

Transport Assessment

Electric Arc Furnace Project Land at Port Talbot Steelworks, Port Talbot

Tata Steel UK Ltd

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CONTENTS

1.0 INTRODUCTION.....3

2.0 EXISTING CONDITIONS6

3.0 PROPOSED DEVELOPMENT15

4.0 PLANNING POLICY CONTEXT AND TRANSPORT IMPLEMENTATION STRATEGY 19

5.0 ACCESSIBILITY27

6.0 FUTURE BASELINE TRAFFIC FLOWS.....33

7.0 TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT35

8.0 ANTICIPATED HIGHWAY IMPACT41

9.0 PROPOSED MITIGATION / MANAGEMENT MEASURES51

10.0 SUMMARY AND CONCLUSIONS55

APPENDICES

A SURVEY DATA

B ROAD SAFETY RECORD

C PROPOSED SITE LAYOUT

D CONSTRUCTION TIME FRAME CHART

E GRAVITY MODEL

F ARCADY ASSESSMENT – A4241 HARBOUR WAY / MAIN GATE ROUNDABOUT

G ARCADY ASSESSMENT – A4241 HARBOUR WAY / A48 MARGAM ROAD / ACCESS ROAD ROUNDABOUT

H PROPOSED ROUTE SIGNAGE MITIGATION

I PROPOSED MITIGATION ARCADY ASSESSMENT – A4241 HARBOUR WAY / MAIN GATE ROUNDABOUT

J PROPOSED MITIGATION ARCADY ASSESSMENT – A4241 HARBOUR WAY / A48 MARGAM ROAD / ACCESS ROAD ROUNDABOUT

K PROPOSED MITIGATION ARCADY ASSESSMENT – M4 JUNCTION 38 ROUNDABOUT

TRAFFIC FIGURES

- 1 SURVEYED TRAFFIC FLOWS
- 2 GROWTHED TRAFFIC FLOWS – 2026
- 3 COMMITTED DEVELOPMENT FLOWS – P2023/0858 - CROWN WHARF, PORT TALBOT DOCKS
- 4 COMMITTED DEVELOPMENT FLOWS – P2021/1255 - LAND OFF J38 OF THE M4, MARGAM
- 5 TOTAL COMMITTED DEVELOPMENT FLOWS
- 6 PROPOSED PEAK HOUR REDUCTION IN HGV MOVEMENTS
- 7 PROPOSED PEAK HOUR REDUCTION IN STAFF MOVEMENTS
- 8 TOTAL PROPOSED PEAK HOUR REDUCTION IN TRAFFIC MOVEMENTS
- 9 HGV CONSTRUCTION TRAFFIC DISTRIBUTION
- 10 LGV CONSTRUCTION TRAFFIC DISTRIBUTION
- 11 LGV CONSTRUCTION TRAFFIC GENERATION
- 12 HGV CONSTRUCTION TRAFFIC GENERATION
- 13 TOTAL CONSTRUCTION TRAFFIC GENERATION
- 14 NET CONSTRUCTION TRAFFIC GENERATION
- 15 2026 ESTABLISHED BASELINE TRAFFIC FLOWS + COMMITTED DEVELOPMENT
- 16 2026 ASSESSMENT TRAFFIC FLOWS
- 17 CONSTRUCTION DEVELOPMENT TRAFFIC FLOWS WITH MITIGATION

1.0 INTRODUCTION

Overview

- 1.1 SCP have been appointed by Tata Steel UK Ltd to provide transport planning and engineering advice in support of a hybrid planning application for the construction of an electric arc furnace (EAF) steel making production facility with associated scrap metal handling facility on land at Port Talbot Steelworks, Port Talbot.
- 1.2 Full planning permission is sought for the EAF steel making production facility and outline planning permission is sought for the scrap metal handling facility as well as the underground and overground electrical infrastructure.
- 1.3 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 local planning authority, of the nature and magnitude of likely highways and transportation impacts of the proposal. The document does the same for the Welsh Government (WG), as highway authority for the M4.

Background

- 1.4 A TA in support of a similar, albeit larger scheme with 2 no. arc furnaces, was prepared in May 2022 following agreement to the scope of the TA being reached with NPTC and the WG.
- 1.5 The scheme was proposed to result in a significant reduction in traffic movements when compared to that generated by the existing site operations at that time (established baseline), resulting in a betterment from a highway perspective during the operational phase of the development. On this basis, it was agreed with both NPTC and the WG that detailed assessments of the construction phase impacts would be undertaken, but assessments during the operational phase were not required.

Scope and Structure of Transport Assessment

- 1.6 Following preliminary informal scoping discussions with NPTC and the submission of an informal transport scoping note dated 3rd May 2024, the scope of this TA, including the scenarios to be assessed, study area, base traffic flow data and committed developments etc. accords with the informal scope as has been agreed with NPTC. Subsequent correspondence also took place with the WG who confirmed they would not issue a direction in respect to the planning application in correspondence dated 12th June 2024.

- 1.7 The proposed development, when fully operational, will result in a significant reduction in traffic movements (including HGV's) when compared to that generated by the established site operations. This reduction in traffic will be associated with the reduction in staff required to operate the facility as well as the removal of coal deliveries; and scrap metal proposed to be delivered to/from the site by rail, as opposed to road in the current operations. There will be a significant overall betterment provided from a highway perspective during the operational phase of the development.
- 1.8 Therefore, it has again been agreed with NPTC that assessments of the impact of the development during the operational phase is not required. Since this position was reached, Tata Steel UK Ltd have been able to provide more detailed information on the number of staff reductions as well as when the staff reductions are proposed to take place, as detailed later, which results in a net reduction in traffic during the AM peak hour and reduced impact in the PM peak hour during the construction phase. Notwithstanding this, this TA provides an assessment of the construction phase impacts as agreed with NPTC.
- 1.9 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 evaluates 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 to traffic growth and committed developments;
 - Chapter 7 – estimates the number of multimodal 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;
 - Chapter 9 – provides a summary and assessment of the proposed mitigation measures; and,

- Chapter 10 – 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 to the west of the A4241 Harbour Way within the existing Tata Steel Site to the south-east 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



Existing Operations

- 2.4 Tata Steel is currently a large coal-based steel manufacturing company with circa 4,500 staff employed.
- 2.5 Business operations result in circa 7,000 two-way rail movements per year. Approximately 10,000 two-way HGV movements per year are associated with UK business, with an additional 1,500 to 2,000 two-way HGV movements per year to EU destinations. These movements are spread over 5½ days per week.
- 2.6 There are also circa 26,000 two-way HGV movements per year associated with coal deliveries. These movements are spread over 7 days per week between 06:00-20:00.
- 2.7 In addition to the above, large quantities (circa 338kt) of scrap metal are currently delivered to/from the site via road, resulting in circa 27,000 two-way HGV movements per year (spread over a 5-day week).

Existing Access Arrangement

- 2.8 The existing Tata Steel site is accessed from two locations off the A4241 Harbour Way, the A4241 Harbour Way / Main Gate Access roundabout and A4241 Harbour Way / West Gate Access roundabout, as shown on **Figure 2.1** earlier.
- 2.9 For vehicles egressing the Tata Steel site, the Main Gate Access road provides a two lane approach onto the A4241 Harbour Way / Main Gate Access roundabout. On entry to the site, the Main Gate Access provides a single lane off the A4241 Harbour Way / Main Gate Access roundabout initially. This widens to two lanes after around 50m and then 3 lanes after circa 80m on the approach to the internal site roundabout and gate house. Each vehicle passes a security check prior to entering the site. The site security gate is located circa 650m from the A4241 Harbour Way / Main Gate Access roundabout, with the majority of the access road comprising 3 lanes which provides significant queuing capacity before the adopted highway.
- 2.10 The West Gate Access road provides a single lane approach onto the A4241 Harbour Way / West Gate Access roundabout. For vehicles accessing the site via the West Gate Access, a single lane is provided off the A4241 Harbour Way for circa 165m which widens to two lanes for another circa 100m on the approach to the gate house, providing significant queueing capacity.
- 2.11 For pedestrians and cyclists, there is a shared footway / cycleway that runs along western side of the aforementioned site access roads, connecting to a shared footway / cycleway on the A4241 Harbour Way.

Local Highway Network

2.12 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 / West Gate Access
- A4241 Harbour Way / Main Gate Access
- A4241 Harbour Way / A48 Margam Road / Access Road
- M4 Junction 38

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

A4241 Harbour Way

2.14 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 Main Gate Access 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

- 2.15 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-west 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

- 2.16 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)

- 2.17 This junction is a five-arm priority-controlled roundabout located to the north-west 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](#)

- 2.18 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](#)

- 2.19 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 / West Gate Access 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.
- 2.20 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 / West Gate Access](#)

- 2.21 The A4241 Harbour Way / West Gate Access junction is a well-lit four-arm priority-controlled roundabout, although the north-eastern arm is currently a disused gated access. The West Gate Access, 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. A shared footway / cycleway is provided on the western side of the West 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 / Main Gate Access

- 2.22 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 West Gate Access, which is subject to a 30mph speed limit, forms the western arm and provides access to Tata Steel and the application site. As detailed earlier, a shared footway / cycleway is provided on the western side of the West 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

- 2.23 The A4241 Harbour Way / A48 Margam Road / Access Road junction is a four-arm priority-controlled junction located to the 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

- 2.24 This M4 Junction 38 is a grade separated priority-controlled junction located to the 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

- 2.25 Recent traffic surveys were undertaken on Thursday 30th June 2022, in a neutral traffic month, in order to establish the existing traffic flow demand on the local network as part of the recently approved Sustainable Aviation Fuel Production Facility planning application (LPA Ref: P2023/0858), at the Crown Wharf Port Talbot Docks. These surveys, which were undertaken when the Port Talbot Steelworks were fully operational, were validated with an ATC survey and accepted for use in the assessments within this TA by NPTC during informal scoping discussions.
- 2.26 The traffic survey data has been obtained from the submitted TA and is presented in **Appendix A**, with the base peak hour traffic flows shown diagrammatically on **Traffic Flow Figure 1**. It should be noted that, as detailed later, construction traffic associated with the proposed development is anticipated to be at its most intensive between 07:00-08:00 and 17:00-18:00 and therefore, these peak hours have been adopted in the assessments within this TA as agreed with NPTC.

Road Safety Record

- 2.27 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. The location and severity of any accidents within the study area during this period are shown on the accident plan presented in **Appendix B**.
- 2.28 A summary of the number and severity of the accidents at each junction/link in the study area is presented in **Table 2.1** below:

Table 2.1 – 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 / 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 / West Gate Access Junction	0	1	0	1
A4241 Harbour Way / West Gate Access Junction	0	0	0	0
A4241 Harbour Way link between the A4241 Harbour Way / West Gate Access 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	2	2
A48 Margam Road 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

2.29 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 / West Gate Access junctions during the five-year study period.

2.30 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

- 2.31 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.
- 2.32 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 construction of an EAF steel making production facility with an ancillary scrap metal handling facility on land at Port Talbot Steelworks, Port Talbot.
- 3.2 The development also includes associated scrap yards, slag processing facility, chemical and material storage structures, offices, power infrastructure and ancillary facilities together with new and amended transport infrastructure, landscaping and associated development.
- 3.3 The proposed site layout is presented in **Appendix C**.
- 3.4 A new office building (Ref 15 on the layout) and associated car park (Ref 14 on the layout) will be constructed on the eastern side of the BOS plant to house construction staff and, eventually, operators of the EAF facility. An extended covered walkway (18 on the layout) to enter directly into the main construction area is also to be provided.

Recent / Proposed Operations

- 3.5 The applicant has confirmed that there will be circa 1,928 staff reductions as part of the proposed development and change in process etc., which will occur gradually over circa 18 months with all reductions in staff taken place by circa October 2025. Of the staff reductions, it is confirmed that circa 1,510 staff would have worked on site and arrived/departed the site on an average weekday.
- 3.6 The applicant has also confirmed that the proposed development will result in a significant reduction in HGV movements, as detailed below:
- The circa 26,000 two-way HGV movements per year (spread over 7 days per week between 06:00-20:00) associated with coal deliveries will be removed from the network; and
 - Large quantities (circa 338kt) of scrap metal are currently delivered to/from the site via circa 27,000 two-way HGV movements per year (spread over a 5-day week). Once the proposed development is operational, scrap metal will be delivered to/from the site by rail. Delivery by road would no longer be viable and would not support the Tata Steel plan to reduce its carbon footprint.

- 3.7 It should be noted that, due to the end of life stage of much of the heavy end, and in anticipation of the proposed development coming forward, the coke ovens have recently (20 March 2024) been turned off and the two blast furnaces are proposed to be switched off by end of July and end of September 2024 respectively. There has already been a significant reduction in vehicle movements associated with the shutdown of the coke ovens due to the reduction in coal deliveries and there will be a significant reduction in vehicle movements associated with the shutdown of the blast furnaces, with scrap metal deliveries halting until the EAF facility is constructed.
- 3.8 This reduction in HGVs has been quantified in **Table 3.1** below and results in a reduction of circa 190 two-way HGV movements per day.

Table 3.1 – Proposed Reduction in Two-Way HGV Movements

Material	Per Year	Per Month	Per Week	Per Day	Per Hour
Coal	26000	2167	542	77	8
Scrap Metal	27000	2250	563	113	11

- 3.9 Although scrap metal will be delivered to the site post construction, it is intended that it will be delivered to/from the site by rail. Delivery by road would no longer be viable and would not support the Tata Steel plan to reduce its carbon footprint. On this basis and having regard to the reduction in staff as well as coal deliveries from the network, the applicant has confirmed that the proposed operational phase of the development will result in a significant reduction in traffic movements when compared to the established baseline position.
- 3.10 Whilst it is acknowledged that coal and scrap deliveries by road will halt prior to the planning application submission and the majority of staff reductions will have also taken place, which represents the 'interim baseline position', the traffic movements associated with these processes and staff have been established for many years. From a planning perspective, the full site with operating coke ovens/blast furnaces represents the established use of the site, against which the impact of the development should be assessed.

Proposed Site Access Arrangements

- 3.11 Vehicular access to the development site will be provided from within the existing Tata Steel site and accessed predominantly via the existing Main Gate site access off the A4241 Harbour Way, although the West Gate site access off the A4241 Harbour Way may also be used occasionally for larger plant / specialist deliveries etc.

- 3.12 As detailed earlier, both accesses provide significant queueing capacity between the gate house and the local highway network. The barrier security system at the gate house monitors arrivals/departures and allows quick touch-card access to the site for registered staff/frequent visitors. It should be noted that all construction workers will be registered as a frequent visitor and provided with a pass allowing for quick touch-card access through the barrier.
- 3.13 Pedestrian and cycle access to the development site will also continue to be provided via the existing Main Gate Access off the A4241 Harbour Way.

Internal Site Layout

- 3.14 The existing internal road network which is currently used by frequent two-way HGVs will continue to be utilised. In the vicinity of the application site, existing roads are proposed to be widened and new roads are also proposed. All proposed new roads, widened roads, service yards and turning areas have been designed to accommodate HGV movement and to meet Tata Steel's requirements.

Parking

- 3.15 As detailed earlier, a new office building (Ref 15 on the layout) and associated car park (Ref 14 on the layout) will be constructed on the eastern side of the BOS plant to house construction staff and, eventually, operators of the EAF facility. The proposed car park will provide a total of around 180 spaces, including 9 disabled bays and 10% EV bays, and will be designed with 6m aisle widths throughout the car park.
- 3.16 Furthermore, a construction compound which is proposed to be extended in phases to meet the requirements of construction will be created on site to provide office and welfare space, parking, storage and laydown areas. The compound will accommodate 395 spaces although a further car park will be created to the south if demand dictates, providing up to 1,160 spaces, in addition to the above circa 180 spaces in the office car park, equating to a total of circa 1,340 spaces.
- 3.17 As detailed earlier, the proposed development will result in a reduction in staff numbers when compared to the established baseline and therefore, the existing level of parking on the wider site is acceptable. Notwithstanding this, the proposed car park to the east of the BOS plant will provide circa 180 parking spaces which Tata Steel have confirmed can accommodate the staff parking requirements on this section of the site.

- 3.18 In terms of the construction phase, the proposed car park to the east of the BOS plant combined with the construction compound and additional temporary car parking spaces that can be provided if demand dictates provides a level of parking in excess of the number of construction workers, detailed later. Therefore, the level of parking is more than sufficient to accommodate the demand of construction workers, particularly when considering the typically high proportion of construction workers that car share.

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 WG 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 WG 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 WG’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 12 (PPW)

- 4.12 PPW Edition 12 was published in February 2024 by the WG 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:*

- *Bringing services to people to reduce the need to travel. This is not about preventing travel altogether, it is about planning ahead for better physical and digital connectivity to support access to more local services, and more home and remote working. If more people can walk and cycle for everyday trips, we will reduce our dependency on cars.*
- *Allowing people and goods to move easily from door-to-door by accessible, sustainable and efficient transport. To achieve this, we will need to invest in reliable, efficient and affordable transport services that people want to use, can use and do use. We also need the transport infrastructure to support those services. We will make sure our transport infrastructure is safe, accessible, well-maintained and future-proofed, to adapt to climate change.*
- *Where we need new transport infrastructure, we will use the sustainable transport hierarchy to give priority to meeting the demand for travel by walking, cycling and public transport ahead of private motor vehicles.*
- *Encouraging people to make the change to more sustainable transport. If we are going to meet our climate change targets, we also need people to travel differently. Which means making it easier to do the right thing. We will do this by making low-carbon sustainable transport more attractive and more affordable, and by adopting innovations.*

4.14 In relation to sustainable transport, PPW confirms in paragraph 4.1.8 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 4.156 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 be sourced locally and will be encouraged to travel via sustainable modes of transport via their contractors and through site inductions.
- 4.21 Therefore, this TIS will focus on existing/new 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, 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:-
- Raise awareness of the health benefits of walking through promotional material; and,
 - Provide a map showing walking routes, indicating distances and times to the most common destinations near to the site.
- 4.33 The TPC/s will set up a car sharing scheme, utilising the online website <https://liftshare.com/uk>, 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.
- 4.34 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.
- 4.35 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.
- 4.36 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.

- 4.37 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.
- 4.38 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.
- 4.39 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.
- 4.40 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?
- 4.41 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.
- 4.42 Considering 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.
- 4.43 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:

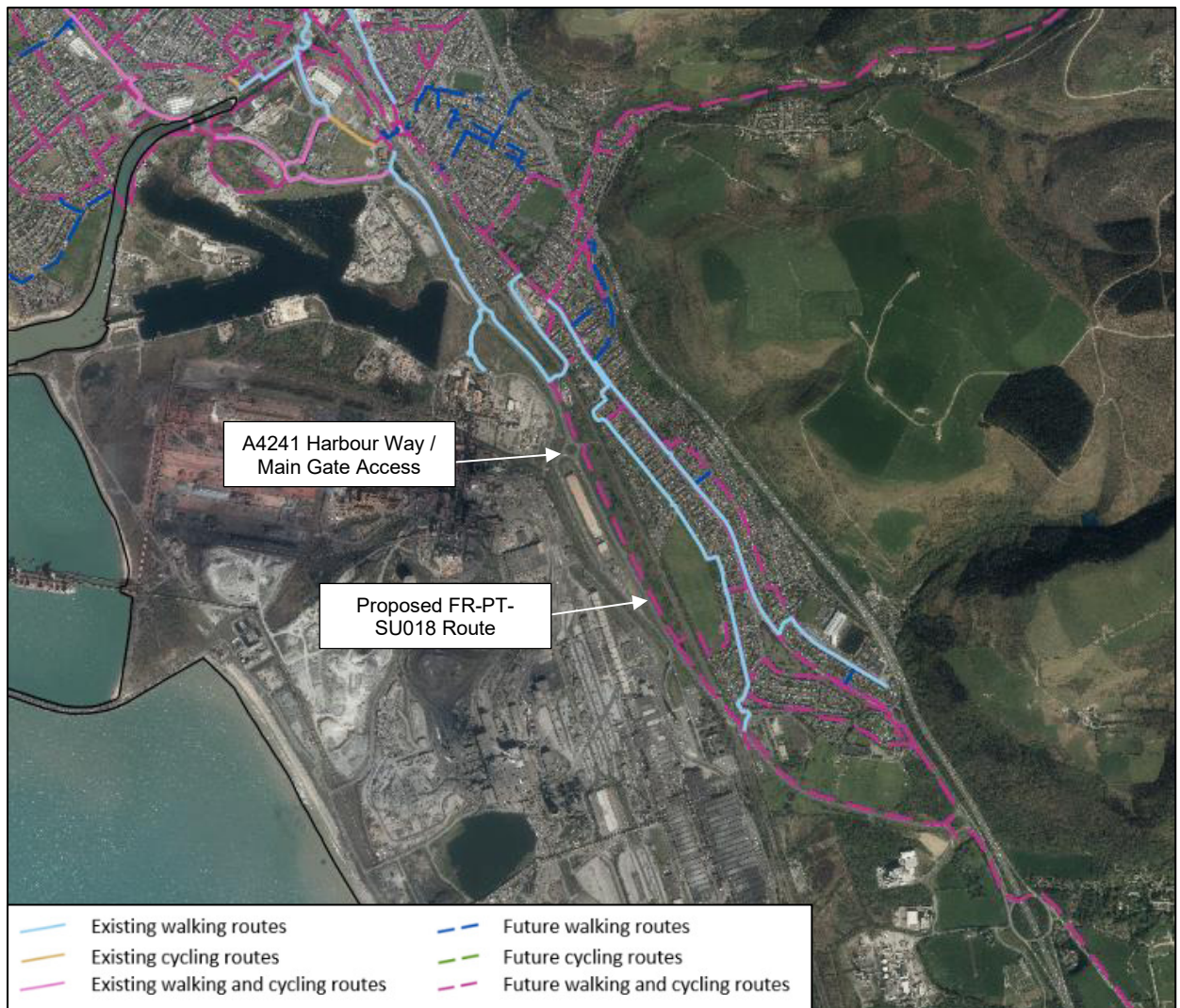
Table 5.1 – Walk / Cycle Distance Thresholds

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

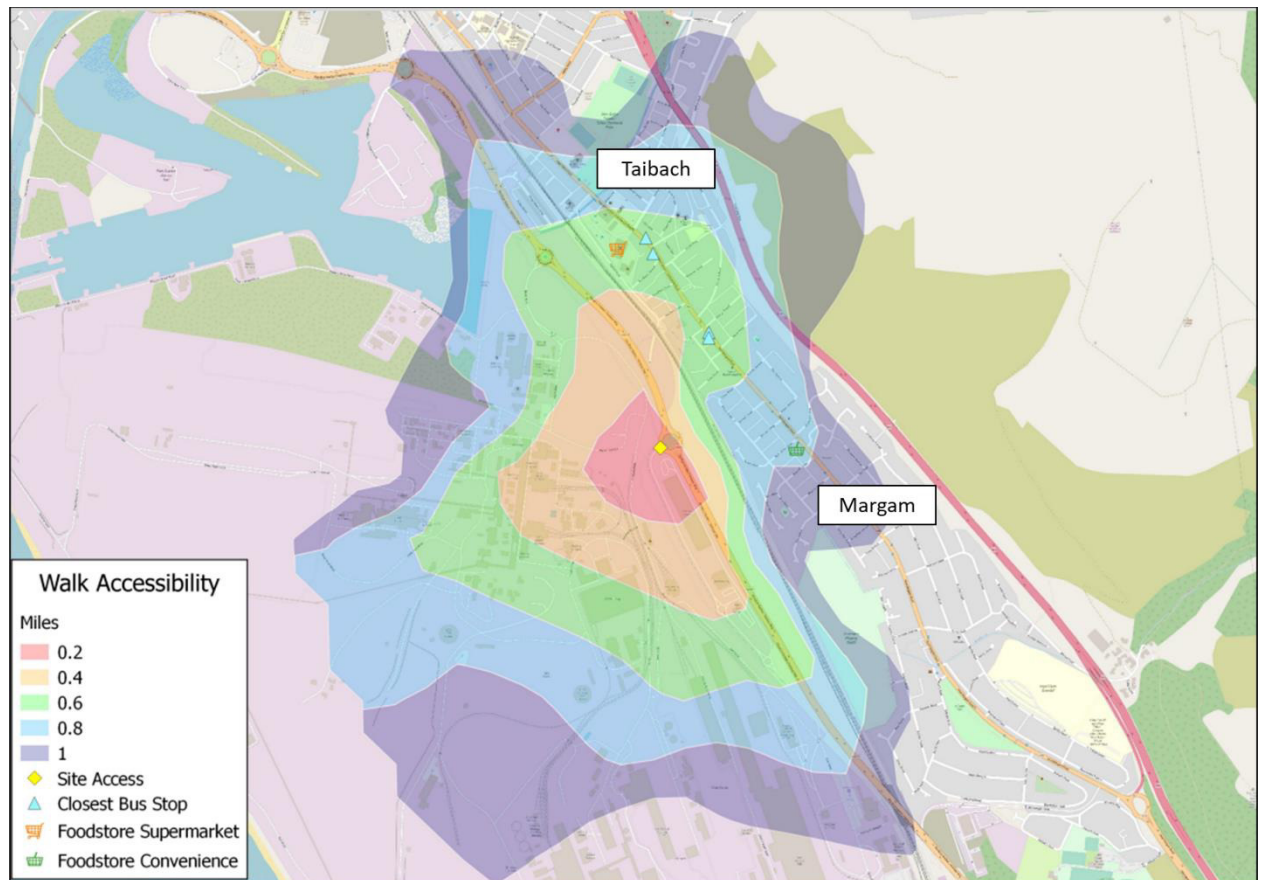
- 5.3 Pedestrian / cycle access to the development site will continue to be provided via the existing Main Gate Access off the A4241 Harbour Way. As detailed earlier, there is a shared footway / cycleway that runs along western side of the Main Gate Access, connecting to a shared footway / cycleway on the A4241 Harbour Way,.
- 5.4 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 WG 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



- 5.5 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 walking and cycling route proposed (FR-PT-SU018) which will provide a useful connection from the Main Gate Access, 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.
- 5.6 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.
- 5.7 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. The plan shows the reachable areas within 0.2-mile coloured bands from the site.

Figure 5.2 – Walk Accessibility

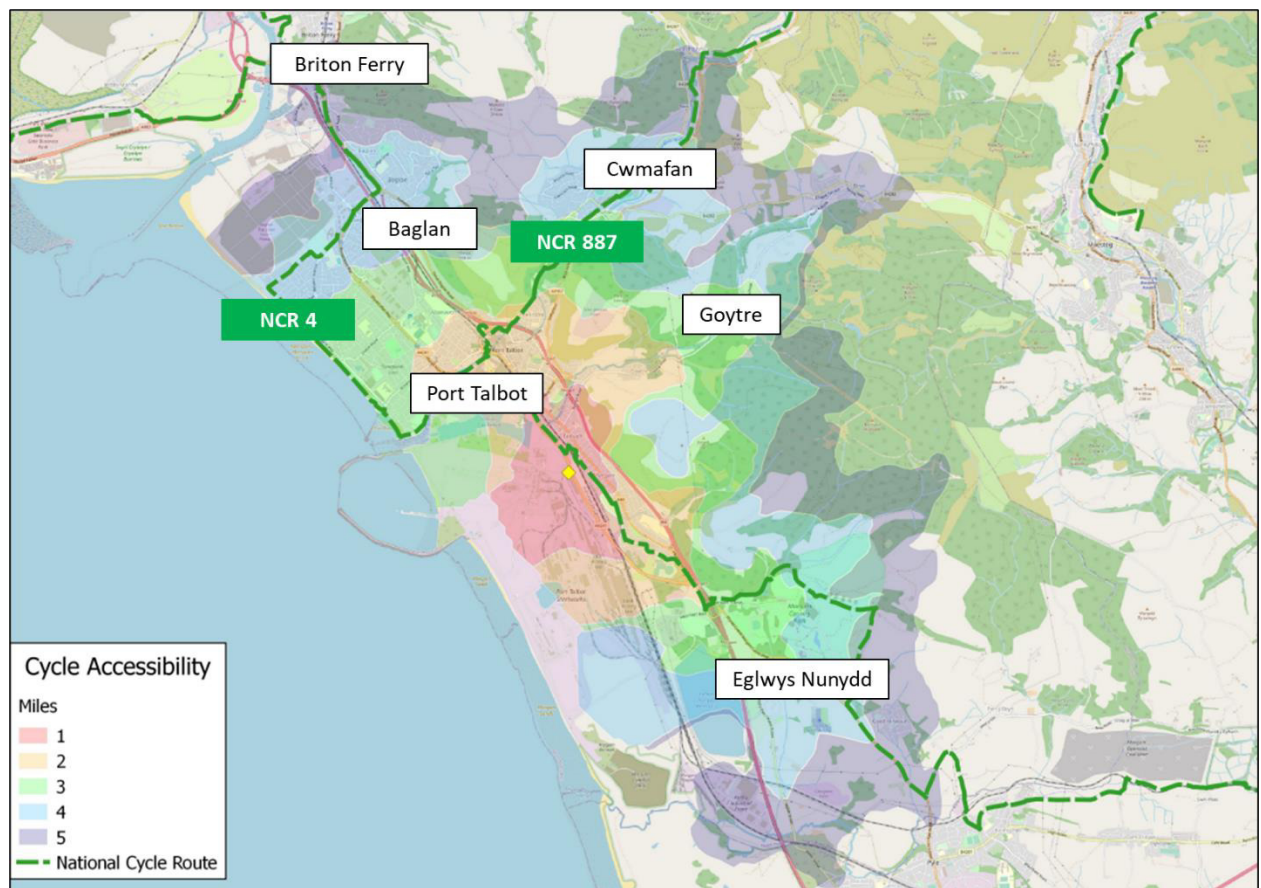


- 5.8 As demonstrated above, the residential areas of Taibach and Margam are both within a 1-mile walking distance of the site.
- 5.9 Notwithstanding the above, the Active Travel Wales Act Guidance, published by the WG in July 2021, provides guidance in relation to reasonable travel distances for each 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.
- 5.10 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, less than 0.5 miles from the Main Gate Access, and Port Talbot Parkway Railway Station is located approximately 1.1 miles north-west of the Main Gate Access.
- 5.11 Overall, the site benefits from reasonable levels of accessibility by foot. Existing and prospective staff will not be wholly reliant on the private car for travel to work.

Cycle Accessibility

- 5.12 There is a shared footway / cycleway that runs along western side of the Main Gate Access, connecting to a shared footway / cycleway on the A4241 Harbour Way. Furthermore, the proposed FR-PT-SU018 walking and cycling route will provide a useful connection from the Main Gate Access. It will provide access across the railway lines to Knights Road, further increasing the connectivity of the site, as detailed earlier.
- 5.13 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.
- 5.14 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

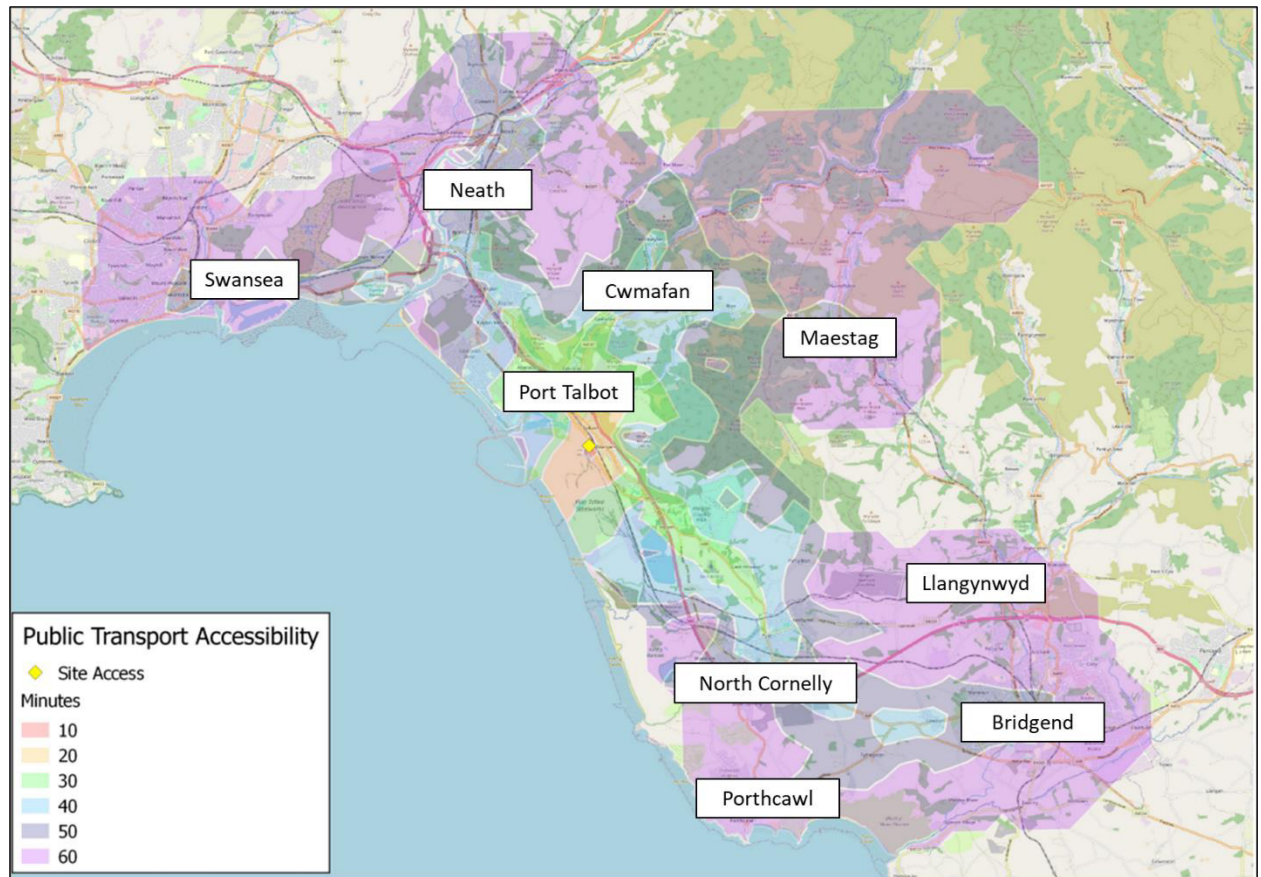


- 5.15 The plan demonstrates that Goytre, Cwmafan, Port Talbot and Baglan, amongst others, are all located within the 5-mile catchment area. In addition, **Figure 5.3** shows the sites close proximity to National Cycle Route 4, which is located to the north-west of the Main Gate Access. The route connects 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 Glyncorrwg.
- 5.16 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 existing and prospective staff. This is particularly the case given that secure cycle parking is provided.

Public Transport Accessibility

- 5.17 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, less than 0.5 miles from the Main Gate Access. These bus stops are served by the number 82, 83, 87 and X1 Cymru Clipper which provide at least 3 services per hour (Monday to Saturday) offering convenient access to numerous locations such as Neath, Swansea and Bridgend, amongst others. In addition, Port Talbot Bus Station, which provides additional bus services to other destinations such as Maesteg and Goytre, is located within an acceptable 1.2 mile walk distance.
- 5.18 The above demonstrates that existing and prospective staff will have access to bus stops within a reasonable walking distance, which provide a viable option for travel by bus.
- 5.19 In terms of rail services, Port Talbot Parkway Railway Station is located approximately 1.1 miles north-west of the Main Gate Access. This location is well within an acceptable walking and cycling distance to encourage existing and perspective staff to travel by train. Port Talbot Parkway Railway Station offers regular direct services throughout the week to destinations including Neath Llanelli, Swansea, Manchester Piccadilly, Bridgend, Cardiff, Carmarthen and London, amongst others.
- 5.20 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



- 5.21 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 Swansea, Neath, North Cornelly, Bridgend and Maestag, amongst others, are all within an acceptable 60-minute commute time.

Summary

- 5.22 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 existing and 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 As detailed earlier, the proposed development will result in a significant reduction in vehicle movements when compared to the established baseline operation. This is due to the reduction in staff required as well as the removal of coal deliveries and increased use of rail to deliver scrap metal.
- 6.3 The construction phase will represent the worst case traffic impact of the scheme on the local highway network. This will be when construction traffic will arrive and depart the site in conjunction with existing site operations. The applicant has confirmed that construction is anticipated to commence in July/August 2025 and run for circa 30 months.
- 6.4 As detailed later, the construction traffic generation estimates for the site have been derived from the worst case 12-month average. The worst case 12-month period is that of December 2025 to November 2026 and as a result, assessments are proposed to be undertaken in the future assessment year of 2026 which reflects the anticipated construction start date and the last 11 months of the most traffic intensive 12-month period of construction.
- 6.5 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

- 6.6 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

- 6.7 As agreed with NPTC, the following committed developments have been taken into account in the assessments within this TA:

- LPA Ref: P2023/0858 - Crown Wharf, Port Talbot Docks – Construction of a Sustainable Aviation Fuel (SAF) production facility, including the production of green hydrogen and sustainable diesel.
- LPA Ref: 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.

[P2023/0858 - Crown Wharf, Port Talbot Docks](#)

- 6.8 The TA submitted as part of this planning application confirms that the development is anticipated to be constructed and operational by 2026 and the construction phase, which part coincides with the proposed development construction phase, represents the worst case traffic impact of the scheme.
- 6.9 Having regard to the above, the construction traffic flows associated with the development have been obtained from the submitted TA and are presented diagrammatically on **Traffic Flow Figure 3**.

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

- 6.10 The traffic flows associated with this committed development were also considered and presented in the TA submitted as part of the P2023/0858 - Crown Wharf, Port Talbot Docks planning application. Therefore, the committed development traffic flows have been obtained from the approved TA submitted as part of application P2023/0858 and are presented diagrammatically on **Traffic Flow Figure 4**, with the total committed development traffic presented on **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.

Trip Generation – Operational Phase

- 7.2 As detailed earlier, the proposed development will result in a significant reduction in vehicle movements when compared to the established baseline position. This is due to staff reductions, the reduction in coal deliveries and increased use of rail to deliver scrap metal. Therefore, the construction phase will represent the worst case traffic impact of the scheme on the local highway network.

HGVs

- 7.3 The HGV reduction has been quantified in **Table 3.1** earlier and results in a reduction of circa 19 two-way HGV movements per hour. The peak hour HGV reduction anticipated as part of the proposed development is also presented diagrammatically in **Traffic Figure 6**. It should be noted that the reduction in HGV moments has been distributed at the Main Gate Access based on existing HGV turning proportions and then routed through the TA study area to the M4.

Staff

- 7.4 As detailed earlier, the applicant has confirmed that there will be circa 1,928 staff reductions as part of the proposed development and change in process etc., which will occur gradually over circa 18 months with all reductions in staff taken place by circa October 2025. Of these, it is confirmed that circa 1,510 staff would have worked on site and arrived/departed the site on an average weekday.
- 7.5 In order to estimate the number of staff that 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 MSA travel by car. Applying the 83% to the number of staff that would have worked on site on an average weekday equates to a reduction of 1,253 vehicles arriving and departing the site (-2,507 two-way vehicles) per weekday.
- 7.6 Typical shift patterns for the site have been provided by Tata Steel with the proportion of staff working shift patterns that coincide with the construction peak hours summarised below:

- 21.1% arrive between 07:00-08:00
- 39.2% depart between 07:00-08:00
- 0.1% arrive between 17:00-18:00
- 3.9% depart between 17:00-18:00

7.7 The aforementioned reduction in vehicle movements has been applied to the typical shift patterns at the site in order to estimate the reduction in staff vehicle movements during the construction peak hours, as summarised in **Table 7.1** below.

Table 7.1 – Staff Reduction Trip Generation Estimates

Staff (PCU)	AM Arrivals	AM Departures	PM Arrivals	PM Departures
	-530	-982	-1	-99

7.8 The peak hour traffic reduction associated with staff reductions is also presented diagrammatically in **Traffic Figure 7**, with the total peak hour traffic reduction anticipated as part of the proposed development presented diagrammatically in **Traffic Figure 8**. It should be noted that the reduction in staff moments has been distributed on the local highway network based on the agreed gravity model, as discussed in more detail later.

7.9 The proposed development and associated reduction in vehicles movements, when complete, will therefore provide benefits to the operation of the local highway when compared to the established baseline position.

Trip Generation – Proposed Construction Traffic

7.10 A first principles approach based on information from the applicant and potential contractors is considered the most appropriate and accurate method for estimating the level of construction traffic anticipated to be generated by the project. This method is the most robust when taking into account the bespoke nature of the proposed development.

7.11 The applicant and potential contractors have provided a comprehensive estimate of the level of construction traffic movements anticipated as a result of the proposed development, including the time frame and time lag. This data is summarised in **Table 7.2** below. It should be noted that the information provided is based on worst case construction traffic estimates and the calculations are also based on a 4-week month (24 days [Monday-Saturday] and 20 days [Monday-Friday] per month) despite there being an average of 26 days (Monday-Saturday) and 22 days Monday-Friday per month.

Table 7.2 – Anticipated Construction Traffic Estimates

	Trips	Two-Way Trips	Time Frame
Excavated Material	61 wagons per day	122 wagons per day	6 months (6 days / week)
Imported Fill	20 wagons per day	40 wagons per day	6 months (6 days / week), with a 1-month lag
Concrete	35 wagons per day	70 wagons per day	16 months (5 days / week)
Reinforcement	1-2 wagons per day	2-4 wagons per day	16 months (5 days / week)
Formwork	4 wagons per day	8 wagons per day	2 months (5 days / week), with a 2-week lag
Piling (Pre-Cast)	6 wagons per day	12 wagons per day	4 months (6 days / week), with a 2-week lag
Piling (Bored Insitu)	0-1 wagons per day*	0-2 wagons per day*	4 weeks (6 days / week)
Piling (Rigs)	0-1 wagons per day*	0-2 wagons per day*	2 weeks (6 days / week)
Sheet piling	3 wagons per day	6 wagons per day	2 months (6 days / week)
Bolts / Embedded Steel etc	2 wagons per week*	4 wagons per week*	10 months, with a 2-month lag
Structural	2 wagons per day	4 wagons per day	9 months (5 days / week), with a 4-month lag
Cladding	0-1 wagons per day*	0-2 wagons per day*	8 months (5 days / week), with a 7-month lag
Rail Track	2 wagons per day	4 wagons per day	1 month (5 days / week), with a 5-month lag
Asphalt	5 wagons per day	10 wagons per day	21 months (5 days / week), with a 3-month lag
Road Kerbing	2 wagons per day	4 wagons per day	21 months (5 days / week), with a 2-month lag
Site Cabins	3 wagons per day	6 wagons per day	3 months (5 days / week)
Mechanical Equipment	6 wagons per day	12 wagons per day	6 months (6 days / week), with a 5-month lag
Electrical - Transformers	1 wagon per week*	2 wagons per week*	2 months starting June 2026
Electrical - Cables Containment	1 wagon per day	2 wagons per day	4 months (6 days / week) starting October 2026
Electrical - Cables Drums	1 wagon per day	2 wagons per day	9 months (6 days / week) starting January 2027
Electrical - HVAC - Building Services	2 wagon per week*	4 wagons per week*	5 months starting February 2027
Workforce (Civil)	150 cars per day**	300 cars per day**	23 months
Workforce (Structural)	50 cars per day**	100 cars per day**	19 months, with a 4-month lag
Workforce (Mechanical)	216 cars per day**	432 cars per day**	24 months, with a 5-month lag
Workforce (Electrical)	120 cars per day**	240 cars per day**	19 months, with a 10-month lag

* Assessment assumes 1 wagon (2 two-way) per day to be robust.

** Assumes car occupancy of 2 per car.

7.12 The above construction movements have been plotted on a Construction Time Frame Chart in **Appendix D**. This demonstrates that the worst case 12-month period is that of December 2025 to November 2026 where an estimated average of 1,036 daily two-way PCU movements (131 two-way daily HGVs and 775 two-way daily cars) will be generated.

7.13 **Table 7.3** below presents the proportion of construction workers anticipated to arrive and depart during the peak periods. This assumes 25% of construction workers will arrive before 07:00 (a large proportion of staff will start work at 07:00). It also assumes 16% of construction workers will depart before 16:00 and 7% of construction workers will depart after 19:00 because of the anticipated arrival times and shift patterns (20% 8-hour days, 75% 10-hour days and 5% 12-hour days).

Table 7.3 – Construction Workers Arrival / Departure Proportions

Staff Arrival and Departure Times	Arrive		Depart	
	07:00-08:00	55%	16:00-17:00	22%
	08:00-09:00	15%	17:00-18:00	42%
	09:00-10:00	5%	18:00-19:00	13%

7.14 The estimated construction workforce trip generation during the construction peak hours of 07:00-08:00 and 17:00-18:00 is summarised in **Table 7.4** below. It should be noted that the construction peak hours of 07:00-08:00 and 17:00-18:00 has been assessed as part of the TA, as agreed with NPTC.

Table 7.4 – Construction Workers Trip Generation Estimates

Workforce (PCU)	AM Arrivals	AM Departures	PM Arrivals	PM Departures
	213	0	0	164

7.15 The total daily number of HGVs have been divided equally across a typical 10-hour construction working day to estimate the number of HGV moments during the peak hours. This estimation has been converted to PCU, as summarised in **Table 7.5** below.

Table 7.5 – HGV Construction Trip Generation Estimates

HGV (PCU)	AM Arrivals	AM Departures	PM Arrivals	PM Departures
	13	13	13	13

7.16 The total trip generation estimates during the construction peak hours associated with the proposed construction of the development is summarised in **Table 7.6** below.

Table 7.6 – Total Construction Trip Generation Estimates

Total (PCU)	AM Arrivals	AM Departures	PM Arrivals	PM Departures
	226	13	13	177

HGV Trip Distribution

- 7.17 It was agreed with the Highway Officer at NPTC as part of the informal scoping process that all HGVs would be requested to route via the M4 Junction 38, and not through Port Talbot, controlled through the implementation of a Construction Traffic Management Plan.
- 7.18 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 Main Gate Access.
- 7.19 The HGV distribution is presented diagrammatically on **Traffic Flow Figure 9**.

LGV Trip Distribution

- 7.20 The applicant has confirmed that construction workers will be sourced locally and 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.
- 7.21 The gravity model is presented in **Appendix E** 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 E**). 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 7.7** below.

Table 7.7 – 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%

- 7.22 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 10**.

Traffic Assignment

- 7.23 The traffic assignment of the LGVs and HGVs has been obtained by applying the trip distribution proportions detailed earlier to the relevant estimated traffic generation figures. The traffic assignment of the LGVs and HGVs are individually presented diagrammatically on **Traffic Flow Figure 11** and **Traffic Flow Figure 12** respectively.
- 7.24 The total traffic assignment associated with construction traffic is also presented diagrammatically on **Traffic Flow Figure 13**.

Net Traffic Assignment

- 7.25 As detailed earlier, all staff reductions will have taken place before the start of 2026, the coke ovens have recently been turned off and the two blast furnaces are proposed to be switched off by end of July and end of September 2024 respectively. Therefore, the net traffic estimates during the construction period when compared to the established baseline are equal to the total proposed construction traffic estimates (**Traffic Figure 13**), minus the total traffic reductions from staff and HGV movements associated with the change in process (**Traffic Figure 8**) and is presented diagrammatically on **Traffic Flow Figure 14**.

8.0 ANTICIPATED HIGHWAY IMPACT

General

- 8.1 As detailed earlier, the proposed development will result in a significant reduction in traffic movements when compared to the established baseline position and the construction phase will represent the worst case traffic impact of the scheme on the local highway network. On this basis and as agreed with NPTC, this chapter describes the impact of the additional trips generated during the worst case 12-month construction period on the operation of the local highway network.
- 8.2 Whilst it is acknowledged that coal and scrap deliveries will halt prior to the planning application submission and the majority of staff reductions will have also taken place, which represents the 'interim baseline position', the traffic movements associated with these processes and staff have been established for many years. From a planning perspective, the full site with operating coke ovens/blast furnaces represents the established use of the site, against which the impact of the development should be assessed, as agreed with NPTC.
- 8.3 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 / West Gate Access
 - A4241 Harbour Way / Main Gate Access
 - A4241 Harbour Way / A48 Margam Road / Access Road
 - M4 Junction 38

Assessment Methodology

- 8.4 As detailed earlier, assessments of each junction have been undertaken in the future assessment year of 2026 which reflects the anticipated construction start date and the last 11 months of the most traffic intensive 12-month period of construction.
- 8.5 All assessments in the future assessment year include a Do Minimum scenario (i.e. without development) and a Do Something scenario (i.e. with development) assessed against the established baseline. A summary of each scenario is provided below:

Do Minimum

- Established Baseline 2026 = 2022 traffic surveys (when site was fully operational – before staff reductions and coal/scrap deliveries ceased) plus growth to 2026 plus committed development.

Do Something

- Construction Phase = Established Baseline 2026 minus reduction in traffic associated with staff reductions and coal/scrap metal deliveries plus construction traffic impact.
- 8.6 The 2026 'Do Minimum' baseline traffic flows are therefore equal to the sum of the relevant growthed surveyed traffic flows plus the committed development flows and are shown on **Traffic Flow Figure 15**.
- 8.7 The 2026 'Do Something' assessment traffic flows are equal to the sum of the relevant 'Do Minimum' baseline traffic flows and the proposed construction traffic flows during the most traffic intensive months of construction, minus the reduction in traffic associated with staff reductions and coal/scrap metal deliveries and are shown on **Traffic Flow Figure 16**.
- 8.8 It should be noted that the capacity assessments detailed in this report are considered to be robust for the following reasons:
- The assessments assume no construction workers will travel to the site via active travel modes or public transport.
 - The assessments are based on an average of the most traffic intensive 12-month period of the anticipated 29-month construction period.

- In terms of HGV movements, the calculations are based on a 4-week month (24 days [Monday-Saturday] and 20 days [Monday-Friday] per month) despite there being an average of 26 days (Monday-Saturday) and 22 days Monday-Friday per month. Also, where 0-1 HGV movements are anticipated per day and 1-2 HGV movements are anticipated per week, 1 HGV movement per day has been factored into the calculations.

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

- 8.9 A review of the total junction inflow and anticipated development impact has been undertaken, as summarised in **Table 8.1** below.

Table 8.1 – Total Junction Inflow and Development Impact at A48 Heilbronn Way / A48 Pentyla-Baglan Road / B4286 Heilbronn Way / Car Park Access Roundabout

Base 2026 (Do Minimum)		2026 Assessment (Do Something)		Net Development Traffic Impact	
AM	PM	AM	PM	AM	PM
2150	3121	1666	3125	-483	4

- 8.10 The above table demonstrates that the proposed development will result in a material net traffic reduction in the AM peak hour which will provide benefits to the operation of the junction when compared to the established baseline position. In the PM peak hour, a net traffic increase of 4 PCU is predicted which equates to 1 additional two-way vehicle movement every 15 minutes. This level of additional traffic is not anticipated to have a material impact and detailed capacity assessments of this junction are not considered necessary, particularly when considering the traffic impacts are of a temporary nature, during the construction period only, and based on the worst case 12-month construction period of the anticipated 29-month construction period. Notwithstanding this, mitigation measures in the form of traffic management / driver routing is discussed in the following chapter.

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

- 8.11 A review of the total junction inflow and anticipated development impact has been undertaken, as summarised in **Table 8.2** below.

Table 8.2 – Total Junction Inflow and Development Impact at A48 Heilbronn Way / Car Park Access / A4241 / Water Street Signal Controlled Junction

Base 2026 (Do Minimum)		2026 Assessment (Do Something)		Net Development Traffic Impact	
AM	PM	AM	PM	AM	PM
1861	2856	1315	2863	-546	7

- 8.12 The above table demonstrates that the proposed development will result in a material net traffic reduction in the AM peak hour which will provide benefits to the operation of the junction when compared to the established baseline position. In the PM peak hour, a net traffic increase of 7 PCU is predicted which equates to 1 additional two-way vehicle movement every 9 minutes or so. This level of additional traffic is not anticipated to have a material impact and detailed capacity assessments of this junction are not considered necessary, particularly when considering the traffic impacts are of a temporary nature, during the construction period only, and based on the worst case 12-month construction period of the anticipated 29-month construction period. Notwithstanding this, mitigation measures in the form of traffic management / driver routing is discussed in the following chapter.

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

- 8.13 A review of the total junction inflow and anticipated development impact has been undertaken, as summarised in **Table 8.3** below.

Table 8.3 – Total Junction Inflow and Development Impact at A4241 / Industrial Unit Access / Harbourside Road / Industrial Unit Access (West) Roundabout

Base 2026 (Do Minimum)		2026 Assessment (Do Something)		Net Development Traffic Impact	
AM	PM	AM	PM	AM	PM
829	670	283	678	-546	7

- 8.14 The above table demonstrates that the proposed development will result in a material net traffic reduction in the AM peak hour which will provide benefits to the operation of the junction when compared to the established baseline position. In the PM peak hour, a net traffic increase of 7 PCU is predicted which equates to 1 additional two-way vehicle movement every 9 minutes or so. This level of additional traffic is not anticipated to have a material impact and detailed capacity assessments of this junction are not considered necessary, particularly when considering the traffic impacts are of a temporary nature, during the construction period only, and based on the worst case 12-month construction period of the anticipated 29-month construction period. Notwithstanding this, mitigation measures in the form of traffic management / driver routing is discussed in the following chapter.

A4241 / A4241 Harbour Way / North Bank Road Roundabout

- 8.15 A review of the total junction inflow and anticipated development impact has been undertaken, as summarised in **Table 8.4** below.

Table 8.4 – Total Junction Inflow and Development Impact at A4241 / A4241 Harbour Way / North Bank Road Roundabout

Base 2026 (Do Minimum)		2026 Assessment (Do Something)		Net Development Traffic Impact	
AM	PM	AM	PM	AM	PM
1438	1458	641	1478	-797	19

- 8.16 The above table demonstrates that the proposed development will result in a material net traffic reduction in the AM peak hour which will provide benefits to the operation of the junction when compared to the established baseline position. In the PM peak hour, a net traffic increase of 19 PCU is predicted which equates to less than 1 additional two-way vehicle movement every 3 minutes. This level of additional traffic is not anticipated to have a material impact and detailed capacity assessments of this junction are not considered necessary, particularly when considering the traffic impacts are of a temporary nature, during the construction period only, and based on the worst case 12-month construction period of the anticipated 29-month construction period. Notwithstanding this, mitigation measures in the form of traffic management / driver routing is discussed in the following chapter.

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

- 8.17 A review of the total junction inflow and anticipated development impact has been undertaken, as summarised in **Table 8.5** below.

Table 8.5 – Total Junction Inflow and Development Impact at A4241 Harbour Way / Oakwood Road / Llewellyn's Road Roundabout

Base 2026 (Do Minimum)		2026 Assessment (Do Something)		Net Development Traffic Impact	
AM	PM	AM	PM	AM	PM
1400	1460	603	1479	-797	19

- 8.18 The above table demonstrates that the proposed development will result in a material net traffic reduction in the AM peak hour which will provide benefits to the operation of the junction when compared to the established baseline position. In the PM peak hour, a net traffic increase of 19 PCU is predicted which equates to less than 1 additional two-way vehicle movement every 3 minutes. This level of additional traffic is not anticipated to have a material impact and detailed capacity assessments of this junction are not considered necessary, particularly when considering the traffic impacts are of a temporary nature, during the construction period only, and based on the worst case 12-month construction period of the anticipated 29-month construction period. Notwithstanding this, mitigation measures in the form of traffic management / driver routing is discussed in the following chapter.

A4241 Harbour Way / West Gate Access Roundabout

- 8.19 A review of the total junction inflow and anticipated development impact has been undertaken, as summarised in **Table 8.6** below.

Table 8.6 – Total Junction Inflow and Development Impact at A4241 Harbour Way / West Gate Access Roundabout

Base 2026 (Do Minimum)		2026 Assessment (Do Something)		Net Development Traffic Impact	
AM	PM	AM	PM	AM	PM
1609	1619	812	1638	-797	19

- 8.20 The above table demonstrates that the proposed development will result in a material net traffic reduction in the AM peak hour which will provide benefits to the operation of the junction when compared to the established baseline position. In the PM peak hour, a net traffic increase of 19 PCU is predicted which equates to less than 1 additional two-way vehicle movement every 3 minutes. This level of additional traffic is not anticipated to have a material impact and detailed capacity assessments of this junction are not considered necessary, particularly when considering the traffic impacts are of a temporary nature, during the construction period only, and based on the worst case 12-month construction period of the anticipated 29-month construction period. Notwithstanding this, mitigation measures in the form of traffic management / driver routing is discussed in the following chapter.

A4241 Harbour Way / Main Gate Access Roundabout

- 8.21 A review of the total junction inflow and anticipated development impact has been undertaken, as summarised in **Table 8.7** below.

Table 8.7 – Total Junction Inflow and Development Impact at A4241 Harbour Way / Main Gate Access Roundabout

Base 2026 (Do Minimum)		2026 Assessment (Do Something)		Net Development Traffic Impact	
AM	PM	AM	PM	AM	PM
1409	1398	98	1450	-1311	52

- 8.22 The above table demonstrates that the proposed development will result in a material net traffic reduction in the AM peak hour which will provide benefits to the operation of the junction when compared to the established baseline position. In the PM peak hour, a net traffic increase of 52 PCU is predicted which equates to less than 1 additional two-way vehicle movement a minute. This level of additional traffic is not anticipated to have a material impact and detailed capacity assessments of this junction are not considered necessary, particularly when considering the traffic impacts are of a temporary nature, during the construction period only, and based on the worst case 12-month construction period of the anticipated 29-month construction period.
- 8.23 Notwithstanding the above, detailed capacity assessments of the A4241 Harbour Way / Main Gate Access roundabout have been undertaken using Junctions 9 ARCADY software.

- 8.24 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).
- 8.25 The ARCADY results are presented in **Appendix F** with the results summarised in **Table 8.8** below.

Table 8.8 – 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)	0.26	0.3	0.18	0.2
Main Gate Access	0.03	0.0	0.11	0.1
A4241 Harbour Way (North)	0.26	0.3	0.25	0.3
Access (East)	0.02	0.0	0.00	0.0
2026 Do Something				
A4241 Harbour Way (South)	0.20	0.2	0.18	0.2
Main Gate Access	0.00	0.0	0.13	0.2
A4241 Harbour Way (North)	0.18	0.2	0.25	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, during the most intensive 12-month construction period associated with the proposed development.

A4241 Harbour Way / A48 Margam Road / Access Road Roundabout

- 8.27 A review of the total junction inflow and anticipated development impact has been undertaken, as summarised in **Table 8.9** below.

Table 8.9 – Total Junction Inflow and Development Impact at A4241 Harbour Way / A48 Margam Road / Access Road Roundabout

Base 2026 (Do Minimum)		2026 Assessment (Do Something)		Net Development Traffic Impact	
AM	PM	AM	PM	AM	PM
1567	1925	1053	1957	-514	32

- 8.28 The above table demonstrates that the proposed development will result in a material net traffic reduction in the AM peak hour which will provide benefits to the operation of the junction when compared to the established baseline position. In the PM peak hour, a net traffic increase of 32 PCU is predicted which equates to 1 additional two-way vehicle movement a 2 minutes or so. This level of additional traffic is not anticipated to have a material impact and detailed capacity assessments of this junction are not considered necessary, particularly when considering the traffic impacts are of a temporary nature, during the construction period only, and based on the worst case 12-month construction period of the anticipated 29-month construction period.
- 8.29 Notwithstanding the above, detailed capacity assessments of the A4241 Harbour Way / A48 Margam Road / Access Road roundabout have been undertaken using Junctions 9 ARCADY software. The ARCADY results are presented in **Appendix G** with the results summarised in **Table 8.10** below.

Table 8.10 – 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)	0.38	0.6	0.39	0.6
Access Road	0.03	0.0	0.11	0.1
A4241 Harbour Way	0.18	0.2	0.34	0.5
A48 Margam Road (North)	0.08	0.1	0.10	0.1
2026 Do Something				
A48 Margam Road (South)	0.33	0.5	0.39	0.6
Access Road	0.03	0.0	0.11	0.1
A4241 Harbour Way	0.00	0.0	0.36	0.6
A48 Margam Road (North)	0.07	0.1	0.10	0.1

- 8.30 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, during the most intensive 12-month construction period associated with the proposed development.

M4 Junction 38 Roundabout

- 8.31 A review of the total junction inflow and anticipated development impact has been undertaken, as summarised in **Table 8.11** below.

Table 8.11 – Total Junction Inflow and Development Impact at M4 Junction 38 Roundabout

Base 2026 (Do Minimum)		2026 Assessment (Do Something)		Net Development Traffic Impact	
AM	PM	AM	PM	AM	PM
1821	2293	1346	2315	-474	21

- 8.32 The above table demonstrates that the proposed development will result in a material net traffic reduction in the AM peak hour which will provide benefits to the operation of the junction when compared to the established baseline position. In the PM peak hour, a net traffic increase of 21 PCU is predicted which equates to 1 additional two-way vehicle movement every 3 minutes or so. This level of additional traffic is not anticipated to have a material impact and detailed capacity assessments of this junction are not considered necessary, particularly when considering the traffic impacts are of a temporary nature, during the construction period only, and based on the worst case 12-month construction period of the anticipated 29-month construction period.

Summary

- 8.33 The results of the assessments demonstrate that the proposed development will result in a material net traffic reduction in the AM peak hour at all junctions in the study area which will provide benefits to the operation of the local highway network when compared to the established baseline position. Whilst the proposed development will result in a net increase in traffic during the PM peak hour of the construction phase, the additional traffic is not material and will not therefore have a material impact at any junctions within the study area. Detailed capacity assessments have been undertaken at the A4241 Harbour Way / Main Gate Access junction and the M4 Junction 38, where the predicted traffic increase exceeds 30 two-way trips, which demonstrate these junctions are both predicted to operate well within capacity with the proposed construction traffic in place.

9.0 PROPOSED MITIGATION / MANAGEMENT MEASURES

Overview

- 9.1 As detailed in Chapter 8, the impact of the proposed development during the construction phase is not considered to be material. It should also be noted that 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. There will be a significant reduction in vehicle movements post construction due to reductions in staff movements, the removal of the delivery of coal and increased use of rail. The assessments are also robust as they are based on the most traffic intensive 12-month period of the anticipated 29-month construction period.
- 9.2 Having regard to the robust nature of the assessments and given that the traffic impact is not material and temporary, permanent physical mitigation measures are not considered to be necessary or appropriate. Notwithstanding this, appropriate management measures aimed at influencing vehicles to route south along the A4241 Harbour Way to Junction 38 of the M4 are proposed to further reduce traffic in Port Talbot. The following measures are proposed:-
- HGVs will be required to route via the M4 Junction 38, and therefore avoid Port Talbot, 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.
 - Signage will be introduced on exit from the site with repeater signage located just before the roundabout to advise all construction workers when travelling to the M4 to route south to avoid congestion in Port Talbot. It is proposed that the signs will be provided on land under the control of the applicant (outside of the adopted highway) on the approach to the A4241 Harbour Way / Main Gate Access junction, for the full duration of the construction period. A plan showing the proposed sign locations is shown on drawing number SCP/210634/D01 Rev A, presented in [Appendix H](#), however, the wording etc. is a matter of detail to be agreed with NPTC. Notwithstanding this, the wording will be kept to a minimum and an example of potential wording on the signs would be 'ALL CONSTRUCTION TRAFFIC TURN RIGHT FOR M4 NORTH AND SOUTH' which would be displayed in Welsh and then English.

Assessment of Mitigation

9.3 With the proposed mitigation in place, it is anticipated that all construction traffic (lights and HGV's) and potentially some of the existing Tata Steel traffic (visitors etc.) will chose to route south along Harbour Way to access the M4. The redistributed traffic flows as a result of these measures are shown on **Traffic Flow Figure 17**.

9.4 Detailed capacity assessments of the junctions along the A4241 Harbour Way to the south, including Junction 38 of the M4 have been assessed to ensure that they would operate within capacity with the reassigned construction traffic in place.

A4241 Harbour Way / Main Gate Access Roundabout

9.5 ARCADY software has been used in the assessment of the A4241 Harbour Way / Main Gate Access roundabout. The ARCADY results are presented in **Appendix I** with the results summarised in **Table 9.1** below.

Table 9.1 – A4241 Harbour Way / Main Gate Access Roundabout ARCADY Results – With Mitigation

Approach	AM PEAK		PM PEAK	
	RFC	MMQ	RFC	MMQ
2026 Do Something – With Mitigation				
A4241 Harbour Way (South)	0.21	0.3	0.18	0.2
Main Gate Access	0.00	0.0	0.13	0.2
A4241 Harbour Way (North)	0.16	0.2	0.26	0.3
Access (East)	0.02	0.0	0.00	0.0

9.6 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 with the mitigation in place and during the most intensive 12-month construction period associated with the proposed development.

A4241 Harbour Way / A48 Margam Road / Access Road Roundabout

- 9.7 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 J** with the results summarised in **Table 9.2** below.

Table 9.2 – A4241 Harbour Way / A48 Margam Road / Access Road Roundabout ARCADY Results – With Mitigation

Approach	AM PEAK		PM PEAK	
	RFC	MMQ	RFC	MMQ
2026 Do Something – With Mitigation				
A48 Margam Road (South)	0.36	0.6	0.39	0.6
Access Road	0.03	0.0	0.11	0.1
A4241 Harbour Way	0.00	0.2	0.38	0.6
A48 Margam Road (North)	0.07	0.1	0.10	0.1

- 9.8 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 with the mitigation in place and during the most intensive 12-month construction period associated with the proposed development.

M4 Junction 38 Roundabout

- 9.9 ARCADY software has been used in the assessment of the M4 Junction 38 roundabout. The ARCADY results are presented in **Appendix K** with the results summarised in **Table 9.3** below.

Table 9.3 – M4 Junction 38 Roundabout ARCADY Results – With Mitigation

Approach	AM PEAK		PM PEAK	
	RFC	MMQ	RFC	MMQ
2026 Do Something – With Mitigation				
M5 SB Slip	0.21	0.3	0.39	0.6
A48	0.14	0.2	0.25	0.3
M4 NB Slip	0.29	0.4	0.27	0.4
Heolcae'r-Bont	0.02	0.0	0.05	0.1
A48 Margam Road	0.04	0.0	0.28	0.4

- 9.10 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 with the mitigation in place and during the most intensive 12-month construction period associated with the proposed development.

Summary

- 9.11 The overall impact of the proposed construction traffic at the junctions within this TA study area is considered acceptable with the proposed mitigation in place. This is particularly the case given that the impact will only be temporary and the proposed development will result in long-term traffic and capacity benefits when compared to the established baseline.

10.0 SUMMARY AND CONCLUSIONS

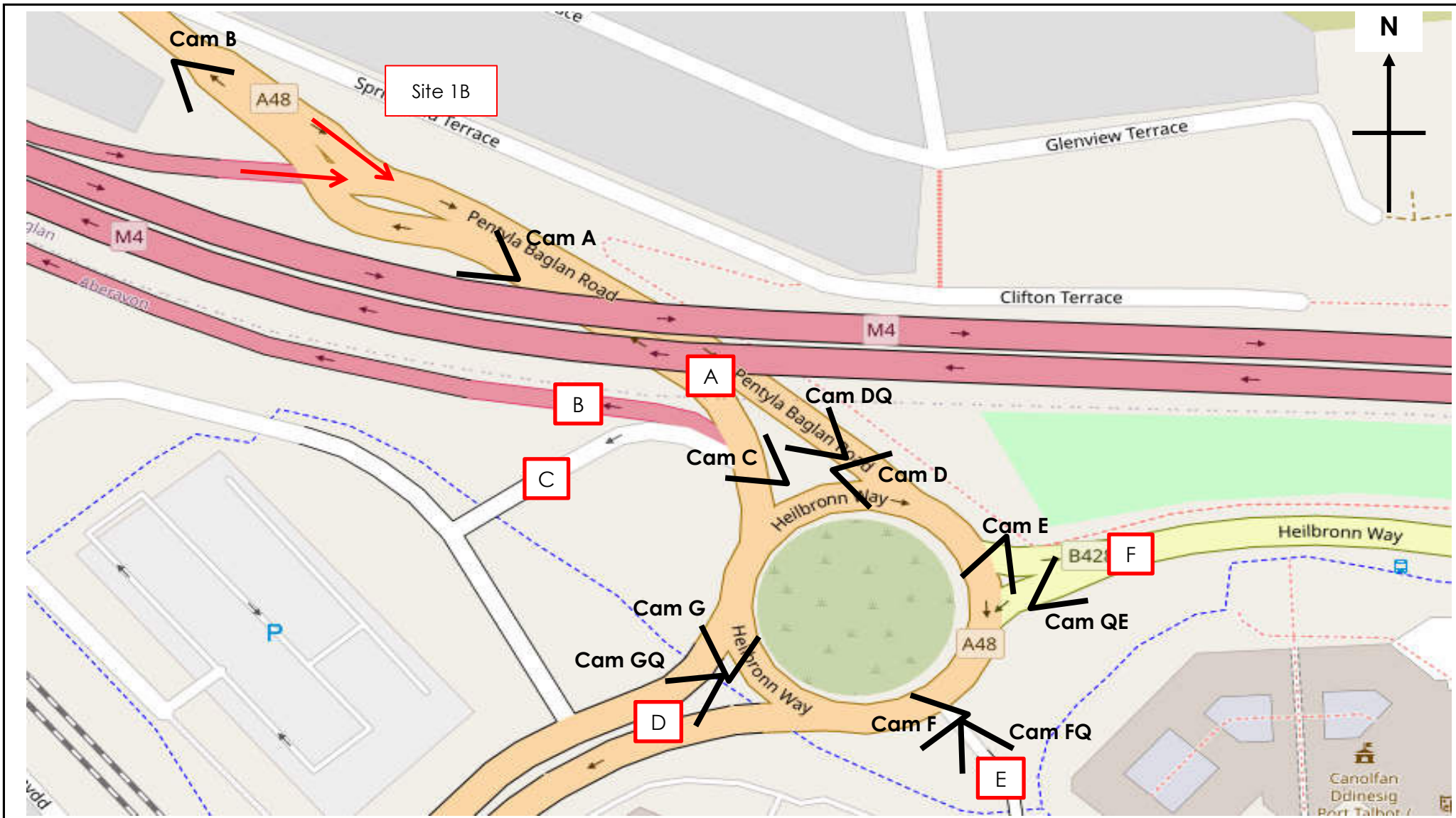
- 10.1 SCP have been appointed by Tata Steel UK Ltd to provide transport planning and engineering advice in support of a hybrid planning application for the construction of an electric arc furnace (EAF) steel making production facility with an ancillary scrap metal handling facility on land at Port Talbot Steelworks, Port Talbot.
- 10.2 Full planning permission is sought for the EAF steel making production facility and outline planning permission is sought for the scrap metal handling facility as well as the underground and overground electrical infrastructure.
- 10.3 Vehicular access to the development site will be provided from within the existing Tata Steel site and accessed predominantly via the existing Main Gate site access off the A4241 Harbour Way, although the West Gate site access off the A4241 Harbour Way may also be used occasionally for large plant / specialist deliveries etc. Pedestrian and cycle access to the development site will also continue to be provided via the existing Main Gate Access off the A4241 Harbour Way.
- 10.4 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.
- 10.5 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 existing and prospective staff will not be wholly reliant on the private car for travel to work.


The applicant has confirmed that the proposed development will result in a significant reduction in traffic movements when compared to the established baseline operation. This is due to the reduction in staff required as well as the removal of coal deliveries and increased use of rail to deliver scrap metal.

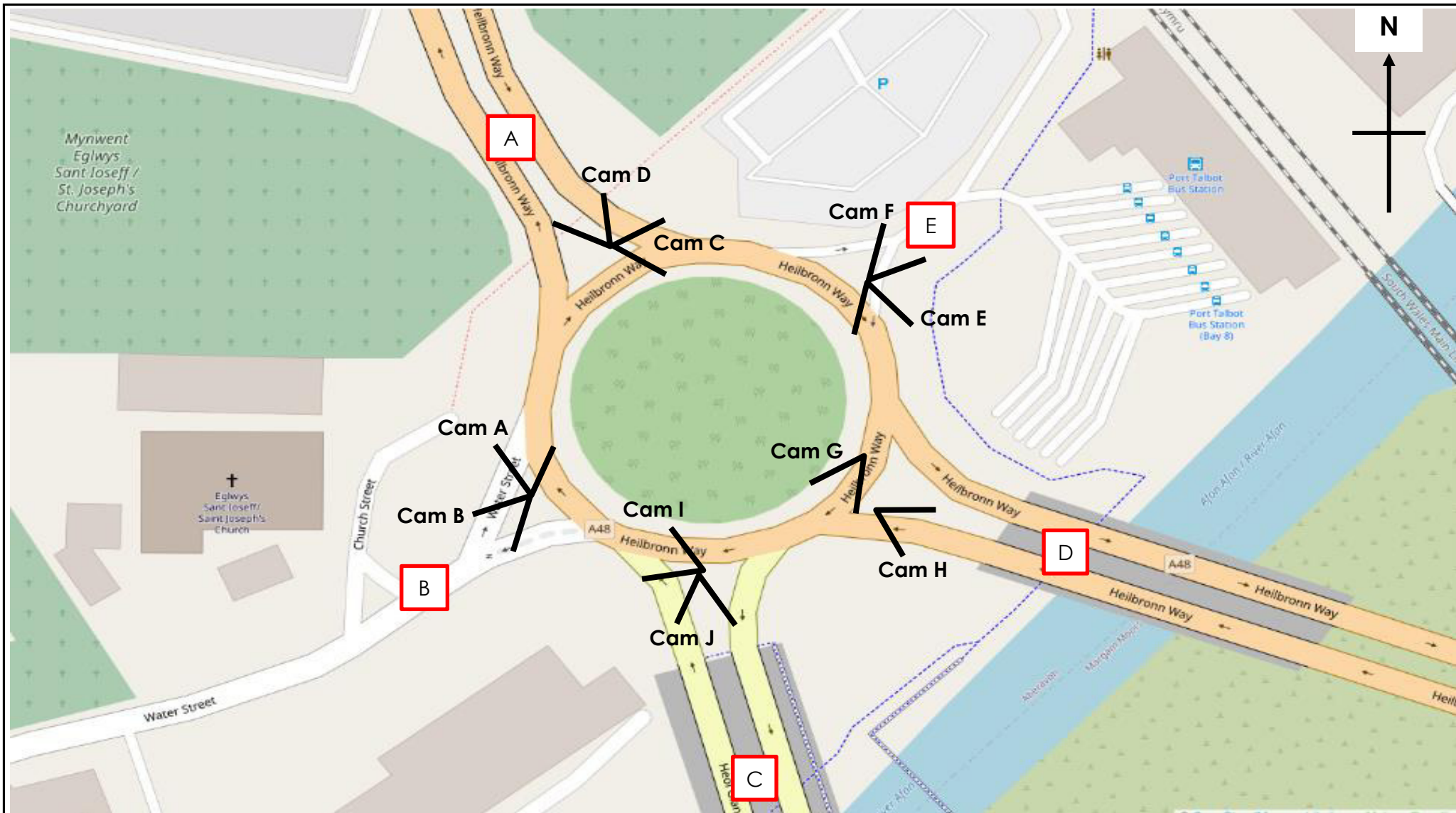
- 10.6 The impact of the construction traffic arising from the scheme has been assessed at the key junctions on the local highway network, as agreed with NPTC. The assessments show that the proposed development will result in a material net traffic reduction in the AM peak hour at all junctions in the study area which will provide benefits to the operation of the local highway network when compared to the established baseline position. Whilst the proposed development will result in a net increase in traffic during the PM peak hour of the construction phase, the additional traffic is not material and will not therefore have a material impact at any junctions within the study area. Detailed capacity assessments have been undertaken at the A4241 Harbour Way / Main Gate Access junction and the M4 Junction 38, where the predicted traffic increase exceeds 30 two-way trips, which demonstrate these junctions are both predicted to operate well within capacity with the proposed construction traffic in place.
- 10.7 Having regard to the robust nature of the assessments and given that the traffic impact is only temporary, permanent physical mitigation measures are not considered to be necessary or appropriate. Notwithstanding this, appropriate management measures aimed at influencing vehicles to route south along the A4241 Harbour Way to Junction 38 of the M4 are proposed to further reduce traffic in Port Talbot. The mitigation measure proposed include instructing all HGVs to route via the M4 Junction 38 through the implementation of a Construction Traffic Management and Routing Plan, with drivers informed that they will face disciplinary action if caught contravening, as well as routing signage advising all construction workers when travelling to the M4 to route south to avoid congestion in Port Talbot.
- 10.8 The impact of the traffic arising from the scheme with the mitigation in place has been tested in detail at the key junctions on the local highway network. The assessments show that that the junctions along the A4241 Harbour Way on the route south between the site and the M4, including Junction 38 itself, are still predicted to operate within capacity with the proposed construction traffic and mitigation in place.
- 10.9 The proposed development is recommended for approval on the basis of the foregoing analysis.


S|C|P

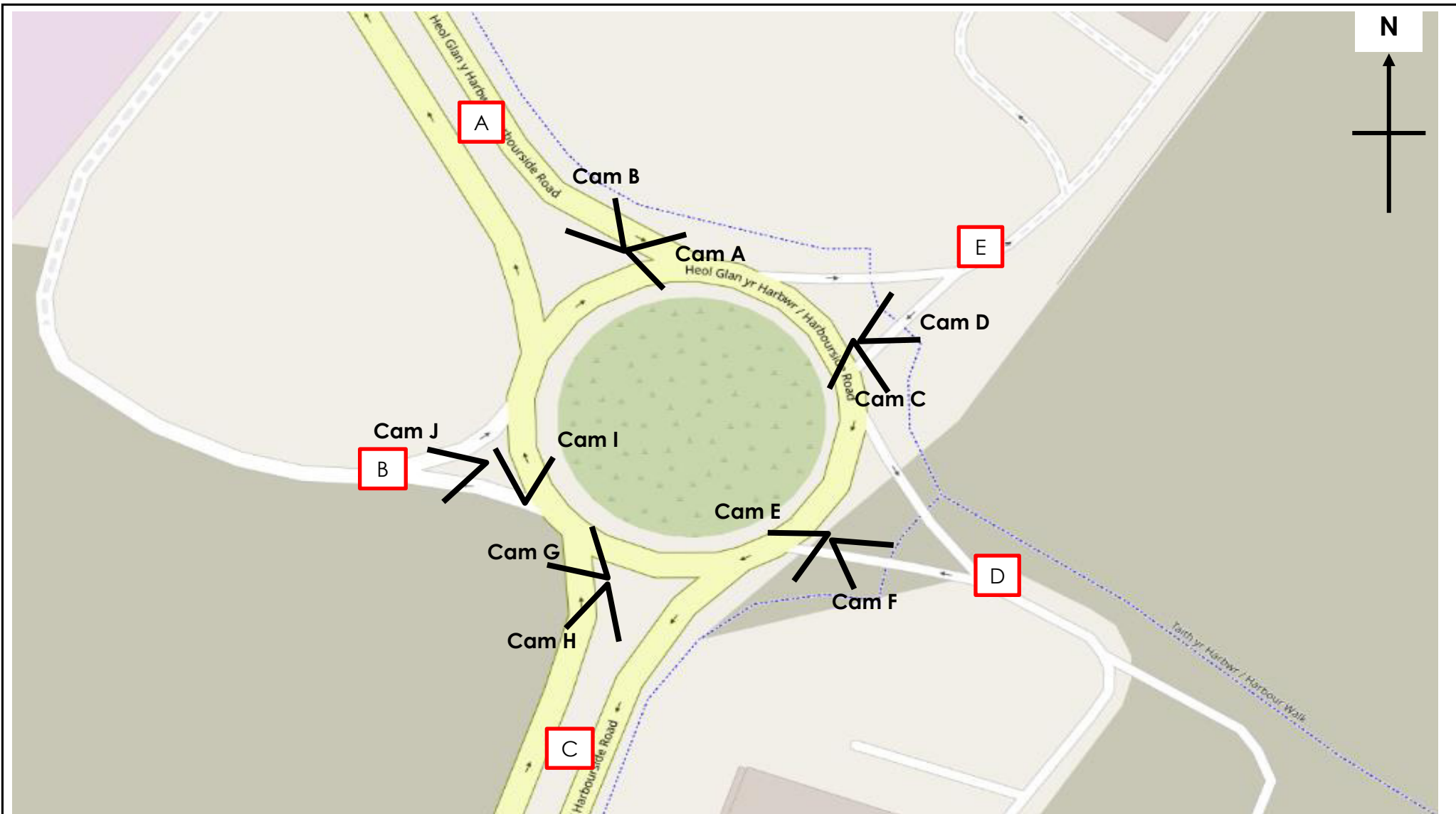
APPENDIX A




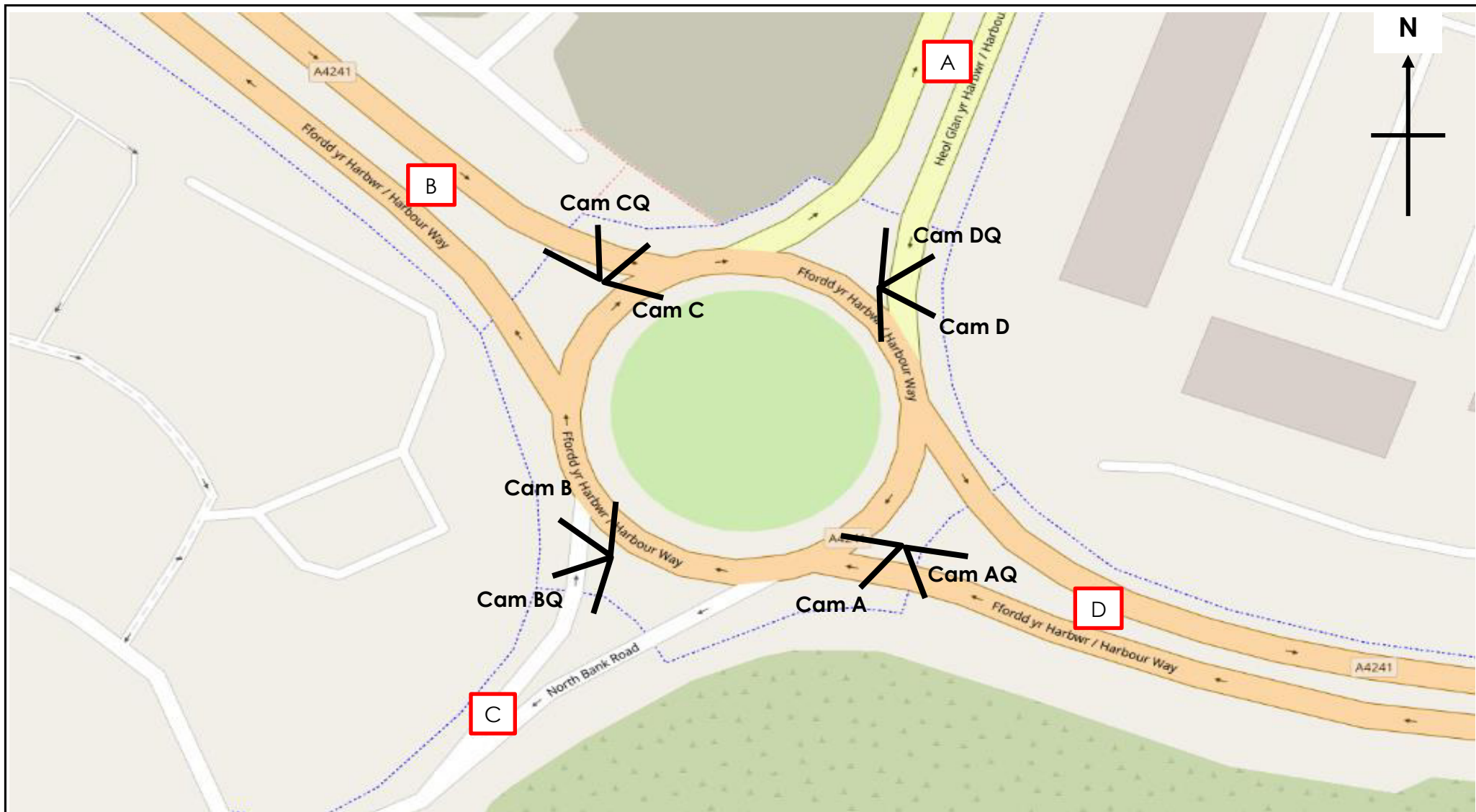
	Site / Location:	Site 1, A48 Heilbronn Way / M4 Junction 41 on-slip / A48 Pentyla-Baglan Road / M4 Junction 41 off-slip / A48 Pentyla-Baglan Road / B4286 Heilbronn Way / Car Park Access	Project No:	13007	Drawing No:	13007-01	Drawn By:	JE
	Survey Date:	Thursday 30th June 2022	Project Name:	Port Talbot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




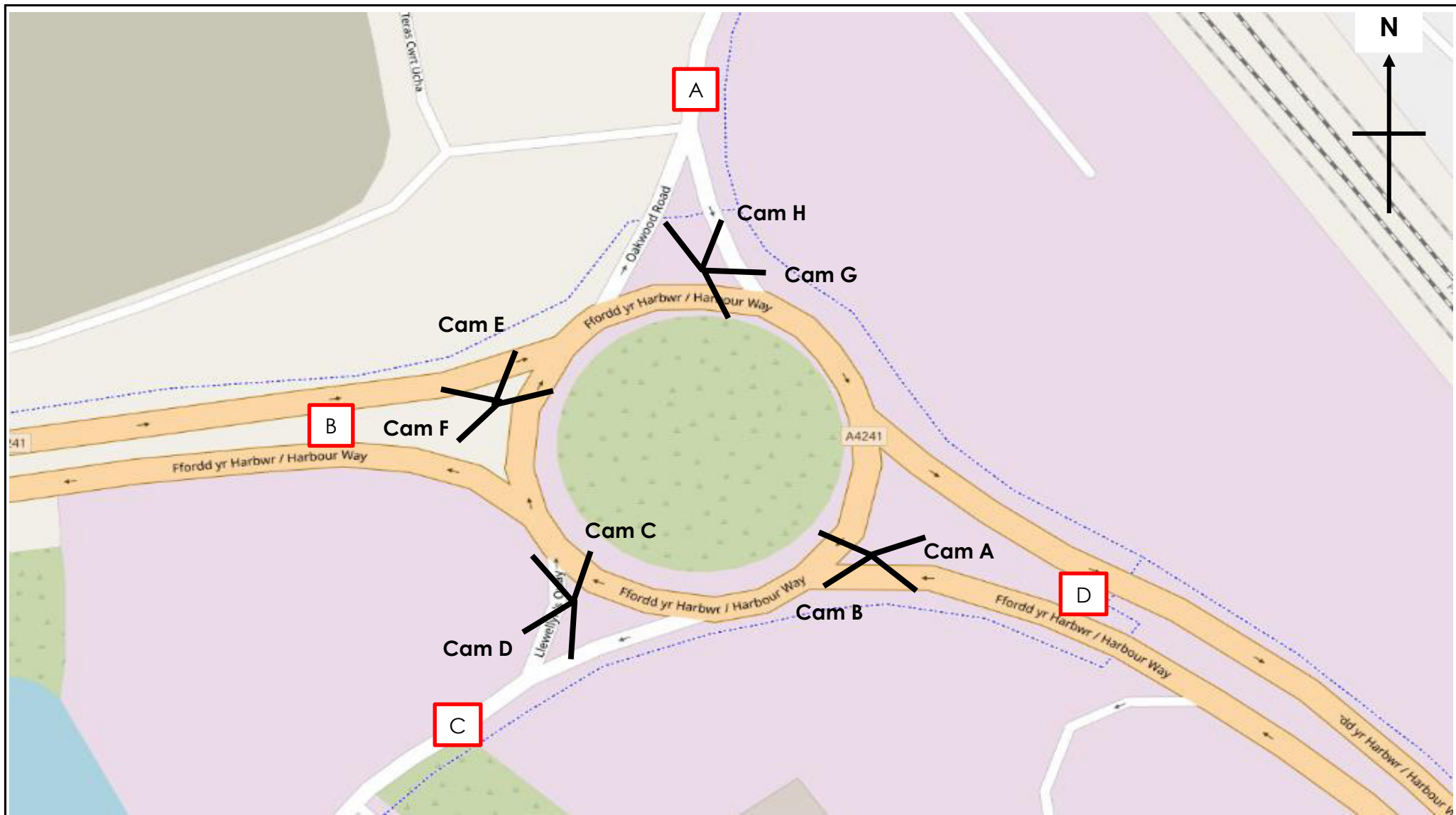
	Site / Location:	Site 2, A48 Heilbronn Way / Car Park Access / A4241 / Water Street	Project No:	13007	Drawing No:	13007-02	Drawn By:	JE
	Survey Date:	Thursday 30th June 2022	Project Name:	Port Talbot				
	Survey Times:	07:00 to 09:30 and 16:00 18:30	Drawing Title:	Site Layout and Observed Movements				




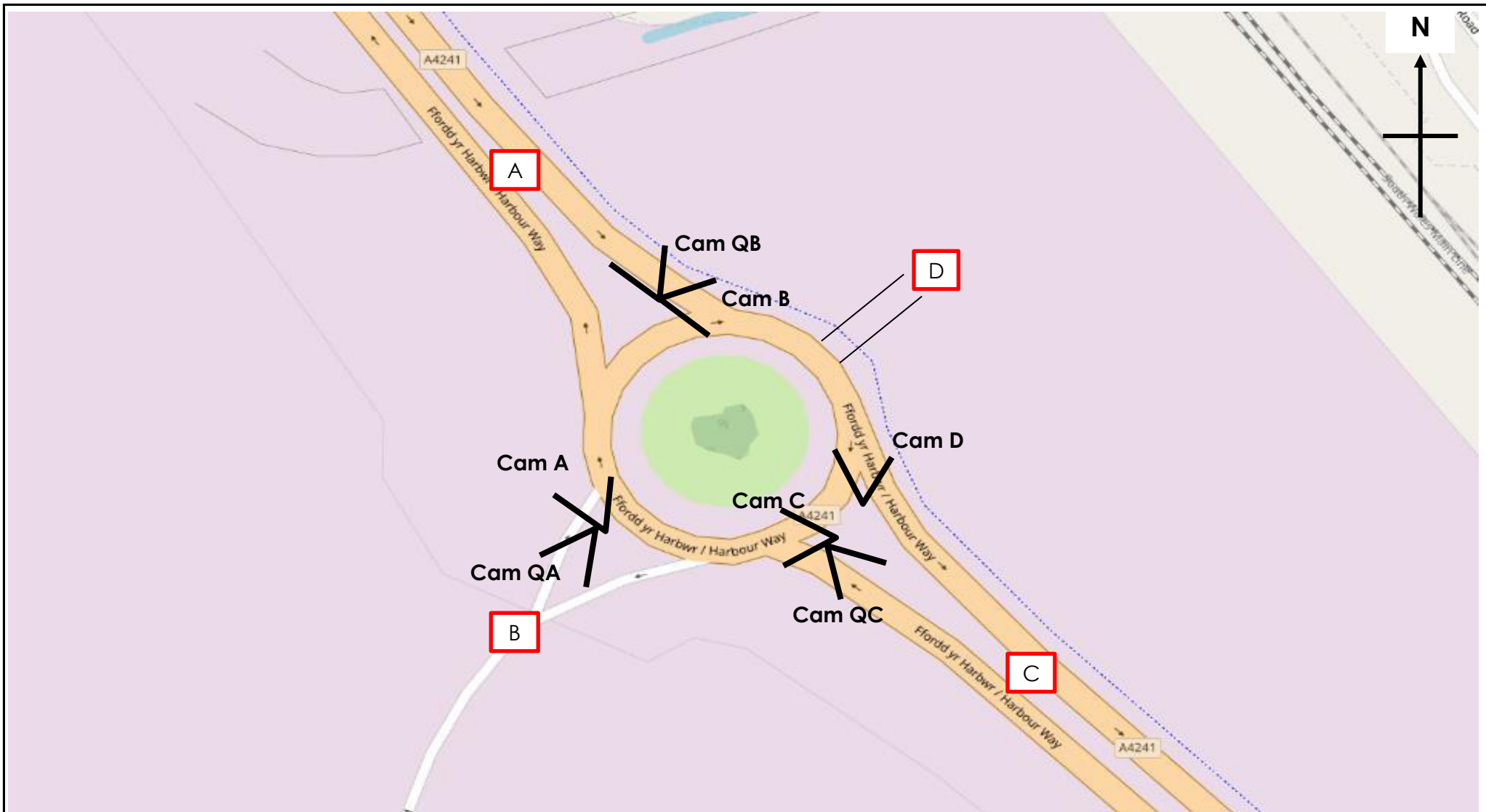
	Site / Location:	Site 3, A4241 / Industrial Unit Access / Harbourside Road / A4241 / Industrial Unit Access	Project No:	13007	Drawing No:	13007-03	Drawn By:	JE
	Survey Date:	Thursday 30th June 2022	Project Name:	Port Talbot				
	Survey Times:	07:00 to 09:30 and 16:00 18:30	Drawing Title:	Site Layout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




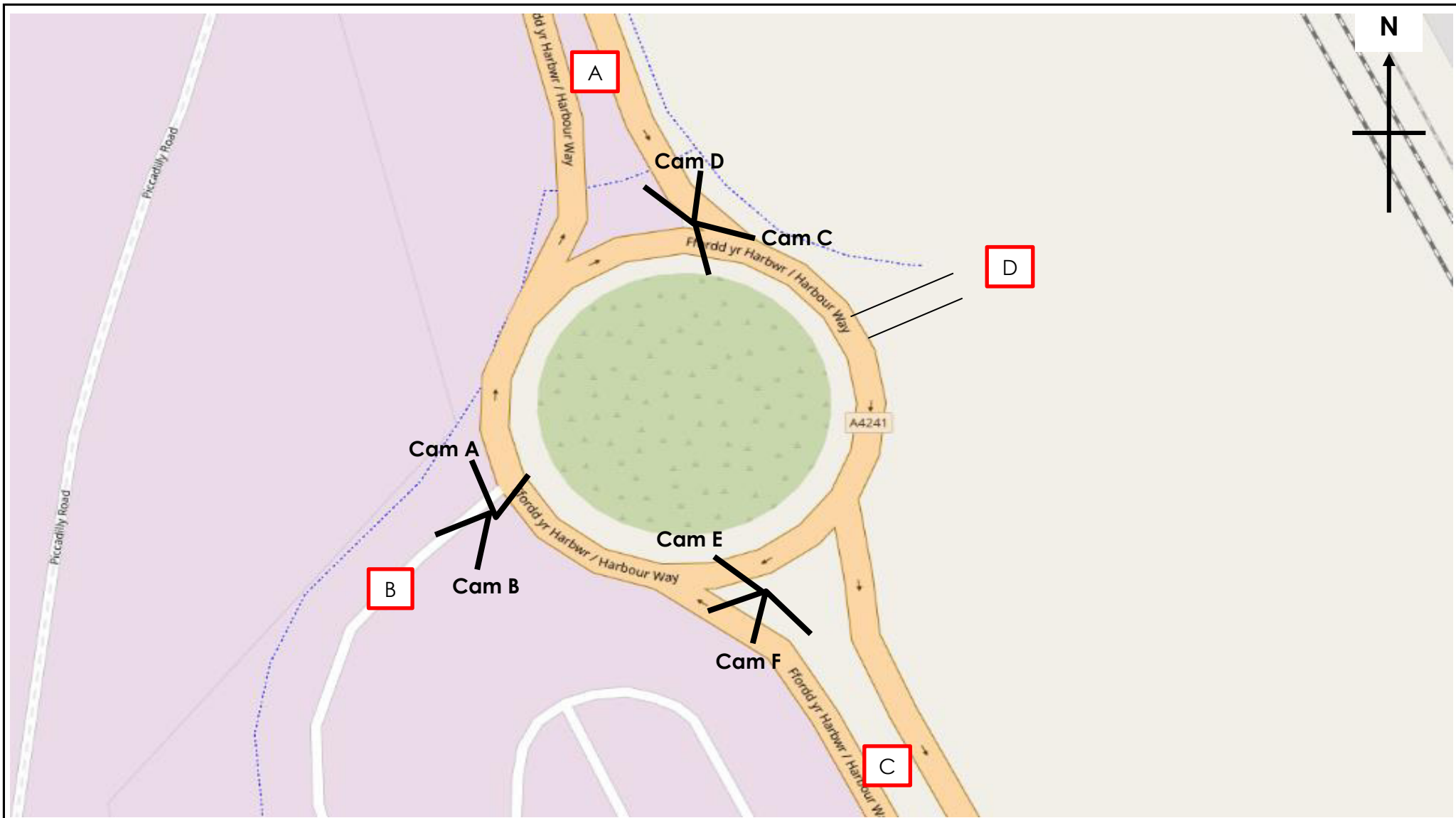
	Site / Location: Site 4, A4241 / A4241 Harbour Way / North Bank Road / A4241	Project No: 13007	Drawing No: 13007-04	Drawn By: JE
	Survey Date: Thursday 30th June 2022	Project Name: Port Talbot		
	Survey Times: 07:00 to 09:30 and 16:00 18:30	Drawing Title: Site Layout and Observed Movements		




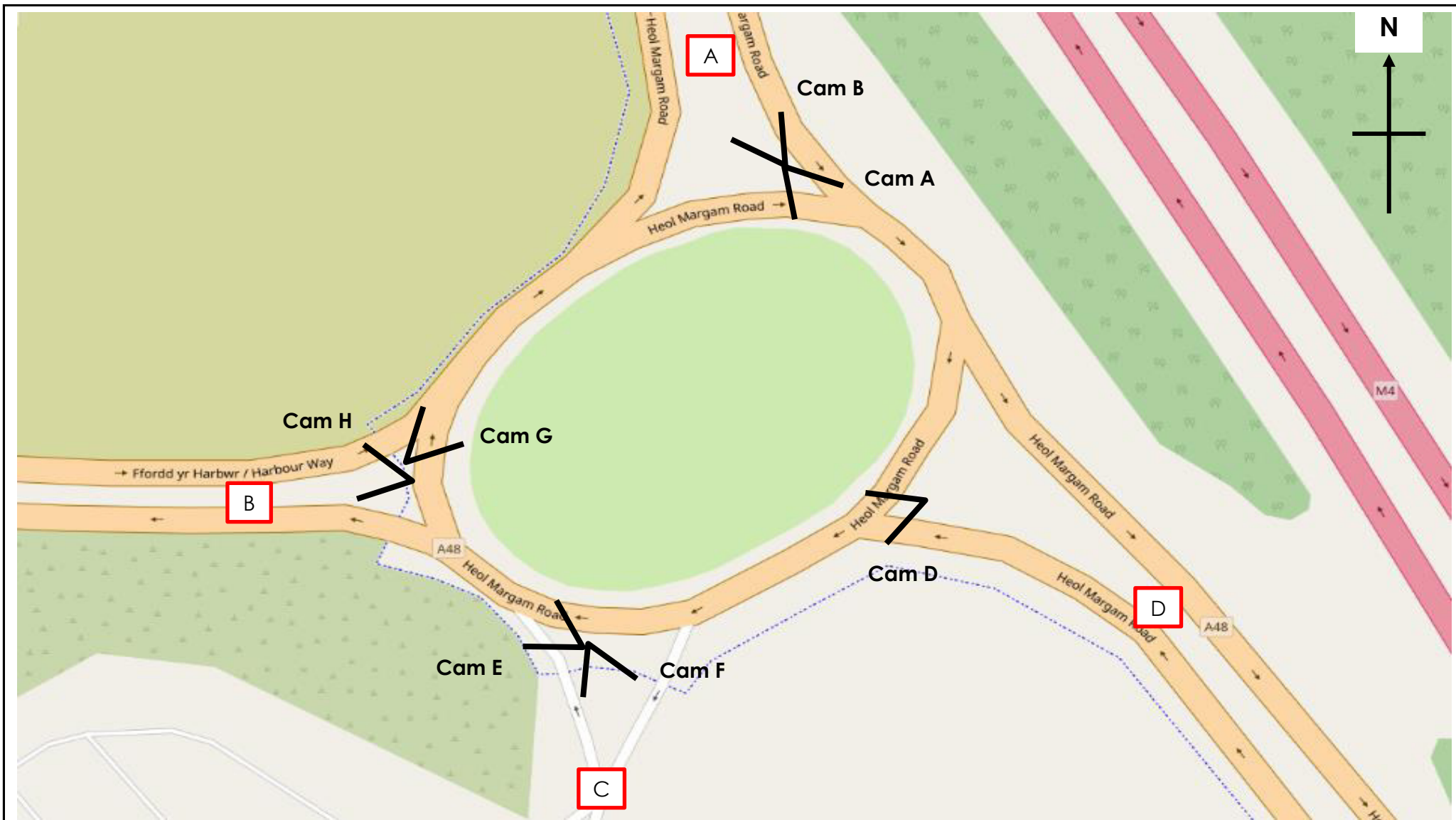
	Site / Location:	Site 5, A4241 Harbour Way / Oakwood Road / A4241 Harbour Way / Llewellyn's Road	Project No:	13007	Drawing No:	13007-05	Drawn By:	JE
	Survey Date:	Thursday 30th June 2022	Project Name:	Port Talbot				
	Survey Times:	07:00 to 09:30 and 16:00 18:30	Drawing Title:	Site Layout and Observed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




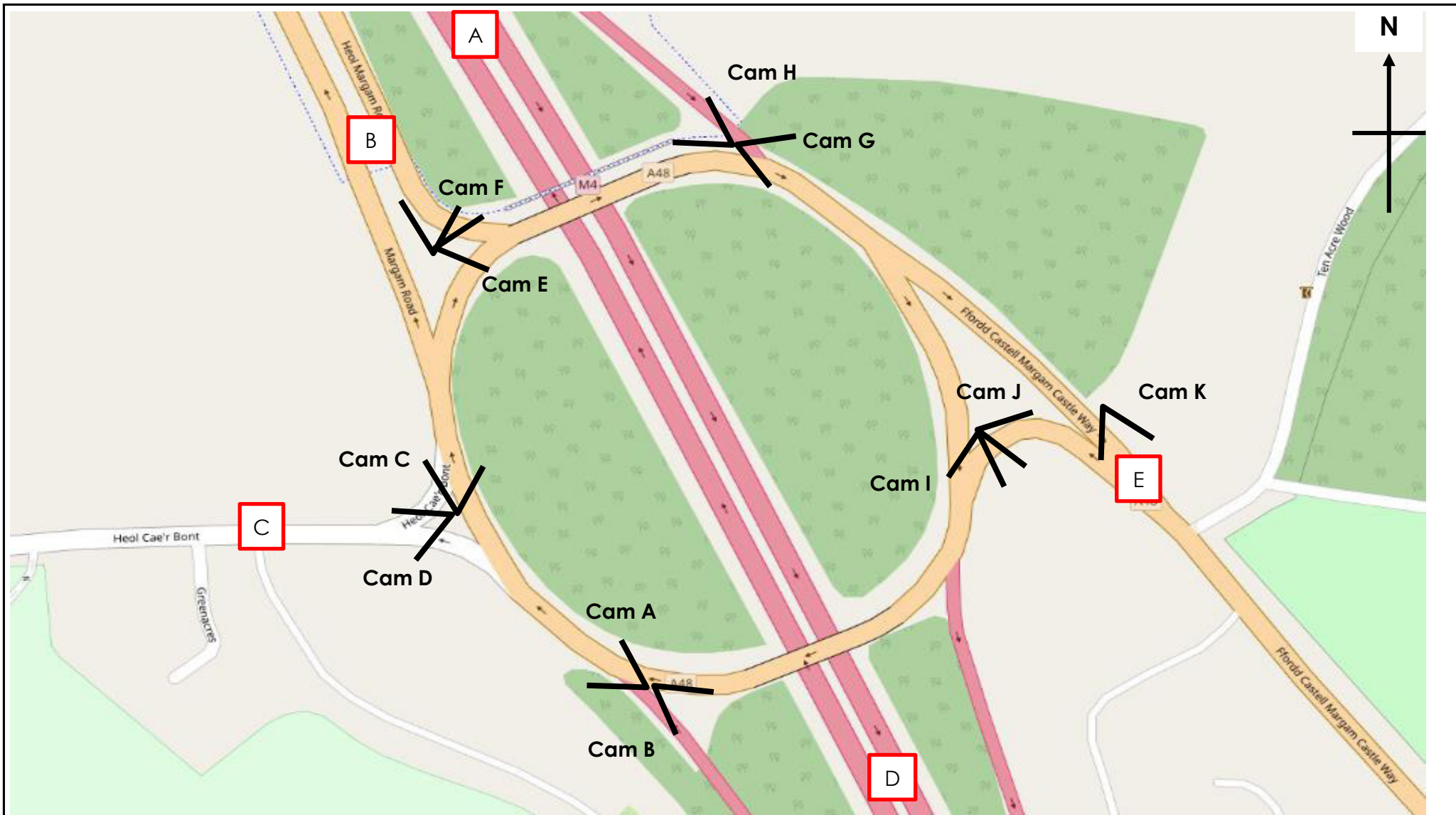
	Site / Location:	Site 6, A4241 Harbour Way / Access / A4241 Harbour Way / Industrial Unit Access	Project No:	13007	Drawing No:	13007-06	Drawn By:	JE
	Survey Date:	Thursday 30th June 2022	Project Name:	Port Talbot				
	Survey Times:	07:00 to 09:30 and 16:00 18:30	Drawing Title:	Site Layout and Observed 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 OGV2	PSV	MCL	PCL	TOT
07:00	27	14	8	0	0	0	0	49
07:15	31	15	1	0	0	1	0	48
07:30	37	9	1	0	0	1	0	48
07:45	63	17	3	0	0	0	0	83
08:00	62	9	5	0	0	0	0	76
08:15	55	13	1	0	0	0	1	70
08:30	72	17	4	1	0	1	1	96
08:45	63	14	1	0	0	0	0	78
09:00	63	14	4	0	0	0	0	81
09:15	46	19	4	0	0	1	1	71
H/TOT	519	141	32	1	0	4	3	700

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

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

TIME	CAR	LGV	OGV1	A - D OGV2	PSV	MCL	PCL	TOT
16:00	51	12	2	2	0	0	0	67
16:15	49	18	0	2	0	0	0	69
16:30	64	11	0	1	1	0	0	77
16:45	59	11	0	1	1	1	0	73
17:00	73	7	1	1	0	0	1	83
17:15	81	13	2	0	0	0	0	96
17:30	104	15	1	0	1	1	1	123
17:45	83	8	2	0	0	0	0	93
18:00	70	6	1	0	0	1	0	78
18:15	60	10	1	0	0	0	0	71
H/TOT	694	111	10	7	3	3	2	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 OGV2	PSV	MCL	PCL	TOT
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 OGV2	PSV	MCL	PCL	TOT
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 OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	1

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



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 - 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



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 - 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 OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	1

TIME	CAR	LGV	OGV1	D - C OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	3	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	1	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	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
H/TOT	3	1	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	0	70
08:45	57	12	2	2	0	0	0	0	73
09:00	39	20	8	2	0	0	0	0	69
09:15	27	9	5	2	0	0	0	0	43
H/TOT	376	135	39	24	2	0	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 OGV2	PSV	MCL	PCL	TOT
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 OGV2	PSV	MCL	PCL	TOT
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 OGV2	PSV	MCL	PCL	TOT
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 OGV2	PSV	MCL	PCL	TOT
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 OGV2	PSV	MCL	PCL	TOT
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	OGV1	D - E OGV2	PSV	MCL	PCL	TOT
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 - D OGV2	PSV	MCL	PCL	TOT
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 OGV2	PSV	MCL	PCL	TOT
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 OGV2	PSV	MCL	PCL	TOT
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	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1

TIME	CAR	LGV	OGV1	E - D OGV2	PSV	MCL	PCL	TOT
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	1	0	0	0	0	0	0	1
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	1	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 OGV2	PSV	MCL	PCL	TOT
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	OGV1	E - C OGV2	PSV	MCL	PCL	TOT
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	E - B OGV2	PSV	MCL	PCL	TOT
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	OGV1	E - B OGV2	PSV	MCL	PCL	TOT
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	1	0	0	0	0	0	0	1
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	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
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-Baglan

DAY: Thursday

TIME	CAR	LGV	OGV1	E - A OGV2	PSV	MCL	PCL	TOT
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	OGV1	E - A OGV2	PSV	MCL	PCL	TOT
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	E - F OGV2	PSV	MCL	PCL	TOT
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	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2

TIME	CAR	LGV	OGV1	E - F OGV2	PSV	MCL	PCL	TOT
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	1	0	0	0	0	0	0	1
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	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-Baglan

DAY: Thursday

TIME	CAR	LGV	OGV1	E - E OGV2	PSV	MCL	PCL	TOT
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	OGV1	E - E OGV2	PSV	MCL	PCL	TOT
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	F - E OGV2	PSV	MCL	PCL	TOT
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	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1

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

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



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

TIME	CAR	LGV	OGV1	F - B		PSV	MCL	PCL	TOT
				OGV2					
16:00	64	9	1	0		1	1	0	76
16:15	65	14	2	0		0	0	0	81
16:30	54	22	2	0		0	0	0	78
16:45	58	7	2	0		0	0	0	67
17:00	71	11	2	0		0	0	0	84
17:15	77	11	0	0		0	0	0	88
17:30	62	9	1	0		0	0	0	72
17:45	57	6	0	0		0	0	0	63
18:00	72	6	0	0		0	0	0	78
18:15	48	6	1	0		1	0	0	56
H/TOT	628	101	11	0		2	1	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 OGV2	PSV	MCL	PCL	TOT
07:00	3	0	0	0	0	1	0	4
07:15	3	0	0	0	1	1	0	5
07:30	2	4	1	0	0	0	0	7
07:45	2	0	0	0	0	1	0	3
08:00	7	2	0	0	0	1	1	11
08:15	3	1	0	0	0	0	0	4
08:30	16	1	2	0	0	0	0	19
08:45	9	3	0	0	0	0	0	12
09:00	5	5	0	0	0	0	3	13
09:15	7	3	1	0	0	1	1	13
H/TOT	57	19	4	0	1	5	5	91

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



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

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



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

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
07:15	10	8	0	0	0	0	0	18	2	0	0	0	1	0	0	3
07:30	16	4	0	0	3	0	0	23	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	3
08:00	20	5	1	1	0	0	0	27	5	0	0	0	5	0	0	10
08:15	23	9	2	0	0	0	0	34	1	0	0	0	0	0	0	1
08:30	33	10	4	0	0	0	0	47	5	0	0	0	2	0	0	7
08:45	25	7	0	1	1	1	0	35	3	0	0	0	1	0	0	4
09:00	28	7	1	1	1	0	0	38	2	0	0	0	3	0	0	5
09:15	30	7	1	0	0	0	0	38	5	0	0	0	0	0	0	5
P/TOT	219	66	11	3	5	1	0	305	25	1	0	0	12	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	4
16:15	59	14	1	0	0	0	0	74	1	0	0	0	4	0	0	5
16:30	49	10	1	0	2	0	0	62	1	0	0	0	0	0	0	1
16:45	53	9	0	0	0	1	0	63	2	0	0	0	2	0	0	4
17:00	70	8	1	0	0	2	0	81	4	0	0	0	2	0	0	6
17:15	71	3	1	0	2	1	0	78	2	0	0	0	0	0	0	2
17:30	61	9	1	0	0	1	0	72	0	1	0	0	2	0	0	3
17:45	44	3	0	1	1	0	1	50	0	0	0	0	1	0	0	1
18:00	55	6	0	0	0	0	0	61	0	0	0	0	1	0	0	1
18:15	39	3	0	0	0	0	0	42	1	0	0	0	0	0	0	1
P/TOT	558	71	5	1	5	6	1	647	12	2	0	0	14	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



**13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT**

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



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

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
07:15	113	35	3	2	0	0	0	153	0	1	0	0	0	0	0	1
07:30	106	33	1	1	0	1	0	142	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
08:00	70	13	3	2	0	0	0	88	0	1	0	0	0	0	0	1
08:15	51	15	4	1	0	0	0	71	1	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
08:45	34	7	4	4	0	0	0	49	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
09:15	21	18	1	3	0	0	0	43	1	1	1	0	0	0	0	3
P/TOT	618	203	24	20	0	3	0	868	2	3	1	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
16:15	17	4	0	2	0	0	0	23	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
16:45	18	3	0	0	0	0	0	21	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
17:15	39	10	0	0	0	0	0	49	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
17:45	48	7	0	1	0	1	0	57	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
18:15	27	9	1	0	0	0	0	37	0	1	0	0	0	0	0	1
P/TOT	327	55	3	7	0	3	0	395	0	1	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
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	0	0	0	0	0
07:45	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	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	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	3	1	0	0	0	0	0	4	0	1	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
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	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	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	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



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
07:15	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
07:45	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
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	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
09:00	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	1	0	0	0	0	1
P/TOT	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
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	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	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	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



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
07:15	1	0	0	0	0	0	0	1	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
07:45	2	0	0	0	0	0	0	2	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
08:15	2	0	0	0	0	0	0	2	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
08:45	2	0	0	0	0	0	0	2	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
09:15	3	0	0	0	0	0	0	3	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

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
16:15	1	0	0	0	0	0	0	1	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
16:45	2	0	0	0	0	0	0	2	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
17:15	2	0	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	2	0	0	0	0	0	0	2	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	34	0	0	0	0	1	0	35	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
07:15	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
07:45	2	0	0	0	0	0	0	2	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
08:15	1	0	0	0	0	0	0	1	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
08:45	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
09:15	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

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
16:15	6	0	0	0	0	0	0	6	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
16:45	4	0	0	0	0	0	0	4	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
17:15	2	0	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	3	0	0	0	0	0	0	3	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
18:15	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



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
07:15	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	1	1	0	0	0	0	2
07:45	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	5	0	0	0	0	0	5
08:15	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	1	0	1	0	0	0	0	2
08:45	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	3	1	0	0	0	0	4
09:15	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	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	1	1	0	0	0	0	0	2
16:15	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	4	1	0	0	0	0	0	5
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	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
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	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	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
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	1	1	3	0	0	0	0	5
07:45	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	1	0	0	0	0	1
08:15	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	3	1	0	0	0	0	4
08:45	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	4	2	0	0	0	0	6
09:15	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	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
16:15	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	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
17:00	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
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	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	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
07:15	0	1	0	0	0	0	0	1	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
07:45	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	1
08:15	1	0	0	0	0	0	0	1	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	1
08:45	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
09:15	2	3	1	0	0	0	0	6	3	1	1	0	0	0	0	5
P/TOT	4	5	1	0	0	0	0	10	4	3	1	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
16:15	1	0	0	0	0	0	0	1	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	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	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	1	0	0	0	0	0	2	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



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
07:15	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1
07:30	7	1	0	0	0	0	0	8	2	1	0	0	0	0	0	3
07:45	20	0	0	0	0	0	0	20	4	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
08:15	19	0	0	0	0	0	0	19	3	0	0	0	0	0	0	3
08:30	14	1	0	0	0	0	0	15	1	1	0	0	0	0	0	2
08:45	9	0	0	0	0	0	0	9	2	0	0	0	0	0	0	2
09:00	18	1	0	0	0	0	0	19	4	0	0	0	0	0	0	4
09:15	14	0	0	0	0	0	0	14	3	0	0	0	0	0	0	3
P/TOT	122	5	0	0	0	1	0	128	20	2	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	30
16:15	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7
16:30	2	0	0	0	0	0	0	2	19	0	0	0	0	1	0	20
16:45	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
17:00	2	0	0	0	0	0	0	2	14	0	0	0	0	0	0	14
17:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:45	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
18:00	0	0	0	0	0	0	0	0	3	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
P/TOT	13	0	0	0	0	0	0	13	90	0	0	0	0	1	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
07:15	9	1	1	0	0	0	0	11	1	0	0	0	0	0	0	1
07:30	3	5	1	0	0	0	0	9	1	2	4	0	0	0	0	7
07:45	1	4	2	0	0	0	0	7	0	3	3	0	0	0	0	6
08:00	1	5	0	0	0	0	0	6	0	5	1	0	0	0	0	6
08:15	0	6	2	1	0	0	0	9	1	9	2	0	0	0	0	12
08:30	3	4	2	0	0	0	0	9	1	3	2	0	0	0	0	6
08:45	1	10	2	0	0	0	0	13	1	6	1	1	0	0	0	9
09:00	0	3	0	1	0	0	0	4	0	7	3	0	0	0	0	10
09:15	1	4	1	0	0	0	0	6	0	2	0	0	0	0	0	2
P/TOT	22	43	11	2	0	0	0	78	5	37	16	1	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	2
16:15	2	3	0	0	0	0	0	5	2	2	1	0	0	0	0	5
16:30	2	0	0	0	0	0	0	2	9	3	0	0	0	0	0	12
16:45	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
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	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	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	31



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



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

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
07:15	2	2	1	0	0	0	0	5	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
07:45	1	4	0	0	0	0	0	5	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
08:15	1	3	0	0	0	0	0	4	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
08:45	1	2	0	1	0	0	0	4	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
09:15	0	3	1	0	0	0	0	4	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

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
16:15	1	0	0	0	0	0	0	1	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
16:45	0	1	0	0	0	0	0	1	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
17:15	1	0	0	0	0	0	0	1	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	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



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
07:15	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
07:45	1	0	4	0	0	0	0	5	0	0	1	0	0	0	0	1
08:00	0	0	1	0	0	0	0	1	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
08:30	1	2	0	0	0	0	0	3	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
09:00	0	3	2	0	0	0	0	5	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
P/TOT	4	10	10	2	0	0	0	26	0	0	1	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
16:15	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
16:45	3	1	0	0	0	0	0	4	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
17:15	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
17:45	1	0	0	0	0	0	0	1	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	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



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

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



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

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
07:15	7	7	0	5	0	0	0	19	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
07:45	12	6	1	1	0	0	0	20	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
08:15	14	7	0	0	0	0	0	21	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
08:45	12	4	3	0	0	0	0	19	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
09:15	15	8	3	1	0	0	0	27	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

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
16:15	114	25	2	3	0	2	0	146	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
16:45	84	12	1	0	0	1	0	98	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
17:15	59	10	1	0	0	0	0	70	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
17:45	44	12	0	0	0	0	0	56	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
18:15	77	13	2	0	0	1	0	93	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



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

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



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

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



**13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT**

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



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

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	1
07:15	1	0	0	0	0	0	0	1	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
07:45	3	1	0	0	0	0	0	4	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
08:15	1	3	0	0	0	0	0	4	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
08:45	1	1	0	0	0	0	0	2	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	0	1	1	0	0	0	0	2	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	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
16:15	7	1	0	0	0	0	0	8	0	1	0	0	0	0	0	1
16:30	3	0	0	0	0	0	0	3	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	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
17:15	5	0	0	0	0	0	0	5	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
17:45	3	0	0	0	0	0	1	4	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
18:15	2	0	0	0	0	0	0	2	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	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
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	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
08:00	2	1	0	0	0	0	0	3	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
08:30	4	0	0	0	0	0	0	4	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
09:00	4	1	1	0	0	0	0	6	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
P/TOT	29	15	3	0	0	0	0	47	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
16:15	14	4	0	0	0	0	0	18	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
16:45	6	2	0	0	0	0	0	8	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
17:15	11	2	0	0	0	0	0	13	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
17:45	10	2	0	0	0	0	0	12	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
18:15	2	0	0	0	0	0	0	2	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



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

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



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

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	0	2
07:30	8	4	0	0	0	0	0	12	3	0	0	0	0	0	0	3
07:45	14	7	0	0	0	0	0	21	7	3	0	0	0	0	0	10
08:00	7	1	1	0	0	0	0	9	6	3	1	0	0	0	0	10
08:15	9	4	0	0	0	0	1	14	3	7	0	0	0	0	0	10
08:30	10	3	1	0	0	0	0	14	4	1	0	0	0	0	0	5
08:45	9	5	0	0	0	0	0	14	4	4	0	0	0	0	0	8
09:00	7	8	1	0	0	0	0	16	5	2	1	0	0	0	0	8
09:15	9	2	1	0	0	0	0	12	4	2	3	0	0	0	0	9
P/TOT	89	41	5	0	0	0	1	136	44	25	5	0	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	0	11
16:15	8	4	0	0	0	0	1	13	21	6	0	0	0	0	0	27
16:30	2	1	0	0	0	0	1	4	6	0	0	0	0	0	0	6
16:45	5	2	0	0	0	0	0	7	6	2	0	0	0	0	0	8
17:00	5	1	0	0	0	0	0	6	4	2	0	0	0	0	0	6
17:15	7	0	0	0	0	0	0	7	16	2	0	0	0	0	0	18
17:30	4	1	0	0	0	0	0	5	7	0	0	0	0	0	0	7
17:45	9	2	0	0	0	0	1	12	13	2	0	0	0	0	1	16
18:00	10	0	0	0	0	0	0	10	12	0	0	0	0	0	0	12
18:15	9	1	0	0	0	0	0	10	4	0	0	0	0	0	0	4
P/TOT	70	13	0	0	0	0	3	86	99	14	1	0	0	0	1	115



**13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT**

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



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
07:15	1	2	0	1	0	0	0	4	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
07:45	2	4	2	1	0	0	0	9	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
08:15	5	4	0	0	0	0	0	9	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
08:45	6	0	1	0	0	0	0	7	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
09:15	4	8	0	0	0	0	0	12	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

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	2
16:15	49	25	0	2	0	1	0	77	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
16:45	30	5	0	0	0	0	0	35	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
17:15	26	3	0	0	0	0	0	29	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
17:45	30	3	0	1	0	0	0	34	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
18:15	24	7	1	0	0	1	0	33	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	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
07:15	1	0	0	0	0	0	0	1	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
07:45	1	0	0	0	0	0	0	1	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
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	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	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

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
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	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	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	1	1	0	0	0	0	0	2	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
07:15	1	0	0	0	0	0	0	1	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	3
07:45	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	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	1	0	0	0	0	1
09:15	1	0	0	0	0	0	0	1	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	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
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	0	0	0	0	0	0	0	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	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	2	0	2	0	0	0	0	4	0	1	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
07:15	2	1	0	0	0	0	0	3	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
07:45	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
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	1	0	0	0	0	1	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	2	1	1	0	0	0	0	4	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
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	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	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	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



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

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



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

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
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	0	0	0	0	0
07:45	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
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	1	0	0	0	0	0	0	1	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	1	0	0	0	0	0	0	1	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
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	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	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	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



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
07:15	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
07:45	1	0	0	0	0	0	0	1	17	1	0	0	0	0	0	18
08:00	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
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	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
P/TOT	3	0	0	0	0	0	0	3	18	1	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
16:15	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
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	1	0	0	0	0	0	0	1	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	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	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



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

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
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	0	0	0	0	0
07:45	5	1	0	0	0	0	0	6	2	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
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	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	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	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
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	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	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	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



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

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



13007 / PORT TALBOT
JUNE 2022
CLASSIFIED TURNING COUNT

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
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	1	0	0	0	0	0	0	1
07:45	2	0	0	0	0	0	0	2	25	2	0	0	0	0	0	27
08:00	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
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	2	0	0	0	0	0	0	2	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	3
P/TOT	10	0	0	0	0	0	0	10	29	2	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
16:15	1	0	0	0	0	0	0	1	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	1
16:45	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
17:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	1	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
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	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3



SITE: 7

DATE: 30/06/2022

LOCATION: A4241 Harbour Way / Access (East) / A4241 Harbour Way / Access 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
07:15	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
07:45	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
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	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
P/TOT	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	3	0	0	0	0	0	0	3
16:15	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	2	1	0	0	0	0	0	3
16:45	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	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
17:30	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	1	0	0	0	0	0	1
18:00	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
P/TOT	1	0	0	0	0	0	0	1	7	4	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
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	1	0	0	0	0	0	1
07:45	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
08:15	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
08:45	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	1
09:15	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	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	4
16:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:30	2	0	0	0	0	0	0	2	1	0	0	1	0	0	0	2
16:45	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	2
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	1	0	0	1	0	0	0	2
17:30	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	1
18:00	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	1	0	0	0	1
P/TOT	3	0	0	2	0	0	0	5	11	0	0	5	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
07:15	0	0	0	1	0	0	0	1	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
07:45	0	0	0	1	0	0	0	1	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
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	2	0	0	0	2	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
09:15	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

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
16:15	0	0	0	1	0	0	0	1	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	1	1	0	0	0	0	0	2	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
17:15	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
17:45	1	0	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	3	1	0	3	0	0	0	7	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
07:15	0	3	0	1	0	0	0	4	0	0	0	1	0	0	0	1
07:30	1	1	0	1	0	0	0	3	0	1	0	1	0	0	0	2
07:45	4	0	0	2	0	0	0	6	1	0	0	1	0	0	0	2
08:00	4	0	1	0	0	0	0	5	0	0	1	1	0	0	0	2
08:15	0	0	0	2	0	0	1	3	0	0	0	1	0	0	0	1
08:30	0	0	0	1	0	0	0	1	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	4
09:00	0	1	1	0	0	0	0	2	0	1	0	1	0	0	0	2
09:15	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1
P/TOT	10	6	2	11	0	0	1	30	2	3	1	9	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	4
16:15	0	0	0	2	0	0	0	2	3	0	0	1	0	0	0	4
16:30	1	0	0	0	0	0	0	1	3	0	0	1	0	0	0	4
16:45	0	0	0	0	0	0	0	0	2	1	0	2	0	0	0	5
17:00	2	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1
17:15	2	0	0	3	0	0	0	5	1	0	0	1	0	0	0	2
17:30	1	0	0	1	0	0	0	2	0	0	0	1	0	0	0	1
17:45	1	0	0	0	0	0	0	1	3	0	0	1	0	0	0	4
18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:15	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1
P/TOT	8	0	0	8	0	0	0	16	17	1	0	10	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



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
07:15	38	19	2	0	0	0	0	59	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
07:45	65	14	2	0	0	0	0	81	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
08:15	43	15	1	0	0	1	0	60	0	0	1	0	0	0	0	1
08:30	47	7	2	1	0	0	0	57	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
09:00	20	18	3	0	0	0	0	41	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
P/TOT	419	152	26	2	2	1	0	602	0	0	1	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
16:15	57	9	0	1	0	1	0	68	1	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
16:45	44	9	1	0	0	0	0	54	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
17:15	94	8	1	0	0	0	0	103	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
17:45	137	4	1	0	0	0	0	142	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	1
18:15	39	12	0	0	0	0	0	51	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	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	1	0	0	1	0	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
07:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
07:30	4	3	0	0	0	0	0	7	2	0	0	0	0	0	0	2
07:45	2	0	0	0	0	0	0	2	1	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
08:15	4	1	0	0	0	0	0	5	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	2
08:45	3	1	1	1	0	0	0	6	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	1
09:15	2	0	1	0	0	0	0	3	1	0	0	0	0	0	0	1
P/TOT	20	12	7	3	0	0	0	42	8	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	1
16:15	9	1	0	0	0	0	0	10	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	2
16:45	4	1	0	1	0	0	0	6	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
17:15	1	0	0	0	0	0	0	1	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
17:45	3	1	0	0	0	0	0	4	1	0	0	0	0	0	2	3
18:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:15	4	1	0	0	0	0	0	5	0	1	0	0	0	0	0	1
P/TOT	32	4	2	2	0	0	0	40	4	2	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

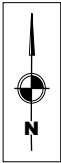
DAY: Thursday

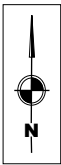
TIME	JUNCTION TOTAL							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	166	70	11	13	1	5	3	269
07:15	213	77	11	11	1	3	1	317
07:30	296	84	15	16	2	1	1	415
07:45	312	72	17	22	1	2	1	427
08:00	295	71	17	23	5	3	0	414
08:15	308	76	15	11	5	1	1	417
08:30	282	72	17	18	0	1	0	390
08:45	243	61	25	18	2	1	0	350
09:00	201	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

S|C|P

APPENDIX B





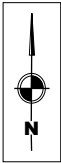
Study Area

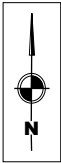
Slight Incident

Serious Incident

Fatal Incident

















S|C|P

APPENDIX C

LEGEND - Proposed:

-  Proposed Planning Boundary
- Other Land Under the Control of the Applicant
-  Existing Buildings
-  Existing Roads
-  Proposed New Buildings / Structures
-  Proposed New Roads
-  Proposed Widened Existing Roads
-  Operational Lagoon
-  Lagoon Infill
-  Proposed Gantry
-  OUTLINE AREA

Refer to Landscape Architect drawings for Landscaping information

P06	Issue to NPT	23/08/2002
P05	Revised Boundary following Client Comments	14/08/2002
P04	Updates following comments from Planning	15/07/2002
P03	Planning Issue	27/06/2002
P02	Updates following comments from Planning	20/06/2002
P01	Building names updated	14/06/2002
P00	Initial Issue	11/06/2002
REV DESCRIPTION DRAWN BY CHECKED BY APPROVED BY DATE		
RIBA PLAN OF WORK WORKSHEET		LEVEL OF MODEL DEFINITION (LoD)
Stage 3 - Spatial Coordination		LoD 3 - Approximate Model
PURPOSE OF ISSUE - SUITABLE FOR ...		STATUS & SUITABILITY
Information		Stage 2 - Delivery Team Information

CARDIFF 029 2052 8140
LONDON 0207 138 3560
WREXHAM 01978 357 887
www.lawray.co.uk
CLIENT
Tata Steel UK Ltd.

PROJECT TITLE
EAF PROJECT, PORT TALBOT

DRAWING TITLE
Proposed Site Plan - Hybrid Planning Application

PROJECT No 20007	SCALE @ As indicated	REVISION
DRAWING No 1102 Project - Cognitive - Volume - Level - Site - Note - Number 10110.007 19902 Project - Cognitive - Functional - Social - Form - Disposal - Number 102070.0 01 04 07 0000	EAF-LAW-X-X-DR-A-900009	P06
DO NOT SCALE	Any discrepancy or query concerning this drawing should be referred to the Architect. Copyright © LAWRY LIMITED Registered Office: One Broadmead, 1 Cavendish, Tynesdale, CARDIFF CF15 7AF Reg. Co. No. 2724718, VAT Reg. No. 3756144	

Print Date: 04/09/2024 09:16:43

Proposed Site Plan - Full and Outline Application
1:3000

File Name: Autoodesk Docs://20007_EAF Project/EAF-LAW-00-XX-M3-A-000001_Site Plan Master.rvt

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APPENDIX D

Two-Way Vehicles Per Day (Worst Case)	2025					2026												2027											
	August	September	October	November	December	January	February	March	April	May	June	July	August	September	October	November	December	January	February	March	April	May	June	July	August	September	October	November	December
EXCAVATED MATERIAL	122	122	122	122	122	122																							
IMPORTED FILL		40	40	40	40	40	40																						
CONCRETE	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70													
REINFORCEMENT	2	4	4	4	4	4	4	4	4	4	4	2	2	2	2	2													
FORMWORK	8	8	2																										
PILING PRE CAST	12	12	12	12	4																								
PILING BORED INSITU	2																												
PILING (RIGS)	2																												
SHEET PILING	6	6																											
BOLTS / EMBEDDED STEEL etc			2	2	2	2	2	2	2	2	2	2	2																
STRUCTURAL					4	4	4	4	4	4	4	4	4	2															
CLADDING							2	2	2	2	2	2	2	2															
RAIL TRACK						4																							
ASPHALT				10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10					
ROAD KERBING			4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4						
SITE CABINS	6	6	6																										
MECHANICAL						12	12	12	12	12	12																		
ELECTRICAL - TRANSFORMERS											2	2																	
ELECTRICAL - CABLES CONTAINMENT															2	2	2	2											
ELECTRICAL - CABLES DRUMS																		2	2	2	2	2	2	2	2	2			
ELECTRICAL - HVAC - BUILDING SERVICES																		2	2	2	2	2	2						
WORKFORCE (CIVIL)	80	160	200	300	300	300	300	300	300	300	300	300	300	300	160	100	50	40	10	10	10	10	10						
WORKFORCE (STRUCTURAL)					40	70	100	100	100	100	100	100	100	100	80	80	60	60	40	10	10	10	10						
WORKFORCE (MECHANICAL)						100	200	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	432	150	100	40	40	40	
WORKFORCE (ELECTRICAL)											20	40	80	160	240	240	240	240	240	240	240	240	240	240	160	80	40	40	
TOTAL HGV	230	268	262	264	260	272	148	108	108	108	110	96	92	90	88	88	16	18	18	18	18	18	18	12	2	2	0	0	
TOTAL CAR	80	160	200	300	340	470	600	832	832	832	852	872	912	992	912	852	782	772	722	692	692	692	692	390	260	120	80	80	
TOTAL PCU	540	696	724	828	860	1014	896	1048	1048	1048	1072	1064	1096	1172	1088	1028	814	808	758	728	728	728	728	414	264	124	80	80	

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APPENDIX E

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



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

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


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

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

Totals 3696.470 100.00

Percentage assignment to each route:-

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

	Gravity Model	15/08/2024
	Electric Arc Furnace Project, Land at Port Talbot Steelworks, Port Talbot	Job Number SCP/210634
		Appendix E

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APPENDIX F

Junctions 9										
ARCADY 9 - Roundabout Module										
Version: 9.5.2.1013										
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Filename: Junction 7.j9

Path: C:\Users\Junctions shared\Desktop\Craig\EAF Junction Assessments Remote Comp

Report generation date: 16/08/2024 06:27:00

»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	1.65	0.20	A	D2	0.2	1.48	0.16	A
Arm 2		0.0	1.30	0.03	A		0.1	1.41	0.11	A
Arm 3		0.3	1.64	0.22	A		0.3	1.65	0.21	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	1.78	0.26	A	D4	0.2	1.52	0.18	A
Arm 2		0.0	1.35	0.03	A		0.1	1.43	0.11	A
Arm 3		0.3	1.71	0.26	A		0.3	1.74	0.25	A
Arm 4		0.0	2.57	0.02	A		0.0	0.00	0.00	A
	2026 Do Something									
Arm 1	D5	0.2	1.55	0.20	A	D6	0.2	1.52	0.18	A
Arm 2		0.0	0.00	0.00	A		0.2	1.47	0.13	A
Arm 3		0.2	1.54	0.18	A		0.3	1.75	0.25	A
Arm 4		0.0	2.36	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	06:45	08:15	15
D2	2022 Surveyed Flows	PM	ONE HOUR	16:45	18:15	15
D3	2026 Do Minimum	AM	ONE HOUR	06:45	08:15	15
D4	2026 Do Minimum	PM	ONE HOUR	16:45	18:15	15
D5	2026 Do Something	AM	ONE HOUR	06:45	08:15	15
D6	2026 Do Something	PM	ONE HOUR	16:45	18:15	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	1.64	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	06:45	08:15	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		✓	507	100.000
2		✓	82	100.000
3		✓	575	100.000
4		✓	28	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	161	346	0
	2	15	0	64	3
	3	263	310	0	2
	4	2	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	0.20	1.65	0.3	A
2	0.03	1.30	0.0	A
3	0.22	1.64	0.3	A
4	0.02	2.48	0.0	A

Main Results for each time segment

06:45 - 07:00

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	382	253	2816	0.136	381	0.2	1.478	A
2	62	266	2947	0.021	62	0.0	1.247	A
3	433	15	2834	0.153	432	0.2	1.498	A
4	21	442	1589	0.013	21	0.0	2.295	A

07:00 - 07:15

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	456	302	2781	0.164	456	0.2	1.547	A
2	74	318	2909	0.025	74	0.0	1.269	A
3	517	18	2832	0.183	517	0.2	1.554	A
4	25	528	1543	0.016	25	0.0	2.371	A

07:15 - 07:30

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	558	370	2732	0.204	558	0.3	1.655	A
2	90	390	2856	0.032	90	0.0	1.301	A
3	633	22	2830	0.224	633	0.3	1.638	A
4	31	647	1480	0.021	31	0.0	2.484	A

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	558	370	2732	0.204	558	0.3	1.655	A
2	90	390	2856	0.032	90	0.0	1.301	A
3	633	22	2830	0.224	633	0.3	1.638	A
4	31	647	1479	0.021	31	0.0	2.484	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	456	302	2780	0.164	456	0.2	1.550	A
2	74	318	2909	0.025	74	0.0	1.271	A
3	517	18	2832	0.183	517	0.2	1.556	A
4	25	529	1543	0.016	25	0.0	2.371	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	382	253	2816	0.136	382	0.2	1.478	A
2	62	267	2947	0.021	62	0.0	1.247	A
3	433	15	2834	0.153	433	0.2	1.500	A
4	21	443	1589	0.013	21	0.0	2.298	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	16:45	18:15	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		✓	418	100.000
2		✓	278	100.000
3		✓	536	100.000
4		✓	2	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	72	346	0
	2	91	0	187	0
	3	392	142	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	0.16	1.48	0.2	A
2	0.11	1.41	0.1	A
3	0.21	1.65	0.3	A
4	0.00	0.00	0.0	A

Main Results for each time segment

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	315	107	2920	0.108	314	0.1	1.381	A
2	209	260	2952	0.071	209	0.1	1.312	A
3	404	68	2797	0.144	403	0.2	1.503	A
4	0	470	1574	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	376	128	2905	0.129	376	0.1	1.422	A
2	250	311	2914	0.086	250	0.1	1.350	A
3	482	82	2788	0.173	482	0.2	1.560	A
4	0	562	1525	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	460	156	2885	0.160	460	0.2	1.484	A
2	306	381	2863	0.107	306	0.1	1.407	A
3	590	100	2775	0.213	590	0.3	1.646	A
4	0	688	1458	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	460	156	2885	0.160	460	0.2	1.484	A
2	306	381	2862	0.107	306	0.1	1.407	A
3	590	100	2775	0.213	590	0.3	1.646	A
4	0	688	1458	0.000	0	0.0	0.000	A

17:45 - 18:00

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	376	128	2905	0.129	376	0.1	1.425	A
2	250	311	2914	0.086	250	0.1	1.350	A
3	482	82	2788	0.173	482	0.2	1.560	A
4	0	562	1525	0.000	0	0.0	0.000	A

18:00 - 18:15

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	315	107	2920	0.108	315	0.1	1.381	A
2	209	261	2952	0.071	209	0.1	1.314	A
3	404	69	2797	0.144	404	0.2	1.505	A
4	0	471	1574	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	1.74	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	06:45	08:15	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		✓	640	100.000
2		✓	83	100.000
3		✓	657	100.000
4		✓	29	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	166	474	0
	2	15	0	65	3
	3	336	319	0	2
	4	2	19	6	2

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.26	1.78	0.3	A
2	0.03	1.35	0.0	A
3	0.26	1.71	0.3	A
4	0.02	2.57	0.0	A

Main Results for each time segment

06:45 - 07:00

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	482	260	2811	0.171	481	0.2	1.545	A
2	62	362	2876	0.022	62	0.0	1.278	A
3	495	15	2834	0.175	494	0.2	1.537	A
4	22	504	1556	0.014	22	0.0	2.345	A

07:00 - 07:15

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	575	311	2774	0.207	575	0.3	1.636	A
2	75	433	2824	0.026	75	0.0	1.308	A
3	591	18	2832	0.209	590	0.3	1.605	A
4	26	602	1504	0.017	26	0.0	2.436	A

07:15 - 07:30

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	705	381	2724	0.259	704	0.3	1.781	A
2	91	530	2752	0.033	91	0.0	1.352	A
3	723	22	2830	0.256	723	0.3	1.708	A
4	32	737	1432	0.022	32	0.0	2.571	A

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	705	381	2724	0.259	705	0.3	1.781	A
2	91	531	2752	0.033	91	0.0	1.352	A
3	723	22	2830	0.256	723	0.3	1.708	A
4	32	738	1431	0.022	32	0.0	2.572	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	575	311	2774	0.207	576	0.3	1.639	A
2	75	434	2823	0.026	75	0.0	1.311	A
3	591	18	2832	0.209	591	0.3	1.608	A
4	26	603	1503	0.017	26	0.0	2.438	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	482	261	2810	0.171	482	0.2	1.548	A
2	62	363	2876	0.022	63	0.0	1.279	A
3	495	15	2834	0.175	495	0.2	1.538	A
4	22	505	1556	0.014	22	0.0	2.348	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	1.60	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)
D4	2026 Do Minimum	PM	ONE HOUR	16:45	18:15	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		✓	471	100.000
2		✓	285	100.000
3		✓	640	100.000
4		✓	2	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	75	396	0
	2	93	0	192	0
	3	492	146	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	1.52	0.2	A
2	0.11	1.43	0.1	A
3	0.25	1.74	0.3	A
4	0.00	0.00	0.0	A

Main Results for each time segment

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	355	110	2918	0.122	354	0.1	1.403	A
2	215	298	2924	0.073	214	0.1	1.328	A
3	482	70	2796	0.172	481	0.2	1.554	A
4	0	549	1532	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	423	131	2903	0.146	423	0.2	1.451	A
2	256	356	2881	0.089	256	0.1	1.370	A
3	575	84	2787	0.206	575	0.3	1.627	A
4	0	657	1474	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	519	161	2882	0.180	518	0.2	1.522	A
2	314	436	2822	0.111	314	0.1	1.434	A
3	705	102	2774	0.254	704	0.3	1.739	A
4	0	804	1396	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	161	2881	0.180	519	0.2	1.522	A
2	314	436	2822	0.111	314	0.1	1.434	A
3	705	102	2774	0.254	705	0.3	1.739	A
4	0	805	1396	0.000	0	0.0	0.000	A

17:45 - 18:00

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	423	131	2902	0.146	424	0.2	1.451	A
2	256	356	2881	0.089	256	0.1	1.373	A
3	575	84	2787	0.206	576	0.3	1.630	A
4	0	658	1474	0.000	0	0.0	0.000	A

18:00 - 18:15

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	355	110	2918	0.122	355	0.1	1.406	A
2	215	298	2924	0.073	215	0.1	1.328	A
3	482	70	2796	0.172	482	0.2	1.557	A
4	0	551	1531	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.
Warning	O-D data		O-D matrix contains negative demand. Matrix should only be used as a development matrix for Demand Set relationships and should not be run on its own.

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	1.57	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	06:45	08:15	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		✓	513	100.000
2		✓	-905	100.000
3		✓	461	100.000
4		✓	29	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	39	474	0
	2	-372	0	-536	3
	3	336	123	0	2
	4	2	19	6	2

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.20	1.55	0.2	A
2	0.00	0.00	0.0	A
3	0.18	1.54	0.2	A
4	0.02	2.36	0.0	A

Main Results for each time segment

06:45 - 07:00

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	386	113	2916	0.132	386	0.2	1.422	A
2	0	362	2876	0.000	0	0.0	0.000	A
3	347	2	2844	0.122	347	0.1	1.441	A
4	22	345	1641	0.013	22	0.0	2.223	A

07:00 - 07:15

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	461	135	2900	0.159	461	0.2	1.475	A
2	0	433	2824	0.000	0	0.0	0.000	A
3	414	2	2844	0.146	414	0.2	1.481	A
4	26	413	1605	0.016	26	0.0	2.280	A

07:15 - 07:30

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	165	2878	0.196	565	0.2	1.555	A
2	0	530	2752	0.000	0	0.0	0.000	A
3	508	2	2843	0.179	507	0.2	1.540	A
4	32	505	1555	0.021	32	0.0	2.362	A

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	565	165	2878	0.196	565	0.2	1.555	A
2	0	531	2752	0.000	0	0.0	0.000	A
3	508	2	2843	0.179	508	0.2	1.540	A
4	32	505	1555	0.021	32	0.0	2.362	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	461	135	2900	0.159	461	0.2	1.478	A
2	0	434	2824	0.000	0	0.0	0.000	A
3	414	2	2844	0.146	415	0.2	1.481	A
4	26	413	1605	0.016	26	0.0	2.280	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	386	113	2916	0.132	386	0.2	1.425	A
2	0	363	2876	0.000	0	0.0	0.000	A
3	347	2	2844	0.122	347	0.1	1.443	A
4	22	346	1640	0.013	22	0.0	2.223	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	1.61	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	16:45	18:15	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		✓	470	100.000
2		✓	344	100.000
3		✓	633	100.000
4		✓	2	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	74	396	0
	2	126	0	218	0
	3	492	139	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	1.52	0.2	A
2	0.13	1.47	0.2	A
3	0.25	1.75	0.3	A
4	0.00	0.00	0.0	A

Main Results for each time segment

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	354	104	2922	0.121	353	0.1	1.401	A
2	259	298	2924	0.089	259	0.1	1.350	A
3	477	95	2779	0.171	476	0.2	1.562	A
4	0	569	1521	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	423	125	2907	0.145	422	0.2	1.448	A
2	309	356	2881	0.107	309	0.1	1.399	A
3	569	113	2766	0.206	569	0.3	1.637	A
4	0	680	1462	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	517	153	2887	0.179	517	0.2	1.518	A
2	379	436	2822	0.134	379	0.2	1.472	A
3	697	139	2748	0.254	697	0.3	1.753	A
4	0	833	1380	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	517	153	2887	0.179	517	0.2	1.518	A
2	379	436	2822	0.134	379	0.2	1.472	A
3	697	139	2748	0.254	697	0.3	1.753	A
4	0	833	1380	0.000	0	0.0	0.000	A

17:45 - 18:00

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	423	125	2907	0.145	423	0.2	1.450	A
2	309	356	2881	0.107	309	0.1	1.401	A
3	569	113	2766	0.206	569	0.3	1.638	A
4	0	681	1462	0.000	0	0.0	0.000	A

18:00 - 18:15

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	354	105	2921	0.121	354	0.1	1.401	A
2	259	298	2924	0.089	259	0.1	1.350	A
3	477	95	2779	0.171	477	0.2	1.565	A
4	0	570	1521	0.000	0	0.0	0.000	A

S|C|P

APPENDIX G

Junctions 9										
ARCADY 9 - Roundabout Module										
Version: 9.5.2.1013										
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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 8.j9

Path: C:\Users\Junctions shared\Desktop\Craig\EAF Junction Assessments Remote Comp

Report generation date: 16/08/2024 06:27:36

»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	0.4	1.79	0.29	A	D2	0.6	1.97	0.36	A
Arm 2		0.0	2.45	0.01	A		0.0	2.63	0.01	A
Arm 3		0.2	1.96	0.14	A		0.4	2.49	0.27	A
Arm 4		0.1	1.53	0.08	A		0.1	1.63	0.09	A
	2026 Do Minimum									
Arm 1	D3	0.6	2.06	0.38	A	D4	0.6	2.06	0.39	A
Arm 2		0.0	2.64	0.03	A		0.1	3.00	0.11	A
Arm 3		0.2	2.07	0.18	A		0.5	2.89	0.34	A
Arm 4		0.1	1.57	0.08	A		0.1	1.71	0.10	A
	2026 Do Something									
Arm 1	D5	0.5	1.89	0.33	A	D6	0.6	2.06	0.39	A
Arm 2		0.0	2.51	0.03	A		0.1	3.00	0.11	A
Arm 3		0.0	0.00	0.00	A		0.6	2.97	0.36	A
Arm 4		0.1	1.42	0.07	A		0.1	1.73	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 / 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	06:45	08:15	15
D2	2022 Surveyed Flows	PM	ONE HOUR	16:45	18:15	15
D3	2026 Do Minimum	AM	ONE HOUR	06:45	08:15	15
D4	2026 Do Minimum	PM	ONE HOUR	16:45	18:15	15
D5	2026 Do Something	AM	ONE HOUR	06:45	08:15	15
D6	2026 Do Something	PM	ONE HOUR	16:45	18:15	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	1.80	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	06:45	08:15	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		✓	762	100.000
2		✓	9	100.000
3		✓	281	100.000
4		✓	174	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	23	466	273
	2	7	0	0	2
	3	254	0	3	24
	4	139	1	34	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	0.29	1.79	0.4	A
2	0.01	2.45	0.0	A
3	0.14	1.96	0.2	A
4	0.08	1.53	0.1	A

Main Results for each time segment

06:45 - 07:00

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	574	29	2859	0.201	573	0.3	1.574	A
2	7	583	1611	0.004	7	0.0	2.244	A
3	212	212	2208	0.096	211	0.1	1.802	A
4	131	198	2606	0.050	131	0.1	1.453	A

07:00 - 07:15

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	685	34	2855	0.240	685	0.3	1.657	A
2	8	697	1555	0.005	8	0.0	2.326	A
3	253	253	2183	0.116	253	0.1	1.863	A
4	156	237	2580	0.061	156	0.1	1.484	A

07:15 - 07:30

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	839	42	2850	0.294	839	0.4	1.789	A
2	10	854	1480	0.007	10	0.0	2.449	A
3	309	310	2149	0.144	309	0.2	1.957	A
4	192	291	2544	0.075	192	0.1	1.529	A

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	839	42	2850	0.294	839	0.4	1.789	A
2	10	854	1479	0.007	10	0.0	2.449	A
3	309	310	2149	0.144	309	0.2	1.957	A
4	192	291	2544	0.075	192	0.1	1.529	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	685	34	2855	0.240	685	0.3	1.658	A
2	8	698	1555	0.005	8	0.0	2.328	A
3	253	254	2183	0.116	253	0.1	1.867	A
4	156	237	2580	0.061	156	0.1	1.487	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	574	29	2859	0.201	574	0.3	1.577	A
2	7	584	1610	0.004	7	0.0	2.247	A
3	212	212	2208	0.096	212	0.1	1.805	A
4	131	199	2606	0.050	131	0.1	1.453	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	2.09	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	16:45	18:15	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		✓	925	100.000
2		✓	13	100.000
3		✓	480	100.000
4		✓	199	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	12	376	537
	2	6	0	3	4
	3	417	1	2	60
	4	155	2	42	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.36	1.97	0.6	A
2	0.01	2.63	0.0	A
3	0.27	2.49	0.4	A
4	0.09	1.63	0.1	A

Main Results for each time segment

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	696	35	2855	0.244	695	0.3	1.667	A
2	10	719	1545	0.006	10	0.0	2.344	A
3	361	411	2088	0.173	361	0.2	2.083	A
4	150	320	2524	0.059	150	0.1	1.515	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	832	42	2850	0.292	831	0.4	1.782	A
2	12	860	1477	0.008	12	0.0	2.456	A
3	432	492	2039	0.212	431	0.3	2.239	A
4	179	383	2481	0.072	179	0.1	1.562	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	1018	52	2843	0.358	1018	0.6	1.972	A
2	14	1053	1383	0.010	14	0.0	2.629	A
3	528	602	1972	0.268	528	0.4	2.493	A
4	219	469	2423	0.090	219	0.1	1.632	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	1018	52	2843	0.358	1018	0.6	1.972	A
2	14	1054	1383	0.010	14	0.0	2.629	A
3	528	602	1972	0.268	528	0.4	2.493	A
4	219	469	2423	0.090	219	0.1	1.632	A

17:45 - 18:00

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	832	42	2850	0.292	832	0.4	1.786	A
2	12	861	1476	0.008	12	0.0	2.459	A
3	432	492	2039	0.212	432	0.3	2.242	A
4	179	383	2481	0.072	179	0.1	1.565	A

18:00 - 18:15

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	696	35	2855	0.244	697	0.3	1.670	A
2	10	721	1544	0.006	10	0.0	2.346	A
3	361	412	2087	0.173	362	0.2	2.086	A
4	150	321	2523	0.059	150	0.1	1.518	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	2.02	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	06:45	08:15	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		✓	982	100.000
2		✓	41	100.000
3		✓	354	100.000
4		✓	189	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	113	588	281
	2	19	0	4	18
	3	298	13	3	40
	4	143	6	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
From	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	2.06	0.6	A
2	0.03	2.64	0.0	A
3	0.18	2.07	0.2	A
4	0.08	1.57	0.1	A

Main Results for each time segment

06:45 - 07:00

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	739	47	2847	0.260	738	0.3	1.707	A
2	31	685	1561	0.020	31	0.0	2.352	A
3	267	239	2192	0.122	266	0.1	1.868	A
4	142	250	2571	0.055	142	0.1	1.481	A

07:00 - 07:15

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	883	56	2841	0.311	882	0.4	1.837	A
2	37	820	1496	0.025	37	0.0	2.466	A
3	318	286	2164	0.147	318	0.2	1.950	A
4	170	299	2538	0.067	170	0.1	1.519	A

07:15 - 07:30

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	1081	68	2832	0.382	1081	0.6	2.055	A
2	45	1004	1407	0.032	45	0.0	2.642	A
3	390	350	2125	0.183	390	0.2	2.074	A
4	208	366	2492	0.083	208	0.1	1.575	A

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	1081	68	2832	0.382	1081	0.6	2.056	A
2	45	1004	1407	0.032	45	0.0	2.642	A
3	390	350	2125	0.183	390	0.2	2.074	A
4	208	367	2492	0.083	208	0.1	1.575	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	883	56	2841	0.311	883	0.5	1.839	A
2	37	820	1496	0.025	37	0.0	2.469	A
3	318	286	2163	0.147	318	0.2	1.951	A
4	170	300	2538	0.067	170	0.1	1.522	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	739	47	2847	0.260	740	0.4	1.708	A
2	31	687	1560	0.020	31	0.0	2.355	A
3	267	240	2192	0.122	267	0.1	1.872	A
4	142	251	2571	0.055	142	0.1	1.481	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	2.34	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	16:45	18:15	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		✓	996	100.000
2		✓	140	100.000
3		✓	582	100.000
4		✓	205	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	32	411	553
	2	48	0	19	73
	3	502	4	2	74
	4	159	3	43	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	0.39	2.06	0.6	A
2	0.11	3.00	0.1	A
3	0.34	2.89	0.5	A
4	0.10	1.71	0.1	A

Main Results for each time segment

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	750	39	2852	0.263	748	0.4	1.711	A
2	105	758	1526	0.069	105	0.1	2.533	A
3	438	506	2030	0.216	437	0.3	2.259	A
4	154	418	2458	0.063	154	0.1	1.562	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	895	47	2847	0.315	895	0.5	1.843	A
2	126	907	1454	0.087	126	0.1	2.709	A
3	523	606	1970	0.266	523	0.4	2.488	A
4	184	500	2402	0.077	184	0.1	1.622	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	1097	57	2840	0.386	1096	0.6	2.063	A
2	154	1110	1356	0.114	154	0.1	2.995	A
3	641	742	1888	0.339	640	0.5	2.884	A
4	226	612	2327	0.097	226	0.1	1.712	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	1097	57	2840	0.386	1097	0.6	2.065	A
2	154	1111	1355	0.114	154	0.1	2.996	A
3	641	742	1887	0.340	641	0.5	2.887	A
4	226	612	2326	0.097	226	0.1	1.713	A

17:45 - 18:00

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	895	47	2847	0.315	896	0.5	1.848	A
2	126	908	1454	0.087	126	0.1	2.711	A
3	523	606	1969	0.266	524	0.4	2.490	A
4	184	500	2402	0.077	184	0.1	1.625	A

18:00 - 18:15

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	750	39	2852	0.263	750	0.4	1.715	A
2	105	760	1525	0.069	105	0.1	2.535	A
3	438	508	2029	0.216	439	0.3	2.265	A
4	154	419	2457	0.063	154	0.1	1.562	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.
Warning	O-D data		O-D matrix contains negative demand. Matrix should only be used as a development matrix for Demand Set relationships and should not be run on its own.

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	1.84	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	06:45	08:15	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		✓	867	100.000
2		✓	41	100.000
3		✓	-33	100.000
4		✓	177	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	113	473	281
	2	19	0	4	18
	3	-61	13	3	12
	4	143	6	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	0.33	1.89	0.5	A
2	0.03	2.51	0.0	A
3	0.00	0.00	0.0	A
4	0.07	1.42	0.1	A

Main Results for each time segment

06:45 - 07:00

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	653	26	2861	0.228	652	0.3	1.629	A
2	31	588	1608	0.019	31	0.0	2.281	A
3	0	239	2192	0.000	0	0.0	0.000	A
4	133	14	2731	0.049	133	0.1	1.385	A

07:00 - 07:15

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	779	31	2858	0.273	779	0.4	1.731	A
2	37	703	1553	0.024	37	0.0	2.374	A
3	0	286	2164	0.000	0	0.0	0.000	A
4	159	17	2729	0.058	159	0.1	1.400	A

07:15 - 07:30

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	955	37	2853	0.335	954	0.5	1.895	A
2	45	861	1476	0.031	45	0.0	2.514	A
3	0	350	2125	0.000	0	0.0	0.000	A
4	195	21	2726	0.071	195	0.1	1.421	A

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	955	37	2853	0.335	955	0.5	1.895	A
2	45	861	1476	0.031	45	0.0	2.515	A
3	0	350	2125	0.000	0	0.0	0.000	A
4	195	21	2726	0.071	195	0.1	1.421	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	779	31	2858	0.273	780	0.4	1.732	A
2	37	703	1552	0.024	37	0.0	2.375	A
3	0	286	2163	0.000	0	0.0	0.000	A
4	159	17	2729	0.058	159	0.1	1.402	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	653	26	2861	0.228	653	0.3	1.632	A
2	31	589	1608	0.019	31	0.0	2.282	A
3	0	240	2192	0.000	0	0.0	0.000	A
4	133	14	2731	0.049	133	0.1	1.385	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	2.38	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	16:45	18:15	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		✓	996	100.000
2		✓	140	100.000
3		✓	614	100.000
4		✓	205	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	32	411	553
	2	48	0	19	73
	3	523	4	2	85
	4	159	3	43	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	0.39	2.06	0.6	A
2	0.11	3.00	0.1	A
3	0.36	2.97	0.6	A
4	0.10	1.73	0.1	A

Main Results for each time segment

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	750	39	2852	0.263	748	0.4	1.711	A
2	105	758	1526	0.069	105	0.1	2.533	A
3	462	506	2030	0.228	461	0.3	2.294	A
4	154	433	2447	0.063	154	0.1	1.569	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	895	47	2847	0.315	895	0.5	1.843	A
2	126	907	1454	0.087	126	0.1	2.709	A
3	552	606	1970	0.280	552	0.4	2.538	A
4	184	518	2390	0.077	184	0.1	1.631	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	1097	57	2840	0.386	1096	0.6	2.063	A
2	154	1110	1356	0.114	154	0.1	2.995	A
3	676	742	1888	0.358	675	0.6	2.968	A
4	226	635	2311	0.098	226	0.1	1.725	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	1097	57	2840	0.386	1097	0.6	2.065	A
2	154	1111	1355	0.114	154	0.1	2.996	A
3	676	742	1887	0.358	676	0.6	2.971	A
4	226	635	2310	0.098	226	0.1	1.725	A

17:45 - 18:00

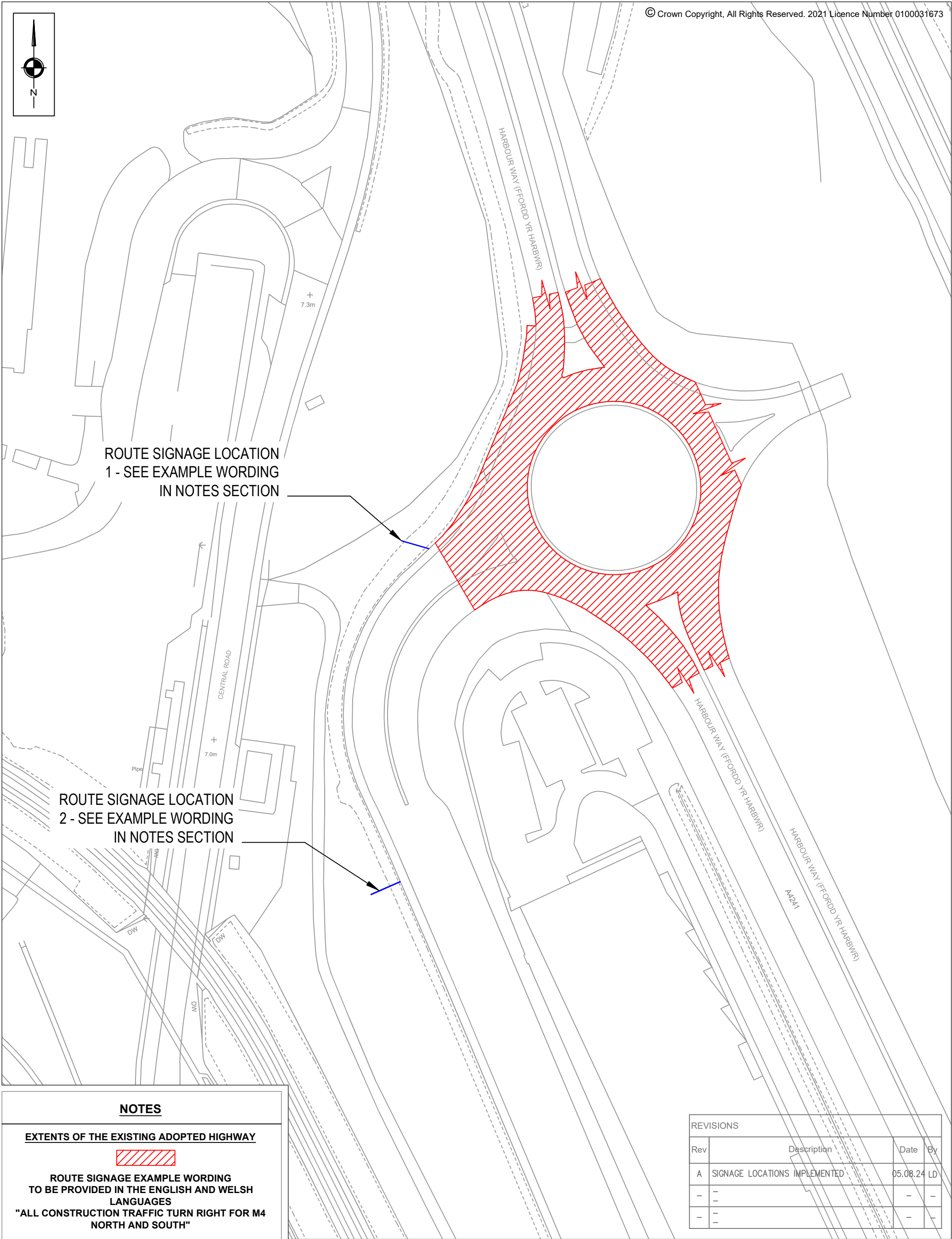
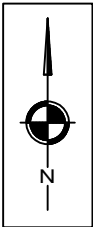
Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	895	47	2847	0.315	896	0.5	1.845	A
2	126	908	1454	0.087	126	0.1	2.713	A
3	552	606	1969	0.280	553	0.4	2.541	A
4	184	519	2389	0.077	184	0.1	1.634	A

18:00 - 18:15

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	750	39	2852	0.263	750	0.4	1.715	A
2	105	760	1525	0.069	105	0.1	2.537	A
3	462	508	2029	0.228	463	0.3	2.298	A
4	154	435	2446	0.063	154	0.1	1.572	A

S|C|P

APPENDIX H



NOTES

EXTENTS OF THE EXISTING ADOPTED HIGHWAY



ROUTE SIGNAGE EXAMPLE WORDING
TO BE PROVIDED IN THE ENGLISH AND WELSH
LANGUAGES
"ALL CONSTRUCTION TRAFFIC TURN RIGHT FOR M4
NORTH AND SOUTH"

REVISIONS			
Rev	Description	Date	By
A	SIGNAGE LOCATIONS IMPLEMENTED	05.08.24	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	EAF PROJECT, SOUTH WALES
Project Title	

Drawing Title	ROUTE SIGNAGE LOCATIONS
---------------	-------------------------

Scale	1:1000 @ A3
Date	25.05.2022
Approved/Unapproved	-

By	BA
Checked	CT
Status	PLANNING

Drawing No.	SCP/210638/D01
Revision	A

S|C|P

APPENDIX I

Junctions 9									
ARCADY 9 - Roundabout Module									
Version: 9.5.2.1013 © 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 7.j9

Path: C:\Users\Junctions shared\Desktop\Craig\EAF Junction Assessments Remote Comp\Mitigation

Report generation date: 16/08/2024 06:28:07

»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
2026 Do Something										
Arm 1	D5	0.3	1.57	0.21	A	D6	0.2	1.52	0.18	A
Arm 2		0.0	0.00	0.00	A		0.2	1.47	0.13	A
Arm 3		0.2	1.50	0.16	A		0.3	1.78	0.26	A
Arm 4		0.0	2.31	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)
D5	2026 Do Something	AM	ONE HOUR	06:45	08:15	15
D6	2026 Do Something	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

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.
Warning	O-D data		O-D matrix contains negative demand. Matrix should only be used as a development matrix for Demand Set relationships and should not be run on its own.

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

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)
D5	2026 Do Something	AM	ONE HOUR	06:45	08:15	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		✓	568	100.000
2		✓	-905	100.000
3		✓	406	100.000
4		✓	29	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
	1	0	94	474	0
	2	-372	0	-536	3
	3	336	68	0	2
	4	2	19	6	2

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.21	1.57	0.3	A
2	0.00	0.00	0.0	A
3	0.16	1.50	0.2	A
4	0.02	2.31	0.0	A

Main Results for each time segment

06:45 - 07:00

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	428	71	2945	0.145	427	0.2	1.429	A
2	0	362	2876	0.000	0	0.0	0.000	A
3	306	2	2844	0.107	305	0.1	1.417	A
4	22	304	1663	0.013	22	0.0	2.193	A

07:00 - 07:15

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	511	85	2935	0.174	510	0.2	1.484	A
2	0	433	2824	0.000	0	0.0	0.000	A
3	365	2	2844	0.128	365	0.1	1.451	A
4	26	363	1631	0.016	26	0.0	2.242	A

07:15 - 07:30

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	625	105	2922	0.214	625	0.3	1.567	A
2	0	530	2752	0.000	0	0.0	0.000	A
3	447	2	2843	0.157	447	0.2	1.501	A
4	32	445	1588	0.020	32	0.0	2.313	A

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	625	105	2922	0.214	625	0.3	1.567	A
2	0	531	2752	0.000	0	0.0	0.000	A
3	447	2	2843	0.157	447	0.2	1.501	A
4	32	445	1587	0.020	32	0.0	2.313	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	511	85	2935	0.174	511	0.2	1.484	A
2	0	434	2824	0.000	0	0.0	0.000	A
3	365	2	2844	0.128	365	0.1	1.451	A
4	26	363	1631	0.016	26	0.0	2.244	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	428	72	2945	0.145	428	0.2	1.431	A
2	0	363	2876	0.000	0	0.0	0.000	A
3	306	2	2844	0.107	306	0.1	1.420	A
4	22	304	1662	0.013	22	0.0	2.195	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	1.62	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	16:45	18:15	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		✓	470	100.000
2		✓	344	100.000
3		✓	633	100.000
4		✓	2	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	74	396	0
	2	168	0	176	0
	3	492	139	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	1.52	0.2	A
2	0.13	1.47	0.2	A
3	0.26	1.78	0.3	A
4	0.00	0.00	0.0	A

Main Results for each time segment

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	354	104	2922	0.121	353	0.1	1.401	A
2	259	298	2924	0.089	259	0.1	1.350	A
3	477	126	2757	0.173	476	0.2	1.577	A
4	0	601	1504	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	423	125	2907	0.145	422	0.2	1.448	A
2	309	356	2881	0.107	309	0.1	1.399	A
3	569	151	2740	0.208	569	0.3	1.657	A
4	0	718	1442	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	517	153	2887	0.179	517	0.2	1.518	A
2	379	436	2822	0.134	379	0.2	1.472	A
3	697	185	2716	0.257	697	0.3	1.781	A
4	0	879	1356	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	517	153	2887	0.179	517	0.2	1.518	A
2	379	436	2822	0.134	379	0.2	1.472	A
3	697	185	2716	0.257	697	0.3	1.781	A
4	0	880	1356	0.000	0	0.0	0.000	A

17:45 - 18:00

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	423	125	2907	0.145	423	0.2	1.448	A
2	309	356	2881	0.107	309	0.1	1.401	A
3	569	151	2740	0.208	569	0.3	1.660	A
4	0	719	1441	0.000	0	0.0	0.000	A

18:00 - 18:15

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	354	105	2921	0.121	354	0.1	1.403	A
2	259	298	2924	0.089	259	0.1	1.350	A
3	477	127	2757	0.173	477	0.2	1.580	A
4	0	602	1504	0.000	0	0.0	0.000	A

S|C|P

APPENDIX J

Junctions 9									
ARCADY 9 - Roundabout Module									
Version: 9.5.2.1013 © 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 8.j9

Path: C:\Users\Junctions shared\Desktop\Craig\EAF Junction Assessments Remote Comp\Mitigation

Report generation date: 16/08/2024 06:28:50

»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
2026 Do Something										
Arm 1	D5	0.6	1.96	0.36	A	D6	0.6	2.06	0.39	A
Arm 2		0.0	2.57	0.03	A		0.1	3.00	0.11	A
Arm 3		0.0	0.00	0.00	A		0.6	3.09	0.38	A
Arm 4		0.1	1.42	0.07	A		0.1	1.73	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 / 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)
D5	2026 Do Something	AM	ONE HOUR	06:45	08:15	15
D6	2026 Do Something	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

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.
Warning	O-D data		O-D matrix contains negative demand. Matrix should only be used as a development matrix for Demand Set relationships and should not be run on its own.

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	1.90	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 Road (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)
D5	2026 Do Something	AM	ONE HOUR	06:45	08:15	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		✓	922	100.000
2		✓	41	100.000
3		✓	-33	100.000
4		✓	177	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	113	528	281
	2	19	0	4	18
	3	-61	13	3	12
	4	143	6	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	0.36	1.96	0.6	A
2	0.03	2.57	0.0	A
3	0.00	0.00	0.0	A
4	0.07	1.42	0.1	A

Main Results for each time segment

06:45 - 07:00

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	694	26	2861	0.243	693	0.3	1.660	A
2	31	629	1588	0.019	31	0.0	2.310	A
3	0	239	2192	0.000	0	0.0	0.000	A
4	133	14	2731	0.049	133	0.1	1.385	A

07:00 - 07:15

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	829	31	2858	0.290	829	0.4	1.773	A
2	37	752	1529	0.024	37	0.0	2.412	A
3	0	286	2164	0.000	0	0.0	0.000	A
4	159	17	2729	0.058	159	0.1	1.400	A

07:15 - 07:30

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	37	2853	0.356	1015	0.6	1.958	A
2	45	921	1447	0.031	45	0.0	2.567	A
3	0	350	2125	0.000	0	0.0	0.000	A
4	195	21	2726	0.071	195	0.1	1.421	A

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	1015	37	2853	0.356	1015	0.6	1.958	A
2	45	922	1447	0.031	45	0.0	2.567	A
3	0	350	2125	0.000	0	0.0	0.000	A
4	195	21	2726	0.071	195	0.1	1.421	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	829	31	2858	0.290	829	0.4	1.774	A
2	37	753	1528	0.024	37	0.0	2.413	A
3	0	286	2163	0.000	0	0.0	0.000	A
4	159	17	2729	0.058	159	0.1	1.400	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	694	26	2861	0.243	694	0.3	1.660	A
2	31	630	1588	0.019	31	0.0	2.313	A
3	0	240	2192	0.000	0	0.0	0.000	A
4	133	14	2731	0.049	133	0.1	1.387	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	2.43	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	16:45	18:15	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		✓	996	100.000
2		✓	140	100.000
3		✓	657	100.000
4		✓	205	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	32	411	553
	2	48	0	19	73
	3	523	4	2	128
	4	159	3	43	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	0.39	2.06	0.6	A
2	0.11	3.00	0.1	A
3	0.38	3.09	0.6	A
4	0.10	1.73	0.1	A

Main Results for each time segment

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	750	39	2852	0.263	748	0.4	1.711	A
2	105	758	1526	0.069	105	0.1	2.533	A
3	495	506	2030	0.244	493	0.3	2.340	A
4	154	433	2447	0.063	154	0.1	1.569	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	895	47	2847	0.315	895	0.5	1.843	A
2	126	907	1454	0.087	126	0.1	2.709	A
3	591	606	1970	0.300	590	0.4	2.609	A
4	184	518	2390	0.077	184	0.1	1.631	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	1097	57	2840	0.386	1096	0.6	2.063	A
2	154	1110	1356	0.114	154	0.1	2.995	A
3	723	742	1888	0.383	723	0.6	3.089	A
4	226	635	2311	0.098	226	0.1	1.725	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	1097	57	2840	0.386	1097	0.6	2.065	A
2	154	1111	1355	0.114	154	0.1	2.996	A
3	723	742	1887	0.383	723	0.6	3.092	A
4	226	635	2310	0.098	226	0.1	1.725	A

17:45 - 18:00

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	895	47	2847	0.315	896	0.5	1.848	A
2	126	908	1454	0.087	126	0.1	2.713	A
3	591	606	1969	0.300	591	0.4	2.613	A
4	184	519	2389	0.077	184	0.1	1.634	A

18:00 - 18:15

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	750	39	2852	0.263	750	0.4	1.712	A
2	105	760	1525	0.069	105	0.1	2.537	A
3	495	508	2029	0.244	495	0.3	2.348	A
4	154	435	2446	0.063	154	0.1	1.572	A

S|C|P

APPENDIX K

Junctions 9									
ARCADY 9 - Roundabout Module									
Version: 9.5.2.1013									
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution									

Filename: Junction 9 - M4 Junction 38_Advanced.j9

Path: C:\Users\Junctions shared\Desktop\Craig\EAF Junction Assessments Remote Comp\Mitigation

Report generation date: 16/08/2024 06:29:14

»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
2026 Do Something										
Arm 1	D5	0.3	1.92	0.21	A	D6	0.6	3.55	0.39	A
Arm 2		0.2	1.65	0.14	A		0.3	2.28	0.25	A
Arm 3		0.4	2.68	0.29	A		0.4	2.72	0.27	A
Arm 4		0.0	2.79	0.02	A		0.1	3.00	0.05	A
Arm 5		0.0	1.27	0.04	A		0.4	1.71	0.28	A

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

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

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
D5	2026 Do Something	AM	ONE HOUR	06:45	08:15	15	✓
D6	2026 Do Something	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

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	2.09	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
D5	2026 Do Something	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	464	100.000
2		ONE HOUR	✓	315	100.000
3		ONE HOUR	✓	499	100.000
4		ONE HOUR	✓	21	100.000
5		ONE HOUR	✓	103	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1	2	3	4	5
From	1	0	281	0	14	169
	2	0	0	17	4	294
	3	0	19	0	34	446
	4	0	0	7	0	14
	5	0	59	25	19	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	1.92	0.3	A	426	639
2	0.14	1.65	0.2	A	289	434
3	0.29	2.68	0.4	A	458	687
4	0.02	2.79	0.0	A	19	29
5	0.04	1.27	0.0	A	95	142

Main Results for each time segment

06:45 - 07:00

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	349	87	97	2433	0.144	349	0	0.0	0.2	1.727	A
2	237	59	176	2610	0.091	237	270	0.0	0.1	1.516	A
3	376	94	376	2068	0.182	375	37	0.0	0.2	2.125	A
4	16	4	697	1551	0.010	16	53	0.0	0.0	2.344	A
5	78	19	20	2948	0.026	77	693	0.0	0.0	1.253	A

07:00 - 07:15

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	417	104	116	2414	0.173	417	0	0.2	0.2	1.802	A
2	283	71	210	2576	0.110	283	323	0.1	0.1	1.569	A
3	449	112	449	1995	0.225	448	44	0.2	0.3	2.327	A
4	19	5	834	1451	0.013	19	64	0.0	0.0	2.513	A
5	93	23	23	2943	0.031	93	829	0.0	0.0	1.262	A

07:15 - 07:30

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	511	128	142	2388	0.214	511	0	0.2	0.3	1.916	A
2	347	87	258	2528	0.137	347	395	0.1	0.2	1.649	A
3	549	137	550	1895	0.290	549	54	0.3	0.4	2.675	A
4	23	6	1021	1314	0.018	23	78	0.0	0.0	2.787	A
5	113	28	29	2937	0.039	113	1016	0.0	0.0	1.274	A

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	511	128	142	2388	0.214	511	0	0.3	0.3	1.917	A
2	347	87	258	2528	0.137	347	395	0.2	0.2	1.649	A
3	549	137	551	1894	0.290	549	54	0.4	0.4	2.676	A
4	23	6	1022	1314	0.018	23	78	0.0	0.0	2.788	A
5	113	28	29	2937	0.039	113	1016	0.0	0.0	1.274	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	417	104	116	2414	0.173	417	0	0.3	0.2	1.805	A
2	283	71	210	2575	0.110	283	323	0.2	0.1	1.572	A
3	449	112	450	1995	0.225	449	44	0.4	0.3	2.329	A
4	19	5	835	1450	0.013	19	64	0.0	0.0	2.516	A
5	93	23	23	2943	0.031	93	830	0.0	0.0	1.262	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	349	87	97	2432	0.144	349	0	0.2	0.2	1.730	A
2	237	59	176	2610	0.091	237	270	0.1	0.1	1.516	A
3	376	94	377	2067	0.182	376	37	0.3	0.2	2.128	A
4	16	4	699	1550	0.010	16	53	0.0	0.0	2.348	A
5	78	19	20	2948	0.026	78	695	0.0	0.0	1.255	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	2.54	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	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	600	100.000
2		ONE HOUR	✓	472	100.000
3		ONE HOUR	✓	453	100.000
4		ONE HOUR	✓	63	100.000
5		ONE HOUR	✓	727	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
	1	2	3	4	5	
From	1	0	504	0	14	82
	2	0	0	13	1	458
	3	0	32	0	10	411
	4	0	7	15	0	41
	5	0	220	497	10	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	0.39	3.55	0.6	A	551	826
2	0.25	2.28	0.3	A	433	650
3	0.27	2.72	0.4	A	416	624
4	0.05	3.00	0.1	A	58	87
5	0.28	1.71	0.4	A	667	1001

Main Results for each time segment

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	452	113	587	1945	0.232	451	0	0.0	0.3	2.406	A
2	355	89	464	2318	0.153	355	573	0.0	0.2	1.833	A
3	341	85	424	2020	0.169	340	395	0.0	0.2	2.142	A
4	47	12	738	1521	0.031	47	26	0.0	0.0	2.442	A
5	547	137	41	2924	0.187	546	745	0.0	0.2	1.514	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	539	135	702	1831	0.295	539	0	0.3	0.4	2.786	A
2	424	106	555	2226	0.191	424	685	0.2	0.2	1.997	A
3	407	102	508	1937	0.210	407	472	0.2	0.3	2.352	A
4	57	14	883	1415	0.040	57	31	0.0	0.0	2.649	A
5	654	163	49	2915	0.224	653	891	0.2	0.3	1.591	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	661	165	859	1674	0.395	660	0	0.4	0.6	3.544	A
2	520	130	680	2100	0.247	519	839	0.2	0.3	2.277	A
3	499	125	622	1824	0.273	498	578	0.3	0.4	2.716	A
4	69	17	1081	1270	0.055	69	38	0.0	0.1	2.997	A
5	800	200	59	2903	0.276	800	1091	0.3	0.4	1.711	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	661	165	860	1674	0.395	661	0	0.6	0.6	3.551	A
2	520	130	680	2100	0.248	520	840	0.3	0.3	2.278	A
3	499	125	622	1823	0.274	499	578	0.4	0.4	2.717	A
4	69	17	1082	1269	0.055	69	39	0.1	0.1	2.999	A
5	800	200	59	2903	0.276	800	1092	0.4	0.4	1.711	A

17:45 - 18:00

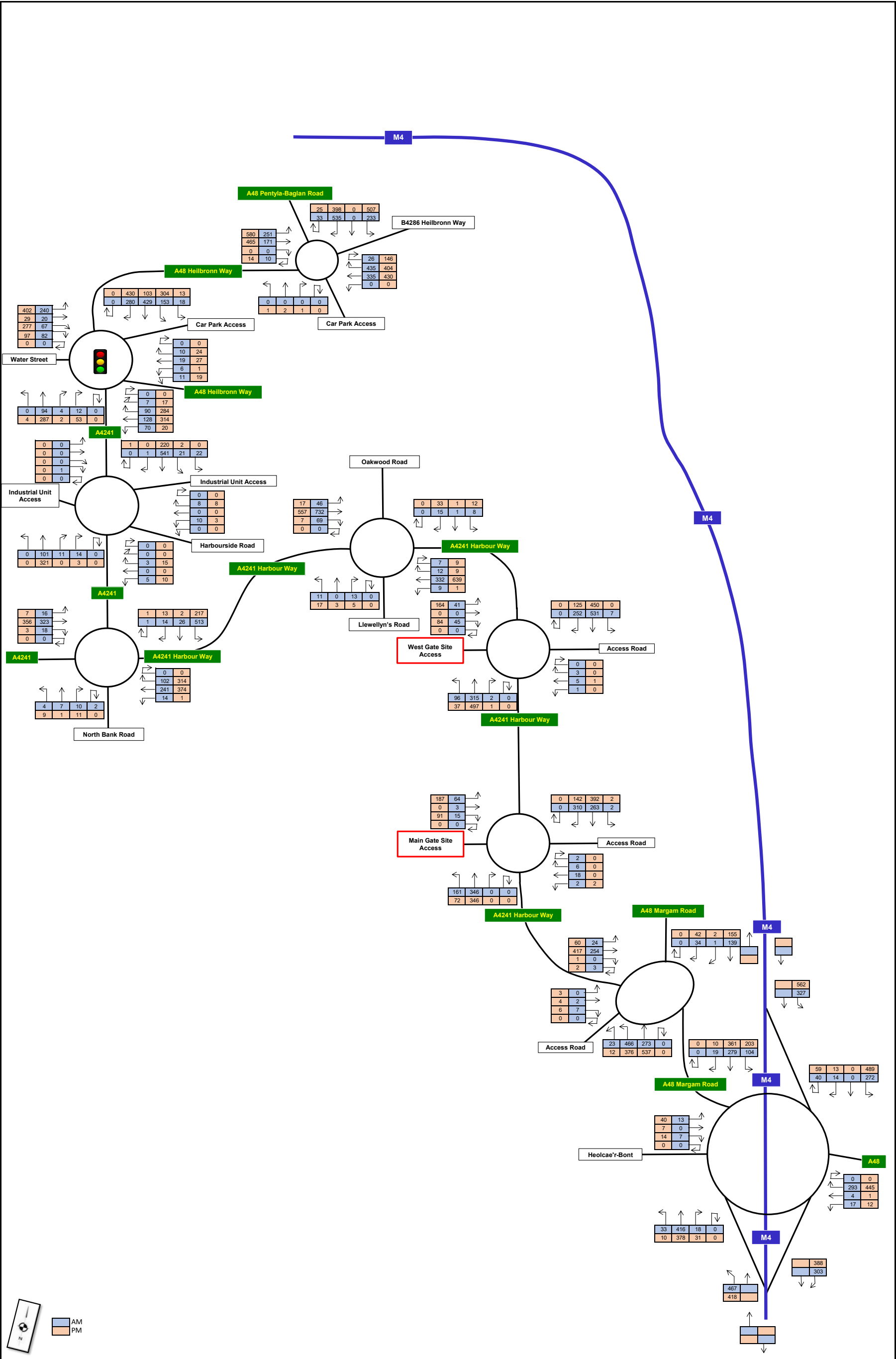
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	539	135	703	1830	0.295	540	0	0.6	0.4	2.791	A
2	424	106	556	2226	0.191	425	687	0.3	0.2	1.999	A
3	407	102	508	1936	0.210	408	472	0.4	0.3	2.357	A
4	57	14	885	1414	0.040	57	32	0.1	0.0	2.654	A
5	654	163	49	2915	0.224	654	893	0.4	0.3	1.594	A

18:00 - 18:15

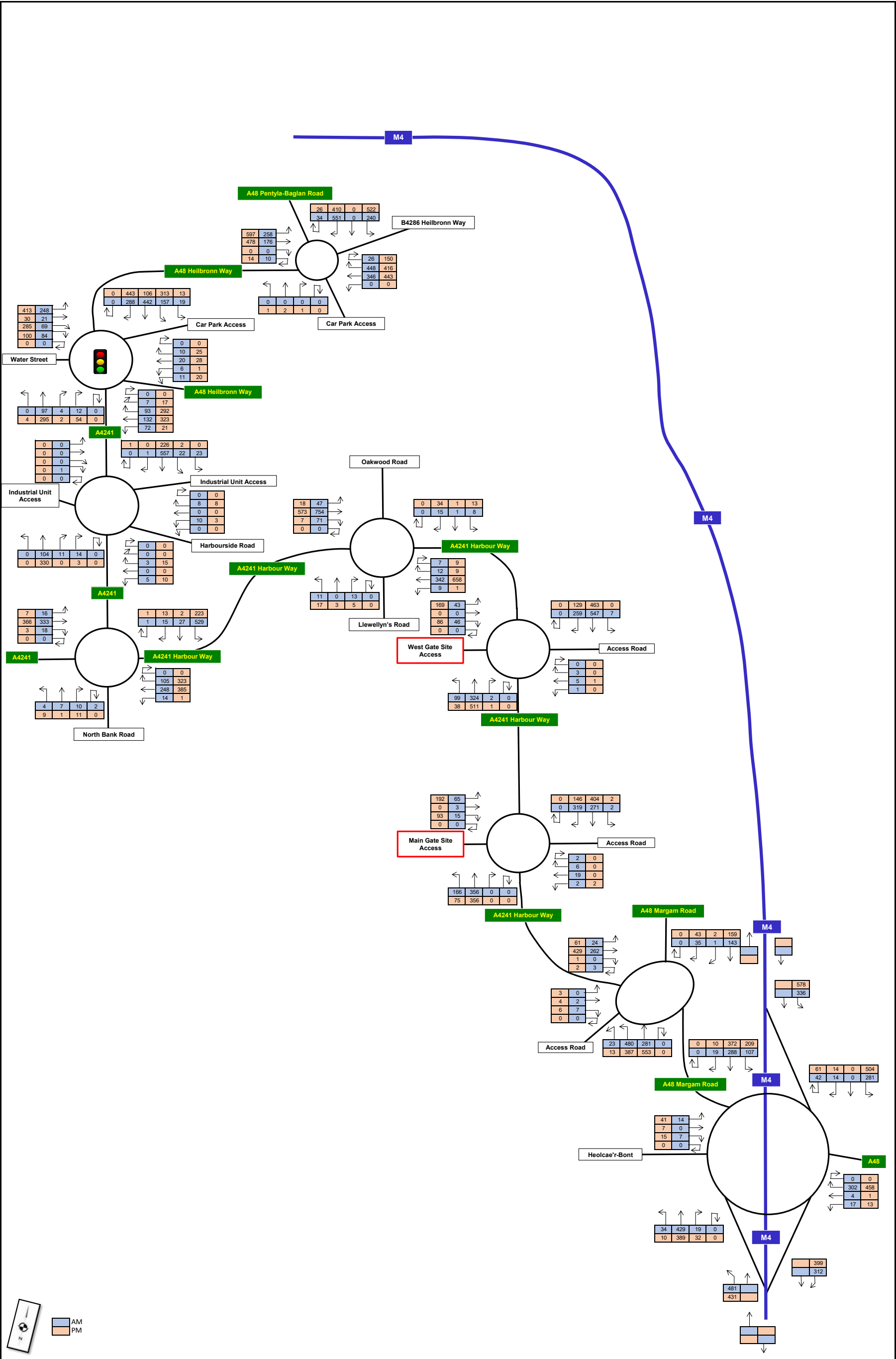
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	452	113	588	1944	0.232	452	0	0.4	0.3	2.413	A
2	355	89	466	2317	0.153	356	575	0.2	0.2	1.834	A
3	341	85	426	2019	0.169	341	395	0.3	0.2	2.148	A
4	47	12	741	1519	0.031	47	26	0.0	0.0	2.447	A
5	547	137	41	2924	0.187	548	747	0.3	0.2	1.516	A

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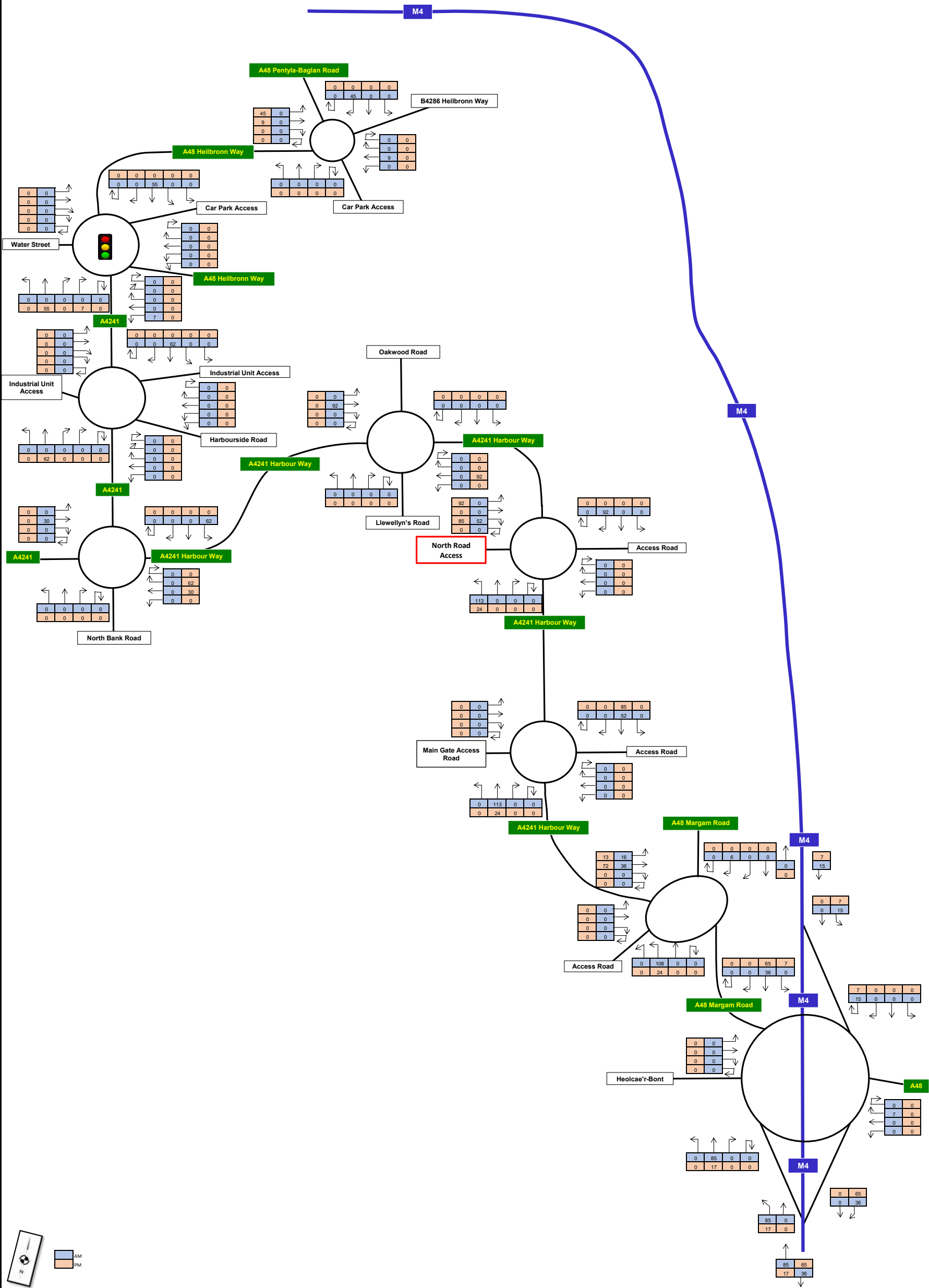
FIGURES




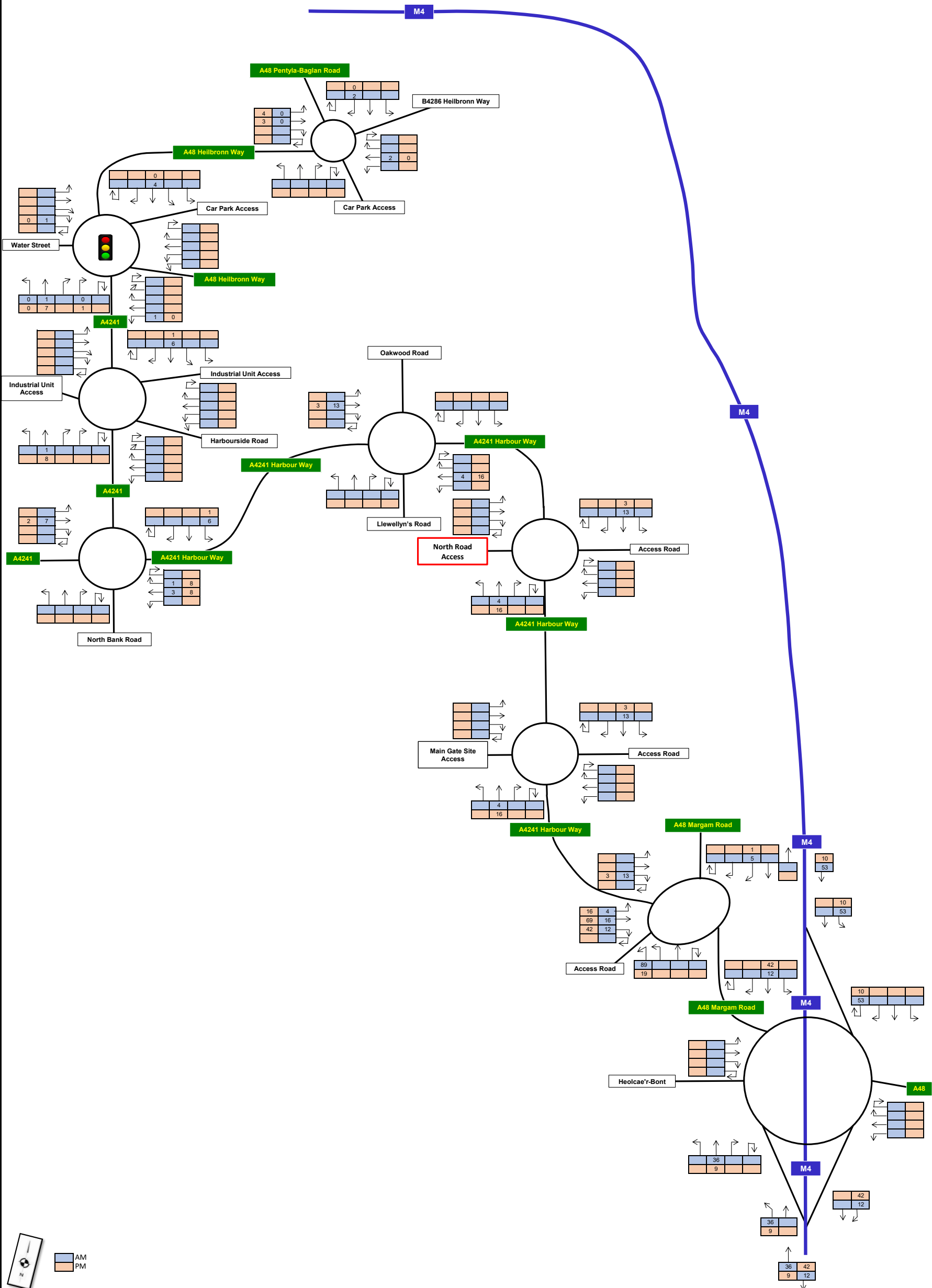
<div>SCP</div> <div>Transportation Planning : Infrastructure Design</div>	2022 Surveyed Traffic Flows - PCU	16 August 2024
	Electric Arc Furnace Project, Land at Port Talbot Steelworks, Port Talbot	Job Number - SCP/210634
		Traffic Figure 1




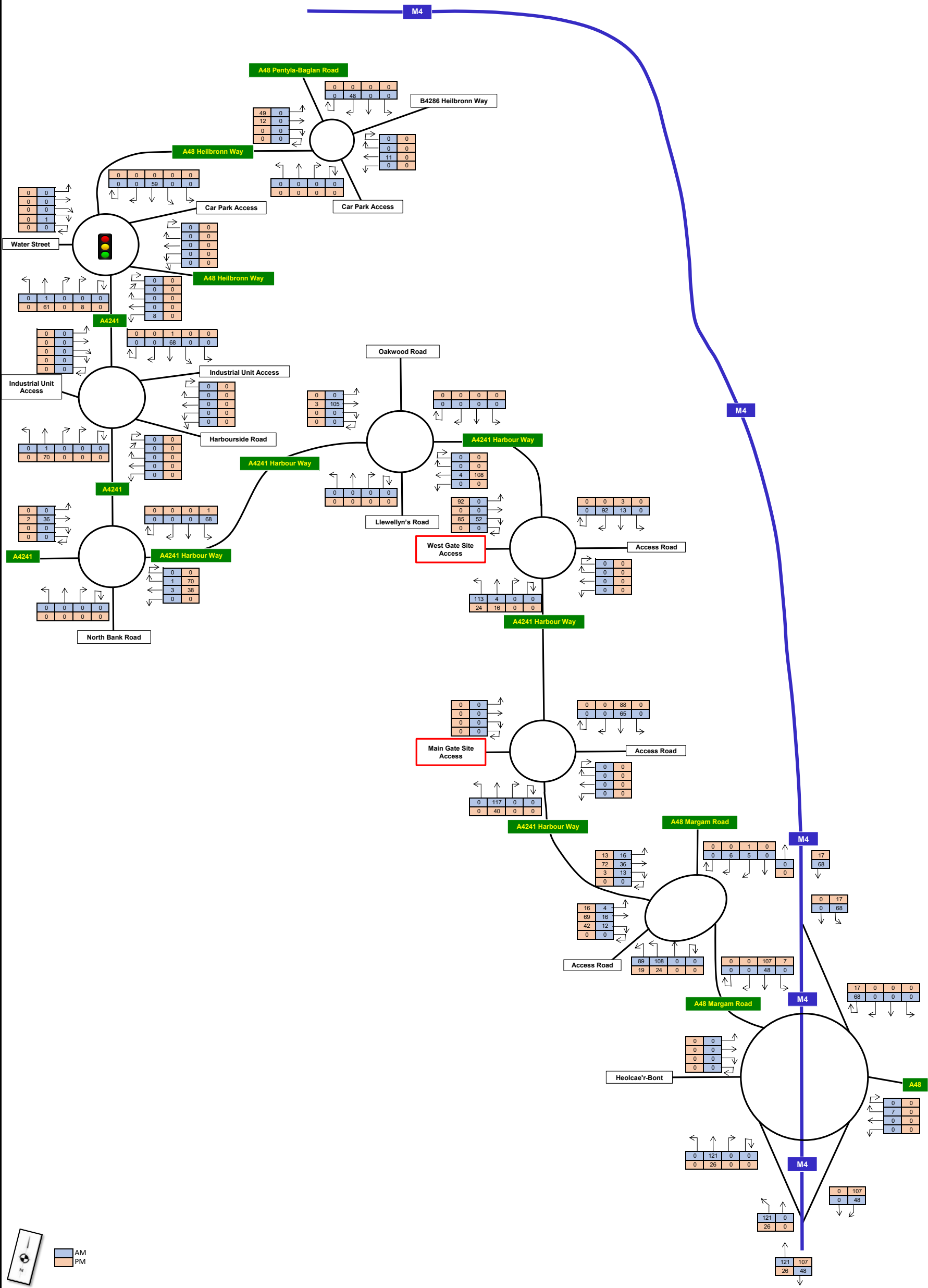
<div>SCP</div> <div>Transportation Planning : Infrastructure Design</div>	2026 Growthed Surveyed Traffic Flows - PCU	16 August 2024
	Electric Arc Furnace Project, Land at Port Talbot Steelworks, Port Talbot	Job Number - SCP/210634
		Traffic Figure 2




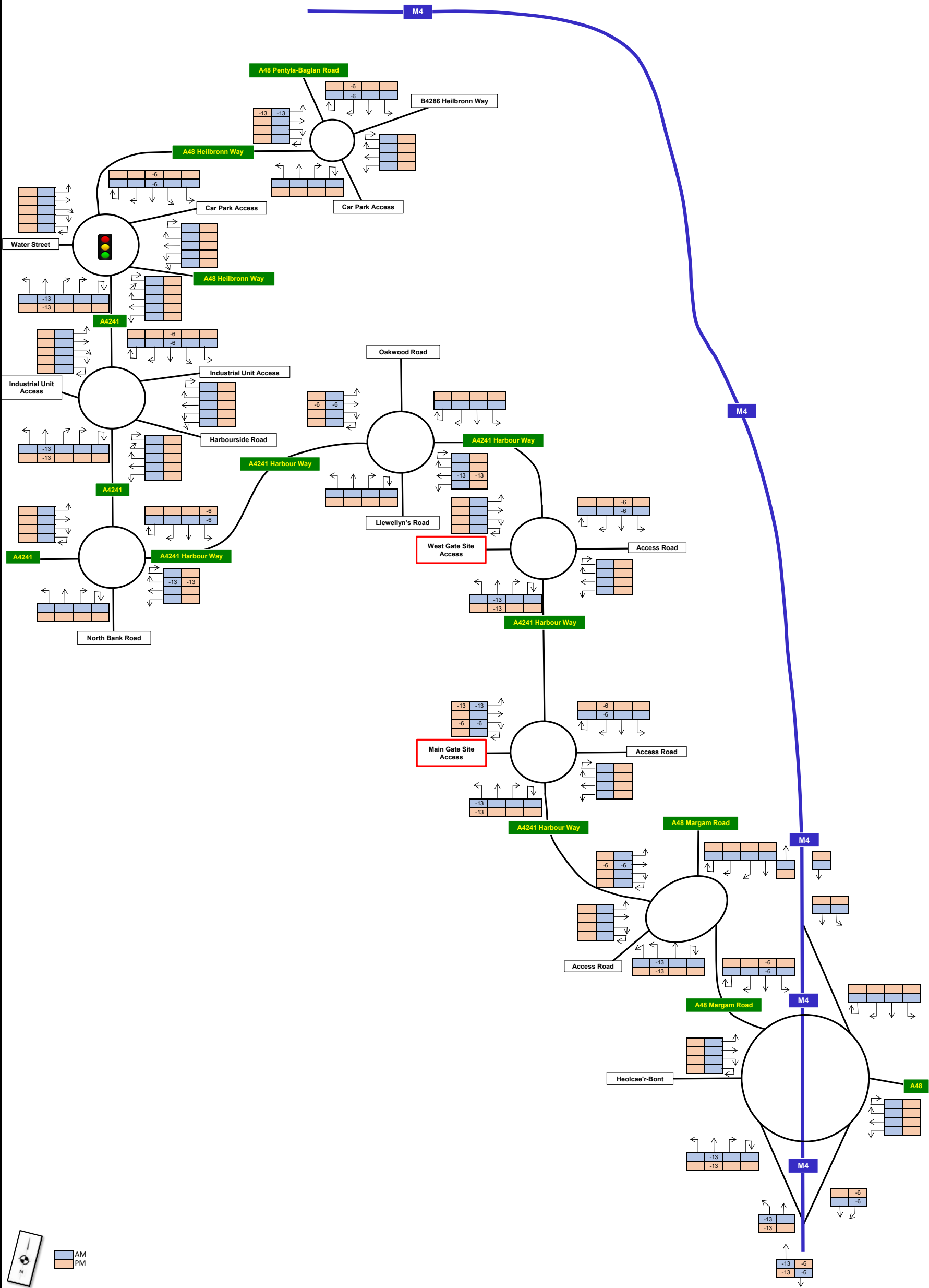
 Transportation Planning - Infrastructure Design	Committed Development Traffic (P2023/0858 - Crown Wharf, Port Talbot Docks) - PCU	16 August 2024
	Electric Arc Furnace Project, Land at Port Talbot Steelworks, Port Talbot	Job Number - SCP/210634
		Traffic Figure 3



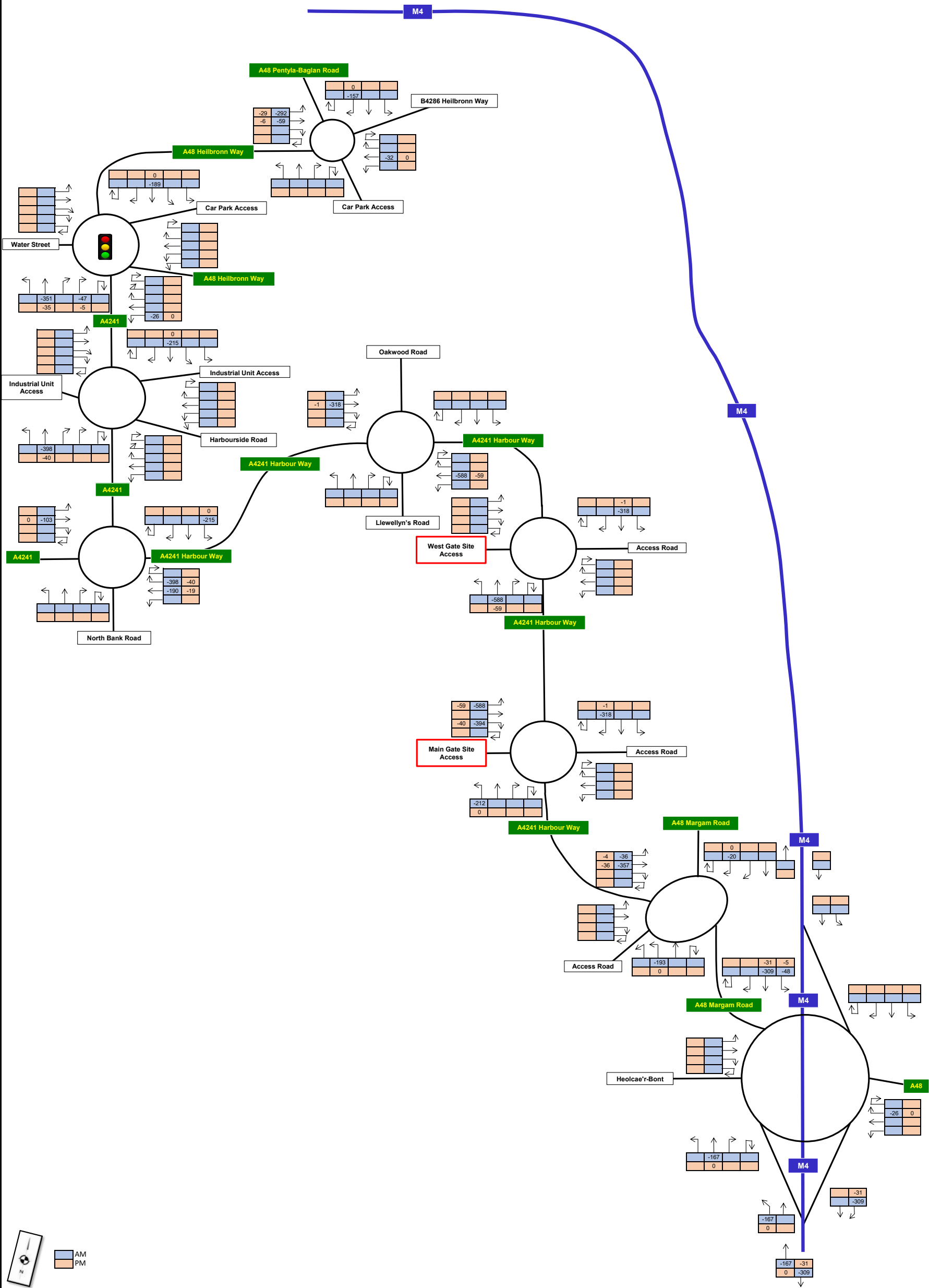
 Transportation Planning - Infrastructure Design	Committed Development Traffic (P2021/1255 - Land off J38 of the M4, Margam) - PCU	16 August 2024
	Electric Arc Furnace Project, Land at Port Talbot Steelworks, Port Talbot	Job Number - SCP/210634
		Traffic Figure 4



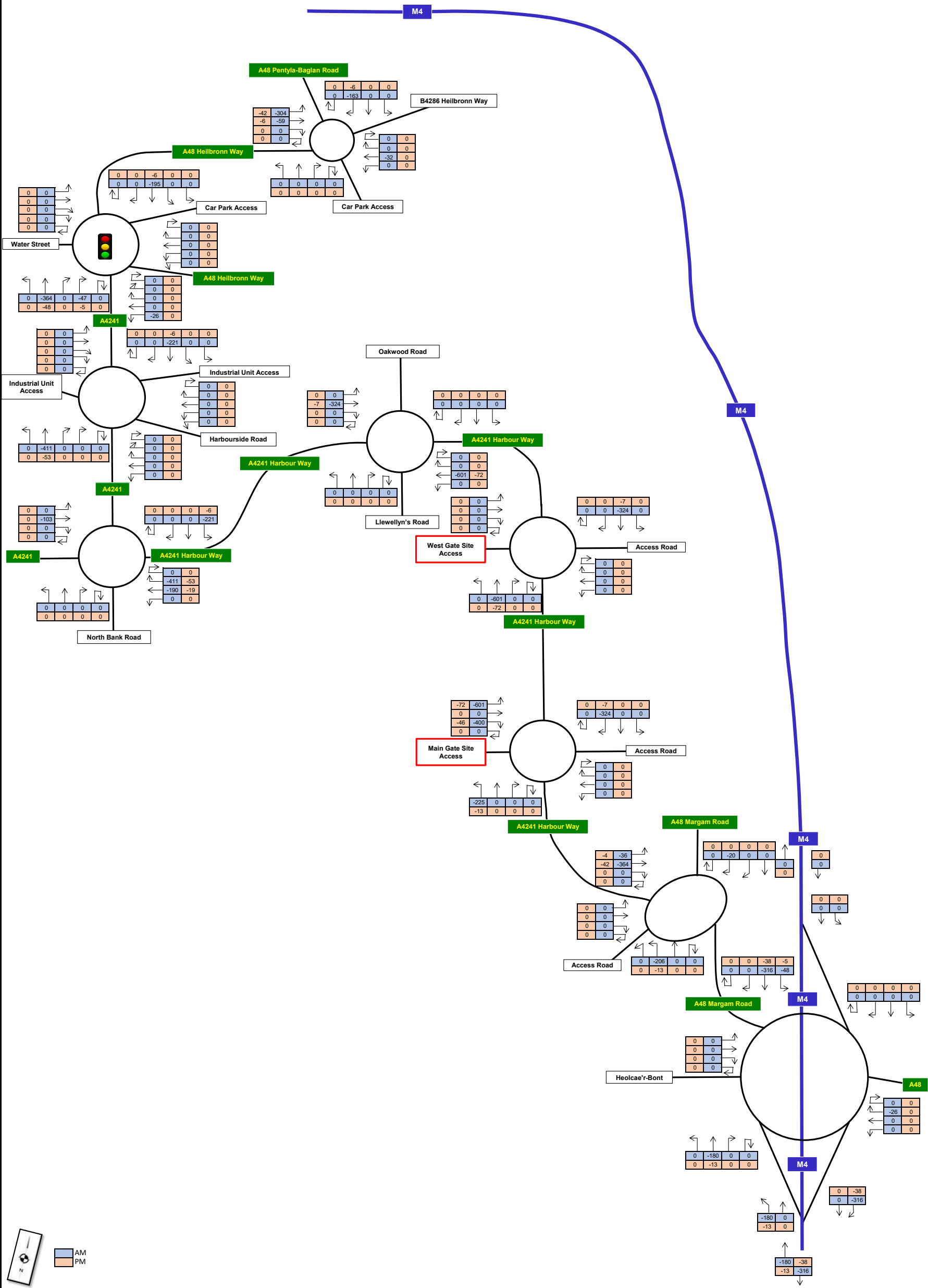
 Transportation Planning : Infrastructure Design	Total Committed Development Traffic - PCU	16 August 2024
	Electric Arc Furnace Project, Land at Port Talbot Steelworks, Port Talbot	Job Number - SCP/210634
		Traffic Figure 5



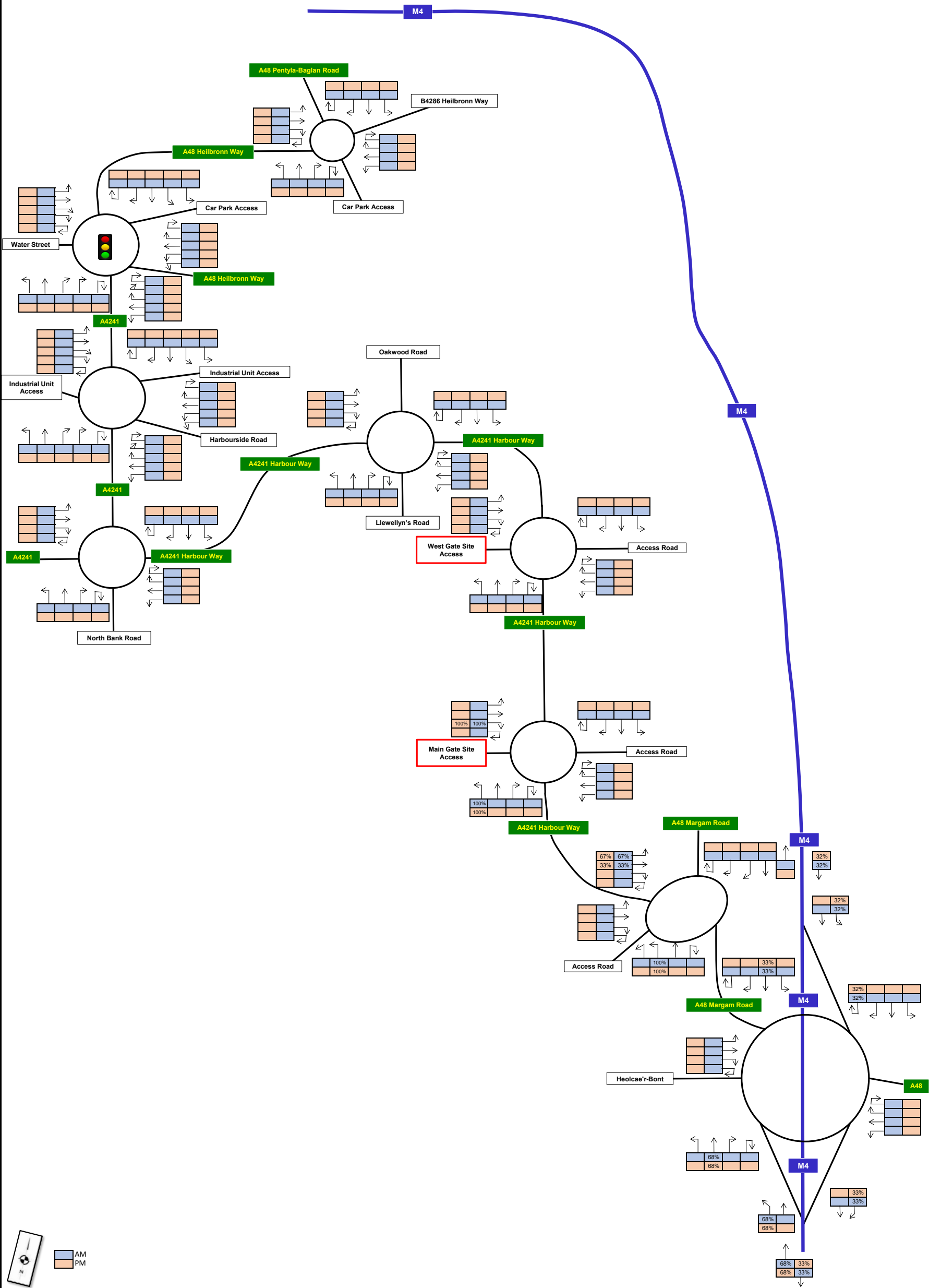
AM
PM

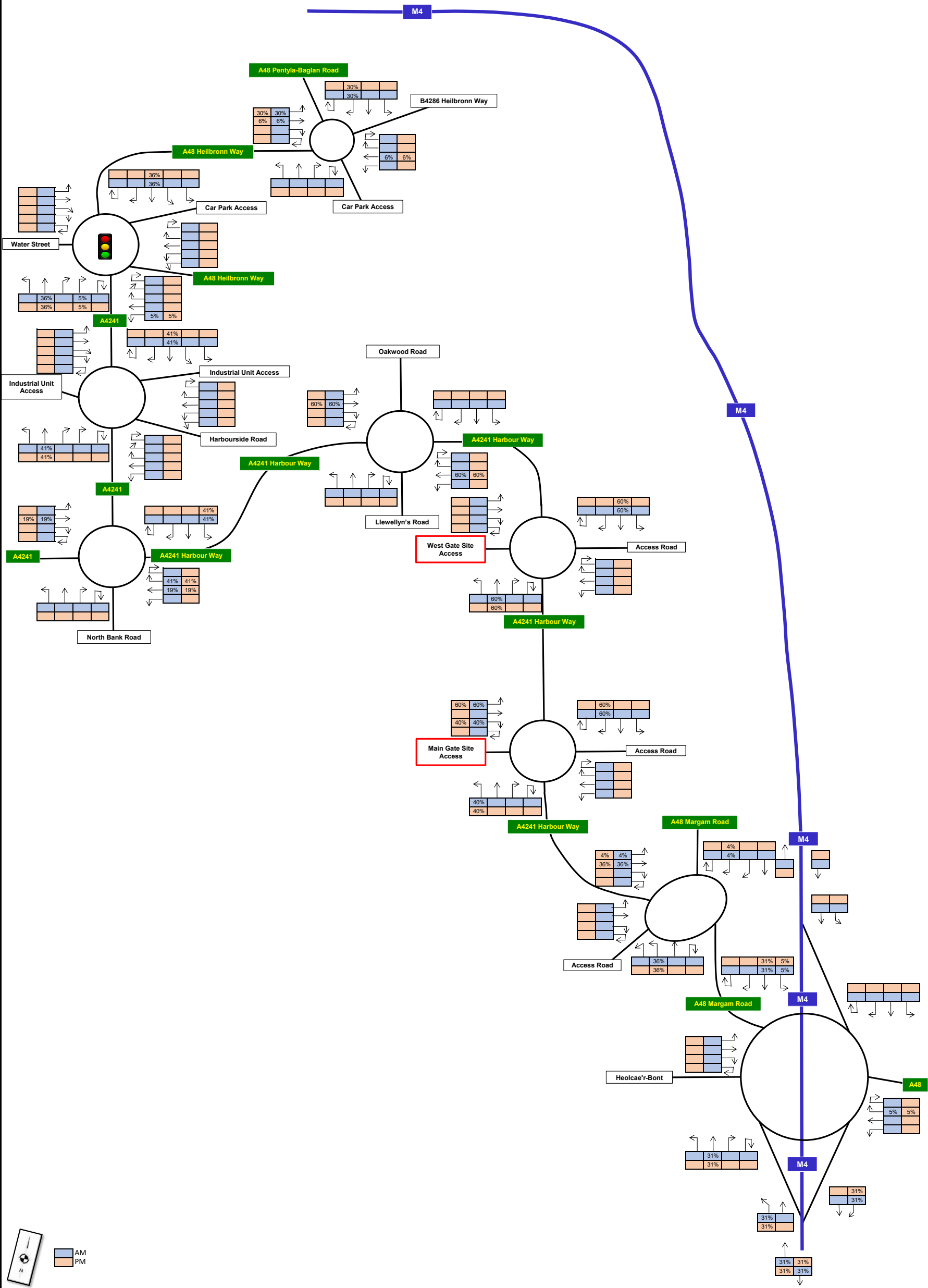


SCP Transportation Planning : Infrastructure Design	Proposed Peak Hour Reduction in Staff Movements - PCU	16 August 2024
	Electric Arc Furnace Project, Land at Port Talbot Steelworks, Port Talbot	Job Number - SCP/210634
		Traffic Figure 7

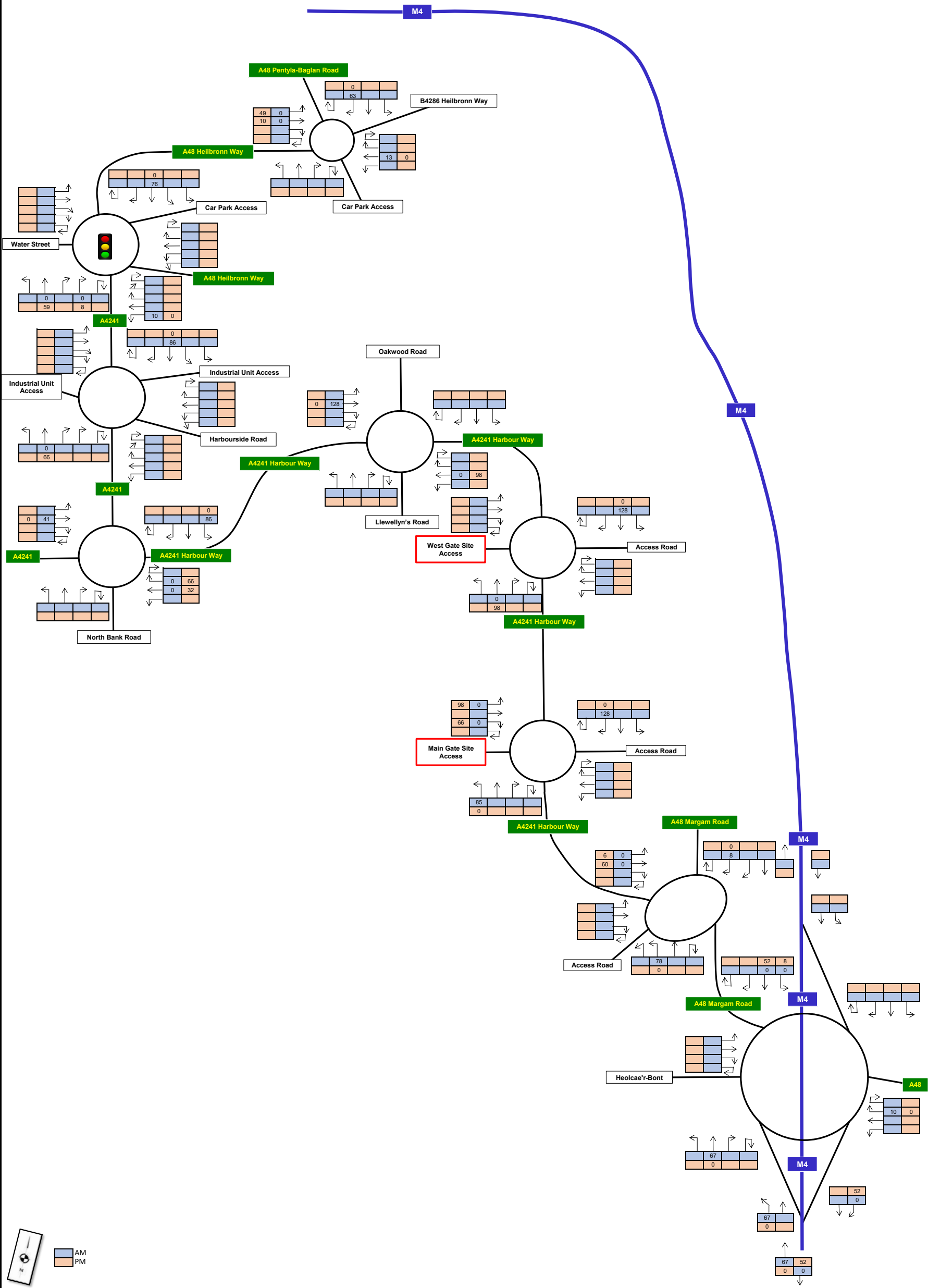


SCP Transportation Planning - Infrastructure Design	Total Proposed Peak Hour Reduction in Traffic Movements - PCU	16 August 2024
	Electric Arc Furnace Project, Land at Port Talbot Steelworks, Port Talbot	Job Number - SCP/210634
		Traffic Figure 8

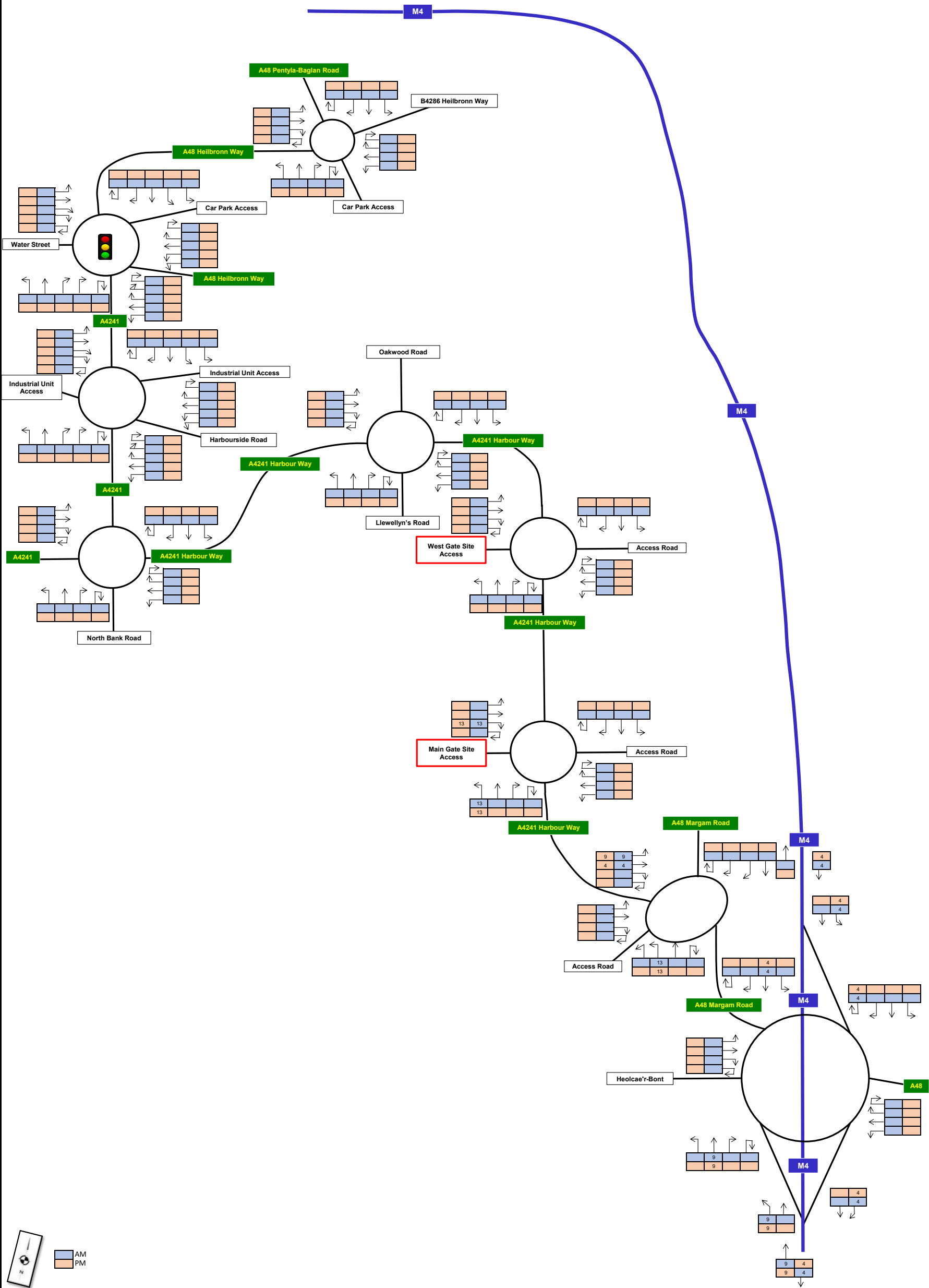




SCP Transportation Planning : Infrastructure Design	LGV Construction Traffic Distribution	16 August 2024
	Electric Arc Furnace Project, Land at Port Talbot Steelworks, Port Talbot	Job Number - SCP/210634
		Traffic Figure 10



<div>SCP</div> <div>Transportation Planning : Infrastructure Design</div>	LGV Construction Traffic Generation - PCU	16 August 2024
	Electric Arc Furnace Project, Land at Port Talbot Steelworks, Port Talbot	Job Number - SCP/210634
		Traffic Figure 11

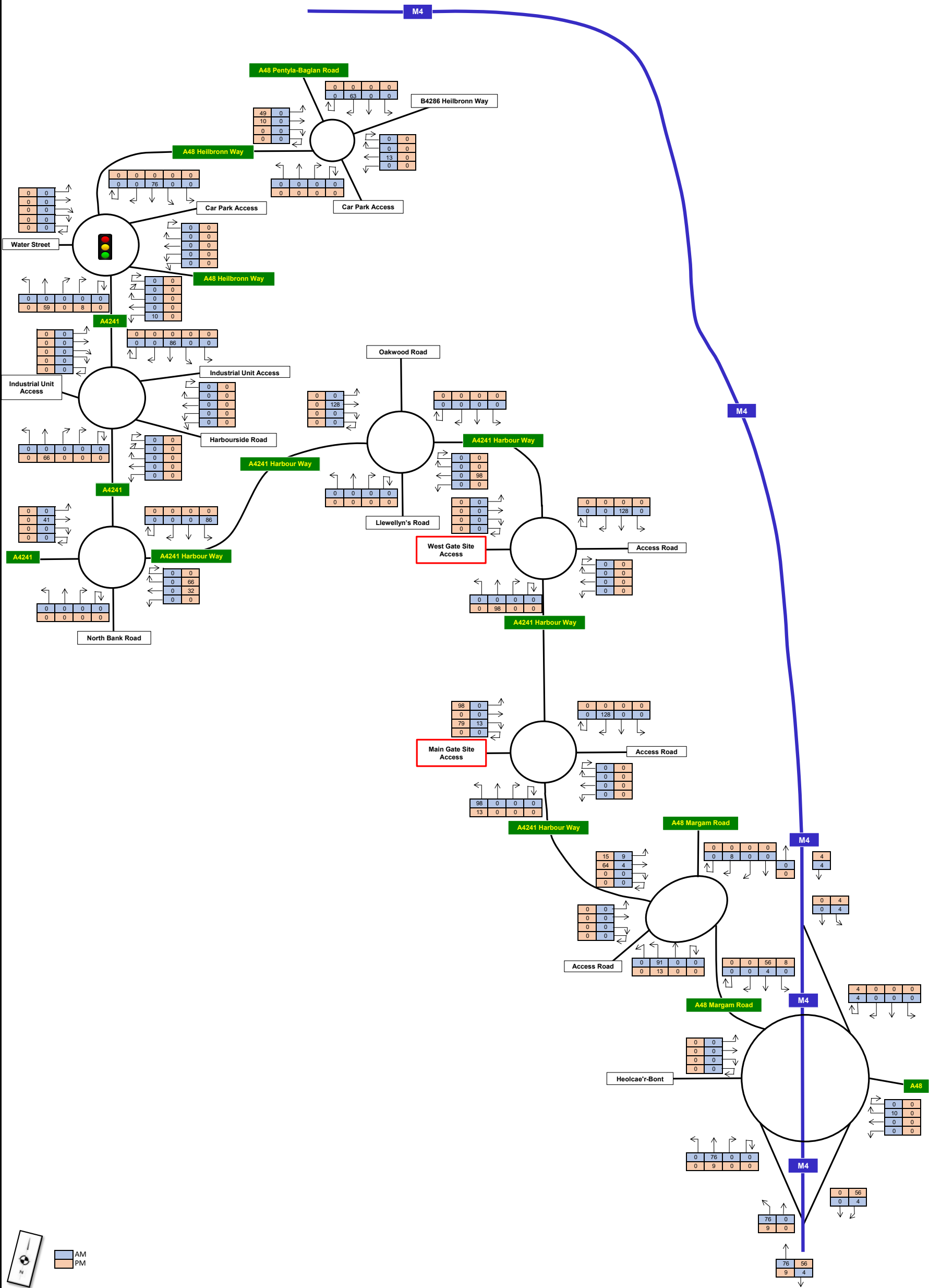


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HGV Construction Traffic Generation - PCU
Electric Arc Furnace Project, Land at Port Talbot Steelworks, Port Talbot

16 August 2024
Job Number - SCP/210634
Traffic Figure 12



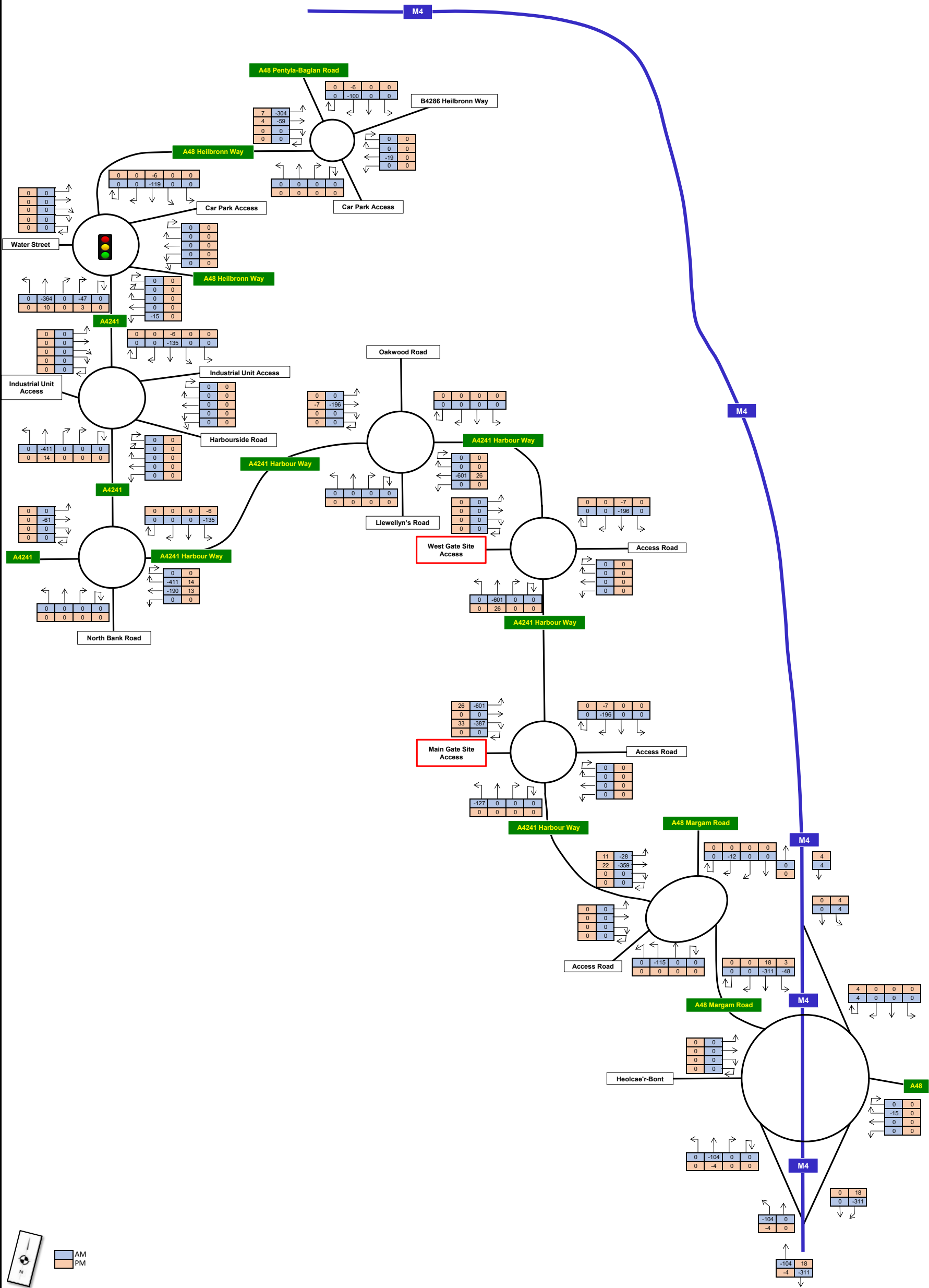
Total Construction Traffic Generation - PCU

Electric Arc Furnace Project, Land at Port Talbot Steelworks, Port Talbot

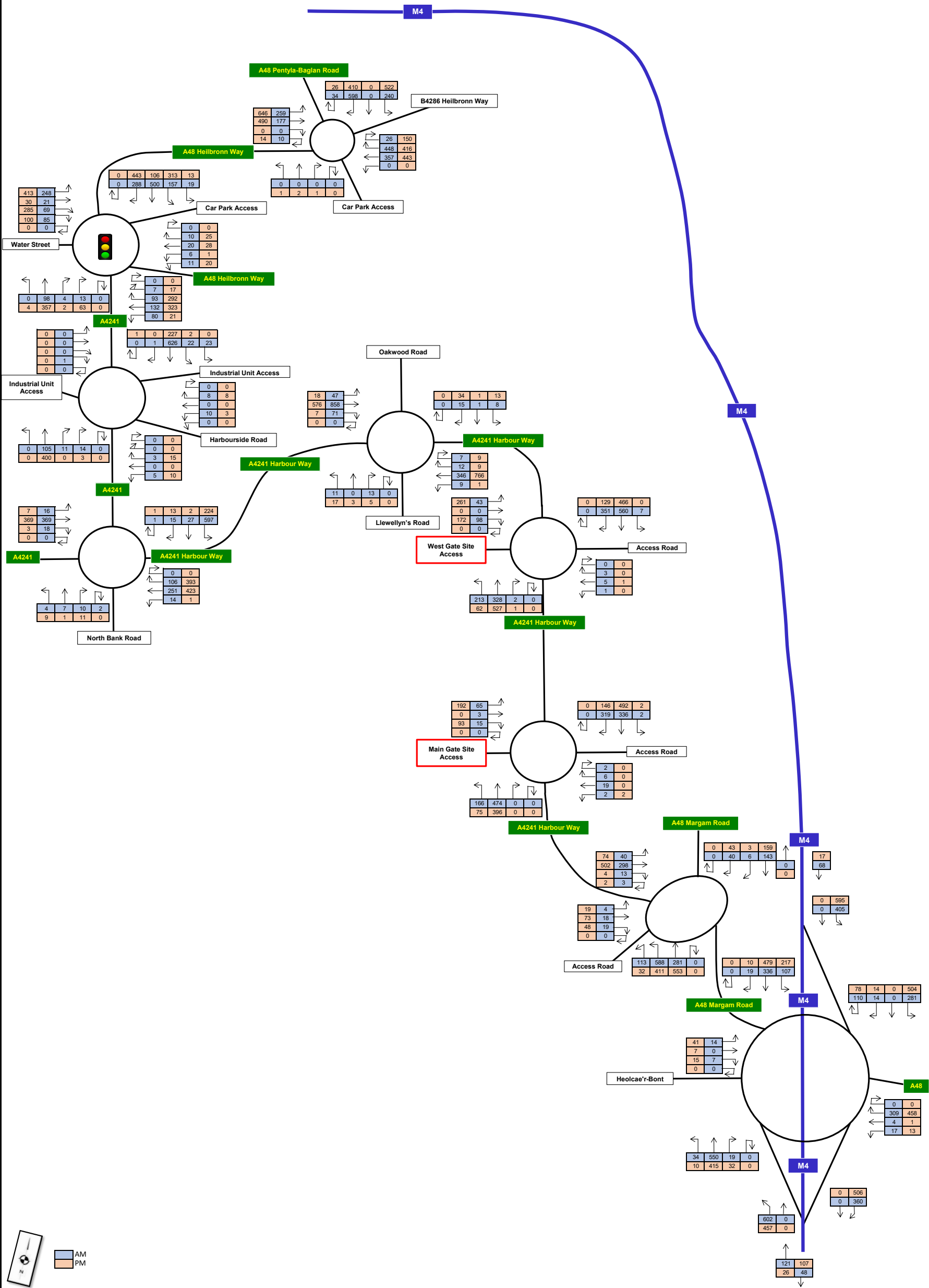
16 August 2024

Job Number - SCP/210634

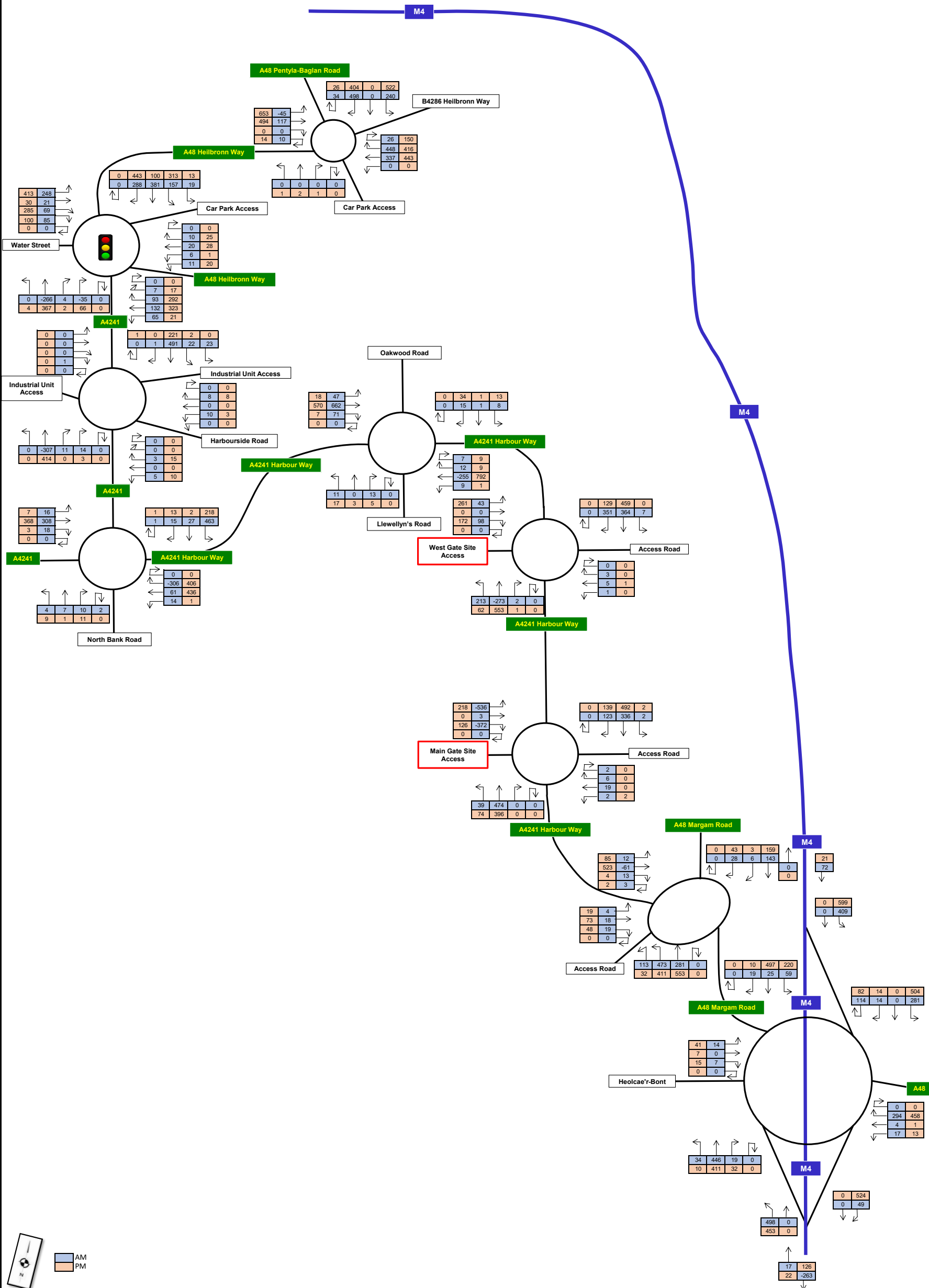
Traffic Figure 13



AM
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SCP Transportation Planning : Infrastructure Design	2026 Established Baseline Traffic Flows + Committed Development - PCU	16 August 2024
	Electric Arc Furnace Project, Land at Port Talbot Steelworks, Port Talbot	Job Number - SCP/210634
		Traffic Figure 15



AM
PM



2026 Assessment Traffic Flows - PCU	
Electric Arc Furnace Project, Land at Port Talbot Steelworks, Port Talbot	

16 August 2024
Job Number - SCP/210634
Traffic Figure 16

