



Transportation Planning : Infrastructure Design

Transport Assessment (Including Transport Implementation Strategy)

**Project Dragon
Sustainable Aviation Fuel (SAF) Production Facility**

Land at Crown Wharf, Port Talbot Docks, Port Talbot

LanzaTech UK Limited

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1.0 INTRODUCTION

Overview

1.1 SCP have been appointed by LanzaTech UK Limited to provide transport planning and engineering advice in support of a full planning application for the erection of an Ethanol to Jet Fuel production facility, with associated development, on land at Crown Wharf, Port Talbot Docks, Port Talbot.

1.2 The full description of development is:

Demolition of existing structures and erection of a Sustainable Aviation Fuel (SAF) production facility, including enclosed ground flare, storage tanks, installation of pipework and electrical, processing and utility equipment, administration, warehouse and laboratory buildings, new access, car parking and transport infrastructure including a truck loading area and associated works, hard and soft landscaping, areas for temporary construction laydown, and associated development.

1.3 The SAF production facility uses Alcohol to Jet Fuel (AtJ) technology. This will comprise several industrial components, buildings and associated infrastructure. Further details on the development proposals are provided later in chapter 3 of this report.

1.4 This Transport Assessment (TA) has been prepared to support the planning application and provides an assessment of the traffic and transport implications associated with the development proposals. This assessment informs Neath Port Talbot Council (NPTC), as local highway and planning authority, as well as the Welsh Government as highway authority for the M4, of the nature and magnitude of likely highways and transportation impacts of the proposal.

Scope and Structure of Transport Assessment

1.5 Following preliminary scoping discussions with NPTC and the submission of a formal transport scoping note, dated May 2023, the scope of this TA, including the study area, traffic generation/distribution methodology and assessment year/scenarios to be assessed has been agreed, although NPTC provided comments in relation to the following points:

- Traffic Surveys – It was requested/agreed that the Thursday traffic survey data is compared to Friday traffic data from an automatic traffic count (ATC), due to concerns traffic levels may be higher on Fridays, with the surveyed traffic flows factored up in a sensitivity test should the difference in Thursday/Friday survey data be considered more than typical day to day variation.

- Active Travel – NPTC confirmed that the TA needs to consider active travel modes.
- Port Disruption/Maintenance – Further information was requested on the likelihood/frequency of issues in the port that would result in imports/exports taking place via road.

1.6 Due to the additional level of traffic estimated to be generated during the operational phase not being material, as detailed later in this TA, it has been agreed with NPTC that detailed capacity assessments of the impact of the development during the operational phase are not required. The construction phase will represent the worst case traffic impact of the scheme on the local highway network, with the construction phase being the focus of this TA.

1.7 Having regard to the agreed scope of the TA with NPTC, the structure of this report is as follows:

- Chapter 2 - describes in detail the site location, local highway network, existing traffic conditions and road safety record;
- Chapter 3 – defines the development proposals including the proposed access and car parking arrangements;
- Chapter 4 – summarises relevant policies and evaluated a Transport Implementation Strategy;
- Chapter 5 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
- Chapter 6 – describes the future baseline traffic conditions on the local highway network in relation traffic growth and committed developments;
- Chapter 7 – estimates the number of vehicular trips generated by the proposed construction traffic and distributes and assigns the vehicular trips on the local highway network;
- Chapter 8 – presents an assessment of the impact of the development on the operational performance of the local highway network; and,
- Chapter 9 – provides summary and conclusions to this TA derived from the analysis presented in the above chapters.

2.0 EXISTING CONDITIONS

General

2.1 This chapter provides a detailed description of the location of the site, local highway network, existing traffic conditions and road safety record.

Site Location

2.2 The application site is located on land to the south of Port Talbot docks and west of the A4241 Harbour Way, approximately 1.4km south of Port Talbot Town Centre.

2.3 The location of the site in relation to the local highway network is shown on **Figure 2.1** below.

Figure 2.1 – Site Location / Local Highway Network



2.4 The site is bounded by a private unnamed port road, Hanson Cement Works and Port Talbot docks to the north, a private road and industrial works to the east, an unused section of railway line to the south and brownfield land and wider Associated British Ports (ABPs) operations to the west.

Existing Site Access

2.5 The site is currently accessed off a section of unnamed port road which fronts the northern site boundary and connects to the A4241 Harbour Way via North Road. The section of North Road between the A4241 Harbour Way / North Road roundabout and the unnamed port road is subject to a 30mph speed limit and the unnamed port road is subject to a 20mph speed limit. Access off North Road onto the unnamed port road is controlled via a security gate which benefits from two entry lanes. Localised narrowing is present on the unnamed port road, circa 100m west of the ABP security gate, which is not of sufficient width for two HGVs to pass and as such a give way arrangement is in place. The unnamed port road is well used by HGVs serving the existing industrial uses in the vicinity of the site without issues.

2.6 There is a shared footway / cycleway on the A4241 Harbour Way which connects to a shared footway / cycleway that runs along western side of North Road as well as the initial circa 185m of unnamed port road. Pedestrian and cycle access is not permitted within the ABP area for safety reasons.

Local Highway Network

2.7 The study area for the TA is agreed with NPTC and includes the following junctions, the location of which in relation to the development site are also highlighted on **Figure 2.1** earlier:

- M4 Junction 41 (A48 Heilbronn Way / A48 Pentyla-Baglan Road / B4286 Heilbronn Way / Car Park Access)
- A48 Heilbronn Way / Car Park Access / A4241 / Water Street
- A4241 / Industrial Unit Access / Harbourside Road / Industrial Unit Access (West)
- A4241 / A4241 Harbour Way / North Bank Road
- A4241 Harbour Way / Oakwood Road / Llewellyn's Road
- A4241 Harbour Way / North Road
- A4241 Harbour Way / Main Gate Access

- A4241 Harbour Way / A48 Margam Road / Access Road
- M4 Junction 38

2.8 A description of the key links and junctions within the study area is provided below.

[A4241 Harbour Way](#)

2.9 The A4241 Harbour Way provides a link between the A4241 / A4241 Harbour Way / North Bank Road roundabout, to the north-west, and the A4241 Harbour Way / A48 Margam Road / Access Road roundabout, to the south-east. It forms part of the Port Talbot Peripheral Distributor Road which was developed to assist in the industrial and commercial development of the south-western area of Port Talbot and remove local traffic from the M4. The A4241 Harbour Way is a dual carriageway subject to a 50mph speed limit to the south-east of the A4241 Harbour Way / Main Gate Access junction and a 40mph speed limit to the north-west. A shared footway / cycleway is provided on the northern side of A4241 Harbour Way, between the A4241 Harbour Way / Main Gate Access junction and the A48 Heilbronn Way / Car Park Access / A4241 / Water Street junction.

[M4 Junction 41](#)

2.10 The M4 Junction 41 on/off-slips link to the A48 Heilbronn Way / A48 Pentyla-Baglan Road / B4286 Heilbronn Way / Car Park Access junction which takes the form of a four-arm priority-controlled junction located to the north of the site. The A48 Heilbronn Way provides a link to the A48 Heilbronn Way / Car Park Access / A4241 / Water Street junction, to the south-west, whilst the B4286 routes to the north-east, providing a connection into Port Talbot. The A48 Pentyla-Baglan Road provides a connection to the north-west, towards Baglan, and the southern arm of the roundabout provides access to the Aberafan Shopping Centre upper level car park. The junction is well lit and all arms of the junction are subject to a 30mph speed limit.

[A48 Heilbronn Way / Car Park Access / A4241 / Water Street](#)

- 2.11 The A48 Heilbronn Way / Car Park Access / A4241 / Water Street junction is a five-arm roundabout largely under priority-control. The north-eastern arm which provides access to the Port Talbot Bus Station and car park is signalised. The A48 Heilbronn Way links the A48 Heilbronn Way / A48 Pentyla-Baglan Road / B4286 Heilbronn Way / Car Park Access junction, to the north-east, with Port Talbot to the south-east. The A4241 connects to the A4241 / Industrial Unit Access / Harbourside Road / Industrial Unit Access (West) junction, to the south, and Water Street provides access to numerous residential roads to the west. The junction is well lit and all approaches are subject to a 30mph speed limit.

[A4241 / Industrial Unit Access / Harbourside Road / Industrial Unit Access \(West\)](#)

- 2.12 This junction is a five-arm priority-controlled roundabout located to the north of the site. The A4241 forms the north-west and south-west arms, connecting to the A4241 / A4241 Harbour Way / North Bank Road junction to the south-west. The eastern and western arms provide accesses to industrial sites and Harbourside Road provides access to Harbourside Business Park. The junction is well lit and all approaches are subject to a 30mph speed limit and benefit from dropped kerb crossings with tactile paving, providing connections to the shared footway / cycleway that routes along the A4241.

[A4241 / A4241 Harbour Way / North Bank Road](#)

- 2.13 The A4241 / A4241 Harbour Way / North Bank Road junction is a four-arm priority-controlled roundabout junction located north-west of the site. The A4241 forms both the western and northern arms and connects to the A4241 / Water Street / Dock Road / Riverside Road junction to the north-west. The A4241 Harbour Way provides access to the A4241 Harbour Way / Oakwood Road / Llewellyn's Road junction, to the east, and North Bank Road provides access to several commercial and industrial units to the west. The A4241 Harbour Way is subject to a 40mph speed limit with the other three approaches subject to a 30mph speed limit. The junction is well lit and all approaches benefit from dropped kerb crossings with tactile paving, providing connections to the shared footway / cycleway that routes along the A4241.

[A4241 Harbour Way / Oakwood Road / Llewellyn's Road](#)

- 2.14 This junction is a four-arm priority-controlled roundabout whereby the A4241 Harbour Way runs in a west to south-east direction, providing a link to the A4241 Harbour Way / North Road junction to the south-east. Oakwood Road forms the northern arm of the junction, providing access to Cramic Way and Port Talbot Station Car Park, and Llewellyn's Road forms the southern arm and provides access to numerous commercial and industrial units.
- 2.15 The A4241 Harbour Way eastern approach benefits from a staggered signal-controlled Toucan crossing with dropped kerbs and tactile paving to aid pedestrians across. The Oakwood Road approach benefits from a dropped kerb crossing with tactile paving, providing connections to the shared footway / cycleway that routes along the A4241 Harbour Way. The A4241 Harbour Way is subject to a 40mph speed limit and Oakwood Road and Llewellyn's Road are subject to a 30mph speed limit.

[A4241 Harbour Way / North Road](#)

- 2.16 The A4241 Harbour Way / North Road junction is a well-lit four-arm priority-controlled roundabout, although the north-eastern arm is currently a disused gated access. North Road, which is subject to a 30mph speed limit, forms the south-western arm and provides access to a number of industrial sites including Tata Steel, via West Gate Security, as well as the application site via the ABP security gate and an unnamed port road. As detailed earlier, a shared footway / cycleway is provided on the western side of North Road and a dropped kerb crossing with tactile paving is provided across the A4241 Harbour Way northern arm providing connections to the shared footway / cycleway that routes along the A4241 Harbour Way.

[A4241 Harbour Way / Main Gate Access](#)

- 2.17 The A4241 Harbour Way / Main Gate Access junction is a well-lit four-arm priority-controlled roundabout, although the eastern arm is currently a disused gated access. The Main Gate Access, which is subject to a 30mph speed limit, forms the western arm and provides access to Tata Steel. A shared footway / cycleway is provided on the western side of the Main Gate Access and a dropped kerb crossing with tactile paving is provided across the A4241 Harbour Way northern arm providing connections to the shared footway / cycleway that routes along the A4241 Harbour Way.

[A4241 Harbour Way / A48 Margam Road / Access Road](#)

2.18 The A4241 Harbour Way / A48 Margam Road / Access Road junction is a four-arm priority-controlled junction located to the south-east of the site. The A48 Margam Road forms the northern and eastern arms which link the M4 Junction 38, to the south, with the Groes Interchange to the north. The A4241 Harbour Way provides a link to the A4241 Harbour Way / Main Gate Access junction to the north-west and the southern arm of the junction provides access to Heolcae'r-Bont and several industrial sites. The A48 Margam Road benefits from a shared footway / cycleway on the western side of the road and a dropped kerb crossing with tactile paving is provided across the southern access road and the A4241 Harbour Way to connect the shared footway / cycleway routes.

[M4 Junction 38](#)

2.19 This M4 Junction 38 is a grade separated priority-controlled junction located to the south-east of the site, known as Margam Interchange. The A48 Margam Road forms the north-western arm and the M4 southbound off-slip forms the north-eastern arm. There is no M4 northbound on-slip at this junction but an on-slip and off-slip to/from the M4 (south) are provided for southbound and northbound movements respectively. The A48 forms the eastern arm and provides a link between the M4 Junction 38 and the village of Pyle to the south-east. Heolcae'r-Bont forms the western arm and provides access to several residential properties, industrial uses and Morfa Beach.

Traffic Flow Data

2.20 In order to establish the existing traffic flow demand on the local highway network, manual classified turning count traffic flow surveys have been undertaken at all the junctions in the TA study area. The traffic surveys were undertaken on Thursday 30th June 2022, in a neutral traffic month, between 07:00-09:30 and 16:00-18:30.

2.21 The traffic survey data is presented in **Appendix A** with the base peak hour traffic flows (07:45-08:45 and 16:30-17:30) shown diagrammatically on **Traffic Flow Figure 1**.

2.22 As detailed earlier, it was agreed during scoping discussions that the traffic survey data would be compared to Friday traffic data from an ATC, with the surveyed traffic flows factored up in a sensitivity test should the difference in Thursday/Friday survey data be considered more than typical day to day variation.

2.23 A 7-day ATC survey took place on the A4241 Harbour Way, between Thursday 17th March 2022 and Wednesday 23rd March 2022, with the ATC data provided in **Appendix A**. A peak hour traffic flow comparison between the Thursday 30th June 2022 traffic survey data and the Friday 18th March 2022 ATC data is presented in **Table 2.1** below.

Table 2.1 – Survey / ATC Comparison

	Thursday Survey		Friday ATC		Difference	
	AM	PM	AM	PM	AM	PM
Northbound	522	405	437	459	85	-54
Southbound	286	477	322	319	-36	158
Two-way	808	882	759	778	49	104

2.24 As can be seen from the above, the two-way surveyed traffic flows are in fact higher than the traffic flows recorded on a Friday in the same location. It is also worth noting that undertaking traffic surveys across the peak periods on a single day is standard practice given that it is widely accepted that there is little day-to-day variation in peak hour traffic flows. Furthermore, it is standard practice to undertake traffic counts on a single day and this is an approach that has been accepted by NPT on other developments in this area.

2.25 Having regard to the above and given that the survey was undertaken in a neutral traffic month, the traffic surveys undertaken are considered representative of current traffic conditions.

Road Safety Record

2.26 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource CrashMap for the most recent five-year period (2017-2021). The location and severity of any accidents within the study area during this period, are shown on the accident plan presented in **Appendix B**.

2.27 A summary of the number and severity of the accidents at each junction/link in the study area is presented in **Table 2.2** below:

Table 2.2 – Personal Injury Accident Data Summary

Junction / Link	Fatal	Serious	Slight	Total
M4 Junction 41 Junction	0	0	2	2
A48 Heilbronn Way / Car Park Access / A4241 / Water Street Junction	0	0	3	3
A4241 link between the A48 Heilbronn Way / Car Park Access / A4241 / Water Street Junction and the A4241 / Industrial Unit Access / Harbourside Road / Industrial Unit Access (West) Junction	0	1	0	1
A4241 / Industrial Unit Access / Harbourside Road / Industrial Unit Access (West) Junction	0	0	0	0
A4241 / A4241 Harbour Way / North Bank Road Junction	0	0	2	2
A4241 Harbour Way / Oakwood Road / Llewellyn's Road Junction	0	1	1	2
A4241 Harbour Way link between the A4241 Harbour Way / Oakwood Road / Llewellyn's Road Junction and the A4241 Harbour Way / North Road Junction	0	1	0	1
A4241 Harbour Way / North Road Junction	0	0	0	0
A4241 Harbour Way link between the A4241 Harbour Way / North Road Junction and the A4241 Harbour Way / Main Gate Access Junction	0	0	1	1
A4241 Harbour Way / Main Gate Access Junction	0	0	3	3
A4241 Harbour Way link between the A4241 Harbour Way / Main Gate Access Junction and the A4241 Harbour Way / A48 Margam Road / Access Road Junction	0	2	0	2
A4241 Harbour Way / A48 Margam Road / Access Road Junction	0	0	1	1
A48 link between the A4241 Harbour Way / A48 Margam Road / Access Road Junction and the M4 Junction 38	0	0	1	1
M4 Junction 38	1	2	6	9

2.28 As can be seen from the above, no accidents were recorded at the A4241 / Industrial Unit Access / Harbourside Road / Industrial Unit Access (West) and A4241 Harbour Way / North Road junctions during the five-year study period.

2.29 Of the remaining junctions within the TA study area, all of them experienced three or less accidents during the five-year study period except the M4 Junction 38. Less than three accidents over a five-year period is not considered to be an unusual frequency for these types of junctions and therefore, the existing accident record at these junctions does not represent a material concern in the context of the development. Furthermore, all of the links experienced between 0 and 2 accidents over the five-year period, with no accident cluster spots.

M4 Junction 38

- 2.30 A total of nine accidents were recorded at the M4 Junction 38 during the five-year period, of which, 6 resulted in 'slight' severity injuries, 2 resulted in 'serious' severity injuries and 1 resulted in 'fatal' injuries. The fatal accident took place in 2019 and involved a car moving off and a motorcycle colliding with the rear of the car.
- 2.31 Whilst all accidents are regrettable, nine accidents over a five-year period (average of 1.8 per year) is not considered to be an unusual frequency for this type of junction and the traffic volumes it carries. Therefore, the existing accident record at this junction does not represent a material concern in the context of the development, particularly given that the recorded accidents took place at different locations at this junction, with no specific accident cluster spots.

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals consist of the erection of an Ethanol to Jet Fuel production facility, with associated development, on land at Crown Wharf, Port Talbot Docks, Port Talbot.
- 3.2 The SAF production facility uses AtJ technology and will produce Alcohol to Jet Synthetic Paraffinic Kerosene (ATJ-SPK) and sustainable diesel (SPD). The facility will comprise several industrial components, buildings and associated infrastructure.
- 3.3 The proposed site layout is presented in **Appendix C**.
- 3.4 The applicant has confirmed that under normal operation the required ethanol (primary input production) will be imported by barge and all ATJ-SPK will be stored on-site and exported by barge, with all transport movements associated with loading / unloading kept off the local highway network.
- 3.5 Notwithstanding the above, the process to make ATJ-SPK also produces sustainable diesel which is proposed to be exported via road to surrounding local areas / businesses. Furthermore, the process also requires nitrogen, chemicals and catalyst, which will be delivered by road, and produces contaminated water, waste ethanol and spent catalyst which will be transported off-site by road, as detailed later.
- 3.6 The applicant anticipates a requirement for a total of 85 staff for the proposed development to operate which includes 6 remote technical support staff. The facility will be operational 24 hours per day with on-site staff working the following shifts:
 - Day Support Staff: 9 staff working 08:00-17:00
 - Day Shift: 12 staff working 00:00-08:00
 - Evening Shift: 41 staff working 08:00-16:00
 - Night Shift: 17 staff working 16:00-00:00

Proposed Construction Phase

- 3.7 The applicant has confirmed that the proposed development will require circa 2.5 years to construct, inclusive of commissioning of the processing plant and overall facility, and is expected to be operational by mid-late 2026.

- 3.8 Construction is proposed to take place during normal working hours Monday-Friday and a contractor has been brought on board who estimates 450 staff will be required on-site.

Proposed Vehicular Site Access Arrangements

- 3.9 Vehicular access to the development site will be provided via the introduction of three accesses off the unnamed port road to the north of the site, which connects to the local highway network at the A4241 Harbour Way / North Road access junction. This access route regularly accommodates large HGV's / commercial vehicles associated with the existing operations / uses surrounding the application site.
- 3.10 The 'East Access' is located at the north-east corner of the site and comprises a dual gated simple priority-controlled junction, which will provide access to the staff car park area and a separate access to the main site / primary internal road network, as shown on drawing number SCP/220352/D03 Rev C, presented in **Appendix D**.
- 3.11 The access to the staff car park has been designed with a 6m wide carriageway and is of sufficient width for two cars to access / egress simultaneously, as demonstrated through swept path analysis shown on drawing number SCP/220352/D03 Rev C, presented in **Appendix D**. The access to the main site / primary internal road network has been designed with a 7.3m wide carriageway to allow two HGV's to access / egress the site simultaneously, which has also been demonstrated through swept path analysis. It should be noted that the proposed gates are set back a sufficient distance to allow a HGV to wait off the unnamed port road.
- 3.12 The 'West Access' is located at the north-west corner of the site and comprises a gated entry only access to the truck loading facility, with an exit only egress provided onto the unnamed port road circa 125m to the north-east, as shown on drawing number SCP/220352/D02 Rev C, presented in **Appendix E**. Similarly, the proposed gate is set back a sufficient distance to allow a HGV to wait off the unnamed port road.
- 3.13 The third access is located circa 20m south-west of the West Access and comprises a gated emergency vehicular access.
- 3.14 The required junction visibility from the site accesses has been calculated to be 2.4m x 25m based on the visibility requirements set out in TAN 18 for a 20mph road. The required visibility splays are achievable from both site accesses as shown on drawing number SCP/220352/D03 Rev C and SCP/220352/D02 Rev C, presented in **Appendix D** and **Appendix E** respectively.

- 3.15 As detailed earlier, localised narrowing is present on the unnamed port road, circa 100m west of the ABP security gate, which is not of sufficient width for two HGVs to pass. However, this section of unnamed port road, which benefits from a give way arrangement, is well used by HGVs serving the existing industrial uses in the vicinity of the site without issues and is considered acceptable to serve the proposed development during both the construction and operation phase. Notwithstanding this, a wider review of road improvements to accommodate ABP's Future Vision and site wide Masterplan is being progressed separately by ABP, and could result in alternative access strategies being pursued longer-term.

Proposed Pedestrian / Cycle Access

- 3.16 In the short term, pedestrian and cycle access will not be permitted within the ABP area for safety reasons. However, the applicant proposes to provide a free EV shuttle service with a cycle rack and a system will be implemented to allow staff to walk/cycle to the site, whereby they call to be picked up from in the vicinity of the ABP security gate and transported to the site. Staff will then be provided with/request a pickup time for transport back to the gate. Cycle storage has been provided within the car parking area in and around the administrative building.
- 3.17 ABP are in the process of developing a site wide Masterplan for the port where consideration of routes for pedestrians and cyclists in the longer term.

Internal Site Layout – Main Site

- 3.18 The internal road layout of the main site has been designed to facilitate the operation of the site in accordance with LanzTech's specification, informed by designs of other sites they operate, and comprises a permeable road layout with 6m wide primary roads that are straight in alignment.
- 3.19 As detailed later, the main site will be extremely lightly tracked by HGVs, particularly given that the majority of HGVs will only require access to the separate fuel loading area. Notwithstanding this, swept path analysis of the internal circulation routes is shown on drawing number SCP/220352/ATR02 Rev B, presented in **Appendix F**, which demonstrates the movements of a 16.5m articulated HGV can be accommodated.

Internal Site Layout – Truck Loading Area

- 3.20 The truck loading area comprises a gatehouse, entrance and exit weigh bridge, a product tanker loading package and HGV parking area. Swept path analysis of a 16.5m articulated HGV has been undertaken, as shown on drawing number SCP/220352/D02 Rev C presented in **Appendix E**, which demonstrates the such a vehicle can access/egress the truck loading and parking area.

3.21 NPTC have raised concerns over the internal HGV/tanker storage area within the site. The current proposals provide space for 3 HGVs to load jet fuel/diesel simultaneously and additional space for 3 HGVs to wait for the loading area as well as 6 HGV parking bays and a 2-space HGV layby. This level of storage is more than sufficient to accommodate the level of HGV movements detailed later and has been designed to also provide adequate space in the event of shipping disruption, when circa 26 HGVs would be required per day (circa 1-2 per hour) for the first 2 days of disruption and then 13 HGVs per day (circa 0-1 per hour) thereafter, as detailed later. It is also worth noting that the internal site layout provides a network of primary roads which could accommodate waiting HGVs in the unlikely event that additional storage space is required.

Parking

3.22 As shown on the site layout plan presented in **Appendix C**, a total of 57 parking space are proposed, including 2 disabled bays, and the car park has been designed with aisle widths of 6m to allow for safe manoeuvring within the car park. Cycle storage has also been provided within the car parking area in and around the administrative building and the electricity supply will be capable of supporting 25% of parking spaces with active EV charging provision to aid sustainable transport methods, as well as the provision of ducting for the future extension of EV charging points as utilisation and demand increases.

3.23 Given the very specific / bespoke nature of the development, it is not appropriate to apply NPTC parking standards. Instead, the proposed level of parking has been informed by anticipated staff numbers at the site, as detailed below.

3.24 As detailed earlier, there will be a total of 85 staff including 6 remote technical support staff. Based on the proposed shift patterns detailed earlier, the applicant expects circa 50 staff to be on site at any one time during the day, although up to 62 staff could potentially be on site at any one time during shift change over periods.

3.25 In order to estimate the number of staff that will travel by car, the Census records for the Neath Port Talbot 019 Middle Super Output Area (MSOA) have been analysed. The results show that 83% of those who work in the Neath Port Talbot 019 MSOA travel by car. Applying the 83% to the maximum number of staff on site during shift change over periods equates to a parking demand of 51-52 spaces. In addition, there will be up to 5 additional contractors on site to support with routine maintenance and servicing of equipment and therefore, a total of 57 parking space are proposed.

3.26 On this basis the proposed level of parking is considered acceptable.

4.0 PLANNING POLICY CONTEXT AND TRANSPORT IMPLEMENTATION STRATEGY

Introduction

4.1 Planning Policy Wales - Technical Advice Note 18:Transport (TAN 18) sets out the need for all TA supporting documents in Wales to include a Transport Implementation Strategy (TIS), which should set objectives relating to managing travel demand for the development and set out the infrastructure, demand management measures and financial contributions necessary to achieve them. The TIS is intended to achieve the following three things:

- *Identify what policy objectives and requirements are set by the development plan in terms of access to the development and movements in and around the site.*
- *Identify what access arrangements are required for a successful development (meeting the needs of the developer, end user, addressing impacts on neighbours and existing movements surrounding the site).*
- *Specify the package of physical, management and promotional measures needed to accommodate the requirements identified above, such as physical infrastructure, the design and location of buildings, parking management, financial incentives and dedicated travel plan co-ordinators.*

4.2 This TIS section is prepared having regard to the advice from TAN 18, as outlined above. It is considered that this TIS can be taken forward and used as a framework for a future detailed Travel Plan that can be secured as part of a planning condition and agreed prior to commissioning of the proposed development, if considered necessary.

Policy Context - Future Wales: The National Plan 2040

4.3 In terms of the national transport policy that is relevant to the TIS, the *Future Wales: The National Plan 2040* document sets out the direction for development in Wales up to 2040. It provides an overarching development plan with a strategy for “*addressing key national priorities through the planning system including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities*”. “*Planning decisions at every level of the planning system in Wales must be taken in accordance with the development plan as a whole*”.

- 4.4 In relation to transport, the document states on page 51 that *“Significant investment in public transport, including Metro schemes and active travel infrastructure, including the walking and cycling routes being developed as a result of the Active Travel Act, provide an opportunity to re-think how our places work. Growth should be shaped around sustainable forms of transport and places that make us and the environment healthier. The National Cycle Network is an important part of our national infrastructure and its planned improvements are supported”*.
- 4.5 The *Future Wales: The National Plan 2040* document outlines 11 outcomes the Welsh Government wants to achieve over the next 20 years. Outcome 7 states that *“Sustainable transport infrastructure will be embedded within development to enable easy and convenient access from one place to another for commuting, business, tourism and leisure purposes. Development will focus on active travel and public transport, allied with a reduced reliance on private vehicles”*.
- 4.6 On page 174, it is noted that *“the Welsh Government wishes to see development built in sustainable locations that are supported by the active travel and public transport infrastructure and services needed to enable people to live active and healthy lives.”* In relation to Policy 36, the document goes on to state that *“The overall aim is to reduce the need to travel, particularly by private vehicles, and support a modal shift to walking, cycling and public transport”*.
- 4.7 Policy 11 relates to National Connectivity which the Welsh Government is committed to improve. Their priorities are to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles.
- 4.8 *“The Welsh Government will work with Transport for Wales, local authorities, operators and partners to support the delivery of the following measures to improve national connectivity:*
- *Rail Network – Transform the rail network and improve the quality of rail services for passengers.*
 - *Bus Network – Invest in the development of the national bus network, fully integrated with regional and local bus networks, to increase modal share of bus travel and improve access by bus to a wider range of trip destinations.*
 - *Strategic Road Network – Invest in road improvements to reduce journey times, deliver a safer and more resilient road network, and improve air and noise quality. Create a network of rapid-charging points to enable longer distance travel by electric vehicles throughout Wales.*

- *National Cycle Network – Revitalise the National Cycle Network to create a network of traffic-free paths connecting cities, towns and countryside across Wales.*
- 4.9 *Planning authorities should support developments associated with improvements to national connectivity and, where appropriate, maximise the opportunities that arise from them”.*
- 4.10 Policy 12 relates to Regional Connectivity and notes that Active travel must be an essential and integral component of all new developments, large and small. The Welsh Government’s priorities are to improve and integrate active travel and public transport.
- 4.11 *“The Welsh Government will work with Transport for Wales, local authorities, operators and partners to deliver the following measures to improve regional connectivity:*
- *Active Travel – Prioritising walking and cycling for all local travel. We will support the implementation of the Active Travel Act to create comprehensive networks of local walking and cycling routes that connect places that people need to get to for everyday purposes.*
 - *Bus – Improve the legislative framework for how local bus services are planned and delivered. We will invest in the development of integrated regional and local bus networks to increase modal share of bus travel and improve access by bus to a wider range of trip destinations.*
 - *Metros – Develop the South East Metro, South West Metro and North Wales Metro. We will create new integrated transport systems that provide faster, more frequent and joined-up services using trains, buses and light rail.*
 - *Ultra-Low Emission Vehicles – Support the roll-out of suitable fuelling infrastructure to facilitate the adoption of ultra-low emission vehicles, particularly in rural areas.*

Policy Context - Planning Policy Wales Edition 11 (PPW)

- 4.12 PPW Edition 11 was published in February 2021 by the Welsh Government and sets out a framework for the Welsh planning authorities to prepare their development plans. Its primary objective is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.

4.13 At paragraph 4.1.1, PPW states that *“The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:*

- *Enabling More Sustainable Travel Choices – measures to increase walking, cycling and public transport, reduce dependency on the car for daily travel;*
- *Network Management – measures to make best use of the available capacity, supported by targeted new infrastructure; and*
- *Demand Management – the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles”.*

4.14 In relation to sustainable transport, PPW confirms in paragraph 4.1.9 that *“The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport”.*

4.15 It goes on to state in paragraph 4.1.10 that *“The planning system has a key role to play in reducing the need to travel, particularly by private car, and supporting sustainable transport, by facilitating developments which:*

- *are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;*
- *are designed in a way which integrates them with existing land uses and neighbourhoods; and*
- *make it possible for all short journeys within and beyond the development to be easily made by walking and cycling”.*

4.16 PPW also refers to a *Sustainable Transport Hierarchy* which prioritises walking, cycling and public transport ahead of private motor vehicles. In relation to the *Sustainable Transport Hierarchy*, paragraph 4.1.13 states that it *“should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport”.*

4.17 In reference to supporting documentation with planning applications, paragraph 4.155 of PPW states that “*Transport Assessments 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 appropriately*”.

Transport Implementation Strategy

4.18 The main policy initiatives which need to be addressed have been summarised above. The key theme relates to reducing reliance on the private car focusing on supporting a modal shift to walking, cycling and public transport.

4.19 The objectives of a TIS should benefit both the occupiers of a development and the wider community. Site specific objectives that are relevant to the proposed development and will form the basis for a TP are as follows:-

- Increase opportunities for staff;
- Reduce vehicle use in and around the site;
- Reduce the transport impact of the development upon the environment;
- Promote more sustainable ways of travelling; and
- Support government policy to manage travel demand more effectively.

4.20 It should be noted that temporary construction staff will either be sourced locally or lodge locally. They will be encouraged to travel via sustainable modes of transport via their contractors and through site inductions. It should also be noted that mini buses will be put on to collect construction workers lodging in the surrounding areas. A free EV shuttle service will also be provided between the site and ABP security gate for all construction workers/staff who wish to walk to the site (either as a whole journey or in combination with public transport), reducing reliance on the private car. The demand for the shuttle service will remain under review as the scheme becomes operational through staff surveys, as detailed later, with services increased/decreased as necessary.

4.21 Therefore, this TIS will focus on permanent operational staff.

Achieving the TIS Objectives and the Monitoring Process

4.22 The objectives and monitoring of the TIS will substantially be achieved through the appointment of suitable Travel Plan Co-ordinator/s (TPC/s). Appropriate start-up funding will be provided for the TPC/s to cover the administration costs involved.

- 4.23 Once appointed, the TPC/s will act as the main contact for the TIS and will be responsible for implementing the TIS measures, involving new staff, maintaining a database and monitoring the effects of implementation. A full set of duties and responsibilities of the TPC/s is set out in the sections below.
- 4.24 The TPC/s will inform the Local Planning Authority and the appropriate local public transport operators of their contact details. Similarly, the TPC/s will obtain the contact details of staff and complete a 'Contact' form to provide easy reference when dealing with relevant matters.
- 4.25 The TPC/s will undertake an initial staff travel survey to enable a travel database to be set up. The TPC/s will prepare and distribute a questionnaire to each staff member, to collect the following details:
- Home postcode area;
 - Normal working hours;
 - Mode of travel to work;
 - Car ownership / usage;
 - Reasons for not using public transport and other modes;
 - The anticipated take-up of a car sharing scheme, shuttle service, the use of public transport or other non-car modes of travel to work; and
 - Information relating to potential areas for sustainable travel improvement, upon which the TPC/s could act and draw up measures to improve the TIS.
- 4.26 The TPC/s will set up a travel database within 3 months of completion of the travel survey.
- 4.27 The TPC/s will agree the annual targets with the LPA within 1 month of completion of the travel survey analysis. The initial travel survey results for the proportion of staff travelling by single occupancy vehicles should be recorded along with the agreed short term annual targets.
- 4.28 The TPC/s will ensure that any changes to the TIS or any relevant information is passed on to staff on a biannual / annual basis in the form of leaflets.
- 4.29 The TPC/s will ensure that staff are provided with information to allow ease of use of local public transport by providing up-to-date public transport route maps and timetable information in staff 'welcome packs', and updating by leaflet drop, as necessary. Contact details for local taxi firms will also be provided by the TPC/s.

- 4.30 The TPC/s will liaise regularly with local public transport operators to ensure that information remains valid. The TPC/s will provide details of the websites and telephone advice services, such as <http://www.traveline.info/> to enable staff to obtain details on their individual journey requirements.
- 4.31 The TPC/s will also liaise with the local public transport operators and release survey data to the operators to identify travel demands and allow appropriate services to be provided. The TPC/s will check regularly to ensure that the information supplied to staff remains valid.
- 4.32 The TPC/s will encourage walking as a mode of travel to the site by implementing the following initiatives:-
- Provide details to all staff of the free EV shuttle service that will run between the site and the ABP security gate;
 - Raise awareness of the health benefits of walking through promotional material;
 - Provide a map showing walking routes, indicating distances and times to the most common destinations near to the site; and,
 - Ensure that footways to site are well maintained and lit and any defects reported to the highways authority on an annual/biannual basis.
- 4.33 In conjunction with the pedestrian initiatives, cycle parking will be provided as part of the development and the TPC/s will investigate the potential to set up a bicycle user group (BUG) to encourage staff to cycle to work.
- 4.34 The TPC/s will set up a car sharing scheme, utilising the online website www.liftshare.com, within 3 months of receiving the initial travel surveys. Staff will be contacted by the TPC/s to allow potential car sharers to register an interest and provide details of their journey to and from work along with their contact phone number and home location. The TPC/s will then identify suitable matches for staff that may be able to share their journeys to and from work.
- 4.35 The TPC/s will make the new staff aware of the existence of the TIS by providing them with a copy of the TIS as part of a welcome pack during their induction.
- 4.36 The TPC/s will monitor travel patterns on an annual basis for the first five years of the occupation of the sites and then at suitable intervals as agreed by the Local Planning Authority. The monitoring of the plan is important for the following reasons:-
- It will ensure that the Local Planning Authority can see that the aims and objectives of the TIS are being achieved;

- It justifies the commitment of the TPC/s and of other resources;
 - It maintains support for the plan by reporting successes;
 - It identifies any measures that are not working or problems with the approach of the Plan;
 - It can be shared with other organisations to refine the development of the Plan.
- 4.37 Surveys will be used to monitor travel to and from the site. The surveys can be used to monitor the number of staff walking, cycling, using cars and using public transport. The results can then be used to identify initial mode share targets.
- 4.38 The TPC/s will develop the monitoring programme in conjunction with the Local Planning Authority to ensure that the monitoring procedures are appropriate. The TPC/s will maintain a monitoring table of progress to key TIS targets based on the results of the monitoring travel surveys. This table will be published and distributed by leaflet to staff on the site.
- 4.39 The TPC/s will make information on mode share available to the Local Planning Authority as part of the continuous monitoring process, subject to the provisions of the Data Protection Act.
- 4.40 The TPC/s will undertake an annual review of the TIS in conjunction with the Local Planning Authority. This review will be important in assessing the effectiveness of the measures implemented and to identify areas where modification may be necessary. In particular the following will be assessed:
- The level of car/non-car usage at the site;
 - Comments received from staff.
- 4.41 When reviewing the effectiveness of the TIS, the following questions will be asked:-
- Which areas offer the greatest potential for change/improvement?
 - Was the initiative implemented by the target date?
 - How well used is each scheme/initiative?
 - How much did it cost to introduce?
- 4.42 The TPC/s will compare the mode share statistics obtained from the annual monitoring to the targets set for the development. The TPC/s will set revised realistic targets for modal shifts to non-car travel modes and investigate the effectiveness of the TIS initiatives being promoted in conjunction with the Local Planning Authority.
- 4.43 In light of the data collected from the monitoring process, the TPC/s will adapt the TIS to enable the revised agreed targets to be achieved and submit a review report to be agreed with the Local Planning Authority.

4.44 It is considered that the delivery of the TIS / TP can be secured by planning condition, as appropriate.

5.0 ACCESSIBILITY

General

- 5.1 This chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.
- 5.2 The accessibility of the site by non-car modes has been assessed by comparison with the following threshold distances, as set out by Andrew Davies AM ‘Minister for Economic Development and Transport’ in his foreword to the 2003 “*Walking and Cycling Strategy for Wales*” document:

Table 5.1 – Walk / Cycle Distance Thresholds

Threshold Distance	Significance	Reference
1 mile	Walking can offer viable and attractive alternatives [to car trips]	Walking and Cycling Strategy for Wales
5 miles	Cycling can offer viable and attractive alternatives [to car trips]	Walking and Cycling Strategy for Wales

Pedestrian Accessibility

- 5.3 Pedestrian / Cycle access to the development site will be provided via a section of unnamed port road and North Road, off the A4241 Harbour Way.
- 5.4 As detailed earlier, there is a shared footway / cycleway on the A4241 Harbour Way which connects to a shared footway / cycleway that runs along western side of North Road as well as the initial circa 185m of the unnamed port road. Currently pedestrian and cycle access is not permitted within the ABP area for safety reasons, however, a free EV shuttle service is proposed between the site and ABP security gate for all construction workers/staff who wish to walk to the site (either as a whole journey or in combination with public transport), reducing reliance on the private car and encouraging sustainable travel choices.
- 5.5 NPTC have produced an Active Travel Network Map to identify existing suitable routes for walkers and cyclists as well as proposed routes. The Council apply for funding from the Welsh Government each year in order to implement the proposed routes. A screen shot of the Active Travel Network Map is shown in **Figure 5.1** below.

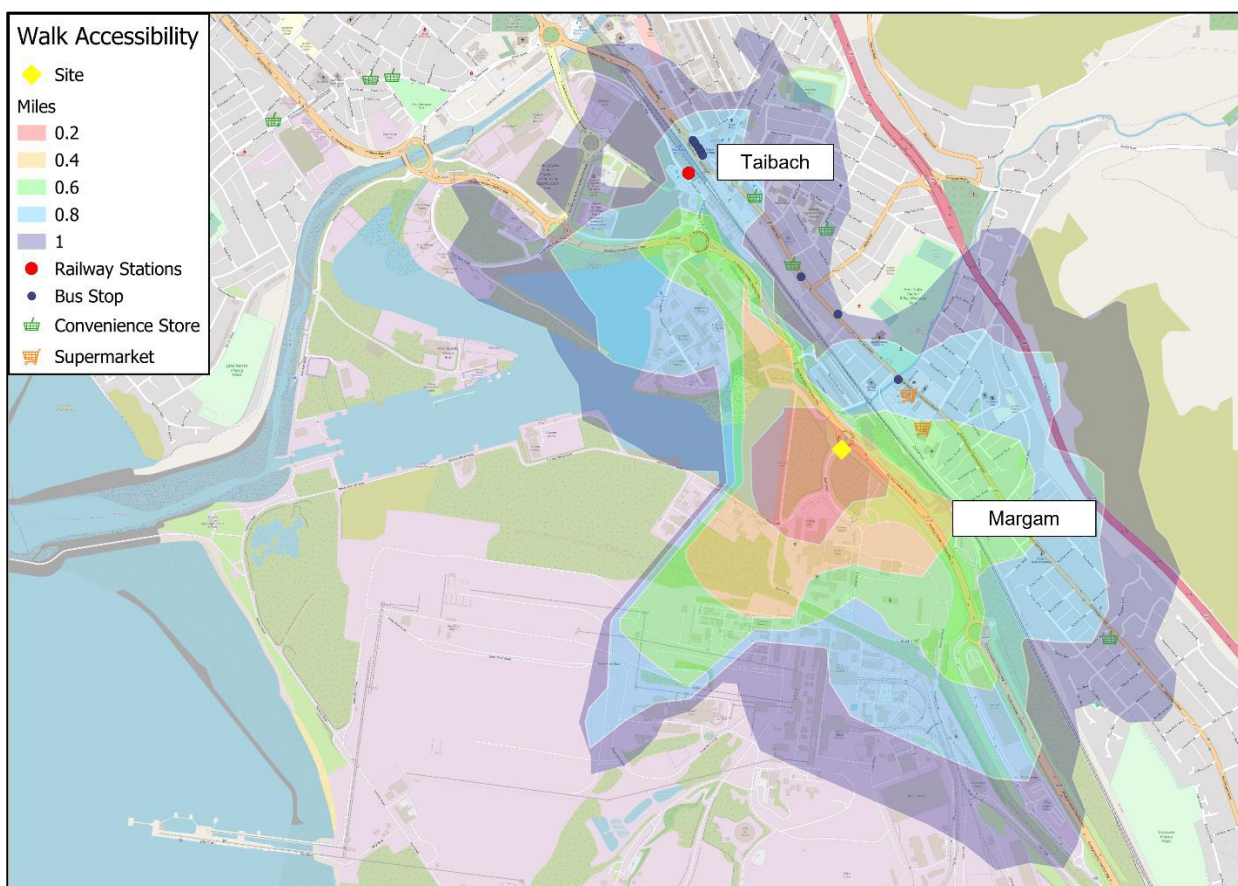
Figure 5.1 – NPTC Active Travel Plan



- 5.6 As can be seen from the above, there are continuous existing active travel routes connecting to the key local residential areas of Port Talbot, Margam and Taibach. Furthermore, there is a route proposed, known as the Margam to Port Talbot Steelworks (Alternative NCN4), that is currently subject to consultation. This proposed route will provide a useful connection from the A4241 Harbour Way / Main Gate Access junction, across the railway lines, to Knights Road, further increasing the connectivity of the site and creating a shorter walking/cycling route to the residential area of Margam.
- 5.7 Having regard to the above, the site is well located to benefit from both existing and proposed active travel links which connect to key residential areas as well as additional routes.

5.8 GIS TRACC software has been used to assess the accessibility of the development by foot for a 1-mile walking distance from the site access, as shown on **Figure 5.2** below, given that pedestrians and cyclists are not permitted within the site, as detailed earlier. The plan shows the reachable areas within 0.2-mile coloured bands from the site.

Figure 5.2 – Walk Accessibility



5.9 As demonstrated above, the residential areas of Taibach and Margam are both within a 1-mile walking distance of the site.

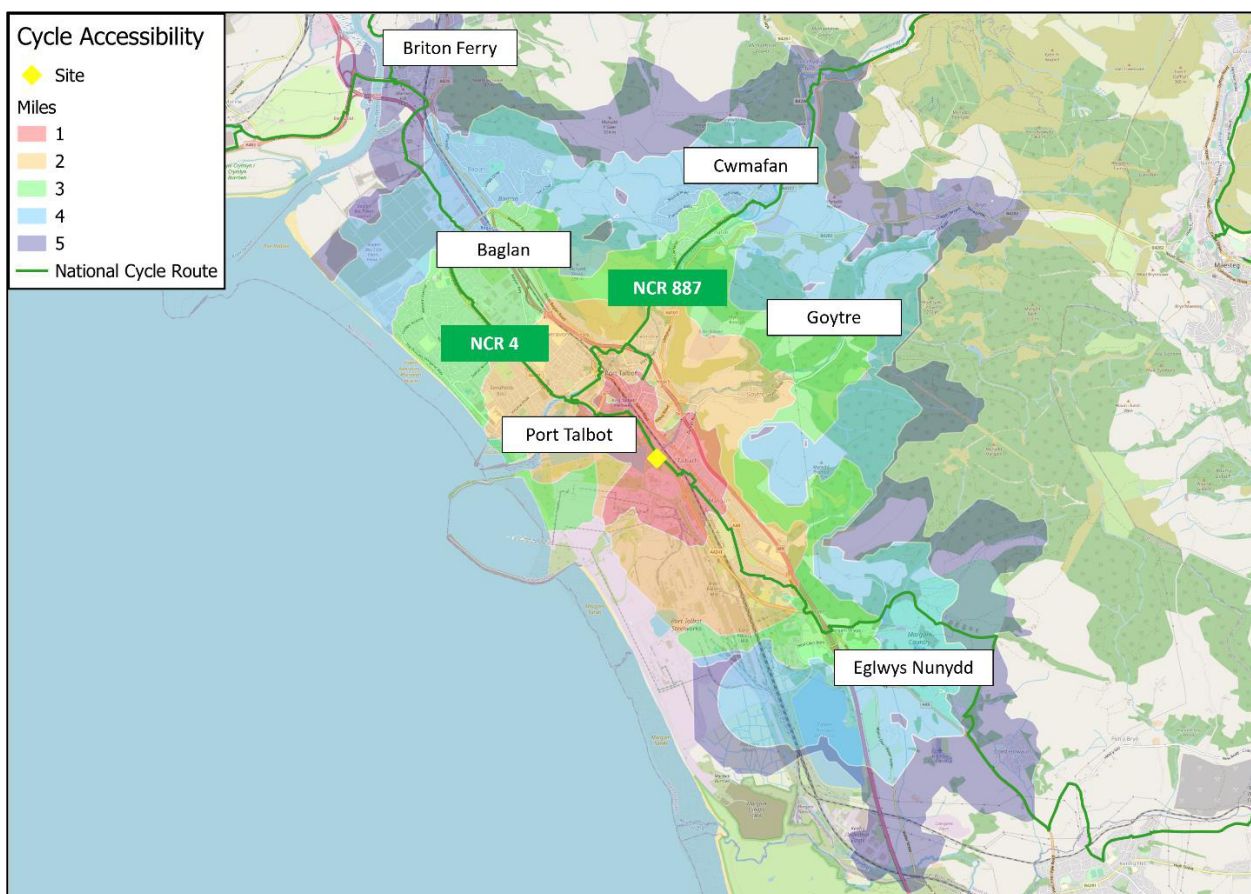
5.10 Notwithstanding the above, the Active Travel Wales Act Guidance, published by the Welsh Government in July 2021, provides guidance in relation to reasonable travel distances for each mode of active travel and confirms that many users are likely to travel up to 2 miles on foot with some users likely to travel up to 3 miles on foot.

- 5.11 There is a large residential catchment within 2 miles of the site as well as numerous transport facilities to encourage existing and prospective staff to travel via sustainable modes. The closest bus stops are located on both sides of the A48 Margam Road, 0.5 miles from the A4241 Harbour Way / North Road access, and Port Talbot Parkway Railway Station is located approximately 0.6 miles north-west of the A4241 Harbour Way / North Road access.
- 5.12 Overall, the site benefits from reasonable levels of accessibility by foot and prospective staff will not be wholly reliant on the private car for travel to work.

Cycle Accessibility

- 5.13 There is a shared footway / cycleway on the A4241 Harbour Way which connects to a shared footway / cycleway that runs along western side of North Road as well as the initial circa 185m of the unnamed port road. Furthermore, the proposed Margam to Port Talbot Steelworks (Alternative NCN4) route will provide a useful connection from the A4241 Harbour Way / Main Gate Access junction to Margam, further increasing the connectivity of the site, as detailed earlier.
- 5.14 Transport policy identifies that cycling represents a realistic and healthy option to use of the private car for making journeys up to 5 miles as a whole journey or as part of a longer journey by public transport.
- 5.15 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5-mile cycle distance and is shown on **Figure 5.3**.

Figure 5.3 – Cycle Accessibility



- 5.16 The plan demonstrates that Goytre, Cwmafan, Port Talbot and Baglan, amongst others, are all located within the 5-mile catchment area. In addition, **Figure 5.3** shows the sites close proximity to National Cycle Route 4, which is located to the north-east of the site. The route connects Swansea in the north, with the outskirts of Cardiff in the south-east, whilst also providing a traffic-free link to National Cycle Route 887 in Port Talbot. National Cycle Route 887 runs in a south-west to north-east direction and provides a link between Port Talbot town centre and Glyncothrog.
- 5.17 As the application site is within an acceptable cycle distance of a range of areas and associated facilities and services, cycling is considered to be a viable alternative to private car use for prospective staff. This is particularly the case given that secure cycle parking is proposed and the proposed EV shuttle service will have a bike rack.

Public Transport Accessibility

- 5.18 The development is well placed to encourage travel by bus. As detailed earlier, the closest bus stops are located on both sides of the A48 Margam Road, 0.5 miles from the A4241 Harbour Way / North Road access.

5.19 Details of the main bus services and frequencies from the aforementioned existing stops are provided in **Table 5.2** below.

Table 5.2 – Bus Services:

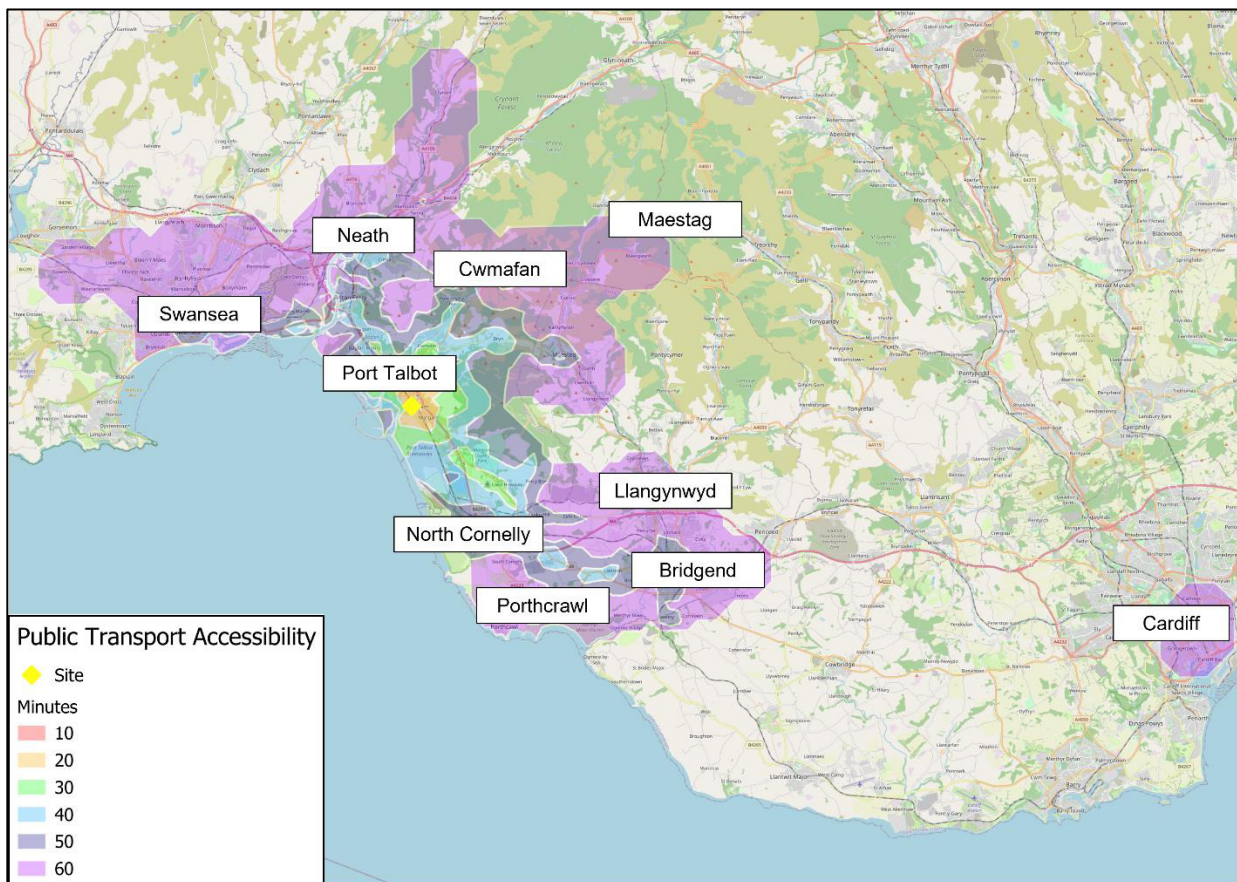
Service	Route	Approximate Service Frequency
82	Golden Avenue - Port Talbot	Mon to Fri: Hourly
		Sat: Hourly
		Sun: -
87	Neath – Margam	Mon to Fri: 20 mins
		Sat: 30mins
		Sun: -
X1 Cymru Clipper	Swansea – Bridgend	Mon to Fri: 30mins
		Sat: 30mins
		Sun: -

5.20 The above demonstrates that prospective staff will have access to bus stops within a reasonable walking distance. The stops provide 6 services per hour to numerous destinations, including Neath, Swansea and Bridgend, amongst others, which will provide a viable option for prospective staff to travel by bus.

5.21 In terms of rail services, Port Talbot Parkway Railway Station is located approximately 0.6 miles north-west of the A4241 Harbour Way / North Road access. This location is well within an acceptable walking and cycling distance to encourage perspective staff to travel by train. Port Talbot Parkway Railway Station offers regular direct services throughout the week to destinations including Llanelli, Swansea, Manchester Piccadilly, Milford Haven, Haverfordwest, London Paddington and Hereford, amongst others.

5.22 The level of accessibility by public transport has been analysed using GIS TRACC software and is shown on **Figure 5.4** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 5.4 – Public Transport Accessibility



5.23 The above demonstrates that the site is within a close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas of Cardiff, Swansea, Neath, North Cornelly, Bridgend and Maestag, amongst others, are all within an acceptable 60-minute commute time.

Summary

5.24 The site benefits from good levels of accessibility by sustainable modes and has a large residential catchment as well as a good range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple transport connections within close proximity providing access to a range of local destinations. These findings demonstrate that prospective staff will not be wholly reliant on the private car for travel to work.

6.0 FUTURE BASELINE TRAFFIC FLOWS

Introduction

6.1 This chapter describes the future baseline traffic conditions on the local highway network in relation to traffic growth and committed developments.

Future Baseline Traffic Flows

6.2 The construction phase will represent the worst case traffic impact of the scheme on the local highway network and as detailed earlier, it has been agreed with NPTC that detailed capacity assessments of the impact of the development during the operational phase are not required.

6.3 As detailed earlier, the proposed development is anticipated to be constructed and operational by 2026 and as a result, capacity assessments have been undertaken in the future assessment year of 2026, as agreed with NPTC

6.4 National Traffic Model (NTM) growth factors (modified by TEMPRO local growth factors) have been used to quantify the level of background traffic growth that could occur on the local network between the date of the traffic surveys and the future assessment year. This quantification is summarised in **Table 6.1** below.

Table 6.1 – Traffic Growth Factors

Period	AM Peak	PM Peak
2022 to 2026	1.0302	1.0294

6.5 The above growth factors have been applied to the surveyed traffic flows to obtain the 2026 base traffic flows, as shown in **Traffic Flow Figure 2**.

Committed Developments

6.6 NPTC have requested that the following committed developments are taken into account in the assessments within this TA:

- P2021/1255 - Land off J38 of the M4, Margam - Full planning application of the development of a metal processing facility totalling 28,500sq.m of floorspace comprising a powder processing plant (17,377sq.m), warehouse and store (5,428 sq.m) office building (1,442 sq.m), amenity building (776 sq.m), laboratory (200 sq.m), services building (470 sq.m), substation (107 sq.m), phase 2 (2,700 sq.m), CCTV, storage tanks and plant, parking, servicing and roads and associated works.

- A2020/0014 - Tyn-y-caeau, Margam Road - Change of use from dwelling house and annex building into a mixed used development consisting of guest house accommodation consisting of 16 guest rooms, with associated bar, cafe and spa facilities, and truck stop with 21 HGV parking spaces. The proposal includes the demolition of an existing single storey rear extension, and the erection of a single-storey rear extension, together with widened site access, additional internal access roads, parking areas and associated works.

[P2021/1255 - Land off J38 of the M4, Margam](#)

6.7 This planning application is for a 28,500m² metal processing facility.

6.8 The traffic flows associated with the development have been obtained from the submitted TA and are presented diagrammatically on **Traffic Flow Figure 3**. It should be noted that the development traffic flows have been input directly from the TA at the A4241 Harbour Way / A48 Margam Road / Access Road junction and the M4 Junction 38, albeit they have been converted to passenger car units (PCU), and then distributed at the remaining junctions within the TA study area as follows:

- All traffic routing via the A4241 Harbour Way has been assigned straight through the following junctions:
 - i. A4241 Harbour Way / Main Gate Access
 - ii. A4241 Harbour Way / North Road
 - iii. A4241 Harbour Way / Oakwood Road / Llewellyn's Road
- All traffic approaching the A4241 / A4241 Harbour Way / North Bank Road junction has been assigned on the A4241 (West) and A4241 (North) based on turning proportions, excluding U-turn movements and North Bank Road given that this is just an access road to commercial and industrial sites.
- All traffic approaching the A4241 / Industrial Unit Access / Harbourside Road / Industrial Unit Access (West) junction have been assigned straight through the junction along the A4241 given that the other arms provide access to commercial and industrial sites only.
- Traffic has been assigned through the A48 Heilbronn Way / Car Park Access / A4241 / Water Street based on existing turning proportions, excluding U-turn movements and the Port Talbot Bus Station car park access.

- Traffic has been assigned through the M4 Junction 41 based on existing turning proportions, excluding U-turn movements and the shopping centre car park access.

[A2020/0014 - Tyn-y-caeau, Margam Road](#)

- 6.9 The traffic flows associated with the development have been obtained from the submitted TA and distributed on the M4 northbound and southbound based on existing northbound and southbound mainline flows, obtained from a DfT count to the south of the M4 Junction 38.
- 6.10 The traffic flows associated with the development are presented diagrammatically on **Traffic Flow Figure 4**
- 6.11 The total committed development traffic is presented in **Traffic Flow Figure 5**.

7.0 TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

Overview

- 7.1 This chapter provides an estimate of the trips generated by the proposed development during the weekday AM and PM peak hours and distributes and assigns the vehicular trips on the local highway network.
- 7.2 Due to the very specific / bespoke nature of the development, a first principles approach based on information provided by the applicant / contractor has been adopted to estimate the level of traffic anticipated to be generated by the scheme during both the construction and operational phase.

Trip Generation – Proposed Construction Traffic

- 7.3 The following measures are proposed which will reduce the traffic impacts during the temporary construction phase:-
- Off-site pre-construction / pre-fabrication will be utilised where possible.
 - Operational production plant will be delivered via barge.
 - Travel via minibus instead of personal vehicles will be incentivised and car sharing will also be encouraged.
 - HGVs will be required to route via the M4 Junction 38, and therefore avoid Port Talbot and junctions with identified capacity issues, as detailed later, through the implementation of a Construction Traffic Management and Routing Plan. The permitted routes to the M4 will be communicated to all construction contractors, displayed on-site and route plans passed to all drivers at site inductions. Drivers will be informed that they will face disciplinary action if caught contravening.
 - Adaptation of working time to avoid peak hours, if necessary.
- 7.4 The contractor has confirmed that approximately 102 daily HGV movements (204 two-way daily HGV movements) are anticipated to be generated during the peak months of construction associated with the following processes, although this TA considers 120 daily HGV movements (240 two-way daily HGV movements) in order to allow for a robust assessment.
- Site preparation works including removal of soil and import of clean fill material

- Site establishment
- Delivery of construction equipment
- Delivery of materials
- Removal of waste

7.5 HGV movements will be spread across the day, although the contractor estimates up to 52 and 24 two-way HGV movements could be expected in the AM and PM peak hours respectively based on the robust figure of 240 two-way daily HGV movements.

7.6 In addition to the above and as detailed earlier, the contractor estimates 450 staff will be required on-site. In order to limit the traffic impacts during the construction phase and promote sustainable travel, the applicant / contractor has confirmed that car sharing and travel via minibus will be heavily encouraged with a summary of staff mobilisation provided in **Table 7.1** below.

Table 7.1 – Construction Workers Mobilisation

Category	Staff	Vehicle	% Occupancy	Staff/Vehicle	1-Way Vehicle
Managers	68	5-Seat Car	20%	1	68
Workforce	230	5-Seat Car	60%	3	90
	152	24-Seat Minibus	80%	20	8

7.7 Whilst a total of 166 one-way vehicle movements are estimated associated with construction workers, this TA considers 200 (34 additional cars) one-way vehicle movements (400 two-way) in order to allow for a robust assessment.

7.8 **Table 7.2** below presents the anticipated temporal distribution of construction workers arriving and departing the site, based on the anticipated site opening time of 07:00 and proposed 10-hour construction worker shift pattern.

Table 7.2 – Construction Workers Temporal Distribution (Arrivals / Departures)

Staff Arrival and Departure Times	Arrive		Depart	
		06:00-07:00	75%	17:00-18:00
	07:00-08:00	20%	18:00-19:00	20%
	08:00-09:00	5%	19:00-20:00	5%

7.9 The estimated construction workforce trip generation between the hours of 06:00-07:00 and 17:00-18:00 is summarised in **Table 7.3** below.

Table 7.3 – Construction Workers Trip Generation Estimates

Workforce (PCU)	AM Arrivals	AM Departures	PM Arrivals	PM Departures
		153	0	0

7.10 It should be noted that the average network peak hours have been identified from the traffic survey data as 07:45-08:45 and 16:30-17:30, as detailed earlier. Therefore, assessing the worst case construction traffic peak hours of 06:00-07:00 and 17:00-18:00 with the network peak hour base flows allows for a robust assessment.

7.11 The number of estimated HGV moments during the network peak hours has been converted to PCU, as summarised in **Table 7.4** below.

Table 7.4 – HGV Construction Trip Generation Estimates

HGV (PCU)	AM Arrivals	AM Departures	PM Arrivals	PM Departures
		52	52	24

7.12 The total trip generation estimates associated with the proposed construction of the development is summarised in **Table 7.5** below.

Table 7.5 – Total Construction Trip Generation Estimates

Total (PCU)	AM Arrivals	AM Departures	PM Arrivals	PM Departures
		205	52	24

HGV Trip Distribution – Proposed Construction Traffic

7.13 It was agreed with NPTC as part of the scoping process that all HGVs would be requested to route via the M4 Junction 38, and not through Port Talbot, through the implementation of a Construction Traffic Management Plan.

7.14 Having regard to the above, 100% of HGVs have been distributed south at the A4241 Harbour Way junction and then distributed on the M4 northbound and southbound based on the existing northbound and southbound HGV turning proportions arriving and departing the A4241 Harbour Way / North Road site access junction.

7.15 The HGV distribution is presented diagrammatically on **Traffic Flow Figure 6**.

LGV and Minibus Trip Distribution – Proposed Construction Traffic

7.16 The applicant has estimated that 50% of construction workers will be sourced locally and 50% from elsewhere (lodging in the local area). On this basis, a gravity model based on a 60-minute drive time has been undertaken to identify a suitable distribution for the construction workers.

7.17 The gravity model is presented in **Appendix G** with the methodology adopted described below:

- A 60-minute drivetime isochrone has been centred on the site access using Microsoft Mappoint software (see plan at **Appendix G**). Within this isochrone, population data for each postcode sector has been exported. 60 minutes has been taken to represent the maximum driving time for the majority of commuters driving to work. This is considered robust when considering 27 minutes is the average driving time for commuters driving to work and back during the peak hours (as derived from the DfT's July 2007 "Travel to Work" Factsheet).
- The travel time, D, from the approximate centre of each postcode sector to the site is estimated using Google route planning software.
- The factor P/D (to the power of 2) is estimated for each postcode sector to determine the relative attractiveness of the development in that sector.
- Each postcode sector is assigned to an appropriate route based on that specified by Google route planner software.
- The total percentage of trips assigned to each route is determined, as summarised in **Table 7.6** below.

Table 7.6 – LGV Trip Distribution

Route	Route Description	%
A	M4 (South) / A48 Margram Road (South) / A4241 Harbour Way	31.5%
B	A48 Heilbronn Way (East) / A4241 (South) / A4241 Harbour Way (East)	4.8%
C	M4 (North) / A48 Pentyla Baglan Road / A48 Heilbronn Way (North) / A4241 (South) / A4241 Harbour Way (East)	25.9%
D	Water Street / A4241 (South) / A4241 Harbour Way (East)	0.0%
E	A4241 (West) / A4241 Harbour Way (East)	19.3%
F	A48 Pentyla Baglan Road / A48 Heilbronn Way (North) / A4241 (South) / A4241 Harbour Way (East)	3.8%
G	A48 Margram Road (North) / A4241 Harbour Way (West)	3.7%
H	A48 (East) / A48 Margram Road (South) / A4241 Harbour Way (West)	4.9%
I	B4286 Heilbronn Way / A48 Heilbronn Way (North) / A4241 (South) / A4241 Harbour Way (East)	6.1%

7.18 This methodology has been adopted to distribute trips for the LGVs and the LGV percentage distribution of vehicular trips generated by the proposed construction workers is also presented diagrammatically in **Traffic Flow Figure 7**.

Traffic Assignment – Proposed Construction Traffic

7.19 The traffic assignment of LGVs and HGVs has been obtained by applying the relevant trip distribution proportions detailed earlier to the relevant estimated traffic generation figures. The traffic assignment of LGVs and HGVs are individually presented diagrammatically on **Traffic Flow Figure 8** and **Traffic Flow Figure 9** respectively.

7.20 The total traffic assignment is also presented diagrammatically on **Traffic Flow Figure 10**.

Trip Generation – Operational Phase

7.21 As detailed earlier, the process to make ATJ-SPK produces sustainable diesel which is proposed to be exported via road to surrounding local areas / businesses. Furthermore, the process also requires nitrogen, chemicals and catalyst, which will be delivered by road, and produces contaminated water, waste ethanol and spent catalyst which will be transported off-site by road.

7.22 The applicant has confirmed the following in relation to tanker / HGV movements:

- Approximately 7 fuel tankers per week are expected, which may increase to 50 tankers per week depending on the operating mode, although this level of fuel export by truck would last no longer than 2 months.
- The intent will be to utilize by-products within the plant as much as feasible. However, there may be reasons by-products need to go out as waste via truck, either on flatbed trucks with tote tanks or tanker truck. Between 0-4 HGV movements per week will be associated with the export of by-products.
- During normal operation there are utility and process chemicals that will be needed to keep the facility operating properly. Some utility chemicals will be managed by the plant, others will be contracted out for chemical treatment and be shipped to the site under the guidance of the contracted organization. Between 6-12 HGV movements per week will be associated with the delivery of chemicals.

- There will also be requirements for routine delivery of equipment, spare parts, and other materials to support the continued operation, as well as shipment of materials out for servicing. Each of these could be on lighter delivery trucks or flatbed trucks with 1-2 trucks per day expected.

7.23 Having regard to the above and assuming all imports / exports take place Monday-Friday, the proposed development will generate between approximately 4-15 tanker / HGV movements per day (8-30 two-way tanker / HGV movements per day) in relation to road imports / exports.

7.24 The processing facility will be operational 24 hours per day, however, assuming the imports / exports all take place in the 12-hour period of 07:00-19:00, then the proposed development will only result in circa 1-3 additional two-way HGV movements in both the AM and PM highway peak hours.

7.25 In terms of staff, there will be a total of 85 staff including 6 remote technical support staff, as detailed earlier. Based on the proposed shift patterns detailed earlier, the applicant expects circa 50 staff to be on site at any one time during the day, although up to 62 staff could potentially be on site at any one time during shift change over periods. In addition to the normal operating team, there will be up to 5 additional contractors on site primarily during the day to support with routine maintenance and servicing of equipment. When considering the staff shift patterns detailed earlier and assuming all staff travel in private cars, circa 50 staff are anticipated to arrive between 07:00 and 08:00, with no other arrivals and only 12 departures in the AM peak period, between 08:00 and 09:00. There are not anticipated to be any arrivals in the PM peak period, although circa 41 departures are expected between 16:00 and 17:00 and 9 departures are expected between 17:00 and 18:00.

HGV Trip Distribution – Proposed Operational Traffic

7.26 HGVs have been distributed based on the existing northbound and southbound HGV turning proportions arriving and departing the A4241 Harbour Way / North Road site access junction and then distributed through the remaining study area based on the most direct route to the M4.

7.27 The HGV distribution is presented diagrammatically on **Traffic Flow Figure 11**.

LGV Trip Distribution – Proposed Operational Traffic

7.28 The aforementioned gravity model trip distribution percentages presented in **Traffic Flow Figure 7** are also considered appropriate to be applied to the operational phase staff.

Traffic Assignment – Proposed Operational Traffic

- 7.29 The traffic assignment of LGVs and HGVs associated with the operational phase has been obtained by applying the relevant trip distribution proportions detailed earlier to the relevant estimated traffic generation figures. The traffic assignment of LGVs and HGVs are individually presented diagrammatically on **Traffic Flow Figure 12** and **Traffic Flow Figure 13** respectively.
- 7.30 The total traffic assignment is also presented diagrammatically on **Traffic Flow Figure 14**.
- 7.31 **Traffic Flow Figure 14** demonstrates that once distributed on the A4241 Harbour Way, all junctions within the proposed TA study area with the exception of the A4241 Harbour Way / North Road access junction, A4241 Harbour Way / Oakwood Road / Llewellyn's Road and A4241 / A4241 Harbour Way / North Bank Road junctions will result in significantly less than 30 two-way additional trips in both the AM and PM peak hours.
- 7.32 The proposed operational phase of the development will therefore result in a negligible increase in traffic movements during the highway peak hours, particularly given that the assessment assumes all staff travel in private cars, with no staff travelling via sustainable and active travel modes or car sharing, in order to allow for a robust assessment.
- 7.33 Having regard to the above, detailed capacity assessments of the operational phase have not been undertaken in this TA, as agreed with NPTC, particularly given that the A4241 Port Talbot Peripheral Distributor Road was designed to accommodate such growth.

Disruption / Maintenance

- 7.34 In terms of the likelihood of disruption in the shipping supply chain, ABP have confirmed they have no specific records, but both sets of gates at Port Talbot are new and of market leader construction. ABP also confirmed all lock gates are visually inspected and tested on a weekly basis in addition to an annual internal & external dive team inspection to monitor mud/water levels. On this basis, it can be assumed disruption in the shipping supply chain is unlikely.

- 7.35 Notwithstanding the above, in the unlikely event of disruption in the shipping supply chain, ethanol and jet fuel will be transported via trucks. This operation would be a 24-hour operation which would occur with normal production rates for a maximum duration of 2 days, with 26 HGV movements per day anticipated (52 two-way HGV movements per day). If any shipping disruption continues beyond 2 days, the production will ramp down to 50% for a maximum duration of 2 weeks, with 13 HGV movements per day anticipated (26 two-way HGV movements), before operations shut down. This traffic increase is not considered significant, particularly given that shipping disruption is unlikely and will only be temporary.
- 7.36 It should also be noted that on an annual basis it is expected that the plant will be shut down for a period of 2-4 weeks for major maintenance. During this time, the applicant anticipates 30 light vehicle movements (60 two-way vehicle movements) per day.

8.0 ANTICIPATED HIGHWAY IMPACT

General

8.1 Due to the additional level of traffic estimated to be generated during the operational phase not being material, as detailed earlier, it has been agreed with NPTC that detailed capacity assessments of the impact of the development during the operational phase are not required.

8.2 The construction phase will represent the worst-case traffic impact of the scheme on the local highway network and this chapter describes the impact of the additional trips generated during the peak months of the construction on the operation of the local highway network.

8.3 When considering the impact of the development on the local highway network it should be borne in mind that the impacts are of a temporary nature, during the construction period only. The applicant is committed to ensuring the temporary traffic impact during the construction period is minimised as far as possible and proposes the following measures as mitigation:-

- Off-site pre-construction / pre-fabrication will be utilised where possible.
- Operational production plant will be delivered via barge.
- Travel via minibus instead of personal vehicles will be incentivised and car sharing will also be encouraged.
- HGVs will be required to route via the M4 Junction 38, and therefore avoid Port Talbot and junctions with identified capacity issues, as detailed later, through the implementation of a Construction Traffic Management and Routing Plan. The permitted routes to the M4 will be communicated to all construction contractors, displayed on-site and route plans passed to all drivers at site inductions. Drivers will be informed that they will face disciplinary action if caught contravening.
- Adaptation of working time to avoid peak hours, if necessary.

8.4 As stated earlier, the study area for the TA has been agreed with NPTC and includes the following junctions:

- M4 Junction 41 (A48 Heilbronn Way / A48 Pentyla-Baglan Road / B4286 Heilbronn Way / Car Park Access)
- A48 Heilbronn Way / Car Park Access / A4241 / Water Street

- A4241 / Industrial Unit Access / Harbourside Road / Industrial Unit Access (West)
- A4241 / A4241 Harbour Way / North Bank Road
- A4241 Harbour Way / Oakwood Road / Llewellyn's Road
- A4241 Harbour Way / North Road
- A4241 Harbour Way / Main Gate Access
- A4241 Harbour Way / A48 Margam Road / Access Road
- M4 Junction 38

Assessment Methodology

- 8.5 Assessments of the A48 Heilbronn Way / Car Park Access / A4241 / Water Street junction have been undertaken using LINSIG software and the remaining junctions in the TA study area have been assessed using Junctions 9 (ARCADY) software.
- 8.6 With the Junctions 9 models the results generated provide a Ratio to Flow capacity (RFC) along with an estimate of the likely traffic queues. RFC values between 0.00 and 0.85 are generally accepted as representing stable and acceptable operating conditions. Values between 0.85 and 1 represents variable operation (i.e. possible queues building up at the junction during the period under consideration and increases in vehicular delay moving through the junction). RFC values in excess of 1 represents overloaded conditions (i.e. congested conditions).
- 8.7 LINSIG software presents results as a percentage Degree of Saturation (DoS) and corresponding likely traffic queues for each modelled link at the junction. For Traffic Signals it is generally accepted that DoS of 90% or less on individual links represents satisfactory signal operation. DoS of between 90% and 100% represent variable operation which warrants further investigation and values in excess of 100% represent overloaded conditions.
- 8.8 As detailed earlier, capacity assessments have been undertaken in the future assessment year of 2026 which reflects the anticipated year of completion and is therefore considered robust.
- 8.9 All capacity assessments in the future assessment years include a Do Minimum scenario (i.e. without development) and a Do Something scenario (i.e. with development). The 2026 Do Minimum baseline traffic flows are the sum of the relevant growthed surveyed traffic flows plus the committed development flows and are shown on **Traffic Flow Figures 15**.

8.10 The 2026 Do Something assessment traffic flows are the sum of the relevant Do Minimum baseline traffic flows and the proposed construction traffic flows, as shown on **Traffic Flow Figures 16**.

M4 Junction 41 (A48 Heilbronn Way / A48 Pentyla-Baglan Road / B4286 Heilbronn Way / Car Park Access Roundabout)

8.11 ARCADY software has been used in the assessment of the A48 Heilbronn Way / A48 Pentyla-Baglan Road / B4286 Heilbronn Way / Car Park Access roundabout. The ARCADY results are presented in **Appendix H** with the results summarised in **Table 8.1** below.

Table 8.1 – A48 Heilbronn Way / A48 Pentyla-Baglan Road / B4286 Heilbronn Way / Car Park Access Roundabout ARCADY Results

Approach	AM PEAK		PM PEAK	
	RFC	MMQ	RFC	MMQ
2026 Do Minimum				
A48 Pentyla-Baglan Road	0.50	1.0	0.55	1.2
B4286 Heilbronn Way	0.95	13.3	0.86	5.8
Car Park Access	0.00	0.0	0.00	0.0
A48 Heilbronn Way	0.32	0.5	0.69	2.2
2026 Do Something				
A48 Pentyla-Baglan Road	0.53	1.1	0.55	1.2
B4286 Heilbronn Way	0.98	19.1	0.86	5.8
Car Park Access	0.00	0.0	0.00	0.0
A48 Heilbronn Way	0.32	0.5	0.72	2.5

8.12 The above table demonstrates that the B4286 Heilbronn Way approach to the roundabout is predicted to overrate over the typical 0.85 threshold, but below 1.0, in the AM and PM peak hours in both the Do Minimum and Do Something scenarios.

8.13 The RFC and queue values are predicted to increase as a result of the proposed construction traffic. However, the construction traffic will result in just a 2% impact at this junction in both the AM and PM peak hours when compared to the 2026 Do Minimum scenario, or an average of less than 1 additional two-way vehicle movement a minute. In addition, the greatest increase in queues occurs on the B4286 Heilbronn Way link during the AM peak period where there is an increase of only 5.8 PCU. Having regard to this and given the robust approach adopted in these assessments, the impact of the development at this junction is not considered to be material and no physical mitigation measures are required, particularly given that the construction traffic impact will only be temporary.

A48 Heilbronn Way / Car Park Access / A4241 / Water Street Signalised Junction

8.14 LINSIG software has been used to assess the operation of the A48 Heilbronn Way / Car Park Access / A4241 / Water Street signal-controlled junction. The results of the Do Minimum and Do Something development assessments are presented in **Appendix I** and summarised in **Table 8.2** below.

Table 8.2 – A48 Heilbronn Way / Car Park Access / A4241 / Water Street Signal Controlled Junction LINSIG Results

Link	2026 Do Minimum				2026 Do Something			
	AM PEAK		PM PEAK		AM PEAK		PM PEAK	
	DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
A48 Heilbronn Way (North) Ahead Left	53.1%	0.6	39.6%	0.3	58.5%	0.7	39.7%	0.3
A48 Heilbronn Way (North) Ahead	62.2%	0.8	53.9%	0.6	62.5%	0.8	54.0%	0.6
Bus Station Access Ahead Left	37.2%	1.5	41.6%	1.7	37.2%	1.5	41.6%	1.7
A48 Heilbronn Way (South) Ahead Left	68.6%	3.9	79.1%	4.8	71.5%	4.6	79.1%	4.8
A48 Heilbronn Way (South) Ahead	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0
A4241 Ahead Left	18.5%	0.1	78.4%	3.6	18.5%	0.1	88.1%	7.4
A4241 Ahead	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0
Water Street Ahead Left	48.2%	0.5	87.7%	3.7	48.2%	0.5	90.1%	4.9
Circ 1 Right Ahead	47.5%	5.8	48.1%	5.9	49.7%	6.1	48.6%	5.9
Circ 1 Right	44.0%	4.8	38.0%	3.8	45.7%	5.0	38.0%	3.8
Circ 2 Ahead	15.4%	0.1	3.2%	0.0	16.9%	0.1	3.2%	0.0
Circ 2 Right Ahead	31.4%	0.2	27.9%	0.2	32.5%	0.2	27.9%	0.2
Circ 3 Right Ahead	48.1%	0.5	52.6%	0.6	48.1%	0.5	52.6%	0.6
Circ 3 Right	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0
Circ 4 Right Ahead	14.8%	0.1	39.4%	0.3	14.8%	0.1	42.3%	0.4
Circ 4 Right	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0
Circ 5 Right Ahead	14.3%	0.1	21.5%	0.1	13.3%	0.1	21.9%	0.1
Circ 5 Right	1.7%	0.0	2.8%	0.0	2.7%	0.0	2.8%	0.0
PRC (%):	31.1%		2.6%		25.9%		-0.1%	

8.15 The above results demonstrate that the A48 Heilbronn Way / Car Park Access / A4241 / Water Street signal-controlled junction is predicted to operate within capacity in the future assessment year of 2026, in the Do Minimum scenario.

8.16 In the Do Something scenario, the DoS and queue values are predicted to slightly increase on a number of links with the Water Street approach predicted to overrate slightly over capacity in the PM peak hour as a result of the proposed construction traffic. However, the increase in queues on the Water Street approach during the PM peak hour is not material (1.2 PCU) and the greatest increase in queues occurs on the A4241 northbound approach during the PM peak period where there is an increase of only 3.8 PCU. Having regard to this and given the robust approach adopted in these assessments, the impact of the development at this junction is not considered to be material and no physical mitigation measures are required, particularly given that the construction traffic impact will only be temporary.

A4241 / Industrial Unit Access / Harbourside Road / Industrial Unit Access (West) Roundabout

8.17 ARCADY software has been used in the assessment of the A4241 / Industrial Unit Access / Harbourside Road / Industrial Unit Access (West) roundabout. The ARCADY results are presented in **Appendix J** with the results summarised in **Table 8.3** below.

Table 8.3 – A4241 / Industrial Unit Access / Harbourside Road / Industrial Unit Access (West) Roundabout ARCADY Results

Approach	AM PEAK		PM PEAK	
	RFC	MMQ	RFC	MMQ
2026 Do Minimum				
Harbourside Road	0.01	0.0	0.3	0.0
A4241 (South)	0.08	0.1	0.24	0.3
Access (West)	0.00	0.0	0.00	0.0
A4241 (North)	0.21	0.3	0.07	0.1
Access (East)	0.03	0.0	0.02	0.0
2026 Do Something				
Harbourside Road	0.01	0.0	0.03	0.0
A4241 (South)	0.08	0.1	0.28	0.4
Access (West)	0.00	0.0	0.00	0.0
A4241 (North)	0.24	0.3	0.07	0.1
Access (East)	0.03	0.0	0.02	0.0

8.18 The above results demonstrate that the A4241 / Industrial Unit Access / Harbourside Road / Industrial Unit Access (West) roundabout is predicted to operate within capacity in the future assessment year of 2026, in the Do Something scenario.

A4241 / A4241 Harbour Way / North Bank Road Roundabout

8.19 ARCADY software has been used in the assessment of the A4241 / A4241 Harbour Way / North Bank Road roundabout. The ARCADY results are presented in **Appendix K** with the results summarised in **Table 8.4** below.

Table 8.4 – A4241 / A4241 Harbour Way / North Bank Road Roundabout ARCADY Results

Approach	AM PEAK		PM PEAK	
	RFC	MMQ	RFC	MMQ
2026 Do Minimum				
A4242 Harbour Way	0.21	0.3	0.40	0.7
North Bank Road	0.03	0.0	0.03	0.0
A4241 (West)	0.18	0.2	0.18	0.2
A4242 (North)	0.22	0.3	0.10	0.1
2026 Do Something				
A4242 Harbour Way	0.21	0.3	0.44	0.8
North Bank Road	0.03	0.0	0.03	0.0
A4241 (West)	0.19	0.2	0.18	0.2
A4242 (North)	0.26	0.3	0.10	0.1

8.20 The above results demonstrate that the A4241 / A4241 Harbour Way / North Bank Road roundabout is predicted to operate within capacity in the future assessment year of 2026, in the Do Something scenario.

A4241 Harbour Way / Oakwood Road / Llewellyn’s Road Roundabout

8.21 ARCADY software has been used in the assessment of the A4241 Harbour Way / Oakwood Road / Llewellyn’s Road roundabout. The ARCADY results are presented in **Appendix L** with the results summarised in **Table 8.5** below.

Table 8.5 – A4241 Harbour Way / Oakwood Road / Llewellyn’s Road Roundabout ARCADY Results

Approach	AM PEAK		PM PEAK	
	RFC	MMQ	RFC	MMQ
2026 Do Minimum				
A4241 Harbour Way (East)	0.18	0.2	0.34	0.5
Llewellyn's Road	0.05	0.1	0.07	0.1
A4241 Harbour Way (West)	0.29	0.4	0.20	0.2
Oakwood Road	0.03	0.0	0.03	0.0
2026 Do Something				
A4241 Harbour Way (East)	0.18	0.2	0.37	0.6
Llewellyn's Road	0.05	0.1	0.07	0.1
A4241 Harbour Way (West)	0.32	0.5	0.20	0.2
Oakwood Road	0.03	0.0	0.03	0.0

8.22 The above results demonstrate that the A4241 Harbour Way / Oakwood Road / Llewellyn’s Road roundabout is predicted to operate within capacity in the future assessment year of 2026, in the Do Something scenario.

A4241 Harbour Way / North Road Roundabout

8.23 ARCADY software has been used in the assessment of the A4241 Harbour Way / North Road roundabout. The ARCADY results are presented in **Appendix M** with the results summarised in **Table 8.6** below.

Table 8.6 – A4241 Harbour Way / North Road Roundabout ARCADY Results

Approach	AM PEAK		PM PEAK	
	RFC	MMQ	RFC	MMQ
2026 Do Minimum				
A4241 Harbour Way (South)	0.22	0.3	0.30	0.4
North Road Site Access	0.07	0.1	0.27	0.4
A4241 Harbour Way (North)	0.29	0.4	0.22	0.3
Access (East)	0.00	0.0	0.00	0.0
2026 Do Something				
A4241 Harbour Way (South)	0.28	0.4	0.31	0.4
North Road Site Access	0.11	0.1	0.44	0.8
A4241 Harbour Way (North)	0.33	0.5	0.22	0.3
Access (East)	0.00	0.0	0.00	0.0

8.24 The above results demonstrate that the A4241 Harbour Way / North Road roundabout is predicted to operate within capacity in the future assessment year of 2026, in the Do Something scenario.

A4241 Harbour Way / Main Gate Access Roundabout

8.25 ARCADY software has been used in the assessment of the A4241 Harbour Way / Main Gate Access roundabout. The ARCADY results are presented in **Appendix N** with the results summarised in **Table 8.7** below.

Table 8.7 – A4241 Harbour Way / Main Gate Access Roundabout ARCADY Results

Approach	AM PEAK		PM PEAK	
	RFC	MMQ	RFC	MMQ
2026 Do Minimum				
A4241 Harbour Way (South)	0.24	0.3	0.19	0.2
Main Gate Access	0.04	0.0	0.15	0.2
A4241 Harbour Way (North)	0.23	0.3	0.20	0.3
Access (East)	0.02	0.0	0.00	0.0
2026 Do Something				
A4241 Harbour Way (South)	0.29	0.4	0.20	0.3
Main Gate Access	0.04	0.0	0.15	0.2
A4241 Harbour Way (North)	0.25	0.3	0.24	0.3
Access (East)	0.02	0.0	0.00	0.0

8.26 The above results demonstrate that the A4241 Harbour Way / Main Gate Access roundabout is predicted to operate within capacity in the future assessment year of 2026, in the Do Something scenario.

A4241 Harbour Way / A48 Margam Road / Access Road Roundabout

8.27 ARCADY software has been used in the assessment of the A4241 Harbour Way / A48 Margam Road / Access Road roundabout. The ARCADY results are presented in **Appendix O** with the results summarised in **Table 8.8** below.

Table 8.8 – A4241 Harbour Way / A48 Margam Road / Access Road Roundabout ARCADY Results

Approach	AM PEAK		PM PEAK	
	RFC	MMQ	RFC	MMQ
2026 Do Minimum				
A48 Margam Road (South)	0.43	0.7	0.44	0.8
Access Road	0.03	0.0	0.13	0.1
A4241 Harbour Way	0.20	0.3	0.33	0.5
A48 Margam Road (North)	0.10	0.1	0.09	0.1
2026 Do Something				
A48 Margam Road (South)	0.47	0.9	0.45	0.8
Access Road	0.04	0.0	0.13	0.1
A4241 Harbour Way	0.23	0.3	0.38	0.6
A48 Margam Road (North)	0.10	0.1	0.09	0.1

8.28 The above results demonstrate that the A4241 Harbour Way / A48 Margam Road / Access Road roundabout is predicted to operate within capacity in the future assessment year of 2026, in the Do Something scenario.

M4 Junction 38 Roundabout

8.29 ARCADY software has been used in the assessment of the M4 Junction 38 roundabout. The ARCADY results are presented in **Appendix P** with the results summarised in **Table 8.9** below.

Table 8.9 – M4 Junction 38 Roundabout ARCADY Results

Approach	AM PEAK		PM PEAK	
	RFC	MMQ	RFC	MMQ
2026 Do Minimum				
M5 SB Slip	0.26	0.4	0.24	0.3
A48	0.20	0.3	0.30	0.4
M4 NB Slip	0.35	0.5	0.31	0.4
Heolcae'r-Bont	0.02	0.0	0.06	0.1
A48 Margam Road	0.19	0.2	0.26	0.3
2026 Do Something				
M5 SB Slip	0.28	0.4	0.25	0.3
A48	0.21	0.3	0.32	0.5
M4 NB Slip	0.41	0.7	0.32	0.5
Heolcae'r-Bont	0.02	0.0	0.06	0.1
A48 Margam Road	0.20	0.3	0.29	0.4

8.30 The above results demonstrate that the M4 Junction 38 roundabout is predicted to operate within capacity in the future assessment year of 2026, in the Do Something scenario.

Summary

8.31 The results of the assessments demonstrate that the majority of the junctions along the A4241 Harbour Way and on route between the site and the M4, including Junction 38 itself, are predicted to operate within capacity with the proposed construction traffic in place

8.32 Capacity issues have been identified during the PM peak hour at the A48 Heilbronn Way / Car Park Access / A4241 / Water Street junction and during both the AM and PM peak hours at the A48 Heilbronn Way / A48 Pentyla-Baglan Road / B4286 Heilbronn Way / Car Park Access junction, on route north to Junction 41 of the M4. However, as detailed earlier, the impact of the construction traffic at this junction is not considered to be material and mitigation measures are not considered necessary, particularly given the robust nature of the assessments and the temporary nature of the impact.

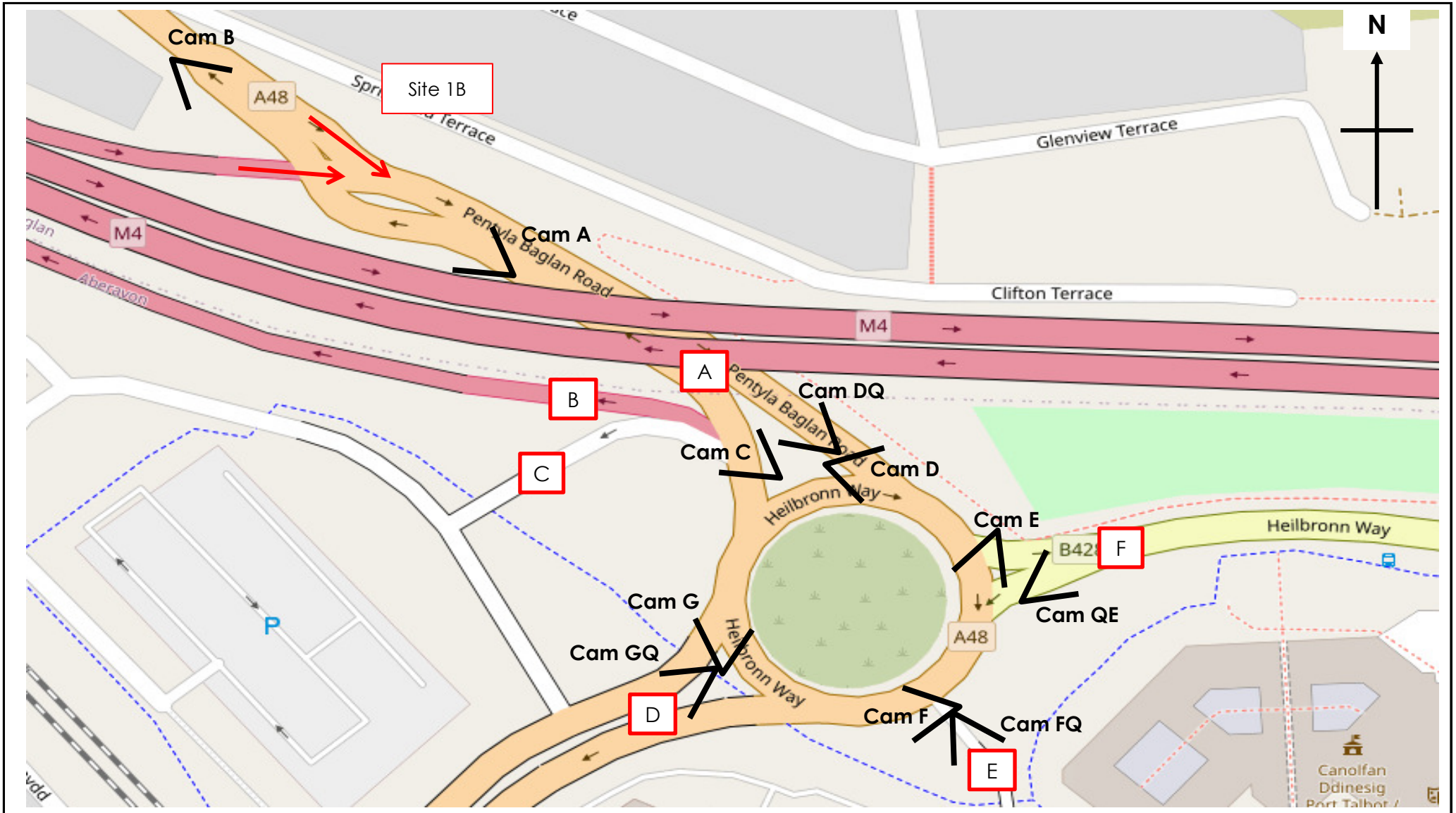
9.0 SUMMARY AND CONCLUSIONS


- 9.1 SCP have been appointed by LanzaTech UK Limited to provide transport planning and engineering advice in support of a full planning application for the erection of an Ethanol to Jet Fuel production facility, with associated development, on land at Crown Wharf, Port Talbot Docks, Port Talbot.
- 9.2 The SAF production facility uses Alcohol to Jet Fuel (AtJ) technology. This will comprise several industrial components, buildings and associated infrastructure.
- 9.3 Vehicular access to the development site will be provided via the introduction of three accesses off the unnamed port road to the north of the site, which connects to the local highway network at the A4241 Harbour Way / North Road access junction. This access route regularly accommodates large HGV's / commercial vehicles associated with the existing operations / uses surrounding the application site.
- 9.4 The 'East Access' is located at the north-east corner of the site and comprises a dual gated simple priority-controlled junction, which will provide access to the staff car park area and a separate access to the main site / primary internal road network. The access to the staff car park has been designed with a 6m wide carriageway and is of sufficient width for two cars to access / egress simultaneously. The access to the main site / primary internal road network has been designed with a 7.3m wide carriageway to allow two HGV's to access / egress the site simultaneously. It should be noted that the proposed gates are set back a sufficient distance to allow a HGV to wait off the unnamed port road.
- 9.5 The 'West Access' is located at the north-west corner of the site and comprises a gated entry only access to the truck loading facility, with an exit only egress provided onto the unnamed port road circa 125m to the north-east. Similarly, the proposed gate is set back a sufficient distance to allow a HGV to wait off the unnamed port road.
- 9.6 The third access is located circa 20m south-west of the West Access and comprises a gated emergency vehicular access.
- 9.7 In the short term, pedestrian and cycle access will not be permitted within the ABP area for safety reasons. However, the applicant proposes to provide a free EV shuttle service with a cycle rack and a system will be implemented to allow staff to walk/cycle to the site, whereby they call to be picked up from in the vicinity of the ABP security gate and transported to the site. Staff will then be provided with/request a pickup time for transport back to the gate. Cycle storage has been provided within the car parking area in and around the administrative building.

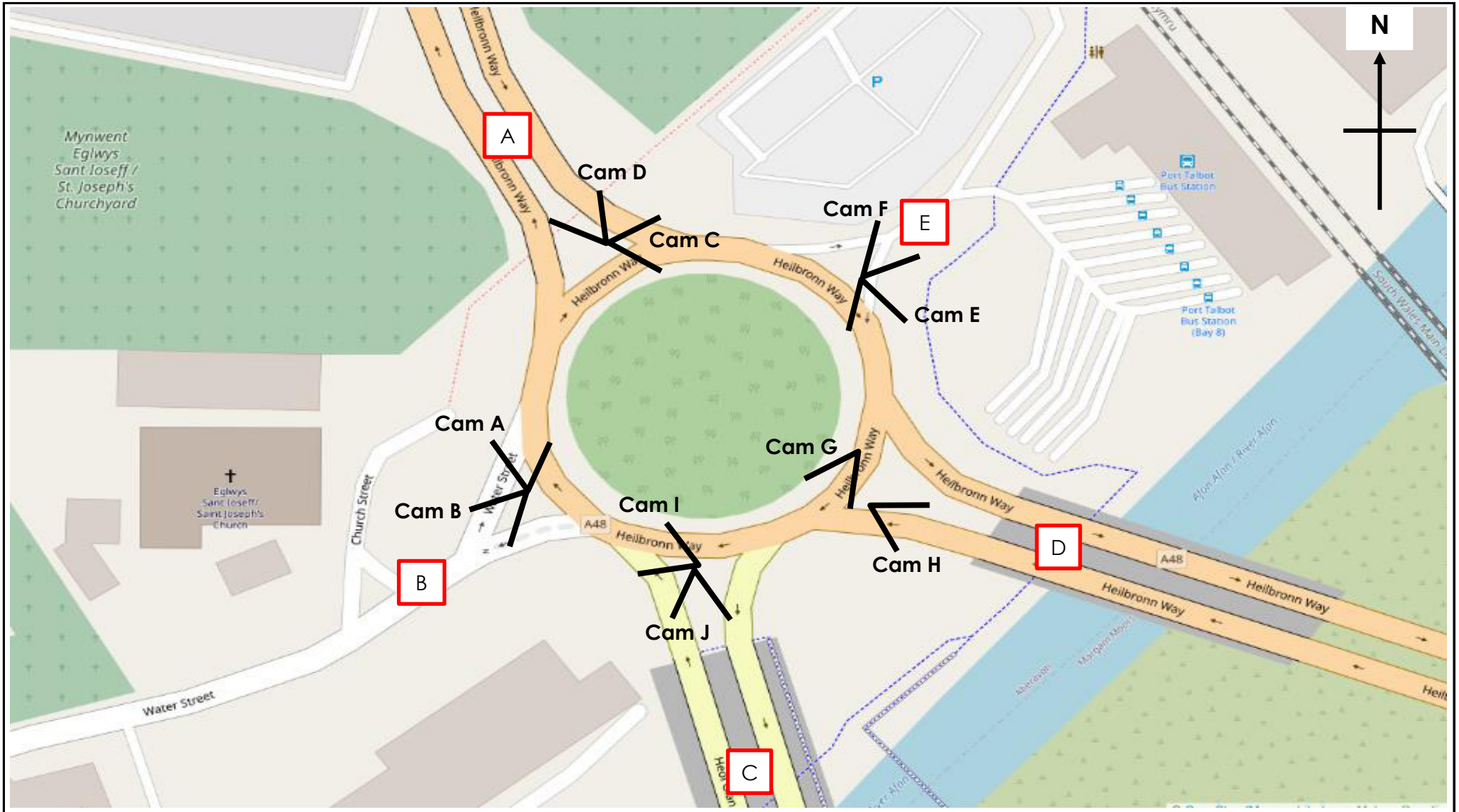
- 9.8 ABP are in the process of developing a site wide Masterplan for the port where consideration of facilities will be provided for pedestrians and cyclists in the longer term.
- 9.9 The personal injury accident data for the most recently available five-year period has been reviewed and does not represent a material concern in the context of the proposed development.
- 9.10 The accessibility of the site has been assessed. Overall, the site benefits from good levels of accessibility by sustainable modes and has a large residential catchment as well as a good range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple transport connections within close proximity providing access to a range of local destinations. These findings demonstrate that prospective staff will not be wholly reliant on the private car for travel to work.
- 9.11 Due to the additional level of traffic estimated to be generated during the operational phase not being material, it has been agreed with NPTC that detailed capacity assessments of the impact of the development during the operational phase are not required. The impact of the construction traffic arising from the scheme has been tested in detail at the key junctions on the local highway network, as agreed with NPTC. The assessments show that that the majority of the junctions along the A4241 Harbour Way and on route between the site and the M4, including Junction 38 itself, are predicted to operate within capacity with the proposed construction traffic in place
- 9.12 Capacity issues have been identified during the PM peak hour at the A48 Heilbronn Way / Car Park Access / A4241 / Water Street junction and during both the AM and PM peak hours at the A48 Heilbronn Way / A48 Pentyla-Baglan Road / B4286 Heilbronn Way / Car Park Access junction, on route north to Junction 41 of the M4. However, as detailed earlier, the impact of the construction traffic at this junction is not considered to be material and mitigation measures are not considered necessary, particularly given the robust nature of the assessments and the temporary nature of the impact.
- 9.13 The proposed development is recommended for approval on the basis of the foregoing analysis.


S|C|P

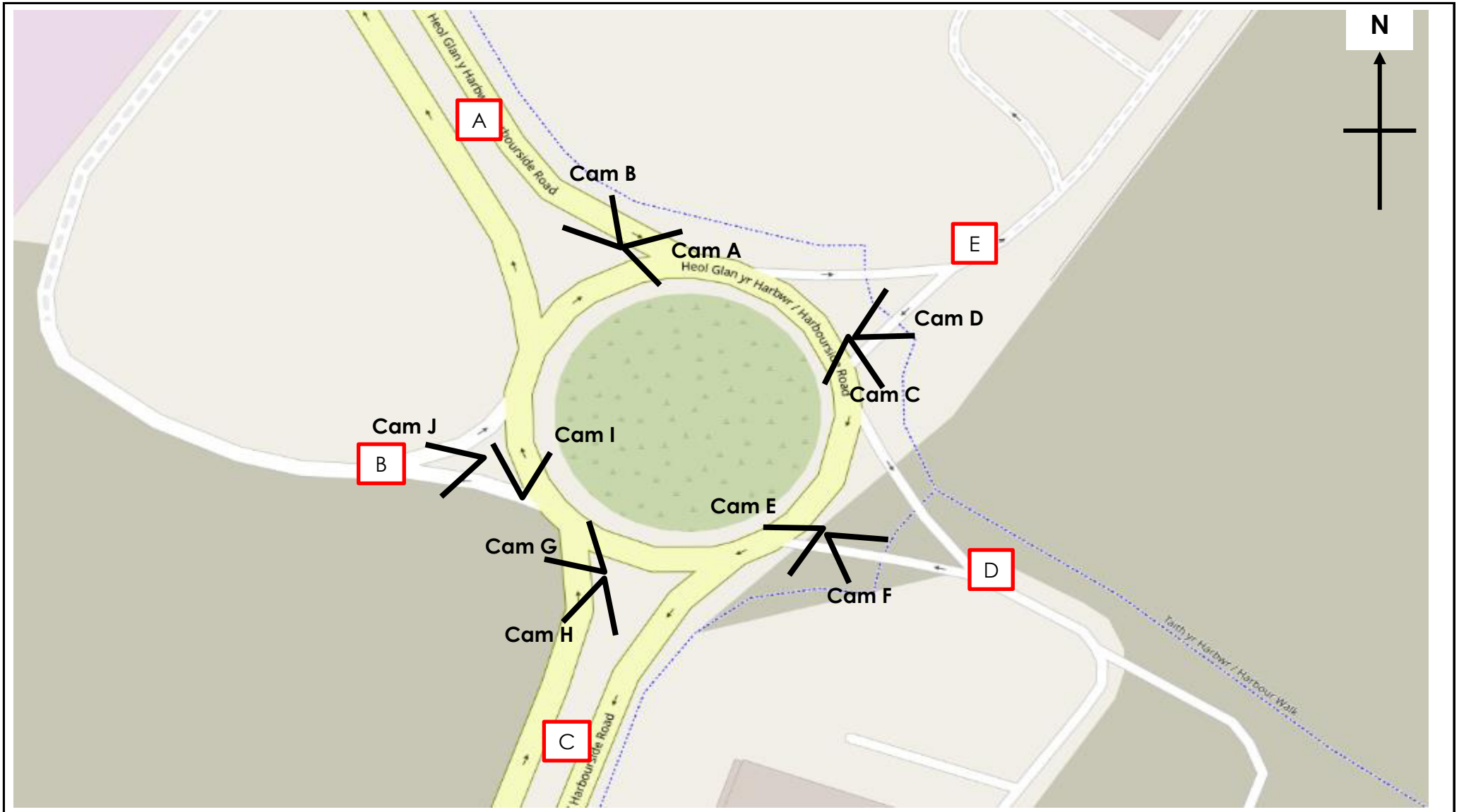
APPENDIX A




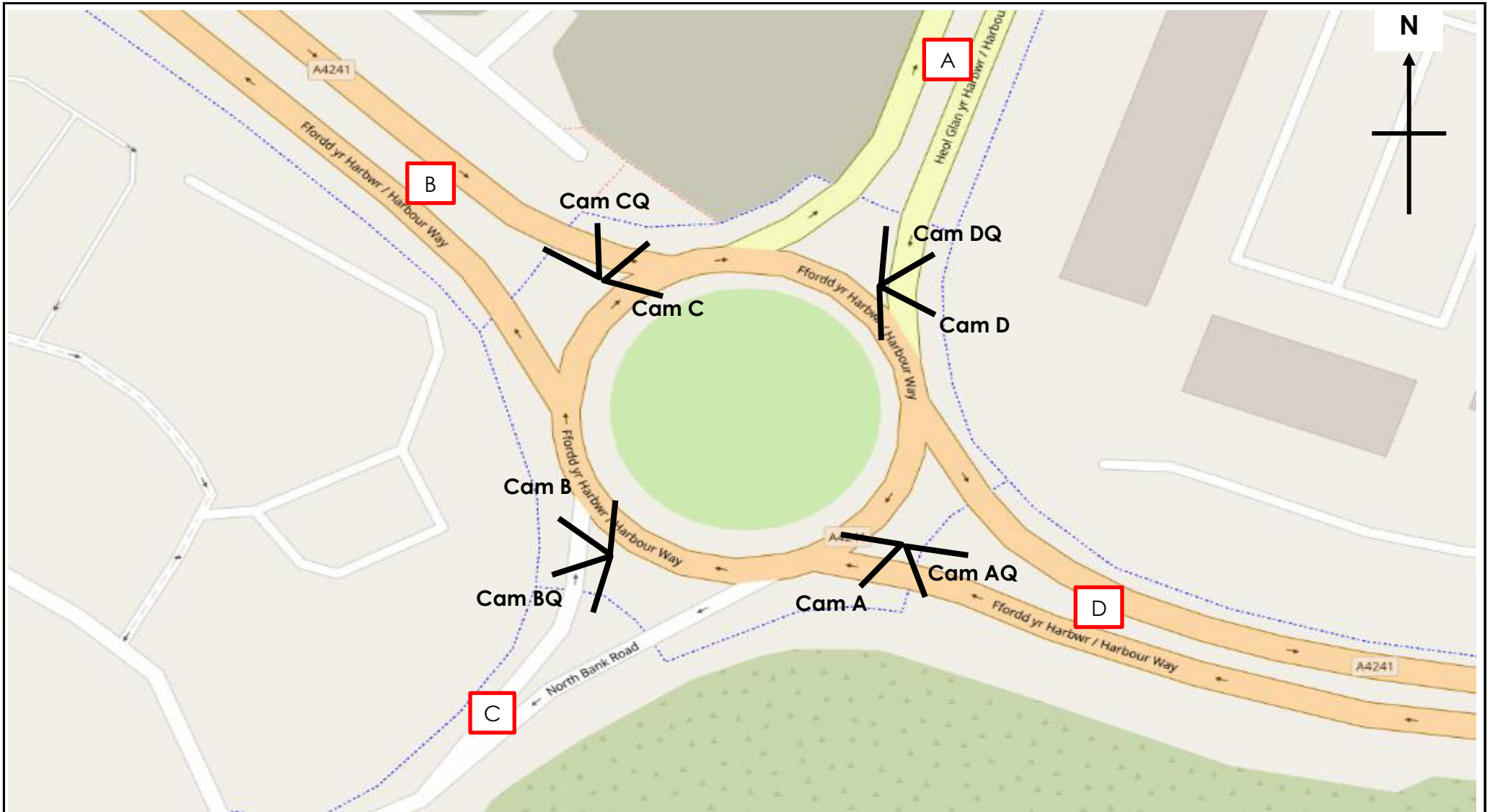
	Site / Location: Site 1, A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-Baglan Road / B4286 Heilbronn Way / Car Park Access	Project No: 13007	Drawing No: 13007-01	Drawn By: JE
	Survey Date: Thursday 30th June 2022	Project Name: Port Talbot		
	Survey Times: 07:00 to 09:30 and 16:00 18:30	Drawing Title: Site Layout and Observed Movements		




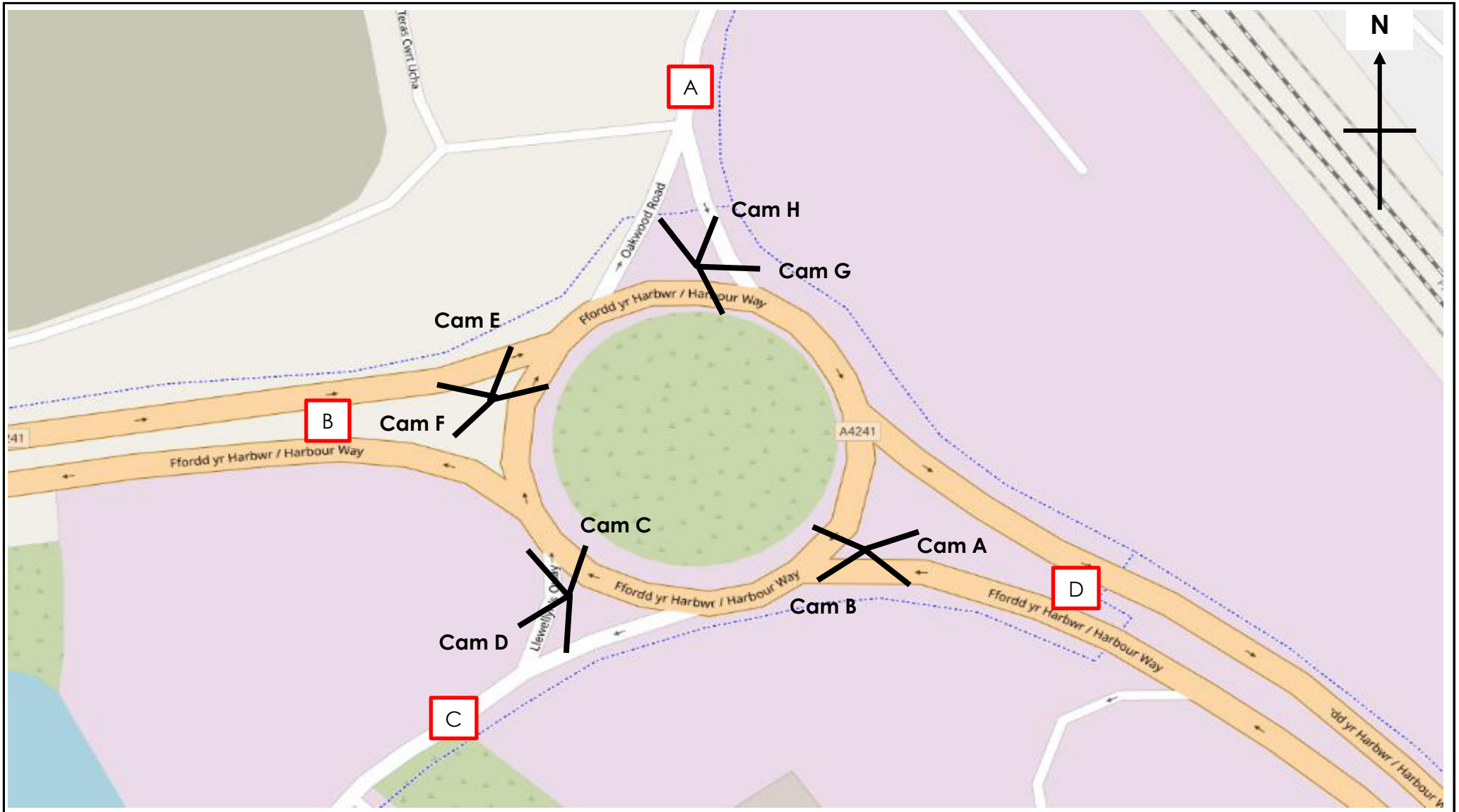
	Site / Location: Site 2, A48 Heilbronn Way / Car Park Access / A48 Heilbronn Way / A4241 / Water Street	Project No: 13007	Drawing No: 13007-02	Drawn By: JE
	Survey Date: Thursday 30th June 2022	Project Name: Port Talbot		
	Survey Times: 07:00 to 09:30 and 16:00 18:30	Drawing Title: Site Layout and Observed Movements		




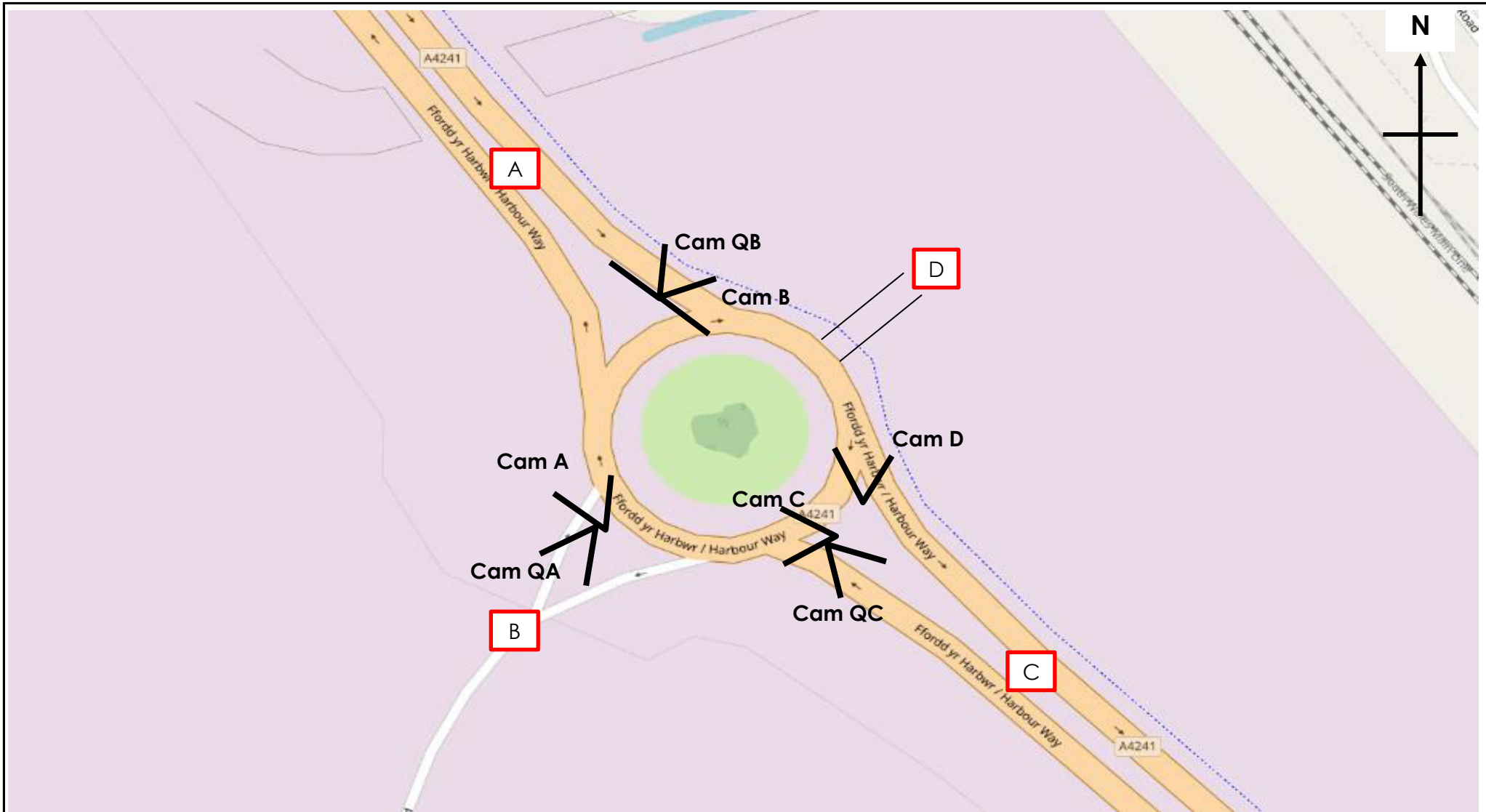
	Site / Location: Site 3, A4241 / Industrial Unit Access / Harbourside Road / A4241 / Industrial Unit Access	Project No: 13007	Drawing No: 13007-03	Drawn By: JE
	Survey Date: Thursday 30th June 2022	Project Name: Port Talbot		
	Survey Times: 07:00 to 09:30 and 16:00 18:30	Drawing Title: Site Layout and Observed Movements		




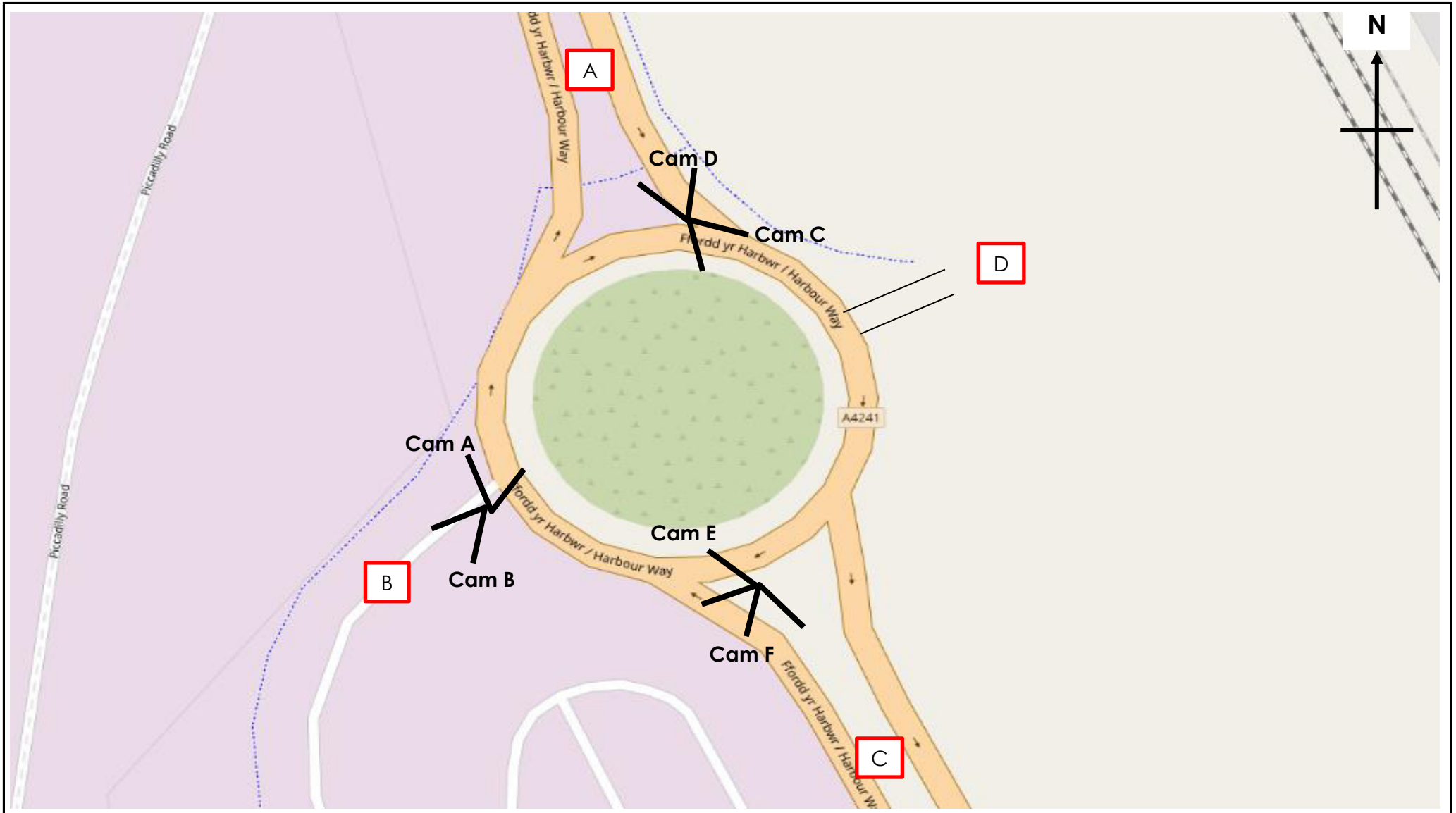
	Site / Location: Site 4, A4241 / A4241 Harbour Way / North Bank Road / A4241	Project No.: 13007	Drawing No.: 13007-04	Drawn By: JE
	Survey Date: Thursday 30th June 2022	Project Name: Port Talbot		
	Survey Times: 07:00 to 09:30 and 16:00 18:30	Drawing Title: Site Layout and Observed Movements		




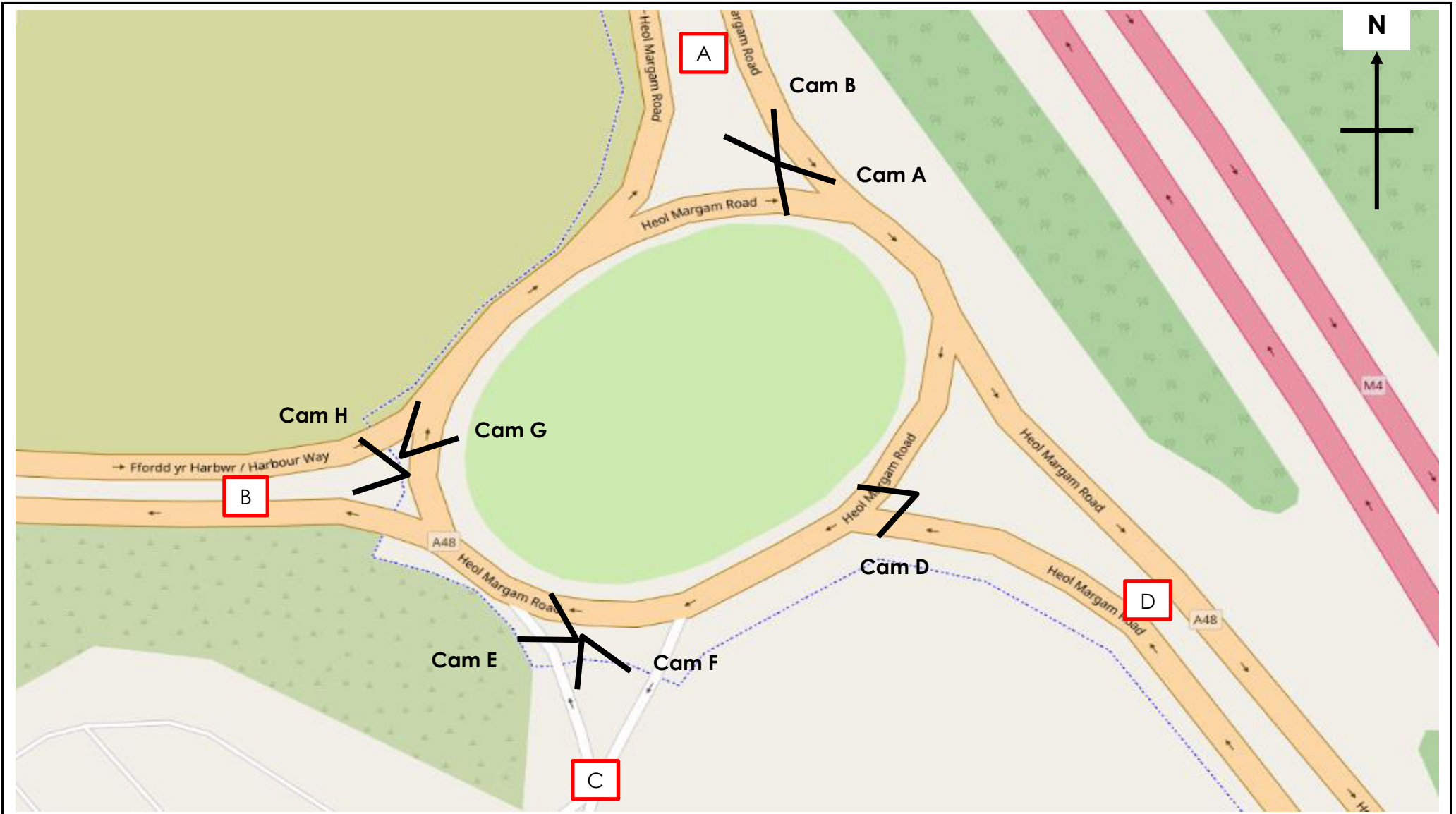
	Site / Location: Site 5, A4241 Harbour Way / Oakwood Road / A4241 Harbour Way / Llewellyn's Road	Project No: 13007	Drawing No: 13007-05	Drawn By: JE
	Survey Date: Thursday 30th June 2022	Project Name: Port Talbot		
	Survey Times: 07:00 to 09:30 and 16:00 18:30	Drawing Title: Site Layout and Observed Movements		




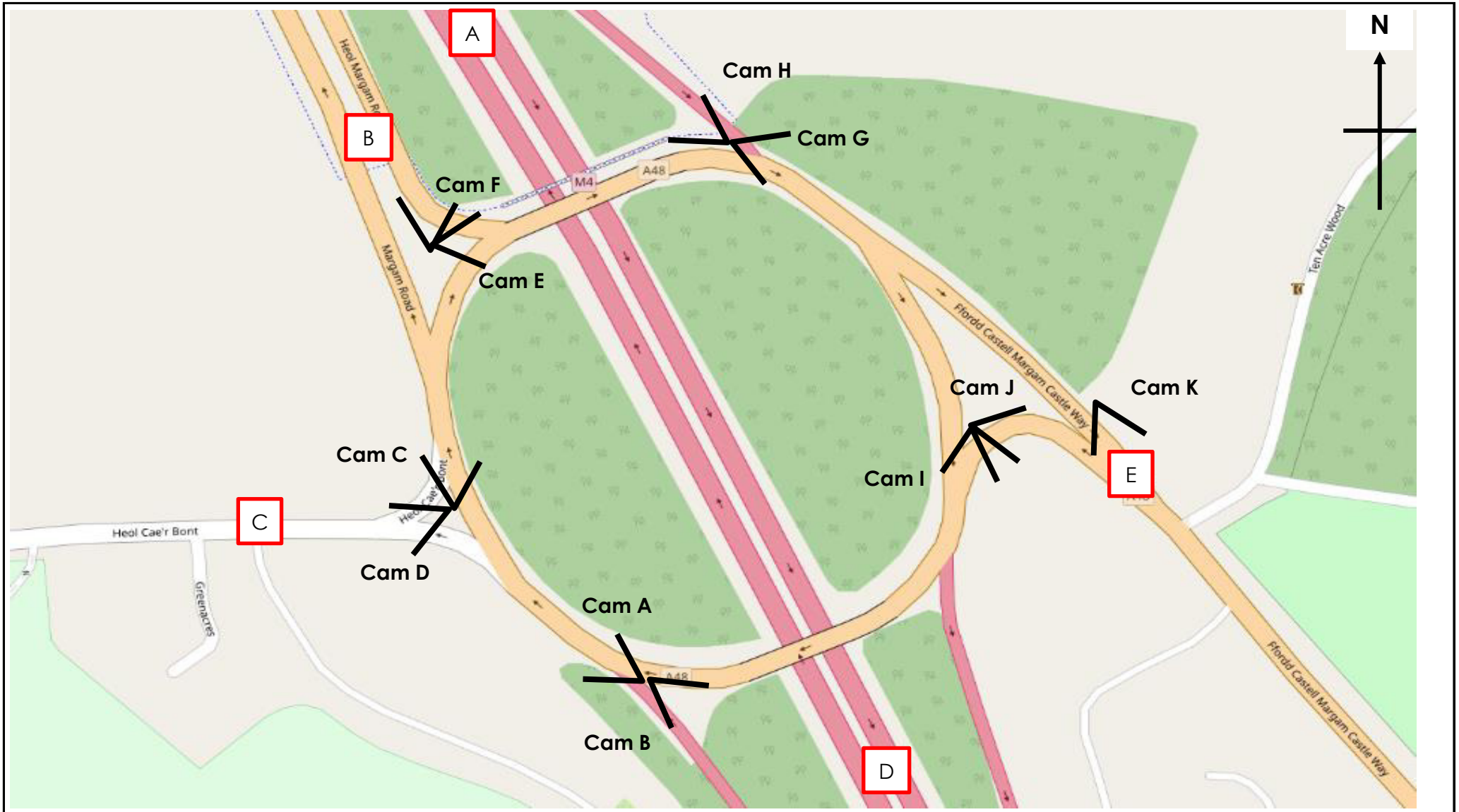
	Site / Location: Site 6, A4241 Harbour Way / Access / A4241 Harbour Way / Industrial Unit Access	Project No: 13007	Drawing No: 13007-06	Drawn By: JE
	Survey Date: Thursday 30th June 2022	Project Name: Port Talbot		
	Survey Times: 07:00 to 09:30 and 16:00 18:30	Drawing Title: Site Layout and Observed Movements		




	Site / Location: Site 7, A4241 Harbour Way / Access (East) / A4241 Harbour Way / Access (West)	Project No: 13007	Drawing No: 13007-07	Drawn By: JE
	Survey Date: Thursday 30th June 2022	Project Name: Port Talbot		
	Survey Times: 07:00 to 09:30 and 16:00 18:30	Drawing Title: Site Layout and Observed Movements		



	Site / Location: Site 8, A4241 Harbour Way / A48 Margam Road / A48 Margam Road / Access Road	Project No: 13007	Drawing No: 13007-08	Drawn By: JE
	Survey Date: Thursday 30th June 2022	Project Name: Port Talbot		
	Survey Times: 07:00 to 09:30 and 16:00 18:30	Drawing Title: Site Layout and Observed Movements		



	Site / Location: Site 9, M4 Junction 38 including all roads and on/off slips	Project No: 13007	Drawing No: 13007-09	Drawn By: JE
	Survey Date: Thursday 30th June 2022	Project Name: Port Talbot		
	Survey Times: 07:00 to 09:30 and 16:00 18:30	Drawing Title: Site Layout and Observed Movements		



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	CAR	LGV	OGV1	A - F		PSV	MCL	PCL	TOT
				OGV2					
07:00	27	14	8	0	0	0	0	0	49
07:15	31	15	1	0	0	1	0	0	48
07:30	37	9	1	0	0	1	0	0	48
07:45	63	17	3	0	0	0	0	0	83
08:00	62	9	5	0	0	0	0	0	76
08:15	55	13	1	0	0	0	1	1	70
08:30	72	17	4	1	0	1	1	1	96
08:45	63	14	1	0	0	0	0	0	78
09:00	63	14	4	0	0	0	0	0	81
09:15	46	19	4	0	0	1	1	1	71
H/TOT	519	141	32	1	0	4	3	3	700

TIME	CAR	LGV	OGV1	A - F		PSV	MCL	PCL	TOT
				OGV2					
16:00	83	22	3	0	0	0	0	0	108
16:15	84	18	2	1	1	0	0	0	106
16:30	99	13	1	0	0	2	1	1	116
16:45	93	19	2	0	0	3	0	0	117
17:00	114	30	1	0	0	0	0	1	146
17:15	122	20	1	0	0	1	0	0	144
17:30	101	11	1	0	0	0	0	0	113
17:45	92	8	2	0	0	1	1	1	104
18:00	86	10	1	0	0	1	0	0	98
18:15	72	12	0	0	0	0	0	0	84
H/TOT	946	163	14	1	1	8	3	3	1136



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	CAR	LGV	OGV1	A - E		PSV	MCL	PCL	TOT
				OGV2					
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	0	1
09:00	1	0	0	0	0	0	0	0	1
09:15	0	1	0	0	0	0	0	0	1
H/TOT	2	1	0	0	0	0	0	0	3

TIME	CAR	LGV	OGV1	A - E		PSV	MCL	PCL	TOT
				OGV2					
16:00	1	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	0	2



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
 Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	CAR	LGV	OGV1	A - D		PSV	MCL	PCL	TOT
				OGV2					
07:00	54	26	5	1	1	2	0	0	89
07:15	109	30	6	2	1	0	0	0	148
07:30	102	38	4	1	1	0	0	0	146
07:45	102	23	5	1	1	1	0	0	133
08:00	87	23	5	2	1	0	0	0	118
08:15	98	19	3	2	2	0	0	0	124
08:30	119	23	7	3	3	1	0	0	156
08:45	83	17	5	4	0	0	0	0	109
09:00	68	15	4	5	3	0	1	0	96
09:15	58	15	4	3	1	0	0	0	81
H/TOT	880	229	48	24	14	4	1	0	1200

TIME	CAR	LGV	OGV1	A - D		PSV	MCL	PCL	TOT
				OGV2					
16:00	51	12	2	2	0	0	0	0	67
16:15	49	18	0	2	0	0	0	0	69
16:30	64	11	0	1	1	0	0	0	77
16:45	59	11	0	1	1	1	0	0	73
17:00	73	7	1	1	0	0	0	1	83
17:15	81	13	2	0	0	0	0	0	96
17:30	104	15	1	0	1	1	1	1	123
17:45	83	8	2	0	0	0	0	0	93
18:00	70	6	1	0	0	1	0	0	78
18:15	60	10	1	0	0	0	0	0	71
H/TOT	694	111	10	7	3	3	2	0	830



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
 Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	CAR	LGV	OGV1	A - C		PSV	MCL	PCL	TOT
				OGV2					
07:00	2	0	0	0		0	0	0	2
07:15	3	0	0	0		0	0	0	3
07:30	4	1	0	0		0	0	0	5
07:45	7	0	1	0		0	0	0	8
08:00	7	0	0	0		0	0	0	7
08:15	8	0	2	0		0	0	0	10
08:30	7	2	0	0		0	0	0	9
08:45	3	0	0	0		0	0	0	3
09:00	1	0	2	0		0	0	0	3
09:15	4	2	0	1		0	0	0	7
H/TOT	46	5	5	1		0	0	0	57

TIME	CAR	LGV	OGV1	A - C		PSV	MCL	PCL	TOT
				OGV2					
16:00	0	1	0	0		0	0	0	1
16:15	1	0	0	0		0	0	0	1
16:30	2	0	0	0		0	0	0	2
16:45	3	0	1	0		0	0	0	4
17:00	3	0	0	0		0	0	0	3
17:15	2	0	0	0		0	1	0	3
17:30	0	1	0	0		0	0	0	1
17:45	3	0	0	0		0	0	0	3
18:00	1	0	0	0		0	0	0	1
18:15	0	0	0	0		0	0	0	0
H/TOT	15	2	1	0		0	1	0	19



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
 Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	CAR	LGV	OGV1	A - B		PSV	MCL	PCL	TOT
				OGV2					
07:00	4	0	0	0		0	0	0	4
07:15	3	0	0	0		0	0	0	3
07:30	1	1	0	0		0	0	0	2
07:45	2	1	1	0		0	0	0	4
08:00	5	2	0	0		0	0	0	7
08:15	12	0	0	1		0	0	0	13
08:30	11	1	1	0		0	0	0	13
08:45	12	0	1	0		0	0	0	13
09:00	3	1	0	0		0	0	0	4
09:15	6	0	1	0		0	0	0	7
H/TOT	59	6	4	1		0	0	0	70

TIME	CAR	LGV	OGV1	A - B		PSV	MCL	PCL	TOT
				OGV2					
16:00	0	0	0	0		0	0	0	0
16:15	1	1	1	0		0	0	0	3
16:30	6	0	0	0		0	0	0	6
16:45	4	0	0	0		0	0	0	4
17:00	3	0	0	0		0	0	0	3
17:15	2	1	0	0		0	0	0	3
17:30	4	0	0	0		0	0	0	4
17:45	3	0	0	0		0	0	0	3
18:00	3	0	0	0		0	0	0	3
18:15	0	1	0	0		0	0	0	1
H/TOT	26	3	1	0		0	0	0	30



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	CAR	LGV	OGV1	A - A		PSV	MCL	PCL	TOT
				OGV2					
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	1

TIME	CAR	LGV	OGV1	A - A		PSV	MCL	PCL	TOT
				OGV2					
16:00	0	1	0	0	0	0	0	0	1
16:15	0	0	1	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	0	2
17:00	1	1	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
H/TOT	4	2	1	0	0	0	0	0	7



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	B - A (Banned Movement)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0

TIME	B - A (Banned Movement)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	B - F (Banned Movement)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0

TIME	B - F (Banned Movement)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	B - E (Banned Movement)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0

TIME	B - E (Banned Movement)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	B - D (Banned Movement)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0

TIME	B - D (Banned Movement)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0



SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	B - C (Banned Movement)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0

TIME	B - C (Banned Movement)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	CAR	LGV	B - B (Banned Movement)					TOT
			OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0

TIME	CAR	LGV	B - B (Banned Movement)					TOT
			OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	C - B (Banned Movement)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0

TIME	C - B (Banned Movement)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	C - A (Banned Movement)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0

TIME	C - A (Banned Movement)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	C - F (Banned Movement)						TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0

TIME	C - F (Banned Movement)						TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0



SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	C - E (Banned Movement)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0

TIME	C - E (Banned Movement)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	C - D (Banned Movement)						TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0

TIME	C - D (Banned Movement)						TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	C - C (Banned Movement)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0

TIME	C - C (Banned Movement)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-Baglan

DAY: Thursday

TIME	CAR	LGV	OGV1	D - C		PSV	MCL	PCL	TOT
				OGV2					
07:00	1	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	1

TIME	CAR	LGV	OGV1	D - C		PSV	MCL	PCL	TOT
				OGV2					
16:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	3	0	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	0	0	0	4



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-Baglan

DAY: Thursday

TIME	CAR	LGV	OGV1	D - B		PSV	MCL	PCL	TOT
				OGV2					
07:00	38	10	3	2	0	0	0	53	
07:15	23	14	0	4	0	0	0	41	
07:30	27	13	2	5	0	0	0	47	
07:45	44	11	3	2	0	0	0	60	
08:00	33	13	11	4	0	0	0	61	
08:15	38	19	2	0	0	0	0	59	
08:30	50	14	3	1	2	0	0	70	
08:45	57	12	2	2	0	0	0	73	
09:00	39	20	8	2	0	0	0	69	
09:15	27	9	5	2	0	0	0	43	
H/TOT	376	135	39	24	2	0	0	576	

TIME	CAR	LGV	OGV1	D - B		PSV	MCL	PCL	TOT
				OGV2					
16:00	145	31	4	1	1	4	0	186	
07:15	121	22	2	1	1	1	0	148	
07:30	128	35	2	1	0	2	0	168	
07:45	86	25	1	1	0	1	0	114	
08:00	134	18	2	1	0	0	0	155	
08:15	94	8	0	0	2	0	0	104	
08:30	107	17	1	0	0	0	0	125	
08:45	71	9	0	0	1	0	0	81	
09:00	108	10	2	1	0	1	0	122	
09:15	72	11	0	0	0	1	0	84	
H/TOT	1066	186	14	6	5	10	0	1287	



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-Baglan

DAY: Thursday

TIME	CAR	LGV	OGV1	D - A		PSV	MCL	PCL	TOT
				OGV2					
07:00	7	0	0	0	0	0	0	7	
07:15	0	3	0	0	0	0	0	3	
07:30	6	1	1	0	1	0	0	9	
07:45	4	2	1	0	0	0	0	7	
08:00	4	0	0	0	1	0	0	5	
08:15	14	1	0	0	0	0	0	15	
08:30	14	5	2	0	1	0	0	22	
08:45	11	4	1	0	0	0	0	16	
09:00	9	2	1	0	2	0	0	14	
09:15	8	1	0	0	0	0	0	9	
H/TOT	77	19	6	0	5	0	0	107	

TIME	CAR	LGV	OGV1	D - A		PSV	MCL	PCL	TOT
				OGV2					
16:00	27	3	0	0	0	0	0	30	
16:15	30	7	0	0	0	0	0	37	
16:30	16	4	2	0	3	0	0	25	
16:45	20	2	0	0	0	1	0	23	
17:00	29	7	1	0	1	1	0	39	
17:15	32	1	0	0	0	1	0	34	
17:30	11	3	0	0	0	0	0	14	
17:45	19	0	0	0	1	0	0	20	
18:00	21	1	0	0	0	1	0	23	
18:15	19	3	0	0	0	0	0	22	
H/TOT	224	31	3	0	5	4	0	267	



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-Baglan

DAY: Thursday

TIME	CAR	LGV	OGV1	D - F		PSV	MCL	PCL	TOT
				OGV2					
07:00	24	6	1	0	0	0	0	31	
07:15	21	7	3	2	3	0	0	36	
07:30	22	11	2	0	5	0	0	40	
07:45	34	9	1	0	3	0	0	47	
08:00	37	16	5	0	0	0	0	58	
08:15	42	10	2	0	0	0	0	54	
08:30	58	12	3	0	0	0	0	73	
08:45	63	9	1	0	2	1	0	76	
09:00	60	16	3	1	1	0	2	83	
09:15	64	7	2	1	0	0	0	74	
H/TOT	425	103	23	4	14	1	2	572	

TIME	CAR	LGV	OGV1	D - F		PSV	MCL	PCL	TOT
				OGV2					
16:00	117	18	1	0	0	2	0	138	
16:15	120	29	3	1	1	0	0	154	
16:30	132	22	1	0	1	0	0	156	
16:45	117	17	0	0	1	0	1	136	
17:00	118	8	2	0	0	1	0	129	
17:15	100	9	2	0	1	2	0	114	
17:30	108	16	1	0	0	2	0	127	
17:45	77	15	0	0	1	0	0	93	
18:00	112	11	0	0	1	1	0	125	
18:15	102	15	2	0	1	0	0	120	
H/TOT	1103	160	12	1	7	8	1	1292	



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-Baglan

DAY: Thursday

TIME	CAR	LGV	OGV1	D - E		PSV	MCL	PCL	TOT
				OGV2					
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0

TIME	CAR	LGV	OGV1	D - E		PSV	MCL	PCL	TOT
				OGV2					
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-Baglan

DAY: Thursday

TIME	CAR	LGV	OGV1	D - D		PSV	MCL	PCL	TOT
				OGV2					
07:00	0	1	0	0		0	0	0	1
07:15	0	0	0	0		0	0	0	0
07:30	3	0	1	0		0	0	0	4
07:45	1	1	0	1		0	0	0	3
08:00	0	1	0	0		0	0	0	1
08:15	1	0	1	0		0	0	0	2
08:30	1	1	1	0		0	0	0	3
08:45	2	0	0	1		0	0	0	3
09:00	0	0	0	0		0	0	0	0
09:15	2	0	0	0		0	0	0	2
H/TOT	10	4	3	2		0	0	0	19

TIME	CAR	LGV	OGV1	D - D		PSV	MCL	PCL	TOT
				OGV2					
16:00	7	0	0	0		0	0	0	7
16:15	6	0	0	0		0	0	0	6
16:30	9	1	0	0		0	0	0	10
16:45	4	0	0	0		0	0	0	4
17:00	5	0	0	0		0	0	0	5
17:15	3	0	0	0		0	0	0	3
17:30	4	1	0	0		0	0	0	5
17:45	1	0	0	0		0	0	0	1
18:00	3	0	0	0		0	0	0	3
18:15	2	0	0	0		0	0	0	2
H/TOT	44	2	0	0		0	0	0	46



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-Baglan

DAY: Thursday

TIME	CAR	LGV	OGV1	E - D		PSV	MCL	PCL	TOT
				OGV2					
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	1

TIME	CAR	LGV	OGV1	E - D		PSV	MCL	PCL	TOT
				OGV2					
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	1



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-Baglan

DAY: Thursday

TIME	CAR	LGV	OGV1	E - C		PSV	MCL	PCL	TOT
				OGV2					
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0

TIME	CAR	LGV	OGV1	E - C		PSV	MCL	PCL	TOT
				OGV2					
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-Baglan

DAY: Thursday

TIME	CAR	LGV	OGV1	E - B		PSV	MCL	PCL	TOT
				OGV2					
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0

TIME	CAR	LGV	OGV1	E - B		PSV	MCL	PCL	TOT
				OGV2					
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	0	2



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-Baglan

DAY: Thursday

TIME	CAR	LGV	OGV1	E - A		PSV	MCL	PCL	TOT
				OGV2					
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0

TIME	CAR	LGV	OGV1	E - A		PSV	MCL	PCL	TOT
				OGV2					
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-Baglan

DAY: Thursday

TIME	CAR	LGV	OGV1	E - F		PSV	MCL	PCL	TOT
				OGV2					
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	0	2

TIME	CAR	LGV	OGV1	E - F		PSV	MCL	PCL	TOT
				OGV2					
16:00	1	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	0	2



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-Baglan

DAY: Thursday

TIME	CAR	LGV	OGV1	E - E		PSV	MCL	PCL	TOT
				OGV2					
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0

TIME	CAR	LGV	OGV1	E - E		PSV	MCL	PCL	TOT
				OGV2					
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-Baglan

DAY: Thursday

TIME	CAR	LGV	OGV1	F - E		PSV	MCL	PCL	TOT
				OGV2					
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	0	1

TIME	CAR	LGV	OGV1	F - E		PSV	MCL	PCL	TOT
				OGV2					
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-Baglan

DAY: Thursday

TIME	CAR	LGV	OGV1	F - D		PSV	MCL	PCL	TOT
				OGV2					
07:00	44	15	1	0	0	0	0	60	
07:15	56	18	2	0	1	0	0	77	
07:30	60	24	0	0	1	1	0	86	
07:45	83	21	1	0	2	0	0	107	
08:00	90	7	1	0	3	0	0	101	
08:15	96	9	3	0	3	0	0	111	
08:30	89	13	1	0	2	0	0	105	
08:45	70	13	1	0	0	0	0	84	
09:00	61	12	1	0	0	0	0	74	
09:15	73	10	2	0	1	0	0	86	
H/TOT	722	142	13	0	13	1	0	891	

TIME	CAR	LGV	OGV1	F - D		PSV	MCL	PCL	TOT
				OGV2					
16:00	74	14	1	0	1	0	0	90	
16:15	96	14	0	0	2	0	0	112	
16:30	80	13	1	0	0	0	0	94	
16:45	88	9	0	0	1	0	0	98	
17:00	80	9	3	1	0	0	0	93	
17:15	108	15	1	0	1	0	0	125	
17:30	93	9	1	1	0	1	0	105	
17:45	88	8	2	0	1	1	0	100	
18:00	112	7	1	0	1	2	0	123	
18:15	95	10	0	0	1	1	0	107	
H/TOT	914	108	10	2	8	5	0	1047	



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-Baglan

DAY: Thursday

TIME	CAR	LGV	OGV1	F - C		PSV	MCL	PCL	TOT
				OGV2					
07:00	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	0	1
07:30	2	1	0	0	0	0	0	0	3
07:45	2	0	0	0	0	0	0	0	2
08:00	1	0	0	0	0	0	0	0	1
08:15	3	0	0	1	0	0	0	0	4
08:30	6	1	0	0	0	0	0	0	7
08:45	5	0	0	0	0	0	0	0	5
09:00	6	0	0	0	0	0	0	0	6
09:15	6	0	0	0	0	0	0	0	6
H/TOT	32	2	0	1	0	0	0	0	35

TIME	CAR	LGV	OGV1	F - C		PSV	MCL	PCL	TOT
				OGV2					
16:00	3	0	0	0	0	0	0	0	3
16:15	2	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
17:00	2	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0
H/TOT	10	0	0	0	0	0	0	0	10

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-Baglan

DAY: Thursday

TIME	CAR	LGV	OGV1	F - B		PSV	MCL	PCL	TOT
				OGV2					
07:00	78	19	2	0	1	0	0	0	100
07:15	75	10	0	0	0	0	0	0	85
07:30	92	20	2	0	0	0	0	0	114
07:45	87	20	1	0	0	0	0	0	108
08:00	84	13	2	0	1	0	0	0	100
08:15	97	10	2	0	2	0	0	0	111
08:30	83	14	4	0	1	0	0	0	102
08:45	74	11	0	0	0	0	0	0	85
09:00	76	8	4	0	1	0	0	0	89
09:15	66	9	6	3	0	0	0	0	84
H/TOT	812	134	23	3	6	0	0	0	978

TIME	CAR	LGV	OGV1	F - B		PSV	MCL	PCL	TOT
				OGV2					
16:00	64	9	1	0	1	1	0	0	76
16:15	65	14	2	0	0	0	0	0	81
16:30	54	22	2	0	0	0	0	0	78
16:45	58	7	2	0	0	0	0	0	67
17:00	71	11	2	0	0	0	0	0	84
17:15	77	11	0	0	0	0	0	0	88
17:30	62	9	1	0	0	0	0	0	72
17:45	57	6	0	0	0	0	0	0	63
18:00	72	6	0	0	0	0	0	0	78
18:15	48	6	1	0	1	0	0	0	56
H/TOT	628	101	11	0	2	1	0	0	743



13007 / PORT TALBOT
 JUNE 2022
 CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-Baglan

DAY: Thursday

TIME	CAR	LGV	OGV1	F - A		PSV	MCL	PCL	TOT
				OGV2					
07:00	3	0	0	0	0	0	1	0	4
07:15	3	0	0	0	0	1	1	0	5
07:30	2	4	1	0	0	0	0	0	7
07:45	2	0	0	0	0	0	1	0	3
08:00	7	2	0	0	0	0	1	1	11
08:15	3	1	0	0	0	0	0	0	4
08:30	16	1	2	0	0	0	0	0	19
08:45	9	3	0	0	0	0	0	0	12
09:00	5	5	0	0	0	0	0	3	13
09:15	7	3	1	0	0	0	1	1	13
H/TOT	57	19	4	0	0	1	5	5	91

TIME	CAR	LGV	OGV1	F - A		PSV	MCL	PCL	TOT
				OGV2					
16:00	11	3	0	0	0	0	0	0	14
16:15	13	4	0	0	0	0	0	0	17
16:30	16	5	0	0	0	0	0	0	21
16:45	16	1	0	0	0	0	0	0	17
17:00	15	6	0	0	0	0	0	0	21
17:15	21	4	1	0	0	0	0	0	26
17:30	15	4	0	0	0	0	0	0	19
17:45	22	3	0	0	0	0	0	0	25
18:00	14	0	0	0	0	0	0	0	14
18:15	12	0	0	0	0	0	0	0	12
H/TOT	155	30	1	0	0	0	0	0	186



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-Baglan

DAY: Thursday

TIME	CAR	LGV	OGV1	F - F		PSV	MCL	PCL	TOT
				OGV2					
07:00	2	0	0	0	1	0	0	3	
07:15	4	2	0	0	0	0	0	6	
07:30	5	1	0	0	0	0	0	6	
07:45	6	0	1	0	1	0	0	8	
08:00	5	2	1	0	0	0	0	8	
08:15	2	1	1	0	0	0	0	4	
08:30	3	2	0	0	0	0	0	5	
08:45	11	3	1	0	0	0	0	15	
09:00	8	4	3	0	0	0	0	15	
09:15	13	3	1	1	0	0	0	18	
H/TOT	59	18	8	1	2	0	0	88	

TIME	CAR	LGV	OGV1	F - F		PSV	MCL	PCL	TOT
				OGV2					
16:00	32	3	0	0	0	0	0	35	
16:15	41	2	0	0	0	0	0	43	
16:30	26	7	1	0	0	0	0	34	
16:45	24	2	0	0	0	0	0	26	
17:00	41	4	0	0	0	0	0	45	
17:15	35	4	1	0	0	0	0	40	
17:30	30	3	0	0	0	0	0	33	
17:45	24	3	0	0	0	0	0	27	
18:00	23	1	0	0	0	0	0	24	
18:15	25	1	0	0	0	0	0	26	
H/TOT	301	30	2	0	0	0	0	333	



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	CAR	LGV	TO ARM A		PSV	MCL	PCL	TOT
			OGV1	OGV2				
07:00	10	0	0	0	0	1	0	11
07:15	3	3	0	0	1	1	0	8
07:30	9	5	2	0	1	0	0	17
07:45	6	2	1	0	0	1	0	10
08:00	11	2	0	0	1	1	1	16
08:15	17	2	0	0	0	0	0	19
08:30	30	6	4	0	1	0	0	41
08:45	20	7	1	0	0	0	0	28
09:00	14	7	1	0	2	0	3	27
09:15	15	4	1	0	0	1	1	22
H/TOT	135	38	10	0	6	5	5	199

TIME	CAR	LGV	TO ARM A		PSV	MCL	PCL	TOT
			OGV1	OGV2				
16:00	38	7	0	0	0	0	0	45
16:15	43	11	1	0	0	0	0	55
16:30	32	9	2	0	3	0	0	46
16:45	38	3	0	0	0	1	0	42
17:00	45	14	1	0	1	1	0	62
17:15	53	5	1	0	0	1	0	60
17:30	26	7	0	0	0	0	0	33
17:45	42	3	0	0	1	0	0	46
18:00	35	1	0	0	0	1	0	37
18:15	31	3	0	0	0	0	0	34
H/TOT	383	63	5	0	5	4	0	460



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	87	40	13	1	1	2	0	144
07:15	146	45	7	2	1	1	0	202
07:30	145	49	5	1	1	1	0	202
07:45	174	41	10	1	1	1	0	228
08:00	161	34	10	2	1	0	0	208
08:15	173	32	6	3	2	0	1	217
08:30	209	43	12	4	3	2	1	274
08:45	162	31	7	4	0	0	0	204
09:00	136	30	10	5	3	0	1	185
09:15	114	37	9	4	1	1	1	167
H/TOT	1507	382	89	27	14	8	4	2031

TIME	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	135	36	5	2	0	0	0	178
16:15	135	37	4	3	1	0	0	180
16:30	171	24	1	1	1	2	1	201
16:45	161	30	3	1	1	4	0	200
17:00	194	38	2	1	0	0	2	237
17:15	207	34	3	0	0	2	0	246
17:30	209	27	2	0	1	1	1	241
17:45	182	16	4	0	0	1	1	204
18:00	160	16	2	0	0	2	0	180
18:15	133	23	1	0	0	0	0	157
H/TOT	1687	281	27	8	4	12	5	2024



13007 / PORT TALBOT
 JUNE 2022
 CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
 Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	CAR	LGV	TO ARM B				MCL	PCL	TOT
			OGV1	OGV2	PSV				
07:00	120	29	5	2	1	0	0	157	
07:15	101	24	0	4	0	0	0	129	
07:30	120	34	4	5	0	0	0	163	
07:45	133	32	5	2	0	0	0	172	
08:00	122	28	13	4	1	0	0	168	
08:15	147	29	4	1	2	0	0	183	
08:30	144	29	8	1	3	0	0	185	
08:45	143	23	3	2	0	0	0	171	
09:00	118	29	12	2	1	0	0	162	
09:15	99	18	12	5	0	0	0	134	
H/TOT	1247	275	66	28	8	0	0	1624	

TIME	CAR	LGV	TO ARM B				MCL	PCL	TOT
			OGV1	OGV2	PSV				
16:00	209	40	5	1	2	5	0	262	
16:15	187	37	5	1	1	1	0	232	
16:30	188	57	4	1	0	2	0	252	
16:45	148	32	3	1	0	1	0	185	
17:00	209	29	4	1	0	0	0	243	
17:15	173	20	0	0	2	0	0	195	
17:30	174	26	2	0	0	0	0	202	
17:45	131	15	0	0	1	0	0	147	
18:00	183	16	2	1	0	1	0	203	
18:15	120	18	1	0	1	1	0	141	
H/TOT	1722	290	26	6	7	11	0	2062	



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0

TIME	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
 Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	CAR	LGV	TO ARM C		PSV	MCL	PCL	TOT
			OGV1	OGV2				
07:00	3	0	0	0	0	0	0	3
07:15	4	0	0	0	0	0	0	4
07:30	6	2	0	0	0	0	0	8
07:45	9	0	1	0	0	0	0	10
08:00	8	0	0	0	0	0	0	8
08:15	11	0	2	1	0	0	0	14
08:30	13	3	0	0	0	0	0	16
08:45	8	0	0	0	0	0	0	8
09:00	7	0	2	0	0	0	0	9
09:15	10	2	0	1	0	0	0	13
H/TOT	79	7	5	2	0	0	0	93

TIME	CAR	LGV	TO ARM C		PSV	MCL	PCL	TOT
			OGV1	OGV2				
16:00	3	1	0	0	0	0	0	4
16:15	3	0	0	0	0	0	0	3
16:30	5	0	0	0	0	0	0	5
16:45	3	0	1	0	0	0	0	4
17:00	5	0	0	0	0	0	0	5
17:15	2	1	0	0	0	1	0	4
17:30	2	1	0	0	0	0	0	3
17:45	3	0	0	0	0	0	0	3
18:00	2	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0
H/TOT	28	3	1	0	0	1	0	33



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0

TIME	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
 Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	TO ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	98	42	6	1	1	2	0	150
07:15	165	48	8	2	2	0	0	225
07:30	165	62	5	1	2	1	0	236
07:45	186	45	6	2	3	1	0	243
08:00	177	31	6	2	4	0	0	220
08:15	195	28	7	2	5	0	0	237
08:30	209	37	9	3	5	1	0	264
08:45	155	30	6	5	0	0	0	196
09:00	130	27	5	5	3	0	1	171
09:15	133	25	6	3	2	0	0	169
H/TOT	1613	375	64	26	27	5	1	2111

TIME	TO ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	132	26	3	2	1	0	0	164
16:15	151	32	0	2	2	0	0	187
16:30	153	25	1	1	1	0	0	181
16:45	151	20	0	1	2	1	0	175
17:00	158	16	4	2	0	0	1	181
17:15	192	28	3	0	1	0	0	224
17:30	202	25	2	1	1	2	1	234
17:45	172	16	4	0	1	1	0	194
18:00	185	13	2	0	1	3	0	204
18:15	157	20	1	0	1	1	0	180
H/TOT	1653	221	20	9	11	8	2	1924



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
 Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	70	17	4	2	0	0	0	93
07:15	44	24	3	6	3	0	0	80
07:30	58	25	6	5	6	0	0	100
07:45	83	23	5	3	3	0	0	117
08:00	74	30	16	4	1	0	0	125
08:15	95	30	5	0	0	0	0	130
08:30	123	32	9	1	3	0	0	168
08:45	133	25	4	3	2	1	0	168
09:00	108	38	12	3	3	0	2	166
09:15	101	17	7	3	0	0	0	128
H/TOT	889	261	71	30	21	1	2	1275

TIME	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	296	52	5	1	1	6	0	361
16:15	277	58	5	2	2	1	0	345
16:30	288	62	5	1	4	2	0	362
16:45	227	44	1	1	1	2	1	277
17:00	286	33	5	1	1	2	0	328
17:15	229	19	2	0	3	3	0	256
17:30	230	37	2	0	0	2	0	271
17:45	168	24	0	0	3	0	0	195
18:00	244	22	2	1	1	3	0	273
18:15	195	29	2	0	1	1	0	228
H/TOT	2440	380	29	7	17	22	1	2896



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	TO ARM E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1
09:00	1	0	0	0	0	0	0	1
09:15	1	1	0	0	0	0	0	2
H/TOT	3	1	0	0	0	0	0	4

TIME	TO ARM E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	FROM ARM E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1
09:15	1	0	0	0	0	0	0	1
H/TOT	3	0	0	0	0	0	0	3

TIME	FROM ARM E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	2	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
H/TOT	5	0	0	0	0	0	0	5



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
 Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	CAR	LGV	TO ARM F				MCL	PCL	TOT
			OGV1	OGV2	PSV				
07:00	53	20	9	0	1	0	0	83	
07:15	56	24	4	2	3	1	0	90	
07:30	64	21	3	0	5	1	0	94	
07:45	103	26	5	0	4	0	0	138	
08:00	104	27	11	0	0	0	0	142	
08:15	100	24	4	0	0	0	1	129	
08:30	133	31	7	1	0	1	1	174	
08:45	137	26	3	0	2	1	0	169	
09:00	131	34	10	1	1	0	2	179	
09:15	124	29	7	2	0	1	1	164	
H/TOT	1005	262	63	6	16	5	5	1362	

TIME	CAR	LGV	TO ARM F				MCL	PCL	TOT
			OGV1	OGV2	PSV				
16:00	233	43	4	0	0	2	0	282	
16:15	245	49	5	2	2	0	0	303	
16:30	257	42	3	0	1	2	1	306	
16:45	234	38	2	0	1	3	1	279	
17:00	274	42	3	0	0	1	1	321	
17:15	257	33	4	0	1	3	0	298	
17:30	239	30	2	0	0	2	0	273	
17:45	193	26	2	0	1	1	1	224	
18:00	221	22	1	0	1	2	0	247	
18:15	199	28	2	0	1	0	0	230	
H/TOT	2352	353	28	2	8	16	4	2763	



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-
Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-

DAY: Thursday

TIME	CAR	LGV	FROM ARM F			MCL	PCL	TOT
			OGV1	OGV2	PSV			
07:00	127	34	3	0	2	1	0	167
07:15	139	30	2	0	2	1	0	174
07:30	161	50	3	0	1	1	0	216
07:45	180	41	3	0	3	1	0	228
08:00	187	24	4	0	4	1	1	221
08:15	201	21	6	1	5	0	0	234
08:30	197	31	7	0	3	0	0	238
08:45	169	30	2	0	0	0	0	201
09:00	156	29	8	0	1	0	3	197
09:15	166	25	10	4	1	1	1	208
H/TOT	1683	315	48	5	22	6	5	2084

TIME	CAR	LGV	FROM ARM F			MCL	PCL	TOT
			OGV1	OGV2	PSV			
16:00	184	29	2	0	2	1	0	218
16:15	217	34	2	0	2	0	0	255
16:30	176	47	4	0	0	0	0	227
16:45	186	19	2	0	1	0	0	208
17:00	209	30	5	1	0	0	0	245
17:15	241	34	3	0	1	0	0	279
17:30	202	25	2	1	0	1	0	231
17:45	191	20	2	0	1	1	0	215
18:00	222	14	1	0	1	2	0	240
18:15	180	17	1	0	2	1	0	201
H/TOT	2008	269	24	2	10	6	0	2319



SITE: 1

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-Baglan

DAY: Thursday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	284	91	20	3	3	3	0	404
07:15	329	99	12	8	6	2	0	456
07:30	364	124	14	6	8	2	0	518
07:45	437	105	18	4	7	2	0	573
08:00	422	88	30	6	6	1	1	554
08:15	470	83	17	4	7	0	1	582
08:30	529	106	28	5	9	2	1	680
08:45	464	86	13	7	2	1	0	573
09:00	401	97	30	8	7	0	6	549
09:15	382	79	26	11	2	2	2	504
H/TOT	4082	958	208	62	57	15	11	5393

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	616	117	12	3	3	7	0	758
16:15	629	129	11	5	5	1	0	780
16:30	635	133	10	2	5	4	1	790
16:45	574	93	6	2	3	6	1	685
17:00	691	101	12	3	1	2	2	812
17:15	677	87	8	0	4	5	0	781
17:30	643	89	6	1	1	4	1	745
17:45	541	60	6	0	4	2	1	614
18:00	626	52	5	1	2	7	0	693
18:15	508	69	4	0	3	2	0	586
H/TOT	6140	930	80	17	31	40	6	7244



SITE: 1B

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-Baglan Road / M4 Junction 41 of DAY: Thursday

TIME	M4 OFF-SLIP								TOT	A48 PENTYLA-BAGLAN ROAD								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	81	39	12	1	1	0	0	134	5	1	1	0	0	2	0	9		
07:15	124	44	7	2	1	1	0	179	23	1	0	0	0	0	0	24		
07:30	125	48	3	1	0	0	0	177	21	4	2	0	1	1	0	29		
07:45	135	31	10	1	0	1	0	178	38	7	0	0	1	0	0	46		
08:00	122	32	9	2	1	0	0	166	38	2	1	0	0	0	0	41		
08:15	137	27	5	3	1	0	0	173	39	7	1	0	1	0	1	49		
08:30	166	30	13	4	2	0	0	215	41	11	0	0	1	2	1	56		
08:45	118	27	5	4	0	0	0	154	43	4	1	0	0	0	0	48		
09:00	114	25	11	5	2	0	0	157	24	5	0	0	1	0	0	30		
09:15	87	33	4	4	1	1	0	130	26	4	4	0	0	0	1	35		
P/TOT	1209	336	79	27	9	3	0	1663	298	46	10	0	5	5	3	367		

TIME	M4 OFF-SLIP								TOT	A48 PENTYLA-BAGLAN ROAD								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	106	28	5	3	0	0	0	142	28	7	0	1	0	0	0	36		
16:15	122	30	2	1	1	0	0	156	16	7	2	0	0	1	1	27		
16:30	133	21	2	1	1	1	0	159	35	4	0	0	0	1	0	40		
16:45	127	24	3	1	0	1	0	156	35	5	0	0	1	2	1	44		
17:00	160	34	1	1	0	0	0	196	32	6	0	0	0	1	1	40		
17:15	172	28	3	0	0	0	0	203	36	5	0	0	0	1	0	42		
17:30	170	24	2	0	1	1	0	198	41	3	0	0	0	1	1	46		
17:45	143	13	4	0	0	1	0	161	36	3	0	0	0	0	0	39		
18:00	137	13	1	0	0	0	0	151	24	3	1	0	0	1	0	29		
18:15	105	18	0	0	0	0	0	123	29	5	1	0	0	0	0	35		
P/TOT	1375	233	23	7	3	4	0	1645	312	48	4	1	1	8	4	378		



SITE: 2

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / Car Park Access / A48 Heilbronn Way / A4241 / Water Street

DAY: Thursday

TIME	A to E							TOT	A to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	1	0	0	0	0	0	0	1	12	10	2	0	0	2	0	26
07:15	1	0	0	0	2	0	0	3	26	6	1	0	0	0	0	33
07:30	2	1	0	0	2	0	0	5	29	12	3	0	0	0	0	44
07:45	1	0	0	0	2	0	0	3	34	10	1	1	0	0	0	46
08:00	2	1	0	0	2	0	0	5	27	5	2	0	0	0	0	34
08:15	2	0	0	0	2	0	0	4	42	8	2	0	0	0	0	52
08:30	0	0	0	0	3	0	0	3	41	7	1	1	0	1	0	51
08:45	0	0	0	0	0	0	0	0	59	9	3	0	0	0	0	71
09:00	0	0	1	0	2	0	0	3	52	6	0	2	0	0	1	61
09:15	4	2	0	0	1	0	0	7	48	4	1	0	0	0	0	53
P/TOT	13	4	1	0	16	0	0	34	370	77	16	4	0	3	1	471

TIME	A to E							TOT	A to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	5	2	0	0	0	0	0	7	33	7	1	0	0	0	0	41
16:15	5	1	0	0	1	0	0	7	31	11	0	0	0	0	0	42
16:30	2	0	0	0	0	0	0	2	48	4	0	0	1	0	0	53
16:45	3	1	0	0	2	0	0	6	52	7	0	0	0	0	0	59
17:00	1	1	0	0	0	0	0	2	66	6	0	0	0	0	1	73
17:15	2	2	0	0	1	0	0	5	62	10	0	0	0	0	0	72
17:30	0	0	0	0	1	0	0	1	75	10	1	0	0	0	1	87
17:45	1	0	0	0	1	0	0	2	67	5	1	0	0	0	0	73
18:00	0	0	0	0	1	0	0	1	57	3	0	0	0	0	0	60
18:15	0	0	0	0	0	0	0	0	56	6	0	0	0	0	0	62
P/TOT	19	7	0	0	7	0	0	33	547	69	3	0	1	0	2	622



SITE: 2

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / Car Park Access / A48 Heilbronn Way / A4241 / Water Street

DAY: Thursday

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	59	25	0	0	0	0	0	84	24	6	4	1	0	0	0	35
07:15	95	29	3	1	0	0	0	128	44	12	4	1	1	0	0	62
07:30	75	32	1	1	0	1	0	110	57	18	1	0	0	0	0	76
07:45	79	18	2	1	0	1	0	101	74	18	3	0	1	0	0	96
08:00	49	10	1	2	0	0	0	62	94	14	3	0	2	0	0	113
08:15	33	10	0	2	0	0	0	45	122	12	5	0	3	0	0	142
08:30	19	12	1	2	0	0	0	34	146	17	7	0	2	0	0	172
08:45	11	6	1	4	0	0	0	22	89	15	2	1	0	0	0	107
09:00	12	7	2	2	0	0	0	23	65	14	2	1	1	0	0	83
09:15	15	11	2	3	0	0	0	31	68	8	3	0	1	0	0	80
P/TOT	447	160	13	18	0	2	0	640	783	134	34	4	11	0	0	966

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	9	2	0	1	0	0	0	12	86	15	2	1	1	0	0	105
16:15	10	1	0	2	0	0	0	13	102	19	0	0	1	0	0	122
16:30	9	1	1	0	0	0	0	11	95	18	0	1	0	0	0	114
16:45	4	2	0	0	0	0	0	6	86	12	0	1	0	0	0	99
17:00	11	2	1	2	0	0	0	16	85	8	3	0	0	1	0	97
17:15	16	5	0	0	0	0	0	21	109	10	3	0	0	0	0	122
17:30	29	7	0	0	0	0	0	36	97	9	1	0	0	1	0	108
17:45	20	4	0	1	0	1	0	26	89	7	3	0	0	1	0	100
18:00	21	1	0	0	0	1	0	23	104	8	1	0	0	2	0	115
18:15	8	6	1	0	0	0	0	15	95	8	1	0	1	1	0	106
P/TOT	137	31	3	6	0	2	0	179	948	114	14	3	3	6	0	1088



SITE: 2

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / Car Park Access / A48 Heilbronn Way / A4241 / Water Street

DAY: Thursday

TIME	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 2

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / Car Park Access / A48 Heilbronn Way / A4241 / Water Street

DAY: Thursday

TIME	B to A							TOT	B to E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	38	9	1	0	0	0	0	48	1	0	0	0	2	0	0	3
07:15	33	12	1	2	2	0	0	50	3	1	0	0	0	0	0	4
07:30	42	14	2	0	2	0	0	60	1	1	0	0	4	0	0	6
07:45	53	12	3	1	1	0	0	70	1	0	0	0	0	0	0	1
08:00	51	14	9	1	0	0	0	75	2	0	0	0	1	0	0	3
08:15	66	9	2	0	0	0	0	77	5	1	0	0	1	0	0	7
08:30	93	12	4	0	1	0	0	110	3	0	0	0	1	0	0	4
08:45	92	9	4	0	0	0	0	105	3	0	0	0	2	0	0	5
09:00	73	20	4	0	0	0	2	99	8	0	0	0	3	0	0	11
09:15	60	7	4	0	0	0	0	71	9	1	0	0	1	0	0	11
P/TOT	601	118	34	4	6	0	2	765	36	4	0	0	15	0	0	55

TIME	B to A							TOT	B to E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	122	20	1	0	0	2	0	145	5	0	0	0	1	0	0	6
16:15	103	21	2	0	0	0	1	127	6	0	0	0	2	0	0	8
16:30	112	18	1	0	0	0	0	131	3	0	0	0	4	0	0	7
16:45	95	24	0	0	0	0	0	119	3	0	0	0	1	0	0	4
17:00	101	12	3	0	0	0	0	116	7	1	0	0	1	0	0	9
17:15	86	9	1	0	0	2	0	98	2	1	0	0	2	0	0	5
17:30	88	13	0	0	0	2	0	103	1	0	0	0	2	0	0	3
17:45	73	12	0	0	0	0	0	85	3	0	0	0	2	0	0	5
18:00	92	8	2	0	0	1	0	103	2	0	0	0	2	0	0	4
18:15	86	13	0	0	0	0	0	99	3	0	0	0	1	0	0	4
P/TOT	958	150	10	0	0	7	1	1126	35	2	0	0	18	0	0	55



SITE: 2

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / Car Park Access / A48 Heilbronn Way / A4241 / Water Street

DAY: Thursday

TIME	B to D							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	7	3	0	0	2	0	0	12	9	2	0	2	0	0	0	13
07:15	12	2	1	0	0	0	0	15	14	5	0	0	0	0	0	19
07:30	11	4	1	0	0	0	0	16	21	4	1	0	0	0	0	26
07:45	16	1	1	0	1	1	0	20	18	1	1	0	0	0	0	20
08:00	22	4	1	0	2	0	0	29	20	4	0	0	0	0	0	24
08:15	29	6	3	0	0	0	0	38	21	4	3	0	0	0	0	28
08:30	42	4	2	0	0	0	0	48	11	3	1	0	0	1	0	16
08:45	59	7	2	0	0	1	0	69	21	5	3	0	0	0	0	29
09:00	46	4	2	0	0	0	0	52	19	2	0	0	0	0	0	21
09:15	38	7	1	0	0	0	0	46	14	5	1	0	0	0	0	20
P/TOT	282	42	14	0	5	2	0	345	168	35	10	2	0	1	0	216

TIME	B to D							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	71	4	2	0	0	0	0	77	11	1	0	0	0	0	0	12
16:15	68	9	3	0	0	1	0	81	6	0	0	0	0	0	0	6
16:30	69	9	0	0	0	0	0	78	10	3	0	0	0	0	0	13
16:45	66	6	0	0	0	1	0	73	10	2	0	0	0	0	0	12
17:00	72	4	0	0	0	1	0	77	19	2	0	0	0	0	0	21
17:15	63	4	1	0	1	0	1	70	15	2	0	0	0	0	0	17
17:30	52	3	1	0	0	0	0	56	31	1	0	0	0	0	0	32
17:45	71	2	0	0	0	0	0	73	25	2	0	0	0	0	0	27
18:00	61	2	0	0	0	0	0	63	23	1	0	0	0	0	0	24
18:15	59	6	0	0	0	0	0	65	15	5	0	0	0	0	0	20
P/TOT	652	49	7	0	1	3	1	713	165	19	0	0	0	0	0	184



SITE: 2

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / Car Park Access / A48 Heilbronn Way / A4241 / Water Street

DAY: Thursday

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 2

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / Car Park Access / A48 Heilbronn Way / A4241 / Water Street

DAY: Thursday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	13	7	2	2	0	0	0	24
07:15	0	0	0	0	0	0	0	0	4	6	0	4	0	0	0	14
07:30	0	0	0	0	0	0	0	0	3	7	3	5	0	0	0	18
07:45	0	0	0	0	0	0	0	0	11	5	2	1	0	0	0	19
08:00	0	0	0	0	0	0	0	0	5	9	5	2	0	0	0	21
08:15	1	0	0	0	0	0	0	1	5	10	0	0	0	0	0	15
08:30	0	1	0	0	0	0	0	1	7	11	0	2	0	0	0	20
08:45	1	0	1	0	0	0	0	2	6	7	1	1	0	0	0	15
09:00	1	2	0	0	0	0	0	3	14	10	6	2	0	0	0	32
09:15	2	0	1	0	0	0	0	3	11	2	2	3	0	0	0	18
P/TOT	5	3	2	0	0	0	0	10	79	74	21	22	0	0	0	196

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	3	0	0	0	0	0	0	3	114	28	4	1	0	3	0	150
16:15	1	0	0	0	0	0	0	1	109	20	2	2	0	2	0	135
16:30	0	1	0	0	0	0	0	1	110	32	4	1	0	1	0	148
16:45	1	0	0	0	0	0	0	1	83	12	0	1	0	1	0	97
17:00	2	0	0	0	0	0	0	2	77	12	2	1	0	0	0	92
17:15	1	0	0	0	0	0	0	1	54	10	1	0	0	0	0	65
17:30	0	0	0	0	0	0	0	0	66	13	0	0	0	0	0	79
17:45	1	0	0	0	0	0	1	2	41	7	0	0	0	0	0	48
18:00	4	0	0	0	0	0	0	4	99	9	0	1	0	2	0	111
18:15	6	0	0	0	0	0	0	6	69	11	2	0	0	1	0	83
P/TOT	19	1	0	0	0	0	1	21	822	154	15	7	0	10	0	1008



SITE: 2

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / Car Park Access / A48 Heilbronn Way / A4241 / Water Street

DAY: Thursday

TIME	C to E							TOT	C to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	2	0	1	0	0	0	0	3
07:45	2	0	0	0	0	0	0	2	0	2	1	0	0	0	0	3
08:00	2	0	0	0	0	0	0	2	1	2	0	0	0	0	0	3
08:15	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
08:30	3	1	0	0	0	0	0	4	4	6	2	0	0	0	0	12
08:45	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
09:00	0	0	0	0	0	0	0	0	3	6	2	0	0	0	0	11
09:15	2	0	0	0	0	0	0	2	3	7	0	1	0	0	0	11
P/TOT	11	1	0	0	0	0	0	12	21	29	6	1	0	0	0	57

TIME	C to E							TOT	C to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	20	4	0	0	0	1	0	25
16:15	1	1	0	0	0	0	0	2	11	6	0	0	0	0	0	17
16:30	3	0	0	0	0	0	0	3	16	3	0	0	0	0	0	19
16:45	1	0	0	0	0	0	0	1	9	1	0	0	0	1	0	11
17:00	1	1	0	0	0	0	0	2	12	6	0	0	0	0	0	18
17:15	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
17:30	0	0	0	0	0	0	0	0	11	0	1	0	0	1	0	13
17:45	0	0	0	0	0	0	0	0	8	5	0	0	0	0	0	13
18:00	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
18:15	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	12
P/TOT	6	2	0	0	0	0	0	8	117	31	1	0	0	3	0	152



SITE: 2

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / Car Park Access / A48 Heilbronn Way / A4241 / Water Street

DAY: Thursday

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 2

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / Car Park Access / A48 Heilbronn Way / A4241 / Water Street

DAY: Thursday

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	8	2	0	0	0	0	0	10	23	3	0	0	1	0	2	29
07:15	14	5	1	1	0	0	0	21	25	3	1	0	1	0	0	30
07:30	8	3	0	0	0	0	0	11	20	5	2	0	0	0	1	28
07:45	19	7	0	0	0	0	0	26	34	4	1	0	0	1	0	40
08:00	12	1	1	0	0	0	0	14	31	6	3	0	0	0	0	40
08:15	6	5	2	0	0	0	0	13	64	5	1	0	2	0	0	72
08:30	5	3	0	0	0	0	0	8	70	8	1	0	0	0	0	79
08:45	7	5	1	0	0	0	0	13	71	6	2	0	0	0	0	79
09:00	5	2	1	0	0	0	0	8	55	8	0	0	0	0	1	64
09:15	4	7	0	0	0	0	0	11	43	5	2	0	1	0	0	51
P/TOT	88	40	6	1	0	0	0	135	436	53	13	0	5	1	4	512

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	4	2	0	0	0	0	0	6	61	7	0	0	0	0	0	68
16:15	3	2	0	0	0	0	0	5	58	11	0	0	0	0	0	69
16:30	5	0	0	0	0	1	0	6	39	3	0	0	0	1	0	43
16:45	3	0	0	1	0	0	0	4	68	2	4	0	1	2	0	77
17:00	4	1	0	0	0	0	0	5	69	10	2	0	0	1	0	82
17:15	6	2	0	0	0	0	0	8	66	13	0	0	0	0	0	79
17:30	4	1	0	0	0	0	0	5	61	11	0	0	0	1	1	74
17:45	2	0	0	0	0	0	0	2	73	5	0	0	1	0	0	79
18:00	1	0	0	0	0	0	0	1	69	7	0	0	0	1	0	77
18:15	5	0	0	0	0	0	0	5	82	4	1	0	0	0	0	87
P/TOT	37	8	0	1	0	1	0	47	646	73	7	0	2	6	1	735



SITE: 2

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / Car Park Access / A48 Heilbronn Way / A4241 / Water Street

DAY: Thursday

TIME	D to A							TOT	D to E							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	15	3	2	0	0	0	0	20	0	0	0	0	0	0	0	0	0
07:15	10	8	0	0	0	0	0	18	2	0	0	0	1	0	0	0	3
07:30	16	4	0	0	3	0	0	23	0	0	0	0	0	0	0	0	0
07:45	19	6	0	0	0	0	0	25	2	1	0	0	0	0	0	0	3
08:00	20	5	1	1	0	0	0	27	5	0	0	0	5	0	0	0	10
08:15	23	9	2	0	0	0	0	34	1	0	0	0	0	0	0	0	1
08:30	33	10	4	0	0	0	0	47	5	0	0	0	2	0	0	0	7
08:45	25	7	0	1	1	1	0	35	3	0	0	0	1	0	0	0	4
09:00	28	7	1	1	1	0	0	38	2	0	0	0	3	0	0	0	5
09:15	30	7	1	0	0	0	0	38	5	0	0	0	0	0	0	0	5
P/TOT	219	66	11	3	5	1	0	305	25	1	0	0	12	0	0	0	38

TIME	D to A							TOT	D to E							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	57	6	0	0	0	1	0	64	1	1	0	0	2	0	0	0	4
16:15	59	14	1	0	0	0	0	74	1	0	0	0	4	0	0	0	5
16:30	49	10	1	0	2	0	0	62	1	0	0	0	0	0	0	0	1
16:45	53	9	0	0	0	1	0	63	2	0	0	0	2	0	0	0	4
17:00	70	8	1	0	0	2	0	81	4	0	0	0	2	0	0	0	6
17:15	71	3	1	0	2	1	0	78	2	0	0	0	0	0	0	0	2
17:30	61	9	1	0	0	1	0	72	0	1	0	0	2	0	0	0	3
17:45	44	3	0	1	1	0	1	50	0	0	0	0	1	0	0	0	1
18:00	55	6	0	0	0	0	0	61	0	0	0	0	1	0	0	0	1
18:15	39	3	0	0	0	0	0	42	1	0	0	0	0	0	0	0	1
P/TOT	558	71	5	1	5	6	1	647	12	2	0	0	14	0	0	0	28



SITE: 2

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / Car Park Access / A48 Heilbronn Way / A4241 / Water Street

DAY: Thursday

TIME	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 2

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / Car Park Access / A48 Heilbronn Way / A4241 / Water Street

DAY: Thursday

TIME	E to D							TOT	E to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
07:15	3	0	0	0	1	0	0	4	3	0	0	0	0	0	0	3
07:30	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	2
07:45	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
08:00	4	0	0	0	2	0	0	6	0	0	0	0	0	0	0	0
08:15	1	0	0	0	2	0	0	3	1	1	0	0	0	0	0	2
08:30	3	0	0	0	3	0	0	6	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:00	2	0	0	0	4	0	0	6	1	0	0	0	0	0	0	1
09:15	1	0	0	0	2	0	0	3	0	0	0	0	0	0	0	0
P/TOT	17	0	0	0	16	0	0	33	7	2	0	0	0	0	0	9

TIME	E to D							TOT	E to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	3	0	0	0	2	0	0	5	0	0	0	0	0	0	0	0
16:15	3	0	0	0	0	0	0	3	1	1	0	0	0	0	0	2
16:30	4	0	0	0	1	0	0	5	1	0	0	0	0	0	0	1
16:45	3	0	0	0	1	0	0	4	1	0	0	0	0	0	0	1
17:00	3	0	0	0	3	0	0	6	0	0	0	0	0	0	0	0
17:15	2	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0
17:30	2	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0
17:45	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:00	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
18:15	1	0	0	0	3	0	0	4	0	0	0	0	0	0	0	0
P/TOT	22	1	0	0	14	0	0	37	4	1	0	0	0	0	0	5



SITE: 2

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / Car Park Access / A48 Heilbronn Way / A4241 / Water Street

DAY: Thursday

TIME	E to B							TOT	E to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
07:15	2	0	0	0	1	0	0	3	0	0	0	0	2	0	0	2
07:30	3	0	0	0	1	0	0	4	0	1	0	0	0	0	0	1
07:45	2	0	0	0	3	0	0	5	1	0	0	0	2	0	0	3
08:00	2	0	0	0	3	0	0	5	4	0	0	0	1	0	0	5
08:15	3	0	0	0	2	0	0	5	0	0	0	0	0	0	0	0
08:30	2	0	0	0	1	0	0	3	4	0	0	0	2	0	0	6
08:45	2	0	0	0	1	0	0	3	2	1	0	0	1	0	0	4
09:00	5	1	0	0	1	0	0	7	1	0	0	0	2	0	0	3
09:15	8	0	0	0	2	0	0	10	2	0	0	0	0	0	0	2
P/TOT	29	1	0	0	16	0	0	46	14	2	0	0	10	0	0	26

TIME	E to B							TOT	E to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	6	0	0	0	0	0	0	6	3	0	0	0	1	0	0	4
16:15	7	0	0	0	4	0	0	11	4	1	0	0	2	0	0	7
16:30	4	0	0	0	2	0	0	6	6	0	0	0	2	0	0	8
16:45	6	0	0	0	2	0	0	8	4	0	0	0	1	0	0	5
17:00	4	1	0	0	0	0	0	5	6	1	0	0	1	0	0	8
17:15	1	0	0	0	2	0	0	3	1	0	0	0	1	0	0	2
17:30	4	1	0	0	2	0	0	7	8	0	0	0	0	0	0	8
17:45	4	0	0	0	2	0	0	6	0	0	0	0	2	0	0	2
18:00	1	1	0	0	1	0	0	3	0	0	0	0	1	0	0	1
18:15	2	0	0	0	0	0	0	2	0	0	0	0	1	0	0	1
P/TOT	39	3	0	0	15	0	0	57	32	2	0	0	12	0	0	46



SITE: 2

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / Car Park Access / A48 Heilbronn Way / A4241 / Water Street

DAY: Thursday

TIME	E to E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	E to E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 2

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / Car Park Access / A48 Heilbronn Way / A4241 / Water Street

DAY: Thursday

TIME	TO ARM A								TOT	FROM ARM A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	66	19	5	2	0	0	0	92	96	41	6	1	0	2	0	146		
07:15	47	26	1	6	4	0	0	84	166	47	8	2	3	0	0	226		
07:30	61	26	5	5	5	0	0	102	163	63	5	1	2	1	0	235		
07:45	84	23	5	2	3	0	0	117	188	46	6	2	3	1	0	246		
08:00	80	28	15	4	1	0	0	128	172	30	6	2	4	0	0	214		
08:15	94	28	4	0	0	0	0	126	199	30	7	2	5	0	0	243		
08:30	137	33	8	2	3	0	0	183	206	36	9	3	5	1	0	260		
08:45	125	24	5	2	2	1	0	159	159	30	6	5	0	0	0	200		
09:00	116	37	11	3	3	0	2	172	129	27	5	5	3	0	1	170		
09:15	103	16	7	3	0	0	0	129	135	25	6	3	2	0	0	171		
P/TOT	913	260	66	29	21	1	2	1292	1613	375	64	26	27	5	1	2111		

TIME	TO ARM A								TOT	FROM ARM A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	296	54	5	1	1	6	0	363	133	26	3	2	1	0	0	165		
16:15	275	56	5	2	2	2	1	343	148	32	0	2	2	0	0	184		
16:30	277	60	6	1	4	1	0	349	154	23	1	1	1	0	0	180		
16:45	235	45	0	1	1	2	0	284	145	22	0	1	2	0	0	170		
17:00	254	33	6	1	1	2	0	297	163	17	4	2	0	1	1	188		
17:15	212	22	3	0	3	3	0	243	189	27	3	0	1	0	0	220		
17:30	223	35	1	0	0	3	0	262	201	26	2	0	1	1	1	232		
17:45	158	22	0	1	3	0	1	185	177	16	4	1	1	2	0	201		
18:00	246	23	2	1	1	3	0	276	182	12	1	0	1	3	0	199		
18:15	194	27	2	0	1	1	0	225	159	20	2	0	1	1	0	183		
P/TOT	2370	377	30	8	17	23	2	2827	1651	221	20	9	11	8	2	1922		



SITE: 2

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / Car Park Access / A48 Heilbronn Way / A4241 / Water Street

DAY: Thursday

TIME	TO ARM B								TOT	FROM ARM B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	47	9	4	1	2	0	2	65	55	14	1	2	4	0	0	76		
07:15	71	15	5	1	3	0	0	95	62	20	2	2	2	0	0	88		
07:30	80	23	3	0	1	0	1	108	75	23	4	0	6	0	0	108		
07:45	110	22	4	0	4	1	0	141	88	14	5	1	2	1	0	111		
08:00	127	20	6	0	5	0	0	158	95	22	10	1	3	0	0	131		
08:15	190	17	6	0	7	0	0	220	121	20	8	0	1	0	0	150		
08:30	218	26	8	0	3	0	0	255	149	19	7	0	2	1	0	178		
08:45	163	21	5	1	1	0	0	191	175	21	9	0	2	1	0	208		
09:00	126	25	2	1	2	0	1	157	146	26	6	0	3	0	2	183		
09:15	121	13	6	0	4	0	0	144	121	20	6	0	1	0	0	148		
P/TOT	1253	191	49	4	32	1	4	1534	1087	199	58	6	26	3	2	1381		

TIME	TO ARM B								TOT	FROM ARM B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	156	22	2	1	1	0	0	182	209	25	3	0	1	2	0	240		
16:15	168	30	0	0	5	0	0	203	183	30	5	0	2	1	1	222		
16:30	138	22	0	1	2	1	0	164	194	30	1	0	4	0	0	229		
16:45	161	14	4	1	3	2	0	185	174	32	0	0	1	1	0	208		
17:00	160	19	5	0	0	2	0	186	199	19	3	0	1	1	0	223		
17:15	177	23	3	0	2	0	0	205	166	16	2	0	3	2	1	190		
17:30	162	21	1	0	2	2	1	189	172	17	1	0	2	2	0	194		
17:45	167	12	3	0	3	1	1	187	172	16	0	0	2	0	0	190		
18:00	178	16	1	0	1	3	0	199	178	11	2	0	2	1	0	194		
18:15	185	12	2	0	1	1	0	201	163	24	0	0	1	0	0	188		
P/TOT	1652	191	21	3	20	12	2	1901	1810	220	17	0	19	10	2	2078		



SITE: 2

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / Car Park Access / A48 Heilbronn Way / A4241 / Water Street

DAY: Thursday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	76	29	0	2	0	0	0	107	16	9	2	2	0	0	0	29
07:15	126	39	4	2	0	0	0	171	5	6	0	4	0	0	0	15
07:30	106	39	2	1	0	1	0	149	6	7	4	5	0	0	0	22
07:45	116	27	3	1	0	1	0	148	13	7	3	1	0	0	0	24
08:00	81	15	2	2	0	0	0	100	8	11	5	2	0	0	0	26
08:15	61	20	5	2	0	0	0	88	9	12	0	0	0	0	0	21
08:30	35	18	2	2	0	1	0	58	14	19	2	2	0	0	0	37
08:45	39	16	5	4	0	0	0	64	9	9	2	1	0	0	0	21
09:00	37	11	3	2	0	0	0	53	18	18	8	2	0	0	0	46
09:15	33	23	3	3	0	0	0	62	18	9	3	4	0	0	0	34
P/TOT	710	237	29	21	0	3	0	1000	116	107	29	23	0	0	0	275

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	24	5	0	1	0	0	0	30	137	32	4	1	0	4	0	178
16:15	20	4	0	2	0	0	0	26	122	27	2	2	0	2	0	155
16:30	25	4	1	0	0	1	0	31	129	36	4	1	0	1	0	171
16:45	18	4	0	1	0	0	0	23	94	13	0	1	0	2	0	110
17:00	34	5	1	2	0	0	0	42	92	19	2	1	0	0	0	114
17:15	37	9	0	0	0	0	0	46	62	12	1	0	0	0	0	75
17:30	64	9	0	0	0	0	0	73	77	13	1	0	0	1	0	92
17:45	48	6	0	1	0	1	0	56	50	12	0	0	0	0	1	63
18:00	45	2	0	0	0	1	0	48	117	10	0	1	0	2	0	130
18:15	28	11	1	0	0	0	0	40	84	14	2	0	0	1	0	101
P/TOT	343	59	3	7	0	3	0	415	964	188	16	7	0	13	1	1189



SITE: 2

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / Car Park Access / A48 Heilbronn Way / A4241 / Water Street

DAY: Thursday

TIME	TO ARM D								TOT	FROM ARM D								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	22	15	2	0	3	2	0	44	46	8	2	0	1	0	2	59		
07:15	41	8	2	0	1	0	0	52	51	16	2	1	2	0	0	72		
07:30	42	16	5	0	1	0	0	64	44	12	2	0	3	0	1	62		
07:45	52	13	3	1	1	1	0	71	74	18	1	0	0	1	0	94		
08:00	54	11	3	0	4	0	0	72	68	12	5	1	5	0	0	91		
08:15	75	16	5	0	2	0	0	98	94	19	5	0	2	0	0	120		
08:30	90	17	5	1	3	1	0	117	113	21	5	0	2	0	0	141		
08:45	121	18	5	0	0	1	0	145	106	18	3	1	2	1	0	131		
09:00	103	16	4	2	4	0	1	130	90	17	2	1	4	0	1	115		
09:15	90	18	2	1	2	0	0	113	82	19	3	0	1	0	0	105		
P/TOT	690	148	36	5	21	5	1	906	768	160	30	4	22	2	4	990		

TIME	TO ARM D								TOT	FROM ARM D								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	127	15	3	0	2	1	0	148	123	16	0	0	2	1	0	142		
16:15	113	26	3	0	0	1	0	143	121	27	1	0	4	0	0	153		
16:30	137	16	0	0	2	0	0	155	94	13	1	0	2	2	0	112		
16:45	130	14	0	0	1	2	0	147	126	11	4	1	3	3	0	148		
17:00	153	16	0	0	3	1	1	174	147	19	3	0	2	3	0	174		
17:15	134	16	1	0	2	0	1	154	145	18	1	0	2	1	0	167		
17:30	140	13	3	0	1	1	1	159	126	22	1	0	2	2	1	154		
17:45	147	13	1	0	0	0	0	161	119	8	0	1	3	0	1	132		
18:00	132	6	0	0	2	0	0	140	125	13	0	0	1	1	0	140		
18:15	125	15	0	0	3	0	0	143	127	7	1	0	0	0	0	135		
P/TOT	1338	150	11	0	16	6	3	1524	1253	154	12	2	21	13	2	1457		



SITE: 2

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / Car Park Access / A48 Heilbronn Way / A4241 / Water Street

DAY: Thursday

TIME	TO ARM E							TOT	FROM ARM E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	2	0	0	0	2	0	0	4	0	0	0	0	2	0	0	2
07:15	7	1	0	0	3	0	0	11	8	0	0	0	4	0	0	12
07:30	4	2	0	0	6	0	0	12	5	1	0	0	2	0	0	8
07:45	6	1	0	0	2	0	0	9	5	1	0	0	5	0	0	11
08:00	11	1	0	0	8	0	0	20	10	0	0	0	6	0	0	16
08:15	8	1	0	0	3	0	0	12	5	1	0	0	4	0	0	10
08:30	11	1	0	0	6	0	0	18	9	0	0	0	6	0	0	15
08:45	6	0	0	0	3	0	0	9	5	1	0	0	2	0	0	8
09:00	10	0	1	0	8	0	0	19	9	1	0	0	7	0	0	17
09:15	20	3	0	0	2	0	0	25	11	0	0	0	4	0	0	15
P/TOT	85	10	1	0	43	0	0	139	67	5	0	0	42	0	0	114

TIME	TO ARM E							TOT	FROM ARM E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	11	3	0	0	3	0	0	17	12	0	0	0	3	0	0	15
16:15	13	2	0	0	7	0	0	22	15	2	0	0	6	0	0	23
16:30	9	0	0	0	4	0	0	13	15	0	0	0	5	0	0	20
16:45	9	1	0	0	5	0	0	15	14	0	0	0	4	0	0	18
17:00	13	3	0	0	3	0	0	19	13	2	0	0	4	0	0	19
17:15	6	3	0	0	3	0	0	12	4	0	0	0	4	0	0	8
17:30	1	1	0	0	5	0	0	7	14	1	0	0	3	0	0	18
17:45	4	0	0	0	4	0	0	8	6	1	0	0	4	0	0	11
18:00	2	0	0	0	4	0	0	6	1	1	0	0	4	0	0	6
18:15	4	0	0	0	1	0	0	5	3	0	0	0	4	0	0	7
P/TOT	72	13	0	0	39	0	0	124	97	7	0	0	41	0	0	145



SITE: 2

DATE: 30/06/2022

LOCATION: A48 Heilbronn Way / Car Park Access / A48 Heilbronn Way / DAY: Thursday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	213	72	11	5	7	2	2	312
07:15	292	89	12	9	11	0	0	413
07:30	293	106	15	6	13	1	1	435
07:45	368	86	15	4	10	3	0	486
08:00	353	75	26	6	18	0	0	478
08:15	428	82	20	2	12	0	0	544
08:30	491	95	23	5	15	2	0	631
08:45	454	79	20	7	6	2	0	568
09:00	392	89	21	8	17	0	4	531
09:15	367	73	18	7	8	0	0	473
P/TOT	3651	846	181	59	117	10	7	4871

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	614	99	10	3	7	7	0	740
16:15	589	118	8	4	14	3	1	737
16:30	586	102	7	2	12	3	0	712
16:45	553	78	4	3	10	6	0	654
17:00	614	76	12	3	7	5	1	718
17:15	566	73	7	0	10	3	1	660
17:30	590	79	5	0	8	6	2	690
17:45	524	53	4	2	10	2	2	597
18:00	603	47	3	1	8	7	0	669
18:15	536	65	5	0	6	2	0	614
P/TOT	5775	790	65	18	92	44	7	6791



SITE: 3

DATE: 30/06/2022

LOCATION: A4241 / Industrial Unit Access / Harbourside Road / A4241 / Industrial Unit Access

DAY: Thursday

TIME	A to E							TOT	A to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
07:15	5	1	1	0	0	0	0	7	3	1	0	0	0	0	0	4
07:30	1	5	1	0	0	0	0	7	3	1	0	0	0	0	0	4
07:45	1	3	0	0	0	0	0	4	12	0	0	0	0	0	0	12
08:00	0	2	0	0	0	0	0	2	9	0	0	0	0	0	0	9
08:15	0	4	1	1	0	0	0	6	11	0	0	0	0	0	0	11
08:30	0	2	0	0	0	0	0	2	10	1	0	0	0	0	0	11
08:45	1	8	1	0	0	0	0	10	4	0	0	0	0	0	0	4
09:00	0	1	0	0	0	0	0	1	12	0	0	0	0	0	0	12
09:15	0	4	1	0	0	0	0	5	11	0	0	0	0	0	0	11
P/TOT	11	30	5	1	0	0	0	47	76	3	0	0	0	0	0	79

TIME	A to E							TOT	A to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	1	1	0	0	0	0	0	2	3	0	0	0	0	0	0	3
16:15	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
16:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
16:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	5	3	0	0	0	0	0	8	8	0	0	0	0	0	0	8



SITE: 3

DATE: 30/06/2022

LOCATION: A4241 / Industrial Unit Access / Harbourside Road / A4241 / Industrial Unit Access

DAY: Thursday

TIME	A to C							TOT	A to B							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	73	29	1	2	0	0	0	105	0	0	0	0	0	0	0	0	0
07:15	113	35	3	2	0	0	0	153	0	1	0	0	0	0	0	0	1
07:30	106	33	1	1	0	1	0	142	0	0	0	0	0	0	0	0	0
07:45	102	25	2	1	0	1	0	131	0	0	0	0	0	0	0	0	0
08:00	70	13	3	2	0	0	0	88	0	1	0	0	0	0	0	0	1
08:15	51	15	4	1	0	0	0	71	1	0	0	0	0	0	0	0	1
08:30	24	17	2	2	0	1	0	46	0	0	0	0	0	0	0	0	0
08:45	34	7	4	4	0	0	0	49	0	0	0	0	0	0	0	0	0
09:00	24	11	3	2	0	0	0	40	0	0	0	0	0	0	0	0	0
09:15	21	18	1	3	0	0	0	43	1	1	1	0	0	0	0	0	3
P/TOT	618	203	24	20	0	3	0	868	2	3	1	0	0	0	0	0	6

TIME	A to C							TOT	A to B							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	20	2	0	2	0	0	0	24	0	0	0	0	0	0	0	0	0
16:15	17	4	0	2	0	0	0	23	0	0	0	0	0	0	0	0	0
16:30	20	4	1	0	0	1	0	26	0	0	0	0	0	0	0	0	0
16:45	18	3	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0
17:00	33	4	1	2	0	0	0	40	0	0	0	0	0	0	0	0	0
17:15	39	10	0	0	0	0	0	49	0	0	0	0	0	0	0	0	0
17:30	61	9	0	0	0	0	0	70	0	0	0	0	0	0	0	0	0
17:45	48	7	0	1	0	1	0	57	0	0	0	0	0	0	0	0	0
18:00	44	3	0	0	0	1	0	48	0	0	0	0	0	0	0	0	0
18:15	27	9	1	0	0	0	0	37	0	1	0	0	0	0	0	0	1
P/TOT	327	55	3	7	0	3	0	395	0	1	0	0	0	0	0	0	1

SITE: 3

DATE: 30/06/2022

LOCATION: A4241 / Industrial Unit Access / Harbourside Road / A4241 / Industrial Unit Access

DAY: Thursday

TIME	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1

TIME	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	1	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	1	0	0	0	1
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0
18:00	2	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0
P/TOT	3	1	0	1	0	0	0	5



SITE: 3

DATE: 30/06/2022

LOCATION: A4241 / Industrial Unit Access / Harbourside Road / A4241 / Industrial Unit Access

DAY: Thursday

TIME	B to A							TOT	B to E							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
P/TOT	3	1	0	0	0	0	0	4	0	1	0	0	0	0	0	0	1

TIME	B to A							TOT	B to E							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



SITE: 3

DATE: 30/06/2022

LOCATION: A4241 / Industrial Unit Access / Harbourside Road / A4241 / Industrial Unit Access

DAY: Thursday

TIME	B to D							TOT	B to C							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
P/TOT	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3

TIME	B to D							TOT	B to C							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



SITE: 3

DATE: 30/06/2022

LOCATION: A4241 / Industrial Unit Access / Harbourside Road / A4241 / Industrial Unit Access

DAY: Thursday

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 3

DATE: 30/06/2022

LOCATION: A4241 / Industrial Unit Access / Harbourside Road / A4241 / Industrial Unit Access

DAY: Thursday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	16	9	2	2	0	0	0	29
07:15	0	0	0	0	0	0	0	0	5	6	0	4	0	0	0	15
07:30	0	0	0	0	0	0	0	0	5	5	1	5	0	0	0	16
07:45	0	0	0	0	0	0	0	0	11	7	3	1	0	0	0	22
08:00	0	0	0	0	0	0	0	0	8	11	3	2	0	0	0	24
08:15	0	0	0	0	0	0	0	0	6	7	0	0	0	0	0	13
08:30	0	0	0	0	0	0	0	0	13	17	1	2	0	0	0	33
08:45	0	0	0	0	0	0	0	0	9	4	1	0	0	0	0	14
09:00	1	0	0	0	0	0	0	1	15	14	6	3	0	0	0	38
09:15	1	2	0	0	0	0	0	3	16	7	3	3	0	0	0	29
P/TOT	2	2	0	0	0	0	0	4	104	87	20	22	0	0	0	233

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	120	31	4	1	0	4	0	160
16:15	1	0	0	0	0	0	0	1	114	26	2	3	0	2	0	147
16:30	0	0	0	0	0	0	0	0	119	34	3	0	0	2	0	158
16:45	0	0	0	0	0	0	0	0	85	15	1	0	0	1	0	102
17:00	0	0	0	0	0	0	0	0	79	17	2	1	0	0	0	99
17:15	0	0	0	0	0	0	0	0	57	12	1	0	0	0	0	70
17:30	0	0	0	0	0	0	0	0	76	13	1	0	0	1	1	92
17:45	0	0	0	0	0	0	0	0	46	12	0	0	0	0	0	58
18:00	0	0	0	0	0	0	0	0	117	11	0	1	0	2	0	131
18:15	1	0	0	0	0	0	0	1	80	13	2	0	0	1	0	96
P/TOT	2	0	0	0	0	0	0	2	893	184	16	6	0	13	1	1113



SITE: 3

DATE: 30/06/2022

LOCATION: A4241 / Industrial Unit Access / Harbourside Road / A4241 / Industrial Unit Access

DAY: Thursday

TIME	C to E							TOT	C to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
07:15	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
07:30	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
07:45	0	1	2	0	0	0	0	3	8	0	0	0	0	0	0	8
08:00	1	2	0	0	0	0	0	3	6	1	0	0	0	1	0	8
08:15	0	2	1	0	0	0	0	3	8	0	0	0	0	0	0	8
08:30	3	2	2	0	0	0	0	7	4	0	0	0	0	0	0	4
08:45	0	2	1	0	0	0	0	3	5	0	0	0	0	0	0	5
09:00	0	2	0	1	0	0	0	3	6	1	0	0	0	0	0	7
09:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
P/TOT	11	12	6	1	0	0	0	30	46	2	0	0	0	1	0	49

TIME	C to E							TOT	C to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	1	2	0	0	0	0	0	3	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	2	2	0	0	0	0	0	4	5	0	0	0	0	0	0	5



SITE: 3

DATE: 30/06/2022

LOCATION: A4241 / Industrial Unit Access / Harbourside Road / A4241 / Industrial Unit Access

DAY: Thursday

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 3

DATE: 30/06/2022

LOCATION: A4241 / Industrial Unit Access / Harbourside Road / A4241 / Industrial Unit Access

DAY: Thursday

TIME	D to C							TOT	D to B							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
07:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
08:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
09:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
P/TOT	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0

TIME	D to C							TOT	D to B							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:30	8	0	0	0	0	1	0	9	0	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
17:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
17:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	34	0	0	0	0	1	0	35	0	0	0	0	0	0	0	0	0



SITE: 3

DATE: 30/06/2022

LOCATION: A4241 / Industrial Unit Access / Harbourside Road / A4241 / Industrial Unit Access

DAY: Thursday

TIME	D to A							TOT	D to E							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0

TIME	D to A							TOT	D to E							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0
16:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0
16:30	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0
16:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
17:00	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
17:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	56	0	0	0	0	0	0	56	0	0	0	0	0	0	0	0	0



SITE: 3

DATE: 30/06/2022

LOCATION: A4241 / Industrial Unit Access / Harbourside Road / A4241 / Industrial Unit Access

DAY: Thursday

TIME	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 3

DATE: 30/06/2022

LOCATION: A4241 / Industrial Unit Access / Harbourside Road / A4241 / Industrial Unit Access

DAY: Thursday

TIME	E to D							TOT	E to C							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	5
08:00	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	6
08:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
09:00	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4
09:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
P/TOT	0	0	0	0	0	0	0	0	0	3	19	7	0	0	0	0	29

TIME	E to D							TOT	E to C							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
16:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	10	3	1	0	0	0	0	14



SITE: 3

DATE: 30/06/2022

LOCATION: A4241 / Industrial Unit Access / Harbourside Road / A4241 / Industrial Unit Access

DAY: Thursday

TIME	E to B							TOT	E to A							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	5
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	6
08:30	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4
08:45	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	0	6
09:00	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	6
09:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
P/TOT	0	0	0	0	0	0	0	0	0	2	18	9	1	0	0	0	30

TIME	E to B							TOT	E to A							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	13	4	0	0	0	0	0	17



SITE: 3

DATE: 30/06/2022

LOCATION: A4241 / Industrial Unit Access / Harbourside Road / A4241 / Industrial Unit Access

DAY: Thursday

TIME	E to E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	E to E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 3

DATE: 30/06/2022

LOCATION: A4241 / Industrial Unit Access / Harbourside Road / A4241 / Industrial Unit Access

DAY: Thursday

TIME	TO ARM A								TOT	FROM ARM A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	16	9	2	2	0	0	0	29	77	29	1	2	0	0	0	109		
07:15	5	6	0	4	0	0	0	15	121	38	4	2	0	0	0	165		
07:30	6	7	4	5	0	0	0	22	110	39	2	1	0	1	0	153		
07:45	13	7	4	1	0	0	0	25	115	28	2	1	0	1	0	147		
08:00	9	11	4	2	0	0	0	26	80	16	3	2	0	0	0	101		
08:15	8	12	0	0	0	0	0	20	63	19	5	2	0	0	0	89		
08:30	14	20	2	2	0	0	0	38	34	20	2	2	0	1	0	59		
08:45	9	8	2	1	0	0	0	20	39	15	5	4	0	0	0	63		
09:00	18	18	8	3	0	0	0	47	36	12	3	2	0	0	0	53		
09:15	19	9	3	3	0	0	0	34	33	23	3	3	0	0	0	62		
P/TOT	117	107	29	23	0	0	0	276	708	239	30	21	0	3	0	1001		

TIME	TO ARM A								TOT	FROM ARM A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	138	32	4	1	0	4	0	179	24	4	0	2	0	0	0	30		
16:15	121	27	2	3	0	2	0	155	19	5	0	2	0	0	0	26		
16:30	135	36	3	0	0	2	0	176	24	4	1	0	0	1	0	30		
16:45	89	15	1	1	0	1	0	107	19	4	0	1	0	0	0	24		
17:00	95	18	2	1	0	0	0	116	33	4	1	2	0	0	0	40		
17:15	59	12	1	0	0	0	0	72	39	10	0	0	0	0	0	49		
17:30	78	13	1	0	0	1	1	94	62	9	0	0	0	0	0	71		
17:45	49	12	0	0	0	0	0	61	50	7	0	1	0	1	0	59		
18:00	121	11	0	1	0	2	0	135	46	3	0	0	0	1	0	50		
18:15	80	13	2	0	0	1	0	96	27	10	1	0	0	0	0	38		
P/TOT	965	189	16	7	0	13	1	1191	343	60	3	8	0	3	0	417		



SITE: 3

DATE: 30/06/2022

LOCATION: A4241 / Industrial Unit Access / Harbourside Road / A4241 / Industrial Unit Access

DAY: Thursday

TIME	TO ARM B							TOT	FROM ARM B							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
09:15	2	3	1	0	0	0	0	6	3	1	1	0	0	0	0	0	5
P/TOT	4	5	1	0	0	0	0	10	4	3	1	0	0	0	0	0	8

TIME	TO ARM B							TOT	FROM ARM B							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
P/TOT	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0



SITE: 3

DATE: 30/06/2022

LOCATION: A4241 / Industrial Unit Access / Harbourside Road / A4241 / Industrial Unit Access

DAY: Thursday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	73	29	1	2	0	0	0	105	17	10	2	2	0	0	0	31
07:15	115	36	3	2	0	0	0	156	10	6	0	4	0	0	0	20
07:30	108	34	2	1	0	1	0	146	11	5	1	5	0	0	0	22
07:45	104	28	4	1	0	1	0	138	19	8	5	1	0	0	0	33
08:00	70	18	3	2	0	0	0	93	15	14	3	2	0	1	0	35
08:15	53	19	6	1	0	0	0	79	14	9	1	0	0	0	0	24
08:30	26	18	3	2	0	1	0	50	20	19	3	2	0	0	0	44
08:45	37	9	4	4	0	0	0	54	14	6	2	0	0	0	0	22
09:00	25	14	4	2	0	0	0	45	22	17	6	4	0	0	0	49
09:15	24	19	2	3	0	0	0	48	21	9	3	3	0	0	0	36
P/TOT	635	224	32	20	0	3	0	914	163	103	26	23	0	1	0	316

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	33	3	0	2	0	0	0	38	121	31	4	1	0	4	0	161
16:15	19	5	1	2	0	0	0	27	117	28	2	3	0	2	0	152
16:30	32	5	1	0	0	2	0	40	119	34	3	0	0	2	0	158
16:45	21	3	0	0	0	0	0	24	86	15	1	0	0	1	0	103
17:00	41	4	1	2	0	0	0	48	81	17	2	1	0	0	0	101
17:15	41	10	0	0	0	0	0	51	57	12	1	0	0	0	0	70
17:30	62	9	0	0	0	0	0	71	76	13	1	0	0	1	1	92
17:45	50	7	0	1	0	1	0	59	47	12	0	0	0	0	0	59
18:00	45	3	0	0	0	1	0	49	117	11	0	1	0	2	0	131
18:15	27	9	1	0	0	0	0	37	81	13	2	0	0	1	0	97
P/TOT	371	58	4	7	0	4	0	444	902	186	16	6	0	13	1	1124



SITE: 3

DATE: 30/06/2022

LOCATION: A4241 / Industrial Unit Access / Harbourside Road / A4241 / Industrial Unit Access

DAY: Thursday

TIME	TO ARM D							TOT	FROM ARM D							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
07:15	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	0	1
07:30	7	1	0	0	0	0	0	8	2	1	0	0	0	0	0	0	3
07:45	20	0	0	0	0	0	0	20	4	0	0	0	0	0	0	0	4
08:00	15	1	0	0	0	1	0	17	0	0	0	0	0	0	0	0	0
08:15	19	0	0	0	0	0	0	19	3	0	0	0	0	0	0	0	3
08:30	14	1	0	0	0	0	0	15	1	1	0	0	0	0	0	0	2
08:45	9	0	0	0	0	0	0	9	2	0	0	0	0	0	0	0	2
09:00	18	1	0	0	0	0	0	19	4	0	0	0	0	0	0	0	4
09:15	14	0	0	0	0	0	0	14	3	0	0	0	0	0	0	0	3
P/TOT	122	5	0	0	0	1	0	128	20	2	0	0	0	0	0	0	22

TIME	TO ARM D							TOT	FROM ARM D							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	3	0	0	0	0	0	0	3	30	0	0	0	0	0	0	0	30
16:15	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	0	7
16:30	2	0	0	0	0	0	0	2	19	0	0	0	0	1	0	0	20
16:45	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	6
17:00	2	0	0	0	0	0	0	2	14	0	0	0	0	0	0	0	14
17:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
17:45	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	5
18:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	13	0	0	0	0	0	0	13	90	0	0	0	0	1	0	0	91



SITE: 3

DATE: 30/06/2022

LOCATION: A4241 / Industrial Unit Access / Harbourside Road / A4241 / Industrial Unit Access

DAY: Thursday

TIME	TO ARM E							TOT	FROM ARM E							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
07:15	9	1	1	0	0	0	0	11	1	0	0	0	0	0	0	0	1
07:30	3	5	1	0	0	0	0	9	1	2	4	0	0	0	0	0	7
07:45	1	4	2	0	0	0	0	7	0	3	3	0	0	0	0	0	6
08:00	1	5	0	0	0	0	0	6	0	5	1	0	0	0	0	0	6
08:15	0	6	2	1	0	0	0	9	1	9	2	0	0	0	0	0	12
08:30	3	4	2	0	0	0	0	9	1	3	2	0	0	0	0	0	6
08:45	1	10	2	0	0	0	0	13	1	6	1	1	0	0	0	0	9
09:00	0	3	0	1	0	0	0	4	0	7	3	0	0	0	0	0	10
09:15	1	4	1	0	0	0	0	6	0	2	0	0	0	0	0	0	2
P/TOT	22	43	11	2	0	0	0	78	5	37	16	1	0	0	0	0	59

TIME	TO ARM E							TOT	FROM ARM E							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	2	1	0	0	0	0	0	3	1	1	0	0	0	0	0	0	2
16:15	2	3	0	0	0	0	0	5	2	2	1	0	0	0	0	0	5
16:30	2	0	0	0	0	0	0	2	9	3	0	0	0	0	0	0	12
16:45	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	11
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	7	5	0	0	0	0	0	12	23	7	1	0	0	0	0	0	31



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 3

DATE: 30/06/2022

LOCATION: A4241 / Industrial Unit Access / Harbourside Road / A4241 / In

DAY: Thursday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	94	39	3	4	0	0	0	140
07:15	133	45	4	6	0	0	0	188
07:30	124	47	7	6	0	1	0	185
07:45	138	39	10	2	0	1	0	190
08:00	95	36	7	4	0	1	0	143
08:15	81	37	8	2	0	0	0	128
08:30	57	43	7	4	0	1	0	112
08:45	56	27	8	5	0	0	0	96
09:00	62	36	12	6	0	0	0	116
09:15	60	35	7	6	0	0	0	108
P/TOT	900	384	73	45	0	4	0	1406

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	176	36	4	3	0	4	0	223
16:15	145	35	3	5	0	2	0	190
16:30	171	41	4	0	0	4	0	220
16:45	112	19	1	1	0	1	0	134
17:00	138	22	3	3	0	0	0	166
17:15	100	22	1	0	0	0	0	123
17:30	140	22	1	0	0	1	1	165
17:45	102	19	0	1	0	1	0	123
18:00	166	14	0	1	0	3	0	184
18:15	108	23	3	0	0	1	0	135
P/TOT	1358	253	20	14	0	17	1	1663



SITE: 4

DATE: 30/06/2022

LOCATION: A4241 / A4241 Harbour Way / North Bank Road / A4241

DAY: Thursday

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	67	26	1	1	0	0	0	95	4	3	0	0	0	0	0	7
07:15	109	32	3	2	0	0	0	146	4	2	0	0	0	0	0	6
07:30	102	31	2	1	0	1	0	137	4	4	0	0	0	0	0	8
07:45	102	20	2	1	0	1	0	126	0	5	0	0	0	0	0	5
08:00	68	16	0	2	0	0	0	86	2	1	3	0	0	0	0	6
08:15	50	14	4	1	0	0	0	69	2	2	1	0	0	0	0	5
08:30	25	12	1	2	0	1	0	41	0	2	2	0	0	0	0	4
08:45	31	5	2	4	0	0	0	42	2	3	2	0	0	0	0	7
09:00	25	10	2	2	0	0	0	39	1	1	1	0	0	0	0	3
09:15	19	13	1	3	0	0	0	36	1	5	1	0	0	0	0	7
P/TOT	598	179	18	19	0	3	0	817	20	28	10	0	0	0	0	58

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	24	1	0	2	0	0	0	27	1	0	0	0	0	0	0	1
16:15	14	3	0	2	0	0	0	19	2	2	0	0	0	0	0	4
16:30	24	3	0	0	0	2	0	29	1	0	1	0	0	0	0	2
16:45	18	3	0	0	0	0	0	21	2	0	0	0	0	0	0	2
17:00	35	4	1	2	0	0	0	42	1	0	0	0	0	0	0	1
17:15	40	10	0	0	0	0	0	50	0	0	0	0	0	0	0	0
17:30	56	9	0	0	0	0	0	65	0	0	0	0	0	0	0	0
17:45	48	6	0	1	0	1	0	56	1	0	0	0	0	0	0	1
18:00	44	3	0	0	0	1	0	48	0	0	0	0	0	0	0	0
18:15	23	9	1	0	0	0	0	33	0	0	0	0	0	0	0	0
P/TOT	326	51	2	7	0	4	0	390	8	2	1	0	0	0	0	11



SITE: 4

DATE: 30/06/2022

LOCATION: A4241 / A4241 Harbour Way / North Bank Road / A4241

DAY: Thursday

TIME	A to B							TOT	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
07:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
07:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:45	0	2	2	0	0	0	0	4	1	0	0	0	0	0	0	1
08:00	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:15	0	3	1	0	0	0	0	4	0	0	0	0	0	0	0	0
08:30	2	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0
08:45	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:00	0	3	1	0	0	0	0	4	0	0	0	0	0	0	0	0
09:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
P/TOT	15	17	4	1	0	0	0	37	1	0	0	0	0	0	0	1

TIME	A to B							TOT	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0
16:15	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0
16:30	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
17:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
17:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
18:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
P/TOT	36	5	1	0	0	0	0	42	1	0	0	0	0	0	0	1



SITE: 4

DATE: 30/06/2022

LOCATION: A4241 / A4241 Harbour Way / North Bank Road / A4241

DAY: Thursday

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	1	0	0	0	0	0	0	1	50	16	1	0	0	1	2	70
07:15	3	0	0	0	0	0	0	3	56	24	2	1	0	0	3	86
07:30	4	0	0	0	0	0	0	4	60	22	0	0	2	0	0	84
07:45	5	0	2	0	0	0	0	7	53	20	5	1	0	0	0	79
08:00	1	0	0	0	0	0	0	1	60	16	8	2	0	2	0	88
08:15	1	1	1	0	0	0	0	3	58	27	2	2	0	0	0	89
08:30	2	3	1	0	0	0	0	6	53	20	4	0	0	0	0	77
08:45	2	2	0	0	0	0	0	4	43	12	3	1	0	0	0	59
09:00	1	2	0	0	0	0	0	3	34	16	6	0	2	0	0	58
09:15	4	1	0	1	0	0	0	6	41	10	2	1	0	0	0	54
P/TOT	24	9	4	1	0	0	0	38	508	183	33	8	4	3	5	744

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	2	1	0	0	0	0	0	3	63	7	2	0	0	1	1	74
16:15	1	0	0	0	0	0	0	1	69	15	3	0	0	0	1	88
16:30	3	0	0	0	0	0	0	3	81	10	2	1	0	0	0	94
16:45	1	0	0	0	0	0	0	1	64	7	1	0	0	0	2	74
17:00	3	1	0	0	0	0	0	4	73	7	1	0	0	3	1	85
17:15	1	0	0	0	0	0	0	1	74	7	1	0	0	0	0	82
17:30	0	0	0	0	0	0	0	0	87	12	0	0	0	1	3	103
17:45	2	0	0	0	0	0	0	2	84	6	0	0	0	1	1	92
18:00	0	0	0	0	0	0	0	0	44	3	0	2	0	0	0	49
18:15	0	0	0	0	0	0	0	0	42	2	1	0	0	0	0	45
P/TOT	13	2	0	0	0	0	0	15	681	76	11	3	0	6	9	786



SITE: 4

DATE: 30/06/2022

LOCATION: A4241 / A4241 Harbour Way / North Bank Road / A4241

DAY: Thursday

TIME	B to C							TOT	B to B							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	3	3	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0
07:15	2	2	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:45	1	4	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
08:00	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0
08:15	1	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
08:30	1	4	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
08:45	1	2	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0
09:00	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0
09:15	0	3	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0
P/TOT	12	21	4	1	0	0	0	38	0	0	0	0	0	0	0	0	0

TIME	B to C							TOT	B to B							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
16:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0



SITE: 4

DATE: 30/06/2022

LOCATION: A4241 / A4241 Harbour Way / North Bank Road / A4241

DAY: Thursday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
07:15	1	2	0	0	0	0	0	3	0	1	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0	2
08:00	1	1	2	0	0	0	0	4	3	6	1	0	0	0	0	10
08:15	0	2	0	0	0	0	0	2	1	1	0	0	0	0	0	2
08:30	1	5	0	0	0	0	0	6	0	4	2	0	0	0	0	6
08:45	0	1	3	0	0	0	0	4	1	0	0	0	0	0	0	1
09:00	3	3	1	0	0	0	0	7	3	3	1	0	0	0	0	7
09:15	0	2	0	0	0	0	0	2	2	1	0	0	0	0	0	3
P/TOT	6	17	6	0	0	0	0	29	11	18	6	0	0	0	0	35

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	1
16:15	4	1	1	0	0	0	0	6	2	3	0	0	0	0	0	5
16:30	1	1	0	0	0	0	0	2	4	3	0	0	0	0	0	7
16:45	2	0	0	0	0	0	0	2	2	3	0	0	0	0	0	5
17:00	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
17:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
P/TOT	14	6	1	0	0	0	0	21	11	9	1	0	0	0	0	21



SITE: 4

DATE: 30/06/2022

LOCATION: A4241 / A4241 Harbour Way / North Bank Road / A4241

DAY: Thursday

TIME	C to D							TOT	C to C							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
07:45	1	0	4	0	0	0	0	5	0	0	1	0	0	0	0	0	1
08:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
08:45	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
09:00	0	3	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0
09:15	2	4	1	1	0	0	0	8	0	0	0	0	0	0	0	0	0
P/TOT	4	10	10	2	0	0	0	26	0	0	1	0	0	0	0	0	1

TIME	C to D							TOT	C to C							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
17:00	6	3	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	11	5	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0



SITE: 4

DATE: 30/06/2022

LOCATION: A4241 / A4241 Harbour Way / North Bank Road / A4241

DAY: Thursday

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	3	0	0	0	0	0	0	3	23	9	2	1	0	1	1	37
07:15	5	3	0	0	0	0	0	8	30	6	1	0	0	1	1	39
07:30	0	1	0	0	0	0	0	1	41	13	3	2	0	1	0	60
07:45	1	1	0	0	0	0	0	2	74	18	3	2	0	0	1	98
08:00	1	3	0	0	0	0	0	4	47	15	3	2	0	0	0	67
08:15	1	1	0	0	0	0	0	2	67	22	4	0	0	0	0	93
08:30	1	2	0	0	0	0	0	3	72	13	3	1	0	0	0	89
08:45	2	1	2	1	0	0	0	6	85	16	2	0	0	0	0	103
09:00	1	0	0	1	0	0	0	2	57	11	4	1	0	0	0	73
09:15	1	2	0	0	0	0	0	3	52	14	5	2	0	0	1	74
P/TOT	16	14	2	2	0	0	0	34	548	137	30	11	0	3	4	733

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	1	0	0	0	0	0	0	1	89	17	1	0	0	1	0	108
16:15	1	1	1	0	0	0	0	3	79	23	5	2	0	0	1	110
16:30	3	2	2	0	0	0	0	7	92	24	2	0	0	1	0	119
16:45	0	2	2	0	0	0	0	4	96	25	0	2	0	1	0	124
17:00	0	0	0	0	0	0	0	0	89	22	1	0	0	3	1	116
17:15	0	0	0	0	0	0	0	0	93	10	0	0	0	1	0	104
17:30	0	1	0	0	0	0	0	1	65	8	1	0	0	1	0	75
17:45	0	0	0	0	0	0	0	0	70	6	1	2	0	0	0	79
18:00	1	0	0	0	0	0	0	1	95	17	1	0	0	0	1	114
18:15	0	0	0	0	0	0	0	0	72	9	0	0	0	0	0	81
P/TOT	6	6	5	0	0	0	0	17	840	161	12	6	0	8	3	1030



SITE: 4

DATE: 30/06/2022

LOCATION: A4241 / A4241 Harbour Way / North Bank Road / A4241

DAY: Thursday

TIME	D to A							TOT	D to D							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	15	10	1	2	0	0	0	28	0	0	0	0	0	0	0	0	0
07:15	7	7	0	5	0	0	0	19	0	0	0	0	0	0	0	0	0
07:30	8	3	2	4	0	0	0	17	0	0	0	0	0	0	0	0	0
07:45	12	6	1	1	0	0	0	20	0	0	0	0	0	0	0	0	0
08:00	11	8	2	2	0	1	0	24	0	0	0	0	0	0	0	0	0
08:15	14	7	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0
08:30	16	12	0	2	0	0	0	30	0	0	0	0	0	0	0	0	0
08:45	12	4	3	0	0	0	0	19	0	0	0	0	0	0	0	0	0
09:00	17	11	4	5	0	0	0	37	0	0	0	0	0	0	0	0	0
09:15	15	8	3	1	0	0	0	27	0	0	0	0	0	0	0	0	0
P/TOT	127	76	16	22	0	1	0	242	0	0	0	0	0	0	0	0	0

TIME	D to A							TOT	D to D							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	118	30	3	1	0	4	0	156	0	0	0	0	0	0	0	0	0
16:15	114	25	2	3	0	2	0	146	0	0	0	0	0	0	0	0	0
16:30	112	31	3	0	0	2	0	148	0	0	0	0	0	0	0	0	0
16:45	84	12	1	0	0	1	0	98	0	0	0	0	0	0	0	0	0
17:00	76	18	2	1	0	0	0	97	0	0	0	0	0	0	0	0	0
17:15	59	10	1	0	0	0	0	70	0	0	0	0	0	0	0	0	0
17:30	73	13	1	0	0	1	1	89	0	0	0	0	0	0	0	0	0
17:45	44	12	0	0	0	0	0	56	0	0	0	0	0	0	0	0	0
18:00	120	11	0	1	0	2	0	134	0	0	0	0	0	0	0	0	0
18:15	77	13	2	0	0	1	0	93	0	0	0	0	0	0	0	0	0
P/TOT	877	175	15	6	0	13	1	1087	0	0	0	0	0	0	0	0	0



SITE: 4

DATE: 30/06/2022

LOCATION: A4241 / A4241 Harbour Way / North Bank Road / A4241

DAY: Thursday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	17	10	2	2	0	0	0	31	71	29	1	2	0	0	0	103
07:15	10	8	0	5	0	0	0	23	117	34	3	2	0	0	0	156
07:30	12	3	3	4	0	0	0	22	108	36	2	1	0	1	0	148
07:45	18	8	3	1	0	0	0	30	103	27	4	1	0	1	0	136
08:00	15	14	3	2	0	1	0	35	71	19	3	2	0	0	0	95
08:15	16	9	1	0	0	0	0	26	52	19	6	1	0	0	0	78
08:30	18	19	3	2	0	0	0	42	27	17	3	2	0	1	0	50
08:45	15	6	3	0	0	0	0	24	36	10	4	4	0	0	0	54
09:00	21	16	5	5	0	0	0	47	26	14	4	2	0	0	0	46
09:15	21	10	3	2	0	0	0	36	23	19	2	3	0	0	0	47
P/TOT	163	103	26	23	0	1	0	316	634	224	32	20	0	3	0	913

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	120	31	4	1	0	4	0	160	34	3	0	2	0	0	0	39
16:15	117	28	2	3	0	2	0	152	18	5	1	2	0	0	0	26
16:30	119	34	3	0	0	2	0	158	33	4	1	0	0	2	0	40
16:45	87	15	1	0	0	1	0	104	21	3	0	0	0	0	0	24
17:00	80	19	2	1	0	0	0	102	40	4	1	2	0	0	0	47
17:15	60	10	1	0	0	0	0	71	42	11	0	0	0	0	0	53
17:30	74	13	1	0	0	1	1	90	59	9	0	0	0	0	0	68
17:45	46	12	0	0	0	0	0	58	53	6	0	1	0	1	0	61
18:00	122	11	0	1	0	2	0	136	46	4	0	0	0	1	0	51
18:15	77	13	2	0	0	1	0	93	25	9	1	0	0	0	0	35
P/TOT	902	186	16	6	0	13	1	1124	371	58	4	7	0	4	0	444



SITE: 4

DATE: 30/06/2022

LOCATION: A4241 / A4241 Harbour Way / North Bank Road / A4241

DAY: Thursday

TIME	TO ARM B								TOT	FROM ARM B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	23	9	2	2	0	1	1	38	54	19	1	0	0	1	2	77		
07:15	35	8	1	0	0	1	1	46	61	26	3	1	0	0	3	94		
07:30	43	14	3	2	0	1	0	63	65	22	0	0	2	0	0	89		
07:45	74	21	5	2	0	0	1	103	59	24	7	1	0	0	0	91		
08:00	49	18	5	2	0	0	0	74	62	16	9	2	0	2	0	91		
08:15	67	27	5	0	0	0	0	99	60	31	3	2	0	0	0	96		
08:30	75	21	3	1	0	0	0	100	56	27	5	0	0	0	0	88		
08:45	88	19	5	0	0	0	0	112	46	16	3	2	0	0	0	67		
09:00	60	17	6	1	0	0	0	84	36	18	7	0	2	0	0	63		
09:15	55	17	5	2	0	0	1	80	45	14	3	2	0	0	0	64		
P/TOT	569	171	40	12	0	3	4	799	544	213	41	10	4	3	5	820		

TIME	TO ARM B								TOT	FROM ARM B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	98	20	1	0	0	1	0	120	65	8	2	0	0	1	1	77		
16:15	85	24	7	2	0	0	1	119	71	15	3	0	0	0	1	90		
16:30	101	26	2	0	0	1	0	130	85	11	2	1	0	0	0	99		
16:45	99	25	0	2	0	1	0	127	65	8	1	0	0	0	2	76		
17:00	96	23	1	0	0	3	1	124	78	8	1	0	0	3	1	91		
17:15	96	12	0	0	0	1	0	109	76	7	1	0	0	0	0	84		
17:30	69	8	1	0	0	1	0	79	87	12	0	0	0	1	3	103		
17:45	74	7	1	2	0	0	0	84	86	6	0	0	0	1	1	94		
18:00	97	18	1	0	0	0	1	117	44	3	0	2	0	0	0	49		
18:15	75	9	0	0	0	0	0	84	42	2	1	0	0	0	0	45		
P/TOT	890	172	14	6	0	8	3	1093	699	80	11	3	0	6	9	808		



SITE: 4

DATE: 30/06/2022

LOCATION: A4241 / A4241 Harbour Way / North Bank Road / A4241

DAY: Thursday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	10	6	0	0	0	0	0	16	1	0	1	0	0	0	0	2
07:15	11	7	1	0	0	0	0	19	1	3	0	0	0	0	0	4
07:30	5	5	0	0	0	0	0	10	0	0	3	0	0	0	0	3
07:45	2	10	1	0	0	0	0	13	1	3	5	0	0	0	0	9
08:00	4	4	4	0	0	0	0	12	4	7	4	0	0	0	0	15
08:15	4	6	1	0	0	0	0	11	1	3	0	0	0	0	0	4
08:30	2	8	2	0	0	0	0	12	2	11	2	0	0	0	0	15
08:45	5	6	4	2	0	0	0	17	1	2	3	1	0	0	0	7
09:00	3	1	2	1	0	0	0	7	6	9	4	0	0	0	0	19
09:15	2	10	2	0	0	0	0	14	4	7	1	1	0	0	0	13
P/TOT	48	63	17	3	0	0	0	131	21	45	23	2	0	0	0	91

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	2	0	0	0	0	0	0	2	0	1	1	0	0	0	0	2
16:15	4	3	1	0	0	0	0	8	6	4	1	0	0	0	0	11
16:30	5	3	3	0	0	0	0	11	5	5	0	0	0	0	0	10
16:45	2	3	2	0	0	0	0	7	7	4	0	0	0	0	0	11
17:00	3	0	0	0	0	0	0	3	10	4	0	0	0	0	0	14
17:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
17:30	0	1	0	0	0	0	0	1	3	0	0	0	0	0	0	3
17:45	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
18:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
P/TOT	19	10	6	0	0	0	0	35	36	20	2	0	0	0	0	58



SITE: 4

DATE: 30/06/2022

LOCATION: A4241 / A4241 Harbour Way / North Bank Road / A4241

DAY: Thursday

TIME	TO ARM D								TOT	FROM ARM D								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	117	42	2	1	0	1	2	165	41	19	3	3	0	1	1	68		
07:15	165	56	5	3	0	0	3	232	42	16	1	5	0	1	1	66		
07:30	162	53	4	1	2	1	0	223	49	17	5	6	0	1	0	78		
07:45	156	40	11	2	0	1	0	210	87	25	4	3	0	0	1	120		
08:00	128	32	9	4	0	2	0	175	59	26	5	4	0	1	0	95		
08:15	108	41	6	3	0	0	0	158	82	30	4	0	0	0	0	116		
08:30	79	34	5	2	0	1	0	121	89	27	3	3	0	0	0	122		
08:45	74	18	5	6	0	0	0	103	99	21	7	1	0	0	0	128		
09:00	59	29	10	2	2	0	0	102	75	22	8	7	0	0	0	112		
09:15	62	27	4	5	0	0	0	98	68	24	8	3	0	0	1	104		
P/TOT	1110	372	61	29	4	6	5	1587	691	227	48	35	0	4	4	1009		

TIME	TO ARM D								TOT	FROM ARM D								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	87	8	2	2	0	1	1	101	208	47	4	1	0	5	0	265		
16:15	83	18	3	2	0	0	1	107	194	49	8	5	0	2	1	259		
16:30	105	14	2	1	0	2	0	124	207	57	7	0	0	3	0	274		
16:45	85	11	1	0	0	0	2	99	180	39	3	2	0	2	0	226		
17:00	114	14	2	2	0	3	1	136	165	40	3	1	0	3	1	213		
17:15	114	17	1	0	0	0	0	132	152	20	1	0	0	1	0	174		
17:30	144	21	0	0	0	1	3	169	138	22	2	0	0	2	1	165		
17:45	133	12	0	1	0	2	1	149	114	18	1	2	0	0	0	135		
18:00	88	6	0	2	0	1	0	97	216	28	1	1	0	2	1	249		
18:15	65	11	2	0	0	0	0	78	149	22	2	0	0	1	0	174		
P/TOT	1018	132	13	10	0	10	9	1192	1723	342	32	12	0	21	4	2134		



SITE: 4

DATE: 30/06/2022

LOCATION: A4241 / A4241 Harbour Way / North Bank Road / A4241

DAY: Thursday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	167	67	6	5	0	2	3	250
07:15	221	79	7	8	0	1	4	320
07:30	222	75	10	7	2	2	0	318
07:45	250	79	20	5	0	1	1	356
08:00	196	68	21	8	0	3	0	296
08:15	195	83	13	3	0	0	0	294
08:30	174	82	13	5	0	1	0	275
08:45	182	49	17	8	0	0	0	256
09:00	143	63	23	9	2	0	0	240
09:15	140	64	14	9	0	0	1	228
P/TOT	1890	709	144	67	4	10	9	2833

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	307	59	7	3	0	6	1	383
16:15	289	73	13	7	0	2	2	386
16:30	330	77	10	1	0	5	0	423
16:45	273	54	4	2	0	2	2	337
17:00	293	56	5	3	0	6	2	365
17:15	271	39	2	0	0	1	0	313
17:30	287	43	2	0	0	3	4	339
17:45	254	31	1	3	0	2	1	292
18:00	308	35	1	3	0	3	1	351
18:15	217	33	4	0	0	1	0	255
P/TOT	2829	500	49	22	0	31	13	3444



SITE: 5

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Oakwood Road / A4241 Harbour Way / Llewellyn's Road

DAY: Thursday

TIME	A to D							TOT	A to C							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
07:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
08:00	4	2	1	0	0	0	0	7	0	0	0	0	0	0	0	0	0
08:15	1	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
08:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
09:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
09:15	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0
P/TOT	14	10	2	0	0	0	0	26	1	0	0	0	0	0	0	0	1

TIME	A to D							TOT	A to C							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
16:15	7	1	0	0	0	0	0	8	0	1	0	0	0	0	0	0	1
16:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
17:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
17:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
17:45	3	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0
18:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
18:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
P/TOT	31	1	0	0	0	0	1	33	0	2	0	0	0	0	0	0	2



SITE: 5

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Oakwood Road / A4241 Harbour Way / Llewellyn's Road

DAY: Thursday

TIME	A to B							TOT	A to A							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	4	3	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:45	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0
08:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
08:15	2	4	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0
08:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
08:45	3	3	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0
09:00	4	1	1	0	0	0	0	6	0	0	0	0	0	0	0	0	0
09:15	4	1	2	0	0	0	0	7	0	0	0	0	0	0	0	0	0
P/TOT	29	15	3	0	0	0	0	47	0	0	0	0	0	0	0	0	0

TIME	A to B							TOT	A to A							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	6	0	1	0	0	0	0	7	0	0	0	0	0	0	0	0	0
16:15	14	4	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0
16:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
16:45	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0
17:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
17:15	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0
17:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
17:45	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0
18:00	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
18:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
P/TOT	68	11	1	0	0	0	0	80	0	0	0	0	0	0	0	0	0



SITE: 5

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Oakwood Road / A4241 Harbour Way / Llewellyn's Road

DAY: Thursday

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	8	2	1	0	0	0	0	11	106	38	1	1	0	1	2	149
07:15	7	3	0	0	0	0	0	10	138	40	4	1	0	0	2	185
07:30	8	2	0	0	0	0	0	10	150	48	4	0	2	1	0	205
07:45	9	5	0	0	0	0	0	14	134	30	11	3	0	1	0	179
08:00	6	1	1	0	0	0	0	8	112	27	6	4	0	2	0	151
08:15	7	3	0	0	0	0	0	10	98	34	6	3	0	0	0	141
08:30	6	3	1	0	0	0	0	10	66	24	2	1	0	1	0	94
08:45	9	4	0	0	0	0	0	13	58	11	4	5	0	0	0	78
09:00	5	5	1	0	0	0	0	11	47	20	8	3	2	0	0	80
09:15	8	2	1	0	0	0	0	11	45	21	3	5	0	0	0	74
P/TOT	73	30	5	0	0	0	0	108	954	293	49	26	4	6	4	1336

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	8	1	0	0	0	0	0	9	75	6	2	2	0	1	1	87
16:15	5	3	0	0	0	0	1	9	74	13	3	2	0	0	0	92
16:30	1	1	0	0	0	0	0	2	100	11	2	1	0	2	0	116
16:45	3	1	0	0	0	0	0	4	84	12	1	0	0	0	2	99
17:00	1	0	0	0	0	0	0	1	112	12	2	2	0	3	1	132
17:15	5	0	0	0	0	0	0	5	107	14	1	0	0	0	0	122
17:30	3	0	0	0	0	0	0	3	133	23	0	0	0	1	3	160
17:45	7	1	0	0	0	0	1	9	131	10	0	1	0	2	1	145
18:00	5	0	0	0	0	0	0	5	84	7	0	2	0	1	0	94
18:15	8	1	0	0	0	0	0	9	55	9	2	0	0	0	0	66
P/TOT	46	8	0	0	0	0	2	56	955	117	13	10	0	10	8	1113



SITE: 5

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Oakwood Road / A4241 Harbour Way / Llewellyn's Road

DAY: Thursday

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0
07:15	12	11	1	2	0	0	0	26	0	0	0	0	0	0	0	0
07:30	10	5	0	0	0	0	1	16	0	0	0	0	0	0	0	0
07:45	15	5	0	0	0	0	0	20	0	0	0	0	0	0	0	0
08:00	9	4	2	0	0	0	0	15	0	0	0	0	0	0	0	0
08:15	5	3	0	0	0	0	0	8	0	0	0	0	0	0	0	0
08:30	8	8	2	1	0	0	0	19	0	0	0	0	0	0	0	0
08:45	6	3	1	0	0	0	0	10	0	0	0	0	0	0	0	0
09:00	9	5	0	0	0	0	0	14	0	0	0	0	0	0	0	0
09:15	7	3	1	0	0	0	0	11	0	0	0	0	0	0	0	0
P/TOT	84	49	7	3	0	0	1	144	0	0	0	0	0	0	0	0

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:15	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	14	6	0	0	0	0	0	20	0	0	0	0	0	0	0	0



SITE: 5

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Oakwood Road / A4241 Harbour Way / Llewellyn's Road

DAY: Thursday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
07:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:00	4	4	1	0	0	0	0	9	0	0	0	0	0	0	0	0
08:15	2	3	1	0	0	0	0	6	0	0	0	0	0	0	0	0
08:30	6	8	0	0	0	0	0	14	0	0	0	0	0	0	0	0
08:45	4	7	0	1	0	0	0	12	0	0	0	0	0	0	0	0
09:00	9	8	0	0	0	0	0	17	0	0	0	0	0	0	0	0
09:15	3	5	2	0	0	0	0	10	0	0	0	0	0	0	0	0
P/TOT	34	40	4	1	0	0	0	79	0	0	0	0	0	0	0	0

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	2	3	1	0	0	0	0	6	0	0	0	0	0	0	0	0
16:15	8	4	0	0	0	0	0	12	0	0	0	0	0	0	0	0
16:30	21	5	0	0	0	0	0	26	0	0	0	0	0	0	1	1
16:45	3	2	0	1	0	0	0	6	0	1	0	0	0	0	0	1
17:00	10	2	0	0	0	0	0	12	1	1	0	0	0	0	0	2
17:15	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:30	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:00	1	2	1	0	0	0	0	4	0	0	0	0	0	0	0	0
18:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
P/TOT	50	22	2	1	0	0	0	75	2	2	0	0	0	0	1	5



SITE: 5

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Oakwood Road / A4241 Harbour Way / Llewellyn's Road

DAY: Thursday

TIME	C to D							TOT	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	1	1	0	1	0	0	0	3	0	0	0	0	0	0	0	0
07:30	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45	1	0	1	1	0	0	0	3	0	0	0	0	0	0	0	0
08:00	0	3	2	1	0	0	0	6	0	0	0	0	0	0	0	0
08:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30	0	3	2	0	0	0	0	5	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	2	4	1	1	0	0	0	8	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	5	14	7	4	0	0	0	30	0	0	0	0	0	0	0	0

TIME	C to D							TOT	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
17:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
P/TOT	10	4	1	0	0	0	0	15	0	0	0	0	0	0	0	0



SITE: 5

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Oakwood Road / A4241 Harbour Way / Llewellyn's Road

DAY: Thursday

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	36	15	3	3	0	1	1	59
07:15	1	0	0	0	0	0	0	1	39	15	1	5	0	1	1	62
07:30	1	1	1	0	0	0	0	3	48	16	5	6	0	1	0	76
07:45	1	3	0	0	0	0	0	4	81	22	4	3	0	0	1	111
08:00	0	1	0	0	0	0	0	1	59	20	4	4	0	1	0	88
08:15	2	1	1	0	0	0	0	4	73	23	3	0	0	0	0	99
08:30	3	3	0	0	0	0	0	6	81	19	3	3	0	0	0	106
08:45	2	2	1	1	0	0	0	6	91	12	7	0	0	0	0	110
09:00	4	2	3	0	0	0	0	9	60	13	7	7	0	0	0	87
09:15	2	4	0	0	0	0	0	6	61	18	4	3	0	0	0	86
P/TOT	16	17	6	1	0	0	0	40	629	173	41	34	0	4	3	884

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	1	2	0	0	0	0	0	3	201	46	2	1	0	5	0	255
16:15	0	2	0	0	0	0	0	2	176	39	8	5	0	2	1	231
16:30	0	2	0	1	0	0	0	3	179	51	7	0	0	3	0	240
16:45	0	0	0	0	0	0	0	0	170	36	3	1	0	2	0	212
17:00	0	0	0	0	0	0	0	0	155	36	3	1	0	3	1	199
17:15	1	0	0	0	0	0	0	1	141	18	1	0	0	1	0	161
17:30	0	0	0	0	0	0	0	0	131	19	2	0	0	2	1	155
17:45	0	0	0	0	0	0	0	0	103	16	1	2	0	0	0	122
18:00	0	1	0	0	0	0	0	1	214	26	0	1	0	2	1	244
18:15	1	0	0	1	0	0	0	2	137	22	2	0	0	1	0	162
P/TOT	3	7	0	2	0	0	0	12	1607	309	29	11	0	21	4	1981



SITE: 5

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Oakwood Road / A4241 Harbour Way / Llewellyn's Road

DAY: Thursday

TIME	D to A							TOT	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	1	2	0	0	0	0	0	3	0	0	0	1	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:30	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45	5	2	0	0	0	0	0	7	1	0	0	1	0	0	0	2
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	2	1	0	0	0	0	1	4	0	1	0	0	0	0	0	1
08:30	4	0	0	0	0	0	0	4	0	0	1	0	0	0	0	1
08:45	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	1
09:00	2	3	0	0	0	0	0	5	2	2	0	0	0	0	0	4
09:15	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
P/TOT	16	11	0	0	0	0	1	28	3	5	2	2	0	0	0	12

TIME	D to A							TOT	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	3	0	0	0	0	0	0	3	5	3	0	0	0	0	0	8
16:15	3	1	0	0	0	0	0	4	4	1	0	0	0	0	0	5
16:30	1	0	0	0	0	0	0	1	5	2	0	0	0	0	0	7
16:45	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
17:00	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
17:15	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
17:30	0	1	0	0	0	0	0	1	4	0	0	0	0	0	0	4
17:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:00	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
18:15	1	0	0	0	0	0	0	1	2	2	0	0	0	0	0	4
P/TOT	22	3	0	0	0	0	0	25	33	8	0	0	0	0	0	41



SITE: 5

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Oakwood Road / A4241 Harbour Way / Llewellyn's Road

DAY: Thursday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	9	4	1	0	0	0	0	14	6	3	0	0	0	0	0	9
07:15	7	3	0	0	0	0	0	10	2	0	0	0	0	0	2	
07:30	8	4	0	0	0	0	0	12	3	0	0	0	0	0	3	
07:45	14	7	0	0	0	0	0	21	7	3	0	0	0	0	10	
08:00	7	1	1	0	0	0	0	9	6	3	1	0	0	0	10	
08:15	9	4	0	0	0	0	1	14	3	7	0	0	0	0	10	
08:30	10	3	1	0	0	0	0	14	4	1	0	0	0	0	5	
08:45	9	5	0	0	0	0	0	14	4	4	0	0	0	0	8	
09:00	7	8	1	0	0	0	0	16	5	2	1	0	0	0	8	
09:15	9	2	1	0	0	0	0	12	4	2	3	0	0	0	9	
P/TOT	89	41	5	0	0	0	1	136	44	25	5	0	0	0	74	

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	11	1	0	0	0	0	0	12	10	0	1	0	0	0	11	
16:15	8	4	0	0	0	0	1	13	21	6	0	0	0	0	27	
16:30	2	1	0	0	0	0	1	4	6	0	0	0	0	0	6	
16:45	5	2	0	0	0	0	0	7	6	2	0	0	0	0	8	
17:00	5	1	0	0	0	0	0	6	4	2	0	0	0	0	6	
17:15	7	0	0	0	0	0	0	7	16	2	0	0	0	0	18	
17:30	4	1	0	0	0	0	0	5	7	0	0	0	0	0	7	
17:45	9	2	0	0	0	0	1	12	13	2	0	0	0	1	16	
18:00	10	0	0	0	0	0	0	10	12	0	0	0	0	0	12	
18:15	9	1	0	0	0	0	0	10	4	0	0	0	0	0	4	
P/TOT	70	13	0	0	0	0	3	86	99	14	1	0	0	1	115	



SITE: 5

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Oakwood Road / A4241 Harbour Way / Llewellyn's Road

DAY: Thursday

TIME	TO ARM B								TOT	FROM ARM B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	43	19	3	3	0	1	1	70	117	42	2	1	0	1	2	165		
07:15	41	16	1	5	0	1	1	65	157	54	5	3	0	0	2	221		
07:30	50	17	5	6	0	1	0	79	168	55	4	0	2	1	1	231		
07:45	86	26	4	3	0	0	1	120	158	40	11	3	0	1	0	213		
08:00	65	25	5	4	0	1	0	100	127	32	9	4	0	2	0	174		
08:15	77	30	4	0	0	0	0	111	110	40	6	3	0	0	0	159		
08:30	91	27	3	3	0	0	0	124	80	35	5	2	0	1	0	123		
08:45	98	22	7	1	0	0	0	128	73	18	5	5	0	0	0	101		
09:00	73	22	8	7	0	0	0	110	61	30	9	3	2	0	0	105		
09:15	68	24	8	3	0	0	0	103	60	26	5	5	0	0	0	96		
P/TOT	692	228	48	35	0	4	3	1010	1111	372	61	29	4	6	5	1588		

TIME	TO ARM B								TOT	FROM ARM B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	209	49	4	1	0	5	0	268	86	8	2	2	0	1	1	100		
16:15	198	47	8	5	0	2	1	261	84	18	3	2	0	0	1	108		
16:30	203	56	7	0	0	3	0	269	102	12	2	1	0	2	0	119		
16:45	179	40	3	2	0	2	0	226	87	13	1	0	0	0	2	103		
17:00	168	39	3	1	0	3	1	215	115	13	2	2	0	3	1	136		
17:15	152	22	1	0	0	1	0	176	113	15	1	0	0	0	0	129		
17:30	136	20	2	0	0	2	1	161	137	23	0	0	0	1	3	164		
17:45	114	18	1	2	0	0	0	135	138	12	0	1	0	2	2	155		
18:00	224	28	1	1	0	2	1	257	90	7	0	2	0	1	0	100		
18:15	142	23	2	0	0	1	0	168	63	10	2	0	0	0	0	75		
P/TOT	1725	342	32	12	0	21	4	2136	1015	131	13	10	0	10	10	1189		



SITE: 5

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Oakwood Road / A4241 Harbour Way / Llewellyn's Road

DAY: Thursday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	4	2	0	0	0	0	0	6	3	1	1	0	0	0	0	5
07:15	13	11	1	2	0	0	0	27	2	2	0	1	0	0	0	5
07:30	11	6	1	0	0	0	1	19	1	3	0	0	0	0	0	4
07:45	16	8	0	0	0	0	0	24	2	2	1	1	0	0	0	6
08:00	9	5	2	0	0	0	0	16	4	7	3	1	0	0	0	15
08:15	7	4	1	0	0	0	0	12	3	4	1	0	0	0	0	8
08:30	11	11	2	1	0	0	0	25	6	11	2	0	0	0	0	19
08:45	8	5	2	1	0	0	0	16	4	7	0	1	0	0	0	12
09:00	13	7	3	0	0	0	0	23	11	12	1	1	0	0	0	25
09:15	9	7	1	0	0	0	0	17	3	5	2	0	0	0	0	10
P/TOT	101	66	13	4	0	0	1	185	39	54	11	5	0	0	0	109

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	4	3	0	0	0	0	0	7	4	5	1	0	0	0	0	10
16:15	5	5	0	0	0	0	0	10	10	5	0	0	0	0	0	15
16:30	1	2	0	1	0	0	0	4	22	5	0	0	0	0	1	28
16:45	0	0	0	0	0	0	0	0	3	3	1	1	0	0	0	8
17:00	2	2	0	0	0	0	0	4	13	4	0	0	0	0	0	17
17:15	2	1	0	0	0	0	0	3	2	2	0	0	0	0	0	4
17:30	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
17:45	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:00	1	1	0	0	0	0	0	2	1	2	1	0	0	0	0	4
18:15	1	0	0	1	0	0	0	2	4	1	0	0	0	0	0	5
P/TOT	17	15	0	2	0	0	0	34	62	28	3	1	0	0	1	95



SITE: 5

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Oakwood Road / A4241 Harbour Way / Llewellyn's Road

DAY: Thursday

TIME	TO ARM D								TOT	FROM ARM D								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	107	38	2	2	0	1	2	152	37	17	3	4	0	1	1	63		
07:15	140	42	4	2	0	0	2	190	40	16	1	5	0	1	1	64		
07:30	152	50	4	0	2	1	0	209	49	19	6	6	0	1	0	81		
07:45	139	31	12	5	0	1	0	188	88	27	4	4	0	0	1	124		
08:00	116	32	9	5	0	2	0	164	60	21	4	4	0	1	0	90		
08:15	100	39	6	3	0	0	0	148	77	26	4	0	0	0	1	108		
08:30	66	28	5	1	0	1	0	101	88	22	4	3	0	0	0	117		
08:45	59	12	5	5	0	0	0	81	93	15	9	1	0	0	0	118		
09:00	52	27	9	4	2	0	0	94	68	20	10	7	0	0	0	105		
09:15	45	23	4	5	0	0	0	77	64	23	4	3	0	0	0	94		
P/TOT	976	322	60	32	4	6	4	1404	664	206	49	37	0	4	4	964		

TIME	TO ARM D								TOT	FROM ARM D								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	86	11	2	2	0	1	1	103	210	51	2	1	0	5	0	269		
16:15	87	16	3	2	0	0	0	108	183	43	8	5	0	2	1	242		
16:30	109	13	2	1	0	2	0	127	185	55	7	1	0	3	0	251		
16:45	89	12	2	0	0	0	2	105	177	36	3	1	0	2	0	219		
17:00	117	13	2	2	0	3	1	138	160	36	3	1	0	3	1	204		
17:15	117	14	1	0	0	0	0	132	147	18	1	0	0	1	0	167		
17:30	140	23	0	0	0	1	3	167	135	20	2	0	0	2	1	160		
17:45	134	10	0	1	0	2	2	149	105	17	1	2	0	0	0	125		
18:00	90	7	0	2	0	1	0	100	222	27	0	1	0	2	1	253		
18:15	60	11	2	0	0	0	0	73	141	24	2	1	0	1	0	169		
P/TOT	1029	130	14	10	0	10	9	1202	1665	327	29	13	0	21	4	2059		



13007 / PORT TALBOT
 JUNE 2022
 CLASSIFIED TURNING COUNT

SITE: 5

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Oakwood Road / A4241 Harbour Way / DAY: Thursday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	163	63	6	5	0	2	3	242
07:15	201	72	6	9	0	1	3	292
07:30	221	77	10	6	2	2	1	319
07:45	255	72	16	8	0	1	1	353
08:00	197	63	17	9	0	3	0	289
08:15	193	77	11	3	0	0	1	285
08:30	178	69	11	5	0	1	0	264
08:45	174	44	14	7	0	0	0	239
09:00	145	64	21	11	2	0	0	243
09:15	131	56	14	8	0	0	0	209
P/TOT	1858	657	126	71	4	10	9	2735

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	310	64	6	3	0	6	1	390
16:15	298	72	11	7	0	2	2	392
16:30	315	72	9	2	0	5	1	404
16:45	273	54	5	2	0	2	2	338
17:00	292	55	5	3	0	6	2	363
17:15	278	37	2	0	0	1	0	318
17:30	281	44	2	0	0	3	4	334
17:45	257	31	1	3	0	2	3	297
18:00	325	36	1	3	0	3	1	369
18:15	212	35	4	1	0	1	0	253
P/TOT	2841	500	46	24	0	31	16	3458



SITE: 6

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access / A4241 Harbour Way / Industrial Unit Access

DAY: Thursday

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	79	15	3	0	0	0	2	99
07:15	1	0	0	0	0	0	0	1	100	28	2	2	0	0	1	133
07:30	1	1	1	0	0	0	0	3	106	29	3	0	2	1	0	141
07:45	2	0	0	0	0	0	0	2	104	21	10	5	0	1	0	141
08:00	0	1	2	0	0	0	0	3	97	23	5	4	0	1	0	130
08:15	0	0	0	0	0	0	0	0	93	33	5	3	0	1	0	135
08:30	0	0	0	0	0	0	0	0	50	22	3	1	0	1	0	77
08:45	0	0	0	0	0	0	0	0	47	10	5	2	0	0	0	64
09:00	0	0	0	0	0	0	0	0	44	17	5	4	2	0	0	72
09:15	0	0	0	0	0	0	0	0	37	13	4	3	0	0	0	57
P/TOT	4	2	3	0	0	0	0	9	757	211	45	24	4	5	3	1049

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	67	10	2	0	0	1	1	81
16:15	0	0	0	0	0	0	0	0	78	14	2	0	0	0	0	94
16:30	0	0	0	0	0	0	0	0	82	12	2	0	0	2	0	98
16:45	0	0	0	0	0	0	0	0	68	12	2	0	0	0	2	84
17:00	0	0	0	0	0	0	0	0	94	9	1	2	0	2	1	109
17:15	0	0	0	0	0	0	0	0	100	11	1	0	0	0	0	112
17:30	0	0	0	0	0	0	0	0	92	17	0	0	0	0	1	110
17:45	0	0	0	0	0	0	0	0	108	6	0	1	0	2	4	121
18:00	1	0	0	0	0	0	0	1	77	6	1	2	0	1	0	87
18:15	0	0	0	0	0	0	0	0	48	8	1	0	0	0	0	57
P/TOT	1	0	0	0	0	0	0	1	814	105	12	5	0	8	9	953



SITE: 6

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access / A4241 Harbour Way / Industrial Unit Access

DAY: Thursday

TIME	A to B							TOT	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	36	23	0	0	0	1	0	60	0	0	0	0	0	0	0	0
07:15	44	12	2	1	0	0	0	59	0	0	0	0	0	0	0	0
07:30	59	13	0	1	0	0	0	73	0	0	0	0	0	0	0	0
07:45	45	10	1	0	0	0	0	56	0	0	0	0	0	0	0	0
08:00	19	6	1	1	0	0	0	27	0	0	0	0	0	0	0	0
08:15	8	6	3	0	0	0	0	17	0	0	0	0	0	0	0	0
08:30	13	4	0	0	0	0	0	17	0	0	0	0	0	0	0	0
08:45	8	5	2	3	0	0	0	18	0	0	0	0	0	0	0	0
09:00	6	8	3	0	0	0	0	17	0	0	0	0	0	0	0	0
09:15	14	10	1	2	0	0	0	27	0	0	0	0	0	0	0	0
P/TOT	252	97	13	8	0	1	0	371	0	0	0	0	0	0	0	0

TIME	A to B							TOT	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	6	0	0	2	0	0	0	8	0	0	0	0	0	0	0	0
16:15	5	0	1	2	0	0	0	8	0	0	0	0	0	0	0	0
16:30	11	3	0	1	0	0	0	15	0	0	0	0	0	0	0	0
16:45	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
17:00	15	3	1	0	0	1	0	20	0	0	0	0	0	0	0	0
17:15	19	5	0	0	0	0	0	24	0	0	0	0	0	0	0	0
17:30	42	3	0	0	0	1	0	46	0	0	0	0	0	0	0	0
17:45	29	7	0	0	0	0	0	36	0	0	0	0	0	0	0	0
18:00	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
18:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
P/TOT	161	22	2	5	0	2	0	192	0	0	0	0	0	0	0	0



SITE: 6

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access / A4241 Harbour Way / Industrial Unit Access

DAY: Thursday

TIME	B to A							TOT	B to D							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	8	4	1	0	0	1	0	14	0	0	0	0	0	0	0	0	0
07:15	1	2	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0
07:30	4	3	1	1	0	0	0	9	0	0	0	0	0	0	0	0	0
07:45	2	4	2	1	0	0	0	9	0	0	0	0	0	0	0	0	0
08:00	0	5	2	1	0	0	0	8	0	0	0	0	0	0	0	0	0
08:15	5	4	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
08:30	0	7	1	0	0	0	0	8	0	0	0	0	0	0	0	0	0
08:45	6	0	1	0	0	0	0	7	0	0	0	0	0	0	0	0	0
09:00	7	7	2	1	0	0	0	17	0	0	0	0	0	0	0	0	0
09:15	4	8	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0
P/TOT	37	44	10	5	0	1	0	97	0	0	0	0	0	0	0	0	0

TIME	B to A							TOT	B to D							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	73	25	1	0	0	1	0	100	2	0	0	0	0	0	0	0	2
16:15	49	25	0	2	0	1	0	77	0	0	0	0	0	0	0	0	0
16:30	46	18	1	0	0	0	0	65	0	0	0	0	0	0	0	0	0
16:45	30	5	0	0	0	0	0	35	0	0	0	0	0	0	0	0	0
17:00	43	8	1	0	0	1	0	53	0	0	0	0	0	0	0	0	0
17:15	26	3	0	0	0	0	0	29	0	0	0	0	0	0	0	0	0
17:30	36	11	0	0	0	0	0	47	0	0	0	0	0	0	0	0	0
17:45	30	3	0	1	0	0	0	34	0	0	0	0	0	0	0	0	0
18:00	92	6	0	0	0	0	0	98	0	0	0	0	0	0	0	0	0
18:15	24	7	1	0	0	1	0	33	0	0	0	0	0	0	0	0	0
P/TOT	449	111	4	3	0	4	0	571	2	0	0	0	0	0	0	0	2



SITE: 6

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access / A4241 Harbour Way / Industrial Unit Access

DAY: Thursday

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	3	2	0	2	0	0	0	7	0	0	0	0	0	0	0	0
07:15	0	3	0	1	0	0	0	4	0	0	0	0	0	0	0	0
07:30	0	5	4	2	0	0	0	11	0	0	0	0	0	0	0	0
07:45	5	0	0	4	0	0	0	9	0	0	0	0	0	0	0	0
08:00	1	6	1	3	0	0	0	11	0	0	0	0	0	0	0	0
08:15	0	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0
08:30	1	2	0	1	0	0	0	4	0	0	0	0	0	0	0	0
08:45	1	2	0	4	0	0	0	7	0	0	0	0	0	0	0	0
09:00	1	3	0	2	0	0	0	6	0	0	0	0	0	0	0	0
09:15	4	3	0	0	0	0	0	7	0	0	0	0	0	0	0	0
P/TOT	16	27	6	20	0	0	0	69	0	0	0	0	0	0	0	0

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	19	6	1	0	0	0	0	26	0	0	0	0	0	0	0	0
16:15	16	2	2	2	0	0	0	22	0	0	0	0	0	0	0	0
16:30	16	4	2	0	0	0	0	22	0	0	0	0	0	0	0	0
16:45	8	5	0	1	0	0	0	14	0	0	0	0	0	0	0	0
17:00	19	8	2	0	0	0	0	29	0	0	0	0	0	0	0	0
17:15	12	3	0	2	0	0	0	17	0	0	0	0	0	0	0	0
17:30	15	3	1	0	0	0	0	19	0	0	0	0	0	0	0	0
17:45	10	1	1	1	0	0	0	13	0	0	0	0	0	0	0	0
18:00	15	4	2	0	0	0	1	22	0	0	0	0	0	0	0	0
18:15	11	3	0	0	0	0	0	14	0	0	0	0	0	0	0	0
P/TOT	141	39	11	6	0	0	1	198	0	0	0	0	0	0	0	0



SITE: 6

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access / A4241 Harbour Way / Industrial Unit Access

DAY: Thursday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	5	2	0	3	0	0	0	10	31	14	2	4	0	0	1	52
07:15	17	2	2	2	0	0	0	23	35	13	1	5	0	1	1	56
07:30	13	7	0	1	0	0	0	21	47	19	5	4	0	1	0	76
07:45	21	11	1	0	0	0	0	33	81	19	2	4	0	0	1	107
08:00	8	12	2	4	0	0	0	26	60	18	3	2	0	1	0	84
08:15	10	0	3	0	0	0	0	13	77	23	3	1	0	0	1	105
08:30	5	3	0	2	0	0	0	10	87	16	4	2	0	0	0	109
08:45	3	2	0	1	0	0	0	6	83	13	8	1	0	0	0	105
09:00	2	3	0	1	0	0	0	6	60	13	5	7	0	0	0	85
09:15	2	6	3	1	0	0	0	12	55	14	4	2	0	0	0	75
P/TOT	86	48	11	15	0	0	0	160	616	162	37	32	0	3	4	854

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	2	0	1	0	0	0	0	3	129	26	2	1	0	4	0	162
16:15	1	2	0	0	0	0	0	3	135	19	9	3	0	1	0	167
16:30	5	0	0	1	0	0	0	6	136	39	4	1	0	4	0	184
16:45	2	1	1	0	0	0	0	4	139	30	3	1	0	1	0	174
17:00	1	0	0	1	0	0	0	2	118	30	2	1	0	2	1	154
17:15	6	1	1	2	0	0	0	10	127	17	1	0	0	1	0	146
17:30	5	1	1	0	0	0	0	7	92	12	1	0	0	1	1	107
17:45	7	0	1	2	0	0	0	10	73	12	2	1	0	0	0	88
18:00	2	1	0	0	0	0	0	3	129	20	0	1	0	2	1	153
18:15	3	0	0	1	0	0	0	4	116	18	0	1	0	0	0	135
P/TOT	34	6	5	7	0	0	0	52	1194	223	24	10	0	16	3	1470



SITE: 6

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access / A4241 Harbour Way / Industrial Unit Access

DAY: Thursday

TIME	C to D							TOT	C to C							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
P/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0

TIME	C to D							TOT	C to C							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0



SITE: 6

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access / A4241 Harbour Way / Industrial Unit Access

DAY: Thursday

TIME	D to C							TOT	D to B							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
P/TOT	2	0	0	0	0	0	0	2	2	2	2	0	0	0	0	0	6

TIME	D to C							TOT	D to B							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	1	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	2	0	2	0	0	0	0	4	0	1	0	0	0	0	0	0	1



SITE: 6

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access / A4241 Harbour Way / Industrial Unit Access

DAY: Thursday

TIME	D to A							TOT	D to D							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	2	1	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0

TIME	D to A							TOT	D to D							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0



SITE: 6

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access / A4241 Harbour Way / Industrial Unit Access

DAY: Thursday

TIME	TO ARM A								TOT	FROM ARM A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	39	18	3	4	0	1	1	66	115	38	3	0	0	1	2	159		
07:15	38	16	1	6	0	1	1	63	145	40	4	3	0	0	1	193		
07:30	51	22	6	5	0	1	0	85	166	43	4	1	2	1	0	217		
07:45	83	23	4	5	0	0	1	116	151	31	11	5	0	1	0	199		
08:00	60	23	5	3	0	1	0	92	116	30	8	5	0	1	0	160		
08:15	82	27	3	1	0	0	1	114	101	39	8	3	0	1	0	152		
08:30	87	23	5	2	0	0	0	117	63	26	3	1	0	1	0	94		
08:45	89	13	9	1	0	0	0	112	55	15	7	5	0	0	0	82		
09:00	67	20	8	8	0	0	0	103	50	25	8	4	2	0	0	89		
09:15	59	22	4	2	0	0	0	87	51	23	5	5	0	0	0	84		
P/TOT	655	207	48	37	0	4	4	955	1013	310	61	32	4	6	3	1429		

TIME	TO ARM A								TOT	FROM ARM A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	204	51	3	1	0	5	0	264	73	10	2	2	0	1	1	89		
16:15	184	44	9	5	0	2	0	244	83	14	3	2	0	0	0	102		
16:30	182	57	5	1	0	4	0	249	93	15	2	1	0	2	0	113		
16:45	169	35	3	1	0	1	0	209	84	13	2	0	0	0	2	101		
17:00	161	38	3	1	0	3	1	207	109	12	2	2	0	3	1	129		
17:15	153	20	1	0	0	1	0	175	119	16	1	0	0	0	0	136		
17:30	128	23	1	0	0	1	1	154	134	20	0	0	0	1	1	156		
17:45	103	15	2	2	0	0	0	122	137	13	0	1	0	2	4	157		
18:00	221	26	0	1	0	2	1	251	90	6	1	2	0	1	0	100		
18:15	140	25	1	1	0	1	0	168	54	8	1	0	0	0	0	63		
P/TOT	1645	334	28	13	0	20	3	2043	976	127	14	10	0	10	9	1146		



SITE: 6

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access / A4241 Harbour Way / Industrial Unit Access

DAY: Thursday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	41	25	0	3	0	1	0	70	11	6	1	2	0	1	0	21
07:15	61	14	4	3	0	0	0	82	1	5	0	2	0	0	0	8
07:30	73	21	1	2	0	0	0	97	4	8	5	3	0	0	0	20
07:45	67	21	2	0	0	0	0	90	7	4	2	5	0	0	0	18
08:00	27	19	3	5	0	0	0	54	1	11	3	4	0	0	0	19
08:15	18	6	6	0	0	0	0	30	5	5	1	1	0	0	0	12
08:30	18	7	0	2	0	0	0	27	1	9	1	1	0	0	0	12
08:45	11	7	2	4	0	0	0	24	7	2	1	4	0	0	0	14
09:00	8	11	4	1	0	0	0	24	8	10	2	3	0	0	0	23
09:15	16	16	4	3	0	0	0	39	8	11	0	0	0	0	0	19
P/TOT	340	147	26	23	0	1	0	537	53	71	16	25	0	1	0	166

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	8	0	1	2	0	0	0	11	94	31	2	0	0	1	0	128
16:15	6	2	1	2	0	0	0	11	65	27	2	4	0	1	0	99
16:30	16	3	0	2	0	0	0	21	62	22	3	0	0	0	0	87
16:45	18	2	1	0	0	0	0	21	38	10	0	1	0	0	0	49
17:00	16	3	1	1	0	1	0	22	62	16	3	0	0	1	0	82
17:15	25	7	1	2	0	0	0	35	38	6	0	2	0	0	0	46
17:30	47	4	1	0	0	1	0	53	51	14	1	0	0	0	0	66
17:45	36	7	1	2	0	0	0	46	40	4	1	2	0	0	0	47
18:00	14	1	0	0	0	0	0	15	107	10	2	0	0	0	1	120
18:15	9	0	0	1	0	0	0	10	35	10	1	0	0	1	0	47
P/TOT	195	29	7	12	0	2	0	245	592	150	15	9	0	4	1	771



SITE: 6

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access / A4241 Harbour Way / Industrial Unit Access

DAY: Thursday

TIME	TO ARM C								TOT	FROM ARM C								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	82	17	3	2	0	0	2	106	36	16	2	7	0	0	1	62		
07:15	101	31	2	3	0	0	1	138	53	15	3	7	0	1	1	80		
07:30	106	34	7	2	2	1	0	152	60	26	5	5	0	1	0	97		
07:45	109	21	10	9	0	1	0	150	103	30	3	4	0	0	1	141		
08:00	98	29	6	7	0	1	0	141	68	30	5	6	0	1	0	110		
08:15	93	34	6	4	0	1	0	138	87	23	6	1	0	0	1	118		
08:30	51	24	3	2	0	1	0	81	92	19	4	4	0	0	0	119		
08:45	48	12	5	6	0	0	0	71	86	15	8	2	0	0	0	111		
09:00	45	20	5	6	2	0	0	78	62	16	5	8	0	0	0	91		
09:15	42	16	4	3	0	0	0	65	58	20	7	3	0	0	0	88		
P/TOT	775	238	51	44	4	5	3	1120	705	210	48	47	0	3	4	1017		

TIME	TO ARM C								TOT	FROM ARM C								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	87	16	5	0	0	1	1	110	131	26	3	1	0	4	0	165		
16:15	94	16	4	2	0	0	0	116	136	21	9	3	0	1	0	170		
16:30	98	16	4	0	0	2	0	120	141	39	4	2	0	4	0	190		
16:45	76	17	2	1	0	0	2	98	141	31	4	1	0	1	0	178		
17:00	113	17	3	2	0	2	1	138	119	30	2	2	0	2	1	156		
17:15	112	14	1	2	0	0	0	129	133	19	2	2	0	1	0	157		
17:30	107	20	1	0	0	0	1	129	97	13	2	0	0	1	1	114		
17:45	118	7	1	2	0	2	4	134	80	12	3	3	0	0	0	98		
18:00	93	10	3	2	0	1	1	110	132	21	0	1	0	2	1	157		
18:15	59	11	1	0	0	0	0	71	119	18	0	2	0	0	0	139		
P/TOT	957	144	25	11	0	8	10	1155	1229	230	29	17	0	16	3	1524		



SITE: 6

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access / A4241 Harbour Way / Industrial Unit Access

DAY: Thursday

TIME	TO ARM D							TOT	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	0	0	2	3	1	0	0	0	0	0	4
07:30	1	1	1	0	0	0	0	3	1	1	1	0	0	0	0	3
07:45	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
08:00	0	1	2	0	0	0	0	3	0	1	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
09:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
P/TOT	7	2	3	0	0	0	0	12	6	3	3	0	0	0	0	12

TIME	TO ARM D							TOT	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	2	0	0	0	0	0	0	2	3	0	2	0	0	0	0	5
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	4	1	0	0	0	0	0	5	4	1	2	0	0	0	0	7



SITE: 6

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access / A4241 Harbour Way / Industrial

DAY: Thursday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	162	60	6	9	0	2	3	242
07:15	202	61	7	12	0	1	2	285
07:30	231	78	15	9	2	2	0	337
07:45	262	65	16	14	0	1	1	359
08:00	185	72	16	15	0	2	0	290
08:15	193	67	15	5	0	1	1	282
08:30	156	54	8	6	0	1	0	225
08:45	148	32	16	11	0	0	0	207
09:00	120	51	17	15	2	0	0	205
09:15	118	54	12	8	0	0	0	192
P/TOT	1777	594	128	104	4	10	7	2624

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	301	67	9	3	0	6	1	387
16:15	284	62	14	9	0	2	0	371
16:30	296	76	9	3	0	6	0	390
16:45	263	54	6	2	0	1	2	328
17:00	290	58	7	4	0	6	2	367
17:15	290	42	3	4	0	1	0	340
17:30	282	47	3	0	0	2	2	336
17:45	257	29	4	6	0	2	4	302
18:00	330	37	3	3	0	3	2	378
18:15	208	36	2	2	0	1	0	249
P/TOT	2801	508	60	36	0	30	13	3448



SITE: 7

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access (East) / A4241 Harbour Way / Access (West)

DAY: Thursday

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	2	0	0	0	0	0	0	2	34	6	0	0	0	1	2	43
07:15	0	0	0	0	0	0	0	0	37	21	2	2	0	0	2	64
07:30	0	0	0	0	0	0	0	0	45	14	5	1	2	0	0	67
07:45	0	0	0	0	0	0	0	0	46	11	7	7	0	0	1	72
08:00	0	0	0	0	0	0	0	0	48	19	4	6	0	1	0	78
08:15	0	0	0	0	0	0	0	0	56	25	5	2	0	1	0	89
08:30	0	0	0	0	0	0	0	0	27	16	3	2	0	1	0	49
08:45	0	0	0	0	0	0	0	0	34	11	2	4	0	0	0	51
09:00	1	0	0	0	0	0	0	1	38	14	3	3	2	0	0	60
09:15	0	0	0	0	0	0	0	0	31	11	3	1	0	0	0	46
P/TOT	3	0	0	0	0	0	0	3	396	148	34	28	4	4	5	619

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	79	12	4	0	0	1	1	97
16:15	0	0	0	0	0	0	0	0	96	13	5	2	0	0	0	116
16:30	0	0	0	0	0	0	0	0	92	14	1	0	0	2	0	109
16:45	0	0	0	0	0	0	0	0	76	14	1	1	0	0	1	93
17:00	1	0	0	0	0	0	0	1	96	17	3	2	0	2	1	121
17:15	1	0	0	0	0	0	0	1	84	10	1	2	0	0	1	98
17:30	0	0	0	0	0	0	0	0	74	9	0	0	0	0	1	84
17:45	0	0	0	0	0	0	0	0	75	3	1	2	0	1	5	87
18:00	0	0	0	0	0	0	0	0	60	6	2	2	0	1	0	71
18:15	0	0	0	0	0	0	0	0	48	5	1	0	0	0	0	54
P/TOT	2	0	0	0	0	0	0	2	780	103	19	11	0	7	10	930



SITE: 7

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access (East) / A4241 Harbour Way / Access (West)

DAY: Thursday

TIME	A to B							TOT	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	44	10	3	2	0	0	0	59	0	0	0	0	0	0	0	0
07:15	66	9	0	1	0	0	0	76	0	0	0	0	0	0	0	0
07:30	55	22	2	0	0	1	0	80	0	0	0	0	0	0	0	0
07:45	69	11	1	3	0	1	0	85	0	0	0	0	0	0	0	0
08:00	49	10	3	1	0	0	0	63	0	0	0	0	0	0	0	0
08:15	37	9	2	1	0	0	0	49	0	0	0	0	0	0	0	0
08:30	21	6	0	1	0	0	0	28	0	0	0	0	0	0	0	0
08:45	16	2	3	2	0	0	0	23	0	0	0	0	0	0	0	0
09:00	7	4	2	3	0	0	0	16	0	0	0	0	0	0	0	0
09:15	10	6	1	2	0	0	0	19	0	0	0	0	0	0	0	0
P/TOT	374	89	17	16	0	2	0	498	0	0	0	0	0	0	0	0

TIME	A to B							TOT	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	3	4	0	0	0	0	0	7	0	0	0	0	0	0	0	0
16:15	1	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:30	4	0	3	0	0	0	0	7	0	0	0	0	0	0	0	0
16:45	3	3	1	0	0	0	0	7	0	0	0	0	0	0	0	0
17:00	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0
17:15	26	4	0	0	0	0	0	30	0	0	0	0	0	0	0	0
17:30	36	10	1	0	0	0	0	47	0	0	0	0	0	0	0	0
17:45	44	6	0	0	0	0	0	50	0	0	0	0	0	0	0	0
18:00	32	4	1	0	0	1	0	38	0	0	0	0	0	0	0	0
18:15	12	5	0	0	0	0	0	17	0	0	0	0	0	0	0	0
P/TOT	173	41	6	0	0	1	0	221	0	0	0	0	0	0	0	0



SITE: 7

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access (East) / A4241 Harbour Way / Access (West)

DAY: Thursday

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	5	2	0	2	0	0	0	9	3	0	0	0	0	0	0	3
07:15	2	3	1	5	0	0	0	11	0	0	0	0	0	0	0	0
07:30	1	11	2	1	0	0	0	15	0	0	0	0	0	0	0	0
07:45	5	4	2	2	0	0	0	13	0	0	0	0	0	0	0	0
08:00	4	9	1	1	0	0	0	15	0	0	0	0	0	0	0	0
08:15	2	8	1	0	0	0	0	11	0	0	0	0	0	0	0	0
08:30	1	4	1	2	0	0	0	8	0	0	0	0	0	0	0	0
08:45	4	5	1	0	0	0	0	10	0	0	0	0	0	0	0	0
09:00	6	5	3	3	0	0	0	17	0	0	0	0	0	0	0	0
09:15	5	5	0	1	0	0	0	11	1	0	0	0	0	0	0	1
P/TOT	35	56	12	17	0	0	0	120	4	0	0	0	0	0	0	4

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	82	12	1	1	0	2	0	98	0	0	0	0	0	0	0	0
16:15	62	9	1	2	0	1	0	75	1	0	0	0	0	0	0	1
16:30	65	15	1	0	0	2	0	83	0	0	0	0	0	0	0	0
16:45	61	5	0	0	0	0	0	66	0	0	0	0	0	0	0	0
17:00	48	8	1	1	0	0	0	58	0	0	0	0	0	0	0	0
17:15	31	6	1	1	0	0	0	39	0	0	0	0	0	0	0	0
17:30	39	4	2	0	0	0	0	45	0	0	0	0	0	0	0	0
17:45	35	5	0	0	0	0	0	40	0	0	0	0	0	0	0	0
18:00	70	12	0	1	0	2	0	85	0	0	0	0	0	0	0	0
18:15	65	9	0	0	0	0	0	74	0	0	0	0	0	0	0	0
P/TOT	558	85	7	6	0	7	0	663	1	0	0	0	0	0	0	1



SITE: 7

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access (East) / A4241 Harbour Way / Access (West)

DAY: Thursday

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	2	0	0	2	0	1	0	5	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
08:00	0	1	0	2	0	0	0	3	0	0	0	0	0	0	0	0
08:15	1	1	1	1	0	0	0	4	0	0	0	0	0	0	0	0
08:30	0	1	1	5	0	0	0	7	0	0	0	0	0	0	0	0
08:45	0	2	1	2	0	0	0	5	0	0	0	0	0	0	0	0
09:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
P/TOT	9	7	3	14	0	1	0	34	0	0	0	0	0	0	0	0

TIME	B to C							TOT	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	48	11	1	0	0	0	0	60	0	0	0	0	0	0	0	0
16:15	26	2	0	1	0	0	0	29	0	0	0	0	0	0	0	0
16:30	22	14	0	0	0	0	0	36	0	0	0	0	0	0	0	0
16:45	24	3	0	1	0	0	0	28	0	0	0	0	0	0	0	0
17:00	18	5	1	0	0	0	0	24	0	0	0	0	0	0	0	0
17:15	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0
17:30	19	3	0	1	0	0	0	23	0	0	0	0	0	0	0	0
17:45	18	2	0	3	0	0	0	23	0	0	0	0	0	0	0	0
18:00	28	6	0	1	0	0	0	35	0	0	0	0	0	0	0	0
18:15	23	0	0	1	0	0	0	24	0	0	0	0	0	0	0	0
P/TOT	240	47	2	8	0	0	0	297	0	0	0	0	0	0	0	0



SITE: 7

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access (East) / A4241 Harbour Way / Access (West)

DAY: Thursday

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	20	4	1	2	0	0	0	27	32	14	2	4	0	0	1	53
07:15	25	8	1	1	0	0	0	35	49	11	2	4	0	1	1	68
07:30	41	5	1	2	0	0	0	49	60	17	3	3	0	1	0	84
07:45	32	6	1	1	0	0	0	40	92	23	1	4	0	0	1	121
08:00	31	1	0	3	0	0	0	35	69	20	4	3	0	1	0	97
08:15	17	7	1	1	0	0	0	26	82	16	5	1	0	0	1	105
08:30	14	8	2	4	0	0	0	28	89	16	3	3	0	0	0	111
08:45	12	0	0	4	0	0	0	16	87	9	7	1	0	0	0	104
09:00	7	7	1	3	0	0	0	18	53	13	2	5	0	0	0	73
09:15	3	3	2	3	0	0	0	11	51	14	7	2	0	0	0	74
P/TOT	202	49	10	24	0	0	0	285	664	153	36	30	0	3	4	890

TIME	C to B							TOT	C to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	1	1	2	0	0	0	4	51	14	3	0	0	2	0	70
16:15	2	0	1	1	0	0	0	4	71	12	7	1	0	1	0	92
16:30	1	0	0	1	0	0	0	2	76	25	3	2	0	2	0	108
16:45	3	0	0	1	0	0	0	4	85	26	4	1	0	0	0	116
17:00	2	0	3	3	0	0	0	8	67	23	1	1	0	2	1	95
17:15	12	1	1	1	0	1	0	16	104	12	1	1	0	1	0	119
17:30	13	2	0	1	0	0	0	16	55	8	0	0	0	1	1	65
17:45	21	2	1	0	0	0	0	24	49	7	3	3	0	0	0	62
18:00	10	1	0	0	0	0	0	11	58	10	0	0	0	0	0	68
18:15	5	0	0	0	0	0	0	5	56	8	0	2	0	0	0	66
P/TOT	69	7	7	10	0	1	0	94	672	145	22	11	0	9	2	861



SITE: 7

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access (East) / A4241 Harbour Way / Access (West)

DAY: Thursday

TIME	C to D							TOT	C to C							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

TIME	C to D							TOT	C to C							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



SITE: 7

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access (East) / A4241 Harbour Way / Access (West)

DAY: Thursday

TIME	D to C							TOT	D to B							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	17	1	0	0	0	0	0	0	18
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
P/TOT	3	0	0	0	0	0	0	3	18	1	0	0	0	0	0	0	19

TIME	D to C							TOT	D to B							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0



SITE: 7

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access (East) / A4241 Harbour Way / Access (West)

DAY: Thursday

TIME	D to A							TOT	D to D							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	5	1	0	0	0	0	0	6	2	0	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
P/TOT	6	1	0	0	0	0	0	7	2	0	0	0	0	0	0	0	2

TIME	D to A							TOT	D to D							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



SITE: 7

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access (East) / A4241 Harbour Way / Access (West)

DAY: Thursday

TIME	TO ARM A								TOT	FROM ARM A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	37	16	2	6	0	0	1	62	80	16	3	2	0	1	2	104		
07:15	51	14	3	9	0	1	1	79	103	30	2	3	0	0	2	140		
07:30	61	28	5	4	0	1	0	99	100	36	7	1	2	1	0	147		
07:45	102	28	3	6	0	0	1	140	115	22	8	10	0	1	1	157		
08:00	73	29	5	4	0	1	0	112	97	29	7	7	0	1	0	141		
08:15	84	24	6	1	0	0	1	116	93	34	7	3	0	1	0	138		
08:30	90	20	4	5	0	0	0	119	48	22	3	3	0	1	0	77		
08:45	91	14	8	1	0	0	0	114	50	13	5	6	0	0	0	74		
09:00	59	18	5	8	0	0	0	90	46	18	5	6	2	0	0	77		
09:15	57	19	7	3	0	0	0	86	41	17	4	3	0	0	0	65		
P/TOT	705	210	48	47	0	3	4	1017	773	237	51	44	4	6	5	1120		

TIME	TO ARM A								TOT	FROM ARM A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	133	26	4	1	0	4	0	168	82	16	4	0	0	1	1	104		
16:15	133	21	8	3	0	2	0	167	97	16	5	2	0	0	0	120		
16:30	141	40	4	2	0	4	0	191	96	14	4	0	0	2	0	116		
16:45	146	31	4	1	0	0	0	182	79	17	2	1	0	0	1	100		
17:00	115	31	2	2	0	2	1	153	109	19	3	2	0	2	1	136		
17:15	135	18	2	2	0	1	0	158	111	14	1	2	0	0	1	129		
17:30	94	12	2	0	0	1	1	110	110	19	1	0	0	0	1	131		
17:45	84	12	3	3	0	0	0	102	119	9	1	2	0	1	5	137		
18:00	128	22	0	1	0	2	0	153	92	10	3	2	0	2	0	109		
18:15	121	17	0	2	0	0	0	140	60	10	1	0	0	0	0	71		
P/TOT	1230	230	29	17	0	16	2	1524	955	144	25	11	0	8	10	1153		



SITE: 7

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access (East) / A4241 Harbour Way / Access (West)

DAY: Thursday

TIME	TO ARM B								TOT	FROM ARM B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	64	14	4	4	0	0	0	86	10	2	0	4	0	1	0	17		
07:15	91	17	1	2	0	0	0	111	4	3	1	5	0	0	0	13		
07:30	96	27	3	2	0	1	0	129	1	12	2	1	0	0	0	16		
07:45	118	18	2	4	0	1	0	143	5	4	2	4	0	0	0	15		
08:00	80	11	3	4	0	0	0	98	4	10	1	3	0	0	0	18		
08:15	54	16	3	2	0	0	0	75	3	9	2	1	0	0	0	15		
08:30	35	14	2	5	0	0	0	56	1	5	2	7	0	0	0	15		
08:45	28	2	3	6	0	0	0	39	4	7	2	2	0	0	0	15		
09:00	14	11	3	6	0	0	0	34	7	6	3	3	0	0	0	19		
09:15	14	9	3	5	0	0	0	31	9	5	0	1	0	0	0	15		
P/TOT	594	139	27	40	0	2	0	802	48	63	15	31	0	1	0	158		

TIME	TO ARM B								TOT	FROM ARM B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	3	5	1	2	0	0	0	11	130	23	2	1	0	2	0	158		
16:15	3	3	1	1	0	0	0	8	89	11	1	3	0	1	0	105		
16:30	5	0	3	1	0	0	0	9	87	29	1	0	0	2	0	119		
16:45	6	3	1	1	0	0	0	11	85	8	0	1	0	0	0	94		
17:00	14	2	3	3	0	0	0	22	66	13	2	1	0	0	0	82		
17:15	38	5	1	1	0	1	0	46	45	7	1	1	0	0	0	54		
17:30	49	12	1	1	0	0	0	63	58	7	2	1	0	0	0	68		
17:45	65	8	1	0	0	0	0	74	53	7	0	3	0	0	0	63		
18:00	42	5	1	0	0	1	0	49	98	18	0	2	0	2	0	120		
18:15	17	5	0	0	0	0	0	22	88	9	0	1	0	0	0	98		
P/TOT	242	48	13	10	0	2	0	315	799	132	9	14	0	7	0	961		



SITE: 7

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access (East) / A4241 Harbour Way / Access (West)

DAY: Thursday

TIME	TO ARM C								TOT	FROM ARM C								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	36	6	0	2	0	2	2	48	52	18	3	6	0	0	1	80		
07:15	39	21	2	2	0	0	2	66	74	19	3	5	0	1	1	103		
07:30	46	15	5	1	2	0	0	69	101	22	4	5	0	1	0	133		
07:45	47	11	7	9	0	0	1	75	124	29	2	5	0	0	1	161		
08:00	48	20	4	8	0	1	0	81	100	21	4	6	0	1	0	132		
08:15	57	26	6	3	0	1	0	93	99	23	6	2	0	0	1	131		
08:30	27	17	4	7	0	1	0	56	103	24	5	7	0	0	0	139		
08:45	34	13	3	6	0	0	0	56	99	9	7	5	0	0	0	120		
09:00	39	15	3	3	2	0	0	62	61	20	3	8	0	0	0	92		
09:15	35	11	3	1	0	0	0	50	54	17	9	5	0	0	0	85		
P/TOT	408	155	37	42	4	5	5	656	867	202	46	54	0	3	4	1176		

TIME	TO ARM C								TOT	FROM ARM C								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	127	23	5	0	0	1	1	157	51	15	4	2	0	2	0	74		
16:15	122	15	5	3	0	0	0	145	73	12	8	2	0	1	0	96		
16:30	115	28	1	0	0	2	0	146	77	25	3	3	0	2	0	110		
16:45	100	17	1	2	0	0	1	121	88	26	4	2	0	0	0	120		
17:00	114	22	4	2	0	2	1	145	69	23	4	4	0	2	1	103		
17:15	99	11	1	2	0	0	1	114	116	13	2	2	0	2	0	135		
17:30	94	12	0	1	0	0	1	108	68	10	0	1	0	1	1	81		
17:45	93	5	1	5	0	1	5	110	70	9	4	3	0	0	0	86		
18:00	88	12	2	3	0	1	0	106	68	11	0	0	0	0	0	79		
18:15	71	5	1	1	0	0	0	78	61	8	0	2	0	0	0	71		
P/TOT	1023	150	21	19	0	7	10	1230	741	152	29	21	0	10	2	955		



SITE: 7

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access (East) / A4241 Harbour Way / Access (West)

DAY: Thursday

TIME	TO ARM D							TOT	FROM ARM D							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:45	2	0	0	0	0	0	0	2	25	2	0	0	0	0	0	0	27
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	3
P/TOT	10	0	0	0	0	0	0	10	29	2	0	0	0	0	0	0	31

TIME	TO ARM D							TOT	FROM ARM D							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	3



SITE: 7

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access (East) / A4241 Harbour Way / Ac DAY: Thursday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	142	36	6	12	0	2	3	201
07:15	181	52	6	13	0	1	3	256
07:30	203	70	13	7	2	2	0	297
07:45	269	57	12	19	0	1	2	360
08:00	201	60	12	16	0	2	0	291
08:15	195	66	15	6	0	1	1	284
08:30	152	51	10	17	0	1	0	231
08:45	153	29	14	13	0	0	0	209
09:00	114	44	11	17	2	0	0	188
09:15	107	39	13	9	0	0	0	168
P/TOT	1717	504	112	129	4	10	9	2485

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	263	54	10	3	0	5	1	336
16:15	259	39	14	7	0	2	0	321
16:30	261	68	8	3	0	6	0	346
16:45	252	51	6	4	0	0	1	314
17:00	244	55	9	7	0	4	2	321
17:15	273	34	4	5	0	2	1	319
17:30	237	36	3	2	0	1	2	281
17:45	242	25	5	8	0	1	5	286
18:00	258	39	3	4	0	4	0	308
18:15	209	27	1	3	0	0	0	240
P/TOT	2498	428	63	46	0	25	12	3072



SITE: 8

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / A48 Margam Road / A48 Margam Road / Access Road

DAY: Thursday

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	13	7	1	0	0	3	0	24	1	0	0	0	0	0	0	1
07:15	28	4	3	1	0	0	0	36	0	0	0	0	0	0	0	0
07:30	33	6	0	0	0	0	0	39	0	0	0	0	0	0	0	0
07:45	25	11	0	0	1	0	0	37	0	0	0	0	0	0	0	0
08:00	37	5	1	2	2	2	0	49	0	0	0	0	0	0	0	0
08:15	23	3	2	1	1	0	0	30	0	0	0	0	0	0	0	0
08:30	28	9	1	0	0	0	0	38	0	0	0	0	0	0	0	0
08:45	18	3	1	0	1	1	0	24	0	0	0	0	0	0	0	0
09:00	27	4	0	0	0	0	1	32	0	0	0	0	0	0	0	0
09:15	20	6	2	0	1	1	0	30	0	0	0	0	0	0	0	0
P/TOT	252	58	11	4	6	7	1	339	1	0	0	0	0	0	0	1

TIME	A to D							TOT	A to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	26	6	2	0	0	0	0	34	0	0	0	0	0	0	0	0
16:15	35	5	1	0	0	1	0	42	0	0	0	0	0	0	0	0
16:30	28	5	0	0	0	1	1	35	0	0	0	0	0	0	0	0
16:45	31	3	0	0	0	0	1	35	0	0	0	0	0	0	0	0
17:00	29	4	0	0	1	0	1	35	0	0	0	0	0	0	0	0
17:15	31	0	0	0	0	0	1	32	1	0	0	0	0	0	0	1
17:30	41	4	0	0	0	3	1	49	1	0	0	0	0	0	0	1
17:45	34	3	2	0	1	0	0	40	0	0	0	0	0	0	0	0
18:00	37	1	0	0	0	0	2	40	0	0	0	0	0	0	0	0
18:15	29	2	0	0	1	0	0	32	0	0	0	0	0	0	0	0
P/TOT	321	33	5	0	3	5	7	374	2	0	0	0	0	0	0	2



SITE: 8

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / A48 Margam Road / A48 Margam Road / Access Road

DAY: Thursday

TIME	A to B							TOT	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0
07:15	3	1	1	0	0	0	0	5	0	0	0	0	0	0	0	0
07:30	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
07:45	8	3	0	0	0	0	0	11	0	0	0	0	0	0	0	0
08:00	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
08:15	13	6	0	0	0	0	0	19	0	0	0	0	0	0	0	0
08:30	9	0	1	0	0	0	0	10	0	0	0	0	0	0	0	0
08:45	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0
09:00	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
09:15	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
P/TOT	75	19	2	0	0	0	0	96	0	0	0	0	0	0	0	0

TIME	A to B							TOT	A to A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
16:30	8	3	0	0	0	0	0	11	0	0	0	0	0	0	0	0
16:45	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
17:00	8	1	1	0	0	0	0	10	0	0	0	0	0	0	0	0
17:15	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
17:30	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0
17:45	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
18:00	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
18:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
P/TOT	66	8	1	0	0	0	0	75	0	0	0	0	0	0	0	0



SITE: 8

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / A48 Margam Road / A48 Margam Road / Access Road

DAY: Thursday

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	5	0	0	0	0	0	0	5	31	7	0	2	0	2	2	44
07:15	0	2	0	0	0	0	1	3	35	18	2	1	0	0	1	57
07:30	3	1	0	1	2	0	0	7	42	15	3	1	0	0	0	61
07:45	5	1	0	0	0	0	0	6	44	10	9	9	0	0	0	72
08:00	13	1	2	0	0	0	0	16	35	19	2	8	0	1	0	65
08:15	12	3	0	0	0	1	0	16	38	20	6	3	0	0	0	67
08:30	8	3	1	0	0	0	0	12	25	16	2	6	0	1	0	50
08:45	7	2	0	1	0	0	0	10	22	11	4	6	0	0	0	43
09:00	5	3	1	0	0	0	0	9	37	11	2	2	0	0	0	52
09:15	3	2	0	0	0	0	0	5	32	9	3	2	2	0	0	48
P/TOT	61	18	4	2	2	1	1	89	341	136	33	40	2	4	3	559

TIME	B to A							TOT	B to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	12	3	1	0	0	0	0	16	108	20	4	0	0	1	0	133
16:15	21	1	0	0	0	0	0	22	104	13	3	3	0	0	1	124
16:30	12	2	0	0	0	0	0	14	103	24	3	0	0	2	0	132
16:45	15	2	0	0	0	0	0	17	85	13	1	2	0	0	0	101
17:00	12	4	0	0	0	1	0	17	96	19	4	1	0	1	2	123
17:15	13	1	0	0	0	0	0	14	84	11	0	3	0	0	0	98
17:30	12	0	0	0	0	0	0	12	89	12	1	1	0	0	1	104
17:45	17	0	0	0	0	0	1	18	68	4	1	5	0	1	3	82
18:00	22	3	0	0	0	0	0	25	70	10	2	3	0	1	1	87
18:15	9	0	0	1	0	0	0	10	62	4	1	0	0	0	0	67
P/TOT	145	16	1	1	0	1	1	165	869	130	20	18	0	6	8	1051



SITE: 8

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / A48 Margam Road / A48 Margam Road / Access Road

DAY: Thursday

TIME	B to C							TOT	B to B							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5

TIME	B to C							TOT	B to B							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1	7	4	0	0	0	0	0	0	11



SITE: 8

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / A48 Margam Road / A48 Margam Road / Access Road

DAY: Thursday

TIME	C to B							TOT	C to A							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
09:00	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
P/TOT	0	1	1	0	0	0	0	2	2	2	0	3	0	0	0	0	7

TIME	C to B							TOT	C to A							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	4
16:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
16:30	2	0	0	0	0	0	0	2	1	0	0	1	0	0	0	0	2
16:45	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
P/TOT	3	0	0	2	0	0	0	5	11	0	0	5	0	0	0	0	16



SITE: 8

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / A48 Margam Road / A48 Margam Road / Access Road

DAY: Thursday

TIME	C to D							TOT	C to C							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
07:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
07:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
08:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0

TIME	C to D							TOT	C to C							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
17:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	3	1	0	3	0	0	0	7	0	0	0	0	0	0	0	0	0



SITE: 8

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / A48 Margam Road / A48 Margam Road / Access Road

DAY: Thursday

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	2	0	0	0	2	46	16	3	6	0	0	1	72
07:15	0	3	0	1	0	0	0	4	75	17	2	5	0	2	0	101
07:30	1	1	0	1	0	0	0	3	93	22	4	7	0	0	0	126
07:45	4	0	0	2	0	0	0	6	107	24	2	3	0	1	1	138
08:00	4	0	1	0	0	0	0	5	94	21	7	6	0	0	0	128
08:15	0	0	0	2	0	0	1	3	91	20	2	2	0	0	1	116
08:30	0	0	0	1	0	0	0	1	91	22	4	7	0	0	0	124
08:45	0	1	0	1	0	0	0	2	91	10	7	5	0	0	0	113
09:00	0	1	1	0	0	0	0	2	53	13	6	8	0	0	0	80
09:15	0	0	0	1	0	0	0	1	47	16	6	5	0	0	1	75
P/TOT	9	6	2	11	0	0	1	29	788	181	43	54	0	3	4	1073

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	1	0	0	1	0	0	0	2	50	15	7	2	0	2	0	76
16:15	0	0	0	2	0	0	0	2	64	13	5	2	0	1	0	85
16:30	1	0	0	0	0	0	0	1	62	19	3	3	0	2	0	89
16:45	0	0	0	0	0	0	0	0	83	26	4	1	0	0	1	115
17:00	2	0	0	0	0	0	0	2	69	21	4	5	0	2	0	101
17:15	1	0	0	3	0	0	0	4	94	13	1	1	0	2	0	111
17:30	0	0	0	1	0	0	0	1	63	8	1	1	0	1	1	75
17:45	0	0	0	0	0	0	0	0	64	8	3	2	0	0	0	77
18:00	0	0	0	0	0	0	0	0	60	10	0	1	0	0	0	71
18:15	0	0	0	1	0	0	0	1	57	7	0	1	0	0	0	65
P/TOT	5	0	0	8	0	0	0	13	666	140	28	19	0	10	2	865



SITE: 8

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / A48 Margam Road / A48 Margam Road / Access Road

DAY: Thursday

TIME	D to A							TOT	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	32	11	4	0	1	0	0	48	0	0	0	0	0	0	0	0
07:15	32	17	2	2	0	1	0	54	0	0	0	0	0	0	0	0
07:30	53	20	3	2	1	1	1	81	0	0	0	0	0	0	0	0
07:45	56	13	3	3	0	0	0	75	0	0	0	0	0	0	0	0
08:00	72	10	3	2	3	0	0	90	0	0	0	0	0	0	0	0
08:15	109	16	2	0	4	0	0	131	0	0	0	0	0	0	0	0
08:30	72	14	2	1	0	0	0	89	0	0	0	0	0	0	0	0
08:45	62	18	5	1	1	0	0	87	0	0	0	0	0	0	0	0
09:00	58	16	4	1	0	0	0	79	0	0	0	0	0	0	0	0
09:15	48	9	4	2	2	0	0	65	0	0	0	0	0	0	0	0
P/TOT	594	144	32	14	12	2	1	799	0	0	0	0	0	0	0	0

TIME	D to A							TOT	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	84	22	1	1	0	0	0	108	0	0	0	0	0	0	0	0
16:15	87	21	1	1	2	0	1	113	0	0	0	0	0	0	0	0
16:30	105	26	4	1	0	3	0	139	0	0	0	0	0	0	0	0
16:45	137	13	2	1	1	0	0	154	0	0	0	0	0	0	0	0
17:00	138	21	3	4	0	2	0	168	0	0	0	0	0	0	0	0
17:15	121	15	1	1	0	3	0	141	0	0	0	0	0	0	0	0
17:30	93	10	2	1	1	0	1	108	0	0	0	0	0	0	0	0
17:45	95	12	0	2	0	2	0	111	0	0	0	0	0	0	0	0
18:00	84	6	2	1	0	0	0	93	0	0	0	0	0	0	0	0
18:15	70	9	1	0	3	2	1	86	0	0	0	0	0	0	0	0
P/TOT	1014	155	17	13	7	12	3	1221	0	0	0	0	0	0	0	0



SITE: 8

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / A48 Margam Road / A48 Margam Road / Access Road

DAY: Thursday

TIME	TO ARM A								TOT	FROM ARM A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	37	11	4	0	1	0	0	53	18	9	1	0	0	3	0	31		
07:15	32	19	2	2	0	1	1	57	31	5	4	1	0	0	0	41		
07:30	56	22	3	3	3	1	1	89	43	7	0	0	0	0	0	50		
07:45	62	14	3	3	0	0	0	82	33	14	0	0	1	0	0	48		
08:00	85	11	5	2	3	0	0	106	42	6	1	2	2	2	0	55		
08:15	121	19	2	1	4	1	0	148	36	9	2	1	1	0	0	49		
08:30	80	17	3	1	0	0	0	101	37	9	2	0	0	0	0	48		
08:45	70	20	5	3	1	0	0	99	26	5	1	0	1	1	0	34		
09:00	63	19	5	2	0	0	0	89	37	6	0	0	0	0	1	44		
09:15	51	12	4	2	2	0	0	71	25	7	2	0	1	1	0	36		
P/TOT	657	164	36	19	14	3	2	895	328	77	13	4	6	7	1	436		

TIME	TO ARM A								TOT	FROM ARM A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	99	25	2	2	0	0	0	128	27	6	2	0	0	0	0	35		
16:15	111	22	1	1	2	0	1	138	42	5	1	0	0	1	0	49		
16:30	118	28	4	2	0	3	0	155	36	8	0	0	0	1	1	46		
16:45	153	15	2	2	1	0	0	173	38	3	0	0	0	0	1	42		
17:00	150	25	3	4	0	3	0	185	37	5	1	0	1	0	1	45		
17:15	135	16	1	2	0	3	0	157	44	0	0	0	0	0	1	45		
17:30	105	10	2	1	1	0	1	120	50	6	0	0	0	3	1	60		
17:45	113	12	0	2	0	2	1	130	42	4	2	0	1	0	0	49		
18:00	107	9	2	1	0	0	0	119	41	2	0	0	0	0	2	45		
18:15	79	9	1	2	3	2	1	97	32	2	0	0	1	0	0	35		
P/TOT	1170	171	18	19	7	13	4	1402	389	41	6	0	3	5	7	451		



SITE: 8

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / A48 Margam Road / A48 Margam Road / Access Road

DAY: Thursday

TIME	TO ARM B								TOT	FROM ARM B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	50	18	3	6	0	0	1	78	36	7	0	2	0	2	2	49		
07:15	80	18	3	5	0	2	0	108	37	20	2	1	0	0	2	62		
07:30	103	23	4	7	0	0	0	137	45	16	3	2	2	0	0	68		
07:45	116	27	2	3	0	1	1	150	50	11	9	9	0	0	0	79		
08:00	99	22	8	6	0	0	0	135	48	20	4	8	0	1	0	81		
08:15	104	26	2	2	0	0	1	135	50	23	6	3	0	1	0	83		
08:30	100	22	5	7	0	0	0	134	33	19	3	6	0	1	0	62		
08:45	99	12	7	5	0	0	0	123	29	13	4	7	0	0	0	53		
09:00	64	17	6	8	0	0	0	95	43	15	3	2	0	0	0	63		
09:15	52	17	6	5	0	0	1	81	35	11	3	2	2	0	0	53		
P/TOT	867	202	46	54	0	3	4	1176	406	155	37	42	4	5	4	653		

TIME	TO ARM B								TOT	FROM ARM B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	54	15	7	2	0	2	0	80	123	23	5	0	0	1	0	152		
16:15	71	14	5	2	0	1	0	93	125	15	3	3	0	0	1	147		
16:30	74	23	3	3	0	2	0	105	117	27	3	0	0	2	0	149		
16:45	90	27	4	2	0	0	1	124	100	16	1	2	0	0	0	119		
17:00	78	22	5	5	0	2	0	112	109	23	4	1	0	2	2	141		
17:15	106	13	1	1	0	2	0	123	97	12	0	3	0	0	0	112		
17:30	71	10	1	1	0	1	1	85	101	12	1	1	0	0	1	116		
17:45	73	10	3	3	0	0	0	89	86	5	1	5	0	1	4	102		
18:00	65	11	0	1	0	0	0	77	93	13	2	3	0	1	1	113		
18:15	60	7	0	1	0	0	0	68	71	4	1	1	0	0	0	77		
P/TOT	742	152	29	21	0	10	2	956	1022	150	21	19	0	7	9	1228		



SITE: 8

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / A48 Margam Road / A48 Margam Road / Access Road

DAY: Thursday

TIME	TO ARM C							TOT	FROM ARM C							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	1	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0
07:15	0	3	0	1	0	0	0	4	0	0	0	1	0	0	0	0	1
07:30	1	1	0	1	0	0	0	3	0	1	0	1	0	0	0	0	2
07:45	4	0	0	2	0	0	0	6	1	0	0	1	0	0	0	0	2
08:00	4	0	1	0	0	0	0	5	0	0	1	1	0	0	0	0	2
08:15	0	0	0	2	0	0	1	3	0	0	0	1	0	0	0	0	1
08:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
08:45	0	1	0	1	0	0	0	2	1	0	0	3	0	0	0	0	4
09:00	0	1	1	0	0	0	0	2	0	1	0	1	0	0	0	0	2
09:15	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1
P/TOT	10	6	2	11	0	0	1	30	2	3	1	9	0	0	0	0	15

TIME	TO ARM C							TOT	FROM ARM C							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	1	0	0	1	0	0	0	2	3	0	0	1	0	0	0	0	4
16:15	0	0	0	2	0	0	0	2	3	0	0	1	0	0	0	0	4
16:30	1	0	0	0	0	0	0	1	3	0	0	1	0	0	0	0	4
16:45	0	0	0	0	0	0	0	0	2	1	0	2	0	0	0	0	5
17:00	2	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	1
17:15	2	0	0	3	0	0	0	5	1	0	0	1	0	0	0	0	2
17:30	1	0	0	1	0	0	0	2	0	0	0	1	0	0	0	0	1
17:45	1	0	0	0	0	0	0	1	3	0	0	1	0	0	0	0	4
18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
18:15	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1
P/TOT	8	0	0	8	0	0	0	16	17	1	0	10	0	0	0	0	28



SITE: 8

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / A48 Margam Road / A48 Margam Road / Access Road

DAY: Thursday

TIME	TO ARM D								TOT	FROM ARM D								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	44	14	1	2	0	5	2	68	78	27	7	8	1	0	1	122		
07:15	63	22	5	3	0	0	1	94	107	37	4	8	0	3	0	159		
07:30	75	21	3	2	0	0	0	101	147	43	7	10	1	1	1	210		
07:45	69	21	9	10	1	0	0	110	167	37	5	8	0	1	1	219		
08:00	72	24	3	11	2	3	0	115	170	31	11	8	3	0	0	223		
08:15	61	23	8	4	1	0	0	97	200	36	4	4	4	0	2	250		
08:30	53	25	3	6	0	1	0	88	163	36	6	9	0	0	0	214		
08:45	40	14	5	8	1	1	0	69	153	29	12	7	1	0	0	202		
09:00	64	15	2	2	0	0	1	84	111	30	11	9	0	0	0	161		
09:15	52	15	5	2	3	1	0	78	95	25	10	8	2	0	1	141		
P/TOT	593	194	44	50	8	11	4	904	1391	331	77	79	12	5	6	1901		

TIME	TO ARM D								TOT	FROM ARM D								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	134	26	6	0	0	1	0	167	135	37	8	4	0	2	0	186		
16:15	139	18	4	4	0	1	1	167	151	34	6	5	2	1	1	200		
16:30	131	29	3	0	0	3	1	167	168	45	7	4	0	5	0	229		
16:45	117	17	1	2	0	0	1	138	220	39	6	2	1	0	1	269		
17:00	125	23	4	2	1	1	3	159	209	42	7	9	0	4	0	271		
17:15	115	11	0	3	0	0	1	130	216	28	2	5	0	5	0	256		
17:30	130	16	1	2	0	3	2	154	156	18	3	3	1	1	2	184		
17:45	103	7	3	5	1	1	3	123	159	20	3	4	0	2	0	188		
18:00	108	11	2	3	0	1	3	128	144	16	2	2	0	0	0	164		
18:15	91	6	1	0	1	0	0	99	127	16	1	2	3	2	1	152		
P/TOT	1193	164	25	21	3	11	15	1432	1685	295	45	40	7	22	5	2099		



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

SITE: 8

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / A48 Margam Road / A48 Margam Road DAY: Thursday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	132	43	8	10	1	5	3	202
07:15	175	62	10	11	0	3	2	263
07:30	235	67	10	13	3	1	1	330
07:45	251	62	14	18	1	1	1	348
08:00	260	57	17	19	5	3	0	361
08:15	286	68	12	9	5	1	2	383
08:30	233	64	11	15	0	1	0	324
08:45	209	47	17	17	2	1	0	293
09:00	191	52	14	12	0	0	1	270
09:15	155	44	15	10	5	1	1	231
P/TOT	2127	566	128	134	22	17	11	3005

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	288	66	15	5	0	3	0	377
16:15	321	54	10	9	2	2	2	400
16:30	324	80	10	5	0	8	1	428
16:45	360	59	7	6	1	0	2	435
17:00	355	70	12	11	1	6	3	458
17:15	358	40	2	9	0	5	1	415
17:30	307	36	4	5	1	4	4	361
17:45	290	29	6	10	1	3	4	343
18:00	280	31	4	5	0	1	3	324
18:15	230	22	2	4	4	2	1	265
P/TOT	3113	487	72	69	10	34	21	3806



SITE: 9

DATE: 30/06/2022

LOCATION: M4 Junction 38 including all roads and on/off slips

DAY: Thursday

TIME	A to E							TOT	A to D							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	35	18	1	0	0	0	0	54	0	0	0	0	0	0	0	0	0
07:15	38	19	2	0	0	0	0	59	0	0	0	0	0	0	0	0	0
07:30	53	11	5	1	1	0	0	71	0	0	0	0	0	0	0	0	0
07:45	65	14	2	0	0	0	0	81	0	0	0	0	0	0	0	0	0
08:00	51	14	0	0	0	0	0	65	0	0	0	0	0	0	0	0	0
08:15	43	15	1	0	0	1	0	60	0	0	1	0	0	0	0	0	1
08:30	47	7	2	1	0	0	0	57	0	0	0	0	0	0	0	0	0
08:45	33	15	6	0	0	0	0	54	0	0	0	0	0	0	0	0	0
09:00	20	18	3	0	0	0	0	41	0	0	0	0	0	0	0	0	0
09:15	34	21	4	0	1	0	0	60	0	0	0	0	0	0	0	0	0
P/TOT	419	152	26	2	2	1	0	602	0	0	1	0	0	0	0	0	1

TIME	A to E							TOT	A to D							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	46	13	3	3	0	0	0	65	0	0	0	0	0	0	0	0	0
16:15	57	9	0	1	0	1	0	68	1	0	0	0	0	0	0	0	1
16:30	42	10	1	1	0	0	0	54	0	0	0	0	0	0	0	0	0
16:45	44	9	1	0	0	0	0	54	0	0	0	0	0	0	0	0	0
17:00	58	10	4	1	0	0	0	73	0	0	0	0	0	0	0	0	0
17:15	94	8	1	0	0	0	0	103	0	0	0	0	0	0	0	0	0
17:30	150	15	0	0	1	0	0	166	0	0	0	0	0	0	0	0	0
17:45	137	4	1	0	0	0	0	142	0	0	0	0	0	0	0	0	0
18:00	66	10	0	0	3	0	0	79	0	1	0	0	0	0	0	0	1
18:15	39	12	0	0	0	0	0	51	0	0	0	0	0	0	0	0	0
P/TOT	733	100	11	6	4	1	0	855	1	1	0	0	0	0	0	0	2



SITE: 9

DATE: 30/06/2022

LOCATION: M4 Junction 38 including all roads and on/off slips

DAY: Thursday

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	1	1	0	0	0	0	0	2	3	1	1	2	1	0	0	8
07:15	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
07:30	6	0	0	0	0	0	0	6	3	3	0	1	0	0	0	7
07:45	2	1	1	0	0	1	0	5	14	1	0	0	0	0	0	15
08:00	1	1	0	0	0	0	0	2	22	0	1	0	2	0	0	25
08:15	0	1	1	0	0	0	0	2	31	3	0	2	0	0	0	36
08:30	3	1	1	1	0	0	0	6	16	1	1	3	0	0	0	21
08:45	5	0	1	0	0	0	0	6	16	5	0	1	0	0	0	22
09:00	4	1	0	1	0	0	0	6	10	1	2	0	0	0	0	13
09:15	4	0	0	0	0	0	0	4	5	3	0	0	1	0	0	9
P/TOT	27	6	4	2	0	1	0	40	125	18	5	9	4	0	0	161

TIME	A to C							TOT	A to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	2	0	0	0	0	0	0	2	5	1	0	0	0	0	0	6
16:15	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
16:30	1	0	0	0	0	0	0	1	6	0	0	0	0	1	0	7
16:45	2	0	0	0	0	0	0	2	13	0	0	0	0	0	0	13
17:00	3	1	0	0	0	0	0	4	7	0	0	0	0	0	0	7
17:15	2	0	0	0	0	0	0	2	14	0	1	0	0	0	0	15
17:30	2	1	0	0	0	0	0	3	16	0	0	2	0	0	0	18
17:45	1	1	0	1	0	0	0	3	15	1	0	0	0	0	0	16
18:00	3	1	0	0	0	0	0	4	3	0	0	0	0	0	0	3
18:15	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
P/TOT	20	4	0	1	0	0	0	25	90	4	1	2	0	1	0	98

SITE: 9

DATE: 30/06/2022

LOCATION: M4 Junction 38 including all roads and on/off slips

DAY: Thursday

TIME	A to A (Banned Movement)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	A to A (Banned Movement)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 9

DATE: 30/06/2022

LOCATION: M4 Junction 38 including all roads and on/off slips

DAY: Thursday

TIME	B to A (Banned Movement)							TOT	B to E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	9	1	1	0	0	5	2	18
07:15	0	0	0	0	0	0	0	0	15	5	3	2	0	0	1	26
07:30	0	0	0	0	0	0	0	0	29	2	1	0	0	0	0	32
07:45	0	0	0	0	0	0	0	0	16	5	2	1	1	0	0	25
08:00	0	0	0	0	0	0	0	0	25	4	2	0	2	3	0	36
08:15	0	0	0	0	0	0	0	0	13	2	1	0	1	0	0	17
08:30	0	0	0	0	0	0	0	0	22	7	0	0	0	0	0	29
08:45	0	0	0	0	0	0	0	0	20	4	0	1	1	1	0	27
09:00	0	0	0	0	0	0	0	0	18	5	1	0	0	0	1	25
09:15	0	0	0	0	0	0	0	0	24	3	1	0	2	1	0	31
P/TOT	0	0	0	0	0	0	0	0	191	38	12	4	7	10	4	266

TIME	B to A (Banned Movement)							TOT	B to E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	37	9	2	0	0	1	0	49
16:15	0	0	0	0	0	0	0	0	52	3	1	0	0	1	2	59
16:30	0	0	0	0	0	0	0	0	60	4	3	0	0	2	1	70
16:45	0	0	0	0	0	0	0	0	47	4	0	0	0	0	1	52
17:00	0	0	0	0	0	0	0	0	36	6	0	0	1	1	3	47
17:15	0	0	0	0	0	0	0	0	48	4	0	0	0	0	0	52
17:30	0	0	0	0	0	0	0	0	58	9	0	0	0	3	2	72
17:45	0	0	0	0	0	0	0	0	35	0	0	0	1	0	3	39
18:00	0	0	0	0	0	0	0	0	41	0	0	1	0	0	3	45
18:15	0	0	0	0	0	0	0	0	43	5	0	0	1	0	0	49
P/TOT	0	0	0	0	0	0	0	0	457	44	6	1	3	8	15	534



SITE: 9

DATE: 30/06/2022

LOCATION: M4 Junction 38 including all roads and on/off slips

DAY: Thursday

TIME	B to D							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	32	11	0	2	0	0	0	45	3	2	0	0	0	0	0	5
07:15	44	16	1	1	0	0	0	62	1	0	1	0	0	0	0	2
07:30	48	19	2	2	0	0	0	71	0	1	0	0	0	0	0	1
07:45	53	12	5	9	0	0	0	79	3	4	2	0	0	0	0	9
08:00	46	18	1	11	0	0	0	76	2	1	0	0	0	0	0	3
08:15	42	18	7	4	0	0	0	71	1	2	0	0	0	0	0	3
08:30	35	17	2	6	0	1	0	61	1	3	1	0	0	0	0	5
08:45	17	9	4	7	0	0	0	37	2	1	1	0	0	0	0	4
09:00	43	10	1	2	0	0	0	56	2	0	0	0	0	0	0	2
09:15	23	10	4	2	1	0	0	40	2	2	0	0	0	0	0	4
P/TOT	383	140	27	46	1	1	0	598	17	16	5	0	0	0	0	38

TIME	B to D							TOT	B to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	92	17	5	0	0	0	0	114	3	0	0	0	0	0	0	3
16:15	76	15	3	4	0	0	0	98	4	0	0	0	0	0	0	4
16:30	80	23	0	0	0	1	0	104	0	0	0	0	0	0	0	0
16:45	71	15	1	2	0	0	0	89	0	0	0	0	0	0	0	0
17:00	85	17	4	2	0	0	0	108	2	0	0	0	0	0	0	2
17:15	64	8	0	3	0	0	0	75	2	0	0	0	0	0	0	2
17:30	73	6	1	1	0	0	0	81	1	0	0	0	0	0	0	1
17:45	61	7	3	6	0	1	0	78	5	0	0	0	0	0	0	5
18:00	65	10	2	2	0	1	0	80	1	0	0	0	0	0	0	1
18:15	48	2	0	0	0	0	0	50	2	0	0	0	0	0	0	2
P/TOT	715	120	19	20	0	3	0	877	20	0	0	0	0	0	0	20

SITE: 9

DATE: 30/06/2022

LOCATION: M4 Junction 38 including all roads and on/off slips

DAY: Thursday

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	B to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 9

DATE: 30/06/2022

LOCATION: M4 Junction 38 including all roads and on/off slips

DAY: Thursday

TIME	C to B							TOT	C to A (Banned Movement)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	3	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0
07:15	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
07:30	3	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00	1	3	0	1	0	0	0	5	0	0	0	0	0	0	0	0
08:15	1	2	1	0	0	0	0	4	0	0	0	0	0	0	0	0
08:30	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:45	1	0	3	1	0	0	0	5	0	0	0	0	0	0	0	0
09:00	4	1	0	1	0	0	0	6	0	0	0	0	0	0	0	0
09:15	4	1	2	1	0	0	0	8	0	0	0	0	0	0	0	0
P/TOT	18	10	8	5	0	0	0	41	0	0	0	0	0	0	0	0

TIME	C to B							TOT	C to A (Banned Movement)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
16:15	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0
16:30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
16:45	7	3	0	0	0	0	0	10	0	0	0	0	0	0	0	0
17:00	18	2	0	0	0	0	0	20	0	0	0	0	0	0	0	0
17:15	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
17:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
17:45	5	2	0	1	0	0	0	8	0	0	0	0	0	0	0	0
18:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
18:15	6	0	0	0	0	2	0	8	0	0	0	0	0	0	0	0
P/TOT	70	13	0	1	0	2	0	86	0	0	0	0	0	0	0	0



SITE: 9

DATE: 30/06/2022

LOCATION: M4 Junction 38 including all roads and on/off slips

DAY: Thursday

TIME	C to E							TOT	C to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
08:30	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0
08:45	0	1	0	0	0	0	0	1	0	1	1	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
P/TOT	1	2	0	1	0	0	0	4	1	3	2	4	0	0	0	10

TIME	C to E							TOT	C to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
16:15	1	0	0	0	0	0	0	1	7	0	0	1	0	0	0	8
16:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:45	3	0	0	0	0	0	0	3	4	2	0	0	0	0	0	6
17:00	2	1	0	0	0	0	0	3	2	0	0	1	0	0	0	3
17:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
17:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	4
18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
P/TOT	13	1	0	0	0	0	0	14	20	3	0	5	0	0	0	28



SITE: 9

DATE: 30/06/2022

LOCATION: M4 Junction 38 including all roads and on/off slips

DAY: Thursday

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	1	0	0	0	0	0	1
P/TOT	0	1	0	0	0	0	0	1

TIME	C to C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	1	0	0	0	0	0	1
P/TOT	0	1	0	0	0	0	0	1



SITE: 9

DATE: 30/06/2022

LOCATION: M4 Junction 38 including all roads and on/off slips

DAY: Thursday

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	2	2	0	1	0	0	0	5	35	15	3	4	0	0	0	57
07:15	5	1	0	0	0	0	0	6	59	19	1	6	0	1	0	86
07:30	2	2	0	2	0	0	0	6	86	23	4	7	0	0	0	120
07:45	4	1	0	3	0	0	0	8	89	19	2	7	0	1	0	118
08:00	1	0	0	3	0	0	0	4	86	18	5	6	1	0	0	116
08:15	1	0	0	1	0	0	0	2	91	17	2	3	0	0	0	113
08:30	2	0	0	0	0	0	0	2	67	19	2	5	0	0	0	93
08:45	2	0	0	2	0	0	0	4	76	12	6	5	0	0	0	99
09:00	0	0	0	0	0	0	0	0	36	19	4	8	0	0	0	67
09:15	1	0	0	0	0	0	0	1	36	14	3	4	0	0	0	57
P/TOT	20	6	0	12	0	0	0	38	661	175	32	55	1	2	0	926

TIME	D to C							TOT	D to B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	1	1	0	0	0	0	0	2	45	14	6	4	0	0	0	69
16:15	2	0	0	1	0	0	0	3	56	16	2	5	0	0	0	79
16:30	0	0	0	0	0	0	0	0	37	22	3	1	0	1	0	64
16:45	1	1	0	0	0	0	0	2	74	29	4	2	0	0	0	109
17:00	3	2	0	0	0	0	0	5	71	18	3	10	0	0	0	102
17:15	0	0	0	1	0	0	0	1	86	10	2	4	0	0	0	102
17:30	0	0	0	1	0	0	0	1	56	10	1	1	0	0	0	68
17:45	0	0	0	0	0	0	0	0	67	8	2	2	0	1	0	80
18:00	1	0	0	0	0	0	0	1	45	6	0	1	0	0	0	52
18:15	1	0	0	0	0	0	0	1	43	5	0	2	0	0	0	50
P/TOT	9	4	0	3	0	0	0	16	580	138	23	32	0	2	0	775



SITE: 9

DATE: 30/06/2022

LOCATION: M4 Junction 38 including all roads and on/off slips

DAY: Thursday

TIME	D to A (Banned Movement)							TOT	D to E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	3	2	0	2	0	0	0	7
07:15	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3
07:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	4
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	6	0	3	0	0	0	0	9
08:45	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
09:00	0	0	0	0	0	0	0	0	3	2	2	1	0	0	0	8
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
P/TOT	0	0	0	0	0	0	0	0	24	8	6	4	1	0	0	43

TIME	D to A (Banned Movement)							TOT	D to E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
16:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
16:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
17:00	0	0	0	0	0	0	0	0	2	1	0	2	0	0	0	5
17:15	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
17:30	0	0	0	0	0	0	0	0	5	1	0	2	0	0	0	8
17:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
P/TOT	0	0	0	0	0	0	0	0	45	4	1	4	0	0	0	54

SITE: 9

DATE: 30/06/2022

LOCATION: M4 Junction 38 including all roads and on/off slips

DAY: Thursday

TIME	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	D to D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 9

DATE: 30/06/2022

LOCATION: M4 Junction 38 including all roads and on/off slips

DAY: Thursday

TIME	E to D							TOT	E to C							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	1	4	1	0	0	0	0	6	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
07:30	4	3	0	0	0	0	0	7	2	0	0	0	0	0	0	0	2
07:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1
08:00	0	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0
08:15	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
08:30	2	1	1	1	0	0	0	5	2	0	0	0	0	0	0	0	2
08:45	3	1	1	1	0	0	0	6	0	0	0	0	0	0	0	0	0
09:00	1	1	1	1	0	0	0	4	1	0	0	0	0	0	0	0	1
09:15	2	0	1	0	0	0	0	3	1	0	0	0	0	0	0	0	1
P/TOT	20	12	7	3	0	0	0	42	8	0	0	0	0	0	0	0	8

TIME	E to D							TOT	E to C							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	5	0	1	0	0	0	0	6	1	0	0	0	0	0	0	0	1
16:15	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0
16:30	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	2
16:45	4	1	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0
17:00	2	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
17:45	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	2	3
18:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
18:15	4	1	0	0	0	0	0	5	0	1	0	0	0	0	0	0	1
P/TOT	32	4	2	2	0	0	0	40	4	2	0	0	0	0	0	2	8



SITE: 9

DATE: 30/06/2022

LOCATION: M4 Junction 38 including all roads and on/off slips

DAY: Thursday

TIME	E to B							TOT	E to A (Banned Movement)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	39	13	2	2	0	0	1	57	0	0	0	0	0	0	0	0
07:15	41	16	3	1	0	2	0	63	0	0	0	0	0	0	0	0
07:30	59	19	2	2	1	1	1	85	0	0	0	0	0	0	0	0
07:45	61	14	2	1	0	0	1	79	0	0	0	0	0	0	0	0
08:00	58	10	6	1	0	0	0	75	0	0	0	0	0	0	0	0
08:15	80	15	1	0	4	0	1	101	0	0	0	0	0	0	0	0
08:30	79	13	4	0	0	0	0	96	0	0	0	0	0	0	0	0
08:45	62	11	2	0	1	0	0	76	0	0	0	0	0	0	0	0
09:00	59	10	6	2	0	0	0	77	0	0	0	0	0	0	0	0
09:15	49	7	4	1	1	0	1	63	0	0	0	0	0	0	0	0
P/TOT	587	128	32	10	7	3	5	772	0	0	0	0	0	0	0	0

TIME	E to B							TOT	E to A (Banned Movement)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	78	19	3	0	1	2	0	103	0	0	0	0	0	0	0	0
16:15	80	16	3	1	1	1	1	103	0	0	0	0	0	0	0	0
16:30	123	21	4	2	0	3	0	153	0	0	0	0	0	0	0	0
16:45	126	10	2	0	1	0	1	140	0	0	0	0	0	0	0	0
17:00	123	20	4	0	0	4	0	151	0	0	0	0	0	0	0	0
17:15	101	17	0	0	1	5	0	124	0	0	0	0	0	0	0	0
17:30	76	10	1	0	0	1	2	90	0	0	0	0	0	0	0	0
17:45	74	6	1	1	0	1	0	83	0	0	0	0	0	0	0	0
18:00	94	11	2	1	0	0	1	109	0	0	0	0	0	0	0	0
18:15	72	10	1	0	3	0	0	86	0	0	0	0	0	0	0	0
P/TOT	947	140	21	5	7	17	5	1142	0	0	0	0	0	0	0	0

SITE: 9

DATE: 30/06/2022

LOCATION: M4 Junction 38 including all roads and on/off slips

DAY: Thursday

TIME	E to E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	E to E							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



SITE: 9

DATE: 30/06/2022

LOCATION: M4 Junction 38 including all roads and on/off slips

DAY: Thursday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0	39	20	2	2	1	0	0	64
07:15	0	0	0	0	0	0	0	0	44	19	2	0	0	0	0	65
07:30	0	0	0	0	0	0	0	0	62	14	5	2	1	0	0	84
07:45	0	0	0	0	0	0	0	0	81	16	3	0	0	1	0	101
08:00	0	0	0	0	0	0	0	0	74	15	1	0	2	0	0	92
08:15	0	0	0	0	0	0	0	0	74	19	3	2	0	1	0	99
08:30	0	0	0	0	0	0	0	0	66	9	4	5	0	0	0	84
08:45	0	0	0	0	0	0	0	0	54	20	7	1	0	0	0	82
09:00	0	0	0	0	0	0	0	0	34	20	5	1	0	0	0	60
09:15	0	0	0	0	0	0	0	0	43	24	4	0	2	0	0	73
P/TOT	0	0	0	0	0	0	0	0	571	176	36	13	6	2	0	804

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	0	0	0	0	0	0	0	0	53	14	3	3	0	0	0	73
16:15	0	0	0	0	0	0	0	0	64	11	0	1	0	1	0	77
16:30	0	0	0	0	0	0	0	0	49	10	1	1	0	1	0	62
16:45	0	0	0	0	0	0	0	0	59	9	1	0	0	0	0	69
17:00	0	0	0	0	0	0	0	0	68	11	4	1	0	0	0	84
17:15	0	0	0	0	0	0	0	0	110	8	2	0	0	0	0	120
17:30	0	0	0	0	0	0	0	0	168	16	0	2	1	0	0	187
17:45	0	0	0	0	0	0	0	0	153	6	1	1	0	0	0	161
18:00	0	0	0	0	0	0	0	0	72	12	0	0	3	0	0	87
18:15	0	0	0	0	0	0	0	0	48	12	0	0	0	0	0	60
P/TOT	0	0	0	0	0	0	0	0	844	109	12	9	4	2	0	980



SITE: 9

DATE: 30/06/2022

LOCATION: M4 Junction 38 including all roads and on/off slips

DAY: Thursday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	80	29	7	8	1	0	1	126	44	14	1	2	0	5	2	68
07:15	106	35	4	8	0	3	0	156	60	21	5	3	0	0	1	90
07:30	151	45	7	10	1	1	1	216	77	22	3	2	0	0	0	104
07:45	164	35	4	8	0	1	1	213	72	21	9	10	1	0	0	113
08:00	167	31	12	8	3	0	0	221	73	23	3	11	2	3	0	115
08:15	203	37	4	5	4	0	1	254	56	22	8	4	1	0	0	91
08:30	162	35	7	8	0	0	0	212	58	27	3	6	0	1	0	95
08:45	155	28	11	7	1	0	0	202	39	14	5	8	1	1	0	68
09:00	109	31	12	11	0	0	0	163	63	15	2	2	0	0	1	83
09:15	94	25	9	6	2	0	1	137	49	15	5	2	3	1	0	75
P/TOT	1391	331	77	79	12	5	5	1900	591	194	44	50	8	11	4	902

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	134	36	9	4	1	2	0	186	132	26	7	0	0	1	0	166
16:15	149	36	5	6	1	1	1	199	132	18	4	4	0	1	2	161
16:30	171	44	7	3	0	5	0	230	140	27	3	0	0	3	1	174
16:45	220	42	6	2	1	0	1	272	118	19	1	2	0	0	1	141
17:00	219	40	7	10	0	4	0	280	123	23	4	2	1	1	3	157
17:15	206	28	3	4	1	5	0	247	114	12	0	3	0	0	0	129
17:30	153	20	2	3	0	1	2	181	132	15	1	1	0	3	2	154
17:45	161	17	3	4	0	2	0	187	101	7	3	6	1	1	3	122
18:00	148	17	2	2	0	0	1	170	107	10	2	3	0	1	3	126
18:15	126	15	1	2	3	2	0	149	93	7	0	0	1	0	0	101
P/TOT	1687	295	45	40	7	22	5	2101	1192	164	25	21	3	11	15	1431



SITE: 9

DATE: 30/06/2022

LOCATION: M4 Junction 38 including all roads and on/off slips

DAY: Thursday

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	6	5	0	1	0	0	0	12	3	0	2	0	0	0	0	5
07:15	8	1	1	0	0	0	0	10	1	0	0	1	0	0	0	2
07:30	10	3	0	2	0	0	0	15	3	0	1	1	0	0	0	5
07:45	10	6	3	3	0	1	0	23	1	1	0	1	0	0	0	3
08:00	4	2	0	3	0	0	0	9	1	3	0	1	0	0	0	5
08:15	2	3	1	1	0	0	0	7	2	2	1	1	0	0	0	6
08:30	8	4	2	1	0	0	0	15	0	3	0	1	0	0	0	4
08:45	9	1	2	2	0	0	0	14	1	2	4	1	0	0	0	8
09:00	7	1	0	1	0	0	0	9	4	2	0	1	0	0	0	7
09:15	8	3	0	0	0	0	0	11	4	3	2	2	0	0	0	11
P/TOT	72	29	9	14	0	1	0	125	20	16	10	10	0	0	0	56

TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	7	1	0	0	0	0	0	8	7	3	0	0	0	0	0	10
16:15	6	0	0	1	0	0	0	7	15	2	0	1	0	0	0	18
16:30	2	1	0	0	0	0	0	3	7	1	0	0	0	0	0	8
16:45	3	1	0	0	0	0	0	4	14	5	0	0	0	0	0	19
17:00	8	3	0	0	0	0	0	11	22	3	0	1	0	0	0	26
17:15	4	0	0	1	0	0	0	5	8	1	0	0	0	0	0	9
17:30	3	1	0	1	0	0	0	5	8	0	0	0	0	0	0	8
17:45	7	1	0	1	0	0	2	11	6	2	0	4	0	0	0	12
18:00	6	1	0	0	0	0	0	7	8	0	0	0	0	0	0	8
18:15	7	2	0	0	0	0	0	9	8	1	0	0	0	2	0	11
P/TOT	53	11	0	4	0	0	2	70	103	18	0	6	0	2	0	129



SITE: 9

DATE: 30/06/2022

LOCATION: M4 Junction 38 including all roads and on/off slips

DAY: Thursday

TIME	TO ARM D								TOT	FROM ARM D								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	33	15	2	2	0	0	0	52	40	19	3	7	0	0	0	69		
07:15	45	16	1	1	0	0	0	63	65	21	1	6	1	1	0	95		
07:30	52	22	2	3	0	0	0	79	89	26	4	9	0	0	0	128		
07:45	56	12	5	10	0	0	0	83	94	20	3	10	0	1	0	128		
08:00	46	19	3	11	0	0	0	79	89	19	5	10	1	0	0	124		
08:15	46	19	8	5	0	0	0	78	92	17	2	4	0	0	0	115		
08:30	37	18	3	7	0	1	0	66	75	19	5	5	0	0	0	104		
08:45	20	11	6	8	0	0	0	45	84	13	6	7	0	0	0	110		
09:00	44	12	2	3	0	0	0	61	39	21	6	9	0	0	0	75		
09:15	25	11	5	3	1	0	0	45	38	14	3	4	0	0	0	59		
P/TOT	404	155	37	53	1	1	0	651	705	189	38	71	2	2	0	1007		

TIME	TO ARM D								TOT	FROM ARM D								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	98	18	6	0	0	0	0	122	47	15	7	4	0	0	0	73		
16:15	93	16	3	5	0	0	0	117	63	17	2	6	0	0	0	88		
16:30	82	23	1	0	0	1	0	107	45	22	3	1	0	1	0	72		
16:45	79	18	1	3	0	0	0	101	80	31	4	2	0	0	0	117		
17:00	89	17	4	4	0	0	0	114	76	21	3	12	0	0	0	112		
17:15	67	8	0	3	0	0	0	78	95	10	2	5	0	0	0	112		
17:30	76	6	1	1	0	0	0	84	61	11	1	4	0	0	0	77		
17:45	65	8	3	9	0	1	0	86	71	8	2	2	0	1	0	84		
18:00	66	11	2	2	0	1	0	82	50	6	0	1	0	0	0	57		
18:15	53	3	0	0	0	0	0	56	46	5	0	2	0	0	0	53		
P/TOT	768	128	21	27	0	3	0	947	634	146	24	39	0	2	0	845		



SITE: 9

DATE: 30/06/2022

LOCATION: M4 Junction 38 including all roads and on/off slips

DAY: Thursday

TIME	TO ARM E								TOT	FROM ARM E								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	47	21	2	2	0	5	2	79	40	17	3	2	0	0	1	63		
07:15	54	25	5	2	1	0	1	88	43	16	3	1	0	2	0	65		
07:30	83	14	6	1	1	0	0	105	65	22	2	2	1	1	1	94		
07:45	82	19	5	1	1	0	0	108	64	14	2	1	0	0	1	82		
08:00	78	19	2	1	2	3	0	105	58	11	8	1	0	0	0	78		
08:15	57	17	2	0	1	1	0	78	84	16	1	0	4	0	1	106		
08:30	75	15	5	2	0	0	0	97	83	14	5	1	0	0	0	103		
08:45	59	21	6	1	1	1	0	89	65	12	3	1	1	0	0	82		
09:00	41	25	6	1	0	0	1	74	61	11	7	3	0	0	0	82		
09:15	59	24	5	0	3	1	0	92	52	7	5	1	1	0	1	67		
P/TOT	635	200	44	11	10	11	4	915	615	140	39	13	7	3	5	822		

TIME	TO ARM E								TOT	FROM ARM E								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	84	22	6	3	0	1	0	116	84	19	4	0	1	2	0	110		
16:15	115	13	1	1	0	2	2	134	89	17	3	1	1	1	1	113		
16:30	110	14	4	1	0	2	1	132	124	22	5	2	0	3	0	156		
16:45	99	14	1	0	0	0	1	115	130	11	2	1	1	0	1	146		
17:00	98	18	4	3	1	1	3	128	125	20	4	1	0	4	0	154		
17:15	152	12	1	0	0	0	0	165	102	17	0	0	1	5	0	125		
17:30	216	25	0	2	1	3	2	249	79	10	1	0	0	1	2	93		
17:45	176	4	1	0	1	0	3	185	78	7	1	1	0	1	2	90		
18:00	113	10	0	1	3	0	3	130	96	11	2	1	0	0	1	111		
18:15	85	17	0	0	1	0	0	103	76	12	1	0	3	0	0	92		
P/TOT	1248	149	18	11	7	9	15	1457	983	146	23	7	7	17	7	1190		



SITE: 9

DATE: 30/06/2022

LOCATION: M4 Junction 38 including all roads and on/off slips

DAY: Thursday

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	166	70	11	13	1	5	3	269
07:15	213	77	11	11	1	3	1	317
07:30	296	84	15	16	2	1	1	415
07:45	312	72	17	22	1	2	1	427
08:00	295	71	17	23	5	3	0	414
08:15	308	76	15	11	5	1	1	417
08:30	282	72	17	18	0	1	0	390
08:45	243	61	25	18	2	1	0	350
09:00	201	69	20	16	0	0	1	307
09:15	186	63	19	9	6	1	1	285
P/TOT	2502	715	167	157	23	18	9	3591

TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	323	77	21	7	1	3	0	432
16:15	363	65	9	13	1	3	3	457
16:30	365	82	12	4	0	8	1	472
16:45	401	75	8	5	1	0	2	492
17:00	414	78	15	17	1	5	3	533
17:15	429	48	4	8	1	5	0	495
17:30	448	52	3	7	1	4	4	519
17:45	409	30	7	14	1	3	5	469
18:00	333	39	4	5	3	1	4	389
18:15	271	37	1	2	4	2	0	317
P/TOT	3756	583	84	82	14	34	22	4575

Automatic Classified Counts, Port Talbot

LOCATION: A4241 HARBOUR WAY

Direction : NORTHBOUND

Thursday 17/03/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	6	0	0	0	0	1	1	0	1	0	3	0	0	12
2	4	0	0	0	0	1	0	0	3	0	2	0	0	10
3	2	2	0	0	0	0	0	0	2	0	1	0	0	7
4	8	2	0	0	0	0	0	0	1	0	1	0	0	12
5	23	1	0	0	0	2	0	0	2	0	3	1	0	32
6	180	20	0	1	0	0	0	0	1	0	6	0	0	208
7	284	54	1	0	1	0	0	0	8	1	10	1	0	360
8	407	70	3	3	3	0	0	1	3	1	13	4	0	508
9	392	74	1	1	2	0	0	1	7	0	9	6	0	493
10	181	58	1	2	3	0	2	1	9	0	1	3	0	261
11	164	60	0	0	1	0	0	0	5	0	10	0	0	240
12	216	42	1	6	3	0	2	0	4	0	7	8	0	289
13	245	38	0	2	5	0	1	1	14	0	9	2	0	317
14	230	50	2	1	5	0	0	0	4	1	8	2	0	303
15	217	49	0	0	5	0	1	3	5	1	7	1	0	289
16	281	59	0	2	1	0	0	0	8	0	6	3	0	360
17	342	50	2	0	1	0	0	0	3	1	6	4	0	409
18	341	27	3	0	1	0	0	0	0	0	3	0	0	375
19	196	14	0	0	2	0	0	0	2	0	3	1	0	218
20	115	11	0	0	0	0	0	0	3	0	2	2	0	133
21	63	4	0	0	0	0	0	0	3	0	2	0	0	72
22	82	4	0	0	0	0	0	0	0	0	3	0	0	89
23	32	4	0	0	0	0	0	0	2	0	2	0	0	40
24	26	2	1	0	0	0	0	0	1	0	1	0	0	31
7-19	3212	591	13	17	32	0	6	7	64	4	82	34	0	4062
6-22	3756	664	14	17	33	0	6	7	78	5	99	37	0	4716
6-24	3814	670	15	17	33	0	6	7	81	5	102	37	0	4787
0-24	4037	695	15	18	33	4	7	7	91	5	118	38	0	5068

Direction : SOUTHBOUND

Thursday 17/03/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	1	1	0	1	0	0	0	2	0	3	0	0	11
2	3	0	0	0	3	0	0	0	0	0	0	0	0	6
3	4	0	1	0	0	0	0	0	0	0	1	0	0	6
4	13	4	0	0	2	0	0	0	0	0	3	0	0	22
5	11	4	0	0	0	0	1	0	1	0	1	0	0	18
6	57	9	0	0	6	0	0	0	1	0	4	1	0	78
7	175	33	0	2	4	0	0	0	3	0	2	2	0	221
8	206	44	0	0	4	0	0	2	1	0	5	6	0	268
9	242	39	1	1	1	0	0	0	4	2	11	2	0	303
10	183	48	3	1	5	0	1	0	2	0	1	7	0	251
11	190	49	0	1	6	0	1	0	6	0	1	4	0	258
12	216	51	0	1	1	0	0	0	1	0	5	6	0	281
13	253	39	1	0	0	0	1	0	6	1	2	1	0	304
14	262	53	2	0	4	0	0	1	4	0	8	3	0	337
15	276	56	1	1	5	0	0	0	2	0	10	4	0	355
16	412	65	0	1	4	0	0	0	6	2	7	2	0	499
17	549	62	0	0	1	0	1	0	0	1	5	2	0	621
18	346	40	0	0	3	0	0	0	3	0	3	0	0	395
19	276	31	0	0	3	0	0	0	2	1	4	0	0	317
20	108	12	0	0	2	0	0	0	2	0	4	0	0	128
21	65	7	0	0	1	0	0	0	1	0	3	0	0	77
22	65	7	0	0	3	0	0	0	0	0	3	0	0	78
23	53	7	0	0	3	0	0	0	0	0	0	0	0	63
24	29	0	0	0	1	0	1	0	1	0	1	0	0	33
7-19	3411	577	8	6	37	0	4	3	37	7	62	37	0	4189
6-22	3824	636	8	8	47	0	4	3	43	7	74	39	0	4693
6-24	3906	643	8	8	51	0	5	3	44	7	75	39	0	4789
0-24	3997	661	10	8	63	0	6	3	48	7	87	40	0	4930

Automatic Classified Counts, Port Talbot

LOCATION: A4241 HARBOUR WAY

Direction : NORTHBOUND

Thursday 17/03/2022	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	1	1	1	7	1	1	0	12
2	0	0	0	0	0	1	2	1	6	0	0	0	10
3	0	0	0	0	0	0	2	2	2	1	0	0	7
4	0	0	0	1	0	0	1	6	1	3	0	0	12
5	0	0	0	0	1	1	2	9	17	2	0	0	32
6	0	0	0	0	6	13	50	50	30	36	13	10	208
7	0	0	1	0	0	3	57	90	78	114	14	3	360
8	0	0	3	0	0	11	89	161	102	108	30	4	508
9	0	0	1	0	1	29	103	116	107	108	23	5	493
10	0	0	0	1	1	24	51	69	53	50	12	0	261
11	0	1	5	1	2	19	39	71	54	33	9	6	240
12	0	0	2	2	1	24	66	87	55	36	11	5	289
13	0	1	5	0	0	18	69	117	52	42	12	1	317
14	0	2	3	1	4	20	64	68	56	73	11	1	303
15	0	1	1	0	1	14	67	76	52	62	12	3	289
16	0	2	0	3	6	26	64	88	81	65	16	9	360
17	0	0	1	0	2	17	71	109	92	81	29	7	409
18	0	0	2	2	1	27	65	96	70	84	22	6	375
19	0	1	1	1	0	16	39	50	41	48	17	4	218
20	0	0	0	2	2	12	29	29	19	31	8	1	133
21	0	0	0	0	3	4	12	19	11	14	4	5	72
22	0	0	0	0	1	6	21	18	18	23	2	0	89
23	0	0	0	0	0	2	5	15	8	7	3	0	40
24	0	0	0	0	0	4	6	13	4	3	1	0	31
7-19	0	8	24	11	19	245	787	1108	815	790	204	51	4062
6-22	0	8	25	13	25	270	906	1264	941	972	232	60	4716
6-24	0	8	25	13	25	276	917	1292	953	982	236	60	4787
0-24	0	8	25	14	32	292	975	1361	1016	1025	250	70	5068

Direction : SOUTHBOUND

Thursday 17/03/2022	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	1	0	2	4	4	0	0	0	0	11
2	0	0	0	0	0	0	3	1	1	1	0	0	6
3	0	0	0	0	0	1	1	1	2	1	0	0	6
4	0	0	0	0	0	2	9	2	5	4	0	0	22
5	0	0	0	0	1	2	3	5	2	4	1	0	18
6	0	0	0	1	6	5	14	14	16	18	4	0	78
7	0	1	0	0	4	15	33	51	48	61	8	0	221
8	0	2	0	0	5	13	33	70	65	68	9	3	268
9	0	0	2	3	8	19	64	69	76	52	7	3	303
10	0	1	0	0	5	29	78	73	32	32	1	0	251
11	0	5	0	2	6	18	83	79	44	18	2	1	258
12	0	2	0	0	4	39	70	58	54	49	4	1	281
13	0	7	0	0	10	37	62	75	57	52	3	1	304
14	0	5	1	3	7	36	73	97	60	48	6	1	337
15	0	3	1	2	7	38	88	96	60	51	9	0	355
16	0	1	0	1	3	36	100	121	121	98	14	4	499
17	0	4	1	2	4	34	107	163	132	141	31	2	621
18	0	2	1	0	9	28	55	120	77	84	17	2	395
19	0	1	2	1	2	20	57	83	49	83	16	3	317
20	0	1	2	3	4	11	28	34	21	21	3	0	128
21	0	0	0	0	6	9	13	20	10	16	2	1	77
22	0	1	0	0	1	4	19	25	18	9	1	0	78
23	0	0	0	0	0	6	16	16	12	11	2	0	63
24	0	0	0	0	1	2	6	8	6	8	1	1	33
7-19	0	33	8	14	70	347	870	1104	827	776	119	21	4189
6-22	0	36	10	17	85	386	963	1234	924	883	133	22	4693
6-24	0	36	10	17	86	394	985	1258	942	902	136	23	4789
0-24	0	36	10	19	93	406	1019	1285	968	930	141	23	4930

Automatic Classified Counts, Port Talbot

LOCATION: A4241 HARBOUR WAY

Direction : NORTHBOUND

Friday 18/03/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	5	1	0	0	0	0	0	0	2	0	1	0	0	9
2	4	0	0	0	0	0	0	0	0	0	1	0	0	5
3	1	2	0	0	0	0	0	0	2	0	1	0	0	6
4	4	2	0	0	0	0	0	0	1	0	0	0	0	7
5	19	5	0	0	0	0	0	0	2	0	2	0	0	28
6	156	19	0	0	3	0	0	0	1	0	2	1	0	182
7	257	52	0	1	3	0	1	0	3	1	9	0	0	327
8	340	81	4	0	3	0	0	0	7	0	11	1	0	447
9	360	54	1	2	3	0	0	1	3	0	8	5	0	437
10	226	61	3	1	3	0	0	1	5	0	4	10	0	314
11	186	45	0	1	6	0	0	0	5	1	12	5	0	261
12	255	55	0	1	3	0	0	1	5	0	3	7	0	330
13	255	46	0	1	2	0	0	1	8	0	11	4	0	328
14	270	41	0	0	3	0	0	0	9	0	6	1	0	330
15	245	41	1	2	3	0	0	0	4	0	5	3	0	304
16	305	56	3	0	0	0	0	0	5	0	5	6	0	380
17	445	58	2	0	4	0	1	0	5	1	2	5	0	523
18	411	41	0	0	2	0	0	1	1	1	2	0	0	459
19	241	22	0	0	1	0	0	0	1	0	2	2	0	269
20	137	14	0	0	0	0	0	0	0	0	0	0	0	151
21	81	6	0	0	0	0	0	0	2	0	1	0	0	90
22	59	5	0	0	0	0	0	0	1	0	3	1	0	69
23	35	2	0	0	0	0	0	0	1	0	1	0	0	39
24	27	2	0	0	0	0	0	0	1	0	2	0	0	32

7-19	3539	601	14	8	33	0	1	5	58	3	71	49	0	4382
6-22	4073	678	14	9	36	0	2	5	64	4	84	50	0	5019
6-24	4135	682	14	9	36	0	2	5	66	4	87	50	0	5090
0-24	4324	711	14	9	39	0	2	5	74	4	94	51	0	5327

Direction : SOUTHBOUND

Friday 18/03/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	6	0	1	0	2	0	0	0	0	0	3	0	0	12
2	3	0	0	0	2	0	0	0	0	0	2	0	0	7
3	4	0	0	0	1	0	0	0	0	0	0	0	0	5
4	10	2	0	0	1	0	0	0	2	0	2	0	0	17
5	11	6	0	0	1	0	0	0	0	0	5	0	0	23
6	41	5	0	1	1	0	0	0	2	0	2	1	0	53
7	171	28	0	0	2	0	0	0	1	0	6	0	0	208
8	193	35	1	1	5	0	0	0	4	0	4	4	0	247
9	243	50	3	1	5	0	0	0	6	0	10	4	0	322
10	171	41	1	1	3	0	0	0	2	1	4	7	0	231
11	194	48	2	2	1	0	0	0	4	0	8	6	0	265
12	261	47	1	1	4	0	0	0	7	0	10	7	0	338
13	310	51	0	2	5	0	0	0	4	0	6	6	0	384
14	341	50	0	0	3	0	0	0	3	1	3	3	0	404
15	336	47	0	1	7	0	0	1	4	0	4	2	0	402
16	453	55	0	0	4	0	0	0	4	1	5	3	0	525
17	336	44	0	0	1	0	0	0	0	1	5	0	0	387
18	289	24	0	0	2	0	0	0	2	0	2	0	0	319
19	272	32	0	0	3	0	0	0	2	1	0	0	0	310
20	134	15	1	0	2	0	0	0	3	0	2	0	0	157
21	81	6	0	0	2	0	0	0	0	0	1	0	0	90
22	60	4	0	0	2	0	0	0	0	0	2	0	0	68
23	71	2	0	0	1	0	0	0	0	0	2	0	0	76
24	31	2	0	0	1	0	0	0	1	0	2	0	0	37

7-19	3399	524	8	9	43	0	0	1	42	5	61	42	0	4134
6-22	3845	577	9	9	51	0	0	1	46	5	72	42	0	4657
6-24	3947	581	9	9	53	0	0	1	47	5	76	42	0	4770
0-24	4022	594	10	10	61	0	0	1	51	5	90	43	0	4887

Automatic Classified Counts, Port Talbot

LOCATION: A4241 HARBOUR WAY

Direction : NORTHBOUND

Friday 18/03/2022	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	2	4	2	1	0	9
2	0	0	0	0	0	0	1	2	1	0	1	0	5
3	0	0	0	0	1	0	0	5	0	0	0	0	6
4	0	0	0	0	0	1	1	1	3	1	0	0	7
5	0	0	0	1	0	9	6	5	6	1	0	0	28
6	0	0	0	1	1	15	40	45	31	35	10	4	182
7	0	0	1	0	3	10	44	91	66	83	23	6	327
8	0	0	3	0	0	15	67	116	108	103	31	4	447
9	0	0	2	0	0	20	72	122	89	102	27	3	437
10	0	2	3	1	6	18	68	77	60	61	15	3	314
11	0	2	5	0	0	11	39	85	58	50	9	2	261
12	0	0	4	0	1	24	67	85	66	59	19	5	330
13	0	2	4	1	1	24	76	80	55	68	16	1	328
14	0	0	3	0	2	19	63	92	67	62	20	2	330
15	0	0	3	0	3	15	58	70	58	69	26	2	304
16	0	0	1	0	1	14	53	102	81	100	23	5	380
17	0	1	1	2	1	21	49	105	120	148	54	21	523
18	0	0	3	0	0	10	78	116	86	130	28	8	459
19	0	2	1	0	1	12	42	59	62	58	29	3	269
20	0	0	1	1	2	5	18	37	34	39	10	4	151
21	0	0	0	0	1	8	17	19	18	18	6	3	90
22	0	0	0	0	0	5	8	15	20	16	5	0	69
23	0	0	0	0	1	1	5	10	11	3	5	3	39
24	0	0	0	0	1	2	3	9	6	9	1	1	32
7-19	0	9	33	4	16	203	732	1109	910	1010	297	59	4382
6-22	0	9	35	5	22	231	819	1271	1048	1166	341	72	5019
6-24	0	9	35	5	24	234	827	1290	1065	1178	347	76	5090
0-24	0	9	35	7	26	259	875	1350	1110	1217	359	80	5327

Direction : SOUTHBOUND

Friday 18/03/2022	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	1	0	0	4	2	3	2	0	0	0	12
2	0	0	0	0	0	1	3	1	1	1	0	0	7
3	0	0	0	0	0	0	2	1	1	1	0	0	5
4	0	0	0	0	0	2	4	4	4	3	0	0	17
5	0	0	0	0	0	3	4	8	4	3	1	0	23
6	0	0	0	1	1	5	12	12	7	14	0	1	53
7	0	1	0	0	2	11	28	48	45	60	10	3	208
8	0	2	1	1	4	8	31	70	50	69	10	1	247
9	0	0	0	1	6	22	59	64	63	90	15	2	322
10	0	2	0	0	5	15	33	71	54	43	7	1	231
11	0	2	0	1	12	21	78	72	37	37	3	2	265
12	0	6	0	1	11	48	86	91	51	33	6	5	338
13	0	4	1	4	7	42	90	106	56	59	12	3	384
14	0	4	0	0	11	32	95	112	64	66	15	5	404
15	0	3	0	1	6	32	61	110	90	78	14	7	402
16	0	2	0	2	4	23	102	126	101	135	28	2	525
17	0	3	0	0	0	20	54	105	89	87	22	7	387
18	0	3	1	0	1	13	46	79	73	77	23	3	319
19	1	0	1	0	9	8	32	82	71	83	16	7	310
20	0	0	0	0	3	13	34	53	22	26	5	1	157
21	0	1	0	0	2	7	20	23	18	13	4	2	90
22	0	1	1	0	1	3	13	23	6	20	0	0	68
23	0	0	0	1	0	6	10	19	16	17	5	2	76
24	0	0	0	0	2	5	12	9	6	3	0	0	37
7-19	1	31	4	11	76	284	767	1088	799	857	171	45	4134
6-22	1	34	5	11	84	318	862	1235	890	976	190	51	4657
6-24	1	34	5	12	86	329	884	1263	912	996	195	53	4770
0-24	1	34	6	13	87	344	911	1292	931	1018	196	54	4887

Automatic Classified Counts, Port Talbot

LOCATION: A4241 HARBOUR WAY

Direction : NORTHBOUND

Saturday 19/03/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	13	2	0	0	0	0	0	0	1	0	1	0	0	17
2	6	0	0	0	0	0	0	0	1	0	3	0	0	10
3	9	0	0	0	0	0	0	0	0	0	0	0	0	9
4	6	1	0	0	0	0	0	0	0	0	1	1	0	9
5	14	4	0	0	0	0	0	0	1	0	2	0	0	21
6	97	12	0	0	0	0	0	0	2	0	2	0	0	113
7	68	15	0	0	0	0	0	0	1	0	1	1	0	86
8	67	18	1	0	2	0	0	0	1	0	1	1	0	91
9	127	18	0	1	0	0	0	0	3	1	0	0	0	150
10	208	24	0	0	0	0	0	0	0	0	1	0	0	233
11	244	27	1	0	1	0	0	0	2	0	1	1	0	277
12	237	28	1	0	2	0	0	1	0	0	1	0	0	270
13	291	22	0	0	0	0	0	0	1	0	1	2	0	317
14	259	18	1	1	1	0	1	2	2	0	0	0	0	285
15	219	12	0	0	0	0	0	0	4	0	1	1	0	237
16	181	7	0	0	0	0	0	0	0	0	0	0	0	188
17	185	13	0	1	1	0	0	0	0	0	1	0	0	201
18	235	12	0	0	0	0	0	0	0	0	0	1	0	248
19	135	10	0	0	0	0	0	0	0	0	2	1	0	148
20	102	6	0	0	0	0	0	0	0	0	0	1	0	109
21	52	0	0	0	0	0	0	0	0	0	0	0	0	52
22	29	2	0	1	0	0	0	0	0	0	1	0	0	33
23	28	2	0	0	0	0	0	0	1	0	0	0	0	31
24	20	2	0	0	0	0	0	0	2	0	0	1	0	25
7-19	2388	209	4	3	7	0	1	3	13	1	9	7	0	2645
6-22	2639	232	4	4	7	0	1	3	14	1	11	9	0	2925
6-24	2687	236	4	4	7	0	1	3	17	1	11	10	0	2981
0-24	2832	255	4	4	7	0	1	3	22	1	20	11	0	3160

Direction : SOUTHBOUND

Saturday 19/03/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	13	3	0	0	1	0	0	0	0	0	1	0	0	18
2	3	0	0	0	2	0	0	0	0	0	1	0	0	6
3	6	1	0	0	2	0	0	0	0	0	2	0	0	11
4	7	1	0	0	2	0	0	0	0	0	0	0	0	10
5	7	0	0	0	1	0	0	0	0	0	2	0	0	10
6	26	5	0	0	0	0	0	0	0	0	0	0	0	31
7	101	7	0	0	0	0	0	0	2	0	0	1	0	111
8	70	13	0	0	0	0	0	1	3	0	2	1	0	90
9	86	14	0	0	1	0	0	0	0	0	0	1	0	102
10	158	20	0	0	0	0	0	0	0	0	1	0	0	179
11	234	29	0	0	0	0	0	0	0	1	5	0	0	269
12	265	23	0	0	1	0	0	0	0	0	1	0	0	290
13	310	29	1	0	2	0	0	0	0	0	0	0	0	342
14	233	21	0	0	0	0	0	0	0	0	0	1	0	255
15	218	16	0	1	0	0	0	0	0	0	1	0	0	236
16	176	6	0	0	0	0	0	0	2	0	0	0	0	184
17	182	13	0	0	0	0	0	0	0	0	1	0	0	196
18	194	13	0	0	0	0	0	0	0	0	0	1	0	208
19	210	9	0	0	1	0	0	0	1	1	1	0	0	223
20	97	7	0	0	0	0	0	0	0	0	0	0	0	104
21	54	5	0	0	0	0	0	0	0	0	3	0	0	62
22	30	6	0	0	1	0	0	0	1	0	1	0	0	39
23	34	4	0	0	0	0	0	0	0	0	0	0	0	38
24	13	1	0	0	0	0	0	0	0	0	1	0	0	15
7-19	2336	206	1	1	5	0	0	1	6	2	12	4	0	2574
6-22	2618	231	1	1	6	0	0	1	9	2	16	5	0	2890
6-24	2665	236	1	1	6	0	0	1	9	2	17	5	0	2943
0-24	2727	246	1	1	14	0	0	1	9	2	23	5	0	3029

Automatic Classified Counts, Port Talbot

LOCATION: A4241 HARBOUR WAY

Direction : NORTHBOUND

Saturday 19/03/2022	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	4	6	5	2	0	0	17
2	0	0	0	0	0	1	2	1	3	2	0	1	10
3	0	0	1	0	0	0	3	2	1	1	0	1	9
4	0	0	0	0	1	0	1	1	2	3	0	1	9
5	0	0	0	0	1	1	4	5	5	4	1	0	21
6	0	0	0	0	1	3	20	31	28	21	8	1	113
7	0	0	0	0	0	4	12	12	24	25	6	3	86
8	0	0	1	0	1	6	12	16	22	22	9	2	91
9	0	0	10	1	2	4	24	45	25	30	9	0	150
10	0	2	2	1	1	3	35	50	61	59	18	1	233
11	0	0	4	0	3	17	45	79	52	56	14	7	277
12	0	0	4	3	0	15	50	72	52	55	18	1	270
13	0	2	7	1	2	11	63	82	58	77	13	1	317
14	0	0	3	0	0	6	47	83	63	63	10	10	285
15	0	0	0	0	1	13	42	64	43	57	16	1	237
16	0	0	1	0	0	11	36	45	47	38	7	3	188
17	0	1	1	0	1	9	28	41	38	58	18	6	201
18	0	0	1	1	4	15	50	51	55	53	14	4	248
19	0	0	2	0	1	13	20	32	29	36	14	1	148
20	0	0	0	0	1	10	23	18	21	25	8	3	109
21	0	0	0	0	1	6	9	17	8	8	1	2	52
22	0	0	0	0	0	1	2	9	7	11	2	1	33
23	0	0	0	0	0	0	8	7	6	7	3	0	31
24	0	0	0	0	0	1	3	9	5	4	3	0	25
7-19	0	5	36	7	16	123	452	660	545	604	160	37	2645
6-22	0	5	36	7	18	144	498	716	605	673	177	46	2925
6-24	0	5	36	7	18	145	509	732	616	684	183	46	2981
0-24	0	5	37	7	21	150	543	778	660	717	192	50	3160

Direction : SOUTHBOUND

Saturday 19/03/2022	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	1	4	6	2	4	1	0	18
2	0	0	0	0	0	1	3	0	1	0	1	0	6
3	0	0	0	0	0	4	2	1	1	3	0	0	11
4	0	0	0	0	1	0	3	1	3	2	0	0	10
5	0	0	0	0	0	2	3	2	3	0	0	0	10
6	0	0	0	0	2	1	6	8	11	3	0	0	31
7	0	1	0	0	2	7	18	37	16	26	4	0	111
8	0	1	0	0	1	6	14	21	20	25	2	0	90
9	0	0	0	0	0	7	22	24	16	29	3	1	102
10	0	7	1	0	1	13	32	42	33	47	2	1	179
11	0	10	1	0	7	24	62	69	54	32	10	0	269
12	1	3	0	1	4	26	70	77	50	43	12	3	290
13	0	1	0	0	6	12	74	89	77	61	16	6	342
14	1	0	0	0	2	16	50	81	45	51	6	3	255
15	0	0	0	1	3	16	48	73	41	37	16	1	236
16	0	0	0	0	2	11	37	46	50	26	6	6	184
17	0	2	0	1	0	14	36	50	47	40	4	2	196
18	0	1	0	0	2	10	38	48	45	52	10	2	208
19	0	0	0	0	5	15	33	56	45	56	9	4	223
20	0	0	0	0	2	17	21	25	13	22	3	1	104
21	0	0	0	0	1	9	14	11	9	16	2	0	62
22	0	1	0	0	0	3	8	11	9	5	1	1	39
23	0	0	0	0	1	0	10	9	7	9	2	0	38
24	0	0	0	0	0	3	4	4	2	1	1	0	15
7-19	2	25	2	3	33	170	516	676	523	499	96	29	2574
6-22	2	27	2	3	38	206	577	760	570	568	106	31	2890
6-24	2	27	2	3	39	209	591	773	579	578	109	31	2943
0-24	2	27	2	3	42	218	612	791	600	590	111	31	3029

Automatic Classified Counts, Port Talbot

LOCATION: A4241 HARBOUR WAY

Direction : NORTHBOUND

Sunday 20/03/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	16	2	0	0	0	0	0	0	2	0	1	0	0	21
2	8	2	0	0	0	0	0	0	2	0	0	0	0	12
3	6	1	0	0	0	0	0	0	3	0	0	0	0	10
4	4	1	0	0	0	0	0	0	0	0	0	0	0	5
5	12	2	0	0	0	0	0	0	2	0	0	0	0	16
6	83	7	0	0	0	0	0	0	1	0	1	0	0	92
7	63	9	0	0	0	0	0	0	1	0	0	0	0	73
8	33	8	0	0	0	0	0	0	0	0	0	1	0	42
9	67	9	0	0	1	0	0	0	1	0	3	0	0	81
10	106	17	0	0	1	0	0	0	0	0	1	0	0	125
11	215	22	0	0	0	0	0	0	0	0	2	1	0	240
12	267	24	0	0	0	0	0	0	0	1	0	2	0	294
13	256	27	0	0	0	0	0	0	2	0	3	2	0	290
14	275	19	0	1	0	0	0	0	0	0	0	0	0	295
15	266	16	0	0	0	0	0	0	0	0	1	3	0	286
16	232	16	0	1	1	0	0	0	1	0	1	3	0	255
17	233	16	0	0	1	0	0	0	0	1	0	2	0	253
18	253	19	0	0	0	0	0	0	0	0	0	3	0	275
19	166	13	0	0	0	0	0	0	0	0	1	1	0	181
20	83	5	0	0	0	0	0	0	1	0	3	0	0	92
21	65	4	1	0	0	0	0	0	3	0	0	1	0	74
22	46	2	0	0	0	0	0	0	0	0	0	0	0	48
23	27	3	0	0	0	0	0	0	0	0	0	0	0	30
24	13	2	0	0	0	0	0	0	0	0	0	0	0	15
7-19	2369	206	0	2	4	0	0	0	4	2	12	18	0	2617
6-22	2626	226	1	2	4	0	0	0	9	2	15	19	0	2904
6-24	2666	231	1	2	4	0	0	0	9	2	15	19	0	2949
0-24	2795	246	1	2	4	0	0	0	19	2	17	19	0	3105

Direction : SOUTHBOUND

Sunday 20/03/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	11	1	1	0	0	0	0	0	0	0	2	0	0	15
2	7	0	0	0	1	0	0	0	2	0	1	0	0	11
3	4	0	0	0	0	0	0	0	0	0	1	0	0	5
4	9	2	0	0	0	0	0	0	0	0	1	0	0	12
5	7	3	0	0	0	0	1	0	0	0	0	0	0	11
6	21	2	0	0	0	0	0	0	0	0	0	0	0	23
7	95	8	0	0	0	0	0	0	1	0	0	0	0	104
8	28	0	0	0	1	0	0	0	1	0	2	1	0	33
9	61	8	0	0	1	0	0	0	0	0	1	1	0	72
10	99	16	0	0	1	0	0	0	0	0	2	4	0	122
11	161	18	0	0	0	0	0	0	1	0	0	0	0	180
12	232	22	0	1	1	0	0	0	0	2	0	2	0	260
13	281	23	1	0	1	0	0	0	0	0	0	0	0	306
14	284	26	0	0	1	0	0	0	1	1	2	0	0	315
15	255	20	0	0	0	0	0	1	0	1	1	1	0	279
16	230	14	0	0	0	0	0	0	1	0	1	1	0	247
17	206	16	0	0	2	0	0	0	0	0	0	0	0	224
18	187	21	0	0	0	0	1	0	1	0	0	3	0	213
19	207	22	0	0	0	0	0	0	2	1	0	0	0	232
20	109	9	0	0	1	0	0	0	0	0	0	1	0	120
21	55	2	0	0	0	0	0	0	0	0	0	0	0	57
22	46	4	0	0	0	0	0	0	1	0	2	1	0	54
23	18	2	0	0	0	0	0	0	1	0	0	0	0	21
24	8	1	0	0	0	0	0	0	0	0	0	1	0	10
7-19	2231	206	1	1	8	0	1	1	7	5	9	13	0	2483
6-22	2536	229	1	1	9	0	1	1	9	5	11	15	0	2818
6-24	2562	232	1	1	9	0	1	1	10	5	11	16	0	2849
0-24	2621	240	2	1	10	0	2	1	12	5	16	16	0	2926

Automatic Classified Counts, Port Talbot

LOCATION: A4241 HARBOUR WAY

Direction : NORTHBOUND

Sunday 20/03/2022	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	1	9	2	4	5	0	0	21
2	0	0	0	0	0	1	3	2	3	3	0	0	12
3	0	0	0	0	0	3	0	2	3	1	1	0	10
4	0	0	0	0	0	0	0	0	3	1	0	1	5
5	0	0	0	0	0	3	0	3	5	2	3	0	16
6	0	0	0	0	0	6	14	28	22	18	4	0	92
7	0	0	0	0	0	1	11	19	16	14	8	4	73
8	0	0	0	0	0	1	3	5	18	10	3	2	42
9	0	2	3	0	1	5	18	13	14	21	4	0	81
10	0	2	5	1	1	7	16	31	26	22	10	4	125
11	0	1	5	0	0	9	36	73	60	42	12	2	240
12	0	0	5	3	2	5	44	83	58	69	20	5	294
13	0	0	5	2	0	4	44	99	48	63	16	9	290
14	0	1	6	1	0	9	51	72	75	64	13	3	295
15	0	1	5	1	3	10	46	83	53	65	16	3	286
16	0	0	2	0	2	6	59	53	52	61	16	4	255
17	0	0	1	0	2	13	43	60	56	60	16	2	253
18	0	0	1	0	2	12	55	69	58	56	13	9	275
19	0	0	0	0	2	8	39	41	43	38	10	0	181
20	0	0	1	1	2	4	10	27	21	21	2	3	92
21	0	0	0	0	1	9	17	16	16	11	3	1	74
22	0	0	0	0	1	7	6	9	9	14	2	0	48
23	0	0	0	1	1	1	4	6	4	8	5	0	30
24	0	0	0	0	0	2	4	4	1	2	1	1	15
7-19	0	7	38	8	15	89	454	682	561	571	149	43	2617
6-22	0	7	39	9	19	110	498	753	623	631	164	51	2904
6-24	0	7	39	10	20	113	506	763	628	641	170	52	2949
0-24	0	7	39	10	20	127	532	800	668	671	178	53	3105

Direction : SOUTHBOUND

Sunday 20/03/2022	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	4	5	2	2	2	0	0	15
2	0	0	0	0	0	3	1	1	3	2	0	1	11
3	0	0	0	0	0	1	0	1	1	1	1	0	5
4	0	0	0	0	0	2	2	1	3	3	1	0	12
5	0	0	0	0	0	1	1	5	2	2	0	0	11
6	0	0	0	0	0	2	3	6	7	5	0	0	23
7	0	0	0	0	0	3	18	31	20	23	6	3	104
8	0	0	0	2	3	2	4	8	7	6	0	1	33
9	0	4	0	0	1	7	13	17	13	17	0	0	72
10	0	5	1	0	4	8	23	37	21	19	2	2	122
11	0	9	0	1	9	19	38	45	31	24	2	2	180
12	0	6	1	2	4	20	48	80	56	36	6	1	260
13	0	1	0	0	5	20	61	82	61	62	9	5	306
14	0	1	0	0	4	21	69	79	55	64	17	5	315
15	0	1	1	1	1	18	59	71	60	50	13	4	279
16	0	0	0	2	3	17	44	70	46	50	10	5	247
17	0	0	1	2	2	14	44	70	49	34	4	4	224
18	0	2	0	0	2	17	39	52	47	39	11	4	213
19	0	0	0	0	4	16	47	67	44	44	9	1	232
20	0	0	0	0	1	18	29	29	19	16	8	0	120
21	0	0	0	0	5	2	10	16	6	15	2	1	57
22	0	0	0	1	2	5	13	13	8	8	4	0	54
23	0	0	0	1	1	2	5	4	4	3	1	0	21
24	0	0	0	0	1	0	1	3	0	5	0	0	10
7-19	0	29	4	10	42	179	489	678	490	445	83	34	2483
6-22	0	29	4	11	50	207	559	767	543	507	103	38	2818
6-24	0	29	4	12	52	209	565	774	547	515	104	38	2849
0-24	0	29	4	12	52	222	577	790	565	530	106	39	2926

Automatic Classified Counts, Port Talbot

LOCATION: A4241 HARBOUR WAY

Direction : NORTHBOUND

Monday 21/03/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2	2	0	0	0	0	0	0	0	2	0	0	0	0	4
3	3	2	0	0	0	0	0	0	1	0	0	0	0	6
4	5	3	0	0	0	0	0	0	0	0	0	0	0	8
5	18	3	0	0	0	0	0	0	1	0	0	0	0	22
6	165	16	0	0	0	0	0	0	1	0	5	0	0	187
7	272	49	1	0	5	0	0	0	4	1	5	1	0	338
8	363	68	0	3	3	0	0	0	5	1	17	2	0	462
9	404	72	2	0	2	0	1	0	5	1	5	3	0	495
10	186	55	1	2	1	0	0	0	2	0	7	2	0	256
11	204	48	3	1	7	0	0	0	4	0	13	5	0	285
12	182	48	0	2	1	0	1	0	4	0	8	4	0	250
13	209	58	3	0	2	0	0	0	11	0	7	4	0	294
14	213	52	0	2	5	0	0	0	5	0	5	2	0	284
15	179	32	0	0	4	0	0	1	3	0	6	2	0	227
16	199	42	0	0	1	0	0	0	1	0	2	6	0	251
17	578	103	1	2	7	0	0	0	9	2	6	8	0	716
18	1061	166	2	3	4	0	1	1	4	5	5	11	0	1263
19	235	26	0	0	1	0	0	0	3	0	1	1	0	267
20	114	12	0	0	3	0	0	0	3	0	3	1	0	136
21	57	6	0	0	1	0	0	0	2	0	2	0	0	68
22	33	6	0	0	0	0	0	0	2	0	1	0	0	42
23	22	2	0	0	0	0	0	0	1	0	4	0	0	29
24	17	1	0	0	1	0	0	0	3	0	0	0	0	22
7-19	4013	770	12	15	38	0	3	2	56	9	82	50	0	5050
6-22	4489	843	13	15	47	0	3	2	67	10	93	52	0	5634
6-24	4528	846	13	15	48	0	3	2	71	10	97	52	0	5685
0-24	4724	871	13	15	48	0	3	2	76	10	102	52	0	5916

Direction : SOUTHBOUND

Monday 21/03/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	9	2	0	0	1	0	0	0	0	0	0	0	0	12
2	2	2	0	0	0	0	0	0	0	0	0	0	0	4
3	4	1	0	0	0	0	0	0	0	0	2	0	0	7
4	9	1	0	0	0	0	0	0	0	0	3	0	0	13
5	21	2	0	0	1	0	0	0	2	0	2	0	0	28
6	42	12	0	0	1	0	0	0	2	0	3	0	0	60
7	172	35	0	2	8	0	0	0	2	0	9	1	0	229
8	202	37	1	0	7	0	0	0	3	0	12	4	0	266
9	230	38	1	3	6	0	1	1	3	0	8	4	0	295
10	172	43	2	2	6	0	0	0	2	0	6	4	0	237
11	148	34	2	0	8	0	1	0	4	0	4	3	0	204
12	190	53	3	2	5	0	1	1	0	0	6	6	0	267
13	216	50	2	1	3	0	0	0	1	0	8	2	0	283
14	189	37	1	0	7	0	0	0	1	0	5	5	0	245
15	271	48	0	2	6	0	0	0	5	0	4	4	0	340
16	506	84	1	0	8	0	0	1	4	1	1	4	0	610
17	806	119	1	1	4	1	1	0	1	1	3	4	0	942
18	391	59	0	1	2	0	0	0	0	0	4	1	0	458
19	250	30	0	0	2	0	0	0	0	0	4	1	0	287
20	106	13	0	0	3	0	0	0	1	0	2	0	0	125
21	61	8	0	0	1	0	0	0	0	0	0	0	0	70
22	52	6	0	0	3	0	0	0	0	0	0	0	0	61
23	41	2	0	0	0	0	0	0	0	0	3	0	0	46
24	10	0	0	0	2	0	0	0	2	0	0	0	0	14
7-19	3571	632	14	12	64	1	4	3	24	2	65	42	0	4434
6-22	3962	694	14	14	79	1	4	3	27	2	76	43	0	4919
6-24	4013	696	14	14	81	1	4	3	29	2	79	43	0	4979
0-24	4100	716	14	14	84	1	4	3	33	2	89	43	0	5103

Automatic Classified Counts, Port Talbot

LOCATION: A4241 HARBOUR WAY

Direction : NORTHBOUND

Monday 21/03/2022	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	1	1	0	0	2	0	0	0	4
2	0	0	0	0	0	0	1	2	1	0	0	0	4
3	0	0	0	0	0	0	1	2	2	0	1	0	6
4	0	0	0	0	0	1	0	3	1	2	0	1	8
5	0	0	0	0	0	0	3	3	7	5	3	1	22
6	0	0	0	0	5	13	41	45	38	40	5	0	187
7	0	0	1	0	0	13	68	93	64	81	16	2	338
8	0	1	2	1	0	21	63	126	107	100	33	8	462
9	0	0	1	0	1	20	85	150	97	114	24	3	495
10	0	0	1	0	0	18	55	74	55	43	9	1	256
11	0	0	2	0	5	18	66	80	54	44	14	2	285
12	0	0	0	0	1	17	48	73	56	41	11	3	250
13	0	0	3	0	1	22	74	78	64	43	8	1	294
14	0	0	1	0	1	16	58	81	55	64	8	0	284
15	0	0	2	0	5	14	31	65	48	50	8	4	227
16	0	0	1	0	0	10	50	68	55	54	12	1	251
17	0	0	0	0	3	10	111	176	146	201	52	17	716
18	0	1	4	5	2	40	209	307	240	356	80	19	1263
19	0	0	0	0	2	12	55	49	48	64	28	9	267
20	0	0	1	0	2	11	22	40	18	31	8	3	136
21	0	0	0	2	2	1	20	15	13	11	3	1	68
22	0	0	0	0	1	3	12	11	5	9	1	0	42
23	0	0	0	0	0	0	7	9	6	2	4	1	29
24	0	0	0	0	0	2	4	4	5	6	1	0	22
7-19	0	2	17	6	21	218	905	1327	1025	1174	287	68	5050
6-22	0	2	19	8	26	246	1027	1486	1125	1306	315	74	5634
6-24	0	2	19	8	26	248	1038	1499	1136	1314	320	75	5685
0-24	0	2	19	8	32	263	1084	1554	1187	1361	329	77	5916

Direction : SOUTHBOUND

Monday 21/03/2022	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	3	4	2	2	1	0	0	12
2	0	0	0	0	0	2	1	0	1	0	0	0	4
3	0	0	0	0	0	1	2	0	2	2	0	0	7
4	0	0	0	0	1	5	5	0	1	0	1	0	13
5	0	0	0	0	1	9	7	3	5	3	0	0	28
6	0	0	0	0	1	5	13	15	11	12	2	1	60
7	0	0	0	1	6	8	37	68	47	59	3	0	229
8	0	2	0	2	3	21	43	65	49	71	5	5	266
9	0	0	1	2	7	31	67	65	66	47	9	0	295
10	0	2	0	4	13	18	63	57	43	35	2	0	237
11	0	3	0	2	6	29	55	56	34	18	1	0	204
12	5	1	1	2	5	22	74	74	43	33	5	2	267
13	0	1	1	3	7	32	74	67	47	43	7	1	283
14	0	1	0	0	4	28	73	64	38	33	3	1	245
15	0	2	0	1	3	34	65	75	81	67	11	1	340
16	0	3	0	1	3	27	125	144	144	138	21	4	610
17	0	1	0	1	3	41	175	273	216	200	28	4	942
18	0	1	2	0	4	25	74	123	88	112	22	7	458
19	0	1	0	0	4	22	43	67	69	69	11	1	287
20	0	0	0	0	5	10	17	28	29	28	6	2	125
21	0	0	0	1	0	8	12	22	17	10	0	0	70
22	0	0	0	1	3	8	10	13	12	10	4	0	61
23	0	0	0	0	1	4	8	12	10	8	2	1	46
24	0	0	0	0	0	2	1	3	3	3	2	0	14
7-19	5	18	5	18	62	330	931	1130	918	866	125	26	4434
6-22	5	18	5	21	76	364	1007	1261	1023	973	138	28	4919
6-24	5	18	5	21	77	370	1016	1276	1036	984	142	29	4979
0-24	5	18	5	21	80	395	1048	1296	1058	1002	145	30	5103

Automatic Classified Counts, Port Talbot

LOCATION: A4241 HARBOUR WAY

Direction : NORTHBOUND

Tuesday 22/03/2022	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	1	0	2	0	0	9
2	3	0	0	0	0	0	0	0	2	0	3	0	0	8
3	3	2	0	0	0	0	0	0	3	0	1	0	0	9
4	7	2	0	0	0	0	0	0	1	0	1	0	0	11
5	18	1	0	0	0	0	0	0	3	0	3	1	0	26
6	177	22	0	1	0	0	0	0	1	0	8	0	0	209
7	277	54	1	0	1	0	0	0	6	1	10	1	0	351
8	385	73	2	2	5	0	0	1	4	1	11	6	0	490
9	381	68	1	1	3	0	0	1	5	0	7	5	0	472
10	194	60	1	2	3	0	1	1	8	0	2	2	0	274
11	169	53	0	0	1	0	0	0	4	0	12	0	0	239
12	208	48	1	5	3	0	2	0	4	0	7	6	0	284
13	227	37	0	2	5	0	1	1	10	0	7	3	0	293
14	235	47	0	2	10	0	0	0	4	0	6	3	0	307
15	272	37	1	0	1	0	0	0	5	1	12	2	0	331
16	265	44	2	2	2	0	0	0	5	1	6	5	0	332
17	331	62	3	0	0	1	0	1	2	0	3	1	0	404
18	410	34	0	0	3	0	0	1	3	0	1	1	0	453
19	226	13	0	0	1	0	0	0	1	0	1	0	0	242
20	125	8	0	0	1	0	0	0	1	0	0	0	0	135
21	79	5	0	0	0	0	0	0	0	0	2	0	0	86
22	62	2	0	0	0	0	0	0	1	0	2	0	0	67
23	25	3	0	0	0	0	0	0	1	0	3	0	0	32
24	13	1	0	0	0	0	0	0	3	0	1	0	0	18
7-19	3303	576	11	16	37	1	4	6	55	3	75	34	0	4121
6-22	3846	645	12	16	39	1	4	6	63	4	89	35	0	4760
6-24	3884	649	12	16	39	1	4	6	67	4	93	35	0	4810
0-24	4098	676	12	17	39	1	4	6	78	4	111	36	0	5082

Direction : SOUTHBOUND

Tuesday 22/03/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	8	1	1	0	2	0	0	0	3	0	2	0	0	17
2	4	0	0	0	3	0	0	0	0	0	0	0	0	7
3	8	0	1	0	1	0	0	0	0	0	1	0	0	11
4	15	3	0	0	2	0	0	0	0	0	2	0	0	22
5	11	4	0	0	0	0	1	0	1	0	1	0	0	18
6	53	7	0	0	5	0	0	0	1	0	4	2	0	72
7	184	28	0	2	3	0	0	0	3	0	3	2	0	225
8	220	46	0	0	5	0	0	2	1	0	5	4	0	283
9	242	44	1	1	2	0	0	0	4	2	8	2	0	306
10	187	50	2	1	4	0	1	0	3	0	1	5	0	254
11	191	42	0	1	4	0	1	0	7	0	2	3	0	251
12	228	44	0	1	1	0	0	0	2	0	5	4	0	285
13	263	42	1	0	0	0	1	0	4	1	2	1	0	315
14	258	49	3	0	3	0	0	0	1	0	6	3	0	323
15	295	37	3	2	3	0	0	0	2	1	2	3	0	348
16	451	66	0	1	5	0	1	1	7	0	4	2	0	538
17	521	58	2	1	4	0	1	1	0	0	3	2	0	593
18	390	40	0	1	2	0	0	0	2	1	3	1	0	440
19	297	36	0	0	2	0	0	0	0	0	1	0	0	336
20	169	14	0	1	3	0	0	0	0	1	3	0	0	191
21	65	3	0	0	1	0	0	0	0	0	1	0	0	70
22	65	4	0	0	2	0	0	0	1	0	0	0	0	72
23	41	2	0	0	2	0	0	0	0	0	1	0	0	46
24	24	1	1	0	0	0	0	0	1	0	0	0	0	27
7-19	3543	554	12	9	35	0	5	4	33	5	42	30	0	4272
6-22	4026	603	12	12	44	0	5	4	37	6	49	32	0	4830
6-24	4091	606	13	12	46	0	5	4	38	6	50	32	0	4903
0-24	4190	621	15	12	59	0	6	4	43	6	60	34	0	5050

Automatic Classified Counts, Port Talbot

LOCATION: A4241 HARBOUR WAY

Direction : NORTHBOUND

Tuesday 22/03/2022	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	1	2	1	3	1	1	0	9
2	0	0	0	0	0	2	2	1	3	0	0	0	8
3	0	0	0	0	0	0	4	2	2	1	0	0	9
4	0	0	0	1	0	0	1	5	2	2	0	0	11
5	0	0	0	0	1	1	3	7	10	4	0	0	26
6	0	0	0	0	4	11	42	58	32	42	12	8	209
7	0	0	2	0	0	3	58	84	76	110	13	5	351
8	0	0	3	0	0	16	79	163	96	94	31	8	490
9	0	0	1	0	1	23	102	114	109	95	23	4	472
10	0	0	0	1	1	25	54	78	61	40	12	2	274
11	0	1	4	1	2	16	46	68	49	36	8	8	239
12	0	0	2	2	2	24	69	90	48	36	7	4	284
13	0	1	4	0	0	19	60	113	42	43	9	2	293
14	0	0	4	0	0	11	66	76	57	72	18	3	307
15	0	0	1	3	4	26	62	107	60	53	9	6	331
16	0	0	0	0	3	15	49	90	69	82	19	5	332
17	0	0	3	0	1	8	55	78	80	125	38	16	404
18	0	0	1	0	0	11	78	118	79	129	31	6	453
19	10	0	6	5	0	7	20	69	43	61	18	3	242
20	0	0	0	0	2	10	28	43	20	23	4	5	135
21	0	0	0	0	0	6	20	24	10	20	5	1	86
22	0	0	0	1	1	4	18	19	11	8	4	1	67
23	0	0	0	0	0	2	11	6	4	7	2	0	32
24	0	0	0	0	0	0	3	6	2	4	2	1	18
7-19	10	2	29	12	14	201	740	1164	793	866	223	67	4121
6-22	10	2	31	13	17	224	864	1334	910	1027	249	79	4760
6-24	10	2	31	13	17	226	878	1346	916	1038	253	80	4810
0-24	10	2	31	14	22	241	932	1420	968	1088	266	88	5082

Direction : SOUTHBOUND

Tuesday 22/03/2022	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	1	0	2	6	5	3	0	0	0	17
2	0	0	0	0	0	0	3	1	1	2	0	0	7
3	0	0	0	0	0	1	2	3	3	2	0	0	11
4	0	0	0	0	0	2	7	2	4	7	0	0	22
5	0	0	0	0	1	2	3	4	3	3	1	1	18
6	0	0	0	1	4	9	12	12	14	16	3	1	72
7	0	1	0	0	3	12	38	54	53	57	7	0	225
8	0	2	0	0	4	17	36	69	68	73	12	2	283
9	0	0	1	2	6	20	68	72	69	57	7	4	306
10	0	1	0	0	6	36	79	71	30	29	2	0	254
11	0	4	0	2	4	22	79	80	37	19	3	1	251
12	0	2	0	0	8	32	79	63	53	41	6	1	285
13	0	5	0	0	9	33	65	73	68	58	3	1	315
14	0	2	0	0	7	33	86	80	53	55	5	2	323
15	0	2	0	2	4	24	67	106	72	60	9	2	348
16	0	0	0	1	8	37	95	152	111	116	14	4	538
17	0	1	1	0	1	24	104	149	147	128	30	8	593
18	0	3	0	0	1	21	69	116	103	98	25	4	440
19	0	0	6	3	4	17	41	84	72	89	18	2	336
20	0	3	3	1	7	18	29	55	34	34	5	2	191
21	0	0	0	0	2	5	12	26	12	10	3	0	70
22	0	0	0	0	5	10	16	23	10	6	2	0	72
23	0	0	0	0	2	0	11	9	11	8	5	0	46
24	0	0	0	0	1	1	9	7	5	4	0	0	27
7-19	0	22	8	10	62	316	868	1115	883	823	134	31	4272
6-22	0	26	11	11	79	361	963	1273	992	930	151	33	4830
6-24	0	26	11	11	82	362	983	1289	1008	942	156	33	4903
0-24	0	26	11	13	87	378	1016	1316	1036	972	160	35	5050

Automatic Classified Counts, Port Talbot

LOCATION: A4241 HARBOUR WAY

Direction : NORTHBOUND

Wednesday 23/03/2022	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	1	0	2	0	0	10
2	8	1	0	0	1	0	0	0	0	0	1	0	0	11
3	4	1	0	0	0	0	0	0	1	0	1	0	0	7
4	6	1	1	0	0	0	0	0	1	0	0	0	0	9
5	26	3	0	0	0	0	0	0	4	0	0	0	0	33
6	183	17	1	0	0	0	0	0	1	0	3	1	0	206
7	294	55	2	0	2	0	0	0	1	0	8	0	0	362
8	447	79	1	4	2	0	0	0	1	0	11	1	0	546
9	468	67	2	0	1	0	1	1	2	1	5	3	0	551
10	213	62	2	1	3	0	0	0	7	1	1	4	0	294
11	210	45	1	0	4	0	0	1	3	0	5	4	0	273
12	206	47	4	3	4	0	0	0	6	0	6	2	0	278
13	241	28	4	2	3	0	0	0	8	0	4	1	0	291
14	236	39	1	0	3	0	0	2	3	0	3	5	0	292
15	249	35	1	1	7	0	0	0	4	0	6	2	0	305
16	303	52	3	2	2	0	0	0	7	0	6	3	0	378
17	378	57	5	1	4	0	0	0	5	3	1	2	0	456
18	361	35	2	1	1	0	0	0	2	2	1	1	0	406
19	231	18	0	0	1	0	0	0	0	0	1	2	0	253
20	126	10	0	0	0	0	0	0	0	0	0	2	0	138
21	84	5	0	0	0	0	0	0	3	0	1	0	0	93
22	67	4	0	0	0	0	0	0	1	0	3	1	0	76
23	29	2	0	0	0	0	0	0	1	0	1	0	0	33
24	22	2	0	0	0	0	0	0	1	0	2	0	0	27
7-19	3543	564	26	15	35	0	1	4	48	7	50	30	0	4323
6-22	4114	638	28	15	37	0	1	4	53	7	62	33	0	4992
6-24	4165	642	28	15	37	0	1	4	55	7	65	33	0	5052
0-24	4399	665	30	15	38	0	1	4	63	7	72	34	0	5328

Direction : SOUTHBOUND

Wednesday 23/03/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	8	2	0	0	2	0	0	0	1	0	1	0	0	14
2	10	0	0	0	1	0	0	0	0	0	0	0	0	11
3	7	1	1	0	2	0	0	0	0	0	1	0	0	12
4	14	2	0	0	0	0	0	0	0	0	1	1	0	18
5	16	6	0	0	0	0	0	0	1	0	1	0	0	24
6	58	13	0	0	0	0	0	0	1	0	2	1	0	75
7	166	28	1	2	5	0	0	1	3	0	2	0	0	208
8	189	43	1	0	6	0	0	0	6	2	4	2	0	253
9	280	50	3	2	4	0	0	0	2	0	6	3	0	350
10	195	30	0	1	3	0	1	0	4	0	5	4	0	243
11	198	55	1	0	1	0	0	1	6	0	7	6	0	275
12	209	46	1	0	3	0	0	1	2	0	5	1	0	268
13	280	44	1	3	2	0	1	0	3	0	1	4	0	339
14	260	56	2	0	3	0	0	0	2	1	5	2	0	331
15	297	44	1	1	4	0	0	0	3	1	6	2	0	359
16	401	53	0	0	7	0	0	1	4	1	2	2	0	471
17	577	90	0	0	3	0	0	0	0	1	2	2	0	675
18	395	46	0	0	3	0	0	0	0	1	3	0	0	448
19	309	30	0	0	2	0	0	0	0	0	1	0	0	342
20	134	19	1	0	3	0	0	0	3	0	2	0	0	162
21	81	6	0	0	2	0	0	0	0	0	1	0	0	90
22	52	6	0	0	1	0	0	0	0	0	2	0	0	61
23	73	3	0	0	2	0	0	0	0	0	3	0	0	81
24	34	3	0	0	1	0	0	0	0	0	2	0	0	40
7-19	3590	587	10	7	41	0	2	3	32	7	47	28	0	4354
6-22	4023	646	12	9	52	0	2	4	38	7	54	28	0	4875
6-24	4130	652	12	9	55	0	2	4	38	7	59	28	0	4996
0-24	4243	676	13	9	60	0	2	4	41	7	65	30	0	5150

Automatic Classified Counts, Port Talbot

LOCATION: A4241 HARBOUR WAY

Direction : NORTHBOUND

Wednesday 23/03/2022	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	1	1	1	5	2	0	0	10
2	0	0	0	0	0	1	3	5	1	1	0	0	11
3	0	0	0	0	0	1	1	1	3	0	1	0	7
4	0	0	0	0	0	0	3	2	2	2	0	0	9
5	0	0	0	0	0	1	4	8	12	7	1	0	33
6	0	0	0	0	5	13	34	49	45	42	14	4	206
7	0	0	1	0	0	16	57	78	95	81	31	3	362
8	0	1	4	1	2	16	82	144	88	151	44	13	546
9	0	1	1	0	3	15	89	164	101	137	33	7	551
10	0	1	1	0	3	29	59	74	61	57	5	4	294
11	0	0	2	0	2	21	49	83	55	50	9	2	273
12	0	1	2	0	4	26	44	78	65	51	4	3	278
13	0	2	6	0	2	16	65	96	41	50	9	4	291
14	0	0	3	0	3	31	69	76	42	51	16	1	292
15	0	0	2	0	1	21	67	96	67	33	10	8	305
16	0	1	5	0	2	25	74	95	74	80	16	6	378
17	0	2	0	1	4	11	85	124	67	119	34	9	456
18	0	0	3	0	1	9	56	113	84	107	25	8	406
19	0	0	5	2	5	8	49	71	54	44	13	2	253
20	0	0	1	1	2	2	16	34	33	37	9	3	138
21	0	0	0	0	1	5	13	26	19	17	8	4	93
22	0	0	0	0	0	3	12	16	18	24	3	0	76
23	0	0	0	0	1	1	4	11	7	2	6	1	33
24	0	0	0	0	1	3	3	10	3	6	1	0	27
7-19	0	9	34	4	32	228	788	1214	799	930	218	67	4323
6-22	0	9	36	5	35	254	886	1368	964	1089	269	77	4992
6-24	0	9	36	5	37	258	893	1389	974	1097	276	78	5052
0-24	0	9	36	5	42	275	939	1455	1042	1151	292	82	5328

Direction : SOUTHBOUND

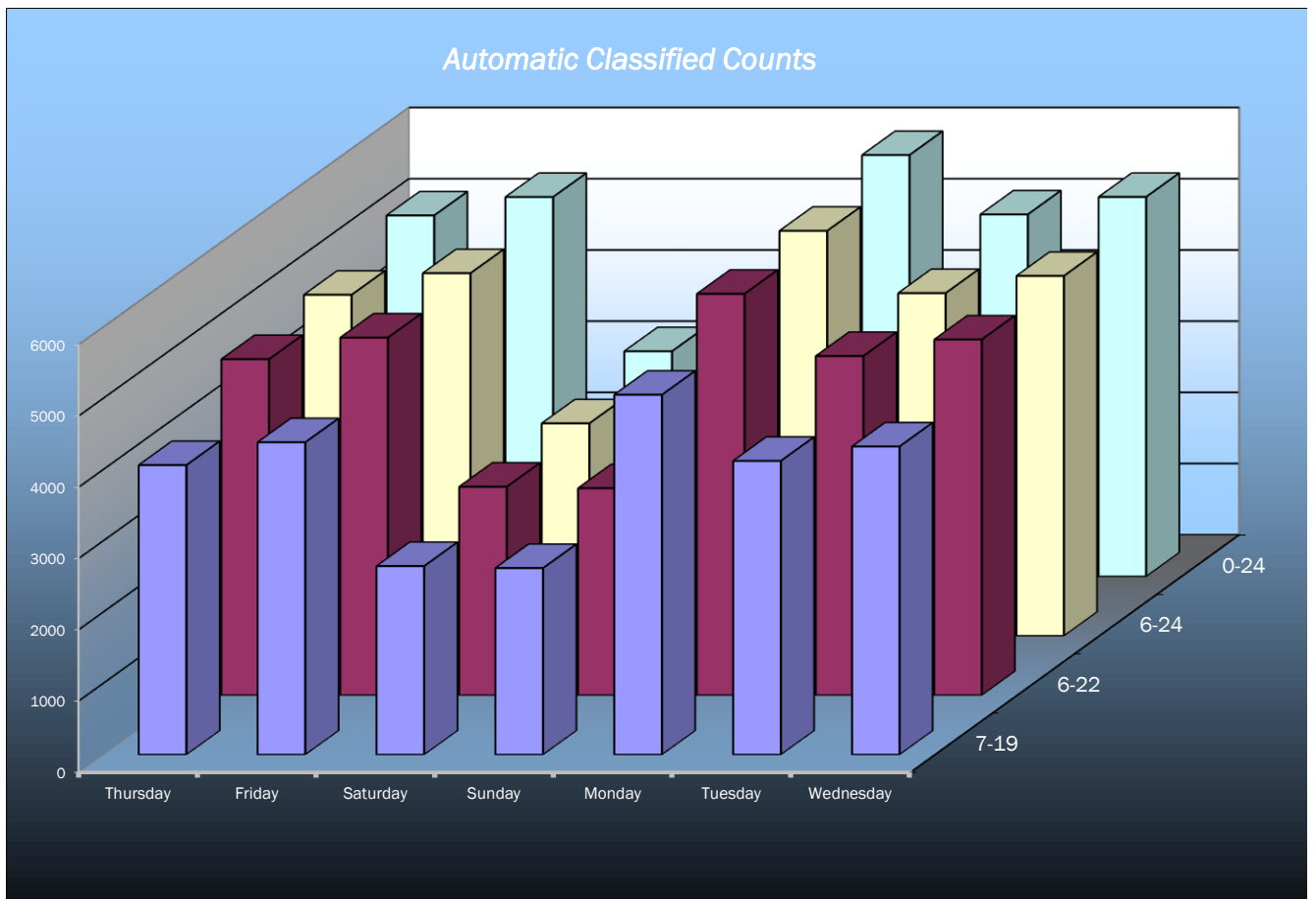
Wednesday 23/03/2022	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	1	2	8	2	0	1	14
2	0	0	0	1	1	1	2	2	1	1	1	1	11
3	0	0	0	0	1	0	1	3	5	2	0	0	12
4	0	0	0	0	0	1	4	4	5	3	1	0	18
5	0	0	0	0	0	2	3	5	9	5	0	0	24
6	0	0	0	0	1	4	13	13	17	20	4	3	75
7	0	0	0	1	4	10	36	30	58	62	7	0	208
8	0	1	0	0	4	10	34	71	73	45	14	1	253
9	0	1	0	0	8	38	56	85	71	78	12	1	350
10	0	1	0	3	3	19	50	72	52	37	5	1	243
11	0	8	0	2	7	34	79	80	40	22	3	0	275
12	0	2	1	4	4	39	84	64	39	26	4	1	268
13	2	6	0	1	7	36	88	82	65	38	11	3	339
14	0	2	0	1	7	35	86	93	50	47	9	1	331
15	0	3	0	0	7	39	69	114	64	59	4	0	359
16	0	3	0	2	4	27	88	124	94	104	21	4	471
17	0	3	1	0	2	29	99	170	148	170	45	8	675
18	0	2	2	0	2	16	67	121	87	122	24	5	448
19	0	1	2	2	3	18	65	90	62	70	24	5	342
20	0	0	0	0	4	15	41	50	22	24	5	1	162
21	0	1	0	0	3	5	24	23	18	13	2	1	90
22	0	1	2	0	1	3	11	20	5	18	0	0	61
23	0	0	0	2	0	7	6	18	23	19	3	3	81
24	0	0	0	0	3	4	14	11	6	2	0	0	40
7-19	2	33	6	15	58	340	865	1166	845	818	176	30	4354
6-22	2	35	8	16	70	373	977	1289	948	935	190	32	4875
6-24	2	35	8	18	73	384	997	1318	977	956	193	35	4996
0-24	2	35	8	19	76	392	1021	1347	1022	989	199	40	5150

Automatic Classified Counts, Port Talbot

LOCATION: A4241 HARBOUR WAY

Direction : NORTHBOUND

VEHICLE FLOWS									
Hr Ending	Thursday 17-Mar-22	Friday 18-Mar-22	Saturday 19-Mar-22	Sunday 20-Mar-22	Monday 21-Mar-22	Tuesday 22-Mar-22	Wednesday 23-Mar-22	WEEKDAY AVERAGE	WEEK AVERAGE
1	12	9	17	21	4	9	10	9	12
2	10	5	10	12	4	8	11	8	9
3	7	6	9	10	6	9	7	7	8
4	12	7	9	5	8	11	9	9	9
5	32	28	21	16	22	26	33	28	25
6	208	182	113	92	187	209	206	198	171
7	360	327	86	73	338	351	362	348	271
8	508	447	91	42	462	490	546	491	369
9	493	437	150	81	495	472	551	490	383
10	261	314	233	125	256	274	294	280	251
11	240	261	277	240	285	239	273	260	259
12	289	330	270	294	250	284	278	286	285
13	317	328	317	290	294	293	291	305	304
14	303	330	285	295	284	307	292	303	299
15	289	304	237	286	227	331	305	291	283
16	360	380	188	255	251	332	378	340	306
17	409	523	201	253	716	404	456	502	423
18	375	459	248	275	1263	453	406	591	497
19	218	269	148	181	267	242	253	250	225
20	133	151	109	92	136	135	138	139	128
21	72	90	52	74	68	86	93	82	76
22	89	69	33	48	42	67	76	69	61
23	40	39	31	30	29	32	33	35	33
24	31	32	25	15	22	18	27	26	24
7-19	4062	4382	2645	2617	5050	4121	4323	4388	3886
6-22	4716	5019	2925	2904	5634	4760	4992	5024	4421
6-24	4787	5090	2981	2949	5685	4810	5052	5085	4479
0-24	5068	5327	3160	3105	5916	5082	5328	5344	4712

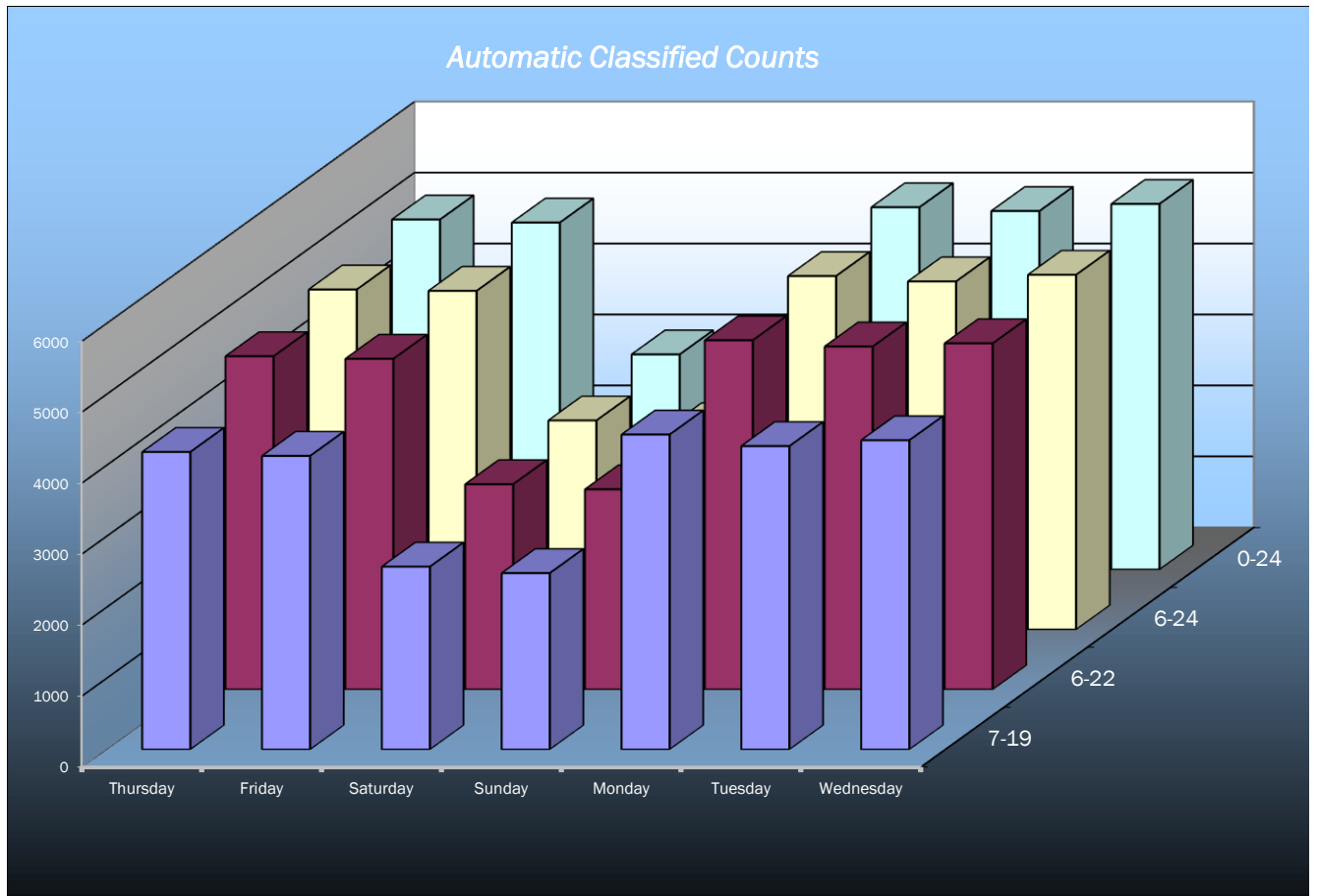


Automatic Classified Counts, Port Talbot

LOCATION: A4241 HARBOUR WAY

Direction : SOUTHBOUND

SOUTHBOUND									
Hr Ending	Thursday 17-Mar-22	Friday 18-Mar-22	Saturday 19-Mar-22	Sunday 20-Mar-22	Monday 21-Mar-22	Tuesday 22-Mar-22	Wednesday 23-Mar-22	WEEKDAY AVERAGE	WEEK AVERAGE
1	11	12	18	15	12	17	14	13	14
2	6	7	6	11	4	7	11	7	7
3	6	5	11	5	7	11	12	8	8
4	22	17	10	12	13	22	18	18	16
5	18	23	10	11	28	18	24	22	19
6	78	53	31	23	60	72	75	68	56
7	221	208	111	104	229	225	208	218	187
8	268	247	90	33	266	283	253	263	206
9	303	322	102	72	295	306	350	315	250
10	251	231	179	122	237	254	243	243	217
11	258	265	269	180	204	251	275	251	243
12	281	338	290	260	267	285	268	288	284
13	304	384	342	306	283	315	339	325	325
14	337	404	255	315	245	323	331	328	316
15	355	402	236	279	340	348	359	361	331
16	499	525	184	247	610	538	471	529	439
17	621	387	196	224	942	593	675	644	520
18	395	319	208	213	458	440	448	412	354
19	317	310	223	232	287	336	342	318	292
20	128	157	104	120	125	191	162	153	141
21	77	90	62	57	70	70	90	79	74
22	78	68	39	54	61	72	61	68	62
23	63	76	38	21	46	46	81	62	53
24	33	37	15	10	14	27	40	30	25
7-19	4189	4134	2574	2483	4434	4272	4354	4277	3777
6-22	4693	4657	2890	2818	4919	4830	4875	4795	4240
6-24	4789	4770	2943	2849	4979	4903	4996	4887	4318
0-24	4930	4887	3029	2926	5103	5050	5150	5024	4439



Automatic Classified Counts, Port Talbot

LOCATION: A4241 HARBOUR WAY

Direction : NORTHBOUND

AVERAGE SPEEDS							
Hr Ending	Thursday 17-Mar-22	Friday 18-Mar-22	Saturday 19-Mar-22	Sunday 20-Mar-22	Monday 21-Mar-22	Tuesday 22-Mar-22	Wednesday 23-Mar-22
1	57.6	60.5	54.8	54.3	49.3	56.3	56.5
2	54.0	57.5	59.8	55.3	53.0	51.1	52.3
3	54.8	50.5	55.5	55.0	57.6	53.3	56.2
4	54.5	54.8	61.3	68.0	61.4	53.9	55.2
5	55.3	49.5	55.5	58.5	62.0	55.3	57.2
6	57.3	56.4	57.3	56.2	55.1	57.6	57.3
7	58.4	58.4	60.1	60.7	56.8	58.4	58.1
8	57.1	57.8	58.7	61.4	57.9	57.3	58.8
9	56.6	57.2	54.5	54.4	56.9	56.5	57.7
10	55.4	55.4	57.8	56.4	55.3	55.2	55.1
11	55.3	55.7	56.8	56.1	55.1	55.8	55.4
12	54.8	56.1	56.1	57.6	56.0	54.2	55.0
13	54.3	55.1	55.7	57.8	54.4	54.4	54.6
14	55.4	56.1	58.0	56.5	55.7	56.9	54.6
15	56.1	57.2	57.1	56.5	56.6	55.2	55.4
16	56.3	58.2	56.7	57.4	56.5	57.8	56.1
17	57.6	60.8	59.4	57.3	59.3	60.7	58.1
18	56.9	58.4	56.8	57.6	58.2	58.4	58.5
19	57.3	58.1	57.4	56.4	59.3	55.5	55.5
20	55.8	58.7	57.7	57.2	56.8	56.3	58.8
21	58.7	57.6	55.6	54.9	55.0	56.5	58.9
22	55.7	57.7	60.4	56.1	54.3	54.9	57.8
23	56.8	60.6	57.7	58.6	58.4	55.4	59.0
24	53.3	58.1	57.7	57.0	56.8	60.6	54.9

10-12	55.1	55.9	56.4	56.8	55.6	55.0	55.2
14-16	56.2	57.7	56.9	57.0	56.6	56.5	55.8
0-24	56.1	56.9	57.4	57.4	56.6	56.2	56.6

85TH PERCENTILE							
Hr Ending	Thursday 17-Mar-22	Friday 18-Mar-22	Saturday 19-Mar-22	Sunday 20-Mar-22	Monday 21-Mar-22	Tuesday 22-Mar-22	Wednesday 23-Mar-22
1	65.6	67.7	60.3	62.0	59.6	66.3	63.5
2	59.7	68.2	75.9	63.0	57.1	57.6	58.2
3	61.0	56.6	75.5	65.5	67.1	59.5	66.5
4	63.5	62.2	78.7	86.5	78.9	62.7	62.2
5	60.8	56.8	64.3	69.4	74.0	62.1	64.1
6	70.4	67.3	66.4	63.9	63.2	69.6	67.9
7	66.8	68.6	71.3	73.4	65.5	67.7	67.5
8	66.1	67.1	70.2	72.7	68.2	67.2	70.0
9	65.9	66.3	65.7	66.5	65.5	65.5	67.3
10	63.7	65.8	67.7	70.6	63.6	64.1	64.9
11	66.9	65.5	68.1	66.0	64.4	67.9	64.4
12	64.9	66.6	65.8	68.4	65.2	63.7	64.5
13	63.1	65.0	65.7	69.4	62.7	63.5	65.2
14	65.2	65.5	69.3	66.6	63.5	66.7	64.1
15	65.7	67.2	66.1	67.0	66.9	65.3	65.9
16	67.7	67.7	66.4	67.7	65.0	67.5	66.7
17	67.7	72.8	71.3	66.7	69.6	72.7	68.9
18	67.4	68.5	67.2	68.9	68.3	68.1	68.7
19	68.5	68.9	68.0	64.6	71.3	70.7	65.5
20	66.0	69.8	69.3	68.8	68.1	67.9	69.4
21	73.2	69.5	67.5	64.8	65.5	66.3	71.2
22	63.8	66.0	70.9	65.4	62.6	65.2	65.6
23	64.9	75.3	66.4	70.0	70.5	64.4	71.5
24	60.7	69.4	66.6	72.0	65.4	73.9	63.8

10-12	65.9	66.0	67.0	67.2	64.8	65.8	64.4
14-16	66.7	67.4	66.2	67.4	66.0	66.4	66.3
0-24	65.4	66.8	68.5	68.3	66.3	66.1	66.2

7 DAY AVERAGE SPEED	56.7
7 DAY AVERAGE 85th PERCENTILE	66.8

5 DAY OFF PEAK AVERAGE SPEED	55.9
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	66.0

Automatic Classified Counts, Port Talbot

LOCATION: A4241 HARBOUR WAY

Direction : SOUTHBOUND

AVERAGE SPEEDS							
Hr Ending	Thursday 17-Mar-22	Friday 18-Mar-22	Saturday 19-Mar-22	Sunday 20-Mar-22	Monday 21-Mar-22	Tuesday 22-Mar-22	Wednesday 23-Mar-22
1	47.5	47.4	55.9	51.0	50.7	49.8	60.7
2	53.4	51.9	53.4	57.8	48.0	55.1	56.0
3	54.3	54.5	52.3	59.0	55.1	54.8	55.5
4	53.5	54.0	54.0	56.8	48.2	55.4	56.1
5	54.8	54.3	51.0	54.8	50.2	57.0	56.0
6	55.1	55.1	53.7	55.7	55.8	55.2	59.0
7	56.5	57.9	55.4	58.2	55.9	56.3	57.1
8	57.0	56.9	56.1	54.0	56.4	57.0	56.6
9	54.9	56.9	56.7	52.7	54.0	55.3	55.4
10	52.2	55.4	54.4	53.1	52.4	51.7	54.2
11	51.5	52.8	52.4	51.5	51.1	51.7	50.7
12	53.5	52.2	54.2	53.5	52.4	53.2	51.5
13	52.9	53.5	56.4	55.9	53.2	53.6	52.8
14	52.9	54.5	55.6	56.3	52.9	53.7	53.3
15	53.1	56.0	55.6	56.0	55.2	54.9	53.5
16	55.8	56.8	56.6	56.4	56.3	55.8	56.2
17	56.3	57.6	55.6	55.2	56.2	57.3	57.9
18	55.8	57.6	57.0	56.2	57.1	57.1	57.6
19	56.7	58.3	57.2	55.4	56.4	56.9	56.7
20	52.8	54.6	54.4	54.1	56.7	53.8	54.0
21	54.3	55.2	54.9	55.9	53.7	54.6	54.0
22	53.5	54.5	54.8	54.2	54.3	51.8	53.9
23	54.6	57.9	56.4	53.0	56.2	57.0	58.2
24	57.1	51.0	52.7	57.3	58.2	53.2	50.5
10-12	52.5	52.5	53.3	52.5	51.7	52.4	51.1
14-16	54.4	56.4	56.1	56.2	55.7	55.4	54.9
0-24	54.2	54.9	54.9	55.2	54.0	54.7	55.3

85TH PERCENTILE							
Hr Ending	Thursday 17-Mar-22	Friday 18-Mar-22	Saturday 19-Mar-22	Sunday 20-Mar-22	Monday 21-Mar-22	Tuesday 22-Mar-22	Wednesday 23-Mar-22
1	53.7	56.3	64.4	58.7	57.7	56.1	73.0
2	60.6	59.5	65.3	74.3	55.1	63.1	75.0
3	62.3	61.9	62.0	71.3	64.1	61.9	63.0
4	60.9	61.3	62.7	66.9	57.7	63.7	64.2
5	64.6	62.4	56.9	61.5	58.1	71.4	62.8
6	65.0	65.7	60.6	62.7	65.9	66.3	70.9
7	65.2	68.0	64.4	68.9	63.6	64.6	65.5
8	66.8	66.4	65.0	66.6	67.1	66.5	65.3
9	64.4	66.3	65.9	64.5	62.5	64.9	64.4
10	59.5	64.4	66.0	65.7	61.2	59.2	62.8
11	60.3	62.0	63.3	63.9	59.4	60.4	59.9
12	62.5	62.9	64.8	63.5	63.4	62.1	60.4
13	62.9	63.7	66.5	65.9	62.4	63.2	63.8
14	62.4	64.9	65.0	66.7	61.2	62.8	62.2
15	61.9	66.6	64.7	66.1	64.2	63.8	61.8
16	64.6	66.0	67.6	66.8	65.3	64.6	65.9
17	65.6	68.0	65.2	64.9	64.3	66.8	67.8
18	65.2	67.8	66.7	67.2	67.3	66.7	67.5
19	66.7	69.2	67.3	64.0	65.3	66.9	67.4
20	62.6	63.3	64.3	63.1	67.1	65.1	62.7
21	64.8	66.7	63.9	67.0	60.8	62.6	64.0
22	61.4	64.1	66.9	64.0	64.2	59.9	64.4
23	62.5	69.2	64.8	63.1	66.9	66.5	70.1
24	68.5	58.0	61.6	67.0	68.6	60.3	57.0
10-12	61.4	62.5	64.0	63.7	61.4	61.2	60.1
14-16	63.3	66.3	66.1	66.5	64.8	64.2	63.8
0-24	63.1	64.4	64.4	65.6	63.1	63.7	65.1

7 DAY AVERAGE SPEED	54.7
7 DAY AVERAGE 85th PERCENTILE	64.2
5 DAY OFF PEAK AVERAGE SPEED	53.7
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	62.9

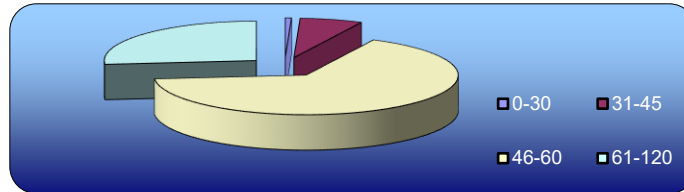
Automatic Classified Counts, Port Talbot

LOCATION: A4241 HARBOUR WAY

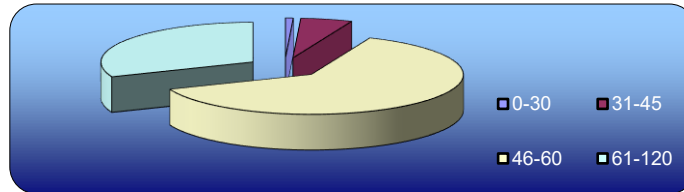
Direction : NORTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Thursday 17-Mar-22	Friday 18-Mar-22	Saturday 19-Mar-22	Sunday 20-Mar-22	Monday 21-Mar-22	Tuesday 22-Mar-22	Wednesday 23-Mar-22
0-30	33	44	42	46	21	43	45
31-45	338	292	178	157	303	277	322
46-60	3352	3335	1981	2000	3825	3320	3436
61-120	1345	1656	959	902	1767	1442	1525
TOTAL	5068	5327	3160	3105	5916	5082	5328

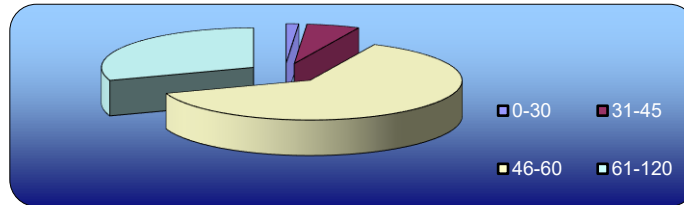
Thursday
17-Mar-22



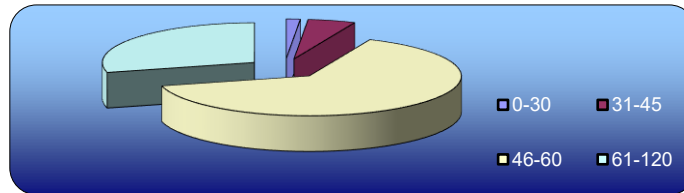
Friday
18-Mar-22



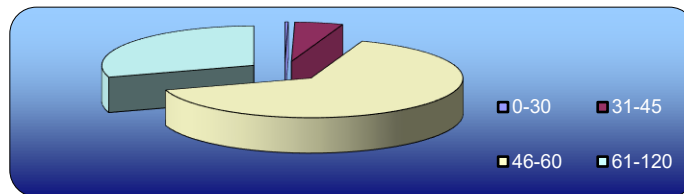
Saturday
19-Mar-22



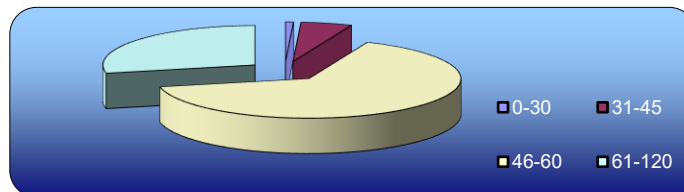
Sunday
20-Mar-22



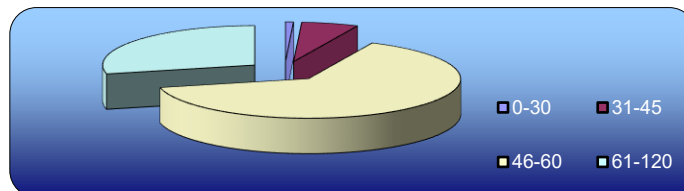
Monday
21-Mar-22



Tuesday
22-Mar-22



Wednesday
23-Mar-22



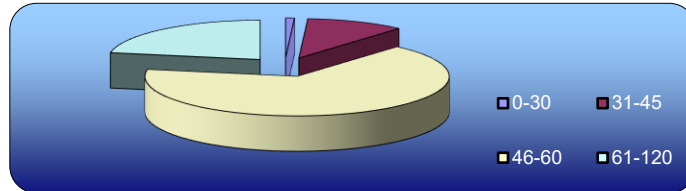
Automatic Classified Counts, Port Talbot

LOCATION: A4241 HARBOUR WAY

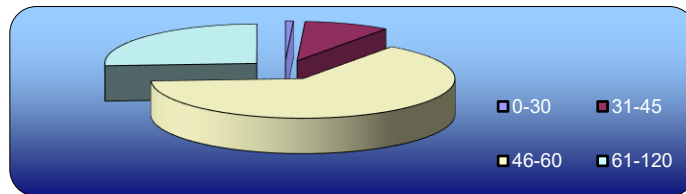
Direction : SOUTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Thursday 17-Mar-22	Friday 18-Mar-22	Saturday 19-Mar-22	Sunday 20-Mar-22	Monday 21-Mar-22	Tuesday 22-Mar-22	Wednesday 23-Mar-22
0-30	46	41	31	33	28	37	45
31-45	518	444	263	286	496	478	487
46-60	3272	3134	2003	1932	3402	3368	3390
61-120	1094	1268	732	675	1177	1167	1228
TOTAL	4930	4887	3029	2926	5103	5050	5150

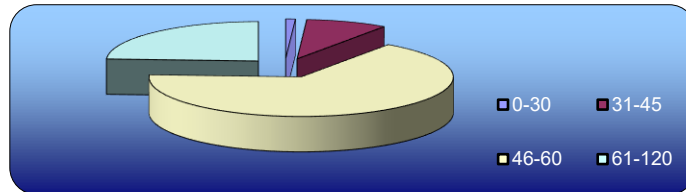
Thursday
17-Mar-22



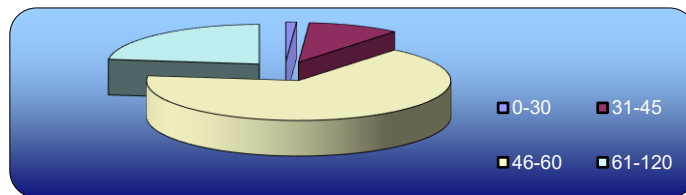
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18-Mar-22



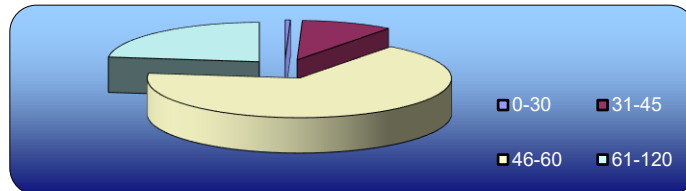
Saturday
19-Mar-22



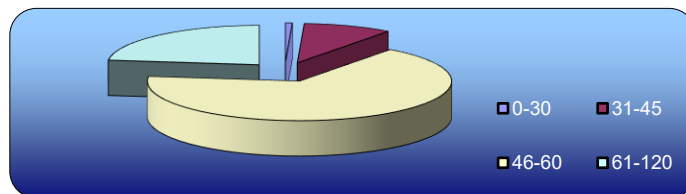
Sunday
20-Mar-22



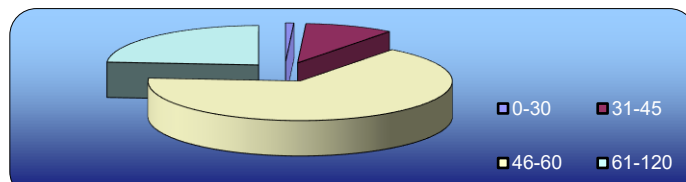
Monday
21-Mar-22



Tuesday
22-Mar-22



Wednesday
23-Mar-22

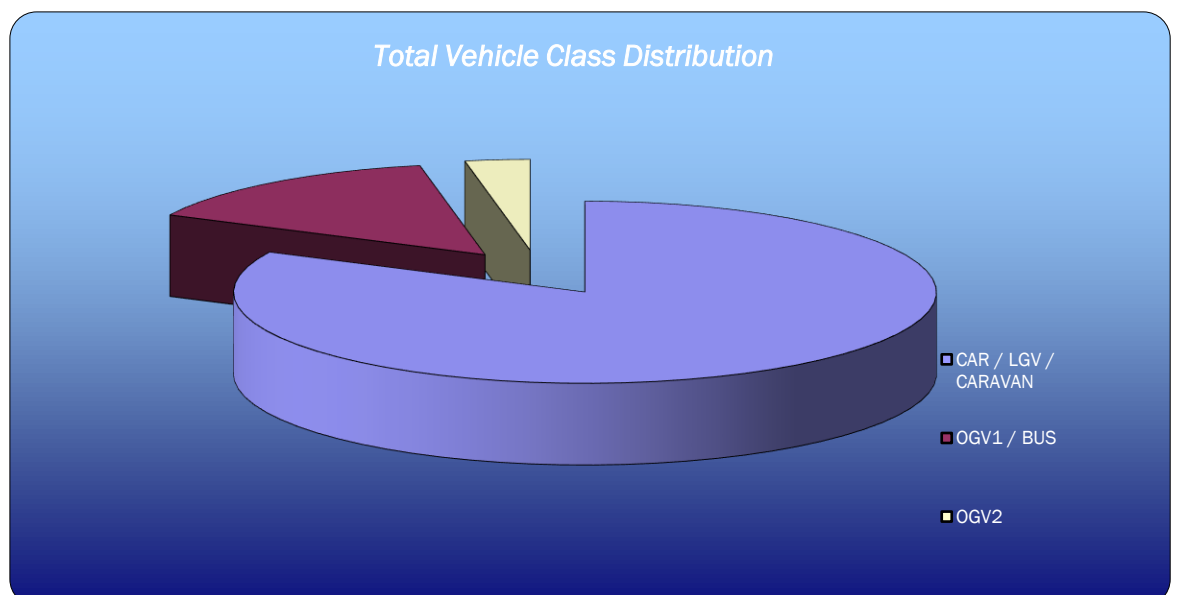


Automatic Classified Counts, Port Talbot

LOCATION: A4241 HARBOUR WAY

Direction : NORTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
17-Mar-22				
7-19	3212	676	174	4062
6-22	3756	754	206	4716
6-24	3814	761	212	4787
0-24	4037	792	239	5068
18-Mar-22				
7-19	3539	698	145	4382
6-22	4073	780	166	5019
6-24	4135	784	171	5090
0-24	4324	817	186	5327
19-Mar-22				
7-19	2388	228	29	2645
6-22	2639	253	33	2925
6-24	2687	258	36	2981
0-24	2832	278	50	3160
20-Mar-22				
7-19	2369	228	20	2617
6-22	2626	250	28	2904
6-24	2666	255	28	2949
0-24	2795	270	40	3105
21-Mar-22				
7-19	4013	873	164	5050
6-22	4489	958	187	5634
6-24	4528	962	195	5685
0-24	4724	987	205	5916
22-Mar-22				
7-19	3303	663	155	4121
6-22	3846	736	178	4760
6-24	3884	740	186	4810
0-24	4098	768	216	5082
23-Mar-22				
7-19	3543	656	124	4323
6-22	4114	737	141	4992
6-24	4165	741	146	5052
0-24	4399	768	161	5328
AVERAGE				
7-19	3195	575	116	3886
6-22	3649	638	134	4421
6-24	3697	643	139	4479
0-24	3887	669	157	4712

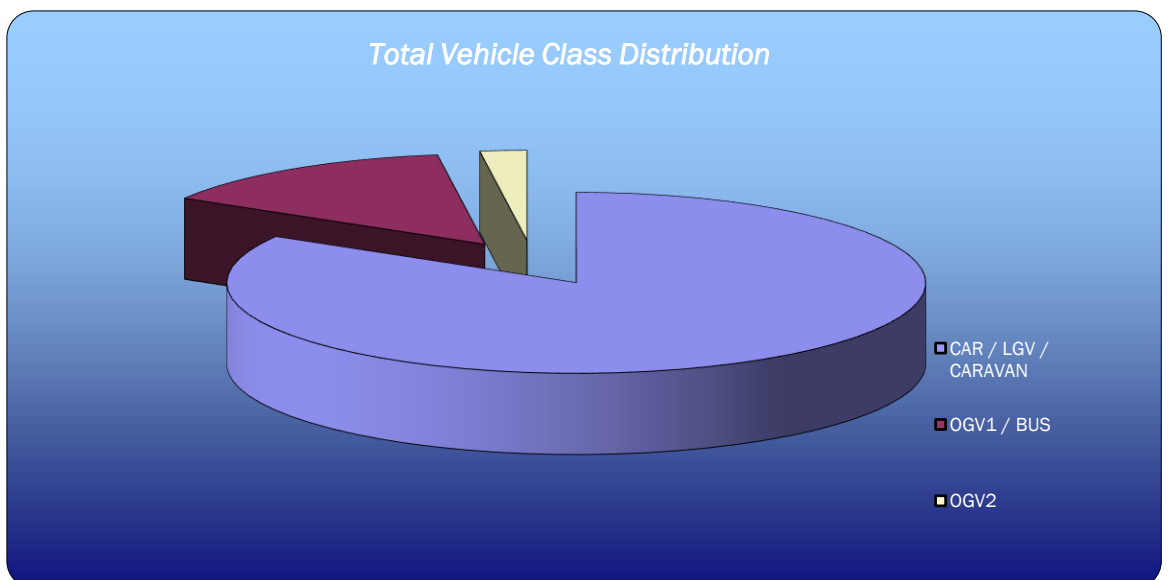


Automatic Classified Counts, Port Talbot

LOCATION: A4241 HARBOUR WAY

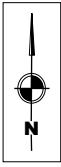
Direction : SOUTHBOUND

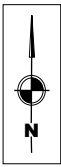
VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
17-Mar-22				
7-19	3411	663	115	4189
6-22	3824	734	135	4693
6-24	3906	746	137	4789
0-24	3997	780	153	4930
18-Mar-22				
7-19	3399	617	118	4134
6-22	3845	679	133	4657
6-24	3947	685	138	4770
0-24	4022	708	157	4887
19-Mar-22				
7-19	2336	216	22	2574
6-22	2618	243	29	2890
6-24	2665	248	30	2943
0-24	2727	266	36	3029
20-Mar-22				
7-19	2231	229	23	2483
6-22	2536	255	27	2818
6-24	2562	259	28	2849
0-24	2621	270	35	2926
21-Mar-22				
7-19	3571	757	106	4434
6-22	3962	835	122	4919
6-24	4013	839	127	4979
0-24	4100	862	141	5103
22-Mar-22				
7-19	3543	636	93	4272
6-22	4026	696	108	4830
6-24	4091	702	110	4903
0-24	4190	735	125	5050
23-Mar-22				
7-19	3590	668	96	4354
6-22	4023	740	112	4875
6-24	4130	749	117	4996
0-24	4243	781	126	5150
AVERAGE				
7-19	3154	541	82	3777
6-22	3548	597	95	4240
6-24	3616	604	98	4318
0-24	3700	629	110	4439



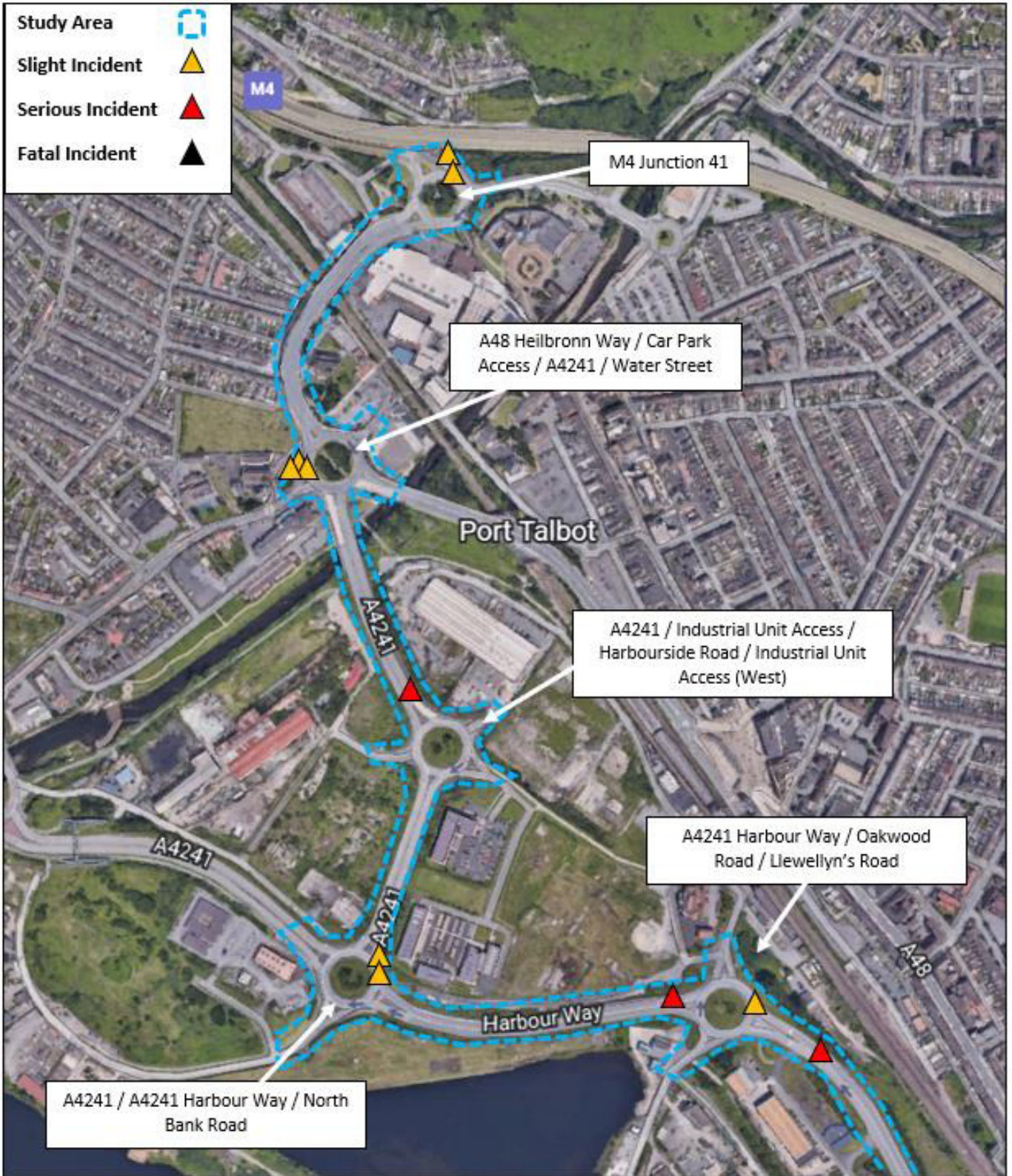
S|C|P

APPENDIX B





- Study Area ⬢
- Slight Incident ▲
- Serious Incident ▲
- Fatal Incident ▲

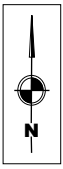


Project Title	PROJECT DRAGON
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Drawing Title	5-YEAR ROAD SAFETY RECORD
---------------	---------------------------

Scale	Not to Scale @ A3
Date	28.06.2023
Drawn By	AM

Drawing No.	SCP/220352/AR02
Revision	



A4241 Harbour Way / North Road

A4241 Harbour Way / West Gate Access



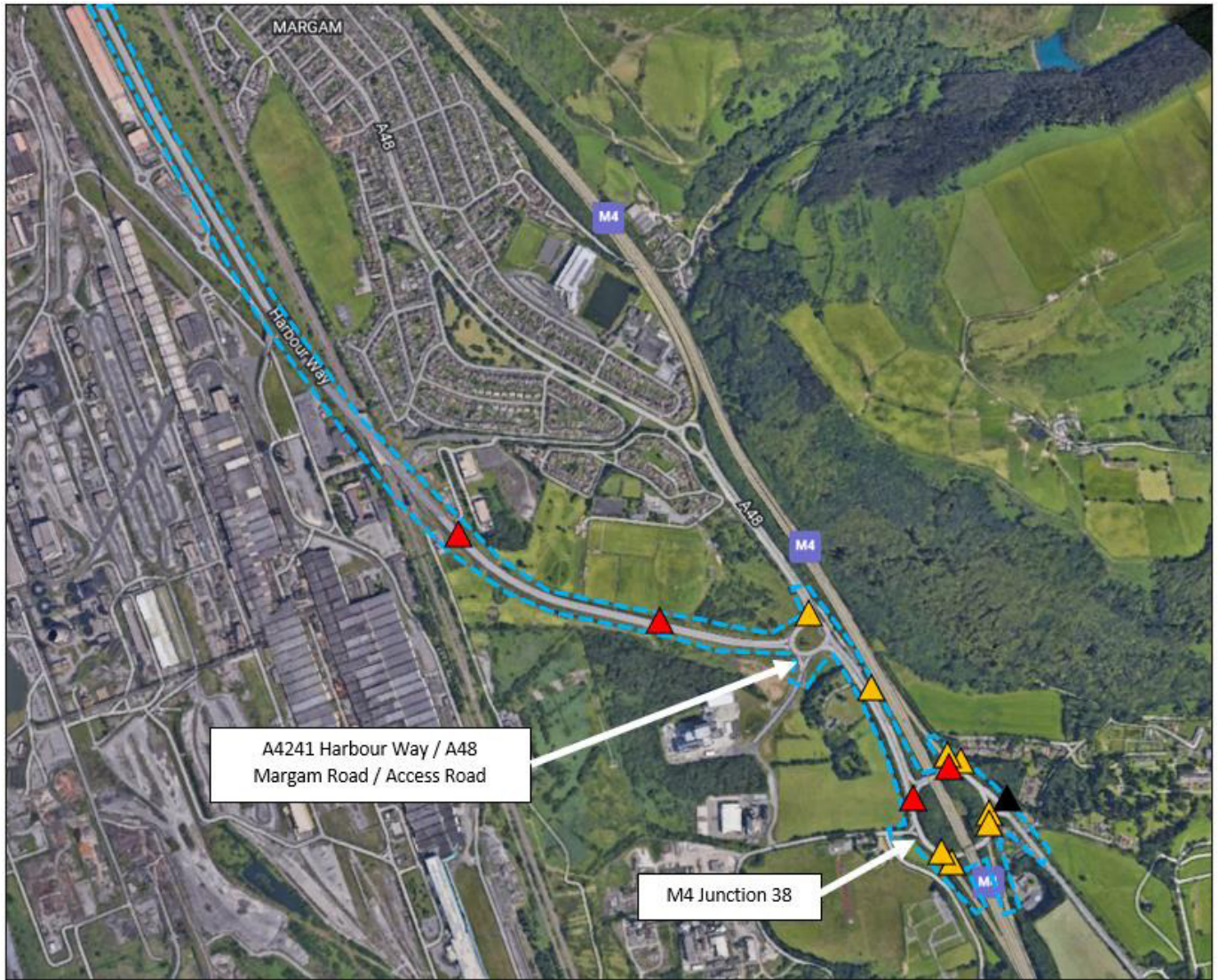
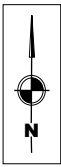
Transportation Planning : Infrastructure Design
www.scptransport.co.uk

Project Title
PROJECT DRAGON

Drawing Title
5-YEAR ROAD SAFETY RECORD

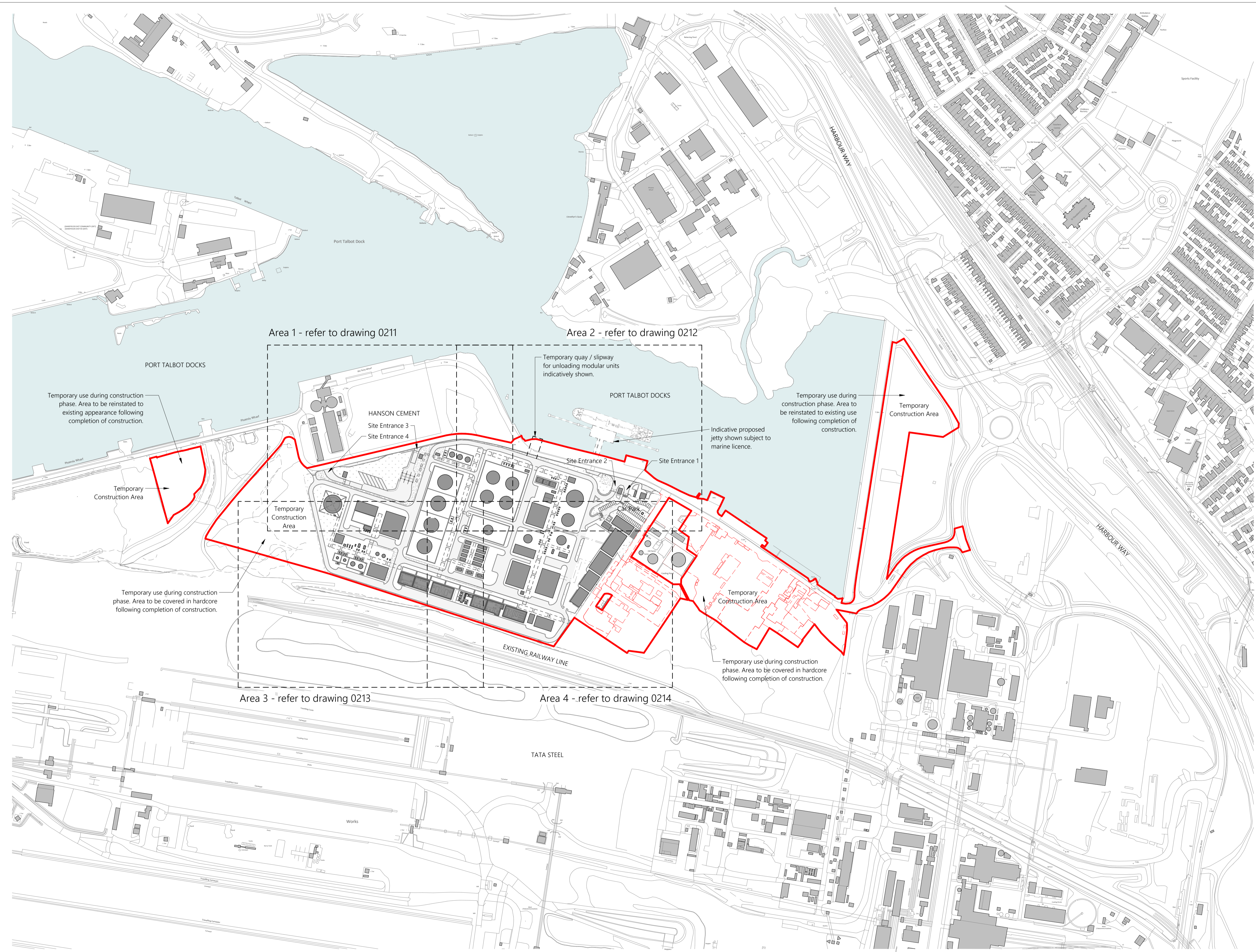
Scale
Not to Scale @ A3
Date
28.06.2023
Drawn By
AM

Drawing No.
SCP/220352/AR03
Revision



S|C|P

APPENDIX C







GENERAL NOTES

- All works proposed shall be conducted in accordance with the related H&S and CDM regulations. Where doubt arises over any aspect of safety, consult Inspire Architects.
- Should any discrepancy be found on this drawing or related project information then the matter should be brought to the attention of Inspire Architects for resolution as soon as possible.
- This drawing may be based on a measured survey or Ordnance Survey information. Do not scale from this drawing unless for planning purposes.
- All dimensions are in millimetres unless otherwise stated. Do not scale from this drawing. All information and layouts detailed on this drawing are subject to site dimension checks.
- Copyright - All Inspire Architects drawings are the property and copyright of Sophem Limited and are not to be used for any purpose without prior written agreement.

NOTES

- Survey information taken directly from drawings issued on December 2021 by AP Land Surveys.
- Inspire Architects are not responsible for the design of the plant equipment identified on this drawing.

LEGEND

-  Application Boundary
-  Existing Buildings
-  Proposed Buildings
-  Existing buildings to be demolished

*LanzaTech Confidential,
 Proprietary and
 Commercially Sensitive*

P9	CH	NC	09.08.2023
P8	CH	NC	25.07.2023
P7	CH	NC	17.07.2023
P6	CH	NC	13.07.2023
P5	CH	NC	30.06.2023
P4	CH	NC	23.06.2023
P3	CH	NC	31.05.2023
DRAFT	CH	NC	26.04.2023
Revision	Drawn	Checked	Date



PROJECT NAME
 Project Dragon - Sustainable Aviation Fuel (SAF) Production Facility

CLIENT
 LanzaTech UK Limited

SHEET NAME
 Proposed Site Key Plan

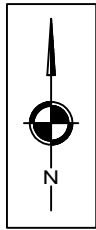
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STATUS CODE S2 **STATUS** PLANNING

REVISION DATE 09.08.2023 **REVISION** P9

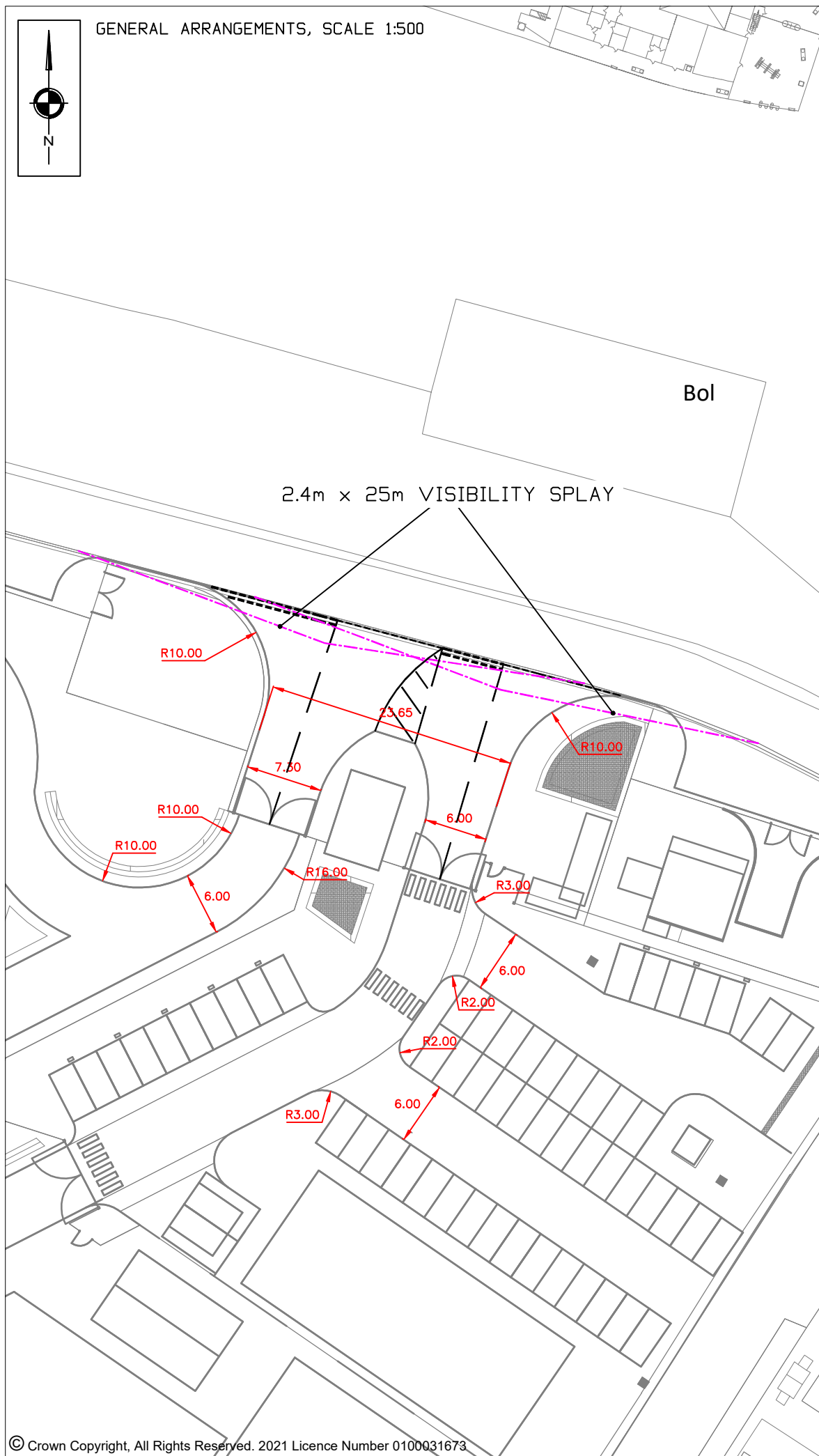
DRAWING NUMBER
 2143.01-IA-ZZ-ST-DR-A-0210

S|C|P

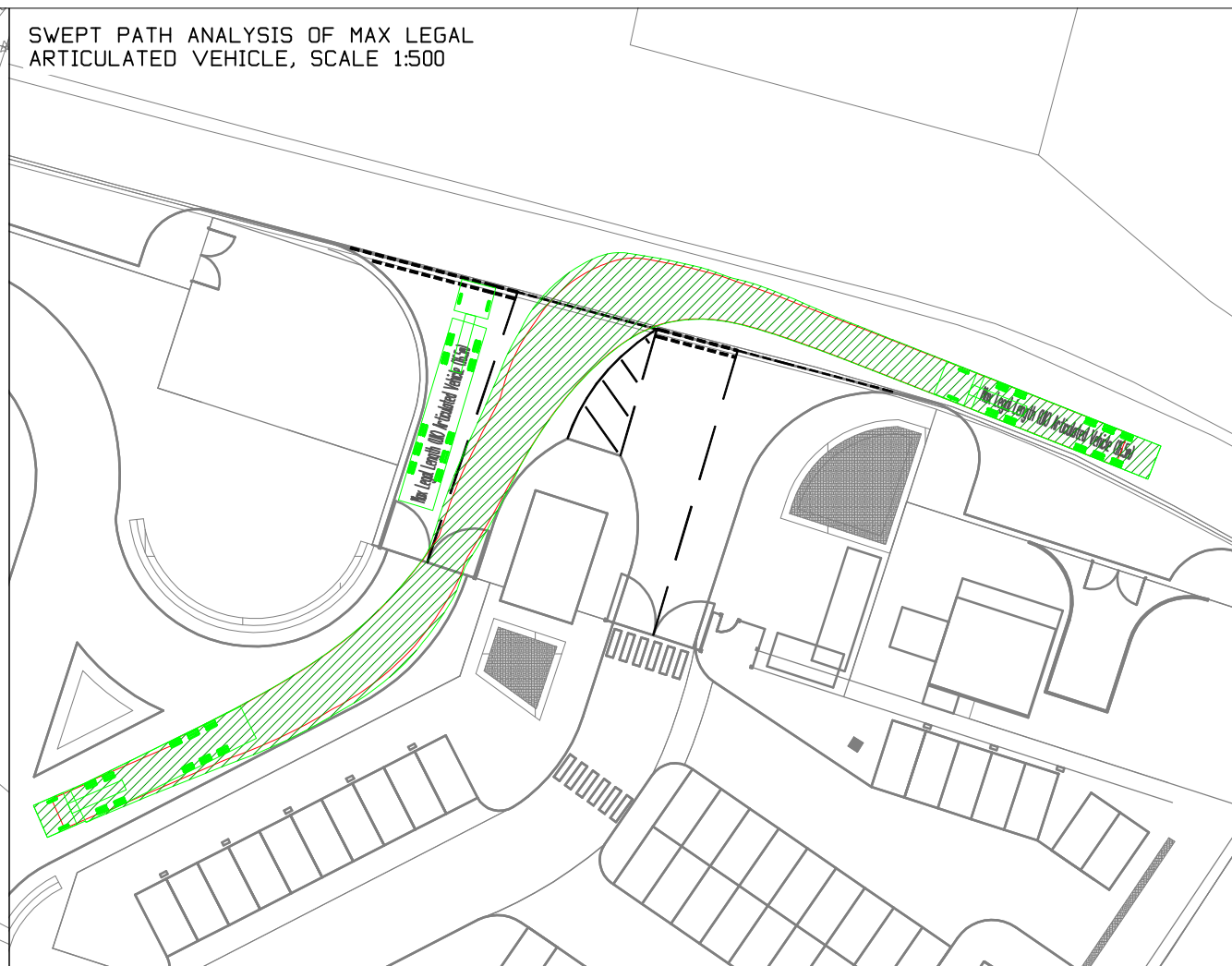
APPENDIX D



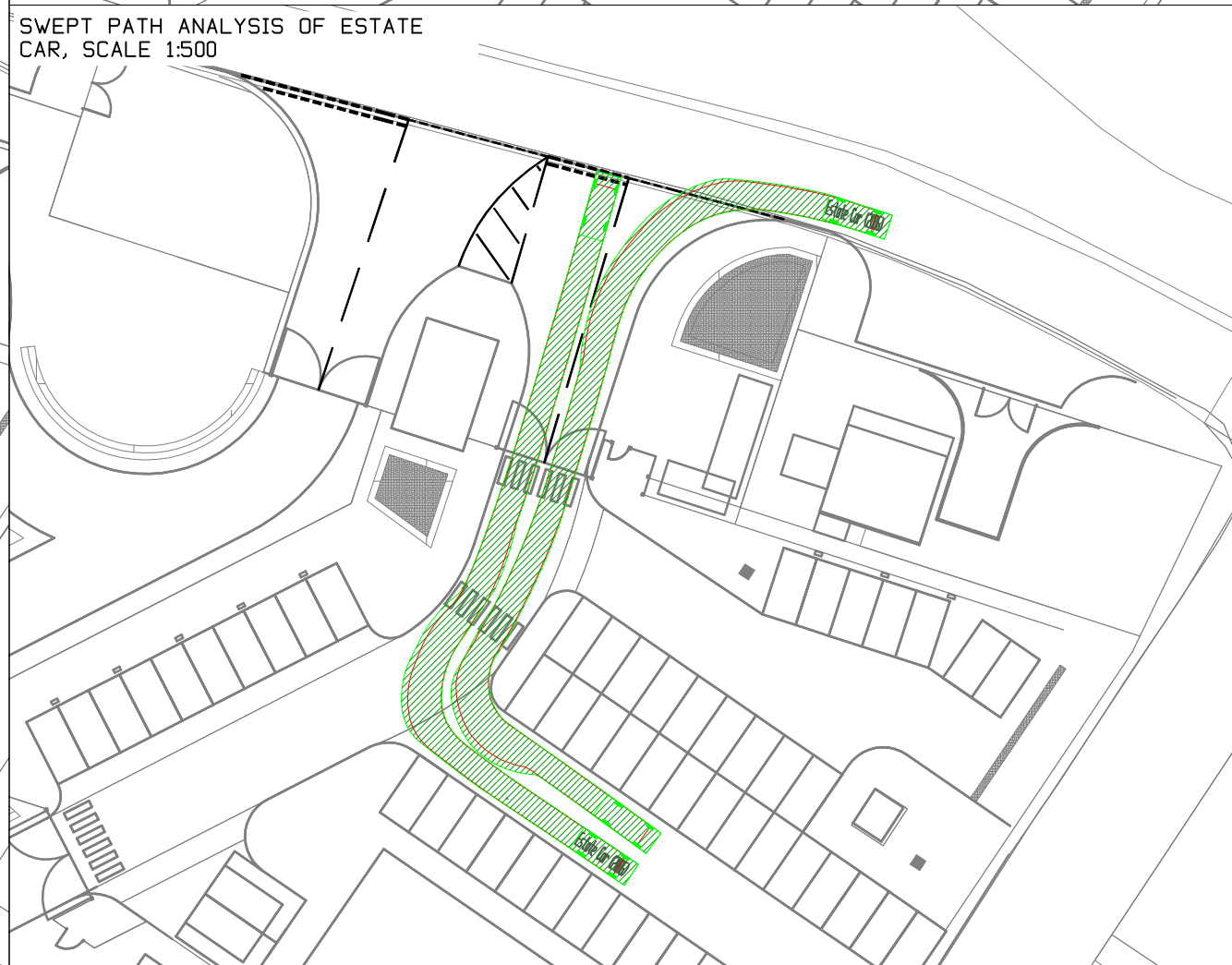
GENERAL ARRANGEMENTS, SCALE 1:500



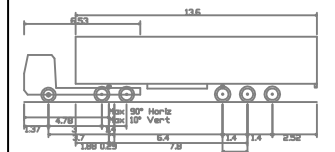
SWEPT PATH ANALYSIS OF MAX LEGAL ARTICULATED VEHICLE, SCALE 1:500



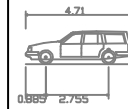
SWEPT PATH ANALYSIS OF ESTATE CAR, SCALE 1:500



NOTES



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.50m
 Overall Width 2.55m
 Overall Body Height 3.28m
 Min Body Ground Clearance 0.41m
 Max Track Width 2.50m
 Lock to lock time 5.00s
 Kerb to Kerb Turning Radius 6.530m



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

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATED DIMENSIONS AND SWEEP PATHS OF NEW LAYOUT	26/06/23	LD
B	NEW SITE LAYOUT UNDERLAID	10/08/23	LD
C	PROJECT TITLE CHANGE	11/08/23	LD



Transportation Planning : Infrastructure Design

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

Client Name:

LANZATECH UK LTD

Project Title:

LAND AT CROWN WHARF, PORT TALBOT DOCKS

Drawing Title:

SWEPT PATH ANALYSIS, VISIBILITY DISPLAYS & DIMENSIONS FOR PROPOSED ACCESS

Drawn By:

LD

Date:

26/06/23

Checked:

CT

Scale:

AS STATED @ A3

Status:

PLANNING

Approved/Unapproved:

-

Drawing No.

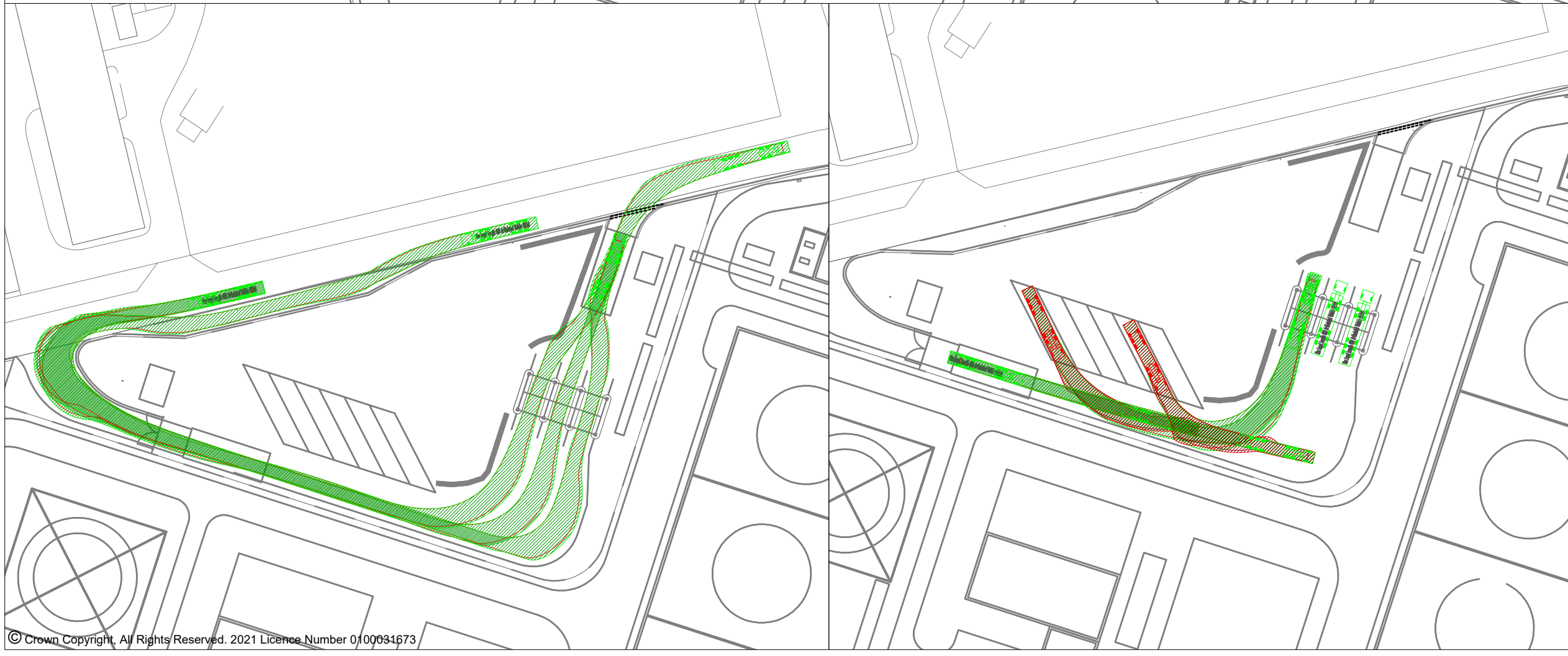
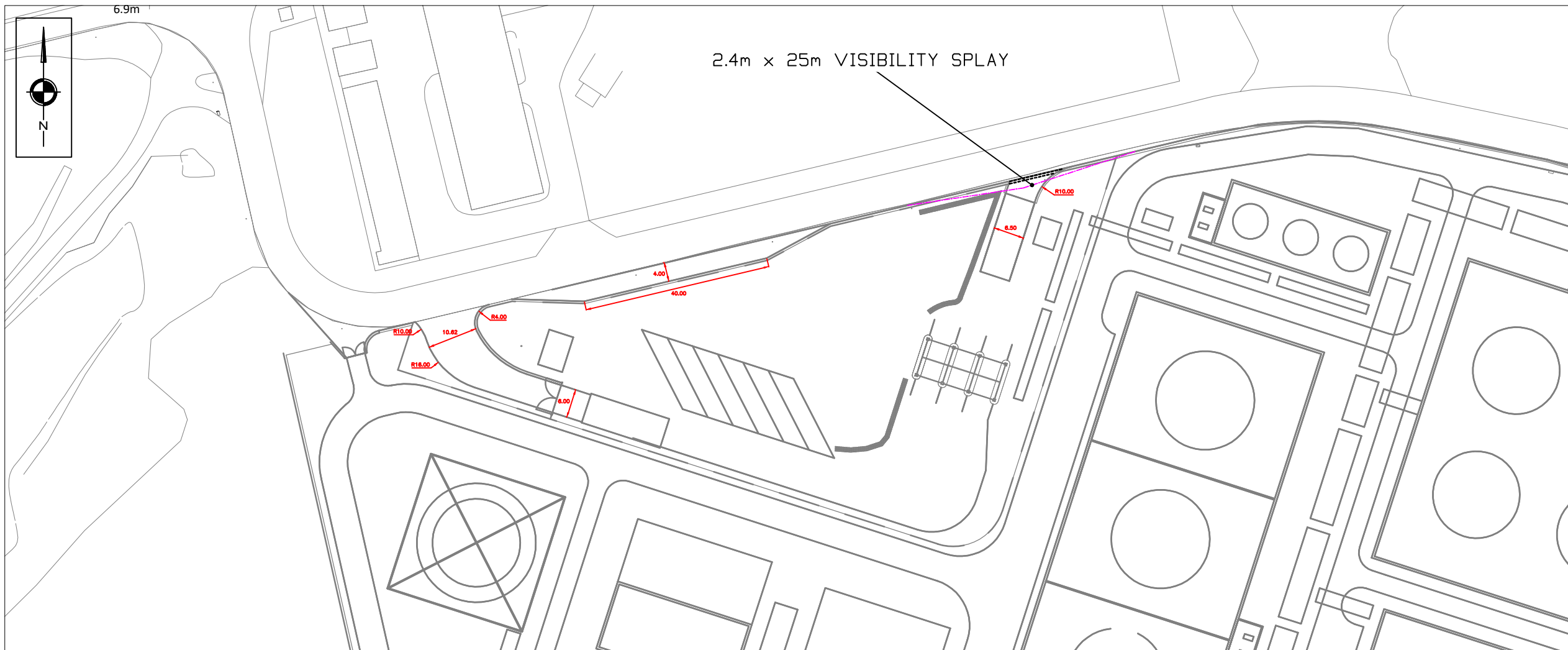
SCP/220352/D03

Rev.

C

S|C|P

APPENDIX E



NOTES

Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.50m
 Overall Width 2.550m
 Overall Body Height 3.581m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to Lock time 5.00s
 Kerb to Kerb Turning Radius 6.530m

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATED DIMENSIONS AND SWEEP PATHS OF NEW LAYOUT	26/06/23	LD
B	NEW SITE LAYOUT UNDERLAID	10/08/23	LD
C	PROJECT TITLE CHANGE	11/08/23	LD

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

Client Name:
LANZATECH UK LTD

Project Title:
**LAND AT CROWN WHARF,
 PORT TALBOT DOCKS**

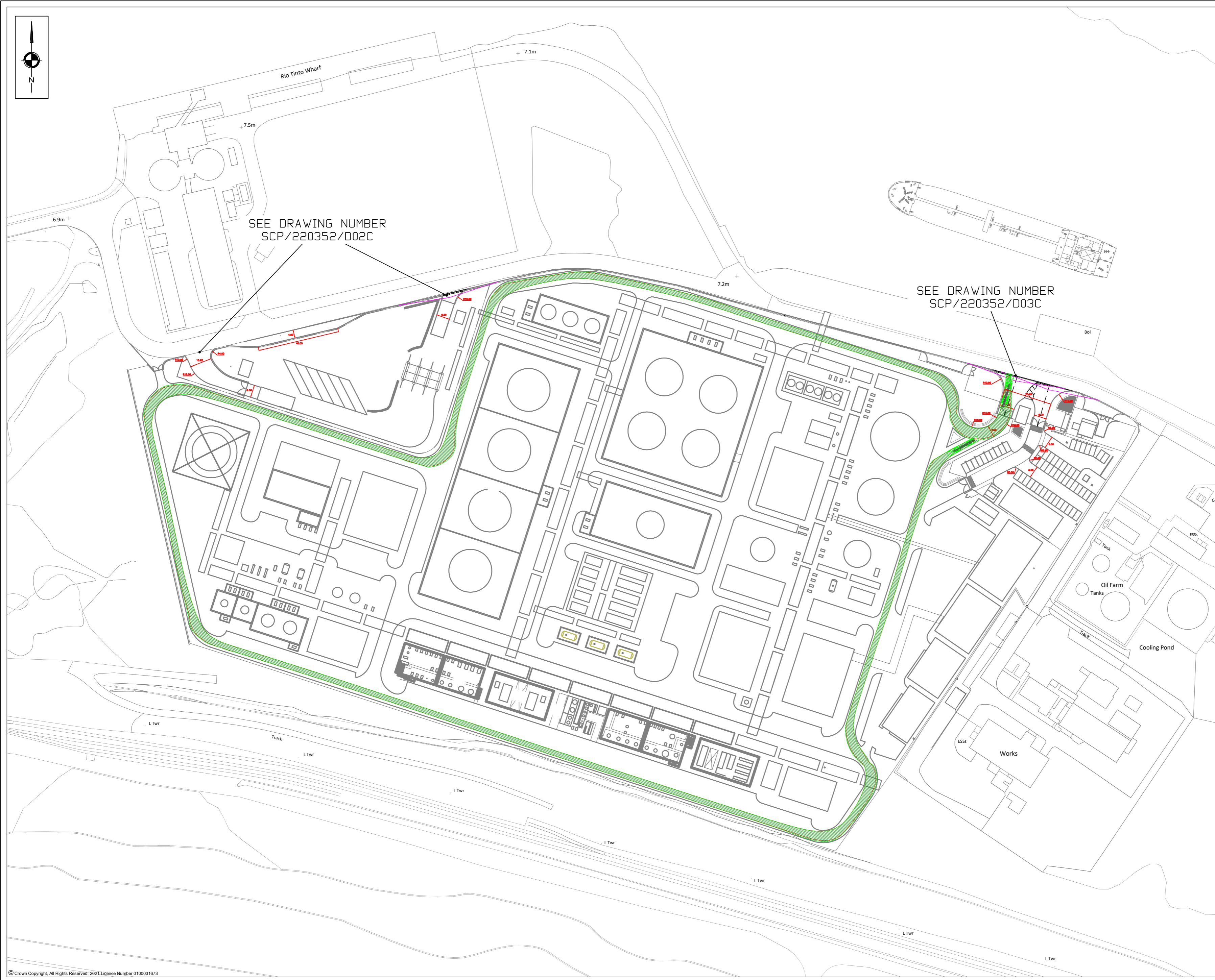
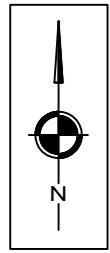
Drawing Title:
**SWEEP PATH ANALYSIS, VISIBILITY
 DISPLAYS & DIMENSIONS FOR
 PROPOSED ACCESS**

Drawn By:	LD	Date:	26/06/23
Checked:	CT	Scale:	1:1000 @ A3
Status:	PLANNING	Approved/Unapproved:	-

Drawing No. **SCP/220352/D02** Rev. **C**

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APPENDIX F



NOTES

Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.50m
 Overall Width 2.50m
 Overall Body Height 2.20m
 Min Body Ground Clearance 0.41m
 Max Track Width 2.50m
 Look to look time 9.00s
 Kerb to Kerb Turning Radius 6.550m

REVISIONS

REV	DESCRIPTION	DATE	BY
A	NEW SITE LAYOUT UNDERLAIN	10/08/23	LD
B	PROJECT TITLE CHANGE	11/08/23	LD

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

Client Name:
LANZATECH UK LTD

Project Title:
**LAND AT CROWN WHARF,
 PORT TALBOT DOCKS**

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

Date:	26/06/23	Drawn By:	LD
Scale:	1:1250 @ A2	Checked:	CT
Status:	PLANNING	Approved/Unapproved:	UNAPPROVED

Drawing No.	SCP/220352/ATR02	Rev.	B
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S|C|P

APPENDIX G

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



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

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


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

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

Totals 3696.470 100.00

Percentage assignment to each route:-

A	M4 (South) / A48 Margram Road (South) / A4241 Harbour Way	31.5%
B	A48 Heilbronn Way (East) / A4241 (South) / A4241 Harbour Way (East)	4.8%
C	M4 (North) / A48 Pentyla Baglan Road / A48 Heilbronn Way (North) / A4241 (South) / A4241 Harbour Way (East)	25.9%
D	Water Street / A4241 (South) / A4241 Harbour Way (East)	0.0%
E	A4241 (West) / A4241 Harbour Way (East)	19.3%
F	A48 Pentyla Baglan Road / A48 Heilbronn Way (North) / A4241 (South) / A4241 Harbour Way (East)	3.8%
G	A48 Margram Road (North) / A4241 Harbour Way (West)	3.7%
H	A48 (East) / A48 Margram Road (South) / A4241 Harbour Way (West)	4.9%
I	B4286 Heilbronn Way / A48 Heilbronn Way (North) / A4241 (South) / A4241 Harbour Way (East)	6.1%

 <small>Transportation Planning : Infrastructure Design</small>	Gravity Model	11/08/2023
	Project Dragon, A4241 Harbour Way, Port Talbot	Job Number SCP/220352
		Appendix G

S|C|P

APPENDIX H

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Junction 1.j9

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

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

- »2022 Surveyed Flows , AM
- »2022 Surveyed Flows , PM
- »2026 Do Minimum, AM
- »2026 Do Minimum, PM
- »2026 Do Something, AM
- »2026 Do Something, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2022 Surveyed Flows										
Arm 1	D1	0.9	3.23	0.49	A	D2	1.1	4.08	0.53	A
Arm 2		8.9	33.03	0.92	D		4.8	16.83	0.84	C
Arm 3		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Arm 4		0.4	2.54	0.31	A		2.0	5.22	0.66	A
2026 Do Minimum										
Arm 1	D3	1.0	3.35	0.50	A	D4	1.2	4.31	0.55	A
Arm 2		13.3	47.32	0.95	E		5.8	20.08	0.86	C
Arm 3		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Arm 4		0.5	2.59	0.32	A		2.2	5.72	0.69	A
2026 Do Something										
Arm 1	D5	1.1	3.52	0.53	A	D6	1.2	4.34	0.55	A
Arm 2		19.1	65.11	0.98	F		5.8	20.08	0.86	C
Arm 3		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Arm 4		0.5	2.58	0.32	A		2.5	6.31	0.72	A

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

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

File summary

File Description

Title	A48 Heilbronn Way / A48 Pentyla-Baglan Road / B4286 Heilbronn Way / Car Park Access
Location	
Site number	
Date	14/01/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\craig.thomson
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Surveyed Flows	AM	ONE HOUR	07:30	09:00	15
D2	2022 Surveyed Flows	PM	ONE HOUR	16:15	17:45	15
D3	2026 Do Minimum	AM	ONE HOUR	07:30	09:00	15
D4	2026 Do Minimum	PM	ONE HOUR	16:15	17:45	15
D5	2026 Do Something	AM	ONE HOUR	07:30	09:00	15
D6	2026 Do Something	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Surveyed Flows , AM

Data Errors and Warnings

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

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Roundabout Geometry

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

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Surveyed Flows	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	963	100.000
2		✓	946	100.000
3		✓	1	100.000
4		✓	575	100.000

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

07:30 - 07:45

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

07:45 - 08:00

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

08:00 - 08:15

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

08:15 - 08:30

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

08:30 - 08:45

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

08:45 - 09:00

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

2022 Surveyed Flows , PM

Data Errors and Warnings

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

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Surveyed Flows	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	887	100.000
2		✓	970	100.000
3		✓	2	100.000
4		✓	1236	100.000

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

16:15 - 16:30

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

16:30 - 16:45

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

16:45 - 17:00

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

17:00 - 17:15

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

17:15 - 17:30

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

17:30 - 17:45

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

2026 Do Minimum, AM

Data Errors and Warnings

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

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Do Minimum	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	994	100.000
2		✓	975	100.000
3		✓	1	100.000
4		✓	593	100.000

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

07:30 - 07:45

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

07:45 - 08:00

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

08:00 - 08:15

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

08:15 - 08:30

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

08:30 - 08:45

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

08:45 - 09:00

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

2026 Do Minimum, PM

Data Errors and Warnings

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

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Do Minimum	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	914	100.000
2		✓	997	100.000
3		✓	2	100.000
4		✓	1280	100.000

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

16:15 - 16:30

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

16:30 - 16:45

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

16:45 - 17:00

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

17:00 - 17:15

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

17:15 - 17:30

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

17:30 - 17:45

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

2026 Do Something, AM

Data Errors and Warnings

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

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Do Something	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1040	100.000
2		✓	984	100.000
3		✓	1	100.000
4		✓	593	100.000

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

07:30 - 07:45

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

07:45 - 08:00

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

08:00 - 08:15

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

08:15 - 08:30

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

08:30 - 08:45

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

08:45 - 09:00

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

2026 Do Something, PM

Data Errors and Warnings

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

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Do Something	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	914	100.000
2		✓	997	100.000
3		✓	2	100.000
4		✓	1334	100.000

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

16:15 - 16:30

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

16:30 - 16:45

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

16:45 - 17:00

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

17:00 - 17:15

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

17:15 - 17:30

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

17:30 - 17:45

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

S|C|P

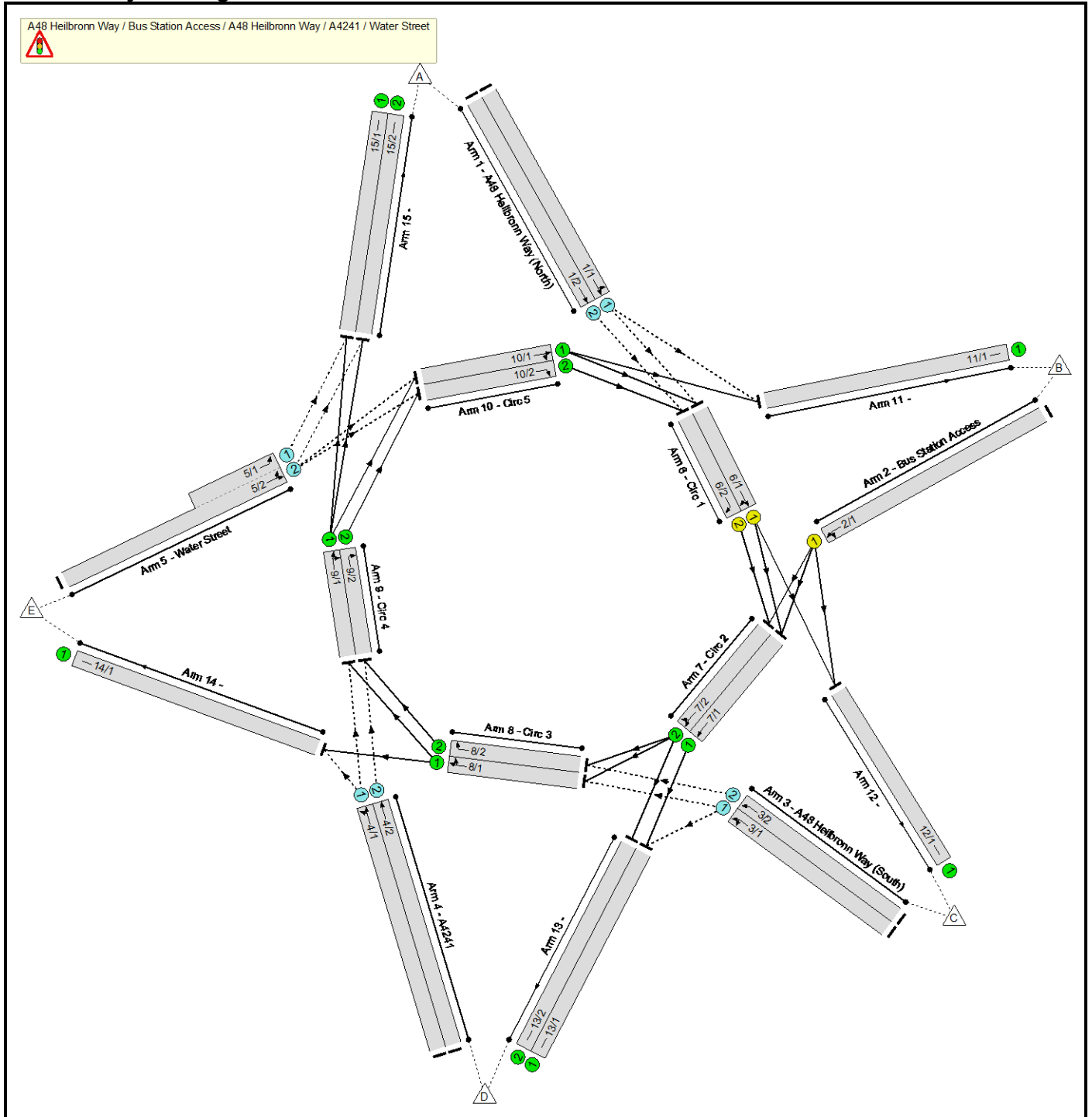
APPENDIX I

Full Input Data And Results

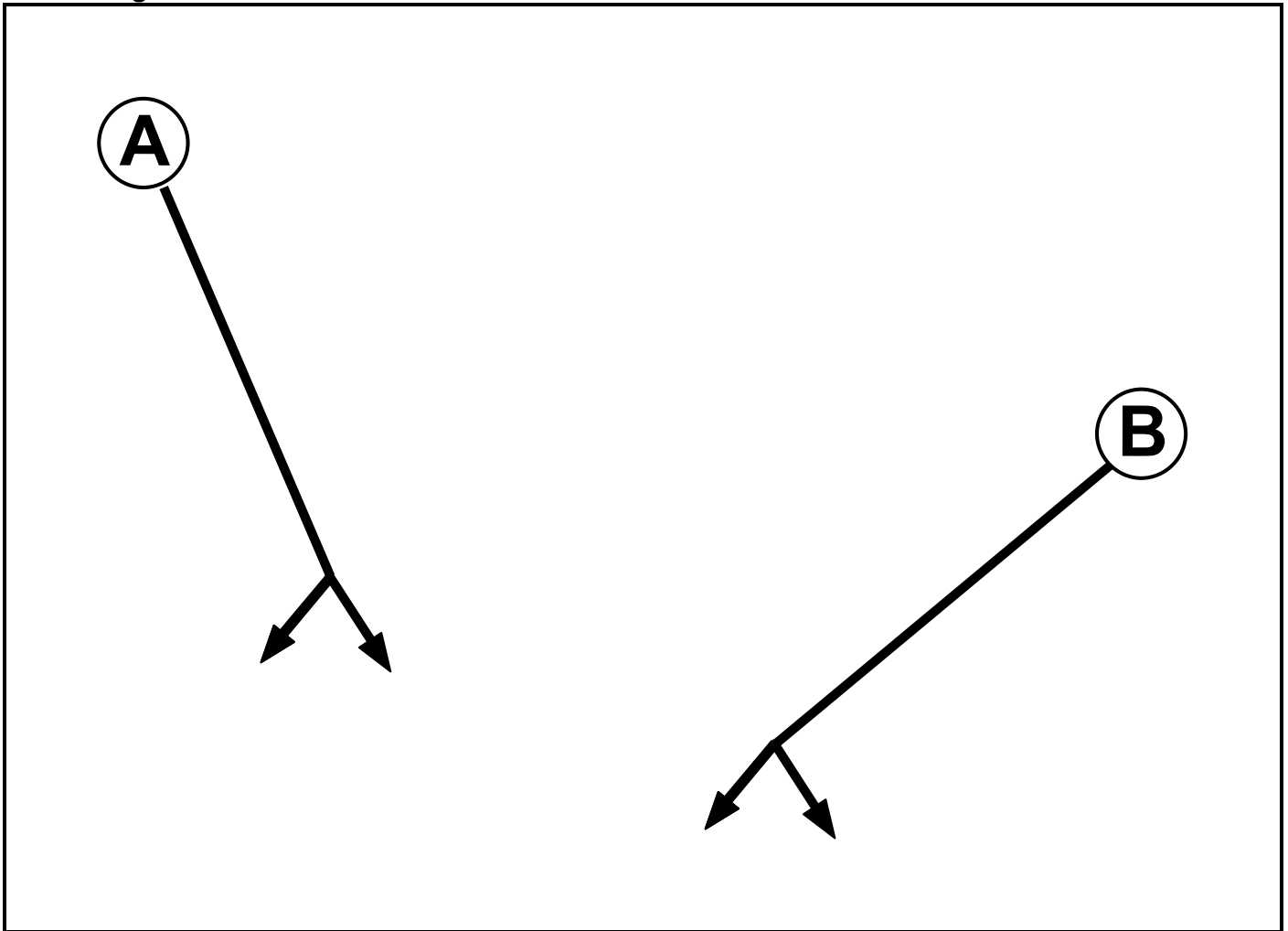
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Junction 2 - A48 Heilbronn Way_Car Park Access_A48 Heilbronn Way_A4241_Water Street.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		5	5

Phase Intergreens Matrix

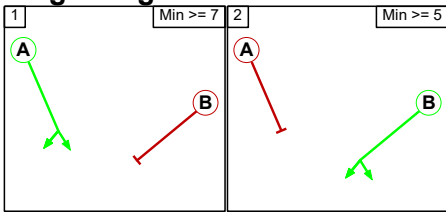
		Starting Phase	
		A	B
Terminating Phase	A		8
	B	7	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Full Input Data And Results

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage	
		1	2
From Stage	1		8
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (A48 Heilbronn Way North))	6/1 (Ahead)	1000	0	10/1	0.33	All	-	-	-	-	-
	11/1 (Left)	1000	0	10/1	0.33	To 11/1 (Ahead)					
1/2 (A48 Heilbronn Way North))	6/2 (Ahead)	1000	0	10/1	0.33	All	-	-	-	-	-
				10/2	0.33	All					
	3/1 (A48 Heilbronn Way South))	8/1 (Ahead)	1000	0	7/1	0.33	All	-	-	-	-
13/1 (Left)	1000	0	7/2	0.33	To 8/1 (Right) To 13/2 (Ahead)						
3/2 (A48 Heilbronn Way South))	8/2 (Ahead)	1000	0	7/1	0.33	All	-	-	-	-	-
				7/2	0.33	All					
4/1 (A4241)	9/1 (Ahead)	1000	0	8/1	0.33	All	-	-	-	-	-
	14/1 (Left)	1000	0	8/1	0.33	To 14/1 (Ahead)					
4/2 (A4241)	9/2 (Ahead)	1000	0	8/1	0.33	All	-	-	-	-	-
				8/2	0.33	All					
5/1 (Water Street)	15/1 (Left)	1000	0	9/1	0.33	To 15/1 (Ahead)	-	-	-	-	-
5/2 (Water Street)	10/1 (Ahead)	1000	0	9/1	0.33	All	-	-	-	-	-
	10/2 (Ahead)	1000	0	9/1	0.33	All					
				9/2	0.33	All					
15/2 (Left)	1000	0	9/1	0.33	To 15/1 (Ahead) To 15/2 (Ahead)						

Full Input Data And Results

Lane Input Data

Junction: A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A48 Heilbronn Way (North))	O		2	3	60.0	Geom	-	4.00	0.00	Y	Arm 6 Ahead	Inf
											Arm 11 Left	Inf
1/2 (A48 Heilbronn Way (North))	O		2	3	60.0	Geom	-	4.00	0.00	Y	Arm 6 Ahead	Inf
2/1 (Bus Station Access)	U	B	2	3	60.0	Geom	-	4.30	0.00	Y	Arm 7 Ahead	Inf
											Arm 12 Left	Inf
3/1 (A48 Heilbronn Way (South))	O		2	3	60.0	Geom	-	3.70	0.00	Y	Arm 8 Ahead	Inf
											Arm 13 Left	Inf
3/2 (A48 Heilbronn Way (South))	O		2	3	60.0	Geom	-	3.70	0.00	Y	Arm 8 Ahead	Inf
4/1 (A4241)	O		2	3	60.0	Geom	-	3.60	0.00	Y	Arm 9 Ahead	Inf
											Arm 14 Left	Inf
4/2 (A4241)	O		2	3	60.0	Geom	-	3.60	0.00	Y	Arm 9 Ahead	Inf
5/1 (Water Street)	O		2	3	8.7	Geom	-	3.60	0.00	Y	Arm 15 Left	Inf
5/2 (Water Street)	O		2	3	60.0	Geom	-	3.60	0.00	Y	Arm 10 Ahead	Inf
											Arm 15 Left	Inf
6/1 (Circ 1)	U	A	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 7 Right	Inf
											Arm 12 Ahead	Inf
6/2 (Circ 1)	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 7 Right	Inf
7/1 (Circ 2)	U		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 13 Ahead	Inf
7/2 (Circ 2)	U		2	3	60.0	Geom	-	4.20	0.00	Y	Arm 8 Right	Inf
											Arm 13 Ahead	Inf
8/1 (Circ 3)	U		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 9 Right	Inf
											Arm 14 Ahead	Inf

Full Input Data And Results

8/2 (Circ 3)	U		2	3	60.0	Geom	-	4.90	0.00	Y	Arm 9 Right	Inf
9/1 (Circ 4)	U		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 10 Right	Inf
											Arm 15 Ahead	Inf
9/2 (Circ 4)	U		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 10 Right	Inf
10/1 (Circ 5)	U		2	3	60.0	Geom	-	3.80	0.00	Y	Arm 6 Right	Inf
											Arm 11 Ahead	Inf
10/2 (Circ 5)	U		2	3	60.0	Geom	-	4.40	0.00	Y	Arm 6 Right	Inf
11/1	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1	U		2	3	60.0	Inf	-	-	-	-	-	-
15/1	U		2	3	60.0	Inf	-	-	-	-	-	-
15/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 Surveyed Flows AM'	07:45	08:45	01:00	
2: '2022 Surveyed Flows PM'	16:30	17:30	01:00	
3: '2026 Do Minimum AM'	07:45	08:45	01:00	
4: '2026 Do Minimum PM'	16:30	17:30	01:00	
5: '2026 Do Something AM'	07:45	08:45	01:00	
6: '2026 Do Something PM'	16:30	17:30	01:00	

Scenario 1: '2022 Surveyed Flows AM' (FG1: '2022 Surveyed Flows AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	24	188	253	540	1005
	B	19	0	24	3	27	73
	C	138	28	0	63	235	464
	D	85	8	25	0	2	120
	E	346	18	141	90	0	595
	Tot.	588	78	378	409	804	2257

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2022 Surveyed Flows AM
Junction: A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street	
1/1	465
1/2	540
2/1	73
3/1	464
3/2	0
4/1	120
4/2	0
5/1 (short)	173
5/2 (with short)	595(In) 422(Out)
6/1	665
6/2	572
7/1	314
7/2	618
8/1	987
8/2	0
9/1	303
9/2	0
10/1	278
10/2	32
11/1	78
12/1	378
13/1	377
13/2	32
14/1	804
15/1	295
15/2	293

Full Input Data And Results

Lane Saturation Flows

Junction: A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A48 Heilbronn Way (North))	4.00	0.00	Y	Arm 6 Ahead	Inf	94.8 %	2015	2015
				Arm 11 Left	Inf	5.2 %		
1/2 (A48 Heilbronn Way (North))	4.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2015	2015
2/1 (Bus Station Access)	4.30	0.00	Y	Arm 7 Ahead	Inf	67.1 %	2045	2045
				Arm 12 Left	Inf	32.9 %		
3/1 (A48 Heilbronn Way (South))	3.70	0.00	Y	Arm 8 Ahead	Inf	86.4 %	1985	1985
				Arm 13 Left	Inf	13.6 %		
3/2 (A48 Heilbronn Way (South))	3.70	0.00	Y	Arm 8 Ahead	Inf	0.0 %	1985	1985
4/1 (A4241)	3.60	0.00	Y	Arm 9 Ahead	Inf	98.3 %	1975	1975
				Arm 14 Left	Inf	1.7 %		
4/2 (A4241)	3.60	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1975	1975
5/1 (Water Street)	3.60	0.00	Y	Arm 15 Left	Inf	100.0 %	1975	1975
5/2 (Water Street)	3.60	0.00	Y	Arm 10 Ahead	Inf	59.0 %	1975	1975
				Arm 15 Left	Inf	41.0 %		
6/1 (Circ 1)	5.00	0.00	Y	Arm 7 Right	Inf	46.8 %	2115	2115
				Arm 12 Ahead	Inf	53.2 %		
6/2 (Circ 1)	3.50	0.00	Y	Arm 7 Right	Inf	100.0 %	1965	1965
7/1 (Circ 2)	5.00	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2115	2115
7/2 (Circ 2)	4.20	0.00	Y	Arm 8 Right	Inf	94.8 %	2035	2035
				Arm 13 Ahead	Inf	5.2 %		
8/1 (Circ 3)	5.00	0.00	Y	Arm 9 Right	Inf	18.7 %	2115	2115
				Arm 14 Ahead	Inf	81.3 %		
8/2 (Circ 3)	4.90	0.00	Y	Arm 9 Right	Inf	0.0 %	2105	2105
9/1 (Circ 4)	5.00	0.00	Y	Arm 10 Right	Inf	20.1 %	2115	2115
				Arm 15 Ahead	Inf	79.9 %		
9/2 (Circ 4)	5.00	0.00	Y	Arm 10 Right	Inf	0.0 %	2115	2115
10/1 (Circ 5)	3.80	0.00	Y	Arm 6 Right	Inf	80.6 %	1995	1995
				Arm 11 Ahead	Inf	19.4 %		
10/2 (Circ 5)	4.40	0.00	Y	Arm 6 Right	Inf	100.0 %	2055	2055
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

13/2	Infinite Saturation Flow	Inf	Inf
14/1	Infinite Saturation Flow	Inf	Inf
15/1	Infinite Saturation Flow	Inf	Inf
15/2	Infinite Saturation Flow	Inf	Inf

Scenario 2: '2022 Surveyed Flows PM' (FG2: '2022 Surveyed Flows PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	18	257	58	437	770
B	28	0	24	2	28	82	
C	287	17	0	24	283	611	
D	408	6	56	0	5	475	
E	465	33	298	63	0	859	
Tot.	1188	74	635	147	753	2797	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2022 Surveyed Flows PM
Junction: A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street	
1/1	331
1/2	439
2/1	82
3/1	611
3/2	0
4/1	475
4/2	0
5/1 (short)	232
5/2 (with short)	859(In) 627(Out)
6/1	674
6/2	495
7/1	65
7/2	551
8/1	1080
8/2	0
9/1	802
9/2	0
10/1	417
10/2	56
11/1	74
12/1	635
13/1	89
13/2	58
14/1	753
15/1	594
15/2	594

Full Input Data And Results

Lane Saturation Flows

Junction: A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A48 Heilbronn Way (North))	4.00	0.00	Y	Arm 6 Ahead	Inf	94.6 %	2015	2015
				Arm 11 Left	Inf	5.4 %		
1/2 (A48 Heilbronn Way (North))	4.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2015	2015
2/1 (Bus Station Access)	4.30	0.00	Y	Arm 7 Ahead	Inf	70.7 %	2045	2045
				Arm 12 Left	Inf	29.3 %		
3/1 (A48 Heilbronn Way (South))	3.70	0.00	Y	Arm 8 Ahead	Inf	96.1 %	1985	1985
				Arm 13 Left	Inf	3.9 %		
3/2 (A48 Heilbronn Way (South))	3.70	0.00	Y	Arm 8 Ahead	Inf	0.0 %	1985	1985
4/1 (A4241)	3.60	0.00	Y	Arm 9 Ahead	Inf	98.9 %	1975	1975
				Arm 14 Left	Inf	1.1 %		
4/2 (A4241)	3.60	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1975	1975
5/1 (Water Street)	3.60	0.00	Y	Arm 15 Left	Inf	100.0 %	1975	1975
				Arm 10 Ahead	Inf	62.8 %		
5/2 (Water Street)	3.60	0.00	Y	Arm 15 Left	Inf	37.2 %	1975	1975
6/1 (Circ 1)	5.00	0.00	Y	Arm 7 Right	Inf	9.3 %	2115	2115
				Arm 12 Ahead	Inf	90.7 %		
6/2 (Circ 1)	3.50	0.00	Y	Arm 7 Right	Inf	100.0 %	1965	1965
7/1 (Circ 2)	5.00	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2115	2115
7/2 (Circ 2)	4.20	0.00	Y	Arm 8 Right	Inf	89.5 %	2035	2035
				Arm 13 Ahead	Inf	10.5 %		
8/1 (Circ 3)	5.00	0.00	Y	Arm 9 Right	Inf	30.7 %	2115	2115
				Arm 14 Ahead	Inf	69.3 %		
8/2 (Circ 3)	4.90	0.00	Y	Arm 9 Right	Inf	0.0 %	2105	2105
9/1 (Circ 4)	5.00	0.00	Y	Arm 10 Right	Inf	9.9 %	2115	2115
				Arm 15 Ahead	Inf	90.1 %		
9/2 (Circ 4)	5.00	0.00	Y	Arm 10 Right	Inf	0.0 %	2115	2115
10/1 (Circ 5)	3.80	0.00	Y	Arm 6 Right	Inf	86.6 %	1995	1995
				Arm 11 Ahead	Inf	13.4 %		
10/2 (Circ 5)	4.40	0.00	Y	Arm 6 Right	Inf	100.0 %	2055	2055
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

13/2	Infinite Saturation Flow	Inf	Inf
14/1	Infinite Saturation Flow	Inf	Inf
15/1	Infinite Saturation Flow	Inf	Inf
15/2	Infinite Saturation Flow	Inf	Inf

Scenario 3: '2026 Do Minimum AM' (FG3: '2026 Do Minimum AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	25	194	264	556	1039
B	20	0	25	3	28	76	
C	142	29	0	65	243	479	
D	88	8	25	0	2	123	
E	356	19	145	94	0	614	
Tot.	606	81	389	426	829	2331	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2026 Do Minimum AM
Junction: A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street	
1/1	483
1/2	556
2/1	76
3/1	479
3/2	0
4/1	123
4/2	0
5/1 (short)	178
5/2 (with short)	614(In) 436(Out)
6/1	687
6/2	591
7/1	326
7/2	639
8/1	1018
8/2	0
9/1	312
9/2	0
10/1	285
10/2	35
11/1	81
12/1	389
13/1	391
13/2	35
14/1	829
15/1	303
15/2	303

Full Input Data And Results

Lane Saturation Flows

Junction: A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A48 Heilbronn Way (North))	4.00	0.00	Y	Arm 6 Ahead	Inf	94.8 %	2015	2015
				Arm 11 Left	Inf	5.2 %		
1/2 (A48 Heilbronn Way (North))	4.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2015	2015
2/1 (Bus Station Access)	4.30	0.00	Y	Arm 7 Ahead	Inf	67.1 %	2045	2045
				Arm 12 Left	Inf	32.9 %		
3/1 (A48 Heilbronn Way (South))	3.70	0.00	Y	Arm 8 Ahead	Inf	86.4 %	1985	1985
				Arm 13 Left	Inf	13.6 %		
3/2 (A48 Heilbronn Way (South))	3.70	0.00	Y	Arm 8 Ahead	Inf	0.0 %	1985	1985
4/1 (A4241)	3.60	0.00	Y	Arm 9 Ahead	Inf	98.4 %	1975	1975
				Arm 14 Left	Inf	1.6 %		
4/2 (A4241)	3.60	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1975	1975
5/1 (Water Street)	3.60	0.00	Y	Arm 15 Left	Inf	100.0 %	1975	1975
				Arm 10 Ahead	Inf	59.2 %		
5/2 (Water Street)	3.60	0.00	Y	Arm 15 Left	Inf	40.8 %	1975	1975
6/1 (Circ 1)	5.00	0.00	Y	Arm 7 Right	Inf	47.0 %	2115	2115
				Arm 12 Ahead	Inf	53.0 %		
6/2 (Circ 1)	3.50	0.00	Y	Arm 7 Right	Inf	100.0 %	1965	1965
7/1 (Circ 2)	5.00	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2115	2115
7/2 (Circ 2)	4.20	0.00	Y	Arm 8 Right	Inf	94.5 %	2035	2035
				Arm 13 Ahead	Inf	5.5 %		
8/1 (Circ 3)	5.00	0.00	Y	Arm 9 Right	Inf	18.8 %	2115	2115
				Arm 14 Ahead	Inf	81.2 %		
8/2 (Circ 3)	4.90	0.00	Y	Arm 9 Right	Inf	0.0 %	2105	2105
9/1 (Circ 4)	5.00	0.00	Y	Arm 10 Right	Inf	19.9 %	2115	2115
				Arm 15 Ahead	Inf	80.1 %		
9/2 (Circ 4)	5.00	0.00	Y	Arm 10 Right	Inf	0.0 %	2115	2115
10/1 (Circ 5)	3.80	0.00	Y	Arm 6 Right	Inf	80.4 %	1995	1995
				Arm 11 Ahead	Inf	19.6 %		
10/2 (Circ 5)	4.40	0.00	Y	Arm 6 Right	Inf	100.0 %	2055	2055
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

13/2	Infinite Saturation Flow	Inf	Inf
14/1	Infinite Saturation Flow	Inf	Inf
15/1	Infinite Saturation Flow	Inf	Inf
15/2	Infinite Saturation Flow	Inf	Inf

Scenario 4: '2026 Do Minimum PM' (FG4: '2026 Do Minimum PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	19	265	60	450	794
B	29	0	25	2	29	85	
C	296	17	0	25	291	629	
D	427	6	59	0	5	497	
E	479	34	306	65	0	884	
Tot.	1231	76	655	152	775	2889	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2026 Do Minimum PM
Junction: A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street	
1/1	342
1/2	452
2/1	85
3/1	629
3/2	0
4/1	497
4/2	0
5/1 (short)	240
5/2 (with short)	884(In) 644(Out)
6/1	695
6/2	510
7/1	67
7/2	568
8/1	1112
8/2	0
9/1	834
9/2	0
10/1	429
10/2	58
11/1	76
12/1	655
13/1	92
13/2	60
14/1	775
15/1	617
15/2	614

Full Input Data And Results

Lane Saturation Flows

Junction: A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A48 Heilbronn Way (North))	4.00	0.00	Y	Arm 6 Ahead	Inf	94.4 %	2015	2015
				Arm 11 Left	Inf	5.6 %		
1/2 (A48 Heilbronn Way (North))	4.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2015	2015
2/1 (Bus Station Access)	4.30	0.00	Y	Arm 7 Ahead	Inf	70.6 %	2045	2045
				Arm 12 Left	Inf	29.4 %		
3/1 (A48 Heilbronn Way (South))	3.70	0.00	Y	Arm 8 Ahead	Inf	96.0 %	1985	1985
				Arm 13 Left	Inf	4.0 %		
3/2 (A48 Heilbronn Way (South))	3.70	0.00	Y	Arm 8 Ahead	Inf	0.0 %	1985	1985
4/1 (A4241)	3.60	0.00	Y	Arm 9 Ahead	Inf	99.0 %	1975	1975
				Arm 14 Left	Inf	1.0 %		
4/2 (A4241)	3.60	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1975	1975
5/1 (Water Street)	3.60	0.00	Y	Arm 15 Left	Inf	100.0 %	1975	1975
				Arm 10 Ahead	Inf	62.9 %		
5/2 (Water Street)	3.60	0.00	Y	Arm 15 Left	Inf	37.1 %	1975	1975
6/1 (Circ 1)	5.00	0.00	Y	Arm 7 Right	Inf	9.4 %	2115	2115
				Arm 12 Ahead	Inf	90.6 %		
6/2 (Circ 1)	3.50	0.00	Y	Arm 7 Right	Inf	100.0 %	1965	1965
7/1 (Circ 2)	5.00	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2115	2115
7/2 (Circ 2)	4.20	0.00	Y	Arm 8 Right	Inf	89.4 %	2035	2035
				Arm 13 Ahead	Inf	10.6 %		
8/1 (Circ 3)	5.00	0.00	Y	Arm 9 Right	Inf	30.8 %	2115	2115
				Arm 14 Ahead	Inf	69.2 %		
8/2 (Circ 3)	4.90	0.00	Y	Arm 9 Right	Inf	0.0 %	2105	2105
9/1 (Circ 4)	5.00	0.00	Y	Arm 10 Right	Inf	9.8 %	2115	2115
				Arm 15 Ahead	Inf	90.2 %		
9/2 (Circ 4)	5.00	0.00	Y	Arm 10 Right	Inf	0.0 %	2115	2115
10/1 (Circ 5)	3.80	0.00	Y	Arm 6 Right	Inf	86.7 %	1995	1995
				Arm 11 Ahead	Inf	13.3 %		
10/2 (Circ 5)	4.40	0.00	Y	Arm 6 Right	Inf	100.0 %	2055	2055
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf

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13/2	Infinite Saturation Flow	Inf	Inf
14/1	Infinite Saturation Flow	Inf	Inf
15/1	Infinite Saturation Flow	Inf	Inf
15/2	Infinite Saturation Flow	Inf	Inf

Scenario 5: '2026 Do Something AM' (FG5: '2026 Do Something AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	25	194	319	556	1094
B	20	0	25	3	28	76	
C	142	29	0	73	243	487	
D	88	8	25	0	2	123	
E	356	19	145	94	0	614	
Tot.	606	81	389	489	829	2394	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2026 Do Something AM
Junction: A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street	
1/1	535
1/2	559
2/1	76
3/1	487
3/2	0
4/1	123
4/2	0
5/1 (short)	178
5/2 (with short)	614(In) 436(Out)
6/1	719
6/2	614
7/1	358
7/2	662
8/1	1018
8/2	0
9/1	312
9/2	0
10/1	265
10/2	55
11/1	81
12/1	389
13/1	431
13/2	58
14/1	829
15/1	303
15/2	303

Full Input Data And Results

Lane Saturation Flows

Junction: A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A48 Heilbronn Way (North))	4.00	0.00	Y	Arm 6 Ahead	Inf	95.3 %	2015	2015
				Arm 11 Left	Inf	4.7 %		
1/2 (A48 Heilbronn Way (North))	4.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2015	2015
2/1 (Bus Station Access)	4.30	0.00	Y	Arm 7 Ahead	Inf	67.1 %	2045	2045
				Arm 12 Left	Inf	32.9 %		
3/1 (A48 Heilbronn Way (South))	3.70	0.00	Y	Arm 8 Ahead	Inf	85.0 %	1985	1985
				Arm 13 Left	Inf	15.0 %		
3/2 (A48 Heilbronn Way (South))	3.70	0.00	Y	Arm 8 Ahead	Inf	0.0 %	1985	1985
4/1 (A4241)	3.60	0.00	Y	Arm 9 Ahead	Inf	98.4 %	1975	1975
				Arm 14 Left	Inf	1.6 %		
4/2 (A4241)	3.60	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1975	1975
5/1 (Water Street)	3.60	0.00	Y	Arm 15 Left	Inf	100.0 %	1975	1975
				Arm 10 Ahead	Inf	59.2 %		
5/2 (Water Street)	3.60	0.00	Y	Arm 15 Left	Inf	40.8 %	1975	1975
6/1 (Circ 1)	5.00	0.00	Y	Arm 7 Right	Inf	49.4 %	2115	2115
				Arm 12 Ahead	Inf	50.6 %		
6/2 (Circ 1)	3.50	0.00	Y	Arm 7 Right	Inf	100.0 %	1965	1965
7/1 (Circ 2)	5.00	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2115	2115
7/2 (Circ 2)	4.20	0.00	Y	Arm 8 Right	Inf	91.2 %	2035	2035
				Arm 13 Ahead	Inf	8.8 %		
8/1 (Circ 3)	5.00	0.00	Y	Arm 9 Right	Inf	18.8 %	2115	2115
				Arm 14 Ahead	Inf	81.2 %		
8/2 (Circ 3)	4.90	0.00	Y	Arm 9 Right	Inf	0.0 %	2105	2105
9/1 (Circ 4)	5.00	0.00	Y	Arm 10 Right	Inf	19.9 %	2115	2115
				Arm 15 Ahead	Inf	80.1 %		
9/2 (Circ 4)	5.00	0.00	Y	Arm 10 Right	Inf	0.0 %	2115	2115
10/1 (Circ 5)	3.80	0.00	Y	Arm 6 Right	Inf	78.9 %	1995	1995
				Arm 11 Ahead	Inf	21.1 %		
10/2 (Circ 5)	4.40	0.00	Y	Arm 6 Right	Inf	100.0 %	2055	2055
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

13/2	Infinite Saturation Flow	Inf	Inf
14/1	Infinite Saturation Flow	Inf	Inf
15/1	Infinite Saturation Flow	Inf	Inf
15/2	Infinite Saturation Flow	Inf	Inf

Scenario 6: '2026 Do Something PM' (FG6: '2026 Do Something PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	19	265	60	450	794
B	29	0	25	2	29	85	
C	296	17	0	25	291	629	
D	481	6	66	0	5	558	
E	479	34	306	65	0	884	
Tot.	1285	76	662	152	775	2950	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2026 Do Something PM
Junction: A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street	
1/1	342
1/2	452
2/1	85
3/1	629
3/2	0
4/1	558
4/2	0
5/1 (short)	240
5/2 (with short)	884(In) 644(Out)
6/1	702
6/2	510
7/1	67
7/2	568
8/1	1112
8/2	0
9/1	895
9/2	0
10/1	436
10/2	58
11/1	76
12/1	662
13/1	92
13/2	60
14/1	775
15/1	644
15/2	641

Full Input Data And Results

Lane Saturation Flows

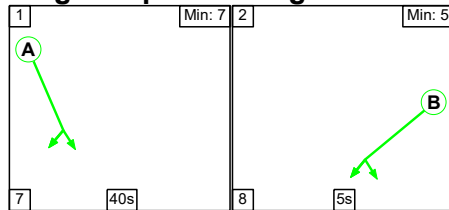
Junction: A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A48 Heilbronn Way (North))	4.00	0.00	Y	Arm 6 Ahead	Inf	94.4 %	2015	2015
				Arm 11 Left	Inf	5.6 %		
1/2 (A48 Heilbronn Way (North))	4.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2015	2015
2/1 (Bus Station Access)	4.30	0.00	Y	Arm 7 Ahead	Inf	70.6 %	2045	2045
				Arm 12 Left	Inf	29.4 %		
3/1 (A48 Heilbronn Way (South))	3.70	0.00	Y	Arm 8 Ahead	Inf	96.0 %	1985	1985
				Arm 13 Left	Inf	4.0 %		
3/2 (A48 Heilbronn Way (South))	3.70	0.00	Y	Arm 8 Ahead	Inf	0.0 %	1985	1985
4/1 (A4241)	3.60	0.00	Y	Arm 9 Ahead	Inf	99.1 %	1975	1975
				Arm 14 Left	Inf	0.9 %		
4/2 (A4241)	3.60	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1975	1975
5/1 (Water Street)	3.60	0.00	Y	Arm 15 Left	Inf	100.0 %	1975	1975
5/2 (Water Street)	3.60	0.00	Y	Arm 10 Ahead	Inf	62.9 %	1975	1975
				Arm 15 Left	Inf	37.1 %		
6/1 (Circ 1)	5.00	0.00	Y	Arm 7 Right	Inf	9.3 %	2115	2115
				Arm 12 Ahead	Inf	90.7 %		
6/2 (Circ 1)	3.50	0.00	Y	Arm 7 Right	Inf	100.0 %	1965	1965
7/1 (Circ 2)	5.00	0.00	Y	Arm 13 Ahead	Inf	100.0 %	2115	2115
7/2 (Circ 2)	4.20	0.00	Y	Arm 8 Right	Inf	89.4 %	2035	2035
				Arm 13 Ahead	Inf	10.6 %		
8/1 (Circ 3)	5.00	0.00	Y	Arm 9 Right	Inf	30.8 %	2115	2115
				Arm 14 Ahead	Inf	69.2 %		
8/2 (Circ 3)	4.90	0.00	Y	Arm 9 Right	Inf	0.0 %	2105	2105
9/1 (Circ 4)	5.00	0.00	Y	Arm 10 Right	Inf	9.9 %	2115	2115
				Arm 15 Ahead	Inf	90.1 %		
9/2 (Circ 4)	5.00	0.00	Y	Arm 10 Right	Inf	0.0 %	2115	2115
10/1 (Circ 5)	3.80	0.00	Y	Arm 6 Right	Inf	86.9 %	1995	1995
				Arm 11 Ahead	Inf	13.1 %		
10/2 (Circ 5)	4.40	0.00	Y	Arm 6 Right	Inf	100.0 %	2055	2055
11/1	Infinite Saturation Flow						Inf	Inf
12/1	Infinite Saturation Flow						Inf	Inf
13/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

13/2	Infinite Saturation Flow	Inf	Inf
14/1	Infinite Saturation Flow	Inf	Inf
15/1	Infinite Saturation Flow	Inf	Inf
15/2	Infinite Saturation Flow	Inf	Inf

Scenario 1: '2022 Surveyed Flows AM' (FG1: '2022 Surveyed Flows AM', Plan 1: 'Network Control Plan 1')

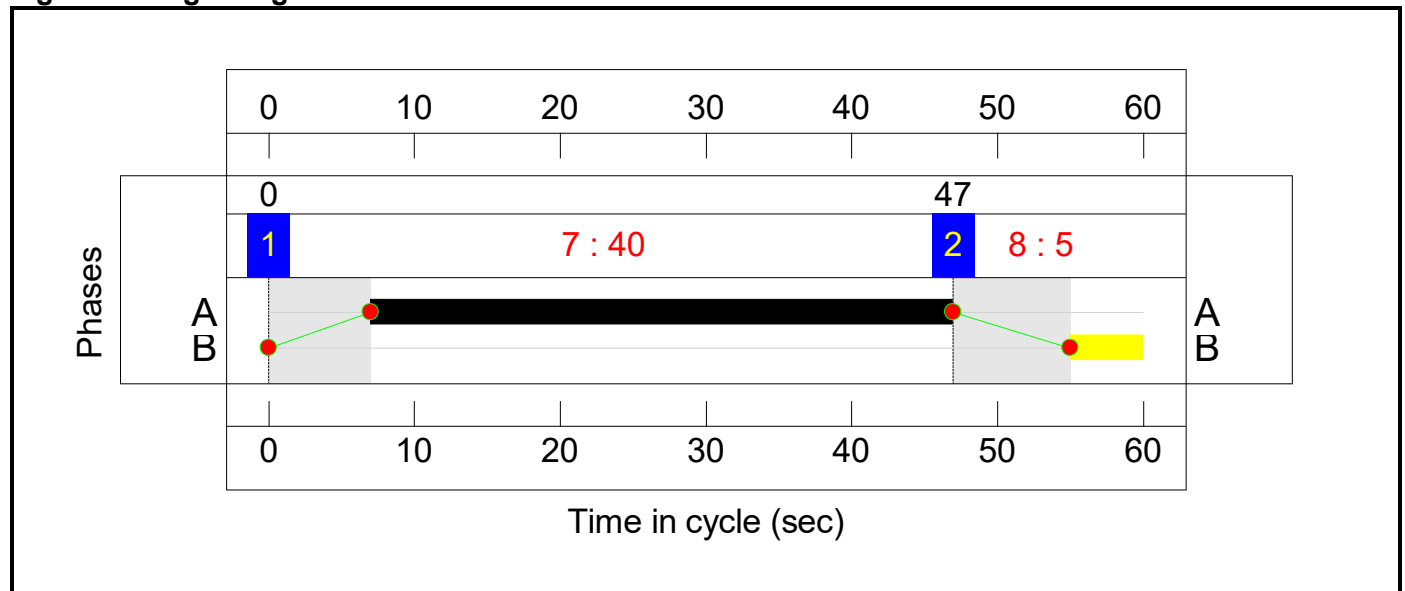
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	40	5
Change Point	0	47

Signal Timings Diagram



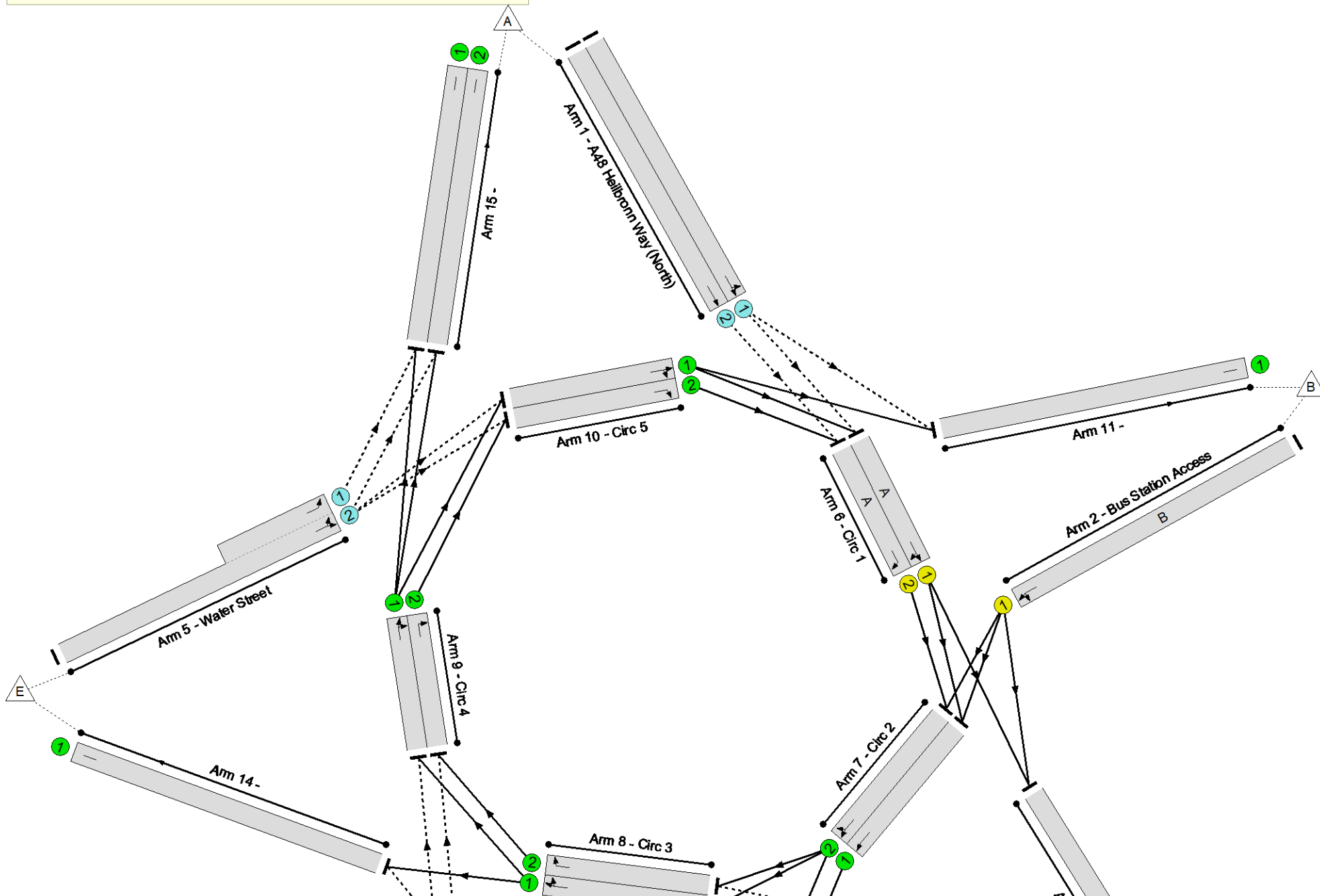
Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street



PRC: 37.4 %
Total Traffic Delay: 6.8 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	65.5%
A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street	-	-	N/A	-	-		-	-	-	-	-	-	65.5%
1/1	A48 Heilbronn Way (North) Ahead Left	O	N/A	N/A	-		-	-	-	465	2015	912	51.0%
1/2	A48 Heilbronn Way (North) Ahead	O	N/A	N/A	-		-	-	-	540	2015	897	60.2%
2/1	Bus Station Access Ahead Left	U	N/A	N/A	B		1	5	-	73	2045	205	35.7%
3/1	A48 Heilbronn Way (South) Ahead Left	O	N/A	N/A	-		-	-	-	464	1985	709	65.5%
3/2	A48 Heilbronn Way (South) Ahead	O	N/A	N/A	-		-	-	-	0	1985	1985	0.0%
4/1	A4241 Ahead Left	O	N/A	N/A	-		-	-	-	120	1975	675	17.8%
4/2	A4241 Ahead	O	N/A	N/A	-		-	-	-	0	1975	998	0.0%
5/2+5/1	Water Street Ahead Left	O	N/A	N/A	-		-	-	-	595	1975:1975	1280	46.5%
6/1	Circ 1 Right Ahead	U	N/A	N/A	A		1	40	-	665	2115	1445	46.0%
6/2	Circ 1 Right	U	N/A	N/A	A		1	40	-	572	1965	1343	42.6%
7/1	Circ 2 Ahead	U	N/A	N/A	-		-	-	-	314	2115	2115	14.8%
7/2	Circ 2 Right Ahead	U	N/A	N/A	-		-	-	-	618	2035	2035	30.4%
8/1	Circ 3 Right Ahead	U	N/A	N/A	-		-	-	-	987	2115	2115	46.7%
8/2	Circ 3 Right	U	N/A	N/A	-		-	-	-	0	2105	2105	0.0%

Full Input Data And Results

9/1	Circ 4 Right Ahead	U	N/A	N/A	-	-	-	-	303	2115	2115	14.3%
9/2	Circ 4 Right	U	N/A	N/A	-	-	-	-	0	2115	2115	0.0%
10/1	Circ 5 Right Ahead	U	N/A	N/A	-	-	-	-	278	1995	1995	13.9%
10/2	Circ 5 Right	U	N/A	N/A	-	-	-	-	32	2055	2055	1.6%
11/1		U	N/A	N/A	-	-	-	-	78	Inf	Inf	0.0%
12/1		U	N/A	N/A	-	-	-	-	378	Inf	Inf	0.0%
13/1		U	N/A	N/A	-	-	-	-	377	Inf	Inf	0.0%
13/2		U	N/A	N/A	-	-	-	-	32	Inf	Inf	0.0%
14/1		U	N/A	N/A	-	-	-	-	804	Inf	Inf	0.0%
15/1		U	N/A	N/A	-	-	-	-	295	Inf	Inf	0.0%
15/2		U	N/A	N/A	-	-	-	-	293	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	2779	0	0	2.1	4.7	0.0	6.8	-	-	-	-
A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street	-	-	2779	0	0	2.1	4.7	0.0	6.8	-	-	-	-
1/1	465	465	465	0	0	0.0	0.5	-	0.5	4.0	0.0	0.5	0.5
1/2	540	540	540	0	0	0.0	0.8	-	0.8	5.0	0.0	0.8	0.8
2/1	73	73	-	-	-	0.5	0.3	-	0.8	38.8	1.1	0.3	1.4
3/1	464	464	464	0	0	0.1	0.9	-	1.0	8.1	2.3	0.9	3.3
3/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	120	120	120	0	0	0.0	0.1	-	0.1	3.2	0.0	0.1	0.1
4/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	595	595	1190	0	0	0.0	0.4	-	0.4	2.6	0.0	0.4	0.4
6/1	665	665	-	-	-	0.8	0.4	-	1.2	6.7	5.0	0.4	5.4
6/2	572	572	-	-	-	0.7	0.4	-	1.0	6.6	4.1	0.4	4.5
7/1	314	314	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/2	618	618	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/1	987	987	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	303	303	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
9/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	278	278	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
10/2	32	32	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
11/1	78	78	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	804	804	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

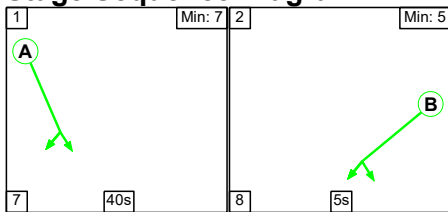
Full Input Data And Results

15/1	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%):		95.6	Total Delay for Signalled Lanes (pcuHr):		3.07	Cycle Time (s):		60			
		PRC Over All Lanes (%):		37.4	Total Delay Over All Lanes(pcuHr):		6.85						

Full Input Data And Results

Scenario 2: '2022 Surveyed Flows PM' (FG2: '2022 Surveyed Flows PM', Plan 1: 'Network Control Plan 1')

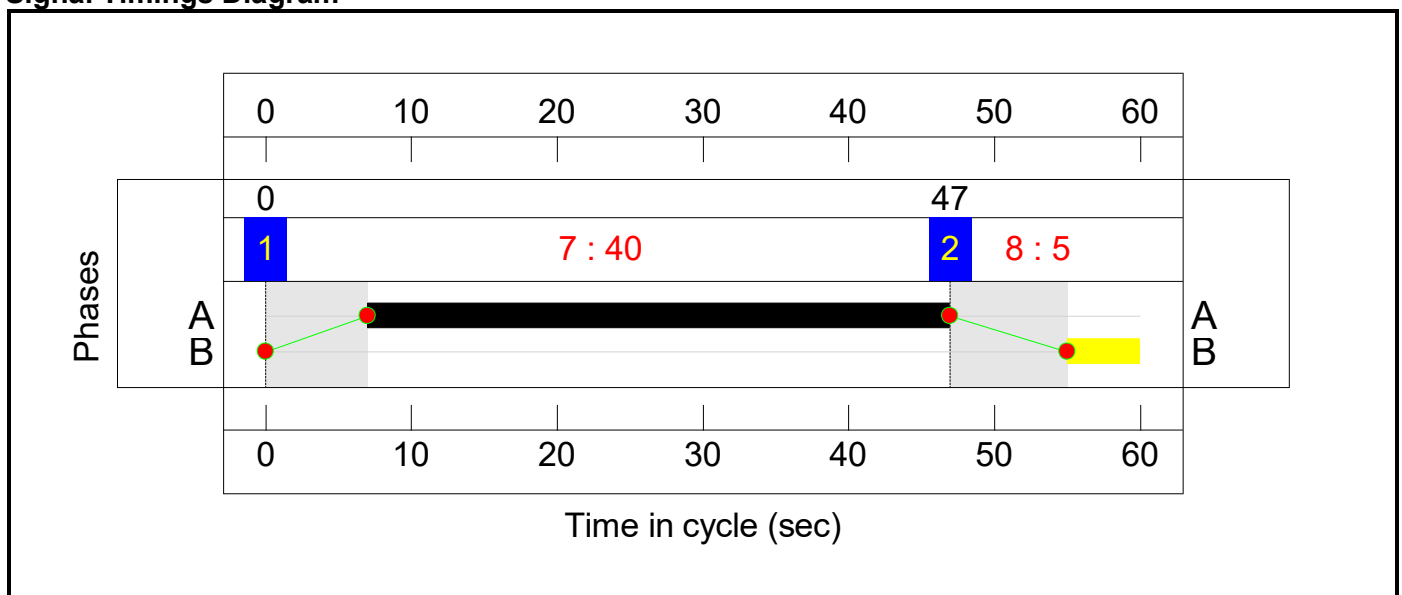
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	40	5
Change Point	0	47

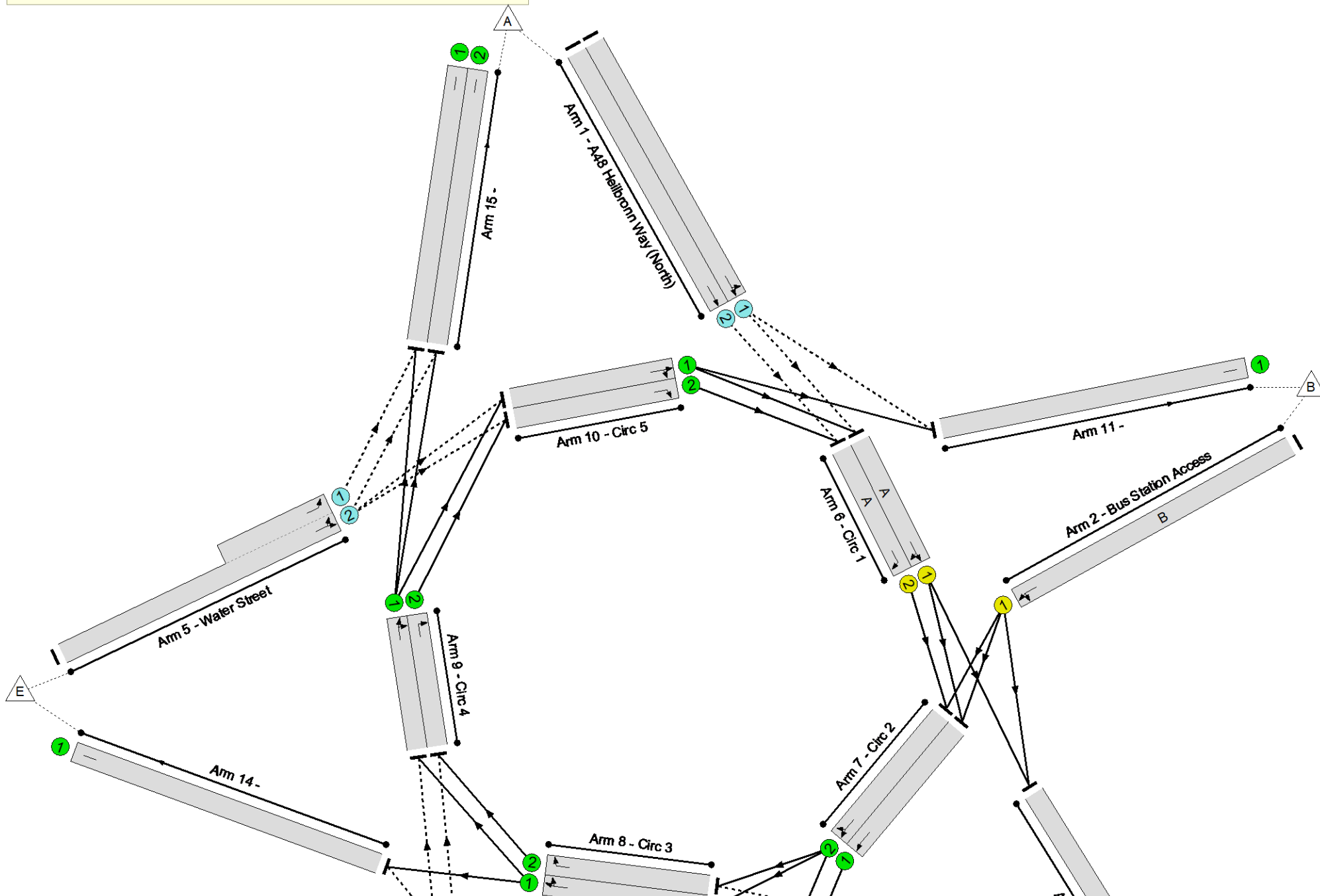
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street
PRC: 6.9 %
Total Traffic Delay: 10.6 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	84.2%
A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street	-	-	N/A	-	-		-	-	-	-	-	-	84.2%
1/1	A48 Heilbronn Way (North) Ahead Left	O	N/A	N/A	-		-	-	-	331	2015	868	38.1%
1/2	A48 Heilbronn Way (North) Ahead	O	N/A	N/A	-		-	-	-	439	2015	844	52.0%
2/1	Bus Station Access Ahead Left	U	N/A	N/A	B		1	5	-	82	2045	205	40.1%
3/1	A48 Heilbronn Way (South) Ahead Left	O	N/A	N/A	-		-	-	-	611	1985	801	76.2%
3/2	A48 Heilbronn Way (South) Ahead	O	N/A	N/A	-		-	-	-	0	1985	1985	0.0%
4/1	A4241 Ahead Left	O	N/A	N/A	-		-	-	-	475	1975	644	73.7%
4/2	A4241 Ahead	O	N/A	N/A	-		-	-	-	0	1975	965	0.0%
5/2+5/1	Water Street Ahead Left	O	N/A	N/A	-		-	-	-	859	1975:1975	1020	84.2%
6/1	Circ 1 Right Ahead	U	N/A	N/A	A		1	40	-	674	2115	1445	46.6%
6/2	Circ 1 Right	U	N/A	N/A	A		1	40	-	495	1965	1343	36.9%
7/1	Circ 2 Ahead	U	N/A	N/A	-		-	-	-	65	2115	2115	3.1%
7/2	Circ 2 Right Ahead	U	N/A	N/A	-		-	-	-	551	2035	2035	27.1%
8/1	Circ 3 Right Ahead	U	N/A	N/A	-		-	-	-	1080	2115	2115	51.1%
8/2	Circ 3 Right	U	N/A	N/A	-		-	-	-	0	2105	2105	0.0%

Full Input Data And Results

9/1	Circ 4 Right Ahead	U	N/A	N/A	-		-	-	-	802	2115	2115	37.9%
9/2	Circ 4 Right	U	N/A	N/A	-		-	-	-	0	2115	2115	0.0%
10/1	Circ 5 Right Ahead	U	N/A	N/A	-		-	-	-	417	1995	1995	20.9%
10/2	Circ 5 Right	U	N/A	N/A	-		-	-	-	56	2055	2055	2.7%
11/1		U	N/A	N/A	-		-	-	-	74	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	635	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	89	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	753	Inf	Inf	0.0%
15/1		U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	3574	0	0	2.0	8.6	0.0	10.6	-	-	-	-
A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street	-	-	3574	0	0	2.0	8.6	0.0	10.6	-	-	-	-
1/1	331	331	331	0	0	0.0	0.3	-	0.3	3.3	0.0	0.3	0.3
1/2	439	439	439	0	0	0.0	0.5	-	0.5	4.4	0.0	0.5	0.5
2/1	82	82	-	-	-	0.6	0.3	-	0.9	40.0	1.3	0.3	1.6
3/1	611	611	611	0	0	0.0	1.6	-	1.6	9.6	2.4	1.6	4.0
3/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	475	475	475	0	0	0.0	1.4	-	1.4	10.6	1.3	1.4	2.7
4/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	859	859	1718	0	0	0.0	2.6	-	2.6	10.8	0.0	2.6	2.6
6/1	674	674	-	-	-	0.8	0.4	-	1.3	6.7	5.1	0.4	5.5
6/2	495	495	-	-	-	0.6	0.3	-	0.8	6.1	3.4	0.3	3.7
7/1	65	65	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
7/2	551	551	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/1	1080	1080	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	802	802	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
9/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	417	417	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/2	56	56	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
11/1	74	74	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	89	89	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	753	753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

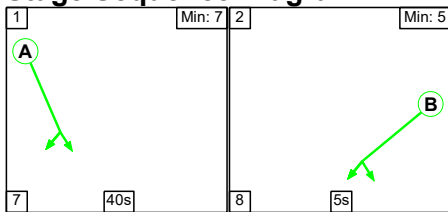
Full Input Data And Results

15/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%):		93.0	Total Delay for Signalled Lanes (pcuHr):		3.02	Cycle Time (s):		60			
		PRC Over All Lanes (%):		6.9	Total Delay Over All Lanes(pcuHr):		10.64						

Full Input Data And Results

Scenario 3: '2026 Do Minimum AM' (FG3: '2026 Do Minimum AM', Plan 1: 'Network Control Plan 1')

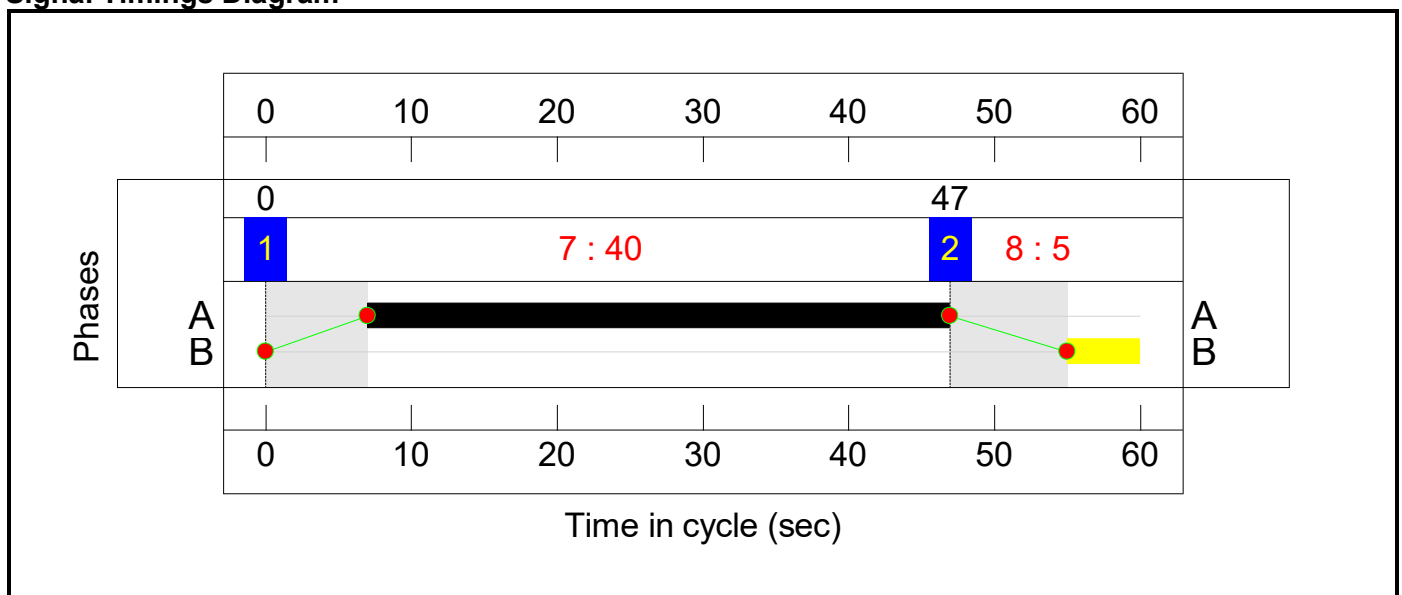
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	40	5
Change Point	0	47

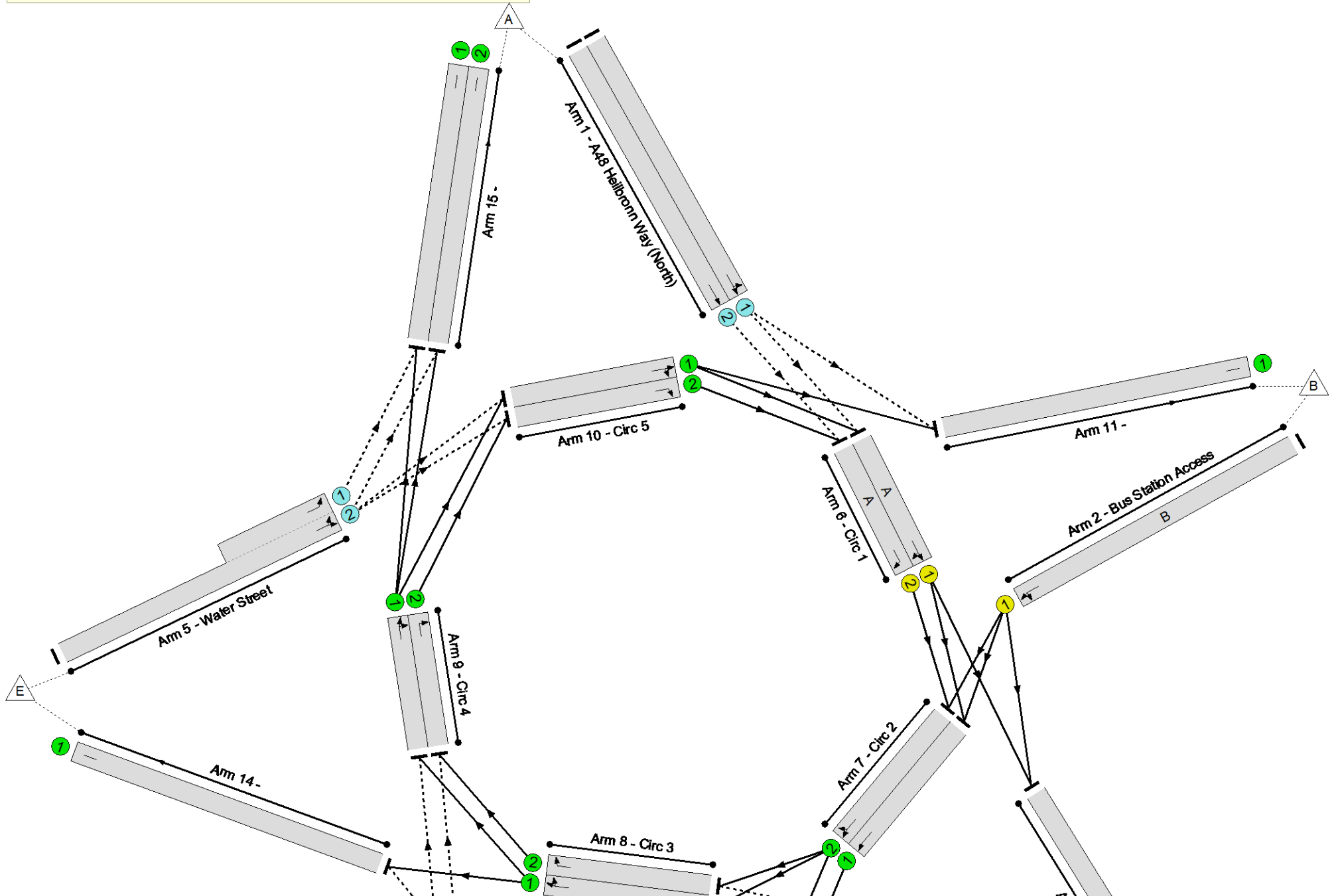
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street
PRC: 31.1 %
Total Traffic Delay: 7.4 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	68.6%
A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street	-	-	N/A	-	-		-	-	-	-	-	-	68.6%
1/1	A48 Heilbronn Way (North) Ahead Left	O	N/A	N/A	-		-	-	-	483	2015	909	53.1%
1/2	A48 Heilbronn Way (North) Ahead	O	N/A	N/A	-		-	-	-	556	2015	894	62.2%
2/1	Bus Station Access Ahead Left	U	N/A	N/A	B		1	5	-	76	2045	205	37.2%
3/1	A48 Heilbronn Way (South) Ahead Left	O	N/A	N/A	-		-	-	-	479	1985	698	68.6%
3/2	A48 Heilbronn Way (South) Ahead	O	N/A	N/A	-		-	-	-	0	1985	1985	0.0%
4/1	A4241 Ahead Left	O	N/A	N/A	-		-	-	-	123	1975	665	18.5%
4/2	A4241 Ahead	O	N/A	N/A	-		-	-	-	0	1975	987	0.0%
5/2+5/1	Water Street Ahead Left	O	N/A	N/A	-		-	-	-	614	1975:1975	1274	48.2%
6/1	Circ 1 Right Ahead	U	N/A	N/A	A		1	40	-	687	2115	1445	47.5%
6/2	Circ 1 Right	U	N/A	N/A	A		1	40	-	591	1965	1343	44.0%
7/1	Circ 2 Ahead	U	N/A	N/A	-		-	-	-	326	2115	2115	15.4%
7/2	Circ 2 Right Ahead	U	N/A	N/A	-		-	-	-	639	2035	2035	31.4%
8/1	Circ 3 Right Ahead	U	N/A	N/A	-		-	-	-	1018	2115	2115	48.1%
8/2	Circ 3 Right	U	N/A	N/A	-		-	-	-	0	2105	2105	0.0%

Full Input Data And Results

9/1	Circ 4 Right Ahead	U	N/A	N/A	-	-	-	-	312	2115	2115	14.8%
9/2	Circ 4 Right	U	N/A	N/A	-	-	-	-	0	2115	2115	0.0%
10/1	Circ 5 Right Ahead	U	N/A	N/A	-	-	-	-	285	1995	1995	14.3%
10/2	Circ 5 Right	U	N/A	N/A	-	-	-	-	35	2055	2055	1.7%
11/1		U	N/A	N/A	-	-	-	-	81	Inf	Inf	0.0%
12/1		U	N/A	N/A	-	-	-	-	389	Inf	Inf	0.0%
13/1		U	N/A	N/A	-	-	-	-	391	Inf	Inf	0.0%
13/2		U	N/A	N/A	-	-	-	-	35	Inf	Inf	0.0%
14/1		U	N/A	N/A	-	-	-	-	829	Inf	Inf	0.0%
15/1		U	N/A	N/A	-	-	-	-	303	Inf	Inf	0.0%
15/2		U	N/A	N/A	-	-	-	-	303	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	2869	0	0	2.2	5.1	0.0	7.4	-	-	-	-
A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street	-	-	2869	0	0	2.2	5.1	0.0	7.4	-	-	-	-
1/1	483	483	483	0	0	0.0	0.6	-	0.6	4.2	0.0	0.6	0.6
1/2	556	556	556	0	0	0.0	0.8	-	0.8	5.3	0.0	0.8	0.8
2/1	76	76	-	-	-	0.5	0.3	-	0.8	39.2	1.2	0.3	1.5
3/1	479	479	479	0	0	0.1	1.1	-	1.2	9.2	2.8	1.1	3.9
3/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	123	123	123	0	0	0.0	0.1	-	0.1	3.3	0.0	0.1	0.1
4/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	614	614	1228	0	0	0.0	0.5	-	0.5	2.7	0.0	0.5	0.5
6/1	687	687	-	-	-	0.9	0.5	-	1.3	6.8	5.3	0.5	5.8
6/2	591	591	-	-	-	0.7	0.4	-	1.1	6.7	4.4	0.4	4.8
7/1	326	326	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/2	639	639	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/1	1018	1018	-	-	-	0.0	0.5	-	0.5	1.6	0.0	0.5	0.5
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	312	312	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
9/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	285	285	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/2	35	35	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
11/1	81	81	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	391	391	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

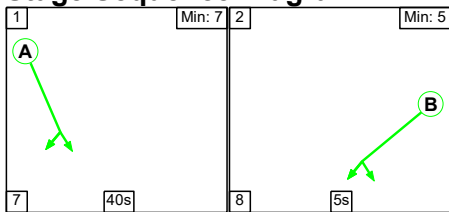
Full Input Data And Results

15/1	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%):		89.3	Total Delay for Signalled Lanes (pcuHr):		3.23	Cycle Time (s):		60			
		PRC Over All Lanes (%):		31.1	Total Delay Over All Lanes(pcuHr):		7.38						

Full Input Data And Results

Scenario 4: '2026 Do Minimum PM' (FG4: '2026 Do Minimum PM', Plan 1: 'Network Control Plan 1')

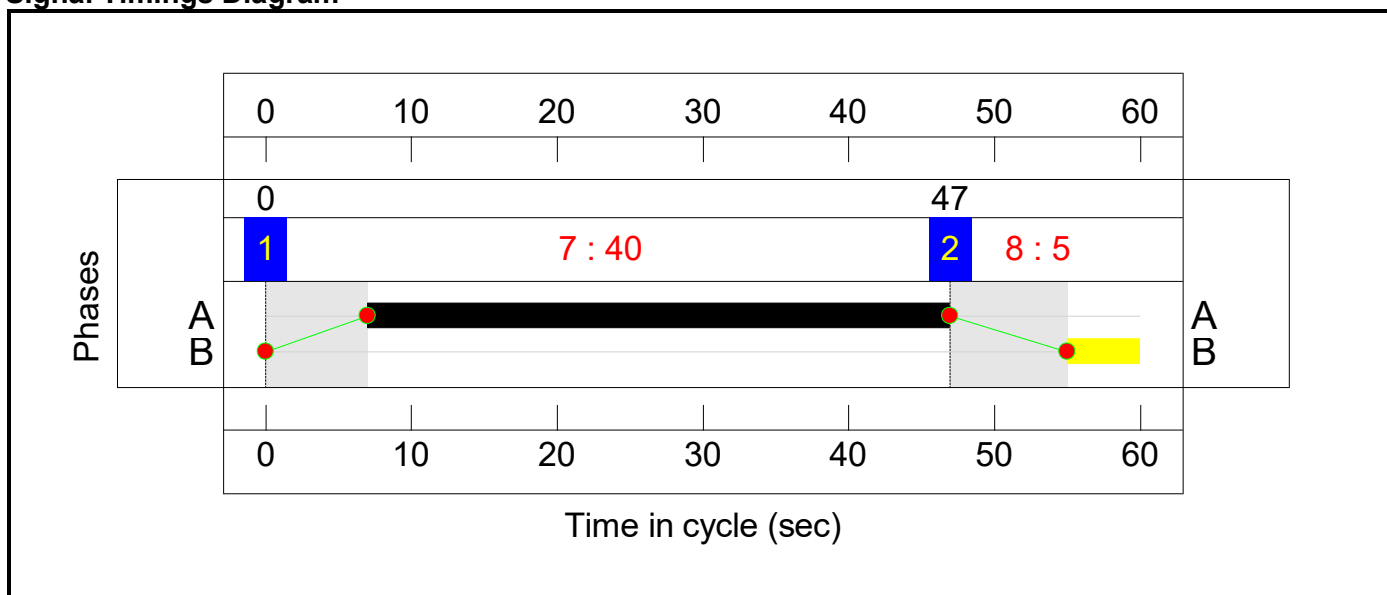
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	40	5
Change Point	0	47

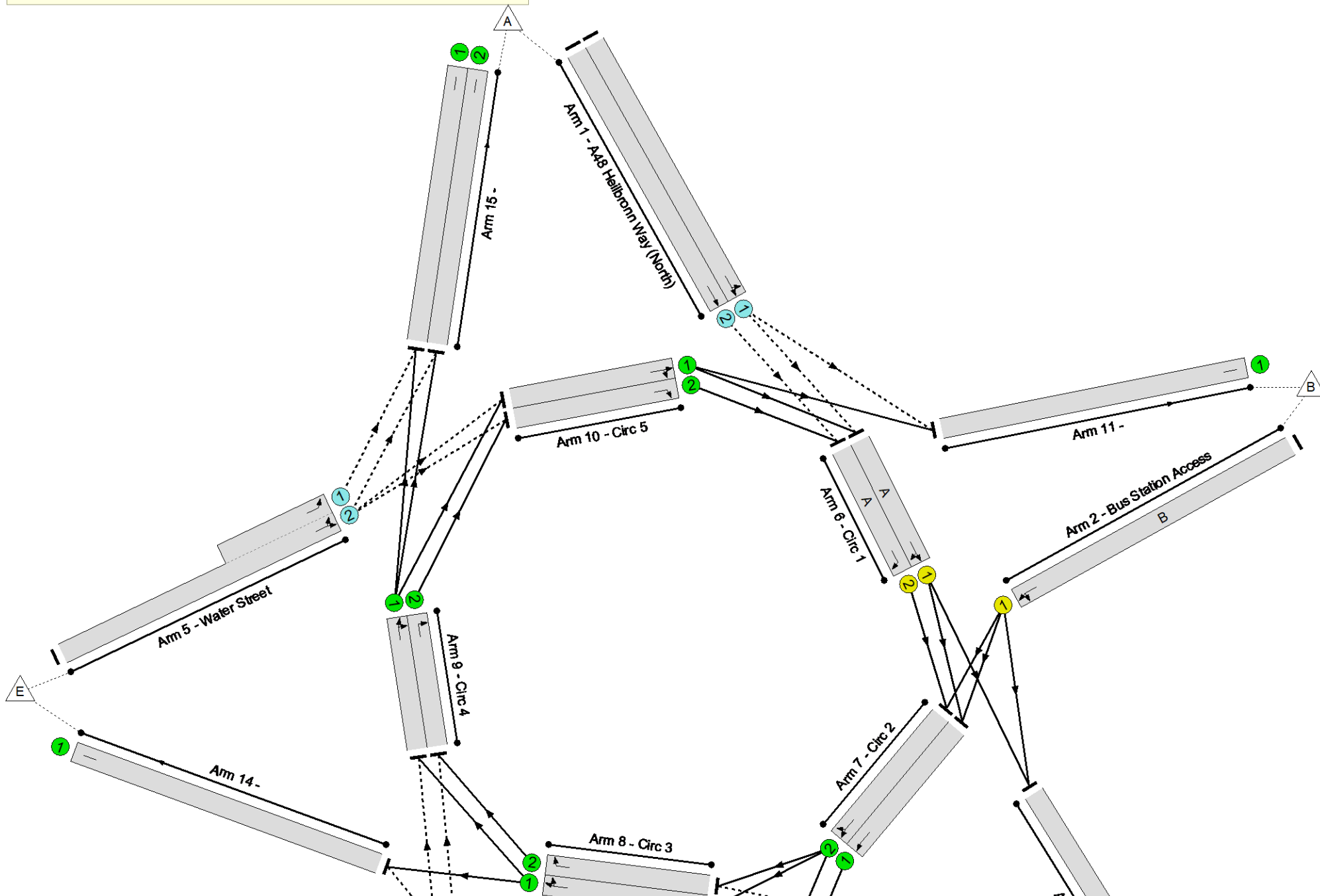
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street
PRC: 2.6 %
Total Traffic Delay: 12.4 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	87.7%
A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street	-	-	N/A	-	-		-	-	-	-	-	-	87.7%
1/1	A48 Heilbronn Way (North) Ahead Left	O	N/A	N/A	-		-	-	-	342	2015	864	39.6%
1/2	A48 Heilbronn Way (North) Ahead	O	N/A	N/A	-		-	-	-	452	2015	839	53.9%
2/1	Bus Station Access Ahead Left	U	N/A	N/A	B		1	5	-	85	2045	205	41.6%
3/1	A48 Heilbronn Way (South) Ahead Left	O	N/A	N/A	-		-	-	-	629	1985	795	79.1%
3/2	A48 Heilbronn Way (South) Ahead	O	N/A	N/A	-		-	-	-	0	1985	1985	0.0%
4/1	A4241 Ahead Left	O	N/A	N/A	-		-	-	-	497	1975	634	78.4%
4/2	A4241 Ahead	O	N/A	N/A	-		-	-	-	0	1975	953	0.0%
5/2+5/1	Water Street Ahead Left	O	N/A	N/A	-		-	-	-	884	1975:1975	1008	87.7%
6/1	Circ 1 Right Ahead	U	N/A	N/A	A		1	40	-	695	2115	1445	48.1%
6/2	Circ 1 Right	U	N/A	N/A	A		1	40	-	510	1965	1343	38.0%
7/1	Circ 2 Ahead	U	N/A	N/A	-		-	-	-	67	2115	2115	3.2%
7/2	Circ 2 Right Ahead	U	N/A	N/A	-		-	-	-	568	2035	2035	27.9%
8/1	Circ 3 Right Ahead	U	N/A	N/A	-		-	-	-	1112	2115	2115	52.6%
8/2	Circ 3 Right	U	N/A	N/A	-		-	-	-	0	2105	2105	0.0%

Full Input Data And Results

9/1	Circ 4 Right Ahead	U	N/A	N/A	-	-	-	-	834	2115	2115	39.4%
9/2	Circ 4 Right	U	N/A	N/A	-	-	-	-	0	2115	2115	0.0%
10/1	Circ 5 Right Ahead	U	N/A	N/A	-	-	-	-	429	1995	1995	21.5%
10/2	Circ 5 Right	U	N/A	N/A	-	-	-	-	58	2055	2055	2.8%
11/1		U	N/A	N/A	-	-	-	-	76	Inf	Inf	0.0%
12/1		U	N/A	N/A	-	-	-	-	655	Inf	Inf	0.0%
13/1		U	N/A	N/A	-	-	-	-	92	Inf	Inf	0.0%
13/2		U	N/A	N/A	-	-	-	-	60	Inf	Inf	0.0%
14/1		U	N/A	N/A	-	-	-	-	775	Inf	Inf	0.0%
15/1		U	N/A	N/A	-	-	-	-	617	Inf	Inf	0.0%
15/2		U	N/A	N/A	-	-	-	-	614	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	3688	0	0	2.1	10.3	0.0	12.4	-	-	-	-
A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street	-	-	3688	0	0	2.1	10.3	0.0	12.4	-	-	-	-
1/1	342	342	342	0	0	0.0	0.3	-	0.3	3.4	0.0	0.3	0.3
1/2	452	452	452	0	0	0.0	0.6	-	0.6	4.6	0.0	0.6	0.6
2/1	85	85	-	-	-	0.6	0.4	-	1.0	40.4	1.3	0.4	1.7
3/1	629	629	629	0	0	0.1	1.8	-	1.9	11.0	3.0	1.8	4.8
3/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	497	497	497	0	0	0.0	1.8	-	1.8	13.0	1.8	1.8	3.6
4/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	884	884	1768	0	0	0.0	3.4	-	3.4	13.8	0.4	3.4	3.7
6/1	695	695	-	-	-	0.9	0.5	-	1.3	6.9	5.4	0.5	5.9
6/2	510	510	-	-	-	0.6	0.3	-	0.9	6.2	3.5	0.3	3.8
7/1	67	67	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
7/2	568	568	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/1	1112	1112	-	-	-	0.0	0.6	-	0.6	1.8	0.0	0.6	0.6
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	834	834	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
9/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	429	429	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/2	58	58	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
11/1	76	76	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	92	92	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	775	775	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

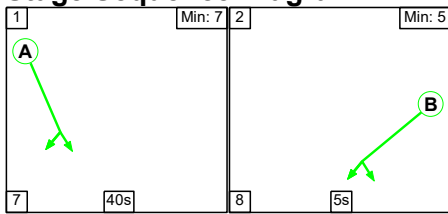
Full Input Data And Results

15/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%):		87.2	Total Delay for Signalled Lanes (pcuHr):		3.16	Cycle Time (s):		60			
		PRC Over All Lanes (%):		2.6	Total Delay Over All Lanes(pcuHr):		12.40						

Full Input Data And Results

Scenario 5: '2026 Do Something AM' (FG5: '2026 Do Something AM', Plan 1: 'Network Control Plan 1')

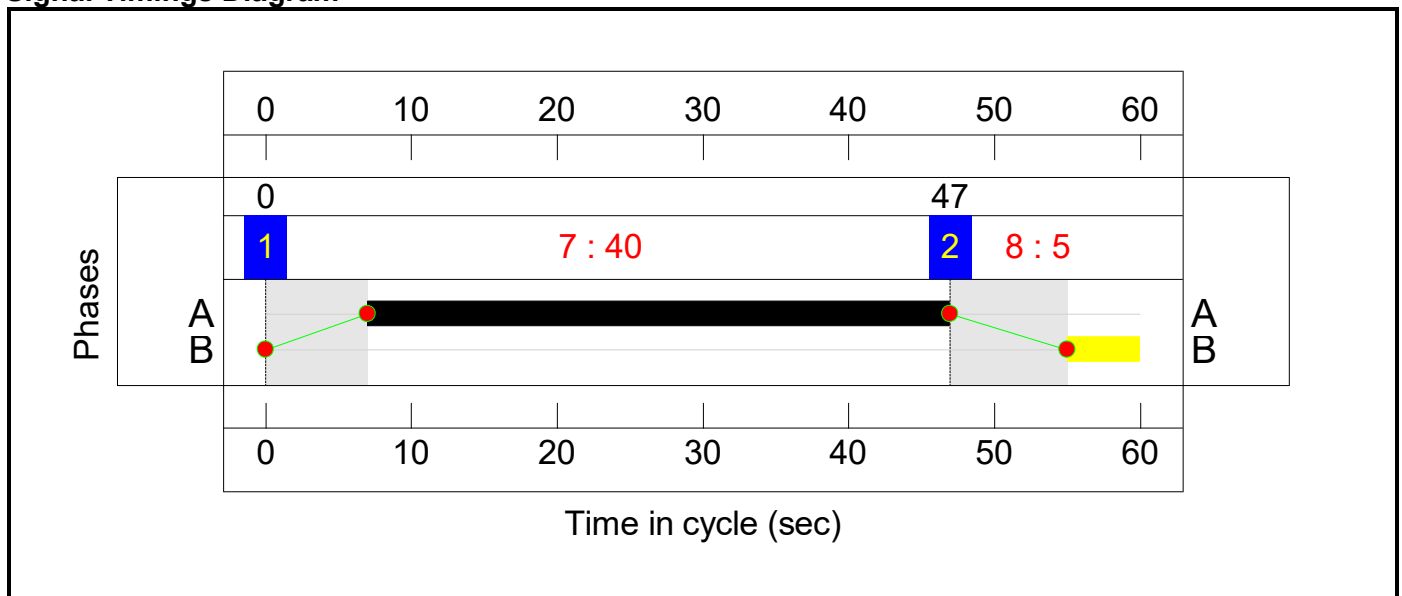
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	40	5
Change Point	0	47

Signal Timings Diagram



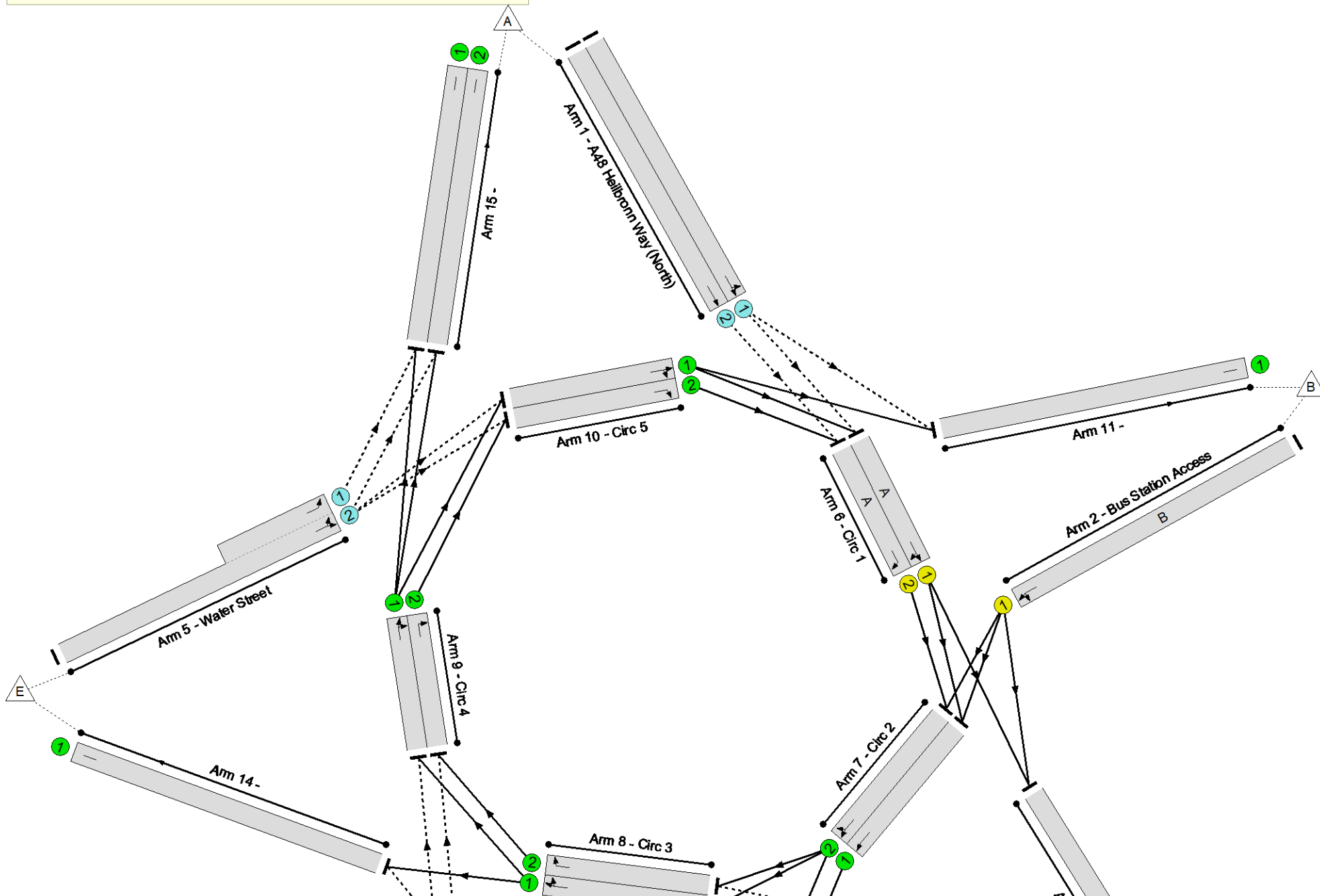
Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street



PRC: 25.9 %
Total Traffic Delay: 7.9 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	71.5%
A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street	-	-	N/A	-	-		-	-	-	-	-	-	71.5%
1/1	A48 Heilbronn Way (North) Ahead Left	O	N/A	N/A	-		-	-	-	535	2015	915	58.5%
1/2	A48 Heilbronn Way (North) Ahead	O	N/A	N/A	-		-	-	-	559	2015	894	62.5%
2/1	Bus Station Access Ahead Left	U	N/A	N/A	B		1	5	-	76	2045	205	37.2%
3/1	A48 Heilbronn Way (South) Ahead Left	O	N/A	N/A	-		-	-	-	487	1985	681	71.5%
3/2	A48 Heilbronn Way (South) Ahead	O	N/A	N/A	-		-	-	-	0	1985	1985	0.0%
4/1	A4241 Ahead Left	O	N/A	N/A	-		-	-	-	123	1975	665	18.5%
4/2	A4241 Ahead	O	N/A	N/A	-		-	-	-	0	1975	987	0.0%
5/2+5/1	Water Street Ahead Left	O	N/A	N/A	-		-	-	-	614	1975:1975	1274	48.2%
6/1	Circ 1 Right Ahead	U	N/A	N/A	A		1	40	-	719	2115	1445	49.7%
6/2	Circ 1 Right	U	N/A	N/A	A		1	40	-	614	1965	1343	45.7%
7/1	Circ 2 Ahead	U	N/A	N/A	-		-	-	-	358	2115	2115	16.9%
7/2	Circ 2 Right Ahead	U	N/A	N/A	-		-	-	-	662	2035	2035	32.5%
8/1	Circ 3 Right Ahead	U	N/A	N/A	-		-	-	-	1018	2115	2115	48.1%
8/2	Circ 3 Right	U	N/A	N/A	-		-	-	-	0	2105	2105	0.0%

Full Input Data And Results

9/1	Circ 4 Right Ahead	U	N/A	N/A	-	-	-	-	312	2115	2115	14.8%
9/2	Circ 4 Right	U	N/A	N/A	-	-	-	-	0	2115	2115	0.0%
10/1	Circ 5 Right Ahead	U	N/A	N/A	-	-	-	-	265	1995	1995	13.3%
10/2	Circ 5 Right	U	N/A	N/A	-	-	-	-	55	2055	2055	2.7%
11/1		U	N/A	N/A	-	-	-	-	81	Inf	Inf	0.0%
12/1		U	N/A	N/A	-	-	-	-	389	Inf	Inf	0.0%
13/1		U	N/A	N/A	-	-	-	-	431	Inf	Inf	0.0%
13/2		U	N/A	N/A	-	-	-	-	58	Inf	Inf	0.0%
14/1		U	N/A	N/A	-	-	-	-	829	Inf	Inf	0.0%
15/1		U	N/A	N/A	-	-	-	-	303	Inf	Inf	0.0%
15/2		U	N/A	N/A	-	-	-	-	303	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	2932	0	0	2.4	5.5	0.0	7.9	-	-	-	-
A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street	-	-	2932	0	0	2.4	5.5	0.0	7.9	-	-	-	-
1/1	535	535	535	0	0	0.0	0.7	-	0.7	4.7	0.0	0.7	0.7
1/2	559	559	559	0	0	0.0	0.8	-	0.8	5.3	0.0	0.8	0.8
2/1	76	76	-	-	-	0.5	0.3	-	0.8	39.2	1.2	0.3	1.5
3/1	487	487	487	0	0	0.2	1.2	-	1.4	10.6	3.4	1.2	4.6
3/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	123	123	123	0	0	0.0	0.1	-	0.1	3.3	0.0	0.1	0.1
4/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	614	614	1228	0	0	0.0	0.5	-	0.5	2.7	0.0	0.5	0.5
6/1	719	719	-	-	-	0.9	0.5	-	1.4	7.0	5.6	0.5	6.1
6/2	614	614	-	-	-	0.7	0.4	-	1.2	6.8	4.6	0.4	5.0
7/1	358	358	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/2	662	662	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/1	1018	1018	-	-	-	0.0	0.5	-	0.5	1.6	0.0	0.5	0.5
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	312	312	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
9/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	265	265	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
10/2	55	55	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
11/1	81	81	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

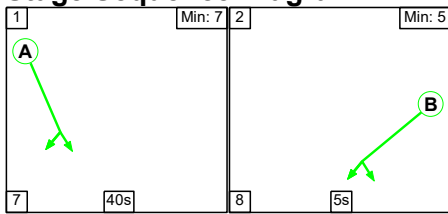
Full Input Data And Results

15/1	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%):		80.9	Total Delay for Signalled Lanes (pcuHr):		3.40	Cycle Time (s):		60			
		PRC Over All Lanes (%):		25.9	Total Delay Over All Lanes(pcuHr):		7.92						

Full Input Data And Results

Scenario 6: '2026 Do Something PM' (FG6: '2026 Do Something PM', Plan 1: 'Network Control Plan 1')

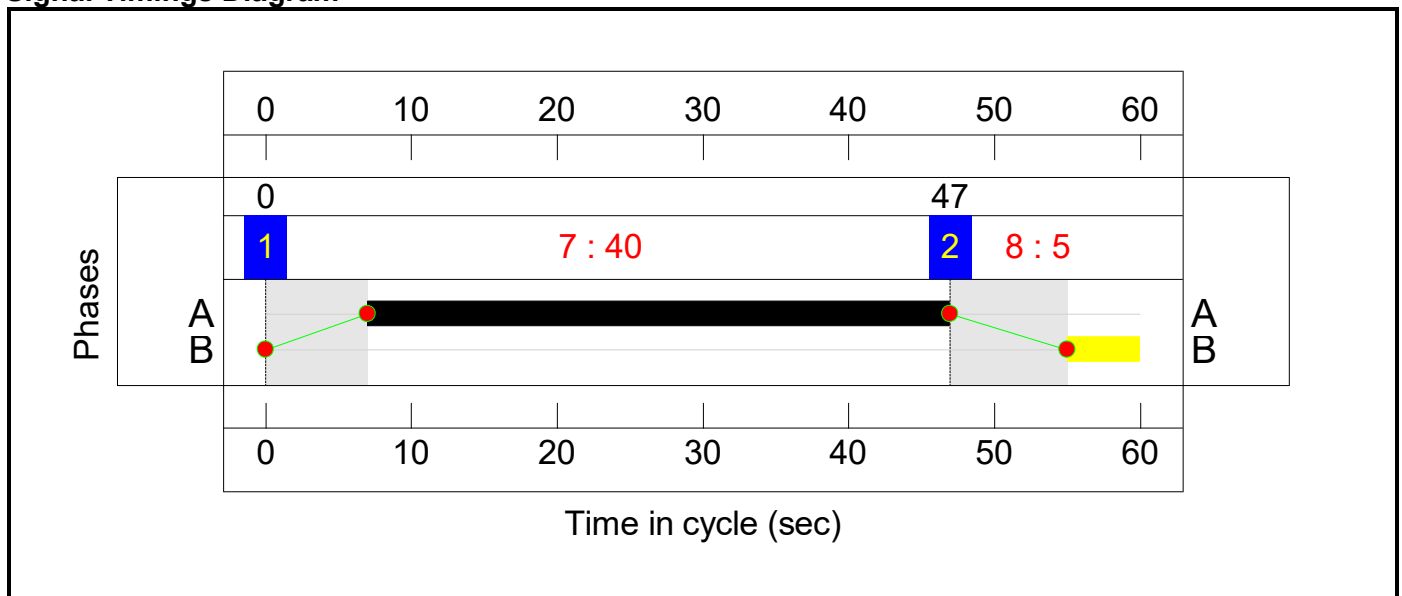
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	40	5
Change Point	0	47

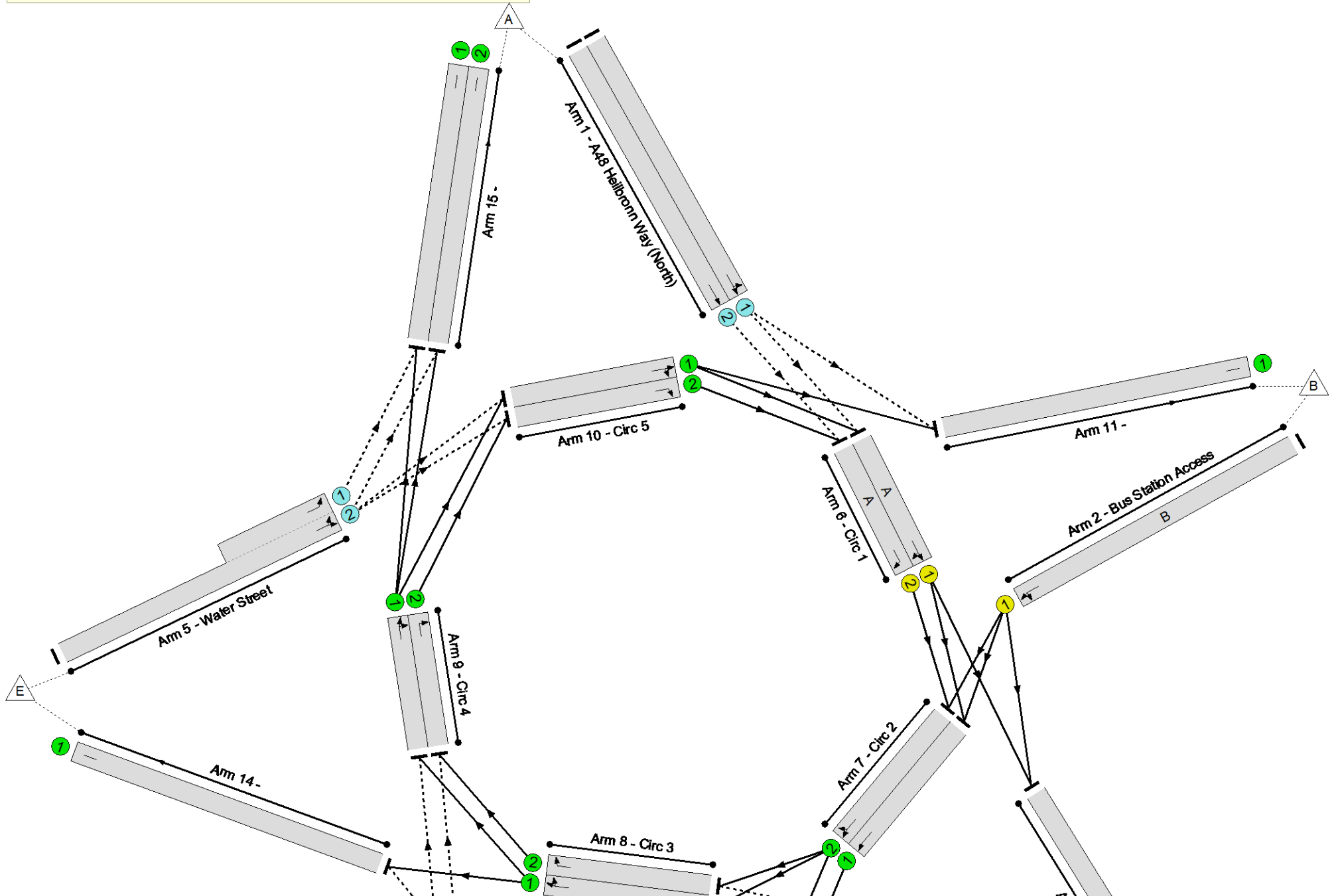
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street
PRC: 0.1 %
Total Traffic Delay: 14.9 pcuHr



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	90.1%
A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street	-	-	N/A	-	-		-	-	-	-	-	-	90.1%
1/1	A48 Heilbronn Way (North) Ahead Left	O	N/A	N/A	-		-	-	-	342	2015	862	39.7%
1/2	A48 Heilbronn Way (North) Ahead	O	N/A	N/A	-		-	-	-	452	2015	837	54.0%
2/1	Bus Station Access Ahead Left	U	N/A	N/A	B		1	5	-	85	2045	205	41.6%
3/1	A48 Heilbronn Way (South) Ahead Left	O	N/A	N/A	-		-	-	-	629	1985	795	79.1%
3/2	A48 Heilbronn Way (South) Ahead	O	N/A	N/A	-		-	-	-	0	1985	1985	0.0%
4/1	A4241 Ahead Left	O	N/A	N/A	-		-	-	-	558	1975	634	88.1%
4/2	A4241 Ahead	O	N/A	N/A	-		-	-	-	0	1975	953	0.0%
5/2+5/1	Water Street Ahead Left	O	N/A	N/A	-		-	-	-	884	1975:1975	981	90.1%
6/1	Circ 1 Right Ahead	U	N/A	N/A	A		1	40	-	702	2115	1445	48.6%
6/2	Circ 1 Right	U	N/A	N/A	A		1	40	-	510	1965	1343	38.0%
7/1	Circ 2 Ahead	U	N/A	N/A	-		-	-	-	67	2115	2115	3.2%
7/2	Circ 2 Right Ahead	U	N/A	N/A	-		-	-	-	568	2035	2035	27.9%
8/1	Circ 3 Right Ahead	U	N/A	N/A	-		-	-	-	1112	2115	2115	52.6%
8/2	Circ 3 Right	U	N/A	N/A	-		-	-	-	0	2105	2105	0.0%

Full Input Data And Results

9/1	Circ 4 Right Ahead	U	N/A	N/A	-		-	-	-	895	2115	2115	42.3%
9/2	Circ 4 Right	U	N/A	N/A	-		-	-	-	0	2115	2115	0.0%
10/1	Circ 5 Right Ahead	U	N/A	N/A	-		-	-	-	436	1995	1995	21.9%
10/2	Circ 5 Right	U	N/A	N/A	-		-	-	-	58	2055	2055	2.8%
11/1		U	N/A	N/A	-		-	-	-	76	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	92	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	60	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	775	Inf	Inf	0.0%
15/1		U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	3749	0	0	2.2	12.7	0.0	14.9	-	-	-	-
A48 Heilbronn Way / Bus Station Access / A48 Heilbronn Way / A4241 / Water Street	-	-	3749	0	0	2.2	12.7	0.0	14.9	-	-	-	-
1/1	342	342	342	0	0	0.0	0.3	-	0.3	3.5	0.0	0.3	0.3
1/2	452	452	452	0	0	0.0	0.6	-	0.6	4.7	0.0	0.6	0.6
2/1	85	85	-	-	-	0.6	0.4	-	1.0	40.4	1.3	0.4	1.7
3/1	629	629	629	0	0	0.1	1.8	-	1.9	11.0	3.0	1.8	4.8
3/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	558	558	558	0	0	0.1	3.4	-	3.5	22.4	4.0	3.4	7.4
4/2	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	884	884	1768	0	0	0.0	4.2	-	4.2	17.0	0.7	4.2	4.9
6/1	702	702	-	-	-	0.9	0.5	-	1.4	6.9	5.5	0.5	5.9
6/2	510	510	-	-	-	0.6	0.3	-	0.9	6.2	3.5	0.3	3.8
7/1	67	67	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
7/2	568	568	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/1	1112	1112	-	-	-	0.0	0.6	-	0.6	1.8	0.0	0.6	0.6
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	895	895	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
9/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	436	436	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
10/2	58	58	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
11/1	76	76	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	92	92	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	775	775	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

15/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%):		85.3	Total Delay for Signalled Lanes (pcuHr):		3.19	Cycle Time (s):		60			
		PRC Over All Lanes (%):		-0.1	Total Delay Over All Lanes(pcuHr):		14.94						

S|C|P

APPENDIX J

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
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Filename: Junction 3 (Harbourside Road, Industrial Unit Access).j9
Path: M:\Job Library\2022\220352 - Phoenix Wharf, Port Talbot\Traffic Data\Junction Assessments\June 2023\ARCADY
Report generation date: 29/06/2023 15:27:46

- »2022 Surveyed Flows , AM
- »2022 Surveyed Flows , PM
- »2026 Do Minimum, AM
- »2026 Do Minimum, PM
- »2026 Do Something, AM
- »2026 Do Something, PM

Summary of junction performance

		AM				PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2022 Surveyed Flows										
Arm 1	D1	0.0	2.21	0.01	A	D2	0.0	2.08	0.03	A
Arm 2		0.1	1.90	0.08	A		0.3	2.30	0.23	A
Arm 3		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Arm 4		0.3	2.05	0.20	A		0.1	1.74	0.07	A
Arm 5		0.0	2.86	0.03	A		0.0	2.54	0.02	A
2026 Do Minimum										
Arm 1	D3	0.0	2.22	0.01	A	D4	0.0	2.09	0.03	A
Arm 2		0.1	1.90	0.08	A		0.3	2.33	0.24	A
Arm 3		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Arm 4		0.3	2.07	0.21	A		0.1	1.74	0.07	A
Arm 5		0.0	2.88	0.03	A		0.0	2.55	0.02	A
2026 Do Something										
Arm 1	D5	0.0	2.27	0.01	A	D6	0.0	2.09	0.03	A
Arm 2		0.1	1.90	0.08	A		0.4	2.44	0.28	A
Arm 3		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Arm 4		0.3	2.16	0.24	A		0.1	1.74	0.07	A
Arm 5		0.0	2.95	0.03	A		0.0	2.55	0.02	A

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

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

File summary

File Description

Title	A4241 / Industrial Unit Access / Harbourside Road / Industrial Unit Access (West)
Location	
Site number	
Date	10/01/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\abbie.moore
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Surveyed Flows	AM	ONE HOUR	07:30	09:00	15
D2	2022 Surveyed Flows	PM	ONE HOUR	16:15	17:45	15
D3	2026 Do Minimum	AM	ONE HOUR	07:30	09:00	15
D4	2026 Do Minimum	PM	ONE HOUR	16:15	17:45	15
D5	2026 Do Something	AM	ONE HOUR	07:30	09:00	15
D6	2026 Do Something	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Surveyed Flows , AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 / Industrial Unit Access / Harbourside Road / Industrial Unit Access (West)	Standard Roundabout		1, 2, 3, 4, 5	2.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Harbourside Road	
2	A4241 (South)	
3	Access (West)	
4	A4241 (North)	
5	Access (East)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.51	7.22	20.9	89.3	70.0	26.0	
2	7.16	7.16	0.0	21.7	70.0	44.0	
3	3.40	8.30	8.1	19.1	70.0	43.0	
4	7.20	7.30	0.8	49.1	70.0	34.0	
5	3.80	7.30	6.6	21.6	70.0	36.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.545	1873
2	0.553	2072
3	0.457	1463
4	0.594	2237
5	0.473	1518

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Surveyed Flows	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	9	100.000
2		✓	148	100.000
3		✓	2	100.000
4		✓	410	100.000
5		✓	35	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	5	0	4	0
	2	27	0	0	102	19
	3	0	1	0	0	1
	4	43	348	2	1	16
	5	0	21	0	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.01	2.21	0.0	A
2	0.08	1.90	0.1	A
3	0.00	0.00	0.0	A
4	0.20	2.05	0.3	A
5	0.03	2.86	0.0	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	7	290	1715	0.004	7	0.0	2.107	A
2	111	16	2064	0.054	111	0.1	1.843	A
3	0	125	1406	0.000	0	0.0	0.000	A
4	309	35	2216	0.139	308	0.2	1.886	A
5	26	316	1368	0.019	26	0.0	2.681	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	8	347	1684	0.005	8	0.0	2.148	A
2	133	19	2062	0.065	133	0.1	1.865	A
3	0	150	1395	0.000	0	0.0	0.000	A
4	369	41	2212	0.167	368	0.2	1.952	A
5	31	378	1339	0.024	31	0.0	2.752	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	10	425	1641	0.006	10	0.0	2.206	A
2	163	23	2060	0.079	163	0.1	1.897	A
3	0	184	1379	0.000	0	0.0	0.000	A
4	451	51	2206	0.205	451	0.3	2.050	A
5	39	463	1299	0.030	39	0.0	2.855	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	10	425	1641	0.006	10	0.0	2.206	A
2	163	23	2060	0.079	163	0.1	1.897	A
3	0	184	1379	0.000	0	0.0	0.000	A
4	451	51	2206	0.205	451	0.3	2.050	A
5	39	464	1299	0.030	39	0.0	2.855	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	8	347	1683	0.005	8	0.0	2.148	A
2	133	19	2062	0.065	133	0.1	1.868	A
3	0	150	1394	0.000	0	0.0	0.000	A
4	369	41	2212	0.167	369	0.2	1.953	A
5	31	379	1339	0.024	31	0.0	2.754	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	7	291	1714	0.004	7	0.0	2.108	A
2	111	16	2064	0.054	111	0.1	1.843	A
3	0	126	1406	0.000	0	0.0	0.000	A
4	309	35	2216	0.139	309	0.2	1.889	A
5	26	317	1368	0.019	26	0.0	2.684	A

2022 Surveyed Flows , PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 / Industrial Unit Access / Harbourside Road / Industrial Unit Access (West)	Standard Roundabout		1, 2, 3, 4, 5	2.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Surveyed Flows	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	43	100.000
2		✓	435	100.000
3		✓	0	100.000
4		✓	147	100.000
5		✓	24	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	17	0	26	0
	2	3	0	0	432	0
	3	0	0	0	0	0
	4	2	139	0	2	4
	5	0	9	0	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.03	2.08	0.0	A
2	0.23	2.30	0.3	A
3	0.00	0.00	0.0	A
4	0.07	1.74	0.1	A
5	0.02	2.54	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	32	124	1805	0.018	32	0.0	2.030	A
2	327	32	2055	0.159	327	0.2	2.082	A
3	0	359	1299	0.000	0	0.0	0.000	A
4	111	2	2235	0.050	110	0.1	1.693	A
5	18	110	1466	0.012	18	0.0	2.485	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	39	148	1792	0.022	39	0.0	2.053	A
2	391	39	2051	0.191	391	0.2	2.168	A
3	0	430	1267	0.000	0	0.0	0.000	A
4	132	3	2235	0.059	132	0.1	1.711	A
5	22	131	1456	0.015	22	0.0	2.509	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	47	182	1774	0.027	47	0.0	2.084	A
2	479	47	2046	0.234	479	0.3	2.296	A
3	0	526	1223	0.000	0	0.0	0.000	A
4	162	3	2235	0.072	162	0.1	1.736	A
5	26	161	1442	0.018	26	0.0	2.542	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	47	182	1774	0.027	47	0.0	2.085	A
2	479	47	2046	0.234	479	0.3	2.296	A
3	0	526	1223	0.000	0	0.0	0.000	A
4	162	3	2235	0.072	162	0.1	1.736	A
5	26	161	1442	0.018	26	0.0	2.542	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	39	148	1792	0.022	39	0.0	2.054	A
2	391	39	2051	0.191	391	0.2	2.169	A
3	0	430	1267	0.000	0	0.0	0.000	A
4	132	3	2235	0.059	132	0.1	1.713	A
5	22	131	1456	0.015	22	0.0	2.511	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	32	124	1805	0.018	32	0.0	2.032	A
2	327	32	2054	0.159	328	0.2	2.086	A
3	0	360	1299	0.000	0	0.0	0.000	A
4	111	2	2235	0.050	111	0.1	1.693	A
5	18	110	1466	0.012	18	0.0	2.487	A

2026 Do Minimum, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 / Industrial Unit Access / Harbourside Road / Industrial Unit Access (West)	Standard Roundabout		1, 2, 3, 4, 5	2.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Do Minimum	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	9	100.000
2		✓	153	100.000
3		✓	2	100.000
4		✓	428	100.000
5		✓	35	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	5	0	4	0
	2	28	0	0	106	19
	3	0	1	0	0	1
	4	44	365	2	1	16
	5	0	21	0	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.01	2.22	0.0	A
2	0.08	1.90	0.1	A
3	0.00	0.00	0.0	A
4	0.21	2.07	0.3	A
5	0.03	2.88	0.0	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	7	303	1708	0.004	7	0.0	2.116	A
2	115	16	2064	0.056	115	0.1	1.846	A
3	0	129	1404	0.000	0	0.0	0.000	A
4	322	35	2216	0.145	322	0.2	1.900	A
5	26	331	1362	0.019	26	0.0	2.695	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	8	362	1675	0.005	8	0.0	2.158	A
2	138	19	2062	0.067	137	0.1	1.869	A
3	0	155	1392	0.000	0	0.0	0.000	A
4	385	42	2211	0.174	385	0.2	1.970	A
5	31	395	1331	0.024	31	0.0	2.769	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	10	443	1631	0.006	10	0.0	2.220	A
2	168	23	2060	0.082	168	0.1	1.902	A
3	0	189	1377	0.000	0	0.0	0.000	A
4	471	52	2206	0.214	471	0.3	2.075	A
5	39	484	1289	0.030	39	0.0	2.878	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	10	444	1631	0.006	10	0.0	2.220	A
2	168	23	2060	0.082	168	0.1	1.902	A
3	0	189	1377	0.000	0	0.0	0.000	A
4	471	52	2206	0.214	471	0.3	2.075	A
5	39	484	1289	0.030	39	0.0	2.878	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	8	363	1675	0.005	8	0.0	2.159	A
2	138	19	2062	0.067	138	0.1	1.872	A
3	0	155	1392	0.000	0	0.0	0.000	A
4	385	42	2211	0.174	385	0.2	1.972	A
5	31	396	1331	0.024	31	0.0	2.769	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	7	304	1707	0.004	7	0.0	2.118	A
2	115	16	2064	0.056	115	0.1	1.846	A
3	0	130	1404	0.000	0	0.0	0.000	A
4	322	35	2216	0.145	322	0.2	1.900	A
5	26	331	1361	0.019	26	0.0	2.696	A

2026 Do Minimum, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 / Industrial Unit Access / Harbourside Road / Industrial Unit Access (West)	Standard Roundabout		1, 2, 3, 4, 5	2.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Do Minimum	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	45	100.000
2		✓	455	100.000
3		✓	0	100.000
4		✓	152	100.000
5		✓	24	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	18	0	27	0
	2	3	0	0	452	0
	3	0	0	0	0	0
	4	2	144	0	2	4
	5	0	9	0	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.03	2.09	0.0	A
2	0.24	2.33	0.3	A
3	0.00	0.00	0.0	A
4	0.07	1.74	0.1	A
5	0.02	2.55	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	34	128	1803	0.019	34	0.0	2.034	A
2	343	33	2054	0.167	342	0.2	2.101	A
3	0	375	1292	0.000	0	0.0	0.000	A
4	114	2	2235	0.051	114	0.1	1.696	A
5	18	113	1464	0.012	18	0.0	2.488	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	40	153	1789	0.023	40	0.0	2.058	A
2	409	40	2051	0.199	409	0.2	2.192	A
3	0	448	1258	0.000	0	0.0	0.000	A
4	137	3	2235	0.061	137	0.1	1.714	A
5	22	136	1454	0.015	22	0.0	2.512	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	50	187	1771	0.028	50	0.0	2.091	A
2	501	48	2046	0.245	501	0.3	2.330	A
3	0	549	1212	0.000	0	0.0	0.000	A
4	167	3	2235	0.075	167	0.1	1.740	A
5	26	166	1439	0.018	26	0.0	2.547	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	50	187	1771	0.028	50	0.0	2.091	A
2	501	48	2046	0.245	501	0.3	2.330	A
3	0	549	1212	0.000	0	0.0	0.000	A
4	167	3	2235	0.075	167	0.1	1.740	A
5	26	166	1439	0.018	26	0.0	2.547	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	40	153	1789	0.023	40	0.0	2.059	A
2	409	40	2050	0.199	409	0.2	2.193	A
3	0	449	1258	0.000	0	0.0	0.000	A
4	137	3	2235	0.061	137	0.1	1.714	A
5	22	136	1454	0.015	22	0.0	2.513	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	34	128	1803	0.019	34	0.0	2.034	A
2	343	33	2054	0.167	343	0.2	2.105	A
3	0	376	1291	0.000	0	0.0	0.000	A
4	114	2	2235	0.051	114	0.1	1.699	A
5	18	114	1464	0.012	18	0.0	2.490	A

2026 Do Something, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 / Industrial Unit Access / Harbourside Road / Industrial Unit Access (West)	Standard Roundabout		1, 2, 3, 4, 5	2.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Do Something	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	9	100.000
2		✓	153	100.000
3		✓	2	100.000
4		✓	490	100.000
5		✓	35	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	5	0	4	0
	2	28	0	0	106	19
	3	0	1	0	0	1
	4	44	427	2	1	16
	5	0	21	0	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.01	2.27	0.0	A
2	0.08	1.90	0.1	A
3	0.00	0.00	0.0	A
4	0.24	2.16	0.3	A
5	0.03	2.95	0.0	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	7	349	1682	0.004	7	0.0	2.148	A
2	115	16	2064	0.056	115	0.1	1.846	A
3	0	129	1404	0.000	0	0.0	0.000	A
4	369	35	2216	0.167	368	0.2	1.947	A
5	26	377	1340	0.020	26	0.0	2.740	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	8	418	1645	0.005	8	0.0	2.198	A
2	138	19	2062	0.067	137	0.1	1.869	A
3	0	155	1392	0.000	0	0.0	0.000	A
4	440	42	2211	0.199	440	0.2	2.032	A
5	31	451	1305	0.024	31	0.0	2.826	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	10	512	1594	0.006	10	0.0	2.272	A
2	168	23	2060	0.082	168	0.1	1.902	A
3	0	189	1377	0.000	0	0.0	0.000	A
4	540	52	2206	0.245	539	0.3	2.160	A
5	39	552	1257	0.031	39	0.0	2.954	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	10	512	1594	0.006	10	0.0	2.272	A
2	168	23	2060	0.082	168	0.1	1.902	A
3	0	189	1377	0.000	0	0.0	0.000	A
4	540	52	2206	0.245	539	0.3	2.160	A
5	39	553	1257	0.031	39	0.0	2.954	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	8	418	1645	0.005	8	0.0	2.201	A
2	138	19	2062	0.067	138	0.1	1.872	A
3	0	155	1392	0.000	0	0.0	0.000	A
4	440	42	2211	0.199	441	0.2	2.033	A
5	31	452	1305	0.024	31	0.0	2.829	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	7	350	1682	0.004	7	0.0	2.148	A
2	115	16	2064	0.056	115	0.1	1.849	A
3	0	130	1404	0.000	0	0.0	0.000	A
4	369	35	2216	0.167	369	0.2	1.949	A
5	26	378	1339	0.020	26	0.0	2.743	A

2026 Do Something, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 / Industrial Unit Access / Harbourside Road / Industrial Unit Access (West)	Standard Roundabout		1, 2, 3, 4, 5	2.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Do Something	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	45	100.000
2		✓	517	100.000
3		✓	0	100.000
4		✓	152	100.000
5		✓	24	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	18	0	27	0
	2	3	0	0	514	0
	3	0	0	0	0	0
	4	2	144	0	2	4
	5	0	9	0	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		1	2	3	4	5
	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.03	2.09	0.0	A
2	0.28	2.44	0.4	A
3	0.00	0.00	0.0	A
4	0.07	1.74	0.1	A
5	0.02	2.55	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	34	128	1803	0.019	34	0.0	2.034	A
2	389	33	2054	0.189	388	0.2	2.160	A
3	0	421	1271	0.000	0	0.0	0.000	A
4	114	2	2235	0.051	114	0.1	1.696	A
5	18	113	1464	0.012	18	0.0	2.488	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	40	153	1789	0.023	40	0.0	2.058	A
2	465	40	2051	0.227	465	0.3	2.269	A
3	0	504	1233	0.000	0	0.0	0.000	A
4	137	3	2235	0.061	137	0.1	1.714	A
5	22	136	1454	0.015	22	0.0	2.512	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	50	187	1771	0.028	50	0.0	2.091	A
2	569	48	2046	0.278	569	0.4	2.437	A
3	0	617	1181	0.000	0	0.0	0.000	A
4	167	3	2235	0.075	167	0.1	1.740	A
5	26	166	1439	0.018	26	0.0	2.547	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	50	187	1771	0.028	50	0.0	2.091	A
2	569	48	2046	0.278	569	0.4	2.437	A
3	0	618	1181	0.000	0	0.0	0.000	A
4	167	3	2235	0.075	167	0.1	1.740	A
5	26	166	1439	0.018	26	0.0	2.547	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	40	153	1789	0.023	40	0.0	2.058	A
2	465	40	2050	0.227	465	0.3	2.272	A
3	0	505	1232	0.000	0	0.0	0.000	A
4	137	3	2235	0.061	137	0.1	1.714	A
5	22	136	1454	0.015	22	0.0	2.515	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	34	128	1803	0.019	34	0.0	2.036	A
2	389	33	2054	0.189	389	0.2	2.164	A
3	0	423	1270	0.000	0	0.0	0.000	A
4	114	2	2235	0.051	114	0.1	1.699	A
5	18	114	1464	0.012	18	0.0	2.490	A

S|C|P

APPENDIX K

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Junction 4.j9

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

Report generation date: 29/06/2023 15:33:35

- »2022 Surveyed Flows, AM
- »2022 Surveyed Flows, PM
- »2026 Do Minimum, AM
- »2026 Do Minimum, PM
- »2026 Do Something, AM
- »2026 Do Something, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2022 Surveyed Flows										
Arm 1	D1	0.3	1.79	0.21	A	D2	0.6	2.29	0.38	A
Arm 2		0.0	2.34	0.03	A		0.0	2.76	0.03	A
Arm 3		0.2	1.74	0.17	A		0.2	1.90	0.17	A
Arm 4		0.3	2.30	0.21	A		0.1	1.99	0.09	A
2026 Do Minimum										
Arm 1	D3	0.3	1.81	0.21	A	D4	0.7	2.36	0.40	A
Arm 2		0.0	2.36	0.03	A		0.0	2.82	0.03	A
Arm 3		0.2	1.76	0.18	A		0.2	1.93	0.18	A
Arm 4		0.3	2.35	0.22	A		0.1	2.01	0.10	A
2026 Do Something										
Arm 1	D5	0.3	1.81	0.21	A	D6	0.8	2.53	0.44	A
Arm 2		0.0	2.36	0.03	A		0.0	2.94	0.03	A
Arm 3		0.2	1.78	0.19	A		0.2	1.98	0.18	A
Arm 4		0.3	2.49	0.26	A		0.1	2.01	0.10	A

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

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

File summary

File Description

Title	A4241 Harbour Way / North Bank Road / A4241 (West) / A4241 (North)
Location	
Site number	
Date	10/01/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\abbie.moore
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Surveyed Flows	AM	ONE HOUR	07:30	09:00	15
D2	2022 Surveyed Flows	PM	ONE HOUR	16:15	17:45	15
D3	2026 Do Minimum	AM	ONE HOUR	07:30	09:00	15
D4	2026 Do Minimum	PM	ONE HOUR	16:15	17:45	15
D5	2026 Do Something	AM	ONE HOUR	07:30	09:00	15
D6	2026 Do Something	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Surveyed Flows, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / North Bank Road/ A4241 (West) / A4241 (North)	Standard Roundabout		1, 2, 3, 4	1.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4242 Harbour Way	
2	North Bank Road	
3	A4241 (West)	
4	A4242 (North)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	7.00	8.80	12.7	53.8	69.0	30.0	
2	3.80	7.33	21.9	35.0	69.0	33.0	
3	7.70	8.45	15.2	50.0	69.0	31.0	
4	7.10	7.24	2.8	30.2	69.0	30.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.656	2573
2	0.541	1877
3	0.658	2595
4	0.597	2224

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Surveyed Flows	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	472	100.000
2		✓	50	100.000
3		✓	384	100.000
4		✓	374	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	11	359	102
	2	12	2	14	22
	3	348	17	0	19
	4	332	23	18	1

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.21	1.79	0.3	A
2	0.03	2.34	0.0	A
3	0.17	1.74	0.2	A
4	0.21	2.30	0.3	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	355	46	2543	0.140	355	0.2	1.644	A
2	38	361	1682	0.022	38	0.0	2.189	A
3	289	104	2526	0.114	289	0.1	1.608	A
4	282	285	2054	0.137	281	0.2	2.030	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	424	55	2537	0.167	424	0.2	1.703	A
2	45	431	1643	0.027	45	0.0	2.251	A
3	345	125	2513	0.137	345	0.2	1.660	A
4	336	341	2021	0.166	336	0.2	2.136	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	520	67	2529	0.206	519	0.3	1.790	A
2	55	528	1591	0.035	55	0.0	2.343	A
3	423	153	2494	0.170	423	0.2	1.737	A
4	412	417	1975	0.209	412	0.3	2.302	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	520	67	2529	0.206	520	0.3	1.790	A
2	55	528	1591	0.035	55	0.0	2.343	A
3	423	153	2494	0.170	423	0.2	1.737	A
4	412	417	1975	0.209	412	0.3	2.302	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	424	55	2537	0.167	425	0.2	1.703	A
2	45	432	1643	0.027	45	0.0	2.253	A
3	345	125	2512	0.137	345	0.2	1.663	A
4	336	341	2020	0.166	336	0.2	2.139	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	355	46	2543	0.140	356	0.2	1.645	A
2	38	362	1681	0.022	38	0.0	2.190	A
3	289	105	2526	0.114	289	0.1	1.611	A
4	282	285	2054	0.137	282	0.2	2.033	A

2022 Surveyed Flows, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / North Bank Road/ A4241 (West) / A4241 (North)	Standard Roundabout		1, 2, 3, 4	2.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Surveyed Flows	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	892	100.000
2		✓	37	100.000
3		✓	350	100.000
4		✓	167	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	
From	1	0	13	463	416	
	2	14	0	10	13	
	3	335	6	0	9	
	4	144	6	17	0	

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.38	2.29	0.6	A
2	0.03	2.76	0.0	A
3	0.17	1.90	0.2	A
4	0.09	1.99	0.1	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	672	22	2559	0.262	670	0.4	1.906	A
2	28	673	1513	0.018	28	0.0	2.424	A
3	263	333	2376	0.111	263	0.1	1.703	A
4	126	267	2065	0.061	125	0.1	1.855	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	802	26	2556	0.314	801	0.5	2.052	A
2	33	805	1441	0.023	33	0.0	2.556	A
3	315	398	2333	0.135	315	0.2	1.782	A
4	150	319	2033	0.074	150	0.1	1.910	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	982	32	2552	0.385	981	0.6	2.291	A
2	41	986	1344	0.030	41	0.0	2.762	A
3	385	487	2274	0.169	385	0.2	1.905	A
4	184	391	1991	0.092	184	0.1	1.992	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	982	32	2552	0.385	982	0.6	2.292	A
2	41	987	1343	0.030	41	0.0	2.763	A
3	385	488	2274	0.169	385	0.2	1.905	A
4	184	391	1991	0.092	184	0.1	1.992	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	802	26	2556	0.314	803	0.5	2.053	A
2	33	806	1441	0.023	33	0.0	2.559	A
3	315	399	2332	0.135	315	0.2	1.783	A
4	150	319	2033	0.074	150	0.1	1.910	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	672	22	2559	0.262	672	0.4	1.910	A
2	28	675	1512	0.018	28	0.0	2.425	A
3	263	334	2375	0.111	264	0.1	1.704	A
4	126	267	2064	0.061	126	0.1	1.856	A

2026 Do Minimum, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / North Bank Road/ A4241 (West) / A4241 (North)	Standard Roundabout		1, 2, 3, 4	1.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Do Minimum	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	490	100.000
2		✓	50	100.000
3		✓	402	100.000
4		✓	391	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	
From	1	0	11	373	106	
	2	12	2	14	22	
	3	365	17	0	20	
	4	348	24	18	1	

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.21	1.81	0.3	A
2	0.03	2.36	0.0	A
3	0.18	1.76	0.2	A
4	0.22	2.35	0.3	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	369	47	2542	0.145	368	0.2	1.655	A
2	38	374	1674	0.022	38	0.0	2.199	A
3	303	107	2524	0.120	302	0.1	1.619	A
4	294	298	2046	0.144	294	0.2	2.054	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	440	56	2536	0.174	440	0.2	1.716	A
2	45	448	1635	0.028	45	0.0	2.264	A
3	361	129	2510	0.144	361	0.2	1.674	A
4	352	356	2011	0.175	351	0.2	2.168	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	540	68	2528	0.213	539	0.3	1.809	A
2	55	548	1580	0.035	55	0.0	2.359	A
3	443	157	2491	0.178	442	0.2	1.756	A
4	430	436	1964	0.219	430	0.3	2.347	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	540	68	2528	0.213	539	0.3	1.809	A
2	55	548	1580	0.035	55	0.0	2.360	A
3	443	157	2491	0.178	443	0.2	1.756	A
4	430	436	1964	0.219	430	0.3	2.347	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	440	56	2536	0.174	441	0.2	1.719	A
2	45	448	1634	0.028	45	0.0	2.264	A
3	361	129	2510	0.144	362	0.2	1.674	A
4	352	356	2011	0.175	352	0.2	2.171	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	369	47	2542	0.145	369	0.2	1.658	A
2	38	375	1674	0.022	38	0.0	2.201	A
3	303	108	2524	0.120	303	0.1	1.622	A
4	294	298	2046	0.144	295	0.2	2.057	A

2026 Do Minimum, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / North Bank Road/ A4241 (West) / A4241 (North)	Standard Roundabout		1, 2, 3, 4	2.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Do Minimum	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	934	100.000
2		✓	37	100.000
3		✓	362	100.000
4		✓	172	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	
From	1	0	13	485	436	
	2	14	0	10	13	
	3	347	6	0	9	
	4	149	6	17	0	

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.40	2.36	0.7	A
2	0.03	2.82	0.0	A
3	0.18	1.93	0.2	A
4	0.10	2.01	0.1	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	703	22	2559	0.275	702	0.4	1.936	A
2	28	705	1496	0.019	28	0.0	2.452	A
3	273	348	2366	0.115	272	0.1	1.718	A
4	129	276	2059	0.063	129	0.1	1.864	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	840	26	2556	0.329	839	0.5	2.097	A
2	33	843	1421	0.023	33	0.0	2.593	A
3	325	416	2321	0.140	325	0.2	1.803	A
4	155	330	2027	0.076	155	0.1	1.922	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1028	32	2552	0.403	1028	0.7	2.360	A
2	41	1032	1319	0.031	41	0.0	2.816	A
3	399	509	2259	0.176	398	0.2	1.934	A
4	189	404	1983	0.096	189	0.1	2.007	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1028	32	2552	0.403	1028	0.7	2.362	A
2	41	1033	1318	0.031	41	0.0	2.817	A
3	399	510	2259	0.176	399	0.2	1.934	A
4	189	404	1983	0.096	189	0.1	2.007	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	840	26	2556	0.329	840	0.5	2.099	A
2	33	844	1420	0.023	33	0.0	2.594	A
3	325	417	2321	0.140	326	0.2	1.806	A
4	155	330	2027	0.076	155	0.1	1.922	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	703	22	2559	0.275	704	0.4	1.940	A
2	28	707	1495	0.019	28	0.0	2.455	A
3	273	349	2365	0.115	273	0.1	1.719	A
4	129	276	2059	0.063	130	0.1	1.867	A

2026 Do Something, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / North Bank Road/ A4241 (West) / A4241 (North)	Standard Roundabout		1, 2, 3, 4	2.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Do Something	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	490	100.000
2		✓	50	100.000
3		✓	432	100.000
4		✓	454	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	
From	1	0	11	373	106	
	2	12	2	14	22	
	3	395	17	0	20	
	4	411	24	18	1	

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.21	1.81	0.3	A
2	0.03	2.36	0.0	A
3	0.19	1.78	0.2	A
4	0.26	2.49	0.3	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	369	47	2542	0.145	368	0.2	1.655	A
2	38	374	1674	0.022	38	0.0	2.199	A
3	325	107	2524	0.129	325	0.1	1.636	A
4	342	320	2033	0.168	341	0.2	2.126	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	440	56	2536	0.174	440	0.2	1.716	A
2	45	448	1635	0.028	45	0.0	2.264	A
3	388	129	2510	0.155	388	0.2	1.695	A
4	408	383	1995	0.205	408	0.3	2.267	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	540	68	2528	0.213	539	0.3	1.809	A
2	55	548	1580	0.035	55	0.0	2.359	A
3	476	157	2491	0.191	475	0.2	1.785	A
4	500	469	1944	0.257	500	0.3	2.492	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	540	68	2528	0.213	539	0.3	1.809	A
2	55	548	1580	0.035	55	0.0	2.360	A
3	476	157	2491	0.191	476	0.2	1.785	A
4	500	469	1944	0.257	500	0.3	2.492	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	440	56	2536	0.174	441	0.2	1.717	A
2	45	448	1634	0.028	45	0.0	2.266	A
3	388	129	2510	0.155	389	0.2	1.698	A
4	408	383	1995	0.205	408	0.3	2.270	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	369	47	2542	0.145	369	0.2	1.655	A
2	38	375	1674	0.022	38	0.0	2.201	A
3	325	108	2524	0.129	325	0.1	1.639	A
4	342	321	2032	0.168	342	0.2	2.129	A

2026 Do Something, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / North Bank Road/ A4241 (West) / A4241 (North)	Standard Roundabout		1, 2, 3, 4	2.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Do Something	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1025	100.000
2		✓	37	100.000
3		✓	362	100.000
4		✓	172	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	
From	1	0	13	514	498	
	2	14	0	10	13	
	3	347	6	0	9	
	4	149	6	17	0	

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.44	2.53	0.8	A
2	0.03	2.94	0.0	A
3	0.18	1.98	0.2	A
4	0.10	2.01	0.1	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	772	22	2559	0.302	770	0.4	2.011	A
2	28	773	1459	0.019	28	0.0	2.515	A
3	273	394	2335	0.117	272	0.1	1.744	A
4	129	276	2059	0.063	129	0.1	1.864	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	921	26	2556	0.361	921	0.6	2.202	A
2	33	925	1377	0.024	33	0.0	2.678	A
3	325	472	2284	0.142	325	0.2	1.836	A
4	155	330	2027	0.076	155	0.1	1.922	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1129	32	2552	0.442	1128	0.8	2.526	A
2	41	1132	1265	0.032	41	0.0	2.940	A
3	399	578	2215	0.180	398	0.2	1.982	A
4	189	404	1983	0.096	189	0.1	2.007	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1129	32	2552	0.442	1129	0.8	2.528	A
2	41	1133	1264	0.032	41	0.0	2.941	A
3	399	578	2214	0.180	399	0.2	1.982	A
4	189	404	1983	0.096	189	0.1	2.007	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	921	26	2556	0.361	922	0.6	2.204	A
2	33	926	1376	0.024	33	0.0	2.680	A
3	325	472	2284	0.142	326	0.2	1.837	A
4	155	330	2027	0.076	155	0.1	1.922	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	772	22	2559	0.302	772	0.4	2.015	A
2	28	775	1458	0.019	28	0.0	2.517	A
3	273	396	2334	0.117	273	0.1	1.745	A
4	129	276	2059	0.063	130	0.1	1.867	A

S|C|P

APPENDIX L

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Junction 5.j9

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

Report generation date: 29/06/2023 15:40:47

- »2022 Surveyed Flows, AM
- »2022 Surveyed Flows, PM
- »2026 Do Minimum, AM
- »2026 Do Minimum, PM
- »2026 Do Something, AM
- »2026 Do Something, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2022 Surveyed Flows										
Arm 1	D1	0.2	1.53	0.18	A	D2	0.5	1.83	0.32	A
Arm 2		0.1	3.06	0.05	A		0.1	3.73	0.06	A
Arm 3		0.4	1.77	0.27	A		0.2	1.58	0.19	A
Arm 4		0.0	3.01	0.03	A		0.0	2.78	0.03	A
2026 Do Minimum										
Arm 1	D3	0.2	1.55	0.18	A	D4	0.5	1.88	0.34	A
Arm 2		0.1	3.09	0.05	A		0.1	3.83	0.07	A
Arm 3		0.4	1.80	0.29	A		0.2	1.60	0.20	A
Arm 4		0.0	3.06	0.03	A		0.0	2.81	0.03	A
2026 Do Something										
Arm 1	D5	0.2	1.55	0.18	A	D6	0.6	1.98	0.37	A
Arm 2		0.1	3.09	0.05	A		0.1	4.03	0.07	A
Arm 3		0.5	1.90	0.32	A		0.2	1.60	0.20	A
Arm 4		0.0	3.20	0.03	A		0.0	2.81	0.03	A

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

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

File summary

File Description

Title	A4241 Harbour Way / Oakwood Road / A4241 Harbour Way / Llewellyn's Road
Location	
Site number	
Date	01/12/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\abbie.moore
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Surveyed Flows	AM	ONE HOUR	07:30	09:00	15
D2	2022 Surveyed Flows	PM	ONE HOUR	16:15	17:45	15
D3	2026 Do Minimum	AM	ONE HOUR	07:30	09:00	15
D4	2026 Do Minimum	PM	ONE HOUR	16:15	17:45	15
D5	2026 Do Something	AM	ONE HOUR	07:30	09:00	15
D6	2026 Do Something	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Surveyed Flows, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / Oakwood Road / A4241 Harbour Way / Llewellyn's Road	Standard Roundabout		1, 2, 3, 4	1.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4241 Harbour Way (East)	
2	Llewellyn's Road	
3	A4241 Harbour Way (West)	
4	Oakwood Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	7.20	9.90	24.1	72.0	69.5	26.0	
2	3.80	6.45	6.3	19.5	69.5	33.0	
3	7.30	9.69	14.5	72.0	69.5	24.0	
4	3.25	5.60	30.0	34.0	69.5	25.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.712	2921
2	0.470	1477
3	0.701	2837
4	0.503	1612

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Surveyed Flows	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	460	100.000
2		✓	54	100.000
3		✓	697	100.000
4		✓	36	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	6	16	423	15
	2	21	0	33	0
	3	589	65	0	43
	4	17	0	19	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.18	1.53	0.2	A
2	0.05	3.06	0.1	A
3	0.27	1.77	0.4	A
4	0.03	3.01	0.0	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	346	63	2876	0.120	346	0.1	1.422	A
2	41	348	1313	0.031	41	0.0	2.827	A
3	525	32	2815	0.186	524	0.2	1.571	A
4	27	512	1355	0.020	27	0.0	2.710	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	414	75	2867	0.144	413	0.2	1.466	A
2	49	416	1281	0.038	49	0.0	2.919	A
3	627	38	2810	0.223	626	0.3	1.647	A
4	32	612	1305	0.025	32	0.0	2.829	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	506	92	2855	0.177	506	0.2	1.532	A
2	59	510	1237	0.048	59	0.1	3.055	A
3	767	46	2804	0.274	767	0.4	1.766	A
4	40	749	1235	0.032	40	0.0	3.009	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	506	92	2855	0.177	506	0.2	1.532	A
2	59	510	1237	0.048	59	0.1	3.055	A
3	767	46	2804	0.274	767	0.4	1.766	A
4	40	750	1235	0.032	40	0.0	3.010	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	414	76	2867	0.144	414	0.2	1.466	A
2	49	416	1281	0.038	49	0.0	2.920	A
3	627	38	2810	0.223	627	0.3	1.650	A
4	32	613	1304	0.025	32	0.0	2.832	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	346	63	2876	0.120	346	0.1	1.425	A
2	41	349	1313	0.031	41	0.0	2.831	A
3	525	32	2815	0.186	525	0.2	1.571	A
4	27	513	1354	0.020	27	0.0	2.713	A

2022 Surveyed Flows, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / Oakwood Road / A4241 Harbour Way / Llewellyn's Road	Standard Roundabout		1, 2, 3, 4	1.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Surveyed Flows	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	845	100.000
2		✓	58	100.000
3		✓	489	100.000
4		✓	38	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	
From	1	17	5	815	8	
	2	8	0	47	3	
	3	471	6	0	12	
	4	9	1	28	0	

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.32	1.83	0.5	A
2	0.06	3.73	0.1	A
3	0.19	1.58	0.2	A
4	0.03	2.78	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	636	26	2902	0.219	635	0.3	1.588	A
2	44	652	1170	0.037	44	0.0	3.194	A
3	368	27	2818	0.131	368	0.2	1.468	A
4	29	377	1423	0.020	29	0.0	2.582	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	760	31	2898	0.262	759	0.4	1.682	A
2	52	780	1110	0.047	52	0.0	3.400	A
3	440	32	2814	0.156	439	0.2	1.515	A
4	34	451	1385	0.025	34	0.0	2.663	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	930	39	2893	0.322	930	0.5	1.833	A
2	64	955	1028	0.062	64	0.1	3.732	A
3	538	40	2809	0.192	538	0.2	1.584	A
4	42	552	1334	0.031	42	0.0	2.784	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	930	39	2893	0.322	930	0.5	1.833	A
2	64	956	1028	0.062	64	0.1	3.733	A
3	538	40	2809	0.192	538	0.2	1.584	A
4	42	553	1334	0.031	42	0.0	2.784	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	760	31	2898	0.262	760	0.4	1.685	A
2	52	781	1110	0.047	52	0.0	3.405	A
3	440	32	2814	0.156	440	0.2	1.518	A
4	34	452	1385	0.025	34	0.0	2.666	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	636	26	2902	0.219	636	0.3	1.590	A
2	44	654	1170	0.037	44	0.0	3.198	A
3	368	27	2818	0.131	368	0.2	1.469	A
4	29	378	1422	0.020	29	0.0	2.582	A

2026 Do Minimum, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / Oakwood Road / A4241 Harbour Way / Llewellyn's Road	Standard Roundabout		1, 2, 3, 4	1.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Do Minimum	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	477	100.000
2		✓	56	100.000
3		✓	731	100.000
4		✓	37	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	
From	1	6	16	439	16	
	2	22	0	34	0	
	3	620	67	0	44	
	4	17	0	20	0	

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.18	1.55	0.2	A
2	0.05	3.09	0.1	A
3	0.29	1.80	0.4	A
4	0.03	3.06	0.0	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	359	65	2874	0.125	359	0.1	1.430	A
2	42	362	1307	0.032	42	0.0	2.845	A
3	550	33	2814	0.196	549	0.2	1.589	A
4	28	537	1342	0.021	28	0.0	2.738	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	429	78	2865	0.150	429	0.2	1.477	A
2	50	432	1274	0.040	50	0.0	2.941	A
3	657	40	2809	0.234	657	0.3	1.672	A
4	33	643	1289	0.026	33	0.0	2.865	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	525	96	2853	0.184	525	0.2	1.546	A
2	62	529	1228	0.050	62	0.1	3.085	A
3	805	48	2803	0.287	804	0.4	1.800	A
4	41	787	1217	0.033	41	0.0	3.060	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	525	96	2853	0.184	525	0.2	1.546	A
2	62	530	1228	0.050	62	0.1	3.085	A
3	805	48	2803	0.287	805	0.4	1.800	A
4	41	787	1216	0.033	41	0.0	3.061	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	429	78	2865	0.150	429	0.2	1.479	A
2	50	433	1274	0.040	50	0.0	2.942	A
3	657	40	2809	0.234	658	0.3	1.675	A
4	33	643	1289	0.026	33	0.0	2.866	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	359	66	2874	0.125	359	0.1	1.430	A
2	42	362	1307	0.032	42	0.0	2.846	A
3	550	33	2814	0.196	551	0.2	1.592	A
4	28	539	1342	0.021	28	0.0	2.742	A

2026 Do Minimum, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / Oakwood Road / A4241 Harbour Way / Llewellyn's Road	Standard Roundabout		1, 2, 3, 4	1.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Do Minimum	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	885	100.000
2		✓	60	100.000
3		✓	505	100.000
4		✓	39	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	
From	1	17	5	855	8	
	2	8	0	49	3	
	3	487	6	0	12	
	4	9	1	29	0	

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.34	1.88	0.5	A
2	0.07	3.83	0.1	A
3	0.20	1.60	0.2	A
4	0.03	2.81	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	666	27	2902	0.230	665	0.3	1.609	A
2	45	683	1156	0.039	45	0.0	3.240	A
3	380	27	2818	0.135	380	0.2	1.476	A
4	29	389	1417	0.021	29	0.0	2.594	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	796	32	2898	0.275	795	0.4	1.711	A
2	54	817	1093	0.049	54	0.1	3.463	A
3	454	32	2814	0.161	454	0.2	1.524	A
4	35	466	1378	0.025	35	0.0	2.679	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	974	40	2893	0.337	974	0.5	1.875	A
2	66	1000	1007	0.066	66	0.1	3.825	A
3	556	40	2809	0.198	556	0.2	1.597	A
4	43	570	1326	0.032	43	0.0	2.806	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	974	40	2893	0.337	974	0.5	1.875	A
2	66	1001	1007	0.066	66	0.1	3.826	A
3	556	40	2809	0.198	556	0.2	1.597	A
4	43	570	1326	0.032	43	0.0	2.806	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	796	32	2898	0.275	796	0.4	1.715	A
2	54	818	1093	0.049	54	0.1	3.467	A
3	454	32	2814	0.161	454	0.2	1.524	A
4	35	466	1378	0.025	35	0.0	2.682	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	666	27	2901	0.230	667	0.3	1.612	A
2	45	685	1155	0.039	45	0.0	3.245	A
3	380	27	2818	0.135	380	0.2	1.476	A
4	29	390	1416	0.021	29	0.0	2.597	A

2026 Do Something, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / Oakwood Road / A4241 Harbour Way / Llewellyn's Road	Standard Roundabout		1, 2, 3, 4	1.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Do Something	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	477	100.000
2		✓	56	100.000
3		✓	823	100.000
4		✓	37	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	
From	1	6	16	439	16	
	2	22	0	34	0	
	3	712	67	0	44	
	4	17	0	20	0	

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.18	1.55	0.2	A
2	0.05	3.09	0.1	A
3	0.32	1.90	0.5	A
4	0.03	3.20	0.0	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	359	65	2874	0.125	359	0.1	1.430	A
2	42	362	1307	0.032	42	0.0	2.845	A
3	620	33	2814	0.220	618	0.3	1.640	A
4	28	606	1307	0.021	28	0.0	2.812	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	429	78	2865	0.150	429	0.2	1.477	A
2	50	432	1274	0.040	50	0.0	2.941	A
3	740	40	2809	0.263	740	0.4	1.738	A
4	33	725	1248	0.027	33	0.0	2.963	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	525	96	2853	0.184	525	0.2	1.546	A
2	62	529	1228	0.050	62	0.1	3.085	A
3	906	48	2803	0.323	906	0.5	1.897	A
4	41	888	1166	0.035	41	0.0	3.199	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	525	96	2853	0.184	525	0.2	1.546	A
2	62	530	1228	0.050	62	0.1	3.085	A
3	906	48	2803	0.323	906	0.5	1.897	A
4	41	889	1165	0.035	41	0.0	3.199	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	429	78	2865	0.150	429	0.2	1.479	A
2	50	433	1274	0.040	50	0.0	2.944	A
3	740	40	2809	0.263	740	0.4	1.739	A
4	33	726	1247	0.027	33	0.0	2.967	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	359	66	2874	0.125	359	0.1	1.433	A
2	42	362	1307	0.032	42	0.0	2.846	A
3	620	33	2814	0.220	620	0.3	1.643	A
4	28	608	1307	0.021	28	0.0	2.814	A

2026 Do Something, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / Oakwood Road / A4241 Harbour Way / Llewellyn's Road	Standard Roundabout		1, 2, 3, 4	1.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Do Something	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	977	100.000
2		✓	60	100.000
3		✓	505	100.000
4		✓	39	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	
From	1	17	5	947	8	
	2	8	0	49	3	
	3	487	6	0	12	
	4	9	1	29	0	

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.37	1.98	0.6	A
2	0.07	4.03	0.1	A
3	0.20	1.60	0.2	A
4	0.03	2.81	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	736	27	2902	0.254	734	0.3	1.661	A
2	45	752	1124	0.040	45	0.0	3.337	A
3	380	27	2818	0.135	380	0.2	1.476	A
4	29	389	1417	0.021	29	0.0	2.594	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	878	32	2898	0.303	878	0.4	1.781	A
2	54	899	1054	0.051	54	0.1	3.597	A
3	454	32	2814	0.161	454	0.2	1.524	A
4	35	466	1378	0.025	35	0.0	2.679	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1076	40	2893	0.372	1075	0.6	1.981	A
2	66	1101	959	0.069	66	0.1	4.029	A
3	556	40	2809	0.198	556	0.2	1.597	A
4	43	570	1326	0.032	43	0.0	2.805	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1076	40	2893	0.372	1076	0.6	1.981	A
2	66	1102	959	0.069	66	0.1	4.030	A
3	556	40	2809	0.198	556	0.2	1.597	A
4	43	570	1326	0.032	43	0.0	2.806	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	878	32	2898	0.303	879	0.4	1.782	A
2	54	901	1054	0.051	54	0.1	3.602	A
3	454	32	2814	0.161	454	0.2	1.527	A
4	35	466	1378	0.025	35	0.0	2.682	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	736	27	2901	0.254	736	0.3	1.664	A
2	45	754	1123	0.040	45	0.0	3.340	A
3	380	27	2818	0.135	380	0.2	1.476	A
4	29	390	1416	0.021	29	0.0	2.595	A

S|C|P

APPENDIX M

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Junction 6.j9

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

Report generation date: 29/06/2023 15:47:42

- »2022 Surveyed Flows , AM
- »2022 Surveyed Flows , PM
- »2026 Do Minimum, AM
- »2026 Do Minimum, PM
- »2026 Do Something, AM
- »2026 Do Something, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2022 Surveyed Flows										
Arm 1	D1	0.3	1.73	0.21	A	D2	0.4	1.87	0.28	A
Arm 2		0.1	2.95	0.07	A		0.3	4.21	0.26	A
Arm 3		0.4	1.94	0.27	A		0.3	1.81	0.21	A
Arm 4		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2026 Do Minimum										
Arm 1	D3	0.3	1.75	0.22	A	D4	0.4	1.91	0.30	A
Arm 2		0.1	2.98	0.07	A		0.4	4.37	0.27	A
Arm 3		0.4	1.98	0.29	A		0.3	1.83	0.22	A
Arm 4		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2026 Do Something										
Arm 1	D5	0.4	1.94	0.28	A	D6	0.4	1.94	0.31	A
Arm 2		0.1	3.13	0.11	A		0.8	5.72	0.44	A
Arm 3		0.5	2.15	0.33	A		0.3	1.90	0.22	A
Arm 4		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

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

File summary

File Description

Title	A4241 Harbour Way / Access / A4241 Harbour Way / Industrial Unit Access
Location	
Site number	
Date	17/01/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\craig.thomson
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Surveyed Flows	AM	ONE HOUR	07:30	09:00	15
D2	2022 Surveyed Flows	PM	ONE HOUR	16:15	17:45	15
D3	2026 Do Minimum	AM	ONE HOUR	07:30	09:00	15
D4	2026 Do Minimum	PM	ONE HOUR	16:15	17:45	15
D5	2026 Do Something	AM	ONE HOUR	07:30	09:00	15
D6	2026 Do Something	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Surveyed Flows , AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / Access / A4241 Harbour Way / Industrial Unit Access	Standard Roundabout		1, 2, 3, 4	1.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4241 Harbour Way (South)	
2	North Road Site Access	
3	A4241 Harbour Way (North)	
4	Access (East)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	7.40	9.80	16.6	61.7	52.0	38.0	
2	3.70	6.20	10.8	43.5	52.0	34.0	
3	7.30	8.93	11.5	55.5	52.0	35.0	
4	3.00	7.64	3.5	17.0	52.0	34.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.797	2754
2	0.580	1576
3	0.769	2587
4	0.491	1151

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Surveyed Flows	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	515	100.000
2		✓	79	100.000
3		✓	636	100.000
4		✓	2	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	93	421	1
	2	40	0	39	0
	3	509	121	0	6
	4	0	2	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.21	1.73	0.3	A
2	0.07	2.95	0.1	A
3	0.27	1.94	0.4	A
4	0.00	0.00	0.0	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	388	91	2681	0.145	387	0.2	1.568	A
2	59	317	1392	0.043	59	0.0	2.701	A
3	479	31	2564	0.187	478	0.2	1.725	A
4	0	503	904	0.000	0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	463	109	2667	0.174	463	0.2	1.632	A
2	71	379	1356	0.052	71	0.1	2.801	A
3	572	37	2559	0.223	572	0.3	1.810	A
4	0	602	855	0.000	0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	567	133	2648	0.214	567	0.3	1.729	A
2	87	464	1307	0.067	87	0.1	2.951	A
3	700	45	2553	0.274	700	0.4	1.943	A
4	0	737	789	0.000	0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	567	133	2648	0.214	567	0.3	1.729	A
2	87	465	1306	0.067	87	0.1	2.951	A
3	700	45	2553	0.274	700	0.4	1.943	A
4	0	738	789	0.000	0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	463	109	2667	0.174	463	0.2	1.632	A
2	71	380	1356	0.052	71	0.1	2.801	A
3	572	37	2559	0.223	572	0.3	1.814	A
4	0	603	855	0.000	0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	388	91	2681	0.145	388	0.2	1.569	A
2	59	318	1391	0.043	60	0.0	2.704	A
3	479	31	2563	0.187	479	0.2	1.726	A
4	0	505	903	0.000	0	0.0	0.000	A

2022 Surveyed Flows , PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / Access / A4241 Harbour Way / Industrial Unit Access	Standard Roundabout		1, 2, 3, 4	2.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Surveyed Flows	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	690	100.000
2		✓	270	100.000
3		✓	481	100.000
4		✓	1	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	
From	1	0	28	661	1	
	2	88	0	182	0	
	3	404	77	0	0	
	4	0	1	0	0	

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.28	1.87	0.4	A
2	0.26	4.21	0.3	A
3	0.21	1.81	0.3	A
4	0.00	0.00	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	519	58	2708	0.192	519	0.2	1.644	A
2	203	497	1287	0.158	203	0.2	3.317	A
3	362	67	2536	0.143	361	0.2	1.655	A
4	0	427	941	0.000	0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	620	69	2699	0.230	620	0.3	1.731	A
2	243	595	1231	0.197	242	0.2	3.642	A
3	432	80	2526	0.171	432	0.2	1.718	A
4	0	511	900	0.000	0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	760	85	2686	0.283	759	0.4	1.867	A
2	297	729	1153	0.258	297	0.3	4.201	A
3	530	98	2512	0.211	529	0.3	1.815	A
4	0	626	844	0.000	0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	760	85	2686	0.283	760	0.4	1.867	A
2	297	729	1153	0.258	297	0.3	4.205	A
3	530	98	2512	0.211	530	0.3	1.815	A
4	0	626	843	0.000	0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	620	69	2699	0.230	621	0.3	1.731	A
2	243	595	1231	0.197	243	0.2	3.649	A
3	432	80	2526	0.171	433	0.2	1.722	A
4	0	512	900	0.000	0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	519	58	2708	0.192	520	0.2	1.647	A
2	203	499	1287	0.158	204	0.2	3.326	A
3	362	67	2536	0.143	362	0.2	1.658	A
4	0	429	940	0.000	0	0.0	0.000	A

2026 Do Minimum, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / Access / A4241 Harbour Way / Industrial Unit Access	Standard Roundabout		1, 2, 3, 4	1.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Do Minimum	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	534	100.000
2		✓	81	100.000
3		✓	667	100.000
4		✓	2	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	96	437	1
	2	41	0	40	0
	3	537	124	0	6
	4	0	2	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.22	1.75	0.3	A
2	0.07	2.98	0.1	A
3	0.29	1.98	0.4	A
4	0.00	0.00	0.0	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	402	93	2680	0.150	401	0.2	1.579	A
2	61	329	1385	0.044	61	0.0	2.718	A
3	502	32	2563	0.196	501	0.2	1.746	A
4	0	527	892	0.000	0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	480	111	2665	0.180	480	0.2	1.646	A
2	73	394	1348	0.054	73	0.1	2.823	A
3	600	38	2558	0.234	599	0.3	1.837	A
4	0	631	841	0.000	0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	588	136	2645	0.222	588	0.3	1.749	A
2	89	482	1296	0.069	89	0.1	2.981	A
3	734	46	2552	0.288	734	0.4	1.980	A
4	0	772	772	0.000	0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	588	137	2645	0.222	588	0.3	1.749	A
2	89	482	1296	0.069	89	0.1	2.981	A
3	734	46	2552	0.288	734	0.4	1.980	A
4	0	773	771	0.000	0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	480	112	2665	0.180	480	0.2	1.647	A
2	73	394	1347	0.054	73	0.1	2.826	A
3	600	38	2558	0.234	600	0.3	1.840	A
4	0	631	841	0.000	0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	402	93	2679	0.150	402	0.2	1.582	A
2	61	330	1385	0.044	61	0.0	2.721	A
3	502	32	2563	0.196	502	0.2	1.746	A
4	0	529	891	0.000	0	0.0	0.000	A

2026 Do Minimum, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / Access / A4241 Harbour Way / Industrial Unit Access	Standard Roundabout		1, 2, 3, 4	2.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Do Minimum	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	727	100.000
2		✓	278	100.000
3		✓	498	100.000
4		✓	1	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	
From	1	0	29	697	1	
	2	90	0	188	0	
	3	419	79	0	0	
	4	0	1	0	0	

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.30	1.91	0.4	A
2	0.27	4.37	0.4	A
3	0.22	1.83	0.3	A
4	0.00	0.00	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	547	59	2707	0.202	546	0.3	1.666	A
2	209	525	1272	0.165	209	0.2	3.385	A
3	375	68	2535	0.148	374	0.2	1.666	A
4	0	442	934	0.000	0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	654	71	2697	0.242	653	0.3	1.760	A
2	250	627	1212	0.206	250	0.3	3.740	A
3	448	82	2524	0.177	448	0.2	1.732	A
4	0	528	891	0.000	0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	800	87	2685	0.298	800	0.4	1.909	A
2	306	768	1130	0.271	306	0.4	4.363	A
3	548	100	2510	0.218	548	0.3	1.833	A
4	0	647	833	0.000	0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	800	87	2685	0.298	800	0.4	1.909	A
2	306	769	1130	0.271	306	0.4	4.367	A
3	548	100	2510	0.218	548	0.3	1.834	A
4	0	647	833	0.000	0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	654	71	2697	0.242	654	0.3	1.761	A
2	250	628	1212	0.206	250	0.3	3.745	A
3	448	82	2524	0.177	448	0.2	1.733	A
4	0	529	891	0.000	0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	547	60	2706	0.202	548	0.3	1.666	A
2	209	526	1271	0.165	210	0.2	3.394	A
3	375	69	2534	0.148	375	0.2	1.666	A
4	0	443	933	0.000	0	0.0	0.000	A

2026 Do Something, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / Access / A4241 Harbour Way / Industrial Unit Access	Standard Roundabout		1, 2, 3, 4	2.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Do Something	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	647	100.000
2		✓	133	100.000
3		✓	759	100.000
4		✓	2	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	209	437	1
	2	93	0	40	0
	3	537	216	0	6
	4	0	2	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.28	1.94	0.4	A
2	0.11	3.13	0.1	A
3	0.33	2.15	0.5	A
4	0.00	0.00	0.0	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	487	162	2624	0.186	486	0.2	1.683	A
2	100	329	1385	0.072	100	0.1	2.801	A
3	571	71	2533	0.226	570	0.3	1.834	A
4	0	636	839	0.000	0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	582	194	2599	0.224	581	0.3	1.783	A
2	120	394	1348	0.089	119	0.1	2.930	A
3	682	84	2522	0.271	682	0.4	1.956	A
4	0	760	778	0.000	0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	712	238	2564	0.278	712	0.4	1.943	A
2	146	482	1296	0.113	146	0.1	3.130	A
3	836	103	2508	0.333	835	0.5	2.152	A
4	0	931	694	0.000	0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	712	238	2564	0.278	712	0.4	1.943	A
2	146	482	1296	0.113	146	0.1	3.130	A
3	836	103	2508	0.333	836	0.5	2.152	A
4	0	931	694	0.000	0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	582	194	2599	0.224	582	0.3	1.784	A
2	120	394	1347	0.089	120	0.1	2.934	A
3	682	85	2522	0.271	683	0.4	1.957	A
4	0	761	777	0.000	0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	487	163	2624	0.186	487	0.2	1.686	A
2	100	330	1384	0.072	100	0.1	2.804	A
3	571	71	2533	0.226	572	0.3	1.838	A
4	0	637	838	0.000	0	0.0	0.000	A

2026 Do Something, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / Access / A4241 Harbour Way / Industrial Unit Access	Standard Roundabout		1, 2, 3, 4	2.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Do Something	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	751	100.000
2		✓	455	100.000
3		✓	498	100.000
4		✓	1	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	
From	1	0	53	697	1	
	2	176	0	279	0	
	3	419	79	0	0	
	4	0	1	0	0	

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.31	1.94	0.4	A
2	0.44	5.72	0.8	A
3	0.22	1.90	0.3	A
4	0.00	0.00	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	565	59	2707	0.209	564	0.3	1.680	A
2	343	525	1272	0.269	341	0.4	3.856	A
3	375	133	2485	0.151	374	0.2	1.705	A
4	0	506	902	0.000	0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	675	71	2697	0.250	675	0.3	1.779	A
2	409	627	1212	0.337	408	0.5	4.477	A
3	448	159	2465	0.182	448	0.2	1.783	A
4	0	606	854	0.000	0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	827	87	2685	0.308	826	0.4	1.937	A
2	501	768	1130	0.443	500	0.8	5.698	A
3	548	194	2438	0.225	548	0.3	1.904	A
4	0	741	787	0.000	0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	827	87	2685	0.308	827	0.4	1.937	A
2	501	769	1130	0.443	501	0.8	5.720	A
3	548	195	2437	0.225	548	0.3	1.904	A
4	0	742	787	0.000	0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	675	71	2697	0.250	676	0.3	1.780	A
2	409	628	1212	0.338	410	0.5	4.498	A
3	448	160	2465	0.182	448	0.2	1.784	A
4	0	607	853	0.000	0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	565	60	2706	0.209	566	0.3	1.683	A
2	343	526	1271	0.270	343	0.4	3.883	A
3	375	133	2485	0.151	375	0.2	1.705	A
4	0	508	902	0.000	0	0.0	0.000	A

S|C|P

APPENDIX N

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
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Filename: Junction 7.j9

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

Report generation date: 29/06/2023 15:53:09

- »2022 Surveyed Flows , AM
- »2022 Surveyed Flows , PM
- »2026 Do Minimum, AM
- »2026 Do Minimum, PM
- »2026 Do Something, AM
- »2026 Do Something, PM

Summary of junction performance

		AM				PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2022 Surveyed Flows										
Arm 1	D1	0.3	1.69	0.24	A	D2	0.2	1.49	0.18	A
Arm 2		0.0	1.35	0.03	A		0.2	1.50	0.14	A
Arm 3		0.3	1.63	0.22	A		0.2	1.62	0.19	A
Arm 4		0.0	2.48	0.02	A		0.0	0.00	0.00	A
2026 Do Minimum										
Arm 1	D3	0.3	1.71	0.24	A	D4	0.2	1.51	0.19	A
Arm 2		0.0	1.35	0.04	A		0.2	1.53	0.15	A
Arm 3		0.3	1.65	0.23	A		0.3	1.63	0.20	A
Arm 4		0.0	2.51	0.02	A		0.0	0.00	0.00	A
2026 Do Something										
Arm 1	D5	0.4	1.82	0.29	A	D6	0.3	1.53	0.20	A
Arm 2		0.0	1.40	0.04	A		0.2	1.54	0.15	A
Arm 3		0.3	1.70	0.25	A		0.3	1.70	0.24	A
Arm 4		0.0	2.56	0.02	A		0.0	0.00	0.00	A

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

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

File summary

File Description

Title	A4241 Harbour Way / Access (East) / A4241 Harbour Way / Access (West)
Location	
Site number	
Date	17/01/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\craig.thomson
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Surveyed Flows	AM	ONE HOUR	07:30	09:00	15
D2	2022 Surveyed Flows	PM	ONE HOUR	16:15	17:45	15
D3	2026 Do Minimum	AM	ONE HOUR	07:30	09:00	15
D4	2026 Do Minimum	PM	ONE HOUR	16:15	17:45	15
D5	2026 Do Something	AM	ONE HOUR	07:30	09:00	15
D6	2026 Do Something	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Surveyed Flows , AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / Access (East) / A4241 Harbour Way / Access (West)	Standard Roundabout		1, 2, 3, 4	1.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4241 Harbour Way (South)	
2	Main Gate Access	
3	A4241 Harbour Way (North)	
4	Access (East)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	7.59	10.90	18.5	84.6	70.0	35.0	
2	8.80	10.50	16.0	66.2	70.0	31.0	
3	7.14	9.95	18.5	76.9	70.0	29.0	
4	3.65	7.24	17.7	37.8	70.0	27.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.714	2996
2	0.740	3144
3	0.695	2845
4	0.533	1825

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Surveyed Flows	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	596	100.000
2		✓	86	100.000
3		✓	552	100.000
4		✓	27	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	143	453	0
	2	30	0	56	0
	3	317	235	0	0
	4	1	18	6	2

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.24	1.69	0.3	A
2	0.03	1.35	0.0	A
3	0.22	1.63	0.3	A
4	0.02	2.48	0.0	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	449	196	2856	0.157	448	0.2	1.494	A
2	65	346	2888	0.022	65	0.0	1.274	A
3	416	24	2828	0.147	415	0.2	1.491	A
4	20	437	1591	0.013	20	0.0	2.291	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	536	235	2829	0.189	536	0.2	1.569	A
2	77	414	2838	0.027	77	0.0	1.303	A
3	496	29	2825	0.176	496	0.2	1.545	A
4	24	523	1546	0.016	24	0.0	2.365	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	656	287	2791	0.235	656	0.3	1.685	A
2	95	507	2769	0.034	95	0.0	1.345	A
3	608	35	2820	0.215	608	0.3	1.626	A
4	30	641	1483	0.020	30	0.0	2.476	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	656	287	2791	0.235	656	0.3	1.685	A
2	95	508	2769	0.034	95	0.0	1.345	A
3	608	35	2820	0.215	608	0.3	1.626	A
4	30	641	1483	0.020	30	0.0	2.476	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	536	235	2829	0.189	536	0.2	1.572	A
2	77	415	2837	0.027	77	0.0	1.305	A
3	496	29	2825	0.176	496	0.2	1.548	A
4	24	523	1546	0.016	24	0.0	2.366	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	449	197	2856	0.157	449	0.2	1.497	A
2	65	347	2887	0.022	65	0.0	1.276	A
3	416	24	2828	0.147	416	0.2	1.494	A
4	20	438	1591	0.013	20	0.0	2.293	A

2022 Surveyed Flows , PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / Access (East) / A4241 Harbour Way / Access (West)	Standard Roundabout		1, 2, 3, 4	1.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Surveyed Flows	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	484	100.000
2		✓	354	100.000
3		✓	488	100.000
4		✓	2	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	39	445	0
	2	105	0	249	0
	3	426	60	0	2
	4	2	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.18	1.49	0.2	A
2	0.14	1.50	0.2	A
3	0.19	1.62	0.2	A
4	0.00	0.00	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	364	45	2964	0.123	364	0.1	1.384	A
2	267	335	2897	0.092	266	0.1	1.368	A
3	367	79	2790	0.132	367	0.2	1.485	A
4	0	444	1588	0.000	0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	435	54	2958	0.147	435	0.2	1.426	A
2	318	400	2848	0.112	318	0.1	1.422	A
3	439	94	2779	0.158	439	0.2	1.537	A
4	0	531	1541	0.000	0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	533	66	2949	0.181	533	0.2	1.489	A
2	390	490	2782	0.140	390	0.2	1.504	A
3	537	116	2765	0.194	537	0.2	1.615	A
4	0	650	1478	0.000	0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	533	66	2949	0.181	533	0.2	1.489	A
2	390	490	2782	0.140	390	0.2	1.504	A
3	537	116	2765	0.194	537	0.2	1.615	A
4	0	651	1478	0.000	0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	435	54	2958	0.147	435	0.2	1.428	A
2	318	400	2848	0.112	318	0.1	1.422	A
3	439	94	2779	0.158	439	0.2	1.540	A
4	0	532	1541	0.000	0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	364	45	2964	0.123	365	0.1	1.384	A
2	267	335	2896	0.092	267	0.1	1.368	A
3	367	79	2790	0.132	368	0.2	1.487	A
4	0	445	1587	0.000	0	0.0	0.000	A

2026 Do Minimum, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / Access (East) / A4241 Harbour Way / Access (West)	Standard Roundabout		1, 2, 3, 4	1.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Do Minimum	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	617	100.000
2		✓	89	100.000
3		✓	582	100.000
4		✓	28	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	147	470	0
	2	31	0	58	0
	3	340	242	0	0
	4	1	19	6	2

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.24	1.71	0.3	A
2	0.04	1.35	0.0	A
3	0.23	1.65	0.3	A
4	0.02	2.51	0.0	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	465	202	2852	0.163	464	0.2	1.507	A
2	67	359	2878	0.023	67	0.0	1.279	A
3	438	25	2828	0.155	437	0.2	1.505	A
4	21	461	1579	0.013	21	0.0	2.310	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	555	242	2824	0.196	554	0.2	1.585	A
2	80	430	2826	0.028	80	0.0	1.310	A
3	523	30	2824	0.185	523	0.2	1.563	A
4	25	551	1531	0.016	25	0.0	2.390	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	679	296	2785	0.244	679	0.3	1.708	A
2	98	526	2755	0.036	98	0.0	1.354	A
3	641	36	2820	0.227	641	0.3	1.651	A
4	31	675	1465	0.021	31	0.0	2.509	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	679	296	2785	0.244	679	0.3	1.709	A
2	98	526	2755	0.036	98	0.0	1.354	A
3	641	36	2820	0.227	641	0.3	1.651	A
4	31	675	1465	0.021	31	0.0	2.510	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	555	242	2823	0.196	555	0.2	1.588	A
2	80	430	2826	0.028	80	0.0	1.310	A
3	523	30	2824	0.185	523	0.2	1.564	A
4	25	551	1531	0.016	25	0.0	2.390	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	465	203	2852	0.163	465	0.2	1.507	A
2	67	360	2878	0.023	67	0.0	1.282	A
3	438	25	2828	0.155	438	0.2	1.506	A
4	21	462	1578	0.013	21	0.0	2.312	A

2026 Do Minimum, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / Access (East) / A4241 Harbour Way / Access (West)	Standard Roundabout		1, 2, 3, 4	1.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Do Minimum	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	514	100.000
2		✓	364	100.000
3		✓	505	100.000
4		✓	2	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	
From	1	0	40	474	0	
	2	108	0	256	0	
	3	441	62	0	2	
	4	2	0	0	0	

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.19	1.51	0.2	A
2	0.15	1.53	0.2	A
3	0.20	1.63	0.3	A
4	0.00	0.00	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	387	47	2963	0.131	386	0.1	1.396	A
2	274	356	2881	0.095	274	0.1	1.380	A
3	380	81	2788	0.136	380	0.2	1.494	A
4	0	459	1580	0.000	0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	462	56	2956	0.156	462	0.2	1.442	A
2	327	426	2829	0.116	327	0.1	1.438	A
3	454	97	2777	0.163	454	0.2	1.548	A
4	0	549	1532	0.000	0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	566	68	2948	0.192	566	0.2	1.510	A
2	401	522	2758	0.145	401	0.2	1.526	A
3	556	119	2762	0.201	556	0.3	1.630	A
4	0	672	1466	0.000	0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	566	68	2948	0.192	566	0.2	1.510	A
2	401	522	2758	0.145	401	0.2	1.526	A
3	556	119	2762	0.201	556	0.3	1.630	A
4	0	673	1466	0.000	0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	462	56	2956	0.156	462	0.2	1.445	A
2	327	426	2829	0.116	327	0.1	1.438	A
3	454	97	2777	0.163	454	0.2	1.551	A
4	0	550	1532	0.000	0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	387	47	2963	0.131	387	0.2	1.397	A
2	274	357	2880	0.095	274	0.1	1.380	A
3	380	81	2788	0.136	380	0.2	1.494	A
4	0	460	1579	0.000	0	0.0	0.000	A

2026 Do Something, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / Access (East) / A4241 Harbour Way / Access (West)	Standard Roundabout		1, 2, 3, 4	1.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Do Something	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	731	100.000
2		✓	89	100.000
3		✓	634	100.000
4		✓	28	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	147	584	0
	2	31	0	58	0
	3	392	242	0	0
	4	1	19	6	2

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.29	1.82	0.4	A
2	0.04	1.40	0.0	A
3	0.25	1.70	0.3	A
4	0.02	2.56	0.0	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	550	202	2852	0.193	549	0.2	1.563	A
2	67	445	2815	0.024	67	0.0	1.309	A
3	477	25	2828	0.169	476	0.2	1.531	A
4	21	500	1558	0.014	21	0.0	2.341	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	657	242	2824	0.233	657	0.3	1.660	A
2	80	532	2751	0.029	80	0.0	1.347	A
3	570	30	2824	0.202	570	0.3	1.596	A
4	25	598	1506	0.017	25	0.0	2.430	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	805	296	2785	0.289	804	0.4	1.817	A
2	98	651	2662	0.037	98	0.0	1.403	A
3	698	36	2820	0.248	698	0.3	1.696	A
4	31	732	1434	0.021	31	0.0	2.564	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	805	296	2785	0.289	805	0.4	1.817	A
2	98	652	2662	0.037	98	0.0	1.403	A
3	698	36	2820	0.248	698	0.3	1.696	A
4	31	732	1434	0.021	31	0.0	2.564	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	657	242	2823	0.233	658	0.3	1.661	A
2	80	533	2750	0.029	80	0.0	1.347	A
3	570	30	2824	0.202	570	0.3	1.599	A
4	25	598	1506	0.017	25	0.0	2.431	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	550	203	2852	0.193	551	0.2	1.564	A
2	67	446	2814	0.024	67	0.0	1.311	A
3	477	25	2828	0.169	478	0.2	1.531	A
4	21	501	1558	0.014	21	0.0	2.344	A

2026 Do Something, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / Access (East) / A4241 Harbour Way / Access (West)	Standard Roundabout		1, 2, 3, 4	1.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Do Something	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	538	100.000
2		✓	364	100.000
3		✓	591	100.000
4		✓	2	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	
From	1	0	40	498	0	
	2	108	0	256	0	
	3	527	62	0	2	
	4	2	0	0	0	

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.20	1.53	0.3	A
2	0.15	1.54	0.2	A
3	0.24	1.70	0.3	A
4	0.00	0.00	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	405	47	2963	0.137	404	0.2	1.406	A
2	274	374	2867	0.096	274	0.1	1.387	A
3	445	81	2788	0.160	444	0.2	1.535	A
4	0	524	1545	0.000	0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	484	56	2956	0.164	484	0.2	1.455	A
2	327	448	2813	0.116	327	0.1	1.447	A
3	531	97	2777	0.191	531	0.2	1.602	A
4	0	626	1491	0.000	0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	592	68	2948	0.201	592	0.3	1.527	A
2	401	548	2739	0.146	401	0.2	1.539	A
3	651	119	2762	0.236	650	0.3	1.704	A
4	0	767	1416	0.000	0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	592	68	2948	0.201	592	0.3	1.527	A
2	401	548	2739	0.146	401	0.2	1.539	A
3	651	119	2762	0.236	651	0.3	1.704	A
4	0	767	1415	0.000	0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	484	56	2956	0.164	484	0.2	1.455	A
2	327	448	2813	0.116	327	0.1	1.450	A
3	531	97	2777	0.191	532	0.2	1.604	A
4	0	627	1490	0.000	0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	405	47	2963	0.137	405	0.2	1.406	A
2	274	375	2867	0.096	274	0.1	1.388	A
3	445	81	2788	0.160	445	0.2	1.535	A
4	0	525	1545	0.000	0	0.0	0.000	A

S|C|P

APPENDIX O

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Junction 8.j9

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

Report generation date: 29/06/2023 15:58:45

- »2022 Surveyed Flows , AM
- »2022 Surveyed Flows, PM
- »2026 Do Minimum, AM
- »2026 Do Minimum, PM
- »2026 Do Something, AM
- »2026 Do Something, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2022 Surveyed Flows										
Arm 1	D1	0.6	2.02	0.37	A	D2	0.7	2.14	0.41	A
Arm 2		0.0	2.65	0.01	A		0.0	2.78	0.02	A
Arm 3		0.2	2.14	0.19	A		0.4	2.69	0.30	A
Arm 4		0.1	1.57	0.09	A		0.1	1.64	0.08	A
2026 Do Minimum										
Arm 1	D3	0.7	2.22	0.43	A	D4	0.8	2.25	0.44	A
Arm 2		0.0	2.78	0.03	A		0.1	3.21	0.13	A
Arm 3		0.3	2.23	0.20	A		0.5	2.97	0.33	A
Arm 4		0.1	1.61	0.10	A		0.1	1.69	0.09	A
2026 Do Something										
Arm 1	D5	0.9	2.41	0.47	A	D6	0.8	2.29	0.45	A
Arm 2		0.0	2.92	0.04	A		0.1	3.24	0.13	A
Arm 3		0.3	2.31	0.23	A		0.6	3.21	0.38	A
Arm 4		0.1	1.63	0.10	A		0.1	1.73	0.09	A

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

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

File summary

File Description

Title	A4241 Harbour Way / A48 Margam Road / Access Road
Location	
Site number	
Date	10/01/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\abbie.moore
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Surveyed Flows	AM	ONE HOUR	07:30	09:00	15
D2	2022 Surveyed Flows	PM	ONE HOUR	16:15	17:45	15
D3	2026 Do Minimum	AM	ONE HOUR	07:30	09:00	15
D4	2026 Do Minimum	PM	ONE HOUR	16:15	17:45	15
D5	2026 Do Something	AM	ONE HOUR	07:30	09:00	15
D6	2026 Do Something	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Surveyed Flows , AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / A48 Margam Road / Access Road	Standard Roundabout		1, 2, 3, 4	1.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A48 Margam Road (South)	
2	Access Road	
3	A4241 Harbour Way	
4	A48 Margam Road (North) A48 Margam Raod (South)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	7.30	10.50	23.9	23.0	70.0	33.0	
2	3.70	7.10	29.9	37.0	92.0	34.0	
3	7.40	7.90	2.8	44.4	70.0	38.0	
4	7.20	9.90	11.8	76.6	70.0	31.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.690	2879
2	0.483	1892
3	0.605	2337
4	0.677	2741

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Surveyed Flows	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	961	100.000
2		✓	10	100.000
3		✓	348	100.000
4		✓	210	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	21	535	405
	2	5	0	2	3
	3	296	0	1	51
	4	163	0	47	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.37	2.02	0.6	A
2	0.01	2.65	0.0	A
3	0.19	2.14	0.2	A
4	0.09	1.57	0.1	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	723	36	2854	0.253	722	0.3	1.688	A
2	8	742	1534	0.005	8	0.0	2.358	A
3	262	310	2149	0.122	261	0.1	1.907	A
4	158	227	2587	0.061	158	0.1	1.481	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	864	43	2849	0.303	864	0.4	1.812	A
2	9	888	1463	0.006	9	0.0	2.475	A
3	313	371	2112	0.148	313	0.2	2.000	A
4	189	271	2557	0.074	189	0.1	1.519	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1058	53	2843	0.372	1057	0.6	2.017	A
2	11	1087	1367	0.008	11	0.0	2.654	A
3	383	454	2061	0.186	383	0.2	2.144	A
4	231	332	2516	0.092	231	0.1	1.575	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1058	53	2843	0.372	1058	0.6	2.017	A
2	11	1088	1367	0.008	11	0.0	2.655	A
3	383	455	2061	0.186	383	0.2	2.144	A
4	231	333	2515	0.092	231	0.1	1.575	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	864	43	2849	0.303	865	0.4	1.816	A
2	9	889	1463	0.006	9	0.0	2.477	A
3	313	372	2112	0.148	313	0.2	2.001	A
4	189	272	2557	0.074	189	0.1	1.519	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	723	36	2854	0.253	724	0.3	1.689	A
2	8	744	1533	0.005	8	0.0	2.360	A
3	262	311	2148	0.122	262	0.1	1.907	A
4	158	227	2587	0.061	158	0.1	1.481	A

2022 Surveyed Flows, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / A48 Margam Road / Access Road	Standard Roundabout		1, 2, 3, 4	2.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Surveyed Flows	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1054	100.000
2		✓	18	100.000
3		✓	528	100.000
4		✓	176	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	11	431	612
	2	4	0	4	10
	3	462	0	5	61
	4	134	1	41	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.41	2.14	0.7	A
2	0.02	2.78	0.0	A
3	0.30	2.69	0.4	A
4	0.08	1.64	0.1	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	794	35	2855	0.278	792	0.4	1.745	A
2	14	818	1497	0.009	14	0.0	2.426	A
3	398	470	2052	0.194	397	0.2	2.174	A
4	133	354	2501	0.053	132	0.1	1.519	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	948	42	2850	0.332	947	0.5	1.891	A
2	16	979	1419	0.011	16	0.0	2.565	A
3	475	562	1996	0.238	474	0.3	2.365	A
4	158	423	2454	0.064	158	0.1	1.567	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1160	52	2843	0.408	1160	0.7	2.137	A
2	20	1198	1313	0.015	20	0.0	2.782	A
3	581	689	1920	0.303	581	0.4	2.689	A
4	194	518	2390	0.081	194	0.1	1.638	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1160	52	2843	0.408	1160	0.7	2.138	A
2	20	1199	1313	0.015	20	0.0	2.783	A
3	581	689	1919	0.303	581	0.4	2.690	A
4	194	519	2390	0.081	194	0.1	1.638	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	948	42	2850	0.332	948	0.5	1.892	A
2	16	980	1419	0.011	16	0.0	2.568	A
3	475	563	1996	0.238	475	0.3	2.369	A
4	158	424	2454	0.064	158	0.1	1.570	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	794	35	2855	0.278	794	0.4	1.749	A
2	14	820	1496	0.009	14	0.0	2.428	A
3	398	472	2051	0.194	398	0.2	2.179	A
4	133	355	2500	0.053	133	0.1	1.522	A

2026 Do Minimum, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / A48 Margam Road / Access Road	Standard Roundabout		1, 2, 3, 4	2.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Do Minimum	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1098	100.000
2		✓	42	100.000
3		✓	371	100.000
4		✓	221	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	10	111	551	426
	2	17	0	6	19
	3	305	13	1	52
	4	168	5	48	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.43	2.22	0.7	A
2	0.03	2.78	0.0	A
3	0.20	2.23	0.3	A
4	0.10	1.61	0.1	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	827	50	2844	0.291	825	0.4	1.780	A
2	32	778	1516	0.021	32	0.0	2.424	A
3	279	355	2122	0.132	279	0.2	1.953	A
4	166	260	2565	0.065	166	0.1	1.500	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	987	60	2837	0.348	987	0.5	1.945	A
2	38	931	1442	0.026	38	0.0	2.562	A
3	334	424	2080	0.160	333	0.2	2.061	A
4	199	311	2530	0.079	199	0.1	1.543	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1209	74	2828	0.427	1208	0.7	2.221	A
2	46	1140	1341	0.034	46	0.0	2.778	A
3	408	519	2022	0.202	408	0.3	2.230	A
4	243	381	2483	0.098	243	0.1	1.606	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1209	74	2828	0.427	1209	0.7	2.222	A
2	46	1141	1341	0.034	46	0.0	2.779	A
3	408	520	2022	0.202	408	0.3	2.230	A
4	243	381	2483	0.098	243	0.1	1.606	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	987	60	2837	0.348	988	0.5	1.948	A
2	38	932	1442	0.026	38	0.0	2.565	A
3	334	425	2079	0.160	334	0.2	2.062	A
4	199	311	2530	0.079	199	0.1	1.546	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	827	50	2844	0.291	827	0.4	1.787	A
2	32	780	1515	0.021	32	0.0	2.426	A
3	279	356	2121	0.132	279	0.2	1.956	A
4	166	261	2564	0.065	166	0.1	1.503	A

2026 Do Minimum, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / A48 Margam Road / Access Road	Standard Roundabout		1, 2, 3, 4	2.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Do Minimum	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1129	100.000
2		✓	146	100.000
3		✓	547	100.000
4		✓	182	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	13	31	443	642
	2	47	0	20	79
	3	476	3	5	63
	4	138	2	42	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.44	2.25	0.8	A
2	0.13	3.21	0.1	A
3	0.33	2.97	0.5	A
4	0.09	1.69	0.1	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	850	39	2852	0.298	848	0.4	1.794	A
2	110	860	1477	0.074	110	0.1	2.633	A
3	412	587	1981	0.208	411	0.3	2.291	A
4	137	409	2464	0.056	137	0.1	1.546	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1015	47	2847	0.357	1014	0.6	1.964	A
2	131	1029	1395	0.094	131	0.1	2.847	A
3	492	702	1912	0.257	491	0.3	2.534	A
4	164	489	2410	0.068	164	0.1	1.602	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1243	57	2840	0.438	1242	0.8	2.252	A
2	161	1260	1283	0.125	161	0.1	3.205	A
3	602	859	1816	0.332	602	0.5	2.962	A
4	200	598	2335	0.086	200	0.1	1.685	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1243	57	2840	0.438	1243	0.8	2.254	A
2	161	1261	1283	0.125	161	0.1	3.207	A
3	602	860	1816	0.332	602	0.5	2.965	A
4	200	599	2335	0.086	200	0.1	1.685	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1015	47	2847	0.357	1016	0.6	1.966	A
2	131	1030	1394	0.094	131	0.1	2.850	A
3	492	703	1911	0.257	492	0.3	2.538	A
4	164	490	2409	0.068	164	0.1	1.602	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	850	39	2852	0.298	850	0.4	1.798	A
2	110	863	1475	0.075	110	0.1	2.638	A
3	412	588	1980	0.208	412	0.3	2.295	A
4	137	410	2463	0.056	137	0.1	1.549	A

2026 Do Something, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / A48 Margam Road / Access Road	Standard Roundabout		1, 2, 3, 4	2.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Do Something	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1206	100.000
2		✓	42	100.000
3		✓	423	100.000
4		✓	227	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	1	2	3	4
1	10	111	659	426
2	17	0	6	19
3	341	13	1	68
4	168	5	54	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.47	2.41	0.9	A
2	0.04	2.92	0.0	A
3	0.23	2.31	0.3	A
4	0.10	1.63	0.1	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	908	55	2841	0.320	906	0.5	1.858	A
2	32	864	1475	0.021	32	0.0	2.494	A
3	318	355	2122	0.150	318	0.2	1.995	A
4	171	287	2546	0.067	171	0.1	1.514	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1084	66	2834	0.383	1084	0.6	2.057	A
2	38	1033	1393	0.027	38	0.0	2.655	A
3	380	424	2080	0.183	380	0.2	2.117	A
4	204	343	2508	0.081	204	0.1	1.561	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1328	80	2824	0.470	1327	0.9	2.404	A
2	46	1265	1281	0.036	46	0.0	2.915	A
3	466	519	2022	0.230	465	0.3	2.312	A
4	250	420	2456	0.102	250	0.1	1.631	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1328	80	2824	0.470	1328	0.9	2.406	A
2	46	1266	1280	0.036	46	0.0	2.916	A
3	466	520	2022	0.230	466	0.3	2.312	A
4	250	421	2456	0.102	250	0.1	1.631	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1084	66	2834	0.383	1085	0.6	2.059	A
2	38	1035	1392	0.027	38	0.0	2.657	A
3	380	425	2079	0.183	381	0.2	2.119	A
4	204	344	2508	0.081	204	0.1	1.564	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	908	55	2841	0.320	909	0.5	1.862	A
2	32	866	1474	0.021	32	0.0	2.498	A
3	318	356	2121	0.150	319	0.2	1.997	A
4	171	288	2546	0.067	171	0.1	1.515	A

2026 Do Something, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 Harbour Way / A48 Margam Road / Access Road	Standard Roundabout		1, 2, 3, 4	2.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Do Something	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1153	100.000
2		✓	146	100.000
3		✓	632	100.000
4		✓	182	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	1	2	3	4
1	13	31	467	642
2	47	0	20	79
3	548	3	5	76
4	138	2	42	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.45	2.29	0.8	A
2	0.13	3.24	0.1	A
3	0.38	3.21	0.6	A
4	0.09	1.73	0.1	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	868	39	2852	0.304	866	0.4	1.810	A
2	110	878	1468	0.075	110	0.1	2.650	A
3	476	587	1981	0.240	475	0.3	2.387	A
4	137	463	2427	0.056	137	0.1	1.571	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1037	47	2847	0.364	1036	0.6	1.988	A
2	131	1050	1385	0.095	131	0.1	2.871	A
3	568	702	1912	0.297	568	0.4	2.678	A
4	164	553	2366	0.069	164	0.1	1.633	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1269	57	2840	0.447	1269	0.8	2.290	A
2	161	1286	1271	0.127	161	0.1	3.242	A
3	696	859	1816	0.383	695	0.6	3.209	A
4	200	677	2282	0.088	200	0.1	1.728	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1269	57	2840	0.447	1269	0.8	2.292	A
2	161	1287	1270	0.127	161	0.1	3.243	A
3	696	860	1816	0.383	696	0.6	3.213	A
4	200	678	2281	0.088	200	0.1	1.729	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1037	47	2847	0.364	1037	0.6	1.992	A
2	131	1052	1384	0.095	131	0.1	2.873	A
3	568	703	1911	0.297	569	0.4	2.683	A
4	164	555	2365	0.069	164	0.1	1.637	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	868	39	2852	0.304	869	0.4	1.814	A
2	110	881	1467	0.075	110	0.1	2.655	A
3	476	588	1980	0.240	476	0.3	2.395	A
4	137	464	2426	0.056	137	0.1	1.571	A

S|C|P

APPENDIX P

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Junction 9 - M4 Junction 38_Advanced.j9

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

Report generation date: 29/06/2023 16:02:49

- »2022 Surveyed Flows , AM
- »2022 Surveyed Flows , PM
- »2026 Do Minimum, AM
- »2026 Do Minimum, PM
- »2026 Do Something, AM
- »2026 Do Something, PM

Summary of junction performance

AM						PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2022 Surveyed Flows										
Arm 1	D1	0.3	2.32	0.22	A	D2	0.3	2.52	0.21	A
Arm 2		0.2	1.97	0.19	A		0.4	2.20	0.28	A
Arm 3		0.4	2.74	0.30	A		0.4	2.84	0.28	A
Arm 4		0.0	2.85	0.02	A		0.1	3.14	0.06	A
Arm 5		0.2	1.49	0.18	A		0.3	1.61	0.23	A
2026 Do Minimum										
Arm 1	D3	0.4	2.51	0.26	A	D4	0.3	2.74	0.24	A
Arm 2		0.3	2.12	0.20	A		0.4	2.38	0.30	A
Arm 3		0.5	3.10	0.35	A		0.4	3.04	0.31	A
Arm 4		0.0	3.13	0.02	A		0.1	3.31	0.06	A
Arm 5		0.2	1.51	0.19	A		0.3	1.67	0.26	A
2026 Do Something										
Arm 1	D5	0.4	2.61	0.28	A	D6	0.3	2.94	0.25	A
Arm 2		0.3	2.20	0.21	A		0.5	2.51	0.32	A
Arm 3		0.7	3.45	0.41	A		0.5	3.11	0.32	A
Arm 4		0.0	3.38	0.02	A		0.1	3.37	0.06	A
Arm 5		0.3	1.54	0.20	A		0.4	1.73	0.29	A

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

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

File summary

File Description

Title	M4 Junction 38
Location	
Site number	
Date	17/01/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\craig.thomson
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Surveyed Flows	AM	ONE HOUR	07:30	09:00	15	✓
D2	2022 Surveyed Flows	PM	ONE HOUR	16:15	17:45	15	✓
D3	2026 Do Minimum	AM	ONE HOUR	07:30	09:00	15	✓
D4	2026 Do Minimum	PM	ONE HOUR	16:15	17:45	15	✓
D5	2026 Do Something	AM	ONE HOUR	07:30	09:00	15	✓
D6	2026 Do Something	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2022 Surveyed Flows , AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M4 Junction 38	Large Roundabout		1, 2, 3, 4, 5	2.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	M5 SB Slip	
2	A48	
3	M4 NB Slip	
4	Heolcae'r-Bont	
5	A48 Margam Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	6.13	6.13	0.0	304.0	91.0	20.0	
2	3.91	11.30	21.2	19.9	91.0	38.0	
3	6.10	6.10	0.0	105.0	91.0	20.0	
4	2.85	5.65	16.4	22.2	91.0	24.0	
5	7.22	7.59	2.3	20.1	91.0	33.0	

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	554	101.00
2	476	70.00
3	513	136.00
4	1099	0.00
5	41	60.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.995	2529
2	1.013	2789
3	0.994	2442
4	0.731	2060
5	1.125	2970

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Surveyed Flows	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	392	100.000
2		ONE HOUR	✓	384	100.000
3		ONE HOUR	✓	516	100.000
4		ONE HOUR	✓	24	100.000
5		ONE HOUR	✓	468	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	266	2	17	107
	2	0	0	18	3	363
	3	0	18	0	25	473
	4	0	4	6	0	14
	5	0	113	333	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.22	2.32	0.3	A	360	540
2	0.19	1.97	0.2	A	352	529
3	0.30	2.74	0.4	A	473	710
4	0.02	2.85	0.0	A	22	33
5	0.18	1.49	0.2	A	429	644

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	295	74	373	2158	0.137	294	0	0.0	0.2	1.931	A
2	289	72	366	2418	0.120	289	301	0.0	0.1	1.690	A
3	388	97	385	2059	0.189	388	270	0.0	0.2	2.152	A
4	18	5	722	1533	0.012	18	50	0.0	0.0	2.376	A
5	352	88	21	2946	0.120	352	719	0.0	0.1	1.387	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	352	88	446	2086	0.169	352	0	0.2	0.2	2.076	A
2	345	86	438	2345	0.147	345	360	0.1	0.2	1.798	A
3	464	116	460	1984	0.234	464	323	0.2	0.3	2.367	A
4	22	5	863	1429	0.015	22	60	0.0	0.0	2.556	A
5	421	105	25	2941	0.143	421	860	0.1	0.2	1.427	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	432	108	546	1986	0.217	431	0	0.2	0.3	2.315	A
2	423	106	536	2246	0.188	423	441	0.2	0.2	1.974	A
3	568	142	563	1882	0.302	568	395	0.3	0.4	2.740	A
4	26	7	1057	1288	0.021	26	74	0.0	0.0	2.853	A
5	515	129	31	2935	0.176	515	1053	0.2	0.2	1.487	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	432	108	546	1986	0.217	432	0	0.3	0.3	2.315	A
2	423	106	536	2246	0.188	423	442	0.2	0.2	1.974	A
3	568	142	564	1881	0.302	568	395	0.4	0.4	2.740	A
4	26	7	1058	1287	0.021	26	74	0.0	0.0	2.854	A
5	515	129	31	2935	0.176	515	1054	0.2	0.2	1.487	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	352	88	446	2085	0.169	353	0	0.3	0.2	2.079	A
2	345	86	438	2345	0.147	345	361	0.2	0.2	1.802	A
3	464	116	461	1984	0.234	464	323	0.4	0.3	2.369	A
4	22	5	865	1428	0.015	22	60	0.0	0.0	2.560	A
5	421	105	25	2941	0.143	421	861	0.2	0.2	1.430	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	295	74	374	2158	0.137	295	0	0.2	0.2	1.934	A
2	289	72	367	2417	0.120	289	302	0.2	0.1	1.693	A
3	388	97	386	2058	0.189	389	270	0.3	0.2	2.156	A
4	18	5	724	1531	0.012	18	50	0.0	0.0	2.378	A
5	352	88	21	2946	0.120	352	721	0.2	0.1	1.389	A

2022 Surveyed Flows , PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M4 Junction 38	Large Roundabout		1, 2, 3, 4, 5	2.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	554	101.00
2	476	70.00
3	513	136.00
4	1099	0.00
5	41	60.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Surveyed Flows	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	341	100.000
2		ONE HOUR	✓	586	100.000
3		ONE HOUR	✓	445	100.000
4		ONE HOUR	✓	63	100.000
5		ONE HOUR	✓	609	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	290	0	9	42
	2	0	0	14	2	570
	3	0	31	0	9	405
	4	0	7	14	0	42
	5	0	218	387	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.21	2.52	0.3	A	313	469
2	0.28	2.20	0.4	A	538	807
3	0.28	2.84	0.4	A	408	613
4	0.06	3.14	0.1	A	58	87
5	0.23	1.61	0.3	A	559	838

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	257	64	497	2035	0.126	256	0	0.0	0.1	2.024	A
2	441	110	343	2442	0.181	440	410	0.0	0.2	1.798	A
3	335	84	471	1973	0.170	334	312	0.0	0.2	2.195	A
4	47	12	787	1485	0.032	47	18	0.0	0.0	2.503	A
5	458	115	39	2926	0.157	458	796	0.0	0.2	1.458	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	307	77	594	1938	0.158	306	0	0.1	0.2	2.205	A
2	527	132	410	2374	0.222	527	491	0.2	0.3	1.949	A
3	400	100	563	1882	0.213	400	373	0.2	0.3	2.429	A
4	57	14	942	1372	0.041	57	22	0.0	0.0	2.735	A
5	547	137	47	2917	0.188	547	951	0.2	0.2	1.518	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	375	94	727	1806	0.208	375	0	0.2	0.3	2.516	A
2	645	161	502	2280	0.283	645	601	0.3	0.4	2.201	A
3	490	122	690	1756	0.279	489	457	0.3	0.4	2.843	A
4	69	17	1153	1218	0.057	69	26	0.0	0.1	3.133	A
5	671	168	57	2905	0.231	670	1165	0.2	0.3	1.610	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	375	94	728	1805	0.208	375	0	0.3	0.3	2.517	A
2	645	161	502	2280	0.283	645	601	0.4	0.4	2.201	A
3	490	122	690	1755	0.279	490	457	0.4	0.4	2.844	A
4	69	17	1154	1217	0.057	69	26	0.1	0.1	3.135	A
5	671	168	57	2905	0.231	671	1166	0.3	0.3	1.610	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	307	77	595	1938	0.158	307	0	0.3	0.2	2.209	A
2	527	132	410	2373	0.222	527	491	0.4	0.3	1.951	A
3	400	100	564	1881	0.213	401	373	0.4	0.3	2.432	A
4	57	14	943	1371	0.041	57	22	0.1	0.0	2.738	A
5	547	137	47	2917	0.188	548	953	0.3	0.2	1.521	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	257	64	498	2034	0.126	257	0	0.2	0.1	2.025	A
2	441	110	343	2441	0.181	441	411	0.3	0.2	1.802	A
3	335	84	472	1972	0.170	335	313	0.3	0.2	2.201	A
4	47	12	790	1483	0.032	47	18	0.0	0.0	2.508	A
5	458	115	39	2926	0.157	459	798	0.2	0.2	1.458	A

2026 Do Minimum, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M4 Junction 38	Large Roundabout		1, 2, 3, 4, 5	2.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	554	101.00
2	476	70.00
3	513	136.00
4	1099	0.00
5	41	60.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Do Minimum	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	467	100.000
2		ONE HOUR	✓	394	100.000
3		ONE HOUR	✓	578	100.000
4		ONE HOUR	✓	24	100.000
5		ONE HOUR	✓	503	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	274	2	18	173
	2	0	0	18	3	373
	3	0	19	0	26	533
	4	0	4	6	0	14
	5	0	116	365	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.26	2.51	0.4	A	429	643
2	0.20	2.12	0.3	A	362	542
3	0.35	3.10	0.5	A	530	796
4	0.02	3.13	0.0	A	22	33
5	0.19	1.51	0.2	A	462	692

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	352	88	400	2131	0.165	351	0	0.0	0.2	2.020	A
2	297	74	440	2343	0.127	296	310	0.0	0.1	1.758	A
3	435	109	443	2002	0.217	434	294	0.0	0.3	2.295	A
4	18	5	825	1458	0.012	18	52	0.0	0.0	2.500	A
5	379	95	22	2945	0.129	378	821	0.0	0.1	1.402	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	420	105	478	2054	0.204	420	0	0.2	0.3	2.203	A
2	354	89	527	2255	0.157	354	371	0.1	0.2	1.892	A
3	520	130	529	1916	0.271	519	351	0.3	0.4	2.578	A
4	22	5	986	1339	0.016	22	62	0.0	0.0	2.731	A
5	452	113	26	2940	0.154	452	982	0.1	0.2	1.446	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	514	129	586	1947	0.264	514	0	0.3	0.4	2.512	A
2	434	108	645	2136	0.203	434	454	0.2	0.3	2.115	A
3	636	159	648	1797	0.354	636	430	0.4	0.5	3.097	A
4	26	7	1208	1178	0.022	26	76	0.0	0.0	3.126	A
5	554	138	32	2934	0.189	554	1202	0.2	0.2	1.511	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	514	129	586	1947	0.264	514	0	0.4	0.4	2.512	A
2	434	108	645	2135	0.203	434	455	0.3	0.3	2.115	A
3	636	159	648	1797	0.354	636	430	0.5	0.5	3.101	A
4	26	7	1209	1177	0.022	26	76	0.0	0.0	3.128	A
5	554	138	32	2934	0.189	554	1203	0.2	0.2	1.512	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	420	105	478	2053	0.204	420	0	0.4	0.3	2.206	A
2	354	89	527	2255	0.157	354	372	0.3	0.2	1.896	A
3	520	130	530	1915	0.271	520	352	0.5	0.4	2.582	A
4	22	5	988	1338	0.016	22	62	0.0	0.0	2.735	A
5	452	113	26	2940	0.154	452	984	0.2	0.2	1.446	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	352	88	401	2131	0.165	352	0	0.3	0.2	2.023	A
2	297	74	441	2342	0.127	297	311	0.2	0.1	1.762	A
3	435	109	444	2001	0.218	436	294	0.4	0.3	2.302	A
4	18	5	827	1456	0.012	18	52	0.0	0.0	2.503	A
5	379	95	22	2945	0.129	379	823	0.2	0.1	1.404	A

2026 Do Minimum, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M4 Junction 38	Large Roundabout		1, 2, 3, 4, 5	2.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	554	101.00
2	476	70.00
3	513	136.00
4	1099	0.00
5	41	60.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Do Minimum	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	374	100.000
2		ONE HOUR	✓	603	100.000
3		ONE HOUR	✓	479	100.000
4		ONE HOUR	✓	65	100.000
5		ONE HOUR	✓	681	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	299	0	9	66
	2	0	0	15	2	586
	3	0	31	0	10	438
	4	0	7	15	0	43
	5	0	224	453	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.24	2.74	0.3	A	343	515
2	0.30	2.38	0.4	A	553	830
3	0.31	3.04	0.4	A	440	659
4	0.06	3.31	0.1	A	60	89
5	0.26	1.67	0.3	A	625	937

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	282	70	552	1980	0.142	281	0	0.0	0.2	2.118	A
2	454	113	411	2372	0.191	453	421	0.0	0.2	1.875	A
3	361	90	501	1944	0.186	360	363	0.0	0.2	2.272	A
4	49	12	842	1445	0.034	49	19	0.0	0.0	2.578	A
5	513	128	40	2925	0.175	512	851	0.0	0.2	1.491	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	336	84	660	1873	0.180	336	0	0.2	0.2	2.342	A
2	542	136	492	2291	0.237	542	504	0.2	0.3	2.058	A
3	431	108	599	1846	0.233	430	434	0.2	0.3	2.543	A
4	58	15	1007	1324	0.044	58	22	0.0	0.0	2.843	A
5	612	153	48	2916	0.210	612	1018	0.2	0.3	1.561	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	412	103	808	1726	0.239	411	0	0.2	0.3	2.739	A
2	664	166	602	2179	0.305	663	617	0.3	0.4	2.375	A
3	527	132	734	1712	0.308	527	532	0.3	0.4	3.035	A
4	72	18	1233	1159	0.062	71	28	0.0	0.1	3.308	A
5	750	187	58	2904	0.258	749	1246	0.3	0.3	1.670	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	412	103	808	1725	0.239	412	0	0.3	0.3	2.740	A
2	664	166	602	2179	0.305	664	618	0.4	0.4	2.376	A
3	527	132	734	1712	0.308	527	532	0.4	0.4	3.039	A
4	72	18	1234	1158	0.062	72	28	0.1	0.1	3.311	A
5	750	187	58	2904	0.258	750	1247	0.3	0.3	1.670	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	336	84	660	1872	0.180	337	0	0.3	0.2	2.345	A
2	542	136	492	2290	0.237	543	505	0.4	0.3	2.060	A
3	431	108	600	1845	0.233	431	434	0.4	0.3	2.546	A
4	58	15	1009	1323	0.044	59	22	0.1	0.0	2.846	A
5	612	153	48	2916	0.210	613	1020	0.3	0.3	1.564	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	282	70	553	1979	0.142	282	0	0.2	0.2	2.120	A
2	454	113	412	2371	0.191	454	423	0.3	0.2	1.877	A
3	361	90	502	1942	0.186	361	364	0.3	0.2	2.276	A
4	49	12	845	1443	0.034	49	19	0.0	0.0	2.583	A
5	513	128	40	2925	0.175	513	854	0.3	0.2	1.494	A

2026 Do Something, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M4 Junction 38	Large Roundabout		1, 2, 3, 4, 5	2.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	554	101.00
2	476	70.00
3	513	136.00
4	1099	0.00
5	41	60.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Do Something	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	482	100.000
2		ONE HOUR	✓	402	100.000
3		ONE HOUR	✓	663	100.000
4		ONE HOUR	✓	24	100.000
5		ONE HOUR	✓	539	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	274	2	18	188
	2	0	0	18	3	381
	3	0	19	0	26	618
	4	0	4	6	0	14
	5	0	116	401	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.28	2.61	0.4	A	442	663
2	0.21	2.20	0.3	A	369	553
3	0.41	3.45	0.7	A	608	913
4	0.02	3.38	0.0	A	22	33
5	0.20	1.54	0.3	A	495	742

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	363	91	427	2104	0.172	362	0	0.0	0.2	2.065	A
2	303	76	479	2304	0.131	302	310	0.0	0.2	1.798	A
3	499	125	460	1985	0.252	498	321	0.0	0.3	2.419	A
4	18	5	906	1398	0.013	18	52	0.0	0.0	2.607	A
5	406	101	22	2945	0.138	405	902	0.0	0.2	1.417	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	433	108	510	2021	0.214	433	0	0.2	0.3	2.266	A
2	361	90	572	2209	0.164	361	371	0.2	0.2	1.948	A
3	596	149	550	1895	0.315	596	384	0.3	0.5	2.770	A
4	22	5	1083	1269	0.017	22	62	0.0	0.0	2.886	A
5	485	121	26	2940	0.165	484	1079	0.2	0.2	1.465	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	531	133	625	1907	0.278	530	0	0.3	0.4	2.614	A
2	443	111	701	2079	0.213	442	454	0.2	0.3	2.199	A
3	730	182	673	1772	0.412	729	470	0.5	0.7	3.447	A
4	26	7	1326	1091	0.024	26	76	0.0	0.0	3.380	A
5	593	148	32	2934	0.202	593	1321	0.2	0.3	1.537	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	531	133	625	1907	0.278	531	0	0.4	0.4	2.614	A
2	443	111	701	2078	0.213	443	455	0.3	0.3	2.200	A
3	730	182	674	1772	0.412	730	470	0.7	0.7	3.454	A
4	26	7	1328	1090	0.024	26	76	0.0	0.0	3.383	A
5	593	148	32	2934	0.202	593	1322	0.3	0.3	1.537	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	433	108	511	2021	0.214	434	0	0.4	0.3	2.270	A
2	361	90	573	2208	0.164	362	372	0.3	0.2	1.951	A
3	596	149	551	1894	0.315	597	384	0.7	0.5	2.778	A
4	22	5	1086	1267	0.017	22	62	0.0	0.0	2.892	A
5	485	121	26	2940	0.165	485	1081	0.3	0.2	1.467	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	363	91	428	2104	0.173	363	0	0.3	0.2	2.070	A
2	303	76	480	2303	0.131	303	311	0.2	0.2	1.799	A
3	499	125	461	1983	0.252	500	322	0.5	0.3	2.426	A
4	18	5	909	1396	0.013	18	52	0.0	0.0	2.611	A
5	406	101	22	2945	0.138	406	905	0.2	0.2	1.417	A

2026 Do Something, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M4 Junction 38	Large Roundabout		1, 2, 3, 4, 5	2.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	554	101.00
2	476	70.00
3	513	136.00
4	1099	0.00
5	41	60.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Do Something	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	381	100.000
2		ONE HOUR	✓	603	100.000
3		ONE HOUR	✓	496	100.000
4		ONE HOUR	✓	65	100.000
5		ONE HOUR	✓	754	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	0	299	0	9	73
	2	0	0	15	2	586
	3	0	31	0	10	455
	4	0	7	15	0	43
	5	0	232	518	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.25	2.94	0.3	A	350	524
2	0.32	2.51	0.5	A	553	830
3	0.32	3.11	0.5	A	455	683
4	0.06	3.37	0.1	A	60	89
5	0.29	1.73	0.4	A	692	1038

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	287	72	606	1926	0.149	286	0	0.0	0.2	2.194	A
2	454	113	465	2318	0.196	453	427	0.0	0.2	1.930	A
3	373	93	506	1938	0.193	372	412	0.0	0.2	2.298	A
4	49	12	860	1432	0.034	49	19	0.0	0.0	2.602	A
5	568	142	40	2925	0.194	567	869	0.0	0.2	1.526	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	343	86	725	1808	0.189	342	0	0.2	0.2	2.456	A
2	542	136	556	2225	0.244	542	511	0.2	0.3	2.138	A
3	446	111	606	1840	0.242	446	492	0.2	0.3	2.582	A
4	58	15	1029	1309	0.045	58	22	0.0	0.0	2.878	A
5	678	169	48	2916	0.232	678	1039	0.2	0.3	1.607	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	419	105	888	1646	0.255	419	0	0.2	0.3	2.934	A
2	664	166	681	2099	0.316	663	626	0.3	0.5	2.506	A
3	546	137	741	1705	0.320	546	603	0.3	0.5	3.104	A
4	72	18	1259	1140	0.063	71	27	0.0	0.1	3.368	A
5	830	208	58	2904	0.286	830	1273	0.3	0.4	1.735	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	419	105	889	1645	0.255	419	0	0.3	0.3	2.935	A
2	664	166	682	2098	0.316	664	626	0.5	0.5	2.509	A
3	546	137	742	1704	0.321	546	603	0.5	0.5	3.108	A
4	72	18	1261	1139	0.063	72	28	0.1	0.1	3.371	A
5	830	208	58	2904	0.286	830	1274	0.4	0.4	1.735	A

17:15 - 17:30

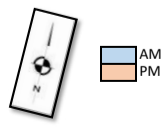
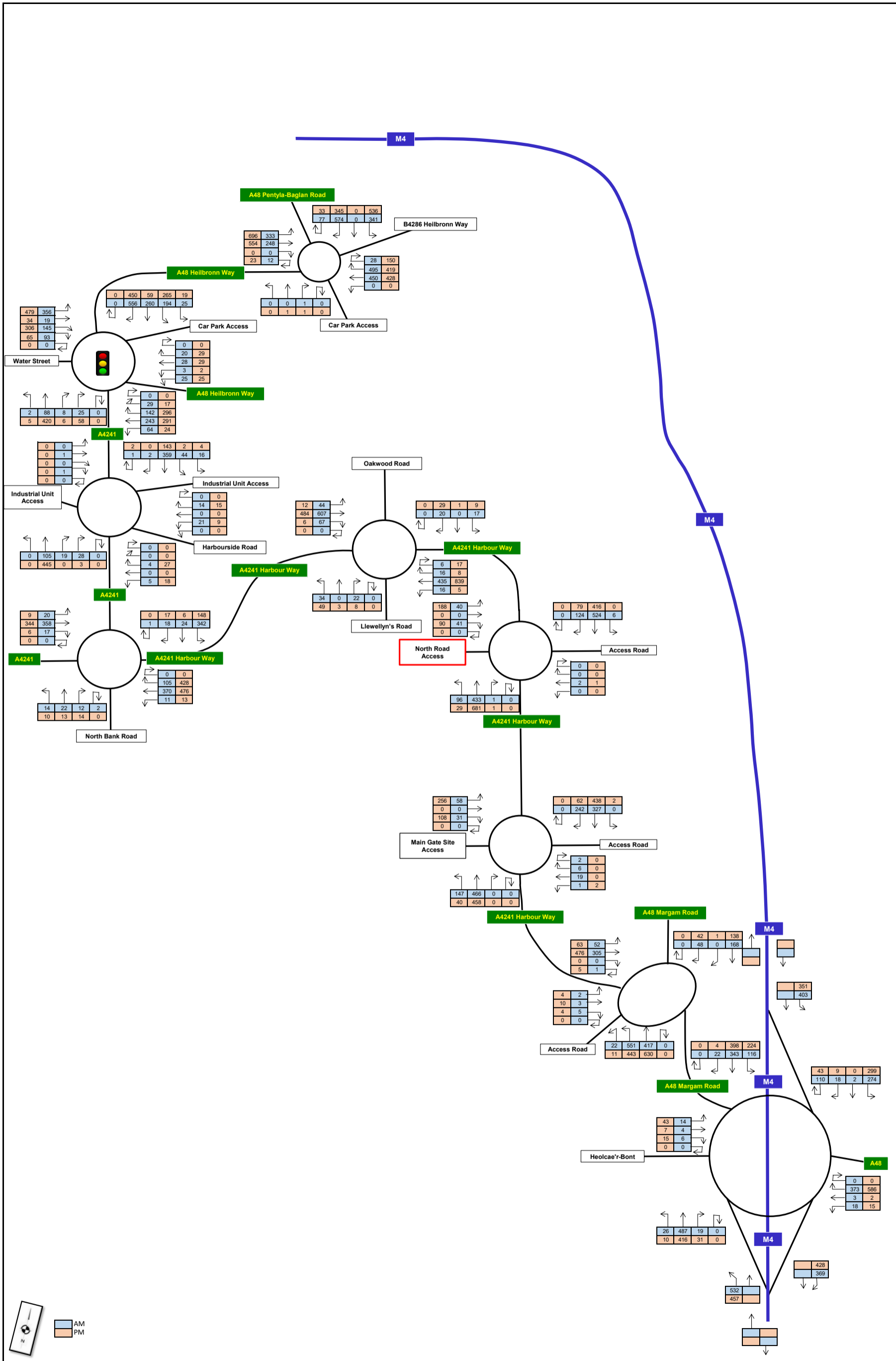
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	343	86	726	1807	0.190	343	0	0.3	0.2	2.460	A
2	542	136	557	2225	0.244	543	512	0.5	0.3	2.142	A
3	446	111	607	1839	0.243	446	493	0.5	0.3	2.588	A
4	58	15	1031	1307	0.045	59	23	0.1	0.0	2.882	A
5	678	169	48	2916	0.232	678	1041	0.4	0.3	1.610	A

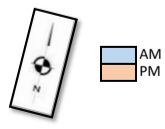
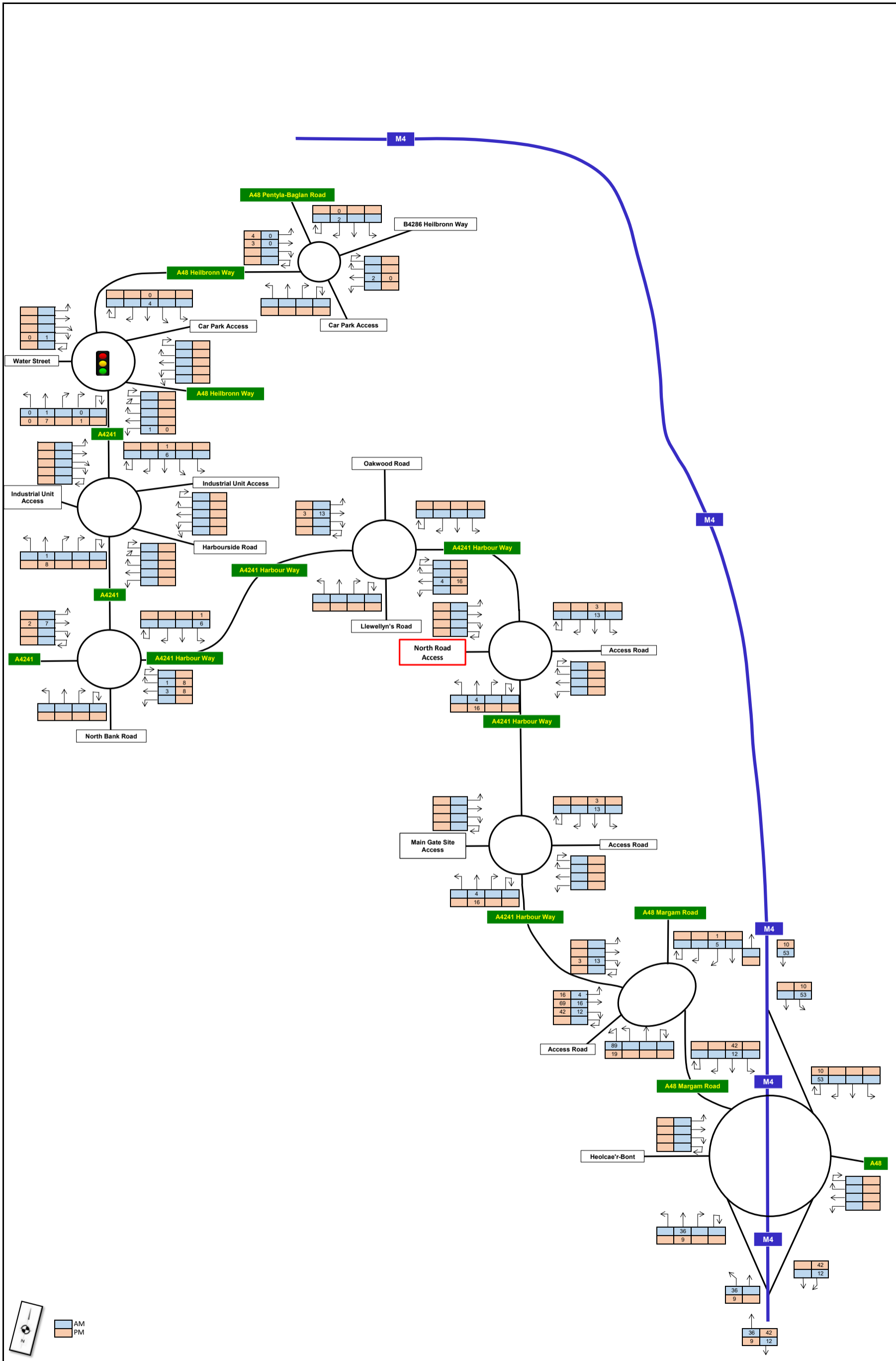
17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	287	72	608	1925	0.149	287	0	0.2	0.2	2.200	A
2	454	113	466	2316	0.196	454	429	0.3	0.2	1.933	A
3	373	93	508	1937	0.193	374	413	0.3	0.2	2.303	A
4	49	12	863	1430	0.034	49	19	0.0	0.0	2.606	A
5	568	142	40	2925	0.194	568	872	0.3	0.2	1.529	A

S|C|P

FIGURES





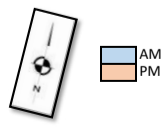
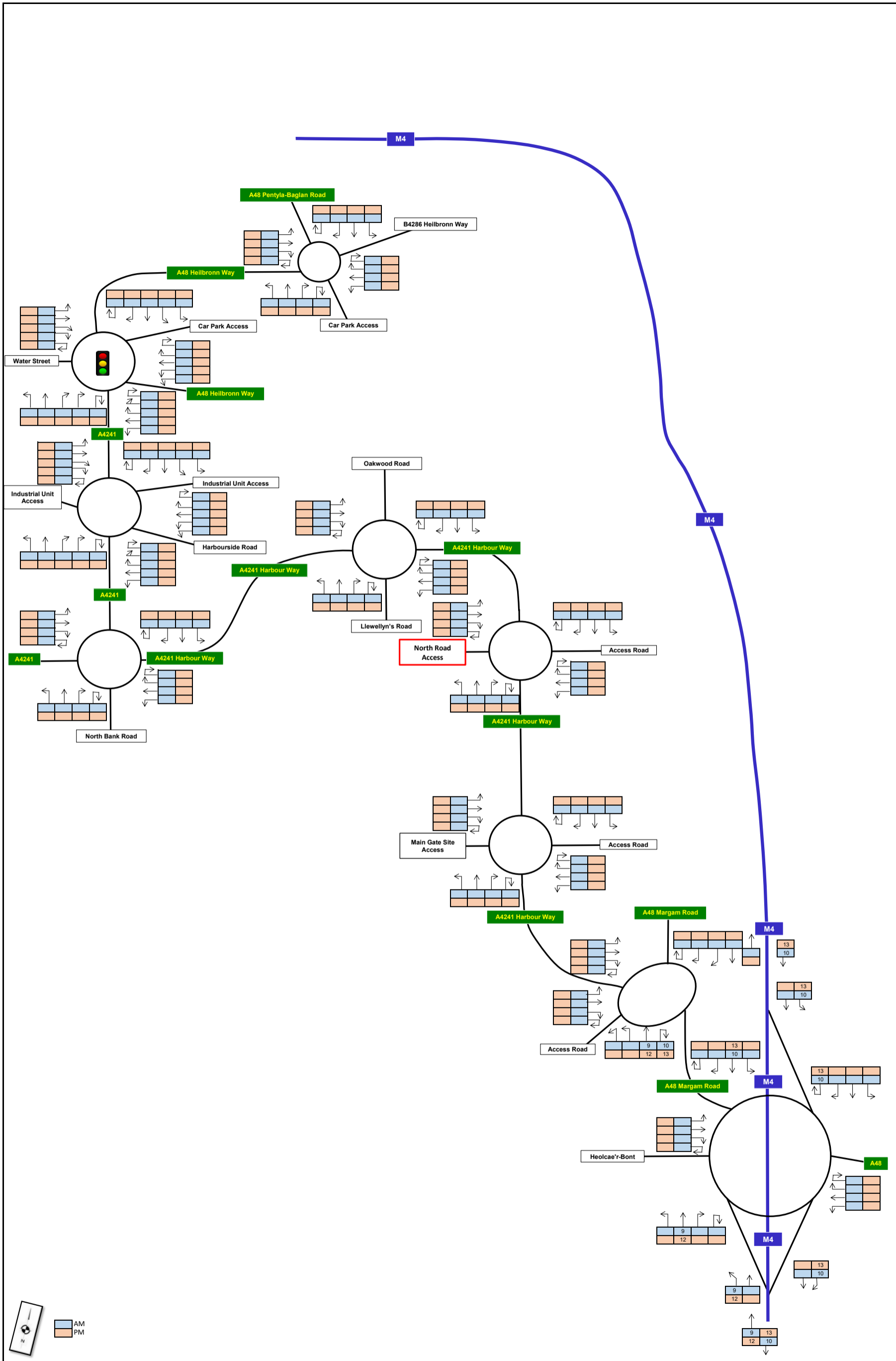
Committed Development Traffic (P2021/1255 - Land off J38 of the M4, Margam) - PCU

Project Dragon, A4241 Harbour Way, Port Talbot

30 June 2023

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Traffic Figure 3



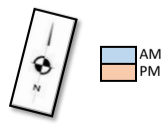
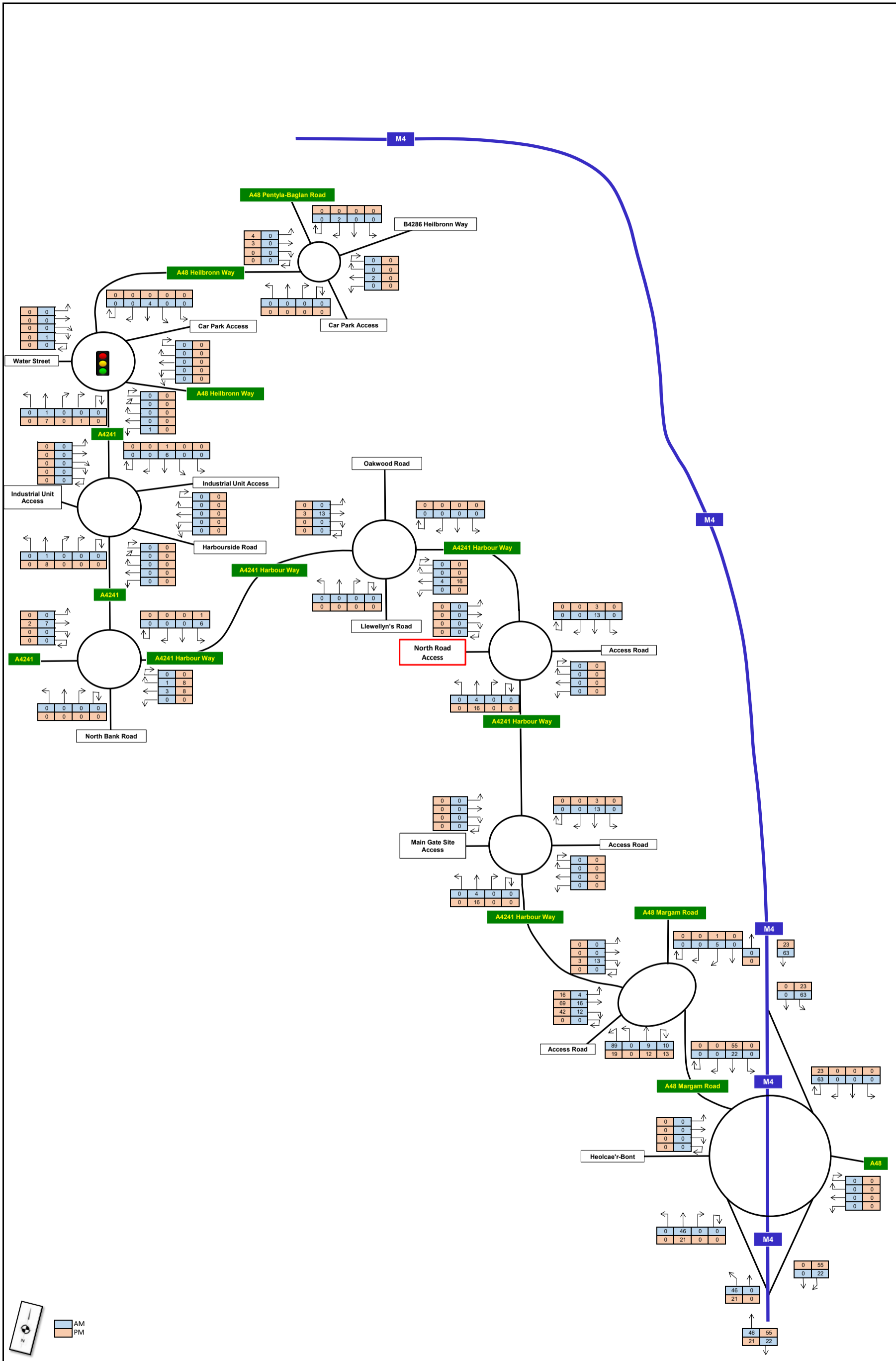
Committed Development Traffic (A2020/0014 - Tyn-y-caeau, Margam Road) - PCU

Project Dragon, A4241 Harbour Way, Port Talbot

30 June 2023

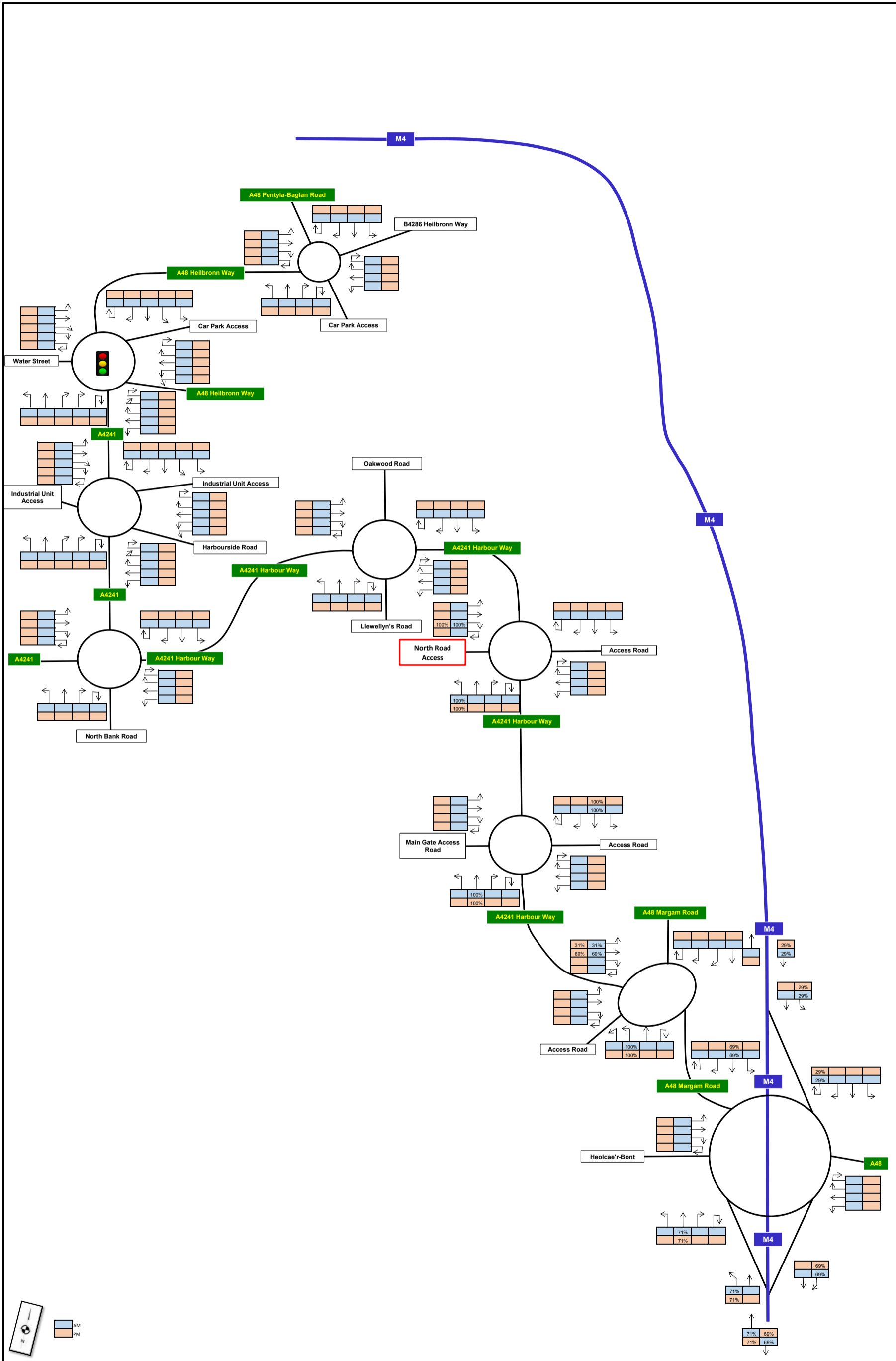
Job Number - SCP/220352

Traffic Figure 4



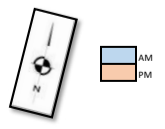
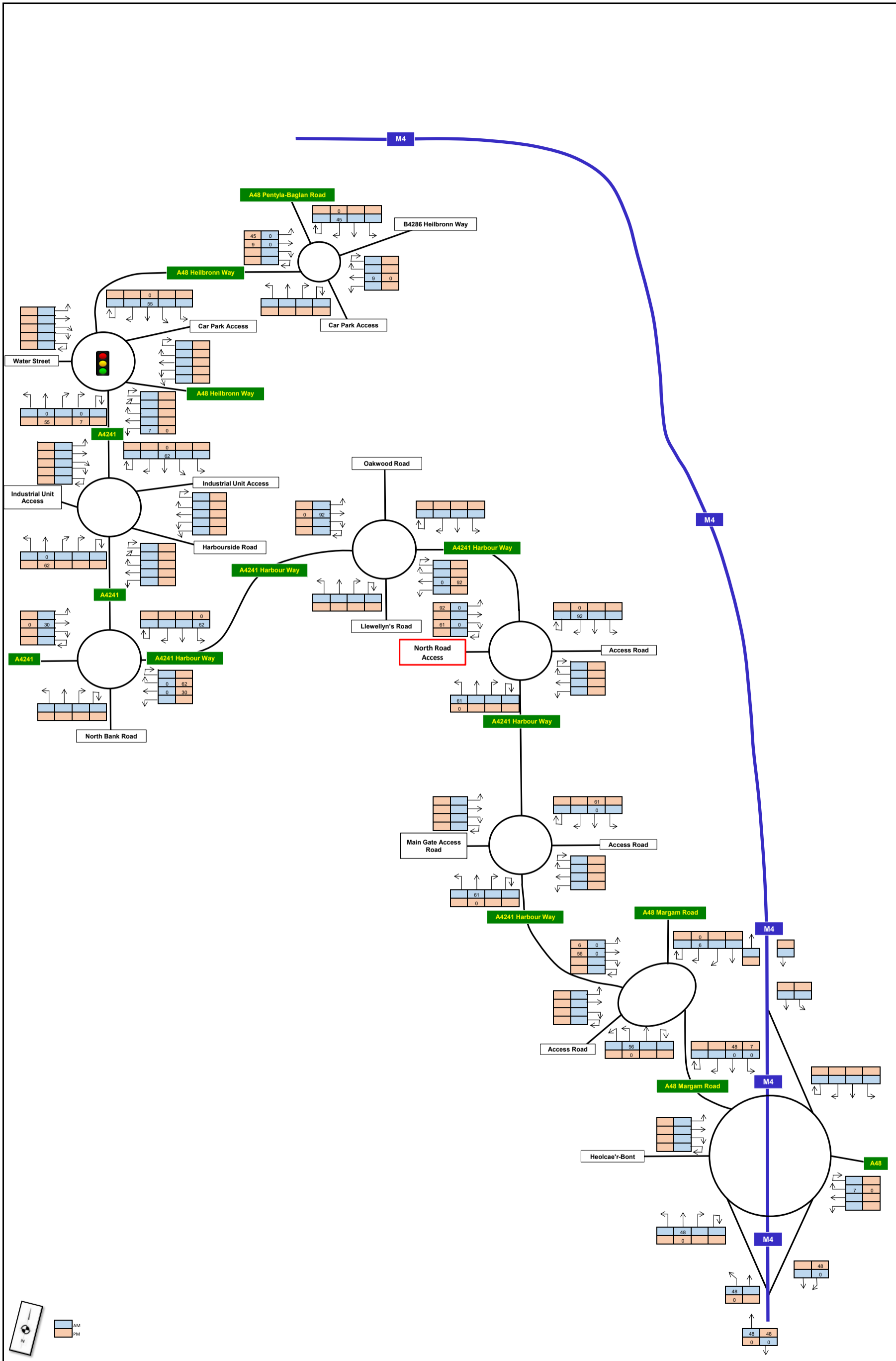
Total Committed Development Traffic - PCU
 Project Dragon, A4241 Harbour Way, Port Talbot

30 June 2023
 Job Number - SCP/220352
 Traffic Figure 5



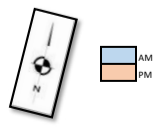
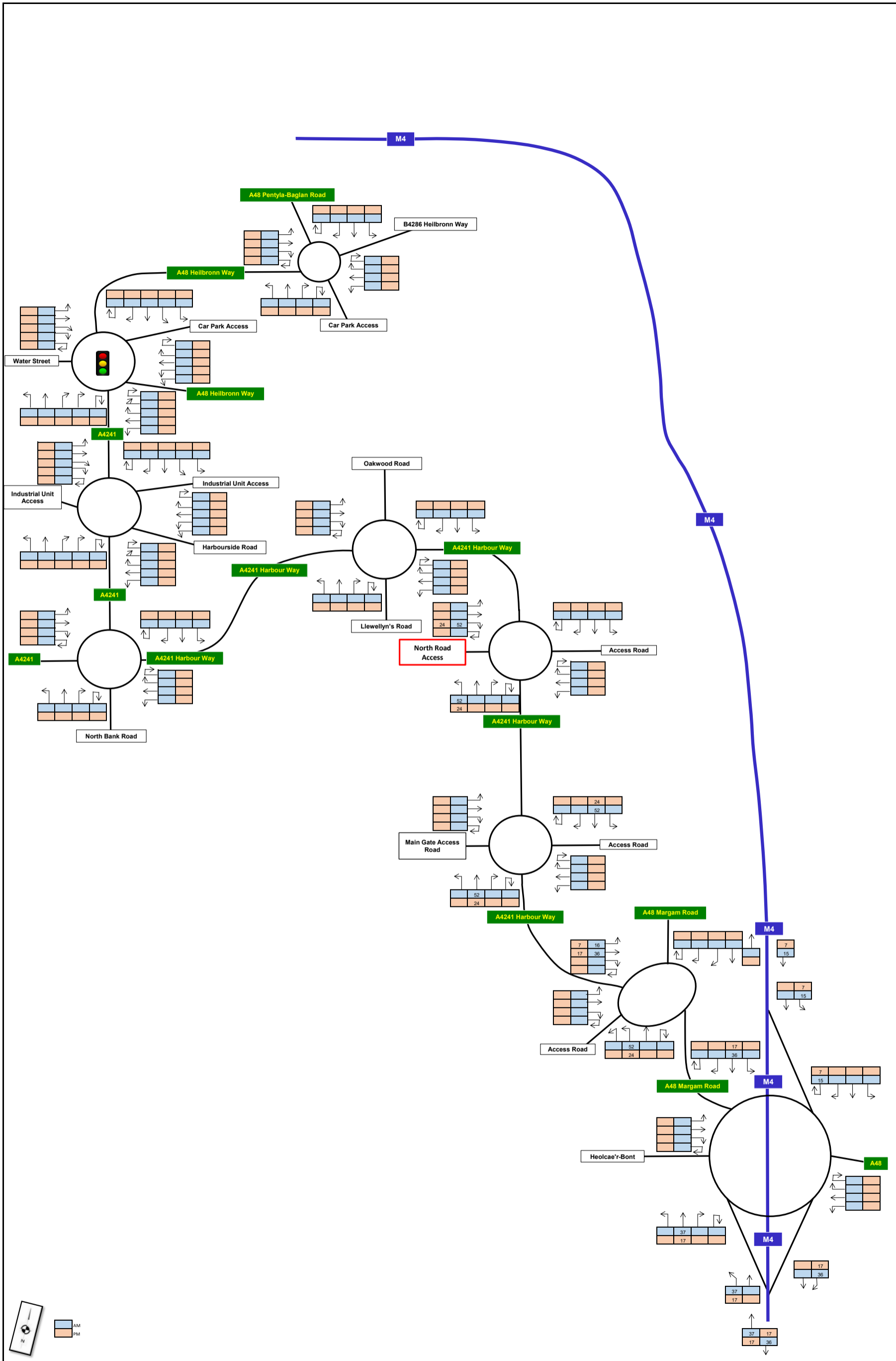
HGV Traffic Distribution - Construction Phase
Project Dragon, A4241 Harbour Way, Port Talbot

30 June 2023
 Job Number - SCP/220352
Traffic Figure 6



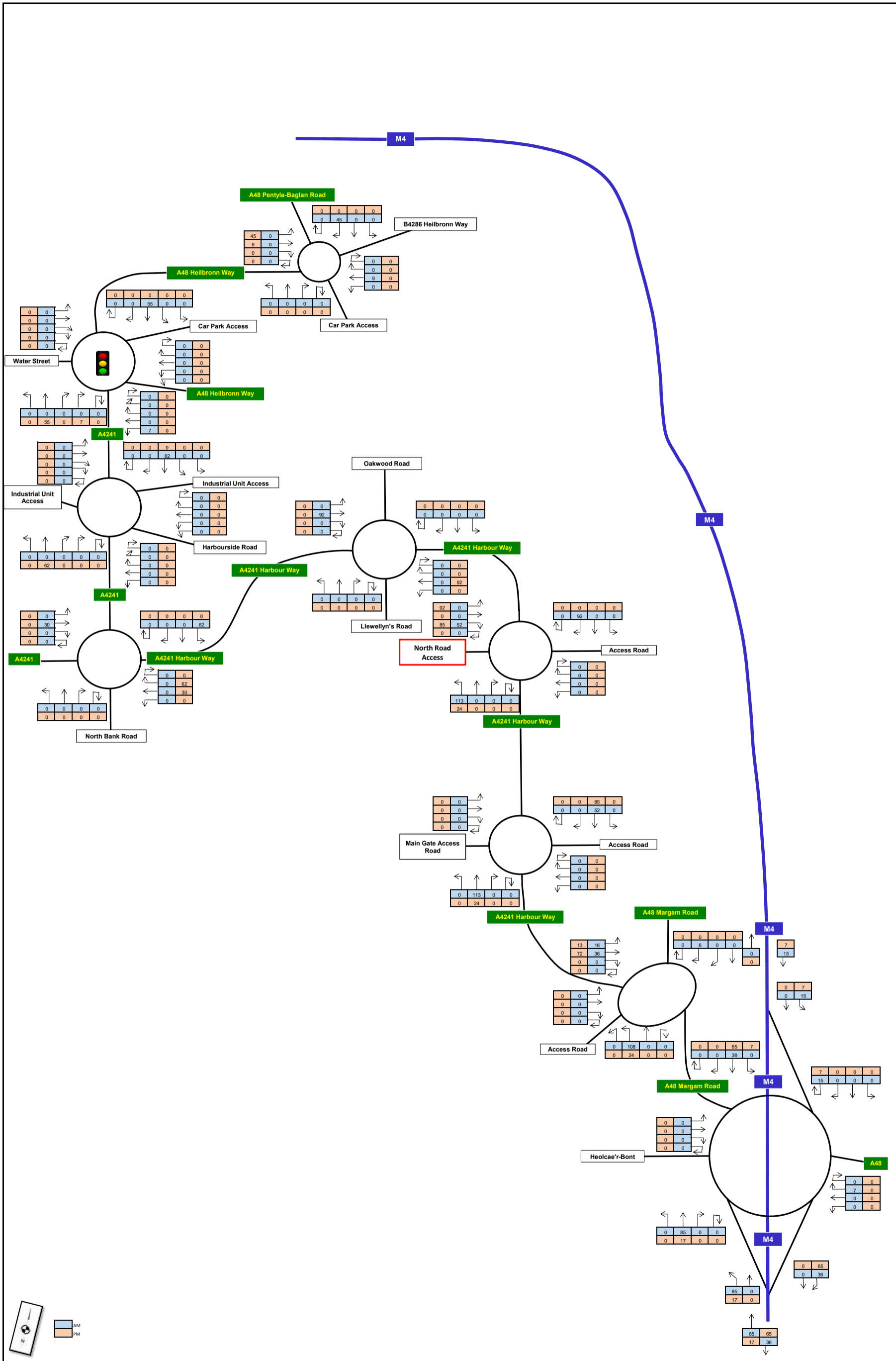
LGV and Minibus Traffic Generation (PCU) - Construction Phase
 Project Dragon, A4241 Harbour Way, Port Talbot

30 June 2023
 Job Number - SCP/220352
 Traffic Figure 8



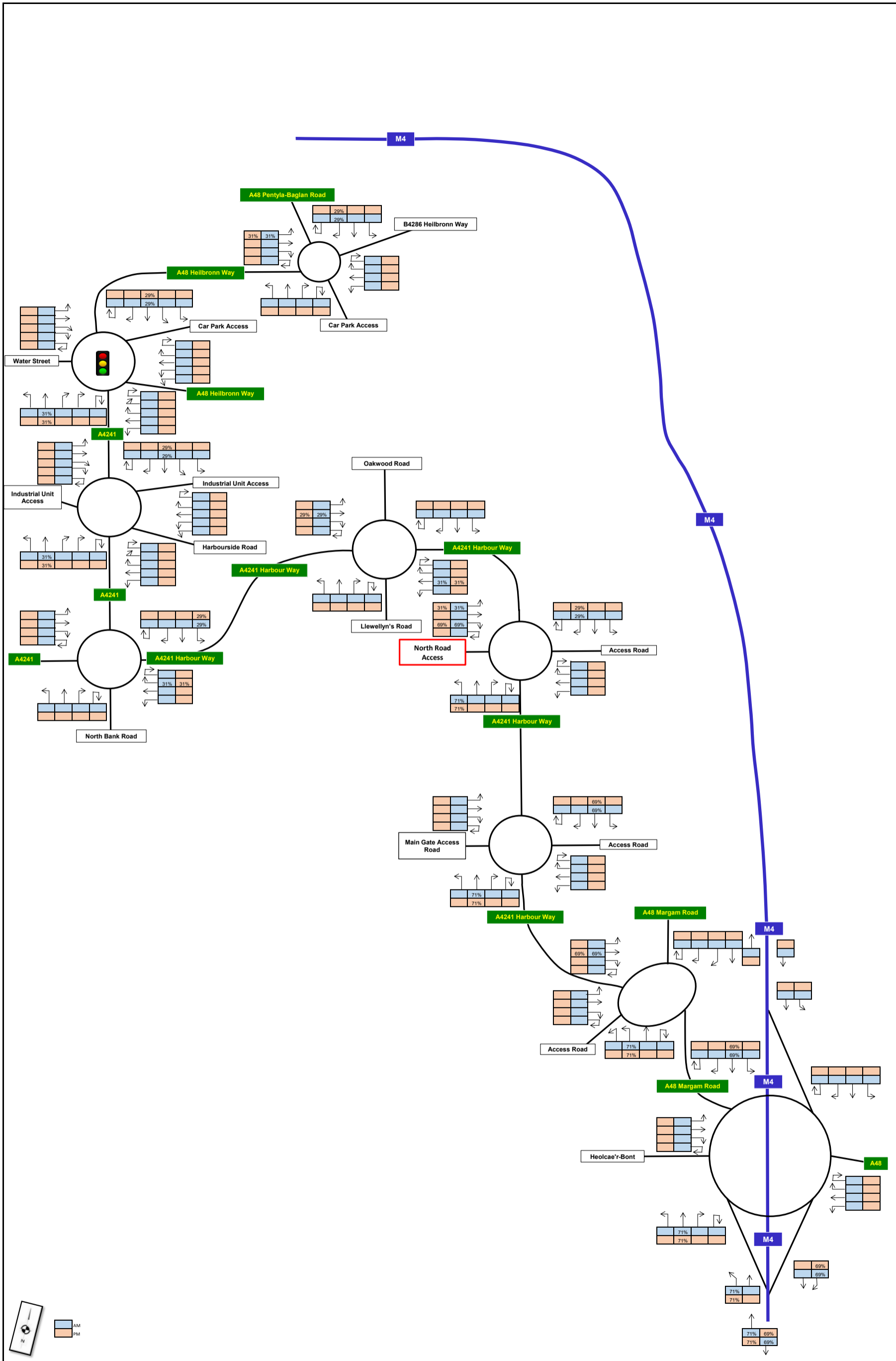
HGV Traffic Generation (PCU) - Construction Phase
 Project Dragon, A4241 Harbour Way, Port Talbot

30 June 2023
 Job Number - SCP/220352
 Traffic Figure 9



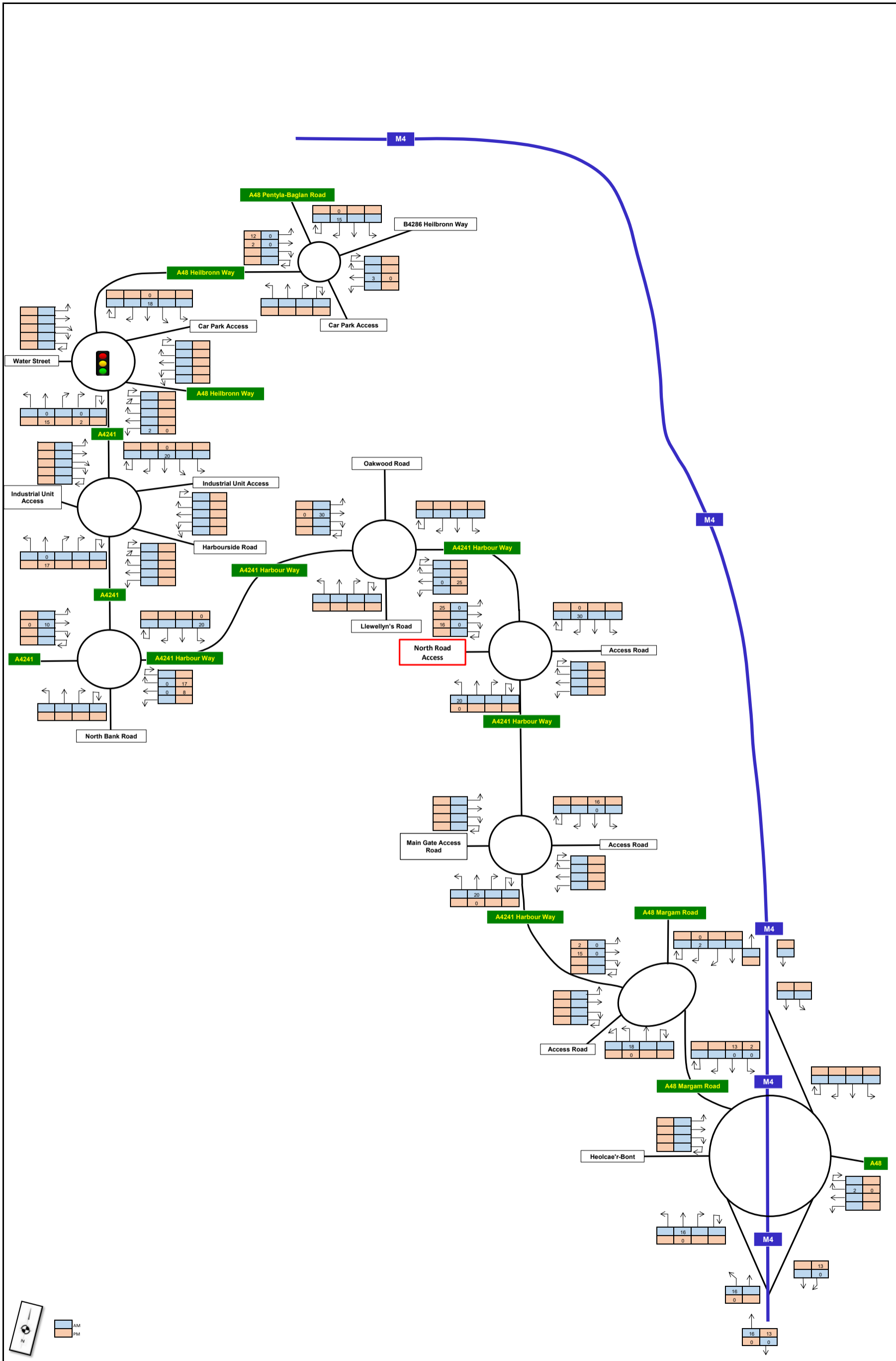
Total Traffic Generation (PCU) - Construction Phase
Project Dragon, A4241 Harbour Way, Port Talbot

30 June 2023
Job Number - SCP/220352
Traffic Figure 10



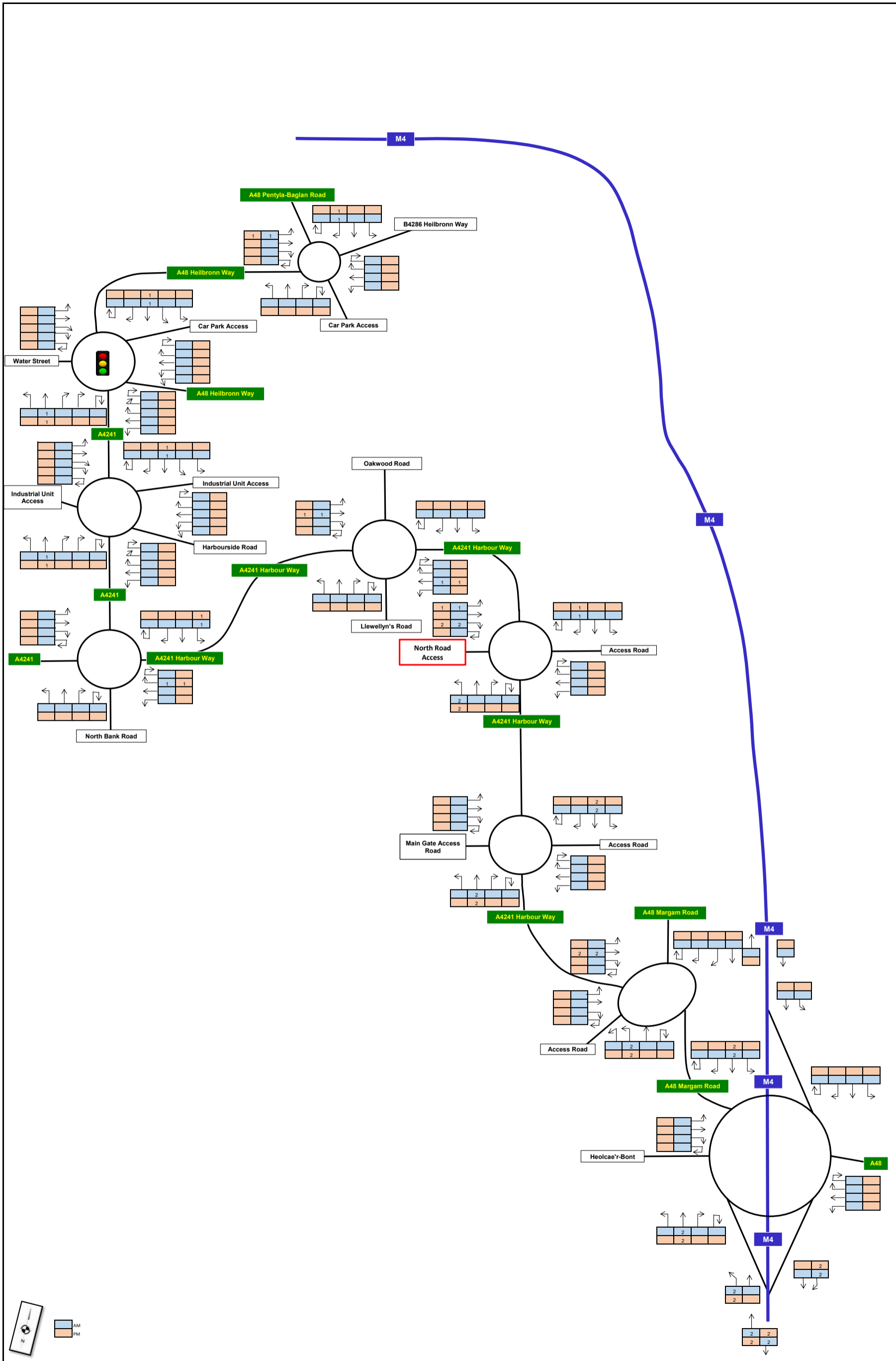
HGV Traffic Distribution - Operational Phase
Project Dragon, A4241 Harbour Way, Port Talbot

30 June 2023
 Job Number - SCP/220352
Traffic Figure 11



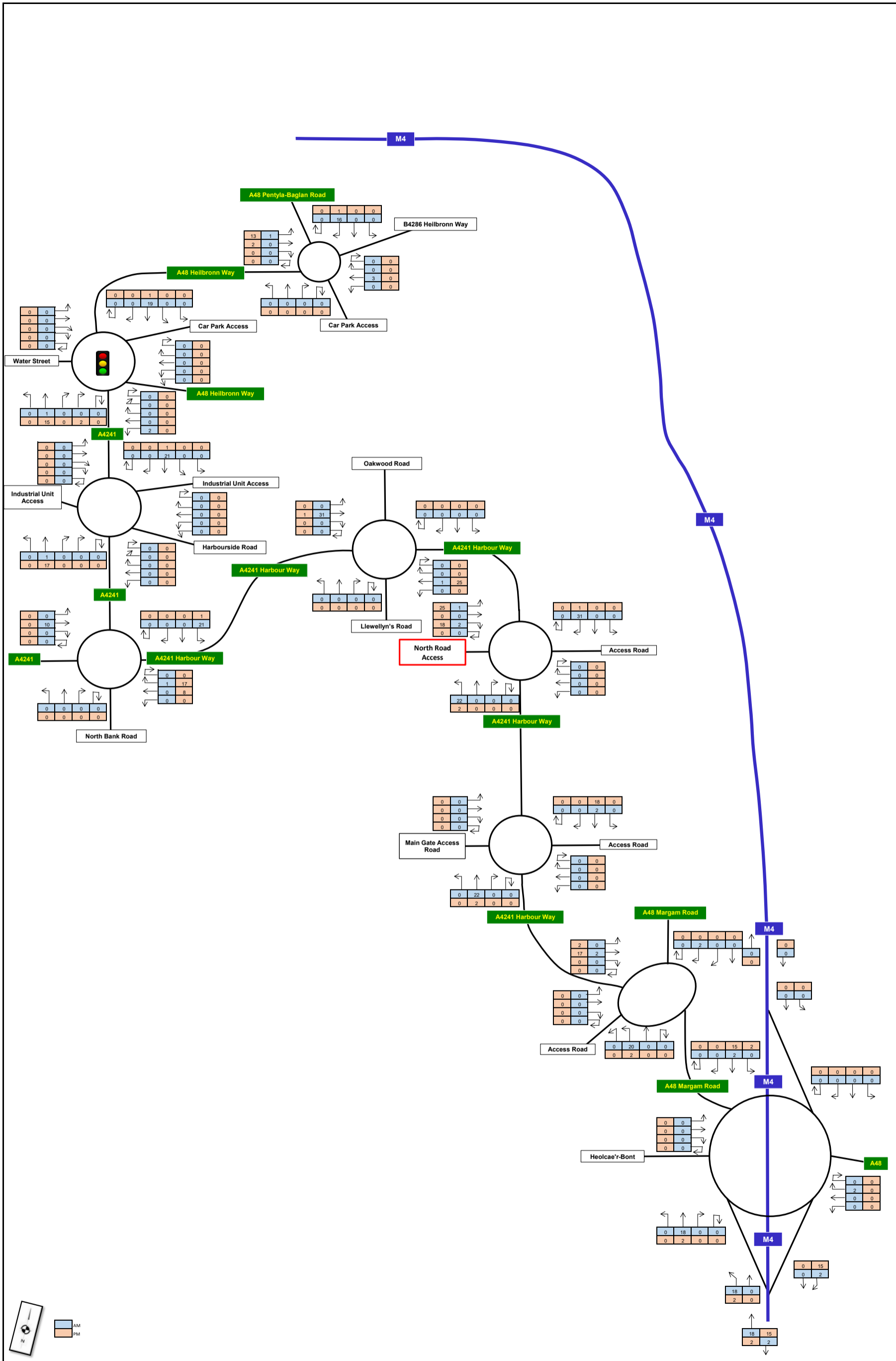
LGV Traffic Generation (PCU) - Operational Phase
 Project Dragon, A4241 Harbour Way, Port Talbot

30 June 2023
 Job Number - SCP/220352
 Traffic Figure 12



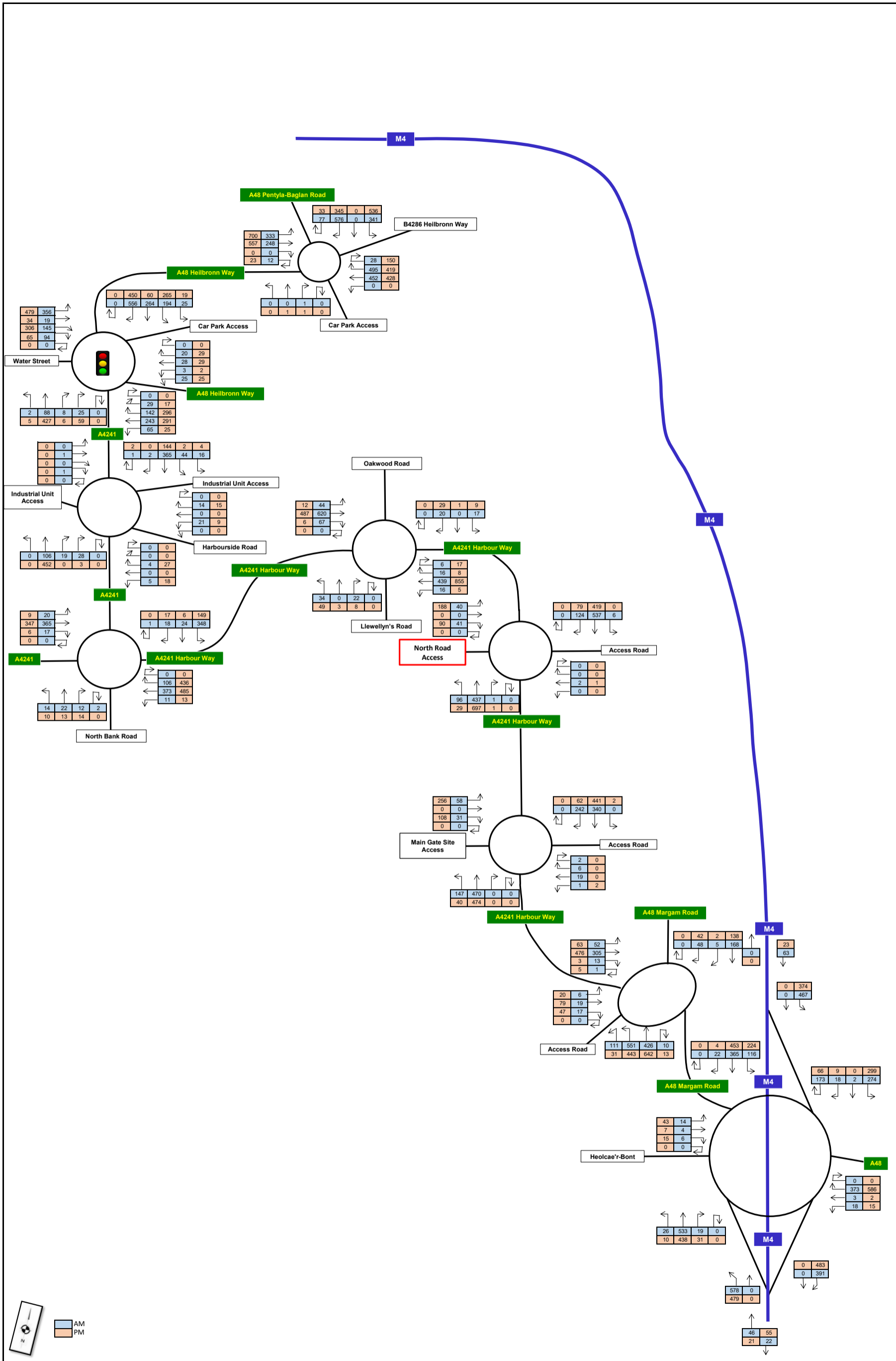
HGV Traffic Generation (PCU) - Operational Phase
 Project Dragon, A4241 Harbour Way, Port Talbot

30 June 2023
 Job Number - SCP/220352
 Traffic Figure 13



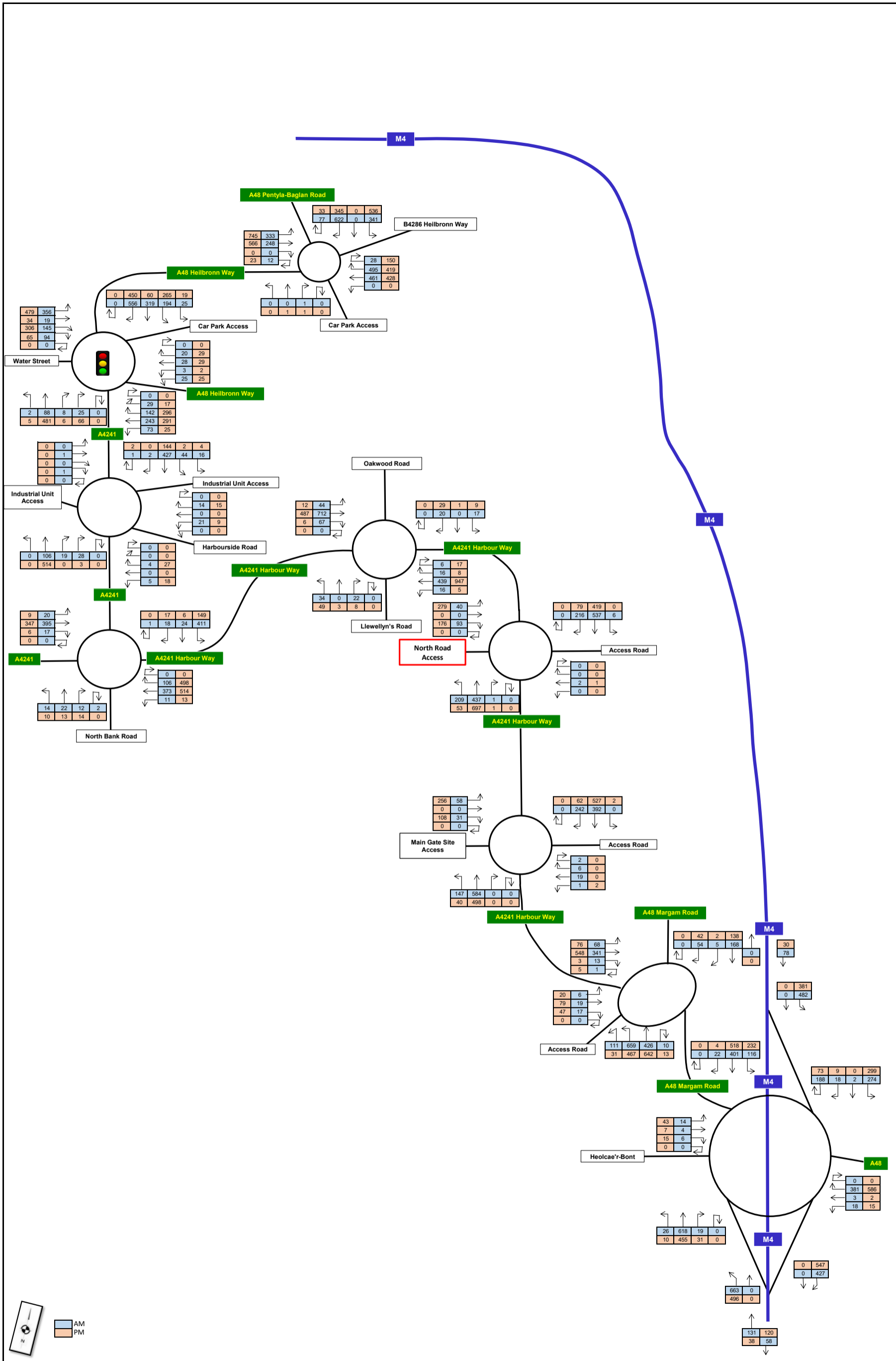
Total Traffic Generation (PCU) - Operational Phase
 Project Dragon, A4241 Harbour Way, Port Talbot

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 Traffic Figure 14



2026 Baseline Traffic Flows - PCU
Project Dragon, A4241 Harbour Way, Port Talbot

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Job Number - SCP/220352
Traffic Figure 15



2026 Assessment Traffic Flows - PCU
Project Dragon, A4241 Harbour Way, Port Talbot

30 June 2023
 Job Number - SCP/220352
Traffic Figure 16