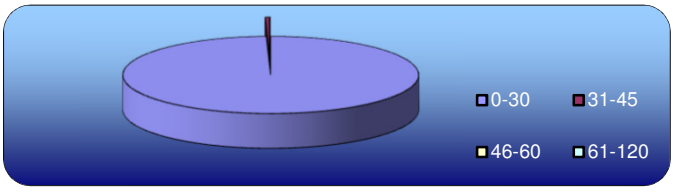
Friday
28-Jun-19



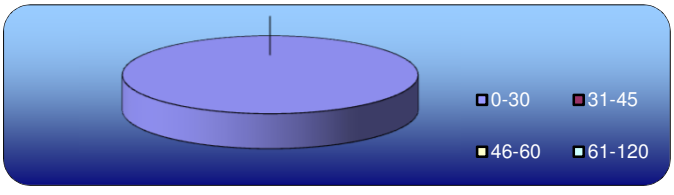
Saturday
29-Jun-19



Sunday
30-Jun-19



Monday
1-Jul-19



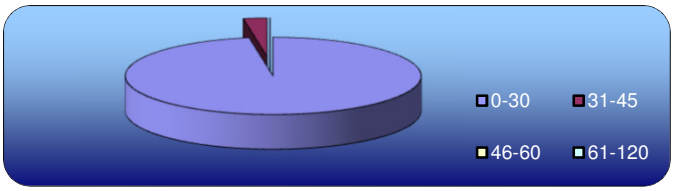
Automatic Classified Counts, Holyhead

LOCATION: MAESHYFRYD ROAD

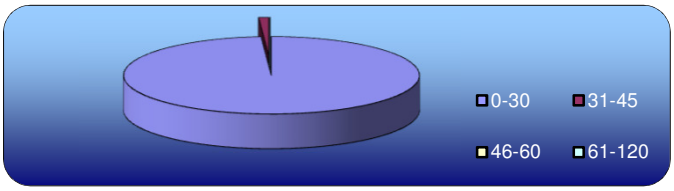
Direction : SOUTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Tuesday 25-Jun-19	Wednesday 26-Jun-19	Thursday 27-Jun-19	Friday 28-Jun-19	Saturday 29-Jun-19	Sunday 30-Jun-19	Monday 1-Jul-19
0-30	189	270	257	293	239	238	252
31-45	5	3	1	1	7	1	2
46-60	0	0	0	0	1	0	0
61-120	0	0	0	0	0	0	0
TOTAL	194	273	258	294	247	239	254

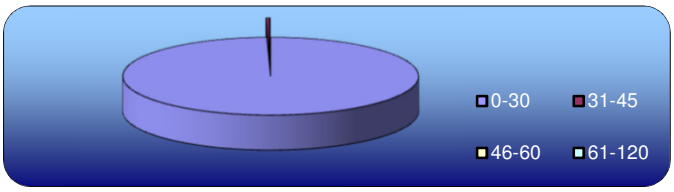
Tuesday
25-Jun-19



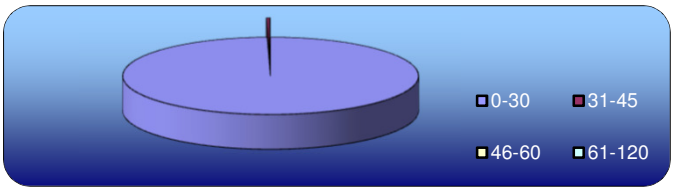
Wednesday
26-Jun-19



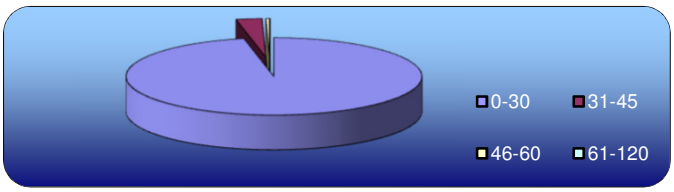
Thursday
27-Jun-19



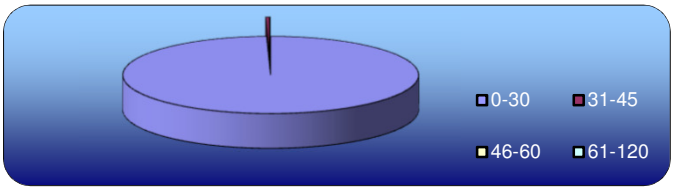
Friday
28-Jun-19



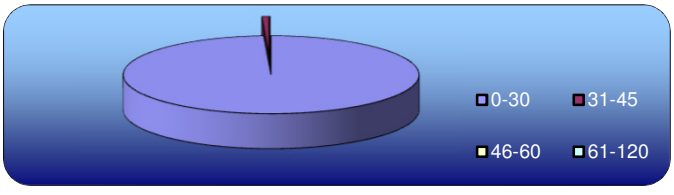
Saturday
29-Jun-19



Sunday
30-Jun-19



Monday
1-Jul-19

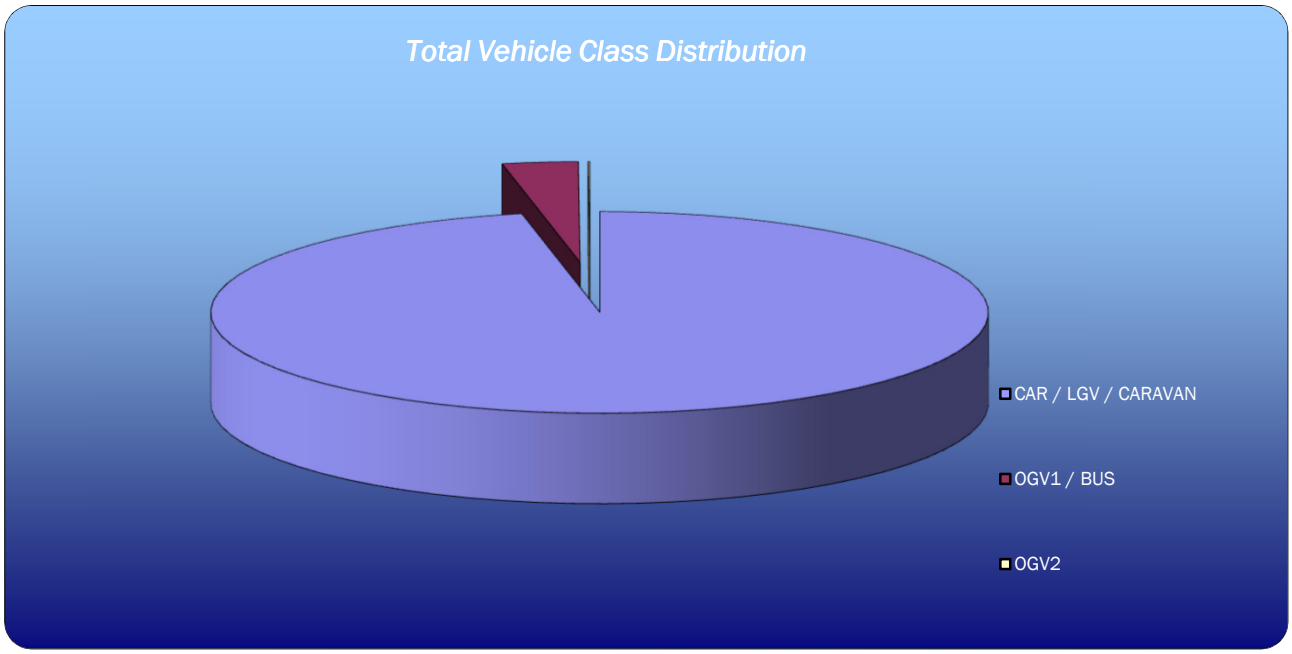


Automatic Classified Counts, Holyhead

LOCATION: MAESHYFRYD ROAD

Direction : NORTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
25-Jun-19				
7-19	170	6	0	176
6-22	197	8	0	205
6-24	199	8	0	207
0-24	203	8	0	211
26-Jun-19				
7-19	197	8	0	205
6-22	234	11	0	245
6-24	240	11	0	251
0-24	248	11	0	259
27-Jun-19				
7-19	196	6	0	202
6-22	235	7	0	242
6-24	236	7	0	243
0-24	241	7	0	248
28-Jun-19				
7-19	237	4	0	241
6-22	274	5	0	279
6-24	283	5	0	288
0-24	286	5	0	291
29-Jun-19				
7-19	189	7	0	196
6-22	216	7	0	223
6-24	226	8	0	234
0-24	234	8	0	242
30-Jun-19				
7-19	176	6	1	183
6-22	204	6	1	211
6-24	205	7	1	213
0-24	208	7	1	216
1-Jul-19				
7-19	219	8	0	227
6-22	255	11	0	266
6-24	261	11	0	272
0-24	265	11	0	276
AVERAGE				
7-19	198	6	0	204
6-22	231	8	0	239
6-24	236	8	0	244
0-24	241	8	0	249

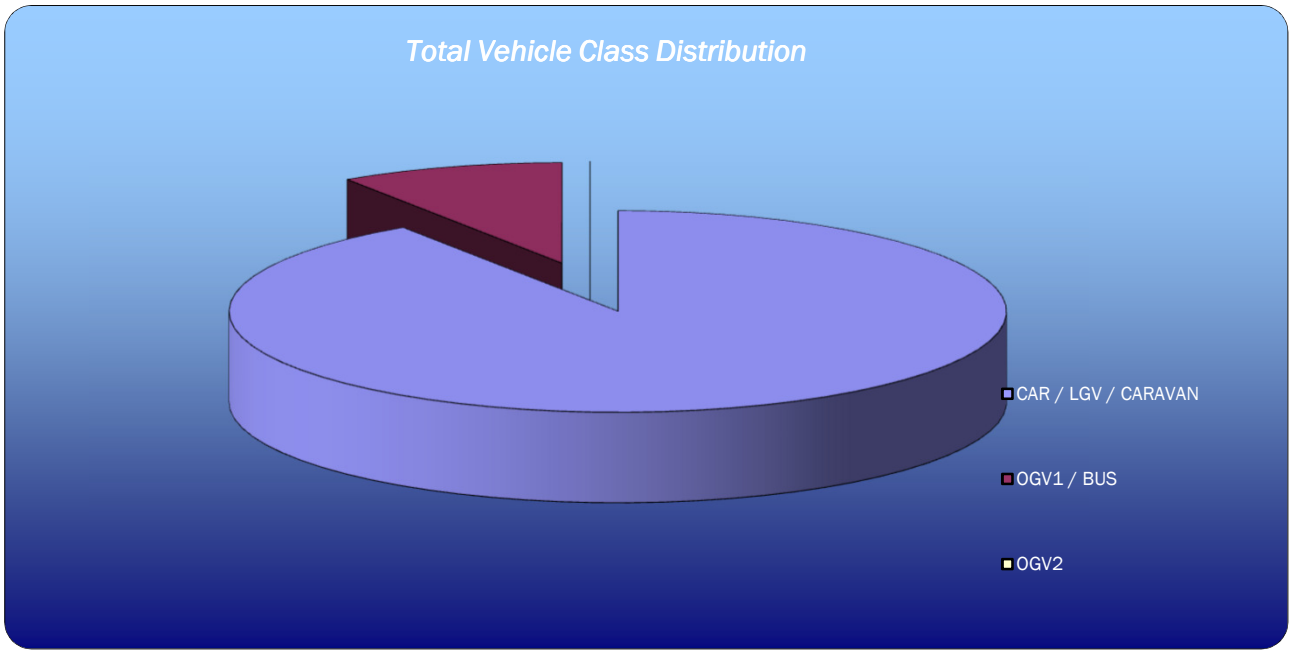


Automatic Classified Counts, Holyhead

LOCATION: MAESHYFRYD ROAD

Direction : SOUTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
25-Jun-19				
7-19	131	22	0	153
6-22	161	28	0	189
6-24	163	30	0	193
0-24	164	30	0	194
26-Jun-19				
7-19	209	20	0	229
6-22	239	26	0	265
6-24	245	26	0	271
0-24	247	26	0	273
27-Jun-19				
7-19	184	23	0	207
6-22	229	25	0	254
6-24	230	25	0	255
0-24	233	25	0	258
28-Jun-19				
7-19	217	16	0	233
6-22	258	20	0	278
6-24	271	21	0	292
0-24	273	21	0	294
29-Jun-19				
7-19	163	17	0	180
6-22	198	19	0	217
6-24	212	20	0	232
0-24	227	20	0	247
30-Jun-19				
7-19	180	15	0	195
6-22	211	17	0	228
6-24	214	19	0	233
0-24	220	19	0	239
1-Jul-19				
7-19	199	19	0	218
6-22	220	23	0	243
6-24	223	23	0	246
0-24	231	23	0	254
AVERAGE				
7-19	183	19	0	202
6-22	217	23	0	239
6-24	223	23	0	246
0-24	228	23	0	251



Automatic Classified Counts, Holyhead

LOCATION: PORTHDAFARCH ROAD

Direction : NORTHBOUND

Tuesday 25/06/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	9	0	0	0	0	0	0	0	0	0	0	0	0	9
6	20	0	0	0	0	0	0	0	0	0	0	0	0	20
7	28	0	0	0	0	0	0	0	0	0	0	0	0	28
8	57	3	0	0	0	0	0	0	0	0	0	0	0	60
9	126	3	0	0	0	0	0	0	0	0	0	1	0	130
10	87	4	0	0	0	0	0	0	0	0	0	1	0	92
11	84	3	0	0	0	0	0	0	0	0	0	1	0	88
12	81	4	0	1	0	0	0	0	0	0	0	3	0	89
13	99	3	0	0	0	0	0	0	0	0	0	1	0	103
14	70	4	0	0	0	0	0	0	0	0	0	0	0	74
15	111	4	0	0	0	0	0	0	0	0	0	2	0	117
16	95	5	1	0	0	0	0	0	0	0	0	1	0	102
17	91	2	0	0	0	0	0	0	0	0	0	2	0	95
18	113	3	1	0	0	0	0	0	0	0	0	1	0	118
19	87	1	0	0	0	0	0	0	0	0	0	1	0	89
20	66	2	1	0	0	0	0	0	0	0	0	1	0	70
21	56	1	0	0	0	0	0	0	0	0	0	0	0	57
22	32	0	0	0	0	0	0	0	0	0	0	0	0	32
23	29	0	0	0	0	0	0	0	0	0	0	0	0	29
24	10	0	0	0	0	0	0	0	0	0	0	0	0	10
7-19	1101	39	2	1	0	0	0	0	0	0	0	14	0	1157
6-22	1283	42	3	1	0	0	0	0	0	0	0	15	0	1344
6-24	1322	42	3	1	0	0	0	0	0	0	0	15	0	1383
0-24	1360	42	3	1	0	0	0	0	0	0	0	15	0	1421

Direction : SOUTHBOUND

Tuesday 25/06/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	7	0	0	0	0	0	0	0	0	0	0	0	0	7
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4	1	0	1	0	0	0	0	0	0	0	0	0	0	2
5	6	0	0	0	0	0	0	0	0	0	0	0	0	6
6	1	0	0	0	0	0	0	1	0	0	0	0	0	2
7	6	0	0	0	0	0	0	0	0	0	0	0	0	6
8	28	0	0	0	0	0	0	0	0	0	0	0	0	28
9	56	4	0	0	0	0	0	0	0	0	0	1	0	61
10	36	2	0	0	0	0	0	0	0	0	0	2	0	40
11	25	3	0	0	0	0	0	0	0	0	0	1	0	29
12	41	1	0	0	0	0	0	0	0	0	0	2	0	44
13	64	1	0	0	0	0	0	0	0	0	0	2	0	67
14	62	2	0	0	0	0	0	0	0	0	0	1	0	65
15	60	2	0	0	0	0	0	0	0	0	0	1	0	63
16	95	3	0	0	0	0	0	0	0	0	0	1	0	99
17	118	1	0	0	0	0	0	0	0	0	0	0	0	119
18	115	3	0	0	0	0	0	0	0	0	0	2	0	120
19	70	1	0	0	0	0	0	0	0	0	0	1	0	72
20	43	1	1	0	0	0	0	0	0	0	0	0	0	45
21	36	0	0	0	0	0	0	0	0	0	0	0	0	36
22	23	0	0	0	0	0	0	0	0	0	0	0	0	23
23	16	0	0	0	0	0	0	0	0	0	0	0	0	16
24	11	0	0	0	0	0	0	0	0	0	0	0	0	11
7-19	770	23	0	0	0	0	0	0	0	0	0	14	0	807
6-22	878	24	1	0	0	0	0	0	0	0	0	14	0	917
6-24	905	24	1	0	0	0	0	0	0	0	0	14	0	944
0-24	923	24	2	0	0	0	0	1	0	0	0	14	0	964

Automatic Classified Counts, Holyhead

LOCATION: PORTHDAFARCH ROAD

Direction : NORTHBOUND

Tuesday 25/06/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	6	0	0	0	0	0	0	0	0	0	0	6
2	0	2	0	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0	0	0	0	0	1
5	2	5	2	0	0	0	0	0	0	0	0	0	9
6	0	19	1	0	0	0	0	0	0	0	0	0	20
7	2	25	1	0	0	0	0	0	0	0	0	0	28
8	1	57	2	0	0	0	0	0	0	0	0	0	60
9	4	124	2	0	0	0	0	0	0	0	0	0	130
10	7	85	0	0	0	0	0	0	0	0	0	0	92
11	2	85	1	0	0	0	0	0	0	0	0	0	88
12	21	65	3	0	0	0	0	0	0	0	0	0	89
13	9	92	2	0	0	0	0	0	0	0	0	0	103
14	1	71	2	0	0	0	0	0	0	0	0	0	74
15	3	112	2	0	0	0	0	0	0	0	0	0	117
16	2	98	2	0	0	0	0	0	0	0	0	0	102
17	2	92	1	0	0	0	0	0	0	0	0	0	95
18	7	110	1	0	0	0	0	0	0	0	0	0	118
19	0	82	7	0	0	0	0	0	0	0	0	0	89
20	3	64	3	0	0	0	0	0	0	0	0	0	70
21	3	53	1	0	0	0	0	0	0	0	0	0	57
22	0	31	1	0	0	0	0	0	0	0	0	0	32
23	2	26	1	0	0	0	0	0	0	0	0	0	29
24	0	8	2	0	0	0	0	0	0	0	0	0	10
7-19	59	1073	25	0	0	0	0	0	0	0	0	0	1157
6-22	67	1246	31	0	0	0	0	0	0	0	0	0	1344
6-24	69	1280	34	0	0	0	0	0	0	0	0	0	1383
0-24	71	1313	37	0	0	0	0	0	0	0	0	0	1421

Direction : SOUTHBOUND

Tuesday 25/06/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	7	0	0	0	0	0	0	0	0	0	0	7
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	3	0	0	0	0	0	0	0	0	0	0	3
4	0	2	0	0	0	0	0	0	0	0	0	0	2
5	0	6	0	0	0	0	0	0	0	0	0	0	6
6	0	2	0	0	0	0	0	0	0	0	0	0	2
7	0	6	0	0	0	0	0	0	0	0	0	0	6
8	0	27	1	0	0	0	0	0	0	0	0	0	28
9	4	57	0	0	0	0	0	0	0	0	0	0	61
10	4	36	0	0	0	0	0	0	0	0	0	0	40
11	8	21	0	0	0	0	0	0	0	0	0	0	29
12	5	39	0	0	0	0	0	0	0	0	0	0	44
13	13	54	0	0	0	0	0	0	0	0	0	0	67
14	3	61	1	0	0	0	0	0	0	0	0	0	65
15	6	57	0	0	0	0	0	0	0	0	0	0	63
16	17	82	0	0	0	0	0	0	0	0	0	0	99
17	14	105	0	0	0	0	0	0	0	0	0	0	119
18	3	115	2	0	0	0	0	0	0	0	0	0	120
19	4	68	0	0	0	0	0	0	0	0	0	0	72
20	4	41	0	0	0	0	0	0	0	0	0	0	45
21	4	32	0	0	0	0	0	0	0	0	0	0	36
22	0	22	1	0	0	0	0	0	0	0	0	0	23
23	0	16	0	0	0	0	0	0	0	0	0	0	16
24	1	10	0	0	0	0	0	0	0	0	0	0	11
7-19	81	722	4	0	0	0	0	0	0	0	0	0	807
6-22	89	823	5	0	0	0	0	0	0	0	0	0	917
6-24	90	849	5	0	0	0	0	0	0	0	0	0	944
0-24	90	869	5	0	0	0	0	0	0	0	0	0	964

Automatic Classified Counts, Holyhead

LOCATION: PORTHDAFARCH ROAD

Direction : NORTHBOUND

Wednesday 26/06/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	10	0	0	0	0	0	0	0	0	0	0	0	0	10
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	14	0	0	0	0	0	0	0	0	0	0	0	0	14
7	22	1	0	0	0	0	0	0	0	0	0	0	0	23
8	68	3	0	0	0	0	0	0	0	0	0	0	0	71
9	141	2	0	0	0	0	0	0	0	0	0	2	0	145
10	104	4	0	0	0	0	0	0	0	0	0	3	0	111
11	111	4	0	0	0	0	0	0	0	0	0	0	0	115
12	76	3	0	0	0	0	0	0	0	0	0	4	0	83
13	90	4	0	0	0	0	0	0	0	0	0	1	0	95
14	109	3	0	0	0	0	0	0	0	0	0	2	0	114
15	130	3	0	0	0	0	0	0	0	0	0	4	0	137
16	112	2	0	0	0	0	0	0	0	0	0	2	0	116
17	107	3	0	0	0	0	0	0	0	0	0	4	0	114
18	112	3	0	0	0	0	0	0	0	0	0	2	0	117
19	114	2	0	0	0	0	0	0	0	0	0	0	0	116
20	100	1	0	0	0	0	0	0	0	0	0	0	0	101
21	56	1	0	0	0	0	0	0	0	0	0	0	0	57
22	58	1	0	0	0	0	0	0	0	0	0	0	0	59
23	41	0	0	0	0	0	0	0	0	0	0	0	0	41
24	19	0	0	0	0	0	0	0	0	0	0	0	0	19
7-19	1274	36	0	0	0	0	0	0	0	0	0	24	0	1334
6-22	1510	40	0	0	0	0	0	0	0	0	0	24	0	1574
6-24	1570	40	0	0	0	0	0	0	0	0	0	24	0	1634
0-24	1599	40	0	0	0	0	0	0	0	0	0	24	0	1663

Direction : SOUTHBOUND

Wednesday 26/06/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	8	0	0	0	0	0	0	0	0	0	0	0	0	8
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	3	0	0	0	0	0	0	0	0	0	0	0	0	3
8	18	1	0	0	0	0	0	0	0	0	0	0	0	19
9	63	1	0	0	0	0	0	0	0	0	0	1	0	65
10	45	2	0	0	0	0	0	0	1	0	0	2	0	50
11	34	1	0	0	0	0	0	0	0	0	0	1	0	36
12	45	2	0	0	0	0	0	0	0	0	0	0	0	47
13	67	2	0	0	0	0	0	0	0	0	0	1	0	70
14	65	2	0	0	0	0	0	0	0	0	0	1	0	68
15	68	2	0	0	0	0	0	0	0	0	0	1	0	71
16	96	1	0	0	0	0	0	0	0	0	0	0	0	97
17	118	1	0	0	0	0	0	0	0	0	0	1	0	120
18	117	3	0	0	0	0	0	0	0	0	0	5	0	125
19	86	1	0	0	0	0	0	0	0	0	0	0	0	87
20	51	0	0	0	0	0	0	0	0	0	0	0	0	51
21	52	0	0	0	0	0	0	0	0	0	0	0	0	52
22	16	0	0	0	0	0	0	0	0	0	0	0	0	16
23	20	0	0	0	0	0	0	0	0	0	0	0	0	20
24	11	0	0	0	0	0	0	0	0	0	0	0	0	11
7-19	822	19	0	0	0	0	0	0	1	0	0	13	0	855
6-22	944	19	0	0	0	0	0	0	1	0	0	13	0	977
6-24	975	19	0	0	0	0	0	0	1	0	0	13	0	1008
0-24	990	19	0	0	0	0	0	0	1	0	0	13	0	1023

Automatic Classified Counts, Holyhead

LOCATION: PORTHDAFARCH ROAD

Direction : NORTHBOUND

Wednesday 26/06/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	7	3	0	0	0	0	0	0	0	0	0	10
2	0	2	0	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0	0	0	0	0	1
5	0	2	0	0	0	0	0	0	0	0	0	0	2
6	0	14	0	0	0	0	0	0	0	0	0	0	14
7	0	18	5	0	0	0	0	0	0	0	0	0	23
8	2	68	1	0	0	0	0	0	0	0	0	0	71
9	4	139	2	0	0	0	0	0	0	0	0	0	145
10	0	108	3	0	0	0	0	0	0	0	0	0	111
11	4	109	2	0	0	0	0	0	0	0	0	0	115
12	2	79	2	0	0	0	0	0	0	0	0	0	83
13	1	90	4	0	0	0	0	0	0	0	0	0	95
14	8	103	3	0	0	0	0	0	0	0	0	0	114
15	3	130	4	0	0	0	0	0	0	0	0	0	137
16	0	115	1	0	0	0	0	0	0	0	0	0	116
17	0	106	8	0	0	0	0	0	0	0	0	0	114
18	3	102	12	0	0	0	0	0	0	0	0	0	117
19	2	105	9	0	0	0	0	0	0	0	0	0	116
20	0	96	5	0	0	0	0	0	0	0	0	0	101
21	0	57	0	0	0	0	0	0	0	0	0	0	57
22	0	57	2	0	0	0	0	0	0	0	0	0	59
23	1	40	0	0	0	0	0	0	0	0	0	0	41
24	1	15	3	0	0	0	0	0	0	0	0	0	19
7-19	29	1254	51	0	0	0	0	0	0	0	0	0	1334
6-22	29	1482	63	0	0	0	0	0	0	0	0	0	1574
6-24	31	1537	66	0	0	0	0	0	0	0	0	0	1634
0-24	31	1563	69	0	0	0	0	0	0	0	0	0	1663

Direction : SOUTHBOUND

Wednesday 26/06/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	8	0	0	0	0	0	0	0	0	0	0	8
2	0	1	0	0	0	0	0	0	0	0	0	0	1
3	1	2	0	0	0	0	0	0	0	0	0	0	3
4	0	2	0	0	0	0	0	0	0	0	0	0	2
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	1
7	0	3	0	0	0	0	0	0	0	0	0	0	3
8	0	19	0	0	0	0	0	0	0	0	0	0	19
9	5	60	0	0	0	0	0	0	0	0	0	0	65
10	8	42	0	0	0	0	0	0	0	0	0	0	50
11	4	32	0	0	0	0	0	0	0	0	0	0	36
12	4	43	0	0	0	0	0	0	0	0	0	0	47
13	6	64	0	0	0	0	0	0	0	0	0	0	70
14	9	59	0	0	0	0	0	0	0	0	0	0	68
15	12	58	1	0	0	0	0	0	0	0	0	0	71
16	6	87	4	0	0	0	0	0	0	0	0	0	97
17	4	115	1	0	0	0	0	0	0	0	0	0	120
18	13	112	0	0	0	0	0	0	0	0	0	0	125
19	0	82	5	0	0	0	0	0	0	0	0	0	87
20	2	49	0	0	0	0	0	0	0	0	0	0	51
21	2	50	0	0	0	0	0	0	0	0	0	0	52
22	1	15	0	0	0	0	0	0	0	0	0	0	16
23	0	20	0	0	0	0	0	0	0	0	0	0	20
24	0	11	0	0	0	0	0	0	0	0	0	0	11
7-19	71	773	11	0	0	0	0	0	0	0	0	0	855
6-22	76	890	11	0	0	0	0	0	0	0	0	0	977
6-24	76	921	11	0	0	0	0	0	0	0	0	0	1008
0-24	78	934	11	0	0	0	0	0	0	0	0	0	1023

Automatic Classified Counts, Holyhead

LOCATION: PORTHDAFARCH ROAD

Direction : NORTHBOUND

Thursday 27/06/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	9	0	0	0	0	0	0	0	0	0	0	0	0	9
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	7	0	0	0	0	0	0	0	0	0	0	0	0	7
6	15	0	0	0	0	0	0	0	0	0	0	0	0	15
7	31	0	0	0	0	0	0	0	0	0	0	0	0	31
8	77	3	0	0	0	0	0	0	0	0	0	0	0	80
9	152	1	0	0	0	0	0	0	0	0	0	1	0	154
10	96	1	0	0	0	0	0	0	0	0	0	2	0	99
11	98	5	0	0	0	0	0	0	0	0	0	0	0	103
12	89	4	0	0	0	0	0	0	0	0	0	3	0	96
13	88	2	0	0	0	0	0	0	0	0	0	1	0	91
14	108	4	0	0	0	0	0	0	0	0	0	1	0	113
15	100	4	0	0	0	0	0	0	0	0	0	1	0	105
16	118	3	0	0	0	0	0	0	0	0	0	0	0	121
17	117	4	0	0	0	0	0	0	0	0	0	2	0	123
18	131	3	0	0	0	0	0	0	0	0	0	3	0	137
19	76	2	0	0	0	0	0	0	0	0	0	0	0	78
20	94	0	0	0	0	0	0	0	0	0	0	1	0	95
21	63	1	0	0	0	0	0	0	0	0	0	0	0	64
22	44	0	0	0	0	0	0	0	0	0	0	0	0	44
23	36	0	0	0	0	0	0	0	0	0	0	0	0	36
24	24	0	0	0	0	0	0	0	0	0	0	0	0	24
7-19	1250	36	0	0	0	0	0	0	0	0	0	14	0	1300
6-22	1482	37	0	0	0	0	0	0	0	0	0	15	0	1534
6-24	1542	37	0	0	0	0	0	0	0	0	0	15	0	1594
0-24	1578	37	0	0	0	0	0	0	0	0	0	15	0	1630

Direction : SOUTHBOUND

Thursday 27/06/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	7	0	0	0	0	0	0	0	0	0	0	0	0	7
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	4	0	0	0	0	0	0	0	0	0	0	0	0	4
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	4	0	0	0	0	0	0	0	0	0	0	0	0	4
8	23	0	0	0	0	0	0	0	0	0	0	0	0	23
9	56	2	0	0	0	0	0	0	0	0	0	1	0	59
10	44	1	0	0	0	0	0	0	0	0	0	1	0	46
11	53	3	0	0	0	0	0	0	0	0	0	0	0	56
12	55	2	0	0	0	0	0	0	0	0	0	0	0	57
13	60	2	0	0	0	0	0	0	0	0	0	1	0	63
14	65	2	0	0	0	0	0	0	0	0	0	1	0	68
15	86	2	0	0	0	0	0	0	0	0	0	1	0	89
16	85	1	0	0	0	0	0	0	0	0	0	0	0	86
17	125	4	0	0	0	0	0	0	0	0	0	1	0	130
18	114	2	0	0	0	0	0	0	0	0	0	1	0	117
19	82	0	0	0	0	0	0	0	0	0	0	0	0	82
20	42	1	0	0	0	0	0	0	0	0	0	0	0	43
21	38	1	0	0	0	0	0	0	0	0	0	0	0	39
22	22	0	0	0	0	0	0	0	0	0	0	0	0	22
23	22	0	0	0	0	0	0	0	0	0	0	0	0	22
24	11	0	0	0	0	0	0	0	0	0	0	0	0	11
7-19	848	21	0	0	0	0	0	0	0	0	0	7	0	876
6-22	954	23	0	0	0	0	0	0	0	0	0	7	0	984
6-24	987	23	0	0	0	0	0	0	0	0	0	7	0	1017
0-24	1002	23	0	0	0	0	0	0	0	0	0	7	0	1032

Automatic Classified Counts, Holyhead

LOCATION: PORTHDAFARCH ROAD

Direction : NORTHBOUND

Thursday 27/06/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	9	0	0	0	0	0	0	0	0	0	0	9
2	0	3	0	0	0	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	2	0	0	0	0	0	0	0	0	0	0	2
5	1	5	1	0	0	0	0	0	0	0	0	0	7
6	0	14	1	0	0	0	0	0	0	0	0	0	15
7	2	28	1	0	0	0	0	0	0	0	0	0	31
8	1	74	5	0	0	0	0	0	0	0	0	0	80
9	1	146	7	0	0	0	0	0	0	0	0	0	154
10	2	92	5	0	0	0	0	0	0	0	0	0	99
11	2	93	8	0	0	0	0	0	0	0	0	0	103
12	1	92	3	0	0	0	0	0	0	0	0	0	96
13	3	86	2	0	0	0	0	0	0	0	0	0	91
14	7	102	4	0	0	0	0	0	0	0	0	0	113
15	2	98	5	0	0	0	0	0	0	0	0	0	105
16	8	108	5	0	0	0	0	0	0	0	0	0	121
17	1	120	2	0	0	0	0	0	0	0	0	0	123
18	1	129	7	0	0	0	0	0	0	0	0	0	137
19	0	75	3	0	0	0	0	0	0	0	0	0	78
20	4	88	3	0	0	0	0	0	0	0	0	0	95
21	1	60	1	2	0	0	0	0	0	0	0	0	64
22	1	40	3	0	0	0	0	0	0	0	0	0	44
23	0	35	1	0	0	0	0	0	0	0	0	0	36
24	1	22	1	0	0	0	0	0	0	0	0	0	24
7-19	29	1215	56	0	0	0	0	0	0	0	0	0	1300
6-22	37	1431	64	2	0	0	0	0	0	0	0	0	1534
6-24	38	1488	66	2	0	0	0	0	0	0	0	0	1594
0-24	39	1521	68	2	0	0	0	0	0	0	0	0	1630

Direction : SOUTHBOUND

Thursday 27/06/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	7	0	0	0	0	0	0	0	0	0	0	7
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	2	0	0	0	0	0	0	0	0	0	0	2
4	0	1	0	0	0	0	0	0	0	0	0	0	1
5	0	4	0	0	0	0	0	0	0	0	0	0	4
6	0	1	0	0	0	0	0	0	0	0	0	0	1
7	0	4	0	0	0	0	0	0	0	0	0	0	4
8	0	22	1	0	0	0	0	0	0	0	0	0	23
9	2	54	3	0	0	0	0	0	0	0	0	0	59
10	1	45	0	0	0	0	0	0	0	0	0	0	46
11	2	54	0	0	0	0	0	0	0	0	0	0	56
12	4	53	0	0	0	0	0	0	0	0	0	0	57
13	4	59	0	0	0	0	0	0	0	0	0	0	63
14	6	61	1	0	0	0	0	0	0	0	0	0	68
15	2	87	0	0	0	0	0	0	0	0	0	0	89
16	5	80	1	0	0	0	0	0	0	0	0	0	86
17	26	104	0	0	0	0	0	0	0	0	0	0	130
18	5	112	0	0	0	0	0	0	0	0	0	0	117
19	9	73	0	0	0	0	0	0	0	0	0	0	82
20	3	40	0	0	0	0	0	0	0	0	0	0	43
21	1	38	0	0	0	0	0	0	0	0	0	0	39
22	0	22	0	0	0	0	0	0	0	0	0	0	22
23	0	20	2	0	0	0	0	0	0	0	0	0	22
24	1	10	0	0	0	0	0	0	0	0	0	0	11
7-19	66	804	6	0	0	0	0	0	0	0	0	0	876
6-22	70	908	6	0	0	0	0	0	0	0	0	0	984
6-24	71	938	8	0	0	0	0	0	0	0	0	0	1017
0-24	71	953	8	0	0	0	0	0	0	0	0	0	1032

Automatic Classified Counts, Holyhead

LOCATION: PORTHDAFARCH ROAD

Direction : NORTHBOUND

Friday 28/06/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2	6	0	0	0	0	0	0	0	0	0	0	0	0	6
3	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	15	1	0	0	0	0	0	0	0	0	0	0	0	16
7	30	1	0	0	0	0	0	0	0	0	0	0	0	31
8	69	3	0	0	0	0	0	0	0	0	0	0	0	72
9	130	3	0	0	0	0	0	0	0	0	0	0	0	133
10	82	2	0	0	0	0	0	0	0	0	0	1	0	85
11	92	3	0	0	0	0	0	0	0	0	0	2	0	97
12	113	4	0	0	0	0	0	0	0	0	0	3	0	120
13	110	2	0	0	0	0	0	0	0	0	0	1	0	113
14	98	1	0	0	0	0	0	0	0	0	0	3	0	102
15	124	4	0	0	0	0	0	0	0	0	0	3	0	131
16	124	6	0	0	0	0	0	0	0	0	0	4	0	134
17	121	5	0	0	0	0	0	0	0	0	0	2	0	128
18	108	4	0	0	0	0	0	0	0	0	0	4	0	116
19	113	2	0	0	0	0	0	0	0	0	0	0	0	115
20	89	1	0	0	0	0	0	0	0	0	0	0	0	90
21	68	1	0	0	0	0	0	0	0	0	0	0	0	69
22	67	2	0	0	0	0	0	0	0	0	0	0	0	69
23	26	1	0	0	0	0	0	0	0	0	0	0	0	27
24	31	1	0	0	0	0	0	0	0	0	0	0	0	32
7-19	1284	39	0	0	0	0	0	0	0	0	0	23	0	1346
6-22	1538	44	0	0	0	0	0	0	0	0	0	23	0	1605
6-24	1595	46	0	0	0	0	0	0	0	0	0	23	0	1664
0-24	1631	47	0	0	0	0	0	0	0	0	0	23	0	1701

Direction : SOUTHBOUND

Friday 28/06/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	8	0	0	0	0	0	0	0	0	0	0	0	0	8
2	4	0	0	0	0	0	0	0	0	0	0	0	0	4
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	3	0	0	0	0	0	0	0	0	0	0	0	0	3
8	12	3	0	0	0	0	0	0	0	0	0	0	0	15
9	51	5	0	0	0	0	0	0	0	0	0	1	0	57
10	52	1	0	0	0	0	0	0	0	0	0	2	0	55
11	38	3	0	0	0	0	0	0	0	0	0	1	0	42
12	56	3	0	0	0	0	0	0	0	0	0	1	0	60
13	55	2	0	0	0	0	0	0	0	0	0	0	0	57
14	79	1	0	0	0	0	0	0	0	0	0	0	0	80
15	67	1	0	0	0	0	0	0	0	0	0	2	0	70
16	96	3	0	0	0	0	0	0	0	0	0	2	0	101
17	117	3	0	0	0	0	0	0	0	0	0	0	0	120
18	121	2	0	0	0	0	0	0	0	0	0	3	0	126
19	91	1	0	0	0	0	0	0	0	0	0	0	0	92
20	56	0	0	0	0	0	0	0	0	0	0	0	0	56
21	55	1	0	0	0	0	0	0	0	0	0	0	0	56
22	43	0	0	0	0	0	0	0	0	0	0	0	0	43
23	23	0	0	0	0	0	0	0	0	0	0	0	0	23
24	15	0	0	0	0	0	0	0	0	0	0	0	0	15
7-19	835	28	0	0	0	0	0	0	0	0	0	12	0	875
6-22	992	29	0	0	0	0	0	0	0	0	0	12	0	1033
6-24	1030	29	0	0	0	0	0	0	0	0	0	12	0	1071
0-24	1046	29	0	0	0	0	0	0	0	0	0	12	0	1087

Automatic Classified Counts, Holyhead

LOCATION: PORTHDAFARCH ROAD

Direction : NORTHBOUND

Friday 28/06/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	6	0	0	0	0	0	0	0	0	0	0	6
2	0	6	0	0	0	0	0	0	0	0	0	0	6
3	0	6	0	0	0	0	0	0	0	0	0	0	6
4	0	1	0	0	0	0	0	0	0	0	0	0	1
5	0	2	0	0	0	0	0	0	0	0	0	0	2
6	0	16	0	0	0	0	0	0	0	0	0	0	16
7	1	28	2	0	0	0	0	0	0	0	0	0	31
8	1	60	11	0	0	0	0	0	0	0	0	0	72
9	3	126	4	0	0	0	0	0	0	0	0	0	133
10	0	84	1	0	0	0	0	0	0	0	0	0	85
11	1	94	2	0	0	0	0	0	0	0	0	0	97
12	2	117	1	0	0	0	0	0	0	0	0	0	120
13	3	106	4	0	0	0	0	0	0	0	0	0	113
14	3	95	4	0	0	0	0	0	0	0	0	0	102
15	8	121	2	0	0	0	0	0	0	0	0	0	131
16	3	130	1	0	0	0	0	0	0	0	0	0	134
17	1	120	7	0	0	0	0	0	0	0	0	0	128
18	0	111	5	0	0	0	0	0	0	0	0	0	116
19	4	106	5	0	0	0	0	0	0	0	0	0	115
20	1	86	3	0	0	0	0	0	0	0	0	0	90
21	0	60	9	0	0	0	0	0	0	0	0	0	69
22	4	62	3	0	0	0	0	0	0	0	0	0	69
23	0	26	1	0	0	0	0	0	0	0	0	0	27
24	0	30	2	0	0	0	0	0	0	0	0	0	32
7-19	29	1270	47	0	0	0	0	0	0	0	0	0	1346
6-22	35	1506	64	0	0	0	0	0	0	0	0	0	1605
6-24	35	1562	67	0	0	0	0	0	0	0	0	0	1664
0-24	35	1599	67	0	0	0	0	0	0	0	0	0	1701

Direction : SOUTHBOUND

Friday 28/06/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	8	0	0	0	0	0	0	0	0	0	0	8
2	0	4	0	0	0	0	0	0	0	0	0	0	4
3	0	2	0	0	0	0	0	0	0	0	0	0	2
4	0	1	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	1	0	0	0	0	0	0	0	0	0	0	1
7	0	3	0	0	0	0	0	0	0	0	0	0	3
8	2	13	0	0	0	0	0	0	0	0	0	0	15
9	5	52	0	0	0	0	0	0	0	0	0	0	57
10	2	53	0	0	0	0	0	0	0	0	0	0	55
11	5	37	0	0	0	0	0	0	0	0	0	0	42
12	4	55	1	0	0	0	0	0	0	0	0	0	60
13	2	54	1	0	0	0	0	0	0	0	0	0	57
14	3	77	0	0	0	0	0	0	0	0	0	0	80
15	1	68	1	0	0	0	0	0	0	0	0	0	70
16	10	91	0	0	0	0	0	0	0	0	0	0	101
17	14	106	0	0	0	0	0	0	0	0	0	0	120
18	5	120	1	0	0	0	0	0	0	0	0	0	126
19	7	84	1	0	0	0	0	0	0	0	0	0	92
20	0	56	0	0	0	0	0	0	0	0	0	0	56
21	1	54	1	0	0	0	0	0	0	0	0	0	56
22	3	40	0	0	0	0	0	0	0	0	0	0	43
23	0	21	2	0	0	0	0	0	0	0	0	0	23
24	0	15	0	0	0	0	0	0	0	0	0	0	15
7-19	60	810	5	0	0	0	0	0	0	0	0	0	875
6-22	64	963	6	0	0	0	0	0	0	0	0	0	1033
6-24	64	999	8	0	0	0	0	0	0	0	0	0	1071
0-24	64	1015	8	0	0	0	0	0	0	0	0	0	1087

Automatic Classified Counts, Holyhead

LOCATION: PORTHDAFARCH ROAD

Direction : NORTHBOUND

Saturday 29/06/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	9	0	0	0	0	0	0	0	0	0	0	0	0	9
2	7	0	0	0	0	0	0	0	0	0	0	0	0	7
3	9	0	0	0	0	0	0	0	0	0	0	0	0	9
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	7	0	0	0	0	0	0	0	0	0	0	0	0	7
7	21	0	0	0	0	0	0	0	0	0	0	0	0	21
8	41	0	0	0	0	0	0	0	0	0	0	1	0	42
9	59	1	0	0	0	0	0	0	0	0	0	1	0	61
10	86	4	0	0	0	0	0	0	0	0	0	1	0	91
11	98	2	0	0	0	0	0	0	0	0	0	1	0	101
12	108	3	0	0	0	0	0	0	0	0	0	1	0	112
13	140	3	0	0	0	0	0	0	0	0	0	0	0	143
14	106	3	0	0	0	0	0	0	0	0	0	0	0	109
15	129	5	0	0	0	0	0	0	0	0	0	0	0	134
16	103	2	0	0	0	0	0	0	0	0	0	1	0	106
17	102	3	0	0	0	0	0	0	0	0	0	0	0	105
18	123	3	0	0	0	0	0	0	0	0	0	0	0	126
19	107	3	0	0	0	0	0	0	0	0	0	0	0	110
20	62	1	0	0	0	0	0	0	0	0	0	0	0	63
21	54	1	0	0	0	0	0	0	0	0	0	0	0	55
22	63	1	0	0	0	0	0	0	0	0	0	0	0	64
23	30	1	0	0	0	0	0	0	0	0	0	0	0	31
24	22	0	0	0	0	0	0	0	0	0	0	0	0	22
7-19	1202	32	0	0	0	0	0	0	0	0	0	6	0	1240
6-22	1402	35	0	0	0	0	0	0	0	0	0	6	0	1443
6-24	1454	36	0	0	0	0	0	0	0	0	0	6	0	1496
0-24	1489	36	0	0	0	0	0	0	0	0	0	6	0	1531

Direction : SOUTHBOUND

Saturday 29/06/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	9	0	0	0	0	0	0	0	0	0	0	0	0	9
2	7	0	0	0	0	0	0	0	0	0	0	0	0	7
3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	4	0	0	0	0	0	0	0	0	0	0	0	0	4
8	12	0	0	0	0	0	0	0	0	0	0	0	0	12
9	23	1	0	0	0	0	0	0	0	0	0	1	0	25
10	45	1	0	0	0	0	0	0	0	0	0	0	0	46
11	55	1	0	0	0	0	0	0	0	0	0	0	0	56
12	38	1	0	0	0	0	0	0	0	0	0	2	0	41
13	65	1	0	0	0	0	0	0	0	0	0	1	0	67
14	58	1	0	0	0	0	0	0	0	0	0	0	0	59
15	53	1	0	0	0	0	0	0	0	0	0	0	0	54
16	64	1	0	0	0	0	0	0	0	0	0	0	0	65
17	53	1	0	0	0	0	0	0	0	0	0	0	0	54
18	78	0	0	0	0	0	0	0	0	0	0	2	0	80
19	53	0	0	0	0	0	0	0	0	0	0	0	0	53
20	52	1	0	0	0	0	0	0	0	0	0	0	0	53
21	33	0	0	0	0	0	0	0	0	0	0	0	0	33
22	28	0	0	0	0	0	0	0	0	0	0	0	0	28
23	26	0	0	0	0	0	0	0	0	0	0	0	0	26
24	11	0	0	0	0	0	0	0	0	0	0	0	0	11
7-19	597	9	0	0	0	0	0	0	0	0	0	6	0	612
6-22	714	10	0	0	0	0	0	0	0	0	0	6	0	730
6-24	751	10	0	0	0	0	0	0	0	0	0	6	0	767
0-24	775	10	0	0	0	0	0	0	0	0	0	6	0	791

Automatic Classified Counts, Holyhead

LOCATION: PORTHDAFARCH ROAD

Direction : NORTHBOUND

Saturday 29/06/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	9	0	0	0	0	0	0	0	0	0	0	9
2	0	5	2	0	0	0	0	0	0	0	0	0	7
3	0	6	3	0	0	0	0	0	0	0	0	0	9
4	0	2	0	0	0	0	0	0	0	0	0	0	2
5	0	1	0	0	0	0	0	0	0	0	0	0	1
6	0	7	0	0	0	0	0	0	0	0	0	0	7
7	0	19	2	0	0	0	0	0	0	0	0	0	21
8	0	39	3	0	0	0	0	0	0	0	0	0	42
9	2	56	3	0	0	0	0	0	0	0	0	0	61
10	0	86	5	0	0	0	0	0	0	0	0	0	91
11	4	94	3	0	0	0	0	0	0	0	0	0	101
12	0	111	1	0	0	0	0	0	0	0	0	0	112
13	2	140	1	0	0	0	0	0	0	0	0	0	143
14	1	101	7	0	0	0	0	0	0	0	0	0	109
15	9	123	2	0	0	0	0	0	0	0	0	0	134
16	3	95	8	0	0	0	0	0	0	0	0	0	106
17	3	101	1	0	0	0	0	0	0	0	0	0	105
18	1	124	1	0	0	0	0	0	0	0	0	0	126
19	5	103	2	0	0	0	0	0	0	0	0	0	110
20	1	56	6	0	0	0	0	0	0	0	0	0	63
21	1	49	5	0	0	0	0	0	0	0	0	0	55
22	2	60	2	0	0	0	0	0	0	0	0	0	64
23	0	30	1	0	0	0	0	0	0	0	0	0	31
24	1	21	0	0	0	0	0	0	0	0	0	0	22
7-19	30	1173	37	0	0	0	0	0	0	0	0	0	1240
6-22	34	1357	52	0	0	0	0	0	0	0	0	0	1443
6-24	35	1408	53	0	0	0	0	0	0	0	0	0	1496
0-24	35	1438	58	0	0	0	0	0	0	0	0	0	1531

Direction : SOUTHBOUND

Saturday 29/06/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	1	8	0	0	0	0	0	0	0	0	0	0	9
2	0	7	0	0	0	0	0	0	0	0	0	0	7
3	0	3	0	0	0	0	0	0	0	0	0	0	3
4	0	3	0	0	0	0	0	0	0	0	0	0	3
5	0	2	0	0	0	0	0	0	0	0	0	0	2
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	4	0	0	0	0	0	0	0	0	0	0	4
8	0	12	0	0	0	0	0	0	0	0	0	0	12
9	2	22	1	0	0	0	0	0	0	0	0	0	25
10	4	42	0	0	0	0	0	0	0	0	0	0	46
11	4	52	0	0	0	0	0	0	0	0	0	0	56
12	2	39	0	0	0	0	0	0	0	0	0	0	41
13	11	56	0	0	0	0	0	0	0	0	0	0	67
14	10	48	1	0	0	0	0	0	0	0	0	0	59
15	6	47	1	0	0	0	0	0	0	0	0	0	54
16	3	62	0	0	0	0	0	0	0	0	0	0	65
17	6	47	1	0	0	0	0	0	0	0	0	0	54
18	3	76	1	0	0	0	0	0	0	0	0	0	80
19	4	49	0	0	0	0	0	0	0	0	0	0	53
20	2	51	0	0	0	0	0	0	0	0	0	0	53
21	1	31	1	0	0	0	0	0	0	0	0	0	33
22	0	27	1	0	0	0	0	0	0	0	0	0	28
23	1	25	0	0	0	0	0	0	0	0	0	0	26
24	0	11	0	0	0	0	0	0	0	0	0	0	11
7-19	55	552	5	0	0	0	0	0	0	0	0	0	612
6-22	58	665	7	0	0	0	0	0	0	0	0	0	730
6-24	59	701	7	0	0	0	0	0	0	0	0	0	767
0-24	60	724	7	0	0	0	0	0	0	0	0	0	791

Automatic Classified Counts, Holyhead

LOCATION: PORTHDAFARCH ROAD

Direction : NORTHBOUND

Sunday 30/06/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	14	0	0	0	0	0	0	0	0	0	0	0	0	14
2	7	0	0	0	0	0	0	0	0	0	0	0	0	7
3	10	0	0	0	0	0	0	0	0	0	0	0	0	10
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	6	0	0	0	0	0	0	0	0	0	0	0	0	6
6	7	0	0	0	0	0	0	0	0	0	0	0	0	7
7	22	0	0	0	0	0	0	0	0	0	0	0	0	22
8	25	1	0	0	0	0	0	0	0	0	0	0	0	26
9	25	1	0	0	0	0	0	0	0	0	0	0	0	26
10	73	2	0	0	0	0	0	0	0	0	0	0	0	75
11	101	3	0	0	0	0	0	0	0	0	0	1	0	105
12	120	4	0	0	0	0	0	0	0	0	0	2	0	126
13	113	2	0	0	0	0	0	0	0	0	0	0	0	115
14	117	3	0	0	0	0	0	0	0	0	0	0	0	120
15	117	3	0	0	0	0	0	0	0	0	0	0	0	120
16	107	2	0	0	0	0	0	0	0	0	0	0	0	109
17	85	1	0	0	0	0	0	0	0	0	0	0	0	86
18	91	1	0	0	0	0	0	0	0	0	0	0	0	92
19	104	2	0	0	0	0	0	0	0	0	0	0	0	106
20	60	4	0	0	0	0	0	0	0	0	0	0	0	64
21	44	0	0	0	0	0	0	0	0	0	0	0	0	44
22	37	0	0	0	0	0	0	0	0	0	0	0	0	37
23	29	0	0	0	0	0	0	0	0	0	0	0	0	29
24	13	0	0	0	0	0	0	0	0	0	0	0	0	13
7-19	1078	25	0	0	0	0	0	0	0	0	0	3	0	1106
6-22	1241	29	0	0	0	0	0	0	0	0	0	3	0	1273
6-24	1283	29	0	0	0	0	0	0	0	0	0	3	0	1315
0-24	1328	29	0	0	0	0	0	0	0	0	0	3	0	1360

Direction : SOUTHBOUND

Sunday 30/06/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	11	0	0	0	0	0	0	0	0	0	0	0	0	11
2	4	0	0	0	0	0	0	0	0	0	0	0	0	4
3	8	0	0	0	0	0	0	0	0	0	0	0	0	8
4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
5	4	0	0	0	0	0	0	0	0	0	0	0	0	4
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	7	0	0	0	0	0	0	0	0	0	0	0	0	7
8	6	0	0	0	0	0	0	0	0	0	0	0	0	6
9	18	1	0	0	0	0	0	0	0	0	0	0	0	19
10	12	1	0	0	0	0	0	0	0	0	0	0	0	13
11	32	0	0	0	0	0	0	0	0	0	0	0	0	32
12	42	1	0	0	0	0	0	0	0	0	0	0	0	43
13	42	1	0	0	0	0	0	0	0	0	0	0	0	43
14	42	1	0	0	0	0	0	0	0	0	0	0	0	43
15	48	1	0	0	0	0	0	0	0	0	0	0	0	49
16	64	1	0	0	0	0	0	0	0	0	0	0	0	65
17	41	0	0	0	0	0	0	0	0	0	0	0	0	41
18	45	1	0	0	0	0	0	0	0	0	0	0	0	46
19	42	0	0	1	0	0	0	0	0	0	0	0	0	43
20	36	1	0	0	0	0	0	0	0	0	0	0	0	37
21	29	0	0	0	0	0	0	0	0	0	0	0	0	29
22	31	0	0	1	0	0	0	0	0	0	0	0	0	32
23	14	0	0	0	0	0	0	0	0	0	0	0	0	14
24	16	0	0	0	0	0	0	0	0	0	0	0	0	16
7-19	434	8	0	1	0	0	0	0	0	0	0	0	0	443
6-22	537	9	0	2	0	0	0	0	0	0	0	0	0	548
6-24	567	9	0	2	0	0	0	0	0	0	0	0	0	578
0-24	598	9	0	2	0	0	0	0	0	0	0	0	0	609

Automatic Classified Counts, Holyhead

LOCATION: PORTHDAFARCH ROAD

Direction : NORTHBOUND

Sunday 30/06/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	13	1	0	0	0	0	0	0	0	0	0	14
2	0	5	2	0	0	0	0	0	0	0	0	0	7
3	0	9	1	0	0	0	0	0	0	0	0	0	10
4	0	1	0	0	0	0	0	0	0	0	0	0	1
5	0	6	0	0	0	0	0	0	0	0	0	0	6
6	0	7	0	0	0	0	0	0	0	0	0	0	7
7	1	21	0	0	0	0	0	0	0	0	0	0	22
8	0	24	2	0	0	0	0	0	0	0	0	0	26
9	0	25	1	0	0	0	0	0	0	0	0	0	26
10	2	72	1	0	0	0	0	0	0	0	0	0	75
11	3	97	5	0	0	0	0	0	0	0	0	0	105
12	4	120	2	0	0	0	0	0	0	0	0	0	126
13	1	111	3	0	0	0	0	0	0	0	0	0	115
14	4	113	3	0	0	0	0	0	0	0	0	0	120
15	0	119	1	0	0	0	0	0	0	0	0	0	120
16	2	97	10	0	0	0	0	0	0	0	0	0	109
17	0	80	6	0	0	0	0	0	0	0	0	0	86
18	2	86	4	0	0	0	0	0	0	0	0	0	92
19	3	101	2	0	0	0	0	0	0	0	0	0	106
20	0	61	3	0	0	0	0	0	0	0	0	0	64
21	0	43	1	0	0	0	0	0	0	0	0	0	44
22	0	34	3	0	0	0	0	0	0	0	0	0	37
23	3	24	2	0	0	0	0	0	0	0	0	0	29
24	0	12	1	0	0	0	0	0	0	0	0	0	13
7-19	21	1045	40	0	0	0	0	0	0	0	0	0	1106
6-22	22	1204	47	0	0	0	0	0	0	0	0	0	1273
6-24	25	1240	50	0	0	0	0	0	0	0	0	0	1315
0-24	25	1281	54	0	0	0	0	0	0	0	0	0	1360

Direction : SOUTHBOUND

Sunday 30/06/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	11	0	0	0	0	0	0	0	0	0	0	11
2	0	4	0	0	0	0	0	0	0	0	0	0	4
3	2	6	0	0	0	0	0	0	0	0	0	0	8
4	0	4	0	0	0	0	0	0	0	0	0	0	4
5	0	4	0	0	0	0	0	0	0	0	0	0	4
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	7	0	0	0	0	0	0	0	0	0	0	7
8	0	6	0	0	0	0	0	0	0	0	0	0	6
9	2	17	0	0	0	0	0	0	0	0	0	0	19
10	1	12	0	0	0	0	0	0	0	0	0	0	13
11	3	29	0	0	0	0	0	0	0	0	0	0	32
12	4	39	0	0	0	0	0	0	0	0	0	0	43
13	2	41	0	0	0	0	0	0	0	0	0	0	43
14	6	37	0	0	0	0	0	0	0	0	0	0	43
15	5	44	0	0	0	0	0	0	0	0	0	0	49
16	4	61	0	0	0	0	0	0	0	0	0	0	65
17	4	37	0	0	0	0	0	0	0	0	0	0	41
18	4	42	0	0	0	0	0	0	0	0	0	0	46
19	0	43	0	0	0	0	0	0	0	0	0	0	43
20	2	35	0	0	0	0	0	0	0	0	0	0	37
21	0	29	0	0	0	0	0	0	0	0	0	0	29
22	0	32	0	0	0	0	0	0	0	0	0	0	32
23	0	13	1	0	0	0	0	0	0	0	0	0	14
24	0	15	1	0	0	0	0	0	0	0	0	0	16
7-19	35	408	0	0	0	0	0	0	0	0	0	0	443
6-22	37	511	0	0	0	0	0	0	0	0	0	0	548
6-24	37	539	2	0	0	0	0	0	0	0	0	0	578
0-24	39	568	2	0	0	0	0	0	0	0	0	0	609

Automatic Classified Counts, Holyhead

LOCATION: PORTHDAFARCH ROAD

Direction : NORTHBOUND

Monday 01/07/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	7	0	0	0	0	0	0	0	0	0	0	0	0	7
2	4	0	0	0	0	0	0	0	0	0	0	0	0	4
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	15	0	0	0	0	0	0	0	0	0	0	0	0	15
7	34	1	0	0	0	0	0	0	0	0	0	0	0	35
8	79	2	0	0	0	0	0	0	0	0	0	0	0	81
9	142	2	0	0	0	0	0	0	0	0	0	0	0	144
10	90	2	0	0	0	0	0	0	0	0	0	1	0	93
11	91	5	0	1	0	0	0	0	0	0	0	0	0	97
12	70	1	0	0	0	0	0	0	0	0	0	5	0	76
13	87	5	0	0	0	0	0	0	0	0	0	1	0	93
14	92	4	0	0	0	0	0	0	0	0	0	2	0	98
15	121	3	0	0	0	0	0	0	0	0	0	2	0	126
16	120	2	0	0	0	0	0	0	0	0	0	1	0	123
17	114	4	0	0	0	0	0	0	0	0	0	6	0	124
18	119	3	0	0	0	0	0	0	0	0	0	1	0	123
19	116	1	0	0	0	0	0	0	0	0	0	0	0	117
20	107	1	0	0	0	0	0	0	0	0	0	0	0	108
21	53	1	0	0	0	0	0	0	0	0	0	0	0	54
22	51	1	0	0	0	0	0	0	0	0	0	0	0	52
23	50	0	0	0	0	0	0	0	0	0	0	0	0	50
24	23	0	0	0	0	0	0	0	0	0	0	0	0	23
7-19	1241	34	0	1	0	0	0	0	0	0	0	19	0	1295
6-22	1486	38	0	1	0	0	0	0	0	0	0	19	0	1544
6-24	1559	38	0	1	0	0	0	0	0	0	0	19	0	1617
0-24	1590	38	0	1	0	0	0	0	0	0	0	19	0	1648

Direction : SOUTHBOUND

Monday 01/07/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	6	0	0	0	0	0	0	0	0	0	0	0	0	6
7	6	0	0	0	0	0	0	0	0	0	0	0	0	6
8	18	0	0	0	0	0	0	0	0	0	0	0	0	18
9	61	0	0	0	0	0	0	0	0	0	0	0	0	61
10	55	1	0	1	0	0	0	0	0	0	0	0	0	57
11	50	0	0	0	0	0	0	0	0	0	0	0	0	50
12	51	2	0	0	0	0	0	0	0	0	0	0	0	53
13	73	4	0	0	0	0	0	0	0	0	0	1	0	78
14	62	1	0	0	0	0	0	0	0	0	0	1	0	64
15	56	5	0	0	0	0	0	0	0	0	0	1	0	62
16	86	1	0	0	0	0	0	0	0	0	0	0	0	87
17	114	1	0	0	0	0	0	0	0	0	0	1	0	116
18	103	2	0	0	0	0	0	0	0	0	0	3	0	108
19	71	1	0	0	0	0	0	0	0	0	0	0	0	72
20	45	0	0	0	0	0	0	0	0	0	0	0	0	45
21	44	0	0	0	0	0	0	0	0	0	0	1	0	45
22	20	0	0	0	0	0	0	0	0	0	0	0	0	20
23	16	0	0	0	0	0	0	0	0	0	0	0	0	16
24	6	0	0	0	0	0	0	0	0	0	0	0	0	6
7-19	800	18	0	1	0	0	0	0	0	0	0	7	0	826
6-22	915	18	0	1	0	0	0	0	0	0	0	8	0	942
6-24	937	18	0	1	0	0	0	0	0	0	0	8	0	964
0-24	954	18	0	1	0	0	0	0	0	0	0	8	0	981

Automatic Classified Counts, Holyhead

LOCATION: PORTHDAFARCH ROAD

Direction : NORTHBOUND

Monday 01/07/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	6	1	0	0	0	0	0	0	0	0	0	7
2	0	4	0	0	0	0	0	0	0	0	0	0	4
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	3	1	0	0	0	0	0	0	0	0	0	4
5	0	1	0	0	0	0	0	0	0	0	0	0	1
6	0	15	0	0	0	0	0	0	0	0	0	0	15
7	0	32	3	0	0	0	0	0	0	0	0	0	35
8	2	78	1	0	0	0	0	0	0	0	0	0	81
9	5	132	7	0	0	0	0	0	0	0	0	0	144
10	5	86	2	0	0	0	0	0	0	0	0	0	93
11	3	94	0	0	0	0	0	0	0	0	0	0	97
12	3	72	1	0	0	0	0	0	0	0	0	0	76
13	2	86	5	0	0	0	0	0	0	0	0	0	93
14	9	86	3	0	0	0	0	0	0	0	0	0	98
15	3	119	4	0	0	0	0	0	0	0	0	0	126
16	0	122	1	0	0	0	0	0	0	0	0	0	123
17	0	119	5	0	0	0	0	0	0	0	0	0	124
18	3	107	13	0	0	0	0	0	0	0	0	0	123
19	1	112	4	0	0	0	0	0	0	0	0	0	117
20	0	100	8	0	0	0	0	0	0	0	0	0	108
21	0	54	0	0	0	0	0	0	0	0	0	0	54
22	0	50	2	0	0	0	0	0	0	0	0	0	52
23	1	49	0	0	0	0	0	0	0	0	0	0	50
24	1	20	2	0	0	0	0	0	0	0	0	0	23
7-19	36	1213	46	0	0	0	0	0	0	0	0	0	1295
6-22	36	1449	59	0	0	0	0	0	0	0	0	0	1544
6-24	38	1518	61	0	0	0	0	0	0	0	0	0	1617
0-24	38	1547	63	0	0	0	0	0	0	0	0	0	1648

Direction : SOUTHBOUND

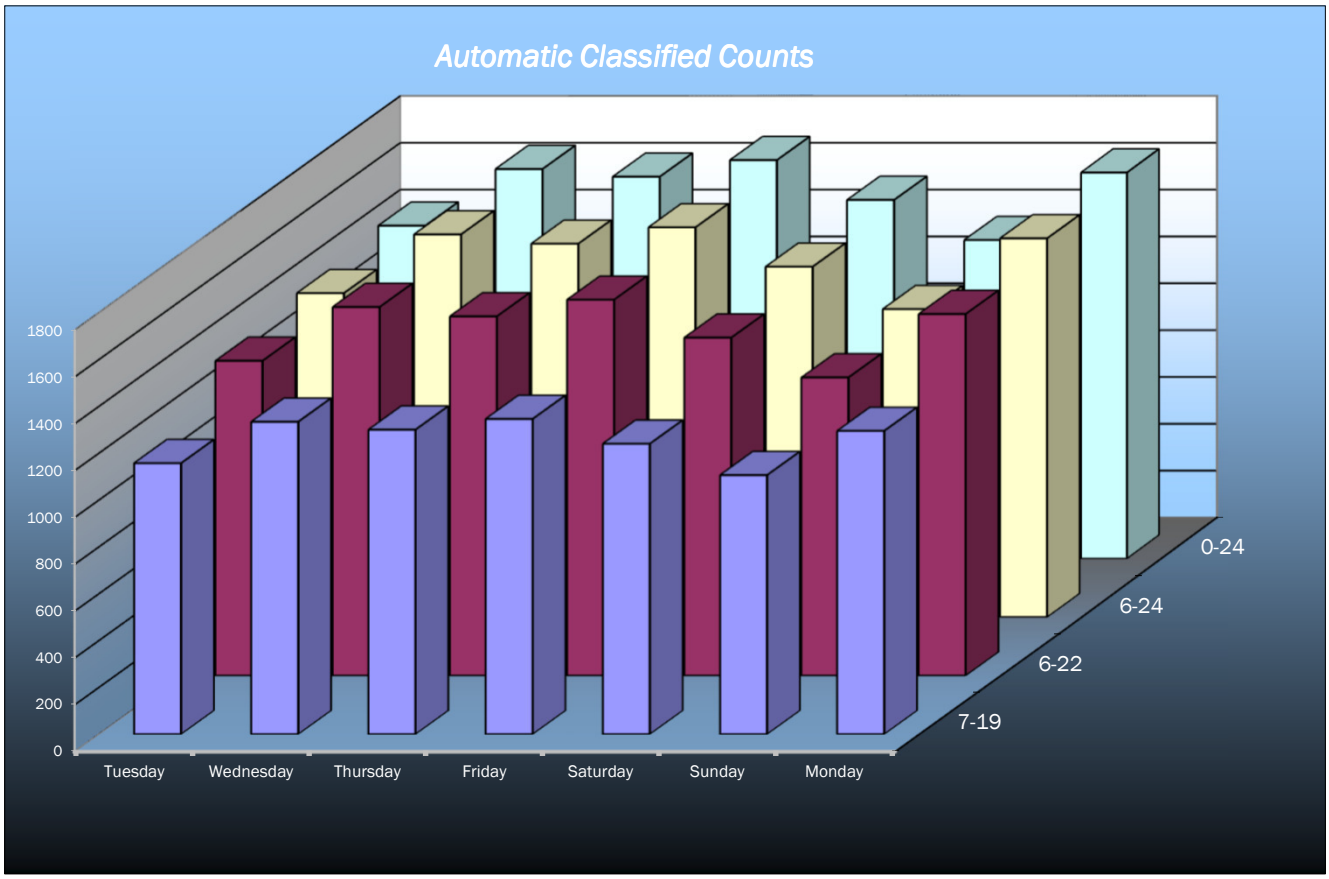
Monday 01/07/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	4	0	0	0	0	0	0	0	0	0	0	4
2	0	3	0	0	0	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	2	0	0	0	0	0	0	0	0	0	0	2
5	0	2	0	0	0	0	0	0	0	0	0	0	2
6	0	6	0	0	0	0	0	0	0	0	0	0	6
7	0	6	0	0	0	0	0	0	0	0	0	0	6
8	2	16	0	0	0	0	0	0	0	0	0	0	18
9	3	57	1	0	0	0	0	0	0	0	0	0	61
10	2	54	1	0	0	0	0	0	0	0	0	0	57
11	3	47	0	0	0	0	0	0	0	0	0	0	50
12	4	49	0	0	0	0	0	0	0	0	0	0	53
13	5	72	1	0	0	0	0	0	0	0	0	0	78
14	12	52	0	0	0	0	0	0	0	0	0	0	64
15	5	56	1	0	0	0	0	0	0	0	0	0	62
16	4	79	4	0	0	0	0	0	0	0	0	0	87
17	4	112	0	0	0	0	0	0	0	0	0	0	116
18	14	93	1	0	0	0	0	0	0	0	0	0	108
19	0	68	4	0	0	0	0	0	0	0	0	0	72
20	2	43	0	0	0	0	0	0	0	0	0	0	45
21	2	43	0	0	0	0	0	0	0	0	0	0	45
22	1	19	0	0	0	0	0	0	0	0	0	0	20
23	0	16	0	0	0	0	0	0	0	0	0	0	16
24	0	6	0	0	0	0	0	0	0	0	0	0	6
7-19	58	755	13	0	0	0	0	0	0	0	0	0	826
6-22	63	866	13	0	0	0	0	0	0	0	0	0	942
6-24	63	888	13	0	0	0	0	0	0	0	0	0	964
0-24	63	905	13	0	0	0	0	0	0	0	0	0	981

Automatic Classified Counts, Holyhead

LOCATION: PORTHDAFARCH ROAD

Direction : NORTHBOUND

VEHICLE FLOWS									
Hr Ending	Tuesday 25-Jun-19	Wednesday 26-Jun-19	Thursday 27-Jun-19	Friday 28-Jun-19	Saturday 29-Jun-19	Sunday 30-Jun-19	Monday 1-Jul-19	WEEKDAY AVERAGE	WEEK AVERAGE
1	6	10	9	6	9	14	7	8	9
2	2	2	3	6	7	7	4	3	4
3	0	0	0	6	9	10	0	1	4
4	1	1	2	1	2	1	4	2	2
5	9	2	7	2	1	6	1	4	4
6	20	14	15	16	7	7	15	16	13
7	28	23	31	31	21	22	35	30	27
8	60	71	80	72	42	26	81	73	62
9	130	145	154	133	61	26	144	141	113
10	92	111	99	85	91	75	93	96	92
11	88	115	103	97	101	105	97	100	101
12	89	83	96	120	112	126	76	93	100
13	103	95	91	113	143	115	93	99	108
14	74	114	113	102	109	120	98	100	104
15	117	137	105	131	134	120	126	123	124
16	102	116	121	134	106	109	123	119	116
17	95	114	123	128	105	86	124	117	111
18	118	117	137	116	126	92	123	122	118
19	89	116	78	115	110	106	117	103	104
20	70	101	95	90	63	64	108	93	84
21	57	57	64	69	55	44	54	60	57
22	32	59	44	69	64	37	52	51	51
23	29	41	36	27	31	29	50	37	35
24	10	19	24	32	22	13	23	22	20
7-19	1157	1334	1300	1346	1240	1106	1295	1286	1254
6-22	1344	1574	1534	1605	1443	1273	1544	1520	1474
6-24	1383	1634	1594	1664	1496	1315	1617	1578	1529
0-24	1421	1663	1630	1701	1531	1360	1648	1613	1565

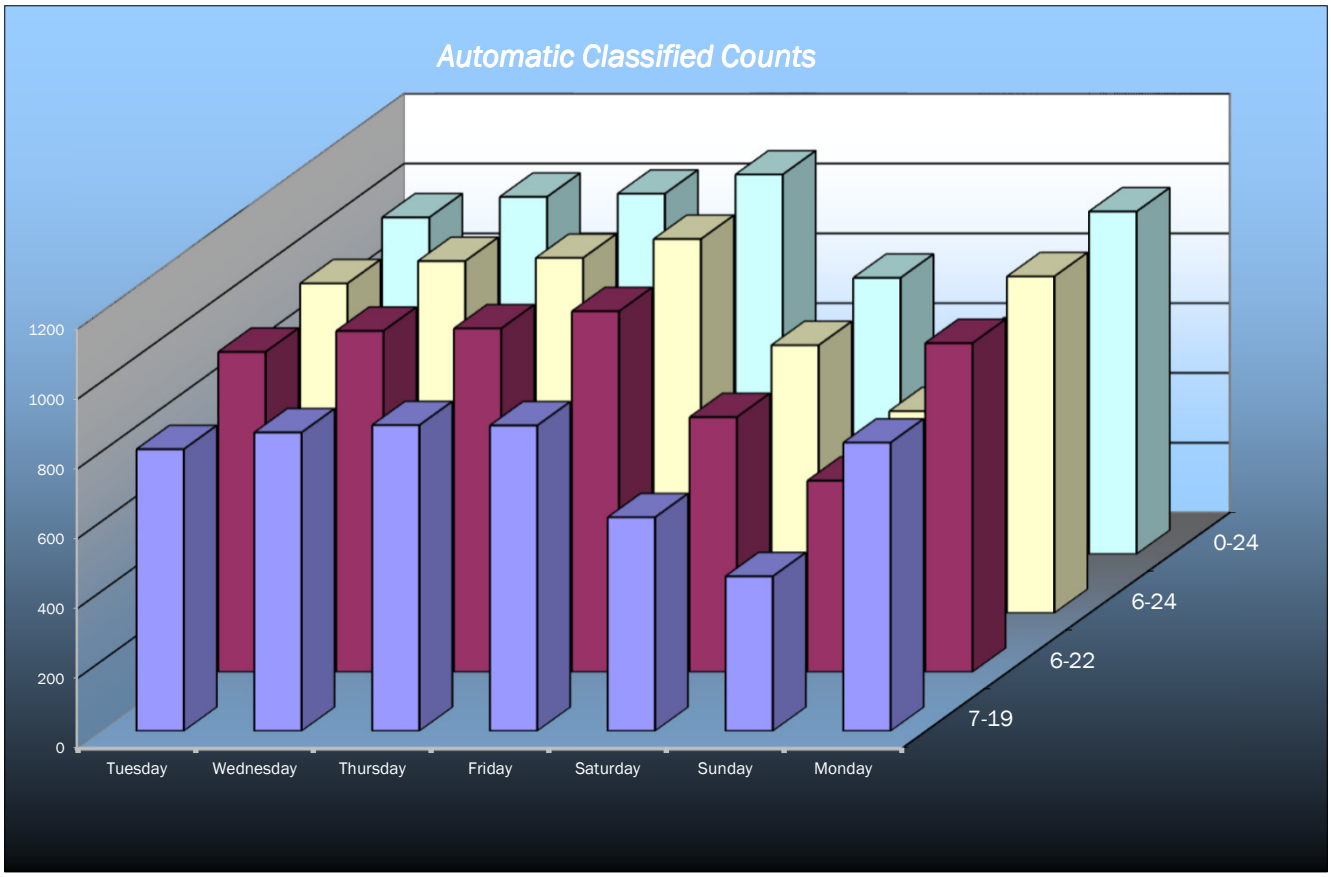


Automatic Classified Counts, Holyhead

LOCATION: PORTHDAFARCH ROAD

Direction : SOUTHBOUND

SOUTHBOUND									
Hr Ending	Tuesday 25-Jun-19	Wednesday 26-Jun-19	Thursday 27-Jun-19	Friday 28-Jun-19	Saturday 29-Jun-19	Sunday 30-Jun-19	Monday 1-Jul-19	WEEKDAY AVERAGE	WEEK AVERAGE
1	7	8	7	8	9	11	4	7	8
2	0	1	0	4	7	4	3	2	3
3	3	3	2	2	3	8	0	2	3
4	2	2	1	1	3	4	2	2	2
5	6	0	4	0	2	4	2	2	3
6	2	1	1	1	0	0	6	2	2
7	6	3	4	3	4	7	6	4	5
8	28	19	23	15	12	6	18	21	17
9	61	65	59	57	25	19	61	61	50
10	40	50	46	55	46	13	57	50	44
11	29	36	56	42	56	32	50	43	43
12	44	47	57	60	41	43	53	52	49
13	67	70	63	57	67	43	78	67	64
14	65	68	68	80	59	43	64	69	64
15	63	71	89	70	54	49	62	71	65
16	99	97	86	101	65	65	87	94	86
17	119	120	130	120	54	41	116	121	100
18	120	125	117	126	80	46	108	119	103
19	72	87	82	92	53	43	72	81	72
20	45	51	43	56	53	37	45	48	47
21	36	52	39	56	33	29	45	46	41
22	23	16	22	43	28	32	20	25	26
23	16	20	22	23	26	14	16	19	20
24	11	11	11	15	11	16	6	11	12
7-19	807	855	876	875	612	443	826	848	756
6-22	917	977	984	1033	730	548	942	971	876
6-24	944	1008	1017	1071	767	578	964	1001	907
0-24	964	1023	1032	1087	791	609	981	1017	927



Automatic Classified Counts, Holyhead

LOCATION: PORTHDAFARCH ROAD

Direction : NORTHBOUND

AVERAGE SPEEDS							
Hr Ending	Tuesday 25-Jun-19	Wednesday 26-Jun-19	Thursday 27-Jun-19	Friday 28-Jun-19	Saturday 29-Jun-19	Sunday 30-Jun-19	Monday 1-Jul-19
1	15.5	18.5	15.5	15.5	15.5	16.2	16.9
2	15.5	15.5	15.5	15.5	18.4	18.4	15.5
3	-	-	-	15.5	18.8	16.5	-
4	15.5	15.5	15.5	15.5	15.5	15.5	18.0
5	15.5	15.5	15.5	15.5	15.5	15.5	15.5
6	16.0	15.5	16.2	15.5	15.5	15.5	15.5
7	15.1	17.7	15.2	15.8	16.5	15.0	16.4
8	15.7	15.4	16.0	16.9	16.2	16.3	15.4
9	15.3	15.4	15.9	15.6	15.7	15.9	15.6
10	14.7	15.8	15.8	15.6	16.0	15.4	15.2
11	15.4	15.3	16.1	15.6	15.4	15.7	15.2
12	13.5	15.5	15.7	15.4	15.6	15.3	15.2
13	14.8	15.8	15.4	15.6	15.4	15.7	15.8
14	15.6	15.1	15.2	15.6	16.1	15.4	14.9
15	15.4	15.6	15.8	15.0	15.0	15.6	15.6
16	15.5	15.6	15.3	15.4	16.0	16.2	15.6
17	15.4	16.2	15.6	16.0	15.3	16.2	15.9
18	15.0	16.3	15.9	15.9	15.5	15.7	16.3
19	16.3	16.1	15.9	15.6	15.2	15.4	15.8
20	15.5	16.0	15.4	15.7	16.3	16.0	16.2
21	15.1	15.5	16.0	16.8	16.2	15.7	15.5
22	15.8	15.8	16.0	15.4	15.5	16.3	15.9
23	15.2	15.3	15.8	15.9	15.8	15.2	15.3
24	17.5	16.6	15.5	16.1	15.0	16.3	15.9

10-12	14.4	15.4	15.9	15.5	15.5	15.5	15.2
14-16	15.5	15.6	15.5	15.2	15.5	15.9	15.6
0-24	15.4	15.9	15.7	15.7	15.9	15.9	15.8

85TH PERCENTILE							
Hr Ending	Tuesday 25-Jun-19	Wednesday 26-Jun-19	Thursday 27-Jun-19	Friday 28-Jun-19	Saturday 29-Jun-19	Sunday 30-Jun-19	Monday 1-Jul-19
1	15.5	23.3	15.5	15.5	15.5	18.9	20.7
2	15.5	15.5	15.5	15.5	23.2	23.2	15.5
3	-	-	-	15.5	23.8	19.7	-
4	-	-	15.5	-	15.5	-	23.0
5	22.6	15.5	21.3	15.5	-	15.5	-
6	18.2	15.5	18.7	15.5	15.5	15.5	15.5
7	18.5	21.9	18.3	19.0	19.5	17.2	19.2
8	17.9	17.4	18.7	20.8	18.8	19.0	17.3
9	17.5	17.4	18.1	17.9	18.5	17.8	18.5
10	17.4	17.4	18.5	16.7	18.3	17.4	17.9
11	17.2	17.6	19.2	17.4	18.0	18.5	16.9
12	18.3	17.7	17.7	17.0	16.5	17.5	17.5
13	18.0	18.1	17.7	18.1	16.9	17.5	18.6
14	17.7	18.2	18.4	18.2	18.7	17.8	18.4
15	17.5	17.8	18.4	17.8	17.8	16.5	17.9
16	17.5	16.5	18.5	17.1	19.2	19.5	16.5
17	17.2	18.8	17.1	18.4	17.3	18.8	17.9
18	17.6	19.8	18.3	18.0	16.8	18.3	19.8
19	19.0	19.1	17.8	18.4	17.7	17.6	17.8
20	18.4	18.2	18.1	17.8	19.6	18.1	18.9
21	17.8	15.5	19.6	20.2	19.5	17.2	15.5
22	17.6	17.7	19.0	18.6	18.0	19.1	17.8
23	18.4	16.8	17.4	17.8	17.6	19.4	16.7
24	21.7	21.1	18.4	18.6	17.2	19.0	19.6

10-12	17.8	17.7	18.5	17.2	17.3	18.0	17.2
14-16	17.5	17.2	18.4	17.4	18.5	18.0	17.2
0-24	18.0	18.0	18.1	17.6	18.2	18.2	18.1

7 DAY AVERAGE SPEED	15.8
7 DAY AVERAGE 85th PERCENTILE	18.0

Automatic Classified Counts, Holyhead

LOCATION: PORTHDAFARCH ROAD

Direction : SOUTHBOUND

AVERAGE SPEEDS							
Hr Ending	Tuesday 25-Jun-19	Wednesday 26-Jun-19	Thursday 27-Jun-19	Friday 28-Jun-19	Saturday 29-Jun-19	Sunday 30-Jun-19	Monday 1-Jul-19
1	15.5	15.5	15.5	15.5	14.4	15.5	15.5
2	-	15.5	-	15.5	15.5	15.5	15.5
3	15.5	12.2	15.5	15.5	15.5	13.0	-
4	15.5	15.5	15.5	15.5	15.5	15.5	15.5
5	15.5	-	15.5	-	15.5	15.5	15.5
6	15.5	5.5	15.5	15.5	-	-	15.5
7	15.5	15.5	15.5	15.5	15.5	15.5	15.5
8	15.9	15.5	15.9	14.2	15.5	15.5	14.4
9	14.8	14.7	15.7	14.6	15.1	14.4	15.2
10	14.5	13.9	15.3	15.1	14.6	14.7	15.3
11	12.7	14.4	15.1	14.3	14.8	14.6	14.9
12	14.4	14.6	14.8	15.0	15.0	14.6	14.7
13	13.6	14.6	14.9	15.3	13.9	15.0	15.0
14	15.2	14.2	14.8	15.1	14.0	14.1	13.6
15	14.5	14.0	15.3	15.5	14.6	14.5	14.9
16	13.8	15.3	15.0	14.5	15.0	14.9	15.5
17	14.3	15.3	13.5	14.3	14.6	14.5	15.2
18	15.4	14.5	15.1	15.2	15.3	14.6	14.3
19	14.9	16.1	14.4	14.8	14.7	15.5	16.1
20	14.6	15.1	14.8	15.5	15.1	15.0	15.1
21	14.4	15.1	15.2	15.5	15.5	15.5	15.1
22	15.9	14.9	15.5	14.8	15.9	15.5	15.0
23	15.5	15.5	16.4	16.4	15.1	16.2	15.5
24	14.6	15.5	14.6	15.5	15.5	16.1	15.5
10-12	13.6	14.5	15.0	14.7	14.9	14.6	14.8
14-16	14.2	14.6	15.2	15.0	14.8	14.7	15.2
0-24	14.9	14.5	15.2	15.2	15.0	15.0	15.1

85TH PERCENTILE							
Hr Ending	Tuesday 25-Jun-19	Wednesday 26-Jun-19	Thursday 27-Jun-19	Friday 28-Jun-19	Saturday 29-Jun-19	Sunday 30-Jun-19	Monday 1-Jul-19
1	15.5	15.5	15.5	15.5	17.7	15.5	15.5
2	-	-	-	15.5	15.5	15.5	15.5
3	15.5	17.9	15.5	15.5	15.5	17.6	-
4	15.5	15.5	-	-	15.5	15.5	15.5
5	15.5	-	15.5	-	15.5	15.5	15.5
6	15.5	-	-	-	-	-	15.5
7	15.5	15.5	15.5	15.5	15.5	15.5	15.5
8	17.7	15.5	18.0	17.7	15.5	15.5	17.6
9	17.3	17.4	18.6	17.5	18.6	17.6	17.7
10	17.5	17.6	16.8	17.0	17.5	17.5	17.6
11	17.3	17.6	17.0	17.6	17.4	17.5	17.3
12	17.6	17.5	17.4	17.9	17.2	17.5	17.4
13	17.5	17.5	17.3	17.6	17.6	17.2	17.7
14	17.7	17.6	17.9	17.0	18.0	17.6	17.6
15	17.5	18.0	16.8	17.2	18.1	17.5	17.9
16	17.6	18.5	17.7	17.5	17.2	17.3	18.5
17	17.6	17.3	17.5	17.6	18.1	17.5	17.0
18	17.5	17.5	17.1	17.4	17.5	17.5	17.8
19	17.3	18.4	17.5	17.7	17.4	15.5	18.4
20	17.5	17.1	17.4	15.5	17.0	17.3	17.1
21	17.6	17.1	16.8	17.4	18.0	15.5	17.1
22	18.0	17.4	15.5	17.4	17.7	15.5	17.2
23	15.5	15.5	19.4	19.3	17.1	18.9	15.5
24	17.6	15.5	17.6	15.5	15.5	18.6	15.5
10-12	17.4	17.5	17.2	17.7	17.3	17.5	17.4
14-16	17.5	18.2	17.2	17.4	17.6	17.4	18.2
0-24	16.9	17.0	17.1	17.0	17.0	16.8	16.9

7 DAY AVERAGE SPEED	15.0
7 DAY AVERAGE 85th PERCENTILE	16.9

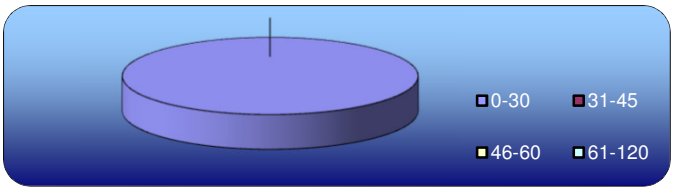
Automatic Classified Counts, Holyhead

LOCATION: PORTHDAFARCH ROAD

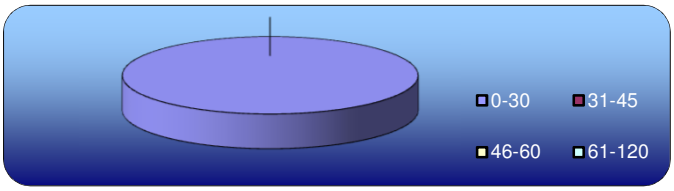
Direction : NORTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Tuesday 25-Jun-19	Wednesday 26-Jun-19	Thursday 27-Jun-19	Friday 28-Jun-19	Saturday 29-Jun-19	Sunday 30-Jun-19	Monday 1-Jul-19
0-30	1421	1663	1628	1701	1531	1360	1648
31-45	0	0	2	0	0	0	0
46-60	0	0	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	1421	1663	1630	1701	1531	1360	1648

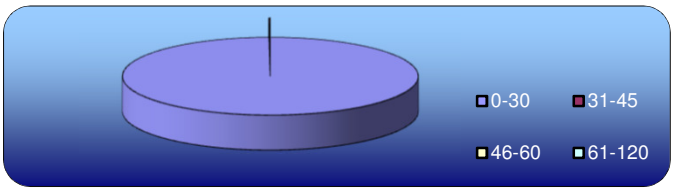
Tuesday 25-Jun-19



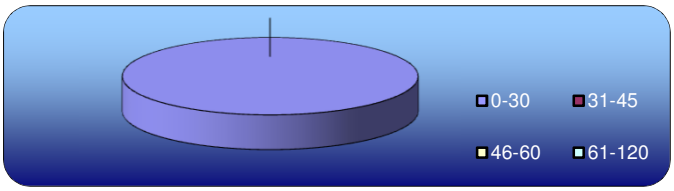
Wednesday 26-Jun-19



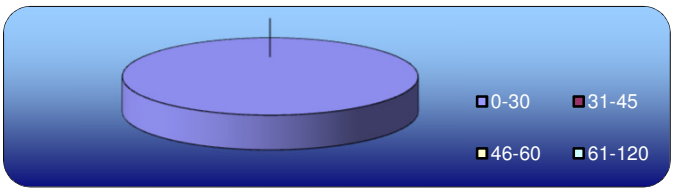
Thursday 27-Jun-19



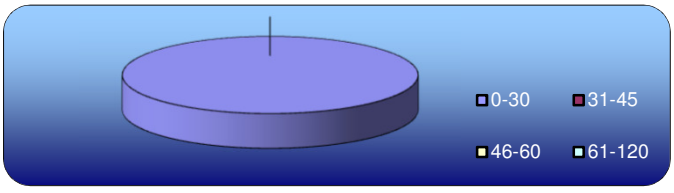
Friday 28-Jun-19



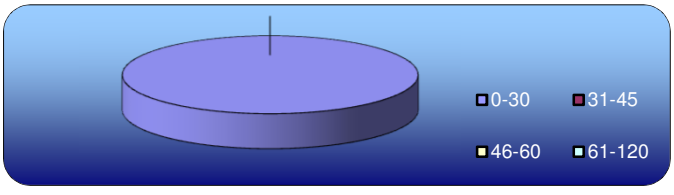
Saturday 29-Jun-19



Sunday 30-Jun-19



Monday 1-Jul-19



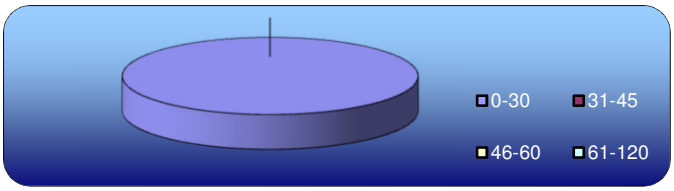
Automatic Classified Counts, Holyhead

LOCATION: PORTHDAFARCH ROAD

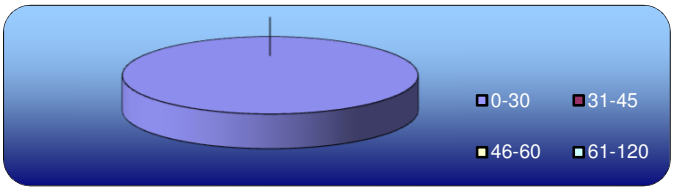
Direction : SOUTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Tuesday 25-Jun-19	Wednesday 26-Jun-19	Thursday 27-Jun-19	Friday 28-Jun-19	Saturday 29-Jun-19	Sunday 30-Jun-19	Monday 1-Jul-19
0-30	964	1023	1032	1087	791	609	981
31-45	0	0	0	0	0	0	0
46-60	0	0	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	964	1023	1032	1087	791	609	981

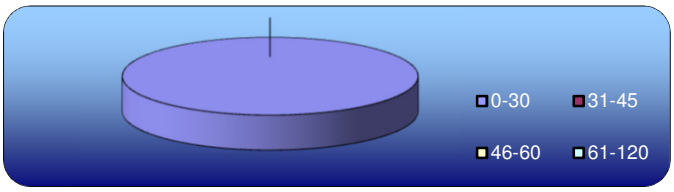
Tuesday
25-Jun-19



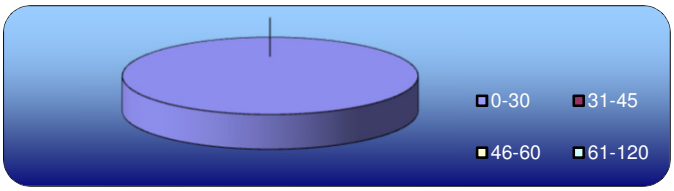
Wednesday
26-Jun-19



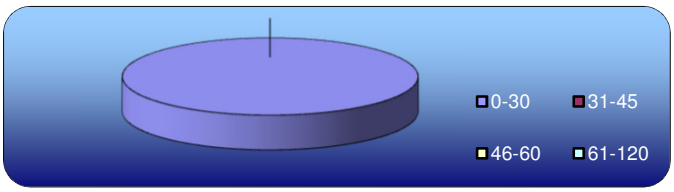
Thursday
27-Jun-19



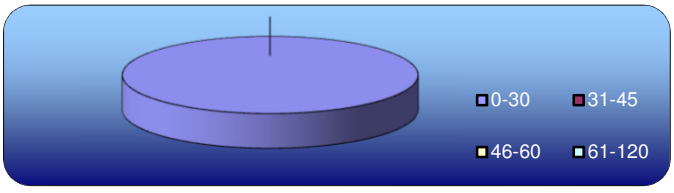
Friday
28-Jun-19



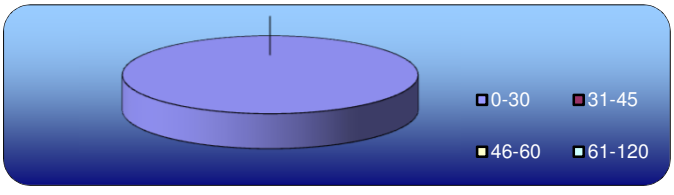
Saturday
29-Jun-19



Sunday
30-Jun-19



Monday
1-Jul-19

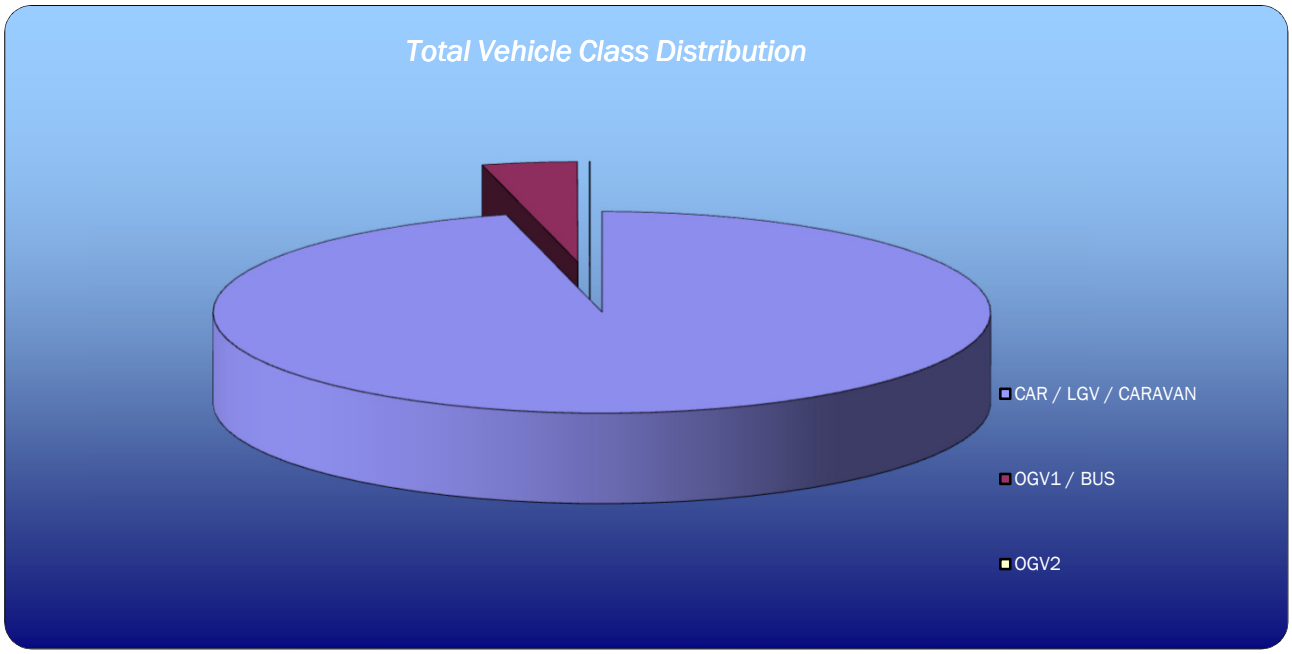


Automatic Classified Counts, Holyhead

LOCATION: PORTHDAFARCH ROAD

Direction : NORTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
25-Jun-19				
7-19	1101	55	1	1157
6-22	1283	60	1	1344
6-24	1322	60	1	1383
0-24	1360	60	1	1421
26-Jun-19				
7-19	1274	60	0	1334
6-22	1510	64	0	1574
6-24	1570	64	0	1634
0-24	1599	64	0	1663
27-Jun-19				
7-19	1250	50	0	1300
6-22	1482	52	0	1534
6-24	1542	52	0	1594
0-24	1578	52	0	1630
28-Jun-19				
7-19	1284	62	0	1346
6-22	1538	67	0	1605
6-24	1595	69	0	1664
0-24	1631	70	0	1701
29-Jun-19				
7-19	1202	38	0	1240
6-22	1402	41	0	1443
6-24	1454	42	0	1496
0-24	1489	42	0	1531
30-Jun-19				
7-19	1078	28	0	1106
6-22	1241	32	0	1273
6-24	1283	32	0	1315
0-24	1328	32	0	1360
1-Jul-19				
7-19	1241	53	1	1295
6-22	1486	57	1	1544
6-24	1559	57	1	1617
0-24	1590	57	1	1648
AVERAGE				
7-19	1204	49	0	1254
6-22	1420	53	0	1474
6-24	1475	54	0	1529
0-24	1511	54	0	1565

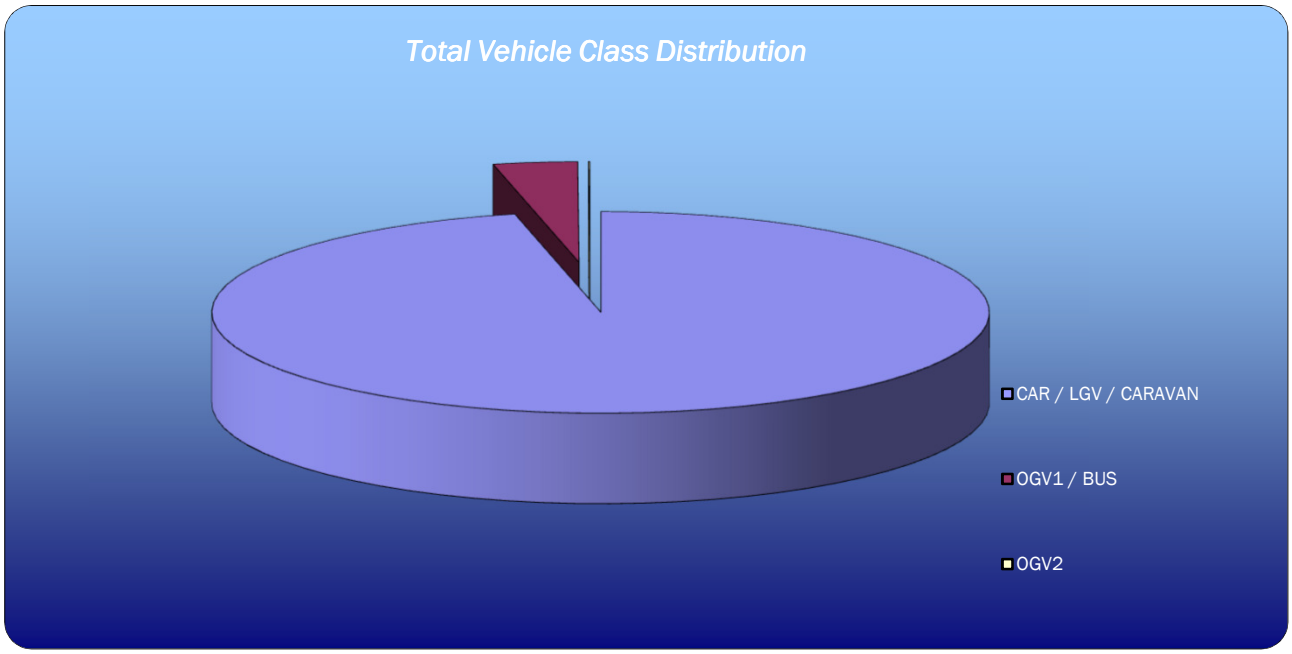


Automatic Classified Counts, Holyhead

LOCATION: PORTHDAFARCH ROAD

Direction : SOUTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
25-Jun-19				
7-19	770	37	0	807
6-22	878	39	0	917
6-24	905	39	0	944
0-24	923	40	1	964
26-Jun-19				
7-19	822	32	1	855
6-22	944	32	1	977
6-24	975	32	1	1008
0-24	990	32	1	1023
27-Jun-19				
7-19	848	28	0	876
6-22	954	30	0	984
6-24	987	30	0	1017
0-24	1002	30	0	1032
28-Jun-19				
7-19	835	40	0	875
6-22	992	41	0	1033
6-24	1030	41	0	1071
0-24	1046	41	0	1087
29-Jun-19				
7-19	597	15	0	612
6-22	714	16	0	730
6-24	751	16	0	767
0-24	775	16	0	791
30-Jun-19				
7-19	434	8	1	443
6-22	537	9	2	548
6-24	567	9	2	578
0-24	598	9	2	609
1-Jul-19				
7-19	800	25	1	826
6-22	915	26	1	942
6-24	937	26	1	964
0-24	954	26	1	981
AVERAGE				
7-19	729	26	0	756
6-22	848	28	1	876
6-24	879	28	1	907
0-24	898	28	1	927



Manual Classified Turning Counts, Holyhead

DATE: TUESDAY 25th JUNE 2019

LOCATION: KINGSLAND ROAD / INDUSTRIAL ESATE

ARM: KINGSLAND ROAD SOUTH

TIME / CLASS	LEFT TO INDUSTRIAL ESTATE								STRAIGHT TO KINGSLAND ROAD NORTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	1	0	0	0	1	0	0	6	1	0	0	0	7	8
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11
7:30 - 7:45	0	0	1	0	0	0	0	1	2	0	19	3	0	0	0	24	25
7:45 - 8:00	0	0	1	0	0	0	0	1	0	1	12	6	0	0	0	19	20
HOURLY TOTAL	0	0	2	1	0	0	0	3	2	1	46	12	0	0	0	61	64
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	24	7	0	0	0	31	31
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	38	6	0	0	0	44	44
8:30 - 8:45	0	0	0	2	1	0	0	3	0	0	57	4	0	0	0	61	64
8:45 - 9:00	0	0	4	4	1	0	0	9	1	0	70	15	1	0	0	87	96
HOURLY TOTAL	0	0	4	6	2	0	0	12	1	0	189	32	1	0	0	223	235
9:00 - 9:15	0	0	3	1	0	0	0	4	0	0	42	2	0	0	0	44	48
9:15 - 9:30	0	0	2	3	0	0	0	5	0	1	33	8	3	0	0	45	50
HOURLY TOTAL	0	0	5	4	0	0	0	9	0	1	75	10	3	0	0	89	98
PERIOD TOTAL	0	0	11	11	2	0	0	24	3	2	310	54	4	0	0	373	397
16:00 - 16:15	0	0	1	0	0	0	0	1	1	0	51	9	0	0	0	61	62
16:15 - 16:30	0	0	1	1	0	0	0	2	0	0	44	6	0	0	0	50	52
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	45	12	1	0	0	58	58
16:45 - 17:00	0	0	2	0	0	0	0	2	0	0	43	5	0	0	1	49	51
HOURLY TOTAL	0	0	4	1	0	0	0	5	1	0	183	32	1	0	1	218	223
17:00 - 17:15	0	0	1	0	0	0	0	1	3	0	50	11	0	0	0	64	65
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	58	7	0	0	0	65	65
17:30 - 17:45	0	0	0	1	0	0	0	1	2	0	54	9	0	0	0	65	66
17:45 - 18:00	0	0	0	1	0	0	0	1	0	0	50	4	0	0	0	54	55
HOURLY TOTAL	0	0	1	2	0	0	0	3	5	0	212	31	0	0	0	248	251
18:00 - 18:15	0	0	1	0	0	0	0	1	1	0	45	4	0	0	0	50	51
18:15 - 18:30	0	0	2	0	0	0	0	2	1	0	29	7	0	0	0	37	39
HOURLY TOTAL	0	0	3	0	0	0	0	3	2	0	74	11	0	0	0	87	90
PERIOD TOTAL	0	0	8	3	0	0	0	11	8	0	469	74	1	0	1	553	564

Manual Classified Turning Counts, Holyhead

DATE: TUESDAY 25th JUNE 2019

LOCATION: KINGSLAND ROAD / INDUSTRIAL ESATE

ARM: INDUSTRIAL ESTATE

TIME / CLASS	LEFT TO KINGSLAND ROAD NORTH								RIGHT TO KINGSLAND ROAD SOUTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	2	1	1	0	0	4	0	0	1	2	0	0	0	3	7
HOURLY TOTAL	0	0	2	1	1	0	0	4	0	0	1	2	0	0	0	3	7
9:00 - 9:15	0	0	0	1	0	0	0	1	0	0	2	1	0	0	0	3	4
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
HOURLY TOTAL	0	0	0	1	0	0	0	1	0	0	3	1	0	0	0	4	5
PERIOD TOTAL	0	0	2	2	1	0	0	5	0	0	6	3	1	0	0	10	15
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	8	8
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	2
HOURLY TOTAL	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	2
PERIOD TOTAL	0	0	1	0	0	0	0	1	0	0	13	7	0	0	0	20	21

Manual Classified Turning Counts, Holyhead

DATE: TUESDAY 25th JUNE 2019

LOCATION: KINGSLAND ROAD / INDUSTRIAL ESATE

ARM: KINGSLAND ROAD NORTH

TIME / CLASS	STRAIGHT TO KINGSLAND ROAD SOUTH								RIGHT TO INDUSTRIAL ESTATE								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	23	4	0	0	0	27	0	0	0	0	0	0	0	0	27
7:15 - 7:30	2	0	35	5	0	0	0	42	0	0	0	0	0	0	0	0	42
7:30 - 7:45	0	0	51	5	0	0	0	56	0	0	0	0	0	0	0	0	56
7:45 - 8:00	0	0	41	8	0	0	0	49	0	0	0	0	0	0	0	0	49
HOURLY TOTAL	2	0	150	22	0	0	0	174	0	0	0	0	0	0	0	0	174
8:00 - 8:15	1	0	32	6	1	0	0	40	0	0	0	0	0	0	0	0	40
8:15 - 8:30	0	0	52	5	0	0	0	57	0	0	0	0	0	0	0	0	57
8:30 - 8:45	0	0	68	4	0	0	0	72	0	0	0	1	0	0	0	1	73
8:45 - 9:00	0	0	79	6	0	0	0	85	0	0	2	0	0	0	0	2	87
HOURLY TOTAL	1	0	231	21	1	0	0	254	0	0	2	1	0	0	0	3	257
9:00 - 9:15	0	0	86	11	1	0	1	99	0	0	1	0	0	0	0	1	100
9:15 - 9:30	0	0	56	11	0	0	0	67	0	0	0	0	0	0	0	0	67
HOURLY TOTAL	0	0	142	22	1	0	1	166	0	0	1	0	0	0	0	1	167
PERIOD TOTAL	3	0	523	65	2	0	1	594	0	0	3	1	0	0	0	4	598
16:00 - 16:15	0	0	55	6	0	0	0	61	0	0	0	0	0	0	0	0	61
16:15 - 16:30	0	0	68	9	0	0	1	78	1	0	0	0	0	0	0	1	79
16:30 - 16:45	2	0	69	5	0	0	0	76	0	0	0	0	0	0	0	0	76
16:45 - 17:00	1	0	53	7	0	0	0	61	0	0	1	0	0	0	0	1	62
HOURLY TOTAL	3	0	245	27	0	0	1	276	1	0	1	0	0	0	0	2	278
17:00 - 17:15	0	0	60	3	0	0	0	63	0	0	0	0	0	0	0	0	63
17:15 - 17:30	0	0	61	4	0	0	0	65	0	0	1	0	0	0	0	1	66
17:30 - 17:45	1	0	59	7	0	0	0	67	0	0	0	1	0	0	0	1	68
17:45 - 18:00	0	0	51	4	0	0	1	56	1	0	0	0	0	0	0	1	57
HOURLY TOTAL	1	0	231	18	0	0	1	251	1	0	1	1	0	0	0	3	254
18:00 - 18:15	0	1	40	4	0	0	0	45	0	0	0	0	0	0	0	0	45
18:15 - 18:30	0	0	49	6	0	0	0	55	0	0	0	0	0	0	0	0	55
HOURLY TOTAL	0	1	89	10	0	0	0	100	0	0	0	0	0	0	0	0	100
PERIOD TOTAL	4	1	565	55	0	0	2	627	2	0	2	1	0	0	0	5	632

Manual Classified Turning Counts, Holyhead

DATE: TUESDAY 25th JUNE 2019

LOCATION: KINGSLAND ROAD / KINGS ROAD

ARM: KINGSLAND ROAD SOUTH

TIME / CLASS	LEFT TO KINGS ROAD								STRAIGHT TO KINGSLAND ROAD NORTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	13	13
7:45 - 8:00	0	0	0	0	0	0	0	0	0	1	10	6	0	0	0	17	17
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	1	36	9	0	0	0	46	46
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	16	6	0	0	0	22	22
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	34	6	0	0	0	40	40
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	41	3	0	0	0	44	44
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	66	14	1	0	0	81	81
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	157	29	1	0	0	187	187
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	32	2	1	0	0	35	35
9:15 - 9:30	0	0	0	0	0	0	0	0	0	1	30	3	1	0	0	35	35
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	1	62	5	2	0	0	70	70
PERIOD TOTAL	0	0	0	0	0	0	0	0	0	2	255	43	3	0	0	303	303
16:00 - 16:15	0	0	0	0	0	0	0	0	1	0	40	5	0	0	0	46	46
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	34	5	0	0	0	39	39
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	39	7	1	0	0	47	47
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	35	2	0	0	0	37	37
HOURLY TOTAL	0	0	0	0	0	0	0	0	1	0	148	19	1	0	0	169	169
17:00 - 17:15	0	0	0	0	0	0	0	0	1	0	37	7	0	0	0	45	45
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	53	4	0	0	0	57	57
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	44	7	0	0	0	51	51
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	45	4	0	0	0	49	49
HOURLY TOTAL	0	0	0	0	0	0	0	0	1	0	179	22	0	0	0	202	202
18:00 - 18:15	1	0	0	0	0	0	0	1	0	0	34	2	0	0	0	36	37
18:15 - 18:30	0	0	0	0	0	0	0	0	1	0	22	5	0	0	0	28	28
HOURLY TOTAL	1	0	0	0	0	0	0	1	1	0	56	7	0	0	0	64	65
PERIOD TOTAL	1	0	0	0	0	0	0	1	3	0	383	48	1	0	0	435	436

Manual Classified Turning Counts, Holyhead

DATE: TUESDAY 25th JUNE 2019

LOCATION: KINGSLAND ROAD / KINGS ROAD

ARM: KINGS ROAD

TIME / CLASS	LEFT TO KINGSLAND ROAD NORTH								RIGHT TO KINGSLAND ROAD SOUTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	1	1	0	0	0	2	0	0	4	1	0	0	0	5	7
7:15 - 7:30	0	0	1	0	0	0	0	1	1	0	8	1	0	0	0	10	11
7:30 - 7:45	0	0	1	1	0	0	0	2	0	0	9	1	0	0	0	10	12
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6
HOURLY TOTAL	0	0	3	2	0	0	0	5	1	0	26	4	0	0	0	31	36
8:00 - 8:15	0	0	1	0	0	0	0	1	0	0	5	4	0	0	0	9	10
8:15 - 8:30	0	0	5	1	0	0	0	6	0	0	9	0	0	0	0	9	15
8:30 - 8:45	0	0	1	0	0	0	0	1	0	0	11	0	0	0	0	11	12
8:45 - 9:00	0	0	6	0	0	0	0	6	0	0	19	1	0	0	0	20	26
HOURLY TOTAL	0	0	13	1	0	0	0	14	0	0	44	5	0	0	0	49	63
9:00 - 9:15	0	0	1	1	0	0	0	2	0	0	13	2	0	0	0	15	17
9:15 - 9:30	0	0	1	1	0	0	0	2	0	0	8	2	1	0	0	11	13
HOURLY TOTAL	0	0	2	2	0	0	0	4	0	0	21	4	1	0	0	26	30
PERIOD TOTAL	0	0	18	5	0	0	0	23	1	0	91	13	1	0	0	106	129
16:00 - 16:15	0	0	3	1	0	0	0	4	0	0	13	3	0	0	0	16	20
16:15 - 16:30	0	1	0	0	0	0	0	1	0	0	16	2	0	0	1	19	20
16:30 - 16:45	0	0	3	0	0	0	0	3	0	0	19	2	0	0	0	21	24
16:45 - 17:00	0	0	0	1	0	0	0	1	0	0	13	1	0	0	0	14	15
HOURLY TOTAL	0	1	6	2	0	0	0	9	0	0	61	8	0	0	1	70	79
17:00 - 17:15	1	0	3	0	0	0	0	4	0	0	15	0	0	0	0	15	19
17:15 - 17:30	0	0	5	0	0	0	0	5	0	0	10	2	0	0	0	12	17
17:30 - 17:45	0	0	0	1	0	0	0	1	0	0	16	0	0	0	0	16	17
17:45 - 18:00	0	0	2	2	0	0	0	4	0	0	12	2	0	0	1	15	19
HOURLY TOTAL	1	0	10	3	0	0	0	14	0	0	53	4	0	0	1	58	72
18:00 - 18:15	0	0	2	1	0	0	0	3	0	0	12	2	0	0	0	14	17
18:15 - 18:30	0	0	2	0	0	0	0	2	0	0	8	2	0	0	0	10	12
HOURLY TOTAL	0	0	4	1	0	0	0	5	0	0	20	4	0	0	0	24	29
PERIOD TOTAL	1	1	20	6	0	0	0	28	0	0	134	16	0	0	2	152	180

Manual Classified Turning Counts, Holyhead

DATE: TUESDAY 25th JUNE 2019

LOCATION: KINGSLAND ROAD / KINGS ROAD

ARM: KINGSLAND ROAD NORTH

TIME / CLASS	STRAIGHT TO KINGSLAND ROAD SOUTH								RIGHT TO KINGS ROAD								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	1	0	15	3	0	0	0	19	0	0	0	0	0	0	0	0	19
7:15 - 7:30	0	0	29	4	0	0	0	33	0	0	0	0	0	0	0	0	33
7:30 - 7:45	0	0	34	6	0	0	0	40	0	0	0	0	0	0	0	0	40
7:45 - 8:00	0	0	39	5	0	0	0	44	0	0	0	0	0	0	0	0	44
HOURLY TOTAL	1	0	117	18	0	0	0	136	0	0	0	0	0	0	0	0	136
8:00 - 8:15	1	0	30	4	0	0	0	35	0	0	0	0	0	0	0	0	35
8:15 - 8:30	0	0	37	6	0	0	0	43	0	0	0	0	0	0	0	0	43
8:30 - 8:45	0	0	51	3	0	0	0	54	0	0	0	0	0	0	0	0	54
8:45 - 9:00	1	0	60	5	0	0	0	66	0	0	0	0	0	0	0	0	66
HOURLY TOTAL	2	0	178	18	0	0	0	198	0	0	0	0	0	0	0	0	198
9:00 - 9:15	0	0	60	8	0	0	0	68	0	0	0	0	0	0	0	0	68
9:15 - 9:30	0	0	43	7	0	0	0	50	0	0	0	0	0	0	0	0	50
HOURLY TOTAL	0	0	103	15	0	0	0	118	0	0	0	0	0	0	0	0	118
PERIOD TOTAL	3	0	398	51	0	0	0	452	0	0	0	0	0	0	0	0	452
16:00 - 16:15	0	0	45	5	0	0	0	50	0	0	0	0	0	0	0	0	50
16:15 - 16:30	1	0	45	8	0	0	0	54	0	0	0	0	0	0	0	0	54
16:30 - 16:45	2	0	51	1	0	0	0	54	0	0	0	0	0	0	0	0	54
16:45 - 17:00	1	0	41	4	0	0	0	46	0	0	0	0	0	0	0	0	46
HOURLY TOTAL	4	0	182	18	0	0	0	204	0	0	0	0	0	0	0	0	204
17:00 - 17:15	0	0	45	6	0	0	0	51	0	0	0	0	0	0	0	0	51
17:15 - 17:30	0	1	40	3	0	0	0	44	0	0	0	0	0	0	0	0	44
17:30 - 17:45	1	0	41	4	0	0	0	46	0	0	0	0	0	0	0	0	46
17:45 - 18:00	0	0	35	3	0	0	0	38	0	0	0	0	0	0	0	0	38
HOURLY TOTAL	1	1	161	16	0	0	0	179	0	0	0	0	0	0	0	0	179
18:00 - 18:15	0	1	30	2	0	0	0	33	0	0	0	0	0	0	0	0	33
18:15 - 18:30	0	0	35	4	0	0	0	39	0	0	0	0	0	0	0	0	39
HOURLY TOTAL	0	1	65	6	0	0	0	72	0	0	0	0	0	0	0	0	72
PERIOD TOTAL	5	2	408	40	0	0	0	455	0	0	0	0	0	0	0	0	455

Manual Classified Turning Counts, Holyhead

DATE: TUESDAY 25th JUNE 2019

LOCATION: MAESHYFRYD ROAD / HOLBORN ROAD

ARM: MAESHYFRYD ROAD NORTH

TIME / CLASS	LEFT TO HOLBORN ROAD								STRAIGHT TO MAESHYFRYD ROAD SOUTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	15	1	0	0	0	16	0	0	0	0	0	0	0	0	16
7:15 - 7:30	1	0	19	7	0	0	0	27	0	0	3	0	0	0	0	3	30
7:30 - 7:45	1	0	35	5	0	0	0	41	1	0	1	0	0	0	0	2	43
7:45 - 8:00	1	0	29	4	0	0	0	34	0	0	0	0	0	0	0	0	34
HOURLY TOTAL	3	0	98	17	0	0	0	118	1	0	4	0	0	0	0	5	123
8:00 - 8:15	0	0	25	4	0	0	0	29	0	0	0	0	0	0	0	0	29
8:15 - 8:30	1	0	36	4	0	0	0	41	0	0	3	0	0	0	0	3	44
8:30 - 8:45	0	0	50	5	0	0	0	55	1	0	4	0	0	0	0	5	60
8:45 - 9:00	0	0	54	4	0	0	0	58	0	0	8	0	0	0	0	8	66
HOURLY TOTAL	1	0	165	17	0	0	0	183	1	0	15	0	0	0	0	16	199
9:00 - 9:15	1	0	49	5	0	0	0	55	2	1	7	0	0	0	0	10	65
9:15 - 9:30	0	0	38	6	0	0	0	44	0	0	7	0	0	0	1	8	52
HOURLY TOTAL	1	0	87	11	0	0	0	99	2	1	14	0	0	0	1	18	117
PERIOD TOTAL	5	0	350	45	0	0	0	400	4	1	33	0	0	0	1	39	439
16:00 - 16:15	0	0	46	3	0	0	0	49	0	0	9	0	0	0	0	9	58
16:15 - 16:30	0	0	49	5	0	0	0	54	0	0	9	1	0	0	1	11	65
16:30 - 16:45	0	0	37	3	0	0	0	40	0	0	9	0	0	0	0	9	49
16:45 - 17:00	0	0	35	7	0	0	0	42	1	0	8	2	0	0	0	11	53
HOURLY TOTAL	0	0	167	18	0	0	0	185	1	0	35	3	0	0	1	40	225
17:00 - 17:15	1	0	45	2	0	0	0	48	0	0	6	0	0	0	0	6	54
17:15 - 17:30	0	1	35	3	0	0	0	39	0	0	5	2	0	0	0	7	46
17:30 - 17:45	0	0	40	3	0	0	0	43	3	0	8	0	0	0	0	11	54
17:45 - 18:00	0	0	28	1	0	0	0	29	0	0	9	3	0	0	1	13	42
HOURLY TOTAL	1	1	148	9	0	0	0	159	3	0	28	5	0	0	1	37	196
18:00 - 18:15	0	1	26	2	0	0	0	29	0	0	4	1	0	0	0	5	34
18:15 - 18:30	0	0	30	3	0	0	0	33	0	0	1	1	0	0	0	2	35
HOURLY TOTAL	0	1	56	5	0	0	0	62	0	0	5	2	0	0	0	7	69
PERIOD TOTAL	1	2	371	32	0	0	0	406	4	0	68	10	0	0	2	84	490

Manual Classified Turning Counts, Holyhead

DATE: TUESDAY 25th JUNE 2019

LOCATION: MAESHYFRYD ROAD / HOLBORN ROAD

ARM: HOLBORN ROAD

TIME / CLASS	LEFT TO MAESHYFRYD ROAD SOUTH								RIGHT TO MAESHYFRYD ROAD NORTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	2	0	0	0	0	2	0	0	4	1	0	0	0	5	7
7:15 - 7:30	0	0	1	0	0	0	0	1	0	0	8	1	0	0	0	9	10
7:30 - 7:45	0	0	1	1	0	0	0	2	0	0	10	3	0	0	0	13	15
7:45 - 8:00	0	0	1	1	0	0	0	2	0	1	8	4	0	0	0	13	15
HOURLY TOTAL	0	0	5	2	0	0	0	7	0	1	30	9	0	0	0	40	47
8:00 - 8:15	0	0	1	2	0	0	0	3	0	0	15	5	0	0	0	20	23
8:15 - 8:30	0	0	1	0	0	0	0	1	0	0	37	7	0	0	0	44	45
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	38	2	0	0	0	40	40
8:45 - 9:00	0	0	3	2	1	0	0	6	0	0	65	6	0	0	0	71	77
HOURLY TOTAL	0	0	5	4	1	0	0	10	0	0	155	20	0	0	0	175	185
9:00 - 9:15	0	0	4	4	0	0	0	8	0	0	31	3	0	0	0	34	42
9:15 - 9:30	0	1	3	0	0	0	0	4	0	0	26	5	1	0	0	32	36
HOURLY TOTAL	0	1	7	4	0	0	0	12	0	0	57	8	1	0	0	66	78
PERIOD TOTAL	0	1	17	10	1	0	0	29	0	1	242	37	1	0	0	281	310
16:00 - 16:15	0	0	9	1	0	0	0	10	0	0	37	5	0	0	0	42	52
16:15 - 16:30	0	0	4	2	0	0	0	6	0	1	23	3	0	0	0	27	33
16:30 - 16:45	0	0	7	3	0	0	0	10	0	0	31	4	1	0	0	36	46
16:45 - 17:00	0	0	7	1	0	0	0	8	0	0	25	2	0	0	0	27	35
HOURLY TOTAL	0	0	27	7	0	0	0	34	0	1	116	14	1	0	0	132	166
17:00 - 17:15	0	0	8	1	0	0	0	9	1	0	35	7	0	0	0	43	52
17:15 - 17:30	0	1	7	1	0	0	0	9	0	0	39	4	0	0	0	43	52
17:30 - 17:45	0	0	7	2	0	0	0	9	0	0	36	6	0	0	0	42	51
17:45 - 18:00	0	0	12	0	0	0	0	12	0	0	28	3	0	0	0	31	43
HOURLY TOTAL	0	1	34	4	0	0	0	39	1	0	138	20	0	0	0	159	198
18:00 - 18:15	0	0	4	0	0	0	0	4	0	0	29	4	0	0	0	33	37
18:15 - 18:30	0	0	4	1	0	0	0	5	1	0	17	2	0	0	0	20	25
HOURLY TOTAL	0	0	8	1	0	0	0	9	1	0	46	6	0	0	0	53	62
PERIOD TOTAL	0	1	69	12	0	0	0	82	2	1	300	40	1	0	0	344	426

Manual Classified Turning Counts, Holyhead

DATE: TUESDAY 25th JUNE 2019

LOCATION: MAESHYFRYD ROAD / HOLBORN ROAD

ARM: MAESHYFRYD ROAD SOUTH

TIME / CLASS	STRAIGHT TO MAESHYFRYD ROAD NORTH								RIGHT TO HOLBORN ROAD								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
HOURLY TOTAL	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
18:00 - 18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
PERIOD TOTAL	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3

Manual Classified Turning Counts, Holyhead

DATE: TUESDAY 25th JUNE 2019

LOCATION: MAESHYFRYD ROAD / KINGS ROAD

ARM: MAESHYFRYD ROAD NORTH

TIME / CLASS	LEFT TO KINGS ROAD								STRAIGHT TO MAESHYFRYD ROAD SOUTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	4
7:15 - 7:30	0	0	7	1	0	0	0	8	1	0	0	0	0	0	0	1	9
7:30 - 7:45	2	0	9	1	0	0	0	12	0	0	0	0	0	0	0	0	12
7:45 - 8:00	0	0	2	1	0	0	0	3	0	0	2	0	0	0	0	2	5
HOURLY TOTAL	2	0	21	4	0	0	0	27	1	0	2	0	0	0	0	3	30
8:00 - 8:15	0	0	4	4	0	0	0	8	0	0	0	0	0	0	0	0	8
8:15 - 8:30	1	0	8	0	0	0	0	9	0	0	0	0	0	0	0	0	9
8:30 - 8:45	3	0	6	0	0	0	0	9	0	0	1	0	0	0	0	1	10
8:45 - 9:00	0	0	18	1	0	0	0	19	0	0	0	0	1	0	0	1	20
HOURLY TOTAL	4	0	36	5	0	0	0	45	0	0	1	0	1	0	0	2	47
9:00 - 9:15	3	0	13	1	0	0	0	17	1	1	0	2	1	0	0	5	22
9:15 - 9:30	0	1	9	0	1	0	1	12	0	0	1	0	0	0	0	1	13
HOURLY TOTAL	3	1	22	1	1	0	1	29	1	1	1	2	1	0	0	6	35
PERIOD TOTAL	9	1	79	10	1	0	1	101	2	1	4	2	2	0	0	11	112
16:00 - 16:15	0	0	18	4	0	0	0	22	1	0	5	2	0	0	0	8	30
16:15 - 16:30	0	0	15	1	0	0	1	17	0	0	5	2	0	0	0	7	24
16:30 - 16:45	0	0	17	3	0	0	0	20	0	0	4	1	0	0	0	5	25
16:45 - 17:00	1	0	11	1	0	0	0	13	0	0	6	3	0	0	0	9	22
HOURLY TOTAL	1	0	61	9	0	0	1	72	1	0	20	8	0	0	0	29	101
17:00 - 17:15	0	0	17	0	0	0	0	17	0	0	4	0	0	0	0	4	21
17:15 - 17:30	0	0	14	4	0	0	0	18	0	0	3	1	0	0	0	4	22
17:30 - 17:45	0	0	12	1	0	0	0	13	2	0	7	0	0	0	0	9	22
17:45 - 18:00	1	0	12	2	0	0	1	16	0	0	11	0	0	0	0	11	27
HOURLY TOTAL	1	0	55	7	0	0	1	64	2	0	25	1	0	0	0	28	92
18:00 - 18:15	0	0	8	0	0	0	0	8	2	0	4	1	0	0	0	7	15
18:15 - 18:30	0	0	9	2	0	0	0	11	0	0	2	0	0	0	0	2	13
HOURLY TOTAL	0	0	17	2	0	0	0	19	2	0	6	1	0	0	0	9	28
PERIOD TOTAL	2	0	133	18	0	0	2	155	5	0	51	10	0	0	0	66	221

Manual Classified Turning Counts, Holyhead

DATE: TUESDAY 25th JUNE 2019

LOCATION: MAESHYFRYD ROAD / KINGS ROAD

ARM: KINGS ROAD

TIME / CLASS	LEFT TO MAESHYFRYD ROAD SOUTH								RIGHT TO MAESHYFRYD ROAD NORTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
17:45 - 18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
HOURLY TOTAL	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2

Manual Classified Turning Counts, Holyhead

DATE: TUESDAY 25th JUNE 2019

LOCATION: MAESHYFRYD ROAD / KINGS ROAD

ARM: MAESHYFRYD ROAD SOUTH

TIME / CLASS	STRAIGHT TO MAESHYFRYD ROAD NORTH								RIGHT TO KINGS ROAD								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7
8:30 - 8:45	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	3
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	1	15	2	0	0	0	18	18
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6
PERIOD TOTAL	0	0	0	0	0	0	0	0	0	1	29	5	0	0	0	35	35
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	11	3	0	0	0	14	14
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	15
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7
PERIOD TOTAL	0	0	0	0	0	0	0	0	0	0	30	6	0	0	0	36	36

Manual Classified Turning Counts, Holyhead

DATE: TUESDAY 25th JUNE 2019

LOCATION: PORTHDAFARCH ROAD / TAN YR EFAIL

ARM: PORTHADFARCH ROAD WEST

TIME / CLASS	LEFT TO TAN YR EFAIL								STRAIGHT TO PORTHADFARCH ROAD EAST								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	12
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	14	3	0	0	0	17	17
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	38	6	0	0	0	44	44
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	16
8:15 - 8:30	0	0	1	1	0	0	0	2	0	1	13	1	1	0	0	16	18
8:30 - 8:45	0	0	1	0	0	0	0	1	0	0	25	0	1	0	1	27	28
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	29	1	0	0	0	30	30
HOURLY TOTAL	0	0	2	1	0	0	0	3	0	1	81	4	2	0	1	89	92
9:00 - 9:15	0	0	0	0	0	0	0	0	0	1	12	0	0	0	1	14	14
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	13	3	0	0	1	17	17
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	1	25	3	0	0	2	31	31
PERIOD TOTAL	0	0	2	1	0	0	0	3	0	2	144	13	2	0	3	164	167
16:00 - 16:15	0	0	1	1	0	0	0	2	0	0	11	1	0	0	1	13	15
16:15 - 16:30	0	0	1	0	0	0	0	1	0	0	21	2	0	0	1	24	25
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	14	3	0	0	1	18	18
16:45 - 17:00	0	0	0	1	0	0	0	1	0	0	15	5	0	0	2	22	23
HOURLY TOTAL	0	0	2	2	0	0	0	4	0	0	61	11	0	0	5	77	81
17:00 - 17:15	0	0	0	1	0	0	0	1	2	0	25	1	0	0	1	29	30
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	24	1	0	0	1	26	26
17:30 - 17:45	0	0	1	0	0	0	0	1	0	1	7	2	0	0	1	11	12
17:45 - 18:00	0	0	1	0	0	0	0	1	0	0	18	1	0	0	1	20	21
HOURLY TOTAL	0	0	2	1	0	0	0	3	2	1	74	5	0	0	4	86	89
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	24	1	0	0	0	25	25
PERIOD TOTAL	0	0	4	3	0	0	0	7	2	1	159	17	0	0	9	188	195

Manual Classified Turning Counts, Holyhead

DATE: TUESDAY 25th JUNE 2019

LOCATION: PORTHDAFARCH ROAD / TAN YR EFAIL

ARM: TAN YR EFAIL

TIME / CLASS	LEFT TO PORTHADFARCH ROAD EAST								RIGHT TO PORTHADFARCH ROAD WEST								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2
7:15 - 7:30	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	4
7:30 - 7:45	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0	6
7:45 - 8:00	1	0	5	1	0	0	0	7	0	0	0	0	0	0	0	0	7
HOURLY TOTAL	1	0	15	3	0	0	0	19	0	0	0	0	0	0	0	0	19
8:00 - 8:15	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	6
8:15 - 8:30	0	0	10	1	0	0	0	11	0	0	1	0	0	0	0	1	12
8:30 - 8:45	0	0	12	3	0	0	0	15	0	0	0	0	0	0	0	0	15
8:45 - 9:00	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	10
HOURLY TOTAL	0	0	38	4	0	0	0	42	0	0	1	0	0	0	0	1	43
9:00 - 9:15	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	5
9:15 - 9:30	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	4
HOURLY TOTAL	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0	9
PERIOD TOTAL	1	0	61	8	0	0	0	70	0	0	1	0	0	0	0	1	71
16:00 - 16:15	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	3
16:15 - 16:30	0	0	2	1	0	0	0	3	1	0	0	0	0	0	0	1	4
16:30 - 16:45	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	5
16:45 - 17:00	0	0	6	2	0	0	0	8	0	0	0	0	0	0	0	0	8
HOURLY TOTAL	0	0	15	4	0	0	0	19	1	0	0	0	0	0	0	1	20
17:00 - 17:15	0	0	5	1	0	0	0	6	0	0	1	0	0	0	0	1	7
17:15 - 17:30	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0	6
17:30 - 17:45	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0	14
17:45 - 18:00	1	0	6	0	0	0	0	7	0	0	0	1	0	0	0	1	8
HOURLY TOTAL	1	0	29	3	0	0	0	33	0	0	1	1	0	0	0	2	35
18:00 - 18:15	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	5
18:15 - 18:30	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	5
HOURLY TOTAL	0	0	8	0	0	0	0	8	0	0	2	0	0	0	0	2	10
PERIOD TOTAL	1	0	52	7	0	0	0	60	1	0	3	1	0	0	0	5	65

Manual Classified Turning Counts, Holyhead

DATE: TUESDAY 25th JUNE 2019

LOCATION: PORTHDAFARCH ROAD / TAN YR EFAIL

ARM: PORTHADFARCH ROAD EAST

TIME / CLASS	STRAIGHT TO PORTHADFARCH ROAD WEST								RIGHT TO TAN YR EFAIL								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2
7:15 - 7:30	0	0	3	2	0	0	0	5	0	0	1	0	0	0	0	1	6
7:30 - 7:45	0	0	4	1	0	0	0	5	0	0	2	0	0	0	0	2	7
7:45 - 8:00	0	0	5	6	0	0	0	11	0	0	3	1	0	0	0	4	15
HOURLY TOTAL	0	0	14	9	0	0	0	23	0	0	6	1	0	0	0	7	30
8:00 - 8:15	0	0	7	2	0	0	0	9	0	0	3	0	0	0	0	3	12
8:15 - 8:30	0	0	5	3	1	0	1	10	0	0	5	3	0	0	0	8	18
8:30 - 8:45	0	0	12	2	0	0	0	14	0	0	3	1	0	0	0	4	18
8:45 - 9:00	0	0	12	0	0	0	1	13	0	0	6	0	0	0	0	6	19
HOURLY TOTAL	0	0	36	7	1	0	2	46	0	0	17	4	0	0	0	21	67
9:00 - 9:15	0	0	9	4	0	0	1	14	0	0	7	0	0	0	0	7	21
9:15 - 9:30	0	0	9	2	0	0	1	12	0	0	3	0	0	0	0	3	15
HOURLY TOTAL	0	0	18	6	0	0	2	26	0	0	10	0	0	0	0	10	36
PERIOD TOTAL	0	0	68	22	1	0	4	95	0	0	33	5	0	0	0	38	133
16:00 - 16:15	0	0	15	3	0	0	1	19	0	0	5	2	0	0	0	7	26
16:15 - 16:30	0	0	20	2	0	0	1	23	1	0	7	0	0	0	0	8	31
16:30 - 16:45	0	0	24	3	0	0	2	29	0	0	4	2	0	0	0	6	35
16:45 - 17:00	0	0	19	4	0	0	1	24	0	0	7	0	0	0	0	7	31
HOURLY TOTAL	0	0	78	12	0	0	5	95	1	0	23	4	0	0	0	28	123
17:00 - 17:15	0	0	17	3	0	0	1	21	0	0	9	0	0	0	0	9	30
17:15 - 17:30	1	0	20	2	0	0	1	24	0	0	7	1	0	0	0	8	32
17:30 - 17:45	0	0	19	1	0	0	1	21	0	0	8	3	0	0	0	11	32
17:45 - 18:00	0	0	21	2	0	0	1	24	0	0	6	1	0	0	0	7	31
HOURLY TOTAL	1	0	77	8	0	0	4	90	0	0	30	5	0	0	0	35	125
18:00 - 18:15	0	0	18	2	0	0	0	20	0	0	9	2	0	0	0	11	31
18:15 - 18:30	0	1	11	2	0	0	0	14	0	0	4	0	0	0	0	4	18
HOURLY TOTAL	0	1	29	4	0	0	0	34	0	0	13	2	0	0	0	15	49
PERIOD TOTAL	1	1	184	24	0	0	9	219	1	0	66	11	0	0	0	78	297

Manual Classified Turning Counts, Holyhead

DATE: TUESDAY 25th JUNE 2019

LOCATION: PORTHDAFARCH ROAD / TRESEIFION ROAD

ARM: PORTHADFARCH ROAD WEST

TIME / CLASS	LEFT TO TRESEIFION ROAD								STRAIGHT TO PORTHADFARCH ROAD EAST								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	13	13
7:45 - 8:00	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	4
HOURLY TOTAL	0	0	1	0	0	0	0	1	0	0	23	3	0	0	0	26	27
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9
8:15 - 8:30	0	0	0	0	0	0	0	0	0	1	10	1	1	0	0	13	13
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	12	0	1	0	0	13	13
8:45 - 9:00	0	0	0	1	0	0	0	1	0	0	7	1	0	0	0	8	9
HOURLY TOTAL	0	0	0	1	0	0	0	1	0	1	38	2	2	0	0	43	44
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14
PERIOD TOTAL	0	0	1	1	0	0	0	2	0	1	73	7	2	0	0	83	85
16:00 - 16:15	0	0	0	0	0	0	0	0	1	0	6	1	0	0	0	8	8
16:15 - 16:30	0	0	1	0	0	0	0	1	0	0	13	2	0	0	0	15	16
16:30 - 16:45	0	0	2	0	0	0	0	2	0	0	10	2	0	0	0	12	14
16:45 - 17:00	0	0	3	0	0	0	0	3	2	0	7	2	0	0	1	12	15
HOURLY TOTAL	0	0	6	0	0	0	0	6	3	0	36	7	0	0	1	47	53
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11
17:30 - 17:45	0	0	2	0	0	0	0	2	0	1	2	0	0	0	0	3	5
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10
HOURLY TOTAL	0	0	2	0	0	0	0	2	0	1	30	3	0	0	0	34	36
18:00 - 18:15	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	5
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9
HOURLY TOTAL	0	0	1	0	0	0	0	1	0	0	12	1	0	0	0	13	14
PERIOD TOTAL	0	0	9	0	0	0	0	9	3	1	78	11	0	0	1	94	103

Manual Classified Turning Counts, Holyhead

DATE: TUESDAY 25th JUNE 2019

LOCATION: PORTHDAFARCH ROAD / TRESEIFION ROAD

ARM: TRESEIFION ROAD

TIME / CLASS	LEFT TO PORTHADFARCH ROAD EAST								RIGHT TO PORTHADFARCH ROAD WEST								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2
7:15 - 7:30	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0	0	7
7:30 - 7:45	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	4
7:45 - 8:00	0	0	5	2	0	0	0	7	0	0	1	0	0	0	0	1	8
HOURLY TOTAL	0	0	16	4	0	0	0	20	0	0	1	0	0	0	0	1	21
8:00 - 8:15	0	0	4	1	0	0	0	5	0	0	0	1	0	0	0	1	6
8:15 - 8:30	0	0	5	1	0	0	1	7	0	0	0	0	0	0	0	0	7
8:30 - 8:45	0	0	12	0	0	0	0	12	0	0	1	1	0	0	0	2	14
8:45 - 9:00	0	0	23	0	0	0	0	23	0	0	0	0	0	0	0	0	23
HOURLY TOTAL	0	0	44	2	0	0	1	47	0	0	1	2	0	0	0	3	50
9:00 - 9:15	0	1	3	1	0	0	1	6	1	0	0	0	0	0	0	1	7
9:15 - 9:30	0	0	8	0	0	0	1	9	0	0	1	0	0	0	0	1	10
HOURLY TOTAL	0	1	11	1	0	0	2	15	1	0	1	0	0	0	0	2	17
PERIOD TOTAL	0	1	71	7	0	0	3	82	1	0	3	2	0	0	0	6	88
16:00 - 16:15	0	0	7	1	0	0	1	9	0	0	1	0	0	0	0	1	10
16:15 - 16:30	0	0	8	0	0	0	1	9	0	0	2	0	0	0	0	2	11
16:30 - 16:45	0	0	4	1	0	0	1	6	0	0	0	0	0	0	0	0	6
16:45 - 17:00	0	0	9	3	0	0	1	13	0	0	2	0	0	0	0	2	15
HOURLY TOTAL	0	0	28	5	0	0	4	37	0	0	5	0	0	0	0	5	42
17:00 - 17:15	0	0	16	2	0	0	1	19	0	0	1	1	0	0	0	2	21
17:15 - 17:30	0	0	12	0	0	0	1	13	0	0	1	0	0	0	0	1	14
17:30 - 17:45	0	0	8	2	0	0	1	11	0	0	0	0	0	0	0	0	11
17:45 - 18:00	0	0	8	0	0	0	1	9	0	0	1	0	0	0	0	1	10
HOURLY TOTAL	0	0	44	4	0	0	4	52	0	0	3	1	0	0	0	4	56
18:00 - 18:15	0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	1	8
18:15 - 18:30	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	5
HOURLY TOTAL	0	0	11	1	0	0	0	12	0	0	1	0	0	0	0	1	13
PERIOD TOTAL	0	0	83	10	0	0	8	101	0	0	9	1	0	0	0	10	111

Manual Classified Turning Counts, Holyhead

DATE: TUESDAY 25th JUNE 2019

LOCATION: PORTHDAFARCH ROAD / TRESEIFION ROAD

ARM: PORTHADFARCH ROAD EAST

TIME / CLASS	STRAIGHT TO PORTHADFARCH ROAD WEST								RIGHT TO TRESEIFION ROAD								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR/ TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	2
7:15 - 7:30	0	0	2	1	0	0	0	3	0	0	1	1	0	0	0	2	5
7:30 - 7:45	0	0	3	0	0	0	0	3	0	0	2	1	0	0	0	3	6
7:45 - 8:00	0	0	2	4	0	0	0	6	0	0	2	2	0	0	0	4	10
HOURLY TOTAL	0	0	8	5	0	0	0	13	0	0	6	4	0	0	0	10	23
8:00 - 8:15	0	0	2	0	0	0	0	2	0	0	5	2	0	0	0	7	9
8:15 - 8:30	0	0	4	2	1	0	0	7	0	0	2	1	0	0	1	4	11
8:30 - 8:45	0	0	5	1	0	0	0	6	0	0	6	1	0	0	0	7	13
8:45 - 9:00	0	0	6	0	0	0	0	6	0	0	6	0	0	0	1	7	13
HOURLY TOTAL	0	0	17	3	1	0	0	21	0	0	19	4	0	0	2	25	46
9:00 - 9:15	0	0	4	1	0	0	1	6	0	0	5	2	0	0	0	7	13
9:15 - 9:30	0	0	3	3	0	0	0	6	0	0	5	0	0	0	1	6	12
HOURLY TOTAL	0	0	7	4	0	0	1	12	0	0	10	2	0	0	1	13	25
PERIOD TOTAL	0	0	32	12	1	0	1	46	0	0	35	10	0	0	3	48	94
16:00 - 16:15	0	0	6	1	0	0	0	7	1	0	9	2	0	0	1	13	20
16:15 - 16:30	0	0	6	2	0	0	0	8	0	0	12	1	0	0	1	14	22
16:30 - 16:45	0	0	12	2	0	0	1	15	0	0	12	1	0	0	1	14	29
16:45 - 17:00	0	0	10	0	0	0	0	10	0	0	10	3	0	0	1	14	24
HOURLY TOTAL	0	0	34	5	0	0	1	40	1	0	43	7	0	0	4	55	95
17:00 - 17:15	0	0	9	2	0	0	0	11	0	0	8	2	0	0	1	11	22
17:15 - 17:30	0	0	6	1	0	0	0	7	0	0	15	1	0	0	1	17	24
17:30 - 17:45	0	0	7	0	0	0	0	7	0	0	11	1	0	0	1	13	20
17:45 - 18:00	0	0	10	0	0	0	0	10	0	0	12	3	0	0	1	16	26
HOURLY TOTAL	0	0	32	3	0	0	0	35	0	0	46	7	0	0	4	57	92
18:00 - 18:15	0	0	13	1	0	0	0	14	0	0	6	0	0	0	0	6	20
18:15 - 18:30	1	2	3	2	0	0	0	8	0	0	7	0	0	0	0	7	15
HOURLY TOTAL	1	2	16	3	0	0	0	22	0	0	13	0	0	0	0	13	35
PERIOD TOTAL	1	2	82	11	0	0	1	97	1	0	102	14	0	0	8	125	222

APPENDIX 2
ACCIDENT DATA

224000
224500
225000
382500
382000
381500

201560S083788
201760V155538
201560S030901

Garreglwyd Rd
Mill Bank
Roberts St
Longford Terrace
Longford Rd
Victoria Terrace
Mount Pleasant
Upper Baptist St
Edmund St
Ty'n Parc
Vulcan St
Market St
A5154
Station St
Holyhead
Holborn Rd
London Rd
Moreton Rd
King's Rd
Cleveland Ave
Tara St
Rhos-Y-Gadd Ave
Leonard St
Roland St
Maeshyfryd Rd
High Terrace
Ffordd Wynfa
Pump St
Rock St
Felin Wen
Stryd
Bryn Gwyn Rd
Pen Gerddi
Ysgubor Leinw
Porthdafarch Rd
Tresefion Rd
Tresefion Estate
Kingsland
Tan-Yr-Efail
Arthur St
Arthur St East
B4545 Kingsland Rd
Nant Y Felin
Yr Ogof
Llain Delyn
Penrhos View
Cyttir Cl
Cyttir Rd
Tyn Pwll Rd
Llain Brynau
Tan Yr Allt
Black Bridge
Morrison Cres
Turkey Shore Rd
Harbour View
Priory La
Priory Cl
Maes-Yr-Ysgol
Ffordd Tudur
Llanfawr Rd
Llanfawr Cl
Marchog
Wian St
Cecil St
Gilbert St
Henry St
Lligwy St
Garden Pl
Ffordd Hir
Bryn Y Mor
Ty-Mawr
Hen Iard G
Gors Ave
Y Gors
Garreglwyd Park

Legend:

Site_Boundary

Accident Severity:

Serious

Slight

Rev	Date	Description	Drn	Chk	App
00	19/07/2019	First Draft	DR	MQ	IW

Thomas Ellis School, Holyhead

TITLE:
Accident Analysis Plan

0 50 100
Metres
SCALE: 1:5,000 @ A3

N W E S

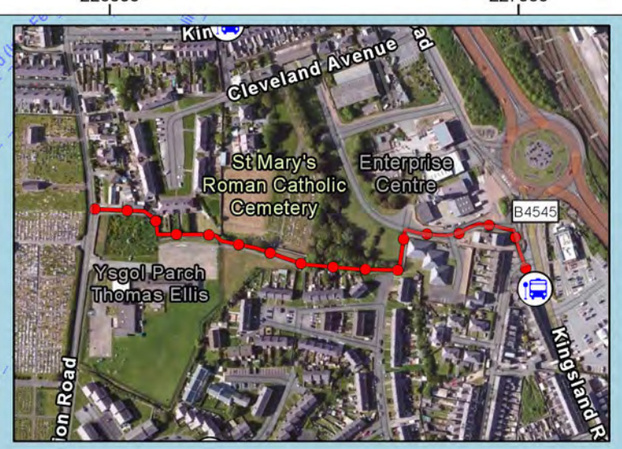
REV 00

Document Path: P:\660000 - EPD Projects\662453 - Thomas Ellis School, Holyhead\01 - GIS\11 - ArcPro\Accident Analysis Plan.aprx

APPENDIX 3
WALKING AND CYCLING ISOCHRONES

223000 224000 225000 226000 227000

383000 382000 381000 380000



Legend:

- Site Location
- Public Footpath
- Bus Stop Location

Walking Isochrone (Minutes):

- 15
- 25

Rev	Date	Description	Drn	Chk	App
00	14/06/2019	First Draft	DR	MQ	IW

Thomas Ellis School, Holyhead

RSK

TITLE: Walking Isochrone Plan

0 0.25 0.5
Kilometres
SCALE: 1:15,000 @ A3

N W E S

REV 00

Document Path: P:\660000 - EPD Projects\662453 - Thomas Ellis School, Holyhead\01 - GIS\11 - ArcPro\Walking Isochrone Plan.aprx

220000 225000 230000

385000 380000 375000

Legend:

Site Location

Cycling Isochrone (Minutes):

15

25

Porth-y-felin

Holyhead Mountain 220 m

Holyhead

Holy Island

Dublin - Holyhead (Irish Ferries)

Traeth y Gribin

A5154 A5 A55 A5025 B4545

Anglesey Aluminium (derelict)

Valley

Pen Y Bont Caravan & Camping

Tyn-Towyn Caravan Park

Baghol Caravan Park

Gwynfair Caravan Park

R'Efail Estate

Plas-rhydbont

Ysgol Rhoscolyn

Llyn Penrhyn

Silver Bay Holiday Village

ASP 5

RAF Valley - Anglesey Airport

ASP 4

Ynys Traws

Rev	Date	Description	Drn	Chk	App
00	14/06/2019	First Draft	DR	MQ	IW

Thomas Ellis School, Holyhead

RSK

TITLE: Cycling Isochrone Plan

0 0.5 1 Kilometres

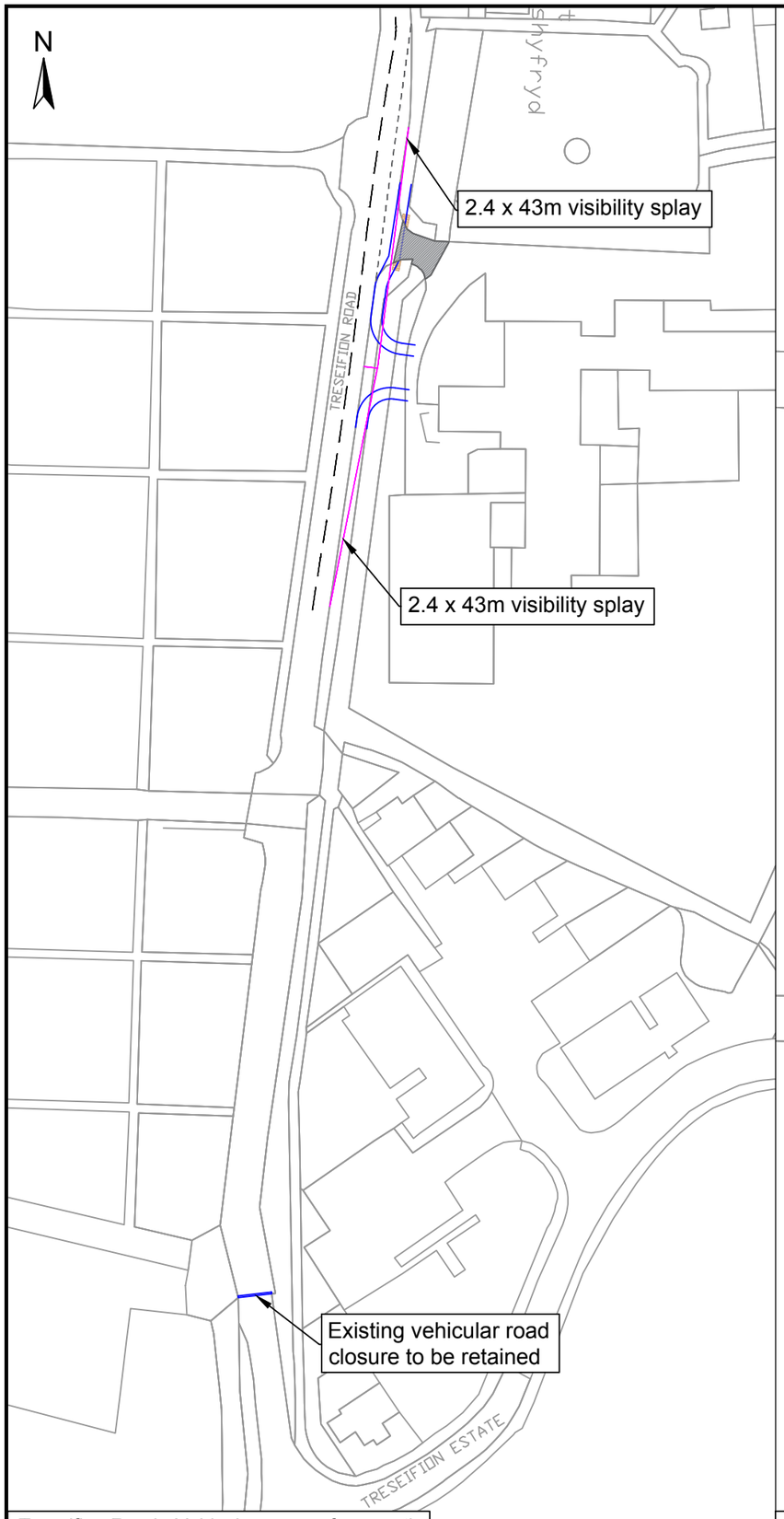
SCALE: 1:40,000 @ A3

N W E S

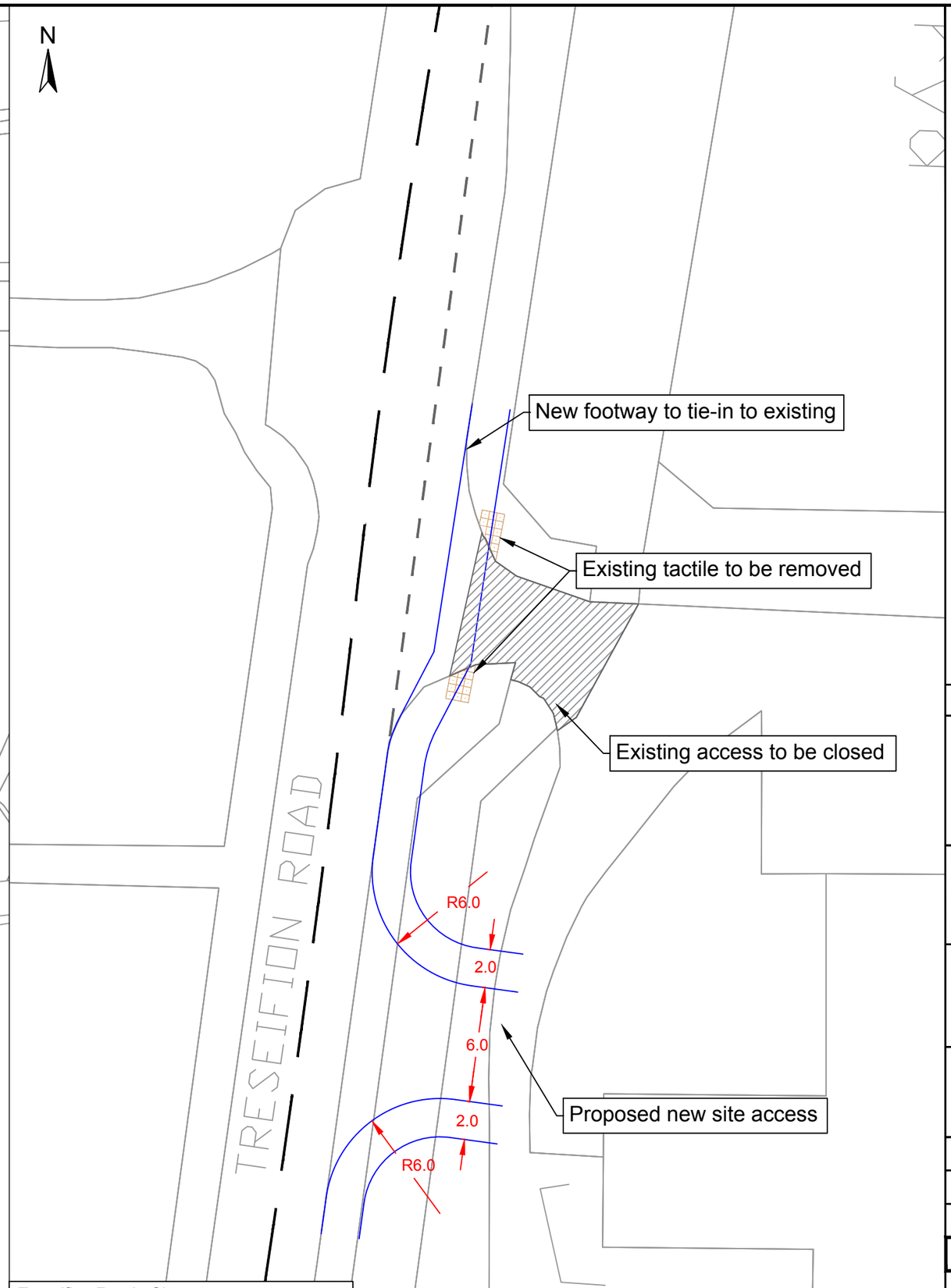
REV 00

Document Path: P:\660000 - EPD Projects\662453 - Thomas Ellis School, Holyhead\01 - GIS\11 - ArcPro\Cycling Isochrone Plan.aprx

APPENDIX 4
SITE ACCESS ARRANGEMENTS



Treseifion Road - Vehicular access from north
Scale 1:1000



Treseifion Road - Site access arrangements
Scale 1:250

Legend

Rev.	Date	Amendment	Drawn	Chkd.	Appd.
—	—	—	—	—	—

RSK
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Tel: +44 (0) 161 236 2757
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Web: www.rsk.co.uk

Client
Isle of Anglesey County Council

Project Title
Ysgol Thomas Ellis
Holyhead

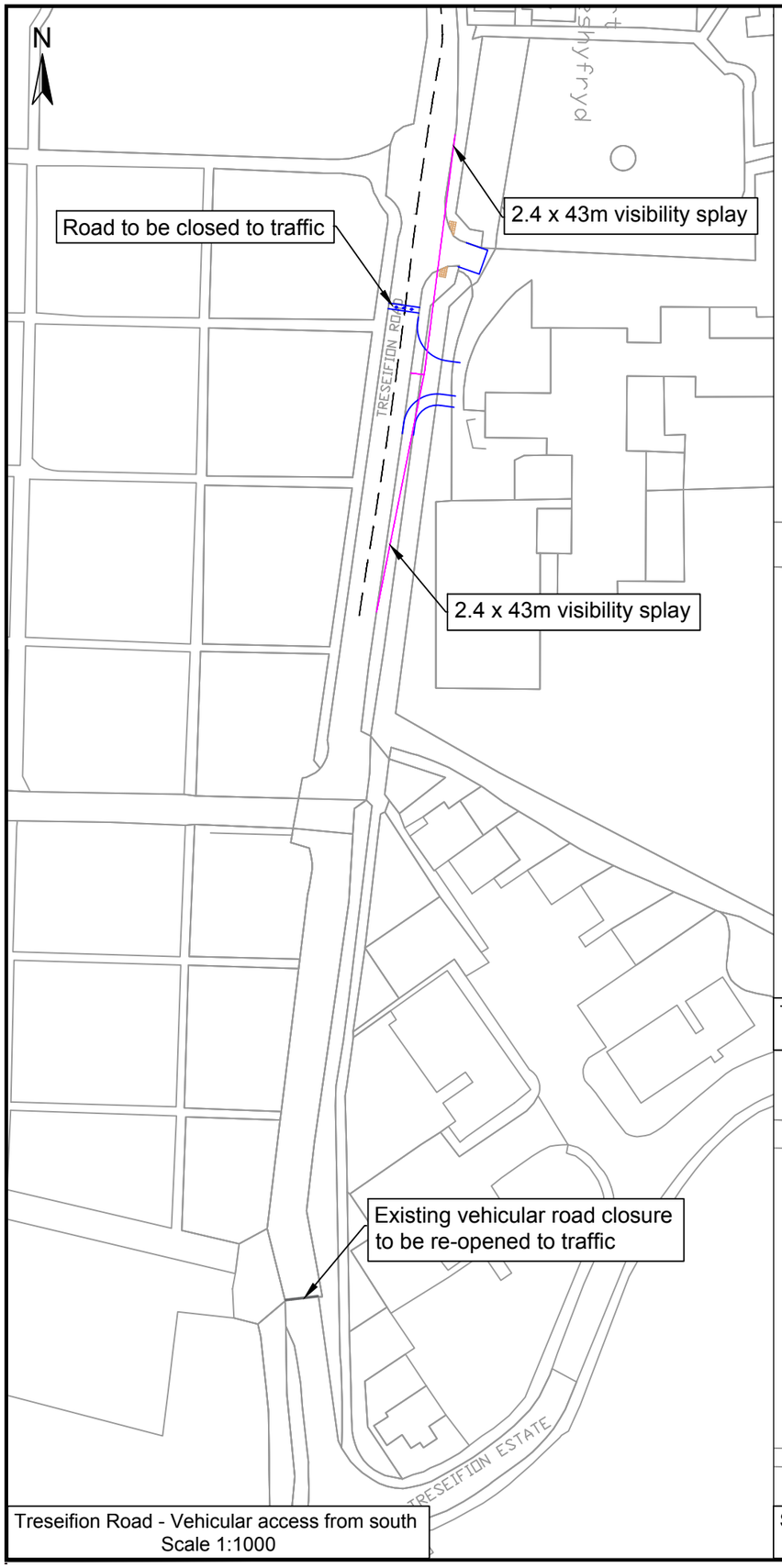
Drawing Title
Access arrangements - Option 1
Vehicular access from North

Drawn	Date	Checked	Date	Approved	Date
MQ	02/07/19	IW	02/07/19	—	—

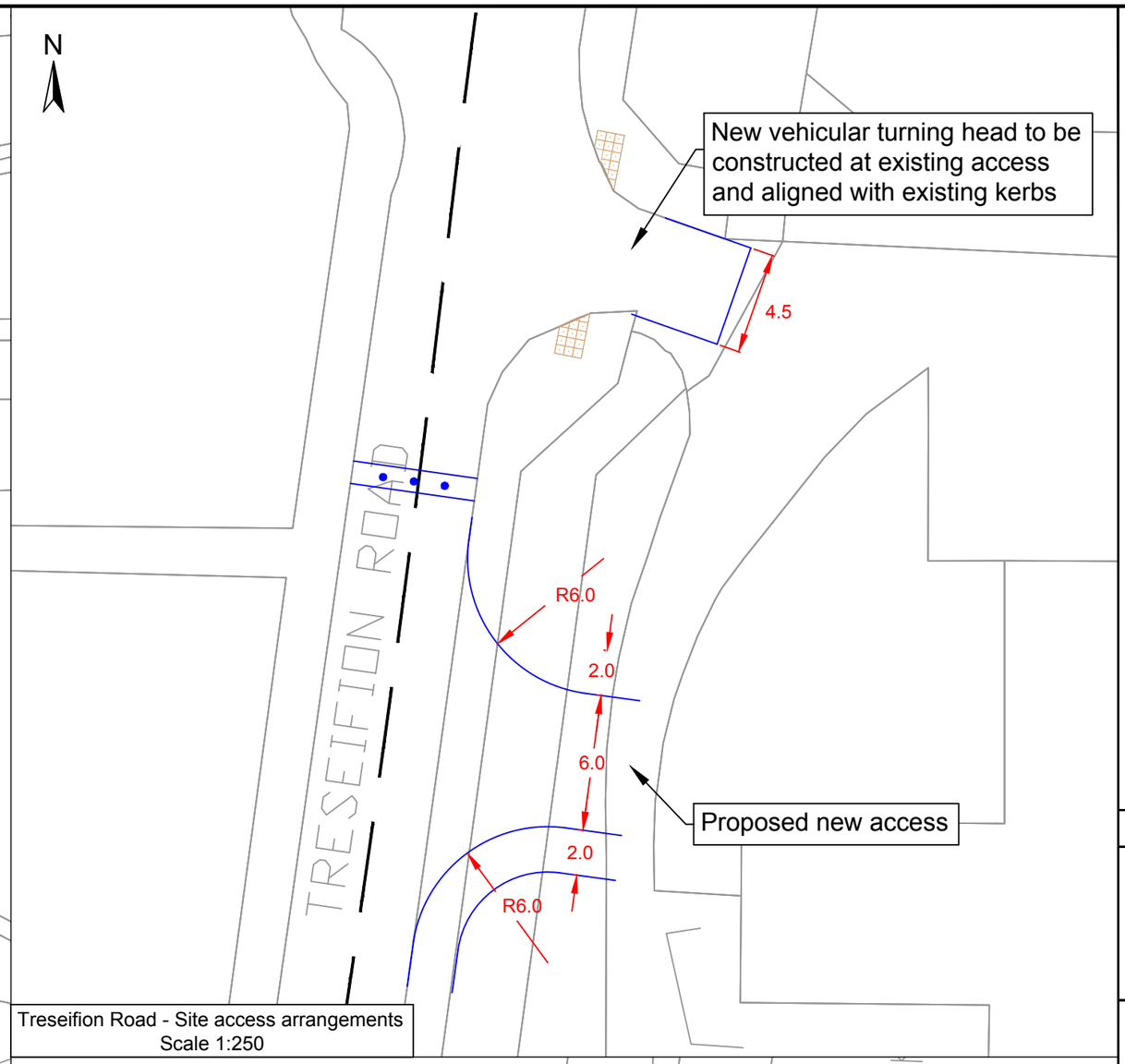
Scale	Orig Size	Dimensions
As shown	A3	METRES

Project No.	Drawing File
662453	

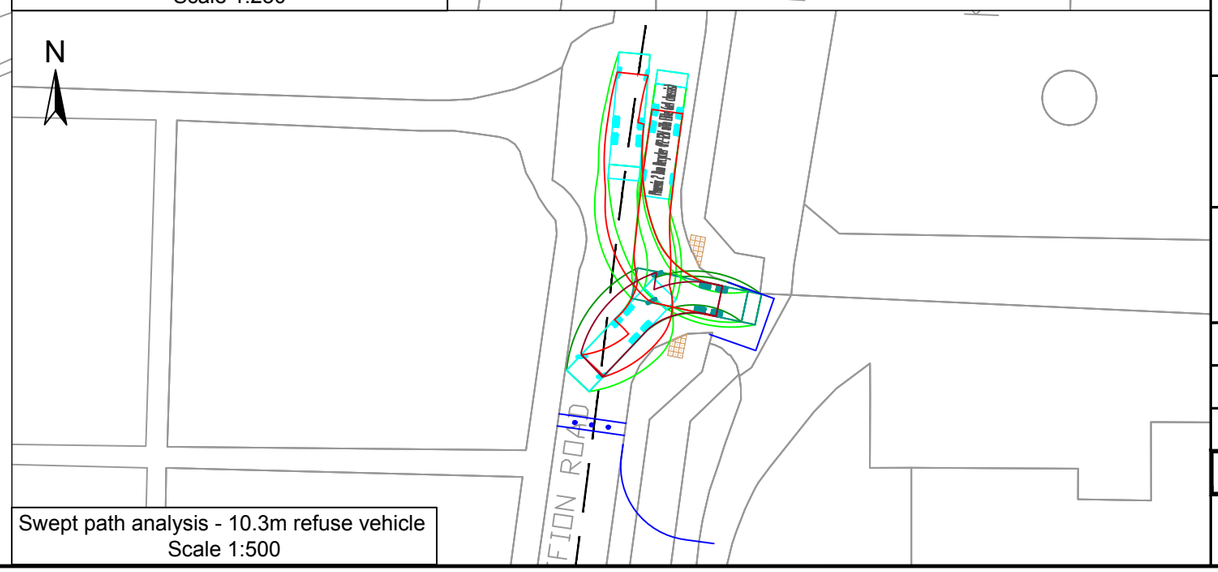
Drawing No.	Rev.
662453-10-01	—



Treseifion Road - Vehicular access from south
Scale 1:1000

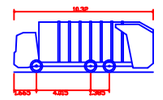


Treseifion Road - Site access arrangements
Scale 1:250



Swept path analysis - 10.3m refuse vehicle
Scale 1:500

Legend



Phoenix 2 Dug Recycler (P2-12W with Elite 6x4 chassis)

Overall Length	10.320m
Overall Width	2.550m
Overall Body Height	3.745m
Min Body Ground Clearance	0.340m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.450m

Rev.	Date	Amendment	Drawn	Chkd.	Appd.
—	—	—	—	—	—

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Client
Isle of Anglesey County Council

Project Title
Ysgol Thomas Ellis
Holyhead

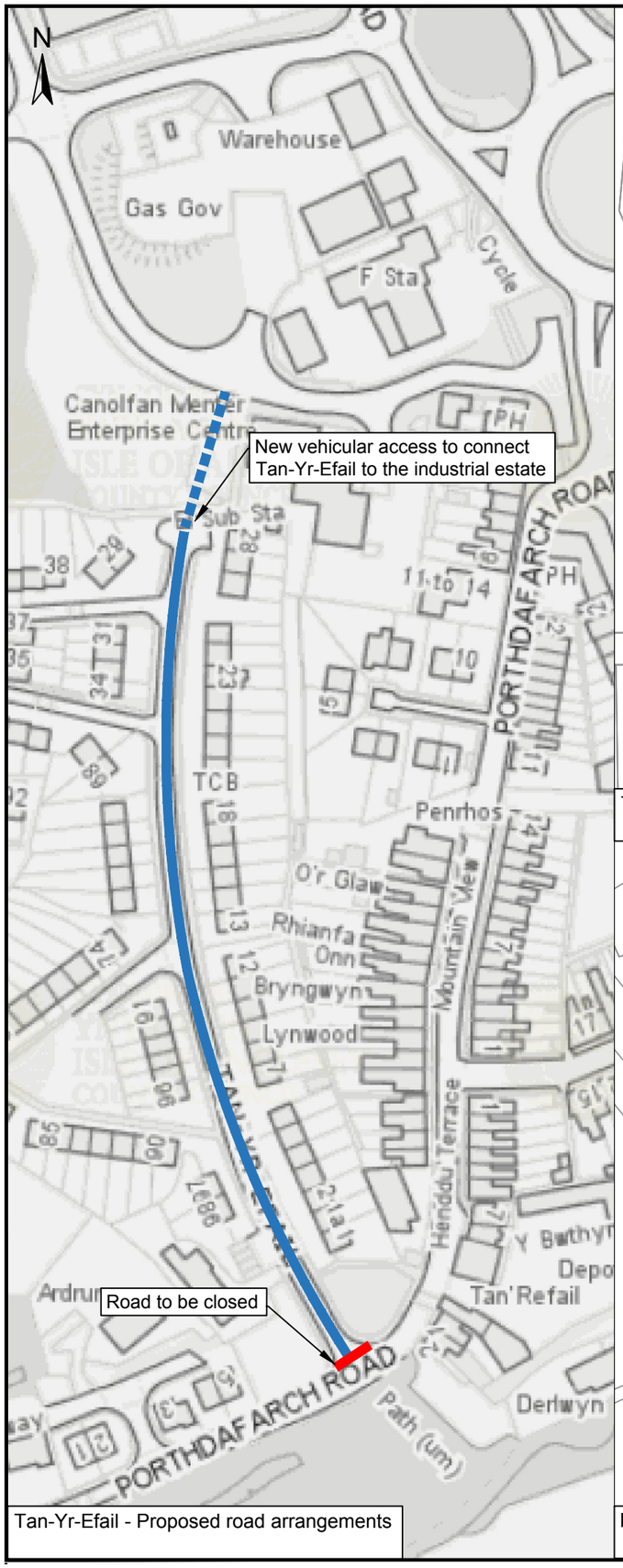
Drawing Title
Access arrangements - Option 2
Vehicular access from South

Drawn	Date	Checked	Date	Approved	Date
MQ	02/07/19	IW	02/07/19	—	—

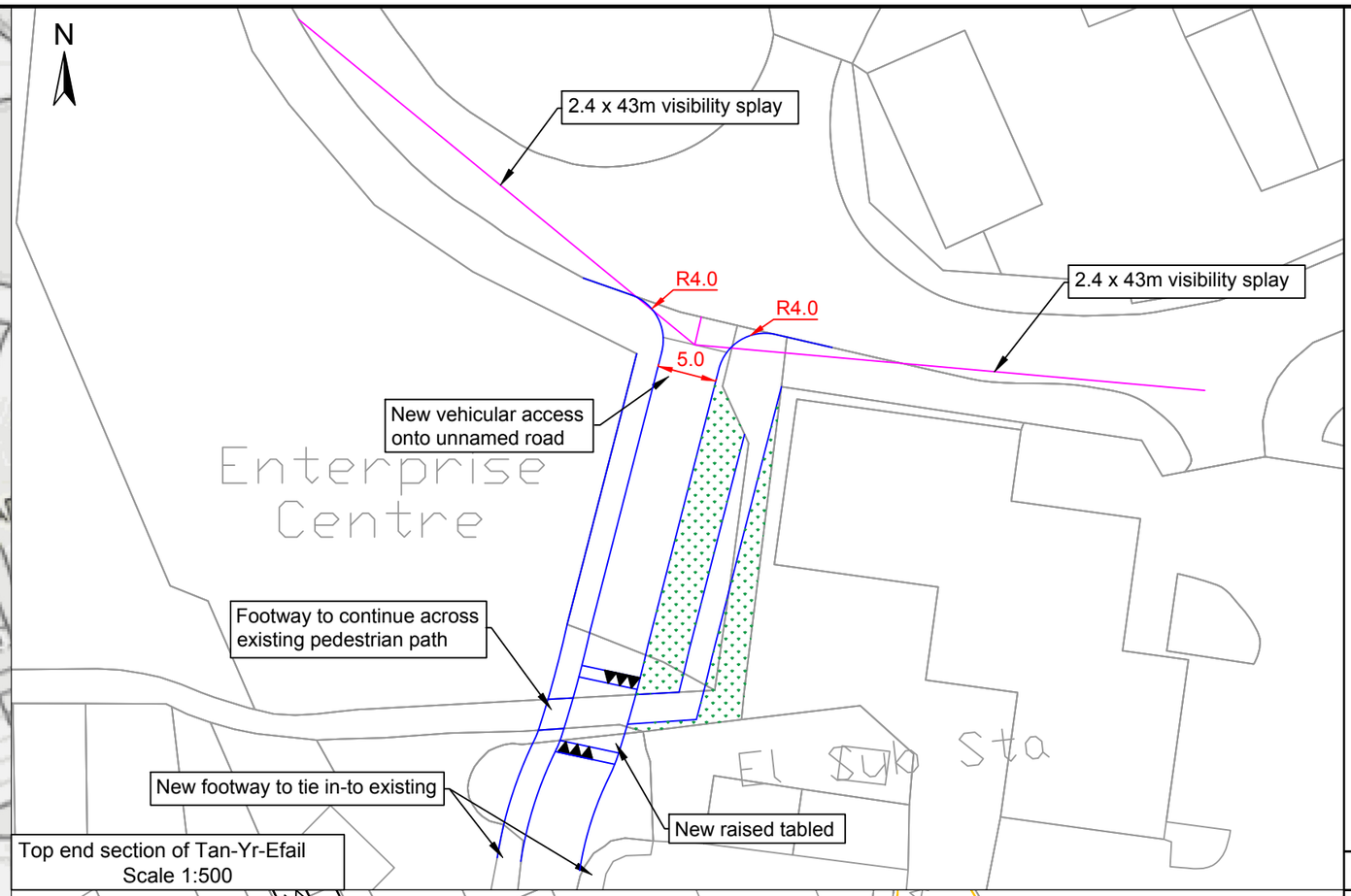
Scale	Orig Size	Dimensions
As shown	A3	METRES

Project No.	Drawing File
662453	

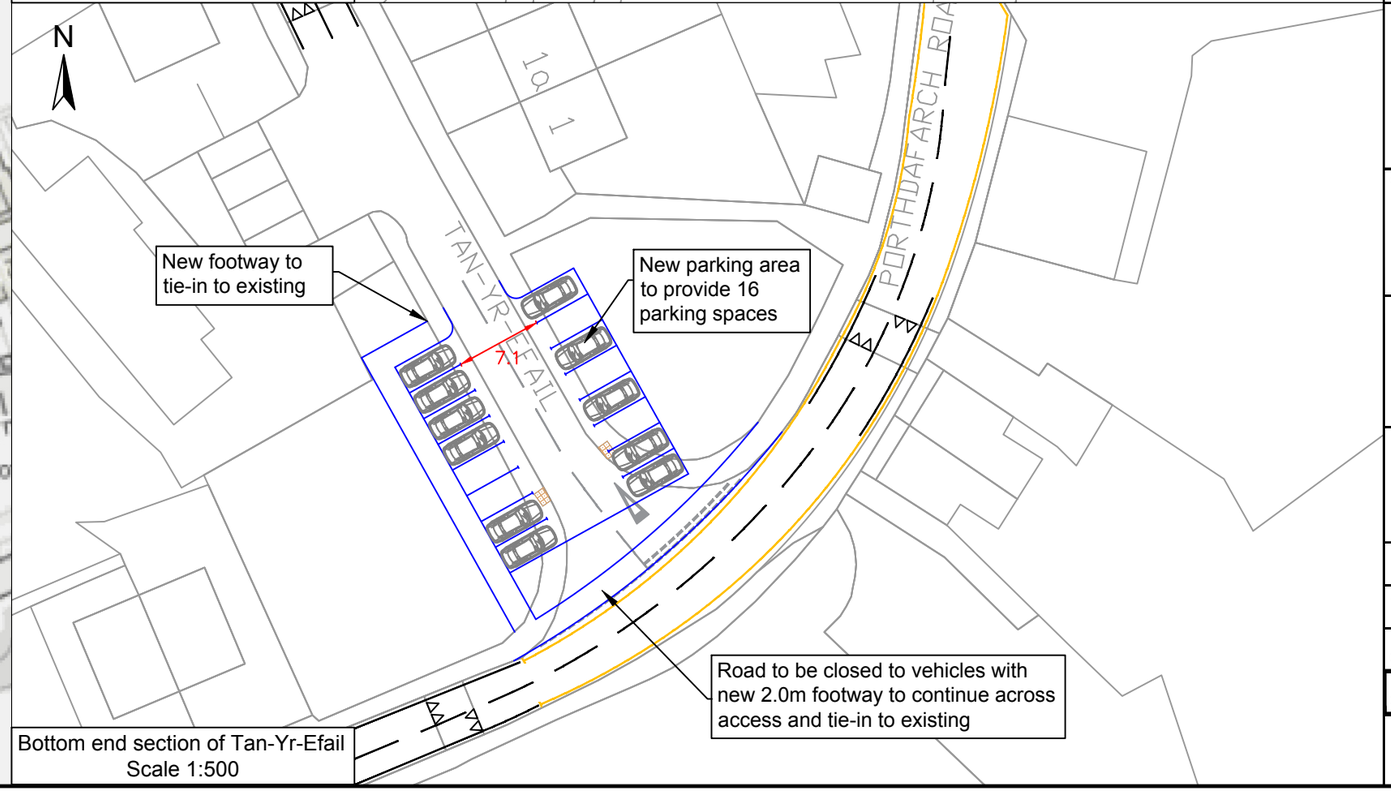
Drawing No.	Rev.
662453-10-02	—



Tan-Yr-Efail - Proposed road arrangements



Top end section of Tan-Yr-Efail
Scale 1:500



Bottom end section of Tan-Yr-Efail
Scale 1:500

Legend

Rev.	Date	Amendment	Drawn	Chkd.	Appd.
—	—	—	—	—	—

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Client
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Project Title
Ysgol Thomas Ellis
Holyhead

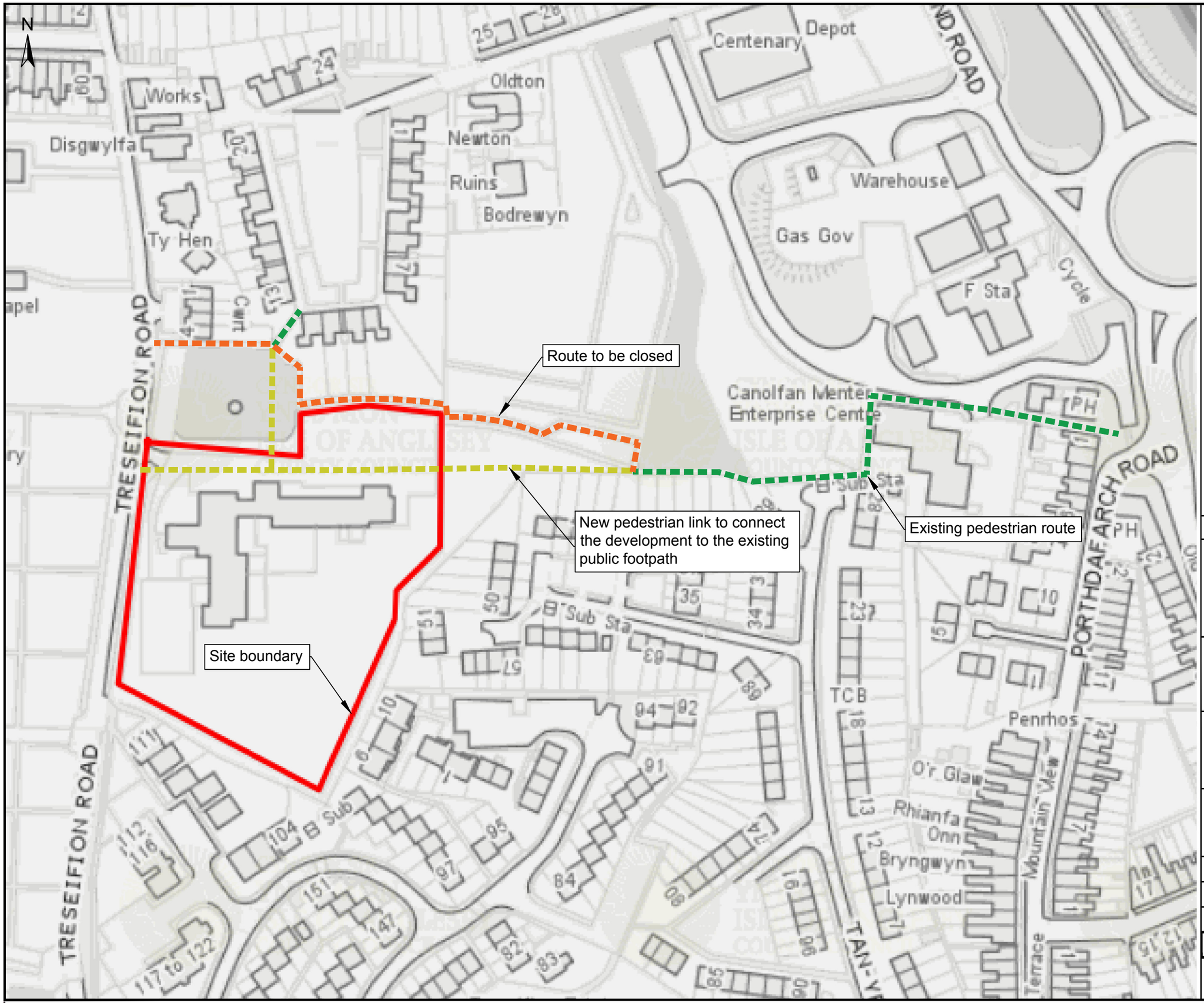
Drawing Title
Option 2
Tan-Yr-Efail - Road arrangements

Drawn	Date	Checked	Date	Approved	Date
MQ	02/07/19	IW	02/07/19	—	—

Scale	Orig Size	Dimensions
As shown	A3	METRES

Project No.	Drawing File
662453	

Drawing No.	Rev.
662453-10-03	—



Legend

Rev.	Date	Amendment	Drawn	Chkd.	Appd.
—	—	—	—	—	—

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Client

Isle of Anglesey County Council

Project Title

Ysgol Thomas Ellis

Holyhead

Drawing Title

Pedestrian links

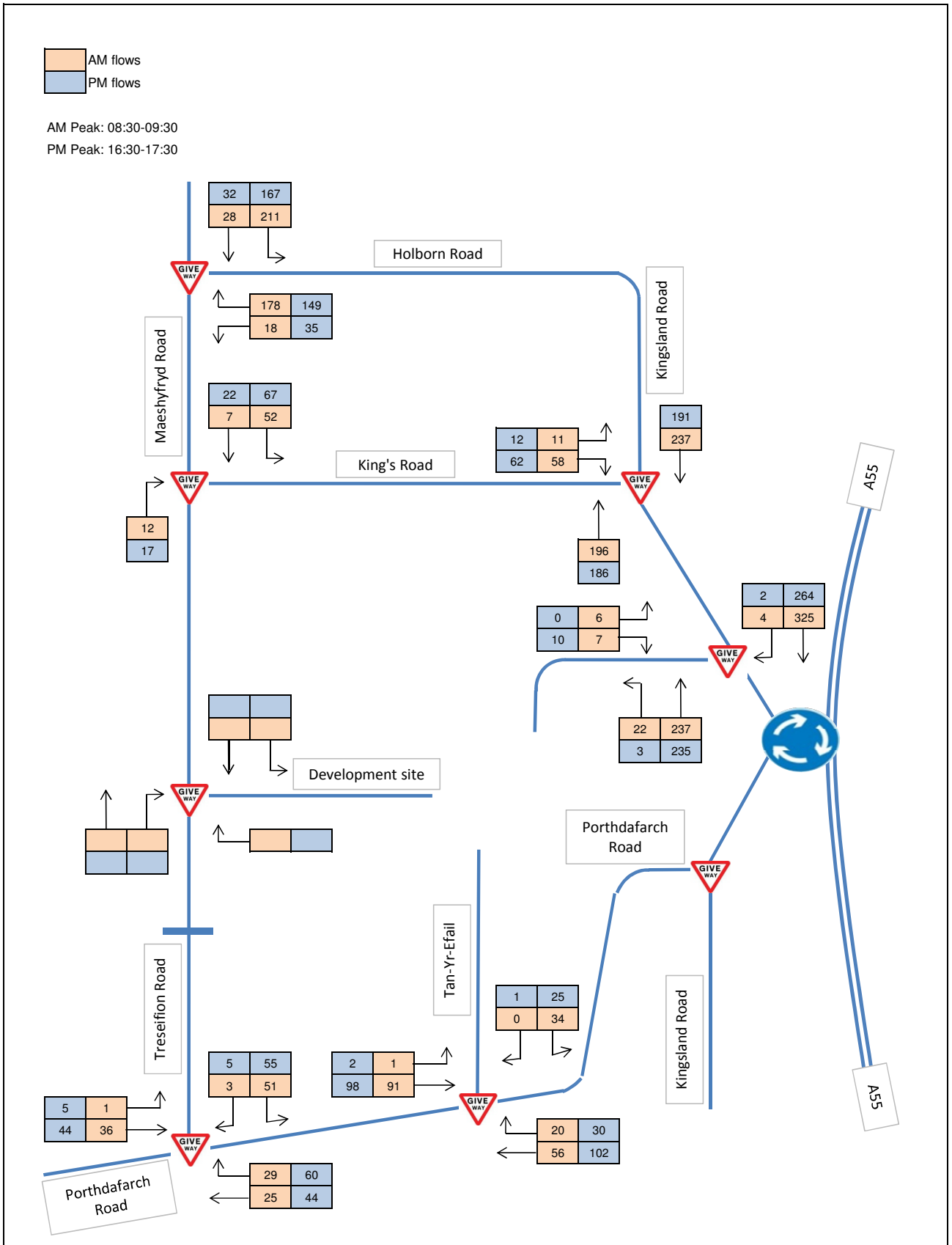
Drawn	Date	Checked	Date	Approved	Date
MQ	02/07/19	IW	02/07/19	—	—

Scale	Orig Size	Dimensions
As shown	A3	METRES

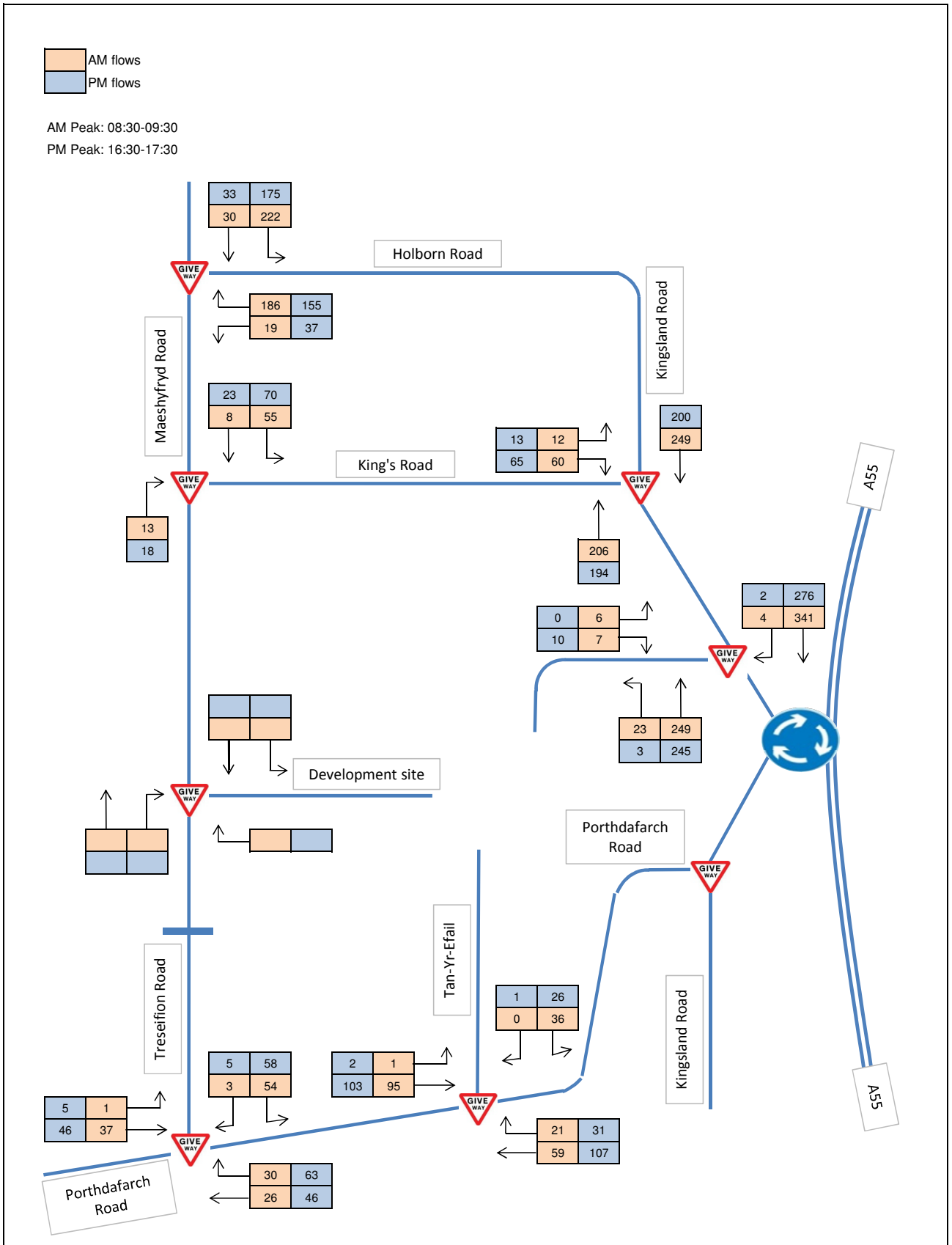
Project No.	Drawing File
662453	

Drawing No.	Rev.
662453-10-04	—

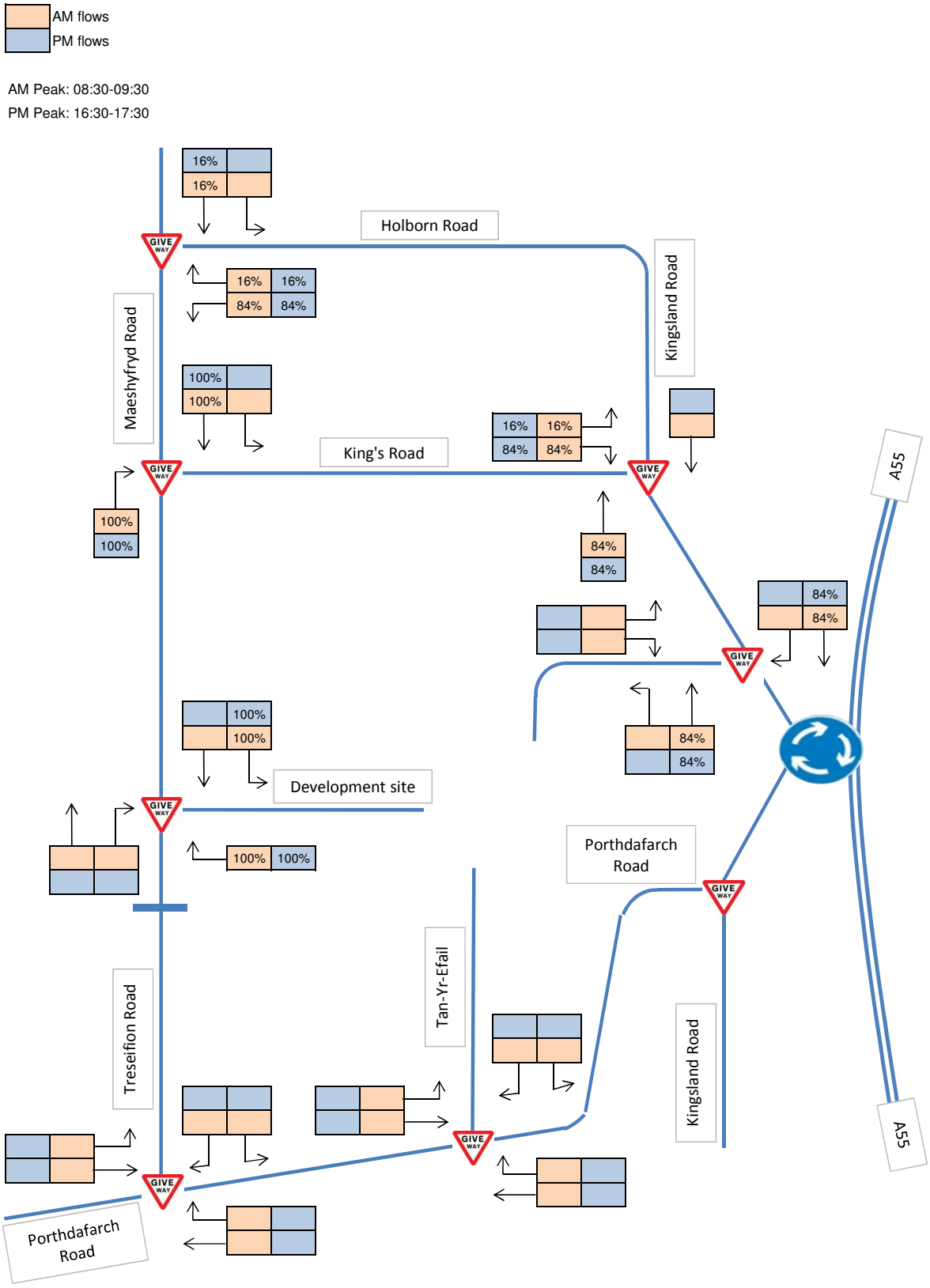
APPENDIX 5
TRAFFIC FLOWS



Base 2019 - Traffic survey flows		
RSK	18 July 2019	Figure 001
	Project: 662453 - Ysgol Thomas Ellis, Holyhead	

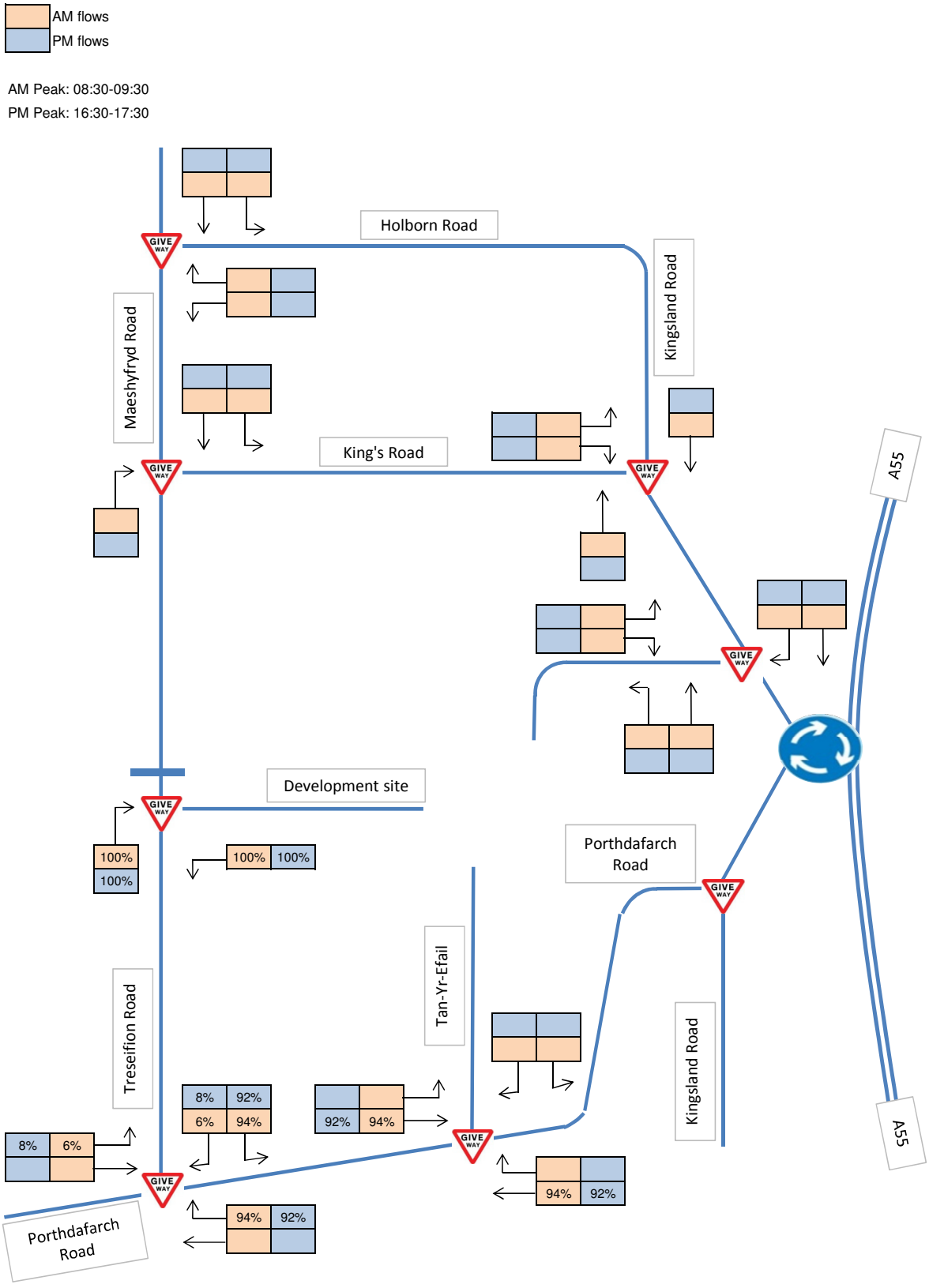


Base 2024		
RSK	18 July 2019	Figure 002
	Project: 662453 - Ysgol Thomas Ellis, Holyhead	



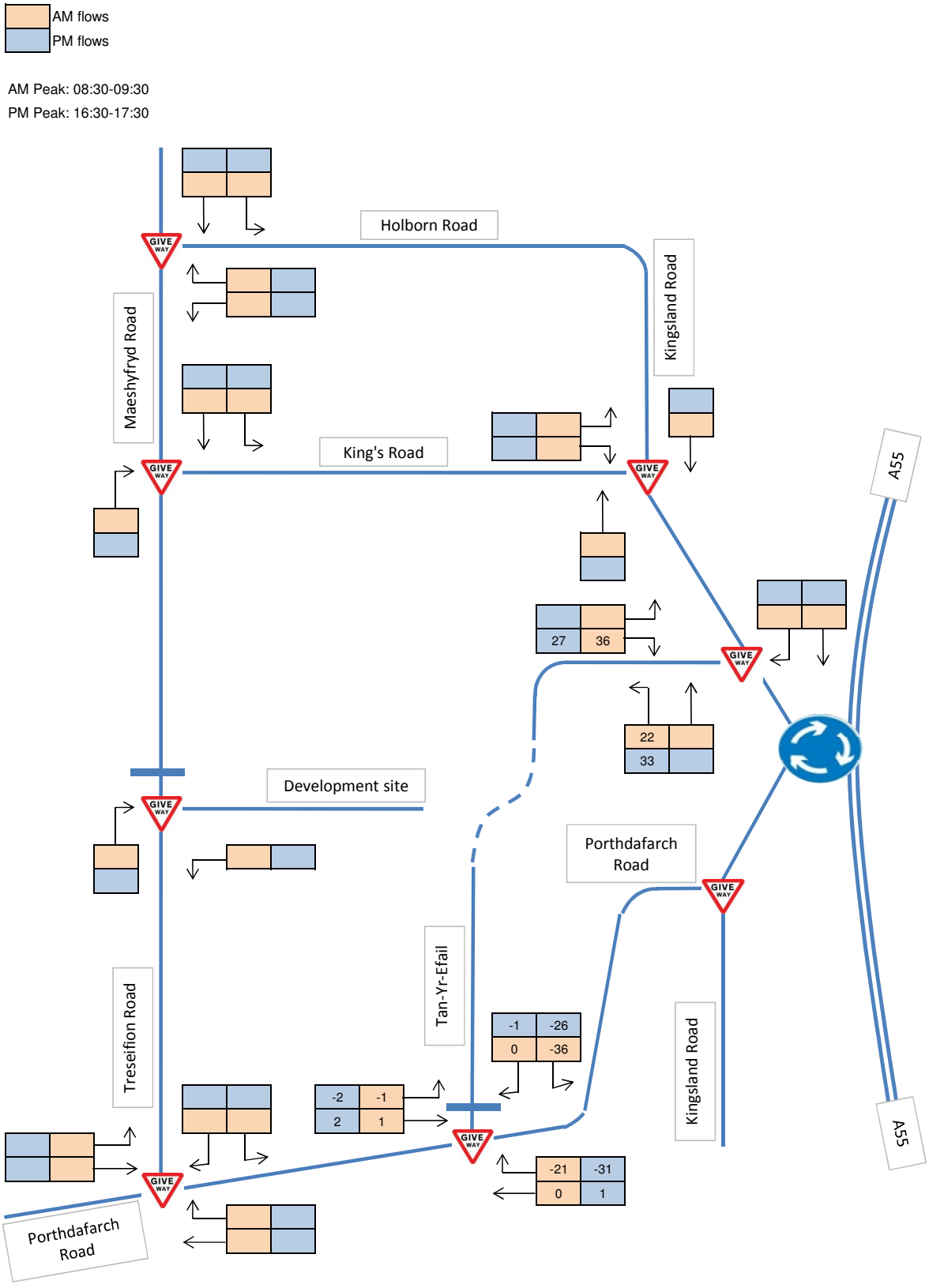
Trip Distribution - Option 1 (100% traffic from north)

RSK	**18 July 2019**	**Figure 003**
	Project: 662453 - Ysgol Thomas Ellis, Holyhead	



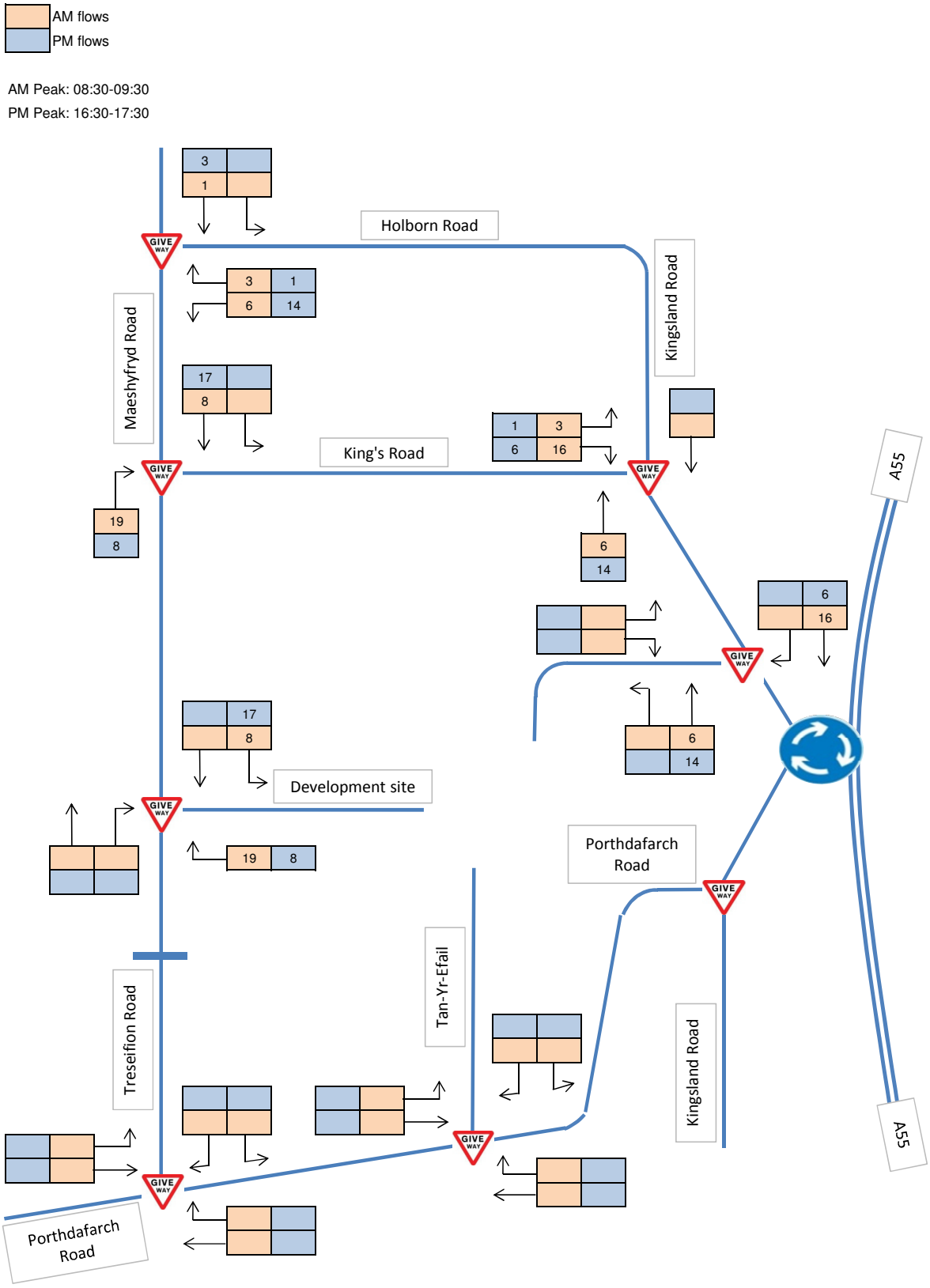
Trip Distribution - Option 2 (100% traffic from south)

RSK	18 July 2019	Figure 004
	Project: 662453 - Ysgol Thomas Ellis, Holyhead	



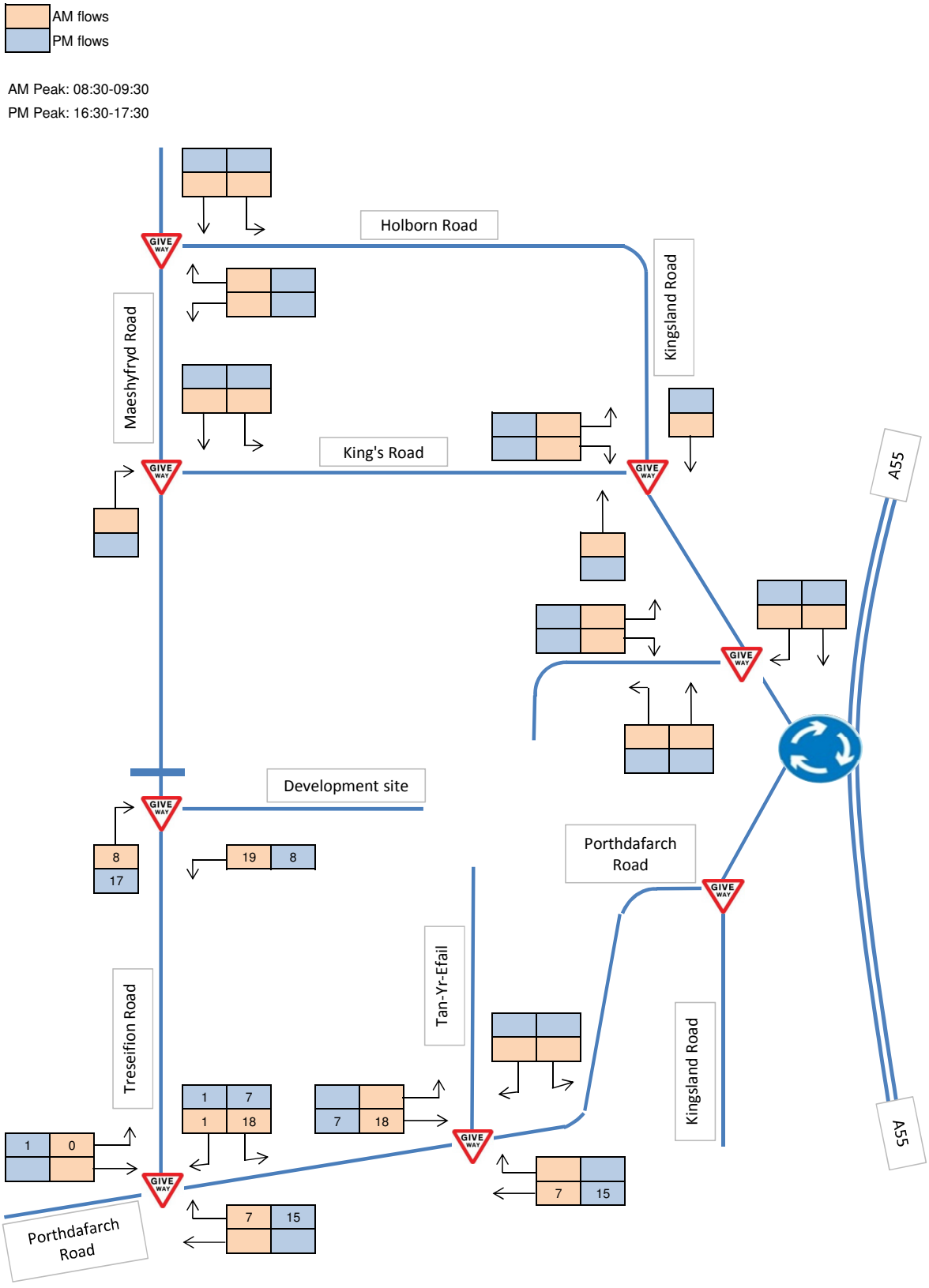
Sensivity scenario redistribution

RSK	**18 July 2019**	**Figure 005**
	Project: 662453 - Ysgol Thomas Ellis, Holyhead	



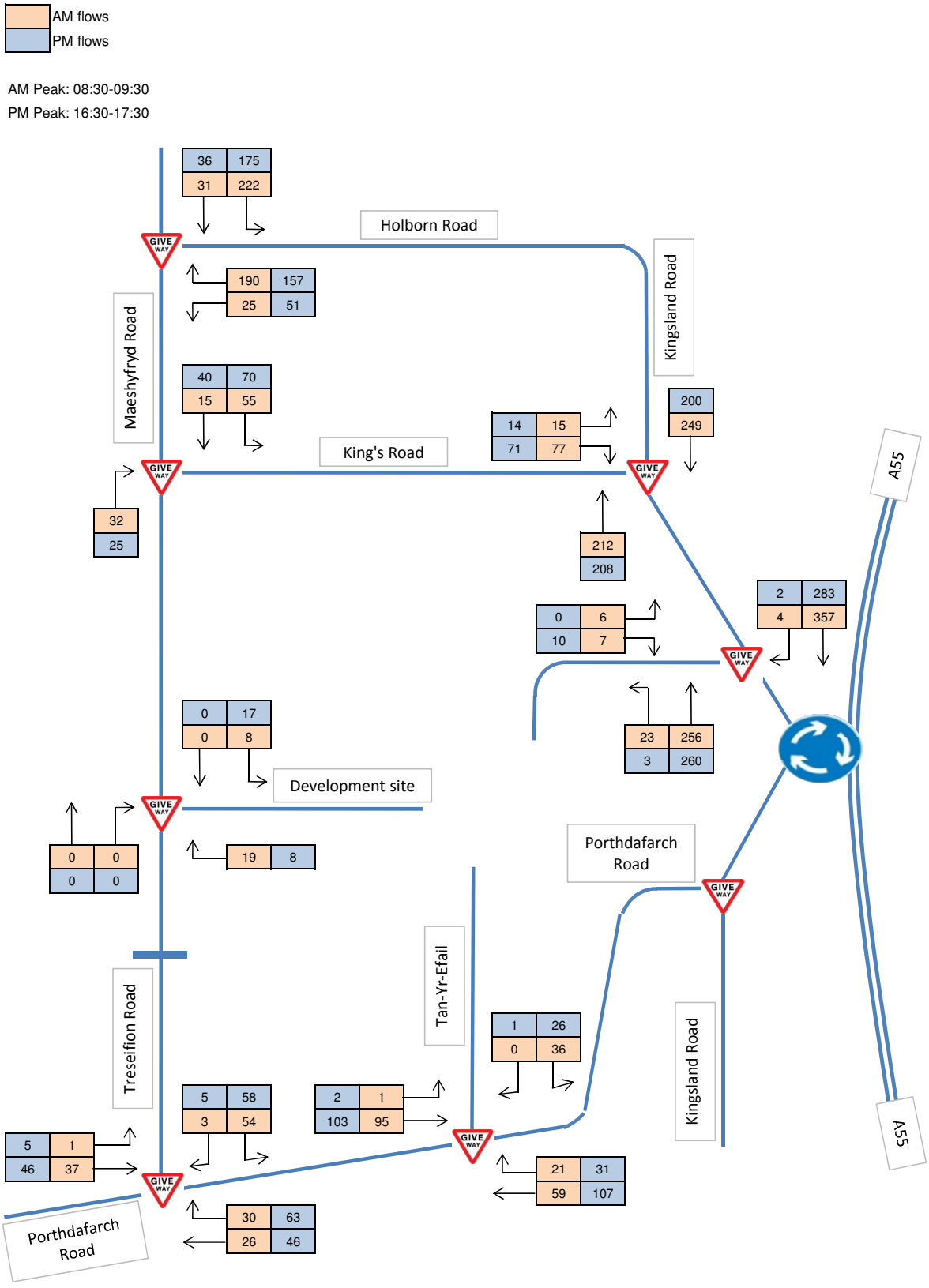
Development flows - Option 1 (100% traffic from north)

RSK	**18 July 2019**	**Figure 006**
	Project: 662453 - Ysgol Thomas Ellis, Holyhead	



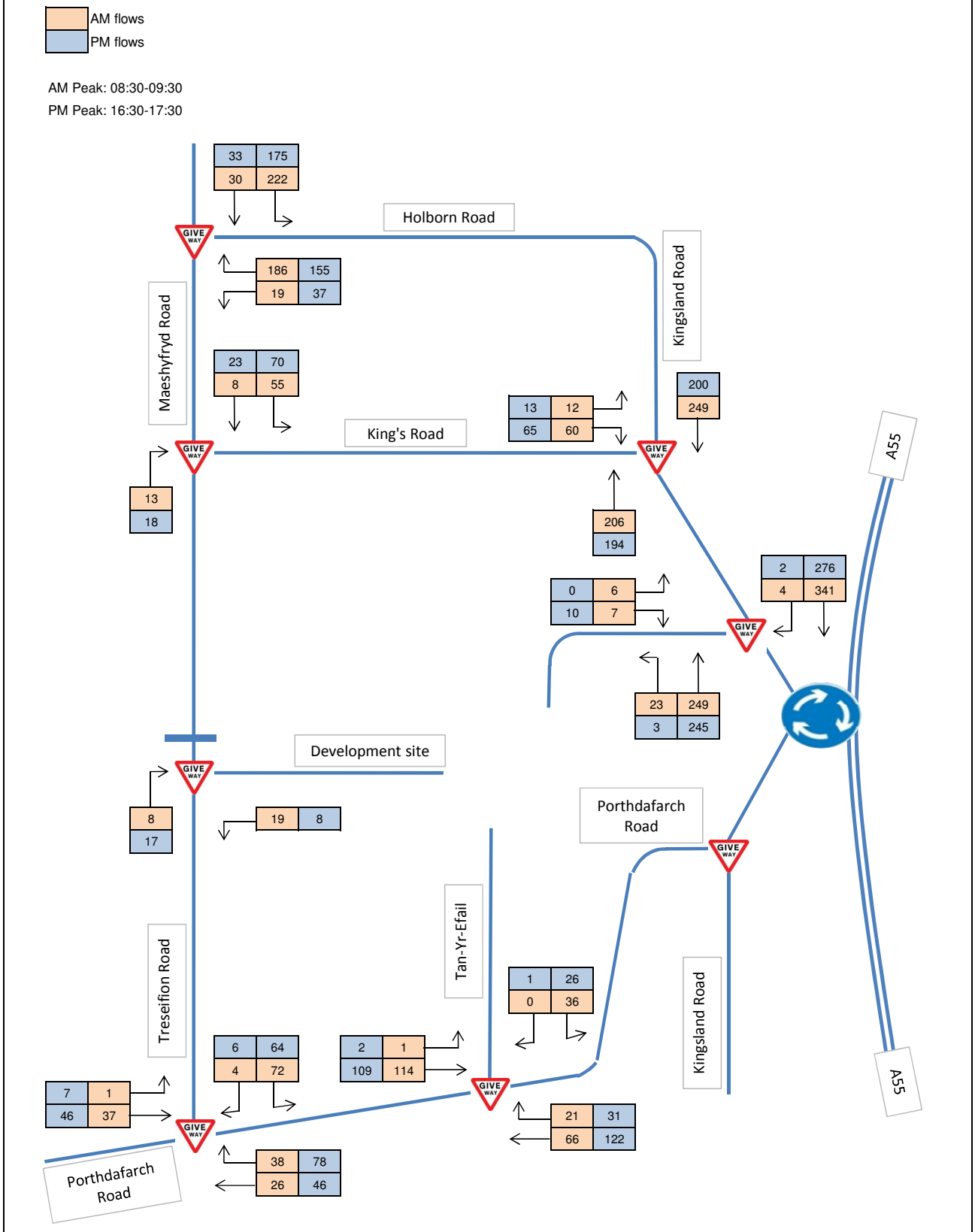
Development flows - Option 2 (100% traffic from south)

RSK	**18 July 2019**	**Figure 007**
	Project: 662453 - Ysgol Thomas Ellis, Holyhead	



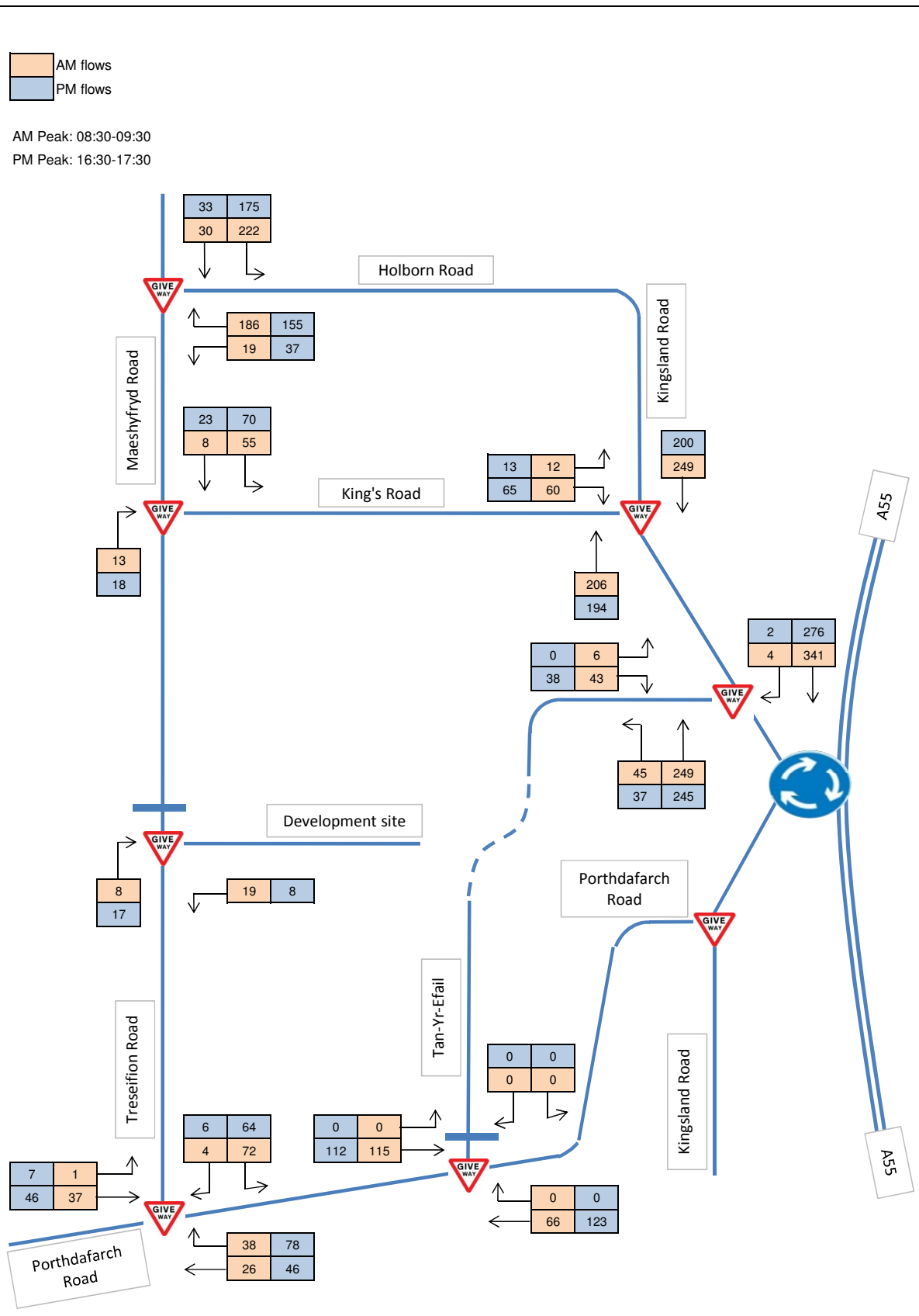
Base 2024 + 100% of development traffic from North

RSK	**18 July 2019**	**Figure 008**
	Project: 662453 - Ysgol Thomas Ellis, Holyhead	



Base 2024 + 100% of development traffic from South

RSK	**18 July 2019**	**Figure 009**
	Project: 662453 - Ysgol Thomas Ellis, Holyhead	



Base 2024 + Sensivity scenario

RSK

18 July 2019

Project: 662453 - Ysgol Thomas Ellis, Holyhead

Figure 010

APPENDIX 6
JUNCTION RESULTS

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.4.487 [15039,24/03/2014]

Filename: Maeshyfryd Rd_Holborn Rd - Scenario 1.arc8
Path: P:\660000 EA Man\662453 - Thomas Ellis School, Holyhead\4. Data\b. Traffic modelling\PICADY
Report generation date: 12/07/2019 11:20:37

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Existing layout - Base 2019							
Stream B-AC	0.83	13.96	0.43	B	0.71	12.68	0.39	B
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Existing layout - Base 2024							
Stream B-AC	0.90	14.55	0.45	B	0.76	13.08	0.41	B
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Existing layout - Base 2024 + Dev							
Stream B-AC	0.97	15.01	0.47	C	0.85	13.61	0.44	B
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - Base 2019, AM " model duration: 08:15 - 09:45
"D2 - Base 2019, PM" model duration: 16:15 - 17:45
"D3 - Base 2024, AM" model duration: 08:15 - 09:45
"D4 - Base 2024, PM" model duration: 16:15 - 17:45
"D5 - Base 2024 + Dev, AM" model duration: 08:15 - 09:45
"D6 - Base 2024 + Dev, PM" model duration: 16:15 - 17:45

Run using Junctions 8.0.4.487 at 12/07/2019 11:20:35

File summary

Title	(untitled)
Location	
Site Number	
Date	12/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MQuental
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Existing layout - Base 2019, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2019, AM	Base 2019	AM		ONE HOUR	08:15	09:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	13.96	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Maeshyfryd Rd (N)		Major
B	B	Holborn Rd		Minor
C	C	Maeshyfryd Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.50										18	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	517.973	0.094	0.238	0.150	0.341
1	B-C	668.391	0.102	0.259	-	-
1	C-B	573.963	0.222	0.222	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	239.00	100.000
B	ONE HOUR	✓	196.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	211.000	28.000
	B	178.000	0.000	18.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.88	0.12
	B	0.91	0.00	0.09
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.43	13.96	0.83	B
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	147.56	145.79	0.00	508.70	0.290	0.44	10.861	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	533.95	0.000	0.00	0.000	A
A-B	158.85	158.85	0.00	-	-	-	-	-
A-C	21.08	21.08	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	176.20	175.65	0.00	504.78	0.349	0.58	12.011	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.18	0.000	0.00	0.000	A
A-B	189.68	189.68	0.00	-	-	-	-	-
A-C	25.17	25.17	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	215.80	214.85	0.00	499.36	0.432	0.82	13.868	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	515.44	0.000	0.00	0.000	A
A-B	232.32	232.32	0.00	-	-	-	-	-
A-C	30.83	30.83	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	215.80	215.76	0.00	499.36	0.432	0.83	13.958	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	515.44	0.000	0.00	0.000	A
A-B	232.32	232.32	0.00	-	-	-	-	-
A-C	30.83	30.83	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	176.20	177.10	0.00	504.78	0.349	0.60	12.120	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.18	0.000	0.00	0.000	A
A-B	189.68	189.68	0.00	-	-	-	-	-
A-C	25.17	25.17	0.00	-	-	-	-	-

Main results: (09:30-09:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	147.56	148.14	0.00	508.70	0.290	0.46	11.000	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	533.95	0.000	0.00	0.000	A
A-B	158.85	158.85	0.00	-	-	-	-	-
A-C	21.08	21.08	0.00	-	-	-	-	-

Existing layout - Base 2019, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2019, PM	Base 2019	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	12.68	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Maeshyfryd Rd (N)		Major
B	B	Holborn Rd		Minor
C	C	Maeshyfryd Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.50										18	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	517.973	0.094	0.238	0.150	0.341
1	B-C	668.391	0.102	0.259	-	-
1	C-B	573.963	0.222	0.222	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	199.00	100.000
B	ONE HOUR	✓	184.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	167.000	32.000
	B	149.000	0.000	35.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.84	0.16
	B	0.81	0.00	0.19
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.39	12.68	0.71	B
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	138.52	136.96	0.00	523.19	0.265	0.39	10.213	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	540.65	0.000	0.00	0.000	A
A-B	125.73	125.73	0.00	-	-	-	-	-
A-C	24.09	24.09	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	165.41	164.95	0.00	519.71	0.318	0.50	11.148	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	534.18	0.000	0.00	0.000	A
A-B	150.13	150.13	0.00	-	-	-	-	-
A-C	28.77	28.77	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	202.59	201.81	0.00	514.89	0.393	0.70	12.613	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	525.24	0.000	0.00	0.000	A
A-B	183.87	183.87	0.00	-	-	-	-	-
A-C	35.23	35.23	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	202.59	202.56	0.00	514.89	0.393	0.71	12.676	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	525.24	0.000	0.00	0.000	A
A-B	183.87	183.87	0.00	-	-	-	-	-
A-C	35.23	35.23	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	165.41	166.14	0.00	519.71	0.318	0.52	11.223	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	534.18	0.000	0.00	0.000	A
A-B	150.13	150.13	0.00	-	-	-	-	-
A-C	28.77	28.77	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	138.52	139.01	0.00	523.19	0.265	0.40	10.322	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	540.65	0.000	0.00	0.000	A
A-B	125.73	125.73	0.00	-	-	-	-	-
A-C	24.09	24.09	0.00	-	-	-	-	-

Existing layout - Base 2024, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2024, AM	Base 2024	AM		ONE HOUR	08:15	09:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	14.55	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Maeshyfryd Rd (N)		Major
B	B	Holborn Rd		Minor
C	C	Maeshyfryd Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.50										18	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	517.973	0.094	0.238	0.150	0.341
1	B-C	668.391	0.102	0.259	-	-
1	C-B	573.963	0.222	0.222	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	252.00	100.000
B	ONE HOUR	✓	205.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	222.000	30.000
	B	186.000	0.000	19.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.88	0.12
	B	0.91	0.00	0.09
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.45	14.55	0.90	B
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	154.33	152.45	0.00	507.65	0.304	0.47	11.091	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	531.77	0.000	0.00	0.000	A
A-B	167.13	167.13	0.00	-	-	-	-	-
A-C	22.59	22.59	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	184.29	183.69	0.00	503.51	0.366	0.62	12.362	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.58	0.000	0.00	0.000	A
A-B	199.57	199.57	0.00	-	-	-	-	-
A-C	26.97	26.97	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	225.71	224.65	0.00	497.78	0.453	0.89	14.440	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	512.26	0.000	0.00	0.000	A
A-B	244.43	244.43	0.00	-	-	-	-	-
A-C	33.03	33.03	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	225.71	225.66	0.00	497.78	0.453	0.90	14.545	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	512.26	0.000	0.00	0.000	A
A-B	244.43	244.43	0.00	-	-	-	-	-
A-C	33.03	33.03	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	184.29	185.30	0.00	503.51	0.366	0.65	12.483	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.58	0.000	0.00	0.000	A
A-B	199.57	199.57	0.00	-	-	-	-	-
A-C	26.97	26.97	0.00	-	-	-	-	-

Main results: (09:30-09:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	154.33	154.97	0.00	507.65	0.304	0.49	11.250	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	531.77	0.000	0.00	0.000	A
A-B	167.13	167.13	0.00	-	-	-	-	-
A-C	22.59	22.59	0.00	-	-	-	-	-

Existing layout - Base 2024, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2024, PM	Base 2024	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	13.08	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Maeshyfryd Rd (N)		Major
B	B	Holborn Rd		Minor
C	C	Maeshyfryd Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.50										18	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	517.973	0.094	0.238	0.150	0.341
1	B-C	668.391	0.102	0.259	-	-
1	C-B	573.963	0.222	0.222	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	208.00	100.000
B	ONE HOUR	✓	192.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	175.000	33.000
	B	155.000	0.000	37.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.84	0.16
	B	0.81	0.00	0.19
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.41	13.08	0.76	B
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	144.55	142.89	0.00	522.74	0.277	0.41	10.382	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	539.14	0.000	0.00	0.000	A
A-B	131.75	131.75	0.00	-	-	-	-	-
A-C	24.84	24.84	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	172.60	172.11	0.00	519.11	0.333	0.54	11.394	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	532.38	0.000	0.00	0.000	A
A-B	157.32	157.32	0.00	-	-	-	-	-
A-C	29.67	29.67	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	211.40	210.55	0.00	514.09	0.411	0.75	13.007	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.03	0.000	0.00	0.000	A
A-B	192.68	192.68	0.00	-	-	-	-	-
A-C	36.33	36.33	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	211.40	211.36	0.00	514.09	0.411	0.76	13.076	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.03	0.000	0.00	0.000	A
A-B	192.68	192.68	0.00	-	-	-	-	-
A-C	36.33	36.33	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	172.60	173.41	0.00	519.11	0.333	0.56	11.483	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	532.38	0.000	0.00	0.000	A
A-B	157.32	157.32	0.00	-	-	-	-	-
A-C	29.67	29.67	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	144.55	145.07	0.00	522.74	0.277	0.43	10.499	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	539.14	0.000	0.00	0.000	A
A-B	131.75	131.75	0.00	-	-	-	-	-
A-C	24.84	24.84	0.00	-	-	-	-	-

Existing layout - Base 2024 + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2024 + Dev, AM	Base 2024 + Dev	AM		ONE HOUR	08:15	09:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	15.01	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Maeshyfryd Rd (N)		Major
B	B	Holborn Rd		Minor
C	C	Maeshyfryd Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.50										18	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	517.973	0.094	0.238	0.150	0.341
1	B-C	668.391	0.102	0.259	-	-
1	C-B	573.963	0.222	0.222	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	253.00	100.000
B	ONE HOUR	✓	215.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	222.000	31.000
	B	190.000	0.000	25.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.88	0.12
	B	0.88	0.00	0.12
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.47	15.01	0.97	C
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	161.86	159.86	0.00	510.31	0.317	0.50	11.237	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	531.61	0.000	0.00	0.000	A
A-B	167.13	167.13	0.00	-	-	-	-	-
A-C	23.34	23.34	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	193.28	192.63	0.00	506.12	0.382	0.67	12.603	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.38	0.000	0.00	0.000	A
A-B	199.57	199.57	0.00	-	-	-	-	-
A-C	27.87	27.87	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	236.72	235.54	0.00	500.32	0.473	0.96	14.886	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	512.02	0.000	0.00	0.000	A
A-B	244.43	244.43	0.00	-	-	-	-	-
A-C	34.13	34.13	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	236.72	236.67	0.00	500.32	0.473	0.97	15.009	C
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	512.02	0.000	0.00	0.000	A
A-B	244.43	244.43	0.00	-	-	-	-	-
A-C	34.13	34.13	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	193.28	194.39	0.00	506.12	0.382	0.69	12.751	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.38	0.000	0.00	0.000	A
A-B	199.57	199.57	0.00	-	-	-	-	-
A-C	27.87	27.87	0.00	-	-	-	-	-

Main results: (09:30-09:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	161.86	162.56	0.00	510.31	0.317	0.52	11.412	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	531.61	0.000	0.00	0.000	A
A-B	167.13	167.13	0.00	-	-	-	-	-
A-C	23.34	23.34	0.00	-	-	-	-	-

Existing layout - Base 2024 + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2024 + Dev, PM	Base 2024 + Dev	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	13.61	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Maeshyfryd Rd (N)		Major
B	B	Holborn Rd		Minor
C	C	Maeshyfryd Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.50										18	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	517.973	0.094	0.238	0.150	0.341
1	B-C	668.391	0.102	0.259	-	-
1	C-B	573.963	0.222	0.222	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	211.00	100.000
B	ONE HOUR	✓	208.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	175.000	36.000
	B	157.000	0.000	51.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.83	0.17
	B	0.75	0.00	0.25
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.44	13.61	0.85	B
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	156.59	154.77	0.00	528.86	0.296	0.46	10.537	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	538.64	0.000	0.00	0.000	A
A-B	131.75	131.75	0.00	-	-	-	-	-
A-C	27.10	27.10	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	186.99	186.42	0.00	525.10	0.356	0.60	11.672	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	531.78	0.000	0.00	0.000	A
A-B	157.32	157.32	0.00	-	-	-	-	-
A-C	32.36	32.36	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	229.01	228.02	0.00	519.91	0.440	0.84	13.519	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	522.30	0.000	0.00	0.000	A
A-B	192.68	192.68	0.00	-	-	-	-	-
A-C	39.64	39.64	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	229.01	228.97	0.00	519.91	0.440	0.85	13.607	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	522.30	0.000	0.00	0.000	A
A-B	192.68	192.68	0.00	-	-	-	-	-
A-C	39.64	39.64	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	186.99	187.93	0.00	525.10	0.356	0.62	11.777	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	531.78	0.000	0.00	0.000	A
A-B	157.32	157.32	0.00	-	-	-	-	-
A-C	32.36	32.36	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	156.59	157.19	0.00	528.86	0.296	0.47	10.673	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	538.64	0.000	0.00	0.000	A
A-B	131.75	131.75	0.00	-	-	-	-	-
A-C	27.10	27.10	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.4.487 [15039,24/03/2014]

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Filename: Maeshyfryd Rd_Kings Rd - Scenario 1.arc8
Path: P:\660000 EA Man\662453 - Thomas Ellis School, Holyhead\4. Data\b. Traffic modelling\PICADY
Report generation date: 12/07/2019 14:06:31

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Existing layout - Base 2019							
Stream B-AC	0.11	6.32	0.09	A	0.19	6.98	0.15	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Existing layout - Base 2024							
Stream B-AC	0.12	6.39	0.10	A	0.20	7.04	0.15	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Existing layout - Base 2024 + Dev							
Stream B-AC	0.14	6.71	0.12	A	0.25	7.59	0.19	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - Base 2019, AM " model duration: 08:15 - 09:45
"D2 - Base 2019, PM" model duration: 16:15 - 17:45
"D3 - Base 2024, AM" model duration: 08:15 - 09:45
"D4 - Base 2024, PM" model duration: 16:15 - 17:45
"D5 - Base 2024 + Dev, AM" model duration: 08:15 - 09:45
"D6 - Base 2024 + Dev, PM" model duration: 16:15 - 17:45

Run using Junctions 8.0.4.487 at 12/07/2019 14:06:27

File summary

Title	(untitled)
Location	
Site Number	
Date	12/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MQuental
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Existing layout - Base 2019, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2019, AM	Base 2019	AM		ONE HOUR	08:15	09:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	6.32	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Treseifion Road		Major
B	B	Maeshyfryd Road		Minor
C	C	King's Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.50		0.00		2.20	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										19	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	557.065	0.099	0.251	0.158	0.358
1	B-C	718.366	0.108	0.272	-	-
1	C-B	573.963	0.218	0.218	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	12.00	100.000
B	ONE HOUR	✓	59.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	12.000
	B	7.000	0.000	52.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.12	0.00	0.88
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	6.32	0.11	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	44.42	44.12	0.00	692.06	0.064	0.07	6.108	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	572.00	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	9.03	9.03	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	53.04	52.98	0.00	691.59	0.077	0.09	6.200	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	571.62	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	10.79	10.79	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	64.96	64.87	0.00	690.93	0.094	0.11	6.325	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	571.09	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	13.21	13.21	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	64.96	64.96	0.00	690.93	0.094	0.11	6.325	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	571.09	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	13.21	13.21	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	53.04	53.13	0.00	691.59	0.077	0.09	6.204	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	571.62	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	10.79	10.79	0.00	-	-	-	-	-

Main results: (09:30-09:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	44.42	44.48	0.00	692.06	0.064	0.08	6.117	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	572.00	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	9.03	9.03	0.00	-	-	-	-	-

Existing layout - Base 2019, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2019, PM	Base 2019	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	6.98	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Treseifion Road		Major
B	B	Maeshyfryd Road		Minor
C	C	King's Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.50		0.00		2.20	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										19	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	557.065	0.099	0.251	0.158	0.358
1	B-C	718.366	0.108	0.272	-	-
1	C-B	573.963	0.218	0.218	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	17.00	100.000
B	ONE HOUR	✓	89.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	17.000
	B	22.000	0.000	67.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.25	0.00	0.75
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	6.98	0.19	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	67.00	66.52	0.00	666.95	0.100	0.12	6.589	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	571.18	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	12.80	12.80	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	80.01	79.90	0.00	666.28	0.120	0.15	6.753	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	570.64	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	15.28	15.28	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	97.99	97.83	0.00	665.36	0.147	0.19	6.975	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.89	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	18.72	18.72	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	97.99	97.99	0.00	665.36	0.147	0.19	6.978	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.89	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	18.72	18.72	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	80.01	80.16	0.00	666.28	0.120	0.15	6.757	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	570.64	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	15.28	15.28	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	67.00	67.11	0.00	666.95	0.100	0.12	6.602	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	571.18	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	12.80	12.80	0.00	-	-	-	-	-

Existing layout - Base 2024, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2024, AM	Base 2024	AM		ONE HOUR	08:15	09:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	6.39	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Treseifion Road		Major
B	B	Maeshyfryd Road		Minor
C	C	King's Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.50		0.00		2.20	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										19	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	557.065	0.099	0.251	0.158	0.358
1	B-C	718.366	0.108	0.272	-	-
1	C-B	573.963	0.218	0.218	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	13.00	100.000
B	ONE HOUR	✓	63.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	13.000
	B	8.000	0.000	55.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.13	0.00	0.87
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	6.39	0.12	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	47.43	47.11	0.00	690.24	0.069	0.08	6.154	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	571.83	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	9.79	9.79	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	56.64	56.57	0.00	689.73	0.082	0.10	6.254	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	571.42	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	11.69	11.69	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	69.36	69.27	0.00	689.02	0.101	0.12	6.389	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	570.85	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	14.31	14.31	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	69.36	69.36	0.00	689.02	0.101	0.12	6.389	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	570.85	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	14.31	14.31	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	56.64	56.73	0.00	689.73	0.082	0.10	6.256	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	571.42	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	11.69	11.69	0.00	-	-	-	-	-

Main results: (09:30-09:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	47.43	47.50	0.00	690.24	0.069	0.08	6.163	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	571.83	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	9.79	9.79	0.00	-	-	-	-	-

Existing layout - Base 2024, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2024, PM	Base 2024	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	7.04	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Treseifion Road		Major
B	B	Maeshyfryd Road		Minor
C	C	King's Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.50		0.00		2.20	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										19	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	557.065	0.099	0.251	0.158	0.358
1	B-C	718.366	0.108	0.272	-	-
1	C-B	573.963	0.218	0.218	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	18.00	100.000
B	ONE HOUR	✓	93.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	18.000
	B	23.000	0.000	70.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.25	0.00	0.75
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	7.04	0.20	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.02	69.50	0.00	666.73	0.105	0.13	6.625	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	571.02	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	13.55	13.55	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	83.61	83.49	0.00	666.02	0.126	0.16	6.795	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	570.44	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	16.18	16.18	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	102.39	102.23	0.00	665.04	0.154	0.20	7.034	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	19.82	19.82	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	102.39	102.39	0.00	665.04	0.154	0.20	7.037	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	19.82	19.82	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	83.61	83.76	0.00	666.02	0.126	0.16	6.804	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	570.44	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	16.18	16.18	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.02	70.13	0.00	666.73	0.105	0.13	6.638	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	571.02	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	13.55	13.55	0.00	-	-	-	-	-

Existing layout - Base 2024 + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2024 + Dev, AM	Base 2024 + Dev	AM		ONE HOUR	08:15	09:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	6.71	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Treseifion Road		Major
B	B	Maeshyfryd Road		Minor
C	C	King's Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.50		0.00		2.20	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										19	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	557.065	0.099	0.251	0.158	0.358
1	B-C	718.366	0.108	0.272	-	-
1	C-B	573.963	0.218	0.218	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	32.00	100.000
B	ONE HOUR	✓	70.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	32.000
	B	15.000	0.000	55.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.21	0.00	0.79
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	6.71	0.14	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	52.70	52.33	0.00	669.92	0.079	0.09	6.407	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.72	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	24.09	24.09	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.93	62.85	0.00	668.66	0.094	0.11	6.536	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	567.70	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	28.77	28.77	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	77.07	76.95	0.00	666.92	0.116	0.14	6.710	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	566.30	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	35.23	35.23	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	77.07	77.07	0.00	666.92	0.116	0.14	6.712	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	566.30	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	35.23	35.23	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.93	63.04	0.00	668.66	0.094	0.12	6.539	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	567.70	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	28.77	28.77	0.00	-	-	-	-	-

Main results: (09:30-09:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	52.70	52.78	0.00	669.92	0.079	0.09	6.419	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.72	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	24.09	24.09	0.00	-	-	-	-	-

Existing layout - Base 2024 + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2024 + Dev, PM	Base 2024 + Dev	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	7.59	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Treseifion Road		Major
B	B	Maeshyfryd Road		Minor
C	C	King's Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.50		0.00		2.20	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										19	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	557.065	0.099	0.251	0.158	0.358
1	B-C	718.366	0.108	0.272	-	-
1	C-B	573.963	0.218	0.218	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	25.00	100.000
B	ONE HOUR	✓	110.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	25.000
	B	40.000	0.000	70.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.36	0.00	0.64
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.19	7.59	0.25	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	82.81	82.17	0.00	644.93	0.128	0.16	7.030	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.87	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	18.82	18.82	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	98.89	98.74	0.00	643.95	0.154	0.20	7.261	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.07	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	22.47	22.47	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	121.11	120.89	0.00	642.61	0.188	0.25	7.586	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	567.98	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	27.53	27.53	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	121.11	121.11	0.00	642.61	0.188	0.25	7.592	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	567.98	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	27.53	27.53	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	98.89	99.10	0.00	643.95	0.154	0.20	7.269	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.07	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	22.47	22.47	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	82.81	82.97	0.00	644.93	0.128	0.16	7.050	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.87	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	18.82	18.82	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.4.487 [15039,24/03/2014]

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Filename: Site access_Treseifion Rd - Scenario 1.arc8
Path: P:\660000 EA Man\662453 - Thomas Ellis School, Holyhead\4. Data\b. Traffic modelling\PICADY
Report generation date: 12/07/2019 13:55:40

» Proposed layout - Base 2024 + Dev, AM
» Proposed layout - Base 2024 + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Proposed layout - Base 2024 + Dev							
Stream B-AC	0.04	6.69	0.03	A	0.02	6.57	0.01	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - Base 2024 + Dev, AM " model duration: 08:15 - 09:45
"D2 - Base 2024 + Dev, PM" model duration: 16:15 - 17:45

Run using Junctions 8.0.4.487 at 12/07/2019 13:55:40

File summary

Title	(untitled)
Location	
Site Number	
Date	12/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MQuental
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Proposed layout - Base 2024 + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Proposed layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2024 + Dev, AM	Base 2024 + Dev	AM		ONE HOUR	08:15	09:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	6.69	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Treseifion Rd (S)		Major
B	B	Site access		Minor
C	C	Treseifion Rd (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	80.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										160	160

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	613.542	0.112	0.282	0.178	0.404
1	B-C	724.662	0.111	0.281	-	-
1	C-B	620.292	0.240	0.240	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	8.00	100.000
B	ONE HOUR	✓	19.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	8.000	0.000
	B	19.000	0.000	0.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	1.00	0.00
	B	1.00	0.00	0.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	6.69	0.04	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	14.30	14.20	0.00	612.87	0.023	0.03	6.615	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	618.84	0.000	0.00	0.000	A
A-B	6.02	6.02	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	17.08	17.06	0.00	612.74	0.028	0.03	6.647	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	618.56	0.000	0.00	0.000	A
A-B	7.19	7.19	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.92	20.89	0.00	612.56	0.034	0.04	6.692	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	618.18	0.000	0.00	0.000	A
A-B	8.81	8.81	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.92	20.92	0.00	612.56	0.034	0.04	6.692	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	618.18	0.000	0.00	0.000	A
A-B	8.81	8.81	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	17.08	17.11	0.00	612.74	0.028	0.03	6.647	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	618.56	0.000	0.00	0.000	A
A-B	7.19	7.19	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:30-09:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	14.30	14.33	0.00	612.87	0.023	0.03	6.618	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	618.84	0.000	0.00	0.000	A
A-B	6.02	6.02	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Proposed layout - Base 2024 + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Proposed layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2024 + Dev, PM	Base 2024 + Dev	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	6.57	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Treseifion Rd (S)		Major
B	B	Site access		Minor
C	C	Treseifion Rd (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	80.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										160	160

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	613.542	0.112	0.282	0.178	0.404
1	B-C	724.662	0.111	0.281	-	-
1	C-B	620.292	0.240	0.240	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	17.00	100.000
B	ONE HOUR	✓	8.00	100.000
C	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	17.000	0.000
	B	8.000	0.000	0.000
	C	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	1.00	0.00
	B	1.00	0.00	0.00
	C	0.33	0.33	0.33

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.01	6.57	0.02	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	6.02	5.98	0.00	612.11	0.010	0.01	6.532	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	617.22	0.000	0.00	0.000	A
A-B	12.80	12.80	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	7.19	7.18	0.00	611.83	0.012	0.01	6.548	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	616.62	0.000	0.00	0.000	A
A-B	15.28	15.28	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	8.81	8.80	0.00	611.45	0.014	0.02	6.570	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	615.79	0.000	0.00	0.000	A
A-B	18.72	18.72	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	8.81	8.81	0.00	611.45	0.014	0.02	6.570	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	615.79	0.000	0.00	0.000	A
A-B	18.72	18.72	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	7.19	7.20	0.00	611.83	0.012	0.01	6.548	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	616.62	0.000	0.00	0.000	A
A-B	15.28	15.28	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	6.02	6.03	0.00	612.11	0.010	0.01	6.535	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	617.22	0.000	0.00	0.000	A
A-B	12.80	12.80	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.4.487 [15039,24/03/2014]

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Filename: Kingsland Rd_Kings Rd - Scenario 1.arc8
Path: P:\660000 EA Man\662453 - Thomas Ellis School, Holyhead\4. Data\b. Traffic modelling\PICADY
Report generation date: 12/07/2019 11:25:50

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Existing layout - Base 2019							
Stream B-AC	0.19	8.82	0.14	A	0.20	8.70	0.15	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Existing layout - Base 2024							
Stream B-AC	0.20	8.99	0.15	A	0.21	8.86	0.16	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Existing layout - Base 2024 + Dev							
Stream B-AC	0.26	9.45	0.19	A	0.23	9.02	0.18	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - Base 2019, AM " model duration: 08:15 - 09:45
"D2 - Base 2019, PM" model duration: 16:15 - 17:45
"D3 - Base 2024, AM" model duration: 08:15 - 09:45
"D4 - Base 2024, PM" model duration: 16:15 - 17:45
"D5 - Base 2024 + Dev, AM" model duration: 08:15 - 09:45
"D6 - Base 2024 + Dev, PM" model duration: 16:15 - 17:45

Run using Junctions 8.0.4.487 at 12/07/2019 11:25:48

File summary

Title	(untitled)
Location	
Site Number	
Date	12/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MQuental
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Existing layout - Base 2019, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2019, AM	Base 2019	AM		ONE HOUR	08:15	09:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	8.82	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Kingsland Rd (S)		Major
B	B	King's Rd		Minor
C	C	Kingsland Rd (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.50		0.00		2.20	55.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.75										28	19

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	483.589	0.086	0.218	0.137	0.311
1	B-C	619.982	0.093	0.235	-	-
1	C-B	605.814	0.230	0.230	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	237.00	100.000
B	ONE HOUR	✓	69.00	100.000
C	ONE HOUR	✓	196.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	237.000
	B	11.000	0.000	58.000
	C	196.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.16	0.00	0.84
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	8.82	0.19	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	51.95	51.49	0.00	546.54	0.095	0.11	7.992	A
C-A	147.56	147.56	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.84	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	178.43	178.43	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.03	61.92	0.00	537.38	0.115	0.14	8.327	A
C-A	176.20	176.20	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	556.89	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	213.06	213.06	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	75.97	75.80	0.00	524.66	0.145	0.18	8.822	A
C-A	215.80	215.80	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	545.90	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.94	260.94	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	75.97	75.97	0.00	524.66	0.145	0.19	8.825	A
C-A	215.80	215.80	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	545.90	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.94	260.94	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.03	62.19	0.00	537.38	0.115	0.14	8.337	A
C-A	176.20	176.20	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	556.89	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	213.06	213.06	0.00	-	-	-	-	-

Main results: (09:30-09:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	51.95	52.06	0.00	546.54	0.095	0.12	8.011	A
C-A	147.56	147.56	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.84	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	178.43	178.43	0.00	-	-	-	-	-

Existing layout - Base 2019, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2019, PM	Base 2019	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	8.70	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Kingsland Rd (S)		Major
B	B	King's Rd		Minor
C	C	Kingsland Rd (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.50		0.00		2.20	55.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.75										28	19

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	483.589	0.086	0.218	0.137	0.311
1	B-C	619.982	0.093	0.235	-	-
1	C-B	605.814	0.230	0.230	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	191.00	100.000
B	ONE HOUR	✓	74.00	100.000
C	ONE HOUR	✓	186.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	191.000
	B	12.000	0.000	62.000
	C	186.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.16	0.00	0.84
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	8.70	0.20	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	55.71	55.22	0.00	554.41	0.100	0.12	7.926	A
C-A	140.03	140.03	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	572.80	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	143.79	143.79	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	66.52	66.41	0.00	546.88	0.122	0.15	8.240	A
C-A	167.21	167.21	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	566.39	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	171.71	171.71	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	81.48	81.30	0.00	536.42	0.152	0.19	8.694	A
C-A	204.79	204.79	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	557.53	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	210.29	210.29	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	81.48	81.47	0.00	536.42	0.152	0.20	8.704	A
C-A	204.79	204.79	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	557.53	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	210.29	210.29	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	66.52	66.69	0.00	546.88	0.122	0.15	8.249	A
C-A	167.21	167.21	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	566.39	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	171.71	171.71	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	55.71	55.83	0.00	554.41	0.100	0.12	7.945	A
C-A	140.03	140.03	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	572.80	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	143.79	143.79	0.00	-	-	-	-	-

Existing layout - Base 2024, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2024, AM	Base 2024	AM		ONE HOUR	08:15	09:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	8.99	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Kingsland Rd (S)		Major
B	B	King's Rd		Minor
C	C	Kingsland Rd (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.50		0.00		2.20	55.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.75										28	19

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	483.589	0.086	0.218	0.137	0.311
1	B-C	619.982	0.093	0.235	-	-
1	C-B	605.814	0.230	0.230	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	249.00	100.000
B	ONE HOUR	✓	72.00	100.000
C	ONE HOUR	✓	206.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	249.000
	B	12.000	0.000	60.000
	C	206.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.17	0.00	0.83
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	8.99	0.20	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	54.21	53.72	0.00	542.79	0.100	0.12	8.088	A
C-A	155.09	155.09	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	562.77	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	187.46	187.46	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	64.73	64.61	0.00	533.11	0.121	0.15	8.450	A
C-A	185.19	185.19	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	554.42	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	223.85	223.85	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	79.27	79.09	0.00	519.67	0.153	0.20	8.984	A
C-A	226.81	226.81	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	542.86	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	274.15	274.15	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	79.27	79.27	0.00	519.67	0.153	0.20	8.991	A
C-A	226.81	226.81	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	542.86	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	274.15	274.15	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	64.73	64.90	0.00	533.11	0.121	0.15	8.462	A
C-A	185.19	185.19	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	554.42	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	223.85	223.85	0.00	-	-	-	-	-

Main results: (09:30-09:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	54.21	54.33	0.00	542.79	0.100	0.12	8.108	A
C-A	155.09	155.09	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	562.77	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	187.46	187.46	0.00	-	-	-	-	-

Existing layout - Base 2024, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2024, PM	Base 2024	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	8.86	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Kingsland Rd (S)		Major
B	B	King's Rd		Minor
C	C	Kingsland Rd (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.50		0.00		2.20	55.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.75										28	19

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	483.589	0.086	0.218	0.137	0.311
1	B-C	619.982	0.093	0.235	-	-
1	C-B	605.814	0.230	0.230	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	200.00	100.000
B	ONE HOUR	✓	78.00	100.000
C	ONE HOUR	✓	194.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	200.000
	B	13.000	0.000	65.000
	C	194.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.17	0.00	0.83
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	8.86	0.21	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	58.72	58.20	0.00	551.76	0.106	0.13	8.015	A
C-A	146.05	146.05	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	571.24	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	150.57	150.57	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.12	69.99	0.00	543.85	0.129	0.16	8.355	A
C-A	174.40	174.40	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.53	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	179.80	179.80	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	85.88	85.69	0.00	532.86	0.161	0.21	8.852	A
C-A	213.60	213.60	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	555.25	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	220.20	220.20	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	85.88	85.87	0.00	532.86	0.161	0.21	8.859	A
C-A	213.60	213.60	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	555.25	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	220.20	220.20	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.12	70.30	0.00	543.85	0.129	0.16	8.365	A
C-A	174.40	174.40	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.53	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	179.80	179.80	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	58.72	58.85	0.00	551.76	0.106	0.13	8.035	A
C-A	146.05	146.05	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	571.24	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	150.57	150.57	0.00	-	-	-	-	-

Existing layout - Base 2024 + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2024 + Dev, AM	Base 2024 + Dev	AM		ONE HOUR	08:15	09:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	9.45	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Kingsland Rd (S)		Major
B	B	King's Rd		Minor
C	C	Kingsland Rd (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.50		0.00		2.20	55.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.75										28	19

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	483.589	0.086	0.218	0.137	0.311
1	B-C	619.982	0.093	0.235	-	-
1	C-B	605.814	0.230	0.230	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	249.00	100.000
B	ONE HOUR	✓	92.00	100.000
C	ONE HOUR	✓	212.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	249.000
	B	15.000	0.000	77.000
	C	212.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.16	0.00	0.84
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.19	9.45	0.26	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	69.26	68.63	0.00	543.30	0.127	0.16	8.332	A
C-A	159.60	159.60	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	562.77	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	187.46	187.46	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	82.71	82.54	0.00	533.61	0.155	0.20	8.776	A
C-A	190.58	190.58	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	554.42	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	223.85	223.85	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	101.29	101.04	0.00	520.14	0.195	0.26	9.442	A
C-A	233.42	233.42	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	542.86	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	274.15	274.15	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	101.29	101.29	0.00	520.14	0.195	0.26	9.454	A
C-A	233.42	233.42	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	542.86	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	274.15	274.15	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	82.71	82.95	0.00	533.61	0.155	0.20	8.793	A
C-A	190.58	190.58	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	554.42	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	223.85	223.85	0.00	-	-	-	-	-

Main results: (09:30-09:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	69.26	69.43	0.00	543.30	0.127	0.16	8.361	A
C-A	159.60	159.60	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	562.77	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	187.46	187.46	0.00	-	-	-	-	-

Existing layout - Base 2024 + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2024 + Dev, PM	Base 2024 + Dev	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	9.02	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Kingsland Rd (S)		Major
B	B	King's Rd		Minor
C	C	Kingsland Rd (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.50		0.00		2.20	55.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.75										28	19

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	483.589	0.086	0.218	0.137	0.311
1	B-C	619.982	0.093	0.235	-	-
1	C-B	605.814	0.230	0.230	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	200.00	100.000
B	ONE HOUR	✓	85.00	100.000
C	ONE HOUR	✓	208.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	200.000
	B	14.000	0.000	71.000
	C	208.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.16	0.00	0.84
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.18	9.02	0.23	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	63.99	63.42	0.00	551.74	0.116	0.14	8.101	A
C-A	156.59	156.59	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	571.24	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	150.57	150.57	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	76.41	76.27	0.00	543.75	0.141	0.18	8.468	A
C-A	186.99	186.99	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.53	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	179.80	179.80	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	93.59	93.37	0.00	532.65	0.176	0.23	9.010	A
C-A	229.01	229.01	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	555.25	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	220.20	220.20	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	93.59	93.58	0.00	532.65	0.176	0.23	9.018	A
C-A	229.01	229.01	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	555.25	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	220.20	220.20	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	76.41	76.62	0.00	543.75	0.141	0.18	8.480	A
C-A	186.99	186.99	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.53	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	179.80	179.80	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	63.99	64.14	0.00	551.74	0.116	0.15	8.125	A
C-A	156.59	156.59	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	571.24	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	150.57	150.57	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.4.487 [15039,24/03/2014]

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Filename: Site access_Treseifion Rd - Scenario 2.arc8
Path: P:\660000 EA Man\662453 - Thomas Ellis School, Holyhead\4. Data\b. Traffic modelling\PICADY
Report generation date: 12/07/2019 14:22:34

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Proposed layout - Base 2024 + Dev							
Stream B-AC	0.05	7.85	0.04	A	0.02	7.72	0.02	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.02	7.01	0.02	A	0.04	7.13	0.03	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - Base 2024 + Dev, AM " model duration: 08:15 - 09:45
"D2 - Base 2024 + Dev, PM" model duration: 16:15 - 17:45

Run using Junctions 8.0.4.487 at 12/07/2019 14:22:33

File summary

Title	(untitled)
Location	
Site Number	
Date	12/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MQuental
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Proposed layout - Base 2024 + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Proposed layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2024 + Dev, AM	Base 2024 + Dev	AM		ONE HOUR	08:15	09:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	7.60	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Treseifion Rd (N)		Major
B	B	Site access		Minor
C	C	Treseifion Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										160	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	528.262	0.096	0.243	0.153	0.347
1	B-C	623.937	0.096	0.242	-	-
1	C-B	573.963	0.222	0.222	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	0.00	100.000
B	ONE HOUR	✓	19.00	100.000
C	ONE HOUR	✓	8.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	19.000	0.000	0.000
	C	0.000	8.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	0.00	1.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	7.85	0.05	A
C-A	-	-	-	-
C-B	0.02	7.01	0.02	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	14.30	14.18	0.00	526.17	0.027	0.03	7.733	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	6.02	5.98	0.00	573.96	0.010	0.01	6.971	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	17.08	17.06	0.00	525.75	0.032	0.04	7.784	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	7.19	7.18	0.00	573.96	0.013	0.01	6.986	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.92	20.88	0.00	525.18	0.040	0.05	7.852	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	8.81	8.80	0.00	573.96	0.015	0.02	7.006	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	20.92	20.92	0.00	525.18	0.040	0.05	7.852	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	8.81	8.81	0.00	573.96	0.015	0.02	7.006	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	17.08	17.11	0.00	525.74	0.032	0.04	7.787	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	7.19	7.20	0.00	573.96	0.013	0.01	6.986	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:30-09:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	14.30	14.33	0.00	526.15	0.027	0.03	7.737	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	6.02	6.03	0.00	573.96	0.010	0.01	6.971	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Proposed layout - Base 2024 + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Proposed layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2024 + Dev, PM	Base 2024 + Dev	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	7.32	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Treseifion Rd (N)		Major
B	B	Site access		Minor
C	C	Treseifion Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										160	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	528.262	0.096	0.243	0.153	0.347
1	B-C	623.937	0.096	0.242	-	-
1	C-B	573.963	0.222	0.222	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	0.00	100.000
B	ONE HOUR	✓	8.00	100.000
C	ONE HOUR	✓	17.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	8.000	0.000	0.000
	C	0.000	17.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	0.00	1.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	7.72	0.02	A
C-A	-	-	-	-
C-B	0.03	7.13	0.04	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	6.02	5.97	0.00	523.82	0.012	0.01	7.646	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	12.80	12.70	0.00	573.96	0.022	0.02	7.055	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	7.19	7.18	0.00	522.92	0.014	0.02	7.677	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	15.28	15.26	0.00	573.96	0.027	0.03	7.087	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	8.81	8.79	0.00	521.72	0.017	0.02	7.720	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	18.72	18.69	0.00	573.96	0.033	0.04	7.131	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	8.81	8.81	0.00	521.71	0.017	0.02	7.720	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	18.72	18.72	0.00	573.96	0.033	0.04	7.131	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	7.19	7.21	0.00	522.90	0.014	0.02	7.681	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	15.28	15.31	0.00	573.96	0.027	0.03	7.090	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	6.02	6.03	0.00	523.77	0.012	0.01	7.650	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	12.80	12.82	0.00	573.96	0.022	0.03	7.056	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.4.487 [15039,24/03/2014]

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Filename: Treseifion Rd_Porthdafarch Rd - Scenario 2.arc8
Path: P:\660000 EA Man\662453 - Thomas Ellis School, Holyhead\4. Data\b. Traffic modelling\PICADY
Report generation date: 12/07/2019 14:27:26

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Existing layout - Base 2019							
Stream B-AC	0.11	6.65	0.09	A	0.13	6.85	0.10	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.05	5.86	0.05	A	0.11	6.20	0.09	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Existing layout - Base 2024							
Stream B-AC	0.12	6.69	0.10	A	0.13	6.88	0.11	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.05	5.87	0.05	A	0.12	6.24	0.10	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Existing layout - Base 2024 + Dev							
Stream B-AC	0.16	6.93	0.13	A	0.15	7.01	0.12	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.07	5.95	0.06	A	0.15	6.41	0.12	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - Base 2019, AM " model duration: 08:15 - 09:45
"D2 - Base 2019, PM" model duration: 16:15 - 17:45
"D3 - Base 2024, AM" model duration: 08:15 - 09:45
"D4 - Base 2024, PM" model duration: 16:15 - 17:45
"D5 - Base 2024 + Dev, AM" model duration: 08:15 - 09:45
"D6 - Base 2024 + Dev, PM" model duration: 16:15 - 17:45

Run using Junctions 8.0.4.487 at 12/07/2019 14:27:24

File summary

Title	(untitled)
Location	
Site Number	
Date	12/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MQuental
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Existing layout - Base 2019, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2019, AM	Base 2019	AM		ONE HOUR	08:15	09:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	6.37	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Porthdafarch Rd (W)		Major
B	B	Treseifion Rd		Minor
C	C	Porthdafarch Rd (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.00		0.00		2.20	250.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.50										34	32

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	529.585	0.092	0.233	0.147	0.333
1	B-C	676.323	0.099	0.251	-	-
1	C-B	718.741	0.266	0.266	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	37.00	100.000
B	ONE HOUR	✓	54.00	100.000
C	ONE HOUR	✓	54.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	1.000	36.000
	B	3.000	0.000	51.000
	C	25.000	29.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.06	0.00	0.94
	C	0.46	0.54	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	6.65	0.11	A
C-A	-	-	-	-
C-B	0.05	5.86	0.05	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.65	40.37	0.00	658.32	0.062	0.07	6.405	A
C-A	18.82	18.82	0.00	-	-	-	-	-
C-B	21.83	21.69	0.00	711.32	0.031	0.03	5.740	A
A-B	0.75	0.75	0.00	-	-	-	-	-
A-C	27.10	27.10	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	48.54	48.48	0.00	656.80	0.074	0.09	6.509	A
C-A	22.47	22.47	0.00	-	-	-	-	-
C-B	26.07	26.04	0.00	709.88	0.037	0.04	5.790	A
A-B	0.90	0.90	0.00	-	-	-	-	-
A-C	32.36	32.36	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	59.46	59.37	0.00	654.71	0.091	0.11	6.651	A
C-A	27.53	27.53	0.00	-	-	-	-	-
C-B	31.93	31.89	0.00	707.89	0.045	0.05	5.857	A
A-B	1.10	1.10	0.00	-	-	-	-	-
A-C	39.64	39.64	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	59.46	59.45	0.00	654.71	0.091	0.11	6.651	A
C-A	27.53	27.53	0.00	-	-	-	-	-
C-B	31.93	31.93	0.00	707.89	0.045	0.05	5.857	A
A-B	1.10	1.10	0.00	-	-	-	-	-
A-C	39.64	39.64	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	48.54	48.63	0.00	656.80	0.074	0.09	6.511	A
C-A	22.47	22.47	0.00	-	-	-	-	-
C-B	26.07	26.11	0.00	709.88	0.037	0.04	5.793	A
A-B	0.90	0.90	0.00	-	-	-	-	-
A-C	32.36	32.36	0.00	-	-	-	-	-

Main results: (09:30-09:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.65	40.72	0.00	658.31	0.062	0.07	6.414	A
C-A	18.82	18.82	0.00	-	-	-	-	-
C-B	21.83	21.86	0.00	711.32	0.031	0.04	5.743	A
A-B	0.75	0.75	0.00	-	-	-	-	-
A-C	27.10	27.10	0.00	-	-	-	-	-

Existing layout - Base 2019, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2019, PM	Base 2019	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	6.52	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Porthdafarch Rd (W)		Major
B	B	Treseifion Rd		Minor
C	C	Porthdafarch Rd (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.00		0.00		2.20	250.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.50										34	32

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	529.585	0.092	0.233	0.147	0.333
1	B-C	676.323	0.099	0.251	-	-
1	C-B	718.741	0.266	0.266	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	49.00	100.000
B	ONE HOUR	✓	60.00	100.000
C	ONE HOUR	✓	104.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	5.000	44.000
	B	5.000	0.000	55.000
	C	44.000	60.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.08	0.00	0.92
	C	0.42	0.58	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	6.85	0.13	A
C-A	-	-	-	-
C-B	0.09	6.20	0.11	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	45.17	44.84	0.00	649.72	0.070	0.08	6.544	A
C-A	33.13	33.13	0.00	-	-	-	-	-
C-B	45.17	44.87	0.00	708.91	0.064	0.07	5.960	A
A-B	3.76	3.76	0.00	-	-	-	-	-
A-C	33.13	33.13	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	53.94	53.87	0.00	647.49	0.083	0.10	6.670	A
C-A	39.56	39.56	0.00	-	-	-	-	-
C-B	53.94	53.87	0.00	707.01	0.076	0.09	6.062	A
A-B	4.49	4.49	0.00	-	-	-	-	-
A-C	39.56	39.56	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	66.06	65.96	0.00	644.39	0.103	0.12	6.846	A
C-A	48.44	48.44	0.00	-	-	-	-	-
C-B	66.06	65.97	0.00	704.37	0.094	0.11	6.203	A
A-B	5.51	5.51	0.00	-	-	-	-	-
A-C	48.44	48.44	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	66.06	66.06	0.00	644.39	0.103	0.13	6.846	A
C-A	48.44	48.44	0.00	-	-	-	-	-
C-B	66.06	66.06	0.00	704.37	0.094	0.11	6.203	A
A-B	5.51	5.51	0.00	-	-	-	-	-
A-C	48.44	48.44	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	53.94	54.04	0.00	647.48	0.083	0.10	6.673	A
C-A	39.56	39.56	0.00	-	-	-	-	-
C-B	53.94	54.03	0.00	707.01	0.076	0.09	6.064	A
A-B	4.49	4.49	0.00	-	-	-	-	-
A-C	39.56	39.56	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	45.17	45.24	0.00	649.71	0.070	0.08	6.553	A
C-A	33.13	33.13	0.00	-	-	-	-	-
C-B	45.17	45.24	0.00	708.91	0.064	0.08	5.969	A
A-B	3.76	3.76	0.00	-	-	-	-	-
A-C	33.13	33.13	0.00	-	-	-	-	-

Existing layout - Base 2024, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2024, AM	Base 2024	AM		ONE HOUR	08:15	09:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	6.40	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Porthdafarch Rd (W)		Major
B	B	Treseifion Rd		Minor
C	C	Porthdafarch Rd (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.00		0.00		2.20	250.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.50										34	32

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	529.585	0.092	0.233	0.147	0.333
1	B-C	676.323	0.099	0.251	-	-
1	C-B	718.741	0.266	0.266	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	38.00	100.000
B	ONE HOUR	✓	57.00	100.000
C	ONE HOUR	✓	56.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	1.000	37.000
	B	3.000	0.000	54.000
	C	26.000	30.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.05	0.00	0.95
	C	0.46	0.54	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	6.69	0.12	A
C-A	-	-	-	-
C-B	0.05	5.87	0.05	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	42.91	42.61	0.00	658.67	0.065	0.08	6.425	A
C-A	19.57	19.57	0.00	-	-	-	-	-
C-B	22.59	22.44	0.00	711.12	0.032	0.04	5.748	A
A-B	0.75	0.75	0.00	-	-	-	-	-
A-C	27.86	27.86	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	51.24	51.18	0.00	657.13	0.078	0.09	6.535	A
C-A	23.37	23.37	0.00	-	-	-	-	-
C-B	26.97	26.94	0.00	709.64	0.038	0.04	5.800	A
A-B	0.90	0.90	0.00	-	-	-	-	-
A-C	33.26	33.26	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.76	62.66	0.00	654.99	0.096	0.12	6.685	A
C-A	28.63	28.63	0.00	-	-	-	-	-
C-B	33.03	32.99	0.00	707.60	0.047	0.05	5.869	A
A-B	1.10	1.10	0.00	-	-	-	-	-
A-C	40.74	40.74	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.76	62.76	0.00	654.99	0.096	0.12	6.685	A
C-A	28.63	28.63	0.00	-	-	-	-	-
C-B	33.03	33.03	0.00	707.60	0.047	0.05	5.869	A
A-B	1.10	1.10	0.00	-	-	-	-	-
A-C	40.74	40.74	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	51.24	51.33	0.00	657.12	0.078	0.09	6.539	A
C-A	23.37	23.37	0.00	-	-	-	-	-
C-B	26.97	27.01	0.00	709.64	0.038	0.04	5.803	A
A-B	0.90	0.90	0.00	-	-	-	-	-
A-C	33.26	33.26	0.00	-	-	-	-	-

Main results: (09:30-09:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	42.91	42.98	0.00	658.67	0.065	0.08	6.431	A
C-A	19.57	19.57	0.00	-	-	-	-	-
C-B	22.59	22.62	0.00	711.12	0.032	0.04	5.751	A
A-B	0.75	0.75	0.00	-	-	-	-	-
A-C	27.86	27.86	0.00	-	-	-	-	-

Existing layout - Base 2024, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2024, PM	Base 2024	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	6.56	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Porthdafarch Rd (W)		Major
B	B	Treseifion Rd		Minor
C	C	Porthdafarch Rd (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.00		0.00		2.20	250.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.50										34	32

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	529.585	0.092	0.233	0.147	0.333
1	B-C	676.323	0.099	0.251	-	-
1	C-B	718.741	0.266	0.266	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	51.00	100.000
B	ONE HOUR	✓	63.00	100.000
C	ONE HOUR	✓	109.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	5.000	46.000
	B	5.000	0.000	58.000
	C	46.000	63.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.08	0.00	0.92
	C	0.42	0.58	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	6.88	0.13	A
C-A	-	-	-	-
C-B	0.10	6.24	0.12	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	47.43	47.09	0.00	650.05	0.073	0.09	6.565	A
C-A	34.63	34.63	0.00	-	-	-	-	-
C-B	47.43	47.12	0.00	708.51	0.067	0.08	5.984	A
A-B	3.76	3.76	0.00	-	-	-	-	-
A-C	34.63	34.63	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	56.64	56.56	0.00	647.73	0.087	0.10	6.698	A
C-A	41.35	41.35	0.00	-	-	-	-	-
C-B	56.64	56.57	0.00	706.53	0.080	0.10	6.092	A
A-B	4.49	4.49	0.00	-	-	-	-	-
A-C	41.35	41.35	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	69.36	69.26	0.00	644.53	0.108	0.13	6.884	A
C-A	50.65	50.65	0.00	-	-	-	-	-
C-B	69.36	69.27	0.00	703.78	0.099	0.12	6.241	A
A-B	5.51	5.51	0.00	-	-	-	-	-
A-C	50.65	50.65	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	69.36	69.36	0.00	644.53	0.108	0.13	6.884	A
C-A	50.65	50.65	0.00	-	-	-	-	-
C-B	69.36	69.36	0.00	703.78	0.099	0.12	6.241	A
A-B	5.51	5.51	0.00	-	-	-	-	-
A-C	50.65	50.65	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	56.64	56.74	0.00	647.73	0.087	0.11	6.701	A
C-A	41.35	41.35	0.00	-	-	-	-	-
C-B	56.64	56.73	0.00	706.53	0.080	0.10	6.094	A
A-B	4.49	4.49	0.00	-	-	-	-	-
A-C	41.35	41.35	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	47.43	47.51	0.00	650.03	0.073	0.09	6.572	A
C-A	34.63	34.63	0.00	-	-	-	-	-
C-B	47.43	47.50	0.00	708.51	0.067	0.08	5.990	A
A-B	3.76	3.76	0.00	-	-	-	-	-
A-C	34.63	34.63	0.00	-	-	-	-	-

Existing layout - Base 2024 + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2024 + Dev, AM	Base 2024 + Dev	AM		ONE HOUR	08:15	09:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	6.60	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Porthdafarch Rd (W)		Major
B	B	Treseifion Rd		Minor
C	C	Porthdafarch Rd (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.00		0.00		2.20	250.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.50										34	32

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	529.585	0.092	0.233	0.147	0.333
1	B-C	676.323	0.099	0.251	-	-
1	C-B	718.741	0.266	0.266	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	38.00	100.000
B	ONE HOUR	✓	76.00	100.000
C	ONE HOUR	✓	64.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	1.000	37.000
	B	4.000	0.000	72.000
	C	26.000	38.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.05	0.00	0.95
	C	0.41	0.59	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.13	6.93	0.16	A
C-A	-	-	-	-
C-B	0.06	5.95	0.07	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	57.22	56.80	0.00	658.50	0.087	0.10	6.577	A
C-A	19.57	19.57	0.00	-	-	-	-	-
C-B	28.61	28.43	0.00	711.12	0.040	0.05	5.799	A
A-B	0.75	0.75	0.00	-	-	-	-	-
A-C	27.86	27.86	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	68.32	68.23	0.00	656.91	0.104	0.13	6.727	A
C-A	23.37	23.37	0.00	-	-	-	-	-
C-B	34.16	34.12	0.00	709.64	0.048	0.06	5.861	A
A-B	0.90	0.90	0.00	-	-	-	-	-
A-C	33.26	33.26	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	83.68	83.54	0.00	654.73	0.128	0.16	6.931	A
C-A	28.63	28.63	0.00	-	-	-	-	-
C-B	41.84	41.79	0.00	707.60	0.059	0.07	5.947	A
A-B	1.10	1.10	0.00	-	-	-	-	-
A-C	40.74	40.74	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	83.68	83.67	0.00	654.72	0.128	0.16	6.933	A
C-A	28.63	28.63	0.00	-	-	-	-	-
C-B	41.84	41.84	0.00	707.60	0.059	0.07	5.947	A
A-B	1.10	1.10	0.00	-	-	-	-	-
A-C	40.74	40.74	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	68.32	68.45	0.00	656.91	0.104	0.13	6.732	A
C-A	23.37	23.37	0.00	-	-	-	-	-
C-B	34.16	34.21	0.00	709.64	0.048	0.06	5.862	A
A-B	0.90	0.90	0.00	-	-	-	-	-
A-C	33.26	33.26	0.00	-	-	-	-	-

Main results: (09:30-09:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	57.22	57.31	0.00	658.49	0.087	0.11	6.589	A
C-A	19.57	19.57	0.00	-	-	-	-	-
C-B	28.61	28.65	0.00	711.12	0.040	0.05	5.802	A
A-B	0.75	0.75	0.00	-	-	-	-	-
A-C	27.86	27.86	0.00	-	-	-	-	-

Existing layout - Base 2024 + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2024 + Dev, PM	Base 2024 + Dev	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	6.69	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Porthdafarch Rd (W)		Major
B	B	Treseifion Rd		Minor
C	C	Porthdafarch Rd (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.00		0.00		2.20	250.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.50										34	32

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	529.585	0.092	0.233	0.147	0.333
1	B-C	676.323	0.099	0.251	-	-
1	C-B	718.741	0.266	0.266	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	53.00	100.000
B	ONE HOUR	✓	70.00	100.000
C	ONE HOUR	✓	124.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	7.000	46.000
	B	6.000	0.000	64.000
	C	46.000	78.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.13	0.87
	B	0.09	0.00	0.91
	C	0.37	0.63	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	7.01	0.15	A
C-A	-	-	-	-
C-B	0.12	6.41	0.15	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	52.70	52.31	0.00	648.02	0.081	0.10	6.643	A
C-A	34.63	34.63	0.00	-	-	-	-	-
C-B	58.72	58.33	0.00	708.11	0.083	0.10	6.090	A
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	34.63	34.63	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.93	62.84	0.00	645.51	0.097	0.12	6.796	A
C-A	41.35	41.35	0.00	-	-	-	-	-
C-B	70.12	70.03	0.00	706.05	0.099	0.12	6.226	A
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	41.35	41.35	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	77.07	76.95	0.00	642.04	0.120	0.15	7.005	A
C-A	50.65	50.65	0.00	-	-	-	-	-
C-B	85.88	85.75	0.00	703.20	0.122	0.15	6.411	A
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	50.65	50.65	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	77.07	77.07	0.00	642.03	0.120	0.15	7.008	A
C-A	50.65	50.65	0.00	-	-	-	-	-
C-B	85.88	85.88	0.00	703.20	0.122	0.15	6.414	A
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	50.65	50.65	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.93	63.05	0.00	645.50	0.097	0.12	6.802	A
C-A	41.35	41.35	0.00	-	-	-	-	-
C-B	70.12	70.24	0.00	706.05	0.099	0.12	6.231	A
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	41.35	41.35	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	52.70	52.79	0.00	647.99	0.081	0.10	6.653	A
C-A	34.63	34.63	0.00	-	-	-	-	-
C-B	58.72	58.81	0.00	708.11	0.083	0.10	6.099	A
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	34.63	34.63	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.4.487 [15039,24/03/2014]

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Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Existing layout (Sensivity) - Base 2019								
Stream B-AC	0.04	9.06	0.03	A	0.02	7.10	0.02	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.05	7.83	0.05	A	0.01	7.29	0.01	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Existing layout (Sensivity) - Base 2024								
Stream B-AC	0.04	9.18	0.03	A	0.02	7.14	0.02	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.06	7.91	0.05	A	0.01	7.33	0.01	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Existing layout (Sensivity) - Base 2024 + Sensivity								
Stream B-AC	0.17	11.67	0.14	B	0.13	11.38	0.11	B
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.01	7.40	0.01	A	0.00	7.33	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - Base 2019, AM " model duration: 08:15 - 09:45
"D2 - Base 2019, PM" model duration: 16:15 - 17:45
"D3 - Base 2024, AM" model duration: 08:15 - 09:45
"D4 - Base 2024, PM" model duration: 16:15 - 17:45
"D5 - Base 2024 + Sensivity, AM" model duration: 08:15 - 09:45
"D6 - Base 2024 + Sensivity, PM" model duration: 16:15 - 17:45

Run using Junctions 8.0.4.487 at 15/10/2019 15:42:47

File summary

Title	(untitled)
Location	
Site Number	
Date	12/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MQuental
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Existing layout (Sensivity) - Base 2019, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout (Sensivity)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2019, AM	Base 2019	AM		ONE HOUR	08:15	09:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	8.29	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Kingsland Rd (S)		Major
B	B	Industrial Estate/Tan-Yr-Efail		Minor
C	C	Kingsland Rd (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.50		0.00		2.20	70.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										24	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	497.168	0.089	0.224	0.141	0.320
1	B-C	639.045	0.096	0.242	-	-
1	C-B	614.501	0.233	0.233	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	329.00	100.000
B	ONE HOUR	✓	13.00	100.000
C	ONE HOUR	✓	259.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	4.000	325.000
	B	6.000	0.000	7.000
	C	237.000	22.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.46	0.00	0.54
	C	0.92	0.08	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	9.06	0.04	A
C-A	-	-	-	-
C-B	0.05	7.83	0.05	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	9.79	9.70	0.00	487.74	0.020	0.02	8.284	A
C-A	178.43	178.43	0.00	-	-	-	-	-
C-B	16.56	16.43	0.00	556.81	0.030	0.03	7.326	A
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	244.68	244.68	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	11.69	11.67	0.00	472.50	0.025	0.03	8.593	A
C-A	213.06	213.06	0.00	-	-	-	-	-
C-B	19.78	19.75	0.00	545.61	0.036	0.04	7.529	A
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	292.17	292.17	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	14.31	14.28	0.00	451.28	0.032	0.04	9.062	A
C-A	260.94	260.94	0.00	-	-	-	-	-
C-B	24.22	24.18	0.00	530.13	0.046	0.05	7.827	A
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	357.83	357.83	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	14.31	14.31	0.00	451.27	0.032	0.04	9.062	A
C-A	260.94	260.94	0.00	-	-	-	-	-
C-B	24.22	24.22	0.00	530.13	0.046	0.05	7.827	A
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	357.83	357.83	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	11.69	11.72	0.00	472.48	0.025	0.03	8.596	A
C-A	213.06	213.06	0.00	-	-	-	-	-
C-B	19.78	19.82	0.00	545.61	0.036	0.04	7.531	A
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	292.17	292.17	0.00	-	-	-	-	-

Main results: (09:30-09:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	9.79	9.81	0.00	487.70	0.020	0.02	8.288	A
C-A	178.43	178.43	0.00	-	-	-	-	-
C-B	16.56	16.59	0.00	556.81	0.030	0.03	7.332	A
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	244.68	244.68	0.00	-	-	-	-	-

Existing layout (Sensivity) - Base 2019, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout (Sensivity)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2019, PM	Base 2019	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	7.15	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Kingsland Rd (S)		Major
B	B	Industrial Estate/Tan-Yr-Efail		Minor
C	C	Kingsland Rd (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.50		0.00		2.20	70.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										24	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	497.168	0.089	0.224	0.141	0.320
1	B-C	639.045	0.096	0.242	-	-
1	C-B	614.501	0.233	0.233	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	266.00	100.000
B	ONE HOUR	✓	10.00	100.000
C	ONE HOUR	✓	238.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	2.000	264.000
	B	0.000	0.000	10.000
	C	235.000	3.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.00	0.00	1.00
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	7.10	0.02	A
C-A	-	-	-	-
C-B	0.01	7.29	0.01	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	7.53	7.47	0.00	590.76	0.013	0.01	6.788	A
C-A	176.92	176.92	0.00	-	-	-	-	-
C-B	2.26	2.24	0.00	567.86	0.004	0.00	7.000	A
A-B	1.51	1.51	0.00	-	-	-	-	-
A-C	198.75	198.75	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	8.99	8.98	0.00	581.39	0.015	0.02	6.917	A
C-A	211.26	211.26	0.00	-	-	-	-	-
C-B	2.70	2.69	0.00	558.81	0.005	0.01	7.120	A
A-B	1.80	1.80	0.00	-	-	-	-	-
A-C	237.33	237.33	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	11.01	10.99	0.00	568.43	0.019	0.02	7.103	A
C-A	258.74	258.74	0.00	-	-	-	-	-
C-B	3.30	3.30	0.00	546.29	0.006	0.01	7.292	A
A-B	2.20	2.20	0.00	-	-	-	-	-
A-C	290.67	290.67	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	11.01	11.01	0.00	568.43	0.019	0.02	7.103	A
C-A	258.74	258.74	0.00	-	-	-	-	-
C-B	3.30	3.30	0.00	546.29	0.006	0.01	7.292	A
A-B	2.20	2.20	0.00	-	-	-	-	-
A-C	290.67	290.67	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	8.99	9.01	0.00	581.39	0.015	0.02	6.917	A
C-A	211.26	211.26	0.00	-	-	-	-	-
C-B	2.70	2.70	0.00	558.81	0.005	0.01	7.120	A
A-B	1.80	1.80	0.00	-	-	-	-	-
A-C	237.33	237.33	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	7.53	7.54	0.00	590.76	0.013	0.01	6.789	A
C-A	176.92	176.92	0.00	-	-	-	-	-
C-B	2.26	2.26	0.00	567.86	0.004	0.00	7.000	A
A-B	1.51	1.51	0.00	-	-	-	-	-
A-C	198.75	198.75	0.00	-	-	-	-	-

Existing layout (Sensivity) - Base 2024, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout (Sensivity)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2024, AM	Base 2024	AM		ONE HOUR	08:15	09:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	8.37	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Kingsland Rd (S)		Major
B	B	Industrial Estate/Tan-Yr-Efail		Minor
C	C	Kingsland Rd (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.50		0.00		2.20	70.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										24	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	497.168	0.089	0.224	0.141	0.320
1	B-C	639.045	0.096	0.242	-	-
1	C-B	614.501	0.233	0.233	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	345.00	100.000
B	ONE HOUR	✓	13.00	100.000
C	ONE HOUR	✓	272.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	4.000	341.000
	B	6.000	0.000	7.000
	C	249.000	23.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.46	0.00	0.54
	C	0.92	0.08	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	9.18	0.04	A
C-A	-	-	-	-
C-B	0.05	7.91	0.06	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	9.79	9.70	0.00	483.89	0.020	0.02	8.351	A
C-A	187.46	187.46	0.00	-	-	-	-	-
C-B	17.32	17.17	0.00	554.01	0.031	0.04	7.374	A
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	256.72	256.72	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	11.69	11.66	0.00	467.87	0.025	0.03	8.680	A
C-A	223.85	223.85	0.00	-	-	-	-	-
C-B	20.68	20.64	0.00	542.26	0.038	0.04	7.591	A
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	306.55	306.55	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	14.31	14.28	0.00	445.55	0.032	0.04	9.182	A
C-A	274.15	274.15	0.00	-	-	-	-	-
C-B	25.32	25.28	0.00	526.03	0.048	0.06	7.907	A
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	375.45	375.45	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	14.31	14.31	0.00	445.54	0.032	0.04	9.182	A
C-A	274.15	274.15	0.00	-	-	-	-	-
C-B	25.32	25.32	0.00	526.03	0.048	0.06	7.908	A
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	375.45	375.45	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	11.69	11.72	0.00	467.86	0.025	0.03	8.681	A
C-A	223.85	223.85	0.00	-	-	-	-	-
C-B	20.68	20.72	0.00	542.26	0.038	0.04	7.592	A
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	306.55	306.55	0.00	-	-	-	-	-

Main results: (09:30-09:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	9.79	9.81	0.00	483.86	0.020	0.02	8.355	A
C-A	187.46	187.46	0.00	-	-	-	-	-
C-B	17.32	17.35	0.00	554.01	0.031	0.04	7.378	A
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	256.72	256.72	0.00	-	-	-	-	-

Existing layout (Sensivity) - Base 2024, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout (Sensivity)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2024, PM	Base 2024	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	7.19	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Kingsland Rd (S)		Major
B	B	Industrial Estate/Tan-Yr-Efail		Minor
C	C	Kingsland Rd (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.50		0.00		2.20	70.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										24	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	497.168	0.089	0.224	0.141	0.320
1	B-C	639.045	0.096	0.242	-	-
1	C-B	614.501	0.233	0.233	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	278.00	100.000
B	ONE HOUR	✓	10.00	100.000
C	ONE HOUR	✓	248.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	2.000	276.000
	B	0.000	0.000	10.000
	C	245.000	3.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.00	0.00	1.00
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	7.14	0.02	A
C-A	-	-	-	-
C-B	0.01	7.33	0.01	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	7.53	7.47	0.00	588.57	0.013	0.01	6.814	A
C-A	184.45	184.45	0.00	-	-	-	-	-
C-B	2.26	2.24	0.00	565.75	0.004	0.00	7.026	A
A-B	1.51	1.51	0.00	-	-	-	-	-
A-C	207.79	207.79	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	8.99	8.98	0.00	578.78	0.016	0.02	6.949	A
C-A	220.25	220.25	0.00	-	-	-	-	-
C-B	2.70	2.69	0.00	556.29	0.005	0.01	7.152	A
A-B	1.80	1.80	0.00	-	-	-	-	-
A-C	248.12	248.12	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	11.01	10.99	0.00	565.23	0.019	0.02	7.144	A
C-A	269.75	269.75	0.00	-	-	-	-	-
C-B	3.30	3.30	0.00	543.21	0.006	0.01	7.333	A
A-B	2.20	2.20	0.00	-	-	-	-	-
A-C	303.88	303.88	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	11.01	11.01	0.00	565.23	0.019	0.02	7.144	A
C-A	269.75	269.75	0.00	-	-	-	-	-
C-B	3.30	3.30	0.00	543.21	0.006	0.01	7.333	A
A-B	2.20	2.20	0.00	-	-	-	-	-
A-C	303.88	303.88	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	8.99	9.01	0.00	578.78	0.016	0.02	6.949	A
C-A	220.25	220.25	0.00	-	-	-	-	-
C-B	2.70	2.70	0.00	556.29	0.005	0.01	7.155	A
A-B	1.80	1.80	0.00	-	-	-	-	-
A-C	248.12	248.12	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	7.53	7.54	0.00	588.57	0.013	0.01	6.817	A
C-A	184.45	184.45	0.00	-	-	-	-	-
C-B	2.26	2.26	0.00	565.75	0.004	0.00	7.029	A
A-B	1.51	1.51	0.00	-	-	-	-	-
A-C	207.79	207.79	0.00	-	-	-	-	-

Existing layout (Sensivity) - Base 2024 + Sensivity, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout (Sensivity)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2024 + Sensivity, AM	Base 2024 + Sensivity	AM		ONE HOUR	08:15	09:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	11.35	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Kingsland Rd (S)		Major
B	B	Industrial Estate/Tan-Yr-Efail		Minor
C	C	Kingsland Rd (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.50		0.00		2.20	70.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										24	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	497.168	0.089	0.224	0.141	0.320
1	B-C	639.045	0.096	0.242	-	-
1	C-B	614.501	0.233	0.233	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	294.00	100.000
B	ONE HOUR	✓	49.00	100.000
C	ONE HOUR	✓	345.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	45.000	249.000
	B	43.000	0.000	6.000
	C	341.000	4.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.15	0.85
	B	0.88	0.00	0.12
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	11.67	0.17	B
C-A	-	-	-	-
C-B	0.01	7.40	0.01	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	36.89	36.48	0.00	430.73	0.086	0.10	10.034	B
C-A	256.72	256.72	0.00	-	-	-	-	-
C-B	3.01	2.99	0.00	562.95	0.005	0.01	7.071	A
A-B	33.88	33.88	0.00	-	-	-	-	-
A-C	187.46	187.46	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	44.05	43.94	0.00	415.03	0.106	0.13	10.667	B
C-A	306.55	306.55	0.00	-	-	-	-	-
C-B	3.60	3.59	0.00	552.94	0.007	0.01	7.207	A
A-B	40.45	40.45	0.00	-	-	-	-	-
A-C	223.85	223.85	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	53.95	53.78	0.00	393.27	0.137	0.17	11.658	B
C-A	375.45	375.45	0.00	-	-	-	-	-
C-B	4.40	4.40	0.00	539.11	0.008	0.01	7.405	A
A-B	49.55	49.55	0.00	-	-	-	-	-
A-C	274.15	274.15	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	53.95	53.94	0.00	393.27	0.137	0.17	11.669	B
C-A	375.45	375.45	0.00	-	-	-	-	-
C-B	4.40	4.40	0.00	539.11	0.008	0.01	7.405	A
A-B	49.55	49.55	0.00	-	-	-	-	-
A-C	274.15	274.15	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	44.05	44.21	0.00	415.03	0.106	0.13	10.685	B
C-A	306.55	306.55	0.00	-	-	-	-	-
C-B	3.60	3.60	0.00	552.94	0.007	0.01	7.207	A
A-B	40.45	40.45	0.00	-	-	-	-	-
A-C	223.85	223.85	0.00	-	-	-	-	-

Main results: (09:30-09:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	36.89	37.00	0.00	430.72	0.086	0.10	10.062	B
C-A	256.72	256.72	0.00	-	-	-	-	-
C-B	3.01	3.02	0.00	562.95	0.005	0.01	7.071	A
A-B	33.88	33.88	0.00	-	-	-	-	-
A-C	187.46	187.46	0.00	-	-	-	-	-

Existing layout (Sensivity) - Base 2024 + Sensivity, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing layout (Sensivity)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2024 + Sensivity, PM	Base 2024 + Sensivity	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	11.18	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Kingsland Rd (S)		Major
B	B	Industrial Estate/Tan-Yr-Efail		Minor
C	C	Kingsland Rd (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.50		0.00		2.20	70.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										24	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	497.168	0.089	0.224	0.141	0.320
1	B-C	639.045	0.096	0.242	-	-
1	C-B	614.501	0.233	0.233	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	282.00	100.000
B	ONE HOUR	✓	38.00	100.000
C	ONE HOUR	✓	278.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	37.000	245.000
	B	38.000	0.000	0.000
	C	276.000	2.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.13	0.87
	B	1.00	0.00	0.00
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	11.38	0.13	B
C-A	-	-	-	-
C-B	0.00	7.33	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	28.61	28.29	0.00	423.65	0.068	0.08	10.001	A
C-A	207.79	207.79	0.00	-	-	-	-	-
C-B	1.51	1.49	0.00	565.05	0.003	0.00	7.026	A
A-B	27.86	27.86	0.00	-	-	-	-	-
A-C	184.45	184.45	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	34.16	34.08	0.00	409.38	0.083	0.10	10.549	B
C-A	248.12	248.12	0.00	-	-	-	-	-
C-B	1.80	1.80	0.00	555.46	0.003	0.00	7.151	A
A-B	33.26	33.26	0.00	-	-	-	-	-
A-C	220.25	220.25	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	41.84	41.71	0.00	389.65	0.107	0.13	11.378	B
C-A	303.88	303.88	0.00	-	-	-	-	-
C-B	2.20	2.20	0.00	542.19	0.004	0.00	7.332	A
A-B	40.74	40.74	0.00	-	-	-	-	-
A-C	269.75	269.75	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	41.84	41.84	0.00	389.65	0.107	0.13	11.384	B
C-A	303.88	303.88	0.00	-	-	-	-	-
C-B	2.20	2.20	0.00	542.19	0.004	0.00	7.332	A
A-B	40.74	40.74	0.00	-	-	-	-	-
A-C	269.75	269.75	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	34.16	34.28	0.00	409.38	0.083	0.10	10.562	B
C-A	248.12	248.12	0.00	-	-	-	-	-
C-B	1.80	1.80	0.00	555.46	0.003	0.00	7.154	A
A-B	33.26	33.26	0.00	-	-	-	-	-
A-C	220.25	220.25	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	28.61	28.69	0.00	423.65	0.068	0.08	10.030	B
C-A	207.79	207.79	0.00	-	-	-	-	-
C-B	1.51	1.51	0.00	565.05	0.003	0.00	7.028	A
A-B	27.86	27.86	0.00	-	-	-	-	-
A-C	184.45	184.45	0.00	-	-	-	-	-

APPENDIX 7
TRICS OUTPUT

Calculation Reference: AUDIT-453201-190617-0639

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	3 days
	KC	KENT	2 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	2 days
03	**SOUTH WEST**		
	DC	DORSET	1 days
	DV	DEVON	2 days
	SM	SOMERSET	1 days
	WL	WILTSHIRE	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	2 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	3 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	2 days
	WK	WARWICKSHIRE	2 days
	WM	WEST MIDLANDS	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	5 days
	SY	SOUTH YORKSHIRE	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	2 days
	GM	GREATER MANCHESTER	1 days
	MS	MERSEYSIDE	1 days
09	**NORTH**		
	DH	DURHAM	1 days
	TW	TYNE & WEAR	1 days
10	**WALES**		
	PS	POWYS	1 days
	VG	VALE OF GLAMORGAN	1 days
11	**SCOTLAND**		
	AG	ANGUS	1 days
	FA	FALKIRK	1 days
	HI	HIGHLAND	1 days
	PK	PERTH & KINROSS	1 days

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

Secondary Filtering selection:

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

Parameter:	Number of dwellings
Actual Range:	6 to 71 (units:)
Range Selected by User:	6 to 75 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 20/11/18

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

Selected survey days:

Monday	10 days
Tuesday	10 days
Wednesday	11 days
Thursday	9 days
Friday	5 days

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

Selected survey types:

Manual count	45 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	25
Edge of Town	16
Neighbourhood Centre (PPS6 Local Centre)	4

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

Selected Location Sub Categories:

Residential Zone	41
Village	3
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	45 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	6 days
5,001 to 10,000	9 days
10,001 to 15,000	8 days
15,001 to 20,000	11 days
20,001 to 25,000	4 days
25,001 to 50,000	6 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	7 days
50,001 to 75,000	5 days
75,001 to 100,000	10 days
100,001 to 125,000	2 days
125,001 to 250,000	11 days
250,001 to 500,000	6 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	14 days
1.1 to 1.5	29 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	5 days
No	40 days

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

PTAL Rating:

No PTAL Present	45 days

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

LIST OF SITES relevant to selection parameters

1 **AG-03-A-01** **BUNGALOWS/DET.** **ANGUS**
KEPTIE ROAD
ARBROATH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 7
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

2 **CA-03-A-04** **DETACHED** **CAMBRIDGESHIRE**

PETERBOROUGH
THORPE PARK ROAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 9
Survey date: TUESDAY *18/10/11* *Survey Type: MANUAL*

3 **CA-03-A-05** **DETACHED HOUSES** **CAMBRIDGESHIRE**
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

4 **CH-03-A-08** **DETACHED** **CHESHIRE**
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 11
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

5 **CH-03-A-09** **TERRACED HOUSES** **CHESHIRE**
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

6 **DC-03-A-08** **BUNGALOWS** **DORSET**
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

7 **DH-03-A-01** **SEMI DETACHED** **DURHAM**
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

8 **DV-03-A-01** **TERRACED HOUSES** **DEVON**
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 37
Survey date: WEDNESDAY *30/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **DV-03-A-03** **TERRACED & SEMI DETACHED** **DEVON**
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

10 **ES-03-A-02** **PRIVATE HOUSING** **EAST SUSSEX**
SOUTH COAST ROAD
PEACEHAVEN

Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY *18/11/11* *Survey Type: MANUAL*

11 **FA-03-A-01** **SEMI-DETACHED/TERRACED** **FALKIRK**
MANDELA AVENUE
FALKIRK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 37
Survey date: THURSDAY *30/05/13* *Survey Type: MANUAL*

12 **GM-03-A-10** **DETACHED/SEMI** **GREATER MANCHESTER**
BUTT HILL DRIVE
MANCHESTER
PRESTWICH
Edge of Town
Residential Zone
Total Number of dwellings: 29
Survey date: WEDNESDAY *12/10/11* *Survey Type: MANUAL*

13 **HC-03-A-20** **HOUSES & FLATS** **HAMPSHIRE**
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 62
Survey date: TUESDAY *20/11/18* *Survey Type: MANUAL*

14 **HC-03-A-21** **TERRACED & SEMI-DETACHED** **HAMPSHIRE**
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total Number of dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

15 **HC-03-A-22** **MIXED HOUSES** **HAMPSHIRE**
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total Number of dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

16 **HI-03-A-14** **SEMI-DETACHED & TERRACED** **HIGHLAND**
KING BRUDE ROAD
INVERNESS
SCORGUIE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 40
Survey date: WEDNESDAY *23/03/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 **KC-03-A-03** **MIXED HOUSES & FLATS** **KENT**
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

18 **KC-03-A-05** **DETACHED & SEMI-DETACHED** **KENT**
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 8
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

19 **LN-03-A-03** **SEMI DETACHED** **LINCOLNSHIRE**
ROOKERY LANE
LINCOLN
BOULTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
Survey date: TUESDAY *18/09/12* *Survey Type: MANUAL*

20 **MS-03-A-03** **DETACHED** **MERSEYSIDE**
BEMPTON ROAD
LIVERPOOL
OTTERSPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 15
Survey date: FRIDAY *21/06/13* *Survey Type: MANUAL*

21 **NF-03-A-01** **SEMI DET. & BUNGALOWS** **NORFOLK**
YARMOUTH ROAD
CAISTER-ON-SEA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: TUESDAY *16/10/12* *Survey Type: MANUAL*

22 **NF-03-A-03** **DETACHED HOUSES** **NORFOLK**
HALING WAY
THETFORD
Edge of Town
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

23 **NY-03-A-08** **TERRACED HOUSES** **NORTH YORKSHIRE**
NICHOLAS STREET
YORK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 21
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

24 **NY-03-A-09** **MIXED HOUSING** **NORTH YORKSHIRE**
GRAMMAR SCHOOL LANE
NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

25 **NY-03-A-10** **HOUSES AND FLATS** **NORTH YORKSHIRE**
BOROUGHBRIDGE ROAD
RIPON

Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

26 **NY-03-A-11** **PRIVATE HOUSING** **NORTH YORKSHIRE**
HORSEFAIR
BOROUGHBRIDGE

Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

27 **NY-03-A-13** **TERRACED HOUSES** **NORTH YORKSHIRE**
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

28 **PK-03-A-01** **DETAC. & BUNGALOWS** **PERTH & KINROSS**
TULLYLUMB TERRACE
PERTH
CORNHILL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 36
Survey date: WEDNESDAY *11/05/11* *Survey Type: MANUAL*

29 **PS-03-A-02** **DETACHED/SEMI-DETACHED** **POWYS**
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

30 **SC-03-A-04** **DETACHED & TERRACED** **SURREY**
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

31 **SF-03-A-04** **DETACHED & BUNGALOWS** **SUFFOLK**
NORMANSTON DRIVE
LOWESTOFT

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 7
Survey date: TUESDAY *23/10/12* *Survey Type: MANUAL*

32 **SF-03-A-05** **DETACHED HOUSES** **SUFFOLK**
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total Number of dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

33 **SF-03-A-06** **DETACHED & SEMI-DETACHED** **SUFFOLK**
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

34 **SH-03-A-05** **SEMI-DETACHED/TERRACED** **SHROPSHIRE**
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

35 **SH-03-A-06** **BUNGALOWS** **SHROPSHIRE**
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total Number of dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

36 **SM-03-A-01** **DETACHED & SEMI** **SOMERSET**
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

37 **SY-03-A-01** **SEMI DETACHED HOUSES** **SOUTH YORKSHIRE**
A19 BENTLEY ROAD
DONCASTER
BENTLEY RISE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

38 **TW-03-A-02** **SEMI-DETACHED** **TYNE & WEAR**
WEST PARK ROAD
GATESHEAD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 16
Survey date: MONDAY *07/10/13* *Survey Type: MANUAL*

39 **VG-03-A-01** **SEMI-DETACHED & TERRACED** **VALE OF GLAMORGAN**
ARTHUR STREET
BARRY

Edge of Town
Residential Zone
Total Number of dwellings: 12
Survey date: MONDAY *08/05/17* *Survey Type: MANUAL*

40 **WK-03-A-01** **TERRACED/SEMI/DET.** **WARWICKSHIRE**
ARLINGTON AVENUE
LEAMINGTON SPA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 6
Survey date: FRIDAY *21/10/11* *Survey Type: MANUAL*

41 **WK-03-A-02** **BUNGALOWS** **WARWICKSHIRE**
NARBERTH WAY
COVENTRY
POTTERS GREEN
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

42 **WL-03-A-02** **SEMI DETACHED** **WILTSHIRE**
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

43 **WM-03-A-04** **TERRACED HOUSES** **WEST MIDLANDS**
OSBORNE ROAD
COVENTRY
EARLSDON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 39
Survey date: MONDAY *21/11/16* *Survey Type: MANUAL*

44 **WS-03-A-05** **TERRACED & FLATS** **WEST SUSSEX**
UPPER SHOREHAM ROAD
SHOREHAM BY SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 48
Survey date: WEDNESDAY *18/04/12* *Survey Type: MANUAL*

45 **WS-03-A-07** **BUNGALOWS** **WEST SUSSEX**
EMMS LANE
NEAR HORSHAM
BROOKS GREEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 57
Survey date: THURSDAY *19/10/17* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	45	32	0.074	45	32	0.295	45	32	0.369
08:00 - 09:00	45	32	0.154	**45**	**32**	**0.387**	**45**	**32**	**0.541**
09:00 - 10:00	45	32	0.147	45	32	0.180	45	32	0.327
10:00 - 11:00	45	32	0.130	45	32	0.153	45	32	0.283
11:00 - 12:00	45	32	0.149	45	32	0.162	45	32	0.311
12:00 - 13:00	45	32	0.165	45	32	0.164	45	32	0.329
13:00 - 14:00	45	32	0.174	45	32	0.177	45	32	0.351
14:00 - 15:00	45	32	0.154	45	32	0.193	45	32	0.347
15:00 - 16:00	45	32	0.235	45	32	0.172	45	32	0.407
16:00 - 17:00	45	32	0.294	45	32	0.164	45	32	0.458
17:00 - 18:00	**45**	**32**	**0.338**	45	32	0.150	45	32	0.488
18:00 - 19:00	45	32	0.231	45	32	0.134	45	32	0.365
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.245			2.331			4.576

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

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

Parameter summary

Trip rate parameter range selected:	6 - 71 (units:)
Survey date date range:	01/01/11 - 20/11/18
Number of weekdays (Monday-Friday):	45
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	45	32	0.001	45	32	0.001	45	32	0.002
08:00 - 09:00	**45**	**32**	**0.003**	45	32	0.003	45	32	0.006
09:00 - 10:00	45	32	0.003	**45**	**32**	**0.004**	**45**	**32**	**0.007**
10:00 - 11:00	45	32	0.003	45	32	0.001	45	32	0.004
11:00 - 12:00	45	32	0.003	45	32	0.002	45	32	0.005
12:00 - 13:00	45	32	0.001	45	32	0.002	45	32	0.003
13:00 - 14:00	45	32	0.002	45	32	0.001	45	32	0.003
14:00 - 15:00	45	32	0.001	45	32	0.002	45	32	0.003
15:00 - 16:00	45	32	0.001	45	32	0.001	45	32	0.002
16:00 - 17:00	45	32	0.001	45	32	0.001	45	32	0.002
17:00 - 18:00	45	32	0.001	45	32	0.001	45	32	0.002
18:00 - 19:00	45	32	0.000	45	32	0.000	45	32	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.019			0.039

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	45	32	0.001	45	32	0.001	45	32	0.002
08:00 - 09:00	**45**	**32**	**0.002**	**45**	**32**	**0.002**	**45**	**32**	**0.004**
09:00 - 10:00	45	32	0.000	45	32	0.000	45	32	0.000
10:00 - 11:00	45	32	0.000	45	32	0.000	45	32	0.000
11:00 - 12:00	45	32	0.001	45	32	0.001	45	32	0.002
12:00 - 13:00	45	32	0.000	45	32	0.000	45	32	0.000
13:00 - 14:00	45	32	0.000	45	32	0.000	45	32	0.000
14:00 - 15:00	45	32	0.001	45	32	0.001	45	32	0.002
15:00 - 16:00	45	32	0.002	45	32	0.002	45	32	0.004
16:00 - 17:00	45	32	0.000	45	32	0.000	45	32	0.000
17:00 - 18:00	45	32	0.000	45	32	0.000	45	32	0.000
18:00 - 19:00	45	32	0.000	45	32	0.000	45	32	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	45	32	0.006	**45**	**32**	**0.024**	**45**	**32**	**0.030**
08:00 - 09:00	45	32	0.001	45	32	0.024	45	32	0.025
09:00 - 10:00	45	32	0.001	45	32	0.010	45	32	0.011
10:00 - 11:00	45	32	0.006	45	32	0.011	45	32	0.017
11:00 - 12:00	45	32	0.003	45	32	0.006	45	32	0.009
12:00 - 13:00	45	32	0.007	45	32	0.006	45	32	0.013
13:00 - 14:00	45	32	0.008	45	32	0.003	45	32	0.011
14:00 - 15:00	45	32	0.006	45	32	0.003	45	32	0.009
15:00 - 16:00	45	32	0.022	45	32	0.003	45	32	0.025
16:00 - 17:00	**45**	**32**	**0.022**	45	32	0.004	45	32	0.026
17:00 - 18:00	45	32	0.020	45	32	0.006	45	32	0.026
18:00 - 19:00	45	32	0.008	45	32	0.005	45	32	0.013
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.110			0.105			0.215

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	45	32	0.022	45	32	0.077	45	32	0.099
08:00 - 09:00	45	32	0.068	**45**	**32**	**0.199**	**45**	**32**	**0.267**
09:00 - 10:00	45	32	0.054	45	32	0.072	45	32	0.126
10:00 - 11:00	45	32	0.048	45	32	0.066	45	32	0.114
11:00 - 12:00	45	32	0.053	45	32	0.047	45	32	0.100
12:00 - 13:00	45	32	0.055	45	32	0.047	45	32	0.102
13:00 - 14:00	45	32	0.059	45	32	0.058	45	32	0.117
14:00 - 15:00	45	32	0.054	45	32	0.061	45	32	0.115
15:00 - 16:00	**45**	**32**	**0.169**	45	32	0.098	45	32	0.267
16:00 - 17:00	45	32	0.122	45	32	0.072	45	32	0.194
17:00 - 18:00	45	32	0.111	45	32	0.070	45	32	0.181
18:00 - 19:00	45	32	0.078	45	32	0.047	45	32	0.125
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.893			0.914			1.807

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	45	32	0.003	45	32	0.024	45	32	0.027
08:00 - 09:00	45	32	0.001	**45**	**32**	**0.029**	45	32	0.030
09:00 - 10:00	45	32	0.002	45	32	0.012	45	32	0.014
10:00 - 11:00	45	32	0.004	45	32	0.011	45	32	0.015
11:00 - 12:00	45	32	0.006	45	32	0.006	45	32	0.012
12:00 - 13:00	45	32	0.012	45	32	0.012	45	32	0.024
13:00 - 14:00	45	32	0.003	45	32	0.002	45	32	0.005
14:00 - 15:00	45	32	0.012	45	32	0.007	45	32	0.019
15:00 - 16:00	45	32	0.013	45	32	0.006	45	32	0.019
16:00 - 17:00	**45**	**32**	**0.024**	45	32	0.007	**45**	**32**	**0.031**
17:00 - 18:00	45	32	0.016	45	32	0.005	45	32	0.021
18:00 - 19:00	45	32	0.018	45	32	0.001	45	32	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.114			0.122			0.236

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	45	32	0.117	45	32	0.500	45	32	0.617
08:00 - 09:00	45	32	0.258	**45**	**32**	**0.811**	**45**	**32**	**1.069**
09:00 - 10:00	45	32	0.236	45	32	0.328	45	32	0.564
10:00 - 11:00	45	32	0.219	45	32	0.296	45	32	0.515
11:00 - 12:00	45	32	0.249	45	32	0.252	45	32	0.501
12:00 - 13:00	45	32	0.285	45	32	0.276	45	32	0.561
13:00 - 14:00	45	32	0.285	45	32	0.286	45	32	0.571
14:00 - 15:00	45	32	0.267	45	32	0.310	45	32	0.577
15:00 - 16:00	45	32	0.566	45	32	0.344	45	32	0.910
16:00 - 17:00	45	32	0.580	45	32	0.307	45	32	0.887
17:00 - 18:00	**45**	**32**	**0.614**	45	32	0.276	45	32	0.890
18:00 - 19:00	45	32	0.410	45	32	0.232	45	32	0.642
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.086			4.218			8.304

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	45	32	0.003	45	32	0.001	45	32	0.004
08:00 - 09:00	45	32	0.003	45	32	0.002	45	32	0.005
09:00 - 10:00	45	32	0.003	45	32	0.003	45	32	0.006
10:00 - 11:00	45	32	0.002	45	32	0.004	45	32	0.006
11:00 - 12:00	45	32	0.003	45	32	0.003	45	32	0.006
12:00 - 13:00	45	32	0.001	45	32	0.001	45	32	0.002
13:00 - 14:00	**45**	**32**	**0.005**	45	32	0.004	**45**	**32**	**0.009**
14:00 - 15:00	45	32	0.003	**45**	**32**	**0.005**	45	32	0.008
15:00 - 16:00	45	32	0.002	45	32	0.003	45	32	0.005
16:00 - 17:00	45	32	0.000	45	32	0.000	45	32	0.000
17:00 - 18:00	45	32	0.001	45	32	0.001	45	32	0.002
18:00 - 19:00	45	32	0.000	45	32	0.000	45	32	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.027			0.053

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

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