



Proposed Aldi Food Store and Coffee Drive-Thru,

Afan Way, Port Talbot

## **TRANSPORT ASSESSMENT**

**Prepared by: Entran Ltd**

**On behalf of: ALDI**

**DATE: May 2023**



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DATE: June 2023

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Afan Way, Port Talbot

## TRANSPORT ASSESSMENT

Revision	Date	Notes	Author	Checked	Approved
V1	June 2023		AKL	DJA	RGW

**Entran Limited**  
**2<sup>nd</sup> & 3<sup>rd</sup> Floors**  
**Northgate House**  
**Upper Borough Walls**  
**Bath**  
**BA1 1RG**

**T: 0117 937 4077**



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## 1. INTRODUCTION

### Overview

- 1.1. This Transport Assessment (TA) has been prepared by Entran Ltd to detail and assess transport matters associated with a proposed Aldi discount foodstore and coffee shop with drive-thru located on land at Afan Way, Port Talbot, South Wales.
- 1.2. This TA report considers all land uses included within the site boundary. The proposal comprises:

### **ACCESS**

- Primary vehicle and pedestrian access from Afan Way with Aldi servicing via a separate access to the rear of the site
- Access form via right turn ghost island with a two lane exit
- Direct Pedestrian and cycle access to both store fronts

### **ALDI**

- 1931 sqm GFA Aldi
- Total 117 customer car parking spaces including;
  - 6 Disabled parking bays
  - 9 P&C parking bays
  - 4 external Sheffield cycle stands
  - 12 active EVCPs

### **COFFEE DRIVE THRU**

- 188 sqm GFA coffee drive thru;
- Total 20 customer car parking spaces;
  - 2 Disabled parking bays
  - 2 external Sheffield cycle stands
  - 6 active EVCPs

- 1.3. Full details of the proposed development are contained in section 4 of this report.
- 1.4. This TA has sought to reference both National and Local Policy and Plan Documents including:
  - NPTC planning documents and Guidance Notes;
  - TAN 18;
  - Active Travel Wales Design Guidance; and
  - Other National Standards / WG / SWTRA documents.
- 1.5. This TA has also sought to address matters raised by the Council at a pre-app meeting and via subsequent email exchanges.

### Structure of Report

- 1.6. This report provides details of the traffic and transportation issues associated with the development



proposals and addresses the following:

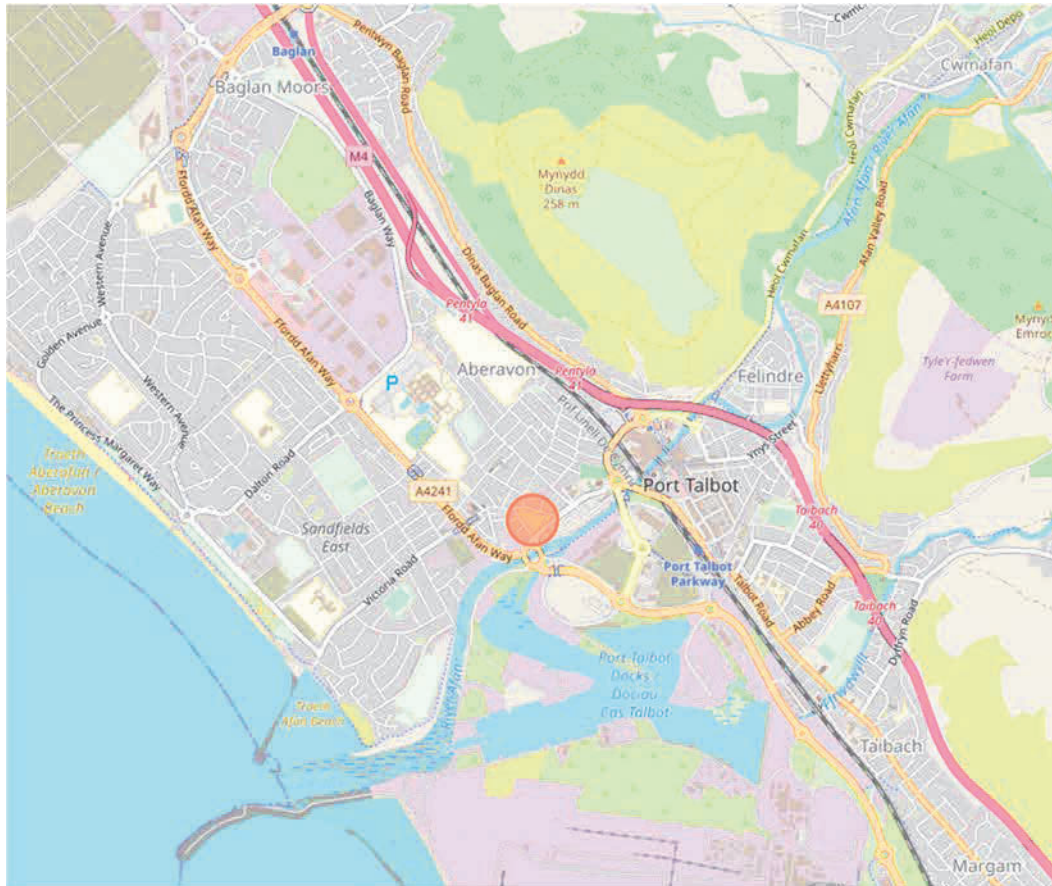
- The Existing Site and Surrounding Area
- Development Proposals
- Delivery and Servicing
- Trip Generation, Distribution and Assignment
- Highway Impact
- Summary and Conclusions



## 2. SITE LOCATION

- 2.1. The application site is located on Afan Way, Port Talbot some 650m south of Port Talbot Town Centre. The strategic site location is illustrated in **Figure 2.1** with the local context shown in **Figure 2.2** below.

**Figure 2.1 - Strategic Site Location**



©OpenStreetMap contributors







### 3. LOCAL TRANSPORT NETWORK

#### Site Access

- 3.1. Although now not in use, the site previously benefitted from two access points.
- 3.2. The accesses were formed as simple priority junctions with no dedicated footways provided into the site.
- 3.3. The existing site access arrangement is illustrated below in **Figure 3.1**.

**Figure 3.1 – Existing Site Access**



#### Local Highway Network

- 3.4. Afan Way turning in to Water Street forms a c.10m wide street lit single carriageway road with numerous right turn lanes and hatched areas bounded by footways to both sides. The local speed limit is 30mph.
- 3.5. Afan way / Water Street links the site to the A4241 to the south of the site and the Town Centre / A48 to the north, from where the greater highway network can be accessed.

#### Sustainability audit

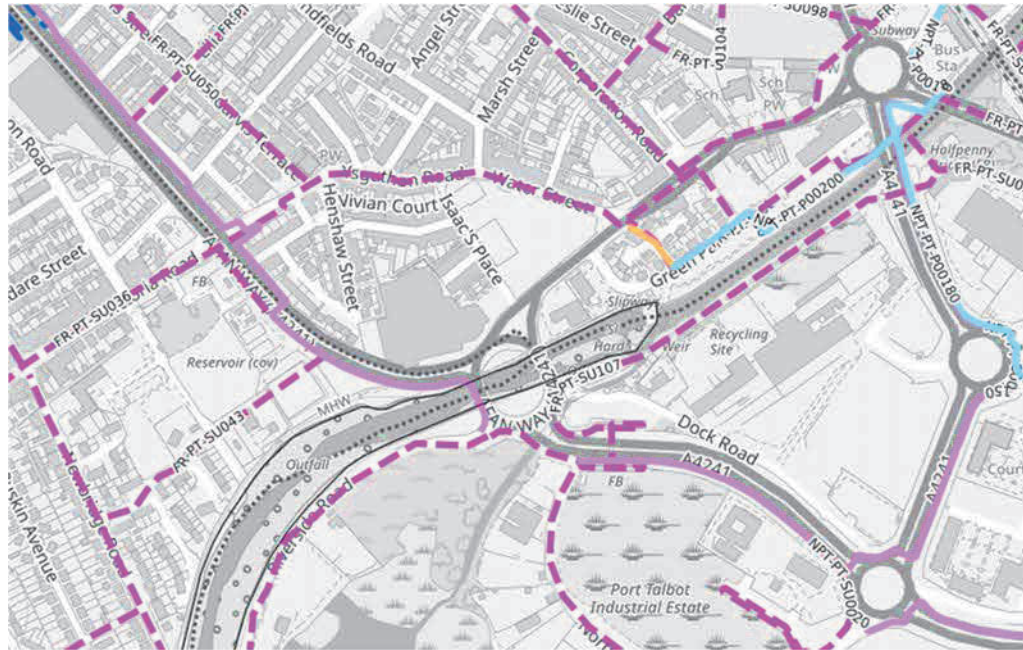
- 3.6. Initial pedestrian, cycle and public transport audits have been carried out for the area surrounding the site to include an analysis of the current facilities for journeys by modes other than the private car.

#### Pedestrian and Cyclists

- 3.7. Active Travel Wales Design Guidance (2014) sets out the procedures and processes to meet the goals of the Active Travel Wales Act 2013. The aim is to make active travel (e.g. walking and cycling) the most attractive option for most shorter journeys, and to leave the car behind where suitable to do so. The Act requires local authorities to produce active travel maps and deliver continuous year on year improvements in active travel routes and facilities.
- 3.8. An active travel map for walking and cycling has been produced for Port Talbot which is summarised below in **Figure 3.2** and highlights the range of current active travel routes in the local area. This is now explored in context to existing facilities surrounding the site. Map notes are solid lines representing existing walking and cycling routes, with dashed lines representing proposed future routes.



**Figure 3.2 – Active Travel Map for Local Area**



- 3.9. The Design Manual for Roads and Bridges (DMRB) TD 91/05 “Provision for Non-Motorised Users” states in paragraph 2.3 that “walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances”.
- 3.10. Acceptable walking distances will vary considerably depending on various factors such as fitness and land topography; however, guidelines by the Institution of Highway and Transportation (IHT) state the acceptability of distances in metres to various attractions, are as follows:
- Desirable : 500m
  - Acceptable : 1,000m (12-13 mins)
  - Preferred Maximum : 2,000m
- 3.11. Manual for Streets usefully adds ‘The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a town centre, it can pass without noticing. Residential areas can offer a pleasant walking experience if good quality landscaping, gardens or interesting architecture are present’ (MfS, Para 6.3.1).
- 3.12. TD 91/05 states in paragraph 2.11 that “cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances. As well as being a mode of transport in its own right, cycling frequently forms part of a journey in combination with cars and public transport”.
- 3.13. Local Transport Note (LTN) 2/08 Cycle Infrastructure Design details in paragraph 1.5 “Typical cycle trip distances”. In common with other modes, many utility cycle journeys are less than three miles, although, for commuter journeys a trip distance of over five miles is not uncommon. Novice and occasional leisure cyclists cycle longer distances where the cycle ride is the primary purpose of their journey. A round trip on a way-marked leisure route could easily involve distances of 20-30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose”.
- 3.14. Design Guidance: Active Travel (Wales) Act 2013 deals with the needs of cyclists at section 4.8 and considers amongst other things Factors Affecting Cycling Effort. Section 6 deals with Designing for Walking and Cycling.
- 3.15. The key objectives of national and local policy is minimising the need to travel, reducing the proportion



of journeys made by private car by making the use of public transport, making walking and cycling more attractive, influencing the location and layout/links between development to maximise the use and value of existing and planned sustainable transport investment. The goal is to make cycling and walking a realistic choice for a range of journeys encouraging access for all age groups and abilities.

#### Walking and Cycling

- 3.16. Within a walk distance of 2.0km, the site is accessible on foot via footways along all local roads, providing a continuous link between the site and the local area. This includes controlled and uncontrolled pedestrian crossing points with dropped kerbs.
- 3.17. There is good permeability of footway links through the local area with a network of footpaths and footways adjacent and to the south of the site linking the site to residential areas. A good proportion of travel to and from an ALDI store is often made on foot therefore this would provide a good environment to aid connected journeys by this mode of travel.
- 3.18. Footways are provided on both sides of Afan Way with a crossing point provided approx. 60m to the north of the site access which includes dropped kerbs, tactile paving and refuge as well as some traffic calming.
- 3.19. There are no identified hazards to pedestrians accessing the site.
- 3.20. There is no existing dedicated cycle provision local to the site, that said the majority of the side roads which form the main non-car access routes are subject to 20mph speed limits and benefit from traffic calming. These routes therefore afford cyclists adequate opportunity to cycle to the site. However, and as shown above, the Council have numerous schemes coming forward that will actively promote travel to the site by bike.
- 3.21. This review of facilities and routes has identified that there are no major obstacles to customers or staff walking or cycling to and from the site.

#### Public Transport

- 3.22. Four existing Bus services pass along Water Street, with stops including layby, shelter and raised kerbs located within 100m of the site, with no obstructions to pedestrians accessing the stops to/from
- 3.23. These routes are 84, 85, 86 and 87/88, with the town's bus station some 480m from the site.
- 3.24. It can be concluded that the site is very well located to allow for customers to access the site by bus.
- 3.25. Bus mapping is shown in **Figure 3.3** below.



**Figure 3.3 – Bus Map**



#### Summary

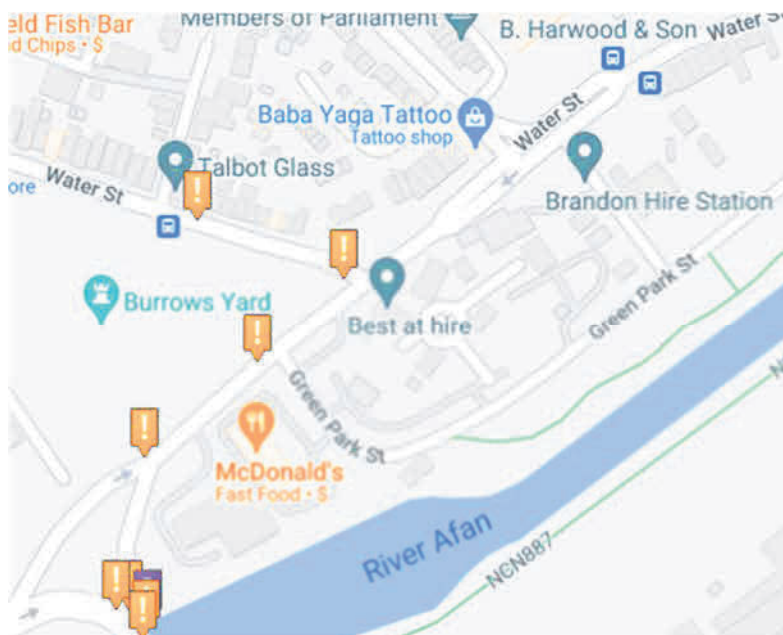
- 3.26. It is evident that opportunities exist to travel to and from the site by foot, by bike and local public transport. This is a good site to promote sustainable travel and reduce reliance on the private car.

#### Road Safety

- 3.27. Personal injury accident data for the local area has been obtained from [www.crashmap.co.uk](http://www.crashmap.co.uk). **Figure 3.4** illustrates the accidents recorded in the local area over a five-year period 2017 to 2021.



**Figure 3.4 – Personal Injury Accidents**



**Incident Severity**



Slight Serious Fatal

© Googlemaps /Crashmap

- 3.28. The data indicates that within proximity of the site access there have been 3 slight injury accidents with another 6 taking place slightly further afield.
- 3.29. The 6 accidents were recorded on the Water Street approach to the Afan Way roundabout, five were recorded as slight and two classed as serious. The slight accidents at this location can be summarised as follows:
- 2018 – 1
  - 2019 – 1
  - 2021 – 3
  - Dry – 3
  - Day – 4
  - Motorcycle – 1
  - Pedal cycle – 3
  - Pedestrian - 1
- 3.30. All these were driver error either shunt or not seeing a bike on the nearside.
- 3.31. The two serious accidents were in 2017 and 2018, both daytime and in dry conditions and both involved a car hitting a bike on its nearside.
- 3.32. The other 4 accidents were recorded on the Water Street all were recorded as slight. The slight accidents at this location can be summarised as follows:



- 2018 – 1
  - 2019 – 1
  - 2020 – 1
  - 2021 – 1
  - Dry – 4
  - Day – 4
  - Pedal cycle – 1
  - Pedestrian - 1
- 3.33. All the above were simple driver error
- 3.34. Looking at the accident data shows that cyclists are vulnerable as they approach the Afan Way roundabout.
- 3.35. Accident data is provided at **Appendix A**.



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## 4. PROPOSED DEVELOPMENT

### Development Composition

4.1. As specified in section 1, the proposed development comprises:

#### **ACCESS**

- Primary vehicle and pedestrian access from Afan Way with Aldi servicing via a separate access to the rear of the site
- Access formed via right turn ghost island with a two lane exit
- Direct Pedestrian and cycle access to both store fronts

#### **ALDI**

- 1931 sqm GFA Aldi
- Total 117 customer car parking spaces including;
  - 6 Disabled parking bays
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  - 4 external Sheffield cycle stands for customers
  - Internal cycle parking for staff
  - 12 active EVCPs

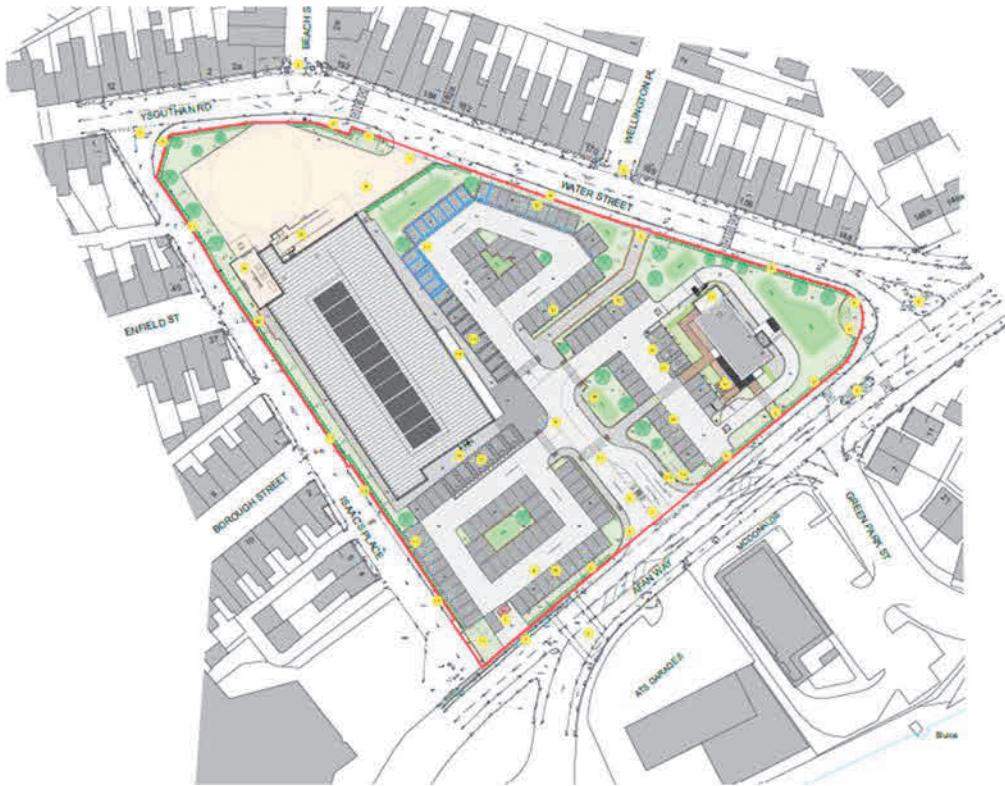
#### **COFFEE DRIVE THRU**

- 188 sqm GFA coffee drive thru with on site servicing;
- Total 20 customer car parking spaces;
  - 2 Disabled parking bays
  - 2 external Sheffield cycle stands
  - 6 active EVCPs

### Development Layout

4.2. A plan extract of the proposed development layout is illustrated in **Figure 4.1** and included as architect's plans at **Appendix B** including HGV swept path tracking plots.

#### **Figure 4.1 – Proposed Site Layout**



- 4.3. A Road Safety Audit on the access proposals are attached as **Appendix C**.
- 4.4. The proposed site access would include revised bellmouth radii to allow access for HGV servicing vehicles and dropped kerbs and tactile paving would be included as part of the design layout. The carriageway width of the access road into the site would be 7.5m bounded by 2.0m wide footways to both sides.
- 4.5. The proposed access would include pedestrian footways to both sides leading to the main entrance. There would also be a secondary point of pedestrian access located to the north of the site (to Water Street) providing access into the customer car park. This would provide a contiguous link to all existing footways and further improve the public realm for trips on foot.
- 4.6. The site access visibility envelope would be in compliance with local design standards and accord compliant visibility splays for a 30mph zone.

#### Internal Layout

- 4.7. The ALDI store would include circulating areas for parking designed in accordance with normal design standards and commensurate with the known needs for an operational ALDI store. Parking bays would be set perpendicular with a minimum reversing (or aisle width) of 6m.
- 4.8. Pedestrian footways with uncontrolled crossing facilities including dropped kerbs and tactile paving (as required) would be provided at the main access road leading into the site and also at another location shown on Figure 4.1.
- 4.9. Within the ALDI car park, a shared surface would operate inside a low-speed environment as is common at supermarket sites.
- 4.10. Site servicing details as they relate to Aldi are in Section 6.
- 4.11. The coffee shop with drive thru will service generally out of hours from within their car park.
- 4.12. Servicing strategies for both units are expected to be conditioned.



Aldi Parking

- 4.13. According to the Council's parking SPG of October 2016, the site is located within Parking Zone 3 and the usual standard which would apply for parking spaces is 1 per 40sqm GFA. Based on this standard a 1931 sqm GFA store would require 48 spaces. It is noted that if the store was actually 69 sqms larger the requirement would be 138 spaces.
- 4.14. The proposed scheme includes for 113 spaces which represents a significant increase compared to standards. However, the proposed level of parking is commensurate with ALDI known operational needs particularly as customer dwell times are between 20 and 40 minutes, and it is very similar to the parking levels provided at several other local consented ALDI stores. **Table 4.1** summarises.

**Table 4.1 - Consented Parking Provision at other South Wales Stores**

Store	GFA	Parking	Ratio
Ferry Rd, Cardiff	1486	116	1:13
Spytty Rd, Newport	1623	102	1:16
Neath	1925	124	1:16
Porthcawl	2045	114	1:18
Pontypool	1783	111	1:16
Caerphilly Rd, Cardiff	1803	122	1:15
Gabalfa	1882	126	1:15

- 4.15. The average car parking ratio is therefore 1 space per 15.5 sqm GFA which if applied to this site would justify 125 spaces, which generally accords with the development proposals.
- 4.16. There is a clear need for a sensible, balanced and pragmatic approach to parking provision to ensure adequate parking provision for this development. The aim has to be both to prevent over-provision and encourage non-car trips, but also to avoid too little parking, because in a very practical sense this could easily lead to overspill onto Water Street and other local roads. Food retail stores by their very nature can generate large bulky bags of essential shopping and not all trips can be realistically undertaken by means other than the private motor car.
- 4.17. Based on extensive local experience at other nearby ALDI stores, the proposed parking would ensure adequate provision and is considered to be appropriate and commensurate with both trading and operational requirements to help efficient operation of the car park given turnover and to prevent overspill onto adjacent roads.
- 4.18. Cycle parking would be located in proximity of the main entrance to the ALDI store in a step free and convenient location close to the main entrance using 4 Sheffield type stands. Cycle parking for ALDI is normally provided at the front of the store in an easy to locate and convenient position. Staff cycle parking would be provided integral to the warehousing areas, as per other stores and this would be in accordance with the SPD Sustainable Travel requirements. More details are provided in the Travel Plan that accompanies this report.
- 4.19. It is noted that ALDI seek to encourage travel by cycle whenever possible and in this regard will, through their Travel Plan, review the occupation of cycle stands and, if necessary and justified, introduce additional shoppers cycle parking facilities.
- 4.20. In terms of EV parking:12 live EVCPs. In order to highlight that they are EVCPs the white lining of



these bays will be changed to blue. The NewMotion EVCP design is shown in **Figure 4.2**.

**Figure 4.2 – NewMotion EVCP cover design**



Coffee Drive Thru Parking

- 4.21. According to the Council's parking SPG of October 2016 the level of parking will be decided on a case-by-case basis. The proposed 20 spaces are operator driven and are therefore considered to be the appropriate provision in this location.



## 5. TRANSPORT IMPLEMENTATION STRATEGY

- 5.1. As stated in the introduction, this TA has been developed to seek to influence modes of travel to the proposed redevelopment rather than merely predicting travel patterns and providing mitigation.
- 5.2. The aim of the Transport Implementation Strategy (TIS) for ALDI is to set out the measures the development proposal will support to provide travel choice and support the objectives of the Local Plan and in this regard presents:

### Target Modal Split

- 5.3. The revised target mode split for the TIS for journeys to and from the development proposal is summarised in Table 5.1. The initial values are simply taken from know staff travel patterns at other sites in South Wales and are subject to refinements as more becomes known on actual staff travel habits. The only target is car driver, with the targets for individual sustainable travel modes indications only of what one might expect the approximate split of journeys to be, but not specific targets in their own right. (i.e. all non-car driver modes of travel are 'sustainable travel modes').

**Table 5.1 – Indicative Staff Mode Share Targets**

Mode of Travel	Expected Initial Modal Split	2-year Modal Split Target	5-Year Modal Split Target
Car Driver	68%	62%	56%
Car Passenger, Cycle, Walk, Bus	32%	38%	44%

- 5.4. Provided the overall contribution of sustainable travel modes helps deliver the car driver target, variations from the targets for sustainable travel modes is acceptable. Indeed, in some instances it is hoped they are exceeded.

### TIS Measures

- 5.5. The TIS aims to make the inevitable step change shift in overall travel mode across the area easier and quicker, providing travel choice for all. A Travel Plan should include the provision of up-to-date information about public transport services, timetables, and opportunities for car sharing (e.g. via a car share website).
- 5.6. The measures within the TIS, which are set out in the ALDI Staff Travel Plan, aimed at providing this travel choice include (In addition, all employees will receive details of the TP upon commencement of employment and a copy of the TP will be kept in the staff room).

### Measures and Actions

- 5.7. The Travel Plan Co-ordinator will ensure that the Travel Plan is implemented; operating efficiently and that all the measures for encouraging sustainable travel are in place. Responsibilities include:
  - Promoting and encouraging travel modes other than the car, including providing information to staff via a notice board in the staff room, which will be checked every three months. Travel options will also be discussed at staff meetings;
  - Ensuring that all information relating to public transport, cycling, walking and car sharing is displayed on staff notice boards and is kept accurate and up to date, as well as discussing the TP at staff meetings to continually encourage use of alternative modes than the private car;
  - Ensuring that all information relating to public transport, cycling, walking are available to customers via availability of bus timetables etc, on the packing shelf at the front of the store and



that the provided information is kept accurate and up to date;

- Promoting car sharing during both the staff interview and induction process as well as ongoing reminders from the TPC;
- Identify employee travel habits through staff surveys;
- Monitoring and reviewing the Travel Plan as set out in the TP;
- Training / induction of staff to cover Travel Plan and travel options;
- Ensuring the needs of the less mobile is incorporated in the Plan; and
- Coordinate and monitor the TP, update as required and liaise with external bodies and other relevant developers (in discussion with MHDC) in accordance with the contents of this TP.

5.8. The measures developed on site shall be largely based on the outcomes of the initial travel survey. Some measures are essential in meeting with current standards, for example the quantity of cycle and car parking provision, other measures will be unique to the site.

5.9. As such the following sections are intended to give an overview of the potential measures that could be implemented by the Travel Plan Co-ordinator if the travel survey highlights them as being appropriate.

TP Measures

5.10. Due to the changing characteristics of the development over time it would be ineffective for the TP to specify TP measures or funding for measures that may not be required, Nevertheless, funding will be made available for the implementation of measures should the need arise through the monitoring process.

5.11. In this regard therefore, required measures must be determined by reference to travel surveys and importantly, an understanding of the factors that would motivate staff to alter their travel behaviour. The programme of surveys and monitoring therefore not only needs to identify travel behaviour but also attitudes to travel and key motivators for change.

5.12. Notwithstanding this, the TP’s measures are divided into sub-categories:

- Hard measures – these are infrastructure provision or improvements;
- Soft measures – these are management measure, incentives, marketing initiatives etc;
- Secured measures – these are measures that will be implemented; and
- Failsafe measures – these are an ‘arsenal’ of measures available to the TP Coordinator to be chosen according to survey feedback so that resources can be targeted towards those measures found to be most effective.

5.13. The following tables describe both secure and failsafe measures per mode. Secure measures are those that will be adopted prior to recruitment of staff or as part of the build process, with the failsafe measures being those that could be introduced should the need arise.

5.14. In addition, all employees will receive details of the TP upon commencement of employment and a copy of the TP will be kept in the staff room.

**Table 5.2 - Summary of Travel Plan Measures**

Walking - Hard measures	
Secured	Failsafe
<ul style="list-style-type: none"> <li>• Good on-site lighting;</li> </ul>	<ul style="list-style-type: none"> <li>• Additional pedestrian signage;</li> </ul>



<ul style="list-style-type: none"> <li>• Lockers;</li> <li>• New footway across store frontage</li> </ul>	
<b>Walking - Soft measures</b>	
<b>Secured</b>	<b>Failsafe</b>
<ul style="list-style-type: none"> <li>• Marketing – promoting walking in all written and electronic material - Travel pack</li> <li>• Notice board in staff room displaying the above</li> </ul>	<ul style="list-style-type: none"> <li>• Personalised Travel Planning.</li> </ul>

<b>Cycling - Hard measures</b>	
<b>Secured</b>	<b>Failsafe</b>
<ul style="list-style-type: none"> <li>• Good on-site lighting;</li> <li>• 8 external prominent and covered cycle parking spaces via Sheffield loops– usage to be monitored – via the TP</li> <li>• Provision for in-store cycle storage facilities for employees convenient to staff room</li> <li>• Implement the Government backed cycle purchase scheme (Aldi standard)</li> </ul>	<ul style="list-style-type: none"> <li>• Additional cycle parking</li> </ul>
<b>Cycling - Soft measures</b>	
<b>Secured</b>	<b>Failsafe</b>
<ul style="list-style-type: none"> <li>• Marketing – promoting cycling in all written and electronic material - Travel pack</li> <li>• Notice board in staff room displaying cycle routes to and from the development</li> </ul>	<ul style="list-style-type: none"> <li>• Negotiated discount with local bike shop;</li> <li>• Personalised travel planning.</li> </ul>

<b>Public Transport - Soft measures</b>	
<b>Secured</b>	<b>Failsafe</b>
<ul style="list-style-type: none"> <li>• Marketing – promoting the use of public transport in all written and electronic material; Travel pack (including bus routes and bus/train timetable info)</li> <li>• Travel notice board in staff room displaying bus timetables</li> </ul>	<ul style="list-style-type: none"> <li>• Personalised travel planning;</li> <li>• Investigate bus discounts for staff</li> </ul>



<b>Car Sharing - Hard measures</b>	
<b>Secured</b>	<b>Failsafe</b>
<ul style="list-style-type: none"><li>• Marketing – promoting car sharing in all written and electronic material as well as interview and induction process</li><li>• Guaranteed ride home (emergency only)</li></ul>	<ul style="list-style-type: none"><li>• Personalised travel planning</li></ul>

- 5.15. The Travel Pack (to be agreed with the Council) will contain information on the alternatives to single-occupancy car use available to staff including;
- Comprehensive walking and cycling route maps linking the site to local infrastructure including shops, residential areas and bus facilities;
  - Bus maps and timetables as well as leaflets describing the health benefits of cycling and walking;
  - contact details of the Travel Plan Co-ordinator for the site; and
  - Useful resources such as Journey Planner website to enable people to plan their own journeys.
- 5.16. Travel Packs will be issued to all staff as part of their induction process. Staff will also be advised of the Travel Plan and Pack during the interview process.



## 6. DELIVERY AND SERVICING

### ALDI Company Specific Servicing Arrangements

- 6.1. ALDI, as a company, operate the following specific servicing arrangements and working practices.
- 6.2. A store in Port Talbot as per Aldi's other nearby stores will be serviced from Aldi's Regional Distribution Centre (RDC) in Cardiff.
- 6.3. This RDC currently supplies goods to in excess of 80 stores across the south region of England.
- 6.4. Between 30-50 staff (27 FTE) are employed at each store, comprising a Store Manager, Assistant Store Manager and Store Assistants, although not all staff are present on site at all times.
- 6.5. Delivery routes are planned to minimise distances travelled by each vehicle and maximise efficiency of goods per delivery. This practice is economically prudent for Aldi but also sustainable by virtue of reducing vehicle kilometres travelled. Each vehicle will visit between 1 and 6 stores per trip depending on the nature of the delivery and the geographical location of the stores.
- 6.6. On average each store will have only two deliveries by articulated lorry per day plus a modest number of smaller vehicles delivering locally sourced fresh produce. This compares with an average of 6 to 10 articulated lorries and up to 20 subsidiary vehicles (including HGVs) per day usually associated with the larger supermarkets.
- 6.7. Each store manager will have an allotted time each day by which the main delivery will have taken place. Each driver is furnished with a mobile phone and is able to inform the distribution centre if any delay is likely. However, this is very rare and allocated delivery times are consistently met by the distribution teams.
- 6.8. Delivery practices are identical at each store. Goods delivery is a one-man function carried out by the driver. The vehicle is reversed down the delivery ramp to the loading bay which is fitted with a "dock leveller" to provide a flush ramp from the floor of the lorry to the floor of the storage area.
- 6.9. The driver gains access to the building by means of a "driver's door" located next to the loading bay. The driver opens the roller shutter door from within the building then unloads the goods directly into the storage area. The driver is then responsible for locking the shutter and the side door before leaving. Contact with the store manager is only required where site specific special arrangements dictate.
- 6.10. The daily HGV delivery arrival journey will normally take place outside peak highway network hours as well as peak store trading hours;
  - The standard delivery period is ½ hour;
  - Vehicular access to the delivery ramp will be through the car park;
  - Aldi's service vehicles benefit from operational safety improvements including;
  - Rear Cameras;
  - Audible Warning Systems; and
  - Reversing Object Sensors.
- 6.11. ALDI has a long-established approach of ensuring minimal off-site impacts to neighbours and aims to be a responsible neighbour developing good relationships within the community and ensuring any disturbances are kept to a minimum.



Site Specific Operational Requirements

- 6.12. Aldi, as a company, operate the following specific servicing arrangements and working practices:
- The store will normally be served by two HGV's and a number of smaller vehicles per day, which will unload their goods using a dock leveller adjacent to the store building;
  - Access for service vehicles will be from the dedicated service access on Water Street.
  - Turning and reversing manoeuvres in a separate loading area;
  - Access and egress in a forward gear;
  - The daily HGV delivery arrival journey will normally take place outside peak highway network hours.
- 6.13. It is anticipated that as part of the planning application process, necessary conditions would be reviewed and agreed between the developer and the Council and applied to any planning consent in order to reach a mutual agreement to protect both the interests of the end users and local residents.
- 6.14. Commercial refuse collection would be undertaken on site with refuse vehicles able to access the development via the main access road for waste and recycling collection with refuse and recycling bins collected directly and wheeled to the vehicles to minimal carry/transfer distances to each unit. The refuse vehicle would be able to utilise the same HGV turning head area to ensure no long reversing manoeuvres occur on site.

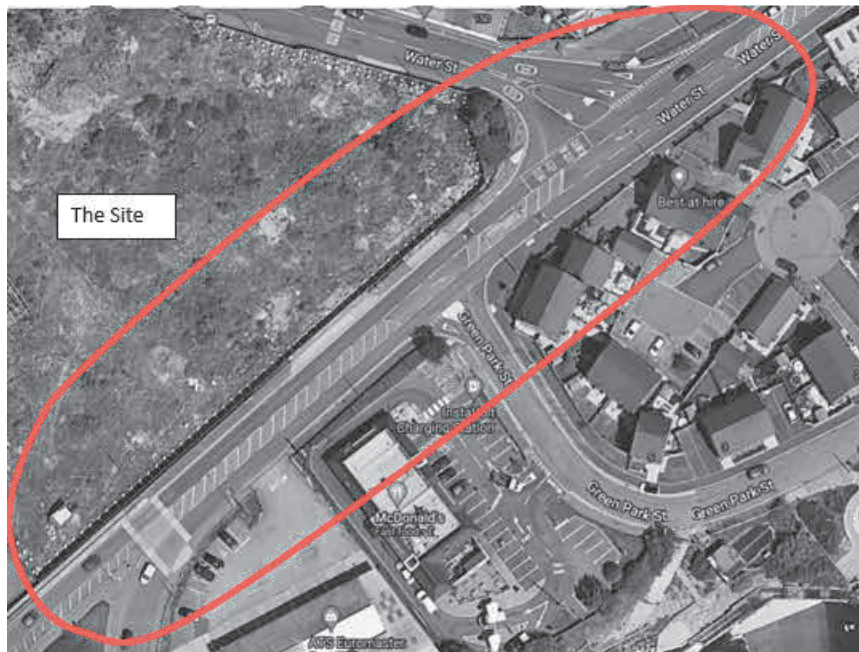


## 7. TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

### 7.1 Introduction

- 7.1.1 This section of the report seeks to provide an assessment of the proposed site access junction onto Afan Way and the expected highway impact of the proposed development. The assessment also provides useful information about the optimal form of access.
- 7.1.2 The scope of this assessment considers the existing junctions along Afan Way and considers how the proposed site access would operate in tandem. The scope is illustrated in Figure 7.1 below.

**Figure 7.1 – Scope of Assessment**

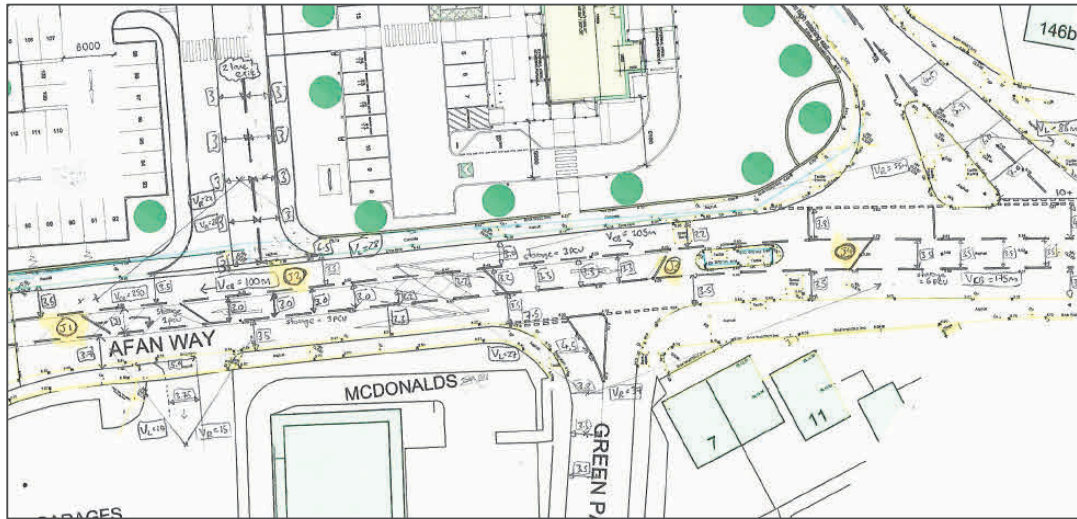


Source: Googlemaps

- 7.1.3 The proposed location of the site access would be on Afan Way, between the ATS garage access and the junction of Green Park Street. Afan Way is street lit with footways to both sides of the carriageway. There is an existing hatched central area on Afan Way and there are traffic calming features installed including raised tables and speed cushions. The speed limit is understood to be 30mph.
- 7.1.4 An illustration of the proposed site access is provided in Figure 7.2 which also includes the geometric measurement take off values used in modelling work in the following sections.



Figure 7.2 – Indicative Site Access Layout



7.1.5 It is proposed to utilise the existing hatched area on Afan Way to create a short right turn lane, and the exit from the site would include a left and right turning lane.

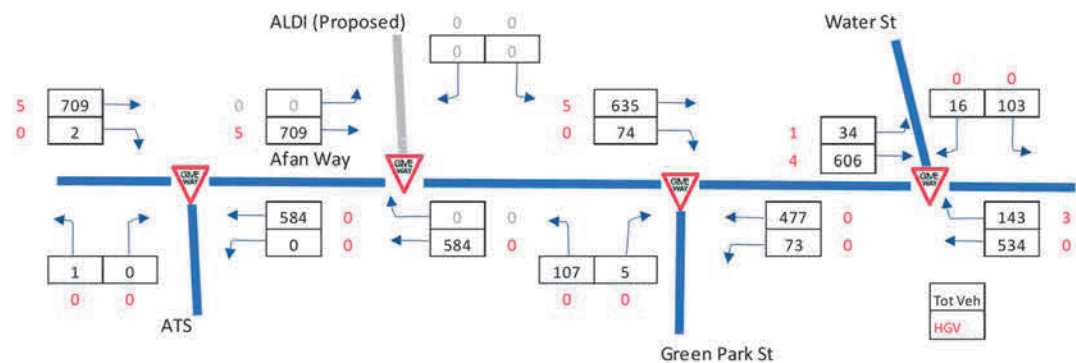
7.2 Trip Generation, Distribution and Assignment

Base Flows

- 7.2.1 To understand the local traffic conditions and to complete an assessment meeting the normal requirements of the local highway authority, a traffic survey was undertaken in the local study area to obtain traffic data reflective of normal traffic conditions on the local highways surrounding the site.
- 7.2.2 The weekday recorded flows at the junctions along Afan Way was collected via MCCs undertaken during the time period 1300-1900 for Friday 17th March 2023. The junctions included the ATS Garage access onto Afan Way, The Afan Way / Green Park St junction and the Water St / Afan Way junction.
- 7.2.3 The identified network peak time is 1600-1700 with the traffic data contained at **Appendix D** to this report which also includes a map of count and ATC locations. The weekday afternoon peak turning flows are summarised in Figure 7.3.

Figure 7.3 Existing Traffic Flows

2023 Weekday PM Observed 1600-1700





- 7.2.4 It is observed that the two-way PM peak flows where the access would be located is 1,293 per hour with a 55:45 west to east directional split. ATCs were also undertaken concurrently in the local area to check that the one day counted flows were representative of average conditions and these show that the 5-day average weekday flow on Water St to the East was 1,388 per hour.
- 7.2.5 Comparing this to the collected ATC data illustrated that the individual count day was representative of typical network flows.
- 7.2.6 In addition, throughout the count periods, the M4 motorway was exceptionally busy and often at a standstill.
- 7.2.7 Drone footage is available for the count period.

#### Trip Generation

- 7.2.8 The trip generation of the proposed 1,931 sqm ALDI store and 188 sqm Coffee shop with Drive-Thru has been determined from a combination of actual and recent ALDI traffic flows collected from three other stores in February 2023 using the Parking Eye cameras together with the TRICS database for Coffee Drive-Thru land uses. Table 7.1 illustrates the expected gross trip generation from the ALDI Store.

**Table 7.1 – ALDI Trip Generation**

Peak	Site	Trip Rates			Trip Generation		
		In	Out	Two-Way	Inbound	Outbound	Two-Way
PM 1600- 1700	Banbury	4.007	4.719	8.726	-	-	-
	Chelt.	3.642	4.042	7.685	-	-	-
	Chip.	2.626	3.143	5.770	-	-	-
	Average	3.425	3.968	7.394	<b>66</b>	<b>77</b>	<b>143</b>

- 7.2.9 The ALDI development would be expected to generate 143 vehicle trips in the weekday PM peak. This represents the gross level of trips i.e. without taking into account secondary trips already on the network (discussed in the following text).
- 7.2.10 Table 2.2 summarised the expected gross trip generation from the Coffee Drive-Thru. The trip rates have been obtained from the TRICS database for this lane use, further information is provided at **Appendix D**.

**Table 7.2 - Coffee Drive Thru Trip Generation**

Peak	Trip Rates			Trip Generation		
	In	Out	Two-Way	Inbound	Outbound	Two-Way
PM 1600-1700	11.597	13.113	24.710	<b>22</b>	<b>25</b>	<b>46</b>

Source:TRICS

- 7.2.11 The Coffee Drive-Thru development would be expected to generate 46 vehicle trips in the weekday PM peak. This represents the gross level of trips i.e. without taking into account secondary trips already on the network (also discussed in the following text).
- 7.2.12 The total gross number of vehicle trips generated by the proposed development is provided at Table 7.3.

**Table 7.3 – Total Trip Generation**

Peak	Trip Generation		
	Inbound	Outbound	Two-Way
PM 1600-1700	88	101	189

#### Trip Distribution and Assignment

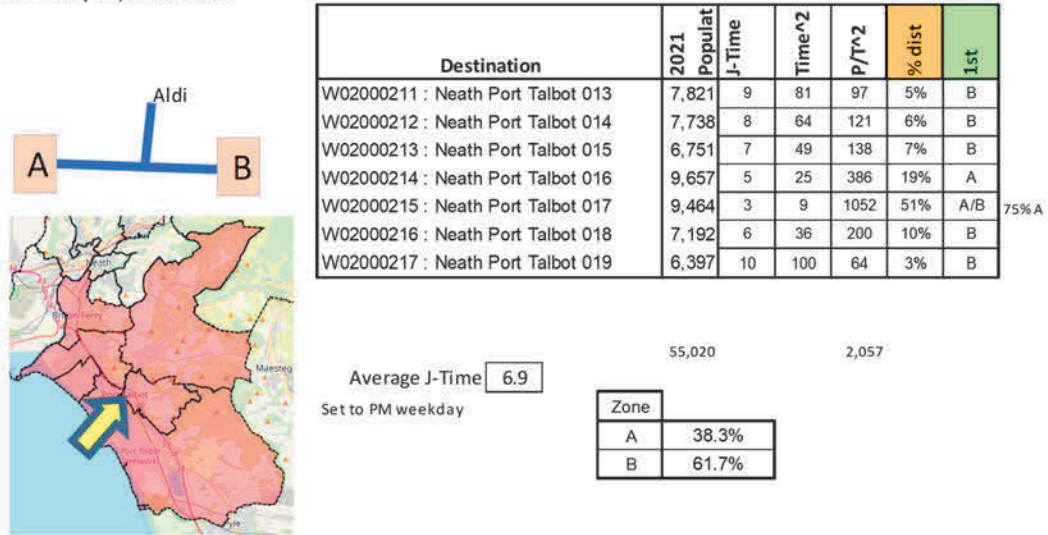
- 7.2.13 Whilst the above Table 7.1 and 7.2 illustrates the trip generation from ALDI and the Coffee Drive-Thru, this forms the gross trip generation and makes no allowances for secondary trips already on the local network. The trip generation that an ALDI store and Coffee Drive Thru might have in this location only forms part of the exercise.
- 7.2.14 An ALDI store and Coffee Drive Thru will also attract trips that are already on the local highway network and take the opportunity of passing the site to use the new opportunities; such trips are known as secondary diverted or pass-by trips.
- 7.2.15 In order to understand the overall impact of the development on the local highway network, it is necessary to clearly identify the actual impact after external factors are considered such as trip types.
- 7.2.16 Typically, new food stores only lead to about 10% completely new traffic, with the remainder forming pass-by and diverted trips (secondary trips) which are already on the local highway network. TRICS research report 14/1 sets out that the standard application of the pass-by and diverted trip proportions in research report 95/2 is not considered so relevant and a site-by-site approach should be used instead.
- 7.2.17 The definition of pass-by trips is that which actually passes the site, which in this case is Afan Way. Diverted trips are those which make a material diversion from their original route to an existing food store. Afan Way provides a key link within the town as evidenced by link flows from the traffic survey.
- 7.2.18 For robustness, the following trip proportions have been assumed for this assessment.
- ALDI: Primary 50%, Secondary Pass-by 30%, Secondary Diverted 20%
  - Coffee Drive Thru: 60% Primary, Secondary Pass-by 30%, Linked 10%
- 7.2.19 The combined ALDI and Coffee Drive Thru will inevitably lead to some internalisation of trips due to trip chaining as customers choose to visit both premises. A modest 10% linked trip proportion is assumed for this assessment, although the actual value may be greater.
- 7.2.20 It is assumed that the diverted trips do not already pass through on Afan Way. Thus, the assumed total effective “new trips” on the local highway network from the ALDI store is 70%. In reality, there would be a proportion of trips already on the local highways as part of a trip to a food store or a linked trip e.g., work-store-home.
- 7.2.21 The proposed development is located in reasonable proximity to residential areas which is an important consideration as this leads to localised trips and less need to travel further afield.
- 7.2.22 These assumptions are therefore considered robust for the purposes of this assessment and form reasonable proportions to take forward to assess the impact of development on the local highways.
- 7.2.23 In order to determine the distribution of primary trips from the proposed ALDI development, a population-distance gravity model was developed using 2021 census data. Population numbers were obtained for each of the MSOA areas within a reasonable catchment distance of the site, and the journey time from the weighted population centre of each MSOA was derived using google driving



directions set to PM peak. The MSOA are, on average, within a 7-minute drive time. The detailed calculations for the distribution to be used in the assessment are illustrated at Figure 7.4.

**Figure 7.4 – ALDI Primary New Trip Distribution**

Aldi Primary Trip Distribution

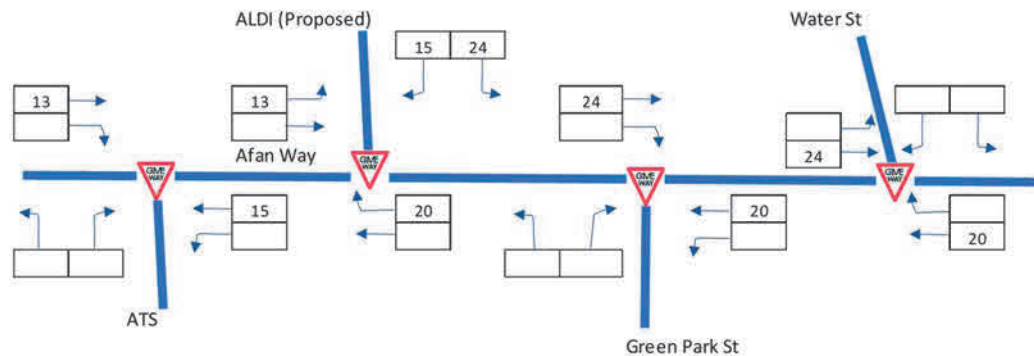


7.2.24 The primary trip distribution based on population and distance on a weighted basis would result in 38% of trips arriving from Afan Way (W) and 62% arriving from Afan Way (E). These proportions are reasonable and logical given the location of the site and the proximity of existing population centres.

7.2.25 Figure 7.5 provides the Primary new trip assignment for the proposed ALDI development.

**Figure 7.5 - ALDI Primary New Trip Assignment**

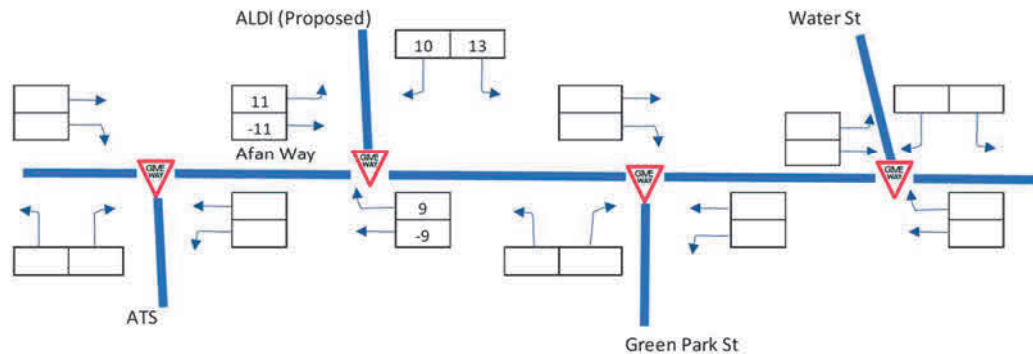
ALDI PM 1600-1700 Primary Trips



7.2.26 The secondary pass-by trip assignment for the proposed ALDI development is provided in Figure 7.5. Trips are weighted based on the observed traffic flows shown in Figure 7.3.

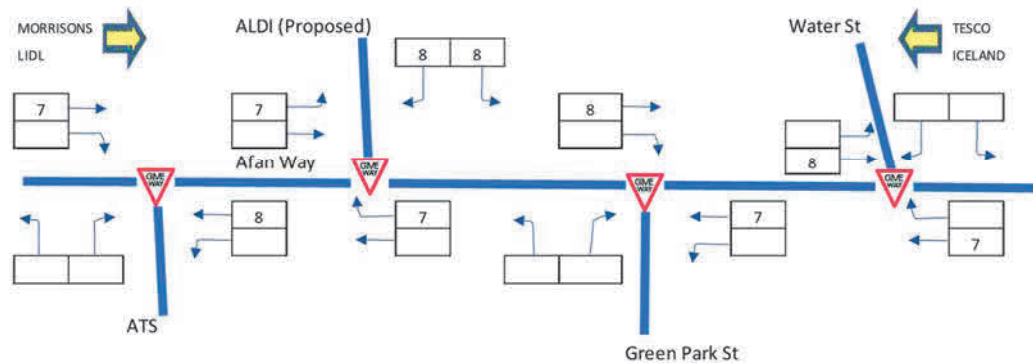


**Figure 7.6 – ALDI Secondary Pass-by Trip Assignment**  
*ALDI PM 1600-1700 Pass by Trips*



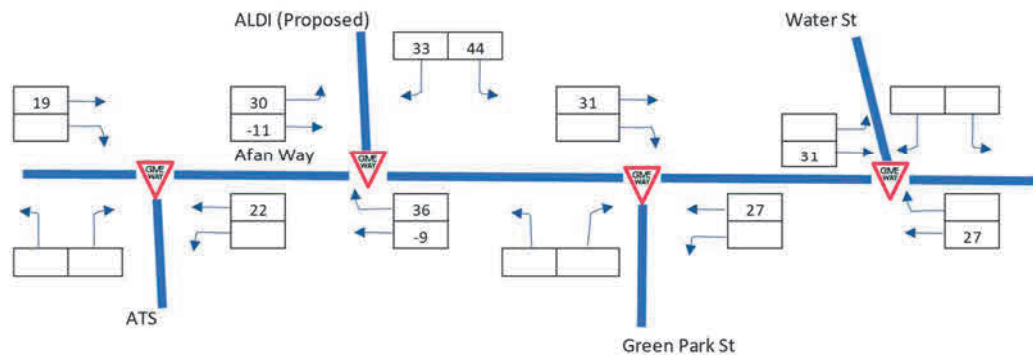
7.2.27 The secondary diverted trip assignment for the proposed ALDI development is provided in Figure 7.7. In the absence of RIA data, a sensible and pragmatic estimation was made based on the location and number of existing local food stores. Figure 7.7 summarises:

**Figure 7.7 – ALDI Secondary Diverted Trip Assignment**  
*ALDI PM 1600-1700 Diverted Trips*



7.2.28 The sum total of the ALDI development trip assignment is provided in Figure 7.8.

**Figure 7.8 – Total ALDI Development Trip Assignment**  
*ALDI PM 1600-1700 Total Trips*

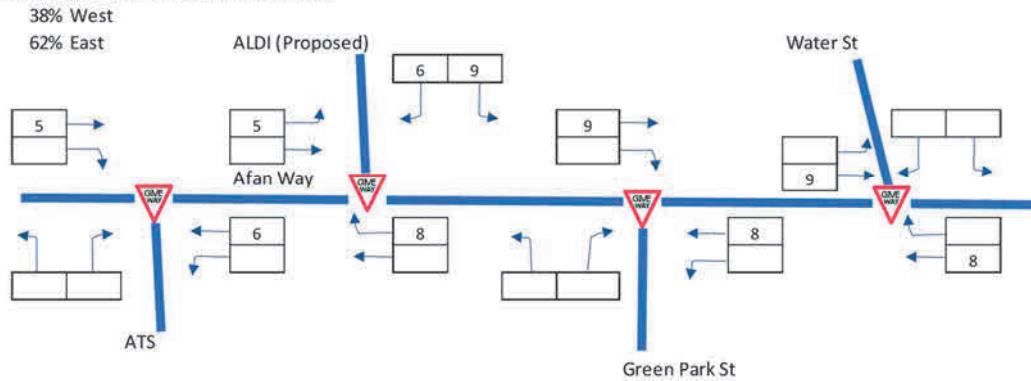


7.2.29 Figure 7.9 provides the Primary new trip assignment for the proposed Coffee Drive-Thru development. The same distribution as per the ALDI land use is assumed.



**Figure 7.9 – Coffee Drive Thru Primary New Trip Assignment**

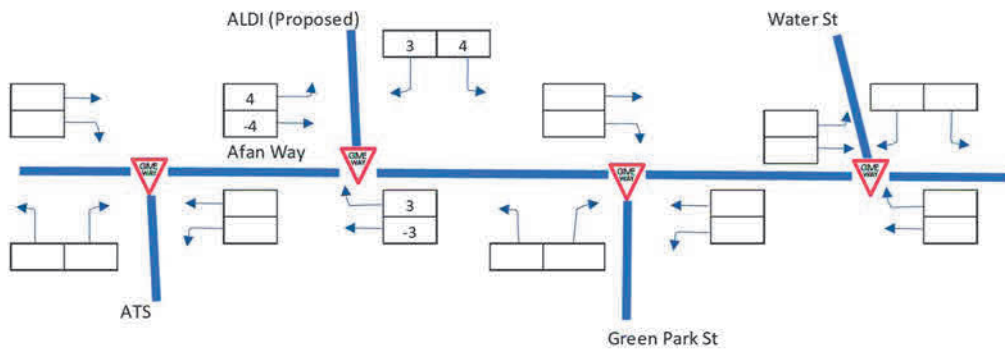
*Coffee Drive Thru PM 1600-1700 Primary Trips*



7.2.30 The secondary pass-by trip assignment for the proposed ALDI development is provided in Figure 7.10. Trips are weighted based on the observed traffic flows shown in Figure 2.1.

**Figure 7.10 – Coffee Drive Thru Secondary Pass By Trip Assignment**

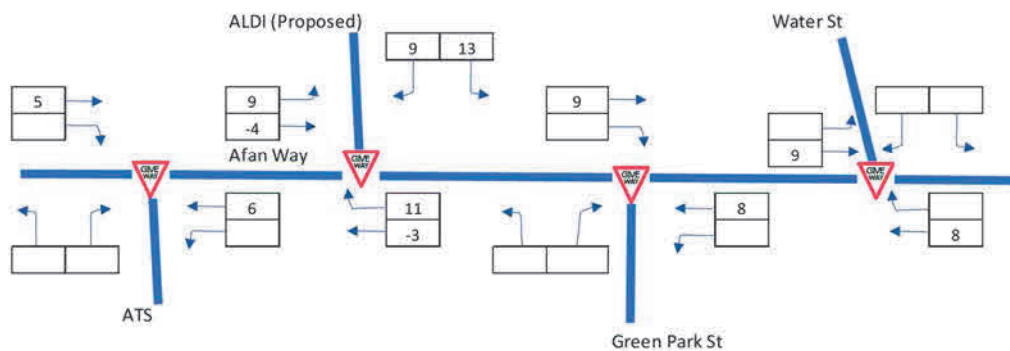
*Coffee Drive Thru PM 1600-1700 Pass by Trips*



7.2.31 The sum total of the Coffee Drive Thru development trip assignment is provided in Figure 7.11

**Figure 7.11 – Total Coffee Drive Thru Trip Assignment**

*Coffee Drive Thru PM 1600-1700 All Trips*

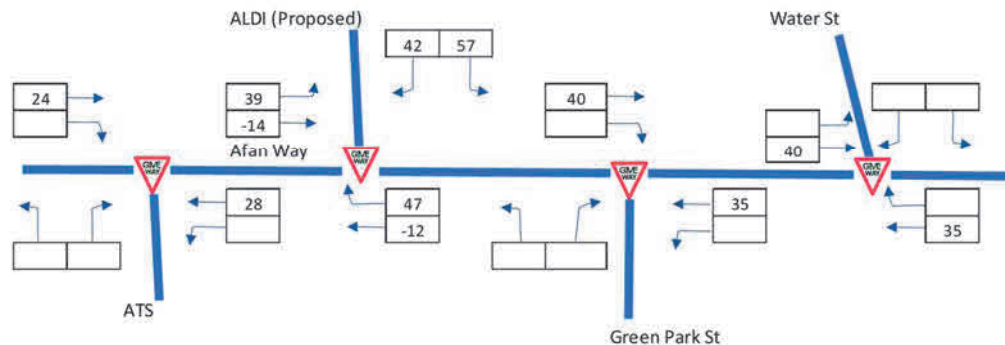


7.2.32 The sum total trip assignment for the full development is provided in Figure 7.12.



**Figure 7.12 – All Development Trip Assignment**

*All Development PM 1600-1700 Trips*



7.2.33 It may be seen that the volume of hourly flows is relatively modest for any one turning movement, of the order of up to one per minute, which is not particularly significant.

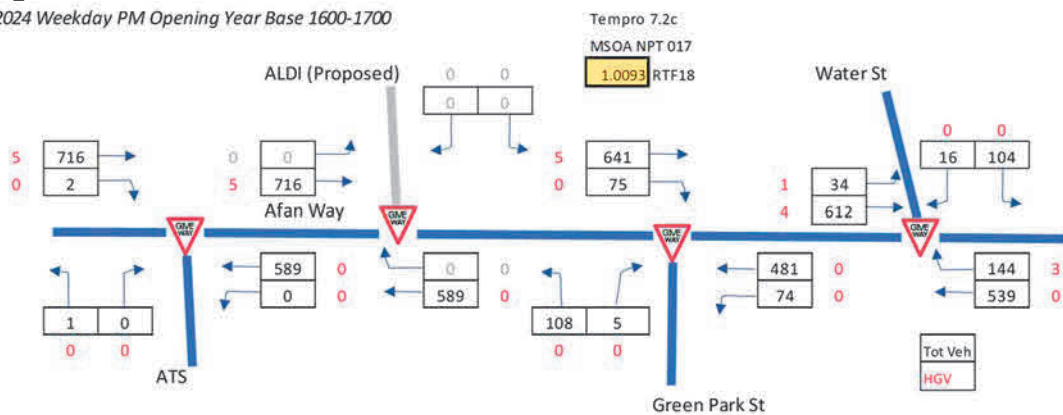
7.2.34 The above flows in Figure 2.9 were then taken forward for junction capacity testing using industry standard Junctions 10 software.

Assessment Flows

7.2.35 In order to undertake the operational assessment, the derivation of traffic flows for the baseline, opening year and future year are required. A reasonable baseline should be 2024 for the assumed opening year and a future year test of 2029, five years hence. To determine the baseline flows, traffic growth was based on TEMPro 7.2c using the 2018 RTF dataset for the average of MSOA NPT017. The expected baseline flows in the 2024 Opening Year are provided in Figure 7.13.

**Figure 7.13 – 2024 Baseline Flows**

*2024 Weekday PM Opening Year Base 1600-1700*



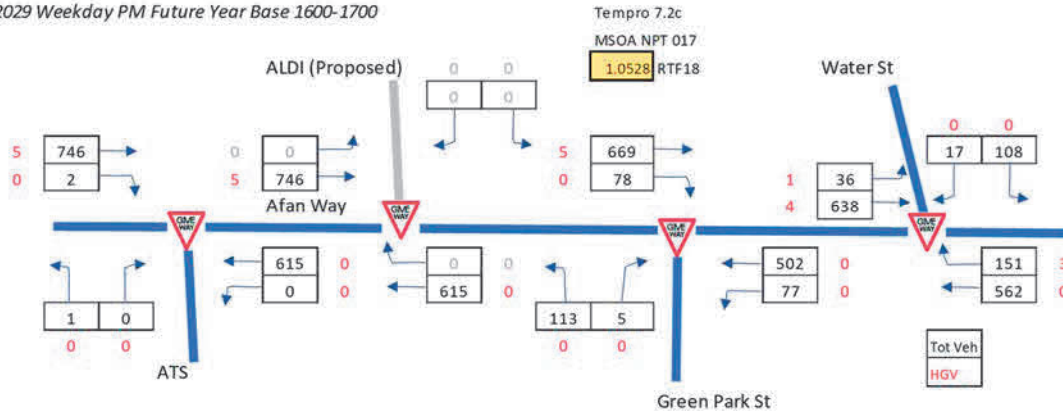
7.2.36 The expected baseline flows in the 2029 Future Year are provided in Figure 7.14.





**Figure 7.14 – 2029 Baseline Flows**

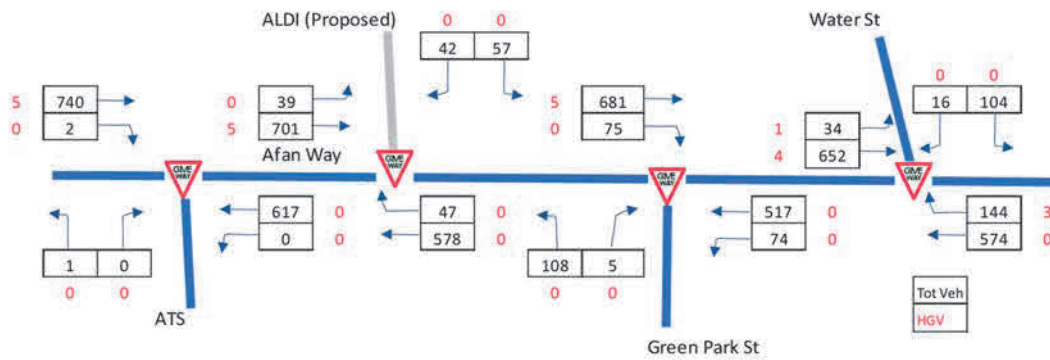
2029 Weekday PM Future Year Base 1600-1700



7.2.37 The expected baseline + development flows in the 2024 Opening Year are provided at Figure 7.15.

**Figure 7.15 – 2024 Base + Development Flows**

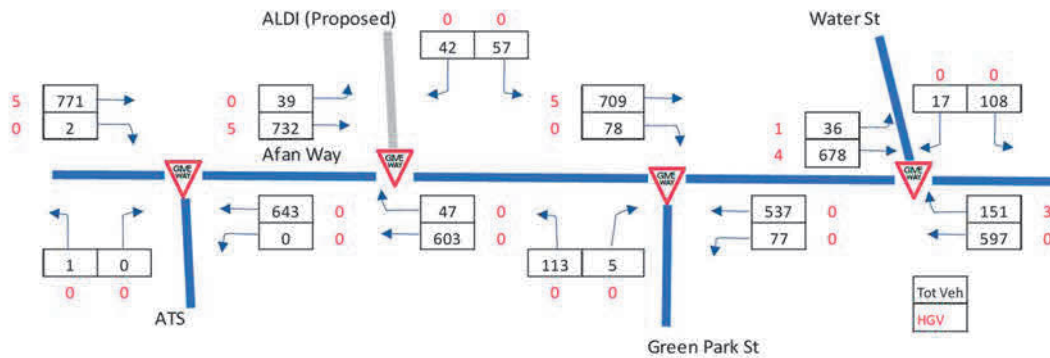
2024 Weekday PM Opening Year Base + Dev 1600-1700



7.2.38 The expected baseline + development flows in the 2029 Future Year are provided at Figure 7.16.

**Figure 7.16 – 2029 Base + Development Flows**

2029 Weekday PM Opening Year Base + Dev 1600-1700

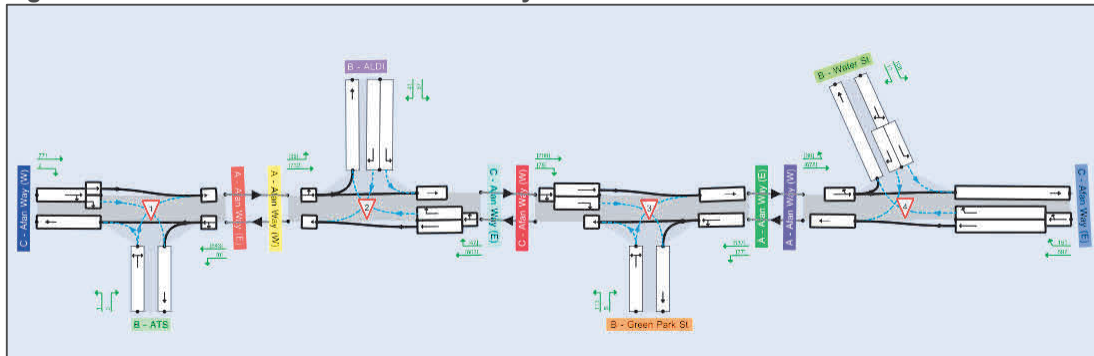




Operational Assessment

7.2.39 An operational assessment of the four junctions in the study area along Afan Way was carried out using Junctions 10 software. When the software is run in “lane-sim” mode it is possible to model the spatial interactions of the closely spaced junctions to determine the vehicle or queue interaction. Figure 7.17 provides an illustration of the model layout.

**Figure 7.17 – Junctions 10 Linked Model Layout**



7.2.40 However, when the software is run in this way it does not generate the usual RFC (Ratio of Flow to Capacity) values. A summary of the worst case 2029 baseline versus baseline plus development operational assessment is provided in Table 2.4. The full model output results are provided at **Appendix F**.

**Table 2.4 – Junction Capacity Assessment of Afan Way Junctions**

Peak	Junction	Arm	PM	
			Q	Delay
2029 Base	ATS/Afan Way	Afan Way RT	0	0s
		ATS	0	0s
	ALDI	Afan Way RT	-	-
		ALDI	-	-
	Green Park St / Afan Way	Afan Way RT	1	1s
		Green Park St	1	9s
	Water St / Afan Way	Water St RT	1	2s
		Water St L&R	1	10s
2029 Base	ATS/Afan Way	Afan Way RT	0	0s
		ATS	0	0s
	ALDI	Afan Way RT	0	1s
		ALDI	1	16s
	Green Park St / Afan Way	Afan Way RT	1	1s
		Green Park St	1	10s
	Water St / Afan Way	Water St RT	1	2s
		Water St L&R	1	10s



- 7.2.41 The results of the capacity assessment reveals that the existing local junctions currently encounter short queues and minor delays for all movements, which is expected to continue to the future year 2029. The model for the 2023 baseline fully accords with the queue length survey which also shows low or sporadic queues.
- 7.2.42 With the addition of the proposed junction to serve the Aldi foodstore and coffee shop with drive thru, located between the ATS garage access and the Green Park Street junction, this is demonstrated to operate satisfactorily with the associated traffic with minor queues of 1 vehicle and short delays of 16 seconds on the ALDI exit, with minimal impact on the adjacent junctions.
- 7.2.43 As a cross check, the Junctions 10 model was reverted back to “standard” mode (i.e. standalone model without the linking between junctions) and the maximum RFC at the ALDI junction would be 0.22 and the other junctions a maximum RFC of 0.31. This is clearly well within capacity and no issues are expected as a result.
- 7.2.44 This assessment is considered robust, as it assumes that 70% of the development traffic arriving and departing is fully “new” traffic and not already on Afan Way.
- 7.2.45 Looking further afield as the network flows were recorded, generated traffic was compared to link flows and queues to consider whether the two roundabouts should be analysed.
- 7.2.46 However, as the site traffic gets diluted to the south, further analysis of the network was considered to be unnecessary.

### 7.3 Conclusions

- 7.3.1 An operational assessment of four junctions in the study area along Afan Way including the proposed site access junction was carried out and it was demonstrated that existing local junctions currently encounter short queues and minor delays for all movements. With the addition of the proposed junction to serve the proposed Aldi foodstore and coffee shop with drive thru, located between the ATS garage access and the Green Park Street junction, this was demonstrated to operate satisfactorily with the associated traffic with minor queues and short delays, with minimal impact on the adjacent junctions.
- 7.3.2 The addition of the proposed development would lead to a modest impact and the change in flows would be less than one vehicle per minute for any turning movement so the scale of the impact would not be excessive and the change in performance should not be significant nor severe.
- 7.3.3 The development proposals are not expected to lead to material off-site highways issues on the adjacent transportation network. It is concluded that the impact has been fairly and reasonably addressed and there should be no reason for highways related objection to the proposed development.



## 8. SUMMARY AND CONCLUSIONS

- 8.1. This Transport Assessment (TA) has been prepared by Entran Ltd to detail and assess transport matters associated with a proposed Aldi discount foodstore and coffee shop with drive-thru located on land at Afan Way, Port Talbot, South Wales.
- 8.2. The proposal comprises:

### ACCESS

- Primary vehicle and pedestrian access from Afan Way with Aldi servicing via a separate access to the rear of the site
- Access form via right turn ghost island with a two lane exit
- Direct Pedestrian and cycle access to both store fronts

### ALDI

- 1931 sqm GFA Aldi
- Total 117 customer car parking spaces including;
  - 6 Disabled parking bays
  - 9 P&C parking bays
  - 4 external Sheffield cycle stands
  - 12 active EVCPs

### COFFEE DRIVE THRU

- 188 sqm GFA coffee drive thru;
- Total 20 customer car parking spaces;
  - 2 Disabled parking bays
  - 2 external Sheffield cycle stands
  - 6 active EVCPs

- 8.3. Servicing would be consistent with ALDI's long established methods and the site access will be designed to provide safe and efficient access for turning of service vehicles.
- 8.4. Reasonable and adequate car parking is proposed, commensurate with the needs and expected operation of the development proposal, and the assessment demonstrates avoidance of overspill onto local roads and attendant negative effects. Secure, covered and illuminated cycle parking spaces for the discount food store and coffee shop would be provided
- 8.5. Personal injury accident data has been examined on the local highways and only two accidents were classed as serious, both on the Water Street approach to the Afan Way roundabout and were nearside incidents.
- 8.6. The site includes for a Staff Travel Plan and a Transport Implementation Strategy which provides the opportunity to reduce dependence on travel by private car and seeks to influence travel to and from the site rather than merely assessing its impact.
- 8.7. An operational assessment of the local highway network and has been undertaken which demonstrates that the addition of the proposed development would lead to a modest impact and the change in flows would be less than one vehicle per minute for any turning movement so the scale of



the impact would not be excessive and the change in performance should not be significant nor severe.

- 8.8. The development proposals are not expected to lead to material off-site highways issues on the adjacent transportation network. It is concluded that the impact has been fairly and reasonably addressed and there should be no reason for highways related objection to the proposed development.

Conclusion

- 8.9. The information presented in this TA Report has been presented to help the local authority review the likely effects on the surrounding transportation network of a proposed scheme.
- 8.10. Based on these findings, the development proposals are not expected to lead to any localised material off-site highways issues on the adjacent transportation network. The provision of the proposed development offers a good opportunity to enhance a previously developed area and should be supported by the local highway authority.
- 8.11. It is therefore concluded that the impact has been fairly and reasonably addressed and there should be no reason for highways related objection to the proposed development.



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# Appendix A

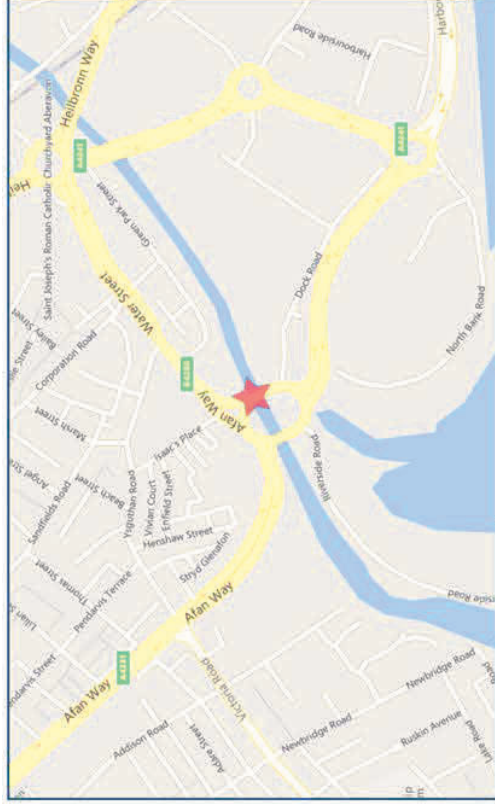


## Validated Data

**Crash Date:** Friday, October 20, 2017 **Time of Crash:** 5:48:00 PM **Crash Reference:** 2017621701450

**Highest Injury Severity:** Serious **Road Number:** A4241 **Number of Casualties:** 1  
**Highway Authority:** Neath Port Talbot **Number of Vehicles:** 2  
**Local Authority:** Neath Port Talbot County Borough **OS Grid Reference:** 275922 189706

**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 30  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Roundabout  
**Junction Control:** Give way or uncontrolled





Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	0	Male	46 - 55	Vehicle is in the act of turning left	Offside	Unknown	None	None
2	Pedal cycle	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Nearside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other



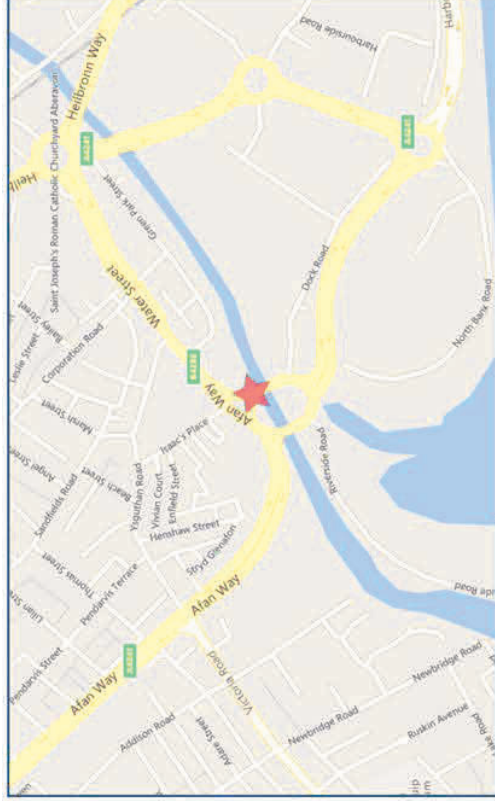


## Validated Data

**Crash Date:** Thursday, October 18, 2018 **Time of Crash:** 12:22:00 PM **Crash Reference:** 2018621801343

**Highest Injury Severity:** Slight **Road Number:** B4286 **Number of Casualties:** 1  
**Highway Authority:** Neath Port Talbot **Number of Vehicles:** 2  
**Local Authority:** Neath Port Talbot County Borough **OS Grid Reference:** 275915 189712

**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 30  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Roundabout  
**Junction Control:** Give way or uncontrolled





crashmap.co.uk

## Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None
2	Pedal cycle	-1	Female	36 - 45	Vehicle is reversing	Back	Unknown	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)

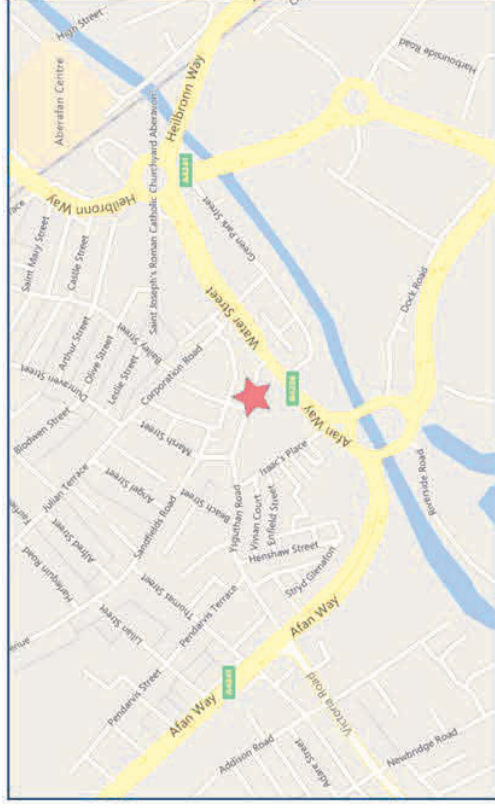


### Validated Data

**Crash Date:** Saturday, October 20, 2018      **Time of Crash:** 4:27:00 PM      **Crash Reference:** 2018621801348

**Highest Injury Severity:** Slight      **Road Number:** U0      **Number of Casualties:** 1  
**Highway Authority:** Neath Port Talbot      **Number of Vehicles:** 1  
**Local Authority:** Neath Port Talbot County Borough      **OS Grid Reference:** 275948 189875

**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 30  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** T or staggered junction  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Single carriageway  
**Junction Control:** Give way or uncontrolled





Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Bus or coach (17+ passenger seats)	3	Male	46 - 55	Vehicle is slowing down or stopping	Did not impact	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other

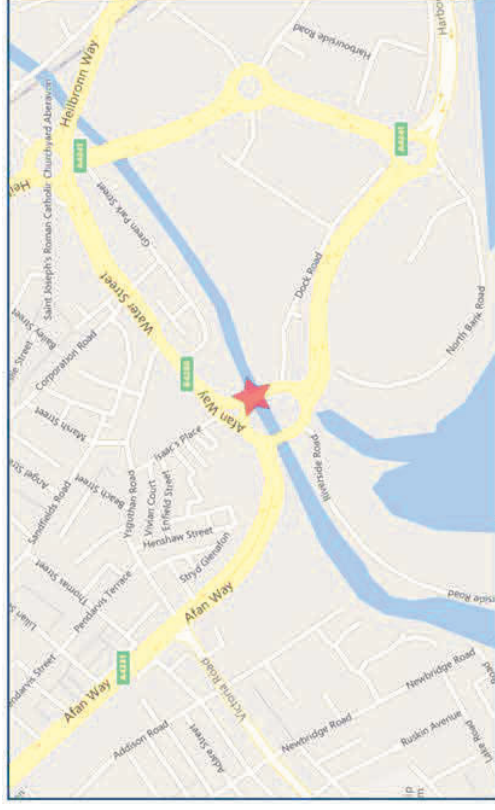


## Validated Data

**Crash Date:** Wednesday, October 31, 2018    **Time of Crash:** 10:27:00 AM    **Crash Reference:** 2018621801418

**Highest Injury Severity:** Slight    **Road Number:** B4286    **Number of Casualties:** 1  
**Highway Authority:** Neath Port Talbot    **Number of Vehicles:** 2  
**Local Authority:** Neath Port Talbot County Borough    **OS Grid Reference:** 275922 189706

**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 40  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Roundabout  
**Junction Control:** Give way or uncontrolled





Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	1	Male	36 - 45	Vehicle is moving off	Front	Journey as part of work	None	None
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

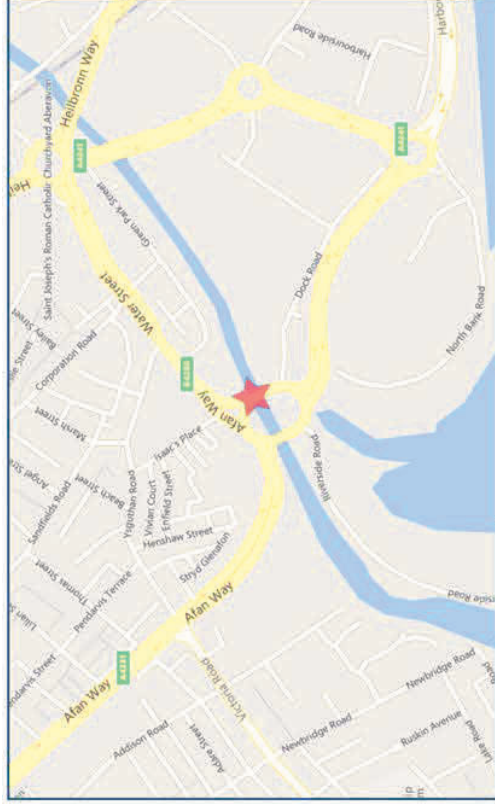


## Validated Data

**Crash Date:** Friday, April 19, 2019      **Time of Crash:** 2:59:00 PM      **Crash Reference:** 2019621900525

**Highest Injury Severity:** Slight      **Road Number:** B4286      **Number of Casualties:** 1  
**Highway Authority:** Neath Port Talbot      **Number of Vehicles:** 2  
**Local Authority:** Neath Port Talbot County Borough      **OS Grid Reference:** 275922 189704

**Weather Description:** Raining without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 30  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Roundabout  
**Junction Control:** Give way or uncontrolled





Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	36 - 45	Vehicle is moving off	Front	Unknown	None	None
2	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, on a right hand bend	Back	Unknown	None	None

Casualties

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



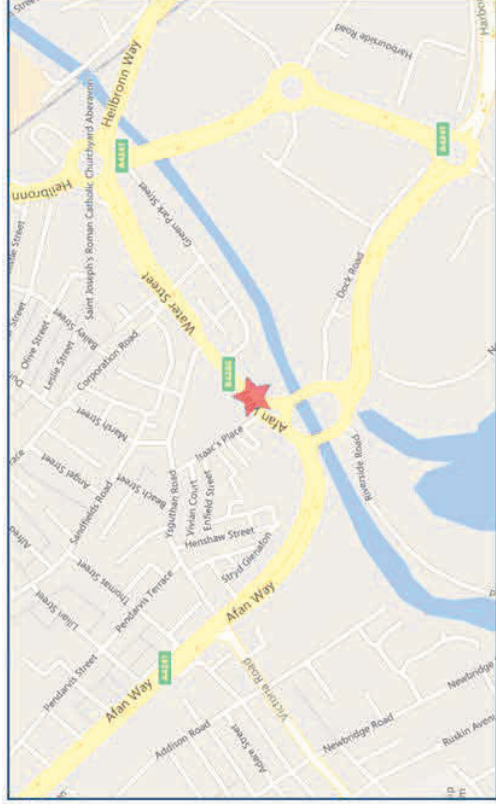


### Validated Data

**Crash Date:** Tuesday, November 24, 2020      **Time of Crash:** 11:47:00 AM      **Crash Reference:** 2020622001025

**Highest Injury Severity:** Slight      **Road Number:** B4286      **Number of Casualties:** 1  
**Highway Authority:** Neath Port Talbot      **Number of Vehicles:** 2  
**Local Authority:** Neath Port Talbot County Borough      **OS Grid Reference:** 275923 189776

**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 30  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Roundabout  
**Junction Control:** Give way or uncontrolled





Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Female	46 - 55	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Pedal cycle	-1	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

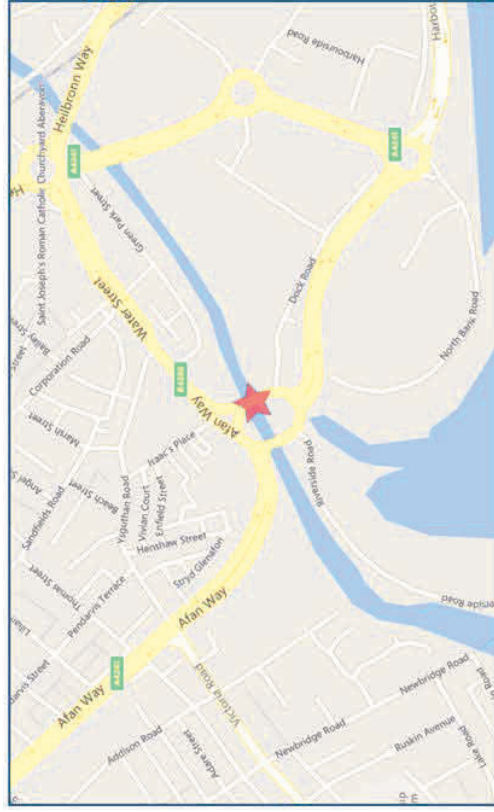


Validated Data

**Crash Date:** Saturday, January 23, 2021 **Time of Crash:** 3:48:00 PM **Crash Reference:** 20216222100069

**Highest Injury Severity:** Slight **Road Number:** B4286 **Number of Casualties:** 1  
**Highway Authority:** Neath Port Talbot **Number of Vehicles:** 2  
**Local Authority:** Neath Port Talbot County Borough **OS Grid Reference:** 275921 189699

**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 30  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Roundabout  
**Junction Control:** Give way or uncontrolled





Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Pedal cycle	-1	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other



## Validated Data

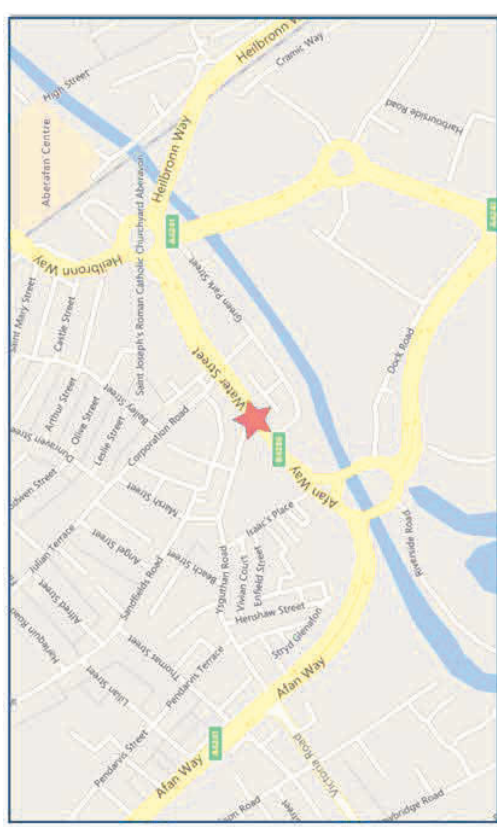
**Crash Date:** Saturday, July 10, 2021 **Time of Crash:** 6:43:00 PM **Crash Reference:** 20216222100530

---

**Highest Injury Severity:** Slight **Road Number:** U0 **Number of Casualties:** 3

**Highway Authority:** Neath Port Talbot **Number of Vehicles:** 2

**Local Authority:** Neath Port Talbot County Borough **OS Grid Reference:** 276009 189849



**Weather Description:** Fine without high winds

**Road Surface Description:** Dry

**Speed Limit:** 30

**Light Conditions:** Daylight: regardless of presence of streetlights

**Carriageway Hazards:** None

**Junction Detail:** T or staggered junction

**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres

**Road Type:** Single carriageway

**Junction Control:** Give way or uncontrolled



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	4	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	-1	Female	16 - 20	Vehicle is slowing down or stopping	Back	Unknown	None	None

Casualties

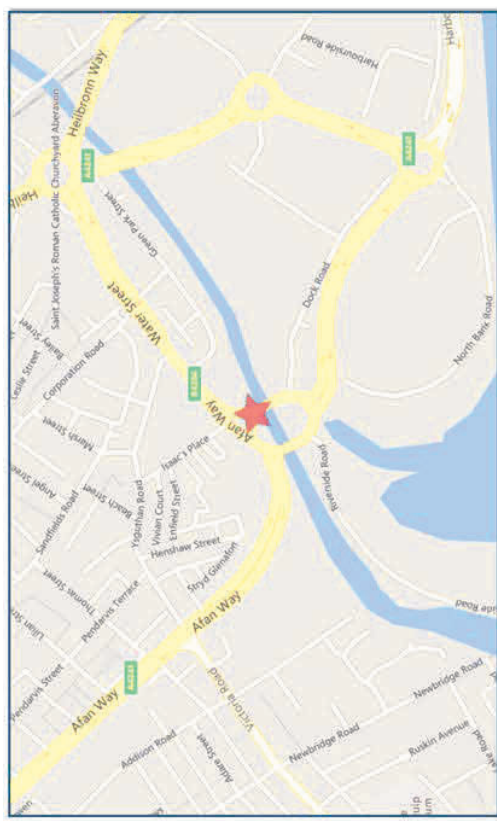
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other



## Validated Data

**Crash Date:** Saturday, November 27, 2021 **Time of Crash:** 5:02:00 PM **Crash Reference:** 20216222100953

**Highest Injury Severity:** Slight **Road Number:** B4286 **Number of Casualties:** 1  
**Highway Authority:** Neath Port Talbot **Number of Vehicles:** 2  
**Local Authority:** Neath Port Talbot County Borough **OS Grid Reference:** 275910 189712



**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 30  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Roundabout  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Roundabout  
**Junction Control:** Give way or uncontrolled



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	6	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Motorcycle 50cc and under	0	Male	16 - 20	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other





---

# Appendix B

- KEY**
- Application Boundary
  - Denotes tarmac finish
  - Denotes concrete surface finish
  - Denotes concrete slab finish
  - Denotes gravel finish
  - Denotes conservation paving, colour charcoal grey
  - Denotes black paving, herringbone pattern, permeable / non-permeable
  - Denotes outdoor paving tile, Urbex Natural 600 x 600mm
  - Denotes outdoor paving tile - 45 degrees, Urbex Charcoal 600 x 600mm
  - Denotes landscaped area with misc plantings within application area. Refer to separate soft landscaping proposals
  - New stainless steel arm bollards
- Denotes parking space with electric vehicle charging point
  - Denotes existing spaces with timber deck installed for the future conversion to electric vehicle charging point
  - Existing tree. Refer to arboricultural report
  - Proposed tree. Refer to soft landscaping proposals
  - Existing site level
  - Proposed site level
  - Timber acoustic grade fence
  - 1.8m high timber close boarded fence
  - 1.1m high railing
  - 0.45m high timber knee rail
  - Denotes lighting column
  - Heavy duty bollards
  - New stainless steel arm bollards

**ANNOTATIONS**

- New service yard entrance in approximate location of existing site entrance
- Proposed site access with right hand filter lane off Alan Way and two lane egress
- Pedestrian crossing
- Pedestrian access
- Existing electric sub station with area of handstanding for access
- Existing facing brick masonry boundary / retaining walls retained
- Vehicle crash barrier and retaining wall to Alan Way
- Existing masonry wall along Water Street to be rebuilt as facing brickwork retaining wall
- Low noise external plant area enclosed by acoustic grade timber fence and 2.5m high palisade fencing. Galvanised finish
- Retaining wall with guard railing above
- 1.8m high close boarded fence to site boundary
- Vehicle restraint barrier
- New facing brick boundary retaining wall with 1.1m high railings above along Isaac's Place
- Bicycle stands
- Proposed Ad-verts on site. Location subject to separate advertisement consent and agreement with the statutory authority to build within the sewer easement.
- Proposed Starbucks totem sign position. Location subject to separate advertisement consent and agreement with the statutory authority to build within the sewer easement.
- Future gabiit broadband provision brought into site. Location indicative
- Surface water attenuation pond for highway drainage, subject to separate sub and highway application
- Covered holiday bay
- Parent & Child spaces
- Disabled spaces
- Active EVCP spaces
- Loading bay ramp and bin store
- Starbucks bin store and plant area
- Approximate location of existing telegraph poles. Service to be diverted

ALDI PARKING	STARBUCKS PARKING	PARKING TOTAL
117	26	145
Typically 2.6m w x 4.5.0m / spaces	Typically 2.6m w x 4.9m / spaces	
STANDARD	STANDARD	STANDARD
60	20	110
DISABLED	DISABLED	DISABLED
2	2	8
PARENT & CHILD	PARENT & CHILD	PARENT & CHILD
9	6	9
ACTIVE EVCP	ACTIVE EVCP	ACTIVE EVCP
12	6	18

**APPLICATION AREA**  
12,135 sqm / 2.958 Acres / 1.214 Hectares

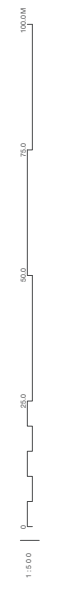


**Kendall Kingscott**  
 Chartered Professional Engineer  
 Planning & Design  
 1500 BDO AT 17000 PORT TALBOT PLANNING WWS  
 1500 BDO AT 17000 PORT TALBOT PLANNING WWS  
 1500 BDO AT 17000 PORT TALBOT PLANNING WWS

**ALDI**

Client: Burrows Yard, Alan Way, Port Talbot  
 Project No: 170466-1300  
 Date: 05/05/23  
 Drawing No: P05  
 Drawing Title: PLANNING

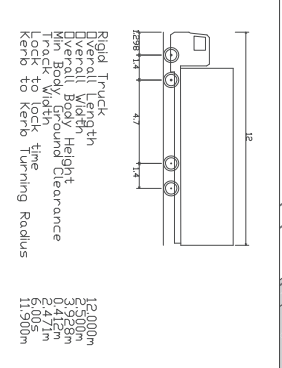
Scale: 1:500  
 Date: 05/05/23  
 Drawing No: P05  
 Drawing Title: PLANNING

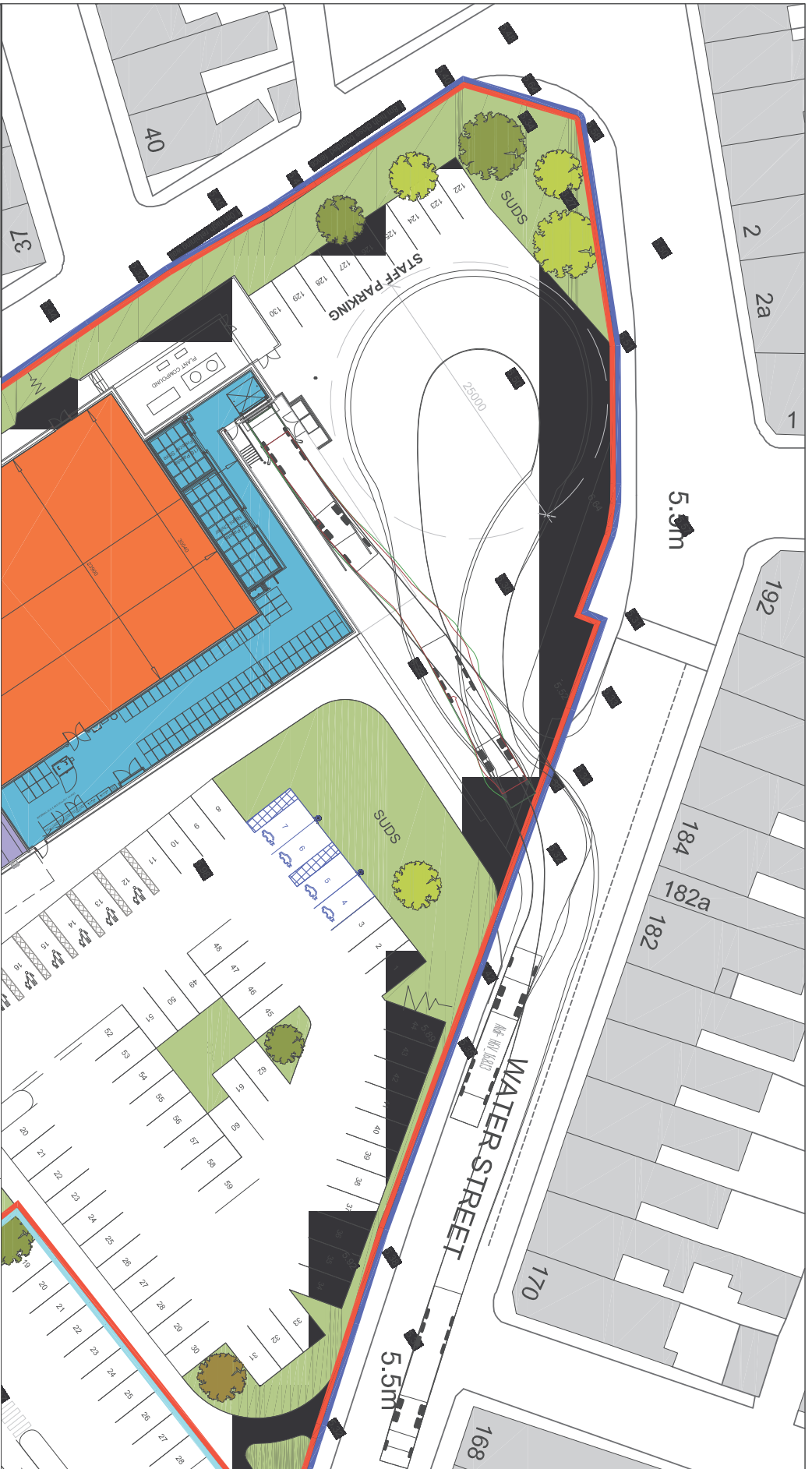




2<sup>nd</sup> & 3<sup>rd</sup> Floors | Heritage House | Upper Borough Walls | Bath | BA1 1RS  
 TELEPHONE : 0117 937 4077

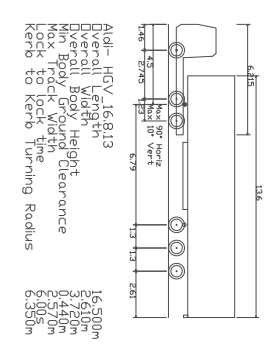
PROJECT TITLE		<b>PROPOSED ALDI FOODSTORE</b>	
DRAWING TITLE		<b>AFAN WAY, PORT TALBOT</b>	
DRAWING TITLE		<b>PROPOSED ACCESS - SWEPT PATH ANALYSIS</b>	
DATE	24.4.23	SCALE	1:500
		AT A4	STATUS
DRAWN DJA	CHECKED RW	APPROVED RW	
DWG SIZE	A4	DRAWING NUMBER	SK05
		REV	-





2<sup>nd</sup> & 3<sup>rd</sup> Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG  
 TELEPHONE : 0117 937 4077

PROJECT TITLE	PROPOSED ALDI FOODSTORE		
DRAWING TITLE	AFAN WAY, PORT TALBOT		
DRAWING TITLE	PROPOSED ACCESS - SWEPT PATH ANALYSIS		
DATE	16.5.23	SCALE	1:500
		AT	A4
		STATUS	
DRAWN	DJA	CHECKED	RW
		APPROVED	RW
DWG SIZE	A4	DRAWING NUMBER	SK05
		REV	A





---

# Appendix C



# Stage 1 Road Safety Audit Report (Feasibility)

Proposed Aldi Foodstore  
Afan Way, Port Talbot  
S278 Highway Works  
( Designers Response )

Produced for:  
Entran

Date:4<sup>th</sup> May 2023



[trafficmanagementconsultants@hotmail.co.uk](mailto:trafficmanagementconsultants@hotmail.co.uk)



07771 557382

## DOCUMENT REGISTER

**Project Name:** Aldi Foodstore, Afan Way, Port Talbot S278 Highway Works.

**Report Title:** Stage 1 Road Safety Audit.

**Date:** 4<sup>th</sup> May 2023

**Client:** Entran

Audit Team	Name	Position	Date
<b>Audit Team Leader:</b>	Peter Ronald	Director	04/05/2023
<b>Audit Team Member:</b>	Wing Lee	Road Safety Auditor	04/05/2023
<b>Approved By:</b>	Peter Ronald	Director	04/05/2023

Revision History					
Revision	Date	Description	Audit Team Leader	Audit Team Member	Approved
-	04/05/2023	Draft	PR	WL	PR
A	04/05/2023	Final	PR	WL	PR
B	19/05/2023	Designer and auditor response added	PR		

Prepared By: **Traffic Management Consultants Ltd**

Unit 2  
71A Hamilton Road  
READING  
RG1 5RA

☎ 07771 557382

✉ trafficmanagementconsultants@hotmail.co.uk

14 Aintree Lane  
Liverpool  
L10 2JL

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## 1. Executive Summary

1.1 This scheme is promoted by Aldi Foodstores. This Road Safety Audit is supplied under the provisions of the safety audit request dated 26<sup>th</sup> April 2023.

## 2. Introduction

2.1 This report results from a Stage 1 Road Safety Audit carried out on proposed new Aldi Foodstore development S278 highway works. The works are to provide a new vehicle and pedestrian access from Afan Way and improved vehicle access from Water Street, Port Talbot.

### 2.2 Audit Team Membership

The Audit Team comprised the following individuals:

Peter Ronald I.Eng., AMICE, MCIHT, MSoRSA, (HE - RSA Cert of Comp).  
(Audit Team Leader)

Wing Lee BEng(hons), PGCert, MCIHT, MIHE, (HE - RSA Cert of Comp).  
(Audit Team Member)

### 2.3 Audit Site Visit and Plan Examination

A site visit was carried out on Tuesday 2<sup>nd</sup> May 2023 by the Audit Team between 3.00pm and 3.45pm. The weather conditions were cloudy and dry, the road surface was dry. Traffic flows were moderate, and limited pedestrian / cycle movements were observed. Vehicle speeds were perceived to be within the posted speed limits along Afan Way and Water Street.

The Audit also comprised an examination by the team of the drawings provided by Entran and any additional support documents completed by the Audit Team as listed in **Appendix A**. All safety issues are with reference to the specific design details shown on the drawings.

### 2.4 Strategic Decisions

The Audit Team has not been advised of any Strategic Decisions made by the local Highway Authority or by the local Planning Authority.

### 2.5 Audit Brief

The Audit Team were not provided with an Audit Brief.

### 2.6 Terms of Reference

The terms of reference of the audit are based on "Guidelines for the Safety Audit of Highway Schemes" published by the Institution of Highways and Transportation, other guidance references are the Traffic Signs Regulations and General Directions 2016, and GG 119 Design Manual for Roads and Bridges.

The Audit Team has examined and reported only on the road safety implications of the scheme and has not verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard or other guidance documents.

## 2.7 **Audit Recommendations**

Recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are only to indicate a proportionate and viable means of eliminating or mitigating the identified road safety audit matters, and in no way imply that a formal design process has been undertaken.

There may be alternative measures of addressing a problem which would be equally acceptable or superior in achieving the desired degree of mitigation and these should be considered by the designer when responding to this report.

## 2.8 **Scope of Road Safety Audits**

Road Safety Audit shall only be concerned with Road Safety Matters, i.e. *an element of the existing road environment or proposed road environment that could potentially contribute to a road traffic collision or features that could present a risk of injuries to road users.*

Road Safety Audit is not a technical check that the design conforms to standards and/or best practice guidance.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Road Safety Audit does not consider structural safety.

Road Safety Audit does not cover health and safety issues concerning road workers during the construction phase but may cover the future maintenance and operation of the road.

Road safety matters resulting from the operation of facilities for highway maintenance that affect road users shall be included in the scope of Road Safety Audit.

The needs of all road users shall be assessed when undertaking Road Safety Audits.

### 3. Risk Assessment

- 3.1 Each of the Auditors' responses is classified as either a 'Problem' or a 'Nil Response/Comment'. Items classified as a 'Problem' denote matters likely to result in significant road safety hazards. Items marked as 'Nil Response/Comment' are less serious but worthy of consideration by the Designer and/or by the Overseeing Organisation.
- 3.2 Although all the problems identified are of sufficient importance to require action, the table below shows their relative urgency based on the risk perceived by the Safety Auditors. The level of risk assigned to each problem is largely subjective and is only intended as a guide to assist the client in determining the priority of the road safety matters raised.

Severity / Risk Level	Probability				
	Frequent	Probable	Occasional	Remote	Improbable
Catastrophic	****Problem**** (Urgent)				
Critical		***Problem*** (High Risk)			
Major			**Problem** (Medium Risk)		
Minor				*Problem* (Low Risk)	
Negligible					Comment

### 4. Historical Summary

- 4.1 The site is currently vacant land.

### 5. Existing Environment

- 5.1 The new access is located off the northern side of Afan Way, west of the junction with Green Park Street, within Port Talbot.

Afan Way is a single carriageway local distributor road that links between the roundabout junction with the A4241 and Water Street. It has footways on either side and a system of street lighting that introduces a 30mph speed limit. There are single and double yellow lines present along both sides of the carriageway and a wide area of central hatching. It is flat and straight at the new access.

Water Street is a wide single carriageway residential road that links north from Afan Way. It has footways on either side and residential development along its northern side with vacant commercial land along its southern side. It has a system of traffic calming along its length in the form of speed cushions.

It has a system of street lighting present and forms part of a wider 20mph speed limit zone.

## 6. Collision Data

- 6.1 The Audit Team have not been provided with any recorded injury collision data as part of this road safety audit. However, interrogation of [www.crashmap.co.uk](http://www.crashmap.co.uk) indicates that there have been two slight personal injury collisions recorded within the extent of the scheme during the 2017 to 2021 five-year period. One occurred on Water Street in 2018 and the other occurred on Afan Way in 2019, both involved single vehicles.

## 7. Survey Information

- 7.1 None provided.


## 8. Audit Assessment

- 8.1 The table below summarises the findings from this audit which are described in detail within the following pages.

Identified locations of Road Safety Audit Matters are indicated on the drawing within **Appendix B** to the rear of this report.

No.	Item	Comments	Notes
<b>A1</b>	<b>General</b>		
A1.1	Departures from Standards		
A1.2	Drainage		
A1.3	Climatic Conditions		
A1.4	Landscaping		
A1.5	Public Utilities/ Services Apparatus		
A1.6	Lay-bys		
A1.7	Access		
A1.8	Skid Resistance		
A1.9	Agriculture		
A1.10	Fences and Road Restraint Systems		
A1.11	Adjacent Developments and Roads		
A1.12	Road alignment		
A1.13	General layout	Problem	(8.1) On-carriageway parking along Water Street obstructing turning movement out of access.
<b>A2</b>	<b>Local Alignment</b>		
A2.1	Visibility		
A2.2	New/Existing Road Interface		
<b>A3</b>	<b>Junctions</b>		
A3.1	Layout	Problem	(8.2) Proposed ghost right turn introduces conflict with right turning vehicles accessing and exiting tyre store access opposite
A3.2	Visibility		

A3.3	Signing		
A3.4	Road Markings		
A3.5	T, X and Y junctions		
A3.6	All roundabouts		
A3.7	Mini Roundabouts		
A3.8	Traffic Signals		
<b>A4</b>	<b>Non-Motorised User Provision</b>		
A4.1	Adjacent Land		
A4.2	Pedestrians	Problems	(8.3) Existing footway along Afan Way south of new access leads onto inadequate/unsafe pedestrian crossing point at end of footway  (8.4) Pedestrian crossing point set back into store access and not in desire line
A4.3	Cyclists		
A4.4	Equestrians		
<b>A5</b>	<b>Road Signs, Carriageway Markings and Lighting</b>		
A5.1	ADS and Local Traffic Signs		
A5.2	Variable Message Signs		
A5.3	Lighting		
A5.4	Road Markings		
A5.5	Poles and Columns		

<b>8.1 *Problem* (Item A1.13)</b>	
<b>Location:</b>	Water Street
<b>Summary:</b>	On-carriageway parking along Water Street obstructing turning movement out of access.
	
<p>There is on-carriageway parking occurring opposite the proposed delivery access onto Water Street. This parking will cause a problem for the turning movements of HGV delivery vehicles exiting the store. Introduce parking restrictions at the access to enable large vehicles to exit from the store safely.</p>	
<b>TYPE OF CONFLICT/COLLISION</b>	
Risk of delivery vehicles unable to exit store access safely	
<b>RECOMMENDATION</b>	
Introduce parking restrictions at the access to enable large vehicles to exit from the store safely	

**8.2 \*Problem\* (Item A3.1)**

<b>Location:</b>	Afan Way. At new ghost right turn
<b>Summary:</b>	Proposed ghost right turn introduces conflict with right turning vehicles accessing and exiting tyre store access opposite



A new ghost right turn lane is detailed that conflicts with the exiting ATS tyre store access, resulting in possible conflicts for right turning vehicles into and out of the access. Amend design to reduce length of proposed ghost right turn to remove conflict with turning vehicles accessing and existing tyre store access.

**TYPE OF CONFLICT/COLLISION**

Risk of turning vehicle collisions at new access

**RECOMMENDATION**

Amend design to reduce length of proposed ghost right turn to remove conflict with turning vehicles accessing and exiting tyre store access.



<b>8.3 *Problem* (Item A4.2)</b>	
<b>Location:</b>	Afan Way
<b>Summary:</b>	Existing footway along Afan Way south of new access leads onto inadequate/unsafe pedestrian crossing point at end of footway
<p>The new store will result in increased pedestrian movement along Afan Way southwest from the access. There is an inadequate existing pedestrian crossing point at the southern end of the footway on Afan Way where the crossing is blocked by a safety barrier. This crossing point needs to be amended and improved to cater for the increased pedestrian crossing movements that will be generated by the new foodstore.</p>	
<b>TYPE OF CONFLICT/COLLISION</b>	
Risk of pedestrian accidents on inadequate/unsafe pedestrian crossing point	
<b>RECOMMENDATION</b>	
Amend exiting pedestrian crossing point to make safe for increased pedestrian movements	

<b>8.4 *Problem* (Item A4.2)</b>	
<b>Location:</b>	New store access onto Afan Way
<b>Summary:</b>	Pedestrian crossing point set back into store access and not in desire line for pedestrians walking along Afan Way
<p>There is a new pedestrian crossing point detailed across the store access that is set back into the access road and not in the desire line for pedestrians walking along Afan Way. Pedestrians walking along Afan Way will not divert into the store access road to cross. They will cross over the raised kerb instead. Relocate pedestrian crossing point nearer to desire line.</p>	
<b>TYPE OF CONFLICT/COLLISION</b>	
Risk of pedestrians falling in carriageway crossing over full height kerbs	
<b>RECOMMENDATION</b>	
Relocate pedestrian crossing point nearer to desire line for pedestrians walking along Afan Way	

## 9. Nil Response/Comments

9.1 No comments.

## 10. Non-Motorised User Report (NMUs)

10.1 This report has identified a road safety problem affecting NMUs that should be resolved.

## 11. Audit Team Statement

I certify that we have examined the drawings listed within **Appendix A** and that the site has been inspected. The examination has been carried out with the sole purpose of identifying road safety matters that can be addressed to improve the safety of the scheme.

The problems identified have been noted in the report together with associated safety improvement suggestions that we recommend should be studied for implementation.

I can confirm that we have not been involved with the scheme design.



Peter Ronald  
(Audit Team Leader)

5<sup>th</sup> May 2023



Wing Lee  
(Audit Team Member)

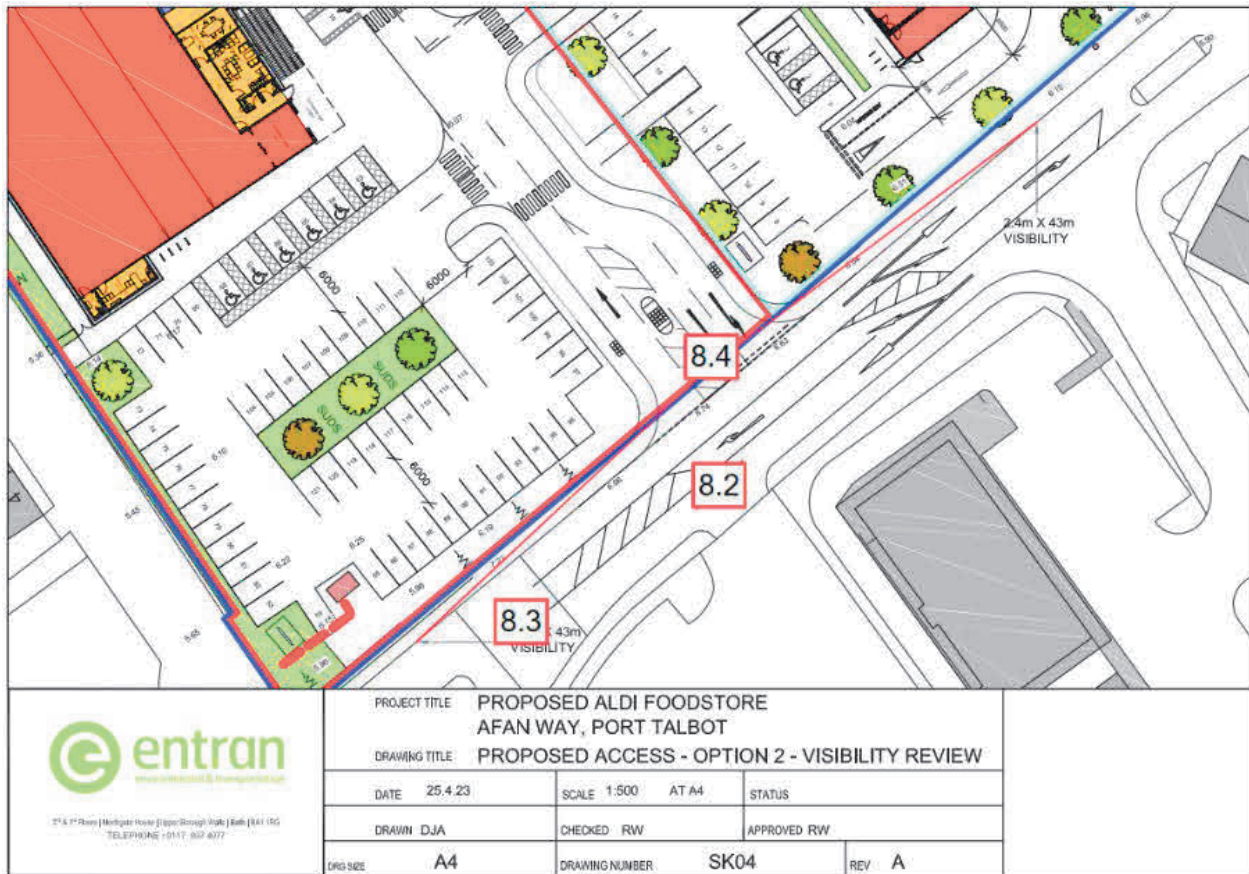
5<sup>th</sup> May 2023

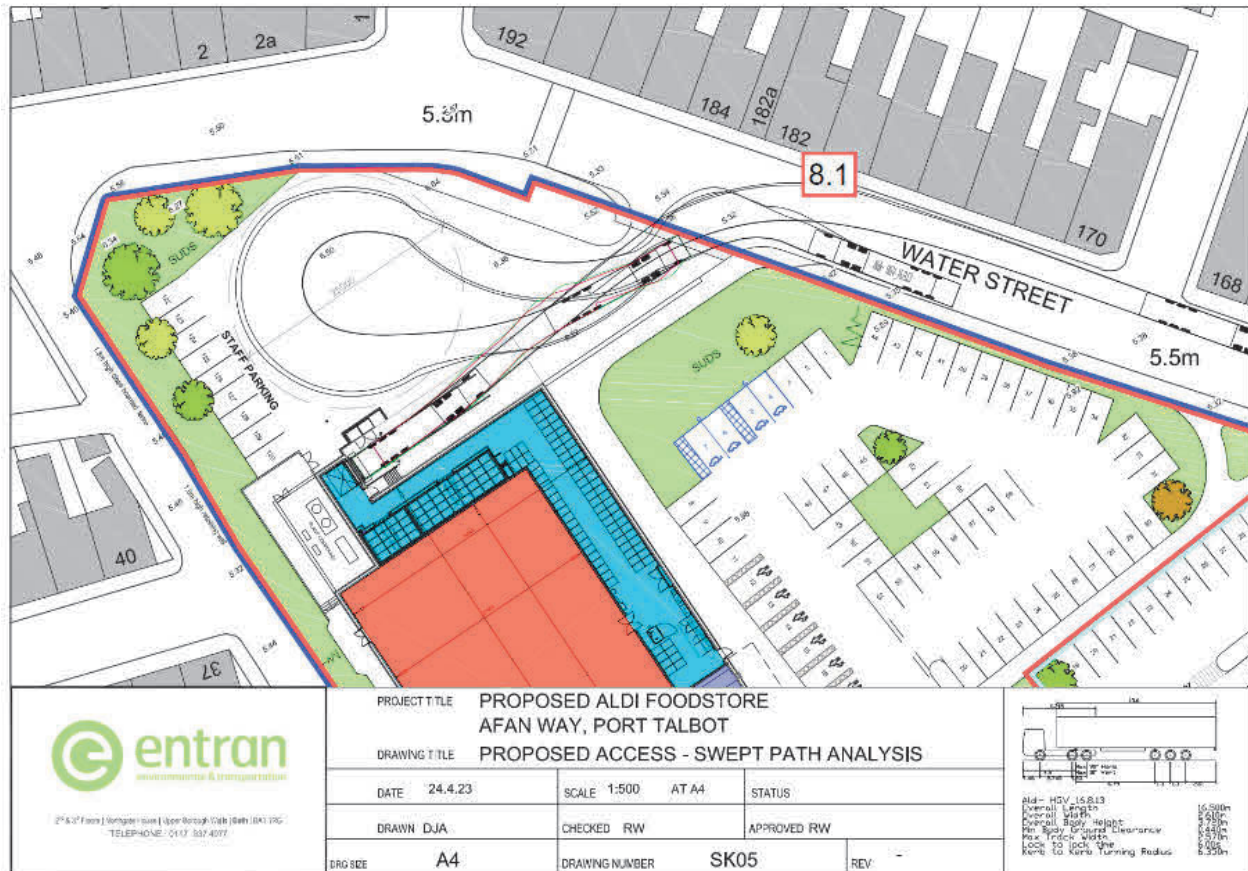
## 12. Appendix A - List of Documents

### Drawings

Title	Drg. No.	Revision
Afan Way Access arrangement option 2	SK02	
Afan Way Access Visibility review	SK04	
Water Street Swept path analysis	SK05	
Afan Way Swept path analysis	SK05	

## 13. Appendix B - Identified Road Safety Audit Matters Location Plans





## 14. Appendix C - Designer's and Auditor Response to Stage 1 Road Safety Audit

<p style="text-align: center;">Stage 1 Road Safety Audit  DESIGNER'S ROAD SAFETY AUDIT RESPONSE  Scheme Name: Aldi Foodstore, Afan Way</p>			
<p>The issues categorised in this road safety audit as 'Problem' matters are those causing serious concern and are summarised below. The purpose of this form is for the scheme Designer or Overseeing Organisation to respond to the 'Problem' matters. Responses should be returned to Traffic Management Consultants. 'Comments' in this report are made for the benefit of the Designer and are not referred to below.</p>			
RSA Matter	Summary of RSA Problem	Designer's Response	Overseeing Authority Response
8.1	On-carriageway parking along Water Street obstructing turning movement out of access.	Noted. Please see updated SPA attached as SK06_RevA demonstrating that the HGV is unobstructed by on-street parking. Therefore, no need to provide waiting restrictions for on street parking.	
8.2	Proposed ghost right turn introduces conflict with right turning vehicles accessing and exiting tyre store access opposite	Noted but not agreed. Consideration has been given to this point however, it would have a detrimental impact on the internal alignment and the landscaping area between the Drive-Thru store and the access road.	
8.3	Existing footway along Afan Way south of new access leads onto inadequate/unsafe pedestrian crossing point at end of footway	Agreed. Existing crossing to be upgraded.  Details will be included within S278 package and will go through a Stage 2 RSA process in due course.	

8.4	Pedestrian crossing point set back into store access and not in desire line for pedestrians walking along Afan Way	Noted. Location of island crossing cannot be moved south to desire line due to swept Path of 12m Rigid Delivery vehicle for Drive Thru.	
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#### AUDIT TEAM RESPONSE TO DESIGNERS COMMENTS

8.1 Agreed

8.2 Noted . Local Authority to agree

8.3 Agreed

8.4 Noted . Local Authority to agree



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# Appendix D



Port Talbot ATC 1, A4241

Direction: Northbound

Hour	Fr 17/09/2022	Sat 18/09/2022	Sun 19/09/2022	Mon 20/09/2022	Tue 21/09/2022	Wed 22/09/2022	Thu 23/09/2022	5 Day Ave.	7 Day Ave.
06:00	10	2	5	6	2	5	5	6	5
07:00	0	0	0	0	0	0	0	0	0
08:00	7	3	3	4	3	4	6	5	4
09:00	11	13	13	17	17	13	14	14	14
10:00	44	34	34	46	43	38	41	41	41
11:00	189	198	187	217	213	199	181	200	198
12:00	91	84	83	93	104	115	110	101	85
13:00	111	113	113	119	168	153	138	144	113
14:00	143	99	41	144	176	170	171	159	133
15:00	163	96	69	145	126	145	159	150	136
16:00	351	124	80	151	151	162	137	152	138
17:00	779	122	82	147	152	144	183	189	155
18:00	399	92	79	141	176	189	137	232	176
19:00	1421	90	76	246	224	246	178	307	325
20:00	609	37	47	593	545	585	580	581	412
21:00	168	12	12	663	683	683	683	660	746
22:00	360	72	90	418	419	380	387	393	304
23:00	361	220	238	348	364	378	354	361	243
24:00	51	41	39	50	55	74	59	58	53
25:00	14	17	10	18	13	30	29	25	25
26:00	16	18	3	14	13	28	31	20	18
27:00	20	10	10	20	30	31	19	22	19
28:00	11	6	7	16	14	11	17	14	13
<b>Total</b>	<b>3629</b>	<b>1305</b>	<b>893</b>	<b>3310</b>	<b>3279</b>	<b>3390</b>	<b>3339</b>	<b>3349</b>	<b>2677</b>
<b>13H7-19H</b>	<b>3921</b>	<b>1377</b>	<b>1122</b>	<b>3409</b>	<b>3586</b>	<b>3721</b>	<b>3640</b>	<b>3657</b>	<b>3921</b>
<b>19H0-24H</b>	<b>3954</b>	<b>1393</b>	<b>1144</b>	<b>3444</b>	<b>3638</b>	<b>3757</b>	<b>3676</b>	<b>3694</b>	<b>3001</b>
<b>24H0-24H</b>	<b>4040</b>	<b>1455</b>	<b>1205</b>	<b>3527</b>	<b>3721</b>	<b>3827</b>	<b>3763</b>	<b>3774</b>	<b>3078</b>
<b>AM Peak</b>	<b>06:00-08:00</b>	<b>06:00-08:00</b>	<b>06:00-08:00</b>	<b>06:00-08:00</b>	<b>06:00-08:00</b>	<b>06:00-08:00</b>	<b>06:00-08:00</b>	<b>06:00-08:00</b>	<b>06:00-08:00</b>
<b>PM Peak</b>	<b>15:00-18:00</b>	<b>15:00-18:00</b>	<b>15:00-18:00</b>	<b>15:00-18:00</b>	<b>15:00-18:00</b>	<b>15:00-18:00</b>	<b>15:00-18:00</b>	<b>15:00-18:00</b>	<b>15:00-18:00</b>
<b>Peak</b>	<b>399</b>	<b>186</b>	<b>187</b>	<b>217</b>	<b>213</b>	<b>199</b>	<b>181</b>	<b>200</b>	<b>198</b>
<b>PM Peak</b>	<b>399</b>	<b>186</b>	<b>187</b>	<b>217</b>	<b>213</b>	<b>199</b>	<b>181</b>	<b>200</b>	<b>198</b>

Peak Counts Associates

Direction: Southbound

Hour	Fr 17/09/2022	Sat 18/09/2022	Sun 19/09/2022	Mon 20/09/2022	Tue 21/09/2022	Wed 22/09/2022	Thu 23/09/2022	5 Day Ave.	7 Day Ave.
06:00	6	4	6	6	7	2	5	2	4
07:00	1	3	5	4	2	5	4	3	3
08:00	5	7	0	8	10	6	4	7	6
09:00	11	8	0	20	10	13	7	12	11
10:00	50	35	45	57	57	53	55	54	30
11:00	447	263	219	471	508	458	438	465	411
12:00	681	178	183	756	727	717	728	731	666
13:00	592	64	39	613	653	632	651	628	602
14:00	272	83	39	315	386	462	521	584	511
15:00	177	100	63	186	202	258	296	330	170
16:00	161	126	99	181	178	151	175	176	253
17:00	175	109	65	253	350	370	358	361	399
18:00	197	76	76	173	232	281	366	348	342
19:00	135	71	76	188	340	389	379	380	340
20:00	128	49	45	101	126	124	113	119	161
21:00	101	46	64	117	129	111	111	118	99
22:00	125	32	58	129	148	124	128	123	169
23:00	212	221	250	263	258	268	256	251	247
24:00	170	91	80	133	164	180	159	161	142
25:00	32	29	24	31	24	24	24	27	21
26:00	21	11	16	10	16	21	9	16	25
27:00	24	20	12	17	13	27	28	21	20
28:00	15	30	15	15	14	11	11	13	14
29:00	30	7	6	7	4	6	5	6	3
<b>Total</b>	<b>2335</b>	<b>1095</b>	<b>974</b>	<b>2762</b>	<b>2706</b>	<b>3124</b>	<b>2659</b>	<b>2712</b>	<b>2236</b>
<b>13H7-19H</b>	<b>3093</b>	<b>1333</b>	<b>1209</b>	<b>3376</b>	<b>3486</b>	<b>3950</b>	<b>3457</b>	<b>3626</b>	<b>2869</b>
<b>19H0-24H</b>	<b>3118</b>	<b>1355</b>	<b>1230</b>	<b>3399</b>	<b>3504</b>	<b>3965</b>	<b>3457</b>	<b>3527</b>	<b>2889</b>
<b>24H0-24H</b>	<b>3638</b>	<b>1671</b>	<b>1614</b>	<b>4260</b>	<b>4355</b>	<b>4901</b>	<b>3961</b>	<b>4072</b>	<b>3178</b>
<b>AM Peak</b>	<b>06:00-08:00</b>	<b>06:00-08:00</b>	<b>06:00-08:00</b>	<b>06:00-08:00</b>	<b>06:00-08:00</b>	<b>06:00-08:00</b>	<b>06:00-08:00</b>	<b>06:00-08:00</b>	<b>06:00-08:00</b>
<b>PM Peak</b>	<b>17:00-18:00</b>	<b>17:00-18:00</b>	<b>17:00-18:00</b>	<b>17:00-18:00</b>	<b>17:00-18:00</b>	<b>17:00-18:00</b>	<b>17:00-18:00</b>	<b>17:00-18:00</b>	<b>17:00-18:00</b>
<b>Peak</b>	<b>611</b>	<b>203</b>	<b>193</b>	<b>756</b>	<b>727</b>	<b>717</b>	<b>728</b>	<b>731</b>	<b>666</b>
<b>PM Peak</b>	<b>611</b>	<b>203</b>	<b>193</b>	<b>756</b>	<b>727</b>	<b>717</b>	<b>728</b>	<b>731</b>	<b>666</b>

Peak Counts Associates

Direction: Total Flow

Hour	Fr 17/09/2022	Sat 18/09/2022	Sun 19/09/2022	Mon 20/09/2022	Tue 21/09/2022	Wed 22/09/2022	Thu 23/09/2022	5 Day Ave.	7 Day Ave.
06:00	16	6	11	12	4	6	7	6	7
07:00	11	3	5	4	2	5	4	3	3
08:00	9	10	1	8	10	6	4	7	6
09:00	18	6	12	28	14	18	11	18	11
10:00	61	49	58	74	74	64	64	68	68
11:00	491	297	253	517	551	496	490	509	509
12:00	870	376	370	973	940	956	958	957	726
13:00	625	100	99	696	737	797	797	797	617
14:00	463	141	57	449	544	644	724	815	681
15:00	320	199	104	320	378	428	428	377	385
16:00	184	222	168	226	268	324	296	296	319
17:00	186	233	145	504	504	504	504	504	354
18:00	184	222	168	226	268	324	296	296	319
19:00	134	163	155	306	336	378	336	378	379
20:00	144	144	141	141	141	141	141	141	141
21:00	101	83	111	620	675	696	683	677	499
22:00	125	32	58	129	148	124	128	123	169
23:00	212	221	250	263	258	268	256	251	247
24:00	170	91	80	133	164	180	159	161	142
25:00	32	29	24	31	24	24	24	27	21
26:00	21	11	16	10	16	21	9	16	25
27:00	24	20	12	17	13	27	28	21	20
28:00	15	30	15	15	14	11	11	13	14
29:00	30	7	6	7	4	6	5	6	3
<b>Total</b>	<b>5964</b>	<b>2196</b>	<b>1867</b>	<b>5872</b>	<b>5983</b>	<b>6314</b>	<b>5998</b>	<b>6021</b>	<b>4687</b>
<b>13H7-19H</b>	<b>5964</b>	<b>2196</b>	<b>1867</b>	<b>5872</b>	<b>5983</b>	<b>6314</b>	<b>5998</b>	<b>6021</b>	<b>4687</b>
<b>19H0-24H</b>	<b>6072</b>	<b>2748</b>	<b>2374</b>	<b>7142</b>	<b>7142</b>	<b>7142</b>	<b>7142</b>	<b>7142</b>	<b>5171</b>
<b>24H0-24H</b>	<b>7678</b>	<b>3128</b>	<b>2802</b>	<b>7687</b>	<b>7684</b>	<b>8328</b>	<b>7321</b>	<b>7840</b>	<b>5741</b>
<b>AM Peak</b>	<b>06:00-08:00</b>	<b>06:00-08:00</b>	<b>06:00-08:00</b>	<b>06:00-08:00</b>	<b>06:00-08:00</b>	<b>06:00-08:00</b>	<b>06:00-08:00</b>	<b>06:00-08:00</b>	<b>06:00-08:00</b>
<b>PM Peak</b>	<b>17:00-18:00</b>	<b>17:00-18:00</b>	<b>17:00-18:00</b>	<b>17:00-18:00</b>	<b>17:00-18:00</b>	<b>17:00-18:00</b>	<b>17:00-18:00</b>	<b>17:00-18:00</b>	<b>17:00-18:00</b>
<b>Peak</b>	<b>870</b>	<b>376</b>	<b>370</b>	<b>973</b>	<b>940</b>	<b>956</b>	<b>958</b>	<b>957</b>	<b>726</b>
<b>PM Peak</b>	<b>870</b>	<b>376</b>	<b>370</b>	<b>973</b>	<b>940</b>	<b>956</b>	<b>958</b>	<b>957</b>	<b>726</b>

Peak Counts Associates





7-Day Avg
51
9
15
64
456
709
562
424
304
284
307
307
316
327
511
107
551
466
40
40
27
33
17
4914
1660
1090
6454
06.00
70
16.00
107

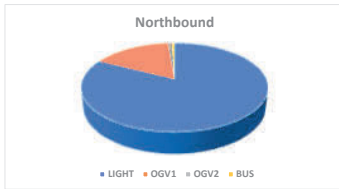
Port Talbot ATC 1, A4241

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 17 Mar 2023	4040	3282	701	40	17
Sat 18 Mar 2023	1455	1260	180	12	3
Sun 19 Mar 2023	1206	1057	137	10	2
Mon 20 Mar 2023	3527	2900	564	41	22
Tue 21 Mar 2023	3711	3069	590	33	19
Wed 22 Mar 2023	3827	3110	661	35	21
Thu 23 Mar 2023	3763	3071	643	28	21
5 Day Ave.	3774	3086	632	35	20
7 Day Ave.	3076	2536	497	28	15

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 17 Mar 2023	100.0%	81.2%	17.4%	1.0%	0.4%
Sat 18 Mar 2023	100.0%	86.6%	12.4%	0.8%	0.2%
Sun 19 Mar 2023	100.0%	87.6%	11.4%	0.8%	0.2%
Mon 20 Mar 2023	100.0%	82.2%	16.0%	1.2%	0.6%
Tue 21 Mar 2023	100.0%	82.7%	15.9%	0.9%	0.5%
Wed 22 Mar 2023	100.0%	81.3%	17.3%	0.9%	0.5%
Thu 23 Mar 2023	100.0%	81.6%	17.1%	0.7%	0.6%
5 Day Ave.	100.0%	81.8%	16.7%	0.9%	0.5%
7 Day Ave.	100.0%	82.4%	16.1%	0.9%	0.5%

Paul Castle Associates

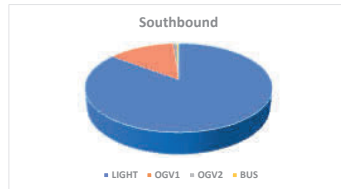


Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 17 Mar 2023	3638	3001	591	36	10
Sat 18 Mar 2023	1673	1497	162	12	2
Sun 19 Mar 2023	1614	1506	105	2	1
Mon 20 Mar 2023	4160	3551	558	35	16
Tue 21 Mar 2023	4093	3496	545	35	17
Wed 22 Mar 2023	4501	3783	655	42	21
Thu 23 Mar 2023	3968	3308	610	38	12
5 Day Ave.	4072	3428	592	37	15
7 Day Ave.	3378	2877	461	29	11

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 17 Mar 2023	100.0%	82.5%	16.2%	1.0%	0.3%
Sat 18 Mar 2023	100.0%	89.5%	9.7%	0.7%	0.1%
Sun 19 Mar 2023	100.0%	93.3%	6.5%	0.1%	0.1%
Mon 20 Mar 2023	100.0%	85.4%	13.4%	0.8%	0.4%
Tue 21 Mar 2023	100.0%	85.4%	13.3%	0.9%	0.4%
Wed 22 Mar 2023	100.0%	84.0%	14.6%	0.9%	0.5%
Thu 23 Mar 2023	100.0%	83.4%	15.4%	1.0%	0.3%
5 Day Ave.	100.0%	84.2%	14.5%	0.9%	0.4%
7 Day Ave.	100.0%	85.2%	13.6%	0.8%	0.3%

Paul Castle Associates

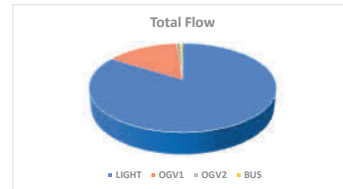


Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 17 Mar 2023	7678	6283	1292	76	27
Sat 18 Mar 2023	3128	2757	342	24	5
Sun 19 Mar 2023	2820	2563	242	12	3
Mon 20 Mar 2023	7687	6451	1122	76	38
Tue 21 Mar 2023	7804	6565	1135	68	36
Wed 22 Mar 2023	8328	6893	1316	77	42
Thu 23 Mar 2023	7731	6379	1253	66	33
5 Day Ave.	7846	6514	1224	73	35
7 Day Ave.	6454	5413	957	57	26

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 17 Mar 2023	100.0%	81.8%	16.8%	1.0%	0.4%
Sat 18 Mar 2023	100.0%	88.1%	10.9%	0.8%	0.2%
Sun 19 Mar 2023	100.0%	90.9%	8.6%	0.4%	0.1%
Mon 20 Mar 2023	100.0%	83.9%	14.6%	1.0%	0.5%
Tue 21 Mar 2023	100.0%	84.1%	14.5%	0.9%	0.5%
Wed 22 Mar 2023	100.0%	82.8%	15.8%	0.9%	0.5%
Thu 23 Mar 2023	100.0%	82.5%	16.2%	0.9%	0.4%
5 Day Ave.	100.0%	83.0%	15.6%	0.9%	0.4%
7 Day Ave.	100.0%	83.9%	14.8%	0.9%	0.4%

Paul Castle Associates

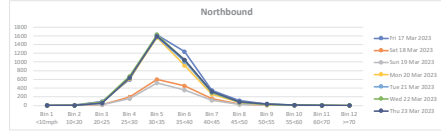


Port Talbot ATC 1, A4241

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10-20	Bin 3 20-25	Bin 4 25-30	Bin 5 30-35	Bin 6 35-40	Bin 7 40-45	Bin 8 45-50	Bin 9 50-55	Bin 10 55-60	Bin 11 60-70	Bin 12 >=70
Fri 17 Mar 2023	4040	40.1	34.5	5.4	0	8	86	594	1026	1235	144	108	34	5	0	0
Sat 18 Mar 2023	1455	40.3	34.9	5.3	0	5	11	189	596	447	158	31	9	3	1	0
Sun 19 Mar 2023	1206	40.6	34.8	5.6	0	7	12	154	517	352	121	26	8	6	3	0
Mon 20 Mar 2023	3527	39.2	33.9	5.1	0	1	69	616	1564	924	260	70	16	6	1	0
Tue 21 Mar 2023	3711	39.5	34.1	5.2	0	3	58	656	1583	1007	296	75	28	4	1	0
Wed 22 Mar 2023	3827	39.6	34.1	5.3	0	1	71	670	1626	1044	302	76	25	10	2	0
Thu 23 Mar 2023	3763	39.7	34.3	5.3	1	2	52	631	1595	1049	315	79	30	6	3	0
5 Day Ave.	3774	39.6	34.2	5.2	0	3	67	633	1599	1052	308	82	27	6	1	0
7 Day Ave.	3076	39.8	34.4	5.3	0	4	52	501	1301	865	257	67	21	6	2	0

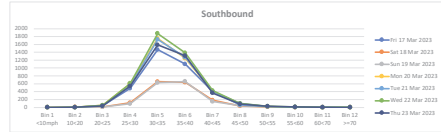
Paul Castle Associates



Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10-20	Bin 3 20-25	Bin 4 25-30	Bin 5 30-35	Bin 6 35-40	Bin 7 40-45	Bin 8 45-50	Bin 9 50-55	Bin 10 55-60	Bin 11 60-70	Bin 12 >=70
Fri 17 Mar 2023	1618	40.3	34.9	5.3	0	9	46	406	1162	1153	422	101	23	9	0	0
Sat 18 Mar 2023	1673	40.9	35.5	5.2	0	11	12	120	657	639	180	39	10	3	0	2
Sun 19 Mar 2023	1614	41.4	36.0	5.2	0	0	9	90	628	658	149	48	16	11	5	0
Mon 20 Mar 2023	4160	39.7	34.5	5.0	0	5	53	600	1764	1246	401	77	24	2	0	0
Tue 21 Mar 2023	4093	39.8	34.6	5.0	0	1	48	552	1728	1269	408	58	24	3	1	1
Wed 22 Mar 2023	4501	40.2	34.8	5.3	0	4	49	609	1678	1388	428	103	26	9	5	2
Thu 23 Mar 2023	3958	40.1	34.8	5.1	0	2	36	540	1592	1311	365	84	29	8	1	0
5 Day Ave.	4072	40.0	34.7	5.1	0	3	46	557	1684	1263	401	85	25	5	1	1
7 Day Ave.	3378	40.3	35.0	5.1	0	4	36	428	1386	1088	333	73	22	6	2	1

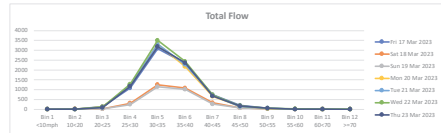
Paul Castle Associates



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10-20	Bin 3 20-25	Bin 4 25-30	Bin 5 30-35	Bin 6 35-40	Bin 7 40-45	Bin 8 45-50	Bin 9 50-55	Bin 10 55-60	Bin 11 60-70	Bin 12 >=70
Fri 17 Mar 2023	7678	40.2	34.7	5.3	0	13	132	1080	3093	2338	746	209	57	10	0	0
Sat 18 Mar 2023	3128	40.6	35.2	5.2	0	16	25	309	1255	1086	338	71	19	6	1	2
Sun 19 Mar 2023	2800	41.1	35.5	5.4	0	7	21	244	1145	1010	370	74	24	17	8	0
Mon 20 Mar 2023	7687	39.5	34.2	5.1	0	6	120	1216	3318	2170	661	147	40	8	1	0
Tue 21 Mar 2023	7804	39.6	34.4	5.1	0	4	106	1208	3311	2276	704	133	52	9	2	1
Wed 22 Mar 2023	8332	39.9	34.5	5.3	0	5	120	1279	3504	2422	730	179	51	19	7	2
Thu 23 Mar 2023	7731	39.9	34.6	5.2	1	4	88	1171	3187	2360	680	163	59	14	4	0
5 Day Ave.	7846	39.8	34.5	5.2	0	6	113	1191	3283	2315	704	166	52	12	3	1
7 Day Ave.	6454	40.1	34.7	5.2	0	8	87	930	2688	1953	590	139	43	12	3	1

Paul Castle Associates



**Port Talbot ATC 1, A4241**

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 17 Mar 2023	324	39.3	34.0	5.1	0	0	9	58	126	96	31	2	2	0	0	0
Sat 18 Mar 2023	220	39.7	34.1	5.4	0	2	4	31	101	57	19	4	1	1	0	0
Sun 19 Mar 2023	149	40.9	35.1	5.6	0	0	0	24	60	37	23	2	2	1	0	0
Mon 20 Mar 2023	296	38.1	33.0	4.9	0	0	11	65	128	73	15	3	1	0	0	0
Tue 21 Mar 2023	267	38.2	33.1	4.9	0	0	10	55	121	63	12	6	0	0	0	0
Wed 22 Mar 2023	307	38.5	33.2	5.2	0	0	16	55	142	66	24	3	0	1	0	0
Thu 23 Mar 2023	316	38.3	33.1	5.0	0	0	8	76	133	73	21	3	2	0	0	0
5 Day Ave.	302	38.5	33.3	5.0	0	0	11	62	130	74	21	3	1	0	0	0
7 Day Ave.	268	39.0	33.6	5.2	0	0	8	52	116	66	21	3	1	0	0	0

Paul Castle Associates

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 17 Mar 2023	336	38.8	33.5	5.1	0	2	8	60	152	80	29	5	0	0	0	0
Sat 18 Mar 2023	235	40.6	35.4	5.0	0	0	3	16	98	88	24	2	2	2	0	0
Sun 19 Mar 2023	164	39.9	34.7	5.0	0	0	1	16	83	47	10	5	1	1	0	0
Mon 20 Mar 2023	534	38.9	33.8	4.9	0	0	12	103	211	167	29	10	2	0	0	0
Tue 21 Mar 2023	328	38.0	33.2	4.7	0	0	7	70	147	82	19	2	1	0	0	0
Wed 22 Mar 2023	323	39.2	33.3	5.7	0	0	11	75	133	77	17	8	1	0	0	1
Thu 23 Mar 2023	334	39.1	34.0	5.0	0	1	7	61	122	115	23	4	1	0	0	0
5 Day Ave.	371	38.8	33.6	5.1	0	1	9	74	153	104	23	6	1	0	0	0
7 Day Ave.	322	39.2	34.0	5.0	0	0	7	57	135	94	22	5	1	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 17 Mar 2023	660	39.0	33.8	5.1	0	2	17	118	278	176	60	7	2	0	0	0
Sat 18 Mar 2023	455	40.2	34.8	5.2	0	2	7	47	199	145	43	6	3	3	0	0
Sun 19 Mar 2023	313	40.4	34.9	5.3	0	0	1	40	143	84	33	7	3	2	0	0
Mon 20 Mar 2023	830	38.6	33.5	4.9	0	0	23	168	339	240	44	13	3	0	0	0
Tue 21 Mar 2023	595	38.1	33.1	4.8	0	0	17	125	268	145	31	8	1	0	0	0
Wed 22 Mar 2023	630	38.9	33.2	5.4	0	0	27	130	275	143	41	11	1	1	0	1
Thu 23 Mar 2023	650	38.8	33.6	5.0	0	1	15	137	255	188	44	7	3	0	0	0
5 Day Ave.	673	38.7	33.4	5.0	0	1	20	136	283	178	44	9	2	0	0	0
7 Day Ave.	590	39.1	33.8	5.1	0	1	15	109	251	160	42	8	2	1	0	0

Paul Castle Associates

**Port Talbot ATC 1, A4241**

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 17 Mar 2023	951	39.9	34.0	5.7	0	5	30	167	392	241	77	28	11	0	0	0
Sat 18 Mar 2023	132	40.5	35.3	5.0	0	0	0	19	45	50	13	4	1	0	0	0
Sun 19 Mar 2023	123	40.0	34.2	5.6	0	1	2	16	56	37	8	2	0	0	1	0
Mon 20 Mar 2023	749	39.6	34.3	5.1	0	0	12	114	328	211	62	18	3	0	1	0
Tue 21 Mar 2023	770	39.9	34.6	5.2	0	1	4	119	332	214	73	18	9	0	0	0
Wed 22 Mar 2023	831	40.7	34.7	5.8	0	0	14	126	358	213	81	23	11	3	2	0
Thu 23 Mar 2023	838	40.3	34.7	5.4	0	1	9	134	330	252	80	20	9	3	0	0
5 Day Ave.	828	40.1	34.4	5.4	0	1	14	132	348	226	75	21	9	1	1	0
7 Day Ave.	628	40.1	34.5	5.4	0	1	10	99	263	174	56	16	6	1	1	0

Paul Castle Associates

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 17 Mar 2023	229	40.2	34.4	5.6	0	0	8	32	96	67	14	10	1	1	0	0
Sat 18 Mar 2023	95	41.3	34.8	6.3	0	0	1	11	45	29	4	4	0	0	0	1
Sun 19 Mar 2023	129	42.3	35.5	6.6	0	0	3	15	51	40	13	1	3	2	1	0
Mon 20 Mar 2023	218	38.8	33.7	5.0	0	1	5	37	93	68	9	4	1	0	0	0
Tue 21 Mar 2023	255	39.7	33.9	5.6	0	0	7	43	115	68	16	3	1	1	0	1
Wed 22 Mar 2023	235	39.7	34.0	5.6	0	0	5	41	100	70	14	2	2	0	0	1
Thu 23 Mar 2023	241	40.0	34.3	5.5	0	0	5	30	122	59	17	4	1	2	1	0
5 Day Ave.	236	39.7	34.0	5.5	0	0	6	37	105	66	14	5	1	1	0	0
7 Day Ave.	200	40.3	34.4	5.7	0	0	5	30	89	57	12	4	1	1	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 17 Mar 2023	1180	39.9	34.0	5.7	0	5	38	199	488	308	91	38	12	1	0	0
Sat 18 Mar 2023	227	40.9	35.1	5.6	0	0	1	30	90	79	17	8	1	0	0	1
Sun 19 Mar 2023	252	41.2	34.9	6.1	0	1	5	31	107	77	21	3	3	2	2	0
Mon 20 Mar 2023	967	39.4	34.2	5.1	0	1	17	151	421	279	71	22	4	0	1	0
Tue 21 Mar 2023	1025	39.9	34.4	5.3	0	1	11	162	447	282	89	21	10	1	0	1
Wed 22 Mar 2023	1066	40.5	34.5	5.7	0	0	19	167	458	283	95	25	13	3	2	1
Thu 23 Mar 2023	1079	40.3	34.6	5.5	0	1	14	164	452	311	97	24	10	5	1	0
5 Day Ave.	1063	40.0	34.3	5.5	0	2	20	169	453	293	89	26	10	2	1	0
7 Day Ave.	828	40.3	34.5	5.6	0	1	15	129	352	231	69	20	8	2	1	0

Paul Castle Associates

Port Talbot ATC 1, A4241

Direction: Northbound

17/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	10	6	4	0	0
01:00	10	8	2	0	0
02:00	4	4	0	0	0
03:00	7	7	0	0	0
04:00	11	10	1	0	0
05:00	44	40	2	2	0
06:00	189	176	12	1	0
07:00	93	59	29	3	2
08:00	131	77	49	4	1
09:00	143	86	54	1	2
10:00	163	109	48	3	3
11:00	161	109	44	6	2
12:00	279	213	60	4	2
13:00	399	325	69	5	0
14:00	342	281	57	3	1
15:00	609	531	75	3	0
16:00	588	490	94	0	4
17:00	360	314	44	2	0
18:00	361	316	43	2	0
19:00	53	48	5	0	0
20:00	34	30	3	1	0
21:00	16	13	3	0	0
22:00	20	17	3	0	0
23:00	13	13	0	0	0
<b>Total</b>					
12H(7-19)	3629	2910	666	36	17
16H(6-22)	3921	3177	689	38	17
18H(6-24)	3954	3207	692	38	17
24H(0-24)	4040	3282	701	40	17
<b>AM Peak</b>	06:00	06:00	09:00	11:00	10:00
	189	176	54	6	3
<b>PM Peak</b>	15:00	15:00	16:00	13:00	16:00
	609	531	94	5	4

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	6	6	0	0	0
01:00	1	1	0	0	0
02:00	5	4	1	0	0
03:00	11	8	3	0	0
04:00	50	45	5	0	0
05:00	447	397	45	5	0
06:00	681	602	78	1	0
07:00	532	454	75	2	1
08:00	272	207	59	4	2
09:00	177	127	48	1	1
10:00	161	99	54	3	5
11:00	175	114	55	5	1
12:00	157	112	41	4	0
13:00	135	103	30	2	0
14:00	128	97	28	3	0
15:00	101	79	21	1	0
16:00	115	105	10	0	0
17:00	212	195	16	1	0
18:00	170	158	10	2	0
19:00	32	29	3	0	0
20:00	21	17	4	0	0
21:00	24	21	2	1	0
22:00	15	12	3	0	0
23:00	10	9	0	1	0
<b>Total</b>					
12H(7-19)	2335	1850	447	28	10
16H(6-22)	3093	2519	534	30	10
18H(6-24)	3118	2540	537	31	10
24H(0-24)	3638	3001	591	36	10
<b>AM Peak</b>	06:00	06:00	06:00	05:00	10:00
	681	602	78	5	5
<b>PM Peak</b>	17:00	17:00	12:00	12:00	12:00
	212	195	41	4	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	16	12	4	0	0
01:00	11	9	2	0	0
02:00	9	8	1	0	0
03:00	18	15	3	0	0
04:00	61	55	6	0	0
05:00	491	437	47	7	0
06:00	870	778	90	2	0
07:00	625	513	104	5	3
08:00	403	284	108	8	3
09:00	320	213	102	2	3
10:00	324	208	102	6	8
11:00	336	223	99	11	3
12:00	436	325	101	8	2
13:00	534	428	99	7	0
14:00	470	378	85	6	1
15:00	710	610	96	4	0
16:00	703	595	104	0	4
17:00	572	509	60	3	0
18:00	531	474	53	4	0
19:00	85	77	8	0	0
20:00	55	47	7	1	0
21:00	40	34	5	1	0
22:00	35	29	6	0	0
23:00	23	22	0	1	0
<b>Total</b>					
12H(7-19)	5964	4760	1113	64	27
16H(6-22)	7014	5696	1223	68	27
18H(6-24)	7072	5747	1229	69	27
24H(0-24)	7678	6283	1292	76	27
<b>AM Peak</b>	06:00	06:00	08:00	11:00	10:00
	870	778	108	11	8
<b>PM Peak</b>	15:00	15:00	16:00	12:00	16:00
	710	610	104	8	4

Paul Castle Associates

Port Talbot ATC 1, A4241

Direction: Northbound

18/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	9	8	1	0	0
02:00	3	2	1	0	0
03:00	1	0	1	0	0
04:00	13	13	0	0	0
05:00	34	30	2	2	0
06:00	198	187	11	0	0
07:00	34	23	8	3	0
08:00	53	37	14	2	0
09:00	99	78	20	0	1
10:00	96	82	13	1	0
11:00	124	99	24	0	1
12:00	122	100	20	2	0
13:00	92	83	9	0	0
14:00	95	86	9	0	0
15:00	37	28	9	0	0
16:00	51	47	4	0	0
17:00	72	61	10	0	1
18:00	226	212	14	0	0
19:00	43	37	6	0	0
20:00	17	12	4	1	0
21:00	18	18	0	0	0
22:00	10	9	0	1	0
23:00	6	6	0	0	0
<b>Total</b>					
12H(7-19)	1101	936	154	8	3
16H(6-22)	1377	1190	175	9	3
18H(6-24)	1393	1205	175	10	3
24H(0-24)	1455	1260	180	12	3
<b>AM Peak</b>	06:00	06:00	11:00	07:00	09:00
	198	187	24	3	1
<b>PM Peak</b>	18:00	18:00	12:00	12:00	17:00
	226	212	20	2	1

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	3	2	1	0	0
02:00	7	6	1	0	0
03:00	5	5	0	0	0
04:00	36	33	3	0	0
05:00	263	245	17	1	0
06:00	178	147	30	0	1
07:00	66	52	12	2	0
08:00	88	70	16	2	0
09:00	100	88	11	1	0
10:00	126	113	13	0	0
11:00	109	94	14	0	1
12:00	76	65	11	0	0
13:00	71	63	7	1	0
14:00	49	41	6	2	0
15:00	46	42	4	0	0
16:00	52	49	3	0	0
17:00	221	213	7	1	0
18:00	91	89	2	0	0
19:00	29	27	2	0	0
20:00	11	11	0	0	0
21:00	20	18	1	1	0
22:00	20	19	1	0	0
23:00	2	1	0	1	0
<b>Total</b>					
12H(7-19)	1095	979	106	9	1
16H(6-22)	1333	1182	139	10	2
18H(6-24)	1355	1202	140	11	2
24H(0-24)	1673	1497	162	12	2
<b>AM Peak</b>	05:00	05:00	06:00	07:00	06:00
	263	245	30	2	1
<b>PM Peak</b>	17:00	17:00	12:00	14:00	12:00
	221	213	11	2	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	6	6	0	0	0
01:00	12	10	2	0	0
02:00	10	8	2	0	0
03:00	6	5	1	0	0
04:00	49	46	3	0	0
05:00	297	275	19	3	0
06:00	376	334	41	0	1
07:00	100	75	20	5	0
08:00	141	107	30	4	0
09:00	199	166	31	1	1
10:00	222	195	26	1	0
11:00	233	193	38	0	2
12:00	198	165	31	2	0
13:00	163	146	16	1	0
14:00	144	127	15	2	0
15:00	83	70	13	0	0
16:00	103	96	7	0	0
17:00	293	274	17	1	1
18:00	317	301	16	0	0
19:00	72	64	8	0	0
20:00	28	23	4	1	0
21:00	38	36	1	1	0
22:00	30	28	1	1	0
23:00	8	7	0	1	0
<b>Total</b>					
12H(7-19)	2196	1915	260	17	4
16H(6-22)	2710	2372	314	19	5
18H(6-24)	2748	2407	315	21	5
24H(0-24)	3128	2757	342	24	5
<b>AM Peak</b>	06:00	06:00	06:00	07:00	11:00
	376	334	41	5	2
<b>PM Peak</b>	18:00	18:00	12:00	12:00	17:00
	317	301	31	2	1

Paul Castle Associates



Port Talbot ATC 1, A4241

Direction: Northbound

19/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	4	1	0	0
01:00	6	3	3	0	0
02:00	1	0	1	0	0
03:00	3	3	0	0	0
04:00	13	11	2	0	0
05:00	34	29	3	2	0
06:00	187	172	13	2	0
07:00	20	16	4	0	0
08:00	18	12	6	0	0
09:00	41	29	10	0	2
10:00	69	63	6	0	0
11:00	80	69	11	0	0
12:00	85	73	12	0	0
13:00	79	73	4	2	0
14:00	76	64	12	0	0
15:00	47	37	10	0	0
16:00	52	45	5	2	0
17:00	90	84	6	0	0
18:00	236	216	19	1	0
19:00	39	33	6	0	0
20:00	10	8	1	1	0
21:00	3	2	1	0	0
22:00	10	9	1	0	0
23:00	2	2	0	0	0
<b>Total</b>					
12H(7-19)	893	781	105	5	2
16H(6-22)	1132	996	126	8	2
18H(6-24)	1144	1007	127	8	2
24H(0-24)	1206	1057	137	10	2
<b>AM Peak</b>	06:00	06:00	06:00	05:00	09:00
	187	172	13	2	2
<b>PM Peak</b>	18:00	18:00	18:00	13:00	12:00
	236	216	19	2	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	6	6	0	0	0
01:00	5	4	1	0	0
02:00	0	0	0	0	0
03:00	9	9	0	0	0
04:00	45	43	2	0	0
05:00	319	311	8	0	0
06:00	183	166	16	0	1
07:00	39	32	7	0	0
08:00	39	32	6	1	0
09:00	63	53	10	0	0
10:00	99	89	10	0	0
11:00	65	61	4	0	0
12:00	76	73	3	0	0
13:00	76	73	3	0	0
14:00	65	60	5	0	0
15:00	64	62	2	0	0
16:00	58	52	5	1	0
17:00	250	238	12	0	0
18:00	80	73	7	0	0
19:00	24	22	2	0	0
20:00	16	16	0	0	0
21:00	12	12	0	0	0
22:00	15	15	0	0	0
23:00	6	4	2	0	0
<b>Total</b>					
12H(7-19)	974	898	74	2	0
16H(6-22)	1209	1114	92	2	1
18H(6-24)	1230	1133	94	2	1
24H(0-24)	1614	1506	105	2	1
<b>AM Peak</b>	05:00	05:00	06:00	08:00	06:00
	319	311	16	1	1
<b>PM Peak</b>	17:00	17:00	17:00	16:00	12:00
	250	238	12	1	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	11	10	1	0	0
01:00	11	7	4	0	0
02:00	1	0	1	0	0
03:00	12	12	0	0	0
04:00	58	54	4	0	0
05:00	353	340	11	2	0
06:00	370	338	29	2	1
07:00	59	48	11	0	0
08:00	57	44	12	1	0
09:00	104	82	20	0	2
10:00	168	152	16	0	0
11:00	145	130	15	0	0
12:00	161	146	15	0	0
13:00	155	146	7	2	0
14:00	141	124	17	0	0
15:00	111	99	12	0	0
16:00	110	97	10	3	0
17:00	340	322	18	0	0
18:00	316	289	26	1	0
19:00	63	55	8	0	0
20:00	26	24	1	1	0
21:00	15	14	1	0	0
22:00	25	24	1	0	0
23:00	8	6	2	0	0
<b>Total</b>					
12H(7-19)	1867	1679	179	7	2
16H(6-22)	2341	2110	218	10	3
18H(6-24)	2374	2140	221	10	3
24H(0-24)	2820	2563	242	12	3
<b>AM Peak</b>	06:00	05:00	06:00	05:00	09:00
	370	340	29	2	2
<b>PM Peak</b>	17:00	17:00	18:00	16:00	12:00
	340	322	26	3	0

Paul Castle Associates

Port Talbot ATC 1, A4241

Direction: Northbound

20/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	6	5	1	0	0
01:00	6	5	1	0	0
02:00	0	0	0	0	0
03:00	8	8	0	0	0
04:00	17	12	3	2	0
05:00	46	35	5	6	0
06:00	217	196	19	2	0
07:00	83	64	18	0	1
08:00	129	80	43	3	3
09:00	134	90	39	3	2
10:00	145	92	51	1	1
11:00	151	91	49	7	4
12:00	147	106	32	4	5
13:00	141	110	30	1	0
14:00	246	195	46	4	1
15:00	503	441	58	2	2
16:00	665	585	76	2	2
17:00	418	370	46	2	0
18:00	348	316	31	1	0
19:00	50	45	5	0	0
20:00	18	14	2	1	1
21:00	14	13	1	0	0
22:00	20	18	2	0	0
23:00	15	9	6	0	0
<b>Total</b>					
12H(7-19)	3110	2540	519	30	21
16H(6-22)	3409	2808	546	33	22
18H(6-24)	3444	2835	554	33	22
24H(0-24)	3527	2900	564	41	22
<b>AM Peak</b>	06:00	06:00	10:00	11:00	11:00
	217	196	51	7	4
<b>PM Peak</b>	16:00	16:00	16:00	12:00	12:00
	665	585	76	4	5

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	7	5	1	0	1
01:00	4	4	0	0	0
02:00	8	8	0	0	0
03:00	20	20	0	0	0
04:00	57	53	4	0	0
05:00	471	438	31	2	0
06:00	756	682	72	0	2
07:00	613	546	63	4	0
08:00	315	259	49	5	2
09:00	186	138	45	1	2
10:00	181	133	43	5	0
11:00	353	263	80	6	4
12:00	173	139	29	2	3
13:00	168	129	32	6	1
14:00	101	68	29	3	1
15:00	117	94	23	0	0
16:00	139	121	17	1	0
17:00	263	245	18	0	0
18:00	153	141	12	0	0
19:00	31	26	5	0	0
20:00	10	9	1	0	0
21:00	17	16	1	0	0
22:00	15	13	2	0	0
23:00	2	1	1	0	0
<b>Total</b>					
12H(7-19)	2762	2276	440	33	13
16H(6-22)	3576	3009	519	33	15
18H(6-24)	3593	3023	522	33	15
24H(0-24)	4160	3551	558	35	16
<b>AM Peak</b>	06:00	06:00	11:00	11:00	11:00
	756	682	80	6	4
<b>PM Peak</b>	17:00	17:00	13:00	13:00	12:00
	263	245	32	6	3

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	13	10	2	0	1
01:00	10	9	1	0	0
02:00	8	8	0	0	0
03:00	28	28	0	0	0
04:00	74	65	7	2	0
05:00	517	473	36	8	0
06:00	973	878	91	2	2
07:00	696	610	81	4	1
08:00	444	339	92	8	5
09:00	320	228	84	4	4
10:00	326	225	94	6	1
11:00	504	354	129	13	8
12:00	320	245	61	6	8
13:00	309	239	62	7	1
14:00	347	263	75	7	2
15:00	620	535	81	2	2
16:00	804	706	93	3	2
17:00	681	615	64	2	0
18:00	501	457	43	1	0
19:00	81	71	10	0	0
20:00	28	23	3	1	1
21:00	31	29	2	0	0
22:00	35	31	4	0	0
23:00	17	10	7	0	0
<b>Total</b>					
12H(7-19)	5872	4816	959	63	34
16H(6-22)	6985	5817	1065	66	37
18H(6-24)	7037	5858	1076	66	37
24H(0-24)	7687	6451	1122	76	38
<b>AM Peak</b>	06:00	06:00	11:00	11:00	11:00
	973	878	129	13	8
<b>PM Peak</b>	16:00	16:00	16:00	13:00	12:00
	804	706	93	7	8

Paul Castle Associates

Port Talbot ATC 1, A4241

Direction: Northbound

21/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	0	2	0	0
01:00	3	3	0	0	0
02:00	4	2	2	0	0
03:00	4	3	1	0	0
04:00	17	13	2	2	0
05:00	43	36	5	2	0
06:00	213	192	21	0	0
07:00	104	72	29	2	1
08:00	168	111	53	2	2
09:00	176	125	48	1	2
10:00	136	84	47	2	3
11:00	131	82	42	4	3
12:00	152	113	36	1	2
13:00	176	127	46	1	2
14:00	224	186	35	1	2
15:00	546	476	60	9	1
16:00	683	609	73	1	0
17:00	419	368	50	1	0
18:00	364	340	23	1	0
19:00	56	51	5	0	0
20:00	33	27	6	0	0
21:00	13	12	0	0	1
22:00	30	28	1	1	0
23:00	14	9	3	2	0
<b>Total</b>					
12H(7-19)	3279	2693	542	26	18
16H(6-22)	3594	2975	574	26	19
18H(6-24)	3638	3012	578	29	19
24H(0-24)	3711	3069	590	33	19
<b>AM Peak</b>	06:00	06:00	08:00	11:00	10:00
	<b>213</b>	<b>192</b>	<b>53</b>	<b>4</b>	<b>3</b>
<b>PM Peak</b>	16:00	16:00	16:00	15:00	12:00
	<b>683</b>	<b>609</b>	<b>73</b>	<b>9</b>	<b>2</b>

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	2	1	1	0	0
02:00	10	8	2	0	0
03:00	10	9	1	0	0
04:00	57	56	1	0	0
05:00	508	475	32	1	0
06:00	727	654	69	3	1
07:00	653	566	83	2	2
08:00	386	322	57	6	1
09:00	202	150	47	2	3
10:00	178	126	42	8	2
11:00	150	108	39	1	2
12:00	152	114	34	2	2
13:00	160	127	29	1	3
14:00	126	93	29	3	1
15:00	129	101	24	4	0
16:00	148	128	19	1	0
17:00	258	248	9	1	0
18:00	164	147	17	0	0
19:00	24	23	1	0	0
20:00	16	13	3	0	0
21:00	13	12	1	0	0
22:00	14	10	4	0	0
23:00	4	3	1	0	0
<b>Total</b>					
12H(7-19)	2706	2230	429	31	16
16H(6-22)	3486	2932	503	34	17
18H(6-24)	3504	2945	508	34	17
24H(0-24)	4093	3496	545	35	17
<b>AM Peak</b>	06:00	06:00	07:00	10:00	09:00
	<b>727</b>	<b>654</b>	<b>83</b>	<b>8</b>	<b>3</b>
<b>PM Peak</b>	17:00	17:00	12:00	15:00	13:00
	<b>258</b>	<b>248</b>	<b>34</b>	<b>4</b>	<b>3</b>

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	2	2	0	0
01:00	5	4	1	0	0
02:00	14	10	4	0	0
03:00	14	12	2	0	0
04:00	74	69	3	2	0
05:00	551	511	37	3	0
06:00	940	846	90	3	1
07:00	757	638	112	4	3
08:00	554	433	110	8	3
09:00	378	275	95	3	5
10:00	314	210	89	10	5
11:00	281	190	81	5	5
12:00	304	227	70	3	4
13:00	336	254	75	2	5
14:00	350	279	64	4	3
15:00	675	577	84	13	1
16:00	831	737	92	2	0
17:00	677	616	59	2	0
18:00	528	487	40	1	0
19:00	80	74	6	0	0
20:00	49	40	9	0	0
21:00	26	24	1	0	1
22:00	44	38	5	1	0
23:00	18	12	4	2	0
<b>Total</b>					
12H(7-19)	5985	4923	971	57	34
16H(6-22)	7080	5907	1077	60	36
18H(6-24)	7142	5957	1086	63	36
24H(0-24)	7804	6565	1135	68	36
<b>AM Peak</b>	06:00	06:00	07:00	10:00	09:00
	<b>940</b>	<b>846</b>	<b>112</b>	<b>10</b>	<b>5</b>
<b>PM Peak</b>	16:00	16:00	16:00	15:00	13:00
	<b>831</b>	<b>737</b>	<b>92</b>	<b>13</b>	<b>5</b>

Paul Castle Associates

Port Talbot ATC 1, A4241

Direction: Northbound

22/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	2	3	0	0
01:00	4	1	2	1	0
02:00	7	7	0	0	0
03:00	5	4	1	0	0
04:00	11	8	0	3	0
05:00	38	32	5	1	0
06:00	199	188	11	0	0
07:00	115	77	36	1	1
08:00	153	95	53	3	2
09:00	170	112	52	3	3
10:00	145	93	47	5	0
11:00	162	104	54	0	4
12:00	184	128	50	3	3
13:00	189	142	41	3	3
14:00	246	189	53	3	1
15:00	585	496	80	6	3
16:00	683	598	82	2	1
17:00	380	333	46	1	0
18:00	378	348	30	0	0
19:00	74	66	8	0	0
20:00	30	28	2	0	0
21:00	28	26	2	0	0
22:00	23	23	0	0	0
23:00	13	10	3	0	0
<b>Total</b>					
12H(7-19)	3390	2715	624	30	21
16H(6-22)	3721	3023	647	30	21
18H(6-24)	3757	3056	650	30	21
24H(0-24)	3827	3110	661	35	21
<b>AM Peak</b>	06:00	06:00	11:00	10:00	11:00
	199	188	54	5	4
<b>PM Peak</b>	16:00	16:00	16:00	15:00	12:00
	683	598	82	6	3

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	5	4	0	1	0
02:00	6	6	0	0	0
03:00	13	11	2	0	0
04:00	53	49	4	0	0
05:00	458	427	30	1	0
06:00	757	672	81	3	1
07:00	672	590	80	0	2
08:00	682	574	95	8	5
09:00	258	190	63	3	2
10:00	153	94	48	9	2
11:00	170	107	61	2	0
12:00	193	153	35	3	2
13:00	189	140	40	6	3
14:00	124	88	30	4	2
15:00	111	80	29	0	2
16:00	124	107	17	0	0
17:00	268	256	12	0	0
18:00	180	163	17	0	0
19:00	24	21	2	1	0
20:00	23	20	3	0	0
21:00	22	21	1	0	0
22:00	11	7	3	1	0
23:00	4	2	2	0	0
<b>Total</b>					
12H(7-19)	3124	2542	527	35	20
16H(6-22)	3950	3276	614	39	21
18H(6-24)	3965	3285	619	40	21
24H(0-24)	4501	3783	655	42	21
<b>AM Peak</b>	06:00	06:00	08:00	10:00	08:00
	757	672	95	9	5
<b>PM Peak</b>	17:00	17:00	13:00	13:00	13:00
	268	256	40	6	3

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	6	3	3	0	0
01:00	9	5	2	2	0
02:00	13	13	0	0	0
03:00	18	15	3	0	0
04:00	64	57	4	3	0
05:00	496	459	35	2	0
06:00	956	860	92	3	1
07:00	787	667	116	1	3
08:00	835	669	148	11	7
09:00	428	302	115	6	5
10:00	298	187	95	14	2
11:00	332	211	115	2	4
12:00	377	281	85	6	5
13:00	378	282	81	9	6
14:00	370	277	83	7	3
15:00	696	576	109	6	5
16:00	807	705	99	2	1
17:00	648	589	58	1	0
18:00	558	511	47	0	0
19:00	98	87	10	1	0
20:00	53	48	5	0	0
21:00	50	47	3	0	0
22:00	34	30	3	1	0
23:00	17	12	5	0	0
<b>Total</b>					
12H(7-19)	6514	5257	1151	65	41
16H(6-22)	7671	6299	1261	69	42
18H(6-24)	7722	6341	1269	70	42
24H(0-24)	8328	6893	1316	77	42
<b>AM Peak</b>	06:00	06:00	08:00	10:00	08:00
	956	860	148	14	7
<b>PM Peak</b>	16:00	16:00	15:00	13:00	13:00
	807	705	109	9	6

Paul Castle Associates

Port Talbot ATC 1, A4241

Direction: Northbound

23/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	3	2	0	0
01:00	8	6	2	0	0
02:00	6	4	2	0	0
03:00	4	3	1	0	0
04:00	13	9	1	3	0
05:00	51	47	3	1	0
06:00	181	164	16	0	1
07:00	110	79	28	3	0
08:00	138	87	47	2	2
09:00	171	104	66	0	1
10:00	159	100	52	5	2
11:00	157	112	43	1	1
12:00	185	130	52	1	2
13:00	157	124	29	2	2
14:00	278	230	42	3	3
15:00	560	472	83	1	4
16:00	683	602	78	1	2
17:00	387	331	53	2	1
18:00	354	330	24	0	0
19:00	59	52	6	1	0
20:00	30	27	2	1	0
21:00	31	26	5	0	0
22:00	19	18	1	0	0
23:00	17	11	5	1	0
<b>Total</b>					
12H(7-19)	3339	2701	597	21	20
16H(6-22)	3640	2970	626	23	21
18H(6-24)	3676	2999	632	24	21
24H(0-24)	3763	3071	643	28	21
<b>AM Peak</b>	06:00	06:00	09:00	10:00	08:00
	181	164	66	5	2
<b>PM Peak</b>	16:00	16:00	15:00	14:00	15:00
	683	602	83	3	4

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	4	4	0	0	0
02:00	4	4	0	0	0
03:00	7	5	2	0	0
04:00	55	53	2	0	0
05:00	439	400	39	0	0
06:00	717	638	78	1	0
07:00	657	565	87	5	0
08:00	323	257	59	6	1
09:00	206	149	54	2	1
10:00	176	116	51	6	3
11:00	158	96	53	5	4
12:00	166	120	42	3	1
13:00	179	134	41	4	0
14:00	118	78	39	0	1
15:00	123	97	22	3	1
16:00	138	127	11	0	0
17:00	256	243	12	1	0
18:00	159	147	10	2	0
19:00	24	20	4	0	0
20:00	9	8	1	0	0
21:00	28	27	1	0	0
22:00	11	10	1	0	0
23:00	9	8	1	0	0
<b>Total</b>					
12H(7-19)	2659	2129	481	37	12
16H(6-22)	3437	2822	565	38	12
18H(6-24)	3457	2840	567	38	12
24H(0-24)	3968	3308	610	38	12
<b>AM Peak</b>	06:00	06:00	07:00	08:00	11:00
	717	638	87	6	4
<b>PM Peak</b>	17:00	17:00	12:00	13:00	12:00
	256	243	42	4	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	7	5	2	0	0
01:00	12	10	2	0	0
02:00	10	8	2	0	0
03:00	11	8	3	0	0
04:00	68	62	3	3	0
05:00	490	447	42	1	0
06:00	898	802	94	1	1
07:00	767	644	115	8	0
08:00	461	344	106	8	3
09:00	377	253	120	2	2
10:00	335	216	103	11	5
11:00	315	208	96	6	5
12:00	351	250	94	4	3
13:00	336	258	70	6	2
14:00	396	308	81	3	4
15:00	683	569	105	4	5
16:00	821	729	89	1	2
17:00	643	574	65	3	1
18:00	513	477	34	2	0
19:00	83	72	10	1	0
20:00	39	35	3	1	0
21:00	59	53	6	0	0
22:00	30	28	2	0	0
23:00	26	19	6	1	0
<b>Total</b>					
12H(7-19)	5998	4830	1078	58	32
16H(6-22)	7077	5792	1191	61	33
18H(6-24)	7133	5839	1199	62	33
24H(0-24)	7731	6379	1253	66	33
<b>AM Peak</b>	06:00	06:00	09:00	10:00	10:00
	898	802	120	11	5
<b>PM Peak</b>	16:00	16:00	15:00	13:00	15:00
	821	729	105	6	5

Paul Castle Associates

Port Talbot ATC 1, A4241

Direction: Northbound

17/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	10	43.7	35.5	7.9	0	0	1	1	2	5	0	0	1	0	0	0
01:00	10	36.5	34.0	2.4	0	0	0	0	7	3	0	0	0	0	0	0
02:00	4	41.2	36.3	4.8	0	0	0	0	2	1	1	0	0	0	0	0
03:00	7	38.8	33.2	5.3	0	0	0	2	3	1	1	0	0	0	0	0
04:00	11	41.9	36.1	5.5	0	0	0	1	4	4	1	1	0	0	0	0
05:00	44	40.6	35.9	4.5	0	0	0	3	17	16	7	1	0	0	0	0
06:00	189	39.8	34.4	5.1	0	0	3	26	86	52	15	5	2	0	0	0
07:00	93	38.3	33.1	5.0	0	0	3	22	38	23	5	2	0	0	0	0
08:00	131	38.5	32.9	5.3	0	0	8	33	41	39	9	1	0	0	0	0
09:00	143	38.0	32.6	5.2	0	2	7	30	59	37	7	1	0	0	0	0
10:00	163	37.8	33.4	4.3	0	0	2	33	72	47	9	0	0	0	0	0
11:00	161	40.6	34.6	5.7	0	0	7	25	54	49	22	2	2	0	0	0
12:00	279	39.1	33.8	5.1	0	0	5	55	112	86	11	8	2	0	0	0
13:00	399	41.1	35.2	5.7	0	0	4	56	159	116	40	17	5	2	0	0
14:00	342	40.6	34.4	5.9	0	1	12	54	134	95	28	11	7	0	0	0
15:00	609	39.5	33.7	5.6	0	4	18	113	258	146	49	17	4	0	0	0
16:00	588	39.9	34.8	4.8	0	1	8	67	235	210	52	13	2	0	0	0
17:00	360	41.3	36.1	5.0	0	0	1	26	132	144	38	13	5	1	0	0
18:00	361	40.3	35.2	5.0	0	0	3	35	154	122	34	9	3	1	0	0
19:00	53	42.0	36.1	5.7	0	0	1	5	18	18	6	5	0	0	0	0
20:00	34	38.7	34.0	4.5	0	0	1	4	16	10	3	0	0	0	0	0
21:00	16	40.8	34.1	6.5	0	0	2	1	6	5	1	1	0	0	0	0
22:00	20	39.3	35.0	4.1	0	0	0	1	11	5	3	0	0	0	0	0
23:00	13	48.2	38.7	9.2	0	0	0	1	6	1	2	1	1	1	0	0
<b>Total</b>																
2H(10-12)	324	39.3	34.0	5.1	0	0	9	58	126	96	31	2	2	0	0	0
2H(14-16)	951	39.9	34.0	5.7	0	5	30	167	392	241	77	28	11	0	0	0
12H(7-19)	3629	40.0	34.4	5.4	0	8	78	549	1448	1114	304	94	30	4	0	0
24H(0-24)	4040	40.1	34.5	5.4	0	8	86	594	1626	1235	344	108	34	5	0	0
<b>AM Peak</b>	06:00	00:00	02:00	00:00	00:00	09:00	08:00	08:00	06:00	06:00	11:00	06:00	06:00	00:00	00:00	00:00
	189	43.7	36.3	7.9	0	2	8	33	86	52	22	5	2	0	0	0
<b>PM Peak</b>	15:00	23:00	23:00	23:00	12:00	15:00	15:00	15:00	15:00	16:00	16:00	13:00	14:00	13:00	12:00	12:00
	609	48.2	38.7	9.2	0	4	18	113	258	210	52	17	7	2	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	6	32.5	32.5	0.0	0	0	0	0	6	0	0	0	0	0	0	0
01:00	1	-	32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	5	38.3	31.5	6.5	0	0	1	1	1	2	0	0	0	0	0	0
03:00	11	43.9	36.6	7.0	0	0	0	2	2	5	1	0	1	0	0	0
04:00	50	41.0	35.8	5.0	0	0	0	6	16	19	7	2	0	0	0	0
05:00	447	41.1	35.8	5.2	0	0	2	41	177	140	67	17	2	1	0	0
06:00	681	41.5	36.0	5.3	0	0	2	69	241	231	104	25	8	1	0	0
07:00	532	40.0	34.8	4.9	0	0	7	60	233	161	58	9	3	1	0	0
08:00	272	39.9	34.5	5.2	0	2	4	38	111	81	30	5	1	0	0	0
09:00	177	38.9	33.6	5.1	0	0	3	43	62	57	7	4	1	0	0	0
10:00	161	39.0	33.1	5.7	0	1	7	38	63	32	16	4	0	0	0	0
11:00	175	38.4	33.9	4.4	0	1	1	22	89	48	13	1	0	0	0	0
12:00	157	39.5	34.1	5.2	0	0	3	28	65	44	12	4	1	0	0	0
13:00	135	40.5	34.7	5.6	0	1	2	21	52	36	19	3	1	0	0	0
14:00	128	41.1	34.9	6.0	0	0	4	19	46	42	8	7	1	1	0	0
15:00	101	38.9	33.7	5.0	0	0	4	13	50	25	6	3	0	0	0	0
16:00	115	38.2	33.6	4.4	0	0	3	19	50	36	7	0	0	0	0	0
17:00	212	40.3	34.7	5.4	0	0	0	33	96	54	21	3	4	1	0	0
18:00	170	40.2	35.4	4.7	0	0	0	17	69	60	18	6	0	0	0	0
19:00	32	42.8	36.7	5.8	0	0	0	3	11	10	4	4	0	0	0	0
20:00	21	40.2	34.4	5.6	0	0	1	3	7	8	1	1	0	0	0	0
21:00	24	42.0	35.0	6.8	0	0	2	3	7	3	2	0	0	0	0	0
22:00	15	38.3	33.2	5.0	0	0	0	3	9	2	0	1	0	0	0	0
23:00	10	36.5	32.0	4.4	0	0	0	4	3	3	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	336	38.8	33.5	5.1	0	2	8	60	152	80	29	5	0	0	0	0
2H(14-16)	229	40.2	34.4	5.6	0	0	8	32	96	67	14	10	1	1	0	0
12H(7-19)	2335	39.7	34.4	5.2	0	5	38	351	986	676	215	49	12	3	0	0
24H(0-24)	3638	40.3	34.9	5.3	0	5	46	486	1467	1103	402	101	23	5	0	0
<b>AM Peak</b>	06:00 <b>681</b>	03:00 <b>43.9</b>	03:00 <b>36.6</b>	03:00 <b>7.0</b>	00:00 <b>0</b>	08:00 <b>2</b>	07:00 <b>7</b>	06:00 <b>69</b>	06:00 <b>241</b>	06:00 <b>231</b>	06:00 <b>104</b>	06:00 <b>25</b>	06:00 <b>8</b>	05:00 <b>1</b>	00:00 <b>0</b>	00:00 <b>0</b>
<b>PM Peak</b>	17:00 <b>212</b>	19:00 <b>42.8</b>	19:00 <b>36.7</b>	21:00 <b>6.8</b>	12:00 <b>0</b>	13:00 <b>1</b>	14:00 <b>4</b>	17:00 <b>33</b>	17:00 <b>96</b>	18:00 <b>60</b>	17:00 <b>21</b>	14:00 <b>7</b>	17:00 <b>4</b>	14:00 <b>1</b>	12:00 <b>0</b>	12:00 <b>0</b>

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	16	40.9	34.4	6.3	0	0	1	1	8	5	0	0	1	0	0	0
01:00	11	36.3	33.9	2.3	0	0	0	0	8	3	0	0	0	0	0	0
02:00	9	39.8	33.6	6.0	0	0	1	1	3	3	1	0	0	0	0	0
03:00	18	42.0	35.3	6.5	0	0	0	4	5	6	2	0	1	0	0	0
04:00	61	41.1	35.9	5.1	0	0	0	7	20	23	8	3	0	0	0	0
05:00	491	41.1	35.8	5.1	0	0	2	44	194	156	74	18	2	1	0	0
06:00	870	41.2	35.7	5.3	0	0	5	95	327	283	119	30	10	1	0	0
07:00	625	39.7	34.6	5.0	0	0	10	82	271	184	63	11	3	1	0	0
08:00	403	39.5	34.0	5.3	0	2	12	71	152	120	39	6	1	0	0	0
09:00	320	38.5	33.1	5.2	0	2	10	73	121	94	14	5	1	0	0	0
10:00	324	38.5	33.2	5.0	0	1	9	71	135	79	25	4	0	0	0	0
11:00	336	39.5	34.2	5.1	0	1	8	47	143	97	35	3	2	0	0	0
12:00	436	39.2	33.9	5.1	0	0	8	83	177	130	23	12	3	0	0	0
13:00	534	40.9	35.0	5.7	0	1	6	77	211	152	59	20	6	2	0	0
14:00	470	40.7	34.5	6.0	0	1	16	73	180	137	36	18	8	1	0	0
15:00	710	39.4	33.7	5.5	0	4	22	126	308	171	55	20	4	0	0	0
16:00	703	39.6	34.6	4.8	0	1	11	86	285	246	59	13	2	0	0	0
17:00	572	41.0	35.6	5.2	0	0	1	59	228	198	59	16	9	2	0	0
18:00	531	40.3	35.2	4.9	0	0	3	52	223	182	52	15	3	1	0	0
19:00	85	42.3	36.3	5.8	0	0	1	8	29	28	10	9	0	0	0	0
20:00	55	39.2	34.1	4.9	0	0	2	7	23	18	4	1	0	0	0	0
21:00	40	41.5	34.6	6.6	0	0	4	4	13	12	4	3	0	0	0	0
22:00	35	38.9	34.2	4.5	0	0	0	4	20	7	3	1	0	0	0	0
23:00	23	44.1	35.8	8.1	0	0	0	5	9	4	2	1	1	1	0	0
Total																
2H(10-12)	660	39.0	33.8	5.1	0	2	17	118	278	176	60	7	2	0	0	0
2H(14-16)	1180	39.9	34.0	5.7	0	5	38	199	488	308	91	38	12	1	0	0
12H(7-19)	5964	39.9	34.4	5.3	0	13	116	900	2434	1790	519	143	42	7	0	0
24H(0-24)	7678	40.2	34.7	5.3	0	13	132	1080	3093	2338	746	209	57	10	0	0
AM Peak	06:00 870	03:00 42.0	04:00 35.9	03:00 6.5	00:00 0	08:00 2	08:00 12	06:00 95	06:00 327	06:00 283	06:00 119	06:00 30	06:00 10	05:00 1	00:00 0	00:00 0
PM Peak	15:00 710	23:00 44.1	19:00 36.3	23:00 8.1	12:00 0	15:00 4	15:00 22	15:00 126	15:00 308	16:00 246	13:00 59	13:00 20	17:00 9	13:00 2	12:00 0	12:00 0

Paul Castle Associates



Port Talbot ATC 1, A4241

Direction: Northbound

18/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	2	33.7	30.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
01:00	9	43.1	36.4	6.5	0	0	0	2	1	4	1	1	0	0	0	0
02:00	3	42.7	37.5	5.0	0	0	0	0	1	1	1	0	0	0	0	0
03:00	1	-	32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	13	40.6	34.8	5.6	0	0	0	2	6	3	1	1	0	0	0	0
05:00	34	39.2	34.1	4.9	0	0	1	6	11	13	3	0	0	0	0	0
06:00	198	40.5	34.8	5.5	0	1	0	28	86	60	13	6	3	1	0	0
07:00	34	38.4	33.5	4.7	0	0	1	6	15	9	3	0	0	0	0	0
08:00	53	38.8	32.5	6.1	0	1	4	13	17	12	6	0	0	0	0	0
09:00	99	39.6	34.5	4.9	0	0	1	12	49	23	11	3	0	0	0	0
10:00	96	40.3	34.5	5.6	0	1	2	11	42	29	8	2	0	1	0	0
11:00	124	39.3	33.8	5.3	0	1	2	20	59	28	11	2	1	0	0	0
12:00	122	39.3	34.5	4.6	0	0	2	16	49	41	14	0	0	0	0	0
13:00	92	39.9	35.3	4.5	0	0	0	11	33	34	14	0	0	0	0	0
14:00	95	40.4	35.0	5.2	0	0	0	18	28	37	9	2	1	0	0	0
15:00	37	40.7	36.0	4.5	0	0	0	1	17	13	4	2	0	0	0	0
16:00	51	39.1	34.7	4.3	0	0	0	5	25	16	4	1	0	0	0	0
17:00	72	41.0	35.3	5.6	0	0	0	11	28	20	9	3	1	0	0	0
18:00	226	41.5	36.0	5.3	0	0	0	15	95	77	28	7	2	1	1	0
19:00	43	40.8	35.6	5.0	0	0	0	5	16	13	8	1	0	0	0	0
20:00	17	40.1	34.9	5.0	0	0	0	3	6	5	3	0	0	0	0	0
21:00	18	44.2	37.2	6.7	0	0	0	2	6	4	4	1	1	0	0	0
22:00	10	43.6	34.8	8.5	0	1	0	1	2	3	3	0	0	0	0	0
23:00	6	36.8	34.2	2.6	0	0	0	0	4	2	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	220	39.7	34.1	5.4	0	2	4	31	101	57	19	4	1	1	0	0
2H(14-16)	132	40.5	35.3	5.0	0	0	0	19	45	50	13	4	1	0	0	0
12H(7-19)	1101	40.2	34.8	5.2	0	3	12	139	457	339	121	22	5	2	1	0
24H(0-24)	1455	40.3	34.9	5.3	0	5	13	189	598	447	158	32	9	3	1	0
<b>AM Peak</b>	06:00	01:00	02:00	01:00	00:00	06:00	08:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	00:00	00:00
	198	43.1	37.5	6.5	0	1	4	28	86	60	13	6	3	1	0	0
<b>PM Peak</b>	18:00	21:00	21:00	22:00	12:00	22:00	12:00	14:00	18:00	18:00	18:00	18:00	18:00	18:00	18:00	12:00
	226	44.2	37.2	8.5	0	1	2	18	95	77	28	7	2	1	1	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	4	46.0	37.5	8.2	0	0	0	1	0	2	0	1	0	0	0	0
01:00	3	37.2	34.2	2.9	0	0	0	0	2	1	0	0	0	0	0	0
02:00	7	42.7	37.5	5.0	0	0	0	0	2	4	0	1	0	0	0	0
03:00	5	38.8	36.5	2.2	0	0	0	0	1	4	0	0	0	0	0	0
04:00	36	40.6	36.0	4.4	0	0	0	1	15	16	3	0	1	0	0	0
05:00	263	40.8	35.7	5.0	0	0	1	13	126	83	26	10	3	1	0	0
06:00	178	41.2	36.3	4.7	0	0	0	13	56	76	28	3	2	0	0	0
07:00	66	39.9	35.1	4.7	0	0	2	5	25	25	9	0	0	0	0	0
08:00	88	39.0	34.2	4.7	0	0	0	12	46	21	7	1	1	0	0	0
09:00	100	41.4	33.3	7.8	0	10	2	10	28	38	9	3	0	0	0	0
10:00	126	39.5	35.1	4.3	0	0	2	9	51	51	12	1	0	0	0	0
11:00	109	41.7	35.8	5.7	0	0	1	7	47	37	12	1	2	2	0	0
12:00	76	40.9	35.3	5.4	0	1	1	7	25	32	8	1	1	0	0	0
13:00	71	39.2	35.1	4.0	0	0	0	4	33	29	3	2	0	0	0	0
14:00	49	39.1	34.0	4.9	0	0	1	6	26	11	3	2	0	0	0	0
15:00	46	43.4	35.7	7.4	0	0	0	5	19	18	1	2	0	0	0	1
16:00	52	39.8	35.2	4.5	0	0	0	5	22	18	6	1	0	0	0	0
17:00	221	41.4	36.1	5.1	0	0	1	14	78	89	36	2	0	0	0	1
18:00	91	40.8	37.0	3.8	0	0	0	1	25	51	11	3	0	0	0	0
19:00	29	39.3	35.3	3.9	0	0	0	1	14	12	1	1	0	0	0	0
20:00	11	41.0	34.3	6.4	0	0	0	3	4	2	1	1	0	0	0	0
21:00	20	41.7	35.5	5.9	0	0	1	1	8	7	1	2	0	0	0	0
22:00	20	41.7	37.8	3.8	0	0	0	0	4	12	3	1	0	0	0	0
23:00	2	27.5	27.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
Total																
2H(10-12)	235	40.6	35.4	5.0	0	0	3	16	98	88	24	2	2	2	0	0
2H(14-16)	95	41.3	34.8	6.3	0	0	1	11	45	29	4	4	0	0	0	1
12H(7-19)	1095	40.8	35.3	5.3	0	11	10	85	425	420	117	19	4	2	0	2
24H(0-24)	1673	40.9	35.5	5.2	0	11	12	120	657	639	180	39	10	3	0	2
AM Peak	05:00 263	00:00 46.0	00:00 37.5	00:00 8.2	00:00 0	09:00 10	07:00 2	05:00 13	05:00 126	05:00 83	06:00 28	05:00 10	05:00 3	11:00 2	00:00 0	00:00 0
PM Peak	17:00 221	15:00 43.4	22:00 37.8	15:00 7.4	12:00 0	12:00 1	12:00 1	17:00 14	17:00 78	17:00 89	17:00 36	18:00 3	12:00 1	12:00 0	12:00 0	15:00 1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	6	42.9	35.0	7.6	0	0	0	2	1	2	0	1	0	0	0	0
01:00	12	41.8	35.8	5.8	0	0	0	2	3	5	1	1	0	0	0	0
02:00	10	42.4	37.5	4.7	0	0	0	0	3	5	1	1	0	0	0	0
03:00	6	38.5	35.8	2.6	0	0	0	0	2	4	0	0	0	0	0	0
04:00	49	40.6	35.7	4.8	0	0	0	3	21	19	4	1	1	0	0	0
05:00	297	40.7	35.5	5.0	0	0	2	19	137	96	29	10	3	1	0	0
06:00	376	40.9	35.5	5.2	0	1	0	41	142	136	41	9	5	1	0	0
07:00	100	39.4	34.6	4.7	0	0	3	11	40	34	12	0	0	0	0	0
08:00	141	39.0	33.5	5.3	0	1	4	25	63	33	13	1	1	0	0	0
09:00	199	40.7	33.9	6.5	0	10	3	22	77	61	20	6	0	0	0	0
10:00	222	39.9	34.8	4.9	0	1	4	20	93	80	20	3	0	1	0	0
11:00	233	40.5	34.8	5.5	0	1	3	27	106	65	23	3	3	2	0	0
12:00	198	39.9	34.8	4.9	0	1	3	23	74	73	22	1	1	0	0	0
13:00	163	39.6	35.2	4.2	0	0	0	15	66	63	17	2	0	0	0	0
14:00	144	39.9	34.7	5.1	0	0	1	24	54	48	12	4	1	0	0	0
15:00	83	42.3	35.8	6.3	0	0	0	6	36	31	5	4	0	0	0	1
16:00	103	39.5	34.9	4.4	0	0	0	10	47	34	10	2	0	0	0	0
17:00	293	41.3	35.9	5.2	0	0	1	25	106	109	45	5	1	0	0	1
18:00	317	41.4	36.3	4.9	0	0	0	16	120	128	39	10	2	1	1	0
19:00	72	40.2	35.5	4.6	0	0	0	6	30	25	9	2	0	0	0	0
20:00	28	40.4	34.6	5.5	0	0	0	6	10	7	4	1	0	0	0	0
21:00	38	42.9	36.3	6.3	0	0	1	3	14	11	5	3	1	0	0	0
22:00	30	42.8	36.8	5.8	0	1	0	1	6	15	6	1	0	0	0	0
23:00	8	36.4	32.5	3.8	0	0	0	2	4	2	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	455	40.2	34.8	5.2	0	2	7	47	199	145	43	6	3	3	0	0
2H(14-16)	227	40.9	35.1	5.6	0	0	1	30	90	79	17	8	1	0	0	1
12H(7-19)	2196	40.5	35.1	5.3	0	14	22	224	882	759	238	41	9	4	1	2
24H(0-24)	3128	40.6	35.2	5.2	0	16	25	309	1255	1086	338	71	19	6	1	2
<b>AM Peak</b>	06:00 <b>376</b>	00:00 <b>42.9</b>	02:00 <b>37.5</b>	00:00 <b>7.6</b>	00:00 <b>0</b>	09:00 <b>10</b>	08:00 <b>4</b>	06:00 <b>41</b>	06:00 <b>142</b>	06:00 <b>136</b>	06:00 <b>41</b>	05:00 <b>10</b>	06:00 <b>5</b>	11:00 <b>2</b>	00:00 <b>0</b>	00:00 <b>0</b>
<b>PM Peak</b>	18:00 <b>317</b>	21:00 <b>42.9</b>	22:00 <b>36.8</b>	21:00 <b>6.3</b>	12:00 <b>0</b>	12:00 <b>1</b>	12:00 <b>3</b>	17:00 <b>25</b>	18:00 <b>120</b>	18:00 <b>128</b>	17:00 <b>45</b>	18:00 <b>10</b>	18:00 <b>2</b>	18:00 <b>1</b>	18:00 <b>1</b>	15:00 <b>1</b>

Paul Castle Associates

Port Talbot ATC 1, A4241

Direction: Northbound

19/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	5	39.1	34.5	4.5	0	0	0	0	4	0	1	0	0	0	0	0
01:00	6	38.2	32.5	5.5	0	0	0	3	0	3	0	0	0	0	0	0
02:00	1	-	32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	3	42.7	37.5	5.0	0	0	0	0	1	1	1	0	0	0	0	0
04:00	13	41.6	34.4	6.9	0	0	0	5	2	3	2	1	0	0	0	0
05:00	34	40.1	33.9	5.9	0	1	2	3	11	14	3	0	0	0	0	0
06:00	187	40.8	34.9	5.6	0	0	0	30	79	53	13	8	3	1	0	0
07:00	20	39.6	35.0	4.4	0	0	0	2	9	6	3	0	0	0	0	0
08:00	18	37.6	31.5	5.9	0	1	0	5	8	3	1	0	0	0	0	0
09:00	41	37.3	32.1	5.0	0	1	2	8	18	12	0	0	0	0	0	0
10:00	69	40.3	34.8	5.3	0	0	0	9	34	14	11	0	0	1	0	0
11:00	80	41.5	35.4	5.9	0	0	0	15	26	23	12	2	2	0	0	0
12:00	85	40.8	34.4	6.2	0	3	0	9	37	26	7	2	0	1	0	0
13:00	79	40.9	35.4	5.3	0	0	0	7	34	28	9	0	0	0	1	0
14:00	76	40.6	34.5	5.8	0	1	0	8	37	23	5	1	0	0	1	0
15:00	47	39.0	33.7	5.1	0	0	2	8	19	14	3	1	0	0	0	0
16:00	52	39.0	35.0	3.9	0	0	0	4	23	20	5	0	0	0	0	0
17:00	90	42.2	36.4	5.6	0	0	1	7	33	26	17	5	1	0	0	0
18:00	236	40.7	35.1	5.4	0	0	3	21	111	70	21	5	2	3	0	0
19:00	39	39.8	34.4	5.2	0	0	2	4	16	11	6	0	0	0	0	0
20:00	10	47.5	35.8	11.3	0	0	0	3	4	1	1	0	0	0	1	0
21:00	3	37.2	34.2	2.9	0	0	0	0	2	1	0	0	0	0	0	0
22:00	10	38.7	33.0	5.5	0	0	0	2	7	0	0	1	0	0	0	0
23:00	2	33.7	30.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	149	40.9	35.1	5.6	0	0	0	24	60	37	23	2	2	1	0	0
2H(14-16)	123	40.0	34.2	5.6	0	1	2	16	56	37	8	2	0	0	1	0
12H(7-19)	893	40.6	34.8	5.5	0	6	8	103	389	265	94	16	5	5	2	0
24H(0-24)	1206	40.6	34.8	5.6	0	7	12	154	517	352	121	26	8	6	3	0
<b>AM Peak</b>	06:00 187	03:00 42.7	03:00 37.5	04:00 6.9	00:00 0	05:00 1	05:00 2	06:00 30	06:00 79	06:00 53	06:00 13	06:00 8	06:00 3	06:00 1	00:00 0	00:00 0
<b>PM Peak</b>	18:00 236	20:00 47.5	17:00 36.4	20:00 11.3	12:00 0	12:00 3	18:00 3	18:00 21	18:00 111	18:00 70	18:00 21	17:00 5	18:00 2	18:00 3	13:00 1	12:00 0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	6	32.5	32.5	0.0	0	0	0	0	6	0	0	0	0	0	0	0
01:00	5	32.5	32.5	0.0	0	0	0	0	5	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0
03:00	9	37.8	34.2	3.5	0	0	0	0	7	1	1	0	0	0	0	0
04:00	45	44.1	39.2	4.8	0	0	0	2	1	29	7	5	1	0	0	0
05:00	319	40.7	36.6	3.9	0	0	0	2	106	168	36	3	3	1	0	0
06:00	183	43.5	37.9	5.5	0	0	0	6	53	74	26	20	4	0	0	0
07:00	39	37.2	34.2	2.9	0	0	0	1	25	12	1	0	0	0	0	0
08:00	39	37.4	32.9	4.4	0	0	1	7	21	9	0	1	0	0	0	0
09:00	63	39.7	35.4	4.2	0	0	0	4	27	26	4	2	0	0	0	0
10:00	99	40.0	34.5	5.4	0	0	1	12	51	25	5	3	1	1	0	0
11:00	65	39.5	35.1	4.2	0	0	0	4	32	22	5	2	0	0	0	0
12:00	76	43.8	36.0	7.5	0	0	2	8	30	24	6	1	1	3	1	0
13:00	76	42.3	36.2	5.9	0	0	0	1	37	29	6	0	0	2	1	0
14:00	65	41.5	36.0	5.3	0	0	0	5	24	26	8	0	1	1	0	0
15:00	64	42.9	34.9	7.7	0	0	3	10	27	14	5	1	2	1	1	0
16:00	58	40.3	35.4	4.7	0	0	0	8	17	25	7	1	0	0	0	0
17:00	250	40.3	36.0	4.2	0	0	0	6	100	120	17	4	1	2	0	0
18:00	80	41.5	36.3	5.1	0	0	0	8	23	35	10	3	1	0	0	0
19:00	24	41.9	34.5	7.2	0	0	1	0	17	5	0	0	0	0	1	0
20:00	16	36.3	33.4	2.7	0	0	0	1	11	4	0	0	0	0	0	0
21:00	12	44.8	35.8	8.6	0	0	1	2	4	0	4	0	1	0	0	0
22:00	15	39.9	35.2	4.6	0	0	0	3	2	9	1	0	0	0	0	0
23:00	6	56.6	43.8	12.4	0	0	0	0	2	1	0	2	0	0	1	0
<b>Total</b>																
2H(10-12)	164	39.9	34.7	5.0	0	0	1	16	83	47	10	5	1	1	0	0
2H(14-16)	129	42.3	35.5	6.6	0	0	3	15	51	40	13	1	3	2	1	0
12H(7-19)	974	40.9	35.5	5.2	0	0	7	74	414	367	74	18	7	10	3	0
24H(0-24)	1614	41.4	36.0	5.2	0	0	9	90	628	658	149	48	16	11	5	0
<b>AM Peak</b>	05:00 <b>319</b>	04:00 <b>44.1</b>	04:00 <b>39.2</b>	06:00 <b>5.5</b>	00:00 <b>0</b>	00:00 <b>0</b>	08:00 <b>1</b>	10:00 <b>12</b>	05:00 <b>106</b>	05:00 <b>168</b>	05:00 <b>36</b>	06:00 <b>20</b>	06:00 <b>4</b>	05:00 <b>1</b>	00:00 <b>0</b>	00:00 <b>0</b>
<b>PM Peak</b>	17:00 <b>250</b>	23:00 <b>56.6</b>	23:00 <b>43.8</b>	23:00 <b>12.4</b>	12:00 <b>0</b>	12:00 <b>0</b>	15:00 <b>3</b>	15:00 <b>10</b>	17:00 <b>100</b>	17:00 <b>120</b>	17:00 <b>17</b>	17:00 <b>4</b>	15:00 <b>2</b>	12:00 <b>3</b>	12:00 <b>1</b>	12:00 <b>0</b>

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	11	36.5	33.4	3.0	0	0	0	0	10	0	1	0	0	0	0	0
01:00	11	36.5	32.5	3.9	0	0	0	3	5	3	0	0	0	0	0	0
02:00	1	32.5	-	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	12	39.1	35.0	4.0	0	0	0	0	8	2	2	0	0	0	0	0
04:00	58	43.9	38.1	5.6	0	0	0	7	3	32	9	6	1	0	0	0
05:00	353	40.8	36.4	4.2	0	1	2	5	117	182	39	3	3	1	0	0
06:00	370	42.3	36.4	5.7	0	0	0	36	132	127	39	28	7	1	0	0
07:00	59	38.1	34.4	3.5	0	0	0	3	34	18	4	0	0	0	0	0
08:00	57	37.5	32.5	4.9	0	1	1	12	29	12	1	1	0	0	0	0
09:00	104	39.0	34.1	4.8	0	1	2	12	45	38	4	2	0	0	0	0
10:00	168	40.2	34.6	5.3	0	0	1	21	85	39	16	3	1	2	0	0
11:00	145	40.6	35.3	5.2	0	0	0	19	58	45	17	4	2	0	0	0
12:00	161	42.3	35.1	6.9	0	3	2	17	67	50	13	3	1	4	1	0
13:00	155	41.6	35.8	5.6	0	0	0	8	71	57	15	0	0	2	2	0
14:00	141	41.0	35.2	5.6	0	1	0	13	61	49	13	1	1	1	1	0
15:00	111	41.4	34.4	6.7	0	0	5	18	46	28	8	2	2	1	1	0
16:00	110	39.7	35.2	4.3	0	0	0	12	40	45	12	1	0	0	0	0
17:00	340	40.9	36.1	4.6	0	0	1	13	133	146	34	9	2	2	0	0
18:00	316	40.9	35.4	5.3	0	0	3	29	134	105	31	8	3	3	0	0
19:00	63	40.6	34.4	6.0	0	0	3	4	33	16	6	0	0	0	1	0
20:00	26	41.8	34.3	7.2	0	0	0	4	15	5	1	0	0	0	1	0
21:00	15	43.5	35.5	7.7	0	0	1	2	6	1	4	0	1	0	0	0
22:00	25	39.5	34.3	5.0	0	0	0	5	9	9	1	1	0	0	0	0
23:00	8	53.1	40.3	12.4	0	0	0	1	3	1	0	2	0	0	1	0
Total																
2H(10-12)	313	40.4	34.9	5.3	0	0	1	40	143	84	33	7	3	2	0	0
2H(14-16)	252	41.2	34.9	6.1	0	1	5	31	107	77	21	3	3	2	2	0
12H(7-19)	1867	40.8	35.2	5.4	0	6	15	177	803	632	168	34	12	15	5	0
24H(0-24)	2820	41.1	35.5	5.4	0	7	21	244	1145	1010	270	74	24	17	8	0
AM Peak	06:00 370	04:00 43.9	04:00 38.1	06:00 5.7	00:00 0	05:00 1	05:00 2	06:00 36	06:00 132	05:00 182	05:00 39	06:00 28	06:00 7	10:00 2	00:00 0	00:00 0
PM Peak	17:00 340	23:00 53.1	23:00 40.3	23:00 12.4	12:00 0	12:00 3	15:00 5	18:00 29	18:00 134	17:00 146	17:00 34	17:00 9	18:00 3	12:00 4	13:00 2	12:00 0

Paul Castle Associates

Port Talbot ATC 1, A4241

Direction: Northbound

20/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	6	37.8	35.0	2.7	0	0	0	0	3	3	0	0	0	0	0	0
01:00	6	43.2	37.5	5.5	0	0	0	0	3	0	3	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	8	40.4	33.8	6.4	0	0	0	2	4	1	0	1	0	0	0	0
04:00	17	36.5	30.7	5.6	0	0	3	5	4	5	0	0	0	0	0	0
05:00	46	37.6	32.2	5.2	0	0	2	16	15	9	4	0	0	0	0	0
06:00	217	39.6	34.9	4.6	0	0	0	25	94	76	15	6	1	0	0	0
07:00	83	38.5	33.6	4.8	0	0	1	18	34	23	6	1	0	0	0	0
08:00	129	38.9	33.9	4.9	0	0	2	23	58	33	11	1	1	0	0	0
09:00	134	37.9	33.3	4.4	0	0	1	28	64	31	9	1	0	0	0	0
10:00	145	38.5	33.4	5.0	0	0	3	33	58	40	9	1	1	0	0	0
11:00	151	37.6	32.6	4.8	0	0	8	32	70	33	6	2	0	0	0	0
12:00	147	38.5	33.3	5.0	0	0	4	32	64	34	10	3	0	0	0	0
13:00	141	39.0	33.6	5.2	0	0	5	28	56	41	7	3	1	0	0	0
14:00	246	39.7	34.2	5.3	0	0	5	48	89	75	20	9	0	0	0	0
15:00	503	39.5	34.3	5.0	0	0	7	66	239	136	42	9	3	0	1	0
16:00	665	39.0	33.6	5.3	0	0	14	135	305	147	45	11	5	3	0	0
17:00	418	39.7	34.5	5.0	0	0	6	51	198	115	34	11	2	1	0	0
18:00	348	38.8	33.8	4.8	0	0	7	54	168	86	25	7	1	0	0	0
19:00	50	39.7	35.0	4.5	0	0	0	7	18	18	7	0	0	0	0	0
20:00	18	42.4	34.3	7.8	0	1	0	3	7	3	2	2	0	0	0	0
21:00	14	47.0	38.2	8.5	0	0	0	2	4	3	2	2	0	1	0	0
22:00	20	38.8	34.5	4.1	0	0	0	3	7	9	1	0	0	0	0	0
23:00	15	45.8	35.5	10.0	0	0	1	5	2	3	2	0	1	1	0	0
<b>Total</b>																
2H(10-12)	296	38.1	33.0	4.9	0	0	11	65	128	73	15	3	1	0	0	0
2H(14-16)	749	39.6	34.3	5.1	0	0	12	114	328	211	62	18	3	0	1	0
12H(7-19)	3110	39.1	33.8	5.0	0	0	63	548	1403	794	224	59	14	4	1	0
24H(0-24)	3527	39.2	33.9	5.1	0	1	69	616	1564	924	260	70	16	6	1	0
<b>AM Peak</b>	06:00	01:00	01:00	03:00	00:00	00:00	11:00	10:00	06:00	06:00	06:00	06:00	06:00	00:00	00:00	00:00
	<b>217</b>	<b>43.2</b>	<b>37.5</b>	<b>6.4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>33</b>	<b>94</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	16:00	21:00	21:00	23:00	12:00	20:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	15:00	12:00
	<b>665</b>	<b>47.0</b>	<b>38.2</b>	<b>10.0</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>135</b>	<b>305</b>	<b>147</b>	<b>45</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	7	37.9	33.2	4.5	0	0	0	2	2	3	0	0	0	0	0	0
01:00	4	41.2	36.3	4.8	0	0	0	0	2	1	1	0	0	0	0	0
02:00	8	40.0	38.1	1.8	0	0	0	0	0	7	1	0	0	0	0	0
03:00	20	38.4	37.3	1.1	0	0	0	0	1	19	0	0	0	0	0	0
04:00	57	40.8	35.0	5.6	0	0	0	12	18	17	7	3	0	0	0	0
05:00	471	40.5	35.7	4.6	0	0	0	25	210	161	61	10	3	1	0	0
06:00	756	41.2	36.2	4.8	0	0	0	51	276	279	125	16	9	0	0	0
07:00	613	39.1	34.3	4.7	0	0	4	92	279	174	50	14	0	0	0	0
08:00	315	39.0	33.7	5.1	0	0	9	59	132	82	29	3	0	1	0	0
09:00	186	38.2	33.0	5.0	0	1	5	42	81	43	12	1	1	0	0	0
10:00	181	37.7	33.1	4.5	0	0	4	42	75	51	8	1	0	0	0	0
11:00	353	39.4	34.1	5.1	0	0	8	61	136	116	21	9	2	0	0	0
12:00	173	38.4	33.0	5.3	0	0	6	38	85	30	9	2	3	0	0	0
13:00	168	37.7	32.5	5.0	0	2	3	44	73	37	6	3	0	0	0	0
14:00	101	37.9	33.0	4.8	0	0	4	21	43	29	2	2	0	0	0	0
15:00	117	39.5	34.3	5.1	0	1	1	16	50	39	7	2	1	0	0	0
16:00	139	38.1	33.4	4.5	0	0	2	25	72	27	12	1	0	0	0	0
17:00	263	39.9	34.6	5.2	0	1	1	36	121	70	26	4	4	0	0	0
18:00	153	40.2	35.1	4.9	0	0	2	17	60	52	17	5	0	0	0	0
19:00	31	39.5	33.8	5.5	0	0	1	5	16	4	4	1	0	0	0	0
20:00	10	35.9	31.0	4.7	0	0	0	5	4	0	1	0	0	0	0	0
21:00	17	41.6	34.3	7.1	0	0	0	6	4	4	2	0	1	0	0	0
22:00	15	35.2	32.2	3.0	0	0	1	0	13	1	0	0	0	0	0	0
23:00	2	33.7	30.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	534	38.9	33.8	4.9	0	0	12	103	211	167	29	10	2	0	0	0
2H(14-16)	218	38.8	33.7	5.0	0	1	5	37	93	68	9	4	1	0	0	0
12H(7-19)	2762	39.0	33.8	5.0	0	5	49	493	1207	750	199	47	11	1	0	0
24H(0-24)	4160	39.7	34.5	5.0	0	5	51	600	1754	1246	401	77	24	2	0	0
<b>AM Peak</b>	06:00 <b>756</b>	01:00 <b>41.2</b>	02:00 <b>38.1</b>	04:00 <b>5.6</b>	00:00 <b>0</b>	09:00 <b>1</b>	08:00 <b>9</b>	07:00 <b>92</b>	07:00 <b>279</b>	06:00 <b>279</b>	06:00 <b>125</b>	06:00 <b>16</b>	06:00 <b>9</b>	05:00 <b>1</b>	00:00 <b>0</b>	00:00 <b>0</b>
<b>PM Peak</b>	17:00 <b>263</b>	21:00 <b>41.6</b>	18:00 <b>35.1</b>	21:00 <b>7.1</b>	12:00 <b>0</b>	13:00 <b>2</b>	12:00 <b>6</b>	13:00 <b>44</b>	17:00 <b>121</b>	17:00 <b>70</b>	17:00 <b>26</b>	18:00 <b>5</b>	17:00 <b>4</b>	12:00 <b>0</b>	12:00 <b>0</b>	12:00 <b>0</b>

Paul Castle Associates



Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	13	37.9	34.0	3.8	0	0	0	2	5	6	0	0	0	0	0	0
01:00	10	42.2	37.0	5.0	0	0	0	0	5	1	4	0	0	0	0	0
02:00	8	40.0	38.1	1.8	0	0	0	0	7	1	0	0	0	0	0	0
03:00	28	40.1	36.3	3.8	0	0	0	2	5	20	0	1	0	0	0	0
04:00	74	40.0	34.0	5.8	0	0	3	17	22	22	7	3	0	0	0	0
05:00	517	40.3	35.4	4.7	0	0	2	41	225	170	65	10	3	1	0	0
06:00	973	40.9	35.9	4.8	0	0	0	76	370	355	140	22	10	0	0	0
07:00	696	39.0	34.2	4.7	0	0	5	110	313	197	56	15	0	0	0	0
08:00	444	39.0	33.8	5.0	0	0	11	82	190	115	40	4	1	1	0	0
09:00	320	38.1	33.1	4.8	0	1	6	70	145	74	21	2	1	0	0	0
10:00	326	38.1	33.2	4.7	0	0	7	75	133	91	17	2	1	0	0	0
11:00	504	38.9	33.7	5.1	0	0	16	93	206	149	27	11	2	0	0	0
12:00	320	38.4	33.1	5.1	0	0	10	70	149	64	19	5	3	0	0	0
13:00	309	38.3	33.0	5.1	0	2	8	72	129	78	13	6	1	0	0	0
14:00	347	39.2	33.9	5.2	0	0	9	69	132	104	22	11	0	0	0	0
15:00	620	39.5	34.3	5.0	0	1	8	82	289	175	49	11	4	0	1	0
16:00	804	38.9	33.5	5.2	0	0	16	160	377	174	57	12	5	3	0	0
17:00	681	39.8	34.5	5.1	0	1	7	87	319	185	60	15	6	1	0	0
18:00	501	39.3	34.2	4.9	0	0	9	71	228	138	42	12	1	0	0	0
19:00	81	39.6	34.5	4.9	0	0	1	12	34	22	11	1	0	0	0	0
20:00	28	40.4	33.1	7.0	0	1	0	8	11	3	3	2	0	0	0	0
21:00	31	44.2	36.0	7.9	0	0	0	8	8	7	4	2	1	1	0	0
22:00	35	37.4	33.5	3.8	0	0	1	3	20	10	1	0	0	0	0	0
23:00	17	44.7	34.9	9.5	0	0	1	6	3	3	2	0	1	1	0	0
<b>Total</b>																
2H(10-12)	830	38.6	33.5	4.9	0	0	23	168	339	240	44	13	3	0	0	0
2H(14-16)	967	39.4	34.2	5.1	0	1	17	151	421	279	71	22	4	0	1	0
12H(7-19)	5872	39.0	33.8	5.0	0	5	112	1041	2610	1544	423	106	25	5	1	0
24H(0-24)	7687	39.5	34.2	5.1	0	6	120	1216	3318	2170	661	147	40	8	1	0
<b>AM Peak</b>	06:00 <b>973</b>	01:00 <b>42.2</b>	02:00 <b>38.1</b>	04:00 <b>5.8</b>	00:00 <b>0</b>	09:00 <b>1</b>	11:00 <b>16</b>	07:00 <b>110</b>	06:00 <b>370</b>	06:00 <b>355</b>	06:00 <b>140</b>	06:00 <b>22</b>	06:00 <b>10</b>	05:00 <b>1</b>	00:00 <b>0</b>	00:00 <b>0</b>
<b>PM Peak</b>	16:00 <b>804</b>	23:00 <b>44.7</b>	21:00 <b>36.0</b>	23:00 <b>9.5</b>	12:00 <b>0</b>	13:00 <b>2</b>	16:00 <b>16</b>	16:00 <b>160</b>	16:00 <b>377</b>	17:00 <b>185</b>	17:00 <b>60</b>	17:00 <b>15</b>	17:00 <b>6</b>	16:00 <b>3</b>	15:00 <b>1</b>	12:00 <b>0</b>

Paul Castle Associates

Port Talbot ATC 1, A4241

Direction: Northbound

21/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	2	38.7	35.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
01:00	3	42.1	34.2	7.6	0	0	0	1	1	0	1	0	0	0	0	0
02:00	4	36.3	33.8	2.5	0	0	0	0	3	1	0	0	0	0	0	0
03:00	4	36.7	30.0	6.5	0	0	1	1	1	1	0	0	0	0	0	0
04:00	17	40.4	34.6	5.6	0	0	1	2	5	8	0	1	0	0	0	0
05:00	43	39.5	33.2	6.0	0	0	1	14	14	8	5	0	1	0	0	0
06:00	213	40.0	35.0	4.8	0	0	0	30	81	76	19	6	1	0	0	0
07:00	104	38.0	33.0	4.8	0	0	3	23	46	26	5	0	1	0	0	0
08:00	168	38.8	33.7	4.9	0	0	2	38	61	55	10	0	2	0	0	0
09:00	176	37.4	32.7	4.6	0	0	7	43	69	51	6	0	0	0	0	0
10:00	136	37.8	32.9	4.7	0	0	4	30	62	34	3	3	0	0	0	0
11:00	131	38.6	33.2	5.2	0	0	6	25	59	29	9	3	0	0	0	0
12:00	152	39.2	33.6	5.4	0	1	3	29	70	33	9	7	0	0	0	0
13:00	176	40.4	34.5	5.6	0	0	5	31	62	49	25	3	0	1	0	0
14:00	224	40.6	35.0	5.4	0	1	2	27	93	71	20	6	4	0	0	0
15:00	546	39.7	34.4	5.1	0	0	2	92	239	143	53	12	5	0	0	0
16:00	683	39.0	33.8	5.0	0	0	5	137	309	162	54	12	3	0	1	0
17:00	419	39.5	34.1	5.2	0	0	6	65	199	106	27	10	6	0	0	0
18:00	364	40.4	34.8	5.5	0	1	8	47	141	121	34	7	3	2	0	0
19:00	56	41.9	35.2	6.5	0	0	0	7	30	10	4	2	2	1	0	0
20:00	33	40.1	34.2	5.7	0	0	1	7	11	9	4	1	0	0	0	0
21:00	13	40.4	36.0	4.3	0	0	0	1	4	6	2	0	0	0	0	0
22:00	30	39.5	34.0	5.3	0	0	1	3	18	3	4	1	0	0	0	0
23:00	14	41.7	35.4	6.1	0	0	0	3	4	4	2	1	0	0	0	0
<b>Total</b>																
2H(10-12)	267	38.2	33.1	4.9	0	0	10	55	121	63	12	6	0	0	0	0
2H(14-16)	770	39.9	34.6	5.2	0	1	4	119	332	214	73	18	9	0	0	0
12H(7-19)	3279	39.4	34.0	5.2	0	3	53	587	1410	880	255	63	24	3	1	0
24H(0-24)	3711	39.5	34.1	5.2	0	3	58	656	1583	1007	296	75	28	4	1	0
<b>AM Peak</b>	06:00	01:00	00:00	01:00	00:00	00:00	09:00	09:00	06:00	06:00	06:00	06:00	08:00	00:00	00:00	00:00
	<b>213</b>	<b>42.1</b>	<b>35.0</b>	<b>7.6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>43</b>	<b>81</b>	<b>76</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	16:00	19:00	21:00	19:00	12:00	12:00	18:00	16:00	16:00	16:00	16:00	15:00	17:00	18:00	16:00	12:00
	<b>683</b>	<b>41.9</b>	<b>36.0</b>	<b>6.5</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>137</b>	<b>309</b>	<b>162</b>	<b>54</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	2	38.7	35.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
01:00	2	38.7	35.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
02:00	10	34.9	32.0	2.8	0	0	0	2	7	1	0	0	0	0	0	0
03:00	10	38.7	35.0	3.5	0	0	0	0	6	3	1	0	0	0	0	0
04:00	57	40.8	36.4	4.2	0	0	0	2	20	24	10	1	0	0	0	0
05:00	508	41.1	36.2	4.8	0	0	0	34	172	219	69	6	7	0	1	0
06:00	727	40.0	34.9	4.9	0	0	3	89	321	206	89	15	4	0	0	0
07:00	653	39.3	34.5	4.7	0	1	3	95	274	212	58	8	1	1	0	0
08:00	386	40.0	34.7	5.1	0	0	4	51	166	115	36	11	3	0	0	0
09:00	202	38.3	33.3	4.9	0	0	12	32	82	63	13	0	0	0	0	0
10:00	178	37.7	33.0	4.5	0	0	3	43	77	44	10	1	0	0	0	0
11:00	150	38.4	33.4	4.8	0	0	4	27	70	38	9	1	1	0	0	0
12:00	152	38.9	34.3	4.4	0	0	0	19	79	37	14	3	0	0	0	0
13:00	160	38.7	33.9	4.6	0	0	2	25	73	48	10	1	1	0	0	0
14:00	126	40.6	34.1	6.3	0	0	4	18	60	34	7	0	1	1	0	1
15:00	129	38.8	33.7	5.0	0	0	3	25	55	34	9	3	0	0	0	0
16:00	148	38.6	33.4	5.0	0	0	4	28	71	31	11	2	1	0	0	0
17:00	258	40.6	35.4	5.1	0	0	3	29	90	99	31	3	2	1	0	0
18:00	164	40.5	34.8	5.5	0	0	3	25	65	43	23	3	2	0	0	0
19:00	24	38.8	34.8	3.9	0	0	0	2	11	9	2	0	0	0	0	0
20:00	16	34.4	32.5	1.8	0	0	0	1	14	1	0	0	0	0	0	0
21:00	13	39.4	34.0	5.2	0	0	0	3	5	3	2	0	0	0	0	0
22:00	14	41.0	35.4	5.4	0	0	0	2	6	2	4	0	0	0	0	0
23:00	4	48.6	38.8	9.5	0	0	0	0	2	1	0	0	1	0	0	0
<b>Total</b>																
2H(10-12)	328	38.0	33.2	4.7	0	0	7	70	147	82	19	2	1	0	0	0
2H(14-16)	255	39.7	33.9	5.6	0	0	7	43	115	68	16	3	1	1	0	1
12H(7-19)	2706	39.4	34.2	5.0	0	1	45	417	1162	798	231	36	12	3	0	1
24H(0-24)	4093	39.8	34.6	5.0	0	1	48	552	1728	1269	408	58	24	3	1	1
<b>AM Peak</b>	06:00 <b>727</b>	05:00 <b>41.1</b>	04:00 <b>36.4</b>	08:00 <b>5.1</b>	00:00 <b>0</b>	07:00 <b>1</b>	09:00 <b>12</b>	07:00 <b>95</b>	06:00 <b>321</b>	05:00 <b>219</b>	06:00 <b>89</b>	06:00 <b>15</b>	05:00 <b>7</b>	07:00 <b>1</b>	05:00 <b>1</b>	00:00 <b>0</b>
<b>PM Peak</b>	17:00 <b>258</b>	23:00 <b>48.6</b>	23:00 <b>38.8</b>	23:00 <b>9.5</b>	12:00 <b>0</b>	12:00 <b>0</b>	14:00 <b>4</b>	17:00 <b>29</b>	17:00 <b>90</b>	17:00 <b>99</b>	17:00 <b>31</b>	12:00 <b>3</b>	17:00 <b>2</b>	14:00 <b>1</b>	12:00 <b>0</b>	14:00 <b>1</b>

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	4	38.0	35.0	2.9	0	0	0	0	2	2	0	0	0	0	0	0
01:00	5	40.4	34.5	5.7	0	0	0	1	2	1	1	0	0	0	0	0
02:00	14	35.4	32.5	2.8	0	0	0	2	10	2	0	0	0	0	0	0
03:00	14	38.6	33.6	4.9	0	0	1	1	7	4	1	0	0	0	0	0
04:00	74	40.8	36.0	4.6	0	0	1	4	25	32	10	2	0	0	0	0
05:00	551	41.1	36.0	4.9	0	0	1	48	186	227	74	6	8	0	1	0
06:00	940	40.0	34.9	4.9	0	0	3	119	402	282	108	21	5	0	0	0
07:00	757	39.2	34.3	4.7	0	1	6	118	320	238	63	8	2	1	0	0
08:00	554	39.7	34.4	5.0	0	0	6	89	227	170	46	11	5	0	0	0
09:00	378	37.9	33.0	4.7	0	0	19	75	151	114	19	0	0	0	0	0
10:00	314	37.7	33.0	4.6	0	0	7	73	139	78	13	4	0	0	0	0
11:00	281	38.5	33.3	5.0	0	0	10	52	129	67	18	4	1	0	0	0
12:00	304	39.1	34.0	5.0	0	1	3	48	149	70	23	10	0	0	0	0
13:00	336	39.6	34.3	5.2	0	0	7	56	135	97	35	4	1	1	0	0
14:00	350	40.6	34.6	5.7	0	1	6	45	153	105	27	6	5	1	0	1
15:00	675	39.5	34.3	5.1	0	0	5	117	294	177	62	15	5	0	0	0
16:00	831	38.9	33.7	5.0	0	0	9	165	380	193	65	14	4	0	1	0
17:00	677	39.9	34.6	5.1	0	0	9	94	289	205	58	13	8	1	0	0
18:00	528	40.4	34.8	5.5	0	1	11	72	206	164	57	10	5	2	0	0
19:00	80	41.1	35.1	5.8	0	0	0	9	41	19	6	2	2	1	0	0
20:00	49	38.6	33.6	4.8	0	0	1	8	25	10	4	1	0	0	0	0
21:00	26	39.9	35.0	4.7	0	0	0	4	9	9	4	0	0	0	0	0
22:00	44	39.9	34.4	5.3	0	0	1	5	24	5	8	1	0	0	0	0
23:00	18	43.2	36.1	6.8	0	0	0	3	6	5	2	1	1	0	0	0
<b>Total</b>																
2H(10-12)	595	38.1	33.1	4.8	0	0	17	125	268	145	31	8	1	0	0	0
2H(14-16)	1025	39.9	34.4	5.3	0	1	11	162	447	282	89	21	10	1	0	1
12H(7-19)	5985	39.4	34.1	5.1	0	4	98	1004	2572	1678	486	99	36	6	1	1
24H(0-24)	7804	39.6	34.4	5.1	0	4	106	1208	3311	2276	704	133	52	7	2	1
<b>AM Peak</b>	06:00 <b>940</b>	05:00 <b>41.1</b>	04:00 <b>36.0</b>	01:00 <b>5.7</b>	00:00 <b>0</b>	07:00 <b>1</b>	09:00 <b>19</b>	06:00 <b>119</b>	06:00 <b>402</b>	06:00 <b>282</b>	06:00 <b>108</b>	06:00 <b>21</b>	05:00 <b>8</b>	07:00 <b>1</b>	05:00 <b>1</b>	00:00 <b>0</b>
<b>PM Peak</b>	16:00 <b>831</b>	23:00 <b>43.2</b>	23:00 <b>36.1</b>	23:00 <b>6.8</b>	12:00 <b>0</b>	12:00 <b>1</b>	18:00 <b>11</b>	16:00 <b>165</b>	16:00 <b>380</b>	17:00 <b>205</b>	16:00 <b>65</b>	15:00 <b>15</b>	17:00 <b>8</b>	18:00 <b>2</b>	16:00 <b>1</b>	14:00 <b>1</b>

Paul Castle Associates

Port Talbot ATC 1, A4241

Direction: Northbound

22/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	5	37.8	33.5	4.2	0	0	0	1	2	2	0	0	0	0	0	0
01:00	4	32.5	32.5	0.0	0	0	0	0	4	0	0	0	0	0	0	0
02:00	7	35.0	31.1	3.8	0	0	0	3	3	1	0	0	0	0	0	0
03:00	5	43.3	36.5	6.5	0	0	0	1	1	2	0	0	0	0	0	0
04:00	11	38.8	33.0	5.7	0	0	0	4	4	1	2	0	0	0	0	0
05:00	38	42.8	35.7	6.9	0	0	1	6	11	14	3	1	1	1	0	0
06:00	199	40.3	35.2	5.0	0	0	0	19	91	66	15	3	5	0	0	0
07:00	115	39.1	33.5	5.4	0	0	3	23	54	24	7	3	0	1	0	0
08:00	153	39.0	34.0	4.9	0	0	4	28	54	55	10	2	0	0	0	0
09:00	170	37.4	32.8	4.5	0	0	3	39	84	34	8	2	0	0	0	0
10:00	145	38.3	32.7	5.4	0	0	11	26	69	29	7	2	0	1	0	0
11:00	162	38.7	33.6	4.9	0	0	5	29	73	37	17	1	0	0	0	0
12:00	184	39.2	33.5	5.5	0	1	5	41	70	49	11	7	0	0	0	0
13:00	189	38.4	33.3	4.9	0	0	4	44	77	49	11	4	0	0	0	0
14:00	246	40.3	34.6	5.5	0	0	6	40	93	72	28	4	2	1	0	0
15:00	585	40.8	34.7	5.9	0	0	8	86	265	141	53	19	9	2	2	0
16:00	683	38.6	33.5	4.9	0	0	8	145	301	172	42	12	3	0	0	0
17:00	380	39.6	34.2	5.2	0	0	6	70	149	114	31	7	2	1	0	0
18:00	378	39.2	34.3	4.7	0	0	6	49	166	124	26	6	0	1	0	0
19:00	74	41.7	36.4	5.2	0	0	0	5	28	25	13	1	2	0	0	0
20:00	30	42.1	36.8	5.0	0	0	0	4	15	6	1	0	0	0	0	0
21:00	28	45.4	37.3	7.8	0	0	1	2	9	7	0	0	0	2	0	0
22:00	23	40.5	34.9	5.4	0	0	0	3	10	8	1	0	1	0	0	0
23:00	13	42.1	36.0	5.9	0	0	0	2	4	4	2	1	0	0	0	0
<b>Total</b>																
2H(10-12)	307	38.5	33.2	5.2	0	0	16	55	142	66	24	3	0	1	0	0
2H(14-16)	831	40.7	34.7	5.8	0	0	14	126	358	213	81	23	11	3	2	0
12H(7-19)	3390	39.3	33.9	5.2	0	1	69	620	1455	900	251	69	16	7	2	0
24H(0-24)	3827	39.6	34.1	5.3	0	1	71	670	1626	1044	302	76	25	10	2	0
<b>AM Peak</b>	06:00	03:00	03:00	05:00	00:00	00:00	10:00	09:00	06:00	06:00	11:00	06:00	06:00	05:00	00:00	00:00
	199	43.3	36.5	6.9	0	0	11	39	91	66	17	3	5	1	0	0
<b>PM Peak</b>	16:00	21:00	21:00	21:00	12:00	12:00	15:00	16:00	16:00	16:00	15:00	15:00	15:00	15:00	15:00	12:00
	683	45.4	37.3	7.8	0	1	8	145	301	172	53	19	9	2	2	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	1	-	32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	5	40.1	35.5	4.5	0	0	0	1	0	4	0	0	0	0	0	0
02:00	6	33.8	31.7	2.0	0	0	0	1	5	0	0	0	0	0	0	0
03:00	13	38.0	33.7	4.2	0	0	0	3	4	6	0	0	0	0	0	0
04:00	53	39.5	35.1	4.2	0	0	1	4	19	24	5	0	0	0	0	0
05:00	458	40.9	35.9	4.8	0	0	1	31	178	175	52	16	5	0	0	0
06:00	757	40.9	35.6	5.1	0	0	2	63	325	234	106	16	9	2	0	0
07:00	672	39.5	34.8	4.6	0	0	2	79	301	209	68	11	2	0	0	0
08:00	682	39.7	34.2	5.3	0	0	9	124	275	195	59	16	2	1	1	0
09:00	258	39.5	34.3	5.0	0	0	4	45	96	89	19	3	1	1	0	0
10:00	153	40.0	33.5	6.3	0	0	6	34	63	36	7	6	0	0	0	1
11:00	170	38.3	33.1	5.1	0	0	5	41	70	41	10	2	1	0	0	0
12:00	193	38.1	33.1	4.8	0	2	4	33	98	43	11	2	0	0	0	0
13:00	189	39.9	34.2	5.4	0	0	4	33	76	53	19	2	0	2	0	0
14:00	124	38.8	33.4	5.2	0	0	4	26	53	30	8	2	1	0	0	0
15:00	111	40.7	34.6	5.9	0	0	1	15	47	40	6	0	1	0	0	1
16:00	124	40.7	34.4	6.1	0	0	1	19	60	31	9	1	1	0	2	0
17:00	268	40.7	35.2	5.3	0	0	0	28	121	83	24	8	2	1	1	0
18:00	180	43.0	36.3	6.4	0	2	2	15	55	72	18	13	0	2	1	0
19:00	24	38.3	33.1	5.0	0	0	1	5	10	6	2	0	0	0	0	0
20:00	23	44.8	36.6	7.9	0	0	2	2	7	4	3	5	0	0	0	0
21:00	22	38.7	34.3	4.2	0	0	0	4	7	10	1	0	0	0	0	0
22:00	11	37.1	32.5	4.5	0	0	0	3	6	1	1	0	0	0	0	0
23:00	4	49.0	40.0	8.7	0	0	0	0	1	2	0	0	1	0	0	0
Total																
2H(10-12)	323	39.2	33.3	5.7	0	0	11	75	133	77	17	8	1	0	0	1
2H(14-16)	235	39.7	34.0	5.6	0	0	5	41	100	70	14	2	2	0	0	1
12H(7-19)	3124	39.9	34.4	5.3	0	4	42	492	1315	922	258	66	11	7	5	2
24H(0-24)	4501	40.2	34.8	5.3	0	4	49	609	1878	1388	428	103	26	9	5	2
AM Peak	06:00 757	05:00 40.9	05:00 35.9	10:00 6.3	00:00 0	00:00 0	08:00 9	08:00 124	06:00 325	06:00 234	06:00 106	05:00 16	06:00 9	06:00 2	08:00 1	10:00 1
PM Peak	17:00 268	23:00 49.0	23:00 40.0	23:00 8.7	12:00 0	12:00 2	12:00 4	12:00 33	17:00 121	17:00 83	17:00 24	18:00 13	17:00 2	13:00 2	16:00 2	15:00 1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	6	37.2	33.3	3.8	0	0	0	1	3	2	0	0	0	0	0	0
01:00	9	37.8	34.2	3.5	0	0	0	1	4	4	0	0	0	0	0	0
02:00	13	34.5	31.3	3.0	0	0	0	4	8	1	0	0	0	0	0	0
03:00	18	39.5	34.4	4.9	0	0	0	4	5	7	2	0	0	0	0	0
04:00	64	39.5	34.8	4.5	0	0	1	8	23	25	7	0	0	0	0	0
05:00	496	41.1	35.9	5.0	0	0	2	37	189	189	55	17	6	1	0	0
06:00	956	40.7	35.5	5.0	0	0	2	82	416	300	121	19	14	2	0	0
07:00	787	39.5	34.6	4.7	0	0	5	102	355	233	75	14	2	1	0	0
08:00	835	39.6	34.2	5.2	0	0	13	152	329	250	69	18	2	1	1	0
09:00	428	38.7	33.7	4.9	0	0	7	84	180	123	27	5	1	1	0	0
10:00	298	39.2	33.1	5.9	0	0	17	60	132	65	14	8	0	1	0	1
11:00	332	38.5	33.3	5.0	0	0	10	70	143	78	27	3	1	0	0	0
12:00	377	38.6	33.3	5.1	0	3	9	74	168	92	22	9	0	0	0	0
13:00	378	39.2	33.8	5.2	0	0	8	77	153	102	30	6	0	2	0	0
14:00	370	39.8	34.2	5.4	0	0	10	66	146	102	36	6	3	1	0	0
15:00	696	40.8	34.7	5.9	0	0	9	101	312	181	59	19	10	2	2	1
16:00	807	38.9	33.7	5.1	0	0	9	164	361	203	51	13	4	0	2	0
17:00	648	40.1	34.6	5.3	0	0	6	98	270	197	55	15	4	2	1	0
18:00	558	40.5	35.0	5.4	0	2	8	64	221	196	44	19	0	3	1	0
19:00	98	41.1	35.6	5.3	0	0	1	10	38	31	15	1	2	0	0	0
20:00	53	43.4	36.7	6.4	0	0	2	6	11	19	9	6	0	0	0	0
21:00	50	42.8	36.0	6.6	0	0	1	6	16	17	8	0	0	2	0	0
22:00	34	39.5	34.1	5.2	0	0	0	6	16	9	2	0	1	0	0	0
23:00	17	43.7	36.9	6.6	0	0	0	2	5	6	2	1	1	0	0	0
Total																
2H(10-12)	630	38.9	33.2	5.4	0	0	27	130	275	143	41	11	1	1	0	1
2H(14-16)	1066	40.5	34.5	5.7	0	0	19	167	458	283	95	25	13	3	2	1
12H(7-19)	6514	39.6	34.1	5.3	0	5	111	1112	2770	1822	509	135	27	14	7	2
24H(0-24)	8328	39.9	34.5	5.3	0	5	120	1279	3504	2432	730	179	51	19	7	2
AM Peak	06:00 956	05:00 41.1	05:00 35.9	10:00 5.9	00:00 0	00:00 0	10:00 17	08:00 152	06:00 416	06:00 300	06:00 121	06:00 19	06:00 14	06:00 2	08:00 1	10:00 1
PM Peak	16:00 807	23:00 43.7	23:00 36.9	23:00 6.6	12:00 0	12:00 3	14:00 10	16:00 164	16:00 361	16:00 203	15:00 59	15:00 19	15:00 10	18:00 3	15:00 2	15:00 1

Paul Castle Associates

Port Talbot ATC 1, A4241

Direction: Northbound

23/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	5	48.2	39.5	8.4	0	0	0	0	2	1	1	0	1	0	0	0
01:00	8	40.4	33.8	6.4	0	0	1	1	2	3	1	0	0	0	0	0
02:00	6	32.8	30.0	2.7	0	0	0	3	3	0	0	0	0	0	0	0
03:00	4	43.7	38.8	4.8	0	0	0	0	1	1	2	0	0	0	0	0
04:00	13	42.2	32.7	9.2	0	1	1	4	1	3	2	1	0	0	0	0
05:00	51	39.9	35.1	4.6	0	0	0	4	24	17	5	0	1	0	0	0
06:00	181	39.7	34.4	5.1	0	0	3	23	85	51	15	1	2	1	0	0
07:00	110	38.5	33.6	4.8	0	0	2	21	48	31	7	0	1	0	0	0
08:00	138	38.6	33.7	4.7	0	0	2	25	63	35	11	2	0	0	0	0
09:00	171	38.2	33.6	4.5	0	0	0	38	73	46	13	1	0	0	0	0
10:00	159	38.7	33.3	5.2	0	0	4	36	69	38	7	3	2	0	0	0
11:00	157	38.0	33.0	4.8	0	0	4	40	64	35	14	0	0	0	0	0
12:00	185	41.1	35.2	5.7	0	0	1	29	68	57	22	3	4	1	0	0
13:00	157	38.0	32.8	5.0	0	0	6	36	72	32	8	2	1	0	0	0
14:00	278	39.9	34.3	5.4	0	1	2	49	118	75	24	6	1	2	0	0
15:00	560	40.5	34.9	5.4	0	0	7	85	212	177	56	14	8	1	0	0
16:00	683	38.8	33.7	4.9	1	0	7	127	312	176	45	12	3	0	0	0
17:00	387	39.4	34.8	4.4	0	0	1	36	185	128	26	9	2	0	0	0
18:00	354	41.8	35.3	6.2	0	0	6	48	139	100	39	15	3	1	3	0
19:00	59	40.5	34.1	6.1	0	0	2	12	23	14	4	3	1	0	0	0
20:00	30	41.5	35.2	6.1	0	0	1	6	7	9	6	1	0	0	0	0
21:00	31	41.9	36.2	5.5	0	0	0	3	11	11	3	3	0	0	0	0
22:00	19	41.5	35.4	5.8	0	0	0	3	7	6	1	2	0	0	0	0
23:00	17	41.6	34.3	7.1	0	0	2	2	6	3	3	1	0	0	0	0
<b>Total</b>																
2H(10-12)	316	38.3	33.1	5.0	0	0	8	76	133	73	21	3	2	0	0	0
2H(14-16)	838	40.3	34.7	5.4	0	1	9	134	330	252	80	20	9	3	0	0
12H(7-19)	3339	39.6	34.2	5.2	1	1	42	570	1423	930	272	67	25	5	3	0
24H(0-24)	3763	39.7	34.3	5.3	1	2	52	631	1595	1049	315	79	30	6	3	0
<b>AM Peak</b>	<b>06:00</b>	<b>00:00</b>	<b>00:00</b>	<b>04:00</b>	<b>00:00</b>	<b>04:00</b>	<b>10:00</b>	<b>11:00</b>	<b>06:00</b>	<b>06:00</b>	<b>06:00</b>	<b>10:00</b>	<b>06:00</b>	<b>06:00</b>	<b>00:00</b>	<b>00:00</b>
	<b>181</b>	<b>48.2</b>	<b>39.5</b>	<b>9.2</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>40</b>	<b>85</b>	<b>51</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	<b>16:00</b>	<b>21:00</b>	<b>21:00</b>	<b>23:00</b>	<b>16:00</b>	<b>14:00</b>	<b>15:00</b>	<b>16:00</b>	<b>16:00</b>	<b>15:00</b>	<b>15:00</b>	<b>18:00</b>	<b>15:00</b>	<b>14:00</b>	<b>18:00</b>	<b>12:00</b>
	<b>683</b>	<b>41.9</b>	<b>36.2</b>	<b>7.1</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>127</b>	<b>312</b>	<b>177</b>	<b>56</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>

Paul Castle Associates



Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	2	38.7	35.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
01:00	4	41.3	38.8	2.5	0	0	0	0	0	3	1	0	0	0	0	0
02:00	4	36.7	32.5	4.1	0	0	0	1	2	1	0	0	0	0	0	0
03:00	7	39.3	31.4	7.6	0	1	0	0	4	2	0	0	0	0	0	0
04:00	55	41.4	35.7	5.6	0	0	0	8	18	19	7	2	1	0	0	0
05:00	439	40.8	35.5	5.1	0	0	0	45	184	137	56	10	6	1	0	0
06:00	717	40.9	35.4	5.2	0	0	6	83	266	246	83	27	5	1	0	0
07:00	657	40.2	34.8	5.2	0	0	11	93	255	215	61	15	6	1	0	0
08:00	323	38.9	34.0	4.7	0	0	2	59	141	91	25	3	2	0	0	0
09:00	206	38.5	33.9	4.5	0	0	2	34	94	59	15	2	0	0	0	0
10:00	176	39.3	34.1	5.0	0	0	5	29	65	60	15	1	1	0	0	0
11:00	158	38.9	33.8	5.0	0	1	2	32	57	55	8	3	0	0	0	0
12:00	166	40.0	34.8	5.0	0	0	1	20	73	55	12	2	2	1	0	0
13:00	179	38.6	33.9	4.6	0	0	1	33	78	53	12	1	1	0	0	0
14:00	118	40.3	34.3	5.8	0	0	2	17	58	30	6	3	0	1	1	0
15:00	123	39.7	34.3	5.2	0	0	3	13	64	29	11	1	1	1	0	0
16:00	138	39.1	34.7	4.2	0	0	0	14	62	53	8	0	0	1	0	0
17:00	256	40.8	35.7	4.9	0	0	0	29	84	105	27	9	2	0	0	0
18:00	159	40.8	35.6	5.0	0	0	0	17	55	68	13	3	2	1	0	0
19:00	24	40.0	34.2	5.6	0	0	1	4	9	7	2	1	0	0	0	0
20:00	9	41.0	36.9	3.9	0	0	0	1	0	7	1	0	0	0	0	0
21:00	28	37.6	33.8	3.8	0	0	0	4	14	9	1	0	0	0	0	0
22:00	11	42.2	36.6	5.4	0	0	0	1	3	5	1	1	0	0	0	0
23:00	9	34.8	31.4	3.3	0	0	0	3	5	1	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	334	39.1	34.0	5.0	0	1	7	61	122	115	23	4	1	0	0	0
2H(14-16)	241	40.0	34.3	5.5	0	0	5	30	122	59	17	4	1	2	1	0
12H(7-19)	2659	39.7	34.5	5.0	0	1	29	390	1086	873	213	43	17	6	1	0
24H(0-24)	3968	40.1	34.8	5.1	0	2	36	540	1592	1311	365	84	29	8	1	0
<b>AM Peak</b>	06:00 <b>717</b>	04:00 <b>41.4</b>	01:00 <b>38.8</b>	03:00 <b>7.6</b>	00:00 <b>0</b>	03:00 <b>1</b>	07:00 <b>11</b>	07:00 <b>93</b>	06:00 <b>266</b>	06:00 <b>246</b>	06:00 <b>83</b>	06:00 <b>27</b>	05:00 <b>6</b>	05:00 <b>1</b>	00:00 <b>0</b>	00:00 <b>0</b>
<b>PM Peak</b>	17:00 <b>256</b>	22:00 <b>42.2</b>	20:00 <b>36.9</b>	14:00 <b>5.8</b>	12:00 <b>0</b>	12:00 <b>0</b>	15:00 <b>3</b>	13:00 <b>33</b>	17:00 <b>84</b>	17:00 <b>105</b>	17:00 <b>27</b>	17:00 <b>9</b>	12:00 <b>2</b>	12:00 <b>1</b>	14:00 <b>1</b>	12:00 <b>0</b>

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	7	45.8	38.2	7.3	0	0	0	0	3	2	1	0	1	0	0	0
01:00	12	41.5	35.4	5.8	0	0	1	1	2	6	2	0	0	0	0	0
02:00	10	34.5	31.0	3.4	0	0	0	4	5	1	0	0	0	0	0	0
03:00	11	41.8	34.1	7.4	0	1	0	0	5	3	2	0	0	0	0	0
04:00	68	41.8	35.1	6.4	0	1	1	12	19	22	9	3	1	0	0	0
05:00	490	40.7	35.5	5.1	0	0	0	49	208	154	61	10	7	1	0	0
06:00	898	40.6	35.2	5.2	0	0	9	106	351	297	98	28	7	2	0	0
07:00	767	40.0	34.6	5.2	0	0	13	114	303	246	68	15	7	1	0	0
08:00	461	38.8	33.9	4.7	0	0	4	84	204	126	36	5	2	0	0	0
09:00	377	38.4	33.7	4.5	0	0	2	72	167	105	28	3	0	0	0	0
10:00	335	39.0	33.7	5.1	0	0	9	65	134	98	22	4	3	0	0	0
11:00	315	38.5	33.4	4.9	0	1	6	72	121	90	22	3	0	0	0	0
12:00	351	40.6	35.0	5.4	0	0	2	49	141	112	34	5	6	2	0	0
13:00	336	38.4	33.4	4.8	0	0	7	69	150	85	20	3	2	0	0	0
14:00	396	40.0	34.3	5.5	0	1	4	66	176	105	30	9	1	3	1	0
15:00	683	40.4	34.8	5.4	0	0	10	98	276	206	67	15	9	2	0	0
16:00	821	38.9	33.9	4.8	1	0	7	141	374	229	53	12	3	1	0	0
17:00	643	40.0	35.2	4.7	0	0	1	65	269	233	53	18	4	0	0	0
18:00	513	41.5	35.4	5.9	0	0	6	65	194	168	52	18	5	2	3	0
19:00	83	40.3	34.1	6.0	0	0	3	16	32	21	6	4	1	0	0	0
20:00	39	41.5	35.6	5.7	0	0	1	7	16	7	1	0	0	0	0	0
21:00	59	40.1	35.0	4.9	0	0	0	7	25	20	4	3	0	0	0	0
22:00	30	41.7	35.8	5.6	0	0	0	4	10	11	2	3	0	0	0	0
23:00	26	39.6	33.3	6.1	0	0	2	5	11	4	3	1	0	0	0	0
<b>Total</b>																
2H(10-12)	650	38.8	33.6	5.0	0	1	15	137	255	188	44	7	3	0	0	0
2H(14-16)	1079	40.3	34.6	5.5	0	1	14	164	452	311	97	24	10	5	1	0
12H(7-19)	5998	39.7	34.4	5.1	1	2	71	960	2509	1803	485	110	42	11	4	0
24H(0-24)	7731	39.9	34.6	5.2	1	4	88	1171	3187	2360	680	163	59	14	4	0
<b>AM Peak</b>	06:00 <b>898</b>	00:00 <b>45.8</b>	00:00 <b>38.2</b>	03:00 <b>7.4</b>	00:00 <b>0</b>	03:00 <b>1</b>	07:00 <b>13</b>	07:00 <b>114</b>	06:00 <b>351</b>	06:00 <b>297</b>	06:00 <b>98</b>	06:00 <b>28</b>	05:00 <b>7</b>	06:00 <b>2</b>	00:00 <b>0</b>	00:00 <b>0</b>
<b>PM Peak</b>	16:00 <b>821</b>	22:00 <b>41.7</b>	22:00 <b>35.8</b>	23:00 <b>6.1</b>	16:00 <b>1</b>	14:00 <b>1</b>	15:00 <b>10</b>	16:00 <b>141</b>	16:00 <b>374</b>	17:00 <b>233</b>	15:00 <b>67</b>	17:00 <b>18</b>	15:00 <b>9</b>	14:00 <b>3</b>	18:00 <b>3</b>	12:00 <b>0</b>

Paul Castle Associates

Port Talbot ATC 2, A4241



Direction: Westbound

Direction: Eastbound

Direction: Total Flow

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5 Day Avg	7 Day Avg
Response	17/09/2021	18/09/2021	19/09/2021	20/09/2021	21/09/2021	22/09/2021	23/09/2021	Ave	Ave
00:00	14	20	12	9	13	9	12	11	12
01:00	6	10	7	9	7	5	5	6	7
02:00	7	11	4	4	8	7	5	6	7
03:00	5	7	6	6	7	6	7	6	6
04:00	5	9	9	11	3	6	8	7	7
05:00	41	30	14	42	48	40	38	42	36
06:00	115	114	147	147	153	160	174	154	141
07:00	252	212	81	138	253	247	263	249	233
08:00	389	389	147	73	450	395	412	407	323
09:00	285	236	179	288	338	307	316	307	278
10:00	291	288	196	246	234	218	271	261	275
11:00	317	292	380	246	276	295	327	294	303
12:00	378	334	318	313	294	318	349	331	325
13:00	401	297	352	291	295	379	280	329	328
14:00	368	366	285	289	311	311	353	330	325
15:00	503	202	267	383	401	369	406	412	363
16:00	604	204	223	588	370	567	369	396	408
17:00	491	175	178	474	458	451	460	467	384
18:00	428	206	304	348	400	407	387	394	388
19:00	118	129	92	127	126	111	127	116	121
20:00	82	88	75	80	73	90	89	81	81
21:00	49	47	45	40	47	62	72	54	52
22:00	19	39	29	33	49	42	32	43	40
23:00	41	38	15	8	26	17	20	32	22
<b>Total</b>	<b>4829</b>	<b>2489</b>	<b>2784</b>	<b>4151</b>	<b>4319</b>	<b>4332</b>	<b>4379</b>	<b>4382</b>	<b>3912</b>
<b>AM Peak</b>	<b>389</b>	<b>389</b>	<b>147</b>	<b>73</b>	<b>450</b>	<b>395</b>	<b>412</b>	<b>407</b>	<b>323</b>
<b>PM Peak</b>	<b>317</b>	<b>292</b>	<b>380</b>	<b>246</b>	<b>276</b>	<b>295</b>	<b>327</b>	<b>294</b>	<b>303</b>
<b>Peak Associates</b>	<b>4829</b>	<b>2489</b>	<b>2784</b>	<b>4151</b>	<b>4319</b>	<b>4332</b>	<b>4379</b>	<b>4382</b>	<b>3912</b>

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5 Day Avg	7 Day Avg
Response	17/09/2021	18/09/2021	19/09/2021	20/09/2021	21/09/2021	22/09/2021	23/09/2021	Ave	Ave
00:00	15	17	22	9	9	10	12	13	11
01:00	6	8	7	7	4	3	4	5	6
02:00	2	9	1	5	7	6	8	6	5
03:00	5	4	5	12	13	11	15	11	9
04:00	25	18	18	11	30	34	31	30	27
05:00	186	95	89	147	146	161	163	163	142
06:00	251	77	57	246	253	250	250	250	236
07:00	339	74	46	370	307	305	366	363	319
08:00	511	124	71	380	412	668	370	425	297
09:00	276	188	161	249	241	517	271	311	274
10:00	178	254	237	276	310	344	307	323	281
11:00	303	262	310	312	284	345	335	312	303
12:00	372	321	366	337	308	350	321	341	288
13:00	390	302	275	374	411	429	411	401	369
14:00	451	243	208	361	413	448	429	380	340
15:00	453	219	254	327	342	379	454	381	341
16:00	278	202	212	362	384	397	451	398	342
17:00	389	236	222	408	402	372	365	387	342
18:00	301	148	135	257	321	312	297	288	289
19:00	118	117	81	112	118	126	127	124	117
20:00	67	68	51	70	66	91	79	79	71
21:00	64	56	42	35	79	57	47	54	54
22:00	50	45	47	28	17	38	43	39	41
23:00	31	27	26	18	11	18	21	20	21
<b>Total</b>	<b>4833</b>	<b>2607</b>	<b>2597</b>	<b>4031</b>	<b>4214</b>	<b>4945</b>	<b>4372</b>	<b>4376</b>	<b>3871</b>
<b>AM Peak</b>	<b>511</b>	<b>124</b>	<b>71</b>	<b>380</b>	<b>412</b>	<b>668</b>	<b>370</b>	<b>425</b>	<b>297</b>
<b>PM Peak</b>	<b>317</b>	<b>292</b>	<b>380</b>	<b>246</b>	<b>276</b>	<b>295</b>	<b>327</b>	<b>294</b>	<b>303</b>
<b>Peak Associates</b>	<b>4833</b>	<b>2607</b>	<b>2597</b>	<b>4031</b>	<b>4214</b>	<b>4945</b>	<b>4372</b>	<b>4376</b>	<b>3871</b>

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5 Day Avg	7 Day Avg
Response	17/09/2021	18/09/2021	19/09/2021	20/09/2021	21/09/2021	22/09/2021	23/09/2021	Ave	Ave
00:00	29	27	34	18	20	21	24	24	22
01:00	12	18	14	14	11	8	9	11	11
02:00	7	16	12	9	15	13	13	13	11
03:00	10	11	11	19	20	17	21	17	18
04:00	30	27	27	42	42	33	40	39	37
05:00	227	125	107	188	195	201	201	201	203
06:00	186	191	178	393	404	410	414	414	404
07:00	331	130	84	625	614	614	614	614	614
08:00	720	271	144	810	807	807	807	807	780
09:00	562	404	340	537	579	534	580	580	530
10:00	669	512	553	522	544	607	580	580	564
11:00	640	554	670	558	560	630	643	626	626
12:00	721	686	685	651	602	668	702	676	676
13:00	791	509	637	665	706	798	691	730	730
14:00	821	511	579	670	743	748	797	796	796
15:00	956	400	511	710	743	748	820	795	795
16:00	1002	400	435	950	954	964	1026	992	992
17:00	880	411	400	880	860	860	823	825	824
18:00	729	314	349	605	714	718	684	684	684
19:00	256	246	173	239	244	217	254	254	254
20:00	149	156	126	139	150	181	168	168	168
21:00	113	109	87	75	126	119	119	119	119
22:00	109	84	76	61	86	80	75	82	82
23:00	37	35	26	26	37	31	41	41	41
<b>Total</b>	<b>9162</b>	<b>5296</b>	<b>5381</b>	<b>8182</b>	<b>8433</b>	<b>9277</b>	<b>8715</b>	<b>8761</b>	<b>8761</b>
<b>AM Peak</b>	<b>1100</b>	<b>410</b>	<b>310</b>	<b>810</b>	<b>807</b>	<b>807</b>	<b>807</b>	<b>807</b>	<b>807</b>
<b>PM Peak</b>	<b>640</b>	<b>554</b>	<b>670</b>	<b>558</b>	<b>560</b>	<b>630</b>	<b>643</b>	<b>626</b>	<b>626</b>
<b>Peak Associates</b>	<b>9162</b>	<b>5296</b>	<b>5381</b>	<b>8182</b>	<b>8433</b>	<b>9277</b>	<b>8715</b>	<b>8761</b>	<b>8761</b>



7-Day Range
26
11
12
16
24
178
118
47
659
552
571
608
578
657
695
703
837
726
584
288
154
100
82
42
7383
8637
8744
9022
08.00
67
16.00
829

Port Talbot ATC 3, A4241



Direction: Westbound

Hour	17/01/2022	18/01/2022	19/01/2022	20/01/2022	21/01/2022	22/01/2022	23/01/2022	24/01/2022	25/01/2022	26/01/2022	27/01/2022	28/01/2022	29/01/2022	30/01/2022	31/01/2022	1 Feb	2 Feb
00:00	18	82	68	25	29	27	27	23	42								
01:00	15	38	46	30	11	10	6	12	22								
02:00	7	25	29	7	8	10	4	7	13								
03:00	11	28	24	8	17	14	16	11	17								
04:00	13	24	22	24	15	14	20	17	19								
05:00	79	12	27	76	82	88	85	81	76								
06:00	205	136	110	206	219	248	250	225	196								
07:00	409	346	361	483	458	476	443	435	344								
08:00	721	511	368	778	776	750	756	756	620								
09:00	634	505	379	632	654	656	634	642	585								
10:00	686	696	637	548	561	593	623	602	621								
11:00	723	740	752	628	600	626	693	650	677								
12:00	784	821	745	672	671	682	751	705	729								
13:00	774	730	721	688	638	754	684	704	710								
14:00	721	750	687	647	703	682	704	689	688								
15:00	878	553	630	748	771	751	759	781	727								
16:00	2048	514	520	927	563	884	912	843	823								
17:00	889	518	444	810	819	810	818	835	754								
18:00	707	446	398	631	612	674	667	670	595								
19:00	610	390	274	371	314	319	382	340	351								
20:00	238	273	174	217	213	247	284	248	241								
21:00	187	172	155	157	170	195	216	187	180								
22:00	140	155	104	79	109	99	108	107	113								
23:00	115	91	52	36	60	57	68	67	69								
<b>Total</b>	<b>8375</b>	<b>6696</b>	<b>6547</b>	<b>8091</b>	<b>8272</b>	<b>8317</b>	<b>8416</b>	<b>8414</b>	<b>7841</b>								
<b>1800-19:00</b>	<b>2042</b>	<b>7607</b>	<b>6860</b>	<b>5942</b>	<b>6138</b>	<b>6326</b>	<b>6728</b>	<b>6413</b>	<b>6012</b>								
<b>1900-20:00</b>	<b>1026</b>	<b>7915</b>	<b>7024</b>	<b>9157</b>	<b>9397</b>	<b>9462</b>	<b>9704</b>	<b>9607</b>	<b>8921</b>								
<b>2000-21:00</b>	<b>2049</b>	<b>8354</b>	<b>7280</b>	<b>9219</b>	<b>9359</b>	<b>9462</b>	<b>9862</b>	<b>9768</b>	<b>9076</b>								
<b>AM Peak</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>11:00</b>								
<b>PM Peak</b>	<b>17:00</b>	<b>17:00</b>	<b>17:00</b>	<b>16:00</b>	<b>16:00</b>	<b>16:00</b>	<b>16:00</b>	<b>16:00</b>	<b>16:00</b>								
<b>Paul Cottle Associates</b>	<b>821</b>	<b>745</b>	<b>917</b>	<b>819</b>	<b>884</b>	<b>894</b>	<b>912</b>	<b>912</b>	<b>823</b>								

Direction: Eastbound

Hour	17/01/2022	18/01/2022	19/01/2022	20/01/2022	21/01/2022	22/01/2022	23/01/2022	24/01/2022	25/01/2022	26/01/2022	27/01/2022	28/01/2022	29/01/2022	30/01/2022	31/01/2022	1 Feb	2 Feb
00:00	13	75	75	26	26	29	18	26	40								
01:00	23	51	89	18	13	13	13	16	21								
02:00	11	35	30	11	14	12	7	11	17								
03:00	10	26	18	19	22	20	22	19	29								
04:00	14	27	27	42	37	39	38	38	35								
05:00	180	91	86	145	177	189	181	178	153								
06:00	298	120	75	305	328	304	310	309	248								
07:00	501	331	388	531	512	538	534	523	408								
08:00	668	435	390	735	700	705	696	777	650								
09:00	743	558	345	643	688	619	663	731	651								
10:00	701	699	681	612	646	674	661	659	656								
11:00	791	793	732	760	692	745	738	748	751								
12:00	815	870	879	732	667	751	778	751	782								
13:00	812	840	722	690	669	744	724	728	741								
14:00	872	750	701	780	782	821	805	823	786								
15:00	883	619	649	802	793	800	855	827	772								
16:00	882	612	571	791	893	880	873	854	778								
17:00	755	610	513	807	793	782	803	788	723								
18:00	621	493	377	515	618	598	608	582	547								
19:00	459	361	297	442	478	455	444	456	420								
20:00	305	281	204	294	329	301	278	301	285								
21:00	242	234	154	183	207	197	216	209	201								
22:00	177	175	136	117	118	108	140	138	142								
23:00	129	110	66	63	64	65	87	86	81								
<b>Total</b>	<b>9034</b>	<b>7335</b>	<b>6368</b>	<b>8404</b>	<b>8613</b>	<b>9255</b>	<b>8738</b>	<b>8789</b>	<b>8235</b>								
<b>1800-19:00</b>	<b>3138</b>	<b>4332</b>	<b>7038</b>	<b>9626</b>	<b>9856</b>	<b>10512</b>	<b>9988</b>	<b>10504</b>	<b>9281</b>								
<b>1900-20:00</b>	<b>1644</b>	<b>8618</b>	<b>7300</b>	<b>9806</b>	<b>10338</b>	<b>10705</b>	<b>10223</b>	<b>10203</b>	<b>9621</b>								
<b>2000-21:00</b>	<b>1095</b>	<b>8904</b>	<b>7971</b>	<b>10087</b>	<b>10327</b>	<b>11007</b>	<b>10512</b>	<b>10512</b>	<b>9909</b>								
<b>AM Peak</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>11:00</b>								
<b>PM Peak</b>	<b>17:00</b>	<b>17:00</b>	<b>17:00</b>	<b>16:00</b>	<b>16:00</b>	<b>16:00</b>	<b>16:00</b>	<b>16:00</b>	<b>16:00</b>								
<b>Paul Cottle Associates</b>	<b>885</b>	<b>870</b>	<b>879</b>	<b>897</b>	<b>893</b>	<b>890</b>	<b>873</b>	<b>854</b>	<b>788</b>								

Direction: Total Flow

Hour	17/01/2022	18/01/2022	19/01/2022	20/01/2022	21/01/2022	22/01/2022	23/01/2022	24/01/2022	25/01/2022	26/01/2022	27/01/2022	28/01/2022	29/01/2022	30/01/2022	31/01/2022	1 Feb	2 Feb
00:00	75	157	159	51	55	56	45	56	80								
01:00	38	69	85	39	24	24	26	31	38								
02:00	18	60	59	18	22	22	14	22	34								
03:00	21	51	40	27	39	44	38	44	58								
04:00	47	51	49	66	62	63	58	58	54								
05:00	499	256	145	511	243	258	271	266	200								
06:00	499	256	145	511	243	258	271	266	200								
07:00	920	297	374	974	916	1014	977	958	752								
08:00	1389	646	518	1513	1336	1275	1452	1513	1238								
09:00	1377	1063	724	1375	1342	1375	1297	1373	1238								
10:00	1387	1395	1238	1180	1207	1287	1284	1281	1277								
11:00	1524	1533	1484	1374	1392	1471	1451	1451	1438								
12:00	1520	1701	1624	1465	1338	1453	1493	1493	1458								
13:00	1586	1570	1445	1518	1307	1498	1408	1408	1412								
14:00	1593	1462	1268	1417	1485	1482	1510	1501	1436								
15:00	1761	1172	1279	1500	1364	1511	1514	1508	1499								
16:00	1861	1128	1291	1708	1506	1544	1760	1760	1682								
17:00	1644	1128	957	1626	1612	1592	1619	1613	1617								
18:00	1328	899	771	1125	1110	1270	1275	1262	1246								
19:00	869	751	571	811	811	774	805	815	751								
20:00	563	554	378	511	562	548	562	549	535								
21:00	439	400	309	340	377	392	412	396	381								
22:00	317	330	240	396	227	207	288	243	235								
23:00	244	203	118	99	124	142	155	153	150								
<b>Total</b>	<b>18059</b>	<b>14031</b>	<b>12535</b>	<b>16495</b>	<b>16785</b>	<b>17572</b>	<b>17154</b>	<b>17203</b>	<b>16080</b>								
<b>1800-19:00</b>	<b>20379</b>	<b>10000</b>	<b>12994</b>	<b>18868</b>	<b>19084</b>	<b>19818</b>	<b>19514</b>	<b>19897&lt;/</b>									

Port Talbot ATC 3, A4241

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 17 Mar 2023	10459	9136	1230	45	48
Sat 18 Mar 2023	8164	7518	601	24	21
Sun 19 Mar 2023	7230	6738	459	27	6
Mon 20 Mar 2023	9319	8129	1103	41	46
Tue 21 Mar 2023	9559	8300	1150	43	66
Wed 22 Mar 2023	9641	8380	1168	45	48
Thu 23 Mar 2023	9852	8642	1115	51	54
5 Day Ave.	9768	8517	1153	45	52
7 Day Ave.	9176	8120	975	39	41

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 17 Mar 2023	10935	9974	837	77	47
Sat 18 Mar 2023	8904	8363	470	51	20
Sun 19 Mar 2023	7571	7199	326	43	3
Mon 20 Mar 2023	10087	9195	781	71	40
Tue 21 Mar 2023	10327	9362	846	72	47
Wed 22 Mar 2023	11007	9879	972	99	57
Thu 23 Mar 2023	10512	9531	869	71	41
5 Day Ave.	10574	9588	861	78	46
7 Day Ave.	9906	9072	729	69	36

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 17 Mar 2023	21394	19110	2067	122	95
Sat 18 Mar 2023	17068	15881	1071	75	41
Sun 19 Mar 2023	14801	13937	785	70	9
Mon 20 Mar 2023	19406	17324	1884	112	86
Tue 21 Mar 2023	19886	17662	1996	115	113
Wed 22 Mar 2023	20648	18259	2140	144	105
Thu 23 Mar 2023	20374	18173	1984	122	95
5 Day Ave.	20342	18106	2014	123	99
7 Day Ave.	19082	17192	1704	109	78

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 17 Mar 2023	100.0%	87.4%	11.8%	0.4%	0.5%
Sat 18 Mar 2023	100.0%	92.1%	7.4%	0.3%	0.3%
Sun 19 Mar 2023	100.0%	93.2%	6.3%	0.4%	0.1%
Mon 20 Mar 2023	100.0%	87.2%	11.8%	0.4%	0.5%
Tue 21 Mar 2023	100.0%	86.8%	12.0%	0.4%	0.7%
Wed 22 Mar 2023	100.0%	86.9%	12.1%	0.5%	0.5%
Thu 23 Mar 2023	100.0%	87.6%	11.3%	0.5%	0.5%
5 Day Ave.	100.0%	87.2%	11.8%	0.5%	0.5%
7 Day Ave.	100.0%	88.5%	10.6%	0.4%	0.4%

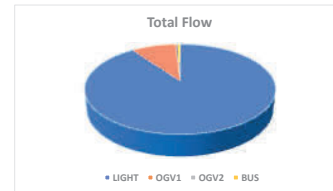
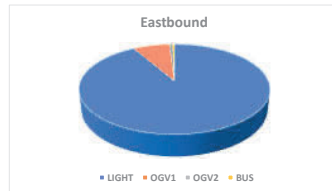
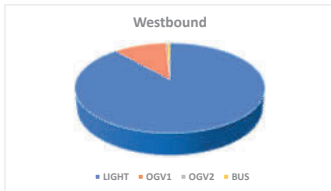
	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 17 Mar 2023	100.0%	91.2%	7.7%	0.7%	0.4%
Sat 18 Mar 2023	100.0%	93.9%	5.3%	0.6%	0.2%
Sun 19 Mar 2023	100.0%	95.1%	4.3%	0.6%	0.0%
Mon 20 Mar 2023	100.0%	91.2%	7.7%	0.7%	0.4%
Tue 21 Mar 2023	100.0%	90.7%	8.2%	0.7%	0.5%
Wed 22 Mar 2023	100.0%	89.8%	8.8%	0.9%	0.5%
Thu 23 Mar 2023	100.0%	90.7%	8.3%	0.7%	0.4%
5 Day Ave.	100.0%	90.7%	8.1%	0.7%	0.4%
7 Day Ave.	100.0%	91.6%	7.4%	0.7%	0.4%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 17 Mar 2023	100.0%	89.3%	9.7%	0.6%	0.4%
Sat 18 Mar 2023	100.0%	93.0%	6.3%	0.4%	0.2%
Sun 19 Mar 2023	100.0%	94.2%	5.3%	0.5%	0.1%
Mon 20 Mar 2023	100.0%	89.3%	9.7%	0.6%	0.4%
Tue 21 Mar 2023	100.0%	88.8%	10.0%	0.6%	0.6%
Wed 22 Mar 2023	100.0%	88.4%	10.4%	0.7%	0.5%
Thu 23 Mar 2023	100.0%	89.2%	9.7%	0.6%	0.5%
5 Day Ave.	100.0%	89.0%	9.9%	0.6%	0.5%
7 Day Ave.	100.0%	90.1%	8.9%	0.6%	0.4%

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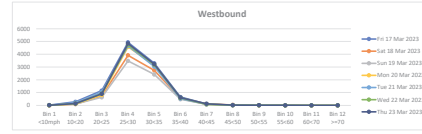


Port Talbot ATC 3, A4241

Direction: Westbound

	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
					<10mph	10-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	>70
Fri 17 Mar 2023	10459	33.9	29.0	4.8	20	277	1151	4913	3295	653	109	17	2	1	1	0
Sat 18 Mar 2023	8164	34.1	29.5	4.4	0	90	333	3915	2786	556	99	31	4	0	0	0
Sun 19 Mar 2023	7230	34.2	29.5	4.6	4	102	626	3486	2417	478	82	21	8	6	0	0
Mon 20 Mar 2023	9319	33.7	29.4	4.2	1	114	810	4588	3161	548	83	14	0	0	0	0
Tue 21 Mar 2023	9559	33.6	29.0	4.5	6	203	1042	4608	3037	520	74	14	5	0	0	0
Wed 22 Mar 2023	9641	33.8	29.3	4.3	7	128	905	4730	3184	587	82	12	5	1	0	0
Thu 23 Mar 2023	9862	33.9	29.3	4.4	9	138	900	4844	3228	610	118	14	6	1	0	0
5 Day Avg.	9768	33.8	29.2	4.4	7	172	952	4751	3181	564	93	14	4	1	0	0
7 Day Avg.	9176	33.9	29.3	4.5	6	150	881	4451	3008	565	92	18	4	1	0	0

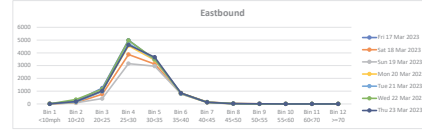
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Direction: Eastbound

	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
					<10mph	10-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	>70
Fri 17 Mar 2023	10519	34.2	29.2	4.8	10	234	1243	4996	3440	839	148	20	4	0	0	0
Sat 18 Mar 2023	8904	34.8	30.0	4.7	2	103	766	3875	3118	855	144	33	6	2	0	0
Sun 19 Mar 2023	7571	35.2	30.5	4.6	0	81	419	3157	2955	792	123	35	6	2	1	0
Mon 20 Mar 2023	10087	34.3	29.5	4.6	16	137	1016	4565	3429	792	111	14	7	0	0	0
Tue 21 Mar 2023	10327	34.2	29.5	4.6	9	153	980	4739	3508	795	124	14	3	2	0	0
Wed 22 Mar 2023	11007	34.5	29.2	5.0	16	345	1355	4972	3501	854	135	27	7	0	0	0
Thu 23 Mar 2023	10512	34.5	29.6	4.7	6	188	1021	4631	3658	847	125	25	10	1	0	0
5 Day Avg.	10574	34.3	29.4	4.7	11	211	1083	4781	3507	825	129	20	5	1	0	0
7 Day Avg.	9926	34.5	29.6	4.7	6	177	943	4439	3373	825	130	24	5	1	0	0

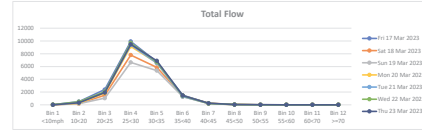
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Direction: Total Flow

	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
					<10mph	10-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	>70
Fri 17 Mar 2023	21174	34.1	29.1	4.8	30	511	2394	9929	6755	1492	257	37	6	1	1	0
Sat 18 Mar 2023	17068	34.5	29.8	4.6	2	193	1499	7790	5854	1411	243	64	10	2	0	0
Sun 19 Mar 2023	14801	34.7	30.0	4.6	4	183	1045	6643	5372	1270	205	56	14	8	1	0
Mon 20 Mar 2023	19496	34.0	29.4	4.4	17	251	1826	9153	6590	1340	194	28	7	0	0	0
Tue 21 Mar 2023	19886	33.9	29.3	4.5	15	356	2022	9397	6545	1315	188	28	8	2	0	0
Wed 22 Mar 2023	20648	34.1	29.2	4.7	23	473	2090	9702	6685	1441	217	39	7	1	0	0
Thu 23 Mar 2023	20574	34.2	29.5	4.6	9	326	1931	9475	6886	1457	249	39	16	2	0	0
5 Day Avg.	20342	34.1	29.3	4.6	19	383	2046	9531	6688	1469	222	34	9	1	0	0
7 Day Avg.	19082	34.2	29.5	4.6	14	328	1824	8870	6381	1389	222	42	10	2	0	0

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**Port Talbot ATC 3, A4241**

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 17 Mar 2023	1409	33.7	29.3	4.2	3	9	119	732	445	87	11	2	0	1	0	0
Sat 18 Mar 2023	1436	33.6	29.2	4.3	0	20	138	722	453	92	9	1	1	0	0	0
Sun 19 Mar 2023	1389	33.6	29.0	4.5	0	25	157	684	431	76	12	3	1	0	0	0
Mon 20 Mar 2023	1156	33.1	29.3	3.6	0	4	76	637	378	53	7	1	0	0	0	0
Tue 21 Mar 2023	1161	33.0	29.0	3.9	0	11	103	628	365	47	5	2	0	0	0	0
Wed 22 Mar 2023	1219	33.6	29.4	4.1	0	11	94	616	415	71	10	2	0	0	0	0
Thu 23 Mar 2023	1316	33.4	29.0	4.3	0	21	134	698	370	77	15	1	0	0	0	0
5 Day Ave.	1252	33.4	29.2	4.0	1	11	105	662	395	67	10	2	0	0	0	0
7 Day Ave.	1298	33.4	29.2	4.1	0	14	117	674	408	72	10	2	0	0	0	0

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Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 17 Mar 2023	1492	33.7	29.0	4.6	0	31	182	724	437	99	18	1	0	0	0	0
Sat 18 Mar 2023	1492	33.9	29.1	4.6	1	36	165	691	483	101	14	1	0	0	0	0
Sun 19 Mar 2023	1333	34.7	30.2	4.4	0	15	87	558	526	131	12	3	1	0	0	0
Mon 20 Mar 2023	1378	33.3	29.2	4.0	0	12	132	702	448	76	7	1	0	0	0	0
Tue 21 Mar 2023	1338	33.4	28.9	4.3	0	21	140	699	390	78	8	1	1	0	0	0
Wed 22 Mar 2023	1419	33.7	29.2	4.4	0	23	142	689	468	82	12	3	0	0	0	0
Thu 23 Mar 2023	1399	33.9	29.3	4.5	0	22	149	654	469	90	11	1	3	0	0	0
5 Day Ave.	1405	33.6	29.1	4.3	0	22	149	694	442	85	11	1	1	0	0	0
7 Day Ave.	1407	33.8	29.3	4.4	0	23	142	674	460	94	12	2	1	0	0	0

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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 17 Mar 2023	2901	33.7	29.1	4.4	3	40	301	1456	882	186	29	3	0	1	0	0
Sat 18 Mar 2023	2928	33.8	29.1	4.5	1	56	303	1413	936	193	23	2	1	0	0	0
Sun 19 Mar 2023	2722	34.2	29.6	4.5	0	40	244	1242	957	207	24	6	2	0	0	0
Mon 20 Mar 2023	2534	33.2	29.2	3.8	0	16	208	1339	826	129	14	2	0	0	0	0
Tue 21 Mar 2023	2499	33.2	29.0	4.1	0	32	243	1327	755	125	13	3	1	0	0	0
Wed 22 Mar 2023	2638	33.7	29.3	4.2	0	34	236	1305	883	153	22	5	0	0	0	0
Thu 23 Mar 2023	2715	33.7	29.1	4.4	0	43	283	1352	839	167	26	2	3	0	0	0
5 Day Ave.	2657	33.5	29.2	4.2	1	33	254	1356	837	152	21	3	1	0	0	0
7 Day Ave.	2705	33.6	29.2	4.3	1	37	260	1348	868	166	22	3	1	0	0	0

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**Port Talbot ATC 3, A4241**

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 17 Mar 2023	1599	33.3	28.1	5.1	4	73	245	764	421	72	18	1	1	0	0	0
Sat 18 Mar 2023	1259	33.4	29.1	4.2	0	18	130	635	396	72	5	3	0	0	0	0
Sun 19 Mar 2023	1297	34.0	29.5	4.4	0	7	106	669	427	61	17	6	2	2	0	0
Mon 20 Mar 2023	1395	33.7	29.3	4.2	0	16	135	682	466	79	15	2	0	0	0	0
Tue 21 Mar 2023	1474	33.3	28.4	4.8	0	53	214	700	429	65	10	2	1	0	0	0
Wed 22 Mar 2023	1412	33.4	28.8	4.4	2	19	171	721	420	63	12	2	1	1	0	0
Thu 23 Mar 2023	1473	33.4	28.6	4.7	3	42	171	754	422	61	17	1	2	0	0	0
5 Day Ave.	1471	33.4	28.6	4.6	2	41	187	724	432	68	14	2	1	0	0	0
7 Day Ave.	1416	33.5	28.8	4.5	1	33	167	704	426	68	13	2	1	0	0	0

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Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 17 Mar 2023	1755	33.4	27.7	5.6	10	97	322	808	407	89	15	5	1	0	0	1
Sat 18 Mar 2023	1374	34.4	29.7	4.5	0	12	137	634	442	128	15	6	0	0	0	0
Sun 19 Mar 2023	1350	35.0	30.3	4.6	0	13	69	614	484	141	20	7	1	1	0	0
Mon 20 Mar 2023	1582	33.7	29.0	4.6	0	29	207	733	491	106	15	1	0	0	0	0
Tue 21 Mar 2023	1575	34.1	29.2	4.8	5	32	174	724	510	109	19	1	1	0	0	0
Wed 22 Mar 2023	1621	33.8	29.1	4.5	0	18	195	799	474	112	18	5	0	0	0	0
Thu 23 Mar 2023	1660	33.7	28.4	5.1	6	71	221	782	464	97	18	1	0	0	0	0
5 Day Ave.	1639	33.7	28.7	4.9	4	49	224	769	469	103	17	3	0	0	0	0
7 Day Ave.	1560	34.0	29.1	4.8	3	39	189	728	467	112	17	4	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Fri 17 Mar 2023	3354	33.4	27.9	5.3	14	170	567	1572	828	161	33	6	2	0	0	1
Sat 18 Mar 2023	2633	33.9	29.4	4.4	0	30	267	1269	838	200	20	9	0	0	0	0
Sun 19 Mar 2023	2647	34.6	29.9	4.5	0	20	175	1283	911	202	37	13	3	3	0	0
Mon 20 Mar 2023	2977	33.7	29.1	4.4	0	45	342	1415	957	185	30	3	0	0	0	0
Tue 21 Mar 2023	3049	33.7	28.8	4.8	5	85	388	1424	939	174	29	3	2	0	0	0
Wed 22 Mar 2023	3033	33.6	29.0	4.4	2	37	366	1520	894	175	30	7	1	1	0	0
Thu 23 Mar 2023	3133	33.6	28.5	4.9	9	113	392	1536	886	158	35	2	2	0	0	0
5 Day Ave.	3109	33.6	28.7	4.8	6	90	411	1493	901	171	31	4	1	0	0	0
7 Day Ave.	2975	33.8	28.9	4.7	4	71	357	1431	893	179	31	6	1	1	0	0

Paul Castle Associates

Port Talbot ATC 3, A4241

Direction: Westbound

17/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	38	36	2	0	0
01:00	15	15	0	0	0
02:00	7	4	3	0	0
03:00	11	10	1	0	0
04:00	13	11	2	0	0
05:00	79	71	7	0	1
06:00	201	173	26	2	0
07:00	409	332	71	6	0
08:00	721	601	111	2	7
09:00	634	520	106	4	4
10:00	686	597	82	1	6
11:00	723	587	126	6	4
12:00	784	695	82	4	3
13:00	774	667	100	3	4
14:00	721	625	94	2	0
15:00	878	778	87	3	10
16:00	1049	901	137	6	5
17:00	889	798	87	2	2
18:00	707	652	51	3	1
19:00	410	390	19	1	0
20:00	258	238	20	0	0
21:00	197	188	8	0	1
22:00	140	135	5	0	0
23:00	115	112	3	0	0
<b>Total</b>	8975	7753	1134	42	46
12H(7-19)	10041	8742	1207	45	47
18H(6-24)	10296	8989	1215	45	47
24H(0-24)	10459	9136	1230	45	48
<b>AM Peak</b>	11:00 723	08:00 601	11:00 126	07:00 6	08:00 7
<b>PM Peak</b>	16:00 1049	16:00 901	16:00 137	16:00 6	15:00 10

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	33	31	0	1	1
01:00	23	18	4	0	1
02:00	11	10	1	0	0
03:00	10	8	2	0	0
04:00	34	29	2	0	3
05:00	180	163	16	0	1
06:00	298	254	38	3	3
07:00	501	428	64	4	5
08:00	668	588	66	10	4
09:00	743	649	79	8	7
10:00	701	623	67	8	3
11:00	791	711	72	5	3
12:00	835	766	61	6	2
13:00	812	733	74	3	2
14:00	872	784	79	5	4
15:00	883	804	71	4	4
16:00	852	795	47	8	2
17:00	755	712	37	5	1
18:00	621	603	16	2	0
19:00	459	439	18	1	1
20:00	305	298	6	1	0
21:00	242	232	9	1	0
22:00	177	170	6	1	0
23:00	129	126	2	1	0
<b>Total</b>	9034	8196	733	68	37
12H(7-19)	10338	9419	804	74	41
18H(6-24)	10644	9715	812	76	41
24H(0-24)	10935	9974	837	77	47
<b>AM Peak</b>	11:00 791	11:00 711	09:00 79	08:00 10	09:00 7
<b>PM Peak</b>	15:00 883	15:00 804	14:00 79	16:00 8	14:00 4

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	71	67	2	1	1
01:00	38	33	4	0	1
02:00	18	14	4	0	0
03:00	21	18	3	0	0
04:00	47	40	4	0	3
05:00	259	234	23	0	2
06:00	499	427	64	5	3
07:00	910	760	135	10	5
08:00	1389	1189	177	12	11
09:00	1377	1169	185	12	11
10:00	1387	1220	149	9	9
11:00	1514	1298	198	11	7
12:00	1619	1461	143	10	5
13:00	1586	1400	174	6	6
14:00	1593	1409	173	7	4
15:00	1761	1582	158	7	14
16:00	1901	1696	184	14	7
17:00	1644	1510	124	7	3
18:00	1328	1255	67	5	1
19:00	869	829	37	2	1
20:00	563	536	26	1	0
21:00	439	420	17	1	1
22:00	317	305	11	1	0
23:00	244	238	5	1	0
<b>Total</b>	18009	15949	1867	110	83
12H(7-19)	20379	18161	2011	119	88
18H(6-24)	20940	18704	2027	121	88
24H(0-24)	21394	19110	2067	122	95
<b>AM Peak</b>	11:00 1514	11:00 1298	11:00 198	08:00 12	08:00 11
<b>PM Peak</b>	16:00 1901	16:00 1696	16:00 184	16:00 14	15:00 14

Paul Castle Associates

Port Talbot ATC 3, A4241

Direction: Westbound

18/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	82	80	2	0	0
01:00	38	35	3	0	0
02:00	25	23	1	1	0
03:00	28	23	5	0	0
04:00	24	20	3	0	1
05:00	52	46	6	0	0
06:00	136	116	17	1	2
07:00	146	112	28	1	5
08:00	311	270	40	0	1
09:00	505	460	42	2	1
10:00	696	635	60	0	1
11:00	740	668	67	4	1
12:00	831	755	72	3	1
13:00	730	683	43	3	1
14:00	706	658	47	0	1
15:00	553	519	33	1	0
16:00	514	469	41	2	2
17:00	518	486	29	3	0
18:00	446	427	18	0	1
19:00	390	370	18	0	2
20:00	273	257	13	3	0
21:00	172	165	6	0	1
22:00	155	149	6	0	0
23:00	93	92	1	0	0
<b>Total</b>	<b>6696</b>	<b>6142</b>	<b>520</b>	<b>19</b>	<b>15</b>
12H(7-19)	7667	7050	574	23	20
16H(6-22)	7915	7291	581	23	20
18H(6-24)	8164	7518	601	24	21
AM Peak	11:00 <b>740</b>	11:00 <b>668</b>	11:00 <b>67</b>	11:00 <b>4</b>	07:00 <b>5</b>
PM Peak	12:00 <b>831</b>	12:00 <b>755</b>	12:00 <b>72</b>	12:00 <b>3</b>	16:00 <b>2</b>

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	75	73	2	0	0
01:00	31	30	1	0	0
02:00	35	32	1	2	0
03:00	25	22	3	0	0
04:00	27	21	6	0	0
05:00	93	88	3	2	0
06:00	120	101	14	1	4
07:00	151	122	24	0	5
08:00	335	307	25	1	2
09:00	558	516	38	2	2
10:00	699	649	40	8	2
11:00	793	762	26	4	1
12:00	870	813	48	9	0
13:00	840	775	62	3	0
14:00	755	709	39	5	2
15:00	619	582	34	3	0
16:00	612	583	25	2	2
17:00	610	584	21	5	0
18:00	493	470	20	3	0
19:00	363	353	10	0	0
20:00	281	271	10	0	0
21:00	234	224	9	1	0
22:00	175	169	6	0	0
23:00	110	107	3	0	0
<b>Total</b>	<b>7335</b>	<b>6872</b>	<b>402</b>	<b>45</b>	<b>16</b>
12H(7-19)	8333	7821	445	47	20
16H(6-22)	8618	8097	454	47	20
18H(6-24)	8904	8363	470	51	20
AM Peak	11:00 <b>793</b>	11:00 <b>762</b>	10:00 <b>40</b>	10:00 <b>8</b>	07:00 <b>5</b>
PM Peak	12:00 <b>870</b>	12:00 <b>813</b>	13:00 <b>62</b>	12:00 <b>9</b>	14:00 <b>2</b>

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	157	153	4	0	0
01:00	69	65	4	0	0
02:00	60	55	2	3	0
03:00	53	45	8	0	0
04:00	51	41	9	0	1
05:00	145	134	9	2	0
06:00	256	217	31	2	6
07:00	297	234	52	1	10
08:00	646	577	65	1	3
09:00	1063	976	80	4	3
10:00	1395	1284	100	8	3
11:00	1533	1430	93	8	2
12:00	1701	1568	120	12	1
13:00	1570	1458	105	6	1
14:00	1461	1367	86	5	3
15:00	1172	1101	67	4	0
16:00	1126	1052	66	4	4
17:00	1128	1070	50	8	0
18:00	939	897	38	3	1
19:00	753	723	28	0	2
20:00	554	528	23	3	0
21:00	406	389	15	1	1
22:00	330	318	12	0	0
23:00	203	199	4	0	0
<b>Total</b>	<b>14031</b>	<b>13014</b>	<b>922</b>	<b>64</b>	<b>31</b>
12H(7-19)	16000	14871	1019	70	40
16H(6-22)	16533	15388	1035	70	40
18H(6-24)	17068	15881	1071	75	41
AM Peak	11:00 <b>1533</b>	11:00 <b>1430</b>	10:00 <b>100</b>	10:00 <b>8</b>	07:00 <b>10</b>
PM Peak	12:00 <b>1701</b>	12:00 <b>1568</b>	12:00 <b>120</b>	12:00 <b>12</b>	16:00 <b>4</b>

Paul Castle Associates

Port Talbot ATC 3, A4241

Direction: Westbound

19/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	68	68	0	0	0
01:00	46	44	2	0	0
02:00	29	27	2	0	0
03:00	24	22	2	0	0
04:00	22	18	4	0	0
05:00	27	22	5	0	0
06:00	110	103	7	0	0
07:00	86	72	14	0	0
08:00	168	149	15	2	2
09:00	379	348	29	2	0
10:00	637	592	43	2	0
11:00	752	711	38	3	0
12:00	745	701	41	2	1
13:00	723	678	43	2	0
14:00	667	612	51	4	0
15:00	630	590	36	3	1
16:00	520	477	43	0	0
17:00	444	412	28	4	0
18:00	396	371	23	1	1
19:00	274	257	14	2	1
20:00	174	165	9	0	0
21:00	155	150	5	0	0
22:00	104	101	3	0	0
23:00	50	48	2	0	0
<b>Total</b>	<b>6147</b>	<b>5713</b>	<b>404</b>	<b>25</b>	<b>5</b>
12H(7-19)	6860	6388	439	27	6
16H(6-22)	7014	6537	444	27	6
18H(6-24)	7230	6738	459	27	6
24H(0-24)	7230	6738	459	27	6
<b>AM Peak</b>	<b>11:00</b>	<b>11:00</b>	<b>10:00</b>	<b>11:00</b>	<b>08:00</b>
	<b>752</b>	<b>711</b>	<b>43</b>	<b>3</b>	<b>2</b>
<b>PM Peak</b>	<b>12:00</b>	<b>12:00</b>	<b>14:00</b>	<b>14:00</b>	<b>12:00</b>
	<b>745</b>	<b>701</b>	<b>51</b>	<b>4</b>	<b>1</b>

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	71	67	4	0	0
01:00	39	38	1	0	0
02:00	30	29	1	0	0
03:00	16	13	3	0	0
04:00	27	24	3	0	0
05:00	88	83	5	0	0
06:00	75	71	4	0	0
07:00	88	81	7	0	0
08:00	190	182	8	0	0
09:00	345	321	23	1	0
10:00	601	568	28	5	0
11:00	732	695	29	6	2
12:00	879	830	37	11	1
13:00	722	687	30	5	0
14:00	701	659	34	8	0
15:00	649	616	31	2	0
16:00	571	554	17	0	0
17:00	513	489	24	0	0
18:00	377	364	11	2	0
19:00	297	287	8	2	0
20:00	204	198	6	0	0
21:00	154	146	8	0	0
22:00	136	136	0	0	0
23:00	66	61	4	1	0
<b>Total</b>	<b>6368</b>	<b>6046</b>	<b>279</b>	<b>40</b>	<b>3</b>
12H(7-19)	7098	6748	305	42	3
16H(6-22)	7300	6945	309	43	3
18H(6-24)	7571	7199	326	43	3
24H(0-24)	7571	7199	326	43	3
<b>AM Peak</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>
	<b>732</b>	<b>695</b>	<b>29</b>	<b>6</b>	<b>2</b>
<b>PM Peak</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>
	<b>879</b>	<b>830</b>	<b>37</b>	<b>11</b>	<b>1</b>

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	139	135	4	0	0
01:00	85	82	3	0	0
02:00	59	56	3	0	0
03:00	40	35	5	0	0
04:00	49	42	7	0	0
05:00	115	105	10	0	0
06:00	185	174	11	0	0
07:00	174	153	21	0	0
08:00	358	331	23	2	2
09:00	724	669	52	3	0
10:00	1238	1160	71	7	0
11:00	1484	1406	67	9	2
12:00	1624	1531	78	13	2
13:00	1445	1365	73	7	0
14:00	1368	1271	85	12	0
15:00	1279	1206	67	5	1
16:00	1091	1031	60	0	0
17:00	957	901	52	4	0
18:00	773	735	34	3	1
19:00	571	544	22	4	1
20:00	378	363	15	0	0
21:00	309	296	13	0	0
22:00	240	237	3	0	0
23:00	116	109	6	1	0
<b>Total</b>	<b>12515</b>	<b>11759</b>	<b>683</b>	<b>65</b>	<b>8</b>
12H(7-19)	13958	13136	744	69	9
16H(6-22)	14314	13482	753	70	9
18H(6-24)	14801	13937	785	70	9
24H(0-24)	14801	13937	785	70	9
<b>AM Peak</b>	<b>11:00</b>	<b>11:00</b>	<b>10:00</b>	<b>11:00</b>	<b>08:00</b>
	<b>1484</b>	<b>1406</b>	<b>71</b>	<b>9</b>	<b>2</b>
<b>PM Peak</b>	<b>12:00</b>	<b>12:00</b>	<b>14:00</b>	<b>12:00</b>	<b>12:00</b>
	<b>1624</b>	<b>1531</b>	<b>85</b>	<b>13</b>	<b>2</b>

Paul Castle Associates

Port Talbot ATC 3, A4241

Direction: Westbound

20/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	25	24	1	0	0
01:00	20	18	2	0	0
02:00	7	5	2	0	0
03:00	8	8	0	0	0
04:00	24	21	3	0	0
05:00	78	71	7	0	0
06:00	206	182	21	1	2
07:00	443	366	76	0	1
08:00	778	671	102	1	4
09:00	632	534	90	3	5
10:00	548	461	80	2	5
11:00	608	506	98	2	2
12:00	673	569	96	5	3
13:00	668	570	92	4	2
14:00	647	567	69	5	6
15:00	748	631	103	7	7
16:00	917	812	97	4	4
17:00	819	750	62	5	2
18:00	610	558	51	0	1
19:00	371	345	24	1	1
20:00	217	202	13	1	1
21:00	157	149	8	0	0
22:00	79	76	3	0	0
23:00	36	33	3	0	0
<b>Total</b>	<b>8091</b>	<b>6995</b>	<b>1016</b>	<b>38</b>	<b>42</b>
12H(7-19)	9042	7873	1082	41	46
18H(6-24)	9157	7982	1088	41	46
24H(0-24)	9319	8129	1103	41	46
<b>AM Peak</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>09:00</b>	<b>09:00</b>
	<b>778</b>	<b>671</b>	<b>102</b>	<b>3</b>	<b>5</b>
<b>PM Peak</b>	<b>16:00</b>	<b>16:00</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>
	<b>917</b>	<b>812</b>	<b>103</b>	<b>7</b>	<b>7</b>

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	26	24	2	0	0
01:00	18	16	2	0	0
02:00	11	10	1	0	0
03:00	19	17	2	0	0
04:00	42	39	3	0	0
05:00	165	149	11	3	2
06:00	303	263	33	2	5
07:00	531	455	59	9	8
08:00	735	650	71	9	5
09:00	643	565	75	2	1
10:00	612	533	71	6	2
11:00	766	670	88	5	3
12:00	732	665	64	2	1
13:00	690	621	61	5	3
14:00	780	716	56	5	3
15:00	802	743	51	5	3
16:00	791	738	47	4	2
17:00	807	758	39	8	2
18:00	515	496	15	4	0
19:00	442	433	8	1	0
20:00	294	279	14	1	0
21:00	183	179	4	0	0
22:00	117	113	4	0	0
23:00	63	63	0	0	0
<b>Total</b>	<b>8404</b>	<b>7610</b>	<b>697</b>	<b>64</b>	<b>33</b>
12H(7-19)	9626	8764	756	68	38
18H(6-24)	9806	8940	760	68	38
24H(0-24)	10087	9195	781	71	40
<b>AM Peak</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>07:00</b>	<b>07:00</b>
	<b>766</b>	<b>670</b>	<b>88</b>	<b>9</b>	<b>8</b>
<b>PM Peak</b>	<b>17:00</b>	<b>17:00</b>	<b>12:00</b>	<b>17:00</b>	<b>13:00</b>
	<b>807</b>	<b>758</b>	<b>64</b>	<b>8</b>	<b>3</b>

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	51	48	3	0	0
01:00	38	34	4	0	0
02:00	18	15	3	0	0
03:00	27	25	2	0	0
04:00	66	60	6	0	0
05:00	243	220	18	3	2
06:00	509	445	54	3	7
07:00	974	821	135	9	9
08:00	1513	1321	173	10	9
09:00	1275	1099	165	5	6
10:00	1160	994	151	8	7
11:00	1374	1176	186	7	5
12:00	1405	1234	160	7	4
13:00	1358	1191	153	9	5
14:00	1427	1283	125	10	9
15:00	1550	1374	154	12	10
16:00	1708	1550	144	8	6
17:00	1626	1508	101	13	4
18:00	1125	1054	66	4	1
19:00	813	778	32	2	1
20:00	511	481	27	2	1
21:00	340	328	12	0	0
22:00	196	189	7	0	0
23:00	99	96	3	0	0
<b>Total</b>	<b>16495</b>	<b>14605</b>	<b>1713</b>	<b>102</b>	<b>75</b>
12H(7-19)	18668	16637	1838	109	84
18H(6-24)	18963	16922	1848	109	84
24H(0-24)	19406	17324	1884	112	86
<b>AM Peak</b>	<b>08:00</b>	<b>08:00</b>	<b>11:00</b>	<b>08:00</b>	<b>07:00</b>
	<b>1513</b>	<b>1321</b>	<b>186</b>	<b>10</b>	<b>9</b>
<b>PM Peak</b>	<b>16:00</b>	<b>16:00</b>	<b>12:00</b>	<b>17:00</b>	<b>15:00</b>
	<b>1708</b>	<b>1550</b>	<b>160</b>	<b>13</b>	<b>10</b>

Paul Castle Associates

Port Talbot ATC 3, A4241

Direction: Westbound

21/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	29	24	4	0	1
01:00	11	10	1	0	0
02:00	8	6	2	0	0
03:00	17	15	2	0	0
04:00	15	13	2	0	0
05:00	82	76	2	2	2
06:00	219	194	24	1	0
07:00	404	340	56	2	6
08:00	776	654	112	3	7
09:00	654	531	116	3	4
10:00	561	473	83	0	5
11:00	600	511	77	5	7
12:00	671	586	80	2	3
13:00	638	554	77	2	5
14:00	703	601	96	2	4
15:00	771	641	117	3	10
16:00	963	848	105	5	5
17:00	839	748	83	6	2
18:00	692	630	59	3	0
19:00	334	308	22	0	4
20:00	233	218	11	3	1
21:00	170	160	10	0	0
22:00	109	104	5	0	0
23:00	60	55	4	1	0
<b>Total</b>	8272	7117	1061	36	58
12H(7-19)	9228	7997	1128	40	63
18H(6-24)	9397	8156	1137	41	63
24H(0-24)	9559	8300	1150	43	66
<b>AM Peak</b>	08:00 776	08:00 654	09:00 116	11:00 5	08:00 7
<b>PM Peak</b>	16:00 963	16:00 848	15:00 117	17:00 6	15:00 10

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	26	24	1	0	1
01:00	13	9	3	1	0
02:00	14	12	2	0	0
03:00	22	20	2	0	0
04:00	37	31	5	0	1
05:00	177	158	16	2	1
06:00	328	291	30	3	4
07:00	512	455	49	2	6
08:00	760	671	80	7	2
09:00	688	612	67	3	6
10:00	646	562	77	5	2
11:00	692	622	58	8	4
12:00	667	583	74	9	1
13:00	669	581	78	6	4
14:00	782	694	79	3	6
15:00	793	707	79	4	3
16:00	893	831	56	4	2
17:00	793	747	36	8	2
18:00	618	597	20	1	0
19:00	479	459	19	1	0
20:00	329	319	8	2	0
21:00	207	200	4	2	1
22:00	118	114	2	1	1
23:00	64	63	1	0	0
<b>Total</b>	8513	7662	753	60	38
12H(7-19)	9856	8921	814	68	43
18H(6-24)	10038	9108	817	69	44
24H(0-24)	10327	9362	846	72	47
<b>AM Peak</b>	08:00 760	08:00 671	08:00 80	11:00 8	07:00 6
<b>PM Peak</b>	16:00 893	16:00 831	14:00 79	12:00 9	14:00 6

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	55	48	5	0	2
01:00	24	19	4	1	0
02:00	22	18	4	0	0
03:00	39	35	4	0	0
04:00	52	44	7	0	1
05:00	259	234	18	4	3
06:00	547	485	54	4	4
07:00	916	795	105	4	12
08:00	1536	1325	192	10	9
09:00	1342	1143	183	6	10
10:00	1207	1035	160	5	7
11:00	1292	1133	135	13	11
12:00	1338	1169	154	11	4
13:00	1307	1135	155	8	9
14:00	1485	1295	175	5	10
15:00	1564	1348	196	7	13
16:00	1856	1679	161	9	7
17:00	1632	1495	119	14	4
18:00	1310	1227	79	4	0
19:00	813	767	41	1	4
20:00	562	537	19	5	1
21:00	377	360	14	2	1
22:00	227	218	7	1	1
23:00	124	118	5	1	0
<b>Total</b>	16785	14779	1814	96	96
12H(7-19)	19084	16928	1942	108	106
18H(6-24)	19435	17264	1954	110	107
24H(0-24)	19886	17662	1996	115	113
<b>AM Peak</b>	08:00 1536	08:00 1325	08:00 192	11:00 13	07:00 12
<b>PM Peak</b>	16:00 1856	16:00 1679	15:00 196	17:00 14	15:00 13

Paul Castle Associates

Port Talbot ATC 3, A4241

Direction: Westbound

22/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	27	25	2	0	0
01:00	10	9	1	0	0
02:00	10	9	1	0	0
03:00	14	10	4	0	0
04:00	14	11	3	0	0
05:00	84	77	7	0	0
06:00	248	218	29	0	1
07:00	476	401	70	2	3
08:00	750	633	110	2	5
09:00	656	533	116	3	4
10:00	593	498	81	5	9
11:00	626	517	106	2	1
12:00	682	595	78	6	3
13:00	754	645	104	3	2
14:00	661	562	87	5	7
15:00	751	638	107	2	4
16:00	884	777	99	6	2
17:00	810	745	60	4	1
18:00	674	620	49	3	2
19:00	319	296	20	1	2
20:00	247	230	15	1	1
21:00	195	185	9	0	1
22:00	99	93	6	0	0
23:00	57	53	4	0	0
<b>Total</b>					
12H(7-19)	8317	7164	1067	43	43
16H(6-22)	9326	8093	1140	45	48
18H(6-24)	9482	8239	1150	45	48
24H(0-24)	9641	8380	1168	45	48
<b>AM Peak</b>	08:00	08:00	09:00	10:00	10:00
	<b>750</b>	<b>633</b>	<b>116</b>	<b>5</b>	<b>9</b>
<b>PM Peak</b>	16:00	16:00	15:00	12:00	14:00
	<b>884</b>	<b>777</b>	<b>107</b>	<b>6</b>	<b>7</b>

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	29	27	1	0	1
01:00	13	10	1	1	1
02:00	12	12	0	0	0
03:00	20	14	4	1	1
04:00	39	35	4	0	0
05:00	189	165	18	4	2
06:00	304	265	31	1	7
07:00	538	458	65	7	8
08:00	1025	910	103	10	2
09:00	919	783	112	14	10
10:00	674	583	79	5	7
11:00	745	635	98	5	7
12:00	751	674	71	2	4
13:00	744	650	88	5	1
14:00	821	745	65	9	2
15:00	800	718	71	10	1
16:00	860	778	68	14	0
17:00	782	744	28	8	2
18:00	596	576	19	1	0
19:00	455	438	16	1	0
20:00	301	290	11	0	0
21:00	197	186	11	0	0
22:00	108	104	3	1	0
23:00	85	79	5	0	1
<b>Total</b>					
12H(7-19)	9255	8254	867	90	44
16H(6-22)	10512	9433	936	92	51
18H(6-24)	10705	9616	944	93	52
24H(0-24)	11007	9879	972	99	57
<b>AM Peak</b>	08:00	08:00	09:00	09:00	09:00
	<b>1025</b>	<b>910</b>	<b>112</b>	<b>14</b>	<b>10</b>
<b>PM Peak</b>	16:00	16:00	13:00	16:00	12:00
	<b>860</b>	<b>778</b>	<b>88</b>	<b>14</b>	<b>4</b>

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	56	52	3	0	1
01:00	23	19	2	1	1
02:00	22	21	1	0	0
03:00	34	24	8	1	1
04:00	53	46	7	0	0
05:00	273	242	25	4	2
06:00	552	483	60	1	8
07:00	1014	859	135	9	11
08:00	1775	1543	213	12	7
09:00	1575	1316	228	17	14
10:00	1267	1081	160	10	16
11:00	1371	1152	204	7	8
12:00	1433	1269	149	8	7
13:00	1498	1295	192	8	3
14:00	1482	1307	152	14	9
15:00	1551	1356	178	12	5
16:00	1744	1555	167	20	2
17:00	1592	1489	88	12	3
18:00	1270	1196	68	4	2
19:00	774	734	36	2	2
20:00	548	520	26	1	1
21:00	392	371	20	0	1
22:00	207	197	9	1	0
23:00	142	132	9	0	1
<b>Total</b>					
12H(7-19)	17572	15418	1934	133	87
16H(6-22)	19838	17526	2076	137	99
18H(6-24)	20187	17855	2094	138	100
24H(0-24)	20648	18259	2140	144	105
<b>AM Peak</b>	08:00	08:00	09:00	09:00	10:00
	<b>1775</b>	<b>1543</b>	<b>228</b>	<b>17</b>	<b>16</b>
<b>PM Peak</b>	16:00	16:00	13:00	16:00	14:00
	<b>1744</b>	<b>1555</b>	<b>192</b>	<b>20</b>	<b>9</b>

Paul Castle Associates

Port Talbot ATC 3, A4241

Direction: Westbound

23/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	27	24	3	0	0
01:00	6	6	0	0	0
02:00	4	4	0	0	0
03:00	16	13	3	0	0
04:00	20	15	4	0	1
05:00	85	78	7	0	0
06:00	250	229	19	1	1
07:00	443	358	77	5	3
08:00	756	627	115	7	7
09:00	634	541	89	1	3
10:00	623	513	103	3	4
11:00	693	586	99	3	5
12:00	715	620	87	4	4
13:00	684	604	78	2	0
14:00	714	614	93	5	2
15:00	759	654	92	4	9
16:00	912	813	90	3	6
17:00	816	749	58	9	0
18:00	667	623	41	0	3
19:00	362	336	23	1	2
20:00	284	265	16	2	1
21:00	216	204	9	1	2
22:00	108	104	4	0	0
23:00	68	62	5	0	1
<b>Total</b>	8416	7302	1022	46	46
12H(7-19)	9528	8336	1089	51	52
18H(6-24)	9704	8502	1098	51	53
24H(0-24)	9862	8642	1115	51	54
<b>AM Peak</b>	08:00 756	08:00 627	08:00 115	08:00 7	08:00 7
<b>PM Peak</b>	16:00 912	16:00 813	14:00 93	17:00 9	15:00 9

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	18	18	0	0	0
01:00	13	12	1	0	0
02:00	7	6	1	0	0
03:00	22	21	1	0	0
04:00	38	31	6	0	1
05:00	181	165	15	1	0
06:00	310	272	34	1	3
07:00	534	475	50	3	6
08:00	696	591	98	5	2
09:00	663	563	93	4	3
10:00	661	586	67	4	4
11:00	738	656	75	3	4
12:00	778	700	73	2	3
13:00	724	642	72	8	2
14:00	805	729	67	3	6
15:00	855	792	52	8	3
16:00	873	808	51	12	2
17:00	803	758	35	10	0
18:00	608	566	38	3	1
19:00	444	424	17	3	0
20:00	278	263	14	1	0
21:00	216	210	6	0	0
22:00	160	158	1	0	1
23:00	87	85	2	0	0
<b>Total</b>	8738	7866	771	65	36
12H(7-19)	9986	9035	842	70	39
18H(6-24)	10233	9278	845	70	40
24H(0-24)	10512	9531	869	71	41
<b>AM Peak</b>	11:00 738	11:00 656	08:00 98	08:00 5	07:00 6
<b>PM Peak</b>	16:00 873	16:00 808	12:00 73	16:00 12	14:00 6

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	45	42	3	0	0
01:00	19	18	1	0	0
02:00	11	10	1	0	0
03:00	38	34	4	0	0
04:00	58	46	10	0	2
05:00	266	243	22	1	0
06:00	560	501	53	2	4
07:00	977	833	127	8	9
08:00	1452	1218	213	12	9
09:00	1297	1104	182	5	6
10:00	1284	1099	170	7	8
11:00	1431	1242	174	6	9
12:00	1493	1320	160	6	7
13:00	1408	1246	150	10	2
14:00	1519	1343	160	8	8
15:00	1614	1446	144	12	12
16:00	1785	1621	141	15	8
17:00	1619	1507	93	19	0
18:00	1275	1189	79	3	4
19:00	806	760	40	4	2
20:00	562	528	30	3	1
21:00	432	414	15	1	2
22:00	268	262	5	0	1
23:00	155	147	7	0	1
<b>Total</b>	17154	15168	1793	111	82
12H(7-19)	19514	17371	1931	121	91
18H(6-24)	19937	17780	1943	121	93
24H(0-24)	20374	18173	1984	122	95
<b>AM Peak</b>	08:00 1452	11:00 1242	08:00 213	08:00 12	07:00 9
<b>PM Peak</b>	16:00 1785	16:00 1621	12:00 160	17:00 19	15:00 12

Paul Castle Associates



Port Talbot ATC 3, A4241

Direction: Westbound

17/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	38	35.2	30.0	5.0	0	0	5	17	9	6	1	0	0	0	0	0
01:00	15	34.0	30.2	3.7	0	0	1	6	7	1	0	0	0	0	0	0
02:00	7	32.4	29.6	2.7	0	0	0	4	3	0	0	0	0	0	0	0
03:00	11	32.5	29.8	2.6	0	0	0	6	5	0	0	0	0	0	0	0
04:00	13	33.4	29.4	3.8	0	0	1	7	4	1	0	0	0	0	0	0
05:00	79	34.2	30.3	3.7	0	0	5	32	35	7	0	0	0	0	0	0
06:00	201	35.6	31.0	4.5	0	0	11	79	80	24	6	1	0	0	0	0
07:00	409	35.0	30.9	3.9	0	0	13	160	183	48	4	1	0	0	0	0
08:00	721	34.2	30.1	4.0	0	3	49	313	295	54	6	1	0	0	0	0
09:00	634	33.8	29.5	4.2	1	5	56	301	226	38	7	0	0	0	0	0
10:00	686	33.4	29.1	4.2	3	6	58	366	214	32	7	0	0	0	0	0
11:00	723	33.9	29.6	4.2	0	3	61	366	231	55	4	2	0	1	0	0
12:00	784	33.6	29.0	4.4	1	14	81	386	257	36	8	1	0	0	0	0
13:00	774	33.3	29.0	4.2	0	4	92	412	211	47	6	2	0	0	0	0
14:00	721	33.8	29.3	4.4	2	3	74	365	225	39	11	1	1	0	0	0
15:00	878	32.7	27.1	5.4	2	70	171	399	196	33	7	0	0	0	0	0
16:00	1049	33.6	26.7	6.6	11	137	170	428	236	49	13	3	1	0	1	0
17:00	889	33.2	28.2	4.8	0	26	161	418	231	40	12	1	0	0	0	0
18:00	707	33.4	29.4	3.8	0	1	57	372	228	46	1	2	0	0	0	0
19:00	410	34.4	29.7	4.5	0	2	46	185	135	33	8	1	0	0	0	0
20:00	258	34.2	30.0	4.0	0	1	16	120	95	24	2	0	0	0	0	0
21:00	197	34.2	30.2	3.9	0	1	10	87	84	13	1	1	0	0	0	0
22:00	140	35.2	30.7	4.3	0	1	6	57	55	19	2	0	0	0	0	0
23:00	115	34.7	30.5	4.1	0	0	7	47	50	8	3	0	0	0	0	0
<b>Total</b>																
2H(10-12)	1409	33.7	29.3	4.2	3	9	119	732	445	87	11	2	0	1	0	0
2H(14-16)	1599	33.3	28.1	5.1	4	73	245	764	421	72	18	1	1	0	0	0
12H(7-19)	8975	33.8	28.8	4.8	20	272	1043	4286	2733	517	86	14	2	1	1	0
24H(0-24)	10459	33.9	29.0	4.8	20	277	1151	4933	3295	653	109	17	2	1	1	0
<b>AM Peak</b>	11:00	06:00	06:00	00:00	10:00	10:00	11:00	10:00	08:00	11:00	09:00	11:00	00:00	11:00	00:00	00:00
	<b>723</b>	<b>35.6</b>	<b>31.0</b>	<b>5.0</b>	<b>3</b>	<b>6</b>	<b>61</b>	<b>366</b>	<b>295</b>	<b>55</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	16:00	22:00	22:00	16:00	16:00	16:00	15:00	16:00	12:00	16:00	16:00	16:00	14:00	12:00	16:00	12:00
	<b>1049</b>	<b>35.2</b>	<b>30.7</b>	<b>6.6</b>	<b>11</b>	<b>137</b>	<b>171</b>	<b>428</b>	<b>257</b>	<b>49</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	33	33.9	29.0	4.8	0	0	5	18	6	3	1	0	0	0	0	0
01:00	23	31.6	28.8	2.7	0	0	1	15	7	0	0	0	0	0	0	0
02:00	11	32.9	30.2	2.6	0	0	0	5	6	0	0	0	0	0	0	0
03:00	10	36.3	31.5	4.6	0	0	1	2	5	2	0	0	0	0	0	0
04:00	34	35.9	31.6	4.2	0	0	2	9	16	7	0	0	0	0	0	0
05:00	180	36.0	31.6	4.3	0	1	4	57	91	19	8	0	0	0	0	0
06:00	298	36.8	32.3	4.3	0	1	10	63	165	46	11	2	0	0	0	0
07:00	501	36.4	31.8	4.5	0	2	15	158	226	82	14	4	0	0	0	0
08:00	668	34.7	30.0	4.5	0	12	36	309	229	71	11	0	0	0	0	0
09:00	743	33.9	29.5	4.2	0	7	58	384	231	51	11	1	0	0	0	0
10:00	701	33.7	29.4	4.2	0	7	60	359	218	51	5	1	0	0	0	0
11:00	791	33.7	28.6	4.9	0	24	122	365	219	48	13	0	0	0	0	0
12:00	835	33.1	28.7	4.3	0	10	118	424	228	49	6	0	0	0	0	0
13:00	812	33.7	29.2	4.3	0	9	96	375	270	57	4	0	1	0	0	0
14:00	872	33.6	28.6	4.8	0	15	147	418	219	60	10	3	0	0	0	0
15:00	883	33.1	26.7	6.1	10	82	175	390	188	29	5	2	1	0	0	1
16:00	852	33.3	28.1	5.0	0	37	147	382	231	50	5	0	0	0	0	0
17:00	755	33.6	28.7	4.8	0	22	105	344	235	42	6	0	1	0	0	0
18:00	621	33.8	29.5	4.2	0	3	55	311	205	38	6	3	0	0	0	0
19:00	459	34.0	29.6	4.2	0	1	36	244	135	34	7	2	0	0	0	0
20:00	305	35.3	30.9	4.3	0	0	9	137	114	37	7	0	1	0	0	0
21:00	242	34.6	29.9	4.5	0	1	22	109	85	19	5	1	0	0	0	0
22:00	177	35.8	30.8	4.9	0	0	16	69	60	24	8	0	0	0	0	0
23:00	129	36.4	31.6	4.6	0	0	3	49	51	20	5	1	0	0	0	0
Total																
2H(10-12)	1492	33.7	29.0	4.6	0	31	182	724	437	99	18	1	0	0	0	0
2H(14-16)	1755	33.4	27.7	5.6	10	97	322	808	407	89	15	5	1	0	0	1
12H(7-19)	9034	33.9	28.9	4.8	10	230	1134	4219	2699	628	96	14	3	0	0	1
24H(0-24)	10935	34.2	29.2	4.8	10	234	1243	4996	3440	839	148	20	4	0	0	1
AM Peak	11:00 791	06:00 36.8	06:00 32.3	11:00 4.9	00:00 0	11:00 24	11:00 122	09:00 384	09:00 231	07:00 82	07:00 14	07:00 4	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	15:00 883	23:00 36.4	23:00 31.6	15:00 6.1	15:00 10	15:00 82	15:00 175	12:00 424	13:00 270	14:00 60	14:00 10	14:00 3	13:00 1	12:00 0	12:00 0	15:00 1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	71	34.6	29.5	4.9	0	0	10	35	15	9	2	0	0	0	0	0
01:00	38	32.6	29.3	3.2	0	0	2	21	14	1	0	0	0	0	0	0
02:00	18	32.7	30.0	2.6	0	0	0	9	9	0	0	0	0	0	0	0
03:00	21	34.4	30.6	3.7	0	0	1	8	10	2	0	0	0	0	0	0
04:00	47	35.3	31.0	4.2	0	0	3	16	20	8	0	0	0	0	0	0
05:00	259	35.5	31.2	4.1	0	1	9	89	126	26	8	0	0	0	0	0
06:00	499	36.4	31.8	4.4	0	1	21	142	245	70	17	3	0	0	0	0
07:00	910	35.8	31.4	4.3	0	2	28	318	409	130	18	5	0	0	0	0
08:00	1389	34.5	30.0	4.3	0	15	85	622	524	125	17	1	0	0	0	0
09:00	1377	33.9	29.5	4.2	1	12	114	685	457	89	18	1	0	0	0	0
10:00	1387	33.5	29.2	4.2	3	13	118	725	432	83	12	1	0	0	0	0
11:00	1514	33.8	29.1	4.6	0	27	183	731	450	103	17	2	0	1	0	0
12:00	1619	33.3	28.9	4.3	1	24	199	810	485	85	14	1	0	0	0	0
13:00	1586	33.5	29.1	4.3	0	13	188	787	481	104	10	2	1	0	0	0
14:00	1593	33.7	28.9	4.6	2	18	221	783	444	99	21	4	1	0	0	0
15:00	1761	32.9	26.9	5.8	12	152	346	789	384	62	12	2	1	0	0	1
16:00	1901	33.6	27.4	6.0	11	174	317	810	467	99	18	3	1	0	1	0
17:00	1644	33.4	28.4	4.8	0	48	266	762	466	82	18	1	1	0	0	0
18:00	1328	33.6	29.5	4.0	0	4	112	683	433	84	7	5	0	0	0	0
19:00	869	34.2	29.6	4.4	0	3	82	429	270	67	15	3	0	0	0	0
20:00	563	34.8	30.5	4.2	0	1	25	257	209	61	9	0	1	0	0	0
21:00	439	34.4	30.0	4.2	0	2	32	196	169	32	6	2	0	0	0	0
22:00	317	35.6	30.8	4.6	0	1	22	126	115	43	10	0	0	0	0	0
23:00	244	35.6	31.1	4.4	0	0	10	96	101	28	8	1	0	0	0	0
<b>Total</b>																
2H(10-12)	2901	33.7	29.1	4.4	3	40	301	1456	882	186	29	3	0	1	0	0
2H(14-16)	3354	33.4	27.9	5.3	14	170	567	1572	828	161	33	6	2	0	0	1
12H(7-19)	18009	33.9	28.9	4.8	30	502	2177	8505	5432	1145	182	28	5	1	1	1
24H(0-24)	21394	34.1	29.1	4.8	30	511	2394	9929	6735	1492	257	37	6	1	1	1
<b>AM Peak</b>	11:00 <b>1514</b>	06:00 <b>36.4</b>	06:00 <b>31.8</b>	00:00 <b>4.9</b>	10:00 <b>3</b>	11:00 <b>27</b>	11:00 <b>183</b>	11:00 <b>731</b>	08:00 <b>524</b>	07:00 <b>130</b>	07:00 <b>18</b>	07:00 <b>5</b>	00:00 <b>0</b>	11:00 <b>1</b>	00:00 <b>0</b>	00:00 <b>0</b>
<b>PM Peak</b>	16:00 <b>1901</b>	23:00 <b>35.6</b>	23:00 <b>31.1</b>	16:00 <b>6.0</b>	15:00 <b>12</b>	16:00 <b>174</b>	15:00 <b>346</b>	12:00 <b>810</b>	12:00 <b>485</b>	13:00 <b>104</b>	14:00 <b>21</b>	18:00 <b>5</b>	13:00 <b>1</b>	12:00 <b>0</b>	16:00 <b>1</b>	15:00 <b>1</b>

Paul Castle Associates

Port Talbot ATC 3, A4241

Direction: Westbound

18/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	82	35.0	29.8	5.1	0	0	12	35	26	5	3	1	0	0	0	0
01:00	38	34.3	29.9	4.3	0	0	3	19	12	3	1	0	0	0	0	0
02:00	25	36.2	31.1	4.9	0	0	1	10	11	2	0	1	0	0	0	0
03:00	28	36.0	31.4	4.4	0	0	0	12	12	2	2	0	0	0	0	0
04:00	24	35.2	30.6	4.4	0	0	1	11	9	2	1	0	0	0	0	0
05:00	52	36.5	31.5	4.8	0	0	3	16	24	7	1	1	0	0	0	0
06:00	136	35.1	30.7	4.2	0	0	7	55	57	13	4	0	0	0	0	0
07:00	146	34.8	30.3	4.3	0	0	8	71	47	16	4	0	0	0	0	0
08:00	311	35.0	30.5	4.3	0	4	12	128	128	34	5	0	0	0	0	0
09:00	505	34.4	30.0	4.3	0	5	33	230	190	38	9	0	0	0	0	0
10:00	696	33.7	29.3	4.3	0	11	62	347	226	44	5	0	1	0	0	0
11:00	740	33.5	29.1	4.2	0	9	76	375	227	48	4	1	0	0	0	0
12:00	831	33.3	28.3	4.8	0	31	131	391	230	39	9	0	0	0	0	0
13:00	730	33.5	29.1	4.2	0	6	91	352	239	34	5	3	0	0	0	0
14:00	706	33.3	28.7	4.4	0	18	85	347	214	40	1	1	0	0	0	0
15:00	553	33.5	29.5	3.9	0	0	45	288	182	32	4	2	0	0	0	0
16:00	514	34.0	29.6	4.3	0	5	36	265	169	27	10	2	0	0	0	0
17:00	518	34.2	30.0	4.1	0	0	31	251	191	35	7	3	0	0	0	0
18:00	446	35.0	30.3	4.6	0	1	21	230	140	40	8	4	2	0	0	0
19:00	390	34.1	29.9	4.1	0	0	27	194	133	31	3	2	0	0	0	0
20:00	273	35.5	30.7	4.6	0	0	13	117	110	26	1	5	1	0	0	0
21:00	172	35.5	30.4	5.0	0	0	15	78	52	21	3	3	0	0	0	0
22:00	155	35.4	30.5	4.7	0	0	15	58	64	11	6	1	0	0	0	0
23:00	93	35.5	30.9	4.4	0	0	5	35	43	6	3	1	0	0	0	0
<b>Total</b>																
2H(10-12)	1436	33.6	29.2	4.3	0	20	138	722	453	92	9	1	1	0	0	0
2H(14-16)	1259	33.4	29.1	4.2	0	18	130	635	396	72	5	3	0	0	0	0
12H(7-19)	6696	33.9	29.3	4.4	0	90	631	3275	2183	427	71	16	3	0	0	0
24H(0-24)	8164	34.1	29.5	4.4	0	90	733	3915	2736	556	99	31	4	0	0	0
<b>AM Peak</b>	11:00	05:00	05:00	00:00	00:00	10:00	11:00	11:00	11:00	11:00	09:00	00:00	10:00	00:00	00:00	00:00
	<b>740</b>	<b>36.5</b>	<b>31.5</b>	<b>5.1</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>375</b>	<b>227</b>	<b>48</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	12:00	21:00	23:00	21:00	12:00	12:00	12:00	12:00	13:00	14:00	16:00	20:00	18:00	12:00	12:00	12:00
	<b>831</b>	<b>35.5</b>	<b>30.9</b>	<b>5.0</b>	<b>0</b>	<b>31</b>	<b>131</b>	<b>391</b>	<b>239</b>	<b>40</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	75	36.4	30.9	5.2	0	1	4	29	30	6	4	1	0	0	0	0
01:00	31	35.3	30.7	4.4	0	0	2	12	13	3	1	0	0	0	0	0
02:00	35	37.1	31.5	5.4	0	0	2	15	8	9	0	1	0	0	0	0
03:00	25	37.0	32.1	4.8	0	0	0	11	6	7	1	0	0	0	0	0
04:00	27	34.1	29.5	4.4	0	0	4	11	9	3	0	0	0	0	0	0
05:00	93	36.2	31.9	4.2	0	0	3	28	40	21	1	0	0	0	0	0
06:00	120	37.2	32.4	4.6	0	0	3	32	57	22	4	2	0	0	0	0
07:00	151	36.1	31.1	4.8	0	4	6	45	68	27	1	0	0	0	0	0
08:00	335	34.9	30.6	4.2	0	2	19	126	150	34	3	1	0	0	0	0
09:00	558	35.0	30.4	4.5	0	5	39	223	220	62	8	0	1	0	0	0
10:00	699	34.1	29.5	4.5	0	14	62	316	254	42	10	1	0	0	0	0
11:00	793	33.6	28.7	4.7	1	22	103	375	229	59	4	0	0	0	0	0
12:00	870	34.4	29.4	4.8	1	20	96	366	306	72	7	2	0	0	0	0
13:00	840	33.9	29.0	4.8	0	13	125	389	238	60	12	3	0	0	0	0
14:00	755	34.5	29.6	4.7	0	6	92	337	231	77	8	4	0	0	0	0
15:00	619	34.3	29.8	4.3	0	6	45	297	211	51	7	2	0	0	0	0
16:00	612	34.6	30.1	4.4	0	3	36	296	218	45	9	4	0	1	0	0
17:00	610	35.5	30.7	4.6	0	5	26	265	221	71	20	2	0	0	0	0
18:00	493	35.3	30.4	4.7	0	1	32	231	167	45	12	3	1	1	0	0
19:00	363	35.6	30.8	4.6	0	0	25	140	145	41	10	0	2	0	0	0
20:00	281	35.9	30.9	4.8	0	0	18	115	104	35	5	2	2	0	0	0
21:00	234	35.5	31.1	4.2	0	1	5	97	91	36	3	1	0	0	0	0
22:00	175	35.9	30.8	4.9	0	0	10	79	59	15	11	1	0	0	0	0
23:00	110	36.5	31.1	5.2	0	0	9	40	43	12	3	3	0	0	0	0
Total																
2H(10-12)	1492	33.9	29.1	4.6	1	36	165	691	483	101	14	1	0	0	0	0
2H(14-16)	1374	34.4	29.7	4.5	0	12	137	634	442	128	15	6	0	0	0	0
12H(7-19)	7335	34.6	29.7	4.7	2	101	681	3266	2513	645	101	22	2	2	0	0
24H(0-24)	8904	34.8	30.0	4.7	2	103	766	3875	3118	855	144	33	6	2	0	0
AM Peak	11:00	06:00	06:00	02:00	11:00	11:00	11:00	11:00	10:00	09:00	10:00	06:00	09:00	00:00	00:00	00:00
	793	37.2	32.4	5.4	1	22	103	375	254	62	10	2	1	0	0	0
PM Peak	12:00	23:00	21:00	23:00	12:00	12:00	13:00	13:00	12:00	14:00	17:00	14:00	19:00	16:00	12:00	12:00
	870	36.5	31.1	5.2	1	20	125	389	306	77	20	4	2	1	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	157	35.7	30.3	5.2	0	1	16	64	56	11	7	2	0	0	0	0
01:00	69	34.7	30.3	4.3	0	0	5	31	25	6	2	0	0	0	0	0
02:00	60	36.7	31.3	5.2	0	0	3	25	19	11	0	2	0	0	0	0
03:00	53	36.4	31.7	4.5	0	0	0	23	18	9	3	0	0	0	0	0
04:00	51	34.6	30.0	4.4	0	0	5	22	18	5	1	0	0	0	0	0
05:00	145	36.3	31.8	4.4	0	0	6	44	64	28	2	1	0	0	0	0
06:00	256	36.1	31.5	4.5	0	0	10	87	114	35	8	2	0	0	0	0
07:00	297	35.5	30.7	4.6	0	4	14	116	115	43	5	0	0	0	0	0
08:00	646	35.0	30.6	4.2	0	6	31	254	278	68	8	1	0	0	0	0
09:00	1063	34.7	30.2	4.4	0	10	72	453	410	100	17	0	1	0	0	0
10:00	1395	33.9	29.4	4.4	0	25	124	663	480	86	15	1	1	0	0	0
11:00	1533	33.6	28.9	4.5	1	31	179	750	456	107	8	1	0	0	0	0
12:00	1701	33.9	28.8	4.8	1	51	227	757	536	111	16	2	0	0	0	0
13:00	1570	33.7	29.0	4.5	0	19	216	741	477	94	17	6	0	0	0	0
14:00	1461	33.9	29.2	4.6	0	24	177	684	445	117	9	5	0	0	0	0
15:00	1172	33.9	29.6	4.1	0	6	90	585	393	83	11	4	0	0	0	0
16:00	1126	34.4	29.8	4.4	0	8	72	561	387	72	19	6	0	1	0	0
17:00	1128	34.9	30.4	4.4	0	5	57	516	412	106	27	5	0	0	0	0
18:00	939	35.2	30.3	4.7	0	2	53	461	307	85	20	7	3	1	0	0
19:00	753	34.9	30.3	4.4	0	0	52	334	278	72	13	2	2	0	0	0
20:00	554	35.7	30.8	4.7	0	0	31	232	214	61	6	7	3	0	0	0
21:00	406	35.5	30.8	4.6	0	1	20	175	143	57	6	4	0	0	0	0
22:00	330	35.7	30.7	4.8	0	0	25	137	123	26	17	2	0	0	0	0
23:00	203	36.0	31.0	4.9	0	0	14	75	86	18	6	4	0	0	0	0
Total																
2H(10-12)	2928	33.8	29.1	4.5	1	56	303	1413	936	193	23	2	1	0	0	0
2H(14-16)	2633	33.9	29.4	4.4	0	30	267	1269	838	200	20	9	0	0	0	0
12H(7-19)	14031	34.2	29.5	4.5	2	191	1312	6541	4696	1072	172	38	5	2	0	0
24H(0-24)	17068	34.5	29.8	4.6	2	193	1499	7790	5854	1411	243	64	10	2	0	0
AM Peak	11:00 1533	02:00 36.7	05:00 31.8	00:00 5.2	11:00 1	11:00 31	11:00 179	11:00 750	10:00 480	11:00 107	09:00 17	00:00 2	09:00 1	00:00 0	00:00 0	00:00 0
PM Peak	12:00 1701	23:00 36.0	23:00 31.0	23:00 4.9	12:00 1	12:00 51	12:00 227	12:00 757	12:00 536	14:00 117	17:00 27	18:00 7	18:00 3	16:00 1	12:00 0	12:00 0

Paul Castle Associates

Port Talbot ATC 3, A4241

Direction: Westbound

19/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	68	34.9	30.7	4.1	0	1	4	19	38	6	0	0	0	0	0	0
01:00	46	36.6	31.0	5.5	0	0	3	18	20	3	0	1	1	0	0	0
02:00	29	36.1	30.1	5.8	0	0	2	16	9	0	1	0	1	0	0	0
03:00	24	37.5	30.2	7.1	0	0	3	12	6	2	0	0	0	1	0	0
04:00	22	33.1	28.9	4.1	0	0	3	12	5	2	0	0	0	0	0	0
05:00	27	36.6	31.0	5.3	0	0	2	11	9	4	0	1	0	0	0	0
06:00	110	35.7	31.1	4.4	0	0	3	46	44	13	3	1	0	0	0	0
07:00	86	35.3	30.6	4.5	0	2	2	33	38	10	1	0	0	0	0	0
08:00	168	34.2	30.0	4.1	0	3	6	77	70	10	2	0	0	0	0	0
09:00	379	34.6	29.5	4.9	0	14	26	162	146	28	2	0	0	1	0	0
10:00	637	34.1	29.5	4.4	0	10	45	311	224	39	5	2	1	0	0	0
11:00	752	33.2	28.5	4.5	0	15	112	373	207	37	7	1	0	0	0	0
12:00	745	33.1	28.4	4.5	0	22	97	386	199	36	4	1	0	0	0	0
13:00	723	34.3	28.9	5.2	4	24	81	328	228	48	8	0	1	1	0	0
14:00	667	33.9	29.5	4.2	0	4	52	338	229	31	10	2	0	1	0	0
15:00	630	34.1	29.5	4.5	0	3	54	331	198	30	7	4	2	1	0	0
16:00	520	34.1	29.9	4.0	0	0	30	275	166	39	8	2	0	0	0	0
17:00	444	34.0	29.8	4.1	0	2	29	226	146	35	6	0	0	0	0	0
18:00	396	34.1	29.7	4.2	0	1	31	196	133	30	3	1	1	0	0	0
19:00	274	35.2	30.6	4.4	0	0	12	123	105	28	4	1	0	1	0	0
20:00	174	35.1	30.8	4.1	0	0	9	67	75	19	4	0	0	0	0	0
21:00	155	36.0	31.0	4.8	0	0	8	66	56	18	4	3	0	0	0	0
22:00	104	35.2	30.4	4.7	0	0	9	41	44	7	2	0	1	0	0	0
23:00	50	35.7	30.5	5.1	0	1	3	19	22	3	1	1	0	0	0	0
<b>Total</b>																
2H(10-12)	1389	33.6	29.0	4.5	0	25	157	684	431	76	12	3	1	0	0	0
2H(14-16)	1297	34.0	29.5	4.4	0	7	106	669	427	61	17	6	2	2	0	0
12H(7-19)	6147	34.0	29.3	4.5	4	100	565	3036	1984	373	63	13	5	4	0	0
24H(0-24)	7230	34.2	29.5	4.6	4	102	626	3486	2417	478	82	21	8	6	0	0
<b>AM Peak</b>	11:00	03:00	06:00	03:00	00:00	11:00	11:00	11:00	10:00	10:00	11:00	10:00	01:00	03:00	00:00	00:00
	<b>752</b>	<b>37.5</b>	<b>31.1</b>	<b>7.1</b>	<b>0</b>	<b>15</b>	<b>112</b>	<b>373</b>	<b>224</b>	<b>39</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	12:00	21:00	21:00	13:00	13:00	13:00	12:00	12:00	14:00	13:00	14:00	15:00	15:00	13:00	12:00	12:00
	<b>745</b>	<b>36.0</b>	<b>31.0</b>	<b>5.2</b>	<b>4</b>	<b>24</b>	<b>97</b>	<b>386</b>	<b>229</b>	<b>48</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	71	38.5	32.4	5.8	0	0	3	23	26	14	3	1	0	1	0	0
01:00	39	39.0	32.6	6.1	0	0	3	11	13	8	2	2	0	0	0	0
02:00	30	35.3	30.5	4.7	0	0	3	12	9	6	0	0	0	0	0	0
03:00	16	35.3	31.3	3.9	0	0	1	4	9	2	0	0	0	0	0	0
04:00	27	35.5	30.3	5.1	0	0	5	6	13	2	1	0	0	0	0	0
05:00	88	36.1	31.8	4.2	0	0	1	31	39	15	1	1	0	0	0	0
06:00	75	37.0	32.6	4.3	0	0	1	19	37	15	2	1	0	0	0	0
07:00	88	37.3	32.4	4.7	0	0	3	24	39	17	4	1	0	0	0	0
08:00	190	36.4	31.4	4.9	0	4	5	60	89	24	7	1	0	0	0	0
09:00	345	36.0	31.2	4.6	0	8	8	110	160	53	6	0	0	0	0	0
10:00	601	34.8	30.2	4.4	0	5	39	256	236	56	5	3	1	0	0	0
11:00	732	34.7	30.2	4.4	0	10	48	302	290	75	7	0	0	0	0	0
12:00	879	34.4	29.7	4.5	0	15	64	397	336	52	9	4	2	0	0	0
13:00	722	34.9	29.9	4.7	0	12	42	341	253	60	9	3	1	0	1	0
14:00	701	35.6	30.6	4.8	0	8	27	317	245	86	10	6	1	1	0	0
15:00	649	34.5	30.0	4.3	0	5	42	297	239	55	10	1	0	0	0	0
16:00	571	35.4	30.8	4.4	0	6	23	218	248	62	13	1	0	0	0	0
17:00	513	34.8	30.5	4.1	0	3	20	216	220	47	4	3	0	0	0	0
18:00	377	34.6	30.0	4.5	0	2	31	172	132	31	7	2	0	0	0	0
19:00	297	34.3	30.1	4.1	0	0	23	133	111	27	2	1	0	0	0	0
20:00	204	35.5	30.9	4.4	0	1	8	83	81	26	4	1	0	0	0	0
21:00	154	36.6	31.5	4.9	0	1	6	54	61	26	4	2	0	0	0	0
22:00	136	37.0	31.1	5.7	0	1	12	50	46	17	8	1	1	0	0	0
23:00	66	37.7	32.7	4.8	0	0	1	21	23	16	5	0	0	0	0	0
Total																
2H(10-12)	1333	34.7	30.2	4.4	0	15	87	558	526	131	12	3	1	0	0	0
2H(14-16)	1350	35.0	30.3	4.6	0	13	69	614	484	141	20	7	1	1	0	0
12H(7-19)	6368	35.0	30.3	4.5	0	78	352	2710	2487	618	91	25	5	1	1	0
24H(0-24)	7571	35.2	30.5	4.6	0	81	419	3157	2955	792	123	35	6	2	1	0
AM Peak	11:00 732	01:00 39.0	01:00 32.6	01:00 6.1	00:00 0	11:00 10	11:00 48	11:00 302	11:00 290	11:00 75	08:00 7	10:00 3	10:00 1	00:00 1	00:00 0	00:00 0
PM Peak	12:00 879	23:00 37.7	23:00 32.7	22:00 5.7	12:00 0	12:00 15	12:00 64	12:00 397	12:00 336	14:00 86	16:00 13	14:00 6	12:00 2	14:00 1	13:00 1	12:00 0

Paul Castle Associates



Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	139	36.9	31.6	5.1	0	1	7	42	64	20	3	1	0	1	0	0
01:00	85	37.7	31.7	5.8	0	0	6	29	33	11	2	3	1	0	0	0
02:00	59	35.7	30.3	5.2	0	0	5	28	18	6	1	0	1	0	0	0
03:00	40	36.8	30.6	6.0	0	0	4	16	15	4	0	0	0	1	0	0
04:00	49	34.5	29.6	4.7	0	0	8	18	18	4	1	0	0	0	0	0
05:00	115	36.2	31.6	4.5	0	0	3	42	48	19	1	2	0	0	0	0
06:00	185	36.3	31.7	4.4	0	0	4	65	81	28	5	2	0	0	0	0
07:00	174	36.4	31.5	4.7	0	2	5	57	77	27	5	1	0	0	0	0
08:00	358	35.5	30.7	4.6	0	7	11	137	159	34	9	1	0	0	0	0
09:00	724	35.3	30.3	4.8	0	22	34	272	306	81	8	0	0	1	0	0
10:00	1238	34.4	29.9	4.4	0	15	84	567	460	95	10	5	2	0	0	0
11:00	1484	34.0	29.3	4.5	0	25	160	675	497	112	14	1	0	0	0	0
12:00	1624	33.9	29.1	4.6	0	37	161	783	535	88	13	5	2	0	0	0
13:00	1445	34.6	29.4	5.0	4	36	123	669	481	108	17	3	2	1	1	0
14:00	1368	34.8	30.1	4.6	0	12	79	655	474	117	20	8	1	2	0	0
15:00	1279	34.3	29.8	4.4	0	8	96	628	437	85	17	5	2	1	0	0
16:00	1091	34.8	30.4	4.3	0	6	53	493	414	101	21	3	0	0	0	0
17:00	957	34.4	30.2	4.1	0	5	49	442	366	82	10	3	0	0	0	0
18:00	773	34.4	29.9	4.3	0	3	62	368	265	61	10	3	1	0	0	0
19:00	571	34.7	30.3	4.2	0	0	35	256	216	55	6	2	0	1	0	0
20:00	378	35.3	30.9	4.3	0	1	17	150	156	45	8	1	0	0	0	0
21:00	309	36.3	31.3	4.9	0	1	14	120	117	44	8	5	0	0	0	0
22:00	240	36.3	30.8	5.3	0	1	21	91	90	24	10	1	2	0	0	0
23:00	116	37.0	31.7	5.1	0	1	4	40	45	19	6	1	0	0	0	0
<b>Total</b>																
2H(10-12)	2722	34.2	29.6	4.5	0	40	244	1242	957	207	24	6	2	0	0	0
2H(14-16)	2647	34.6	29.9	4.5	0	20	175	1283	911	202	37	13	3	3	0	0
12H(7-19)	12515	34.5	29.8	4.5	4	178	917	5746	4471	991	154	38	10	5	1	0
24H(0-24)	14801	34.7	30.0	4.6	4	183	1045	6643	5372	1270	205	56	14	8	1	0
<b>AM Peak</b>	11:00 <b>1484</b>	01:00 <b>37.7</b>	01:00 <b>31.7</b>	03:00 <b>6.0</b>	00:00 <b>0</b>	11:00 <b>25</b>	11:00 <b>160</b>	11:00 <b>675</b>	11:00 <b>497</b>	11:00 <b>112</b>	11:00 <b>14</b>	10:00 <b>5</b>	10:00 <b>2</b>	00:00 <b>1</b>	00:00 <b>0</b>	00:00 <b>0</b>
<b>PM Peak</b>	12:00 <b>1624</b>	23:00 <b>37.0</b>	23:00 <b>31.7</b>	22:00 <b>5.3</b>	13:00 <b>4</b>	12:00 <b>37</b>	12:00 <b>161</b>	12:00 <b>783</b>	12:00 <b>535</b>	14:00 <b>117</b>	16:00 <b>21</b>	14:00 <b>8</b>	12:00 <b>2</b>	14:00 <b>2</b>	13:00 <b>1</b>	12:00 <b>0</b>

Paul Castle Associates

Port Talbot ATC 3, A4241

Direction: Westbound

20/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	25	34.1	30.1	3.9	0	0	2	10	11	2	0	0	0	0	0	0
01:00	20	36.6	31.0	5.4	0	0	1	9	7	2	0	1	0	0	0	0
02:00	7	33.8	28.2	5.3	0	0	2	3	1	1	0	0	0	0	0	0
03:00	8	33.3	30.6	2.6	0	0	0	3	5	0	0	0	0	0	0	0
04:00	24	36.9	30.6	6.0	0	0	4	9	5	4	2	0	0	0	0	0
05:00	78	35.0	30.7	4.1	0	0	2	37	28	9	2	0	0	0	0	0
06:00	206	35.1	30.8	4.1	0	1	4	86	93	17	3	2	0	0	0	0
07:00	443	34.3	30.4	3.7	0	0	23	187	192	38	3	0	0	0	0	0
08:00	778	33.9	29.4	4.3	0	12	78	345	292	43	8	0	0	0	0	0
09:00	632	33.8	29.8	3.9	0	2	42	306	236	39	6	1	0	0	0	0
10:00	548	33.1	29.4	3.5	0	1	36	298	184	27	2	0	0	0	0	0
11:00	608	33.2	29.3	3.7	0	3	40	339	194	26	5	1	0	0	0	0
12:00	673	33.0	29.2	3.7	0	0	65	353	220	33	2	0	0	0	0	0
13:00	668	32.8	29.1	3.6	0	3	53	374	207	29	2	0	0	0	0	0
14:00	647	33.7	29.6	4.0	0	3	53	320	224	38	9	0	0	0	0	0
15:00	748	33.6	29.1	4.4	0	13	82	362	242	41	6	2	0	0	0	0
16:00	917	33.7	27.9	5.5	1	64	136	416	234	53	11	2	0	0	0	0
17:00	819	33.2	29.1	4.0	0	6	90	401	283	33	5	1	0	0	0	0
18:00	610	34.2	29.9	4.2	0	6	36	295	216	49	8	0	0	0	0	0
19:00	371	34.0	29.8	4.1	0	0	24	197	118	26	3	3	0	0	0	0
20:00	217	33.7	29.6	3.9	0	0	18	108	73	16	2	0	0	0	0	0
21:00	157	34.6	30.2	4.3	0	0	10	75	54	15	2	1	0	0	0	0
22:00	79	33.8	30.0	3.7	0	0	5	37	30	7	0	0	0	0	0	0
23:00	36	34.1	29.4	4.5	0	0	4	18	12	0	2	0	0	0	0	0
<b>Total</b>																
2H(10-12)	1156	33.1	29.3	3.6	0	4	76	637	378	53	7	1	0	0	0	0
2H(14-16)	1395	33.7	29.3	4.2	0	16	135	682	466	79	15	2	0	0	0	0
12H(7-19)	8091	33.6	29.2	4.2	1	113	734	3996	2724	449	67	7	0	0	0	0
24H(0-24)	9319	33.7	29.4	4.2	1	114	810	4588	3161	548	83	14	0	0	0	0
<b>AM Peak</b>	08:00	04:00	01:00	04:00	00:00	08:00	08:00	08:00	08:00	08:00	08:00	06:00	00:00	00:00	00:00	00:00
	778	36.9	31.0	6.0	0	12	78	345	292	43	8	2	0	0	0	0
<b>PM Peak</b>	16:00	21:00	21:00	16:00	16:00	16:00	16:00	16:00	17:00	16:00	16:00	19:00	12:00	12:00	12:00	12:00
	917	34.6	30.2	5.5	1	64	136	416	283	53	11	3	0	0	0	0

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	26	33.4	30.0	3.2	0	0	2	9	15	0	0	0	0	0	0	0
01:00	18	36.7	32.2	4.4	0	0	0	6	8	3	1	0	0	0	0	0
02:00	11	33.8	30.2	3.4	0	0	1	3	7	0	0	0	0	0	0	0
03:00	19	35.7	31.2	4.4	0	0	0	9	7	2	1	0	0	0	0	0
04:00	42	37.2	33.0	4.1	0	0	0	9	23	7	3	0	0	0	0	0
05:00	165	36.4	32.0	4.2	0	0	5	45	81	29	4	1	0	0	0	0
06:00	303	36.4	31.9	4.3	0	2	6	82	158	44	10	1	0	0	0	0
07:00	531	35.6	31.4	4.1	0	4	12	175	252	83	5	0	0	0	0	0
08:00	735	34.4	29.8	4.5	3	4	65	323	269	60	11	0	0	0	0	0
09:00	643	33.9	29.5	4.2	0	1	75	286	231	42	8	0	0	0	0	0
10:00	612	33.4	29.4	3.8	0	4	43	315	214	33	3	0	0	0	0	0
11:00	766	33.3	29.0	4.2	0	8	89	387	234	43	4	1	0	0	0	0
12:00	732	33.6	28.8	4.6	0	15	102	356	206	44	7	2	0	0	0	0
13:00	690	33.7	29.3	4.2	0	9	67	326	236	50	1	1	0	0	0	0
14:00	780	33.7	29.1	4.4	0	14	84	374	247	55	6	0	0	0	0	0
15:00	802	33.7	28.8	4.7	0	15	123	359	244	51	9	1	0	0	0	0
16:00	791	33.3	28.7	4.5	0	19	103	390	232	41	5	1	0	0	0	0
17:00	807	33.9	28.2	5.5	12	33	103	374	230	48	7	0	0	0	0	0
18:00	515	34.3	29.5	4.7	1	2	59	248	150	47	5	2	1	0	0	0
19:00	442	34.6	29.7	4.7	0	4	44	205	144	36	5	3	1	0	0	0
20:00	294	34.6	29.9	4.5	0	0	21	154	85	28	4	0	2	0	0	0
21:00	183	36.1	31.5	4.5	0	0	4	67	86	17	7	1	1	0	0	0
22:00	117	36.0	30.8	5.1	0	3	6	41	48	15	4	0	0	0	0	0
23:00	63	38.2	32.3	5.7	0	0	2	22	22	14	1	0	2	0	0	0
<b>Total</b>																
2H(10-12)	1378	33.3	29.2	4.0	0	12	132	702	448	76	7	1	0	0	0	0
2H(14-16)	1582	33.7	29.0	4.6	0	29	207	733	491	106	15	1	0	0	0	0
12H(7-19)	8404	33.9	29.2	4.5	16	128	925	3913	2745	597	71	8	1	0	0	0
24H(0-24)	10087	34.3	29.5	4.6	16	137	1016	4565	3429	792	111	14	7	0	0	0
<b>AM Peak</b>	11:00	04:00	04:00	08:00	08:00	11:00	11:00	11:00	08:00	07:00	08:00	05:00	00:00	00:00	00:00	00:00
	<b>766</b>	<b>37.2</b>	<b>33.0</b>	<b>4.5</b>	<b>3</b>	<b>8</b>	<b>89</b>	<b>387</b>	<b>269</b>	<b>83</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	17:00	23:00	23:00	23:00	17:00	17:00	15:00	16:00	14:00	14:00	15:00	19:00	20:00	12:00	12:00	12:00
	<b>807</b>	<b>38.2</b>	<b>32.3</b>	<b>5.7</b>	<b>12</b>	<b>33</b>	<b>123</b>	<b>390</b>	<b>247</b>	<b>55</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	51	33.7	30.0	3.5	0	0	4	19	26	2	0	0	0	0	0	0
01:00	38	36.7	31.6	4.9	0	0	1	15	15	5	1	1	0	0	0	0
02:00	18	33.8	29.4	4.2	0	0	3	6	8	1	0	0	0	0	0	0
03:00	27	35.0	31.0	3.9	0	0	0	12	12	2	1	0	0	0	0	0
04:00	66	37.3	32.1	5.0	0	0	4	18	28	11	5	0	0	0	0	0
05:00	243	36.0	31.6	4.2	0	0	7	82	109	38	6	1	0	0	0	0
06:00	509	35.9	31.5	4.2	0	3	10	168	251	61	13	3	0	0	0	0
07:00	974	35.0	30.9	3.9	0	4	35	362	444	121	8	0	0	0	0	0
08:00	1513	34.1	29.6	4.4	3	16	143	668	561	103	19	0	0	0	0	0
09:00	1275	33.8	29.7	4.0	0	3	117	592	467	81	14	1	0	0	0	0
10:00	1160	33.2	29.4	3.7	0	5	79	613	398	60	5	0	0	0	0	0
11:00	1374	33.2	29.1	4.0	0	11	129	726	428	69	9	2	0	0	0	0
12:00	1405	33.3	29.0	4.2	0	15	167	709	426	77	9	2	0	0	0	0
13:00	1358	33.3	29.2	3.9	0	12	120	700	443	79	3	1	0	0	0	0
14:00	1427	33.7	29.3	4.2	0	17	137	694	471	93	15	0	0	0	0	0
15:00	1550	33.7	29.0	4.6	0	28	205	721	486	92	15	3	0	0	0	0
16:00	1708	33.5	28.3	5.1	1	83	239	806	466	94	16	3	0	0	0	0
17:00	1626	33.6	28.7	4.8	12	39	193	775	513	81	12	1	0	0	0	0
18:00	1125	34.2	29.7	4.4	1	8	95	543	366	96	13	2	1	0	0	0
19:00	813	34.3	29.7	4.4	0	4	68	402	262	62	8	6	1	0	0	0
20:00	511	34.2	29.8	4.3	0	0	39	262	158	44	6	0	2	0	0	0
21:00	340	35.5	30.9	4.4	0	0	14	142	140	32	9	2	1	0	0	0
22:00	196	35.2	30.4	4.6	0	3	11	78	78	22	4	0	0	0	0	0
23:00	99	36.9	31.3	5.4	0	0	6	40	34	14	3	0	2	0	0	0
<b>Total</b>																
2H(10-12)	2534	33.2	29.2	3.8	0	16	208	1339	826	129	14	2	0	0	0	0
2H(14-16)	2977	33.7	29.1	4.4	0	45	342	1415	957	185	30	3	0	0	0	0
12H(7-19)	16495	33.8	29.2	4.4	17	241	1659	7909	5469	1046	138	15	1	0	0	0
24H(0-24)	19406	34.0	29.4	4.4	17	251	1826	9153	6590	1340	194	28	7	0	0	0
AM Peak	08:00 1513	04:00 37.3	04:00 32.1	04:00 5.0	08:00 3	08:00 16	08:00 143	11:00 726	08:00 561	07:00 121	08:00 19	06:00 3	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	16:00 1708	23:00 36.9	23:00 31.3	23:00 5.4	17:00 12	16:00 83	16:00 239	16:00 806	17:00 513	18:00 96	16:00 16	19:00 6	20:00 2	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Port Talbot ATC 3, A4241

Direction: Westbound

21/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	29	36.0	31.3	4.6	0	0	1	11	13	2	2	0	0	0	0	0
01:00	11	35.5	31.6	3.8	0	0	0	4	5	2	0	0	0	0	0	0
02:00	8	30.0	28.1	1.8	0	0	0	7	1	0	0	0	0	0	0	0
03:00	17	32.8	30.1	2.6	0	0	0	8	9	0	0	0	0	0	0	0
04:00	15	38.1	31.5	6.3	0	0	3	3	4	4	1	0	0	0	0	0
05:00	82	33.9	30.0	3.8	0	1	4	35	37	5	0	0	0	0	0	0
06:00	219	35.3	31.1	4.1	0	1	5	82	105	22	3	0	1	0	0	0
07:00	404	34.3	30.1	4.0	0	2	28	173	164	33	4	0	0	0	0	0
08:00	776	33.8	29.2	4.5	0	17	84	357	256	57	5	0	0	0	0	0
09:00	654	33.3	29.3	4.0	0	4	63	327	224	31	4	1	0	0	0	0
10:00	561	33.2	29.2	3.9	0	3	46	307	174	25	4	2	0	0	0	0
11:00	600	32.8	28.8	3.8	0	8	57	321	191	22	1	0	0	0	0	0
12:00	671	33.0	29.2	3.7	0	2	63	352	221	29	4	0	0	0	0	0
13:00	638	33.5	29.4	3.9	0	3	57	314	221	40	2	1	0	0	0	0
14:00	703	33.3	28.6	4.5	0	17	95	343	210	32	5	0	1	0	0	0
15:00	771	33.3	28.1	5.0	0	36	119	357	219	33	5	2	0	0	0	0
16:00	963	33.2	27.6	5.4	4	67	148	449	245	45	3	1	1	0	0	0
17:00	839	33.1	28.6	4.4	0	17	115	419	246	35	6	1	0	0	0	0
18:00	692	34.0	28.7	5.1	2	25	88	321	205	38	11	1	1	0	0	0
19:00	334	33.4	29.5	3.8	0	0	28	174	107	24	0	1	0	0	0	0
20:00	233	33.5	29.5	3.9	0	0	12	139	64	15	2	0	1	0	0	0
21:00	170	35.8	30.9	4.8	0	0	10	70	67	13	8	2	0	0	0	0
22:00	109	35.1	30.3	4.6	0	0	7	53	35	10	3	1	0	0	0	0
23:00	60	34.0	29.0	4.8	0	0	9	32	14	3	1	1	0	0	0	0
<b>Total</b>																
2H(10-12)	1161	33.0	29.0	3.9	0	11	103	628	365	47	5	2	0	0	0	0
2H(14-16)	1474	33.3	28.4	4.8	0	53	214	700	429	65	10	2	1	0	0	0
12H(7-19)	8272	33.5	28.8	4.5	6	201	963	4040	2576	420	54	9	3	0	0	0
24H(0-24)	9559	33.6	29.0	4.5	6	203	1042	4658	3037	520	74	14	5	0	0	0
<b>AM Peak</b>	08:00	04:00	01:00	04:00	00:00	08:00	08:00	08:00	08:00	08:00	08:00	10:00	06:00	00:00	00:00	00:00
	<b>776</b>	<b>38.1</b>	<b>31.6</b>	<b>6.3</b>	<b>0</b>	<b>17</b>	<b>84</b>	<b>357</b>	<b>256</b>	<b>57</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	16:00	21:00	21:00	16:00	16:00	16:00	16:00	16:00	17:00	16:00	18:00	15:00	14:00	12:00	12:00	12:00
	<b>963</b>	<b>35.8</b>	<b>30.9</b>	<b>5.4</b>	<b>4</b>	<b>67</b>	<b>148</b>	<b>449</b>	<b>246</b>	<b>45</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	26	36.7	32.1	4.5	0	0	1	7	12	5	1	0	0	0	0	0
01:00	13	36.6	29.6	6.8	0	1	1	5	4	1	1	0	0	0	0	0
02:00	14	37.7	32.1	5.4	0	0	1	4	5	3	1	0	0	0	0	0
03:00	22	36.1	31.8	4.2	0	0	1	6	10	5	0	0	0	0	0	0
04:00	37	37.5	32.0	5.4	0	0	3	9	18	4	2	1	0	0	0	0
05:00	177	36.3	31.7	4.4	0	0	5	58	82	26	3	3	0	0	0	0
06:00	328	36.3	32.3	3.9	0	0	6	79	176	58	9	0	0	0	0	0
07:00	512	35.8	31.1	4.5	2	2	18	190	212	76	12	0	0	0	0	0
08:00	760	34.1	29.7	4.2	0	14	50	344	295	51	6	0	0	0	0	0
09:00	688	33.2	29.0	4.0	0	1	90	352	195	47	3	0	0	0	0	0
10:00	646	33.5	29.2	4.2	0	7	58	338	201	37	3	1	1	0	0	0
11:00	692	33.2	28.7	4.4	0	14	82	361	189	41	5	0	0	0	0	0
12:00	667	33.7	29.5	4.0	0	6	39	354	222	41	4	0	0	1	0	0
13:00	669	33.5	29.0	4.3	0	9	83	320	207	48	2	0	0	0	0	0
14:00	782	34.4	29.0	5.1	4	20	90	357	243	52	14	1	1	0	0	0
15:00	793	33.8	29.3	4.4	1	12	84	367	267	57	5	0	0	0	0	0
16:00	893	34.3	28.3	5.7	2	54	136	377	242	63	16	2	1	0	0	0
17:00	793	33.7	29.3	4.3	0	11	80	373	274	47	8	0	0	0	0	0
18:00	618	33.7	29.5	4.1	0	0	71	283	219	39	5	1	0	0	0	0
19:00	479	34.5	30.0	4.3	0	1	39	218	173	39	6	3	0	0	0	0
20:00	329	34.3	30.0	4.2	0	0	16	173	113	20	5	1	0	1	0	0
21:00	207	35.0	30.3	4.5	0	1	12	95	74	18	6	1	0	0	0	0
22:00	118	35.5	30.8	4.6	0	0	7	51	41	14	5	0	0	0	0	0
23:00	64	35.0	30.5	4.3	0	0	7	18	34	3	2	0	0	0	0	0
<b>Total</b>																
2H(10-12)	1338	33.4	28.9	4.3	0	21	140	699	390	78	8	1	1	0	0	0
2H(14-16)	1575	34.1	29.2	4.8	5	32	174	724	510	109	19	1	1	0	0	0
12H(7-19)	8513	33.9	29.2	4.5	9	150	881	4016	2766	599	83	5	3	1	0	0
24H(0-24)	10327	34.2	29.5	4.6	9	153	980	4739	3508	795	124	14	3	2	0	0
AM Peak	08:00 760	02:00 37.7	06:00 32.3	01:00 6.8	07:00 2	08:00 14	09:00 90	11:00 361	08:00 295	07:00 76	07:00 12	05:00 3	10:00 1	00:00 0	00:00 0	00:00 0
PM Peak	16:00 893	22:00 35.5	22:00 30.8	16:00 5.7	14:00 4	16:00 54	16:00 136	16:00 377	17:00 274	16:00 63	16:00 16	19:00 3	14:00 1	12:00 1	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	55	36.3	31.7	4.5	0	0	2	18	25	7	3	0	0	0	0	0
01:00	24	36.3	30.5	5.6	0	1	1	9	9	3	1	0	0	0	0	0
02:00	22	35.6	30.7	4.8	0	0	1	11	6	3	1	0	0	0	0	0
03:00	39	34.8	31.1	3.6	0	0	1	14	19	5	0	0	0	0	0	0
04:00	52	37.6	31.8	5.6	0	0	6	12	22	8	3	1	0	0	0	0
05:00	259	35.7	31.2	4.3	0	1	9	93	119	31	3	3	0	0	0	0
06:00	547	35.9	31.8	4.0	0	1	11	161	281	80	12	0	1	0	0	0
07:00	916	35.2	30.7	4.3	2	4	46	363	376	109	16	0	0	0	0	0
08:00	1536	34.0	29.4	4.4	0	31	134	701	551	108	11	0	0	0	0	0
09:00	1342	33.3	29.1	4.0	0	5	153	679	419	78	7	1	0	0	0	0
10:00	1207	33.4	29.2	4.0	0	10	104	645	375	62	7	3	1	0	0	0
11:00	1292	33.1	28.8	4.1	0	22	139	682	380	63	6	0	0	0	0	0
12:00	1338	33.4	29.3	3.9	0	8	102	706	443	70	8	0	0	1	0	0
13:00	1307	33.5	29.2	4.1	0	12	140	634	428	88	4	1	0	0	0	0
14:00	1485	33.9	28.8	4.8	4	37	185	700	453	84	19	1	2	0	0	0
15:00	1564	33.6	28.7	4.7	1	48	203	724	486	90	10	2	0	0	0	0
16:00	1856	33.7	28.0	5.6	6	121	284	826	487	108	19	3	2	0	0	0
17:00	1632	33.4	28.9	4.3	0	28	195	792	520	82	14	1	0	0	0	0
18:00	1310	33.9	29.1	4.7	2	25	159	604	424	77	16	2	1	0	0	0
19:00	813	34.1	28.8	4.1	0	1	67	392	280	63	6	4	0	0	0	0
20:00	562	34.0	29.8	4.1	0	0	28	312	177	35	7	1	1	1	0	0
21:00	377	35.4	30.6	4.6	0	1	22	165	141	31	14	3	0	0	0	0
22:00	227	35.3	30.5	4.6	0	0	14	104	76	24	8	1	0	0	0	0
23:00	124	34.6	29.8	4.6	0	0	16	50	48	6	3	1	0	0	0	0
<b>Total</b>																
2H(10-12)	2499	33.2	29.0	4.1	0	32	243	1327	755	125	13	3	1	0	0	0
2H(14-16)	3049	33.7	28.8	4.8	5	85	388	1424	939	174	29	3	2	0	0	0
12H(7-19)	16785	33.7	29.0	4.5	15	351	1844	8056	5342	1019	137	14	6	1	0	0
24H(0-24)	19886	33.9	29.3	4.5	15	356	2022	9397	6545	1315	198	28	8	2	0	0
<b>AM Peak</b>	08:00 1536	04:00 37.6	04:00 31.8	04:00 5.6	07:00 2	08:00 31	09:00 153	08:00 701	08:00 551	07:00 109	07:00 16	05:00 3	06:00 1	00:00 0	00:00 0	00:00 0
<b>PM Peak</b>	16:00 1856	21:00 35.4	21:00 30.6	16:00 5.6	16:00 6	16:00 121	16:00 284	16:00 826	17:00 520	16:00 108	14:00 19	19:00 4	14:00 2	12:00 1	12:00 0	12:00 0

Paul Castle Associates

Port Talbot ATC 3, A4241

Direction: Westbound

22/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	27	36.2	30.8	5.2	0	0	3	9	11	2	2	0	0	0	0	0
01:00	10	34.5	29.5	4.8	0	0	2	3	4	1	0	0	0	0	0	0
02:00	10	29.9	27.0	2.8	0	0	2	7	1	0	0	0	0	0	0	0
03:00	14	34.0	30.7	3.2	0	0	0	6	7	1	0	0	0	0	0	0
04:00	14	33.4	30.0	3.3	0	0	0	8	5	1	0	0	0	0	0	0
05:00	84	34.3	30.4	3.8	0	0	5	35	35	9	0	0	0	0	0	0
06:00	248	35.3	30.9	4.3	0	1	14	85	121	20	6	1	0	0	0	0
07:00	476	34.4	30.4	3.9	0	2	24	193	210	44	3	0	0	0	0	0
08:00	750	33.8	29.4	4.3	0	11	69	353	256	57	4	0	0	0	0	0
09:00	656	33.9	30.0	3.8	0	1	45	295	268	41	5	1	0	0	0	0
10:00	593	33.8	29.6	4.1	0	4	48	285	213	36	6	1	0	0	0	0
11:00	626	33.5	29.3	4.0	0	7	46	331	202	35	4	1	0	0	0	0
12:00	682	33.6	29.5	3.9	0	3	50	350	229	43	7	0	0	0	0	0
13:00	754	33.0	28.1	4.7	3	29	95	396	199	28	3	1	0	0	0	0
14:00	661	33.5	29.1	4.2	0	3	72	344	202	33	4	1	1	1	0	0
15:00	751	33.3	28.6	4.6	2	16	99	377	218	30	8	1	0	0	0	0
16:00	884	33.1	28.4	4.5	1	21	110	486	215	43	4	2	2	0	0	0
17:00	810	34.0	29.2	4.6	1	17	79	396	257	48	9	2	1	0	0	0
18:00	674	33.4	28.9	4.3	0	12	75	344	200	36	7	0	0	0	0	0
19:00	319	34.0	29.9	3.9	0	0	28	139	123	28	1	0	0	0	0	0
20:00	247	33.8	29.6	4.1	0	1	19	130	73	21	3	0	0	0	0	0
21:00	195	35.3	30.6	4.6	0	0	9	93	68	18	5	1	1	0	0	0
22:00	99	34.8	30.7	4.0	0	0	7	34	47	10	1	0	0	0	0	0
23:00	57	32.7	29.3	3.3	0	0	4	31	20	2	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	1219	33.6	29.4	4.1	0	11	94	616	415	71	10	2	0	0	0	0
2H(14-16)	1412	33.4	28.8	4.4	2	19	171	721	420	63	12	2	1	1	0	0
12H(7-19)	8317	33.6	29.1	4.3	7	126	812	4150	2669	474	64	10	4	1	0	0
24H(0-24)	9641	33.8	29.3	4.3	7	128	905	4730	3184	587	82	12	5	1	0	0
AM Peak	08:00	06:00	06:00	00:00	00:00	08:00	08:00	08:00	09:00	08:00	06:00	06:00	00:00	00:00	00:00	00:00
	750	36.2	30.9	5.2	0	11	69	353	268	57	6	1	0	0	0	0
PM Peak	16:00	21:00	22:00	13:00	13:00	13:00	16:00	16:00	17:00	17:00	17:00	16:00	16:00	14:00	12:00	12:00
	884	35.3	30.7	4.7	3	29	110	486	257	48	9	2	2	1	0	0

Paul Castle Associates



Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	29	39.5	33.2	6.1	0	0	1	9	10	4	4	1	0	0	0	0
01:00	13	37.9	32.1	5.6	0	0	1	4	4	3	1	0	0	0	0	0
02:00	12	38.7	33.3	5.1	0	0	0	3	6	1	2	0	0	0	0	0
03:00	20	33.9	30.0	3.8	0	0	0	13	4	3	0	0	0	0	0	0
04:00	39	35.5	30.2	5.1	0	0	6	13	15	3	2	0	0	0	0	0
05:00	189	36.1	31.4	4.6	0	0	8	71	74	31	2	3	0	0	0	0
06:00	304	36.9	32.2	4.5	0	1	4	89	150	46	9	4	1	0	0	0
07:00	538	35.5	31.5	3.9	0	2	8	179	262	79	8	0	0	0	0	0
08:00	1025	33.3	26.7	6.4	11	142	151	405	260	52	4	0	0	0	0	0
09:00	919	33.4	27.7	5.5	4	65	147	411	229	57	6	0	0	0	0	0
10:00	674	33.9	29.7	4.0	0	5	39	338	248	33	9	2	0	0	0	0
11:00	745	33.5	28.7	4.6	0	18	103	351	220	49	3	1	0	0	0	0
12:00	751	34.2	29.0	5.0	1	27	82	346	222	66	6	1	0	0	0	0
13:00	744	33.8	29.3	4.3	0	11	66	375	233	50	9	0	0	0	0	0
14:00	821	33.7	29.2	4.3	0	10	84	420	240	57	10	0	0	0	0	0
15:00	800	33.9	29.1	4.6	0	8	111	379	234	55	8	5	0	0	0	0
16:00	860	33.7	28.8	4.8	0	28	102	417	248	55	10	0	0	0	0	0
17:00	782	33.5	28.7	4.7	0	19	118	354	238	46	6	1	0	0	0	0
18:00	596	34.1	29.9	4.0	0	2	36	289	212	50	7	0	0	0	0	0
19:00	455	34.6	29.8	4.6	0	3	45	207	150	40	8	1	1	0	0	0
20:00	301	33.9	29.4	4.3	0	2	33	145	96	20	5	0	0	0	0	0
21:00	197	36.6	31.2	5.2	0	2	6	88	61	28	9	3	0	0	0	0
22:00	108	36.6	31.7	4.7	0	0	3	39	45	16	3	2	0	0	0	0
23:00	85	37.6	32.4	5.0	0	0	1	27	40	10	4	3	0	0	0	0
Total																
2H(10-12)	1419	33.7	29.2	4.4	0	23	142	689	468	82	12	3	0	0	0	0
2H(14-16)	1621	33.8	29.1	4.5	0	18	195	799	474	112	18	5	0	0	0	0
12H(7-19)	9255	34.0	28.8	5.0	16	337	1047	4264	2846	649	86	10	0	0	0	0
24H(0-24)	11007	34.3	29.2	5.0	16	345	1155	4972	3501	854	135	27	2	0	0	0
AM Peak	08:00	00:00	02:00	08:00	08:00	08:00	08:00	09:00	07:00	07:00	06:00	06:00	06:00	00:00	00:00	00:00
	1025	39.5	33.3	6.4	11	142	151	411	262	79	9	4	1	0	0	0
PM Peak	16:00	23:00	23:00	21:00	12:00	16:00	17:00	14:00	16:00	12:00	14:00	15:00	19:00	12:00	12:00	12:00
	860	37.6	32.4	5.2	1	28	118	420	248	66	10	5	1	0	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	56	38.0	32.1	5.7	0	0	4	18	21	6	6	1	0	0	0	0
01:00	23	36.5	31.0	5.3	0	0	3	7	8	4	1	0	0	0	0	0
02:00	22	35.9	30.5	5.3	0	0	2	10	7	1	2	0	0	0	0	0
03:00	34	33.9	30.3	3.5	0	0	0	19	11	4	0	0	0	0	0	0
04:00	53	35.0	30.1	4.7	0	0	6	21	20	4	2	0	0	0	0	0
05:00	273	35.6	31.1	4.4	0	0	13	106	109	40	2	3	0	0	0	0
06:00	552	36.2	31.6	4.5	0	2	18	174	271	66	15	5	1	0	0	0
07:00	1014	35.1	31.0	3.9	0	4	32	372	472	123	11	0	0	0	0	0
08:00	1775	33.8	27.8	5.8	11	153	220	758	516	109	8	0	0	0	0	0
09:00	1575	33.8	28.6	5.0	4	66	192	706	497	98	11	1	0	0	0	0
10:00	1267	33.8	29.7	4.0	0	9	87	623	461	69	15	3	0	0	0	0
11:00	1371	33.5	29.0	4.4	0	25	149	682	422	84	7	2	0	0	0	0
12:00	1433	34.0	29.2	4.5	1	30	132	696	451	109	13	1	0	0	0	0
13:00	1498	33.4	28.7	4.6	3	40	161	771	432	78	12	1	0	0	0	0
14:00	1482	33.6	29.2	4.3	0	13	156	764	442	90	14	1	1	1	0	0
15:00	1551	33.6	28.8	4.6	2	24	210	756	452	85	16	6	0	0	0	0
16:00	1744	33.4	28.6	4.7	1	49	212	903	463	98	14	2	2	0	0	0
17:00	1592	33.8	28.9	4.7	1	36	197	750	495	94	15	3	1	0	0	0
18:00	1270	33.8	29.4	4.2	0	14	111	633	412	86	14	0	0	0	0	0
19:00	774	34.4	29.9	4.4	0	3	73	346	273	68	9	1	1	0	0	0
20:00	548	33.8	29.5	4.2	0	3	52	275	169	41	8	0	0	0	0	0
21:00	392	36.0	30.9	4.9	0	2	15	181	129	46	14	4	1	0	0	0
22:00	207	35.8	31.2	4.4	0	0	10	73	92	26	4	2	0	0	0	0
23:00	142	36.0	31.1	4.7	0	0	5	58	60	12	4	3	0	0	0	0
<b>Total</b>																
2H(10-12)	2638	33.7	29.3	4.2	0	34	236	1305	883	153	22	5	0	0	0	0
2H(14-16)	3033	33.6	29.0	4.4	2	37	366	1520	894	175	30	7	1	1	0	0
12H(7-19)	17572	33.8	29.0	4.7	23	463	1859	8414	5515	1123	150	20	4	1	0	0
24H(0-24)	20648	34.1	29.2	4.7	23	473	2060	9702	6685	1441	217	39	7	1	0	0
AM Peak	08:00 1775	00:00 38.0	00:00 32.1	08:00 5.8	08:00 11	08:00 153	08:00 220	08:00 758	08:00 516	07:00 123	06:00 15	06:00 5	06:00 1	00:00 0	00:00 0	00:00 0
PM Peak	16:00 1744	21:00 36.0	22:00 31.2	21:00 4.9	13:00 3	16:00 49	16:00 212	16:00 903	17:00 495	12:00 109	15:00 16	15:00 6	16:00 2	14:00 1	12:00 0	12:00 0

Paul Castle Associates

Port Talbot ATC 3, A4241

Direction: Westbound

23/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	27	36.4	31.0	5.2	0	0	1	13	8	4	0	1	0	0	0	0
01:00	6	38.4	33.3	4.9	0	0	0	2	1	3	0	0	0	0	0	0
02:00	4	33.0	30.0	2.9	0	0	0	2	2	0	0	0	0	0	0	0
03:00	16	32.3	29.7	2.6	0	0	0	9	7	0	0	0	0	0	0	0
04:00	20	34.9	30.0	4.7	0	0	3	7	7	3	0	0	0	0	0	0
05:00	85	34.7	30.7	3.9	0	0	1	41	34	6	3	0	0	0	0	0
06:00	250	34.9	30.7	4.0	0	0	9	107	104	24	6	0	0	0	0	0
07:00	443	34.9	30.6	4.1	0	1	19	188	181	45	8	1	0	0	0	0
08:00	756	33.8	29.4	4.2	0	10	69	353	280	38	3	2	1	0	0	0
09:00	634	34.0	30.0	3.8	0	0	36	303	237	53	5	0	0	0	0	0
10:00	623	33.5	29.2	4.2	0	9	55	324	190	41	3	1	0	0	0	0
11:00	693	33.4	28.8	4.4	0	12	79	374	180	36	12	0	0	0	0	0
12:00	715	33.7	29.5	4.0	0	3	56	373	237	34	9	3	0	0	0	0
13:00	684	33.2	29.3	3.7	0	2	49	378	216	32	7	0	0	0	0	0
14:00	714	33.2	28.9	4.2	0	9	76	384	209	27	7	0	2	0	0	0
15:00	759	33.6	28.3	5.1	3	33	95	370	213	34	10	1	0	0	0	0
16:00	912	33.8	28.7	4.9	0	27	134	430	248	58	13	1	1	0	0	0
17:00	816	33.7	29.0	4.5	0	17	100	385	252	54	8	0	0	0	0	0
18:00	667	34.7	29.7	4.8	0	13	49	312	230	47	11	3	1	1	0	0
19:00	362	34.1	29.9	4.0	0	0	26	169	137	26	3	0	1	0	0	0
20:00	284	33.9	29.8	4.0	0	1	19	138	105	17	3	1	0	0	0	0
21:00	216	34.4	30.2	4.0	0	0	13	98	85	15	5	0	0	0	0	0
22:00	108	34.2	30.1	4.0	0	0	6	52	40	8	2	0	0	0	0	0
23:00	68	33.8	29.5	4.1	0	1	5	32	25	5	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	1316	33.4	29.0	4.3	0	21	134	698	370	77	15	1	0	0	0	0
2H(14-16)	1473	33.4	28.6	4.7	3	42	171	754	422	61	17	1	2	0	0	0
12H(7-19)	8416	33.8	29.2	4.4	3	136	817	4174	2673	499	96	12	5	1	0	0
24H(0-24)	9862	33.9	29.3	4.4	3	138	900	4844	3228	610	118	14	6	1	0	0
<b>AM Peak</b>	08:00	01:00	01:00	00:00	00:00	11:00	11:00	11:00	08:00	09:00	11:00	08:00	08:00	00:00	00:00	00:00
	756	38.4	33.3	5.2	0	12	79	374	280	53	12	2	1	0	0	0
<b>PM Peak</b>	16:00	18:00	21:00	15:00	15:00	15:00	16:00	16:00	17:00	16:00	16:00	12:00	14:00	18:00	12:00	12:00
	912	34.7	30.2	5.1	3	33	134	430	252	58	13	3	2	1	0	0

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	18	32.9	29.7	3.1	0	0	0	11	6	1	0	0	0	0	0	0
01:00	13	35.4	31.0	4.3	0	0	1	4	6	2	0	0	0	0	0	0
02:00	7	35.0	31.1	3.8	0	0	0	3	3	1	0	0	0	0	0	0
03:00	22	35.6	31.4	4.1	0	0	0	9	10	2	1	0	0	0	0	0
04:00	38	34.1	30.0	4.0	0	0	2	19	14	2	1	0	0	0	0	0
05:00	181	36.6	31.7	4.7	0	0	8	64	67	34	7	1	0	0	0	0
06:00	310	36.7	32.4	4.1	0	0	4	74	169	56	3	2	2	0	0	0
07:00	534	35.5	31.2	4.1	0	2	21	172	261	70	7	1	0	0	0	0
08:00	696	34.2	30.0	4.0	0	7	36	313	283	51	6	0	0	0	0	0
09:00	663	34.1	29.2	4.7	0	16	69	318	204	44	11	1	0	0	0	0
10:00	661	34.3	29.8	4.3	0	3	53	316	228	53	5	0	3	0	0	0
11:00	738	33.6	28.8	4.6	0	19	96	338	241	37	6	1	0	0	0	0
12:00	778	33.9	29.3	4.4	0	14	73	380	250	53	6	2	0	0	0	0
13:00	724	34.1	29.5	4.4	0	6	79	323	253	54	8	1	0	0	0	0
14:00	805	33.9	29.2	4.5	2	11	85	380	264	53	10	0	0	0	0	0
15:00	855	33.3	27.6	5.5	4	60	136	402	200	44	8	1	0	0	0	0
16:00	873	33.2	28.2	4.9	0	36	151	384	253	43	6	0	0	0	0	0
17:00	803	34.8	30.1	4.5	0	7	83	294	328	82	6	3	0	0	0	0
18:00	608	34.7	29.9	4.7	0	1	54	294	193	52	8	3	2	1	0	0
19:00	444	34.4	29.8	4.4	0	5	28	223	141	38	8	1	0	0	0	0
20:00	278	35.0	30.3	4.5	0	0	18	128	101	24	4	1	2	0	0	0
21:00	216	35.7	30.8	4.7	0	1	10	88	92	16	4	5	0	0	0	0
22:00	160	35.8	31.0	4.7	0	0	10	62	61	21	5	1	0	0	0	0
23:00	87	37.7	32.0	5.6	0	0	4	32	30	14	5	1	1	0	0	0
Total																
2H(10-12)	1399	33.9	29.3	4.5	0	22	149	654	469	90	11	1	3	0	0	0
2H(14-16)	1660	33.7	28.4	5.1	6	71	221	782	464	97	18	1	0	0	0	0
12H(7-19)	8738	34.2	29.3	4.7	6	182	936	3914	2958	636	87	13	5	1	0	0
24H(0-24)	10512	34.5	29.6	4.7	6	188	1021	4631	3658	847	125	25	10	1	0	0
AM Peak	11:00	06:00	06:00	05:00	00:00	11:00	11:00	11:00	08:00	07:00	09:00	06:00	10:00	00:00	00:00	00:00
	<b>738</b>	<b>36.7</b>	<b>32.4</b>	<b>4.7</b>	<b>0</b>	<b>19</b>	<b>96</b>	<b>338</b>	<b>283</b>	<b>70</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
PM Peak	16:00	23:00	23:00	23:00	15:00	15:00	16:00	15:00	17:00	17:00	14:00	21:00	18:00	18:00	12:00	12:00
	<b>873</b>	<b>37.7</b>	<b>32.0</b>	<b>5.6</b>	<b>4</b>	<b>60</b>	<b>151</b>	<b>402</b>	<b>328</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	45	35.1	30.5	4.4	0	0	1	24	14	5	0	1	0	0	0	0
01:00	19	36.4	31.7	4.5	0	0	1	6	7	5	0	0	0	0	0	0
02:00	11	34.2	30.7	3.4	0	0	0	5	5	1	0	0	0	0	0	0
03:00	38	34.4	30.7	3.6	0	0	0	18	17	2	1	0	0	0	0	0
04:00	58	34.4	30.0	4.2	0	0	5	26	21	5	1	0	0	0	0	0
05:00	266	36.1	31.4	4.5	0	0	9	105	101	40	10	1	0	0	0	0
06:00	560	35.9	31.7	4.1	0	0	13	181	273	80	9	2	2	0	0	0
07:00	977	35.2	31.0	4.1	0	3	40	360	442	115	15	2	0	0	0	0
08:00	1452	34.0	29.7	4.1	0	17	105	666	563	89	9	2	1	0	0	0
09:00	1297	34.1	29.6	4.3	0	16	105	621	441	97	16	1	0	0	0	0
10:00	1284	33.9	29.5	4.3	0	12	108	640	418	94	8	1	3	0	0	0
11:00	1431	33.5	28.8	4.5	0	31	175	712	421	73	18	1	0	0	0	0
12:00	1493	33.8	29.4	4.3	0	17	129	753	487	87	15	5	0	0	0	0
13:00	1408	33.6	29.4	4.1	0	8	128	701	469	86	15	1	0	0	0	0
14:00	1519	33.6	29.1	4.4	2	20	161	764	473	80	17	0	2	0	0	0
15:00	1614	33.4	27.9	5.3	7	93	231	772	413	78	18	2	0	0	0	0
16:00	1785	33.5	28.4	4.9	0	63	285	814	501	101	19	1	1	0	0	0
17:00	1619	34.3	29.5	4.6	0	24	183	679	580	136	14	3	0	0	0	0
18:00	1275	34.7	29.8	4.7	0	14	103	606	423	99	19	6	3	2	0	0
19:00	806	34.3	29.9	4.2	0	5	54	392	278	64	11	1	1	0	0	0
20:00	562	34.5	30.1	4.3	0	1	37	266	206	41	7	2	2	0	0	0
21:00	432	35.1	30.5	4.4	0	1	23	186	177	31	9	5	0	0	0	0
22:00	268	35.2	30.6	4.4	0	0	16	114	101	29	7	1	0	0	0	0
23:00	155	36.2	30.9	5.1	0	1	9	64	55	19	5	1	1	0	0	0
<b>Total</b>																
2H(10-12)	2715	33.7	29.1	4.4	0	43	283	1352	839	167	26	2	3	0	0	0
2H(14-16)	3133	33.6	28.5	4.9	9	113	392	1536	886	158	35	2	2	0	0	0
12H(7-19)	17154	34.0	29.3	4.6	9	318	1753	8088	5631	1135	183	25	10	2	0	0
24H(0-24)	20374	34.2	29.5	4.6	9	326	1921	9475	6886	1457	243	39	16	2	0	0
<b>AM Peak</b>	08:00 1452	01:00 36.4	01:00 31.7	05:00 4.5	00:00 0	11:00 31	11:00 175	11:00 712	08:00 563	07:00 115	11:00 18	06:00 2	10:00 3	00:00 0	00:00 0	00:00 0
<b>PM Peak</b>	16:00 1785	23:00 36.2	23:00 30.9	15:00 5.3	15:00 7	15:00 93	16:00 285	16:00 814	17:00 580	17:00 136	16:00 19	18:00 6	18:00 3	18:00 2	12:00 0	12:00 0

Paul Castle Associates

Port Talbot ATC 4, Water Street



Direction: Northwestbound

Direction: Southeastbound

Direction: Total Flow

Table with columns: Hour, Regenerative, Sat, Sun, Mon, Tue, Wed, Thu, Fri, S-Day, P-Day, and Total. Rows include hourly data from 00:00 to 23:00 and summary rows for AM Peak, PM Peak, and Full Cycle Assesses.

Table with columns: Hour, Regenerative, Sat, Sun, Mon, Tue, Wed, Thu, Fri, S-Day, P-Day, and Total. Rows include hourly data from 00:00 to 23:00 and summary rows for AM Peak, PM Peak, and Full Cycle Assesses.

Table with columns: Hour, Regenerative, Sat, Sun, Mon, Tue, Wed, Thu, Fri, S-Day, P-Day, and Total. Rows include hourly data from 00:00 to 23:00 and summary rows for AM Peak, PM Peak, and Full Cycle Assesses.

Port Talbot ATC 4, Water Street

Direction: Northwestbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 17 Mar 2023	2120	1812	218	1	89
Sat 18 Mar 2023	1768	1586	124	1	57
Sun 19 Mar 2023	1451	1333	101	1	16
Mon 20 Mar 2023	1936	1634	211	1	90
Tue 21 Mar 2023	2024	1704	228	3	89
Wed 22 Mar 2023	1981	1665	224	0	92
Thu 23 Mar 2023	2005	1697	216	1	91
5 Day Ave.	2013	1702	219	1	90
7 Day Ave.	1898	1633	189	1	75

Direction: Southeastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 17 Mar 2023	1890	1750	118	3	19
Sat 18 Mar 2023	1426	1311	91	0	24
Sun 19 Mar 2023	1224	1137	84	1	2
Mon 20 Mar 2023	1633	1424	172	0	37
Tue 21 Mar 2023	1786	1652	109	1	24
Wed 22 Mar 2023	1767	1607	134	1	25
Thu 23 Mar 2023	1809	1656	128	2	23
5 Day Ave.	1777	1618	132	1	26
7 Day Ave.	1648	1505	119	1	22

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 17 Mar 2023	4010	3562	336	4	108
Sat 18 Mar 2023	3194	2897	215	1	81
Sun 19 Mar 2023	2675	2470	185	2	18
Mon 20 Mar 2023	3569	3058	383	1	127
Tue 21 Mar 2023	3810	3356	337	4	113
Wed 22 Mar 2023	3748	3272	358	1	117
Thu 23 Mar 2023	3814	3353	344	3	114
5 Day Ave.	3790	3320	352	3	116
7 Day Ave.	3546	3138	308	2	97

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 17 Mar 2023	100.0%	85.5%	10.3%	0.0%	4.2%
Sat 18 Mar 2023	100.0%	89.7%	7.0%	0.1%	3.2%
Sun 19 Mar 2023	100.0%	91.9%	7.0%	0.1%	1.1%
Mon 20 Mar 2023	100.0%	84.4%	10.9%	0.1%	4.6%
Tue 21 Mar 2023	100.0%	84.2%	11.3%	0.1%	4.4%
Wed 22 Mar 2023	100.0%	84.0%	11.3%	0.0%	4.6%
Thu 23 Mar 2023	100.0%	84.6%	10.8%	0.0%	4.5%
5 Day Ave.	100.0%	84.6%	10.9%	0.1%	4.5%
7 Day Ave.	100.0%	86.0%	10.0%	0.1%	3.9%

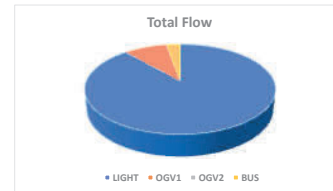
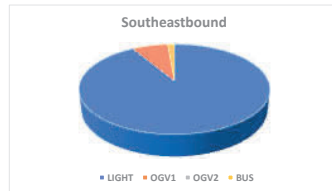
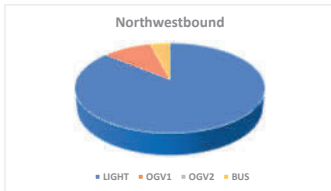
	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 17 Mar 2023	100.0%	92.6%	6.2%	0.2%	1.0%
Sat 18 Mar 2023	100.0%	91.9%	6.4%	0.0%	1.7%
Sun 19 Mar 2023	100.0%	92.9%	6.9%	0.1%	0.2%
Mon 20 Mar 2023	100.0%	87.2%	10.5%	0.0%	2.3%
Tue 21 Mar 2023	100.0%	92.5%	6.1%	0.1%	1.3%
Wed 22 Mar 2023	100.0%	90.9%	7.6%	0.1%	1.4%
Thu 23 Mar 2023	100.0%	91.5%	7.1%	0.1%	1.3%
5 Day Ave.	100.0%	91.0%	7.4%	0.1%	1.4%
7 Day Ave.	100.0%	91.3%	7.2%	0.1%	1.3%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 17 Mar 2023	100.0%	88.8%	8.4%	0.1%	2.7%
Sat 18 Mar 2023	100.0%	90.7%	6.7%	0.0%	2.5%
Sun 19 Mar 2023	100.0%	92.3%	6.9%	0.1%	0.7%
Mon 20 Mar 2023	100.0%	85.7%	10.7%	0.0%	3.6%
Tue 21 Mar 2023	100.0%	88.1%	8.8%	0.1%	3.0%
Wed 22 Mar 2023	100.0%	87.3%	9.6%	0.0%	3.1%
Thu 23 Mar 2023	100.0%	87.9%	9.0%	0.1%	3.0%
5 Day Ave.	100.0%	87.6%	9.3%	0.1%	3.1%
7 Day Ave.	100.0%	88.5%	8.7%	0.1%	2.7%

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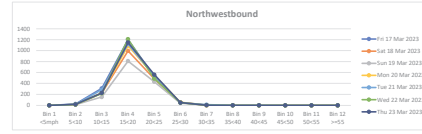


Port Talbot ATC 4, Water Street

Direction: Northwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
Fri 17 Mar 2023	2120	22.1	18.2	3.7	0	24	310	1200	526	53	5	2	0	0	0	0
Sat 18 Mar 2023	1786	23.3	18.5	3.6	0	10	232	997	464	51	3	1	0	0	0	0
Sun 19 Mar 2023	1451	22.5	18.7	3.6	0	11	152	810	432	40	6	0	0	0	0	0
Mon 20 Mar 2023	1936	22.3	18.6	3.6	0	14	227	1089	546	56	3	1	0	0	0	0
Tue 21 Mar 2023	2024	23.3	18.4	3.8	0	18	284	1123	537	49	11	1	1	0	0	0
Wed 22 Mar 2023	1981	21.9	18.4	3.4	0	14	217	1211	488	49	2	0	0	0	0	0
Thu 23 Mar 2023	2005	22.1	18.5	3.5	0	17	226	1149	562	50	1	0	0	0	0	0
5 Day Avg.	2013	22.1	18.4	3.6	0	17	253	1154	532	51	4	1	0	0	0	0
7 Day Avg.	1898	22.2	18.5	3.6	0	15	234	1083	511	50	4	1	0	0	0	0

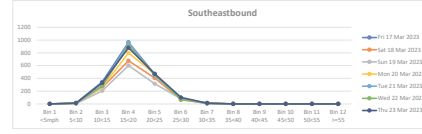
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Direction: Southeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
Fri 17 Mar 2023	1890	22.6	18.3	4.1	0	15	345	965	405	88	11	1	0	0	0	0
Sat 18 Mar 2023	1426	22.8	18.5	4.2	0	10	258	677	406	67	8	0	0	0	0	0
Sun 19 Mar 2023	1234	23.2	18.7	4.3	0	5	206	603	316	83	11	0	0	0	0	0
Mon 20 Mar 2023	1633	22.9	18.7	4.1	0	9	264	801	470	76	13	0	0	0	0	0
Tue 21 Mar 2023	1786	22.6	18.4	4.0	0	11	280	958	445	83	8	1	0	0	0	0
Wed 22 Mar 2023	1767	23.7	18.4	4.1	0	16	289	914	463	67	17	1	0	0	0	0
Thu 23 Mar 2023	1809	22.9	18.5	4.3	0	12	330	881	471	102	12	1	0	0	0	0
5 Day Avg.	1777	22.7	18.5	4.1	0	13	302	904	463	83	12	1	0	0	0	0
7 Day Avg.	1646	22.8	18.5	4.1	0	11	282	828	454	81	11	1	0	0	0	0

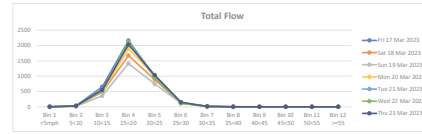
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
Fri 17 Mar 2023	4057	22.3	18.2	3.9	0	39	835	2165	991	141	16	1	0	0	0	0
Sat 18 Mar 2023	3154	22.5	18.5	3.9	0	20	480	1674	890	118	11	0	0	0	0	0
Sun 19 Mar 2023	2675	22.8	18.7	3.9	0	16	358	1413	748	123	17	0	0	0	0	0
Mon 20 Mar 2023	3669	22.6	18.6	3.8	0	23	491	1890	1016	132	16	1	0	0	0	0
Tue 21 Mar 2023	3810	22.4	18.4	3.9	0	29	564	2081	982	132	19	2	1	0	0	0
Wed 22 Mar 2023	3748	22.3	18.4	3.7	0	30	506	2125	951	116	19	1	0	0	0	0
Thu 23 Mar 2023	3814	22.5	18.5	3.9	0	29	556	2090	1023	152	13	1	0	0	0	0
5 Day Avg.	3790	22.4	18.4	3.9	0	30	554	2058	995	135	17	2	0	0	0	0
7 Day Avg.	3546	22.5	18.5	3.9	0	27	516	1911	944	131	16	1	0	0	0	0

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## Port Talbot ATC 4, Water Street

Direction: Northwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Fri 17 Mar 2023	258	21.4	17.9	3.3	0	3	36	159	57	3	0	0	0	0	0	0
Sat 18 Mar 2023	245	21.9	18.4	3.4	0	2	31	138	71	3	0	0	0	0	0	0
Sun 19 Mar 2023	213	21.5	18.3	3.0	0	0	23	132	57	1	0	0	0	0	0	0
Mon 20 Mar 2023	267	22.0	18.2	3.7	0	3	42	143	75	3	1	0	0	0	0	0
Tue 21 Mar 2023	244	22.0	18.1	3.8	0	3	38	138	58	6	1	0	0	0	0	0
Wed 22 Mar 2023	236	21.7	18.4	3.2	0	1	22	152	55	6	0	0	0	0	0	0
Thu 23 Mar 2023	236	21.6	18.0	3.5	0	4	30	145	52	5	0	0	0	0	0	0
5 Day Ave.	248	21.8	18.1	3.5	0	3	34	147	59	5	0	0	0	0	0	0
7 Day Ave.	243	21.7	18.2	3.4	0	2	32	144	61	4	0	0	0	0	0	0

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Direction: Southeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Fri 17 Mar 2023	220	21.5	17.9	3.5	0	1	35	135	43	6	0	0	0	0	0	0
Sat 18 Mar 2023	230	22.2	18.2	3.9	0	1	46	112	64	7	0	0	0	0	0	0
Sun 19 Mar 2023	190	23.1	19.1	3.9	0	1	21	97	61	9	1	0	0	0	0	0
Mon 20 Mar 2023	201	23.1	18.6	4.4	0	0	43	87	59	9	3	0	0	0	0	0
Tue 21 Mar 2023	210	22.5	18.5	3.9	0	1	31	116	50	12	0	0	0	0	0	0
Wed 22 Mar 2023	231	22.7	18.5	4.1	0	3	34	123	60	9	2	0	0	0	0	0
Thu 23 Mar 2023	220	22.6	18.3	4.1	0	1	41	113	52	12	1	0	0	0	0	0
5 Day Ave.	216	22.5	18.3	4.0	0	1	37	115	53	10	1	0	0	0	0	0
7 Day Ave.	215	22.5	18.4	3.9	0	1	36	112	56	9	1	0	0	0	0	0

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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Fri 17 Mar 2023	478	21.4	17.9	3.4	0	4	71	294	100	9	0	0	0	0	0	0
Sat 18 Mar 2023	475	22.0	18.3	3.7	0	3	77	250	135	10	0	0	0	0	0	0
Sun 19 Mar 2023	403	22.3	18.7	3.5	0	1	44	229	118	10	1	0	0	0	0	0
Mon 20 Mar 2023	468	22.5	18.3	4.0	0	3	85	230	134	12	4	0	0	0	0	0
Tue 21 Mar 2023	454	22.2	18.3	3.8	0	4	69	254	108	18	1	0	0	0	0	0
Wed 22 Mar 2023	467	22.2	18.4	3.7	0	4	56	275	115	15	2	0	0	0	0	0
Thu 23 Mar 2023	456	22.1	18.2	3.8	0	5	71	258	104	17	1	0	0	0	0	0
5 Day Ave.	465	22.1	18.2	3.7	0	4	70	262	112	14	2	0	0	0	0	0
7 Day Ave.	457	22.1	18.3	3.7	0	3	68	256	116	13	1	0	0	0	0	0

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**Port Talbot ATC 4, Water Street**

Direction: Northwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Fri 17 Mar 2023	309	22.2	18.3	3.7	0	2	44	175	78	8	2	0	0	0	0	0
Sat 18 Mar 2023	234	21.1	17.8	3.2	0	2	33	152	44	3	0	0	0	0	0	0
Sun 19 Mar 2023	262	22.3	18.5	3.6	0	1	29	158	63	10	1	0	0	0	0	0
Mon 20 Mar 2023	291	21.8	18.5	3.2	0	1	28	174	85	3	0	0	0	0	0	0
Tue 21 Mar 2023	302	22.0	18.2	3.7	0	2	44	179	70	4	2	1	0	0	0	0
Wed 22 Mar 2023	319	21.2	17.8	3.2	0	3	42	208	62	4	0	0	0	0	0	0
Thu 23 Mar 2023	332	21.4	17.8	3.5	0	2	64	185	77	4	0	0	0	0	0	0
5 Day Ave.	311	21.7	18.1	3.5	0	2	44	184	74	5	1	0	0	0	0	0
7 Day Ave.	293	21.7	18.1	3.4	0	2	41	176	68	5	1	0	0	0	0	0

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Direction: Southeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Fri 17 Mar 2023	302	21.5	17.5	3.8	0	3	66	169	54	9	1	0	0	0	0	0
Sat 18 Mar 2023	201	22.3	18.1	4.1	0	2	38	106	45	9	1	0	0	0	0	0
Sun 19 Mar 2023	204	22.8	18.5	4.2	0	1	37	102	52	10	2	0	0	0	0	0
Mon 20 Mar 2023	273	22.6	18.3	4.2	0	0	58	128	72	14	1	0	0	0	0	0
Tue 21 Mar 2023	333	21.2	17.7	3.5	0	1	65	197	63	7	0	0	0	0	0	0
Wed 22 Mar 2023	303	21.7	17.6	3.9	0	3	67	166	57	8	2	0	0	0	0	0
Thu 23 Mar 2023	348	21.4	17.3	3.9	0	6	81	189	63	8	1	0	0	0	0	0
5 Day Ave.	312	21.7	17.7	3.9	0	3	67	170	62	9	1	0	0	0	0	0
7 Day Ave.	281	21.9	17.9	3.9	0	2	59	151	58	9	1	0	0	0	0	0

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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Fri 17 Mar 2023	611	21.9	18.0	3.8	0	5	110	344	132	17	3	0	0	0	0	0
Sat 18 Mar 2023	435	21.7	17.9	3.6	0	4	71	258	89	12	1	0	0	0	0	0
Sun 19 Mar 2023	466	22.5	18.5	3.9	0	2	66	260	115	20	3	0	0	0	0	0
Mon 20 Mar 2023	564	22.2	18.4	3.7	0	1	86	302	157	17	1	0	0	0	0	0
Tue 21 Mar 2023	635	21.6	17.9	3.6	0	3	109	376	133	11	2	1	0	0	0	0
Wed 22 Mar 2023	622	21.4	17.7	3.6	0	6	109	374	119	12	2	0	0	0	0	0
Thu 23 Mar 2023	680	21.4	17.5	3.7	0	8	145	374	140	12	1	0	0	0	0	0
5 Day Ave.	622	21.7	17.9	3.7	0	5	112	354	136	14	2	0	0	0	0	0
7 Day Ave.	573	21.8	18.0	3.7	0	4	99	327	126	14	2	0	0	0	0	0

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Port Talbot ATC 4, Water Street

Direction: Northwestbound

17/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	10	8	2	0	0
01:00	5	5	0	0	0
02:00	1	1	0	0	0
03:00	1	1	0	0	0
04:00	5	5	0	0	0
05:00	45	38	7	0	0
06:00	58	46	9	0	3
07:00	84	67	10	0	7
08:00	138	117	17	0	4
09:00	121	99	16	0	6
10:00	104	83	14	0	7
11:00	154	126	19	1	8
12:00	150	129	15	0	6
13:00	150	130	12	0	8
14:00	160	126	24	0	10
15:00	149	132	12	0	5
16:00	175	152	16	0	7
17:00	163	148	14	0	1
18:00	130	117	7	0	6
19:00	111	95	8	0	8
20:00	72	63	7	0	2
21:00	59	52	6	0	1
22:00	44	41	3	0	0
23:00	31	31	0	0	0
<b>Total</b>					
12H(7-19)	1678	1426	176	1	75
16H(6-22)	1978	1682	206	1	89
18H(6-24)	2053	1754	209	1	89
24H(0-24)	2120	1812	218	1	89
<b>AM Peak</b>	11:00	11:00	11:00	11:00	11:00
	154	126	19	1	8
<b>PM Peak</b>	16:00	16:00	14:00	12:00	14:00
	175	152	24	0	10

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Direction: Southeastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	7	6	1	0	0
01:00	8	7	1	0	0
02:00	2	2	0	0	0
03:00	0	0	0	0	0
04:00	7	7	0	0	0
05:00	48	43	5	0	0
06:00	64	55	9	0	0
07:00	72	59	12	0	1
08:00	142	126	14	0	2
09:00	112	104	8	0	0
10:00	112	101	9	0	2
11:00	108	92	13	0	3
12:00	159	153	5	0	1
13:00	139	135	1	1	2
14:00	110	101	7	1	1
15:00	192	189	3	0	0
16:00	118	111	7	0	0
17:00	130	116	10	0	4
18:00	119	113	3	1	2
19:00	73	70	2	0	1
20:00	52	49	3	0	0
21:00	50	48	2	0	0
22:00	41	39	2	0	0
23:00	25	24	1	0	0
<b>Total</b>					
12H(7-19)	1513	1400	92	3	18
16H(6-22)	1752	1622	108	3	19
18H(6-24)	1818	1685	111	3	19
24H(0-24)	1890	1750	118	3	19
<b>AM Peak</b>	08:00	08:00	08:00	00:00	11:00
	142	126	14	0	3
<b>PM Peak</b>	15:00	15:00	17:00	13:00	17:00
	192	189	10	1	4

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Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	17	14	3	0	0
01:00	13	12	1	0	0
02:00	3	3	0	0	0
03:00	1	1	0	0	0
04:00	12	12	0	0	0
05:00	93	81	12	0	0
06:00	122	101	18	0	3
07:00	156	126	22	0	8
08:00	280	243	31	0	6
09:00	233	203	24	0	6
10:00	216	184	23	0	9
11:00	262	218	32	1	11
12:00	309	282	20	0	7
13:00	289	265	13	1	10
14:00	270	227	31	1	11
15:00	341	321	15	0	5
16:00	293	263	23	0	7
17:00	293	264	24	0	5
18:00	249	230	10	1	8
19:00	184	165	10	0	9
20:00	124	112	10	0	2
21:00	109	100	8	0	1
22:00	85	80	5	0	0
23:00	56	55	1	0	0
<b>Total</b>					
12H(7-19)	3191	2826	268	4	93
16H(6-22)	3730	3304	314	4	108
18H(6-24)	3871	3439	320	4	108
24H(0-24)	4010	3562	336	4	108
<b>AM Peak</b>	08:00	08:00	11:00	11:00	11:00
	280	243	32	1	11
<b>PM Peak</b>	15:00	15:00	14:00	13:00	14:00
	341	321	31	1	11

Paul Castle Associates

Port Talbot ATC 4, Water Street

Direction: Northwestbound

18/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	30	27	3	0	0
01:00	11	10	1	0	0
02:00	7	6	1	0	0
03:00	3	3	0	0	0
04:00	7	7	0	0	0
05:00	13	11	2	0	0
06:00	29	25	3	0	1
07:00	42	29	10	0	3
08:00	70	58	7	0	5
09:00	99	87	7	0	5
10:00	100	90	7	0	3
11:00	145	133	9	0	3
12:00	164	142	19	0	3
13:00	153	139	6	1	7
14:00	136	126	7	0	3
15:00	98	85	8	0	5
16:00	99	89	7	0	3
17:00	112	102	5	0	5
18:00	125	112	10	0	3
19:00	93	84	3	0	6
20:00	85	80	3	0	2
21:00	55	52	3	0	0
22:00	58	56	2	0	0
23:00	34	33	1	0	0
<b>Total</b>	<b>1343</b>	<b>1192</b>	<b>102</b>	<b>1</b>	<b>48</b>
12H(7-19)	1605	1433	114	1	57
18H(6-24)	1697	1522	117	1	57
24H(0-24)	1768	1586	124	1	57
<b>AM Peak</b>	<b>11:00</b>	<b>11:00</b>	<b>07:00</b>	<b>00:00</b>	<b>08:00</b>
	<b>145</b>	<b>133</b>	<b>10</b>	<b>0</b>	<b>5</b>
<b>PM Peak</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>13:00</b>	<b>13:00</b>
	<b>164</b>	<b>142</b>	<b>19</b>	<b>1</b>	<b>7</b>

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	12	11	1	0	0
01:00	6	6	0	0	0
02:00	3	3	0	0	0
03:00	5	5	0	0	0
04:00	12	11	1	0	0
05:00	22	20	2	0	0
06:00	28	25	3	0	0
07:00	30	25	5	0	0
08:00	49	44	3	0	2
09:00	82	73	7	0	2
10:00	111	98	8	0	5
11:00	119	111	6	0	2
12:00	146	131	13	0	2
13:00	114	102	10	0	2
14:00	110	104	3	0	3
15:00	91	85	5	0	1
16:00	80	74	4	0	2
17:00	85	81	3	0	1
18:00	86	78	6	0	2
19:00	65	62	3	0	0
20:00	54	53	1	0	0
21:00	50	48	2	0	0
22:00	40	37	3	0	0
23:00	26	24	2	0	0
<b>Total</b>	<b>1103</b>	<b>1006</b>	<b>73</b>	<b>0</b>	<b>24</b>
12H(7-19)	1300	1194	82	0	24
18H(6-24)	1366	1255	87	0	24
24H(0-24)	1426	1311	91	0	24
<b>AM Peak</b>	<b>11:00</b>	<b>11:00</b>	<b>10:00</b>	<b>00:00</b>	<b>10:00</b>
	<b>119</b>	<b>111</b>	<b>8</b>	<b>0</b>	<b>5</b>
<b>PM Peak</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>14:00</b>
	<b>146</b>	<b>131</b>	<b>13</b>	<b>0</b>	<b>3</b>

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	42	38	4	0	0
01:00	17	16	1	0	0
02:00	10	9	1	0	0
03:00	8	8	0	0	0
04:00	19	18	1	0	0
05:00	35	31	4	0	0
06:00	57	50	6	0	1
07:00	72	54	15	0	3
08:00	119	102	10	0	7
09:00	181	160	14	0	7
10:00	211	188	15	0	8
11:00	264	244	15	0	5
12:00	310	273	32	0	5
13:00	267	241	16	1	9
14:00	246	230	10	0	6
15:00	189	170	13	0	6
16:00	179	163	11	0	5
17:00	197	183	8	0	6
18:00	211	190	16	0	5
19:00	158	146	6	0	6
20:00	139	133	4	0	2
21:00	105	100	5	0	0
22:00	98	93	5	0	0
23:00	60	57	3	0	0
<b>Total</b>	<b>2446</b>	<b>2198</b>	<b>175</b>	<b>1</b>	<b>72</b>
12H(7-19)	2905	2627	196	1	81
18H(6-24)	3063	2777	204	1	81
24H(0-24)	3194	2897	215	1	81
<b>AM Peak</b>	<b>11:00</b>	<b>11:00</b>	<b>07:00</b>	<b>00:00</b>	<b>10:00</b>
	<b>264</b>	<b>244</b>	<b>15</b>	<b>0</b>	<b>8</b>
<b>PM Peak</b>	<b>12:00</b>	<b>12:00</b>	<b>12:00</b>	<b>13:00</b>	<b>13:00</b>
	<b>310</b>	<b>273</b>	<b>32</b>	<b>1</b>	<b>9</b>

Paul Castle Associates

Port Talbot ATC 4, Water Street

Direction: Northwestbound

19/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	18	16	2	0	0
01:00	10	10	0	0	0
02:00	14	12	2	0	0
03:00	10	9	1	0	0
04:00	3	3	0	0	0
05:00	14	13	1	0	0
06:00	24	20	4	0	0
07:00	20	16	4	0	0
08:00	39	35	3	0	1
09:00	58	55	2	0	1
10:00	107	91	14	0	2
11:00	106	102	3	0	1
12:00	117	104	11	0	2
13:00	120	111	8	0	1
14:00	135	130	3	1	1
15:00	127	117	8	0	2
16:00	111	103	7	0	1
17:00	98	90	5	0	3
18:00	89	82	6	0	1
19:00	82	77	5	0	0
20:00	65	59	6	0	0
21:00	37	36	1	0	0
22:00	28	25	3	0	0
23:00	19	17	2	0	0
<b>Total</b>	1127	1036	74	1	16
12H(7-19)	1335	1228	90	1	16
16H(6-24)	1382	1270	95	1	16
24H(0-24)	1451	1333	101	1	16
<b>AM Peak</b>	10:00 107	11:00 102	10:00 14	00:00 0	10:00 2
<b>PM Peak</b>	14:00 135	14:00 130	12:00 11	14:00 1	17:00 3

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	14	13	1	0	0
01:00	5	5	0	0	0
02:00	10	10	0	0	0
03:00	5	5	0	0	0
04:00	7	7	0	0	0
05:00	20	18	2	0	0
06:00	19	16	3	0	0
07:00	16	12	4	0	0
08:00	27	26	1	0	0
09:00	52	46	5	0	1
10:00	82	78	3	0	1
11:00	108	99	9	0	0
12:00	96	90	6	0	0
13:00	103	90	12	1	0
14:00	107	102	5	0	0
15:00	97	90	7	0	0
16:00	102	97	5	0	0
17:00	97	90	7	0	0
18:00	75	71	4	0	0
19:00	67	62	5	0	0
20:00	46	45	1	0	0
21:00	37	36	1	0	0
22:00	22	21	1	0	0
23:00	10	8	2	0	0
<b>Total</b>	962	891	68	1	2
12H(7-19)	1131	1050	78	1	2
16H(6-24)	1163	1079	81	1	2
24H(0-24)	1224	1137	84	1	2
<b>AM Peak</b>	11:00 108	11:00 99	11:00 9	00:00 0	09:00 1
<b>PM Peak</b>	14:00 107	14:00 102	13:00 12	13:00 1	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	32	29	3	0	0
01:00	15	15	0	0	0
02:00	24	22	2	0	0
03:00	15	14	1	0	0
04:00	10	10	0	0	0
05:00	34	31	3	0	0
06:00	43	36	7	0	0
07:00	36	28	8	0	0
08:00	66	61	4	0	1
09:00	110	101	7	0	2
10:00	189	169	17	0	3
11:00	214	201	12	0	1
12:00	213	194	17	0	2
13:00	223	201	20	1	1
14:00	242	232	8	1	1
15:00	224	207	15	0	2
16:00	213	200	12	0	1
17:00	195	180	12	0	3
18:00	164	153	10	0	1
19:00	149	139	10	0	0
20:00	111	104	7	0	0
21:00	74	72	2	0	0
22:00	50	46	4	0	0
23:00	29	25	4	0	0
<b>Total</b>	2089	1927	142	2	18
12H(7-19)	2466	2278	168	2	18
16H(6-24)	2545	2349	176	2	18
24H(0-24)	2675	2470	185	2	18
<b>AM Peak</b>	11:00 214	11:00 201	10:00 17	00:00 0	10:00 3
<b>PM Peak</b>	14:00 242	14:00 232	13:00 20	13:00 1	17:00 3

Paul Castle Associates

Port Talbot ATC 4, Water Street

Direction: Northwestbound

20/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	10	9	1	0	0
01:00	4	4	0	0	0
02:00	2	2	0	0	0
03:00	2	1	1	0	0
04:00	2	2	0	0	0
05:00	31	27	3	0	1
06:00	47	37	7	0	3
07:00	90	73	11	0	6
08:00	138	114	16	0	8
09:00	115	91	16	0	8
10:00	123	102	13	0	8
11:00	144	120	17	1	6
12:00	137	114	17	0	6
13:00	136	112	16	0	8
14:00	138	112	21	0	5
15:00	153	133	16	0	4
16:00	179	146	26	0	7
17:00	124	112	6	0	6
18:00	125	111	8	0	6
19:00	80	68	5	0	7
20:00	62	57	5	0	0
21:00	53	48	4	0	1
22:00	23	22	1	0	0
23:00	18	17	1	0	0
<b>Total</b>	<b>1602</b>	<b>1340</b>	<b>183</b>	<b>1</b>	<b>78</b>
12H(7-19)	1844	1550	204	1	89
16H(6-24)	1885	1589	206	1	89
24H(0-24)	1936	1634	211	1	90
<b>AM Peak</b>	11:00	11:00	11:00	08:00	
	<b>144</b>	<b>120</b>	<b>17</b>	<b>1</b>	<b>8</b>
<b>PM Peak</b>	16:00	16:00	16:00	12:00	13:00
	<b>179</b>	<b>146</b>	<b>26</b>	<b>0</b>	<b>8</b>

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	5	0	0	0
01:00	1	0	1	0	0
02:00	3	1	2	0	0
03:00	1	0	1	0	0
04:00	11	11	0	0	0
05:00	30	26	4	0	0
06:00	58	50	8	0	0
07:00	81	66	13	0	2
08:00	125	116	7	0	2
09:00	92	74	14	0	4
10:00	94	71	18	0	5
11:00	107	86	17	0	4
12:00	121	105	13	0	3
13:00	104	96	5	0	3
14:00	109	90	16	0	3
15:00	164	139	23	0	2
16:00	124	110	10	0	4
17:00	125	114	9	0	2
18:00	77	70	4	0	3
19:00	71	69	2	0	0
20:00	50	47	3	0	0
21:00	34	33	1	0	0
22:00	35	34	1	0	0
23:00	11	11	0	0	0
<b>Total</b>	<b>1323</b>	<b>1137</b>	<b>149</b>	<b>0</b>	<b>37</b>
12H(7-19)	1536	1336	163	0	37
16H(6-24)	1582	1381	164	0	37
24H(0-24)	1633	1424	172	0	37
<b>AM Peak</b>	08:00	08:00	10:00	00:00	10:00
	<b>125</b>	<b>116</b>	<b>18</b>	<b>0</b>	<b>5</b>
<b>PM Peak</b>	15:00	15:00	15:00	12:00	16:00
	<b>164</b>	<b>139</b>	<b>23</b>	<b>0</b>	<b>4</b>

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	15	14	1	0	0
01:00	5	4	1	0	0
02:00	5	3	2	0	0
03:00	3	1	2	0	0
04:00	13	13	0	0	0
05:00	61	53	7	0	1
06:00	105	87	15	0	3
07:00	171	139	24	0	8
08:00	263	230	23	0	10
09:00	207	165	30	0	12
10:00	217	173	31	0	13
11:00	251	206	34	1	10
12:00	258	219	30	0	9
13:00	240	208	21	0	11
14:00	247	202	37	0	8
15:00	317	272	39	0	6
16:00	303	256	36	0	11
17:00	249	226	15	0	8
18:00	202	181	12	0	9
19:00	151	137	7	0	7
20:00	112	104	8	0	0
21:00	87	81	5	0	1
22:00	58	56	2	0	0
23:00	29	28	1	0	0
<b>Total</b>	<b>2925</b>	<b>2477</b>	<b>332</b>	<b>1</b>	<b>115</b>
12H(7-19)	3380	2886	367	1	126
16H(6-24)	3467	2970	370	1	126
24H(0-24)	3569	3058	383	1	127
<b>AM Peak</b>	08:00	08:00	11:00	11:00	10:00
	<b>263</b>	<b>230</b>	<b>34</b>	<b>1</b>	<b>13</b>
<b>PM Peak</b>	15:00	15:00	15:00	12:00	13:00
	<b>317</b>	<b>272</b>	<b>39</b>	<b>0</b>	<b>11</b>

Paul Castle Associates

Port Talbot ATC 4, Water Street

Direction: Northwestbound

21/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	7	7	0	0	0
01:00	5	5	0	0	0
02:00	3	3	0	0	0
03:00	2	2	0	0	0
04:00	2	2	0	0	0
05:00	36	32	4	0	0
06:00	50	39	7	1	3
07:00	86	64	16	0	6
08:00	146	114	24	0	8
09:00	139	116	15	0	8
10:00	109	84	17	0	8
11:00	135	109	17	1	8
12:00	138	115	17	0	6
13:00	137	110	19	0	8
14:00	143	120	19	0	4
15:00	159	139	15	0	5
16:00	170	150	15	0	5
17:00	177	152	18	0	7
18:00	118	104	6	0	8
19:00	98	82	11	1	4
20:00	61	58	3	0	0
21:00	49	46	2	0	1
22:00	30	29	1	0	0
23:00	24	22	2	0	0
<b>Total</b>	<b>1657</b>	<b>1377</b>	<b>198</b>	<b>1</b>	<b>81</b>
12H(7-19)	1915	1602	221	3	89
16H(6-22)	1969	1653	224	3	89
18H(6-24)	2024	1704	228	3	89
24H(0-24)					
<b>AM Peak</b>	<b>08:00</b>	<b>09:00</b>	<b>08:00</b>	<b>06:00</b>	<b>08:00</b>
	<b>146</b>	<b>116</b>	<b>24</b>	<b>1</b>	<b>8</b>
<b>PM Peak</b>	<b>17:00</b>	<b>17:00</b>	<b>13:00</b>	<b>19:00</b>	<b>13:00</b>
	<b>177</b>	<b>152</b>	<b>19</b>	<b>1</b>	<b>8</b>

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	2	0	1	0	1
04:00	5	4	1	0	0
05:00	36	35	1	0	0
06:00	49	41	8	0	0
07:00	80	67	13	0	0
08:00	124	106	13	1	4
09:00	109	90	14	0	5
10:00	102	88	11	0	3
11:00	108	99	8	0	1
12:00	121	121	0	0	0
13:00	131	127	3	0	1
14:00	126	122	4	0	0
15:00	207	195	9	0	3
16:00	160	155	5	0	0
17:00	125	115	6	0	4
18:00	87	79	6	0	2
19:00	69	66	3	0	0
20:00	53	53	0	0	0
21:00	51	49	2	0	0
22:00	25	25	0	0	0
23:00	14	13	1	0	0
<b>Total</b>	<b>1480</b>	<b>1364</b>	<b>92</b>	<b>1</b>	<b>23</b>
12H(7-19)	1702	1573	105	1	23
16H(6-22)	1741	1611	106	1	23
18H(6-24)	1786	1652	109	1	24
24H(0-24)					
<b>AM Peak</b>	<b>08:00</b>	<b>08:00</b>	<b>09:00</b>	<b>08:00</b>	<b>09:00</b>
	<b>124</b>	<b>106</b>	<b>14</b>	<b>1</b>	<b>5</b>
<b>PM Peak</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>	<b>12:00</b>	<b>17:00</b>
	<b>207</b>	<b>195</b>	<b>9</b>	<b>0</b>	<b>4</b>

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	8	8	0	0	0
01:00	6	6	0	0	0
02:00	3	3	0	0	0
03:00	4	2	1	0	1
04:00	7	6	1	0	0
05:00	72	67	5	0	0
06:00	99	80	15	1	3
07:00	166	131	29	0	6
08:00	270	220	37	1	12
09:00	248	206	29	0	13
10:00	211	172	28	0	11
11:00	243	208	25	1	9
12:00	259	236	17	0	6
13:00	268	237	22	0	9
14:00	269	242	23	0	4
15:00	366	334	24	0	8
16:00	330	305	20	0	5
17:00	302	267	24	0	11
18:00	205	183	12	0	10
19:00	167	148	14	1	4
20:00	114	111	3	0	0
21:00	100	95	4	0	1
22:00	55	54	1	0	0
23:00	38	35	3	0	0
<b>Total</b>	<b>3137</b>	<b>2741</b>	<b>290</b>	<b>2</b>	<b>104</b>
12H(7-19)	3617	3175	326	4	112
16H(6-22)	3710	3264	330	4	112
18H(6-24)	3810	3356	337	4	113
24H(0-24)					
<b>AM Peak</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>06:00</b>	<b>09:00</b>
	<b>270</b>	<b>220</b>	<b>37</b>	<b>1</b>	<b>13</b>
<b>PM Peak</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>	<b>19:00</b>	<b>17:00</b>
	<b>366</b>	<b>334</b>	<b>24</b>	<b>1</b>	<b>11</b>

Paul Castle Associates

Port Talbot ATC 4, Water Street

Direction: Northwestbound

22/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	7	5	2	0	0
01:00	3	3	0	0	0
02:00	0	0	0	0	0
03:00	3	2	1	0	0
04:00	4	3	1	0	0
05:00	42	37	5	0	0
06:00	41	32	5	0	4
07:00	75	59	11	0	5
08:00	127	99	21	0	7
09:00	125	103	14	0	8
10:00	118	97	15	0	6
11:00	118	98	14	0	6
12:00	144	124	14	0	6
13:00	148	120	19	0	9
14:00	152	125	20	0	7
15:00	167	138	24	0	5
16:00	155	134	14	0	7
17:00	173	151	14	0	8
18:00	112	94	9	0	9
19:00	99	88	7	0	4
20:00	74	69	4	0	1
21:00	52	46	6	0	0
22:00	25	23	2	0	0
23:00	17	15	2	0	0
<b>Total</b>	1614	1342	189	0	83
12H(7-19)	1880	1577	211	0	92
18H(6-24)	1922	1615	215	0	92
24H(0-24)	1981	1665	224	0	92
<b>AM Peak</b>	08:00 127	09:00 103	08:00 21	00:00 0	09:00 8
<b>PM Peak</b>	17:00 173	17:00 151	15:00 24	12:00 0	13:00 9

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	6	6	0	0	0
01:00	1	1	0	0	0
02:00	2	1	1	0	0
03:00	4	2	1	0	1
04:00	9	8	0	0	1
05:00	32	31	1	0	0
06:00	50	42	8	0	0
07:00	74	60	13	0	1
08:00	110	92	15	0	3
09:00	111	94	14	0	3
10:00	116	96	18	0	2
11:00	115	106	7	0	2
12:00	120	110	10	0	0
13:00	136	130	4	0	2
14:00	115	111	3	0	1
15:00	188	180	7	0	1
16:00	135	126	7	0	2
17:00	119	108	8	0	3
18:00	113	105	5	0	3
19:00	82	73	8	1	0
20:00	60	58	2	0	0
21:00	35	35	0	0	0
22:00	26	24	2	0	0
23:00	8	8	0	0	0
<b>Total</b>	1452	1318	111	0	23
12H(7-19)	1679	1526	129	1	23
18H(6-24)	1713	1558	131	1	23
24H(0-24)	1767	1607	134	1	25
<b>AM Peak</b>	10:00 116	11:00 106	10:00 18	00:00 0	08:00 3
<b>PM Peak</b>	15:00 188	15:00 180	12:00 10	19:00 1	17:00 3

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	13	11	2	0	0
01:00	4	4	0	0	0
02:00	2	1	1	0	0
03:00	7	4	2	0	1
04:00	13	11	1	0	1
05:00	74	68	6	0	0
06:00	91	74	13	0	4
07:00	149	119	24	0	6
08:00	237	191	36	0	10
09:00	236	197	28	0	11
10:00	234	193	33	0	8
11:00	233	204	21	0	8
12:00	264	234	24	0	6
13:00	284	250	23	0	11
14:00	267	236	23	0	8
15:00	355	318	31	0	6
16:00	290	260	21	0	9
17:00	292	259	22	0	11
18:00	225	199	14	0	12
19:00	181	161	15	1	4
20:00	134	127	6	0	1
21:00	87	81	6	0	0
22:00	51	47	4	0	0
23:00	25	23	2	0	0
<b>Total</b>	3066	2660	300	0	106
12H(7-19)	3559	3103	340	1	115
18H(6-24)	3635	3173	346	1	115
24H(0-24)	3748	3272	358	1	117
<b>AM Peak</b>	08:00 237	11:00 204	08:00 36	00:00 0	09:00 11
<b>PM Peak</b>	15:00 355	15:00 318	15:00 31	19:00 1	18:00 12

Paul Castle Associates



Port Talbot ATC 4, Water Street

Direction: Northwestbound

23/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	8	7	1	0	0
01:00	7	7	0	0	0
02:00	3	3	0	0	0
03:00	3	3	0	0	0
04:00	6	6	0	0	0
05:00	35	31	4	0	0
06:00	37	29	5	0	3
07:00	75	59	8	0	8
08:00	145	115	23	0	7
09:00	103	85	11	0	7
10:00	98	81	10	0	7
11:00	138	110	20	0	8
12:00	147	118	22	0	7
13:00	131	109	15	1	6
14:00	169	138	25	0	6
15:00	163	137	20	0	6
16:00	157	139	12	0	6
17:00	164	141	17	0	6
18:00	149	136	6	0	7
19:00	87	78	3	0	6
20:00	65	59	5	0	1
21:00	60	54	6	0	0
22:00	36	34	2	0	0
23:00	19	18	1	0	0
<b>Total</b>					
12H(7-19)	1639	1368	189	1	81
16H(6-22)	1888	1588	208	1	91
18H(6-24)	1943	1640	211	1	91
24H(0-24)	2005	1697	216	1	91
<b>AM Peak</b>	08:00 <b>145</b>	08:00 <b>115</b>	08:00 <b>23</b>	00:00 <b>0</b>	07:00 <b>8</b>
<b>PM Peak</b>	14:00 <b>169</b>	17:00 <b>141</b>	14:00 <b>25</b>	13:00 <b>1</b>	12:00 <b>7</b>

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	13	12	1	0	0
01:00	5	4	1	0	0
02:00	1	1	0	0	0
03:00	2	2	0	0	0
04:00	15	12	3	0	0
05:00	29	27	2	0	0
06:00	54	41	11	0	2
07:00	92	81	11	0	0
08:00	106	94	8	0	4
09:00	106	97	7	0	2
10:00	106	100	4	0	2
11:00	114	98	14	1	1
12:00	104	90	12	0	2
13:00	124	113	8	0	3
14:00	110	99	10	1	0
15:00	238	229	9	0	0
16:00	145	138	6	0	1
17:00	105	95	6	0	4
18:00	103	96	5	0	2
19:00	74	72	2	0	0
20:00	67	63	4	0	0
21:00	46	43	3	0	0
22:00	41	40	1	0	0
23:00	9	9	0	0	0
<b>Total</b>					
12H(7-19)	1453	1330	100	2	21
16H(6-22)	1694	1549	120	2	23
18H(6-24)	1744	1598	121	2	23
24H(0-24)	1809	1656	128	2	23
<b>AM Peak</b>	11:00 <b>114</b>	10:00 <b>100</b>	11:00 <b>14</b>	11:00 <b>1</b>	08:00 <b>4</b>
<b>PM Peak</b>	15:00 <b>238</b>	15:00 <b>229</b>	12:00 <b>12</b>	14:00 <b>1</b>	17:00 <b>4</b>

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	21	19	2	0	0
01:00	12	11	1	0	0
02:00	4	4	0	0	0
03:00	5	5	0	0	0
04:00	21	18	3	0	0
05:00	64	58	6	0	0
06:00	91	70	16	0	5
07:00	167	140	19	0	8
08:00	251	209	31	0	11
09:00	209	182	18	0	9
10:00	204	181	14	0	9
11:00	252	208	34	1	9
12:00	251	208	34	0	9
13:00	255	222	23	1	9
14:00	279	237	35	1	6
15:00	401	366	29	0	6
16:00	302	277	18	0	7
17:00	269	236	23	0	10
18:00	252	232	11	0	9
19:00	161	150	5	0	6
20:00	132	122	9	0	1
21:00	106	97	9	0	0
22:00	77	74	3	0	0
23:00	28	27	1	0	0
<b>Total</b>					
12H(7-19)	3092	2698	289	3	102
16H(6-22)	3582	3137	328	3	114
18H(6-24)	3687	3238	332	3	114
24H(0-24)	3814	3353	344	3	114
<b>AM Peak</b>	11:00 <b>252</b>	08:00 <b>209</b>	11:00 <b>34</b>	11:00 <b>1</b>	08:00 <b>11</b>
<b>PM Peak</b>	15:00 <b>401</b>	15:00 <b>366</b>	14:00 <b>35</b>	13:00 <b>1</b>	17:00 <b>10</b>

Paul Castle Associates

Port Talbot ATC 4, Water Street

Direction: Northwestbound

17/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	10	19.9	17.5	2.4	0	0	1	8	1	0	0	0	0	0	0	0
01:00	5	22.3	19.5	2.7	0	0	0	3	2	0	0	0	0	0	0	0
02:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	1	-	22.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	5	25.3	18.5	6.5	0	1	0	1	3	0	0	0	0	0	0	0
05:00	45	24.1	20.4	3.6	0	0	2	19	20	4	0	0	0	0	0	0
06:00	58	23.0	19.1	3.8	0	0	8	26	22	2	0	0	0	0	0	0
07:00	84	22.4	18.4	3.9	0	1	13	43	24	3	0	0	0	0	0	0
08:00	138	22.1	18.6	3.4	0	0	14	84	35	5	0	0	0	0	0	0
09:00	121	22.1	18.6	3.3	0	1	8	80	27	5	0	0	0	0	0	0
10:00	104	21.6	17.8	3.6	0	3	14	61	25	1	0	0	0	0	0	0
11:00	154	21.2	18.0	3.2	0	0	22	98	32	2	0	0	0	0	0	0
12:00	150	22.0	18.3	3.6	0	0	24	83	39	4	0	0	0	0	0	0
13:00	150	22.1	17.8	4.2	0	5	22	88	30	4	0	1	0	0	0	0
14:00	160	21.8	18.2	3.6	0	1	22	97	36	3	1	0	0	0	0	0
15:00	149	22.6	18.5	3.9	0	1	22	78	42	5	1	0	0	0	0	0
16:00	175	22.1	17.9	4.1	0	3	30	101	37	1	2	1	0	0	0	0
17:00	163	20.7	16.8	3.8	0	6	41	89	25	2	0	0	0	0	0	0
18:00	130	21.5	18.0	3.3	0	0	20	78	30	2	0	0	0	0	0	0
19:00	111	22.0	18.2	3.7	0	0	20	58	30	3	0	0	0	0	0	0
20:00	72	22.3	18.1	4.0	0	1	13	37	18	3	0	0	0	0	0	0
21:00	59	23.4	19.1	4.1	0	0	8	28	20	2	1	0	0	0	0	0
22:00	44	23.1	19.7	3.3	0	0	2	23	17	2	0	0	0	0	0	0
23:00	31	22.1	18.1	3.8	0	1	4	16	10	0	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	258	21.4	17.9	3.3	0	3	36	159	57	3	0	0	0	0	0	0
2H(14-16)	309	22.2	18.3	3.7	0	2	44	175	78	8	2	0	0	0	0	0
12H(7-19)	1678	21.9	18.0	3.7	0	21	252	980	382	37	4	2	0	0	0	0
24H(0-24)	2120	22.1	18.2	3.7	0	24	310	1200	526	53	5	2	0	0	0	0
<b>AM Peak</b>	11:00	04:00	03:00	04:00	00:00	10:00	11:00	11:00	08:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00
	154	25.3	22.5	6.5	0	3	22	98	35	5	0	0	0	0	0	0
<b>PM Peak</b>	16:00	21:00	22:00	13:00	12:00	17:00	17:00	16:00	15:00	15:00	16:00	13:00	12:00	12:00	12:00	12:00
	175	23.4	19.7	4.2	0	6	41	101	42	5	2	1	0	0	0	0

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	7	27.0	20.4	6.4	0	0	1	3	2	0	1	0	0	0	0	0
01:00	8	26.2	20.0	6.0	0	0	2	2	2	0	0	0	0	0	0	0
02:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	7	24.7	18.9	5.6	0	0	2	2	2	1	0	0	0	0	0	0
05:00	48	24.1	19.5	4.5	0	0	6	24	11	7	0	0	0	0	0	0
06:00	64	23.6	19.5	4.0	0	0	4	39	14	6	1	0	0	0	0	0
07:00	72	24.7	20.3	4.3	0	0	9	21	36	5	1	0	0	0	0	0
08:00	142	22.2	18.5	3.6	0	0	19	82	35	6	0	0	0	0	0	0
09:00	112	22.7	17.8	4.7	0	4	25	51	25	6	1	0	0	0	0	0
10:00	112	21.3	18.1	3.1	0	0	16	67	29	0	0	0	0	0	0	0
11:00	108	21.6	17.7	3.8	0	1	19	68	14	6	0	0	0	0	0	0
12:00	159	21.5	17.7	3.7	0	2	31	86	38	2	0	0	0	0	0	0
13:00	139	22.0	17.7	4.1	0	1	36	64	34	3	1	0	0	0	0	0
14:00	110	22.6	18.3	4.1	0	0	21	58	24	6	1	0	0	0	0	0
15:00	192	20.8	17.1	3.6	0	3	45	111	30	3	0	0	0	0	0	0
16:00	118	22.5	17.7	4.6	0	4	29	49	30	6	0	0	0	0	0	0
17:00	130	21.9	18.0	3.8	0	0	26	70	29	5	0	0	0	0	0	0
18:00	119	23.0	19.1	3.7	0	0	14	58	43	3	1	0	0	0	0	0
19:00	73	23.1	18.5	4.5	0	0	15	36	16	5	1	0	0	0	0	0
20:00	52	24.3	18.8	5.3	0	0	10	27	9	4	1	1	0	0	0	0
21:00	50	25.2	20.2	4.9	0	0	6	20	17	5	2	0	0	0	0	0
22:00	41	23.5	19.1	4.2	0	0	7	17	14	3	0	0	0	0	0	0
23:00	25	25.0	21.3	3.6	0	0	0	10	11	4	0	0	0	0	0	0
Total																
2H(10-12)	220	21.5	17.9	3.5	0	1	35	135	43	6	0	0	0	0	0	0
2H(14-16)	302	21.5	17.5	3.8	0	3	66	169	54	9	1	0	0	0	0	0
12H(7-19)	1513	22.1	18.0	4.0	0	15	290	785	367	51	5	0	0	0	0	0
24H(0-24)	1890	22.6	18.3	4.1	0	15	345	965	465	88	11	1	0	0	0	0
AM Peak	08:00 142	00:00 27.0	00:00 20.4	00:00 6.4	00:00 0	09:00 4	09:00 25	08:00 82	07:00 36	05:00 7	00:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	15:00 192	21:00 25.2	23:00 21.3	20:00 5.3	12:00 0	16:00 4	15:00 45	15:00 111	18:00 43	14:00 6	21:00 2	20:00 1	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	17	23.4	18.7	4.5	0	0	2	11	3	0	1	0	0	0	0	0
01:00	13	24.8	19.8	4.8	0	0	2	5	4	2	0	0	0	0	0	0
02:00	3	17.2	14.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
03:00	1	-	22.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	12	24.6	18.8	5.7	0	1	2	3	5	1	0	0	0	0	0	0
05:00	93	24.1	19.9	4.1	0	0	8	43	31	11	0	0	0	0	0	0
06:00	122	23.3	19.3	3.9	0	0	12	65	36	8	1	0	0	0	0	0
07:00	156	23.6	19.3	4.2	0	1	22	64	60	8	1	0	0	0	0	0
08:00	280	22.2	18.6	3.5	0	0	33	166	70	11	0	0	0	0	0	0
09:00	233	22.4	18.2	4.1	0	5	33	131	52	11	1	0	0	0	0	0
10:00	216	21.5	18.0	3.4	0	3	30	128	54	1	0	0	0	0	0	0
11:00	262	21.4	17.9	3.4	0	1	41	166	46	8	0	0	0	0	0	0
12:00	309	21.7	18.0	3.6	0	2	55	169	77	6	0	0	0	0	0	0
13:00	289	22.1	17.8	4.1	0	6	58	152	64	7	1	1	0	0	0	0
14:00	270	22.2	18.2	3.8	0	1	43	155	60	9	2	0	0	0	0	0
15:00	341	21.7	17.7	3.8	0	4	67	189	72	8	1	0	0	0	0	0
16:00	293	22.3	17.8	4.3	0	7	59	150	67	7	2	1	0	0	0	0
17:00	293	21.3	17.3	3.8	0	6	67	159	54	7	0	0	0	0	0	0
18:00	249	22.2	18.5	3.6	0	0	34	136	73	5	1	0	0	0	0	0
19:00	184	22.5	18.3	4.0	0	0	35	94	46	8	1	0	0	0	0	0
20:00	124	23.2	18.4	4.6	0	1	23	64	27	7	1	1	0	0	0	0
21:00	109	24.3	19.6	4.5	0	0	14	48	37	7	3	0	0	0	0	0
22:00	85	23.3	19.4	3.8	0	0	9	40	31	5	0	0	0	0	0	0
23:00	56	23.7	19.6	4.0	0	1	4	26	21	4	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	478	21.4	17.9	3.4	0	4	71	294	100	9	0	0	0	0	0	0
2H(14-16)	611	21.9	18.0	3.8	0	5	110	344	132	17	3	0	0	0	0	0
12H(7-19)	3191	22.0	18.0	3.8	0	36	542	1765	749	88	9	2	0	0	0	0
24H(0-24)	4010	22.3	18.2	3.9	0	39	655	2165	991	141	16	3	0	0	0	0
<b>AM Peak</b>	08:00	01:00	03:00	04:00	00:00	09:00	11:00	08:00	08:00	05:00	00:00	00:00	00:00	00:00	00:00	00:00
	<b>280</b>	<b>24.8</b>	<b>22.5</b>	<b>5.7</b>	<b>0</b>	<b>5</b>	<b>41</b>	<b>166</b>	<b>70</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	15:00	21:00	21:00	20:00	12:00	16:00	15:00	15:00	12:00	14:00	21:00	13:00	12:00	12:00	12:00	12:00
	<b>341</b>	<b>24.3</b>	<b>19.6</b>	<b>4.6</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>189</b>	<b>77</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Paul Castle Associates

Port Talbot ATC 4, Water Street

Direction: Northwestbound

18/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	30	23.5	19.2	4.2	0	1	3	12	13	1	0	0	0	0	0	0
01:00	11	22.5	19.8	2.6	0	0	0	6	5	0	0	0	0	0	0	0
02:00	7	23.6	21.1	2.4	0	0	0	2	5	0	0	0	0	0	0	0
03:00	3	17.5	17.5	0.0	0	0	0	3	0	0	0	0	0	0	0	0
04:00	7	22.4	19.6	2.7	0	0	0	4	3	0	0	0	0	0	0	0
05:00	13	25.3	21.7	3.4	0	0	0	4	7	2	0	0	0	0	0	0
06:00	29	21.7	18.5	3.1	0	0	3	17	9	0	0	0	0	0	0	0
07:00	42	21.6	18.2	3.2	0	1	3	27	11	0	0	0	0	0	0	0
08:00	70	22.4	18.5	3.8	0	0	12	34	22	2	0	0	0	0	0	0
09:00	99	21.2	17.9	3.2	0	0	15	64	18	2	0	0	0	0	0	0
10:00	100	21.7	18.3	3.2	0	0	13	59	27	1	0	0	0	0	0	0
11:00	145	22.1	18.4	3.6	0	2	18	79	44	2	0	0	0	0	0	0
12:00	164	22.0	18.5	3.3	0	0	13	111	35	3	2	0	0	0	0	0
13:00	153	22.0	18.2	3.7	0	2	21	92	31	7	0	0	0	0	0	0
14:00	136	21.1	17.8	3.2	0	2	15	93	24	2	0	0	0	0	0	0
15:00	98	21.1	17.7	3.3	0	0	18	59	20	1	0	0	0	0	0	0
16:00	99	21.3	17.8	3.5	0	1	17	58	22	1	0	0	0	0	0	0
17:00	112	22.9	18.3	4.4	0	1	22	52	34	1	1	1	0	0	0	0
18:00	125	22.1	18.5	3.5	0	0	15	75	30	5	0	0	0	0	0	0
19:00	93	23.4	19.3	3.9	0	0	11	43	33	6	0	0	0	0	0	0
20:00	85	23.3	19.6	3.6	0	0	8	38	35	4	0	0	0	0	0	0
21:00	55	23.5	19.6	3.8	0	0	6	23	23	3	0	0	0	0	0	0
22:00	58	24.5	20.1	4.2	0	0	7	20	25	6	0	0	0	0	0	0
23:00	34	22.5	19.0	3.4	0	0	2	22	8	2	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	245	21.9	18.4	3.4	0	2	31	138	71	3	0	0	0	0	0	0
2H(14-16)	234	21.1	17.8	3.2	0	2	33	152	44	3	0	0	0	0	0	0
12H(7-19)	1343	21.8	18.2	3.5	0	9	182	803	318	27	3	1	0	0	0	0
24H(0-24)	1768	22.3	18.5	3.6	0	10	222	997	484	51	3	1	0	0	0	0
<b>AM Peak</b>	11:00	05:00	05:00	00:00	00:00	11:00	11:00	11:00	11:00	05:00	00:00	00:00	00:00	00:00	00:00	00:00
	145	25.3	21.7	4.2	0	2	18	79	44	2	0	0	0	0	0	0
<b>PM Peak</b>	12:00	22:00	22:00	17:00	12:00	13:00	17:00	12:00	12:00	13:00	12:00	17:00	12:00	12:00	12:00	12:00
	164	24.5	20.1	4.4	0	2	22	111	35	7	2	1	0	0	0	0

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	12	22.6	17.9	4.5	0	1	1	6	4	0	0	0	0	0	0	0
01:00	6	22.2	18.3	3.8	0	0	1	3	2	0	0	0	0	0	0	0
02:00	3	22.5	22.5	0.0	0	0	0	0	3	0	0	0	0	0	0	0
03:00	5	25.8	21.5	4.2	0	0	0	2	2	1	0	0	0	0	0	0
04:00	12	20.4	16.7	3.6	0	0	4	6	2	0	0	0	0	0	0	0
05:00	22	23.8	20.0	3.7	0	0	1	11	8	2	0	0	0	0	0	0
06:00	28	22.6	18.4	4.1	0	0	6	12	9	1	0	0	0	0	0	0
07:00	30	23.5	19.3	4.0	0	0	2	18	8	1	1	0	0	0	0	0
08:00	49	21.6	17.1	4.3	0	1	15	22	9	2	0	0	0	0	0	0
09:00	82	22.4	18.8	3.5	0	0	10	43	27	2	0	0	0	0	0	0
10:00	111	21.9	18.4	3.3	0	0	15	61	34	1	0	0	0	0	0	0
11:00	119	22.4	17.9	4.3	0	1	31	51	30	6	0	0	0	0	0	0
12:00	146	21.1	17.4	3.6	0	0	37	78	29	2	0	0	0	0	0	0
13:00	114	22.4	18.0	4.3	0	2	25	53	28	6	0	0	0	0	0	0
14:00	110	22.1	17.8	4.2	0	2	22	60	21	4	1	0	0	0	0	0
15:00	91	22.6	18.5	4.0	0	0	16	46	24	5	0	0	0	0	0	0
16:00	80	23.0	18.4	4.4	0	1	17	33	24	5	0	0	0	0	0	0
17:00	85	23.1	18.9	4.1	0	0	14	38	28	5	0	0	0	0	0	0
18:00	86	22.8	18.8	3.9	0	1	11	43	27	4	0	0	0	0	0	0
19:00	65	23.6	19.3	4.2	0	0	10	26	26	2	1	0	0	0	0	0
20:00	54	24.4	19.9	4.3	0	0	6	22	21	4	1	0	0	0	0	0
21:00	50	26.6	20.7	5.7	0	0	8	16	16	6	4	0	0	0	0	0
22:00	40	23.2	18.6	4.5	0	1	6	19	11	3	0	0	0	0	0	0
23:00	26	25.6	21.9	3.6	0	0	0	8	13	5	0	0	0	0	0	0
Total																
2H(10-12)	230	22.2	18.2	3.9	0	1	46	112	64	7	0	0	0	0	0	0
2H(14-16)	201	22.3	18.1	4.1	0	2	38	106	45	9	1	0	0	0	0	0
12H(7-19)	1103	22.3	18.2	4.0	0	8	215	546	289	43	2	0	0	0	0	0
24H(0-24)	1426	22.8	18.5	4.2	0	10	258	677	406	67	8	0	0	0	0	0
AM Peak	11:00	03:00	02:00	00:00	00:00	00:00	11:00	10:00	10:00	11:00	07:00	00:00	00:00	00:00	00:00	00:00
	119	25.8	22.5	4.5	0	1	31	61	34	6	1	0	0	0	0	0
PM Peak	12:00	21:00	23:00	21:00	12:00	13:00	12:00	12:00	12:00	13:00	21:00	12:00	12:00	12:00	12:00	12:00
	146	26.6	21.9	5.7	0	2	37	78	29	6	4	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	42	23.3	18.8	4.3	0	2	4	18	17	1	0	0	0	0	0	0
01:00	17	22.4	19.3	3.0	0	0	1	9	7	0	0	0	0	0	0	0
02:00	10	23.7	21.5	2.1	0	0	0	2	8	0	0	0	0	0	0	0
03:00	8	23.9	20.0	3.8	0	0	0	5	2	1	0	0	0	0	0	0
04:00	19	21.4	17.8	3.5	0	0	4	10	5	0	0	0	0	0	0	0
05:00	35	24.4	20.6	3.7	0	0	1	15	15	4	0	0	0	0	0	0
06:00	57	22.2	18.5	3.6	0	0	9	29	18	1	0	0	0	0	0	0
07:00	72	22.4	18.7	3.6	0	1	5	45	19	1	1	0	0	0	0	0
08:00	119	22.1	17.9	4.0	0	1	27	56	31	4	0	0	0	0	0	0
09:00	181	21.8	18.3	3.4	0	0	25	107	45	4	0	0	0	0	0	0
10:00	211	21.8	18.4	3.3	0	0	28	120	61	2	0	0	0	0	0	0
11:00	264	22.2	18.2	3.9	0	3	49	130	74	8	0	0	0	0	0	0
12:00	310	21.6	18.0	3.5	0	0	50	189	64	5	2	0	0	0	0	0
13:00	267	22.2	18.1	4.0	0	4	46	145	59	13	0	0	0	0	0	0
14:00	246	21.6	17.8	3.6	0	4	37	153	45	6	1	0	0	0	0	0
15:00	189	21.9	18.1	3.6	0	0	34	105	44	6	0	0	0	0	0	0
16:00	179	22.1	18.1	3.9	0	2	34	91	46	6	0	0	0	0	0	0
17:00	197	23.0	18.6	4.3	0	1	36	90	62	6	1	1	0	0	0	0
18:00	211	22.4	18.6	3.7	0	1	26	118	57	9	0	0	0	0	0	0
19:00	158	23.4	19.3	4.0	0	0	21	69	59	8	1	0	0	0	0	0
20:00	139	23.7	19.7	3.9	0	0	14	60	56	8	1	0	0	0	0	0
21:00	105	25.1	20.1	4.8	0	0	14	39	39	9	4	0	0	0	0	0
22:00	98	24.0	19.5	4.4	0	1	13	39	36	9	0	0	0	0	0	0
23:00	60	24.1	20.3	3.7	0	0	2	30	21	7	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	475	22.0	18.3	3.7	0	3	77	250	135	10	0	0	0	0	0	0
2H(14-16)	435	21.7	17.9	3.6	0	4	71	258	89	12	1	0	0	0	0	0
12H(7-19)	2446	22.1	18.2	3.7	0	17	397	1349	607	70	5	1	0	0	0	0
24H(0-24)	3194	22.5	18.5	3.9	0	20	480	1674	890	118	11	1	0	0	0	0
AM Peak	11:00	05:00	02:00	00:00	00:00	11:00	11:00	11:00	11:00	11:00	07:00	00:00	00:00	00:00	00:00	00:00
	<b>264</b>	<b>24.4</b>	<b>21.5</b>	<b>4.3</b>	<b>0</b>	<b>3</b>	<b>49</b>	<b>130</b>	<b>74</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
PM Peak	12:00	21:00	23:00	21:00	12:00	13:00	12:00	12:00	12:00	13:00	21:00	17:00	12:00	12:00	12:00	12:00
	<b>310</b>	<b>25.1</b>	<b>20.3</b>	<b>4.8</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>189</b>	<b>64</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Paul Castle Associates

Port Talbot ATC 4, Water Street

Direction: Northwestbound

19/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	18	24.5	19.4	4.9	0	1	1	8	6	2	0	0	0	0	0	0
01:00	10	24.5	21.0	3.4	0	0	0	4	5	1	0	0	0	0	0	0
02:00	14	25.9	20.7	5.0	0	0	1	6	5	1	1	0	0	0	0	0
03:00	10	23.1	19.5	3.5	0	0	0	7	2	1	0	0	0	0	0	0
04:00	3	23.8	20.8	2.9	0	0	0	1	2	0	0	0	0	0	0	0
05:00	14	26.2	21.1	5.0	0	0	1	5	6	1	1	0	0	0	0	0
06:00	24	23.3	20.2	2.9	0	0	0	12	11	1	0	0	0	0	0	0
07:00	20	22.1	18.3	3.7	0	1	1	12	6	0	0	0	0	0	0	0
08:00	39	24.1	19.7	4.3	0	1	4	13	19	2	0	0	0	0	0	0
09:00	58	21.7	17.9	3.7	0	1	9	33	14	1	0	0	0	0	0	0
10:00	107	21.3	18.2	3.0	0	0	12	67	28	0	0	0	0	0	0	0
11:00	106	21.7	18.4	3.1	0	0	11	65	29	1	0	0	0	0	0	0
12:00	117	22.1	18.4	3.6	0	2	13	66	34	2	0	0	0	0	0	0
13:00	120	22.3	18.6	3.6	0	2	11	70	33	4	0	0	0	0	0	0
14:00	135	21.8	18.2	3.6	0	0	18	88	23	5	1	0	0	0	0	0
15:00	127	22.7	19.0	3.6	0	1	11	70	40	5	0	0	0	0	0	0
16:00	111	22.6	18.9	3.6	0	0	11	64	33	1	2	0	0	0	0	0
17:00	98	21.9	18.1	3.6	0	2	13	55	27	1	0	0	0	0	0	0
18:00	89	22.5	18.5	3.9	0	0	13	50	22	3	1	0	0	0	0	0
19:00	82	23.0	19.2	3.6	0	0	9	39	31	3	0	0	0	0	0	0
20:00	65	21.7	18.4	3.2	0	0	7	40	17	1	0	0	0	0	0	0
21:00	37	23.9	19.9	3.8	0	0	4	13	18	2	0	0	0	0	0	0
22:00	28	23.8	20.2	3.5	0	0	1	13	12	2	0	0	0	0	0	0
23:00	19	22.8	19.6	3.0	0	0	1	9	9	0	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	213	21.5	18.3	3.0	0	0	23	132	57	1	0	0	0	0	0	0
2H(14-16)	262	22.3	18.5	3.6	0	1	29	158	63	10	1	0	0	0	0	0
12H(7-19)	1127	22.2	18.5	3.5	0	10	127	653	308	25	4	0	0	0	0	0
24H(0-24)	1451	22.5	18.7	3.6	0	11	152	810	432	40	6	0	0	0	0	0
<b>AM Peak</b>	10:00	05:00	05:00	02:00	00:00	00:00	10:00	10:00	11:00	00:00	02:00	00:00	00:00	00:00	00:00	00:00
	107	26.2	21.1	5.0	0	1	12	67	29	2	1	0	0	0	0	0
<b>PM Peak</b>	14:00	21:00	22:00	18:00	12:00	12:00	14:00	14:00	15:00	14:00	16:00	12:00	12:00	12:00	12:00	12:00
	135	23.9	20.2	3.9	0	2	18	88	40	5	2	0	0	0	0	0

Paul Castle Associates



Direction: Southeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	14	26.6	21.1	5.3	0	0	1	6	4	2	1	0	0	0	0	0
01:00	5	25.4	19.5	5.7	0	0	1	2	1	1	0	0	0	0	0	0
02:00	10	27.2	22.0	5.0	0	0	1	2	4	3	0	0	0	0	0	0
03:00	5	26.4	20.5	5.7	0	0	1	1	2	1	0	0	0	0	0	0
04:00	7	24.7	19.6	4.9	0	0	1	3	2	1	0	0	0	0	0	0
05:00	20	23.8	19.3	4.4	0	0	2	11	6	0	1	0	0	0	0	0
06:00	19	25.1	20.1	4.8	0	0	2	8	7	1	1	0	0	0	0	0
07:00	16	23.6	17.8	5.6	0	1	3	9	0	3	0	0	0	0	0	0
08:00	27	22.8	18.8	3.8	0	0	3	16	6	2	0	0	0	0	0	0
09:00	52	25.2	20.1	4.9	0	1	7	16	20	8	0	0	0	0	0	0
10:00	82	23.4	19.1	4.1	0	0	11	39	27	4	1	0	0	0	0	0
11:00	108	22.8	19.0	3.7	0	1	10	58	34	5	0	0	0	0	0	0
12:00	96	22.8	18.4	4.3	0	0	20	46	24	5	1	0	0	0	0	0
13:00	103	23.0	18.7	4.1	0	0	19	46	32	6	0	0	0	0	0	0
14:00	107	23.4	18.8	4.5	0	1	18	51	29	6	2	0	0	0	0	0
15:00	97	22.1	18.1	3.8	0	0	19	51	23	4	0	0	0	0	0	0
16:00	102	21.8	17.9	3.7	0	0	20	56	24	1	1	0	0	0	0	0
17:00	97	23.3	18.3	4.8	0	0	23	48	14	11	1	0	0	0	0	0
18:00	75	22.7	18.4	4.2	0	1	13	38	18	5	0	0	0	0	0	0
19:00	67	22.8	18.3	4.3	0	0	12	39	10	5	1	0	0	0	0	0
20:00	46	22.8	18.5	4.2	0	0	8	25	9	4	0	0	0	0	0	0
21:00	37	24.3	19.3	4.9	0	0	8	13	11	5	0	0	0	0	0	0
22:00	22	21.8	18.6	3.1	0	0	2	13	7	0	0	0	0	0	0	0
23:00	10	25.1	19.5	5.4	0	0	1	6	2	0	1	0	0	0	0	0
Total																
2H(10-12)	190	23.1	19.1	3.9	0	1	21	97	61	9	1	0	0	0	0	0
2H(14-16)	204	22.8	18.5	4.2	0	1	37	102	52	10	2	0	0	0	0	0
12H(7-19)	962	23.0	18.6	4.2	0	5	166	474	251	60	6	0	0	0	0	0
24H(0-24)	1224	23.2	18.7	4.3	0	5	206	603	316	83	11	0	0	0	0	0
AM Peak	11:00 108	02:00 27.2	02:00 22.0	01:00 5.7	00:00 0	07:00 1	10:00 11	11:00 58	11:00 34	09:00 8	00:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	14:00 107	23:00 25.1	23:00 19.5	23:00 5.4	12:00 0	14:00 1	17:00 23	16:00 56	13:00 32	17:00 11	14:00 2	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	32	25.4	20.2	5.1	0	1	2	14	10	4	1	0	0	0	0	0
01:00	15	24.8	20.5	4.1	0	0	1	6	6	2	0	0	0	0	0	0
02:00	24	26.4	21.3	4.9	0	0	2	8	9	4	1	0	0	0	0	0
03:00	15	24.2	19.8	4.2	0	0	1	8	4	2	0	0	0	0	0	0
04:00	10	24.4	20.0	4.2	0	0	1	4	4	1	0	0	0	0	0	0
05:00	34	24.8	20.0	4.6	0	0	3	16	12	1	2	0	0	0	0	0
06:00	43	24.1	20.2	3.8	0	0	2	20	18	2	1	0	0	0	0	0
07:00	36	22.8	18.1	4.6	0	2	4	21	6	3	0	0	0	0	0	0
08:00	66	23.5	19.3	4.1	0	1	7	29	25	4	0	0	0	0	0	0
09:00	110	23.5	19.0	4.4	0	2	16	49	34	9	0	0	0	0	0	0
10:00	189	22.3	18.6	3.5	0	0	23	106	55	4	1	0	0	0	0	0
11:00	214	22.3	18.7	3.4	0	1	21	123	63	6	0	0	0	0	0	0
12:00	213	22.4	18.4	3.9	0	2	33	112	58	7	1	0	0	0	0	0
13:00	223	22.6	18.6	3.8	0	2	30	116	65	10	0	0	0	0	0	0
14:00	242	22.6	18.4	4.0	0	1	36	139	52	11	3	0	0	0	0	0
15:00	224	22.4	18.6	3.7	0	1	30	121	63	9	0	0	0	0	0	0
16:00	213	22.2	18.4	3.7	0	0	31	120	57	2	3	0	0	0	0	0
17:00	195	22.6	18.2	4.2	0	2	36	103	41	12	1	0	0	0	0	0
18:00	164	22.6	18.4	4.0	0	1	26	88	40	8	1	0	0	0	0	0
19:00	149	22.9	18.8	4.0	0	0	21	78	41	8	1	0	0	0	0	0
20:00	111	22.2	18.4	3.6	0	0	15	65	26	5	0	0	0	0	0	0
21:00	74	24.1	19.6	4.4	0	0	12	26	29	7	0	0	0	0	0	0
22:00	50	23.0	19.5	3.4	0	0	3	26	19	2	0	0	0	0	0	0
23:00	29	23.6	19.6	3.9	0	0	2	15	11	0	1	0	0	0	0	0
<b>Total</b>																
2H(10-12)	403	22.3	18.7	3.5	0	1	44	229	118	10	1	0	0	0	0	0
2H(14-16)	466	22.5	18.5	3.9	0	2	66	260	115	20	3	0	0	0	0	0
12H(7-19)	2089	22.6	18.5	3.9	0	15	293	1127	559	85	10	0	0	0	0	0
24H(0-24)	2675	22.8	18.7	3.9	0	16	358	1413	748	123	17	0	0	0	0	0
<b>AM Peak</b>	11:00	02:00	02:00	00:00	00:00	07:00	10:00	11:00	11:00	09:00	05:00	00:00	00:00	00:00	00:00	00:00
	<b>214</b>	<b>26.4</b>	<b>21.3</b>	<b>5.1</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>123</b>	<b>63</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	14:00	21:00	21:00	21:00	12:00	12:00	14:00	14:00	13:00	17:00	14:00	12:00	12:00	12:00	12:00	12:00
	<b>242</b>	<b>24.1</b>	<b>19.6</b>	<b>4.4</b>	<b>0</b>	<b>2</b>	<b>36</b>	<b>139</b>	<b>65</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Paul Castle Associates

Port Talbot ATC 4, Water Street

Direction: Northwestbound

20/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	10	21.8	18.5	3.2	0	0	1	6	3	0	0	0	0	0	0	0
01:00	4	25.2	20.0	5.0	0	0	0	3	0	1	0	0	0	0	0	0
02:00	2	28.7	25.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
03:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
04:00	2	17.5	17.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
05:00	31	23.0	19.8	3.1	0	0	2	13	16	0	0	0	0	0	0	0
06:00	47	22.4	19.0	3.3	0	0	3	29	13	2	0	0	0	0	0	0
07:00	90	22.5	18.9	3.5	0	0	9	51	26	4	0	0	0	0	0	0
08:00	138	22.8	19.2	3.5	0	0	13	68	53	4	0	0	0	0	0	0
09:00	115	22.2	18.4	3.7	0	1	14	68	27	5	0	0	0	0	0	0
10:00	123	21.8	18.1	3.6	0	1	19	71	30	1	1	0	0	0	0	0
11:00	144	22.2	18.3	3.8	0	2	23	72	45	2	0	0	0	0	0	0
12:00	137	21.6	18.0	3.5	0	0	26	74	35	2	0	0	0	0	0	0
13:00	136	22.1	18.0	4.0	0	3	21	76	32	3	1	0	0	0	0	0
14:00	138	21.6	18.5	3.0	0	1	10	87	40	0	0	0	0	0	0	0
15:00	153	22.0	18.6	3.3	0	0	18	87	45	3	0	0	0	0	0	0
16:00	179	21.9	18.2	3.6	0	3	22	105	45	4	0	0	0	0	0	0
17:00	124	23.2	19.1	3.9	0	1	10	71	35	6	0	1	0	0	0	0
18:00	125	22.7	18.9	3.7	0	2	10	70	38	5	0	0	0	0	0	0
19:00	80	22.3	18.5	3.7	0	0	12	43	22	3	0	0	0	0	0	0
20:00	62	22.4	19.0	3.3	0	0	4	39	16	3	0	0	0	0	0	0
21:00	53	24.5	20.0	4.3	0	0	4	26	16	6	1	0	0	0	0	0
22:00	23	20.6	17.5	3.0	0	0	4	15	4	0	0	0	0	0	0	0
23:00	18	22.4	18.9	3.3	0	0	1	12	4	1	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	267	22.0	18.2	3.7	0	3	42	143	75	3	1	0	0	0	0	0
2H(14-16)	291	21.8	18.5	3.2	0	1	28	174	85	3	0	0	0	0	0	0
12H(7-19)	1602	22.2	18.5	3.6	0	14	195	900	451	39	2	1	0	0	0	0
24H(0-24)	1936	22.3	18.6	3.6	0	14	227	1089	546	56	3	1	0	0	0	0
<b>AM Peak</b>	11:00	02:00	02:00	01:00	00:00	11:00	11:00	11:00	08:00	09:00	10:00	00:00	00:00	00:00	00:00	00:00
	144	28.7	25.0	5.0	0	2	23	72	53	5	1	0	0	0	0	0
<b>PM Peak</b>	16:00	21:00	21:00	21:00	12:00	13:00	12:00	16:00	15:00	17:00	13:00	17:00	12:00	12:00	12:00	12:00
	179	24.5	20.0	4.3	0	3	26	105	45	6	1	1	0	0	0	0

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	5	26.4	20.5	5.7	0	0	1	1	2	1	0	0	0	0	0	0
01:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
02:00	3	22.2	19.2	2.9	0	0	0	2	1	0	0	0	0	0	0	0
03:00	1	-	22.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	11	21.5	17.5	3.9	0	0	3	5	3	0	0	0	0	0	0	0
05:00	30	22.2	18.3	3.7	0	1	2	19	7	1	0	0	0	0	0	0
06:00	58	23.9	19.8	3.9	0	1	3	26	24	4	0	0	0	0	0	0
07:00	81	22.7	18.8	3.8	0	1	9	42	26	3	0	0	0	0	0	0
08:00	125	22.6	18.4	4.1	0	2	20	63	34	6	0	0	0	0	0	0
09:00	92	23.6	19.1	4.4	0	0	14	45	24	8	1	0	0	0	0	0
10:00	94	23.1	18.4	4.6	0	0	20	47	19	6	2	0	0	0	0	0
11:00	107	23.2	18.7	4.3	0	0	23	40	40	3	1	0	0	0	0	0
12:00	121	22.5	18.7	3.6	0	0	15	65	38	2	1	0	0	0	0	0
13:00	104	21.6	17.5	3.9	0	1	23	58	19	2	1	0	0	0	0	0
14:00	109	24.1	19.7	4.2	0	0	11	52	34	11	1	0	0	0	0	0
15:00	164	21.4	17.4	3.9	0	0	47	76	38	3	0	0	0	0	0	0
16:00	124	23.1	19.1	3.9	0	0	14	64	42	1	3	0	0	0	0	0
17:00	125	23.0	18.9	4.0	0	0	16	66	35	7	1	0	0	0	0	0
18:00	77	23.6	19.6	3.9	0	0	6	40	25	5	1	0	0	0	0	0
19:00	71	22.8	18.8	3.8	0	1	7	38	22	3	0	0	0	0	0	0
20:00	50	23.0	18.7	4.1	0	0	9	23	15	3	0	0	0	0	0	0
21:00	34	24.3	18.8	5.3	0	2	4	15	10	2	1	0	0	0	0	0
22:00	35	23.2	18.1	5.0	0	0	12	10	10	3	0	0	0	0	0	0
23:00	11	23.8	18.0	5.7	0	0	4	4	1	2	0	0	0	0	0	0
Total																
2H(10-12)	201	23.1	18.6	4.4	0	0	43	87	59	9	3	0	0	0	0	0
2H(14-16)	273	22.6	18.3	4.2	0	0	58	128	72	14	1	0	0	0	0	0
12H(7-19)	1323	22.8	18.6	4.1	0	4	218	658	374	57	12	0	0	0	0	0
24H(0-24)	1633	22.9	18.7	4.1	0	9	264	801	470	76	13	0	0	0	0	0
AM Peak	08:00	00:00	03:00	00:00	00:00	08:00	11:00	08:00	11:00	09:00	10:00	00:00	00:00	00:00	00:00	00:00
	125	26.4	22.5	5.7	0	2	23	63	40	8	2	0	0	0	0	0
PM Peak	15:00	21:00	14:00	23:00	12:00	21:00	15:00	15:00	16:00	14:00	16:00	12:00	12:00	12:00	12:00	12:00
	164	24.3	19.7	5.7	0	2	47	76	42	11	3	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	15	23.4	19.2	4.1	0	0	2	7	5	1	0	0	0	0	0	0
01:00	5	24.2	18.5	5.5	0	0	1	3	0	1	0	0	0	0	0	0
02:00	5	25.8	21.5	4.2	0	0	0	2	2	1	0	0	0	0	0	0
03:00	3	22.7	17.5	5.0	0	0	1	1	1	0	0	0	0	0	0	0
04:00	13	21.2	17.5	3.5	0	0	3	7	3	0	0	0	0	0	0	0
05:00	61	22.7	19.1	3.5	0	1	4	32	23	1	0	0	0	0	0	0
06:00	105	23.2	19.5	3.6	0	1	6	55	37	6	0	0	0	0	0	0
07:00	171	22.6	18.8	3.6	0	1	18	93	52	7	0	0	0	0	0	0
08:00	263	22.7	18.8	3.8	0	2	33	131	87	10	0	0	0	0	0	0
09:00	207	22.9	18.7	4.0	0	1	28	113	51	13	1	0	0	0	0	0
10:00	217	22.4	18.2	4.1	0	1	39	118	49	7	3	0	0	0	0	0
11:00	251	22.6	18.5	4.0	0	2	46	112	85	5	1	0	0	0	0	0
12:00	258	22.0	18.3	3.6	0	0	41	139	73	4	1	0	0	0	0	0
13:00	240	21.9	17.8	3.9	0	4	44	134	51	5	2	0	0	0	0	0
14:00	247	22.8	19.0	3.6	0	1	21	139	74	11	1	0	0	0	0	0
15:00	317	21.8	18.0	3.7	0	0	65	163	83	6	0	0	0	0	0	0
16:00	303	22.4	18.6	3.7	0	3	36	169	87	5	3	0	0	0	0	0
17:00	249	23.1	19.0	3.9	0	1	26	137	70	13	1	1	0	0	0	0
18:00	202	23.0	19.1	3.8	0	2	16	110	63	10	1	0	0	0	0	0
19:00	151	22.5	18.7	3.7	0	1	19	81	44	6	0	0	0	0	0	0
20:00	112	22.6	18.8	3.7	0	0	13	62	31	6	0	0	0	0	0	0
21:00	87	24.5	19.6	4.7	0	2	8	41	26	8	2	0	0	0	0	0
22:00	58	22.3	17.8	4.3	0	0	16	25	14	3	0	0	0	0	0	0
23:00	29	23.0	18.5	4.3	0	0	5	16	5	3	0	0	0	0	0	0
Total																
2H(10-12)	468	22.5	18.3	4.0	0	3	85	230	134	12	4	0	0	0	0	0
2H(14-16)	564	22.2	18.4	3.7	0	1	86	302	157	17	1	0	0	0	0	0
12H(7-19)	2925	22.5	18.5	3.8	0	18	413	1558	825	96	14	1	0	0	0	0
24H(0-24)	3569	22.6	18.6	3.8	0	23	491	1890	1016	132	16	1	0	0	0	0
AM Peak	08:00	02:00	02:00	01:00	00:00	08:00	11:00	08:00	08:00	09:00	10:00	00:00	00:00	00:00	00:00	00:00
	263	25.8	21.5	5.5	0	2	46	131	87	13	3	0	0	0	0	0
PM Peak	15:00	21:00	21:00	21:00	12:00	13:00	15:00	16:00	16:00	17:00	16:00	17:00	12:00	12:00	12:00	12:00
	317	24.5	19.6	4.7	0	4	65	169	87	13	3	1	0	0	0	0

Paul Castle Associates

Port Talbot ATC 4, Water Street

Direction: Northwestbound

21/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	7	23.9	18.9	4.8	0	0	1	4	1	1	0	0	0	0	0	0
01:00	5	22.3	19.5	2.7	0	0	0	3	2	0	0	0	0	0	0	0
02:00	3	22.7	17.5	5.0	0	0	1	1	1	0	0	0	0	0	0	0
03:00	2	23.7	20.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
04:00	2	29.8	22.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
05:00	36	23.9	19.6	4.2	0	1	3	14	16	2	0	0	0	0	0	0
06:00	50	23.9	19.6	4.2	0	0	5	24	17	3	1	0	0	0	0	0
07:00	86	22.0	18.0	3.8	0	0	17	46	21	1	1	0	0	0	0	0
08:00	146	22.2	18.5	3.6	0	0	24	72	48	2	0	0	0	0	0	0
09:00	139	21.5	17.9	3.5	0	1	21	86	29	1	1	0	0	0	0	0
10:00	109	22.1	18.3	3.7	0	1	15	62	29	1	1	0	0	0	0	0
11:00	135	21.9	17.9	3.8	0	2	23	76	29	5	0	0	0	0	0	0
12:00	138	21.3	17.6	3.6	0	3	24	79	31	1	0	0	0	0	0	0
13:00	137	23.1	18.9	4.1	0	1	17	70	45	3	0	0	1	0	0	0
14:00	143	21.5	17.9	3.4	0	1	20	92	27	2	1	0	0	0	0	0
15:00	159	22.5	18.4	4.0	0	1	24	87	43	2	1	1	0	0	0	0
16:00	170	22.6	19.1	3.4	0	0	13	98	53	5	1	0	0	0	0	0
17:00	177	21.5	17.7	3.6	0	4	28	105	37	3	0	0	0	0	0	0
18:00	118	22.3	18.3	3.8	0	0	20	63	31	3	1	0	0	0	0	0
19:00	98	22.1	18.3	3.6	0	1	13	56	25	3	0	0	0	0	0	0
20:00	61	22.4	19.0	3.3	0	0	5	35	19	2	0	0	0	0	0	0
21:00	49	25.0	20.1	4.8	0	0	6	20	17	4	2	0	0	0	0	0
22:00	30	24.9	19.7	5.0	0	1	2	15	8	3	1	0	0	0	0	0
23:00	24	22.9	18.5	4.2	0	1	2	13	7	1	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	244	22.0	18.1	3.8	0	3	38	138	58	6	1	0	0	0	0	0
2H(14-16)	302	22.0	18.2	3.7	0	2	44	179	70	4	2	1	0	0	0	0
12H(7-19)	1657	22.1	18.2	3.7	0	14	246	936	423	29	7	1	1	0	0	0
24H(0-24)	2024	22.3	18.4	3.8	0	18	284	1123	537	49	11	1	1	0	0	0
<b>AM Peak</b>	08:00	04:00	04:00	04:00	00:00	11:00	08:00	09:00	08:00	11:00	06:00	00:00	00:00	00:00	00:00	00:00
	146	29.8	22.5	7.1	0	2	24	86	48	5	1	0	0	0	0	0
<b>PM Peak</b>	17:00	21:00	21:00	22:00	12:00	17:00	17:00	17:00	16:00	16:00	21:00	15:00	13:00	12:00	12:00	12:00
	177	25.0	20.1	5.0	0	4	28	105	53	5	2	1	1	0	0	0

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	1	-	22.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	22.5	22.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
04:00	5	23.3	20.5	2.7	0	0	0	2	3	0	0	0	0	0	0	0
05:00	36	23.4	19.6	3.7	0	0	2	20	11	3	0	0	0	0	0	0
06:00	49	22.5	17.9	4.4	0	2	9	23	13	2	0	0	0	0	0	0
07:00	80	24.1	19.7	4.3	0	0	9	36	27	7	1	0	0	0	0	0
08:00	124	22.7	18.5	4.1	0	2	18	65	32	7	0	0	0	0	0	0
09:00	109	22.1	18.3	3.7	0	1	14	66	23	5	0	0	0	0	0	0
10:00	102	21.8	18.3	3.4	0	0	12	65	21	4	0	0	0	0	0	0
11:00	108	23.1	18.6	4.3	0	1	19	51	29	8	0	0	0	0	0	0
12:00	121	22.4	18.7	3.5	0	1	14	61	44	1	0	0	0	0	0	0
13:00	131	21.7	18.1	3.5	0	0	23	73	32	3	0	0	0	0	0	0
14:00	126	22.5	18.7	3.7	0	0	17	68	35	6	0	0	0	0	0	0
15:00	207	20.3	17.0	3.2	0	1	48	129	28	1	0	0	0	0	0	0
16:00	160	22.5	18.3	4.1	0	0	32	80	38	10	0	0	0	0	0	0
17:00	125	23.1	18.5	4.4	0	2	21	61	34	5	2	0	0	0	0	0
18:00	87	23.5	19.0	4.4	0	1	12	42	25	6	1	0	0	0	0	0
19:00	69	22.4	18.7	3.6	0	0	8	39	19	3	0	0	0	0	0	0
20:00	53	21.6	17.7	3.8	0	0	11	32	7	3	0	0	0	0	0	0
21:00	51	26.0	20.2	5.5	0	0	5	26	12	4	3	1	0	0	0	0
22:00	25	23.5	18.7	4.6	0	0	5	12	5	3	0	0	0	0	0	0
23:00	14	26.6	21.1	5.3	0	0	1	6	4	2	1	0	0	0	0	0
<b>Total</b>																
2H(10-12)	210	22.5	18.5	3.9	0	1	31	116	50	12	0	0	0	0	0	0
2H(14-16)	333	21.2	17.7	3.5	0	1	65	197	63	7	0	0	0	0	0	0
12H(7-19)	1480	22.4	18.3	3.9	0	9	239	797	368	63	4	0	0	0	0	0
24H(0-24)	1786	22.6	18.4	4.0	0	11	280	958	445	83	8	1	0	0	0	0
AM Peak	08:00 <b>124</b>	07:00 <b>24.1</b>	01:00 <b>22.5</b>	06:00 <b>4.4</b>	00:00 <b>0</b>	06:00 <b>2</b>	11:00 <b>19</b>	09:00 <b>66</b>	08:00 <b>32</b>	11:00 <b>8</b>	07:00 <b>1</b>	00:00 <b>0</b>	00:00 <b>0</b>	00:00 <b>0</b>	00:00 <b>0</b>	00:00 <b>0</b>
PM Peak	15:00 <b>207</b>	23:00 <b>26.6</b>	23:00 <b>21.1</b>	21:00 <b>5.5</b>	12:00 <b>0</b>	17:00 <b>2</b>	15:00 <b>48</b>	15:00 <b>129</b>	12:00 <b>44</b>	16:00 <b>10</b>	21:00 <b>3</b>	21:00 <b>1</b>	12:00 <b>0</b>	12:00 <b>0</b>	12:00 <b>0</b>	12:00 <b>0</b>

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	8	23.3	18.8	4.4	0	0	1	5	1	1	0	0	0	0	0	0
01:00	6	22.8	20.0	2.7	0	0	0	3	3	0	0	0	0	0	0	0
02:00	3	22.7	17.5	5.0	0	0	1	1	1	0	0	0	0	0	0	0
03:00	4	23.8	21.3	2.5	0	0	0	1	3	0	0	0	0	0	0	0
04:00	7	25.0	21.1	3.8	0	0	0	3	3	1	0	0	0	0	0	0
05:00	72	23.6	19.6	3.9	0	1	5	34	27	5	0	0	0	0	0	0
06:00	99	23.3	18.8	4.4	0	2	14	47	30	5	1	0	0	0	0	0
07:00	166	23.1	18.8	4.1	0	0	26	82	48	8	2	0	0	0	0	0
08:00	270	22.4	18.5	3.8	0	2	42	137	80	9	0	0	0	0	0	0
09:00	248	21.7	18.1	3.6	0	2	35	152	52	6	1	0	0	0	0	0
10:00	211	22.0	18.3	3.5	0	1	27	127	50	5	1	0	0	0	0	0
11:00	243	22.4	18.2	4.0	0	3	42	127	58	13	0	0	0	0	0	0
12:00	259	21.9	18.1	3.6	0	4	38	140	75	2	0	0	0	0	0	0
13:00	268	22.5	18.5	3.9	0	1	40	143	77	6	0	0	1	0	0	0
14:00	269	22.0	18.3	3.6	0	1	37	160	62	8	1	0	0	0	0	0
15:00	366	21.3	17.6	3.6	0	2	72	216	71	3	1	1	0	0	0	0
16:00	330	22.6	18.7	3.8	0	0	45	178	91	15	1	0	0	0	0	0
17:00	302	22.2	18.0	4.0	0	6	49	166	71	8	2	0	0	0	0	0
18:00	205	22.8	18.6	4.1	0	1	32	105	56	9	2	0	0	0	0	0
19:00	167	22.2	18.5	3.6	0	1	21	95	44	6	0	0	0	0	0	0
20:00	114	22.1	18.4	3.6	0	0	16	67	26	5	0	0	0	0	0	0
21:00	100	25.5	20.2	5.1	0	0	11	46	29	8	5	1	0	0	0	0
22:00	55	24.2	19.2	4.8	0	1	7	27	13	6	1	0	0	0	0	0
23:00	38	24.4	19.5	4.7	0	1	3	19	11	3	1	0	0	0	0	0
Total																
2H(10-12)	454	22.2	18.3	3.8	0	4	69	254	108	18	1	0	0	0	0	0
2H(14-16)	635	21.6	17.9	3.6	0	3	109	376	133	11	2	1	0	0	0	0
12H(7-19)	3137	22.2	18.3	3.8	0	23	485	1733	791	92	11	1	1	0	0	0
24H(0-24)	3810	22.4	18.4	3.9	0	29	564	2081	982	132	19	2	1	0	0	0
AM Peak	08:00 270	04:00 25.0	03:00 21.3	02:00 5.0	00:00 0	11:00 3	08:00 42	09:00 152	08:00 80	11:00 13	07:00 2	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	15:00 366	21:00 25.5	21:00 20.2	21:00 5.1	12:00 0	17:00 6	15:00 72	15:00 216	16:00 91	16:00 15	21:00 5	15:00 1	13:00 1	12:00 0	12:00 0	12:00 0

Paul Castle Associates



Port Talbot ATC 4, Water Street

Direction: Northwestbound

22/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	7	22.4	19.6	2.7	0	0	0	4	3	0	0	0	0	0	0	0
01:00	3	17.5	17.5	0.0	0	0	0	3	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	18.8	15.8	2.9	0	0	1	2	0	0	0	0	0	0	0	0
04:00	4	23.8	21.3	2.5	0	0	0	1	3	0	0	0	0	0	0	0
05:00	42	23.7	20.5	3.1	0	0	0	20	19	3	0	0	0	0	0	0
06:00	41	24.0	19.9	3.9	0	0	4	16	18	3	0	0	0	0	0	0
07:00	75	21.8	18.2	3.5	0	1	9	44	20	1	0	0	0	0	0	0
08:00	127	21.9	18.6	3.1	0	0	13	74	39	1	0	0	0	0	0	0
09:00	125	21.9	18.4	3.3	0	0	15	75	32	3	0	0	0	0	0	0
10:00	118	21.1	18.1	2.9	0	1	9	84	23	1	0	0	0	0	0	0
11:00	118	22.4	18.7	3.5	0	0	13	68	32	5	0	0	0	0	0	0
12:00	144	22.0	18.6	3.2	0	0	14	86	41	3	0	0	0	0	0	0
13:00	148	21.0	17.7	3.2	0	0	24	97	24	3	0	0	0	0	0	0
14:00	152	21.3	17.9	3.3	0	2	20	97	31	2	0	0	0	0	0	0
15:00	167	21.1	17.8	3.1	0	1	22	111	31	2	0	0	0	0	0	0
16:00	155	21.3	18.1	3.1	0	0	18	103	31	3	0	0	0	0	0	0
17:00	173	22.0	18.3	3.6	0	4	15	110	40	3	1	0	0	0	0	0
18:00	112	21.7	17.9	3.6	0	1	17	68	24	1	1	0	0	0	0	0
19:00	99	21.9	18.4	3.4	0	1	9	63	23	3	0	0	0	0	0	0
20:00	74	23.3	19.1	4.1	0	2	7	35	26	4	0	0	0	0	0	0
21:00	52	23.7	19.4	4.1	0	0	5	28	13	6	0	0	0	0	0	0
22:00	25	22.2	18.3	3.7	0	1	2	14	8	0	0	0	0	0	0	0
23:00	17	24.4	20.7	3.5	0	0	0	8	7	2	0	0	0	0	0	0
Total																
2H(10-12)	236	21.7	18.4	3.2	0	1	22	152	55	6	0	0	0	0	0	0
2H(14-16)	319	21.2	17.8	3.2	0	3	42	208	62	4	0	0	0	0	0	0
12H(7-19)	1614	21.6	18.2	3.3	0	10	189	1017	368	28	2	0	0	0	0	0
24H(0-24)	1981	21.9	18.4	3.4	0	14	217	1211	488	49	2	0	0	0	0	0
AM Peak	08:00	06:00	04:00	06:00	00:00	07:00	09:00	10:00	08:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00
	127	24.0	21.3	3.9	0	1	15	84	39	5	0	0	0	0	0	0
PM Peak	17:00	23:00	23:00	20:00	12:00	17:00	13:00	15:00	12:00	21:00	17:00	12:00	12:00	12:00	12:00	12:00
	173	24.4	20.7	4.1	0	4	24	111	41	6	1	0	0	0	0	0

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	6	25.4	19.2	6.1	0	0	2	1	2	1	0	0	0	0	0	0
01:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	2	17.5	17.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
03:00	4	23.0	20.0	2.9	0	0	0	2	2	0	0	0	0	0	0	0
04:00	9	23.0	20.3	2.6	0	0	0	4	5	0	0	0	0	0	0	0
05:00	32	23.4	19.5	3.8	0	0	3	15	12	2	0	0	0	0	0	0
06:00	50	23.9	19.9	3.8	0	0	2	27	17	3	1	0	0	0	0	0
07:00	74	24.2	19.8	4.2	0	0	7	34	27	4	2	0	0	0	0	0
08:00	110	22.9	18.8	3.9	0	0	15	58	31	5	1	0	0	0	0	0
09:00	111	22.6	18.4	4.0	0	0	20	56	30	4	1	0	0	0	0	0
10:00	116	22.2	18.3	3.8	0	1	17	65	28	5	0	0	0	0	0	0
11:00	115	23.1	18.6	4.3	0	2	17	58	32	4	2	0	0	0	0	0
12:00	120	22.5	18.7	3.7	0	1	16	58	43	2	0	0	0	0	0	0
13:00	136	22.5	18.3	4.0	0	1	21	78	30	5	0	1	0	0	0	0
14:00	115	22.1	18.4	3.5	0	0	13	74	23	4	1	0	0	0	0	0
15:00	188	21.3	17.1	4.1	0	3	54	92	34	4	1	0	0	0	0	0
16:00	135	20.9	17.5	3.3	0	1	23	87	22	2	0	0	0	0	0	0
17:00	119	23.2	18.6	4.4	0	1	21	56	34	5	2	0	0	0	0	0
18:00	113	22.8	18.4	4.3	0	1	19	59	28	4	2	0	0	0	0	0
19:00	82	23.3	18.3	4.8	0	2	16	39	19	4	2	0	0	0	0	0
20:00	60	24.3	19.0	5.2	0	1	12	23	18	4	2	0	0	0	0	0
21:00	35	23.4	19.1	4.2	0	0	7	11	16	1	0	0	0	0	0	0
22:00	26	24.3	18.5	5.7	0	2	4	11	5	4	0	0	0	0	0	0
23:00	8	23.3	20.6	2.6	0	0	0	3	5	0	0	0	0	0	0	0
Total																
2H(10-12)	231	22.7	18.5	4.1	0	3	34	123	60	9	2	0	0	0	0	0
2H(14-16)	303	21.7	17.6	3.9	0	3	67	166	57	8	2	0	0	0	0	0
12H(7-19)	1452	22.4	18.3	4.0	0	11	243	775	362	48	12	1	0	0	0	0
24H(0-24)	1767	22.7	18.4	4.1	0	16	289	914	463	67	17	1	0	0	0	0
AM Peak	10:00 116	00:00 25.4	04:00 20.3	00:00 6.1	00:00 0	11:00 2	09:00 20	10:00 65	11:00 32	08:00 5	07:00 2	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	15:00 188	20:00 24.3	23:00 20.6	22:00 5.7	12:00 0	15:00 3	15:00 54	15:00 92	12:00 43	13:00 5	17:00 2	13:00 1	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	13	23.9	19.4	4.3	0	0	2	5	5	1	0	0	0	0	0	0
01:00	4	17.5	17.5	0.0	0	0	0	4	0	0	0	0	0	0	0	0
02:00	2	17.5	17.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
03:00	7	21.8	18.2	3.5	0	0	1	4	2	0	0	0	0	0	0	0
04:00	13	23.2	20.6	2.5	0	0	0	5	8	0	0	0	0	0	0	0
05:00	74	23.6	20.1	3.4	0	0	3	35	31	5	0	0	0	0	0	0
06:00	91	23.9	19.9	3.8	0	0	6	43	35	6	1	0	0	0	0	0
07:00	149	23.1	19.0	3.9	0	1	16	78	47	5	2	0	0	0	0	0
08:00	237	22.4	18.7	3.5	0	0	28	132	70	6	1	0	0	0	0	0
09:00	236	22.2	18.4	3.7	0	0	35	131	62	7	1	0	0	0	0	0
10:00	234	21.7	18.2	3.3	0	2	26	149	51	6	0	0	0	0	0	0
11:00	233	22.7	18.7	3.9	0	2	30	126	64	9	2	0	0	0	0	0
12:00	264	22.2	18.7	3.4	0	1	30	144	84	5	0	0	0	0	0	0
13:00	284	21.7	18.0	3.6	0	1	45	175	54	8	0	1	0	0	0	0
14:00	267	21.6	18.1	3.4	0	2	33	171	54	6	1	0	0	0	0	0
15:00	355	21.2	17.4	3.7	0	4	76	203	65	6	1	0	0	0	0	0
16:00	290	21.1	17.8	3.2	0	1	41	190	53	5	0	0	0	0	0	0
17:00	292	22.5	18.4	3.9	0	5	36	166	74	8	3	0	0	0	0	0
18:00	225	22.3	18.2	3.9	0	2	36	127	52	5	3	0	0	0	0	0
19:00	181	22.6	18.4	4.1	0	3	25	102	42	7	2	0	0	0	0	0
20:00	134	23.8	19.0	4.6	0	3	19	58	44	8	2	0	0	0	0	0
21:00	87	23.5	19.3	4.1	0	0	12	39	29	7	0	0	0	0	0	0
22:00	51	23.3	18.4	4.8	0	3	6	25	13	4	0	0	0	0	0	0
23:00	25	24.0	20.7	3.2	0	0	0	11	12	2	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	467	22.2	18.4	3.7	0	4	56	275	115	15	2	0	0	0	0	0
2H(14-16)	622	21.4	17.7	3.6	0	6	109	374	119	12	2	0	0	0	0	0
12H(7-19)	3066	22.0	18.2	3.6	0	21	432	1792	730	76	14	1	0	0	0	0
24H(0-24)	3748	22.3	18.4	3.7	0	30	506	2125	951	116	19	1	0	0	0	0
AM Peak	08:00 237	00:00 23.9	04:00 20.6	00:00 4.3	00:00 0	10:00 2	09:00 35	10:00 149	08:00 70	11:00 9	07:00 2	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	15:00 355	23:00 24.0	23:00 20.7	22:00 4.8	12:00 0	17:00 5	15:00 76	15:00 203	12:00 84	13:00 8	17:00 3	13:00 1	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Port Talbot ATC 4, Water Street

Direction: Northwestbound

23/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	8	23.9	20.0	3.8	0	0	0	5	2	1	0	0	0	0	0	0
01:00	7	21.8	18.2	3.5	0	0	1	4	2	0	0	0	0	0	0	0
02:00	3	27.7	22.5	5.0	0	0	0	1	1	1	0	0	0	0	0	0
03:00	3	22.5	22.5	0.0	0	0	0	0	3	0	0	0	0	0	0	0
04:00	6	20.4	18.3	2.0	0	0	0	5	1	0	0	0	0	0	0	0
05:00	35	24.2	20.9	3.2	0	0	1	11	21	2	0	0	0	0	0	0
06:00	37	23.6	19.8	3.7	0	0	3	16	16	2	0	0	0	0	0	0
07:00	75	22.7	19.2	3.3	0	0	6	39	28	2	0	0	0	0	0	0
08:00	145	22.4	18.6	3.7	0	0	22	74	46	2	1	0	0	0	0	0
09:00	103	22.1	18.8	3.3	0	1	8	59	34	1	0	0	0	0	0	0
10:00	98	21.8	18.0	3.7	0	2	13	59	21	3	0	0	0	0	0	0
11:00	138	21.5	18.0	3.4	0	2	17	86	31	2	0	0	0	0	0	0
12:00	147	22.2	18.2	3.8	0	6	14	80	46	1	0	0	0	0	0	0
13:00	131	21.3	18.3	2.9	0	0	12	89	28	2	0	0	0	0	0	0
14:00	169	21.7	18.0	3.6	0	1	30	93	42	3	0	0	0	0	0	0
15:00	163	21.1	17.5	3.4	0	1	34	92	35	1	0	0	0	0	0	0
16:00	157	22.1	18.6	3.3	0	0	16	93	44	4	0	0	0	0	0	0
17:00	164	22.1	18.5	3.4	0	1	16	100	42	5	0	0	0	0	0	0
18:00	149	21.4	18.4	2.9	0	0	11	101	35	2	0	0	0	0	0	0
19:00	87	22.2	18.6	3.5	0	1	8	52	23	3	0	0	0	0	0	0
20:00	65	22.6	19.0	3.5	0	0	5	40	16	4	0	0	0	0	0	0
21:00	60	23.8	19.5	4.1	0	1	6	25	24	4	0	0	0	0	0	0
22:00	36	24.3	19.6	4.5	0	1	3	16	12	4	0	0	0	0	0	0
23:00	19	23.5	20.4	3.0	0	0	0	9	9	1	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	236	21.6	18.0	3.5	0	4	30	145	52	5	0	0	0	0	0	0
2H(14-16)	332	21.4	17.8	3.5	0	2	64	185	77	4	0	0	0	0	0	0
12H(7-19)	1639	21.8	18.3	3.4	0	14	199	965	432	28	1	0	0	0	0	0
24H(0-24)	2005	22.1	18.5	3.5	0	17	226	1149	562	50	1	0	0	0	0	0
<b>AM Peak</b>	08:00	02:00	02:00	02:00	00:00	10:00	08:00	11:00	08:00	10:00	08:00	00:00	00:00	00:00	00:00	00:00
	145	27.7	22.5	5.0	0	2	22	86	46	3	1	0	0	0	0	0
<b>PM Peak</b>	14:00	22:00	23:00	22:00	12:00	12:00	15:00	18:00	12:00	17:00	12:00	12:00	12:00	12:00	12:00	12:00
	169	24.3	20.4	4.5	0	6	34	101	46	5	0	0	0	0	0	0

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	13	28.1	21.3	6.5	0	0	2	5	1	4	1	0	0	0	0	0
01:00	5	25.4	19.5	5.7	0	0	1	2	1	1	0	0	0	0	0	0
02:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	2	17.5	17.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
04:00	15	21.3	17.2	4.0	0	0	4	9	1	1	0	0	0	0	0	0
05:00	29	23.0	19.1	3.8	0	0	3	16	8	2	0	0	0	0	0	0
06:00	54	25.8	20.7	4.9	0	0	5	21	18	8	2	0	0	0	0	0
07:00	92	24.2	19.9	4.1	0	0	9	38	37	7	1	0	0	0	0	0
08:00	106	23.2	18.7	4.3	0	2	18	45	35	6	0	0	0	0	0	0
09:00	106	22.3	18.3	3.8	0	0	20	51	32	3	0	0	0	0	0	0
10:00	106	21.9	18.0	3.7	0	1	19	56	28	2	0	0	0	0	0	0
11:00	114	23.2	18.6	4.5	0	0	22	57	24	10	1	0	0	0	0	0
12:00	104	22.2	17.9	4.2	0	1	25	47	27	4	0	0	0	0	0	0
13:00	124	21.6	17.9	3.6	0	0	24	71	25	4	0	0	0	0	0	0
14:00	110	23.2	19.1	3.9	0	0	12	58	33	6	1	0	0	0	0	0
15:00	238	20.2	16.5	3.6	0	6	69	131	30	2	0	0	0	0	0	0
16:00	145	23.1	19.2	3.8	0	1	13	77	46	7	1	0	0	0	0	0
17:00	105	22.5	18.4	4.0	0	0	19	54	26	6	0	0	0	0	0	0
18:00	103	24.3	19.3	4.8	0	0	17	46	29	9	1	1	0	0	0	0
19:00	74	23.7	18.9	4.7	0	0	14	35	18	5	2	0	0	0	0	0
20:00	67	22.0	17.7	4.1	0	0	18	31	15	3	0	0	0	0	0	0
21:00	46	26.7	20.9	5.6	0	1	7	10	17	10	1	0	0	0	0	0
22:00	41	23.6	18.8	4.6	0	0	9	15	15	1	1	0	0	0	0	0
23:00	9	24.8	21.4	3.3	0	0	0	3	5	1	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	220	22.6	18.3	4.1	0	1	41	113	52	12	1	0	0	0	0	0
2H(14-16)	348	21.4	17.3	3.9	0	6	81	189	63	8	1	0	0	0	0	0
12H(7-19)	1453	22.5	18.3	4.1	0	11	267	731	372	66	5	1	0	0	0	0
24H(0-24)	1809	22.9	18.5	4.3	0	12	330	881	471	102	12	1	0	0	0	0
<b>AM Peak</b>	11:00	00:00	00:00	00:00	00:00	08:00	11:00	11:00	07:00	11:00	06:00	00:00	00:00	00:00	00:00	00:00
	<b>114</b>	<b>28.1</b>	<b>21.3</b>	<b>6.5</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>57</b>	<b>37</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	15:00	21:00	23:00	21:00	12:00	15:00	15:00	15:00	16:00	21:00	19:00	18:00	12:00	12:00	12:00	12:00
	<b>238</b>	<b>26.7</b>	<b>21.4</b>	<b>5.6</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>131</b>	<b>46</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	21	26.6	20.8	5.6	0	0	2	10	3	5	1	0	0	0	0	0
01:00	12	23.2	18.8	4.3	0	0	2	6	3	1	0	0	0	0	0	0
02:00	4	26.2	21.3	4.8	0	0	0	2	1	1	0	0	0	0	0	0
03:00	5	23.3	20.5	2.7	0	0	0	2	3	0	0	0	0	0	0	0
04:00	21	21.2	17.5	3.5	0	0	4	14	2	1	0	0	0	0	0	0
05:00	64	23.8	20.1	3.6	0	0	4	27	29	4	0	0	0	0	0	0
06:00	91	24.9	20.4	4.4	0	0	8	37	34	10	2	0	0	0	0	0
07:00	167	23.5	19.6	3.8	0	0	15	77	65	9	1	0	0	0	0	0
08:00	251	22.7	18.6	4.0	0	2	40	119	81	8	1	0	0	0	0	0
09:00	209	22.2	18.6	3.5	0	1	28	110	66	4	0	0	0	0	0	0
10:00	204	21.8	18.0	3.7	0	3	32	115	49	5	0	0	0	0	0	0
11:00	252	22.3	18.3	3.9	0	2	39	143	55	12	1	0	0	0	0	0
12:00	251	22.2	18.1	4.0	0	7	39	127	73	5	0	0	0	0	0	0
13:00	255	21.5	18.1	3.3	0	0	36	160	53	6	0	0	0	0	0	0
14:00	279	22.3	18.4	3.7	0	1	42	151	75	9	1	0	0	0	0	0
15:00	401	20.6	16.9	3.6	0	7	103	223	65	3	0	0	0	0	0	0
16:00	302	22.6	18.9	3.6	0	1	29	170	90	11	1	0	0	0	0	0
17:00	269	22.2	18.5	3.6	0	1	35	154	68	11	0	0	0	0	0	0
18:00	252	22.7	18.8	3.8	0	0	28	147	64	11	1	1	0	0	0	0
19:00	161	23.0	18.7	4.1	0	1	22	87	41	8	2	0	0	0	0	0
20:00	132	22.3	18.3	3.9	0	0	23	71	31	7	0	0	0	0	0	0
21:00	106	25.1	20.1	4.8	0	2	13	35	41	14	1	0	0	0	0	0
22:00	77	23.9	19.2	4.6	0	1	12	31	27	5	1	0	0	0	0	0
23:00	28	23.9	20.7	3.1	0	0	0	12	14	2	0	0	0	0	0	0
Total																
2H(10-12)	456	22.1	18.2	3.8	0	5	71	258	104	17	1	0	0	0	0	0
2H(14-16)	680	21.4	17.5	3.7	0	8	145	374	140	12	1	0	0	0	0	0
12H(7-19)	3092	22.2	18.3	3.7	0	25	466	1696	804	94	6	1	0	0	0	0
24H(0-24)	3814	22.5	18.5	3.9	0	29	556	2030	1033	152	13	1	0	0	0	0
AM Peak	11:00	00:00	02:00	00:00	00:00	10:00	08:00	11:00	08:00	11:00	06:00	00:00	00:00	00:00	00:00	00:00
	252	26.6	21.3	5.6	0	3	40	143	81	12	2	0	0	0	0	0
PM Peak	15:00	21:00	23:00	21:00	12:00	12:00	15:00	15:00	16:00	21:00	19:00	18:00	12:00	12:00	12:00	12:00
	401	25.1	20.7	4.8	0	7	103	223	90	14	2	1	0	0	0	0

Paul Castle Associates

Port Talbot ATC 5, Water Street



Direction: Northbound

Hour	17/01/2021	18/01/2021	19/01/2021	20/01/2021	21/01/2021	22/01/2021	23/01/2021	24/01/2021	5-Day Avg.	7-Day Avg.
08:00	11	12	60	12	9	15	12	12	24	24
09:00	15	21	17	8	7	10	9	10	16	16
10:00	2	14	26	11	8	2	3	5	9	9
11:00	1	10	17	2	3	9	8	4	7	7
12:00	8	16	21	14	7	9	18	11	13	13
13:00	17	14	38	31	30	26	27	26	21	21
14:00	61	56	49	64	85	48	74	70	65	65
15:00	152	78	53	117	113	158	152	146	123	123
16:00	359	368	116	271	317	341	291	320	269	269
17:00	425	291	333	385	352	296	358	338	322	322
18:00	382	313	323	297	318	377	330	351	346	346
19:00	533	437	385	345	371	361	381	399	402	402
20:00	566	456	433	356	341	364	364	386	408	408
21:00	667	492	358	273	321	351	357	394	400	400
22:00	671	411	312	236	407	411	409	402	410	410
23:00	747	520	324	315	309	542	766	656	561	561
00:00	703	564	354	745	743	735	712	712	625	625
01:00	612	288	304	655	687	677	656	657	554	554
02:00	357	300	257	409	576	658	698	511	465	465
03:00	233	194	184	248	253	301	389	311	264	264
04:00	205	177	166	188	192	281	292	214	216	216
05:00	164	166	84	106	121	217	209	175	152	152
06:00	131	116	85	96	74	74	185	137	108	108
07:00	82	85	62	26	32	28	67	47	37	37
<b>Total</b>	6382	3918	3336	4642	5410	5294	5498	5445	4924	4924
<b>1800-21:00</b>	1075	4554	3829	3256	6071	6264	6322	6296	5622	5622
<b>1800-24:00</b>	7288	4795	3938	5378	6177	6356	6774	6395	5803	5803
<b>24:00-24:00</b>	7342	4884	4128	5656	6240	6427	6611	6463	5903	5903
<b>AM Peak</b>	11:00	11:00	11:00	09:00	10:00	11:00	11:00	11:00	11:00	11:00
<b>PM Peak</b>	15:00	13:00	12:00	16:00	16:00	15:00	15:00	16:00	16:00	16:00
<b>Paul Cuthbert Associates</b>	387	492	433	745	748	755	786	732	625	625

Direction: Southwestbound

Hour	17/01/2021	18/01/2021	19/01/2021	20/01/2021	21/01/2021	22/01/2021	23/01/2021	24/01/2021	5-Day Avg.	7-Day Avg.
08:00	23	21	16	9	7	10	10	12	17	17
09:00	11	12	16	10	3	12	9	9	15	15
10:00	5	8	15	10	6	2	3	5	9	9
11:00	3	7	16	3	2	13	10	6	7	7
12:00	8	11	16	16	7	17	25	15	14	14
13:00	10	9	23	20	18	21	19	16	16	16
14:00	104	27	20	107	118	108	135	117	90	90
15:00	278	151	49	237	277	310	288	278	211	211
16:00	726	390	112	656	687	712	617	684	584	584
17:00	551	239	220	381	478	413	452	455	391	391
18:00	471	325	270	374	497	474	443	451	428	428
19:00	517	432	323	311	428	371	408	411	401	401
20:00	574	434	385	347	385	353	365	409	426	426
21:00	659	468	356	356	346	383	400	429	424	424
22:00	654	469	276	411	421	413	400	478	426	426
23:00	656	387	286	372	667	537	634	617	537	537
00:00	661	371	227	608	675	650	678	656	568	568
01:00	690	322	241	672	657	709	703	682	581	581
02:00	562	321	191	322	472	463	375	477	424	424
03:00	292	230	182	292	276	478	427	362	323	323
04:00	150	148	146	149	155	206	225	177	168	168
05:00	109	147	74	80	87	151	139	124	120	120
06:00	85	116	74	69	47	41	121	73	79	79
07:00	95	84	61	28	31	38	77	54	52	52
<b>Total</b>	6899	3946	3071	5268	5990	5817	6090	6039	5316	5316
<b>1800-21:00</b>	1644	4490	3303	3688	6646	6800	7123	6919	6253	6253
<b>1800-24:00</b>	7624	4608	3618	5885	6726	6881	7113	6949	6249	6249
<b>24:00-24:00</b>	7864	4766	3743	6013	6709	6958	7380	7012	6253	6253
<b>AM Peak</b>	08:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00
<b>PM Peak</b>	17:00	13:00	12:00	17:00	16:00	17:00	17:00	17:00	17:00	17:00
<b>Paul Cuthbert Associates</b>	496	668	565	872	875	739	793	852	581	581

Direction: Total Flow

Hour	17/01/2021	18/01/2021	19/01/2021	20/01/2021	21/01/2021	22/01/2021	23/01/2021	24/01/2021	5-Day Avg.	7-Day Avg.
08:00	34	33	26	21	16	21	22	24	41	41
09:00	26	33	33	18	10	22	18	10	31	31
10:00	7	22	41	21	14	4	6	10	16	16
11:00	4	17	26	5	4	22	18	11	14	14
12:00	16	27	37	30	14	24	34	26	28	28
13:00	27	21	51	51	46	49	46	44	39	39
14:00	165	83	69	143	223	176	209	187	135	135
15:00	430	329	302	354	430	468	440	424	336	336
16:00	1095	568	248	927	1024	1053	928	1021	801	801
17:00	976	530	395	714	863	765	748	813	713	713
18:00	851	608	513	671	876	851	779	806	754	754
19:00	1050	869	708	676	801	732	789	803	804	804
20:00	1128	870	788	700	756	717	750	807	823	823
21:00	1326	960	694	629	667	736	757	823	824	824
22:00	1225	824	688	737	828	854	976	840	852	852
23:00	1403	707	612	1008	1376	1099	1400	1273	1098	1098
00:00	1264	737	674	1213	1418	1444	1380	1288	1183	1183
01:00	1102	620	545	1217	1444	1416	1399	1300	1145	1145
02:00	1130	622	398	711	1046	1086	1271	1047	884	884
03:00	555	467	386	540	539	670	651	673	601	601
04:00	355	325	312	347	347	469	517	411	385	385
05:00	271	313	168	184	208	168	462	290	287	287
06:00	236	232	143	165	121	117	306	185	186	186
07:00	177	169	81	54	65	66	144	101	108	108
<b>Total</b>	13371	7864	6397	9910	11400	11511	11548	11484	10340	10340
<b>1800-21:00</b>	14719	9022	7332	11244	12712	12654	12654	12654	12654	12654
<b>1800-24:00</b>	15112	9413	7516	11383	12903	12917	13047	13047	12919	12919
<b>24:00-24:00</b>	15216	9500	7885	11509	13000	13385	14240	13474	12726	12726
<b>AM Peak</b>	08:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00
<b>PM Peak</b>	15:00	13:00	12:00	16:00	16:00	15:00	15:00	16:00	16:00	16:00
<b>Paul Cuthbert Associates</b>	860	798	1353	1418	1416	1400	1400	1398	1193	1193

Port Talbot ATC 5, Water Street

Direction: Northeastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 17 Mar 2023	7342	7196	118	3	25
Sat 18 Mar 2023	4884	4824	43	2	15
Sun 19 Mar 2023	4118	4080	32	2	4
Mon 20 Mar 2023	5456	5291	135	3	27
Tue 21 Mar 2023	6240	6124	87	10	19
Wed 22 Mar 2023	6427	6294	110	8	15
Thu 23 Mar 2023	6851	6726	101	8	16
5 Day Ave.	6463	6326	110	6	20
7 Day Ave.	5903	5791	89	5	17

Direction: Southwestbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 17 Mar 2023	7884	7659	187	6	32
Sat 18 Mar 2023	4766	4703	42	7	14
Sun 19 Mar 2023	3743	3693	39	7	4
Mon 20 Mar 2023	6053	5837	188	5	23
Tue 21 Mar 2023	6769	6632	99	13	25
Wed 22 Mar 2023	6958	6807	126	10	15
Thu 23 Mar 2023	7389	7238	119	11	21
5 Day Ave.	7011	6825	144	9	23
7 Day Ave.	6223	6081	114	8	19

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 17 Mar 2023	15226	14855	305	9	57
Sat 18 Mar 2023	9650	9527	85	9	29
Sun 19 Mar 2023	7861	7773	71	9	8
Mon 20 Mar 2023	11509	11128	323	8	50
Tue 21 Mar 2023	13009	12756	186	23	44
Wed 22 Mar 2023	13385	13101	236	18	30
Thu 23 Mar 2023	14240	13964	220	19	37
5 Day Ave.	13474	13161	254	15	44
7 Day Ave.	12126	11872	204	14	36

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 17 Mar 2023	100.0%	98.0%	1.6%	0.0%	0.3%
Sat 18 Mar 2023	100.0%	98.8%	0.9%	0.0%	0.3%
Sun 19 Mar 2023	100.0%	99.1%	0.8%	0.0%	0.1%
Mon 20 Mar 2023	100.0%	97.0%	2.5%	0.1%	0.5%
Tue 21 Mar 2023	100.0%	98.1%	1.4%	0.2%	0.3%
Wed 22 Mar 2023	100.0%	97.9%	1.7%	0.1%	0.2%
Thu 23 Mar 2023	100.0%	98.2%	1.5%	0.1%	0.2%
5 Day Ave.	100.0%	97.9%	1.7%	0.1%	0.3%
7 Day Ave.	100.0%	98.1%	1.5%	0.1%	0.3%

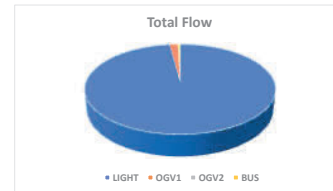
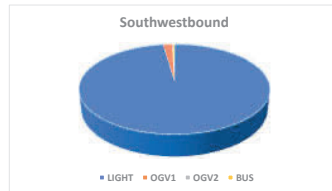
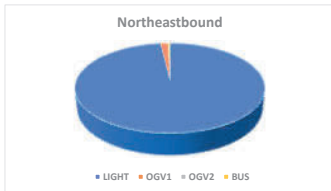
	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 17 Mar 2023	100.0%	97.1%	2.4%	0.1%	0.4%
Sat 18 Mar 2023	100.0%	98.7%	0.9%	0.1%	0.3%
Sun 19 Mar 2023	100.0%	98.7%	1.0%	0.2%	0.1%
Mon 20 Mar 2023	100.0%	96.4%	3.1%	0.1%	0.4%
Tue 21 Mar 2023	100.0%	98.0%	1.5%	0.2%	0.4%
Wed 22 Mar 2023	100.0%	97.8%	1.8%	0.1%	0.2%
Thu 23 Mar 2023	100.0%	98.0%	1.6%	0.1%	0.3%
5 Day Ave.	100.0%	97.5%	2.1%	0.1%	0.3%
7 Day Ave.	100.0%	97.7%	1.8%	0.1%	0.3%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 17 Mar 2023	100.0%	97.6%	2.0%	0.1%	0.4%
Sat 18 Mar 2023	100.0%	98.7%	0.9%	0.1%	0.3%
Sun 19 Mar 2023	100.0%	98.9%	0.9%	0.1%	0.1%
Mon 20 Mar 2023	100.0%	95.7%	2.8%	0.1%	0.4%
Tue 21 Mar 2023	100.0%	98.1%	1.4%	0.2%	0.3%
Wed 22 Mar 2023	100.0%	97.9%	1.8%	0.1%	0.2%
Thu 23 Mar 2023	100.0%	98.1%	1.5%	0.1%	0.3%
5 Day Ave.	100.0%	97.7%	1.9%	0.1%	0.3%
7 Day Ave.	100.0%	97.9%	1.7%	0.1%	0.3%

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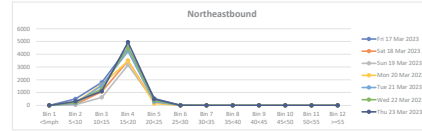


Port Talbot ATC 5, Water Street

Direction: Northeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
Fri 17 Mar 2023	7342	19.6	16.0	3.5	0	501	1791	4514	532	4	0	0	0	0	0	0
Sat 18 Mar 2023	4884	19.3	16.5	2.7	0	75	1070	3498	335	5	1	0	0	0	0	0
Sun 19 Mar 2023	4118	19.6	17.0	2.6	0	51	620	3161	283	3	0	0	0	0	0	0
Mon 20 Mar 2023	5456	18.9	15.7	3.0	0	229	1605	3483	137	2	0	0	0	0	0	0
Tue 21 Mar 2023	6240	19.2	16.2	2.9	0	146	1561	4248	284	1	0	0	0	0	0	0
Wed 22 Mar 2023	6427	19.6	16.5	3.0	0	209	1289	4534	392	3	0	0	0	0	0	0
Thu 23 Mar 2023	6851	19.8	16.6	3.1	0	206	1102	4950	491	2	0	0	0	0	0	0
5 Day Avg.	6463	19.4	16.2	3.1	0	278	1470	4346	367	2	0	0	0	0	0	0
7 Day Avg.	5903	19.4	16.4	3.0	0	217	1291	4055	336	3	0	0	0	0	0	0

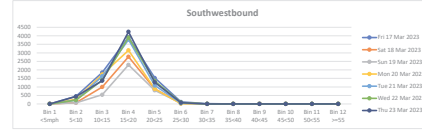
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Direction: Southwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
Fri 17 Mar 2023	7884	21.8	16.9	4.2	0	448	1847	3930	1527	118	14	0	0	0	0	0
Sat 18 Mar 2023	4766	20.9	17.3	3.5	0	72	999	2772	878	45	0	0	0	0	0	0
Sun 19 Mar 2023	3743	21.3	17.8	3.4	0	65	542	2294	800	42	0	0	0	0	0	0
Mon 20 Mar 2023	6013	20.3	16.4	3.8	0	279	1730	3150	883	11	0	0	0	0	0	0
Tue 21 Mar 2023	6769	20.6	16.8	3.7	0	228	1627	3784	1087	43	0	0	0	0	0	0
Wed 22 Mar 2023	6958	21.2	17.3	3.8	0	235	1401	3904	1344	84	0	0	0	0	0	0
Thu 23 Mar 2023	7389	21.0	16.9	3.9	0	439	1563	4238	1272	77	0	0	0	0	0	0
5 Day Avg.	7011	20.9	16.9	3.9	0	324	1594	3801	1223	67	3	0	0	0	0	0
7 Day Avg.	6223	21.0	17.1	3.8	0	253	1338	3439	1113	60	2	0	0	0	0	0

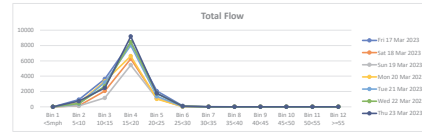
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
Fri 17 Mar 2023	15226	20.5	16.5	3.9	0	949	3638	8444	2059	122	14	0	0	0	0	0
Sat 18 Mar 2023	9650	20.2	16.9	3.2	0	147	2069	6270	1113	50	1	0	0	0	0	0
Sun 19 Mar 2023	7861	20.5	17.4	3.0	0	116	1162	5455	1083	45	0	0	0	0	0	0
Mon 20 Mar 2023	11509	19.6	16.1	3.5	0	508	3350	6639	3100	13	0	0	0	0	0	0
Tue 21 Mar 2023	13009	20.0	16.5	3.3	0	374	3188	8032	1371	44	0	0	0	0	0	0
Wed 22 Mar 2023	13385	20.4	16.9	3.4	0	434	2690	8438	1736	87	0	0	0	0	0	0
Thu 23 Mar 2023	14240	20.5	16.8	3.6	0	745	2465	9189	1763	79	0	0	0	0	0	0
5 Day Avg.	13474	20.2	16.5	3.5	0	602	3063	8147	1590	69	3	0	0	0	0	0
7 Day Avg.	12126	20.3	16.7	3.4	0	468	2650	7494	1449	63	2	0	0	0	0	0

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**Port Talbot ATC 5, Water Street**

Direction: Northeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Fri 17 Mar 2023	915	20.2	17.1	3.0	0	16	153	633	112	1	0	0	0	0	0	0
Sat 18 Mar 2023	770	18.6	15.7	2.8	0	15	269	468	18	0	0	0	0	0	0	0
Sun 19 Mar 2023	708	19.5	16.8	2.6	0	17	103	551	36	1	0	0	0	0	0	0
Mon 20 Mar 2023	642	18.6	16.0	2.6	0	8	191	434	9	0	0	0	0	0	0	0
Tue 21 Mar 2023	751	19.0	16.3	2.5	0	9	178	543	21	0	0	0	0	0	0	0
Wed 22 Mar 2023	738	19.0	16.3	2.5	0	13	163	546	16	0	0	0	0	0	0	0
Thu 23 Mar 2023	711	19.1	16.9	2.2	0	9	93	590	19	0	0	0	0	0	0	0
5 Day Ave.	751	19.2	16.5	2.6	0	11	156	549	35	0	0	0	0	0	0	0
7 Day Ave.	748	19.1	16.4	2.6	0	12	164	538	33	0	0	0	0	0	0	0

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Direction: Southwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Fri 17 Mar 2023	988	22.0	18.2	3.7	0	12	136	572	237	30	1	0	0	0	0	0
Sat 18 Mar 2023	757	20.1	16.4	3.5	0	13	250	386	107	1	0	0	0	0	0	0
Sun 19 Mar 2023	593	21.4	17.6	3.6	0	18	87	362	117	9	0	0	0	0	0	0
Mon 20 Mar 2023	705	20.3	16.6	3.6	0	17	207	369	112	0	0	0	0	0	0	0
Tue 21 Mar 2023	925	20.5	17.1	3.3	0	13	190	574	145	3	0	0	0	0	0	0
Wed 22 Mar 2023	845	20.6	17.1	3.3	0	19	165	527	131	3	0	0	0	0	0	0
Thu 23 Mar 2023	857	21.0	16.6	4.2	0	100	101	516	138	2	0	0	0	0	0	0
5 Day Ave.	864	20.9	17.1	3.6	0	32	160	512	153	8	0	0	0	0	0	0
7 Day Ave.	810	20.8	17.1	3.6	0	27	162	472	141	7	0	0	0	0	0	0

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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Fri 17 Mar 2023	1903	21.2	17.7	3.4	0	28	289	1205	349	31	1	0	0	0	0	0
Sat 18 Mar 2023	1527	19.4	16.0	3.2	0	28	519	854	125	1	0	0	0	0	0	0
Sun 19 Mar 2023	1301	20.4	17.2	3.2	0	35	190	913	153	10	0	0	0	0	0	0
Mon 20 Mar 2023	1347	19.6	16.3	3.2	0	25	398	803	121	0	0	0	0	0	0	0
Tue 21 Mar 2023	1676	19.9	16.8	3.0	0	22	368	1117	166	3	0	0	0	0	0	0
Wed 22 Mar 2023	1583	19.9	16.7	3.0	0	32	328	1073	147	3	0	0	0	0	0	0
Thu 23 Mar 2023	1568	20.3	16.7	3.5	0	109	194	1106	157	2	0	0	0	0	0	0
5 Day Ave.	1615	20.2	16.8	3.2	0	43	315	1061	188	8	0	0	0	0	0	0
7 Day Ave.	1558	20.1	16.8	3.2	0	40	327	1010	174	7	0	0	0	0	0	0

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**Port Talbot ATC 5, Water Street**

Direction: Northeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Fri 17 Mar 2023	1418	19.0	14.4	4.4	0	268	456	578	116	0	0	0	0	0	0	0
Sat 18 Mar 2023	731	19.1	16.2	2.8	0	14	186	501	30	0	0	0	0	0	0	0
Sun 19 Mar 2023	638	19.5	16.8	2.6	0	9	113	474	42	0	0	0	0	0	0	0
Mon 20 Mar 2023	841	18.1	14.0	3.9	0	162	269	402	8	0	0	0	0	0	0	0
Tue 21 Mar 2023	1116	19.2	16.1	2.9	0	29	293	745	49	0	0	0	0	0	0	0
Wed 22 Mar 2023	953	19.0	15.1	3.8	0	114	264	539	36	0	0	0	0	0	0	0
Thu 23 Mar 2023	1261	18.9	14.8	4.0	0	202	321	696	42	0	0	0	0	0	0	0
5 Day Ave.	1118	18.8	14.9	3.8	0	155	321	592	50	0	0	0	0	0	0	0
7 Day Ave.	994	19.0	15.4	3.5	0	114	272	562	46	0	0	0	0	0	0	0

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Direction: Southwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Fri 17 Mar 2023	1310	21.4	15.6	5.5	0	222	397	395	249	35	12	0	0	0	0	0
Sat 18 Mar 2023	790	21.2	17.2	3.9	0	24	181	422	147	16	0	0	0	0	0	0
Sun 19 Mar 2023	562	21.3	17.8	3.4	0	3	96	339	116	8	0	0	0	0	0	0
Mon 20 Mar 2023	984	19.3	14.5	4.6	0	194	302	384	104	0	0	0	0	0	0	0
Tue 21 Mar 2023	1088	20.2	16.5	3.6	0	29	325	580	152	2	0	0	0	0	0	0
Wed 22 Mar 2023	980	21.1	16.3	4.6	0	101	240	438	192	9	0	0	0	0	0	0
Thu 23 Mar 2023	1114	20.1	15.1	4.8	0	212	270	475	156	1	0	0	0	0	0	0
5 Day Ave.	1095	20.4	15.6	4.6	0	152	307	454	171	9	2	0	0	0	0	0
7 Day Ave.	975	20.6	16.1	4.3	0	112	259	433	159	10	2	0	0	0	0	0

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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Fri 17 Mar 2023	2728	20.2	15.0	5.0	0	490	853	973	365	35	12	0	0	0	0	0
Sat 18 Mar 2023	1521	20.3	16.7	3.5	0	38	367	923	177	16	0	0	0	0	0	0
Sun 19 Mar 2023	1200	20.4	17.3	3.0	0	12	209	813	158	8	0	0	0	0	0	0
Mon 20 Mar 2023	1825	18.8	14.3	4.3	0	356	571	786	112	0	0	0	0	0	0	0
Tue 21 Mar 2023	2204	19.7	16.3	3.3	0	58	618	1325	201	2	0	0	0	0	0	0
Wed 22 Mar 2023	1933	20.1	15.7	4.2	0	215	504	977	228	9	0	0	0	0	0	0
Thu 23 Mar 2023	2375	19.5	14.9	4.4	0	414	591	1171	198	1	0	0	0	0	0	0
5 Day Ave.	2213	19.6	15.2	4.2	0	307	627	1046	221	9	2	0	0	0	0	0
7 Day Ave.	1969	19.8	15.7	4.0	0	226	530	995	206	10	2	0	0	0	0	0

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Port Talbot ATC 5, Water Street

Direction: Northeastbound

17/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	11	10	0	0	1
01:00	15	13	1	0	1
02:00	2	2	0	0	0
03:00	1	1	0	0	0
04:00	8	6	2	0	0
05:00	17	15	1	0	1
06:00	61	51	6	0	4
07:00	152	138	8	0	6
08:00	359	347	11	1	0
09:00	425	408	15	1	1
10:00	382	370	10	0	2
11:00	533	527	6	0	0
12:00	564	557	7	0	0
13:00	667	658	8	0	1
14:00	671	667	3	0	1
15:00	747	736	11	0	0
16:00	703	685	13	1	4
17:00	612	604	6	0	2
18:00	567	562	5	0	0
19:00	263	260	2	0	1
20:00	205	205	0	0	0
21:00	164	161	3	0	0
22:00	131	131	0	0	0
23:00	82	82	0	0	0
<b>Total</b>	<b>6382</b>	<b>6259</b>	<b>103</b>	<b>3</b>	<b>17</b>
12H(7-19)	7075	6936	114	3	22
16H(6-22)	7288	7149	114	3	22
18H(6-24)	7342	7196	118	3	25
24H(0-24)					
AM Peak	11:00 <b>533</b>	11:00 <b>527</b>	09:00 <b>15</b>	08:00 <b>1</b>	07:00 <b>6</b>
PM Peak	15:00 <b>747</b>	15:00 <b>736</b>	16:00 <b>13</b>	16:00 <b>1</b>	16:00 <b>4</b>

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Direction: Southwestbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	23	21	0	0	2
01:00	11	10	1	0	0
02:00	5	5	0	0	0
03:00	3	3	0	0	0
04:00	8	6	2	0	0
05:00	10	8	1	1	0
06:00	104	87	11	0	6
07:00	278	250	21	0	7
08:00	726	705	20	1	0
09:00	551	523	22	1	5
10:00	471	458	12	0	1
11:00	517	506	7	0	4
12:00	574	558	13	0	3
13:00	659	644	13	1	1
14:00	654	642	12	0	0
15:00	656	636	20	0	0
16:00	661	642	16	2	1
17:00	690	683	6	0	1
18:00	552	546	6	0	0
19:00	292	289	2	0	1
20:00	150	150	0	0	0
21:00	109	107	2	0	0
22:00	85	85	0	0	0
23:00	95	95	0	0	0
<b>Total</b>	<b>6989</b>	<b>6793</b>	<b>168</b>	<b>5</b>	<b>23</b>
12H(7-19)	7644	7426	183	5	30
16H(6-22)	7824	7606	183	5	30
18H(6-24)	7884	7659	187	6	32
24H(0-24)					
AM Peak	08:00 <b>726</b>	08:00 <b>705</b>	09:00 <b>22</b>	05:00 <b>1</b>	07:00 <b>7</b>
PM Peak	17:00 <b>690</b>	17:00 <b>683</b>	15:00 <b>20</b>	16:00 <b>2</b>	12:00 <b>3</b>

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Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	34	31	0	0	3
01:00	26	23	2	0	1
02:00	7	7	0	0	0
03:00	4	4	0	0	0
04:00	16	12	4	0	0
05:00	27	23	2	1	1
06:00	165	138	17	0	10
07:00	430	388	29	0	13
08:00	1085	1052	31	2	0
09:00	976	931	37	2	6
10:00	853	828	22	0	3
11:00	1050	1033	13	0	4
12:00	1138	1115	20	0	3
13:00	1326	1302	21	1	2
14:00	1325	1309	15	0	1
15:00	1403	1372	31	0	0
16:00	1364	1327	29	3	5
17:00	1302	1287	12	0	3
18:00	1119	1108	11	0	0
19:00	555	549	4	0	2
20:00	355	355	0	0	0
21:00	273	268	5	0	0
22:00	216	216	0	0	0
23:00	177	177	0	0	0
<b>Total</b>	<b>13371</b>	<b>13052</b>	<b>271</b>	<b>8</b>	<b>40</b>
12H(7-19)	14719	14362	297	8	52
16H(6-22)	15112	14755	297	8	52
18H(6-24)	15226	14855	305	9	57
24H(0-24)					
AM Peak	08:00 <b>1085</b>	08:00 <b>1052</b>	09:00 <b>37</b>	08:00 <b>2</b>	07:00 <b>13</b>
PM Peak	15:00 <b>1403</b>	15:00 <b>1372</b>	15:00 <b>31</b>	16:00 <b>3</b>	16:00 <b>5</b>

Paul Castle Associates

Port Talbot ATC 5, Water Street

Direction: Northeastbound

18/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	52	52	0	0	0
01:00	23	23	0	0	0
02:00	14	14	0	0	0
03:00	10	10	0	0	0
04:00	16	15	1	0	0
05:00	14	14	0	0	0
06:00	56	52	2	0	2
07:00	78	69	6	0	3
08:00	168	159	6	0	3
09:00	291	284	5	0	2
10:00	333	329	3	0	1
11:00	437	434	3	0	0
12:00	436	431	3	2	0
13:00	492	490	1	0	1
14:00	411	406	4	0	1
15:00	320	320	0	0	0
16:00	364	359	4	0	1
17:00	288	285	3	0	0
18:00	300	297	2	0	1
19:00	237	237	0	0	0
20:00	177	177	0	0	0
21:00	166	166	0	0	0
22:00	116	116	0	0	0
23:00	85	85	0	0	0
<b>Total</b>					
12H(7-19)	3918	3863	40	2	13
16H(6-22)	4554	4495	42	2	15
18H(6-24)	4755	4696	42	2	15
24H(0-24)	4884	4824	43	2	15
<b>AM Peak</b>	11:00 437	11:00 434	07:00 6	00:00 0	07:00 3
<b>PM Peak</b>	13:00 492	13:00 490	14:00 4	12:00 2	13:00 1

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	21	20	0	1	0
01:00	12	12	0	0	0
02:00	8	8	0	0	0
03:00	7	7	0	0	0
04:00	11	10	1	0	0
05:00	9	9	0	0	0
06:00	27	25	2	0	0
07:00	51	46	4	0	1
08:00	190	182	4	0	4
09:00	239	232	4	0	3
10:00	325	321	3	0	1
11:00	432	426	5	0	1
12:00	434	427	5	2	0
13:00	468	466	1	0	1
14:00	403	399	3	0	1
15:00	387	382	3	2	0
16:00	373	368	3	1	1
17:00	322	320	2	0	0
18:00	322	319	2	0	1
19:00	230	230	0	0	0
20:00	148	148	0	0	0
21:00	147	147	0	0	0
22:00	116	116	0	0	0
23:00	84	83	0	1	0
<b>Total</b>					
12H(7-19)	3946	3888	39	5	14
16H(6-22)	4498	4438	41	5	14
18H(6-24)	4698	4637	41	6	14
24H(0-24)	4766	4703	42	7	14
<b>AM Peak</b>	11:00 432	11:00 426	11:00 5	00:00 1	08:00 4
<b>PM Peak</b>	13:00 468	13:00 466	13:00 5	12:00 2	13:00 1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	73	72	0	1	0
01:00	35	35	0	0	0
02:00	22	22	0	0	0
03:00	17	17	0	0	0
04:00	27	25	2	0	0
05:00	23	23	0	0	0
06:00	83	77	4	0	2
07:00	129	115	10	0	4
08:00	358	341	10	0	7
09:00	530	516	9	0	5
10:00	658	650	6	0	2
11:00	869	860	8	0	1
12:00	870	858	8	4	0
13:00	960	956	2	0	2
14:00	814	805	7	0	2
15:00	707	702	3	2	0
16:00	737	727	7	1	2
17:00	610	605	5	0	0
18:00	622	616	4	0	2
19:00	467	467	0	0	0
20:00	325	325	0	0	0
21:00	313	313	0	0	0
22:00	232	232	0	0	0
23:00	169	168	0	1	0
<b>Total</b>					
12H(7-19)	7864	7751	79	7	27
16H(6-22)	9052	8933	83	7	29
18H(6-24)	9453	9333	83	8	29
24H(0-24)	9650	9527	85	9	29
<b>AM Peak</b>	11:00 869	11:00 860	07:00 10	00:00 1	08:00 7
<b>PM Peak</b>	13:00 960	13:00 956	13:00 8	12:00 4	13:00 2

Paul Castle Associates

Port Talbot ATC 5, Water Street

Direction: Northeastbound

19/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	60	60	0	0	0
01:00	37	37	0	0	0
02:00	26	26	0	0	0
03:00	17	17	0	0	0
04:00	21	21	0	0	0
05:00	19	18	1	0	0
06:00	49	47	2	0	0
07:00	53	52	1	0	0
08:00	116	113	2	0	1
09:00	175	170	4	0	1
10:00	323	321	2	0	0
11:00	385	381	3	1	0
12:00	433	430	3	0	0
13:00	338	336	1	1	0
14:00	312	308	4	0	0
15:00	326	324	2	0	0
16:00	354	350	3	0	1
17:00	304	304	0	0	0
18:00	207	205	1	0	1
19:00	194	194	0	0	0
20:00	166	166	0	0	0
21:00	94	92	2	0	0
22:00	69	69	0	0	0
23:00	40	39	1	0	0
<b>Total</b>	<b>3326</b>	<b>3294</b>	<b>26</b>	<b>2</b>	<b>4</b>
12H(7-19)	3829	3793	30	2	4
16H(6-24)	3938	3901	31	2	4
24H(0-24)	4118	4080	32	2	4
<b>AM Peak</b>	<b>11:00</b>	<b>11:00</b>	<b>09:00</b>	<b>11:00</b>	<b>08:00</b>
	<b>385</b>	<b>381</b>	<b>4</b>	<b>1</b>	<b>1</b>
<b>PM Peak</b>	<b>12:00</b>	<b>12:00</b>	<b>14:00</b>	<b>13:00</b>	<b>16:00</b>
	<b>433</b>	<b>430</b>	<b>4</b>	<b>1</b>	<b>1</b>

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	38	38	0	0	0
01:00	34	33	0	1	0
02:00	15	15	0	0	0
03:00	9	9	0	0	0
04:00	16	16	0	0	0
05:00	13	12	1	0	0
06:00	20	18	2	0	0
07:00	49	46	2	1	0
08:00	132	130	1	0	1
09:00	220	214	5	0	1
10:00	270	263	7	0	0
11:00	323	319	3	1	0
12:00	365	362	3	0	0
13:00	356	354	1	1	0
14:00	276	271	4	1	0
15:00	286	284	2	0	0
16:00	322	317	4	0	1
17:00	281	281	0	0	0
18:00	191	189	1	0	1
19:00	192	192	0	0	0
20:00	146	145	0	1	0
21:00	74	72	2	0	0
22:00	74	74	0	0	0
23:00	41	39	1	1	0
<b>Total</b>	<b>3071</b>	<b>3030</b>	<b>33</b>	<b>4</b>	<b>4</b>
12H(7-19)	3503	3457	37	5	4
16H(6-24)	3618	3570	38	6	4
24H(0-24)	3743	3693	39	7	4
<b>AM Peak</b>	<b>11:00</b>	<b>11:00</b>	<b>10:00</b>	<b>01:00</b>	<b>08:00</b>
	<b>323</b>	<b>319</b>	<b>7</b>	<b>1</b>	<b>1</b>
<b>PM Peak</b>	<b>12:00</b>	<b>12:00</b>	<b>14:00</b>	<b>13:00</b>	<b>16:00</b>
	<b>365</b>	<b>362</b>	<b>4</b>	<b>1</b>	<b>1</b>

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	98	98	0	0	0
01:00	71	70	0	1	0
02:00	41	41	0	0	0
03:00	26	26	0	0	0
04:00	37	37	0	0	0
05:00	32	30	2	0	0
06:00	69	65	4	0	0
07:00	102	98	3	1	0
08:00	248	243	3	0	2
09:00	395	384	9	0	2
10:00	593	584	9	0	0
11:00	708	700	6	2	0
12:00	798	792	6	0	0
13:00	694	690	2	2	0
14:00	588	579	8	1	0
15:00	612	608	4	0	0
16:00	676	667	7	0	2
17:00	585	585	0	0	0
18:00	398	394	2	0	2
19:00	386	386	0	0	0
20:00	312	311	0	1	0
21:00	168	164	4	0	0
22:00	143	143	0	0	0
23:00	81	78	2	1	0
<b>Total</b>	<b>6397</b>	<b>6324</b>	<b>59</b>	<b>6</b>	<b>8</b>
12H(7-19)	7332	7250	67	7	8
16H(6-24)	7556	7471	69	8	8
24H(0-24)	7861	7773	71	9	8
<b>AM Peak</b>	<b>11:00</b>	<b>11:00</b>	<b>09:00</b>	<b>11:00</b>	<b>08:00</b>
	<b>708</b>	<b>700</b>	<b>9</b>	<b>2</b>	<b>2</b>
<b>PM Peak</b>	<b>12:00</b>	<b>12:00</b>	<b>14:00</b>	<b>13:00</b>	<b>16:00</b>
	<b>798</b>	<b>792</b>	<b>8</b>	<b>2</b>	<b>2</b>

Paul Castle Associates

Port Talbot ATC 5, Water Street

Direction: Northeastbound

20/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	12	12	0	0	0
01:00	8	7	1	0	0
02:00	11	10	1	0	0
03:00	2	1	1	0	0
04:00	14	14	0	0	0
05:00	31	30	1	0	0
06:00	64	55	4	0	5
07:00	117	105	10	0	2
08:00	271	259	10	0	2
09:00	333	317	15	1	0
10:00	297	284	12	0	1
11:00	345	334	8	0	3
12:00	356	345	10	0	1
13:00	273	266	6	0	1
14:00	326	314	12	0	0
15:00	515	499	15	1	0
16:00	745	729	10	1	5
17:00	655	638	13	0	4
18:00	409	404	2	0	3
19:00	248	245	3	0	0
20:00	198	198	0	0	0
21:00	104	103	1	0	0
22:00	96	96	0	0	0
23:00	26	26	0	0	0
<b>Total</b>	<b>4642</b>	<b>4494</b>	<b>123</b>	<b>3</b>	<b>22</b>
12H(7-19)	5256	5095	131	3	27
16H(6-22)	5378	5217	131	3	27
18H(6-24)	5456	5291	135	3	27
<b>AM Peak</b>	<b>11:00</b>	<b>11:00</b>	<b>09:00</b>	<b>09:00</b>	<b>06:00</b>
	<b>345</b>	<b>334</b>	<b>15</b>	<b>1</b>	<b>5</b>
<b>PM Peak</b>	<b>16:00</b>	<b>16:00</b>	<b>15:00</b>	<b>15:00</b>	<b>16:00</b>
	<b>745</b>	<b>729</b>	<b>15</b>	<b>1</b>	<b>5</b>

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	9	8	1	0	0
01:00	10	8	2	0	0
02:00	10	9	1	0	0
03:00	3	2	1	0	0
04:00	16	16	0	0	0
05:00	20	18	2	0	0
06:00	99	87	6	0	6
07:00	237	206	27	0	4
08:00	656	632	18	0	6
09:00	381	364	16	1	0
10:00	374	363	11	0	0
11:00	331	321	6	0	4
12:00	347	339	8	0	0
13:00	356	344	11	0	1
14:00	411	397	14	0	0
15:00	573	548	23	2	0
16:00	608	595	11	2	0
17:00	672	648	22	0	2
18:00	322	320	2	0	0
19:00	292	287	5	0	0
20:00	149	149	0	0	0
21:00	80	79	1	0	0
22:00	69	69	0	0	0
23:00	28	28	0	0	0
<b>Total</b>	<b>5268</b>	<b>5077</b>	<b>169</b>	<b>5</b>	<b>17</b>
12H(7-19)	5888	5679	181	5	23
16H(6-22)	5985	5776	181	5	23
18H(6-24)	6053	5837	188	5	23
<b>AM Peak</b>	<b>08:00</b>	<b>08:00</b>	<b>07:00</b>	<b>09:00</b>	<b>06:00</b>
	<b>656</b>	<b>632</b>	<b>27</b>	<b>1</b>	<b>6</b>
<b>PM Peak</b>	<b>17:00</b>	<b>17:00</b>	<b>15:00</b>	<b>15:00</b>	<b>17:00</b>
	<b>672</b>	<b>648</b>	<b>23</b>	<b>2</b>	<b>2</b>

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	21	20	1	0	0
01:00	18	15	3	0	0
02:00	21	19	2	0	0
03:00	5	3	2	0	0
04:00	30	30	0	0	0
05:00	51	48	3	0	0
06:00	163	142	10	0	11
07:00	354	311	37	0	6
08:00	927	891	28	0	8
09:00	714	681	31	2	0
10:00	671	647	23	0	1
11:00	676	655	14	0	7
12:00	703	684	18	0	1
13:00	629	610	17	0	2
14:00	737	711	26	0	0
15:00	1088	1047	38	3	0
16:00	1353	1324	21	3	5
17:00	1327	1286	35	0	6
18:00	731	724	4	0	3
19:00	540	532	8	0	0
20:00	347	347	0	0	0
21:00	184	182	2	0	0
22:00	165	165	0	0	0
23:00	54	54	0	0	0
<b>Total</b>	<b>9910</b>	<b>9571</b>	<b>292</b>	<b>8</b>	<b>39</b>
12H(7-19)	11144	10774	312	8	50
16H(6-22)	11363	10993	312	8	50
18H(6-24)	11509	11128	323	8	50
<b>AM Peak</b>	<b>08:00</b>	<b>08:00</b>	<b>07:00</b>	<b>09:00</b>	<b>06:00</b>
	<b>927</b>	<b>891</b>	<b>37</b>	<b>2</b>	<b>11</b>
<b>PM Peak</b>	<b>16:00</b>	<b>16:00</b>	<b>15:00</b>	<b>15:00</b>	<b>17:00</b>
	<b>1353</b>	<b>1324</b>	<b>38</b>	<b>3</b>	<b>6</b>

Paul Castle Associates

Port Talbot ATC 5, Water Street

Direction: Northeastbound

21/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	9	8	0	0	1
01:00	7	7	0	0	0
02:00	8	8	0	0	0
03:00	2	0	2	0	0
04:00	7	6	1	0	0
05:00	30	28	0	0	2
06:00	85	78	4	0	3
07:00	153	139	5	1	8
08:00	337	328	6	3	0
09:00	385	373	10	1	1
10:00	378	368	10	0	0
11:00	373	367	4	0	2
12:00	341	335	4	0	2
13:00	321	316	5	0	0
14:00	407	400	7	0	0
15:00	709	699	10	0	0
16:00	743	736	7	0	0
17:00	687	679	6	2	0
18:00	576	570	3	3	0
19:00	263	261	2	0	0
20:00	192	191	1	0	0
21:00	121	121	0	0	0
22:00	74	74	0	0	0
23:00	32	32	0	0	0
<b>Total</b>					
12H(7-19)	5410	5310	77	10	13
16H(6-22)	6071	5961	84	10	16
18H(6-24)	6177	6067	84	10	16
24H(0-24)	6240	6124	87	10	19
<b>AM Peak</b>	09:00 <b>385</b>	09:00 <b>373</b>	09:00 <b>10</b>	08:00 <b>3</b>	07:00 <b>8</b>
<b>PM Peak</b>	16:00 <b>743</b>	16:00 <b>736</b>	15:00 <b>10</b>	18:00 <b>3</b>	12:00 <b>2</b>

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	7	6	1	0	0
01:00	3	3	0	0	0
02:00	6	6	0	0	0
03:00	2	0	2	0	0
04:00	7	6	1	0	0
05:00	18	17	0	0	1
06:00	138	123	5	2	8
07:00	277	254	11	1	11
08:00	687	673	12	2	0
09:00	478	470	6	1	1
10:00	497	485	10	2	0
11:00	428	422	3	0	3
12:00	385	381	3	0	1
13:00	346	342	4	0	0
14:00	421	416	5	0	0
15:00	667	652	15	0	0
16:00	675	666	9	0	0
17:00	657	649	6	2	0
18:00	472	468	2	2	0
19:00	276	274	2	0	0
20:00	155	153	1	1	0
21:00	87	87	0	0	0
22:00	47	46	1	0	0
23:00	33	33	0	0	0
<b>Total</b>					
12H(7-19)	5990	5878	86	10	16
16H(6-22)	6646	6515	94	13	24
18H(6-24)	6726	6594	95	13	24
24H(0-24)	6769	6632	99	13	25
<b>AM Peak</b>	08:00 <b>687</b>	08:00 <b>673</b>	08:00 <b>12</b>	06:00 <b>2</b>	07:00 <b>11</b>
<b>PM Peak</b>	16:00 <b>675</b>	16:00 <b>666</b>	15:00 <b>15</b>	17:00 <b>2</b>	12:00 <b>1</b>

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	16	14	1	0	1
01:00	10	10	0	0	0
02:00	14	14	0	0	0
03:00	4	0	4	0	0
04:00	14	12	2	0	0
05:00	48	45	0	0	3
06:00	223	201	9	2	11
07:00	430	393	16	2	19
08:00	1024	1001	18	5	0
09:00	863	843	16	2	2
10:00	875	853	20	2	0
11:00	801	789	7	0	5
12:00	726	716	7	0	3
13:00	667	658	9	0	0
14:00	828	816	12	0	0
15:00	1376	1351	25	0	0
16:00	1418	1402	16	0	0
17:00	1344	1328	12	4	0
18:00	1048	1038	5	5	0
19:00	539	535	4	0	0
20:00	347	344	2	1	0
21:00	208	208	0	0	0
22:00	121	120	1	0	0
23:00	65	65	0	0	0
<b>Total</b>					
12H(7-19)	11400	11188	163	20	29
16H(6-22)	12717	12476	178	23	40
18H(6-24)	12903	12661	179	23	40
24H(0-24)	13009	12756	186	23	44
<b>AM Peak</b>	08:00 <b>1024</b>	08:00 <b>1001</b>	10:00 <b>20</b>	08:00 <b>5</b>	07:00 <b>19</b>
<b>PM Peak</b>	16:00 <b>1418</b>	16:00 <b>1402</b>	15:00 <b>25</b>	18:00 <b>5</b>	12:00 <b>3</b>

Paul Castle Associates



Port Talbot ATC 5, Water Street

Direction: Northeastbound

22/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	15	15	0	0	0
01:00	10	10	0	0	0
02:00	2	1	1	0	0
03:00	9	8	1	0	0
04:00	9	9	0	0	0
05:00	26	24	1	0	1
06:00	68	61	6	0	1
07:00	158	147	7	0	4
08:00	341	328	11	1	1
09:00	352	342	9	0	1
10:00	377	362	15	0	0
11:00	361	353	8	0	0
12:00	364	354	8	1	1
13:00	353	344	7	0	2
14:00	411	402	8	0	1
15:00	542	533	9	0	0
16:00	755	747	6	1	1
17:00	677	667	5	4	1
18:00	603	601	2	0	0
19:00	392	389	2	1	0
20:00	283	280	3	0	0
21:00	217	217	0	0	0
22:00	74	74	0	0	0
23:00	28	26	1	0	1
<b>Total</b>	<b>5294</b>	<b>5180</b>	<b>95</b>	<b>7</b>	<b>12</b>
12H(7-19)	6254	6127	106	8	13
16H(6-24)	6356	6227	107	8	14
24H(0-24)	6427	6294	110	8	15
<b>AM Peak</b>	<b>10:00</b>	<b>10:00</b>	<b>10:00</b>	<b>08:00</b>	<b>07:00</b>
	<b>377</b>	<b>362</b>	<b>15</b>	<b>1</b>	<b>4</b>
<b>PM Peak</b>	<b>16:00</b>	<b>16:00</b>	<b>15:00</b>	<b>17:00</b>	<b>13:00</b>
	<b>755</b>	<b>747</b>	<b>9</b>	<b>4</b>	<b>2</b>

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	10	10	0	0	0
01:00	12	12	0	0	0
02:00	2	1	1	0	0
03:00	13	12	1	0	0
04:00	17	17	0	0	0
05:00	23	21	1	0	1
06:00	108	99	8	0	1
07:00	310	289	17	0	4
08:00	712	697	14	1	0
09:00	413	407	5	0	1
10:00	474	455	19	0	0
11:00	371	367	4	0	0
12:00	353	343	8	1	1
13:00	383	377	5	0	1
14:00	423	411	11	0	1
15:00	557	548	9	0	0
16:00	659	650	6	2	1
17:00	739	726	6	4	3
18:00	463	461	2	0	0
19:00	478	471	5	2	0
20:00	206	203	3	0	0
21:00	151	151	0	0	0
22:00	43	43	0	0	0
23:00	38	36	1	0	1
<b>Total</b>	<b>5857</b>	<b>5731</b>	<b>106</b>	<b>8</b>	<b>12</b>
12H(7-19)	6800	6655	122	10	13
16H(6-24)	6881	6734	123	10	14
24H(0-24)	6958	6807	126	10	15
<b>AM Peak</b>	<b>08:00</b>	<b>08:00</b>	<b>10:00</b>	<b>08:00</b>	<b>07:00</b>
	<b>712</b>	<b>697</b>	<b>19</b>	<b>1</b>	<b>4</b>
<b>PM Peak</b>	<b>17:00</b>	<b>17:00</b>	<b>14:00</b>	<b>17:00</b>	<b>17:00</b>
	<b>739</b>	<b>726</b>	<b>11</b>	<b>4</b>	<b>3</b>

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	25	25	0	0	0
01:00	22	22	0	0	0
02:00	4	2	2	0	0
03:00	22	20	2	0	0
04:00	26	26	0	0	0
05:00	49	45	2	0	2
06:00	176	160	14	0	2
07:00	468	436	24	0	8
08:00	1053	1025	25	2	1
09:00	765	749	14	0	2
10:00	851	817	34	0	0
11:00	732	720	12	0	0
12:00	717	697	16	2	2
13:00	736	721	12	0	3
14:00	834	813	19	0	2
15:00	1099	1081	18	0	0
16:00	1414	1397	12	3	2
17:00	1416	1393	11	8	4
18:00	1066	1062	4	0	0
19:00	870	860	7	3	0
20:00	489	483	6	0	0
21:00	368	368	0	0	0
22:00	117	117	0	0	0
23:00	66	62	2	0	2
<b>Total</b>	<b>11151</b>	<b>10911</b>	<b>201</b>	<b>15</b>	<b>24</b>
12H(7-19)	13054	12782	228	18	26
16H(6-24)	13237	12961	230	18	28
24H(0-24)	13385	13101	236	18	30
<b>AM Peak</b>	<b>08:00</b>	<b>08:00</b>	<b>10:00</b>	<b>08:00</b>	<b>07:00</b>
	<b>1053</b>	<b>1025</b>	<b>34</b>	<b>2</b>	<b>8</b>
<b>PM Peak</b>	<b>17:00</b>	<b>16:00</b>	<b>14:00</b>	<b>17:00</b>	<b>17:00</b>
	<b>1416</b>	<b>1397</b>	<b>19</b>	<b>8</b>	<b>4</b>

Paul Castle Associates

Port Talbot ATC 5, Water Street

Direction: Northeastbound

23/03/2023

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	12	12	0	0	0
01:00	9	7	1	0	1
02:00	3	3	0	0	0
03:00	8	8	0	0	0
04:00	18	17	0	0	1
05:00	27	25	1	0	1
06:00	74	63	4	1	6
07:00	152	138	12	0	2
08:00	291	285	5	0	1
09:00	296	278	17	1	0
10:00	330	320	8	0	2
11:00	381	371	10	0	0
12:00	364	346	16	1	1
13:00	357	351	5	1	0
14:00	495	491	4	0	0
15:00	766	761	4	1	0
16:00	712	711	1	0	0
17:00	656	647	9	0	0
18:00	698	693	2	2	1
19:00	389	388	1	0	0
20:00	292	290	1	1	0
21:00	269	269	0	0	0
22:00	185	185	0	0	0
23:00	67	67	0	0	0
<b>Total</b>	<b>5498</b>	<b>5392</b>	<b>93</b>	<b>6</b>	<b>7</b>
12H(7-19)	6522	6402	99	8	13
16H(6-22)	6774	6654	99	8	13
18H(6-24)	6851	6726	101	8	16
24H(0-24)					
<b>AM Peak</b>	<b>11:00</b>	<b>11:00</b>	<b>09:00</b>	<b>06:00</b>	<b>06:00</b>
	<b>381</b>	<b>371</b>	<b>17</b>	<b>1</b>	<b>6</b>
<b>PM Peak</b>	<b>15:00</b>	<b>15:00</b>	<b>12:00</b>	<b>18:00</b>	<b>12:00</b>
	<b>766</b>	<b>761</b>	<b>16</b>	<b>2</b>	<b>1</b>

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	10	10	0	0	0
01:00	9	7	1	0	1
02:00	3	3	0	0	0
03:00	10	10	0	0	0
04:00	25	24	0	0	1
05:00	19	18	1	0	0
06:00	135	117	8	2	8
07:00	288	265	20	0	3
08:00	637	622	14	0	1
09:00	452	430	21	1	0
10:00	449	440	5	0	4
11:00	408	403	5	0	0
12:00	386	370	12	1	3
13:00	400	394	5	1	0
14:00	480	477	3	0	0
15:00	634	630	2	2	0
16:00	678	674	4	0	0
17:00	703	690	13	0	0
18:00	575	571	2	2	0
19:00	472	470	2	0	0
20:00	225	223	1	1	0
21:00	193	192	0	1	0
22:00	121	121	0	0	0
23:00	77	77	0	0	0
<b>Total</b>	<b>6090</b>	<b>5966</b>	<b>106</b>	<b>7</b>	<b>11</b>
12H(7-19)	7115	6968	117	11	19
16H(6-24)	7313	7166	117	11	19
18H(6-24)	7389	7238	119	11	21
24H(0-24)					
<b>AM Peak</b>	<b>08:00</b>	<b>08:00</b>	<b>09:00</b>	<b>06:00</b>	<b>06:00</b>
	<b>637</b>	<b>622</b>	<b>21</b>	<b>2</b>	<b>8</b>
<b>PM Peak</b>	<b>17:00</b>	<b>17:00</b>	<b>17:00</b>	<b>15:00</b>	<b>12:00</b>
	<b>703</b>	<b>690</b>	<b>13</b>	<b>2</b>	<b>3</b>

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	22	22	0	0	0
01:00	18	14	2	0	2
02:00	6	6	0	0	0
03:00	18	18	0	0	0
04:00	43	41	0	0	2
05:00	46	43	2	0	1
06:00	209	180	12	3	14
07:00	440	403	32	0	5
08:00	928	907	19	0	2
09:00	748	708	38	2	0
10:00	779	760	13	0	6
11:00	789	774	15	0	0
12:00	750	716	28	2	4
13:00	757	745	10	2	0
14:00	975	968	7	0	0
15:00	1400	1391	6	3	0
16:00	1390	1385	5	0	0
17:00	1359	1337	22	0	0
18:00	1273	1264	4	4	1
19:00	861	858	3	0	0
20:00	517	513	2	2	0
21:00	462	461	0	1	0
22:00	306	306	0	0	0
23:00	144	144	0	0	0
<b>Total</b>	<b>11588</b>	<b>11358</b>	<b>199</b>	<b>13</b>	<b>18</b>
12H(7-19)	13637	13370	216	19	32
16H(6-22)	14087	13820	216	19	32
18H(6-24)	14240	13964	220	19	37
24H(0-24)					
<b>AM Peak</b>	<b>08:00</b>	<b>08:00</b>	<b>09:00</b>	<b>06:00</b>	<b>06:00</b>
	<b>928</b>	<b>907</b>	<b>38</b>	<b>3</b>	<b>14</b>
<b>PM Peak</b>	<b>15:00</b>	<b>15:00</b>	<b>12:00</b>	<b>18:00</b>	<b>12:00</b>
	<b>1400</b>	<b>1391</b>	<b>28</b>	<b>4</b>	<b>4</b>

Paul Castle Associates

Port Talbot ATC 5, Water Street

Direction: Northeastbound

17/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	11	17.9	15.2	2.6	0	0	5	6	0	0	0	0	0	0	0	0
01:00	15	19.5	17.2	2.3	0	0	2	12	1	0	0	0	0	0	0	0
02:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
03:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	8	20.8	16.3	4.4	0	0	4	2	2	0	0	0	0	0	0	0
05:00	17	18.5	17.2	1.2	0	0	1	16	0	0	0	0	0	0	0	0
06:00	61	20.4	18.2	2.1	0	0	2	49	10	0	0	0	0	0	0	0
07:00	152	19.7	17.0	2.6	0	1	25	114	12	0	0	0	0	0	0	0
08:00	359	19.2	16.3	2.8	0	6	88	249	16	0	0	0	0	0	0	0
09:00	425	19.9	16.7	3.0	0	9	90	285	41	0	0	0	0	0	0	0
10:00	382	20.2	17.4	2.7	0	3	53	278	48	0	0	0	0	0	0	0
11:00	533	20.2	16.9	3.2	0	13	100	355	64	1	0	0	0	0	0	0
12:00	564	19.9	17.1	2.7	0	8	84	416	56	0	0	0	0	0	0	0
13:00	667	20.4	16.6	3.7	0	46	110	425	86	0	0	0	0	0	0	0
14:00	671	20.3	16.5	3.7	0	50	119	423	79	0	0	0	0	0	0	0
15:00	747	16.9	12.6	4.2	0	218	337	155	37	0	0	0	0	0	0	0
16:00	703	18.0	14.0	3.8	0	122	261	308	12	0	0	0	0	0	0	0
17:00	612	18.5	15.7	2.7	0	14	190	405	3	0	0	0	0	0	0	0
18:00	567	18.9	16.4	2.4	0	2	136	414	15	0	0	0	0	0	0	0
19:00	263	19.4	16.7	2.6	0	7	37	209	10	0	0	0	0	0	0	0
20:00	205	18.6	15.8	2.8	0	1	75	124	4	1	0	0	0	0	0	0
21:00	164	19.6	16.9	2.6	0	1	29	123	10	1	0	0	0	0	0	0
22:00	131	19.8	17.0	2.7	0	0	26	92	13	0	0	0	0	0	0	0
23:00	82	20.7	17.4	3.2	0	0	16	52	13	1	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	915	20.2	17.1	3.0	0	16	153	633	112	1	0	0	0	0	0	0
2H(14-16)	1418	19.0	14.4	4.4	0	268	456	578	116	0	0	0	0	0	0	0
12H(7-19)	6382	19.6	15.9	3.6	0	492	1593	3827	469	1	0	0	0	0	0	0
24H(0-24)	7342	19.6	16.0	3.5	0	501	1791	4514	532	4	0	0	0	0	0	0
<b>AM Peak</b>	11:00	04:00	06:00	04:00	00:00	11:00	11:00	11:00	11:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00
	533	20.8	18.2	4.4	0	13	100	355	64	1	0	0	0	0	0	0
<b>PM Peak</b>	15:00	23:00	23:00	15:00	12:00	15:00	15:00	13:00	13:00	20:00	12:00	12:00	12:00	12:00	12:00	12:00
	747	20.7	17.4	4.2	0	218	337	425	86	1	0	0	0	0	0	0

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	23	21.5	17.1	4.2	0	0	9	7	7	0	0	0	0	0	0	0
01:00	11	19.5	16.1	3.2	0	0	4	6	1	0	0	0	0	0	0	0
02:00	5	12.5	12.5	0.0	0	0	5	0	0	0	0	0	0	0	0	0
03:00	3	17.5	17.5	0.0	0	0	0	3	0	0	0	0	0	0	0	0
04:00	8	25.8	21.3	4.4	0	0	1	1	5	1	0	0	0	0	0	0
05:00	10	19.9	17.5	2.4	0	0	1	8	1	0	0	0	0	0	0	0
06:00	104	21.6	18.7	2.8	0	0	7	65	32	0	0	0	0	0	0	0
07:00	278	21.4	18.2	3.1	0	1	32	172	72	1	0	0	0	0	0	0
08:00	726	20.9	17.1	3.6	0	12	177	393	138	6	0	0	0	0	0	0
09:00	551	21.4	17.5	3.8	0	8	122	292	119	10	0	0	0	0	0	0
10:00	471	21.8	18.3	3.4	0	2	57	286	115	11	0	0	0	0	0	0
11:00	517	22.2	18.1	3.9	0	10	79	286	122	19	1	0	0	0	0	0
12:00	574	21.7	18.0	3.5	0	7	84	338	133	12	0	0	0	0	0	0
13:00	659	21.9	17.4	4.4	0	46	107	334	159	13	0	0	0	0	0	0
14:00	654	22.7	17.6	4.9	0	55	106	301	165	21	6	0	0	0	0	0
15:00	656	19.4	13.7	5.5	0	167	291	94	84	14	6	0	0	0	0	0
16:00	661	19.3	14.5	4.6	0	112	248	226	68	7	0	0	0	0	0	0
17:00	690	19.8	16.2	3.5	0	18	229	359	84	0	0	0	0	0	0	0
18:00	552	20.3	17.0	3.2	0	3	139	324	86	0	0	0	0	0	0	0
19:00	292	21.2	17.7	3.4	0	5	46	178	61	2	0	0	0	0	0	0
20:00	150	20.4	16.7	3.6	0	1	49	75	24	1	0	0	0	0	0	0
21:00	109	20.6	17.4	3.0	0	1	18	72	18	0	0	0	0	0	0	0
22:00	85	20.7	17.3	3.4	0	0	21	47	17	0	0	0	0	0	0	0
23:00	95	21.1	17.7	3.3	0	0	15	63	16	0	1	0	0	0	0	0
Total																
2H(10-12)	988	22.0	18.2	3.7	0	12	136	572	237	30	1	0	0	0	0	0
2H(14-16)	1310	21.4	15.6	5.5	0	222	397	395	249	35	12	0	0	0	0	0
12H(7-19)	6989	21.3	16.8	4.3	0	441	1671	3405	1345	114	13	0	0	0	0	0
24H(0-24)	7884	21.3	16.9	4.2	0	448	1847	3930	1527	118	14	0	0	0	0	0
AM Peak	08:00	04:00	04:00	04:00	00:00	08:00	08:00	08:00	08:00	11:00	11:00	00:00	00:00	00:00	00:00	00:00
	726	25.8	21.3	4.4	0	12	177	393	138	19	1	0	0	0	0	0
PM Peak	17:00	14:00	12:00	15:00	12:00	15:00	15:00	17:00	14:00	14:00	14:00	12:00	12:00	12:00	12:00	12:00
	690	22.7	18.0	5.5	0	167	291	359	165	21	6	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	34	20.5	16.5	3.8	0	0	14	13	7	0	0	0	0	0	0	0
01:00	26	19.5	16.7	2.7	0	0	6	18	2	0	0	0	0	0	0	0
02:00	7	15.2	13.2	1.9	0	0	6	1	0	0	0	0	0	0	0	0
03:00	4	17.5	17.5	0.0	0	0	0	4	0	0	0	0	0	0	0	0
04:00	16	23.9	18.8	5.0	0	0	5	3	7	1	0	0	0	0	0	0
05:00	27	19.1	17.3	1.7	0	0	2	24	1	0	0	0	0	0	0	0
06:00	165	21.2	18.5	2.6	0	0	9	114	42	0	0	0	0	0	0	0
07:00	430	20.9	17.8	3.0	0	2	57	286	84	1	0	0	0	0	0	0
08:00	1085	20.4	16.9	3.4	0	18	265	642	154	6	0	0	0	0	0	0
09:00	976	20.8	17.2	3.5	0	17	212	577	160	10	0	0	0	0	0	0
10:00	853	21.1	17.9	3.1	0	5	110	564	163	11	0	0	0	0	0	0
11:00	1050	21.3	17.5	3.6	0	23	179	641	186	20	1	0	0	0	0	0
12:00	1138	20.9	17.6	3.2	0	15	168	754	189	12	0	0	0	0	0	0
13:00	1326	21.2	17.0	4.0	0	92	217	759	245	13	0	0	0	0	0	0
14:00	1325	21.5	17.0	4.4	0	105	225	724	244	21	6	0	0	0	0	0
15:00	1403	18.1	13.1	4.8	0	385	628	249	121	14	6	0	0	0	0	0
16:00	1364	18.7	14.3	4.2	0	234	509	534	80	7	0	0	0	0	0	0
17:00	1302	19.2	16.0	3.1	0	32	419	764	87	0	0	0	0	0	0	0
18:00	1119	19.6	16.7	2.9	0	5	275	738	101	0	0	0	0	0	0	0
19:00	555	20.4	17.2	3.1	0	12	83	387	71	2	0	0	0	0	0	0
20:00	355	19.4	16.1	3.2	0	2	124	199	28	2	0	0	0	0	0	0
21:00	273	20.0	17.1	2.8	0	2	47	195	28	1	0	0	0	0	0	0
22:00	216	20.2	17.1	3.0	0	0	47	139	30	0	0	0	0	0	0	0
23:00	177	20.9	17.6	3.2	0	0	31	115	29	1	1	0	0	0	0	0
<b>Total</b>																
2H(10-12)	1903	21.2	17.7	3.4	0	28	289	1205	349	31	1	0	0	0	0	0
2H(14-16)	2728	20.2	15.0	5.0	0	490	853	973	365	35	12	0	0	0	0	0
12H(7-19)	13371	20.5	16.4	4.0	0	933	3264	7232	1814	115	13	0	0	0	0	0
24H(0-24)	15226	20.5	16.5	3.9	0	949	3638	8444	2059	122	14	0	0	0	0	0
AM Peak	08:00 1085	04:00 23.9	04:00 18.8	04:00 5.0	00:00 0	11:00 23	08:00 265	08:00 642	11:00 186	11:00 20	11:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	15:00 1403	14:00 21.5	23:00 17.6	15:00 4.8	12:00 0	15:00 385	15:00 628	17:00 764	13:00 245	14:00 21	14:00 6	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Port Talbot ATC 5, Water Street

Direction: Northeastbound

18/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	52	21.1	17.9	3.1	0	0	7	35	9	1	0	0	0	0	0	0
01:00	23	21.0	18.2	2.7	0	0	2	16	5	0	0	0	0	0	0	0
02:00	14	19.5	17.5	2.0	0	0	1	12	1	0	0	0	0	0	0	0
03:00	10	20.8	17.0	3.7	0	1	0	8	1	0	0	0	0	0	0	0
04:00	16	20.9	16.6	4.2	0	0	6	8	1	1	0	0	0	0	0	0
05:00	14	19.2	16.1	3.1	0	0	5	8	1	0	0	0	0	0	0	0
06:00	56	21.8	18.5	3.2	0	0	6	34	15	1	0	0	0	0	0	0
07:00	78	20.0	17.6	2.3	0	0	7	62	9	0	0	0	0	0	0	0
08:00	168	19.2	17.2	2.0	0	0	18	142	8	0	0	0	0	0	0	0
09:00	291	19.3	16.6	2.6	0	2	62	211	16	0	0	0	0	0	0	0
10:00	333	18.8	15.9	2.8	0	6	101	217	9	0	0	0	0	0	0	0
11:00	437	18.4	15.5	2.8	0	9	168	251	9	0	0	0	0	0	0	0
12:00	436	18.8	15.7	2.9	0	15	133	279	9	0	0	0	0	0	0	0
13:00	492	18.6	15.7	2.8	0	11	168	302	11	0	0	0	0	0	0	0
14:00	411	18.9	15.8	3.0	0	11	133	252	15	0	0	0	0	0	0	0
15:00	320	19.3	16.8	2.4	0	3	53	249	15	0	0	0	0	0	0	0
16:00	364	19.6	16.8	2.7	0	10	52	282	20	0	0	0	0	0	0	0
17:00	288	19.7	17.4	2.2	0	3	24	239	22	0	0	0	0	0	0	0
18:00	300	19.4	17.0	2.3	0	3	41	240	16	0	0	0	0	0	0	0
19:00	237	19.4	17.0	2.3	0	0	37	185	15	0	0	0	0	0	0	0
20:00	177	19.1	17.0	2.0	0	1	21	149	6	0	0	0	0	0	0	0
21:00	166	19.7	17.6	2.0	0	0	9	147	9	0	1	0	0	0	0	0
22:00	116	20.0	17.5	2.4	0	0	13	92	10	1	0	0	0	0	0	0
23:00	85	19.4	17.6	1.7	0	0	3	78	3	1	0	0	0	0	0	0
Total																
2H(10-12)	770	18.6	15.7	2.8	0	15	269	468	18	0	0	0	0	0	0	0
2H(14-16)	731	19.1	16.2	2.8	0	14	186	501	30	0	0	0	0	0	0	0
12H(7-19)	3918	19.1	16.3	2.7	0	73	960	2726	159	0	0	0	0	0	0	0
24H(0-24)	4884	19.3	16.5	2.7	0	75	1070	3498	235	5	1	0	0	0	0	0
AM Peak	11:00	06:00	06:00	04:00	00:00	11:00	11:00	11:00	09:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	437	21.8	18.5	4.2	0	9	168	251	16	1	0	0	0	0	0	0
PM Peak	13:00	22:00	23:00	14:00	12:00	12:00	13:00	13:00	17:00	22:00	21:00	12:00	12:00	12:00	12:00	12:00
	492	20.0	17.6	3.0	0	15	168	302	22	1	1	0	0	0	0	0

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	21	21.6	18.0	3.5	0	0	3	14	3	1	0	0	0	0	0	0
01:00	12	20.6	17.5	3.0	0	0	2	8	2	0	0	0	0	0	0	0
02:00	8	20.3	17.5	2.7	0	0	1	6	1	0	0	0	0	0	0	0
03:00	7	20.2	18.2	1.9	0	0	0	6	1	0	0	0	0	0	0	0
04:00	11	19.8	17.0	2.7	0	0	2	8	1	0	0	0	0	0	0	0
05:00	9	16.8	14.2	2.5	0	0	6	3	0	0	0	0	0	0	0	0
06:00	27	21.9	18.6	3.2	0	0	2	18	6	1	0	0	0	0	0	0
07:00	51	21.1	18.2	2.8	0	0	5	34	12	0	0	0	0	0	0	0
08:00	190	21.4	18.2	3.1	0	0	24	117	48	1	0	0	0	0	0	0
09:00	239	20.4	16.9	3.3	0	3	57	144	34	1	0	0	0	0	0	0
10:00	325	20.3	16.6	3.5	0	6	98	172	48	1	0	0	0	0	0	0
11:00	432	19.9	16.3	3.5	0	7	152	214	59	0	0	0	0	0	0	0
12:00	434	20.1	16.5	3.5	0	13	115	251	54	1	0	0	0	0	0	0
13:00	468	19.6	16.3	3.2	0	3	159	254	52	0	0	0	0	0	0	0
14:00	403	20.2	16.2	3.8	0	18	127	200	56	2	0	0	0	0	0	0
15:00	387	22.1	18.2	3.8	0	6	54	222	91	14	0	0	0	0	0	0
16:00	373	21.4	17.9	3.4	0	6	50	234	77	6	0	0	0	0	0	0
17:00	322	22.1	18.7	3.2	0	3	20	201	90	8	0	0	0	0	0	0
18:00	322	21.2	17.7	3.4	0	6	47	198	69	2	0	0	0	0	0	0
19:00	230	21.3	18.1	3.1	0	0	29	147	51	3	0	0	0	0	0	0
20:00	148	21.1	17.7	3.2	0	1	23	93	30	1	0	0	0	0	0	0
21:00	147	21.6	18.8	2.7	0	0	7	94	46	0	0	0	0	0	0	0
22:00	116	22.0	18.7	3.2	0	0	10	71	32	3	0	0	0	0	0	0
23:00	84	20.6	18.0	2.5	0	0	6	63	15	0	0	0	0	0	0	0
Total																
2H(10-12)	757	20.1	16.4	3.5	0	13	250	386	107	1	0	0	0	0	0	0
2H(14-16)	790	21.2	17.2	3.9	0	24	181	422	147	16	0	0	0	0	0	0
12H(7-19)	3946	20.8	17.1	3.6	0	71	908	2241	690	36	0	0	0	0	0	0
24H(0-24)	4766	20.9	17.3	3.5	0	72	999	2772	878	45	0	0	0	0	0	0
AM Peak	11:00 432	06:00 21.9	06:00 18.6	10:00 3.5	00:00 0	11:00 7	11:00 152	11:00 214	11:00 59	00:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	13:00 468	17:00 22.1	21:00 18.8	14:00 3.8	12:00 0	14:00 18	13:00 159	13:00 254	15:00 91	15:00 14	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	73	21.2	17.9	3.2	0	0	10	49	12	2	0	0	0	0	0	0
01:00	35	20.8	17.9	2.8	0	0	4	24	7	0	0	0	0	0	0	0
02:00	22	19.8	17.5	2.2	0	0	2	18	2	0	0	0	0	0	0	0
03:00	17	20.7	17.5	3.1	0	1	0	14	2	0	0	0	0	0	0	0
04:00	27	20.5	16.8	3.6	0	0	8	16	2	1	0	0	0	0	0	0
05:00	23	18.4	15.3	2.9	0	0	11	11	1	0	0	0	0	0	0	0
06:00	83	21.8	18.5	3.2	0	0	8	52	21	2	0	0	0	0	0	0
07:00	129	20.5	17.8	2.5	0	0	12	96	21	0	0	0	0	0	0	0
08:00	358	20.5	17.7	2.7	0	0	42	259	56	1	0	0	0	0	0	0
09:00	530	19.8	16.8	2.9	0	5	119	355	50	1	0	0	0	0	0	0
10:00	658	19.6	16.3	3.2	0	12	199	389	57	1	0	0	0	0	0	0
11:00	869	19.2	15.9	3.2	0	16	320	465	68	0	0	0	0	0	0	0
12:00	870	19.5	16.1	3.2	0	28	248	530	63	1	0	0	0	0	0	0
13:00	960	19.1	16.0	3.1	0	14	327	556	63	0	0	0	0	0	0	0
14:00	814	19.6	16.0	3.4	0	29	260	452	71	2	0	0	0	0	0	0
15:00	707	21.0	17.6	3.3	0	9	107	471	106	14	0	0	0	0	0	0
16:00	737	20.6	17.3	3.1	0	16	102	516	97	6	0	0	0	0	0	0
17:00	610	21.1	18.1	2.9	0	6	44	440	112	8	0	0	0	0	0	0
18:00	622	20.4	17.4	3.0	0	9	88	438	85	2	0	0	0	0	0	0
19:00	467	20.4	17.6	2.8	0	0	66	332	66	3	0	0	0	0	0	0
20:00	325	20.1	17.3	2.7	0	2	44	242	36	1	0	0	0	0	0	0
21:00	313	20.7	18.2	2.4	0	0	16	241	55	0	1	0	0	0	0	0
22:00	232	21.1	18.1	2.9	0	0	23	163	42	4	0	0	0	0	0	0
23:00	169	20.0	17.8	2.1	0	0	9	141	18	1	0	0	0	0	0	0
Total																
2H(10-12)	1527	19.4	16.0	3.2	0	28	519	854	125	1	0	0	0	0	0	0
2H(14-16)	1521	20.3	16.7	3.5	0	38	367	923	177	16	0	0	0	0	0	0
12H(7-19)	7864	20.0	16.7	3.2	0	144	1868	4967	849	36	0	0	0	0	0	0
24H(0-24)	9650	20.2	16.9	3.2	0	147	2069	6270	1113	50	1	0	0	0	0	0
AM Peak	11:00	06:00	06:00	04:00	00:00	11:00	11:00	11:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	869	21.8	18.5	3.6	0	16	320	465	68	2	0	0	0	0	0	0
PM Peak	13:00	22:00	21:00	14:00	12:00	14:00	13:00	13:00	17:00	15:00	21:00	12:00	12:00	12:00	12:00	12:00
	960	21.1	18.2	3.4	0	29	327	556	112	14	1	0	0	0	0	0

Paul Castle Associates



Port Talbot ATC 5, Water Street

Direction: Northeastbound

19/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	60	21.6	18.5	3.0	0	0	6	36	18	0	0	0	0	0	0	0
01:00	37	18.7	17.5	1.2	0	0	1	35	1	0	0	0	0	0	0	0
02:00	26	19.3	17.9	1.4	0	0	0	24	2	0	0	0	0	0	0	0
03:00	17	18.7	16.6	2.0	0	0	3	14	0	0	0	0	0	0	0	0
04:00	21	18.6	17.0	1.5	0	0	2	19	0	0	0	0	0	0	0	0
05:00	19	17.5	17.5	0.0	0	0	0	19	0	0	0	0	0	0	0	0
06:00	49	20.9	17.8	3.0	0	0	7	32	10	0	0	0	0	0	0	0
07:00	53	21.4	18.7	2.6	0	0	2	36	15	0	0	0	0	0	0	0
08:00	116	21.0	18.5	2.4	0	0	3	88	24	1	0	0	0	0	0	0
09:00	175	20.7	18.0	2.6	0	3	7	135	30	0	0	0	0	0	0	0
10:00	323	19.3	16.7	2.5	0	7	48	257	10	1	0	0	0	0	0	0
11:00	385	19.7	16.9	2.7	0	10	55	294	26	0	0	0	0	0	0	0
12:00	433	19.2	16.5	2.6	0	7	92	316	18	0	0	0	0	0	0	0
13:00	338	18.9	16.1	2.7	0	9	85	237	7	0	0	0	0	0	0	0
14:00	312	19.6	17.0	2.4	0	3	44	244	21	0	0	0	0	0	0	0
15:00	326	19.5	16.6	2.8	0	6	69	230	21	0	0	0	0	0	0	0
16:00	354	19.5	16.9	2.5	0	2	63	266	23	0	0	0	0	0	0	0
17:00	304	19.6	17.3	2.3	0	2	30	251	20	1	0	0	0	0	0	0
18:00	207	18.9	16.7	2.1	0	1	36	167	3	0	0	0	0	0	0	0
19:00	194	18.9	17.2	1.6	0	0	16	173	5	0	0	0	0	0	0	0
20:00	166	19.3	16.8	2.4	0	1	29	128	8	0	0	0	0	0	0	0
21:00	94	20.1	18.1	1.9	0	0	2	79	13	0	0	0	0	0	0	0
22:00	69	19.0	16.8	2.1	0	0	12	55	2	0	0	0	0	0	0	0
23:00	40	20.3	17.3	3.0	0	0	8	26	6	0	0	0	0	0	0	0
Total																
2H(10-12)	708	19.5	16.8	2.6	0	17	103	551	36	1	0	0	0	0	0	0
2H(14-16)	638	19.5	16.8	2.6	0	9	113	474	42	0	0	0	0	0	0	0
12H(7-19)	3326	19.6	16.9	2.6	0	50	534	2521	218	3	0	0	0	0	0	0
24H(0-24)	4118	19.6	17.0	2.6	0	51	620	3161	283	3	0	0	0	0	0	0
AM Peak	11:00	00:00	07:00	00:00	00:00	11:00	11:00	11:00	09:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00
	385	21.6	18.7	3.0	0	10	55	294	30	1	0	0	0	0	0	0
PM Peak	12:00	23:00	21:00	23:00	12:00	13:00	12:00	12:00	16:00	17:00	12:00	12:00	12:00	12:00	12:00	12:00
	433	20.3	18.1	3.0	0	9	92	316	23	1	0	0	0	0	0	0

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	38	22.8	19.3	3.4	0	0	2	22	12	2	0	0	0	0	0	0
01:00	34	20.8	18.4	2.3	0	0	1	26	7	0	0	0	0	0	0	0
02:00	15	17.5	17.5	0.0	0	0	0	15	0	0	0	0	0	0	0	0
03:00	9	20.1	17.5	2.5	0	0	1	7	1	0	0	0	0	0	0	0
04:00	16	19.4	17.5	1.8	0	0	1	14	1	0	0	0	0	0	0	0
05:00	13	20.2	18.3	1.9	0	0	0	11	2	0	0	0	0	0	0	0
06:00	20	23.2	19.0	4.0	0	0	2	12	4	2	0	0	0	0	0	0
07:00	49	22.6	19.6	2.9	0	0	2	24	23	0	0	0	0	0	0	0
08:00	132	22.5	19.4	3.0	0	0	2	83	41	6	0	0	0	0	0	0
09:00	220	22.1	18.7	3.2	0	7	2	145	63	3	0	0	0	0	0	0
10:00	270	21.5	18.1	3.3	0	2	34	167	64	3	0	0	0	0	0	0
11:00	323	21.2	17.2	3.9	0	16	53	195	53	6	0	0	0	0	0	0
12:00	365	21.6	17.6	3.8	0	15	56	201	91	2	0	0	0	0	0	0
13:00	356	20.5	16.6	3.8	0	17	88	194	56	1	0	0	0	0	0	0
14:00	276	21.2	17.7	3.4	0	2	44	176	48	6	0	0	0	0	0	0
15:00	286	21.3	17.8	3.4	0	1	52	163	68	2	0	0	0	0	0	0
16:00	322	20.5	17.4	3.0	0	1	53	219	47	2	0	0	0	0	0	0
17:00	281	21.5	18.1	3.2	0	2	35	170	73	1	0	0	0	0	0	0
18:00	191	20.7	17.4	3.2	0	1	37	119	33	1	0	0	0	0	0	0
19:00	192	20.7	18.0	2.6	0	0	16	142	33	1	0	0	0	0	0	0
20:00	146	20.9	17.2	3.5	0	1	37	79	28	1	0	0	0	0	0	0
21:00	74	22.4	19.5	2.8	0	0	1	45	26	2	0	0	0	0	0	0
22:00	74	20.8	17.5	3.2	0	0	15	44	15	0	0	0	0	0	0	0
23:00	41	22.0	18.1	3.7	0	0	0	8	21	1	0	0	0	0	0	0
Total																
2H(10-12)	593	21.4	17.6	3.6	0	18	87	362	117	9	0	0	0	0	0	0
2H(14-16)	562	21.3	17.8	3.4	0	3	96	339	116	8	0	0	0	0	0	0
12H(7-19)	3071	21.3	17.7	3.5	0	64	458	1856	660	33	0	0	0	0	0	0
24H(0-24)	3743	21.3	17.8	3.4	0	65	542	2294	800	42	0	0	0	0	0	0
AM Peak	11:00	06:00	07:00	06:00	00:00	11:00	11:00	11:00	10:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00
	323	23.2	19.6	4.0	0	16	53	195	64	6	0	0	0	0	0	0
PM Peak	12:00	21:00	21:00	12:00	12:00	13:00	13:00	16:00	12:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00
	365	22.4	19.5	3.8	0	17	88	219	91	6	0	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	98	22.1	18.8	3.2	0	0	8	58	30	2	0	0	0	0	0	0
01:00	71	19.8	17.9	1.8	0	0	2	61	8	0	0	0	0	0	0	0
02:00	41	18.9	17.7	1.1	0	0	0	39	2	0	0	0	0	0	0	0
03:00	26	19.2	16.9	2.2	0	0	4	21	1	0	0	0	0	0	0	0
04:00	37	18.9	17.2	1.6	0	0	3	33	1	0	0	0	0	0	0	0
05:00	32	19.1	17.8	1.2	0	0	0	30	2	0	0	0	0	0	0	0
06:00	69	21.6	18.2	3.3	0	0	9	44	14	2	0	0	0	0	0	0
07:00	102	22.0	19.2	2.8	0	0	4	60	38	0	0	0	0	0	0	0
08:00	248	21.9	19.0	2.8	0	0	5	171	65	7	0	0	0	0	0	0
09:00	395	21.5	18.4	3.0	0	10	9	280	93	3	0	0	0	0	0	0
10:00	593	20.4	17.3	3.0	0	9	82	424	74	4	0	0	0	0	0	0
11:00	708	20.4	17.0	3.3	0	26	108	489	79	6	0	0	0	0	0	0
12:00	798	20.4	17.0	3.3	0	22	148	517	109	2	0	0	0	0	0	0
13:00	694	19.8	16.3	3.3	0	26	173	431	63	1	0	0	0	0	0	0
14:00	588	20.4	17.4	2.9	0	5	88	420	69	6	0	0	0	0	0	0
15:00	612	20.4	17.2	3.2	0	7	121	393	89	2	0	0	0	0	0	0
16:00	676	20.0	17.1	2.7	0	3	116	485	70	2	0	0	0	0	0	0
17:00	585	20.6	17.7	2.8	0	4	65	421	93	2	0	0	0	0	0	0
18:00	398	19.8	17.0	2.7	0	2	73	286	36	1	0	0	0	0	0	0
19:00	386	19.9	17.6	2.2	0	0	32	315	38	1	0	0	0	0	0	0
20:00	312	20.1	17.0	3.0	0	2	66	207	36	1	0	0	0	0	0	0
21:00	168	21.2	18.7	2.5	0	0	3	124	39	2	0	0	0	0	0	0
22:00	143	20.0	17.2	2.8	0	0	27	99	17	0	0	0	0	0	0	0
23:00	81	21.2	17.7	3.4	0	0	16	47	17	1	0	0	0	0	0	0
Total																
2H(10-12)	1301	20.4	17.2	3.2	0	35	190	913	153	10	0	0	0	0	0	0
2H(14-16)	1200	20.4	17.3	3.0	0	12	209	813	158	8	0	0	0	0	0	0
12H(7-19)	6397	20.5	17.3	3.1	0	114	992	4377	878	36	0	0	0	0	0	0
24H(0-24)	7861	20.5	17.4	3.0	0	116	1162	5455	1083	45	0	0	0	0	0	0
AM Peak	11:00 708	00:00 22.1	07:00 19.2	06:00 3.3	00:00 0	11:00 26	11:00 108	11:00 489	09:00 93	08:00 7	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	12:00 798	21:00 21.2	21:00 18.7	23:00 3.4	12:00 0	13:00 26	13:00 173	12:00 517	12:00 109	14:00 6	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Port Talbot ATC 5, Water Street

Direction: Northeastbound

20/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	12	19.7	17.5	2.1	0	0	1	10	1	0	0	0	0	0	0	0
01:00	8	18.6	16.3	2.3	0	0	2	6	0	0	0	0	0	0	0	0
02:00	11	17.5	17.5	0.0	0	0	0	11	0	0	0	0	0	0	0	0
03:00	2	17.5	17.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
04:00	14	16.9	14.3	2.5	0	0	9	5	0	0	0	0	0	0	0	0
05:00	31	19.2	16.2	2.9	0	0	10	19	2	0	0	0	0	0	0	0
06:00	64	21.2	18.4	2.8	0	0	4	46	13	1	0	0	0	0	0	0
07:00	117	19.5	16.9	2.5	0	0	23	86	8	0	0	0	0	0	0	0
08:00	271	19.1	16.2	2.8	0	11	57	197	6	0	0	0	0	0	0	0
09:00	333	18.7	15.6	3.0	0	18	94	218	3	0	0	0	0	0	0	0
10:00	297	18.9	16.0	2.7	0	6	82	202	7	0	0	0	0	0	0	0
11:00	345	18.4	15.9	2.5	0	2	109	232	2	0	0	0	0	0	0	0
12:00	356	18.2	15.5	2.6	0	3	140	211	2	0	0	0	0	0	0	0
13:00	273	18.8	16.1	2.5	0	1	79	186	7	0	0	0	0	0	0	0
14:00	326	18.5	15.7	2.7	0	3	116	200	7	0	0	0	0	0	0	0
15:00	515	17.3	12.9	4.2	0	159	153	202	1	0	0	0	0	0	0	0
16:00	745	18.3	15.5	2.7	0	17	272	451	5	0	0	0	0	0	0	0
17:00	655	18.8	16.1	2.5	0	4	187	448	16	0	0	0	0	0	0	0
18:00	409	18.7	16.1	2.4	0	0	119	282	8	0	0	0	0	0	0	0
19:00	248	19.2	16.7	2.4	0	0	50	187	11	0	0	0	0	0	0	0
20:00	198	19.6	16.9	2.7	0	4	30	151	13	0	0	0	0	0	0	0
21:00	104	19.5	16.4	2.9	0	1	28	67	8	0	0	0	0	0	0	0
22:00	96	20.3	16.9	3.3	0	0	27	54	15	0	0	0	0	0	0	0
23:00	26	19.9	15.8	4.0	0	0	13	10	2	1	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	642	18.6	16.0	2.6	0	8	191	434	9	0	0	0	0	0	0	0
2H(14-16)	841	18.1	14.0	3.9	0	162	269	402	8	0	0	0	0	0	0	0
12H(7-19)	4642	18.7	15.6	3.0	0	224	1431	2915	72	0	0	0	0	0	0	0
24H(0-24)	5456	18.9	15.7	3.0	0	229	1605	3483	137	2	0	0	0	0	0	0
<b>AM Peak</b>	11:00	06:00	06:00	09:00	00:00	09:00	11:00	11:00	06:00	06:00	00:00	00:00	00:00	00:00	00:00	00:00
	<b>345</b>	<b>21.2</b>	<b>18.4</b>	<b>3.0</b>	<b>0</b>	<b>18</b>	<b>109</b>	<b>232</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>PM Peak</b>	16:00	22:00	22:00	15:00	12:00	15:00	16:00	16:00	17:00	23:00	12:00	12:00	12:00	12:00	12:00	12:00
	<b>745</b>	<b>20.3</b>	<b>16.9</b>	<b>4.2</b>	<b>0</b>	<b>159</b>	<b>272</b>	<b>451</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	9	20.1	17.5	2.5	0	0	1	7	1	0	0	0	0	0	0	0
01:00	10	18.7	15.0	3.5	0	0	6	3	1	0	0	0	0	0	0	0
02:00	10	20.7	18.5	2.1	0	0	0	8	2	0	0	0	0	0	0	0
03:00	3	22.2	19.2	2.9	0	0	0	2	1	0	0	0	0	0	0	0
04:00	16	17.0	14.4	2.5	0	0	10	6	0	0	0	0	0	0	0	0
05:00	20	22.5	18.8	3.6	0	0	3	9	8	0	0	0	0	0	0	0
06:00	99	22.2	18.9	3.2	0	0	7	61	28	3	0	0	0	0	0	0
07:00	237	20.8	17.5	3.2	0	0	46	144	46	1	0	0	0	0	0	0
08:00	656	20.4	16.7	3.6	0	26	154	379	97	0	0	0	0	0	0	0
09:00	381	20.6	16.6	3.9	0	19	100	196	66	0	0	0	0	0	0	0
10:00	374	20.2	16.7	3.4	0	4	111	201	58	0	0	0	0	0	0	0
11:00	331	20.4	16.5	3.8	0	13	96	168	54	0	0	0	0	0	0	0
12:00	347	19.3	15.8	3.4	0	6	144	161	36	0	0	0	0	0	0	0
13:00	356	20.0	16.6	3.3	0	1	114	192	49	0	0	0	0	0	0	0
14:00	411	20.0	16.5	3.3	0	1	137	216	57	0	0	0	0	0	0	0
15:00	573	18.1	13.1	4.9	0	193	165	168	47	0	0	0	0	0	0	0
16:00	608	19.9	16.2	3.5	0	7	227	288	86	0	0	0	0	0	0	0
17:00	672	20.3	16.9	3.3	0	5	176	385	106	0	0	0	0	0	0	0
18:00	322	20.0	16.7	3.2	0	0	97	182	43	0	0	0	0	0	0	0
19:00	292	20.2	17.1	3.0	0	0	64	191	35	2	0	0	0	0	0	0
20:00	149	20.8	17.5	3.2	0	3	20	99	27	0	0	0	0	0	0	0
21:00	80	21.4	17.4	3.9	0	1	19	42	16	2	0	0	0	0	0	0
22:00	69	21.1	17.1	3.9	0	0	21	34	12	2	0	0	0	0	0	0
23:00	28	21.7	17.0	4.6	0	0	12	8	7	1	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	705	20.3	16.6	3.6	0	17	207	369	112	0	0	0	0	0	0	0
2H(14-16)	984	19.3	14.5	4.6	0	194	302	384	104	0	0	0	0	0	0	0
12H(7-19)	5268	20.1	16.2	3.8	0	275	1567	2680	745	1	0	0	0	0	0	0
24H(0-24)	6053	20.3	16.4	3.8	0	279	1730	3150	883	11	0	0	0	0	0	0
AM Peak	08:00	05:00	03:00	09:00	00:00	08:00	08:00	08:00	08:00	06:00	00:00	00:00	00:00	00:00	00:00	00:00
	656	22.5	19.2	3.9	0	26	154	379	97	3	0	0	0	0	0	0
PM Peak	17:00	23:00	20:00	15:00	12:00	15:00	16:00	17:00	17:00	19:00	12:00	12:00	12:00	12:00	12:00	12:00
	672	21.7	17.5	4.9	0	193	227	385	106	2	0	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	21	19.8	17.5	2.2	0	0	2	17	2	0	0	0	0	0	0	0
01:00	18	18.7	15.6	3.0	0	0	8	9	1	0	0	0	0	0	0	0
02:00	21	19.5	18.0	1.5	0	0	0	19	2	0	0	0	0	0	0	0
03:00	5	20.8	18.5	2.2	0	0	0	4	1	0	0	0	0	0	0	0
04:00	30	16.9	14.3	2.5	0	0	19	11	0	0	0	0	0	0	0	0
05:00	51	20.7	17.2	3.4	0	0	13	28	10	0	0	0	0	0	0	0
06:00	163	21.8	18.7	3.0	0	0	11	107	41	4	0	0	0	0	0	0
07:00	354	20.4	17.3	3.0	0	0	69	230	54	1	0	0	0	0	0	0
08:00	927	20.0	16.5	3.4	0	37	211	576	103	0	0	0	0	0	0	0
09:00	714	19.8	16.1	3.5	0	37	194	414	69	0	0	0	0	0	0	0
10:00	671	19.7	16.4	3.1	0	10	193	403	65	0	0	0	0	0	0	0
11:00	676	19.5	16.2	3.2	0	15	205	400	56	0	0	0	0	0	0	0
12:00	703	18.8	15.6	3.0	0	9	284	372	38	0	0	0	0	0	0	0
13:00	629	19.5	16.4	3.0	0	2	193	378	56	0	0	0	0	0	0	0
14:00	737	19.4	16.2	3.1	0	4	253	416	64	0	0	0	0	0	0	0
15:00	1088	17.7	13.0	4.6	0	352	318	370	48	0	0	0	0	0	0	0
16:00	1353	19.1	15.8	3.1	0	24	499	739	91	0	0	0	0	0	0	0
17:00	1327	19.6	16.5	3.0	0	9	363	833	122	0	0	0	0	0	0	0
18:00	731	19.3	16.4	2.8	0	0	216	464	51	0	0	0	0	0	0	0
19:00	540	19.7	16.9	2.7	0	0	114	378	46	2	0	0	0	0	0	0
20:00	347	20.2	17.2	2.9	0	7	50	250	40	0	0	0	0	0	0	0
21:00	184	20.4	16.9	3.4	0	2	47	109	24	2	0	0	0	0	0	0
22:00	165	20.6	17.0	3.5	0	0	48	88	27	2	0	0	0	0	0	0
23:00	54	20.9	16.4	4.3	0	0	25	18	9	2	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	1347	19.6	16.3	3.2	0	25	398	803	121	0	0	0	0	0	0	0
2H(14-16)	1825	18.8	14.3	4.3	0	356	571	786	112	0	0	0	0	0	0	0
12H(7-19)	9910	19.5	15.9	3.5	0	499	2998	5595	817	1	0	0	0	0	0	0
24H(0-24)	11509	19.6	16.1	3.5	0	508	3335	6633	1020	13	0	0	0	0	0	0
AM Peak	08:00 927	06:00 21.8	06:00 18.7	09:00 3.5	00:00 0	08:00 37	08:00 211	08:00 576	08:00 103	06:00 4	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	16:00 1353	23:00 20.9	20:00 17.2	15:00 4.6	12:00 0	15:00 352	16:00 499	17:00 833	17:00 122	19:00 2	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Port Talbot ATC 5, Water Street

Direction: Northeastbound

21/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	9	17.5	17.5	0.0	0	0	0	9	0	0	0	0	0	0	0	0
01:00	7	18.7	16.8	1.9	0	0	1	6	0	0	0	0	0	0	0	0
02:00	8	20.0	18.1	1.8	0	0	0	7	1	0	0	0	0	0	0	0
03:00	2	17.5	17.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
04:00	7	20.5	17.5	2.9	0	0	1	5	1	0	0	0	0	0	0	0
05:00	30	19.8	16.8	2.9	0	0	7	20	3	0	0	0	0	0	0	0
06:00	85	20.0	17.2	2.7	0	1	12	63	9	0	0	0	0	0	0	0
07:00	153	19.6	17.0	2.5	0	2	22	119	10	0	0	0	0	0	0	0
08:00	337	19.0	16.1	2.8	0	9	87	230	11	0	0	0	0	0	0	0
09:00	385	18.8	16.0	2.7	0	8	104	266	7	0	0	0	0	0	0	0
10:00	378	19.1	16.6	2.4	0	2	78	285	13	0	0	0	0	0	0	0
11:00	373	18.8	16.1	2.7	0	7	100	258	8	0	0	0	0	0	0	0
12:00	341	19.2	16.5	2.6	0	9	61	260	11	0	0	0	0	0	0	0
13:00	321	19.2	16.5	2.6	0	7	61	242	11	0	0	0	0	0	0	0
14:00	407	19.3	16.9	2.3	0	0	70	315	22	0	0	0	0	0	0	0
15:00	709	18.9	15.7	3.1	0	29	223	430	27	0	0	0	0	0	0	0
16:00	743	18.4	15.0	3.2	0	45	300	380	18	0	0	0	0	0	0	0
17:00	687	20.1	17.0	3.0	0	19	106	488	74	0	0	0	0	0	0	0
18:00	576	19.4	17.3	2.0	0	5	45	497	29	0	0	0	0	0	0	0
19:00	263	18.4	15.6	2.6	0	2	98	159	4	0	0	0	0	0	0	0
20:00	192	20.1	16.7	3.3	0	0	58	108	25	1	0	0	0	0	0	0
21:00	121	17.5	14.8	2.6	0	1	63	57	0	0	0	0	0	0	0	0
22:00	74	17.5	14.9	2.5	0	0	38	36	0	0	0	0	0	0	0	0
23:00	32	15.5	13.4	2.0	0	0	26	6	0	0	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	751	19.0	16.3	2.5	0	9	178	543	21	0	0	0	0	0	0	0
2H(14-16)	1116	19.2	16.1	2.9	0	29	293	745	49	0	0	0	0	0	0	0
12H(7-19)	5410	19.2	16.3	2.8	0	142	1257	3770	241	0	0	0	0	0	0	0
24H(0-24)	6240	19.2	16.2	2.9	0	146	1561	4248	284	1	0	0	0	0	0	0
<b>AM Peak</b>	09:00	04:00	02:00	04:00	00:00	08:00	09:00	10:00	10:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	<b>385</b>	<b>20.5</b>	<b>18.1</b>	<b>2.9</b>	<b>0</b>	<b>9</b>	<b>104</b>	<b>285</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	16:00	17:00	18:00	20:00	12:00	16:00	16:00	18:00	17:00	20:00	12:00	12:00	12:00	12:00	12:00	12:00
	<b>743</b>	<b>20.1</b>	<b>17.3</b>	<b>3.3</b>	<b>0</b>	<b>45</b>	<b>300</b>	<b>497</b>	<b>74</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	7	17.5	17.5	0.0	0	0	0	7	0	0	0	0	0	0	0	0
01:00	3	18.8	15.8	2.9	0	0	1	2	0	0	0	0	0	0	0	0
02:00	6	24.3	20.0	4.2	0	0	0	4	1	1	0	0	0	0	0	0
03:00	2	17.5	17.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
04:00	7	22.9	18.2	4.5	0	0	1	5	0	1	0	0	0	0	0	0
05:00	18	19.4	17.2	2.1	0	0	2	15	1	0	0	0	0	0	0	0
06:00	138	22.1	18.3	3.7	0	2	14	88	27	7	0	0	0	0	0	0
07:00	277	22.1	18.3	3.7	0	7	31	156	78	5	0	0	0	0	0	0
08:00	687	20.6	17.0	3.4	0	13	156	407	108	3	0	0	0	0	0	0
09:00	478	20.6	17.0	3.5	0	12	102	282	82	0	0	0	0	0	0	0
10:00	497	20.6	17.4	3.1	0	4	90	315	88	0	0	0	0	0	0	0
11:00	428	20.4	16.9	3.4	0	9	100	259	57	3	0	0	0	0	0	0
12:00	385	20.8	17.4	3.3	0	8	62	244	71	0	0	0	0	0	0	0
13:00	346	20.9	17.5	3.3	0	3	66	206	70	1	0	0	0	0	0	0
14:00	421	20.7	17.5	3.1	0	0	77	267	75	2	0	0	0	0	0	0
15:00	667	19.6	15.8	3.7	0	29	248	313	77	0	0	0	0	0	0	0
16:00	675	19.4	15.2	4.1	0	63	258	279	75	0	0	0	0	0	0	0
17:00	657	21.5	16.7	4.6	0	72	112	334	125	14	0	0	0	0	0	0
18:00	472	20.8	17.7	3.0	0	2	66	320	80	4	0	0	0	0	0	0
19:00	276	20.0	16.3	3.5	0	3	98	136	38	1	0	0	0	0	0	0
20:00	155	20.6	16.9	3.6	0	0	50	76	28	1	0	0	0	0	0	0
21:00	87	18.0	14.9	2.9	0	1	46	37	3	0	0	0	0	0	0	0
22:00	47	18.7	15.6	3.0	0	0	21	23	3	0	0	0	0	0	0	0
23:00	33	15.7	13.6	2.1	0	0	26	7	0	0	0	0	0	0	0	0
Total																
2H(10-12)	925	20.5	17.1	3.3	0	13	190	574	145	3	0	0	0	0	0	0
2H(14-16)	1088	20.2	16.5	3.6	0	29	325	580	152	2	0	0	0	0	0	0
12H(7-19)	5990	20.7	16.9	3.7	0	222	1368	3382	986	32	0	0	0	0	0	0
24H(0-24)	6769	20.6	16.8	3.7	0	228	1627	3784	1087	43	0	0	0	0	0	0
AM Peak	08:00 687	02:00 24.3	02:00 20.0	04:00 4.5	00:00 0	08:00 13	08:00 156	08:00 407	08:00 108	06:00 7	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	16:00 675	17:00 21.5	18:00 17.7	17:00 4.6	12:00 0	17:00 72	16:00 258	17:00 334	17:00 125	17:00 14	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates



Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	16	17.5	17.5	0.0	0	0	0	16	0	0	0	0	0	0	0	0
01:00	10	18.7	16.5	2.1	0	0	2	8	0	0	0	0	0	0	0	0
02:00	14	22.1	18.9	3.1	0	0	0	11	2	1	0	0	0	0	0	0
03:00	4	17.5	17.5	0.0	0	0	0	4	0	0	0	0	0	0	0	0
04:00	14	21.6	17.9	3.7	0	0	2	10	1	1	0	0	0	0	0	0
05:00	48	19.6	17.0	2.6	0	0	9	35	4	0	0	0	0	0	0	0
06:00	223	21.4	17.9	3.4	0	3	26	151	36	7	0	0	0	0	0	0
07:00	430	21.3	17.8	3.4	0	9	53	275	88	5	0	0	0	0	0	0
08:00	1024	20.1	16.7	3.3	0	22	243	637	119	3	0	0	0	0	0	0
09:00	863	19.9	16.6	3.2	0	20	206	548	89	0	0	0	0	0	0	0
10:00	875	20.0	17.0	2.9	0	6	168	600	101	0	0	0	0	0	0	0
11:00	801	19.7	16.5	3.1	0	16	200	517	65	3	0	0	0	0	0	0
12:00	726	20.1	17.0	3.0	0	17	123	504	82	0	0	0	0	0	0	0
13:00	667	20.2	17.0	3.0	0	10	127	448	81	1	0	0	0	0	0	0
14:00	828	20.1	17.2	2.7	0	0	147	582	97	2	0	0	0	0	0	0
15:00	1376	19.3	15.7	3.4	0	58	471	743	104	0	0	0	0	0	0	0
16:00	1418	18.9	15.1	3.7	0	108	558	659	93	0	0	0	0	0	0	0
17:00	1344	20.9	16.9	3.9	0	91	218	822	199	14	0	0	0	0	0	0
18:00	1048	20.1	17.5	2.5	0	7	111	817	109	4	0	0	0	0	0	0
19:00	539	19.3	16.0	3.1	0	5	196	295	42	1	0	0	0	0	0	0
20:00	347	20.3	16.8	3.4	0	0	108	184	53	2	0	0	0	0	0	0
21:00	208	17.7	14.9	2.7	0	2	109	94	3	0	0	0	0	0	0	0
22:00	121	18.0	15.2	2.7	0	0	59	59	3	0	0	0	0	0	0	0
23:00	65	15.6	13.5	2.0	0	0	52	13	0	0	0	0	0	0	0	0
Total																
2H(10-12)	1676	19.9	16.8	3.0	0	22	368	1117	166	3	0	0	0	0	0	0
2H(14-16)	2204	19.7	16.3	3.3	0	58	618	1325	201	2	0	0	0	0	0	0
12H(7-19)	11400	20.0	16.6	3.3	0	364	2625	7152	1227	32	0	0	0	0	0	0
24H(0-24)	13009	20.0	16.5	3.3	0	374	3188	8032	1371	44	0	0	0	0	0	0
AM Peak	08:00	02:00	02:00	04:00	00:00	08:00	08:00	08:00	08:00	06:00	00:00	00:00	00:00	00:00	00:00	00:00
	1024	22.1	18.9	3.7	0	22	243	637	119	7	0	0	0	0	0	0
PM Peak	16:00	17:00	18:00	17:00	12:00	16:00	16:00	17:00	17:00	17:00	12:00	12:00	12:00	12:00	12:00	12:00
	1418	20.9	17.5	3.9	0	108	558	822	199	14	0	0	0	0	0	0

Paul Castle Associates

Port Talbot ATC 5, Water Street

Direction: Northeastbound

22/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	15	21.5	17.8	3.5	0	0	2	11	1	1	0	0	0	0	0	0
01:00	10	24.5	21.0	3.4	0	0	1	1	8	0	0	0	0	0	0	0
02:00	2	17.5	17.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
03:00	9	17.5	17.5	0.0	0	0	0	9	0	0	0	0	0	0	0	0
04:00	9	18.4	15.8	2.5	0	0	3	6	0	0	0	0	0	0	0	0
05:00	26	19.0	17.5	1.4	0	0	1	24	1	0	0	0	0	0	0	0
06:00	68	22.3	19.5	2.8	0	0	2	37	29	0	0	0	0	0	0	0
07:00	158	19.4	17.0	2.4	0	1	24	124	9	0	0	0	0	0	0	0
08:00	341	18.6	16.2	2.4	0	3	85	251	2	0	0	0	0	0	0	0
09:00	352	19.0	16.5	2.5	0	8	62	276	6	0	0	0	0	0	0	0
10:00	377	19.1	16.4	2.6	0	7	83	274	13	0	0	0	0	0	0	0
11:00	361	18.8	16.3	2.4	0	6	80	272	3	0	0	0	0	0	0	0
12:00	364	19.1	16.6	2.5	0	6	66	281	11	0	0	0	0	0	0	0
13:00	353	19.0	16.6	2.3	0	2	69	271	11	0	0	0	0	0	0	0
14:00	411	19.5	16.1	3.2	0	22	88	280	21	0	0	0	0	0	0	0
15:00	542	18.4	14.3	4.0	0	92	176	259	15	0	0	0	0	0	0	0
16:00	755	19.6	16.1	3.3	0	41	174	488	52	0	0	0	0	0	0	0
17:00	677	19.3	16.3	3.0	0	15	177	444	41	0	0	0	0	0	0	0
18:00	603	20.1	17.5	2.5	0	2	71	455	75	0	0	0	0	0	0	0
19:00	392	19.9	17.6	2.3	0	2	32	317	41	0	0	0	0	0	0	0
20:00	283	19.9	17.0	2.8	0	1	55	197	30	0	0	0	0	0	0	0
21:00	217	19.8	17.3	2.3	0	1	24	173	19	0	0	0	0	0	0	0
22:00	74	19.6	17.1	2.4	0	0	11	59	3	1	0	0	0	0	0	0
23:00	28	20.3	17.5	2.7	0	0	3	23	1	1	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	738	19.0	16.3	2.5	0	13	163	546	16	0	0	0	0	0	0	0
2H(14-16)	953	19.0	15.1	3.8	0	114	264	539	36	0	0	0	0	0	0	0
12H(7-19)	5294	19.4	16.3	3.0	0	205	1155	3675	259	0	0	0	0	0	0	0
24H(0-24)	6427	19.6	16.5	3.0	0	209	1289	4534	392	3	0	0	0	0	0	0
<b>AM Peak</b>	10:00	01:00	01:00	00:00	00:00	09:00	08:00	09:00	06:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	377	24.5	21.0	3.5	0	8	85	276	29	1	0	0	0	0	0	0
<b>PM Peak</b>	16:00	23:00	19:00	15:00	12:00	15:00	17:00	16:00	18:00	22:00	12:00	12:00	12:00	12:00	12:00	12:00
	755	20.3	17.6	4.0	0	92	177	488	75	1	0	0	0	0	0	0

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	10	20.9	18.0	2.8	0	0	1	7	2	0	0	0	0	0	0	0
01:00	12	26.0	21.7	4.2	0	0	1	2	7	2	0	0	0	0	0	0
02:00	2	17.5	17.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
03:00	13	21.5	19.0	2.4	0	0	0	9	4	0	0	0	0	0	0	0
04:00	17	19.6	16.0	3.4	0	0	7	8	2	0	0	0	0	0	0	0
05:00	23	20.1	17.9	2.1	0	0	1	19	3	0	0	0	0	0	0	0
06:00	108	23.8	20.2	3.5	0	0	3	54	41	10	0	0	0	0	0	0
07:00	310	20.6	17.5	3.1	0	1	56	197	56	0	0	0	0	0	0	0
08:00	712	19.8	16.3	3.3	0	5	245	374	88	0	0	0	0	0	0	0
09:00	413	21.0	17.3	3.6	0	13	73	245	81	1	0	0	0	0	0	0
10:00	474	20.6	17.1	3.4	0	12	89	301	69	3	0	0	0	0	0	0
11:00	371	20.6	17.1	3.3	0	7	76	226	62	0	0	0	0	0	0	0
12:00	353	20.9	17.5	3.3	0	2	69	212	69	1	0	0	0	0	0	0
13:00	383	20.6	16.5	3.9	0	30	70	228	54	1	0	0	0	0	0	0
14:00	423	21.3	17.0	4.2	0	26	87	214	93	3	0	0	0	0	0	0
15:00	557	20.7	15.8	4.8	0	75	153	224	99	6	0	0	0	0	0	0
16:00	659	21.7	17.3	4.3	0	32	140	331	137	19	0	0	0	0	0	0
17:00	739	21.3	17.4	3.7	0	13	161	400	154	11	0	0	0	0	0	0
18:00	463	21.8	18.3	3.4	0	2	59	279	111	12	0	0	0	0	0	0
19:00	478	22.0	18.5	3.4	0	5	48	284	131	10	0	0	0	0	0	0
20:00	206	21.1	17.6	3.3	0	1	37	127	38	3	0	0	0	0	0	0
21:00	151	20.7	17.8	2.7	0	1	15	108	27	0	0	0	0	0	0	0
22:00	43	21.5	18.4	2.9	0	0	3	30	9	1	0	0	0	0	0	0
23:00	38	21.4	17.8	3.5	0	0	7	23	7	1	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	845	20.6	17.1	3.3	0	19	165	527	131	3	0	0	0	0	0	0
2H(14-16)	980	21.1	16.3	4.6	0	101	240	438	192	9	0	0	0	0	0	0
12H(7-19)	5857	21.0	17.1	3.8	0	218	1278	3231	1073	57	0	0	0	0	0	0
24H(0-24)	6958	21.2	17.3	3.8	0	225	1401	3904	1344	84	0	0	0	0	0	0
<b>AM Peak</b>	08:00	01:00	01:00	01:00	00:00	09:00	08:00	08:00	08:00	06:00	00:00	00:00	00:00	00:00	00:00	00:00
	<b>712</b>	<b>26.0</b>	<b>21.7</b>	<b>4.2</b>	<b>0</b>	<b>13</b>	<b>245</b>	<b>374</b>	<b>88</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	17:00	19:00	19:00	15:00	12:00	15:00	17:00	17:00	17:00	16:00	12:00	12:00	12:00	12:00	12:00	12:00
	<b>739</b>	<b>22.0</b>	<b>18.5</b>	<b>4.8</b>	<b>0</b>	<b>75</b>	<b>161</b>	<b>400</b>	<b>154</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	25	21.2	17.9	3.2	0	0	3	18	3	1	0	0	0	0	0	0
01:00	22	25.3	21.4	3.8	0	0	2	3	15	2	0	0	0	0	0	0
02:00	4	17.5	17.5	0.0	0	0	0	4	0	0	0	0	0	0	0	0
03:00	22	20.5	18.4	2.0	0	0	0	18	4	0	0	0	0	0	0	0
04:00	26	19.2	16.0	3.1	0	0	10	14	2	0	0	0	0	0	0	0
05:00	49	19.5	17.7	1.8	0	0	2	43	4	0	0	0	0	0	0	0
06:00	176	23.3	19.9	3.3	0	0	5	91	70	10	0	0	0	0	0	0
07:00	468	20.3	17.3	2.9	0	2	80	321	65	0	0	0	0	0	0	0
08:00	1053	19.4	16.3	3.0	0	8	330	625	90	0	0	0	0	0	0	0
09:00	765	20.2	16.9	3.1	0	21	135	521	87	1	0	0	0	0	0	0
10:00	851	20.0	16.8	3.1	0	19	172	575	82	3	0	0	0	0	0	0
11:00	732	19.8	16.7	2.9	0	13	156	498	65	0	0	0	0	0	0	0
12:00	717	20.0	17.0	2.9	0	8	135	493	80	1	0	0	0	0	0	0
13:00	736	19.9	16.6	3.3	0	32	139	499	65	1	0	0	0	0	0	0
14:00	834	20.5	16.6	3.7	0	48	175	494	114	3	0	0	0	0	0	0
15:00	1099	19.7	15.1	4.5	0	167	329	483	114	6	0	0	0	0	0	0
16:00	1414	20.7	16.7	3.8	0	73	314	819	189	19	0	0	0	0	0	0
17:00	1416	20.4	16.9	3.4	0	28	338	844	195	11	0	0	0	0	0	0
18:00	1066	20.9	17.8	3.0	0	4	130	734	186	12	0	0	0	0	0	0
19:00	870	21.2	18.1	3.0	0	7	80	601	172	10	0	0	0	0	0	0
20:00	489	20.4	17.3	3.0	0	2	92	324	68	3	0	0	0	0	0	0
21:00	368	20.1	17.5	2.5	0	2	39	281	46	0	0	0	0	0	0	0
22:00	117	20.4	17.6	2.7	0	0	14	89	12	2	0	0	0	0	0	0
23:00	66	20.9	17.7	3.2	0	0	10	46	8	2	0	0	0	0	0	0
Total																
2H(10-12)	1583	19.9	16.7	3.0	0	32	328	1073	147	3	0	0	0	0	0	0
2H(14-16)	1933	20.1	15.7	4.2	0	215	504	977	228	9	0	0	0	0	0	0
12H(7-19)	11151	20.3	16.7	3.5	0	423	2433	6906	1332	57	0	0	0	0	0	0
24H(0-24)	13385	20.4	16.9	3.4	0	434	2690	8438	1736	87	0	0	0	0	0	0
AM Peak	08:00	01:00	01:00	01:00	00:00	09:00	08:00	08:00	08:00	06:00	00:00	00:00	00:00	00:00	00:00	00:00
	1053	25.3	21.4	3.8	0	21	330	625	90	10	0	0	0	0	0	0
PM Peak	17:00	19:00	19:00	15:00	12:00	15:00	17:00	17:00	17:00	16:00	12:00	12:00	12:00	12:00	12:00	12:00
	1416	21.2	18.1	4.5	0	167	338	844	195	19	0	0	0	0	0	0

Paul Castle Associates

Port Talbot ATC 5, Water Street

Direction: Northeastbound

23/03/2023

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	12	18.5	15.0	3.4	0	0	7	4	1	0	0	0	0	0	0	0
01:00	9	18.7	16.4	2.2	0	0	2	7	0	0	0	0	0	0	0	0
02:00	3	17.5	17.5	0.0	0	0	0	3	0	0	0	0	0	0	0	0
03:00	8	17.5	17.5	0.0	0	0	0	8	0	0	0	0	0	0	0	0
04:00	18	21.0	18.3	2.6	0	0	0	16	1	1	0	0	0	0	0	0
05:00	27	19.1	17.3	1.7	0	0	2	24	1	0	0	0	0	0	0	0
06:00	74	19.5	17.4	2.0	0	0	7	62	5	0	0	0	0	0	0	0
07:00	152	19.4	17.4	1.9	0	0	12	130	10	0	0	0	0	0	0	0
08:00	291	18.5	15.6	2.8	0	8	96	185	2	0	0	0	0	0	0	0
09:00	296	19.0	16.4	2.5	0	2	72	211	11	0	0	0	0	0	0	0
10:00	330	19.1	17.0	2.0	0	2	39	279	10	0	0	0	0	0	0	0
11:00	381	19.1	16.7	2.3	0	7	54	311	9	0	0	0	0	0	0	0
12:00	364	19.3	16.9	2.4	0	3	58	286	17	0	0	0	0	0	0	0
13:00	357	19.4	16.4	3.0	0	20	51	275	11	0	0	0	0	0	0	0
14:00	495	19.7	16.8	2.8	0	16	68	381	30	0	0	0	0	0	0	0
15:00	766	17.8	13.5	4.1	0	186	253	315	12	0	0	0	0	0	0	0
16:00	712	19.5	16.4	3.0	0	40	107	537	28	0	0	0	0	0	0	0
17:00	656	20.3	17.2	3.0	0	13	93	465	84	1	0	0	0	0	0	0
18:00	698	20.0	17.4	2.4	0	3	76	544	75	0	0	0	0	0	0	0
19:00	389	20.5	17.7	2.7	0	1	46	279	63	0	0	0	0	0	0	0
20:00	292	20.6	18.0	2.5	0	1	21	218	52	0	0	0	0	0	0	0
21:00	269	20.3	17.6	2.7	0	4	24	205	36	0	0	0	0	0	0	0
22:00	185	20.1	17.8	2.2	0	0	12	149	24	0	0	0	0	0	0	0
23:00	67	20.1	18.0	2.0	0	0	2	56	9	0	0	0	0	0	0	0
Total																
2H(10-12)	711	19.1	16.9	2.2	0	9	93	590	19	0	0	0	0	0	0	0
2H(14-16)	1261	18.9	14.8	4.0	0	202	321	696	42	0	0	0	0	0	0	0
12H(7-19)	5498	19.6	16.3	3.2	0	300	979	3919	299	1	0	0	0	0	0	0
24H(0-24)	6851	19.8	16.6	3.1	0	306	1102	4950	491	2	0	0	0	0	0	0
AM Peak	11:00	04:00	04:00	00:00	00:00	08:00	08:00	11:00	09:00	04:00	00:00	00:00	00:00	00:00	00:00	00:00
	381	21.0	18.3	3.4	0	8	96	311	11	1	0	0	0	0	0	0
PM Peak	15:00	20:00	23:00	15:00	12:00	15:00	15:00	18:00	17:00	17:00	12:00	12:00	12:00	12:00	12:00	12:00
	766	20.6	18.0	4.1	0	186	253	544	84	1	0	0	0	0	0	0

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	10	15.7	13.5	2.1	0	0	8	2	0	0	0	0	0	0	0	0
01:00	9	19.0	15.3	3.6	0	0	5	3	1	0	0	0	0	0	0	0
02:00	3	17.5	17.5	0.0	0	0	0	3	0	0	0	0	0	0	0	0
03:00	10	19.6	18.0	1.6	0	0	0	9	1	0	0	0	0	0	0	0
04:00	25	20.7	18.3	2.4	0	0	0	22	2	1	0	0	0	0	0	0
05:00	19	19.2	17.5	1.7	0	0	1	17	1	0	0	0	0	0	0	0
06:00	135	20.9	18.0	2.8	0	0	15	91	29	0	0	0	0	0	0	0
07:00	288	20.9	18.2	2.6	0	0	21	207	59	1	0	0	0	0	0	0
08:00	637	19.4	15.9	3.4	0	14	244	317	62	0	0	0	0	0	0	0
09:00	452	20.2	16.6	3.5	0	2	154	223	72	1	0	0	0	0	0	0
10:00	449	21.1	16.9	4.0	0	42	51	275	81	0	0	0	0	0	0	0
11:00	408	20.8	16.2	4.4	0	58	50	241	57	2	0	0	0	0	0	0
12:00	386	21.0	17.3	3.6	0	14	58	250	58	6	0	0	0	0	0	0
13:00	400	21.3	17.4	3.8	0	24	44	251	79	2	0	0	0	0	0	0
14:00	480	21.3	16.7	4.4	0	54	64	264	97	1	0	0	0	0	0	0
15:00	634	18.7	13.8	4.7	0	158	206	211	59	0	0	0	0	0	0	0
16:00	678	20.6	16.5	3.9	0	53	121	410	91	3	0	0	0	0	0	0
17:00	703	21.9	17.9	3.9	0	13	117	399	148	26	0	0	0	0	0	0
18:00	575	21.2	17.9	3.2	0	2	81	371	111	10	0	0	0	0	0	0
19:00	472	21.7	18.0	3.5	0	2	78	279	99	14	0	0	0	0	0	0
20:00	225	22.4	18.9	3.4	0	1	17	136	62	9	0	0	0	0	0	0
21:00	193	21.5	18.4	3.0	0	2	14	127	49	1	0	0	0	0	0	0
22:00	121	21.4	18.4	2.9	0	0	12	76	33	0	0	0	0	0	0	0
23:00	77	21.3	18.7	2.5	0	0	2	54	21	0	0	0	0	0	0	0
Total																
2H(10-12)	857	21.0	16.6	4.2	0	100	101	516	138	2	0	0	0	0	0	0
2H(14-16)	1114	20.1	15.1	4.8	0	212	270	475	156	1	0	0	0	0	0	0
12H(7-19)	6090	20.9	16.7	4.0	0	434	1211	3419	974	52	0	0	0	0	0	0
24H(0-24)	7389	21.0	16.9	3.9	0	439	1363	4238	1272	77	0	0	0	0	0	0
AM Peak	08:00	10:00	04:00	11:00	00:00	11:00	08:00	08:00	10:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00
	637	21.1	18.3	4.4	0	58	244	317	81	2	0	0	0	0	0	0
PM Peak	17:00	20:00	20:00	15:00	12:00	15:00	15:00	16:00	17:00	17:00	12:00	12:00	12:00	12:00	12:00	12:00
	703	22.4	18.9	4.7	0	158	206	410	148	26	0	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	22	17.3	14.3	2.9	0	0	15	6	1	0	0	0	0	0	0	0
01:00	18	18.9	15.8	3.0	0	0	7	10	1	0	0	0	0	0	0	0
02:00	6	17.5	17.5	0.0	0	0	0	6	0	0	0	0	0	0	0	0
03:00	18	19.0	17.8	1.2	0	0	0	17	1	0	0	0	0	0	0	0
04:00	43	20.8	18.3	2.4	0	0	0	38	3	2	0	0	0	0	0	0
05:00	46	19.1	17.4	1.7	0	0	3	41	2	0	0	0	0	0	0	0
06:00	209	20.5	17.8	2.6	0	0	22	153	34	0	0	0	0	0	0	0
07:00	440	20.4	17.9	2.4	0	0	33	337	69	1	0	0	0	0	0	0
08:00	928	19.1	15.8	3.2	0	22	340	502	64	0	0	0	0	0	0	0
09:00	748	19.8	16.5	3.2	0	4	226	434	83	1	0	0	0	0	0	0
10:00	779	20.4	16.9	3.3	0	44	90	554	91	0	0	0	0	0	0	0
11:00	789	20.2	16.5	3.6	0	65	104	552	66	2	0	0	0	0	0	0
12:00	750	20.2	17.1	3.0	0	17	116	536	75	6	0	0	0	0	0	0
13:00	757	20.5	16.9	3.4	0	44	95	526	90	2	0	0	0	0	0	0
14:00	975	20.6	16.8	3.7	0	70	132	645	127	1	0	0	0	0	0	0
15:00	1400	18.2	13.7	4.4	0	344	459	526	71	0	0	0	0	0	0	0
16:00	1390	20.1	16.5	3.5	0	93	228	947	119	3	0	0	0	0	0	0
17:00	1359	21.2	17.6	3.5	0	26	210	864	232	27	0	0	0	0	0	0
18:00	1273	20.6	17.7	2.8	0	5	157	915	186	10	0	0	0	0	0	0
19:00	861	21.2	17.8	3.2	0	3	124	558	162	14	0	0	0	0	0	0
20:00	517	21.4	18.4	3.0	0	2	38	354	114	9	0	0	0	0	0	0
21:00	462	20.8	17.9	2.8	0	6	38	332	85	1	0	0	0	0	0	0
22:00	306	20.7	18.0	2.5	0	0	24	225	57	0	0	0	0	0	0	0
23:00	144	20.7	18.4	2.3	0	0	4	110	30	0	0	0	0	0	0	0
<b>Total</b>																
2H(10-12)	1568	20.3	16.7	3.5	0	109	194	1106	157	2	0	0	0	0	0	0
2H(14-16)	2375	19.5	14.9	4.4	0	414	591	1171	198	1	0	0	0	0	0	0
12H(7-19)	11588	20.3	16.5	3.6	0	734	2190	7338	1273	53	0	0	0	0	0	0
24H(0-24)	14240	20.5	16.8	3.6	0	745	2465	9188	1763	79	0	0	0	0	0	0
<b>AM Peak</b>	08:00 <b>928</b>	04:00 <b>20.8</b>	04:00 <b>18.3</b>	11:00 <b>3.6</b>	00:00 <b>0</b>	11:00 <b>65</b>	08:00 <b>340</b>	10:00 <b>554</b>	10:00 <b>91</b>	04:00 <b>2</b>	00:00 <b>0</b>	00:00 <b>0</b>	00:00 <b>0</b>	00:00 <b>0</b>	00:00 <b>0</b>	00:00 <b>0</b>
<b>PM Peak</b>	15:00 <b>1400</b>	20:00 <b>21.4</b>	23:00 <b>18.4</b>	15:00 <b>4.4</b>	12:00 <b>0</b>	15:00 <b>344</b>	15:00 <b>459</b>	16:00 <b>947</b>	17:00 <b>232</b>	17:00 <b>27</b>	12:00 <b>0</b>	12:00 <b>0</b>	12:00 <b>0</b>	12:00 <b>0</b>	12:00 <b>0</b>	12:00 <b>0</b>

Paul Castle Associates

# Port Talbot, Friday 17th March 2023

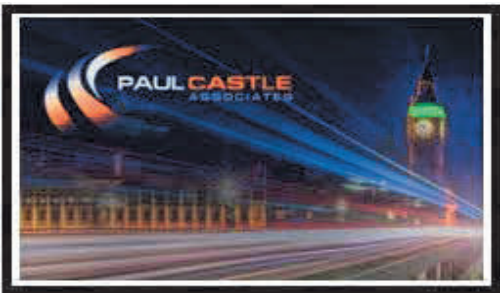
Junction: 1

Approach: A4241 North

TIME	Left to A4241 (East)					Ahead t	
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
13:00 - 13:15	20	3	0	23	26.9	2	0
13:15 - 13:30	27	2	0	29	31.6	3	0
13:30 - 13:45	26	6	0	32	39.8	2	0
13:45 - 14:00	18	2	0	20	22.6	3	0
<b>Hourly Total</b>	<b>91</b>	<b>13</b>	<b>0</b>	<b>104</b>	<b>120.9</b>	<b>10</b>	<b>0</b>
14:00 - 14:15	12	3	0	15	18.9	1	0
14:15 - 14:30	21	1	0	22	23.3	5	0
14:30 - 14:45	23	6	0	29	36.8	4	0
14:45 - 15:00	22	1	0	23	24.3	4	0
<b>Hourly Total</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>89</b>	<b>103.3</b>	<b>14</b>	<b>0</b>
15:00 - 15:15	12	4	0	16	21.2	1	0
15:15 - 15:30	19	1	1	21	23.3	0	0
15:30 - 15:45	16	3	0	19	22.9	2	0
15:45 - 16:00	18	1	0	19	20.3	2	0
<b>Hourly Total</b>	<b>65</b>	<b>9</b>	<b>1</b>	<b>75</b>	<b>87.7</b>	<b>5</b>	<b>0</b>
16:00 - 16:15	20	1	0	21	22.3	1	0
16:15 - 16:30	23	0	0	23	23.0	1	0
16:30 - 16:45	25	1	0	26	27.3	0	0
16:45 - 17:00	18	3	0	21	24.9	3	1
<b>Hourly Total</b>	<b>86</b>	<b>5</b>	<b>0</b>	<b>91</b>	<b>97.5</b>	<b>5</b>	<b>1</b>
17:00 - 17:15	37	0	0	37	37.0	0	0
17:15 - 17:30	46	3	0	49	52.9	1	0
17:30 - 17:45	53	0	0	53	53.0	0	0
17:45 - 18:00	65	1	0	66	67.3	0	0
<b>Hourly Total</b>	<b>201</b>	<b>4</b>	<b>0</b>	<b>205</b>	<b>210.2</b>	<b>1</b>	<b>0</b>
18:00 - 18:15	41	1	0	42	43.3	0	0
18:15 - 18:30	40	1	0	41	42.3	0	0
18:30 - 18:45	39	3	0	42	45.9	1	0
18:45 - 19:00	33	0	0	33	33.0	0	0
<b>Hourly Total</b>	<b>153</b>	<b>5</b>	<b>0</b>	<b>158</b>	<b>164.5</b>	<b>1</b>	<b>0</b>
<b>TOTAL</b>	<b>674</b>	<b>47</b>	<b>1</b>	<b>722</b>	<b>784.1</b>	<b>36</b>	<b>1</b>



o North Bank Road			Right to A4241 (West)					
BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT
0	2	2.0	5	0	0	5	5.0	0
0	3	3.0	10	0	0	10	10.0	0
0	2	2.0	6	0	0	6	6.0	0
0	3	3.0	2	0	0	2	2.0	0
0	10	10.0	23	0	0	23	23.0	0
0	1	1.0	6	0	0	6	6.0	0
0	5	5.0	2	0	0	2	2.0	2
0	4	4.0	5	1	0	6	7.3	0
0	4	4.0	9	1	0	10	11.3	1
0	14	14.0	22	2	0	24	26.6	3
0	1	1.0	8	0	0	8	8.0	1
0	0	0.0	1	0	0	1	1.0	1
0	2	2.0	7	0	0	7	7.0	0
0	2	2.0	3	0	0	3	3.0	0
0	5	5.0	19	0	0	19	19.0	2
0	1	1.0	4	0	0	4	4.0	0
0	1	1.0	1	0	0	1	1.0	3
0	0	0.0	7	0	0	7	7.0	0
0	4	5.3	5	0	0	5	5.0	0
0	6	7.3	17	0	0	17	17.0	3
0	0	0.0	3	0	0	3	3.0	0
0	1	1.0	2	0	0	2	2.0	0
0	0	0.0	0	0	0	0	0.0	0
0	0	0.0	4	0	0	4	4.0	1
0	1	1.0	9	0	0	9	9.0	1
0	0	0.0	5	0	0	5	5.0	1
0	0	0.0	3	0	0	3	3.0	0
0	1	1.0	0	0	0	0	0.0	0
0	0	0.0	2	0	0	2	2.0	0
0	1	1.0	10	0	0	10	10.0	1
0	37	38.3	100	2	0	102	104.6	10



U-Turn			
HEAVY	BUS	TOTAL	PCUs
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	2	2.0
0	0	0	0.0
0	0	1	1.0
0	0	3	3.0
0	0	1	1.0
0	0	1	1.0
0	0	0	0.0
0	0	0	0.0
0	0	2	2.0
0	0	0	0.0
0	0	3	3.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	1	1.0
0	0	1	1.0
0	0	1	1.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	1	1.0
0	0	10	10.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

# Port Talbot, Friday 17th March 2023

Junction: 1

Approach: A4241 East

TIME	Left to North Bank Road					Ahead	
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
13:00 - 13:15	3	0	0	3	3.0	116	3
13:15 - 13:30	3	0	0	3	3.0	76	4
13:30 - 13:45	2	0	0	2	2.0	83	1
13:45 - 14:00	2	0	0	2	2.0	77	1
<b>Hourly Total</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10.0</b>	<b>352</b>	<b>9</b>
14:00 - 14:15	3	0	0	3	3.0	71	2
14:15 - 14:30	2	0	0	2	2.0	95	2
14:30 - 14:45	0	0	0	0	0.0	91	0
14:45 - 15:00	0	0	0	0	0.0	94	1
<b>Hourly Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5.0</b>	<b>351</b>	<b>5</b>
15:00 - 15:15	2	0	0	2	2.0	91	0
15:15 - 15:30	0	0	0	0	0.0	128	0
15:30 - 15:45	1	0	0	1	1.0	129	1
15:45 - 16:00	0	0	0	0	0.0	124	2
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3.0</b>	<b>472</b>	<b>3</b>
16:00 - 16:15	0	0	0	0	0.0	136	3
16:15 - 16:30	0	0	0	0	0.0	176	4
16:30 - 16:45	0	0	0	0	0.0	174	5
16:45 - 17:00	1	1	0	2	3.3	160	6
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>646</b>	<b>18</b>
17:00 - 17:15	1	0	0	1	1.0	131	1
17:15 - 17:30	0	0	0	0	0.0	164	3
17:30 - 17:45	0	0	0	0	0.0	101	2
17:45 - 18:00	0	0	0	0	0.0	80	1
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1.0</b>	<b>476</b>	<b>7</b>
18:00 - 18:15	0	0	0	0	0.0	95	2
18:15 - 18:30	0	0	0	0	0.0	115	2
18:30 - 18:45	1	0	0	1	1.0	109	1
18:45 - 19:00	0	0	0	0	0.0	99	2
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1.0</b>	<b>418</b>	<b>7</b>
<b>TOTAL</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>23.3</b>	<b>2715</b>	<b>49</b>



I to A4241 (West)			Right to A4241 (North)				
BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
1	120	124.9	174	3	0	177	180.9
0	80	85.2	84	5	0	89	95.5
0	84	85.3	60	3	0	63	66.9
0	78	79.3	37	3	0	40	43.9
1	362	374.7	355	14	0	369	387.2
1	74	77.6	93	5	0	98	104.5
1	98	101.6	62	2	0	64	66.6
0	91	91.0	53	2	0	55	57.6
0	95	96.3	96	5	0	101	107.5
2	358	366.5	304	14	0	318	336.2
2	93	95.0	142	5	0	147	153.5
0	128	128.0	131	3	0	134	137.9
1	131	133.3	131	2	0	133	135.6
1	127	130.6	131	1	0	132	133.3
4	479	486.9	535	11	0	546	560.3
1	140	144.9	152	5	0	157	163.5
0	180	185.2	135	3	0	138	141.9
0	179	185.5	154	10	1	165	179.0
0	166	173.8	105	2	1	108	111.6
1	665	689.4	546	20	2	568	596.0
1	133	135.3	96	0	0	96	96.0
0	167	170.9	101	1	0	102	103.3
0	103	105.6	72	1	0	73	74.3
0	81	82.3	74	0	0	74	74.0
1	484	494.1	343	2	0	345	347.6
0	97	99.6	121	0	0	121	121.0
0	117	119.6	81	1	0	82	83.3
0	110	111.3	77	1	0	78	79.3
0	101	103.6	73	0	0	73	73.0
0	425	434.1	352	2	0	354	356.6
9	2773	2845.7	2435	63	2	2500	2583.9



PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

# Port Talbot, Friday 17th March 2023

Junction: 1

Approach: North Bank Road

TIME	Left to A4241 (West)					Ahead	
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
13:00 - 13:15	4	1	0	5	6.3	4	0
13:15 - 13:30	2	0	0	2	2.0	2	0
13:30 - 13:45	8	0	0	8	8.0	2	0
13:45 - 14:00	2	0	0	2	2.0	4	1
<b>Hourly Total</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>18.3</b>	<b>12</b>	<b>1</b>
14:00 - 14:15	1	0	0	1	1.0	7	0
14:15 - 14:30	3	1	0	4	5.3	3	0
14:30 - 14:45	2	0	0	2	2.0	1	0
14:45 - 15:00	5	0	0	5	5.0	2	0
<b>Hourly Total</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>13.3</b>	<b>13</b>	<b>0</b>
15:00 - 15:15	1	0	0	1	1.0	6	0
15:15 - 15:30	1	0	0	1	1.0	1	0
15:30 - 15:45	1	0	0	1	1.0	0	0
15:45 - 16:00	4	0	0	4	4.0	5	1
<b>Hourly Total</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7.0</b>	<b>12</b>	<b>1</b>
16:00 - 16:15	1	0	0	1	1.0	1	0
16:15 - 16:30	1	0	0	1	1.0	0	0
16:30 - 16:45	1	0	0	1	1.0	1	0
16:45 - 17:00	0	1	0	1	2.3	0	0
<b>Hourly Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>5.3</b>	<b>2</b>	<b>0</b>
17:00 - 17:15	5	0	0	5	5.0	1	0
17:15 - 17:30	1	0	0	1	1.0	0	0
17:30 - 17:45	0	0	0	0	0.0	0	0
17:45 - 18:00	0	0	0	0	0.0	0	0
<b>Hourly Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6.0</b>	<b>1</b>	<b>0</b>
18:00 - 18:15	0	0	0	0	0.0	0	0
18:15 - 18:30	0	0	0	0	0.0	0	0
18:30 - 18:45	0	0	0	0	0.0	1	0
18:45 - 19:00	0	0	0	0	0.0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1</b>	<b>0</b>
<b>TOTAL</b>	<b>43</b>	<b>3</b>	<b>0</b>	<b>46</b>	<b>49.9</b>	<b>41</b>	<b>2</b>



to A4241 (North)			Right to A4241 (East)				
BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
0	4	4.0	2	0	0	2	2.0
0	2	2.0	0	1	0	1	2.3
0	2	2.0	3	0	0	3	3.0
0	5	6.3	2	0	0	2	2.0
0	13	14.3	7	1	0	8	9.3
0	7	7.0	3	0	0	3	3.0
0	3	3.0	2	0	0	2	2.0
0	1	1.0	0	0	0	0	0.0
0	2	2.0	1	0	0	1	1.0
0	13	13.0	6	0	0	6	6.0
0	6	6.0	1	0	0	1	1.0
0	1	1.0	1	0	0	1	1.0
0	0	0.0	2	0	0	2	2.0
0	6	7.3	1	0	0	1	1.0
0	13	14.3	5	0	0	5	5.0
0	1	1.0	0	0	0	0	0.0
0	0	0.0	2	0	0	2	2.0
0	1	1.0	0	0	0	0	0.0
0	0	0.0	1	0	0	1	1.0
0	2	2.0	3	0	0	3	3.0
0	1	1.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	1	1.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	1	1.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	1	1.0	0	0	0	0	0.0
0	43	45.6	21	1	0	22	23.3



PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0



# Port Talbot, Friday 17th March 2023

Junction: 1

Approach: A4241 West

TIME	Left to A4241 (North)					Ahead	
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
13:00 - 13:15	7	0	0	7	7.0	68	3
13:15 - 13:30	7	0	0	7	7.0	99	2
13:30 - 13:45	6	0	0	6	6.0	112	2
13:45 - 14:00	2	0	0	2	2.0	93	0
<b>Hourly Total</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22.0</b>	<b>372</b>	<b>7</b>
14:00 - 14:15	4	0	0	4	4.0	102	0
14:15 - 14:30	5	0	0	5	5.0	88	1
14:30 - 14:45	7	0	0	7	7.0	108	0
14:45 - 15:00	1	0	0	1	1.0	112	1
<b>Hourly Total</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17.0</b>	<b>410</b>	<b>2</b>
15:00 - 15:15	10	0	0	10	10.0	104	0
15:15 - 15:30	5	0	0	5	5.0	129	0
15:30 - 15:45	33	1	0	34	35.3	75	1
15:45 - 16:00	6	0	0	6	6.0	87	1
<b>Hourly Total</b>	<b>54</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>56.3</b>	<b>395</b>	<b>2</b>
16:00 - 16:15	7	0	0	7	7.0	110	1
16:15 - 16:30	1	0	0	1	1.0	78	0
16:30 - 16:45	2	0	0	2	2.0	99	1
16:45 - 17:00	3	0	0	3	3.0	75	0
<b>Hourly Total</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13.0</b>	<b>362</b>	<b>2</b>
17:00 - 17:15	5	0	0	5	5.0	81	0
17:15 - 17:30	2	0	0	2	2.0	102	0
17:30 - 17:45	2	0	0	2	2.0	121	0
17:45 - 18:00	4	0	0	4	4.0	80	1
<b>Hourly Total</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13.0</b>	<b>384</b>	<b>1</b>
18:00 - 18:15	2	0	0	2	2.0	89	0
18:15 - 18:30	3	0	0	3	3.0	63	0
18:30 - 18:45	3	0	0	3	3.0	71	1
18:45 - 19:00	1	0	0	1	1.0	71	0
<b>Hourly Total</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9.0</b>	<b>294</b>	<b>1</b>
<b>TOTAL</b>	<b>128</b>	<b>1</b>	<b>0</b>	<b>129</b>	<b>130.3</b>	<b>2217</b>	<b>15</b>

d to A4241 (East)			Right to North Bank Road					
BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT
0	71	74.9	2	0	0	2	2.0	0
0	101	103.6	2	0	0	2	2.0	0
0	114	116.6	4	0	0	4	4.0	0
0	93	93.0	0	0	0	0	0.0	0
0	379	388.1	8	0	0	8	8.0	0
1	103	104.0	1	1	0	2	3.3	1
0	89	90.3	2	0	0	2	2.0	0
0	108	108.0	2	0	0	2	2.0	0
0	113	114.3	2	0	0	2	2.0	0
1	413	416.6	7	1	0	8	9.3	1
0	104	104.0	2	0	0	2	2.0	0
0	129	129.0	2	0	0	2	2.0	0
0	76	77.3	2	0	0	2	2.0	0
0	88	89.3	1	0	0	1	1.0	0
0	397	399.6	7	0	0	7	7.0	0
1	112	114.3	0	0	0	0	0.0	1
0	78	78.0	1	0	0	1	1.0	0
0	100	101.3	0	0	0	0	0.0	0
0	75	75.0	1	0	0	1	1.0	0
1	365	368.6	2	0	0	2	2.0	1
0	81	81.0	0	0	0	0	0.0	0
0	102	102.0	0	0	0	0	0.0	0
0	121	121.0	0	0	0	0	0.0	0
0	81	82.3	0	0	0	0	0.0	0
0	385	386.3	0	0	0	0	0.0	0
0	89	89.0	0	0	0	0	0.0	0
0	63	63.0	0	0	0	0	0.0	0
0	72	73.3	0	0	0	0	0.0	0
0	71	71.0	0	0	0	0	0.0	0
0	295	296.3	0	0	0	0	0.0	0
2	2234	2255.5	24	1	0	25	26.3	2



Port Talbot, Friday 17th March 2023

From: 1) 13:00  
 To: 1) 19:00  
 Class: All Vehicles

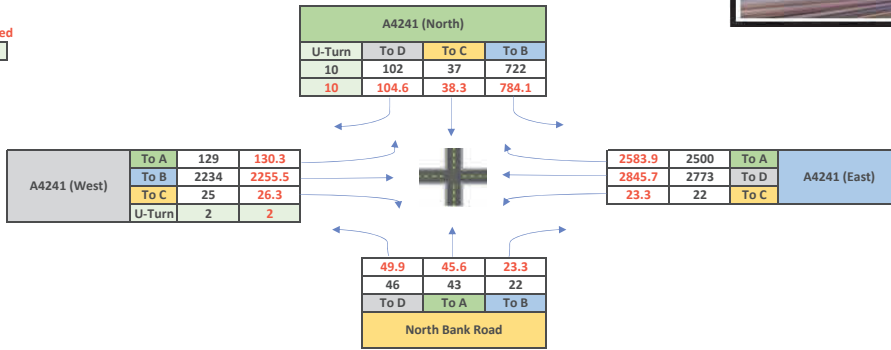
Show Peak Hour:

Show PCUs:



PCUs in red

U-Turn



# Port Talbot, Friday 17th March 2023

Junction: 2

Approach: Water Street

TIME	To Dock Road					To	
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
13:00 - 13:15	1	0	0	1	1.0	18	0
13:15 - 13:30	0	0	0	0	0.0	30	0
13:30 - 13:45	2	0	0	2	2.0	47	0
13:45 - 14:00	2	1	0	3	4.3	25	0
<b>Hourly Total</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>7.3</b>	<b>120</b>	<b>0</b>
14:00 - 14:15	1	1	0	2	3.3	31	0
14:15 - 14:30	0	0	0	0	0.0	28	0
14:30 - 14:45	0	0	0	0	0.0	41	0
14:45 - 15:00	0	0	0	0	0.0	40	0
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>140</b>	<b>0</b>
15:00 - 15:15	0	1	0	1	2.3	38	0
15:15 - 15:30	0	0	0	0	0.0	53	0
15:30 - 15:45	0	0	0	0	0.0	39	0
15:45 - 16:00	0	0	0	0	0.0	30	0
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2.3</b>	<b>160</b>	<b>0</b>
16:00 - 16:15	0	0	0	0	0.0	37	0
16:15 - 16:30	4	0	0	4	4.0	21	0
16:30 - 16:45	1	0	0	1	1.0	30	0
16:45 - 17:00	0	0	0	0	0.0	20	0
<b>Hourly Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5.0</b>	<b>108</b>	<b>0</b>
17:00 - 17:15	1	0	0	1	1.0	28	0
17:15 - 17:30	0	0	0	0	0.0	29	0
17:30 - 17:45	0	0	0	0	0.0	38	0
17:45 - 18:00	0	0	0	0	0.0	30	0
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1.0</b>	<b>125</b>	<b>0</b>
18:00 - 18:15	0	0	0	0	0.0	39	1
18:15 - 18:30	2	0	0	2	2.0	22	0
18:30 - 18:45	1	0	0	1	1.0	32	0
18:45 - 19:00	2	0	0	2	2.0	27	0
<b>Hourly Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5.0</b>	<b>120</b>	<b>1</b>
<b>TOTAL</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>23.9</b>	<b>773</b>	<b>1</b>

A4241 (East)			To Riverside Road					
BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT
0	18	18.0	0	0	0	0	0.0	95
0	30	30.0	3	1	0	4	5.3	116
0	47	47.0	2	1	0	3	4.3	103
0	25	25.0	1	0	0	1	1.0	121
0	120	120.0	6	2	0	8	10.6	435
0	31	31.0	2	0	0	2	2.0	85
0	28	28.0	5	0	0	5	5.0	111
0	41	41.0	4	1	0	5	6.3	96
0	40	40.0	0	1	0	1	2.3	107
0	140	140.0	11	2	0	13	15.6	399
0	38	38.0	0	0	0	0	0.0	111
0	53	53.0	0	0	0	0	0.0	108
0	39	39.0	0	0	0	0	0.0	112
0	30	30.0	0	0	0	0	0.0	107
0	160	160.0	0	0	0	0	0.0	438
0	37	37.0	0	0	0	0	0.0	117
0	21	21.0	0	0	0	0	0.0	121
0	30	30.0	0	0	0	0	0.0	95
0	20	20.0	0	0	0	0	0.0	128
0	108	108.0	0	0	0	0	0.0	461
0	28	28.0	0	0	0	0	0.0	136
0	29	29.0	0	0	0	0	0.0	119
0	38	38.0	0	0	0	0	0.0	113
0	30	30.0	1	0	0	1	1.0	119
0	125	125.0	1	0	0	1	1.0	487
0	40	41.3	2	0	0	2	2.0	84
0	22	22.0	1	0	0	1	1.0	90
0	32	32.0	8	0	0	8	8.0	90
0	27	27.0	3	0	0	3	3.0	83
0	121	122.3	14	0	0	14	14.0	347
0	774	775.3	32	4	0	36	41.2	2567

To A4241 (West)				U-Turn				
HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
1	0	96	97.3	3	0	0	3	3.0
1	0	117	118.3	11	0	0	11	11.0
0	0	103	103.0	5	0	0	5	5.0
3	0	124	127.9	5	0	0	5	5.0
5	0	440	446.5	24	0	0	24	24.0
1	0	86	87.3	7	0	0	7	7.0
1	0	112	113.3	3	0	0	3	3.0
0	0	96	96.0	2	0	0	2	2.0
0	0	107	107.0	7	0	0	7	7.0
2	0	401	403.6	19	0	0	19	19.0
0	1	112	113.0	2	0	0	2	2.0
2	3	113	118.6	1	0	0	1	1.0
1	1	114	116.3	0	0	0	0	0.0
1	1	109	111.3	2	0	0	2	2.0
4	6	448	459.2	5	0	0	5	5.0
0	1	118	119.0	1	0	0	1	1.0
0	1	122	123.0	2	0	0	2	2.0
0	0	95	95.0	3	0	0	3	3.0
0	1	129	130.0	3	0	0	3	3.0
0	3	464	467.0	9	0	0	9	9.0
0	1	137	138.0	1	0	0	1	1.0
0	1	120	121.0	1	0	0	1	1.0
0	0	113	113.0	2	0	0	2	2.0
0	0	119	119.0	3	0	0	3	3.0
0	2	489	491.0	7	0	0	7	7.0
0	0	84	84.0	7	0	0	7	7.0
0	0	90	90.0	1	0	0	1	1.0
0	0	90	90.0	7	0	0	7	7.0
0	0	83	83.0	0	0	0	0	0.0
0	0	347	347.0	15	0	0	15	15.0
11	11	2589	2614.3	79	0	0	79	79.0



PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0



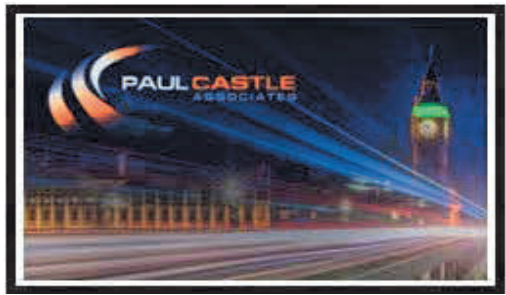
# Port Talbot, Friday 17th March 2023

Junction: 2

Approach: Dock Road

TIME	To A4241 (East)					To I	
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
13:00 - 13:15	0	1	0	1	2.3	0	0
13:15 - 13:30	0	0	0	0	0.0	0	0
13:30 - 13:45	0	0	0	0	0.0	0	0
13:45 - 14:00	2	0	0	2	2.0	0	0
<b>Hourly Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4.3</b>	<b>0</b>	<b>0</b>
14:00 - 14:15	0	0	0	0	0.0	0	0
14:15 - 14:30	1	0	0	1	1.0	0	0
14:30 - 14:45	0	0	0	0	0.0	0	0
14:45 - 15:00	1	0	0	1	1.0	0	0
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>0</b>	<b>0</b>
15:00 - 15:15	2	0	0	2	2.0	0	0
15:15 - 15:30	0	0	0	0	0.0	0	0
15:30 - 15:45	0	0	0	0	0.0	0	0
15:45 - 16:00	0	1	0	1	2.3	0	0
<b>Hourly Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4.3</b>	<b>0</b>	<b>0</b>
16:00 - 16:15	1	0	0	1	1.0	0	0
16:15 - 16:30	0	0	0	0	0.0	0	0
16:30 - 16:45	0	0	0	0	0.0	0	0
16:45 - 17:00	1	1	0	2	3.3	0	0
<b>Hourly Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4.3</b>	<b>0</b>	<b>0</b>
17:00 - 17:15	1	0	0	1	1.0	0	0
17:15 - 17:30	0	0	0	0	0.0	0	0
17:30 - 17:45	0	0	0	0	0.0	0	0
17:45 - 18:00	0	0	0	0	0.0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1.0</b>	<b>0</b>	<b>0</b>
18:00 - 18:15	0	0	0	0	0.0	0	0
18:15 - 18:30	0	0	0	0	0.0	0	0
18:30 - 18:45	0	0	0	0	0.0	0	0
18:45 - 19:00	0	0	0	0	0.0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>15.9</b>	<b>0</b>	<b>0</b>

Riverside Road			To A4241 (West)					
BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT
0	0	0.0	1	0	0	1	1.0	1
0	0	0.0	0	0	0	0	0.0	0
0	0	0.0	0	0	0	0	0.0	0
0	0	0.0	1	1	0	2	3.3	1
0	0	0.0	2	1	0	3	4.3	2
0	0	0.0	0	0	0	0	0.0	1
0	0	0.0	0	0	0	0	0.0	1
0	0	0.0	0	0	0	0	0.0	0
0	0	0.0	1	0	0	1	1.0	0
0	0	0.0	1	0	0	1	1.0	2
0	0	0.0	0	0	0	0	0.0	0
0	0	0.0	0	1	0	1	2.3	1
0	0	0.0	0	0	0	0	0.0	1
0	0	0.0	0	0	0	0	0.0	0
0	0	0.0	0	1	0	1	2.3	2
0	0	0.0	0	0	0	0	0.0	2
0	0	0.0	0	0	0	0	0.0	1
0	0	0.0	1	0	0	1	1.0	6
0	0	0.0	0	0	0	0	0.0	3
0	0	0.0	1	0	0	1	1.0	12
0	0	0.0	0	0	0	0	0.0	2
0	0	0.0	0	0	0	0	0.0	0
0	0	0.0	0	0	0	0	0.0	0
0	0	0.0	0	0	0	0	0.0	1
0	0	0.0	0	0	0	0	0.0	3
0	0	0.0	0	0	0	0	0.0	0
0	0	0.0	1	0	0	1	1.0	0
0	0	0.0	0	0	0	0	0.0	0
0	0	0.0	0	0	0	0	0.0	2
0	0	0.0	1	0	0	1	1.0	2
0	0	0.0	5	2	0	7	9.6	23



To Water Street			
HEAVY	BUS	TOTAL	PCUs
0	0	1	1.0
0	0	0	0.0
0	0	0	0.0
0	0	1	1.0
0	0	2	2.0
0	0	1	1.0
1	0	2	3.3
1	0	1	2.3
0	0	0	0.0
2	0	4	6.6
0	0	0	0.0
0	0	1	1.0
0	0	1	1.0
0	0	0	0.0
0	0	2	2.0
0	0	2	2.0
0	0	1	1.0
0	0	6	6.0
0	0	3	3.0
0	0	12	12.0
0	0	2	2.0
0	0	0	0.0
0	0	0	0.0
0	0	1	1.0
0	0	3	3.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	2	2.0
0	0	2	2.0
2	0	25	27.6

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

# Port Talbot, Friday 17th March 2023

Junction: 2

Approach: A4241 East

TIME	To Riverside Road					To	
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
13:00 - 13:15	1	0	0	1	1.0	103	4
13:15 - 13:30	1	0	0	1	1.0	71	2
13:30 - 13:45	1	0	0	1	1.0	72	2
13:45 - 14:00	0	0	0	0	0.0	71	0
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3.0</b>	<b>317</b>	<b>8</b>
14:00 - 14:15	0	0	0	0	0.0	64	2
14:15 - 14:30	2	0	0	2	2.0	76	3
14:30 - 14:45	0	0	0	0	0.0	82	1
14:45 - 15:00	0	0	0	0	0.0	91	2
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>313</b>	<b>8</b>
15:00 - 15:15	0	0	0	0	0.0	83	0
15:15 - 15:30	1	0	0	1	1.0	112	0
15:30 - 15:45	1	0	0	1	1.0	117	1
15:45 - 16:00	1	0	0	1	1.0	111	2
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3.0</b>	<b>423</b>	<b>3</b>
16:00 - 16:15	0	0	0	0	0.0	125	2
16:15 - 16:30	0	1	0	1	2.3	153	2
16:30 - 16:45	0	0	0	0	0.0	157	5
16:45 - 17:00	0	0	0	0	0.0	141	6
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2.3</b>	<b>576</b>	<b>15</b>
17:00 - 17:15	1	0	0	1	1.0	114	0
17:15 - 17:30	0	0	0	0	0.0	145	4
17:30 - 17:45	2	0	0	2	2.0	84	2
17:45 - 18:00	0	0	0	0	0.0	67	0
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3.0</b>	<b>410</b>	<b>6</b>
18:00 - 18:15	1	0	0	1	1.0	85	2
18:15 - 18:30	1	0	0	1	1.0	97	1
18:30 - 18:45	0	0	0	0	0.0	87	1
18:45 - 19:00	1	0	0	1	1.0	82	2
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3.0</b>	<b>351</b>	<b>6</b>
<b>TOTAL</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>16.3</b>	<b>2390</b>	<b>46</b>

A4241 (West)			To Water Street					
BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT
1	108	114.2	23	1	0	24	25.3	1
0	73	75.6	15	1	0	16	17.3	0
0	74	76.6	22	0	0	22	22.0	1
0	71	71.0	15	0	0	15	15.0	0
1	326	337.4	75	2	0	77	79.6	2
1	67	70.6	14	0	0	14	14.0	0
1	80	84.9	19	0	0	19	19.0	3
0	83	84.3	15	0	0	15	15.0	0
0	93	95.6	19	0	0	19	19.0	0
2	323	335.4	67	0	0	67	67.0	3
1	84	85.0	16	0	1	17	18.0	0
0	112	112.0	18	0	0	18	18.0	0
1	119	121.3	20	0	0	20	20.0	0
1	114	117.6	20	0	0	20	20.0	0
3	429	435.9	74	0	1	75	76.0	0
1	128	131.6	18	0	0	18	18.0	0
0	155	157.6	24	2	0	26	28.6	0
0	162	168.5	22	1	0	23	24.3	0
0	147	154.8	25	0	0	25	25.0	0
1	592	612.5	89	3	0	92	95.9	0
0	114	114.0	24	0	0	24	24.0	0
0	149	154.2	23	0	1	24	25.0	0
0	86	88.6	15	0	0	15	15.0	0
0	67	67.0	15	0	0	15	15.0	0
0	416	423.8	77	0	1	78	79.0	0
0	87	89.6	13	1	0	14	15.3	0
0	98	99.3	21	0	0	21	21.0	0
0	88	89.3	20	0	0	20	20.0	0
0	84	86.6	18	0	0	18	18.0	0
0	357	364.8	72	1	0	73	74.3	0
7	2443	2509.8	454	6	2	462	471.8	5

To Dock Road				U-Turn				
HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
0	0	1	1.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	1	1.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	2	2.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	3	3.0	1	0	0	1	1.0
0	0	0	0.0	0	0	0	0	0.0
0	0	0	0.0	1	0	0	1	1.0
0	0	3	3.0	2	0	0	2	2.0
0	0	0	0.0	1	0	0	1	1.0
0	0	0	0.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	0	0.0	1	0	0	1	1.0
0	0	0	0.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
1	0	1	2.3	0	0	0	0	0.0
1	0	1	2.3	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
1	0	6	7.3	3	0	0	3	3.0



PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

# Port Talbot, Friday 17th March 2023

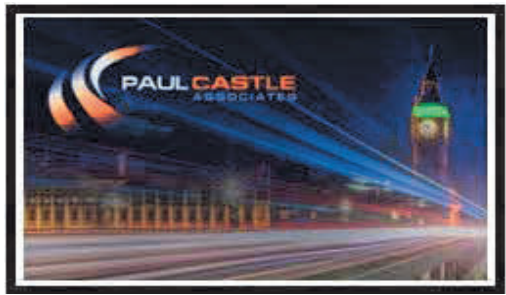
Junction: 2

Approach: Riverside Road

TIME	To A4241 (West)					To	
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
13:00 - 13:15	1	0	0	1	1.0	1	0
13:15 - 13:30	3	0	0	3	3.0	2	0
13:30 - 13:45	4	0	0	4	4.0	5	1
13:45 - 14:00	1	0	0	1	1.0	3	1
<b>Hourly Total</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9.0</b>	<b>11</b>	<b>2</b>
14:00 - 14:15	0	0	0	0	0.0	2	0
14:15 - 14:30	1	0	0	1	1.0	0	0
14:30 - 14:45	2	0	0	2	2.0	0	0
14:45 - 15:00	2	0	0	2	2.0	1	0
<b>Hourly Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5.0</b>	<b>3</b>	<b>0</b>
15:00 - 15:15	1	0	0	1	1.0	5	0
15:15 - 15:30	2	0	0	2	2.0	1	0
15:30 - 15:45	0	0	0	0	0.0	0	0
15:45 - 16:00	0	0	0	0	0.0	2	0
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3.0</b>	<b>8</b>	<b>0</b>
16:00 - 16:15	1	0	0	1	1.0	2	0
16:15 - 16:30	0	0	0	0	0.0	1	0
16:30 - 16:45	0	0	0	0	0.0	1	0
16:45 - 17:00	0	0	0	0	0.0	0	1
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1.0</b>	<b>4</b>	<b>1</b>
17:00 - 17:15	0	0	0	0	0.0	4	0
17:15 - 17:30	1	0	0	1	1.0	0	0
17:30 - 17:45	0	0	0	0	0.0	0	0
17:45 - 18:00	0	0	0	0	0.0	1	0
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1.0</b>	<b>5</b>	<b>0</b>
18:00 - 18:15	0	0	0	0	0.0	1	0
18:15 - 18:30	1	0	0	1	1.0	2	0
18:30 - 18:45	3	0	0	3	3.0	1	0
18:45 - 19:00	1	0	0	1	1.0	1	0
<b>Hourly Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5.0</b>	<b>5</b>	<b>0</b>
<b>TOTAL</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>24.0</b>	<b>36</b>	<b>3</b>



Water Street			To Dock Road					
BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT
0	1	1.0	1	0	0	1	1.0	0
0	2	2.0	0	0	0	0	0.0	0
0	6	7.3	0	0	0	0	0.0	1
0	4	5.3	0	0	0	0	0.0	0
0	13	15.6	1	0	0	1	1.0	1
0	2	2.0	0	0	0	0	0.0	1
0	0	0.0	0	0	0	0	0.0	0
0	0	0.0	0	0	0	0	0.0	3
0	1	1.0	0	0	0	0	0.0	0
0	3	3.0	0	0	0	0	0.0	4
0	5	5.0	0	0	0	0	0.0	2
0	1	1.0	0	0	0	0	0.0	0
0	0	0.0	0	0	0	0	0.0	0
0	2	2.0	0	0	0	0	0.0	0
0	8	8.0	0	0	0	0	0.0	2
0	2	2.0	0	0	0	0	0.0	1
0	1	1.0	0	0	0	0	0.0	0
0	1	1.0	0	0	0	0	0.0	0
0	1	2.3	0	0	0	0	0.0	0
0	5	6.3	0	0	0	0	0.0	1
0	4	4.0	0	0	0	0	0.0	0
0	0	0.0	0	0	0	0	0.0	2
0	0	0.0	0	0	0	0	0.0	0
0	1	1.0	0	0	0	0	0.0	0
0	5	5.0	0	0	0	0	0.0	2
0	1	1.0	0	0	0	0	0.0	0
0	2	2.0	0	0	0	0	0.0	1
0	1	1.0	0	0	0	0	0.0	0
0	1	1.0	0	0	0	0	0.0	0
0	5	5.0	0	0	0	0	0.0	1
0	39	42.9	1	0	0	1	1.0	11



To A4241 (East)			
HEAVY	BUS	TOTAL	PCUs
0	0	0	0.0
0	0	0	0.0
0	0	1	1.0
0	0	0	0.0
0	0	1	1.0
0	0	1	1.0
0	0	0	0.0
0	0	3	3.0
0	0	0	0.0
0	0	4	4.0
0	0	2	2.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	2	2.0
0	0	1	1.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	1	1.0
0	0	0	0.0
0	0	2	2.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	1	1.0
0	0	0	0.0
0	0	0	0.0
0	0	1	1.0
0	0	11	11.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

# Port Talbot, Friday 17th March 2023

Junction: 2

Approach: A4241 West

TIME	To Water Street					T	
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
13:00 - 13:15	135	2	1	138	141.6	0	0
13:15 - 13:30	132	0	1	133	134.0	0	0
13:30 - 13:45	116	0	2	118	120.0	0	0
13:45 - 14:00	137	1	1	139	141.3	2	0
<b>Hourly Total</b>	<b>520</b>	<b>3</b>	<b>5</b>	<b>528</b>	<b>536.9</b>	<b>2</b>	<b>0</b>
14:00 - 14:15	153	4	1	158	164.2	1	1
14:15 - 14:30	140	1	1	142	144.3	0	0
14:30 - 14:45	132	0	2	134	136.0	2	0
14:45 - 15:00	138	0	1	139	140.0	0	0
<b>Hourly Total</b>	<b>563</b>	<b>5</b>	<b>5</b>	<b>573</b>	<b>584.5</b>	<b>3</b>	<b>1</b>
15:00 - 15:15	142	0	2	144	146.0	0	1
15:15 - 15:30	142	0	0	142	142.0	0	0
15:30 - 15:45	149	0	1	150	151.0	0	0
15:45 - 16:00	153	0	0	153	153.0	0	1
<b>Hourly Total</b>	<b>586</b>	<b>0</b>	<b>3</b>	<b>589</b>	<b>592.0</b>	<b>0</b>	<b>2</b>
16:00 - 16:15	162	0	1	163	164.0	0	0
16:15 - 16:30	144	1	0	145	146.3	0	0
16:30 - 16:45	142	0	3	145	148.0	0	0
16:45 - 17:00	141	0	2	143	145.0	0	0
<b>Hourly Total</b>	<b>589</b>	<b>1</b>	<b>6</b>	<b>596</b>	<b>603.3</b>	<b>0</b>	<b>0</b>
17:00 - 17:15	121	0	1	122	123.0	0	0
17:15 - 17:30	130	0	1	131	132.0	0	0
17:30 - 17:45	121	0	2	123	125.0	0	0
17:45 - 18:00	120	0	0	120	120.0	0	0
<b>Hourly Total</b>	<b>492</b>	<b>0</b>	<b>4</b>	<b>496</b>	<b>500.0</b>	<b>0</b>	<b>0</b>
18:00 - 18:15	121	0	0	121	121.0	0	0
18:15 - 18:30	108	0	0	108	108.0	0	0
18:30 - 18:45	109	0	0	109	109.0	0	0
18:45 - 19:00	103	0	0	103	103.0	0	0
<b>Hourly Total</b>	<b>441</b>	<b>0</b>	<b>0</b>	<b>441</b>	<b>441.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	<b>3191</b>	<b>9</b>	<b>23</b>	<b>3223</b>	<b>3257.7</b>	<b>5</b>	<b>3</b>

o Dock Road			To A4241 (East)					
BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT
0	0	0.0	61	2	0	63	65.6	2
0	0	0.0	74	2	0	76	78.6	0
0	0	0.0	75	2	0	77	79.6	0
0	2	2.0	68	0	0	68	68.0	3
0	2	2.0	278	6	0	284	291.8	5
0	2	3.3	74	1	1	76	78.3	0
0	0	0.0	67	1	0	68	69.3	0
0	2	2.0	75	0	0	75	75.0	2
0	0	0.0	70	1	0	71	72.3	0
0	4	5.3	286	3	1	290	294.9	2
0	1	2.3	72	0	0	72	72.0	0
0	0	0.0	86	1	0	87	88.3	0
0	0	0.0	72	0	0	72	72.0	1
0	1	2.3	66	0	0	66	66.0	0
0	2	4.6	296	1	0	297	298.3	1
0	0	0.0	79	1	1	81	83.3	0
0	0	0.0	58	0	0	58	58.0	1
0	0	0.0	70	0	0	70	70.0	0
0	0	0.0	59	0	0	59	59.0	0
0	0	0.0	266	1	1	268	270.3	1
0	0	0.0	56	0	0	56	56.0	2
0	0	0.0	74	0	0	74	74.0	0
0	0	0.0	82	0	0	82	82.0	1
0	0	0.0	53	0	0	53	53.0	0
0	0	0.0	265	0	0	265	265.0	3
0	0	0.0	50	0	0	50	50.0	1
0	0	0.0	43	0	0	43	43.0	0
0	0	0.0	43	1	0	44	45.3	1
0	0	0.0	45	0	0	45	45.0	1
0	0	0.0	181	1	0	182	183.3	3
0	8	11.9	1572	12	2	1586	1603.6	15

To Riverside Road				U-Turn				
HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
0	0	2	2.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	3	3.0	0	0	0	0	0.0
0	0	5	5.0	0	0	0	0	0.0
0	0	0	0.0	1	0	0	1	1.0
0	0	0	0.0	1	0	0	1	1.0
0	0	2	2.0	1	0	0	1	1.0
0	0	0	0.0	0	0	0	0	0.0
0	0	2	2.0	3	0	0	3	3.0
0	0	0	0.0	0	0	0	0	0.0
1	0	1	2.3	0	0	0	0	0.0
0	0	1	1.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
1	0	2	3.3	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	1	1.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	1	1.0	0	0	0	0	0.0
0	0	2	2.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	1	1.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	3	3.0	0	0	0	0	0.0
0	0	1	1.0	0	0	0	0	0.0
0	0	0	0.0	0	0	0	0	0.0
0	0	1	1.0	0	0	0	0	0.0
0	0	1	1.0	0	0	0	0	0.0
0	0	3	3.0	0	0	0	0	0.0
1	0	16	17.3	3	0	0	3	3.0

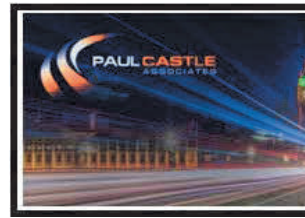


PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Port Talbot, Friday 17th March 2023

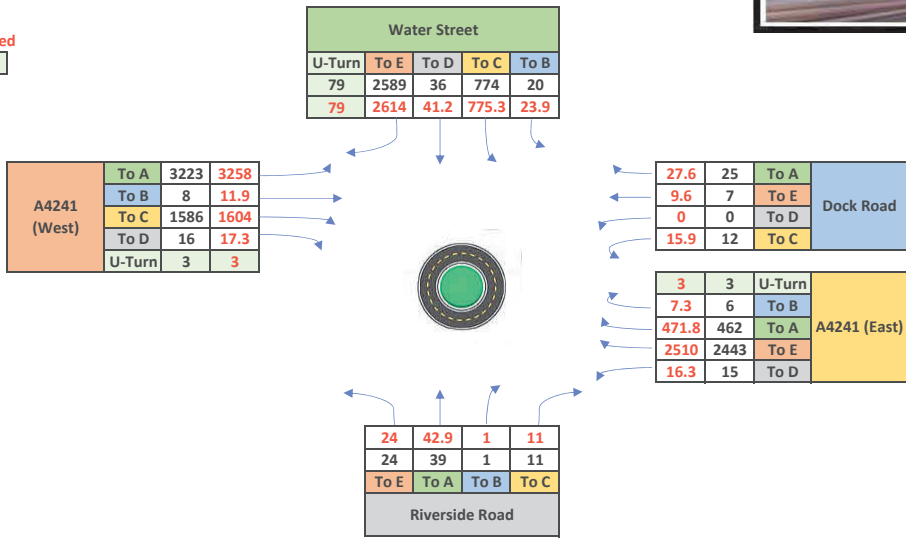
From: 1) 13:00  
 To: 1) 19:00  
 Class: All Vehicles

Show Peak Hour:   
 Show PCUs:



PCUs in red

U-Turn







# Port Talbot, Friday 17th March 2023

Junction: 3

Approach: Water Street East

TIME	Left to ATS Euromaster					Ahead to	
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
13:00 - 13:15	2	0	0	2	2.0	115	1
13:15 - 13:30	0	0	0	0	0.0	160	2
13:30 - 13:45	0	1	0	1	2.3	156	1
13:45 - 14:00	0	0	0	0	0.0	154	4
<b>Hourly Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4.3</b>	<b>585</b>	<b>8</b>
14:00 - 14:15	0	0	0	0	0.0	128	2
14:15 - 14:30	0	0	0	0	0.0	148	1
14:30 - 14:45	0	0	0	0	0.0	141	0
14:45 - 15:00	0	0	0	0	0.0	155	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>572</b>	<b>4</b>
15:00 - 15:15	0	0	0	0	0.0	147	1
15:15 - 15:30	0	0	0	0	0.0	162	2
15:30 - 15:45	2	0	0	2	2.0	150	1
15:45 - 16:00	2	0	0	2	2.0	140	1
<b>Hourly Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4.0</b>	<b>599</b>	<b>5</b>
16:00 - 16:15	0	0	0	0	0.0	155	0
16:15 - 16:30	0	0	0	0	0.0	147	0
16:30 - 16:45	0	0	0	0	0.0	129	0
16:45 - 17:00	0	0	0	0	0.0	150	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>581</b>	<b>0</b>
17:00 - 17:15	0	0	0	0	0.0	165	0
17:15 - 17:30	0	0	0	0	0.0	149	0
17:30 - 17:45	0	0	0	0	0.0	152	0
17:45 - 18:00	0	0	0	0	0.0	151	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>617</b>	<b>0</b>
18:00 - 18:15	0	0	0	0	0.0	129	1
18:15 - 18:30	0	0	0	0	0.0	117	0
18:30 - 18:45	0	0	0	0	0.0	136	0
18:45 - 19:00	0	0	0	0	0.0	115	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>497</b>	<b>1</b>
<b>TOTAL</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>8.3</b>	<b>3451</b>	<b>18</b>



**Water Street (West)**

BUS	TOTAL	PCUs
0	116	117.3
0	162	164.6
0	157	158.3
0	158	163.2
0	593	603.4
0	130	132.6
0	149	150.3
0	141	141.0
0	156	157.3
0	576	581.2
2	150	153.3
2	166	170.6
2	153	156.3
0	141	142.3
6	610	622.5
1	156	157.0
1	148	149.0
1	130	131.0
0	150	150.0
3	584	587.0
2	167	169.0
0	149	149.0
0	152	152.0
0	151	151.0
2	619	621.0
0	130	131.3
0	117	117.0
0	136	136.0
0	115	115.0
0	498	499.3

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

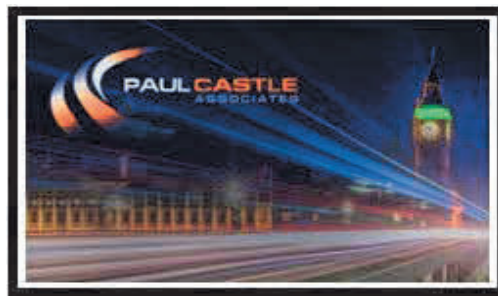
11	3480	3514.4
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# Port Talbot, Friday 17th March 2023

Junction: 3

Approach: ATS Euromaster

TIME	Left to Water Street (West)					Right to	
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
13:00 - 13:15	2	0	0	2	2.0	0	0
13:15 - 13:30	0	0	0	0	0.0	1	0
13:30 - 13:45	1	0	0	1	1.0	0	0
13:45 - 14:00	0	0	0	0	0.0	0	0
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3.0</b>	<b>1</b>	<b>0</b>
14:00 - 14:15	1	0	0	1	1.0	0	0
14:15 - 14:30	0	0	0	0	0.0	1	0
14:30 - 14:45	2	1	0	3	4.3	2	0
14:45 - 15:00	0	0	0	0	0.0	0	0
<b>Hourly Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>5.3</b>	<b>3</b>	<b>0</b>
15:00 - 15:15	2	0	0	2	2.0	1	0
15:15 - 15:30	0	0	0	0	0.0	0	0
15:30 - 15:45	2	0	0	2	2.0	1	0
15:45 - 16:00	0	0	0	0	0.0	2	0
<b>Hourly Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4.0</b>	<b>4</b>	<b>0</b>
16:00 - 16:15	0	0	0	0	0.0	0	0
16:15 - 16:30	1	0	0	1	1.0	0	0
16:30 - 16:45	0	0	0	0	0.0	0	0
16:45 - 17:00	0	0	0	0	0.0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1.0</b>	<b>0</b>	<b>0</b>
17:00 - 17:15	1	0	0	1	1.0	1	0
17:15 - 17:30	0	0	0	0	0.0	0	0
17:30 - 17:45	1	0	0	1	1.0	1	0
17:45 - 18:00	3	0	0	3	3.0	0	0
<b>Hourly Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5.0</b>	<b>2</b>	<b>0</b>
18:00 - 18:15	1	0	0	1	1.0	0	0
18:15 - 18:30	0	0	0	0	0.0	0	0
18:30 - 18:45	1	0	0	1	1.0	0	0
18:45 - 19:00	0	0	0	0	0.0	0	0
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>20.3</b>	<b>10</b>	<b>0</b>



Water Street (East)		
BUS	TOTAL	PCUs
0	0	0.0
0	1	1.0
0	0	0.0
0	0	0.0
0	1	1.0
0	0	0.0
0	1	1.0
0	2	2.0
0	0	0.0
0	3	3.0
0	1	1.0
0	0	0.0
0	1	1.0
0	2	2.0
0	4	4.0
0	0	0.0
0	0	0.0
0	0	0.0
0	0	0.0
0	0	0.0
0	1	1.0
0	0	0.0
0	1	1.0
0	0	0.0
0	2	2.0
0	0	0.0
0	0	0.0
0	0	0.0
0	0	0.0
0	0	0.0
0	0	0.0
0	0	0.0
0	0	0.0
0	10	10.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

# Port Talbot, Friday 17th March 2023

Junction: 3

Approach: Water Street West

TIME	Ahead to Water Street (East)					Right t	
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
13:00 - 13:15	163	2	1	166	169.6	0	0
13:15 - 13:30	159	2	1	162	165.6	1	0
13:30 - 13:45	151	1	2	154	157.3	0	0
13:45 - 14:00	161	2	1	164	167.6	0	0
<b>Hourly Total</b>	<b>634</b>	<b>7</b>	<b>5</b>	<b>646</b>	<b>660.1</b>	<b>1</b>	<b>0</b>
14:00 - 14:15	174	4	1	179	185.2	3	0
14:15 - 14:30	163	2	1	166	169.6	0	0
14:30 - 14:45	148	1	2	151	154.3	1	0
14:45 - 15:00	164	0	1	165	166.0	1	0
<b>Hourly Total</b>	<b>649</b>	<b>7</b>	<b>5</b>	<b>661</b>	<b>675.1</b>	<b>5</b>	<b>0</b>
15:00 - 15:15	165	0	3	168	171.0	0	0
15:15 - 15:30	162	0	0	162	162.0	0	0
15:30 - 15:45	171	0	1	172	173.0	0	0
15:45 - 16:00	177	0	0	177	177.0	0	0
<b>Hourly Total</b>	<b>675</b>	<b>0</b>	<b>4</b>	<b>679</b>	<b>683.0</b>	<b>0</b>	<b>0</b>
16:00 - 16:15	186	0	1	187	188.0	0	0
16:15 - 16:30	171	3	0	174	177.9	0	0
16:30 - 16:45	174	1	3	178	182.3	0	0
16:45 - 17:00	167	1	2	170	173.3	2	0
<b>Hourly Total</b>	<b>698</b>	<b>5</b>	<b>6</b>	<b>709</b>	<b>721.5</b>	<b>2</b>	<b>0</b>
17:00 - 17:15	153	0	1	154	155.0	0	0
17:15 - 17:30	154	0	2	156	158.0	0	0
17:30 - 17:45	137	0	2	139	141.0	0	0
17:45 - 18:00	141	0	0	141	141.0	0	0
<b>Hourly Total</b>	<b>585</b>	<b>0</b>	<b>5</b>	<b>590</b>	<b>595.0</b>	<b>0</b>	<b>0</b>
18:00 - 18:15	142	0	0	142	142.0	0	0
18:15 - 18:30	132	1	0	133	134.3	0	0
18:30 - 18:45	137	0	0	137	137.0	0	0
18:45 - 19:00	124	0	0	124	124.0	0	0
<b>Hourly Total</b>	<b>535</b>	<b>1</b>	<b>0</b>	<b>536</b>	<b>537.3</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	<b>3776</b>	<b>20</b>	<b>25</b>	<b>3821</b>	<b>3872.0</b>	<b>8</b>	<b>0</b>



o ATS Euromaster			U-Turn				
BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
0	0	0.0	0	0	0	0	0.0
0	1	1.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	1	1.0	0	0	0	0	0.0
0	3	3.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	1	1.0	0	0	0	0	0.0
0	1	1.0	0	0	0	0	0.0
0	5	5.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	1	0	0	1	1.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	2	2.0	0	0	0	0	0.0
0	2	2.0	1	0	0	1	1.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	8	8.0	1	0	0	1	1.0



PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

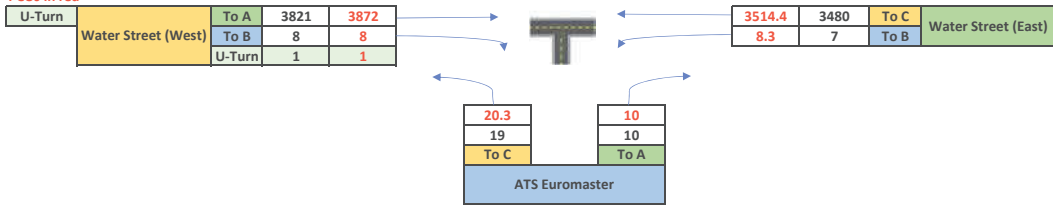
Port Talbot, Friday 17th March 2023

From: 1) 13:00  
 To: 1) 19:00  
 Class: All Vehicles

Show Peak Hour:   
 Show PCUs:



PCUs in red





# Port Talbot, Friday 17th March 2023

Junction: 4

Approach: Water Street East

TIME	Left to Green Park Street					Ahead to	
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
13:00 - 13:15	23	0	0	23	23.0	92	1
13:15 - 13:30	11	0	0	11	11.0	143	1
13:30 - 13:45	17	0	0	17	17.0	130	2
13:45 - 14:00	13	0	0	13	13.0	132	4
<b>Hourly Total</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>64.0</b>	<b>497</b>	<b>8</b>
14:00 - 14:15	14	0	0	14	14.0	111	2
14:15 - 14:30	10	0	0	10	10.0	132	1
14:30 - 14:45	13	0	0	13	13.0	125	0
14:45 - 15:00	13	0	0	13	13.0	138	1
<b>Hourly Total</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50.0</b>	<b>506</b>	<b>4</b>
15:00 - 15:15	15	0	0	15	15.0	128	1
15:15 - 15:30	17	0	0	17	17.0	136	2
15:30 - 15:45	24	0	0	24	24.0	129	1
15:45 - 16:00	11	0	0	11	11.0	118	1
<b>Hourly Total</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>67.0</b>	<b>511</b>	<b>5</b>
16:00 - 16:15	19	0	0	19	19.0	127	0
16:15 - 16:30	22	0	0	22	22.0	121	0
16:30 - 16:45	14	0	0	14	14.0	99	0
16:45 - 17:00	18	0	0	18	18.0	127	0
<b>Hourly Total</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>73.0</b>	<b>474</b>	<b>0</b>
17:00 - 17:15	12	0	0	12	12.0	141	0
17:15 - 17:30	18	0	0	18	18.0	131	0
17:30 - 17:45	12	0	0	12	12.0	135	0
17:45 - 18:00	20	0	0	20	20.0	125	0
<b>Hourly Total</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>62.0</b>	<b>532</b>	<b>0</b>
18:00 - 18:15	18	0	0	18	18.0	104	1
18:15 - 18:30	18	0	0	18	18.0	94	0
18:30 - 18:45	16	0	0	16	16.0	117	0
18:45 - 19:00	15	0	0	15	15.0	98	0
<b>Hourly Total</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>67.0</b>	<b>413</b>	<b>1</b>
<b>TOTAL</b>	<b>383</b>	<b>0</b>	<b>0</b>	<b>383</b>	<b>383.0</b>	<b>2933</b>	<b>18</b>



**Water Street (West)**

BUS	TOTAL	PCUs
0	93	94.3
0	144	145.3
0	132	134.6
0	136	141.2
0	505	515.4
0	113	115.6
0	133	134.3
0	125	125.0
0	139	140.3
0	510	515.2
2	131	134.3
2	140	144.6
2	132	135.3
0	119	120.3
6	522	534.5
1	128	129.0
1	122	123.0
1	100	101.0
0	127	127.0
3	477	480.0
2	143	145.0
0	131	131.0
0	135	135.0
0	125	125.0
2	534	536.0
0	105	106.3
0	94	94.0
0	117	117.0
0	98	98.0
0	414	415.3

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

11	2962	2996.4
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# Port Talbot, Friday 17th March 2023

Junction: 4

Approach: Green Park Street

TIME	Left to Water Street (West)					Right to	
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
13:00 - 13:15	25	0	0	25	25.0	2	0
13:15 - 13:30	17	1	0	18	19.3	2	0
13:30 - 13:45	26	0	0	26	26.0	6	0
13:45 - 14:00	22	0	0	22	22.0	5	0
<b>Hourly Total</b>	<b>90</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>92.3</b>	<b>15</b>	<b>0</b>
14:00 - 14:15	17	0	0	17	17.0	5	0
14:15 - 14:30	16	0	0	16	16.0	2	0
14:30 - 14:45	16	0	0	16	16.0	3	0
14:45 - 15:00	17	0	0	17	17.0	2	0
<b>Hourly Total</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>66.0</b>	<b>12</b>	<b>0</b>
15:00 - 15:15	19	0	0	19	19.0	2	0
15:15 - 15:30	26	0	0	26	26.0	0	0
15:30 - 15:45	23	0	0	23	23.0	1	0
15:45 - 16:00	24	0	0	24	24.0	2	0
<b>Hourly Total</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>92.0</b>	<b>5</b>	<b>0</b>
16:00 - 16:15	28	0	0	28	28.0	2	0
16:15 - 16:30	26	0	0	26	26.0	3	0
16:30 - 16:45	30	0	0	30	30.0	0	0
16:45 - 17:00	23	0	0	23	23.0	0	0
<b>Hourly Total</b>	<b>107</b>	<b>0</b>	<b>0</b>	<b>107</b>	<b>107.0</b>	<b>5</b>	<b>0</b>
17:00 - 17:15	24	0	0	24	24.0	4	0
17:15 - 17:30	18	0	0	18	18.0	7	0
17:30 - 17:45	17	0	0	17	17.0	1	0
17:45 - 18:00	26	0	0	26	26.0	4	0
<b>Hourly Total</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>85.0</b>	<b>16</b>	<b>0</b>
18:00 - 18:15	25	0	0	25	25.0	4	0
18:15 - 18:30	23	0	0	23	23.0	2	0
18:30 - 18:45	19	0	0	19	19.0	5	0
18:45 - 19:00	17	0	0	17	17.0	1	0
<b>Hourly Total</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>84.0</b>	<b>12</b>	<b>0</b>
<b>TOTAL</b>	<b>524</b>	<b>1</b>	<b>0</b>	<b>525</b>	<b>526.3</b>	<b>65</b>	<b>0</b>



**Water Street (East)**

BUS	TOTAL	PCUs
0	2	2.0
0	2	2.0
0	6	6.0
0	5	5.0
0	15	15.0
0	5	5.0
0	2	2.0
0	3	3.0
0	2	2.0
0	12	12.0
0	2	2.0
0	0	0.0
0	1	1.0
0	2	2.0
0	5	5.0
0	2	2.0
0	3	3.0
0	0	0.0
0	0	0.0
0	5	5.0
0	4	4.0
0	7	7.0
0	1	1.0
0	4	4.0
0	16	16.0
0	4	4.0
0	2	2.0
0	5	5.0
0	1	1.0
0	12	12.0
0	65	65.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

# Port Talbot, Friday 17th March 2023

Junction: 4

Approach: Water Street West

TIME	Ahead to Water Street (East)					Right to	
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
13:00 - 13:15	136	2	1	139	142.6	27	0
13:15 - 13:30	149	2	1	152	155.6	11	0
13:30 - 13:45	128	1	2	131	134.3	23	0
13:45 - 14:00	146	2	1	149	152.6	15	0
<b>Hourly Total</b>	<b>559</b>	<b>7</b>	<b>5</b>	<b>571</b>	<b>585.1</b>	<b>76</b>	<b>0</b>
14:00 - 14:15	163	4	1	168	174.2	11	0
14:15 - 14:30	153	2	1	156	159.6	11	0
14:30 - 14:45	136	1	2	139	142.3	14	0
14:45 - 15:00	150	0	1	151	152.0	14	0
<b>Hourly Total</b>	<b>602</b>	<b>7</b>	<b>5</b>	<b>614</b>	<b>628.1</b>	<b>50</b>	<b>0</b>
15:00 - 15:15	150	0	3	153	156.0	16	0
15:15 - 15:30	147	0	0	147	147.0	15	0
15:30 - 15:45	158	0	1	159	160.0	14	0
15:45 - 16:00	165	0	0	165	165.0	14	0
<b>Hourly Total</b>	<b>620</b>	<b>0</b>	<b>4</b>	<b>624</b>	<b>628.0</b>	<b>59</b>	<b>0</b>
16:00 - 16:15	164	0	1	165	166.0	22	0
16:15 - 16:30	157	3	0	160	163.9	14	0
16:30 - 16:45	154	1	3	158	162.3	20	0
16:45 - 17:00	149	1	2	152	155.3	18	0
<b>Hourly Total</b>	<b>624</b>	<b>5</b>	<b>6</b>	<b>635</b>	<b>647.5</b>	<b>74</b>	<b>0</b>
17:00 - 17:15	132	0	1	133	134.0	22	0
17:15 - 17:30	136	0	2	138	140.0	18	0
17:30 - 17:45	123	0	2	125	127.0	15	0
17:45 - 18:00	129	0	0	129	129.0	12	0
<b>Hourly Total</b>	<b>520</b>	<b>0</b>	<b>5</b>	<b>525</b>	<b>530.0</b>	<b>67</b>	<b>0</b>
18:00 - 18:15	130	0	0	130	130.0	12	0
18:15 - 18:30	121	1	0	122	123.3	11	0
18:30 - 18:45	129	0	0	129	129.0	8	0
18:45 - 19:00	112	0	0	112	112.0	12	0
<b>Hourly Total</b>	<b>492</b>	<b>1</b>	<b>0</b>	<b>493</b>	<b>494.3</b>	<b>43</b>	<b>0</b>
<b>TOTAL</b>	<b>3417</b>	<b>20</b>	<b>25</b>	<b>3462</b>	<b>3513.0</b>	<b>369</b>	<b>0</b>



Green Park Street

BUS	TOTAL	PCUs
0	27	27.0
0	11	11.0
0	23	23.0
0	15	15.0
0	76	76.0
0	11	11.0
0	11	11.0
0	14	14.0
0	14	14.0
0	50	50.0
0	16	16.0
0	15	15.0
0	14	14.0
0	14	14.0
0	59	59.0
0	22	22.0
0	14	14.0
0	20	20.0
0	18	18.0
0	74	74.0
0	22	22.0
0	18	18.0
0	15	15.0
0	12	12.0
0	67	67.0
0	12	12.0
0	11	11.0
0	8	8.0
0	12	12.0
0	43	43.0
0	369	369.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Port Talbot, Friday 17th March 2023

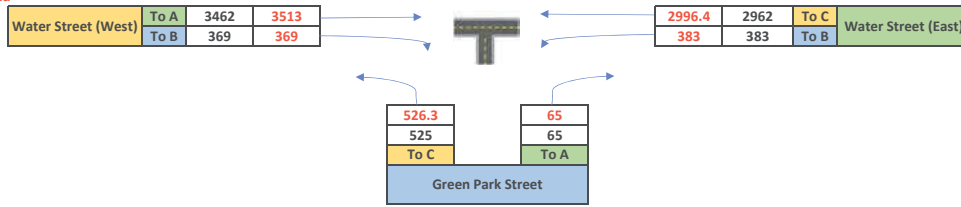
From: 1) 13:00  
 To: 1) 19:00  
 Class: All Vehicles

Show Peak Hour:

Show PCUs:



PCUs in red



# Port Talbot, Friday 17th March 2023

Junction: 5

Approach: Water Street North

TIME	Left to Water Street (East)					Right to	
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
13:00 - 13:15	27	0	1	28	29.0	4	0
13:15 - 13:30	28	0	3	31	34.0	2	0
13:30 - 13:45	36	0	2	38	40.0	7	1
13:45 - 14:00	25	0	1	26	27.0	3	0
<b>Hourly Total</b>	<b>116</b>	<b>0</b>	<b>7</b>	<b>123</b>	<b>130.0</b>	<b>16</b>	<b>1</b>
14:00 - 14:15	14	0	3	17	20.0	9	0
14:15 - 14:30	18	0	2	20	22.0	3	0
14:30 - 14:45	19	0	1	20	21.0	8	0
14:45 - 15:00	24	0	1	25	26.0	7	0
<b>Hourly Total</b>	<b>75</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>89.0</b>	<b>27</b>	<b>0</b>
15:00 - 15:15	34	0	2	36	38.0	9	0
15:15 - 15:30	54	0	2	56	58.0	11	0
15:30 - 15:45	37	0	0	37	37.0	6	0
15:45 - 16:00	38	1	2	41	44.3	5	0
<b>Hourly Total</b>	<b>163</b>	<b>1</b>	<b>6</b>	<b>170</b>	<b>177.3</b>	<b>31</b>	<b>0</b>
16:00 - 16:15	28	0	1	29	30.0	4	0
16:15 - 16:30	23	0	2	25	27.0	4	0
16:30 - 16:45	25	0	1	26	27.0	3	0
16:45 - 17:00	23	0	0	23	23.0	5	0
<b>Hourly Total</b>	<b>99</b>	<b>0</b>	<b>4</b>	<b>103</b>	<b>107.0</b>	<b>16</b>	<b>0</b>
17:00 - 17:15	30	0	2	32	34.0	4	0
17:15 - 17:30	29	0	4	33	37.0	7	0
17:30 - 17:45	23	1	1	25	27.3	5	0
17:45 - 18:00	21	0	1	22	23.0	4	0
<b>Hourly Total</b>	<b>103</b>	<b>1</b>	<b>8</b>	<b>112</b>	<b>121.3</b>	<b>20</b>	<b>0</b>
18:00 - 18:15	31	0	2	33	35.0	5	0
18:15 - 18:30	22	0	1	23	24.0	5	0
18:30 - 18:45	27	1	2	30	33.3	3	0
18:45 - 19:00	21	0	1	22	23.0	4	0
<b>Hourly Total</b>	<b>101</b>	<b>1</b>	<b>6</b>	<b>108</b>	<b>115.3</b>	<b>17</b>	<b>0</b>
<b>TOTAL</b>	<b>657</b>	<b>3</b>	<b>38</b>	<b>698</b>	<b>739.9</b>	<b>127</b>	<b>1</b>





Water Street (West)			U-Turn				
BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
0	4	4.0	0	0	0	0	0.0
0	2	2.0	0	0	0	0	0.0
0	8	9.3	0	0	0	0	0.0
0	3	3.0	0	0	0	0	0.0
0	17	18.3	0	0	0	0	0.0
0	9	9.0	0	0	0	0	0.0
0	3	3.0	0	0	0	0	0.0
0	8	8.0	0	0	0	0	0.0
0	7	7.0	1	0	0	1	1.0
0	27	27.0	1	0	0	1	1.0
0	9	9.0	0	0	0	0	0.0
0	11	11.0	0	0	0	0	0.0
0	6	6.0	0	0	0	0	0.0
0	5	5.0	0	0	0	0	0.0
0	31	31.0	0	0	0	0	0.0
0	4	4.0	0	0	0	0	0.0
0	4	4.0	0	0	0	0	0.0
0	3	3.0	0	0	0	0	0.0
0	5	5.0	0	0	0	0	0.0
0	16	16.0	0	0	0	0	0.0
0	4	4.0	0	0	0	0	0.0
0	7	7.0	0	0	0	0	0.0
0	5	5.0	0	0	0	0	0.0
0	4	4.0	0	0	0	0	0.0
0	20	20.0	0	0	0	0	0.0
0	5	5.0	0	0	0	0	0.0
0	5	5.0	0	0	0	0	0.0
0	3	3.0	0	0	0	0	0.0
0	4	4.0	0	0	0	0	0.0
0	17	17.0	0	0	0	0	0.0
0	128	129.3	1	0	0	1	1.0



PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Port Talbot, Friday 17th March 2023



Junction: 1

Queues are stationary vehicles each 5 minutes

TIME	A4241 (North)	A4241 (East)	North Bank Road	A4241 (West)
13:00	0	0	0	0
13:05	0	0	2	0
13:10	0	0	0	0
13:15	0	0	0	0
13:20	0	0	0	0
13:25	0	0	0	0
13:30	0	0	0	0
13:35	0	0	0	0
13:40	0	0	0	0
13:45	0	0	0	0
13:50	0	0	0	0
13:55	0	0	0	0
14:00	0	0	0	0
14:05	0	0	0	1
14:10	0	0	0	0
14:15	1	0	0	0
14:20	0	0	0	0
14:25	0	0	0	0
14:30	0	0	0	0
14:35	0	0	0	0
14:40	0	0	0	0
14:45	0	0	0	0
14:50	0	0	0	0
14:55	0	0	0	0
15:00	0	0	0	0
15:05	0	0	0	0
15:10	0	0	0	0
15:15	0	0	0	0
15:20	0	0	0	0
15:25	0	0	0	0
15:30	0	0	0	0
15:35	0	0	0	0
15:40	0	0	1	0
15:45	0	0	0	0
15:50	0	0	0	0
15:55	0	0	0	0
16:00	0	0	0	0
16:05	0	0	0	0
16:10	0	0	0	0
16:15	0	0	0	0
16:20	0	0	0	0
16:25	0	0	0	0
16:30	0	0	0	0
16:35	0	0	0	0
16:40	0	0	0	0
16:45	0	0	0	0
16:50	0	0	0	0
16:55	0	0	0	0
17:00	0	0	0	0
17:05	0	0	0	0
17:10	0	0	0	3
17:15	0	0	0	0
17:20	0	0	0	0
17:25	0	0	0	0
17:30	0	0	0	0
17:35	0	0	0	7
17:40	0	0	0	0
17:45	0	0	0	0
17:50	0	0	0	0
17:55	0	0	0	0
18:00	0	0	0	0
18:05	0	0	0	5
18:10	0	0	0	0
18:15	0	0	0	0
18:20	0	0	0	0
18:25	0	0	0	0
18:30	0	0	0	0
18:35	0	0	0	0
18:40	0	0	0	0
18:45	0	0	0	0
18:50	0	0	0	0
18:55	0	0	0	0
19:00	0	0	0	0

Port Talbot, Friday 17th March 2023

Junction: 3

Queues are stationary vehicles each 5 minutes



TIME	ATS Euromaster	Water Street (W)
		RIGHT TURN
13:00	0	0
13:05	0	0
13:10	0	0
13:15	1	0
13:20	0	0
13:25	0	0
13:30	0	0
13:35	0	0
13:40	0	0
13:45	0	0
13:50	0	0
13:55	0	0
14:00	0	0
14:05	0	0
14:10	0	0
14:15	0	0
14:20	0	0
14:25	0	0
14:30	0	0
14:35	0	0
14:40	0	0
14:45	0	0
14:50	0	0
14:55	0	0
15:00	0	0
15:05	0	0
15:10	0	0
15:15	0	0
15:20	0	0
15:25	0	0
15:30	0	0
15:35	0	0
15:40	0	0
15:45	0	0
15:50	0	0
15:55	1	0
16:00	0	0
16:05	0	0
16:10	0	0
16:15	0	0
16:20	0	0
16:25	0	0
16:30	0	0
16:35	0	0
16:40	0	0
16:45	0	0
16:50	0	0
16:55	0	0
17:00	0	0
17:05	0	0
17:10	0	0
17:15	0	0
17:20	0	0
17:25	0	0
17:30	0	0
17:35	0	0
17:40	0	0
17:45	0	0
17:50	0	0
17:55	0	0
18:00	0	0
18:05	0	0
18:10	0	0
18:15	0	0
18:20	0	0
18:25	0	0
18:30	0	0
18:35	0	0
18:40	0	0
18:45	0	0
18:50	0	0
18:55	0	0
19:00	0	0

Port Talbot, Friday 17th March 2023

Junction: 4

Queues are stationary vehicles each 5 minutes



TIME	Green Park Street	Water Street (W)
		RIGHT TURN
13:00	1	0
13:05	0	0
13:10	0	0
13:15	0	0
13:20	0	0
13:25	0	0
13:30	3	0
13:35	0	0
13:40	0	0
13:45	1	0
13:50	0	0
13:55	0	0
14:00	0	0
14:05	0	0
14:10	0	0
14:15	0	0
14:20	0	0
14:25	0	0
14:30	0	0
14:35	0	0
14:40	0	1
14:45	0	0
14:50	0	0
14:55	0	0
15:00	0	0
15:05	0	0
15:10	0	0
15:15	0	0
15:20	0	0
15:25	0	0
15:30	0	0
15:35	0	0
15:40	1	0
15:45	0	2
15:50	0	0
15:55	1	0
16:00	1	0
16:05	0	0
16:10	0	0
16:15	0	0
16:20	0	0
16:25	0	0
16:30	0	0
16:35	0	0
16:40	0	0
16:45	0	0
16:50	0	0
16:55	0	0
17:00	0	1
17:05	1	0
17:10	0	0
17:15	1	0
17:20	0	0
17:25	0	0
17:30	0	0
17:35	0	0
17:40	0	0
17:45	0	0
17:50	0	0
17:55	0	0
18:00	0	0
18:05	0	0
18:10	0	1
18:15	0	0
18:20	2	0
18:25	0	0
18:30	0	0
18:35	0	1
18:40	0	0
18:45	0	0
18:50	1	0
18:55	0	0
19:00	0	0

Port Talbot, Friday 17th March 2023

Junction: 4

Queues are stationary vehicles each 5 minutes



TIME	Water Street (N)	Water Street (E)
		RIGHT TURN
13:00	0	1
13:05	0	0
13:10	0	0
13:15	0	0
13:20	0	0
13:25	0	0
13:30	0	1
13:35	0	0
13:40	0	1
13:45	0	0
13:50	0	0
13:55	0	0
14:00	0	0
14:05	0	0
14:10	1	0
14:15	0	0
14:20	0	0
14:25	0	0
14:30	2	0
14:35	1	0
14:40	0	0
14:45	0	1
14:50	0	1
14:55	0	0
15:00	0	0
15:05	0	0
15:10	0	0
15:15	4	0
15:20	0	0
15:25	0	0
15:30	2	1
15:35	1	0
15:40	1	0
15:45	0	1
15:50	0	0
15:55	0	0
16:00	0	1
16:05	4	0
16:10	0	0
16:15	0	0
16:20	0	0
16:25	0	0
16:30	0	1
16:35	0	0
16:40	0	0
16:45	1	0
16:50	0	0
16:55	0	0
17:00	0	0
17:05	1	0
17:10	0	0
17:15	0	0
17:20	2	0
17:25	0	0
17:30	0	2
17:35	0	0
17:40	0	0
17:45	0	0
17:50	0	0
17:55	0	0
18:00	0	0
18:05	0	0
18:10	1	0
18:15	0	0
18:20	0	0
18:25	0	0
18:30	0	1
18:35	0	0
18:40	0	0
18:45	1	0
18:50	0	1
18:55	0	0
19:00	0	0





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# Appendix E



Filtering Summary

Land Use	06/J	HOTEL, FOOD & DRINK/DRIVE THROUGH COFFEE SH
Selected Trip Rate Calculation Parameter Range	125-420 sqm GFA	
Actual Trip Rate Calculation Parameter Range	140-305 sqm GFA	
Date Range	Minimum: 01/01/14	Maximum: 16/10/21
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday	1
	Friday	4
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	2
	Edge of Town	3
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
	1,001 to 5,000	2
	15,001 to 20,000	1
	20,001 to 25,000	1
Population <5 Mile ranges selected	5,001 to 25,000	2
	50,001 to 75,000	1
	100,001 to 125,000	1
	125,001 to 250,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	3
	1.1 to 1.5	2
PTAL Rating	No PTAL Present	5

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 06 - HOTEL, FOOD & DRINK  
 Category : J - DRIVE THROUGH COFFEE SHOP

**TOTAL VEHICLES**

Selected regions and areas:

<b>04</b>	<b>EAST ANGLIA</b>	
	SF SUFFOLK	1 days
<b>05</b>	<b>EAST MIDLANDS</b>	
	NM WEST NORTHAMPTONSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
<b>06</b>	<b>WEST MIDLANDS</b>	
	HE HEREFORDSHIRE	1 days
	WO WORCESTERSHIRE	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

**Primary Filtering selection:**

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
 Actual Range: 140 to 305 (units: sqm)  
 Range Selected by User: 125 to 420 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 16/10/21

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Tuesday	1 days
Friday	4 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Industrial Zone	2
Residential Zone	1
Retail Zone	1
No Sub Category	1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

**Secondary Filtering selection:**

Use Class:

Not Known 5 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

5,001 to 25,000	2 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No 5 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present 5 days

*This data displays the number of selected surveys with PTAL Ratings.*

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>HE-06-J-01</b> LEDBURY ROAD ROSS-ON-WYE	<b>STARBUCKS</b>	<b>HEREFORDSHIRE</b>
	Edge of Town Retail Zone Total Gross floor area:	305 sqm	
	Survey date: TUESDAY	24/11/20	Survey Type: MANUAL
<b>2</b>	<b>NM-06-J-01</b> DARNELL WAY NORTHAMPTON	<b>BEWICHD COFFEE</b>	<b>WEST NORTHAMPTONSHIRE</b>
	Edge of Town Industrial Zone Total Gross floor area:	140 sqm	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
<b>3</b>	<b>NN-06-J-01</b> CORBY ROAD CORBY WELDON Suburban Area (PPS6 Out of Centre) Industrial Zone	<b>STARBUCKS</b>	<b>NORTH NORTHAMPTONSHIRE</b>
	Total Gross floor area:	236 sqm	
	Survey date: FRIDAY	23/10/20	Survey Type: MANUAL
<b>4</b>	<b>SF-06-J-01</b> THORNEY WAY STOWMARKET	<b>COSTA COFFEE</b>	<b>SUFFOLK</b>
	Edge of Town No Sub Category Total Gross floor area:	200 sqm	
	Survey date: FRIDAY	25/09/20	Survey Type: MANUAL
<b>5</b>	<b>WO-06-J-01</b> STOURPORT ROAD KIDDERMINSTER	<b>STARBUCKS</b>	<b>WORCESTERSHIRE</b>
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	240 sqm	
	Survey date: FRIDAY	09/10/20	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

**TOTAL VEHICLES**

**Calculation factor: 100 sqm**

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	3	192	0.694	3	192	0.000	3	192	0.694
06:00 - 07:00	4	220	3.859	4	220	3.178	4	220	7.037
07:00 - 08:00	5	224	14.362	5	224	13.024	5	224	27.386
08:00 - 09:00	5	224	17.930	5	224	16.771	5	224	34.701
09:00 - 10:00	<b>5</b>	<b>224</b>	<b>19.179</b>	5	224	16.860	<b>5</b>	<b>224</b>	<b>36.039</b>
10:00 - 11:00	5	224	15.343	5	224	15.700	5	224	31.043
11:00 - 12:00	5	224	14.719	5	224	14.897	5	224	29.616
12:00 - 13:00	5	224	16.592	5	224	16.325	5	224	32.917
13:00 - 14:00	5	224	17.395	<b>5</b>	<b>224</b>	<b>17.841</b>	5	224	35.236
14:00 - 15:00	5	224	12.578	5	224	13.649	5	224	26.227
15:00 - 16:00	5	224	12.043	5	224	11.329	5	224	23.372
16:00 - 17:00	5	224	11.597	5	224	13.113	5	224	24.710
17:00 - 18:00	5	224	8.831	5	224	10.080	5	224	18.911
18:00 - 19:00	5	224	5.174	5	224	6.155	5	224	11.329
19:00 - 20:00	4	220	3.632	4	220	3.859	4	220	7.491
20:00 - 21:00	4	220	1.135	4	220	2.043	4	220	3.178
21:00 - 22:00	1	140	0.714	1	140	0.714	1	140	1.428
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			175.777			175.538			351.315

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

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**Parameter summary**

Trip rate parameter range selected: 140 - 305 (units: sqm)  
 Survey date date range: 01/01/14 - 16/10/21  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



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# Appendix F

<b>Junctions 10</b>
<b>PICADY 10 - Priority Intersection Module</b>
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021
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Filename: Afan Way Corridor model.j10  
 Path: F:\clients\EnTran\ALDI Port Talbot  
 Report generation date: 14/04/2023 10:39:00

- »2023 Observed, PM
- »2024 Base, PM
- »2029 Base, PM
- »2024 Base + Dev, PM
- »2029 Base + Dev, PM

**Summary of junction performance**

	PM	
	Queue (Veh)	Delay (s)
[Lane Simulation] - 2023 Observed		
1 - ATS / Afan Way - A - Afan Way (E)	0.0	0.00
1 - ATS / Afan Way - B - ATS	0.0	0.00
1 - ATS / Afan Way - C - Afan Way (W)	0.0	0.02
2 - ALDI / Afan Way - A - Afan Way (W)	0.0	0.00
2 - ALDI / Afan Way - B - ALDI	0.0	0.00
2 - ALDI / Afan Way - C - Afan Way (E)	0.0	0.00
3 - Green Park St / Afan Way - A - Afan Way (E)	0.0	0.00
3 - Green Park St / Afan Way - B - Green Park St	0.3	8.95
3 - Green Park St / Afan Way - C - Afan Way (W)	0.2	0.77
4 - Water St / Afan Way - A - Afan Way (W)	0.0	0.00
4 - Water St / Afan Way - B - Water St	0.4	9.94
4 - Water St / Afan Way - C - Water St (E)	0.6	1.92
[Lane Simulation] - 2024 Base		
1 - ATS / Afan Way - A - Afan Way (E)	0.0	0.00
1 - ATS / Afan Way - B - ATS	0.0	0.00
1 - ATS / Afan Way - C - Afan Way (W)	0.0	0.02
2 - ALDI / Afan Way - A - Afan Way (W)	0.0	0.00
2 - ALDI / Afan Way - B - ALDI	0.0	0.00
2 - ALDI / Afan Way - C - Afan Way (E)	0.0	0.00
3 - Green Park St / Afan Way - A - Afan Way (E)	0.0	0.00
3 - Green Park St / Afan Way - B - Green Park St	0.3	8.73
3 - Green Park St / Afan Way - C - Afan Way (W)	0.2	0.78
4 - Water St / Afan Way - A - Afan Way (W)	0.0	0.00
4 - Water St / Afan Way - B - Water St	0.4	10.03
4 - Water St / Afan Way - C - Water St (E)	0.6	2.02
[Lane Simulation] - 2029 Base		
1 - ATS / Afan Way - A - Afan Way (E)	0.0	0.00
1 - ATS / Afan Way - B - ATS	0.0	0.00
1 - ATS / Afan Way - C - Afan Way (W)	0.0	0.02
2 - ALDI / Afan Way - A - Afan Way (W)	0.0	0.00
2 - ALDI / Afan Way - B - ALDI	0.0	0.00
2 - ALDI / Afan Way - C - Afan Way (E)	0.0	0.00
3 - Green Park St / Afan Way - A - Afan Way (E)	0.0	0.00
3 - Green Park St / Afan Way - B - Green Park St	0.5	9.61
3 - Green Park St / Afan Way - C - Afan Way (W)	0.1	0.82
4 - Water St / Afan Way - A - Afan Way (W)	0.0	0.00
4 - Water St / Afan Way - B - Water St	0.4	10.21
4 - Water St / Afan Way - C - Water St (E)	0.6	1.95
[Lane Simulation] - 2024 Base + Dev		
1 - ATS / Afan Way - A - Afan Way (E)	0.0	0.00
1 - ATS / Afan Way - B - ATS	0.0	0.00
1 - ATS / Afan Way - C - Afan Way (W)	0.0	0.02
2 - ALDI / Afan Way - A - Afan Way (W)	0.0	0.00
2 - ALDI / Afan Way - B - ALDI	0.4	14.78
2 - ALDI / Afan Way - C - Afan Way (E)	0.1	0.66
3 - Green Park St / Afan Way - A - Afan Way (E)	0.0	0.00
3 - Green Park St / Afan Way - B - Green Park St	0.3	9.53
3 - Green Park St / Afan Way - C - Afan Way (W)	0.2	0.74
4 - Water St / Afan Way - A - Afan Way (W)	0.0	0.00
4 - Water St / Afan Way - B - Water St	0.4	10.66
4 - Water St / Afan Way - C - Water St (E)	0.5	1.93
[Lane Simulation] - 2029 Base + Dev		
1 - ATS / Afan Way - A - Afan Way (E)	0.0	0.00
1 - ATS / Afan Way - B - ATS	0.0	0.00
1 - ATS / Afan Way - C - Afan Way (W)	0.0	0.02
2 - ALDI / Afan Way - A - Afan Way (W)	0.0	0.00
2 - ALDI / Afan Way - B - ALDI	0.5	16.23
2 - ALDI / Afan Way - C - Afan Way (E)	0.2	0.63
3 - Green Park St / Afan Way - A - Afan Way (E)	0.0	0.00
3 - Green Park St / Afan Way - B - Green Park St	0.4	9.65
3 - Green Park St / Afan Way - C - Afan Way (W)	0.3	0.77
4 - Water St / Afan Way - A - Afan Way (W)	0.0	0.00
4 - Water St / Afan Way - B - Water St	0.4	10.36
4 - Water St / Afan Way - C - Water St (E)	0.5	1.96

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. Arm and junction delays are averages for all movements, including movements with zero delay.

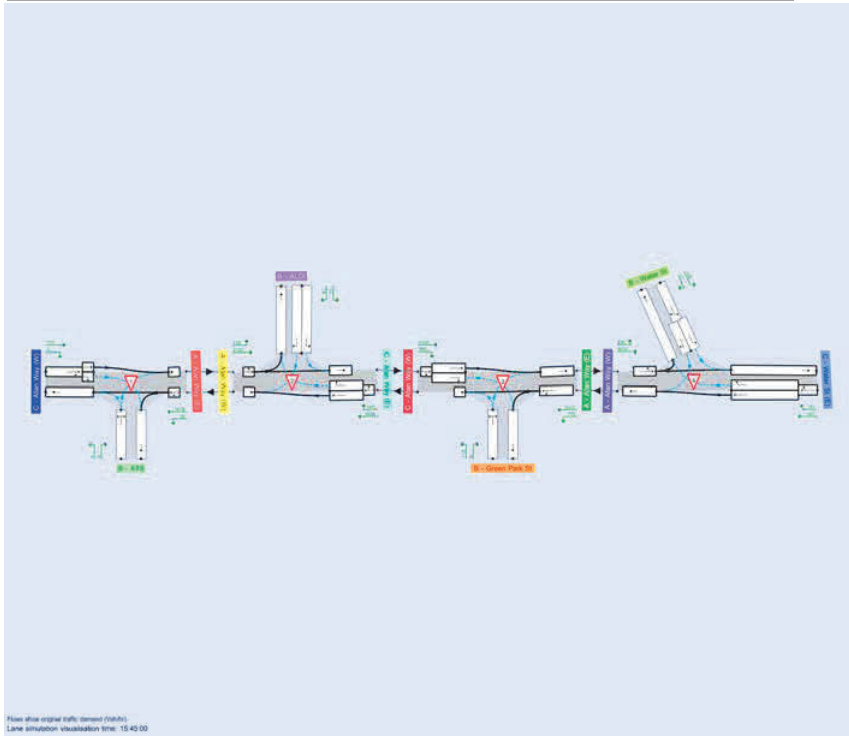
**File summary**

**File Description**

Title	Afan Way Corridor Model
Location	Port Talbot
Site number	
Date	07/04/2023
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	al
Description	

**Units**

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



From the original traffic demand (2023).  
Lane simulation visualization time: 15:42:00  
The junction diagram reflects the last run of Junctions.

**Analysis Options**

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

**Lane Simulation options**

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	-1	3	1	60	✓			1377540987	101	11.55

**Demand Set Summary**

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Observed	PM	ONE HOUR	15:45	17:15	15	✓
D2	2024 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2029 Base	PM	ONE HOUR	15:45	17:15	15	✓
D4	2024 Base + Dev	PM	ONE HOUR	15:45	17:15	15	✓
D5	2029 Base + Dev	PM	ONE HOUR	15:45	17:15	15	✓

**Analysis Set Details**

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



# 2023 Observed, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	4 - Water St / Afan Way - B - Water St - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	ATS / Afan Way	T-Junction	Two-way	Two-way	Two-way		0.01	A
2	ALDI / Afan Way	T-Junction	Two-way	Two-way	Two-way		0.00	A
3	Green Park St / Afan Way	T-Junction	Two-way	Two-way	Two-way		1.13	A
4	Water St / Afan Way	T-Junction	Two-way	Two-way	Two-way		1.70	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.74	A

## Arms

### Arms

Junction	Arm	Name	Description	Arm type
1 - ATS / Afan Way	A	Afan Way (E)		Major
	B	ATS		Minor
	C	Afan Way (W)		Major
2 - ALDI / Afan Way	A	Afan Way (W)		Major
	B	ALDI		Minor
	C	Afan Way (E)		Major
3 - Green Park St / Afan Way	A	Afan Way (E)		Major
	B	Green Park St		Minor
	C	Afan Way (W)		Major
4 - Water St / Afan Way	A	Afan Way (W)		Major
	B	Water St		Minor
	C	Water St (E)		Major

### Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)	Vehicles causing blocking (%)
1 - ATS / Afan Way	C - Afan Way (W)	7.10		✓	3.00	250.0	✓	1.00	100
2 - ALDI / Afan Way	C - Afan Way (E)	6.90		✓	2.84	100.0	✓	3.00	100
3 - Green Park St / Afan Way	C - Afan Way (W)	6.60		✓	3.08	205.0	✓	3.00	100
4 - Water St / Afan Way	C - Water St (E)	7.45		✓	3.50	175.0	✓	6.00	100

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

### Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
1 - ATS / Afan Way	B - ATS	One lane	4.00										14	15
2 - ALDI / Afan Way	B - ALDI	Two lanes		3.40	3.00								28	24
3 - Green Park St / Afan Way	B - Green Park St	One lane	4.06										27	37
4 - Water St / Afan Way	B - Water St	One lane plus flare				10.00	7.00	6.00	5.30	4.50	✓	3.00	88	55

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1 - ATS / Afan Way	B-A	539	0.094	0.237	0.149	0.339
	B-C	697	0.101	0.256	-	-
	C-B	781	0.288	0.288	-	-

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - ALDI / Afan Way	B-A	498	0.088	0.221	0.139	0.316
	B-C	665	0.097	0.246	-	-
	C-B	676	0.252	0.252	-	-

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3 - Green Park St / Afan Way	B-A	558	0.099	0.249	0.157	0.356
	B-C	716	0.107	0.271	-	-
	C-B	759	0.286	0.286	-	-

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4 - Water St / Afan Way	B-A	473	0.080	0.203	0.127	0.289
	B-C	770	0.111	0.282	-	-
	C-B	771	0.280	0.280	-	-

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

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

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

Lane Simulation: Arm options

Junction	Arm	Traffic considering secondary lanes (%)
1 - ATS / Afan Way	A - Afan Way (E)	10.00
	B - ATS	10.00
	C - Afan Way (W)	10.00
2 - ALDI / Afan Way	A - Afan Way (W)	10.00
	B - ALDI	10.00
	C - Afan Way (E)	10.00
3 - Green Park St / Afan Way	A - Afan Way (E)	10.00
	B - Green Park St	10.00
	C - Afan Way (W)	10.00
4 - Water St / Afan Way	A - Afan Way (W)	10.00
	B - Water St	10.00
	C - Water St (E)	10.00

Lanes

Junction	Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	✓	1.00			0	99999		
		Exit	1	1		✓	1.00						
	B - ATS	Entry	1	1	A, C		Infinity			0	99999		
		Exit	1	1			Infinity						
	C - Afan Way (W)	Entry	1	1	A	✓	1.00			0	99999		
			2	1	(A, B)	✓	1.00			0	99999		
		Exit	1	1				Infinity					
			1	1				Infinity					
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	✓	1.00			0	99999		
		Exit	1	1		✓	1.00						
	B - ALDI	Entry	1	2	C		Infinity			0	99999		
		Exit	1	2	A		Infinity			0	99999		
	C - Afan Way (E)	Entry	1	1	A	✓	3.00			0	99999		
			2	1	(A, B)	✓	3.00			0	99999		
		Exit	1	1				1.00					
			1	1				2.00					
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	✓	3.00			0	99999		
		Exit	1	1		✓	3.00						
	B - Green Park St	Entry	1	1	A, C		Infinity			0	99999		
		Exit	1	1			Infinity						
	C - Afan Way (W)	Entry	1	1	A	✓	3.00			0	99999		
			2	1	(A, B)	✓	3.00			0	99999		
		Exit	1	1				1.00					
			1	1				1.00					
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	✓	2.00			0	99999		
		Exit	1	1		✓	3.00						
	B - Water St	Entry	1	1	C	✓	3.00			0	99999		
			2	1	(A, C)	✓	3.00			0	99999		
		Exit	1	1				Infinity					
			1	1				Infinity					
	C - Water St (E)	Entry	1	1	A	✓	6.00			0	99999		
			2	1	(A, B)	✓	6.00			0	99999		
		Exit	1	1				Infinity					
			1	1				Infinity					

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Afan Way (E)	ATS	Afan Way (W)
1 - ATS / Afan Way	A - Afan Way (E)	1	1		✓	✓
	B - ATS	1	1	✓		✓
	C - Afan Way (W)	1	1	✓		
			2	1	✓	✓

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Afan Way (W)	ALDI	Afan Way (E)
2 - ALDI / Afan Way	A - Afan Way (W)	1	1		✓	✓
			1			✓
	B - ALDI	1	2	✓		
			1		✓	
	C - Afan Way (E)	1	2		✓	
			2	1	✓	✓

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Afan Way (E)	Green Park St	Afan Way (W)
3 - Green Park St / Afan Way	A - Afan Way (E)	1	1		✓	✓
			1	1	✓	
	C - Afan Way (W)	1	1	✓		
			2	1	✓	✓

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Afan Way (W)	Water St	Water St (E)
4 - Water St / Afan Way	A - Afan Way (W)	1	1		✓	✓
	B - Water St	1	1			✓
		2	2	✓		
	C - Water St (E)	1	1	✓		
		2	2		✓	
		2	1	✓	✓	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Observed	PM	ONE HOUR	15:45	17:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - ATS / Afan Way	A - Afan Way (E)	2	A	Simple (vertical queueing)	Normal	0	100.00	
2 - ALDI / Afan Way	A - Afan Way (W)	1	A	Simple (vertical queueing)	Normal	0	100.00	
	C - Afan Way (E)	3	C	Simple (vertical queueing)	Normal	0	100.00	
3 - Green Park St / Afan Way	A - Afan Way (E)	4	A	Simple (vertical queueing)	Normal	0	100.00	
	C - Afan Way (W)	2	C	Simple (vertical queueing)	Normal	0	100.00	
4 - Water St / Afan Way	A - Afan Way (W)	3	A	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - ATS / Afan Way	A - Afan Way (E)	✓				
	B - ATS		ONE HOUR	✓	1	100.000
	C - Afan Way (W)		ONE HOUR	✓	711	100.000
2 - ALDI / Afan Way	A - Afan Way (W)	✓				
	B - ALDI		ONE HOUR	✓	0	100.000
	C - Afan Way (E)	✓				
3 - Green Park St / Afan Way	A - Afan Way (E)	✓				
	B - Green Park St		ONE HOUR	✓	112	100.000
	C - Afan Way (W)	✓				
4 - Water St / Afan Way	A - Afan Way (W)	✓				
	B - Water St		ONE HOUR	✓	119	100.000
	C - Water St (E)		ONE HOUR	✓	677	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Afan Way (E)	B - ATS	C - Afan Way (W)
1 - ATS / Afan Way	From			
	A - Afan Way (E)	0	0	584
	B - ATS	0	0	1
	C - Afan Way (W)	709	2	0

Demand (Veh/hr)

		To		
		A - Afan Way (W)	B - ALDI	C - Afan Way (E)
2 - ALDI / Afan Way	From			
	A - Afan Way (W)	0	0	709
	B - ALDI	0	0	0
	C - Afan Way (E)	584	0	0

Demand (Veh/hr)

		To		
		A - Afan Way (E)	B - Green Park St	C - Afan Way (W)
3 - Green Park St / Afan Way	From			
	A - Afan Way (E)	0	73	477
	B - Green Park St	5	0	107
	C - Afan Way (W)	635	74	0

Demand (Veh/hr)

		To		
		A - Afan Way (W)	B - Water St	C - Water St (E)
4 - Water St / Afan Way	From			
	A - Afan Way (W)	0	34	606
	B - Water St	16	0	103
	C - Water St (E)	534	143	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Afan Way (E)	B - ATS	C - Afan Way (W)
1 - ATS / Afan Way	From			
	A - Afan Way (E)	0	0	0
	B - ATS	0	0	0
	C - Afan Way (W)	1	0	0

Heavy Vehicle Percentages

		To		
		A - Afan Way (W)	B - ALDI	C - Afan Way (E)
2 - ALDI / Afan Way	From			
	A - Afan Way (W)	0	0	1
	B - ALDI	0	0	0
	C - Afan Way (E)	0	0	0

Heavy Vehicle Percentages

3 - Green Park St / Afan Way

		To		
		A - Afan Way (E)	B - Green Park St	C - Afan Way (W)
From	A - Afan Way (E)	0	0	0
	B - Green Park St	0	0	0
	C - Afan Way (W)	1	0	0

Heavy Vehicle Percentages

4 - Water St / Afan Way

		To		
		A - Afan Way (W)	B - Water St	C - Water St (E)
From	A - Afan Way (W)	0	3	1
	B - Water St	0	0	0
	C - Water St (E)	0	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - ATS / Afan Way	A - Afan Way (E)	0.00	0.0	A	538	807
	B - ATS	0.00	0.0	A	0	0
	C - Afan Way (W)	0.02	0.0	A	657	986
2 - ALDI / Afan Way	A - Afan Way (W)	0.00	0.0	A	655	983
	B - ALDI	0.00	0.0	A	0	0
	C - Afan Way (E)	0.00	0.0	A	538	807
3 - Green Park St / Afan Way	A - Afan Way (E)	0.00	0.0	A	505	758
	B - Green Park St	8.95	0.3	A	103	155
	C - Afan Way (W)	0.77	0.2	A	655	983
4 - Water St / Afan Way	A - Afan Way (W)	0.00	0.0	A	590	885
	B - Water St	9.94	0.4	A	107	160
	C - Water St (E)	1.92	0.6	A	625	937

Main Results for each time segment

15:45 - 16:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	441	110	441	449	542	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	2	0.0	0.0	0.000	A
	C - Afan Way (W)	544	136	544	546	441	0.0	0.0	0.021	A
2 - ALDI / Afan Way	A - Afan Way (W)	542	135	542	545	441	0.0	0.0	0.000	A
	B - ALDI	0	0	0	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	441	110	441	449	542	0.0	0.0	0.000	A
3 - Green Park St / Afan Way	A - Afan Way (E)	412	103	412	424	488	0.0	0.0	0.000	A
	B - Green Park St	90	22	90	86	114	0.0	0.2	7.185	A
	C - Afan Way (W)	542	135	542	543	441	0.0	0.1	0.653	A
4 - Water St / Afan Way	A - Afan Way (W)	488	122	488	489	412	0.0	0.0	0.000	A
	B - Water St	84	21	86	88	139	0.0	0.1	7.381	A
	C - Water St (E)	512	128	512	525	535	0.0	0.2	1.497	A

16:00 - 16:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	522	130	522	522	626	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	3	0.0	0.0	0.000	A
	C - Afan Way (W)	629	157	629	637	522	0.0	0.0	0.015	A
2 - ALDI / Afan Way	A - Afan Way (W)	626	157	626	634	522	0.0	0.0	0.000	A
	B - ALDI	0	0	0	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	522	130	522	522	626	0.0	0.0	0.000	A
3 - Green Park St / Afan Way	A - Afan Way (E)	496	124	496	494	565	0.0	0.0	0.000	A
	B - Green Park St	96	24	95	98	132	0.2	0.3	7.182	A
	C - Afan Way (W)	626	157	627	633	522	0.1	0.0	0.673	A
4 - Water St / Afan Way	A - Afan Way (W)	565	141	565	572	496	0.0	0.0	0.000	A
	B - Water St	107	27	108	107	161	0.1	0.2	7.717	A
	C - Water St (E)	611	153	613	608	629	0.2	0.1	1.590	A

16:15 - 16:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	649	162	649	645	793	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	3	0.0	0.0	0.000	A
	C - Afan Way (W)	796	199	796	786	649	0.0	0.0	0.025	A
2 - ALDI / Afan Way	A - Afan Way (W)	793	198	793	784	649	0.0	0.0	0.000	A
	B - ALDI	0	0	0	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	649	162	649	645	793	0.0	0.0	0.000	A
3 - Green Park St / Afan Way	A - Afan Way (E)	609	152	609	604	713	0.0	0.0	0.000	A
	B - Green Park St	124	31	125	126	164	0.3	0.3	8.633	A
	C - Afan Way (W)	793	198	793	781	649	0.0	0.2	0.773	A
4 - Water St / Afan Way	A - Afan Way (W)	713	178	713	710	609	0.0	0.0	0.000	A
	B - Water St	126	32	125	128	202	0.2	0.4	9.130	A
	C - Water St (E)	756	189	756	748	783	0.1	0.4	1.884	A

16:30 - 16:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	635	159	635	642	782	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	2	0.0	0.0	0.000	A
	C - Afan Way (W)	784	196	784	786	635	0.0	0.0	0.021	A
2 - ALDI / Afan Way	A - Afan Way (W)	782	195	782	784	635	0.0	0.0	0.000	A
	B - ALDI	0	0	0	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	635	159	635	642	782	0.0	0.0	0.000	A
3 - Green Park St / Afan Way	A - Afan Way (E)	592	148	592	606	702	0.0	0.0	0.000	A
	B - Green Park St	124	31	124	123	161	0.3	0.3	8.953	A
	C - Afan Way (W)	782	195	782	783	635	0.2	0.1	0.726	A
4 - Water St / Afan Way	A - Afan Way (W)	702	175	702	710	592	0.0	0.0	0.000	A
	B - Water St	132	33	131	129	197	0.4	0.3	9.944	A
	C - Water St (E)	737	184	736	749	780	0.4	0.6	1.917	A

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	524	131	524	527	642	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	0.83	0.0	0.0	0.000	A
	C - Afan Way (W)	643	161	643	642	524	0.0	0.0	0.010	A
2 - ALDI / Afan Way	A - Afan Way (W)	642	161	642	641	524	0.0	0.0	0.000	A
	B - ALDI	0	0	0	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	524	131	524	527	642	0.0	0.0	0.000	A
3 - Green Park St / Afan Way	A - Afan Way (E)	496	124	496	498	579	0.0	0.0	0.000	A
	B - Green Park St	97	24	97	101	132	0.3	0.2	7.869	A
	C - Afan Way (W)	642	161	643	641	524	0.1	0.1	0.698	A
4 - Water St / Afan Way	A - Afan Way (W)	579	145	579	581	496	0.0	0.0	0.000	A
	B - Water St	105	26	106	108	161	0.3	0.2	8.284	A
	C - Water St (E)	611	153	611	612	638	0.6	0.3	1.576	A

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	455	114	455	450	546	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	2	0.0	0.0	0.000	A
	C - Afan Way (W)	548	137	548	544	455	0.0	0.0	0.017	A
2 - ALDI / Afan Way	A - Afan Way (W)	546	137	546	543	455	0.0	0.0	0.000	A
	B - ALDI	0	0	0	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	455	114	455	450	546	0.0	0.0	0.000	A
3 - Green Park St / Afan Way	A - Afan Way (E)	427	107	427	423	492	0.0	0.0	0.000	A
	B - Green Park St	86	22	86	85	111	0.2	0.2	7.158	A
	C - Afan Way (W)	546	137	545	542	455	0.1	0.1	0.635	A
4 - Water St / Afan Way	A - Afan Way (W)	492	123	492	491	427	0.0	0.0	0.000	A
	B - Water St	86	22	87	90	133	0.2	0.1	7.396	A
	C - Water St (E)	521	130	521	520	540	0.3	0.2	1.458	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	441	441	449	0.0	0.0	0.000	A	
		Exit	1	1		542	542	545	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A	
		Exit	1	1		2	2	2	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	542	542	545	0.0	0.0	0.000	A	
			2	2	B	2	2	2	0.0	0.0	6.432	A	
		Exit	1	1	(A, B)	544	544	546	0.0	0.0	0.000	A	
	2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	441	441	449	0.0	0.0	0.000	A
			Exit	1	1		542	542	545	0.0	0.0	0.000	A
B - ALDI		Entry	1	1	C	0	0	0	0.0	0.0	0.000	A	
		Exit	1	1	A	0	0	0	0.0	0.0	0.000	A	
C - Afan Way (E)		Entry	1	1	A	441	441	449	0.0	0.0	0.000	A	
			2	2	B	0	0	0	0.0	0.0	0.000	A	
		Exit	1	1	(A, B)	441	441	449	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way		A - Afan Way (E)	Entry	1	1	B, C	412	412	424	0.0	0.0	0.000	A
			Exit	1	1		488	488	488	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A, C	90	90	86	0.0	0.2	7.185	A	
		Exit	1	1		114	114	117	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	485	485	485	0.0	0.0	0.000	A	
			2	2	B	57	58	58	0.0	0.1	6.006	A	
		Exit	1	1	(A, B)	542	542	543	0.0	0.0	0.000	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	488	488	489	0.0	0.0	0.000	A
			Exit	1	1		412	412	424	0.0	0.0	0.000	A
B - Water St		Entry	1	1	C	72	74	76	0.0	0.1	6.408	A	
			2	2	A	12	12	12	0.0	0.0	13.622	B	
		Exit	1	1	(A, C)	84	84	89	0.0	0.0	0.000	A	
C - Water St (E)		Entry	1	1	A	400	400	412	0.0	0.0	0.000	A	
			2	2	B	112	112	113	0.0	0.2	7.049	A	
		Exit	1	1	(A, B)	512	512	526	0.0	0.0	0.000	A	

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	522	522	522	0.0	0.0	0.000	A
		Exit	1	1		626	626	635	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
		Exit	1	1		3	3	2	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	626	626	635	0.0	0.0	0.000	A
			2	1	B	3	3	2	0.0	0.0	5.029	A
		Exit	1	1	(A, B)	629	629	637	0.0	0.0	0.000	A
			2	1		522	522	522	0.0	0.0	0.000	A
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	626	626	634	0.0	0.0	0.000	A
		Exit	1	1		522	522	522	0.0	0.0	0.000	A
	B - ALDI	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A	
		1	1	A	522	522	522	0.0	0.0	0.000	A	
		2	1	B	0	0	0	0.0	0.0	0.000	A	
		1	1	(A, B)	522	522	522	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	496	496	494	0.0	0.0	0.000	A
		Exit	1	1		565	565	571	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A, C	96	95	98	0.2	0.3	7.182	A
			Exit	1	1		132	132	132	0.0	0.0	0.000
	Exit	1	1	A	562	562	567	0.0	0.0	0.000	A	
		2	1	B	65	65	66	0.1	0.0	6.412	A	
		1	1	(A, B)	626	626	633	0.0	0.0	0.000	A	
		1	1		522	522	522	0.0	0.0	0.000	A	
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	565	565	572	0.0	0.0	0.000	A
		Exit	1	1		496	496	494	0.0	0.0	0.000	A
	Exit	1	1	C	93	94	94	0.1	0.1	6.932	A	
		2	1	A	14	14	14	0.0	0.1	12.849	B	
		1	1	(A, C)	107	107	108	0.0	0.0	0.022	A	
		1	1		161	161	160	0.0	0.0	0.000	A	
	B - Water St	Entry	1	2	A	482	482	480	0.0	0.0	0.000	A
			2	1	B	129	131	128	0.2	0.1	7.665	A
Exit		1	1	(A, B)	611	611	608	0.0	0.0	0.000	A	
		1	1		629	629	634	0.0	0.0	0.000	A	

16:15 - 16:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	649	649	645	0.0	0.0	0.000	A
		Exit	1	1		793	793	783	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
		Exit	1	1		3	3	3	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	793	793	783	0.0	0.0	0.000	A
			2	1	B	2	3	3	0.0	0.0	6.412	A
		Exit	1	1	(A, B)	796	796	786	0.0	0.0	0.000	A
			2	1		649	649	645	0.0	0.0	0.000	A
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	793	793	784	0.0	0.0	0.000	A
		Exit	1	1		649	649	645	0.0	0.0	0.000	A
	B - ALDI	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A	
		1	1	A	649	649	645	0.0	0.0	0.000	A	
		2	1	B	0	0	0	0.0	0.0	0.000	A	
		1	1	(A, B)	649	649	645	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	609	609	604	0.0	0.0	0.000	A
		Exit	1	1		713	713	709	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A, C	124	125	126	0.3	0.3	8.633	A
			Exit	1	1		164	164	158	0.0	0.0	0.000
	Exit	1	1	A	707	707	702	0.0	0.0	0.000	A	
		2	1	B	86	86	79	0.0	0.2	7.513	A	
		1	1	(A, B)	793	793	782	0.0	0.0	0.001	A	
		1	1		649	649	645	0.0	0.0	0.000	A	
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	713	713	710	0.0	0.0	0.000	A
		Exit	1	1		609	609	604	0.0	0.0	0.000	A
	Exit	1	1	C	109	108	111	0.1	0.3	7.829	A	
		2	1	A	17	17	17	0.1	0.1	16.995	C	
		1	1	(A, C)	126	126	129	0.0	0.0	0.076	A	
		1	1		202	202	199	0.0	0.0	0.000	A	
	B - Water St	Entry	1	2	A	592	592	587	0.0	0.0	0.000	A
			2	1	B	165	164	161	0.1	0.4	8.756	A
Exit		1	1	(A, B)	756	756	749	0.0	0.0	0.014	A	
		1	1		783	783	783	0.0	0.0	0.000	A	

16:30 - 16:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	635	635	642	0.0	0.0	0.000	A	
		Exit	1	1		782	782	783	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A	
		Exit	1	1		2	2	2	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	782	782	783	0.0	0.0	0.000	A	
			2	1	B	2	2	2	0.0	0.0	6.419	A	
		Exit	1	1	(A, B)	784	784	786	0.0	0.0	0.000	A	
	2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	782	782	784	0.0	0.0	0.000	A
			Exit	1	1		635	635	642	0.0	0.0	0.000	A
Entry			1	1	C	0	0	0	0.0	0.0	0.000	A	
B - ALDI		Entry	1	2	A	0	0	0	0.0	0.0	0.000	A	
			1	1		0	0	0	0.0	0.0	0.000	A	
C - Afan Way (E)		Entry	1	2	B	635	635	642	0.0	0.0	0.000	A	
			2	1	(A, B)	635	635	642	0.0	0.0	0.000	A	
		Exit	1	1		782	782	784	0.0	0.0	0.001	A	
3 - Green Park St / Afan Way		A - Afan Way (E)	Entry	1	1	B, C	592	592	606	0.0	0.0	0.000	A
	Exit		1	1		702	702	708	0.0	0.0	0.000	A	
	B - Green Park St	Entry	1	1	A, C	124	124	123	0.3	0.3	8.953	A	
			Exit	1	1		161	161	162	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	697	697	702	0.0	0.0	0.000	A	
			2	1	B	85	85	81	0.2	0.1	6.992	A	
		Exit	1	1	(A, B)	782	782	783	0.0	0.0	0.002	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	702	702	710	0.0	0.0	0.000	A
			Exit	1	1		592	592	606	0.0	0.0	0.000	A
B - Water St		Entry	1	1	C	114	114	112	0.3	0.2	8.385	A	
			2	1	A	18	17	17	0.1	0.1	20.121	C	
		Exit	1	1	(A, C)	132	132	129	0.0	0.0	0.042	A	
C - Water St (E)		Entry	1	1	A	197	197	197	0.0	0.0	0.000	A	
			2	1	B	575	575	589	0.0	0.0	0.000	A	
		Exit	1	1	(A, B)	162	161	160	0.4	0.6	8.999	A	

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	524	524	527	0.0	0.0	0.000	A	
		Exit	1	1		642	642	641	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A	
			1	1		0.83	0.83	1	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	642	642	641	0.0	0.0	0.000	A	
			2	1	B	0.83	0.83	1	0.0	0.0	5.691	A	
		Exit	1	1	(A, B)	643	643	642	0.0	0.0	0.000	A	
	2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	642	642	641	0.0	0.0	0.000	A
			Exit	1	1		524	524	527	0.0	0.0	0.000	A
Entry			1	1	C	0	0	0	0.0	0.0	0.000	A	
B - ALDI		Entry	1	2	A	0	0	0	0.0	0.0	0.000	A	
			1	1		0	0	0	0.0	0.0	0.000	A	
C - Afan Way (E)		Entry	1	2	B	524	524	527	0.0	0.0	0.000	A	
			2	1	(A, B)	524	524	527	0.0	0.0	0.000	A	
		Exit	1	1		642	642	641	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way		A - Afan Way (E)	Entry	1	1	B, C	496	496	498	0.0	0.0	0.000	A
	Exit		1	1		579	579	580	0.0	0.0	0.000	A	
	B - Green Park St	Entry	1	1	A, C	97	97	101	0.3	0.2	7.869	A	
			Exit	1	1		132	132	132	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	575	575	576	0.0	0.0	0.000	A	
			2	1	B	67	68	65	0.1	0.1	6.803	A	
		Exit	1	1	(A, B)	642	642	641	0.0	0.0	0.001	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	579	579	581	0.0	0.0	0.000	A
			Exit	1	1		496	496	498	0.0	0.0	0.000	A
B - Water St		Entry	1	1	C	90	89	92	0.2	0.1	6.919	A	
			2	1	A	15	16	15	0.1	0.0	16.437	C	
		Exit	1	1	(A, C)	105	105	107	0.0	0.0	0.016	A	
C - Water St (E)		Entry	1	1	A	161	161	161	0.0	0.0	0.000	A	
			2	1	B	480	480	482	0.0	0.0	0.000	A	
		Exit	1	1	(A, B)	132	131	130	0.6	0.3	7.568	A	

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	455	455	450	0.0	0.0	0.000	A
		Exit	1	1		546	546	542	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
		Exit	1	1		2	2	2	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	546	546	542	0.0	0.0	0.000	A
			2	1	B	2	2	2	0.0	0.0	5.925	A
		Exit	1	1	(A, B)	548	548	544	0.0	0.0	0.000	A
			2	1		455	455	450	0.0	0.0	0.000	A
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	546	546	543	0.0	0.0	0.000	A
		Exit	1	1		455	455	450	0.0	0.0	0.000	A
		Exit	1	1	C	0	0	0	0.0	0.0	0.000	A
	B - ALDI	Entry	1	2	A	0	0	0	0.0	0.0	0.000	A
		Exit	1	1		0	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	Entry	1	1	A	455	455	450	0.0	0.0	0.000	A
			2	1	B	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, B)	455	455	450	0.0	0.0	0.000	A
			2	1		546	546	543	0.0	0.0	0.000	A
	3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	427	427	423	0.0	0.0	0.000
Exit			1	1		492	492	490	0.0	0.0	0.000	A
B - Green Park St		Entry	1	1	A, C	86	86	85	0.2	0.2	7.158	A
		Exit	1	1		111	111	110	0.0	0.0	0.000	A
C - Afan Way (W)		Entry	1	1	A	490	490	486	0.0	0.0	0.000	A
			2	1	B	56	55	55	0.1	0.1	6.168	A
		Exit	1	1	(A, B)	546	546	542	0.0	0.0	0.000	A
			2	1		455	455	450	0.0	0.0	0.000	A
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	492	492	491	0.0	0.0	0.000	A
		Exit	1	1		427	427	423	0.0	0.0	0.000	A
	B - Water St	Entry	1	1	C	74	75	77	0.1	0.1	6.538	A
			2	1	A	12	13	12	0.0	0.0	12.629	B
		Exit	1	1	(A, C)	86	86	89	0.0	0.0	0.010	A
			2	1		133	133	135	0.0	0.0	0.000	A
	C - Water St (E)	Entry	1	1	A	414	414	410	0.0	0.0	0.000	A
			2	1	B	107	107	109	0.3	0.2	7.087	A
		Exit	1	1	(A, B)	521	521	519	0.0	0.0	0.000	A
			2	1		540	540	543	0.0	0.0	0.000	A



Lane movements: Main Results for each time segment

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
					B	0	0	0	0	0.000	0	0.0	0.0	0.000	A		
					C	441	110	-	-	-	441	449	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	542	135	-	-	-	-	542	545	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	2	0.53	271	225	0.010	2	2	0.0	0.0	6.432	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
		2	1	A	542	135	-	-	-	542	545	0.0	0.0	0.000	A		
				B	2	0.53	-	-	-	2	2	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	542	135	-	-	-	542	545	0.0	0.0	0.000	A	
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (E)	Entry	1	1	A	441	110	-	-	-	-	441	449	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
					B	57	14	-	-	-	57	58	0.0	0.0	0.000	A	
					C	356	89	-	-	-	356	366	0.0	0.0	0.000	A	
	B - Green Park St	Entry	1	1	A	4	0.92	348	226	0.016	4	4	0.0	0.0	11.179	B	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	86	22	716	612	0.141	86	83	0.0	0.2	7.016	A	
	C - Afan Way (W)	Entry	1	1	A	485	121	-	-	-	-	485	485	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	57	14	759	640	0.090	58	58	0.0	0.1	6.006	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
						B	28	7	-	-	-	28	28	0.0	0.0	0.000	A
						C	461	115	-	-	-	461	461	0.0	0.0	0.000	A
B - Water St		Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	72	18	770	632	0.114	74	76	0.0	0.1	6.408	A	
			2	1	A	12	3	445	276	0.043	12	12	0.0	0.0	13.622	B	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
C - Water St (E)		Entry	1	1	A	12	3	-	-	-	-	12	12	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	72	18	-	-	-	72	77	0.0	0.0	0.000	A	
			2	1	A	400	100	-	-	-	400	412	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	522	130	-	-	-	522	522	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	626	157	-	-	-	626	635	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	3	0.68	278	228	0.012	3	2	0.0	0.0	5.029	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
		2	1	A	626	157	-	-	-	626	635	0.0	0.0	0.000	A		
				B	3	0.68	-	-	-	3	2	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	626	157	-	-	-	626	634	0.0	0.0	0.000	A	
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (E)	Entry	1	1	A	522	130	-	-	-	522	522	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	66	17	-	-	-	66	66	0.0	0.0	0.000	A	
					C	430	108	-	-	-	430	428	0.0	0.0	0.000	A	
	B - Green Park St	Entry	1	1	A	4	1	365	220	0.018	4	4	0.0	0.0	12.600	B	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	92	23	716	592	0.156	91	94	0.2	0.2	6.952	A	
	C - Afan Way (W)	Entry	1	1	A	562	140	-	-	-	562	567	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	65	16	759	615	0.105	65	66	0.1	0.0	6.412	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
						B	30	7	-	-	-	30	31	0.0	0.0	0.000	A
						C	535	134	-	-	-	535	541	0.0	0.0	0.000	A
B - Water St		Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	93	23	770	609	0.153	94	94	0.1	0.1	6.932	A	
			2	1	A	14	4	459	254	0.056	14	14	0.0	0.1	12.849	B	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
C - Water St (E)		Entry	1	1	A	14	4	-	-	-	14	14	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	93	23	-	-	-	93	94	0.0	0.0	0.026	A	
			2	1	A	482	121	-	-	-	482	480	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	

16:15 - 16:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0.0	0.0	0.000	A		
					C	649	162	-	-	-	649	645	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0.0	0.0	0.000	A		
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	793	198	-	-	-	793	783	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	2	0.62	425	324	0.008	3	3	0.0	0.0	6.412	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	793	198	-	-	-	793	783	0.0	0.0	0.000	A	
					B	2	0.62	-	-	-	2	3	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	793	198	-	-	-	793	784	0.0	0.0	0.000	A	
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
	C - Afan Way (E)	Entry	1	1	A	649	162	-	-	-	649	645	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	78	20	-	-	-	78	79	0.0	0.0	0.000	A	
					C	530	133	-	-	-	530	525	0.0	0.0	0.000	A	
	B - Green Park St	Entry	1	1	A	6	2	414	211	0.030	6	6	0.3	0.0	12.973	B	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	118	30	716	564	0.209	118	120	0.3	0.3	8.415	A	
	C - Afan Way (W)	Entry	1	1	A	707	177	-	-	-	707	702	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				B	86	22	759	585	0.148	86	79	0.0	0.2	7.513	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
						B	38	9	-	-	-	38	39	0.0	0.0	0.000	A
						C	675	169	-	-	-	675	672	0.0	0.0	0.000	A
B - Water St		Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	109	27	770	563	0.193	108	111	0.1	0.3	7.829	A	
			2	A	17	4	473	213	0.082	17	17	0.1	0.1	16.995	C		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
2		1	A	17	4	-	-	-	17	17	0.0	0.0	0.012	A			
			B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			
			C	109	27	-	-	-	109	112	0.0	0.0	0.086	A			
C - Water St (E)		Entry	1	1	A	592	148	-	-	-	592	587	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	2		A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			
			B	165	41	771	560	0.294	164	161	0.1	0.4	8.756	A			
			C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			
2	1	A	592	148	-	-	-	592	587	0.0	0.0	0.009	A				
		B	165	41	-	-	-	165	162	0.0	0.0	0.031	A				
		C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A				

16:30 - 16:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	635	159	-	-	-	635	642	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	782	195	-	-	-	782	783	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	2	0.62	379	291	0.009	2	2	0.0	0.0	6.419	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	782	195	-	-	-	782	783	0.0	0.0	0.000	A	
				B	2	0.62	-	-	-	2	2	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	782	195	-	-	-	782	784	0.0	0.0	0.000	A	
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
	C - Afan Way (E)	Entry	1	1	A	635	159	-	-	-	635	642	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	77	19	-	-	-	77	81	0.0	0.0	0.000	A	
					C	515	129	-	-	-	515	525	0.0	0.0	0.000	A	
	B - Green Park St	Entry	1	1	A	5	1	442	224	0.022	5	6	0.3	0.0	15.487	C	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	119	30	716	567	0.210	120	117	0.3	0.2	8.611	A	
	C - Afan Way (W)	Entry	1	1	A	697	174	-	-	-	697	702	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				B	85	21	759	588	0.144	85	81	0.2	0.1	6.992	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
						B	36	9	-	-	-	36	37	0.0	0.0	0.000	A
						C	666	166	-	-	-	666	673	0.0	0.0	0.000	A
B - Water St		Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	114	29	770	571	0.200	114	112	0.3	0.2	8.365	A	
			2	A	18	4	468	210	0.084	17	17	0.1	0.1	20.121	C		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
C - Water St (E)		Entry	1	1	A	18	4	-	-	-	18	17	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	114	29	-	-	-	114	112	0.0	0.0	0.048	A	
			2	A	575	144	-	-	-	575	589	0.0	0.0	0.000	A		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0.0	0.0	0.000	A		
					C	524	131	-	-	-	524	527	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	642	161	-	-	-	642	641	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0.83	0.21	209	166	0.005	0.83	1	0.0	0.0	5.691	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	642	161	-	-	-	642	641	0.0	0.0	0.000	A	
				B	0.83	0.21	-	-	-	0.83	1	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	642	161	-	-	-	642	641	0.0	0.0	0.000	A	
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
	C - Afan Way (E)	Entry	1	1	A	524	131	-	-	-	524	527	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	65	16	-	-	-	65	67	0.0	0.0	0.000	A	
					C	431	108	-	-	-	431	431	0.0	0.0	0.000	A	
	B - Green Park St	Entry	1	1	A	4	1	370	218	0.019	4	4	0.3	0.0	14.365	B	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	93	23	716	593	0.157	93	96	0.3	0.2	7.572	A	
	C - Afan Way (W)	Entry	1	1	A	575	144	-	-	-	575	576	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				B	67	17	759	616	0.109	68	65	0.1	0.1	6.803	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
						B	30	8	-	-	-	30	30	0.0	0.0	0.000	A
						C	549	137	-	-	-	549	551	0.0	0.0	0.000	A
B - Water St		Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	90	22	770	603	0.149	89	92	0.2	0.1	6.919	A	
			2	A	15	4	454	245	0.063	16	15	0.1	0.0	16.437	C		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
C - Water St (E)		Entry	1	1	A	15	4	-	-	-	15	15	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	90	22	-	-	-	90	92	0.0	0.0	0.018	A	
			2	A	480	120	-	-	-	480	482	0.0	0.0	0.000	A		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	455	114	-	-	-	455	450	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	546	137	-	-	-	546	542	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	2	0.45	263	216	0.008	2	2	0.0	0.0	5.925	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	546	137	-	-	-	546	542	0.0	0.0	0.000	A
				B	2	0.45	-	-	-	2	2	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	546	137	-	-	-	546	543	0.0	0.0	0.000	A
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (E)	Entry	1	1	A	455	114	-	-	-	455	450	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	55	14	-	-	-	55	54	0.0	0.0	0.000	A
					C	372	93	-	-	-	372	368	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A	2	0.62	326	211	0.012	2	3	0.2	0.0	11.905	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	84	21	716	610	0.138	84	82	0.2	0.2	6.973	A
	C - Afan Way (W)	Entry	1	1	A	490	122	-	-	-	490	486	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	56	14	759	636	0.088	55	55	0.1	0.1	6.168	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	490	122	-	-	-	490	486	0.0	0.0	0.000	A
				B	56	14	-	-	-	56	56	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	27	7	-	-	-	27	26	0.0	0.0	0.000	A
					C	465	116	-	-	-	465	466	0.0	0.0	0.000	A
	B - Water St	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	74	19	770	628	0.118	75	77	0.1	0.1	6.538	A
			2	A	12	3	440	271	0.045	13	12	0.0	0.0	12.629	B	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	2	1	A	12	3	-	-	-	12	12	0.0	0.0	0.029	A		
		B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			
		C	74	19	-	-	-	74	77	0.0	0.0	0.007	A			
	C - Water St (E)	Entry	1	1	A	414	104	-	-	-	414	410	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	107	27	771	620	0.172	107	109	0.3	0.2	7.087	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
2			1	A	414	104	-	-	-	414	410	0.0	0.0	0.000	A	
			B	107	27	-	-	-	107	109	0.0	0.0	0.000	A		
			C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		

# 2024 Base, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	4 - Water St / Afan Way - B - Water St - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	ATS / Afan Way	T-Junction	Two-way	Two-way	Two-way		0.01	A
2	ALDI / Afan Way	T-Junction	Two-way	Two-way	Two-way		0.00	A
3	Green Park St / Afan Way	T-Junction	Two-way	Two-way	Two-way		1.12	A
4	Water St / Afan Way	T-Junction	Two-way	Two-way	Two-way		1.77	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.76	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

### Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - ATS / Afan Way	A - Afan Way (E)	2	A	Simple (vertical queueing)	Normal	0	100.00	
	B - ATS	1	A	Simple (vertical queueing)	Normal	0	100.00	
2 - ALDI / Afan Way	C - Afan Way (E)	3	C	Simple (vertical queueing)	Normal	0	100.00	
	A - Afan Way (E)	4	A	Simple (vertical queueing)	Normal	0	100.00	
3 - Green Park St / Afan Way	C - Afan Way (W)	2	C	Simple (vertical queueing)	Normal	0	100.00	
	A - Afan Way (W)	3	A	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - ATS / Afan Way	A - Afan Way (E)	✓				
	B - ATS		ONE HOUR	✓	1	100.000
	C - Afan Way (W)		ONE HOUR	✓	718	100.000
2 - ALDI / Afan Way	A - Afan Way (W)	✓				
	B - ALDI		ONE HOUR	✓	0	100.000
	C - Afan Way (E)	✓				
3 - Green Park St / Afan Way	A - Afan Way (E)	✓				
	B - Green Park St		ONE HOUR	✓	113	100.000
	C - Afan Way (W)	✓				
4 - Water St / Afan Way	A - Afan Way (W)	✓				
	B - Water St		ONE HOUR	✓	120	100.000
	C - Water St (E)		ONE HOUR	✓	683	100.000

## Origin-Destination Data

Demand (Veh/hr)

From		To		
		A - Afan Way (E)	B - ATS	C - Afan Way (W)
1 - ATS / Afan Way	A - Afan Way (E)	0	0	589
	B - ATS	0	0	1
	C - Afan Way (W)	716	2	0

Demand (Veh/hr)

From		To		
		A - Afan Way (W)	B - ALDI	C - Afan Way (E)
2 - ALDI / Afan Way	A - Afan Way (W)	0	0	716
	B - ALDI	0	0	0
	C - Afan Way (E)	589	0	0

Demand (Veh/hr)

From		To		
		A - Afan Way (E)	B - Green Park St	C - Afan Way (W)
3 - Green Park St / Afan Way	A - Afan Way (E)	0	74	481
	B - Green Park St	5	0	108
	C - Afan Way (W)	641	75	0

Demand (Veh/hr)

From		To		
		A - Afan Way (W)	B - Water St	C - Water St (E)
4 - Water St / Afan Way	A - Afan Way (W)	0	34	612
	B - Water St	16	0	104
	C - Water St (E)	539	144	0

## Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Afan Way (E)	B - ATS	C - Afan Way (W)
From	A - Afan Way (E)	0	0	0
	B - ATS	0	0	0
	C - Afan Way (W)	1	0	0

Heavy Vehicle Percentages

		To		
		A - Afan Way (W)	B - ALDI	C - Afan Way (E)
From	A - Afan Way (W)	0	0	1
	B - ALDI	0	0	0
	C - Afan Way (E)	0	0	0

Heavy Vehicle Percentages

		To		
		A - Afan Way (E)	B - Green Park St	C - Afan Way (W)
From	A - Afan Way (E)	0	0	0
	B - Green Park St	0	0	0
	C - Afan Way (W)	1	0	0

Heavy Vehicle Percentages

		To		
		A - Afan Way (W)	B - Water St	C - Water St (E)
From	A - Afan Way (W)	0	3	1
	B - Water St	0	0	0
	C - Water St (E)	0	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - ATS / Afan Way	A - Afan Way (E)	0.00	0.0	A	538	806
	B - ATS	0.00	0.0	A	0	0
	C - Afan Way (W)	0.02	0.0	A	654	981
2 - ALDI / Afan Way	A - Afan Way (W)	0.00	0.0	A	652	979
	B - ALDI	0.00	0.0	A	0	0
	C - Afan Way (E)	0.00	0.0	A	538	806
3 - Green Park St / Afan Way	A - Afan Way (E)	0.00	0.0	A	508	762
	B - Green Park St	8.73	0.3	A	104	156
	C - Afan Way (W)	0.78	0.2	A	652	978
4 - Water St / Afan Way	A - Afan Way (W)	0.00	0.0	A	589	884
	B - Water St	10.03	0.4	B	109	163
	C - Water St (E)	2.02	0.6	A	621	932

Main Results for each time segment

15:45 - 16:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	440	110	440	446	541	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	2	0.0	0.0	0.000	A
	C - Afan Way (W)	543	136	543	549	440	0.0	0.0	0.022	A
2 - ALDI / Afan Way	A - Afan Way (W)	541	135	541	547	440	0.0	0.0	0.000	A
	B - ALDI	0	0	0	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	440	110	440	446	541	0.0	0.0	0.000	A
3 - Green Park St / Afan Way	A - Afan Way (E)	417	104	417	422	490	0.0	0.0	0.000	A
	B - Green Park St	87	22	86	86	115	0.0	0.3	6.949	A
	C - Afan Way (W)	541	135	542	546	440	0.0	0.1	0.690	A
4 - Water St / Afan Way	A - Afan Way (W)	490	122	490	492	417	0.0	0.0	0.000	A
	B - Water St	89	22	89	91	134	0.0	0.2	7.534	A
	C - Water St (E)	512	128	512	519	540	0.0	0.2	1.487	A

16:00 - 16:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	521	130	521	525	629	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	2	0.0	0.0	0.000	A
	C - Afan Way (W)	631	158	631	648	521	0.0	0.0	0.014	A
2 - ALDI / Afan Way	A - Afan Way (W)	629	157	629	646	521	0.0	0.0	0.000	A
	B - ALDI	0	0	0	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	521	130	521	525	629	0.0	0.0	0.000	A
3 - Green Park St / Afan Way	A - Afan Way (E)	499	125	499	498	567	0.0	0.0	0.000	A
	B - Green Park St	97	24	96	98	136	0.3	0.3	7.570	A
	C - Afan Way (W)	629	157	629	645	521	0.1	0.1	0.633	A
4 - Water St / Afan Way	A - Afan Way (W)	567	142	567	584	499	0.0	0.0	0.000	A
	B - Water St	107	27	106	109	158	0.2	0.2	8.134	A
	C - Water St (E)	608	152	610	612	627	0.2	0.3	1.677	A



16:15 - 16:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	647	162	647	647	783	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	2	0.0	0.0	0.000	A
	C - Afan Way (W)	786	196	786	801	647	0.0	0.0	0.020	A
2 - ALDI / Afan Way	A - Afan Way (W)	783	196	783	799	647	0.0	0.0	0.000	A
	B - ALDI	0	0	0	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	647	162	647	647	783	0.0	0.0	0.000	A
3 - Green Park St / Afan Way	A - Afan Way (E)	603	151	603	606	707	0.0	0.0	0.000	A
	B - Green Park St	131	33	130	127	163	0.3	0.3	8.656	A
	C - Afan Way (W)	783	196	784	797	647	0.1	0.1	0.769	A
4 - Water St / Afan Way	A - Afan Way (W)	707	177	707	720	603	0.0	0.0	0.000	A
	B - Water St	121	30	122	129	190	0.2	0.2	8.958	A
	C - Water St (E)	738	184	737	748	773	0.3	0.5	1.841	A

16:30 - 16:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	638	160	638	649	796	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	2	0.0	0.0	0.000	A
	C - Afan Way (W)	797	199	797	801	638	0.0	0.0	0.010	A
2 - ALDI / Afan Way	A - Afan Way (W)	795	199	795	799	638	0.0	0.0	0.001	A
	B - ALDI	0	0	0	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	638	160	638	649	795	0.0	0.0	0.000	A
3 - Green Park St / Afan Way	A - Afan Way (E)	601	150	601	610	722	0.0	0.0	0.000	A
	B - Green Park St	123	31	122	124	158	0.3	0.3	8.726	A
	C - Afan Way (W)	796	199	795	799	638	0.1	0.2	0.784	A
4 - Water St / Afan Way	A - Afan Way (W)	722	181	722	723	601	0.0	0.0	0.000	A
	B - Water St	134	34	134	128	196	0.2	0.4	10.025	B
	C - Water St (E)	741	185	740	752	799	0.5	0.6	2.022	A

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	537	134	537	534	639	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	2	0.0	0.0	0.000	A
	C - Afan Way (W)	641	160	641	652	537	0.0	0.0	0.020	A
2 - ALDI / Afan Way	A - Afan Way (W)	639	160	639	649	537	0.0	0.0	0.000	A
	B - ALDI	0	0	0	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	537	134	537	534	639	0.0	0.0	0.000	A
3 - Green Park St / Afan Way	A - Afan Way (E)	509	127	509	501	575	0.0	0.0	0.000	A
	B - Green Park St	100	25	100	104	136	0.3	0.2	7.423	A
	C - Afan Way (W)	639	160	639	650	537	0.2	0.2	0.753	A
4 - Water St / Afan Way	A - Afan Way (W)	575	144	575	585	509	0.0	0.0	0.000	A
	B - Water St	110	28	110	111	156	0.4	0.3	8.585	A
	C - Water St (E)	617	154	617	620	637	0.6	0.3	1.780	A

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	442	111	442	444	526	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	2	0.0	0.0	0.000	A
	C - Afan Way (W)	528	132	528	538	442	0.0	0.0	0.016	A
2 - ALDI / Afan Way	A - Afan Way (W)	526	132	526	535	442	0.0	0.0	0.000	A
	B - ALDI	0	0	0	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	442	111	442	444	526	0.0	0.0	0.000	A
3 - Green Park St / Afan Way	A - Afan Way (E)	422	105	422	421	476	0.0	0.0	0.000	A
	B - Green Park St	84	21	83	82	112	0.2	0.2	7.310	A
	C - Afan Way (W)	526	132	525	534	442	0.2	0.1	0.620	A
4 - Water St / Afan Way	A - Afan Way (W)	476	119	476	486	422	0.0	0.0	0.000	A
	B - Water St	92	23	90	93	127	0.3	0.3	7.363	A
	C - Water St (E)	513	128	513	521	530	0.3	0.2	1.488	A

### Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

#### Lanes: Main Results for each time segment

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	440	440	446	0.0	0.0	0.000	A
		Exit	1	1		541	541	547	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
		Exit	1	1		2	2	2	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	541	541	547	0.0	0.0	0.000	A
			2	2	B	2	2	2	0.0	0.0	6.750	A
		Exit	2	1	(A, B)	543	543	549	0.0	0.0	0.000	A
			1	1		440	440	446	0.0	0.0	0.000	A
	2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	541	541	547	0.0	0.0	0.000
Exit			1	1		440	440	446	0.0	0.0	0.000	A
B - ALDI		Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
		Exit	1	2	A	0	0	0	0.0	0.0	0.000	A
C - Afan Way (E)		Entry	1	1	A	440	440	446	0.0	0.0	0.000	A
			2	1	(A, B)	440	440	446	0.0	0.0	0.000	A
		Exit	1	1		541	541	547	0.0	0.0	0.002	A
			1	1		440	440	446	0.0	0.0	0.000	A
3 - Green Park St / Afan Way		A - Afan Way (E)	Entry	1	1	B, C	417	417	422	0.0	0.0	0.000
	Exit		1	1		490	490	492	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A, C	87	86	86	0.0	0.3	6.949	A
		Exit	1	1		115	115	116	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	485	485	488	0.0	0.0	0.000	A
			2	2	B	57	57	59	0.0	0.1	6.336	A
		Exit	2	1	(A, B)	541	541	547	0.0	0.0	0.001	A
			1	1		440	440	446	0.0	0.0	0.000	A
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	490	490	492	0.0	0.0	0.000
Exit			1	1		417	417	422	0.0	0.0	0.000	A
B - Water St		Entry	1	1	C	74	75	78	0.0	0.1	6.635	A
			2	2	A	14	14	13	0.0	0.0	12.843	B
		Exit	2	1	(A, C)	89	89	92	0.0	0.0	0.006	A
			1	1		134	134	137	0.0	0.0	0.000	A
C - Water St (E)		Entry	1	1	A	403	403	409	0.0	0.0	0.000	A
			2	2	B	109	110	110	0.0	0.2	7.062	A
		Exit	2	1	(A, B)	512	512	519	0.0	0.0	0.000	A
	1		1		540	540	543	0.0	0.0	0.000	A	

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	521	521	525	0.0	0.0	0.000	A
		Exit	1	1		629	629	646	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
		Exit	1	1		2	2	2	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	629	629	646	0.0	0.0	0.000	A
			2	2	B	2	2	2	0.0	0.0	5.327	A
		Exit	2	1	(A, B)	631	631	648	0.0	0.0	0.000	A
			1	1		521	521	525	0.0	0.0	0.000	A
	2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	629	629	646	0.0	0.0	0.000
Exit			1	1		521	521	525	0.0	0.0	0.000	A
B - ALDI		Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
		Exit	1	2	A	0	0	0	0.0	0.0	0.000	A
C - Afan Way (E)		Entry	1	1	A	521	521	525	0.0	0.0	0.000	A
			2	1	(A, B)	521	521	525	0.0	0.0	0.000	A
		Exit	1	1		629	629	646	0.0	0.0	0.000	A
			1	1		499	499	498	0.0	0.0	0.000	A
3 - Green Park St / Afan Way		A - Afan Way (E)	Entry	1	1	B, C	567	567	582	0.0	0.0	0.000
	Exit		1	1		97	96	98	0.3	0.3	7.570	A
	B - Green Park St	Entry	1	1	A, C	136	136	134	0.0	0.0	0.000	A
		Exit	1	1		564	564	578	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	65	65	67	0.1	0.1	6.031	A
			2	1	(A, B)	629	629	645	0.0	0.0	0.000	A
		Exit	1	1		521	521	525	0.0	0.0	0.000	A
			1	1		567	567	584	0.0	0.0	0.000	A
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	567	567	584	0.0	0.0	0.000
Exit			1	1		499	499	498	0.0	0.0	0.000	A
B - Water St		Entry	1	1	C	94	93	95	0.1	0.2	7.069	A
			2	2	A	14	13	14	0.0	0.1	15.134	C
		Exit	2	1	(A, C)	107	107	109	0.0	0.0	0.017	A
			1	1		158	158	161	0.0	0.0	0.000	A
C - Water St (E)		Entry	1	1	A	486	486	484	0.0	0.0	0.000	A
			2	2	B	123	125	128	0.2	0.3	8.095	A
		Exit	2	1	(A, B)	608	608	612	0.0	0.0	0.003	A
	1		1		627	627	646	0.0	0.0	0.000	A	

16:15 - 16:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	647	647	647	0.0	0.0	0.000	A	
		Exit	1	1		783	783	799	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A	
		Exit	1	1		2	2	3	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	783	783	799	0.0	0.0	0.000	A	
			2	1	B	2	2	3	0.0	0.0	6.271	A	
		Exit	1	1	(A, B)	786	786	801	0.0	0.0	0.000	A	
	2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	783	783	799	0.0	0.0	0.000	A
			Exit	1	1		647	647	647	0.0	0.0	0.000	A
B - ALDI		Entry	1	1	C	0	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0.0	0.0	0.000	A	
C - Afan Way (E)		Entry	1	1	A	647	647	647	0.0	0.0	0.000	A	
			2	1	B	0	0	0	0.0	0.0	0.000	A	
		Exit	1	1	(A, B)	647	647	647	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way		A - Afan Way (E)	Entry	1	1	B, C	603	603	606	0.0	0.0	0.000	A
			Exit	1	1		707	707	719	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A, C	131	130	127	0.3	0.3	8.656	A	
			Exit	1	1		163	163	165	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	702	702	714	0.0	0.0	0.000	A	
			2	1	B	82	83	84	0.1	0.1	7.233	A	
		Exit	1	1	(A, B)	783	783	798	0.0	0.0	0.003	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	707	707	720	0.0	0.0	0.000	A
			Exit	1	1		603	603	606	0.0	0.0	0.000	A
B - Water St		Entry	1	1	C	104	106	112	0.2	0.2	7.798	A	
			2	1	A	16	16	17	0.1	0.1	16.088	C	
		Exit	1	1	(A, C)	121	121	129	0.0	0.0	0.076	A	
C - Water St (E)		Entry	1	1	A	190	190	201	0.0	0.0	0.000	A	
			2	1	B	587	587	589	0.0	0.0	0.000	A	
		Exit	1	1	(A, B)	151	150	158	0.3	0.5	8.763	A	

16:30 - 16:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	638	638	649	0.0	0.0	0.000	A	
		Exit	1	1		796	796	799	0.0	0.0	0.001	A	
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A	
			Exit	1	1		2	2	2	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	796	796	799	0.0	0.0	0.000	A	
			2	1	B	2	2	2	0.0	0.0	4.938	A	
		Exit	1	1	(A, B)	797	797	801	0.0	0.0	0.000	A	
	2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	795	795	799	0.0	0.0	0.001	A
			Exit	1	1		638	638	649	0.0	0.0	0.000	A
B - ALDI		Entry	1	1	C	0	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0.0	0.0	0.000	A	
C - Afan Way (E)		Entry	1	1	A	0	0	0	0.0	0.0	0.000	A	
			2	1	B	638	638	649	0.0	0.0	0.000	A	
		Exit	1	1	(A, B)	638	638	649	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way		A - Afan Way (E)	Entry	1	1	B, C	601	601	610	0.0	0.0	0.000	A
			Exit	1	1		722	722	722	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A, C	123	122	124	0.3	0.3	8.726	A	
			Exit	1	1		158	158	162	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	718	718	717	0.0	0.0	0.000	A	
			2	1	B	78	77	83	0.1	0.2	7.473	A	
		Exit	1	1	(A, B)	796	796	799	0.0	0.0	0.004	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	722	722	723	0.0	0.0	0.000	A
			Exit	1	1		601	601	610	0.0	0.0	0.000	A
B - Water St		Entry	1	1	C	118	117	111	0.2	0.3	8.419	A	
			2	1	A	17	17	16	0.1	0.1	19.959	C	
		Exit	1	1	(A, C)	134	134	129	0.0	0.0	0.117	A	
C - Water St (E)		Entry	1	1	A	196	196	197	0.0	0.0	0.000	A	
			2	1	B	584	584	593	0.0	0.0	0.000	A	
		Exit	1	1	(A, B)	156	156	159	0.5	0.6	9.703	A	

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	537	537	534	0.0	0.0	0.000	A
		Exit	1	1		639	639	650	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
		Exit	1	1		2	2	2	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	639	639	650	0.0	0.0	0.000	A
			2	1	B	2	2	2	0.0	0.0	7.366	A
		Exit	1	1	(A, B)	641	641	652	0.0	0.0	0.001	A
			1	1		537	537	534	0.0	0.0	0.000	A
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	639	639	649	0.0	0.0	0.000	A
		Exit	1	1		537	537	534	0.0	0.0	0.000	A
	B - ALDI	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	Entry	1	1	A	537	537	534	0.0	0.0	0.000	A
			2	1	B	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, B)	537	537	534	0.0	0.0	0.000	A
			1	1		639	639	649	0.0	0.0	0.001	A
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	509	509	501	0.0	0.0	0.000	A
		Exit	1	1		575	575	584	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A, C	100	100	104	0.3	0.2	7.423	A
			Exit	1	1		136	136	136	0.0	0.0	0.000
	C - Afan Way (W)	Entry	1	1	A	570	570	579	0.0	0.0	0.000	A
			2	1	B	70	70	71	0.2	0.2	6.857	A
		Exit	1	1	(A, B)	639	639	650	0.0	0.0	0.001	A
			1	1		537	537	534	0.0	0.0	0.000	A
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	575	575	585	0.0	0.0	0.000	A
		Exit	1	1		509	509	501	0.0	0.0	0.000	A
	B - Water St	Entry	1	1	C	93	93	96	0.3	0.2	7.368	A
			2	1	A	17	17	15	0.1	0.1	15.861	C
		Exit	1	1	(A, C)	110	110	110	0.0	0.0	0.057	A
			1	1		156	156	166	0.0	0.0	0.000	A
	C - Water St (E)	Entry	1	1	A	492	492	486	0.0	0.0	0.000	A
			2	1	B	125	125	135	0.6	0.3	8.436	A
Exit		1	1	(A, B)	617	617	619	0.0	0.0	0.000	A	
		1	1		637	637	649	0.0	0.0	0.000	A	

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	442	442	444	0.0	0.0	0.000	A
		Exit	1	1		526	526	536	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
		Exit	1	1		2	2	2	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	526	526	536	0.0	0.0	0.000	A
			2	1	B	2	2	2	0.0	0.0	5.412	A
		Exit	1	1	(A, B)	528	528	538	0.0	0.0	0.000	A
			1	1		442	442	444	0.0	0.0	0.000	A
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	526	526	535	0.0	0.0	0.000	A
		Exit	1	1		442	442	444	0.0	0.0	0.000	A
	B - ALDI	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	Entry	1	1	A	442	442	444	0.0	0.0	0.000	A
			2	1	B	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, B)	442	442	444	0.0	0.0	0.000	A
			1	1		526	526	535	0.0	0.0	0.000	A
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	422	422	421	0.0	0.0	0.000	A
		Exit	1	1		476	476	484	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A, C	84	83	82	0.2	0.2	7.310	A
			Exit	1	1		112	112	110	0.0	0.0	0.000
	C - Afan Way (W)	Entry	1	1	A	471	471	480	0.0	0.0	0.000	A
			2	1	B	55	54	54	0.2	0.1	6.089	A
		Exit	1	1	(A, B)	526	526	534	0.0	0.0	0.000	A
			1	1		442	442	444	0.0	0.0	0.000	A
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	476	476	486	0.0	0.0	0.000	A
		Exit	1	1		422	422	421	0.0	0.0	0.000	A
	B - Water St	Entry	1	1	C	80	78	80	0.2	0.3	6.272	A
			2	1	A	12	12	13	0.1	0.1	13.776	B
		Exit	1	1	(A, C)	92	92	93	0.0	0.0	0.025	A
			1	1		127	127	139	0.0	0.0	0.000	A
	C - Water St (E)	Entry	1	1	A	410	410	408	0.0	0.0	0.000	A
			2	1	B	103	103	113	0.3	0.2	7.007	A
Exit		1	1	(A, B)	513	513	521	0.0	0.0	0.000	A	
		1	1		530	530	540	0.0	0.0	0.000	A	

Lane movements: Main Results for each time segment

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0.0	0.0	0.000	A	
					C	440	110	-	-	-	440	446	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	541	135	-	-	-	541	547	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	2	0.46	272	226	0.008	2	2	0.0	0.0	6.750	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	A	541	135	-	-	-	541	547	0.0	0.0	0.000	A	
				B	2	0.46	-	-	-	2	2	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	541	135	-	-	-	541	547	0.0	0.0	0.000	A
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	Entry	1	1	A	440	110	-	-	-	440	446	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	58	14	-	-	-	58	58	0.0	0.0	0.000	A
					C	359	90	-	-	-	359	364	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A	5	1	376	247	0.021	5	4	0.0	0.0	10.219	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	82	21	716	612	0.134	81	82	0.0	0.2	6.777	A
	C - Afan Way (W)	Entry	1	1	A	485	121	-	-	-	485	488	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	57	14	759	639	0.089	57	59	0.0	0.1	6.336	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	A	485	121	-	-	-	485	488	0.0	0.0	0.000	A	
				B	57	14	-	-	-	57	59	0.0	0.0	0.012	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	25	6	-	-	-	25	28	0.0	0.0	0.000	A
					C	465	116	-	-	-	465	465	0.0	0.0	0.000	A
	B - Water St	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	74	19	771	630	0.118	75	78	0.0	0.1	6.635	A
			2	1	A	14	4	468	290	0.050	14	13	0.0	0.0	12.843	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	A	14	4	-	-	-	14	13	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	74	19	-	-	-	74	78	0.0	0.0	0.007	A	
	C - Water St (E)	Entry	1	1	A	403	101	-	-	-	403	409	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
2			1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	109	27	771	625	0.175	110	110	0.0	0.2	7.062	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
2	1	A	403	101	-	-	-	403	409	0.0	0.0	0.000	A			
		B	109	27	-	-	-	109	111	0.0	0.0	0.000	A			
		C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0.0	0.0	0.000	A		
					C	521	130	-	-	-	521	525	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	629	157	-	-	-	629	646	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	2	0.46	297	243	0.008	2	2	0.0	0.0	5.327	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
		2	1	A	629	157	-	-	-	629	646	0.0	0.0	0.000	A		
				B	2	0.46	-	-	-	2	2	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	629	157	-	-	-	629	646	0.0	0.0	0.000	A	
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (E)	Entry	1	1	A	521	130	-	-	-	521	525	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	70	18	-	-	-	70	67	0.0	0.0	0.000	A	
					C	429	107	-	-	-	429	431	0.0	0.0	0.000	A	
	B - Green Park St	Entry	1	1	A	4	0.88	376	222	0.016	3	4	0.3	0.0	10.772	B	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	94	23	716	592	0.158	92	94	0.3	0.3	7.429	A	
	C - Afan Way (W)	Entry	1	1	A	564	141	-	-	-	564	578	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	65	16	759	616	0.106	65	67	0.1	0.1	6.031	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
						B	34	8	-	-	-	34	32	0.0	0.0	0.000	A
						C	533	133	-	-	-	533	552	0.0	0.0	0.000	A
B - Water St		Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	94	23	771	604	0.155	93	95	0.1	0.2	7.069	A	
			2	1	A	14	3	452	250	0.054	13	14	0.0	0.1	15.134	C	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
C - Water St (E)		Entry	1	1	A	14	3	-	-	-	14	14	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	94	23	-	-	-	94	95	0.0	0.0	0.020	A	
			2	1	A	486	121	-	-	-	486	484	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	

16:15 - 16:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0.0	0.0	0.000	A		
					C	647	162	-	-	-	647	647	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0.0	0.0	0.000	A		
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	783	196	-	-	-	783	799	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	2	0.59	323	245	0.010	2	3	0.0	0.0	6.271	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
		2	1	A	783	196	-	-	-	783	799	0.0	0.0	0.000	A		
				B	2	0.59	-	-	-	2	3	0.0	0.0	0.015	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	783	196	-	-	-	783	799	0.0	0.0	0.000	A	
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (E)	Entry	1	1	A	647	162	-	-	-	647	647	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	80	20	-	-	-	80	81	0.0	0.0	0.000	A	
					C	522	131	-	-	-	522	525	0.0	0.0	0.000	A	
	B - Green Park St	Entry	1	1	A	6	1	382	186	0.031	6	5	0.3	0.0	16.310	C	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	125	31	716	565	0.222	125	122	0.3	0.3	8.325	A	
	C - Afan Way (W)	Entry	1	1	A	702	175	-	-	-	702	714	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	82	20	759	585	0.140	83	84	0.1	0.1	7.233	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
						B	40	10	-	-	-	40	42	0.0	0.0	0.000	A
						C	667	167	-	-	-	667	678	0.0	0.0	0.000	A
B - Water St		Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	104	26	771	569	0.184	106	112	0.2	0.2	7.798	A	
			2	1	A	16	4	463	209	0.077	16	17	0.1	0.1	16.088	C	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
C - Water St (E)		Entry	1	1	A	16	4	-	-	-	16	17	0.0	0.0	0.067	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	104	26	-	-	-	104	112	0.0	0.0	0.078	A	
			2	1	A	587	147	-	-	-	587	589	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A				
		B	151	38	771	558	0.271	150	158	0.3	0.5	8.763	A				
		C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A				

16:30 - 16:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	638	160	-	-	-	638	649	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	796	199	-	-	-	796	799	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	2	0.42	272	206	0.008	2	2	0.0	0.0	4.938	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
		2	1	A	796	199	-	-	-	796	799	0.0	0.0	0.000	A		
				B	2	0.42	-	-	-	2	2	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	795	199	-	-	-	795	799	0.0	0.0	0.001	A	
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (E)	Entry	1	1	A	638	160	-	-	-	638	649	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	80	20	-	-	-	80	80	0.0	0.0	0.000	A	
					C	520	130	-	-	-	520	530	0.0	0.0	0.000	A	
	B - Green Park St	Entry	1	1	A	5	1	388	192	0.024	4	5	0.3	0.0	14.527	B	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	118	30	716	568	0.208	118	119	0.3	0.3	8.474	A	
	C - Afan Way (W)	Entry	1	1	A	718	179	-	-	-	718	717	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	78	19	759	585	0.133	77	83	0.1	0.2	7.473	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
						B	40	10	-	-	-	40	38	0.0	0.0	0.000	A
						C	682	170	-	-	-	682	685	0.0	0.0	0.000	A
B - Water St		Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	118	29	771	564	0.208	117	111	0.2	0.3	8.419	A	
			2	1	A	17	4	468	209	0.080	17	16	0.1	0.1	19.959	C	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
C - Water St (E)		Entry	1	1	A	17	4	-	-	-	17	17	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	118	29	-	-	-	118	112	0.0	0.0	0.134	A	
			2	1	A	584	146	-	-	-	584	593	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A				
		B	156	39	771	556	0.281	156	159	0.5	0.6	9.703	A				
		C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A				
		2	1	A	584	146	-	-	-	584	593	0.0	0.0	0.001	A		
				B	157	39	-	-	-	156	159	0.0	0.0	0.007	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		



16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0.0	0.0	0.000	A		
					C	537	134	-	-	-	537	534	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	639	160	-	-	-	639	650	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	2	0.49	263	211	0.009	2	2	0.0	0.0	7.366	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	639	160	-	-	-	639	650	0.0	0.0	0.000	A	
				B	2	0.49	-	-	-	2	2	0.0	0.0	0.093	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	639	160	-	-	-	639	649	0.0	0.0	0.000	A	
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
	C - Afan Way (E)	Entry	1	1	A	537	134	-	-	-	537	534	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	66	16	-	-	-	66	66	0.0	0.0	0.000	A	
					C	443	111	-	-	-	443	435	0.0	0.0	0.000	A	
	B - Green Park St	Entry	1	1	A	6	1	394	227	0.025	6	5	0.3	0.0	11.636	B	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	95	24	716	588	0.161	94	99	0.3	0.2	7.208	A	
	C - Afan Way (W)	Entry	1	1	A	570	142	-	-	-	570	579	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				B	70	17	759	612	0.114	70	71	0.2	0.2	6.857	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
						B	31	8	-	-	-	31	31	0.0	0.0	0.000	A
						C	544	136	-	-	-	544	554	0.0	0.0	0.000	A
B - Water St		Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	93	23	771	601	0.155	93	96	0.3	0.2	7.368	A	
			2	A	17	4	463	250	0.068	17	15	0.1	0.1	15.861	C		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
2		1	A	17	4	-	-	-	17	15	0.0	0.0	0.010	A			
		B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A				
		C	93	23	-	-	-	93	95	0.0	0.0	0.065	A				
C - Water St (E)		Entry	1	1	A	492	123	-	-	-	492	486	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	2		A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			
			B	125	31	771	599	0.209	125	135	0.6	0.3	8.436	A			
			C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			
2	1	A	492	123	-	-	-	492	486	0.0	0.0	0.000	A				
	B	125	31	-	-	-	125	133	0.0	0.0	0.000	A					
	C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A					

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0.0	0.0	0.000	A	
					C	442	111	-	-	-	442	444	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	526	132	-	-	-	526	536	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	2	0.39	272	223	0.007	2	2	0.0	0.0	5.412	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	526	132	-	-	-	526	536	0.0	0.0	0.000	A
				B	2	0.39	-	-	-	2	2	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	526	132	-	-	-	526	535	0.0	0.0	0.000	A
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (E)	Entry	1	1	A	442	111	-	-	-	442	444	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
2	1	A	442	111	-	-	-	442	444	0.0	0.0	0.000	A			
	B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A				
	C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A				
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	58	15	-	-	-	58	56	0.0	0.0	0.000	A
					C	364	91	-	-	-	364	366	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A	4	1	358	230	0.018	4	4	0.2	0.0	10.777	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	80	20	716	613	0.130	79	78	0.2	0.2	7.142	A
	C - Afan Way (W)	Entry	1	1	A	471	118	-	-	-	471	480	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	55	14	759	639	0.086	54	54	0.2	0.1	6.089	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	471	118	-	-	-	471	480	0.0	0.0	0.000	A
				B	55	14	-	-	-	55	54	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	24	6	-	-	-	24	26	0.0	0.0	0.000	A
					C	452	113	-	-	-	452	460	0.0	0.0	0.000	A
	B - Water St	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	80	20	771	634	0.126	78	80	0.2	0.3	6.272	A
			2	A	12	3	463	288	0.043	12	13	0.1	0.1	13.776	B	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	2	1	A	12	3	-	-	-	12	13	0.0	0.0	0.000	A		
		B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			
		C	80	20	-	-	-	80	80	0.0	0.0	0.029	A			
	C - Water St (E)	Entry	1	1	A	410	102	-	-	-	410	408	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	103	26	771	624	0.165	103	113	0.3	0.2	7.007	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
2			1	A	410	102	-	-	-	410	408	0.0	0.0	0.000	A	
			B	103	26	-	-	-	103	113	0.0	0.0	0.001	A		
			C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		

# 2029 Base, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	4 - Water St / Afan Way - B - Water St - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	ATS / Afan Way	T-Junction	Two-way	Two-way	Two-way		0.01	A
2	ALDI / Afan Way	T-Junction	Two-way	Two-way	Two-way		0.00	A
3	Green Park St / Afan Way	T-Junction	Two-way	Two-way	Two-way		1.22	A
4	Water St / Afan Way	T-Junction	Two-way	Two-way	Two-way		1.75	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.78	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2029 Base	PM	ONE HOUR	15:45	17:15	15	✓

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

### Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - ATS / Afan Way	A - Afan Way (E)	2	A	Simple (vertical queueing)	Normal	0	100.00	
	B - ATS	1	A	Simple (vertical queueing)	Normal	0	100.00	
2 - ALDI / Afan Way	C - Afan Way (E)	3	C	Simple (vertical queueing)	Normal	0	100.00	
	A - Afan Way (E)	4	A	Simple (vertical queueing)	Normal	0	100.00	
3 - Green Park St / Afan Way	C - Afan Way (W)	2	C	Simple (vertical queueing)	Normal	0	100.00	
	A - Afan Way (W)	3	A	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - ATS / Afan Way	A - Afan Way (E)	✓				
	B - ATS		ONE HOUR	✓	1	100.000
	C - Afan Way (W)		ONE HOUR	✓	748	100.000
2 - ALDI / Afan Way	A - Afan Way (W)	✓				
	B - ALDI		ONE HOUR	✓	0	100.000
	C - Afan Way (E)	✓				
3 - Green Park St / Afan Way	A - Afan Way (E)	✓				
	B - Green Park St		ONE HOUR	✓	118	100.000
	C - Afan Way (W)	✓				
4 - Water St / Afan Way	A - Afan Way (W)	✓				
	B - Water St		ONE HOUR	✓	125	100.000
	C - Water St (E)		ONE HOUR	✓	713	100.000

## Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Afan Way (E)	B - ATS	C - Afan Way (W)
1 - ATS / Afan Way	From			
	A - Afan Way (E)	0	0	615
	B - ATS	0	0	1
	C - Afan Way (W)	746	2	0

Demand (Veh/hr)

		To		
		A - Afan Way (W)	B - ALDI	C - Afan Way (E)
2 - ALDI / Afan Way	From			
	A - Afan Way (W)	0	0	746
	B - ALDI	0	0	0
	C - Afan Way (E)	615	0	0

Demand (Veh/hr)

		To		
		A - Afan Way (E)	B - Green Park St	C - Afan Way (W)
3 - Green Park St / Afan Way	From			
	A - Afan Way (E)	0	77	502
	B - Green Park St	5	0	113
	C - Afan Way (W)	669	78	0

Demand (Veh/hr)

		To		
		A - Afan Way (W)	B - Water St	C - Water St (E)
4 - Water St / Afan Way	From			
	A - Afan Way (W)	0	36	638
	B - Water St	17	0	108
	C - Water St (E)	562	151	0

## Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Afan Way (E)	B - ATS	C - Afan Way (W)
1 - ATS / Afan Way	From			
	A - Afan Way (E)	0	0	0
	B - ATS	0	0	0
	C - Afan Way (W)	1	0	0

Heavy Vehicle Percentages

		To		
		A - Afan Way (W)	B - ALDI	C - Afan Way (E)
2 - ALDI / Afan Way	From			
	A - Afan Way (W)	0	0	1
	B - ALDI	0	0	0
	C - Afan Way (E)	0	0	0

Heavy Vehicle Percentages

		To		
		A - Afan Way (E)	B - Green Park St	C - Afan Way (W)
3 - Green Park St / Afan Way	From			
	A - Afan Way (E)	0	0	0
	B - Green Park St	0	0	0
	C - Afan Way (W)	1	0	0

Heavy Vehicle Percentages

		To		
		A - Afan Way (W)	B - Water St	C - Water St (E)
4 - Water St / Afan Way	From			
	A - Afan Way (W)	0	3	1
	B - Water St	0	0	0
	C - Water St (E)	0	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - ATS / Afan Way	A - Afan Way (E)	0.00	0.0	A	564	846
	B - ATS	0.00	0.0	A	0	0
	C - Afan Way (W)	0.02	0.0	A	684	1026
2 - ALDI / Afan Way	A - Afan Way (W)	0.00	0.0	A	682	1024
	B - ALDI	0.00	0.0	A	0	0
	C - Afan Way (E)	0.00	0.0	A	564	846
3 - Green Park St / Afan Way	A - Afan Way (E)	0.00	0.0	A	531	796
	B - Green Park St	9.61	0.5	A	110	165
	C - Afan Way (W)	0.82	0.1	A	682	1024
4 - Water St / Afan Way	A - Afan Way (W)	0.00	0.0	A	619	928
	B - Water St	10.21	0.4	B	115	172
	C - Water St (E)	1.95	0.6	A	654	982

Main Results for each time segment

15:45 - 16:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	469	117	469	467	550	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	1	0.0	0.0	0.000	A
	C - Afan Way (W)	551	138	551	570	469	0.0	0.0	0.013	A
2 - ALDI / Afan Way	A - Afan Way (W)	550	138	550	569	469	0.0	0.0	0.000	A
	B - ALDI	0	0	0	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	469	117	469	467	550	0.0	0.0	0.000	A
3 - Green Park St / Afan Way	A - Afan Way (E)	438	109	438	438	499	0.0	0.0	0.000	A
	B - Green Park St	91	23	91	90	111	0.0	0.1	7.393	A
	C - Afan Way (W)	550	138	550	568	469	0.0	0.1	0.618	A
4 - Water St / Afan Way	A - Afan Way (W)	499	125	499	515	438	0.0	0.0	0.000	A
	B - Water St	87	22	87	90	146	0.0	0.2	7.942	A
	C - Water St (E)	547	137	545	543	548	0.0	0.3	1.546	A

16:00 - 16:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	540	135	540	545	661	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	2	0.0	0.0	0.000	A
	C - Afan Way (W)	664	166	663	676	540	0.0	0.0	0.020	A
2 - ALDI / Afan Way	A - Afan Way (W)	661	165	661	676	540	0.0	0.0	0.000	A
	B - ALDI	0	0	0	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	540	135	540	545	661	0.0	0.0	0.000	A
3 - Green Park St / Afan Way	A - Afan Way (E)	515	129	515	518	597	0.0	0.0	0.000	A
	B - Green Park St	103	26	105	104	145	0.1	0.2	8.144	A
	C - Afan Way (W)	661	165	662	675	540	0.1	0.1	0.672	A
4 - Water St / Afan Way	A - Afan Way (W)	597	149	597	609	515	0.0	0.0	0.000	A
	B - Water St	114	28	115	111	167	0.2	0.2	8.555	A
	C - Water St (E)	633	158	632	639	663	0.3	0.3	1.617	A

16:15 - 16:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	676	169	676	681	819	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	2	0.0	0.0	0.000	A
	C - Afan Way (W)	821	205	821	835	676	0.0	0.0	0.015	A
2 - ALDI / Afan Way	A - Afan Way (W)	819	205	819	831	676	0.0	0.0	0.000	A
	B - ALDI	0	0	0	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	676	169	676	681	820	0.0	0.0	0.000	A
3 - Green Park St / Afan Way	A - Afan Way (E)	633	158	633	641	744	0.0	0.0	0.000	A
	B - Green Park St	137	34	135	130	170	0.2	0.5	8.747	A
	C - Afan Way (W)	819	205	821	831	676	0.1	0.1	0.812	A
4 - Water St / Afan Way	A - Afan Way (W)	744	186	744	753	633	0.0	0.0	0.000	A
	B - Water St	135	34	136	139	197	0.2	0.4	10.214	B
	C - Water St (E)	776	194	775	793	825	0.3	0.6	1.913	A

16:30 - 16:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	680	170	680	682	830	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	2	0.0	0.0	0.000	A
	C - Afan Way (W)	832	208	832	840	680	0.0	0.0	0.019	A
2 - ALDI / Afan Way	A - Afan Way (W)	830	208	830	838	680	0.0	0.0	0.000	A
	B - ALDI	0	0	0	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	680	170	680	682	830	0.0	0.0	0.000	A
3 - Green Park St / Afan Way	A - Afan Way (E)	641	160	641	643	748	0.0	0.0	0.000	A
	B - Green Park St	128	32	129	129	174	0.5	0.2	9.612	A
	C - Afan Way (W)	830	208	831	838	680	0.1	0.1	0.825	A
4 - Water St / Afan Way	A - Afan Way (W)	748	187	748	757	641	0.0	0.0	0.000	A
	B - Water St	138	34	139	138	202	0.4	0.4	10.129	B
	C - Water St (E)	787	197	786	792	830	0.6	0.5	1.945	A

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	552	138	552	554	671	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	2	0.0	0.0	0.000	A
	C - Afan Way (W)	673	168	673	683	552	0.0	0.0	0.017	A
2 - ALDI / Afan Way	A - Afan Way (W)	671	168	671	680	552	0.0	0.0	0.000	A
	B - ALDI	0	0	0	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	552	138	552	554	671	0.0	0.0	0.000	A
3 - Green Park St / Afan Way	A - Afan Way (E)	512	128	512	520	614	0.0	0.0	0.000	A
	B - Green Park St	113	28	113	108	129	0.2	0.2	8.222	A
	C - Afan Way (W)	671	168	671	679	552	0.1	0.1	0.731	A
4 - Water St / Afan Way	A - Afan Way (W)	614	153	614	617	512	0.0	0.0	0.000	A
	B - Water St	117	29	117	113	163	0.4	0.3	9.090	A
	C - Water St (E)	627	157	627	643	684	0.5	0.3	1.732	A

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	469	117	469	464	563	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	2	0.0	0.0	0.000	A
	C - Afan Way (W)	564	141	565	572	469	0.0	0.0	0.021	A
2 - ALDI / Afan Way	A - Afan Way (W)	563	141	563	571	469	0.0	0.0	0.000	A
	B - ALDI	0	0	0	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	469	117	469	464	563	0.0	0.0	0.000	A
3 - Green Park St / Afan Way	A - Afan Way (E)	446	112	446	440	510	0.0	0.0	0.000	A
	B - Green Park St	85	21	85	89	115	0.2	0.2	6.979	A
	C - Afan Way (W)	563	141	563	571	469	0.1	0.1	0.659	A
4 - Water St / Afan Way	A - Afan Way (W)	510	127	510	514	446	0.0	0.0	0.000	A
	B - Water St	98	25	98	96	150	0.3	0.2	7.722	A
	C - Water St (E)	555	139	555	545	567	0.3	0.3	1.508	A

### Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

#### Lanes: Main Results for each time segment

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	469	469	467	0.0	0.0	0.000	A	
		Exit	1	1		550	550	569	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A	
		Exit	1	1		1	1	1	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	550	550	569	0.0	0.0	0.000	A	
			2	1	B	1	1	1	0.0	0.0	6.078	A	
		Exit	1	1	(A, B)	551	551	570	0.0	0.0	0.000	A	
			1	1		469	469	467	0.0	0.0	0.000	A	
	2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	550	550	569	0.0	0.0	0.000	A
			Exit	1	1		469	469	467	0.0	0.0	0.000	A
B - ALDI		Entry	1	1	C	0	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0.0	0.0	0.000	A	
C - Afan Way (E)		Entry	1	1	A	469	469	467	0.0	0.0	0.000	A	
			2	1	(A, B)	469	469	467	0.0	0.0	0.000	A	
		Exit	1	1		550	550	569	0.0	0.0	0.000	A	
			1	1		469	469	467	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way		A - Afan Way (E)	Entry	1	1	B, C	438	438	438	0.0	0.0	0.000	A
			Exit	1	1		499	499	514	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A, C	91	91	90	0.0	0.1	7.393	A	
			Exit	1	1		111	111	114	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	495	495	511	0.0	0.0	0.000	A	
			2	1	B	55	55	57	0.0	0.1	6.061	A	
		Exit	1	1	(A, B)	550	550	568	0.0	0.0	0.000	A	
			1	1		469	469	467	0.0	0.0	0.000	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	499	499	515	0.0	0.0	0.000	A
			Exit	1	1		438	438	438	0.0	0.0	0.000	A
B - Water St		Entry	1	1	C	76	76	78	0.0	0.1	7.000	A	
			2	1	A	11	11	12	0.0	0.0	14.134	B	
		Exit	1	1	(A, C)	87	87	90	0.0	0.0	0.019	A	
			1	1		146	146	145	0.0	0.0	0.000	A	
C - Water St (E)		Entry	1	1	A	427	427	426	0.0	0.0	0.000	A	
			2	1	B	120	119	117	0.0	0.3	7.214	A	
		Exit	1	1	(A, B)	547	547	544	0.0	0.0	0.000	A	
			1	1		548	548	565	0.0	0.0	0.000	A	

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	540	540	545	0.0	0.0	0.000	A	
		Exit	1	1		661	661	674	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A	
			Exit	1	1		2	2	2	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	661	661	674	0.0	0.0	0.000	A	
			2	1	B	2	2	2	0.0	0.0	7.019	A	
		Exit	1	1	(A, B)	664	664	676	0.0	0.0	0.000	A	
			1	1		540	540	545	0.0	0.0	0.000	A	
	2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	661	661	676	0.0	0.0	0.000	A
			Exit	1	1		540	540	545	0.0	0.0	0.000	A
B - ALDI		Entry	1	1	C	0	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0.0	0.0	0.000	A	
C - Afan Way (E)		Entry	1	1	A	540	540	545	0.0	0.0	0.000	A	
			2	1	(A, B)	540	540	545	0.0	0.0	0.000	A	
		Exit	1	1		661	661	676	0.0	0.0	0.000	A	
			1	1		515	515	518	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way		A - Afan Way (E)	Entry	1	1	B, C	597	597	609	0.0	0.0	0.000	A
			Exit	1	1		103	105	104	0.1	0.2	8.144	A
	B - Green Park St	Entry	1	1	A	591	591	605	0.0	0.0	0.000	A	
			2	1	B	70	70	70	0.1	0.1	6.434	A	
	C - Afan Way (W)	Entry	1	1	(A, B)	661	661	675	0.0	0.0	0.001	A	
			2	1		540	540	545	0.0	0.0	0.000	A	
		Exit	1	1		597	597	609	0.0	0.0	0.000	A	
			1	1		515	515	518	0.0	0.0	0.000	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	597	597	609	0.0	0.0	0.000	A
			Exit	1	1		515	515	518	0.0	0.0	0.000	A
B - Water St		Entry	1	1	C	97	98	95	0.1	0.2	7.461	A	
			2	1	A	17	17	17	0.0	0.0	14.778	B	
		Exit	1	1	(A, C)	114	114	111	0.0	0.0	0.010	A	
			1	1		167	167	171	0.0	0.0	0.000	A	
C - Water St (E)		Entry	1	1	A	497	497	501	0.0	0.0	0.000	A	
			2	1	B	135	135	138	0.3	0.3	7.619	A	
		Exit	1	1	(A, B)	633	633	639	0.0	0.0	0.000	A	
			1	1		663	663	671	0.0	0.0	0.000	A	

16:15 - 16:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	676	676	681	0.0	0.0	0.000	A	
		Exit	1	1		819	819	832	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A	
		Exit	1	1		2	2	2	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	819	819	832	0.0	0.0	0.000	A	
			2	1	B	2	2	2	0.0	0.0	5.893	A	
		Exit	1	1	(A, B)	821	821	835	0.0	0.0	0.000	A	
			2	1		676	676	681	0.0	0.0	0.000	A	
	2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	819	819	831	0.0	0.0	0.000	A
			Exit	1	1		676	676	681	0.0	0.0	0.000	A
B - ALDI		Entry	1	1	C	0	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0.0	0.0	0.000	A	
Exit		1	1		0	0	0	0.0	0.0	0.000	A		
		2	1		676	676	681	0.0	0.0	0.000	A		
C - Afan Way (E)		Entry	1	2	A	676	676	681	0.0	0.0	0.000	A	
			2	1	B	0	0	0	0.0	0.0	0.000	A	
		Exit	1	1	(A, B)	676	676	681	0.0	0.0	0.000	A	
			2	1		819	820	831	0.0	0.0	0.002	A	
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	633	633	641	0.0	0.0	0.000	A	
		Exit	1	1		744	744	752	0.0	0.0	0.000	A	
	B - Green Park St	Entry	1	1	A, C	137	135	130	0.2	0.5	8.747	A	
			Exit	1	1		170	170	170	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	738	738	746	0.0	0.0	0.000	A	
			2	1	B	82	84	85	0.1	0.1	7.828	A	
		Exit	1	1	(A, B)	819	820	832	0.0	0.0	0.003	A	
			2	1		676	676	681	0.0	0.0	0.000	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	744	744	753	0.0	0.0	0.000	A
			Exit	1	1		633	633	641	0.0	0.0	0.000	A
B - Water St		Entry	1	1	C	116	115	120	0.2	0.3	8.026	A	
			2	1	A	20	20	20	0.0	0.1	22.621	C	
		Exit	1	1	(A, C)	135	135	141	0.0	0.0	0.087	A	
			2	1		197	197	211	0.0	0.0	0.000	A	
C - Water St (E)		Entry	1	1	A	613	613	621	0.0	0.0	0.000	A	
			2	1	B	164	163	172	0.3	0.6	8.898	A	
		Exit	1	1	(A, B)	776	776	794	0.0	0.0	0.004	A	
			2	1		825	825	834	0.0	0.0	0.000	A	

16:30 - 16:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	680	680	682	0.0	0.0	0.000	A	
		Exit	1	1		830	830	838	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A	
		Exit	1	1		2	2	2	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	830	830	838	0.0	0.0	0.000	A	
			2	1	B	2	2	2	0.0	0.0	6.879	A	
		Exit	1	1	(A, B)	832	832	840	0.0	0.0	0.000	A	
			2	1		680	680	682	0.0	0.0	0.000	A	
	2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	830	830	838	0.0	0.0	0.000	A
			Exit	1	1		680	680	682	0.0	0.0	0.000	A
B - ALDI		Entry	1	1	C	0	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0.0	0.0	0.000	A	
Exit		1	1		0	0	0	0.0	0.0	0.000	A		
		2	1		680	680	682	0.0	0.0	0.000	A		
C - Afan Way (E)		Entry	1	2	A	680	680	682	0.0	0.0	0.000	A	
			2	1	B	0	0	0	0.0	0.0	0.000	A	
		Exit	1	1	(A, B)	680	680	682	0.0	0.0	0.000	A	
			2	1		830	830	838	0.0	0.0	0.004	A	
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	641	641	643	0.0	0.0	0.000	A	
		Exit	1	1		748	748	756	0.0	0.0	0.000	A	
	B - Green Park St	Entry	1	1	A, C	128	129	129	0.5	0.2	9.612	A	
			Exit	1	1		174	174	172	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	743	743	750	0.0	0.0	0.000	A	
			2	1	B	87	89	87	0.1	0.1	7.805	A	
		Exit	1	1	(A, B)	830	830	838	0.0	0.0	0.004	A	
			2	1		680	680	682	0.0	0.0	0.000	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	748	748	757	0.0	0.0	0.000	A
			Exit	1	1		641	641	643	0.0	0.0	0.000	A
B - Water St		Entry	1	1	C	123	123	120	0.3	0.3	8.518	A	
			2	1	A	15	17	17	0.1	0.1	20.475	C	
		Exit	1	1	(A, C)	138	138	137	0.0	0.0	0.117	A	
			2	1		202	202	207	0.0	0.0	0.000	A	
C - Water St (E)		Entry	1	1	A	625	625	626	0.0	0.0	0.000	A	
			2	1	B	162	161	167	0.6	0.5	9.318	A	
		Exit	1	1	(A, B)	787	787	792	0.0	0.0	0.020	A	
			2	1		830	830	836	0.0	0.0	0.000	A	

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	552	552	554	0.0	0.0	0.000	A	
		Exit	1	1		671	671	681	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A	
		Exit	1	1		2	2	2	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	671	671	681	0.0	0.0	0.000	A	
			2	1	B	2	2	2	0.0	0.0	6.153	A	
		Exit	1	1	(A, B)	673	673	683	0.0	0.0	0.000	A	
	2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	671	671	680	0.0	0.0	0.000	A
			Exit	1	1		552	552	554	0.0	0.0	0.000	A
B - ALDI		Entry	1	1	C	0	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0.0	0.0	0.000	A	
C - Afan Way (E)		Entry	1	1	A	552	552	554	0.0	0.0	0.000	A	
			2	1	B	0	0	0	0.0	0.0	0.000	A	
		Exit	1	1	(A, B)	552	552	554	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way		A - Afan Way (E)	Entry	1	1	B, C	512	512	520	0.0	0.0	0.000	A
			Exit	1	1		614	614	616	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A, C	113	113	108	0.2	0.2	8.222	A	
			Exit	1	1		129	129	138	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	608	608	610	0.0	0.0	0.000	A	
			2	1	B	63	63	69	0.1	0.1	7.131	A	
		Exit	1	1	(A, B)	671	671	679	0.0	0.0	0.002	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	614	614	617	0.0	0.0	0.000	A
			Exit	1	1		512	512	520	0.0	0.0	0.000	A
B - Water St		Entry	1	1	C	103	102	97	0.3	0.3	7.812	A	
			2	1	A	14	15	16	0.1	0.0	16.608	C	
		Exit	1	1	(A, C)	117	117	113	0.0	0.0	0.024	A	
C - Water St (E)		Entry	1	1	A	163	163	174	0.0	0.0	0.000	A	
			2	1	B	497	497	504	0.0	0.0	0.000	A	
		Exit	1	1	(A, B)	131	130	139	0.5	0.3	8.182	A	

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	469	469	464	0.0	0.0	0.000	A	
		Exit	1	1		563	563	570	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A	
			Exit	1	1		2	2	1	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	563	563	570	0.0	0.0	0.000	A	
			2	1	B	2	2	1	0.0	0.0	8.610	A	
		Exit	1	1	(A, B)	564	564	572	0.0	0.0	0.000	A	
	2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	563	563	571	0.0	0.0	0.000	A
			Exit	1	1		469	469	464	0.0	0.0	0.000	A
B - ALDI		Entry	1	1	C	0	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0.0	0.0	0.000	A	
C - Afan Way (E)		Entry	1	1	A	0	0	0	0.0	0.0	0.000	A	
			2	1	B	469	469	464	0.0	0.0	0.000	A	
		Exit	1	1	(A, B)	469	469	464	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way		A - Afan Way (E)	Entry	1	1	B, C	446	446	440	0.0	0.0	0.000	A
			Exit	1	1		510	510	514	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A, C	85	85	89	0.2	0.2	6.979	A	
			Exit	1	1		115	115	121	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	507	507	511	0.0	0.0	0.000	A	
			2	1	B	56	57	60	0.1	0.1	6.200	A	
		Exit	1	1	(A, B)	563	563	571	0.0	0.0	0.000	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	510	510	514	0.0	0.0	0.000	A
			Exit	1	1		446	446	440	0.0	0.0	0.000	A
B - Water St		Entry	1	1	C	85	84	83	0.3	0.2	6.802	A	
			2	1	A	14	14	13	0.0	0.1	13.123	B	
		Exit	1	1	(A, C)	98	98	96	0.0	0.0	0.024	A	
C - Water St (E)		Entry	1	1	A	150	150	147	0.0	0.0	0.000	A	
			2	1	B	433	433	426	0.0	0.0	0.000	A	
		Exit	1	1	(A, B)	122	122	119	0.3	0.3	7.039	A	



Lane movements: Main Results for each time segment

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	0	0	0	0	0.000	0	0.0	0.0	0.000	A	
					C	469	117	-	-	-	469	467	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	550	138	-	-	-	550	569	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	1	0.27	178	147	0.007	1	1	0.0	0.0	6.078	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
2		1	A	550	138	-	-	-	550	569	0.0	0.0	0.000	A		
			B	1	0.27	-	-	-	1	1	0.0	0.0	0.000	A		
			C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	550	138	-	-	-	550	569	0.0	0.0	0.000	A
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	Entry	1	1	A	469	117	-	-	-	469	467	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
2			1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	57	14	-	-	-	57	57	0.0	0.0	0.000	A
					C	381	95	-	-	-	381	381	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A	3	0.86	304	196	0.018	4	3	0.0	0.0	12.148	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	88	22	716	607	0.145	88	86	0.0	0.1	7.203	A
	C - Afan Way (W)	Entry	1	1	A	495	124	-	-	-	495	511	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	55	14	759	633	0.087	55	57	0.0	0.1	6.061	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	27	7	-	-	-	27	28	0.0	0.0	0.000	A
					C	472	118	-	-	-	472	487	0.0	0.0	0.000	A
	B - Water St	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	76	19	770	623	0.122	76	78	0.0	0.1	7.000	A
			2	1	A	11	3	450	289	0.040	11	12	0.0	0.0	14.134	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Water St (E)	Entry	1	1	A	11	3	-	-	-	11	12	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	76	19	-	-	-	76	79	0.0	0.0	0.022	A
			2	1	A	427	107	-	-	-	427	426	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
			B	120	30	771	621	0.194	119	117	0.0	0.3	7.214	A		
			C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0.0	0.0	0.000	A		
					C	540	135	-	-	-	540	545	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	661	165	-	-	-	661	674	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	2	0.59	294	235	0.010	2	2	0.0	0.0	7.019	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
		2	1	A	661	165	-	-	-	661	674	0.0	0.0	0.000	A		
				B	2	0.59	-	-	-	2	2	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	661	165	-	-	-	661	676	0.0	0.0	0.000	A	
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (E)	Entry	1	1	A	540	135	-	-	-	540	545	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	75	19	-	-	-	75	72	0.0	0.0	0.000	A	
					C	439	110	-	-	-	439	446	0.0	0.0	0.000	A	
	B - Green Park St	Entry	1	1	A	5	1	365	210	0.024	5	4	0.0	0.0	14.113	B	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	98	25	716	589	0.167	100	99	0.1	0.1	7.892	A	
	C - Afan Way (W)	Entry	1	1	A	591	148	-	-	-	591	605	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	70	18	759	611	0.115	70	70	0.1	0.1	6.434	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
						B	32	8	-	-	-	32	33	0.0	0.0	0.000	A
						C	565	141	-	-	-	565	576	0.0	0.0	0.000	A
B - Water St		Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	97	24	770	600	0.162	98	95	0.1	0.2	7.461	A	
			2	1	A	17	4	464	246	0.067	17	17	0.0	0.0	14.778	B	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
C - Water St (E)		Entry	1	1	A	17	4	-	-	-	17	16	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	97	24	-	-	-	97	95	0.0	0.0	0.012	A	
			2	1	A	497	124	-	-	-	497	501	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	

16:15 - 16:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0.0	0.0	0.000	A		
					C	676	169	-	-	-	676	681	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	819	205	-	-	-	819	832	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	2	0.39	302	231	0.007	2	2	0.0	0.0	5.893	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	819	205	-	-	-	819	832	0.0	0.0	0.000	A	
					B	2	0.39	-	-	-	2	2	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	819	205	-	-	-	819	831	0.0	0.0	0.000	A	
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
	C - Afan Way (E)	Entry	1	1	A	676	169	-	-	-	676	681	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	86	21	-	-	-	86	85	0.0	0.0	0.000	A	
					C	547	137	-	-	-	547	556	0.0	0.0	0.000	A	
	B - Green Park St	Entry	1	1	A	6	1	387	186	0.031	6	5	0.2	0.0	14.330	B	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	132	33	716	557	0.236	129	125	0.2	0.5	8.510	A	
	C - Afan Way (W)	Entry	1	1	A	738	184	-	-	-	738	746	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	82	21	759	576	0.143	84	85	0.1	0.1	7.828	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
						B	34	8	-	-	-	34	39	0.0	0.0	0.000	A
						C	710	177	-	-	-	710	714	0.0	0.0	0.000	A
B - Water St		Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	116	29	770	548	0.211	115	120	0.2	0.3	8.026	A	
			2	1	A	20	5	473	198	0.099	20	20	0.0	0.1	22.621	C	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
C - Water St (E)		Entry	1	1	A	20	5	-	-	-	20	20	0.0	0.0	0.029	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	115	29	-	-	-	116	120	0.0	0.0	0.097	A	
			2	1	A	613	153	-	-	-	613	621	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	

16:30 - 16:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0.0	0.0	0.000	A		
					C	680	170	-	-	-	680	682	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	830	208	-	-	-	830	838	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	2	0.45	364	273	0.007	2	2	0.0	0.0	6.879	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
		2	1	A	830	208	-	-	-	830	838	0.0	0.0	0.000	A		
				B	2	0.45	-	-	-	2	2	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	830	208	-	-	-	830	838	0.0	0.0	0.000	A	
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (E)	Entry	1	1	A	680	170	-	-	-	680	682	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	86	21	-	-	-	86	85	0.0	0.0	0.000	A	
					C	556	139	-	-	-	556	558	0.0	0.0	0.000	A	
	B - Green Park St	Entry	1	1	A	5	1	420	199	0.028	5	6	0.5	0.0	19.421	C	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	122	31	716	556	0.220	124	124	0.5	0.2	9.165	A	
	C - Afan Way (W)	Entry	1	1	A	743	186	-	-	-	743	750	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	87	22	759	574	0.152	89	87	0.1	0.1	7.805	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
						B	41	10	-	-	-	41	41	0.0	0.0	0.000	A
						C	707	177	-	-	-	707	716	0.0	0.0	0.000	A
B - Water St		Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	123	31	770	558	0.220	123	120	0.3	0.3	8.518	A	
			2	1	A	15	4	464	190	0.079	17	17	0.1	0.1	20.475	C	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
C - Water St (E)		Entry	1	1	A	15	4	-	-	-	15	17	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	123	31	-	-	-	123	120	0.0	0.0	0.134	A	
			2	1	A	625	156	-	-	-	625	626	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A				
		B	162	41	771	547	0.297	161	167	0.6	0.5	9.318	A				
		C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A				
		A	625	156	-	-	-	625	626	0.0	0.0	0.019	A				
		B	162	41	-	-	-	162	166	0.0	0.0	0.021	A				
		C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A				

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0.0	0.0	0.000	A		
					C	552	138	-	-	-	552	554	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	671	168	-	-	-	671	681	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	2	0.45	309	245	0.007	2	2	0.0	0.0	6.153	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	671	168	-	-	-	671	681	0.0	0.0	0.000	A	
				B	2	0.45	-	-	-	2	2	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	671	168	-	-	-	671	680	0.0	0.0	0.000	A	
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
	C - Afan Way (E)	Entry	1	1	A	552	138	-	-	-	552	554	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	66	17	-	-	-	66	69	0.0	0.0	0.000	A	
					C	446	111	-	-	-	446	452	0.0	0.0	0.000	A	
	B - Green Park St	Entry	1	1	A	5	1	431	240	0.022	6	5	0.2	0.0	16.025	C	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	108	27	716	587	0.183	107	103	0.2	0.2	7.818	A	
	C - Afan Way (W)	Entry	1	1	A	608	152	-	-	-	608	610	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				B	63	16	759	609	0.103	63	69	0.1	0.1	7.131	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
						B	32	8	-	-	-	32	34	0.0	0.0	0.000	A
						C	581	145	-	-	-	581	583	0.0	0.0	0.000	A
B - Water St		Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	103	26	770	594	0.173	102	97	0.3	0.3	7.812	A	
			2	A	14	4	459	235	0.060	15	16	0.1	0.0	16.608	C		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
C - Water St (E)		Entry	1	1	A	14	4	-	-	-	14	16	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	103	26	-	-	-	103	97	0.0	0.0	0.028	A	
			2	A	497	124	-	-	-	497	504	0.0	0.0	0.000	A		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0.0	0.0	0.000	A		
					C	469	117	-	-	-	469	464	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	563	141	-	-	-	563	570	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	2	0.45	255	210	0.008	2	1	0.0	0.0	8.610	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
		2	1	A	563	141	-	-	-	563	570	0.0	0.0	0.000	A		
				B	2	0.45	-	-	-	2	1	0.0	0.0	0.000	A		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	563	141	-	-	-	563	571	0.0	0.0	0.000	A	
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (E)	Entry	1	1	A	469	117	-	-	-	469	464	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	59	15	-	-	-	59	60	0.0	0.0	0.000	A	
					C	388	97	-	-	-	388	379	0.0	0.0	0.000	A	
	B - Green Park St	Entry	1	1	A	3	0.77	304	195	0.016	3	4	0.2	0.0	10.983	B	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	82	20	716	605	0.135	82	85	0.2	0.2	6.812	A	
	C - Afan Way (W)	Entry	1	1	A	507	127	-	-	-	507	511	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	56	14	759	633	0.088	57	60	0.1	0.1	6.200	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
						B	27	7	-	-	-	27	28	0.0	0.0	0.000	A
						C	482	121	-	-	-	482	486	0.0	0.0	0.000	A
B - Water St		Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	85	21	770	623	0.136	84	83	0.3	0.2	6.802	A	
			2	1	A	14	3	464	275	0.050	14	13	0.0	0.1	13.123	B	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
C - Water St (E)		Entry	1	1	A	14	3	-	-	-	14	14	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	85	21	-	-	-	85	82	0.0	0.0	0.028	A	
			2	1	A	433	108	-	-	-	433	426	0.0	0.0	0.000	A	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A				
		B	122	31	771	615	0.199	122	119	0.3	0.3	7.039	A				
		C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A				
		A	433	108	-	-	-	433	426	0.0	0.0	0.000	A				
		B	122	31	-	-	-	122	119	0.0	0.0	0.000	A				
		C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A				

# 2024 Base + Dev, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	4 - Water St / Afan Way - B - Water St - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	ATS / Afan Way	T-Junction	Two-way	Two-way	Two-way		0.01	A
2	ALDI / Afan Way	T-Junction	Two-way	Two-way	Two-way		1.24	A
3	Green Park St / Afan Way	T-Junction	Two-way	Two-way	Two-way		1.11	A
4	Water St / Afan Way	T-Junction	Two-way	Two-way	Two-way		1.74	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.05	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Base + Dev	PM	ONE HOUR	15:45	17:15	15	✓

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

### Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - ATS / Afan Way	A - Afan Way (E)	2	A	Simple (vertical queueing)	Normal	0	100.00	
	B - ATS	1	A	Simple (vertical queueing)	Normal	0	100.00	
2 - ALDI / Afan Way	C - Afan Way (E)	3	C	Simple (vertical queueing)	Normal	0	100.00	
	A - Afan Way (E)	4	A	Simple (vertical queueing)	Normal	0	100.00	
3 - Green Park St / Afan Way	C - Afan Way (W)	2	C	Simple (vertical queueing)	Normal	0	100.00	
	A - Afan Way (W)	3	A	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - ATS / Afan Way	A - Afan Way (E)	✓				
	B - ATS		ONE HOUR	✓	1	100.000
	C - Afan Way (W)		ONE HOUR	✓	742	100.000
2 - ALDI / Afan Way	A - Afan Way (W)	✓				
	B - ALDI		ONE HOUR	✓	98	100.000
	C - Afan Way (E)	✓				
3 - Green Park St / Afan Way	A - Afan Way (E)	✓				
	B - Green Park St		ONE HOUR	✓	113	100.000
	C - Afan Way (W)	✓				
4 - Water St / Afan Way	A - Afan Way (W)	✓				
	B - Water St		ONE HOUR	✓	120	100.000
	C - Water St (E)		ONE HOUR	✓	718	100.000

## Origin-Destination Data

**1 - ATS / Afan Way**

		To		
		A - Afan Way (E)	B - ATS	C - Afan Way (W)
From	A - Afan Way (E)	0	0	617
	B - ATS	0	0	1
	C - Afan Way (W)	740	2	0

**2 - ALDI / Afan Way**

		To		
		A - Afan Way (W)	B - ALDI	C - Afan Way (E)
From	A - Afan Way (W)	0	38	701
	B - ALDI	41	0	57
	C - Afan Way (E)	578	47	0

**3 - Green Park St / Afan Way**

		To		
		A - Afan Way (E)	B - Green Park St	C - Afan Way (W)
From	A - Afan Way (E)	0	74	516
	B - Green Park St	5	0	108
	C - Afan Way (W)	681	75	0

**4 - Water St / Afan Way**

		To		
		A - Afan Way (W)	B - Water St	C - Water St (E)
From	A - Afan Way (W)	0	34	652
	B - Water St	16	0	104
	C - Water St (E)	574	144	0

## Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Afan Way (E)	B - ATS	C - Afan Way (W)
From	A - Afan Way (E)	0	0	0
	B - ATS	0	0	0
	C - Afan Way (W)	1	0	0

Heavy Vehicle Percentages

		To		
		A - Afan Way (W)	B - ALDI	C - Afan Way (E)
From	A - Afan Way (W)	0	0	1
	B - ALDI	0	0	0
	C - Afan Way (E)	0	0	0

Heavy Vehicle Percentages

		To		
		A - Afan Way (E)	B - Green Park St	C - Afan Way (W)
From	A - Afan Way (E)	0	0	0
	B - Green Park St	0	0	0
	C - Afan Way (W)	1	0	0

Heavy Vehicle Percentages

		To		
		A - Afan Way (W)	B - Water St	C - Water St (E)
From	A - Afan Way (W)	0	3	1
	B - Water St	0	0	0
	C - Water St (E)	0	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - ATS / Afan Way	A - Afan Way (E)	0.00	0.0	A	564	847
	B - ATS	0.00	0.0	A	0	0
	C - Afan Way (W)	0.02	0.0	A	680	1019
2 - ALDI / Afan Way	A - Afan Way (W)	0.00	0.0	A	678	1017
	B - ALDI	14.78	0.4	B	87	131
	C - Afan Way (E)	0.66	0.1	A	571	857
3 - Green Park St / Afan Way	A - Afan Way (E)	0.00	0.0	A	542	813
	B - Green Park St	9.53	0.3	A	102	154
	C - Afan Way (W)	0.74	0.2	A	694	1041
4 - Water St / Afan Way	A - Afan Way (W)	0.00	0.0	A	626	940
	B - Water St	10.66	0.4	B	110	165
	C - Water St (E)	1.93	0.5	A	656	983

Main Results for each time segment

15:45 - 16:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	465	116	465	467	567	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	0.83	0.0	0.0	0.000	A
	C - Afan Way (W)	568	142	568	572	465	0.0	0.0	0.013	A
2 - ALDI / Afan Way	A - Afan Way (W)	568	142	568	570	465	0.0	0.0	0.000	A
	B - ALDI	71	18	71	73	64	0.0	0.2	9.967	A
	C - Afan Way (E)	472	118	473	472	582	0.0	0.1	0.510	A
3 - Green Park St / Afan Way	A - Afan Way (E)	450	113	450	448	523	0.0	0.0	0.000	A
	B - Green Park St	82	21	82	84	117	0.0	0.2	7.395	A
	C - Afan Way (W)	582	146	581	583	472	0.0	0.2	0.643	A
4 - Water St / Afan Way	A - Afan Way (W)	523	131	523	531	450	0.0	0.0	0.000	A
	B - Water St	87	22	88	90	126	0.0	0.2	7.940	A
	C - Water St (E)	542	136	542	545	578	0.0	0.2	1.411	A

16:00 - 16:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	553	138	553	551	663	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	2	0.0	0.0	0.000	A
	C - Afan Way (W)	665	166	665	674	553	0.0	0.0	0.015	A
2 - ALDI / Afan Way	A - Afan Way (W)	663	166	663	672	553	0.0	0.0	0.000	A
	B - ALDI	88	22	87	87	76	0.2	0.3	11.399	B
	C - Afan Way (E)	560	140	560	556	690	0.1	0.1	0.539	A
3 - Green Park St / Afan Way	A - Afan Way (E)	524	131	524	525	608	0.0	0.0	0.000	A
	B - Green Park St	102	26	103	100	138	0.2	0.3	7.606	A
	C - Afan Way (W)	680	170	679	686	560	0.2	0.2	0.706	A
4 - Water St / Afan Way	A - Afan Way (W)	608	152	608	619	524	0.0	0.0	0.000	A
	B - Water St	101	25	101	108	152	0.2	0.2	8.395	A
	C - Water St (E)	635	159	634	641	667	0.2	0.4	1.588	A



16:15 - 16:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	679	170	679	674	815	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	2	0.0	0.0	0.000	A
	C - Afan Way (W)	817	204	817	821	679	0.0	0.0	0.019	A
2 - ALDI / Afan Way	A - Afan Way (W)	815	204	815	818	679	0.0	0.0	0.000	A
	B - ALDI	107	27	107	108	92	0.3	0.4	14.784	B
	C - Afan Way (E)	685	171	685	677	836	0.1	0.1	0.628	A
3 - Green Park St / Afan Way	A - Afan Way (E)	652	163	652	644	756	0.0	0.0	0.000	A
	B - Green Park St	121	30	122	119	168	0.3	0.2	8.577	A
	C - Afan Way (W)	836	209	836	836	685	0.2	0.2	0.716	A
4 - Water St / Afan Way	A - Afan Way (W)	756	189	756	762	652	0.0	0.0	0.000	A
	B - Water St	144	36	144	136	201	0.2	0.4	9.944	A
	C - Water St (E)	792	198	793	787	839	0.4	0.5	1.927	A

16:30 - 16:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	679	170	679	677	807	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	3	0.0	0.0	0.000	A
	C - Afan Way (W)	810	202	810	828	679	0.0	0.0	0.019	A
2 - ALDI / Afan Way	A - Afan Way (W)	807	202	807	827	679	0.0	0.0	0.001	A
	B - ALDI	102	25	101	104	87	0.4	0.4	13.710	B
	C - Afan Way (E)	684	171	685	685	827	0.1	0.1	0.665	A
3 - Green Park St / Afan Way	A - Afan Way (E)	650	162	650	653	746	0.0	0.0	0.000	A
	B - Green Park St	124	31	123	121	168	0.2	0.3	9.530	A
	C - Afan Way (W)	827	207	826	845	684	0.2	0.2	0.735	A
4 - Water St / Afan Way	A - Afan Way (W)	746	187	746	765	650	0.0	0.0	0.000	A
	B - Water St	132	33	132	131	190	0.4	0.4	10.661	B
	C - Water St (E)	783	196	782	795	820	0.5	0.4	1.796	A

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	546	136	546	559	663	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	1	0.0	0.0	0.000	A
	C - Afan Way (W)	665	166	665	673	546	0.0	0.0	0.013	A
2 - ALDI / Afan Way	A - Afan Way (W)	663	166	663	671	546	0.0	0.0	0.000	A
	B - ALDI	84	21	84	87	78	0.4	0.2	11.928	B
	C - Afan Way (E)	555	139	555	566	676	0.1	0.1	0.600	A
3 - Green Park St / Afan Way	A - Afan Way (E)	527	132	527	534	614	0.0	0.0	0.000	A
	B - Green Park St	97	24	99	100	134	0.3	0.1	8.130	A
	C - Afan Way (W)	677	169	677	687	555	0.2	0.1	0.721	A
4 - Water St / Afan Way	A - Afan Way (W)	614	154	614	622	527	0.0	0.0	0.000	A
	B - Water St	107	27	107	110	158	0.4	0.2	8.384	A
	C - Water St (E)	639	160	638	650	675	0.4	0.3	1.573	A

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	465	116	465	462	552	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	0.83	0.0	0.0	0.000	A
	C - Afan Way (W)	553	138	553	564	465	0.0	0.0	0.010	A
2 - ALDI / Afan Way	A - Afan Way (W)	552	138	552	562	465	0.0	0.0	0.000	A
	B - ALDI	72	18	71	73	68	0.2	0.3	10.134	B
	C - Afan Way (E)	472	118	472	469	562	0.1	0.0	0.567	A
3 - Green Park St / Afan Way	A - Afan Way (E)	450	112	450	446	510	0.0	0.0	0.000	A
	B - Green Park St	88	22	88	85	117	0.1	0.2	7.579	A
	C - Afan Way (W)	562	141	562	576	472	0.1	0.1	0.601	A
4 - Water St / Afan Way	A - Afan Way (W)	510	128	510	525	450	0.0	0.0	0.000	A
	B - Water St	89	22	89	91	128	0.2	0.1	7.877	A
	C - Water St (E)	543	136	541	542	563	0.3	0.3	1.382	A

### Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

#### Lanes: Main Results for each time segment

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	465	465	467	0.0	0.0	0.000	A	
		Exit	1	1		567	567	570	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A	
		Exit	1	1		0.83	0.83	1	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	567	567	570	0.0	0.0	0.000	A	
			2	1	B	0.83	0.83	1	0.0	0.0	5.475	A	
		Exit	1	1	(A, B)	568	568	572	0.0	0.0	0.000	A	
			1	1		465	465	467	0.0	0.0	0.000	A	
	2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	568	568	570	0.0	0.0	0.000	A
			Exit	1	1		465	465	467	0.0	0.0	0.000	A
B - ALDI		Entry	1	1	C	45	44	44	0.0	0.1	7.995	A	
		Exit	1	1	A	27	27	30	0.0	0.1	12.829	B	
C - Afan Way (E)		Entry	1	1	A	64	64	64	0.0	0.0	0.000	A	
			2	1	B	438	438	437	0.0	0.0	0.000	A	
		Exit	1	1	(A, B)	34	35	35	0.0	0.1	6.807	A	
			1	1		472	472	472	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way		A - Afan Way (E)	Entry	1	1	B, C	450	450	448	0.0	0.0	0.000	A
			Exit	1	1		523	523	530	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A, C	82	82	84	0.0	0.2	7.395	A	
		Exit	1	1		117	117	113	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	521	521	526	0.0	0.0	0.000	A	
			2	1	B	62	60	57	0.0	0.2	6.445	A	
		Exit	1	1	(A, B)	582	582	584	0.0	0.0	0.000	A	
			1	1		472	472	472	0.0	0.0	0.000	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	523	523	531	0.0	0.0	0.000	A
			Exit	1	1		450	450	448	0.0	0.0	0.000	A
B - Water St		Entry	1	1	C	77	78	78	0.0	0.1	6.945	A	
			2	1	A	10	10	12	0.0	0.1	14.472	B	
		Exit	1	1	(A, C)	87	87	91	0.0	0.0	0.010	A	
			1	1		126	126	135	0.0	0.0	0.000	A	
C - Water St (E)		Entry	1	1	A	440	440	437	0.0	0.0	0.000	A	
			2	1	B	102	102	108	0.0	0.2	7.190	A	
		Exit	1	1	(A, B)	542	542	546	0.0	0.0	0.000	A	
			1	1		578	578	582	0.0	0.0	0.000	A	

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	553	553	551	0.0	0.0	0.000	A	
		Exit	1	1		663	663	673	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A	
		Exit	1	1		2	2	2	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	663	663	673	0.0	0.0	0.000	A	
			2	1	B	2	2	2	0.0	0.0	5.564	A	
		Exit	1	1	(A, B)	665	665	674	0.0	0.0	0.000	A	
			1	1		553	553	551	0.0	0.0	0.000	A	
	2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	663	663	672	0.0	0.0	0.000	A
			Exit	1	1		553	553	551	0.0	0.0	0.000	A
B - ALDI		Entry	1	1	C	52	51	50	0.1	0.1	8.414	A	
		Exit	1	1	A	36	35	37	0.1	0.2	15.343	C	
C - Afan Way (E)		Entry	1	1	A	76	76	77	0.0	0.0	0.000	A	
			2	1	B	518	518	514	0.0	0.0	0.000	A	
		Exit	1	1	(A, B)	42	42	42	0.1	0.1	7.165	A	
			1	1		560	560	556	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way		A - Afan Way (E)	Entry	1	1	B, C	680	680	686	0.0	0.0	0.001	A
			Exit	1	1		524	524	525	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A, C	608	608	620	0.0	0.0	0.000	A	
		Exit	1	1		102	103	100	0.2	0.3	7.606	A	
	C - Afan Way (W)	Entry	1	1	A	138	138	135	0.0	0.0	0.000	A	
			2	1	B	604	604	616	0.0	0.0	0.000	A	
		Exit	1	1	(A, B)	76	75	70	0.2	0.2	6.821	A	
			1	1		680	680	686	0.0	0.0	0.002	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	560	560	556	0.0	0.0	0.000	A
			Exit	1	1		608	608	619	0.0	0.0	0.000	A
B - Water St		Entry	1	1	C	524	524	525	0.0	0.0	0.000	A	
			2	1	A	86	86	92	0.1	0.1	7.289	A	
		Exit	1	1	(A, C)	15	15	15	0.1	0.1	14.792	B	
			1	1		101	101	108	0.0	0.0	0.027	A	
C - Water St (E)		Entry	1	1	A	152	152	161	0.0	0.0	0.000	A	
			2	1	B	509	509	510	0.0	0.0	0.000	A	
		Exit	1	1	(A, B)	126	125	131	0.2	0.4	7.838	A	
			1	1		635	635	642	0.0	0.0	0.000	A	

16:15 - 16:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	679	679	674	0.0	0.0	0.000	A	
		Exit	1	1		815	815	819	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A	
		Exit	1	1		2	2	2	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	815	815	819	0.0	0.0	0.000	A	
			2	1	B	2	2	2	0.0	0.0	7.297	A	
		Exit	1	1	(A, B)	817	817	821	0.0	0.0	0.000	A	
			2	1		679	679	674	0.0	0.0	0.000	A	
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	815	815	818	0.0	0.0	0.000	A	
		Exit	1	1		679	679	674	0.0	0.0	0.000	A	
		Entry	1	1	C	62	63	61	0.1	0.1	9.488	A	
			2	1	A	44	44	47	0.2	0.3	21.563	C	
	Exit	1	1		92	92	91	0.0	0.0	0.000	A		
		2	1	A	636	636	627	0.0	0.0	0.000	A		
	C - Afan Way (E)	Entry	1	2	B	50	50	49	0.1	0.1	8.605	A	
			2	1	(A, B)	685	685	677	0.0	0.0	0.000	A	
		Exit	1	1		836	836	837	0.0	0.0	0.000	A	
			2	1		652	652	644	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	652	652	644	0.0	0.0	0.000	A	
		Exit	1	1		756	756	759	0.0	0.0	0.000	A	
	B - Green Park St	Entry	1	1	A, C	121	122	119	0.3	0.2	8.577	A	
		Exit	1	1		168	168	163	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	751	751	754	0.0	0.0	0.000	A	
			2	1	B	85	85	81	0.2	0.2	7.312	A	
		Exit	1	1	(A, B)	836	836	835	0.0	0.0	0.002	A	
			2	1		685	685	677	0.0	0.0	0.000	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	756	756	762	0.0	0.0	0.000	A
			Exit	1	1		652	652	644	0.0	0.0	0.000	A
Entry			1	1	C	123	123	117	0.1	0.3	8.093	A	
			2	1	A	21	21	19	0.1	0.1	20.822	C	
Exit		1	1	(A, C)	144	144	137	0.0	0.0	0.072	A		
		2	1		201	201	200	0.0	0.0	0.000	A		
B - Water St		Entry	1	1	A	631	631	625	0.0	0.0	0.000	A	
			2	1	B	161	161	161	0.4	0.5	9.505	A	
		Exit	1	1	(A, B)	792	792	787	0.0	0.0	0.007	A	
			2	1		839	839	840	0.0	0.0	0.000	A	
C - Water St (E)	Entry	1	1										
	Exit	1	1										

16:30 - 16:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	679	679	677	0.0	0.0	0.000	A
		Exit	1	1		807	807	826	0.0	0.0	0.001	A
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
		Exit	1	1		3	3	2	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	807	807	826	0.0	0.0	0.001	A
			2	1	B	3	3	2	0.0	0.0	6.745	A
		Exit	1	1	(A, B)	810	810	828	0.0	0.0	0.001	A
			2	1		679	679	677	0.0	0.0	0.000	A
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	807	807	827	0.0	0.0	0.001	A
		Exit	1	1		679	679	677	0.0	0.0	0.000	A
		Entry	1	1	C	60	60	62	0.1	0.2	9.641	A
			2	1	A	41	41	42	0.3	0.2	19.732	C
	Exit	1	1		87	87	93	0.0	0.0	0.000	A	
		2	1	A	637	637	635	0.0	0.0	0.000	A	
	C - Afan Way (E)	Entry	1	2	B	47	48	50	0.1	0.1	9.101	A
			2	1	(A, B)	684	684	685	0.0	0.0	0.000	A
		Exit	1	1		827	827	846	0.0	0.0	0.003	A
			2	1		650	650	653	0.0	0.0	0.000	A
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	746	746	765	0.0	0.0	0.000	A
		Exit	1	1		124	123	121	0.2	0.3	9.530	A
	B - Green Park St	Entry	1	1	A, C	124	123	121	0.2	0.3	9.530	A
		Exit	1	1		168	168	170	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	741	741	760	0.0	0.0	0.000	A
			2	1	B	86	85	86	0.2	0.2	7.161	A
		Exit	1	1	(A, B)	827	827	845	0.0	0.0	0.002	A
			2	1		684	684	685	0.0	0.0	0.000	A
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	746	746	765	0.0	0.0	0.000	A
		Exit	1	1		650	650	653	0.0	0.0	0.000	A
		Entry	1	1	C	112	112	112	0.3	0.3	8.775	A
			2	1	A	20	21	19	0.1	0.0	21.240	C
	Exit	1	1	(A, C)	132	132	131	0.0	0.0	0.113	A	
		2	1		190	190	200	0.0	0.0	0.000	A	
	B - Water St	Entry	1	1	A	629	629	634	0.0	0.0	0.000	A
			2	1	B	154	153	161	0.5	0.4	9.012	A
		Exit	1	1	(A, B)	783	782	795	0.0	0.0	0.003	A
			2	1		820	820	838	0.0	0.0	0.000	A
C - Water St (E)	Entry	1	1									
	Exit	1	1									

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	546	546	559	0.0	0.0	0.000	A	
		Exit	1	1		663	663	671	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A	
		Exit	1	1		1	1	2	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	663	663	671	0.0	0.0	0.000	A	
			2	1	B	1	1	2	0.0	0.0	5.908	A	
		Exit	1	1	(A, B)	665	665	673	0.0	0.0	0.000	A	
			2	1		546	546	559	0.0	0.0	0.000	A	
	2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	663	663	671	0.0	0.0	0.000	A
			Exit	1	1		546	546	559	0.0	0.0	0.000	A
Entry			1	1	C	49	48	50	0.2	0.1	8.356	A	
			2	1	A	35	35	37	0.2	0.1	16.829	C	
Exit		1	1		78	78	78	0.0	0.0	0.000	A		
		2	1	A	510	510	522	0.0	0.0	0.000	A		
C - Afan Way (E)		Entry	1	2	B	44	43	43	0.1	0.1	7.802	A	
			2	1	(A, B)	555	555	566	0.0	0.0	0.000	A	
		Exit	1	1		676	676	687	0.0	0.0	0.001	A	
			2	1		527	527	534	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	527	527	534	0.0	0.0	0.000	A	
		Exit	1	1		614	614	622	0.0	0.0	0.000	A	
	B - Green Park St	Entry	1	1	A, C	97	99	100	0.3	0.1	8.130	A	
		Exit	1	1		134	134	134	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	610	610	618	0.0	0.0	0.000	A	
			2	1	B	66	67	69	0.2	0.1	7.111	A	
		Exit	1	1	(A, B)	677	677	687	0.0	0.0	0.002	A	
			2	1		555	555	566	0.0	0.0	0.000	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	614	614	622	0.0	0.0	0.000	A
			Exit	1	1		527	527	534	0.0	0.0	0.000	A
B - Water St		Entry	1	1	C	92	92	95	0.3	0.2	7.315	A	
			2	1	A	15	15	14	0.0	0.1	15.284	C	
		Exit	1	1	(A, C)	107	107	109	0.0	0.0	0.024	A	
			2	1		158	158	162	0.0	0.0	0.000	A	
C - Water St (E)		Entry	1	2	B	512	512	520	0.0	0.0	0.000	A	
			2	1	A	127	127	130	0.4	0.3	7.985	A	
		Exit	1	1	(A, B)	639	639	650	0.0	0.0	0.000	A	
			2	1		675	675	686	0.0	0.0	0.000	A	

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	465	465	462	0.0	0.0	0.000	A	
		Exit	1	1		552	552	562	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A	
		Exit	1	1		0.83	0.83	1	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	552	552	562	0.0	0.0	0.000	A	
			2	1	B	0.83	0.83	1	0.0	0.0	4.786	A	
		Exit	1	1	(A, B)	553	553	564	0.0	0.0	0.000	A	
			2	1		465	465	462	0.0	0.0	0.000	A	
	2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	552	552	562	0.0	0.0	0.000	A
			Exit	1	1		465	465	462	0.0	0.0	0.000	A
Entry			1	1	C	41	41	43	0.1	0.1	7.800	A	
			2	1	A	30	30	30	0.1	0.1	13.524	B	
Exit		1	1		68	68	65	0.0	0.0	0.000	A		
		2	1	A	435	435	432	0.0	0.0	0.000	A		
C - Afan Way (E)		Entry	1	2	B	37	37	36	0.1	0.0	7.418	A	
			2	1	(A, B)	472	472	468	0.0	0.0	0.000	A	
		Exit	1	1		562	562	576	0.0	0.0	0.000	A	
			2	1		450	450	446	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	450	450	446	0.0	0.0	0.000	A	
		Exit	1	1		510	510	524	0.0	0.0	0.000	A	
	B - Green Park St	Entry	1	1	A, C	88	88	85	0.1	0.2	7.579	A	
		Exit	1	1		117	117	115	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	506	506	520	0.0	0.0	0.000	A	
			2	1	B	56	55	56	0.1	0.1	6.132	A	
		Exit	1	1	(A, B)	562	562	576	0.0	0.0	0.000	A	
			2	1		472	472	468	0.0	0.0	0.000	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	510	510	525	0.0	0.0	0.000	A
			Exit	1	1		450	450	446	0.0	0.0	0.000	A
B - Water St		Entry	1	1	C	77	77	79	0.2	0.1	6.808	A	
			2	1	A	12	12	12	0.1	0.0	14.793	B	
		Exit	1	1	(A, C)	89	89	91	0.0	0.0	0.017	A	
			2	1		128	128	134	0.0	0.0	0.000	A	
C - Water St (E)		Entry	1	2	B	438	438	434	0.0	0.0	0.000	A	
			2	1	A	105	104	108	0.3	0.3	7.050	A	
		Exit	1	1	(A, B)	543	543	542	0.0	0.0	0.000	A	
			2	1		563	563	578	0.0	0.0	0.000	A	

Lane movements: Main Results for each time segment

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	0	0	0	0	0.000	0	0.0	0.0	0.000		
					C	465	116	-	-	-	465	467	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	567	142	-	-	-	567	570	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0.83	0.21	209	175	0.005	0.83	1	0.0	0.0	5.475	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	A	567	142	-	-	-	567	570	0.0	0.0	0.000	A	
				B	0.83	0.21	-	-	-	0.83	1	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	29	7	-	-	-	29	29	0.0	0.0	0.000	A
					C	538	135	-	-	-	538	541	0.0	0.0	0.000	A
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	45	11	665	515	0.087	44	44	0.0	0.1	7.995	A
			2	1	A	27	7	498	302	0.088	27	30	0.0	0.1	12.829	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	Entry	1	1	A	438	109	-	-	-	438	437	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	34	9	676	531	0.065	35	35	0.0	0.1	6.807	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
2	1	A	438	109	-	-	-	438	437	0.0	0.0	0.000	A			
		B	34	9	-	-	-	34	35	0.0	0.0	0.000	A			
		C	0	0	0	0	0.000	0	0	0.0	0.0	0.000				
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	57	14	-	-	-	57	56	0.0	0.0	0.000	A
					C	394	98	-	-	-	394	392	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A	3	0.68	320	201	0.014	3	4	0.0	0.0	12.830	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	80	20	716	602	0.132	79	80	0.0	0.2	7.156	A
	C - Afan Way (W)	Entry	1	1	A	521	130	-	-	-	521	526	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	62	15	759	628	0.099	60	57	0.0	0.2	6.445	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
		2	1	A	521	130	-	-	-	521	526	0.0	0.0	0.000	A	
				B	62	15	-	-	-	62	58	0.0	0.0	0.001	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	23	6	-	-	-	23	27	0.0	0.0	0.000	A
					C	500	125	-	-	-	500	504	0.0	0.0	0.000	A
	B - Water St	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	77	19	771	614	0.125	78	78	0.0	0.1	6.945	A
			2	1	A	10	3	459	276	0.038	10	12	0.0	0.1	14.472	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Water St (E)	Entry	1	1	A	10	3	-	-	-	10	12	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	77	19	-	-	-	77	79	0.0	0.0	0.012	A
			2	1	A	440	110	-	-	-	440	437	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			
		B	102	26	771	607	0.168	102	108	0.0	0.2	7.190	A			
		C	0	0	0	0	0.000	0	0	0.0	0.0	0.000				
2	1	A	440	110	-	-	-	440	437	0.0	0.0	0.000	A			
		B	102	26	-	-	-	102	109	0.0	0.0	0.000	A			
		C	0	0	0	0	0.000	0	0	0.0	0.0	0.000				

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	553	138	-	-	-	553	551	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	663	166	-	-	-	663	673	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	2	0.42	271	217	0.008	2	2	0.0	0.0	5.564	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	663	166	-	-	-	663	673	0.0	0.0	0.000	A
				B	2	0.42	-	-	-	2	2	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	34	9	-	-	-	34	36	0.0	0.0	0.000	A
					C	629	157	-	-	-	629	637	0.0	0.0	0.000	A
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	52	13	665	487	0.107	51	50	0.1	0.1	8.414	A
			2	A	36	9	498	267	0.133	35	37	0.1	0.2	15.343	C	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (E)	Entry	1	1	A	518	129	-	-	-	518	514	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	42	10	676	507	0.083	42	42	0.1	0.1	7.165	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
2	1	A	518	129	-	-	-	518	514	0.0	0.0	0.000	A			
	B	42	10	-	-	-	42	42	0.0	0.0	0.000	A				
	C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A				
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	63	16	-	-	-	63	65	0.0	0.0	0.000	A
					C	461	115	-	-	-	461	460	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A	4	0.98	365	208	0.019	4	4	0.0	0.0	11.907	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	98	25	716	583	0.169	99	96	0.2	0.2	7.419	A
	C - Afan Way (W)	Entry	1	1	A	604	151	-	-	-	604	616	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	76	19	759	608	0.125	75	70	0.2	0.2	6.821	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	2	1	A	604	151	-	-	-	604	616	0.0	0.0	0.000	A		
		B	76	19	-	-	-	76	70	0.0	0.0	0.021	A			
		C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	27	7	-	-	-	27	30	0.0	0.0	0.000	A
					C	581	145	-	-	-	581	590	0.0	0.0	0.000	A
	B - Water St	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	86	22	771	600	0.143	86	92	0.1	0.1	7.289	A
			2	A	15	4	463	245	0.062	15	15	0.1	0.1	14.792	B	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	2	1	A	15	4	-	-	-	15	15	0.0	0.0	0.000	A		
		B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			
		C	86	22	-	-	-	86	92	0.0	0.0	0.031	A			
	C - Water St (E)	Entry	1	1	A	509	127	-	-	-	509	510	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
2			A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
			B	126	32	771	589	0.215	125	131	0.2	0.4	7.838	A		
			C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
2	1	A	509	127	-	-	-	509	510	0.0	0.0	0.000	A			
	B	126	32	-	-	-	126	132	0.0	0.0	0.000	A				
	C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A				

16:15 - 16:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service		
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
					B	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
					C	679	170	-	-	-	679	674	0.0	0.0	0.000	A		
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
					B	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	815	204	-	-	-	815	819	0.0	0.0	0.000	A		
					B	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
					B	2	0.56	302	229	0.010	2	2	0.0	0.0	7.297	A		
					C	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
					B	43	11	-	-	-	43	42	0.0	0.0	0.000	A		
					C	772	193	-	-	-	772	776	0.0	0.0	0.000	A		
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
					B	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
					C	62	16	665	436	0.143	63	61	0.1	0.1	9.488	A		
			2	1	A	44	11	498	216	0.205	44	47	0.2	0.3	21.563	C		
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
	C - Afan Way (E)	Entry	1	1	A	636	159	-	-	-	636	627	0.0	0.0	0.000	A		
					B	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
2			1	A	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A	
				B	50	12	676	468	0.106	50	49	0.1	0.1	8.605	A			
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
					B	84	21	-	-	-	84	82	0.0	0.0	0.000	A		
					C	568	142	-	-	-	568	562	0.0	0.0	0.000	A		
	B - Green Park St	Entry	1	1	A	5	1	431	208	0.023	5	5	0.3	0.0	13.667	B		
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
					C	116	29	716	553	0.210	117	114	0.3	0.2	8.354	A		
	C - Afan Way (W)	Entry	1	1	A	751	188	-	-	-	751	754	0.0	0.0	0.000	A		
					B	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
					B	85	21	759	573	0.148	85	81	0.2	0.2	7.312	A		
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
					B	40	10	-	-	-	40	39	0.0	0.0	0.000	A		
					C	716	179	-	-	-	716	723	0.0	0.0	0.000	A		
	B - Water St	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
					B	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
					C	123	31	771	548	0.224	123	117	0.1	0.3	8.093	A		
			2	1	A	21	5	473	195	0.107	21	19	0.1	0.1	20.822	C		
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
					C	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
	C - Water St (E)	Entry	1	1	A	21	5	-	-	-	21	19	0.0	0.0	0.000	A		
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
					C	123	31	-	-	-	123	118	0.0	0.0	0.083	A		
2			1	A	631	158	-	-	-	631	625	0.0	0.0	0.000	A			
				B	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A	
2	1	A	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A			
		B	161	40	771	547	0.294	161	161	0.4	0.5	9.505	A					
		C	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A			
2	1	A	631	158	-	-	-	631	625	0.0	0.0	0.007	A					
		B	161	40	-	-	-	161	162	0.0	0.0	0.005	A					
		C	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A			

16:30 - 16:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	679	170	-	-	-	679	677	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	807	202	-	-	-	807	826	0.0	0.0	0.001	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	3	0.77	356	268	0.012	3	2	0.0	0.0	6.745	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	807	202	-	-	-	807	826	0.0	0.0	0.001	A
					B	3	0.77	-	-	-	3	2	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	39	10	-	-	-	39	42	0.0	0.0	0.000	A
					C	767	192	-	-	-	767	785	0.0	0.0	0.001	A
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	60	15	665	442	0.137	60	62	0.1	0.2	9.641	A
			2	A	41	10	498	220	0.187	41	42	0.3	0.2	19.732	C	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (E)	Entry	1	1	A	637	159	-	-	-	637	635	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	47	12	676	470	0.100	48	50	0.1	0.1	9.101	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	637	159	-	-	-	637	635	0.0	0.0	0.000	A
					B	47	12	-	-	-	47	50	0.0	0.0	0.006	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	83	21	-	-	-	83	84	0.0	0.0	0.000	A
					C	567	142	-	-	-	567	569	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A	5	1	392	178	0.028	5	6	0.2	0.0	18.674	C
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	119	30	716	554	0.214	118	116	0.2	0.3	9.083	A
	C - Afan Way (W)	Entry	1	1	A	741	185	-	-	-	741	760	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	86	21	759	572	0.150	85	86	0.2	0.2	7.161	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	38	9	-	-	-	38	39	0.0	0.0	0.000	A
					C	709	177	-	-	-	709	726	0.0	0.0	0.000	A
	B - Water St	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	112	28	771	556	0.201	112	112	0.3	0.3	8.775	A
			2	1	A	20	5	473	198	0.100	21	19	0.1	0.0	21.240	C
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Water St (E)	Entry	1	1	A	20	5	-	-	-	20	19	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	112	28	-	-	-	112	112	0.0	0.0	0.132	A
			2	1	A	629	157	-	-	-	629	634	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	154	38	771	549	0.280	153	161	0.5	0.4	9.012	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
2	1	A	629	157	-	-	-	629	634	0.0	0.0	0.002	A			
		B	154	38	-	-	-	154	161	0.0	0.0	0.010	A			
		C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			



16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	546	136	-	-	-	546	559	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	663	166	-	-	-	663	671	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	1	0.30	263	207	0.006	1	2	0.0	0.0	5.908	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	A	663	166	-	-	-	663	671	0.0	0.0	0.000	A	
				B	1	0.30	-	-	-	1	1	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	35	9	-	-	-	35	34	0.0	0.0	0.000	A
					C	628	157	-	-	-	628	637	0.0	0.0	0.000	A
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	49	12	665	484	0.100	48	50	0.2	0.1	8.356	A
		2	1	A	35	9	498	264	0.133	35	37	0.2	0.1	16.629	C	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (E)	Entry	1	1	A	510	128	-	-	-	510	522	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	44	11	676	505	0.088	43	43	0.1	0.1	7.802	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	67	17	-	-	-	67	65	0.0	0.0	0.000	A
					C	460	115	-	-	-	460	469	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A	4	0.95	309	171	0.022	4	4	0.3	0.0	13.794	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	93	23	716	584	0.160	95	96	0.3	0.1	7.905	A
	C - Afan Way (W)	Entry	1	1	A	610	153	-	-	-	610	618	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
2		1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
			B	66	17	759	607	0.109	67	69	0.2	0.1	7.111	A		
			C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	31	8	-	-	-	31	32	0.0	0.0	0.000	A
					C	583	146	-	-	-	583	591	0.0	0.0	0.000	A
	B - Water St	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	92	23	771	590	0.156	92	95	0.3	0.2	7.315	A
		2	1	A	15	4	459	238	0.061	15	14	0.0	0.1	15.284	C	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Water St (E)	Entry	1	1	A	15	4	-	-	-	15	14	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	92	23	-	-	-	92	95	0.0	0.0	0.028	A
		2	1	A	512	128	-	-	-	512	520	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
C - Water St (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	127	32	771	584	0.217	127	130	0.4	0.3	7.985	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	2	1	A	512	128	-	-	-	512	520	0.0	0.0	0.000	A		
			B	127	32	-	-	-	127	130	0.0	0.0	0.001	A		
			C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0.0	0.0	0.000	A	
					C	465	116	-	-	-	465	462	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	552	138	-	-	-	552	562	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0.83	0.21	209	173	0.005	0.83	1	0.0	0.0	4.786	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	A	552	138	-	-	-	552	562	0.0	0.0	0.000	A	
				B	0.83	0.21	-	-	-	0.83	1	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	31	8	-	-	-	31	29	0.0	0.0	0.000	A
					C	521	130	-	-	-	521	533	0.0	0.0	0.000	A
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	41	10	665	522	0.079	41	43	0.1	0.1	7.800	A
			2	1	A	30	8	498	308	0.099	30	30	0.1	0.1	13.524	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	Entry	1	1	A	435	109	-	-	-	435	432	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	37	9	676	535	0.069	37	36	0.1	0.0	7.418	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
2	1	A	435	109	-	-	-	435	432	0.0	0.0	0.000	A			
		B	37	9	-	-	-	37	36	0.0	0.0	0.000	A			
		C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	62	16	-	-	-	62	58	0.0	0.0	0.000	A
					C	388	97	-	-	-	388	387	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A	4	0.89	354	224	0.016	4	4	0.0	0.0	12.924	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	84	21	716	605	0.139	84	81	0.1	0.2	7.324	A
	C - Afan Way (W)	Entry	1	1	A	506	127	-	-	-	506	520	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	56	14	759	631	0.088	55	56	0.1	0.1	6.132	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	A	506	127	-	-	-	506	520	0.0	0.0	0.000	A	
				B	56	14	-	-	-	56	56	0.0	0.0	0.004	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	25	6	-	-	-	25	26	0.0	0.0	0.000	A
					C	485	121	-	-	-	485	499	0.0	0.0	0.000	A
	B - Water St	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	77	19	771	623	0.123	77	79	0.2	0.1	6.808	A
			2	1	A	12	3	449	268	0.046	12	12	0.1	0.0	14.793	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	2	1	A	12	3	-	-	-	12	12	0.0	0.0	0.000	A		
			B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
			C	77	19	-	-	-	77	79	0.0	0.0	0.019	A		
	C - Water St (E)	Entry	1	1	A	438	109	-	-	-	438	434	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
2			1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	105	26	771	614	0.171	104	108	0.3	0.3	7.050	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
2		1	A	438	109	-	-	-	438	434	0.0	0.0	0.000	A		
			B	105	26	-	-	-	105	108	0.0	0.0	0.000	A		
			C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		

# 2029 Base + Dev, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	4 - Water St / Afan Way - B - Water St - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	ATS / Afan Way	T-Junction	Two-way	Two-way	Two-way		0.01	A
2	ALDI / Afan Way	T-Junction	Two-way	Two-way	Two-way		1.28	A
3	Green Park St / Afan Way	T-Junction	Two-way	Two-way	Two-way		1.15	A
4	Water St / Afan Way	T-Junction	Two-way	Two-way	Two-way		1.71	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.06	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029 Base + Dev	PM	ONE HOUR	15:45	17:15	15	✓

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

### Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - ATS / Afan Way	A - Afan Way (E)	2	A	Simple (vertical queueing)	Normal	0	100.00	
	B - ATS	1	A	Simple (vertical queueing)	Normal	0	100.00	
2 - ALDI / Afan Way	C - Afan Way (E)	3	C	Simple (vertical queueing)	Normal	0	100.00	
	A - Afan Way (E)	4	A	Simple (vertical queueing)	Normal	0	100.00	
3 - Green Park St / Afan Way	C - Afan Way (W)	2	C	Simple (vertical queueing)	Normal	0	100.00	
	A - Afan Way (W)	3	A	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - ATS / Afan Way	A - Afan Way (E)	✓				
	B - ATS		ONE HOUR	✓	1	100.000
	C - Afan Way (W)		ONE HOUR	✓	773	100.000
2 - ALDI / Afan Way	A - Afan Way (W)	✓				
	B - ALDI		ONE HOUR	✓	98	100.000
	C - Afan Way (E)	✓				
3 - Green Park St / Afan Way	A - Afan Way (E)	✓				
	B - Green Park St		ONE HOUR	✓	118	100.000
	C - Afan Way (W)	✓				
4 - Water St / Afan Way	A - Afan Way (W)	✓				
	B - Water St		ONE HOUR	✓	125	100.000
	C - Water St (E)		ONE HOUR	✓	748	100.000

## Origin-Destination Data

Demand (Veh/hr)

From		To		
		A - Afan Way (E)	B - ATS	C - Afan Way (W)
1 - ATS / Afan Way	A - Afan Way (E)	0	0	643
	B - ATS	0	0	1
	C - Afan Way (W)	771	2	0

Demand (Veh/hr)

From		To		
		A - Afan Way (W)	B - ALDI	C - Afan Way (E)
2 - ALDI / Afan Way	A - Afan Way (W)	0	38	732
	B - ALDI	41	0	57
	C - Afan Way (E)	603	47	0

Demand (Veh/hr)

From		To		
		A - Afan Way (E)	B - Green Park St	C - Afan Way (W)
3 - Green Park St / Afan Way	A - Afan Way (E)	0	77	537
	B - Green Park St	5	0	113
	C - Afan Way (W)	709	78	0

Demand (Veh/hr)

From		To		
		A - Afan Way (W)	B - Water St	C - Water St (E)
4 - Water St / Afan Way	A - Afan Way (W)	0	36	678
	B - Water St	17	0	108
	C - Water St (E)	597	151	0

## Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Afan Way (E)	B - ATS	C - Afan Way (W)
From	A - Afan Way (E)	0	0	0
	B - ATS	0	0	0
	C - Afan Way (W)	1	0	0

Heavy Vehicle Percentages

		To		
		A - Afan Way (W)	B - ALDI	C - Afan Way (E)
From	A - Afan Way (W)	0	0	1
	B - ALDI	0	0	0
	C - Afan Way (E)	0	0	0

Heavy Vehicle Percentages

		To		
		A - Afan Way (E)	B - Green Park St	C - Afan Way (W)
From	A - Afan Way (E)	0	0	0
	B - Green Park St	0	0	0
	C - Afan Way (W)	1	0	0

Heavy Vehicle Percentages

		To		
		A - Afan Way (W)	B - Water St	C - Water St (E)
From	A - Afan Way (W)	0	3	1
	B - Water St	0	0	0
	C - Water St (E)	0	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - ATS / Afan Way	A - Afan Way (E)	0.00	0.0	A	586	879
	B - ATS	0.00	0.0	A	0	0
	C - Afan Way (W)	0.02	0.0	A	713	1070
2 - ALDI / Afan Way	A - Afan Way (W)	0.00	0.0	A	711	1067
	B - ALDI	16.23	0.5	C	87	131
	C - Afan Way (E)	0.63	0.2	A	594	890
3 - Green Park St / Afan Way	A - Afan Way (E)	0.00	0.0	A	560	839
	B - Green Park St	9.65	0.4	A	108	161
	C - Afan Way (W)	0.77	0.3	A	727	1090
4 - Water St / Afan Way	A - Afan Way (W)	0.00	0.0	A	659	989
	B - Water St	10.36	0.4	B	112	169
	C - Water St (E)	1.96	0.5	A	684	1026

Main Results for each time segment

15:45 - 16:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	464	116	464	488	577	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	2	0.0	0.0	0.000	A
	C - Afan Way (W)	579	145	579	593	464	0.0	0.0	0.015	A
2 - ALDI / Afan Way	A - Afan Way (W)	577	144	577	592	464	0.0	0.0	0.000	A
	B - ALDI	70	17	71	74	65	0.0	0.2	10.149	B
	C - Afan Way (E)	466	117	467	489	586	0.0	0.1	0.484	A
3 - Green Park St / Afan Way	A - Afan Way (E)	441	110	441	459	530	0.0	0.0	0.000	A
	B - Green Park St	85	21	85	90	116	0.0	0.2	7.343	A
	C - Afan Way (W)	586	147	586	603	466	0.0	0.1	0.642	A
4 - Water St / Afan Way	A - Afan Way (W)	530	132	530	548	441	0.0	0.0	0.000	A
	B - Water St	93	23	94	97	151	0.0	0.1	8.046	A
	C - Water St (E)	552	138	552	567	584	0.0	0.2	1.559	A

16:00 - 16:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	576	144	576	582	690	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	1	0.0	0.0	0.000	A
	C - Afan Way (W)	691	173	691	703	576	0.0	0.0	0.012	A
2 - ALDI / Afan Way	A - Afan Way (W)	690	172	690	701	576	0.0	0.0	0.000	A
	B - ALDI	84	21	84	88	82	0.2	0.2	11.442	B
	C - Afan Way (E)	590	147	590	591	706	0.1	0.1	0.560	A
3 - Green Park St / Afan Way	A - Afan Way (E)	555	139	555	558	641	0.0	0.0	0.000	A
	B - Green Park St	106	27	105	107	136	0.2	0.3	8.309	A
	C - Afan Way (W)	706	176	706	718	590	0.1	0.1	0.665	A
4 - Water St / Afan Way	A - Afan Way (W)	641	160	641	652	555	0.0	0.0	0.000	A
	B - Water St	108	27	108	110	169	0.1	0.2	8.209	A
	C - Water St (E)	677	169	678	686	702	0.2	0.3	1.691	A

16:15 - 16:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	712	178	712	700	841	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	3	0.0	0.0	0.000	A
	C - Afan Way (W)	844	211	844	854	712	0.0	0.0	0.015	A
2 - ALDI / Afan Way	A - Afan Way (W)	841	210	841	852	712	0.0	0.0	0.000	A
	B - ALDI	105	26	106	104	92	0.2	0.4	14.205	B
	C - Afan Way (E)	718	179	718	706	861	0.1	0.1	0.615	A
3 - Green Park St / Afan Way	A - Afan Way (E)	673	168	673	667	777	0.0	0.0	0.001	A
	B - Green Park St	129	32	129	127	166	0.3	0.2	9.229	A
	C - Afan Way (W)	861	215	859	869	718	0.1	0.3	0.771	A
4 - Water St / Afan Way	A - Afan Way (W)	777	194	777	789	673	0.0	0.0	0.000	A
	B - Water St	138	35	138	138	204	0.2	0.4	10.103	B
	C - Water St (E)	814	203	815	818	852	0.3	0.4	1.937	A

16:30 - 16:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	709	177	709	708	876	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	2	0.0	0.0	0.000	A
	C - Afan Way (W)	878	219	878	869	709	0.0	0.0	0.012	A
2 - ALDI / Afan Way	A - Afan Way (W)	876	219	876	868	709	0.0	0.0	0.001	A
	B - ALDI	109	27	108	110	94	0.4	0.5	16.225	C
	C - Afan Way (E)	717	179	717	715	897	0.1	0.2	0.633	A
3 - Green Park St / Afan Way	A - Afan Way (E)	678	169	678	675	818	0.0	0.0	0.001	A
	B - Green Park St	130	33	129	130	169	0.2	0.4	9.654	A
	C - Afan Way (W)	897	224	897	892	717	0.3	0.2	0.753	A
4 - Water St / Afan Way	A - Afan Way (W)	818	204	818	812	678	0.0	0.0	0.000	A
	B - Water St	130	32	130	133	208	0.4	0.4	10.359	B
	C - Water St (E)	832	208	831	828	892	0.4	0.5	1.958	A

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	562	141	562	577	696	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	2	0.0	0.0	0.000	A
	C - Afan Way (W)	697	174	697	699	562	0.0	0.0	0.010	A
2 - ALDI / Afan Way	A - Afan Way (W)	696	174	696	698	562	0.0	0.0	0.000	A
	B - ALDI	86	21	86	90	78	0.5	0.3	12.664	B
	C - Afan Way (E)	567	142	568	582	710	0.2	0.1	0.584	A
3 - Green Park St / Afan Way	A - Afan Way (E)	537	134	538	549	646	0.0	0.0	0.001	A
	B - Green Park St	106	27	106	107	140	0.4	0.3	8.012	A
	C - Afan Way (W)	710	177	709	716	567	0.2	0.2	0.680	A
4 - Water St / Afan Way	A - Afan Way (W)	646	161	646	651	537	0.0	0.0	0.000	A
	B - Water St	108	27	109	112	170	0.4	0.2	8.680	A
	C - Water St (E)	660	165	659	673	707	0.5	0.3	1.770	A

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	495	124	495	490	589	0.0	0.0	0.000	A
	B - ATS	0	0	0	0	1	0.0	0.0	0.000	A
	C - Afan Way (W)	590	147	590	594	495	0.0	0.0	0.011	A
2 - ALDI / Afan Way	A - Afan Way (W)	589	147	589	593	495	0.0	0.0	0.000	A
	B - ALDI	70	17	70	74	66	0.3	0.1	10.036	B
	C - Afan Way (E)	503	126	503	496	601	0.1	0.1	0.522	A
3 - Green Park St / Afan Way	A - Afan Way (E)	473	118	473	465	543	0.0	0.0	0.000	A
	B - Green Park St	89	22	88	91	116	0.3	0.2	7.268	A
	C - Afan Way (W)	601	150	600	607	503	0.2	0.1	0.689	A
4 - Water St / Afan Way	A - Afan Way (W)	543	136	543	548	473	0.0	0.0	0.000	A
	B - Water St	98	24	98	96	141	0.2	0.2	7.384	A
	C - Water St (E)	571	143	571	566	598	0.3	0.1	1.487	A

### Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

#### Lanes: Main Results for each time segment

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	464	464	488	0.0	0.0	0.000	A
		Exit	1	1		577	577	591	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
		Exit	1	1		2	2	2	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	577	577	591	0.0	0.0	0.000	A
			2	2	B	2	2	2	0.0	0.0	4.401	A
		Exit	2	1	(A, B)	579	579	593	0.0	0.0	0.000	A
			1	1		464	464	488	0.0	0.0	0.000	A
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	577	577	592	0.0	0.0	0.000	A
		Exit	1	1		464	464	488	0.0	0.0	0.000	A
	B - ALDI	Entry	1	1	C	41	40	42	0.0	0.1	7.711	A
		Exit	1	2	A	29	30	32	0.0	0.0	13.356	B
	C - Afan Way (E)	Entry	1	1	A	65	65	63	0.0	0.0	0.000	A
			2	2	B	433	433	456	0.0	0.0	0.000	A
		Exit	2	1	(A, B)	33	33	33	0.0	0.1	7.140	A
			1	1		466	466	489	0.0	0.0	0.000	A
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	441	441	459	0.0	0.0	0.000	A
		Exit	1	1		530	530	548	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A, C	85	85	90	0.0	0.2	7.343	A
		Exit	1	1		116	116	115	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	525	525	543	0.0	0.0	0.000	A
			2	2	B	61	60	59	0.0	0.1	6.426	A
		Exit	2	1	(A, B)	586	586	603	0.0	0.0	0.000	A
			1	1		466	466	489	0.0	0.0	0.000	A
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	530	530	548	0.0	0.0	0.000	A
		Exit	1	1		441	441	459	0.0	0.0	0.000	A
	B - Water St	Entry	1	1	C	82	83	84	0.0	0.1	6.991	A
			2	2	A	11	11	13	0.0	0.0	14.989	B
		Exit	2	1	(A, C)	93	93	97	0.0	0.0	0.008	A
			1	1		151	151	149	0.0	0.0	0.000	A
	C - Water St (E)	Entry	1	1	A	430	430	447	0.0	0.0	0.000	A
		Exit	2	2	B	121	122	120	0.0	0.2	7.419	A
Exit	2	1	(A, B)	552	552	568	0.0	0.0	0.000	A		
Exit	1	1		584	584	603	0.0	0.0	0.000	A		

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	576	576	582	0.0	0.0	0.000	A
		Exit	1	1		690	690	701	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
		Exit	1	1		1	1	1	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	690	690	701	0.0	0.0	0.000	A
			2	2	B	1	1	1	0.0	0.0	6.181	A
		Exit	2	1	(A, B)	691	691	703	0.0	0.0	0.000	A
			1	1		576	576	582	0.0	0.0	0.000	A
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	690	690	701	0.0	0.0	0.000	A
		Exit	1	1		576	576	582	0.0	0.0	0.000	A
	B - ALDI	Entry	1	1	C	53	53	52	0.1	0.1	8.335	A
		Exit	1	2	A	32	32	36	0.0	0.1	15.980	C
	C - Afan Way (E)	Entry	1	1	A	82	82	80	0.0	0.0	0.000	A
			2	2	B	544	544	547	0.0	0.0	0.000	A
		Exit	2	1	(A, B)	46	46	44	0.1	0.1	7.545	A
			1	1		590	590	591	0.0	0.0	0.000	A
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	706	706	718	0.0	0.0	0.001	A
		Exit	1	1		555	555	558	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A, C	641	641	653	0.0	0.0	0.000	A
		Exit	1	1		106	105	107	0.2	0.3	8.309	A
	C - Afan Way (W)	Entry	1	1	A	136	136	140	0.0	0.0	0.000	A
			2	2	B	638	638	649	0.0	0.0	0.000	A
		Exit	2	1	(A, B)	68	69	70	0.1	0.1	6.782	A
			1	1		706	706	718	0.0	0.0	0.002	A
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	641	641	652	0.0	0.0	0.000	A
		Exit	1	1		555	555	558	0.0	0.0	0.000	A
	B - Water St	Entry	1	1	C	93	94	96	0.1	0.2	7.004	A
			2	2	A	14	14	14	0.0	0.0	16.438	C
		Exit	2	1	(A, C)	108	108	111	0.0	0.0	0.014	A
			1	1		169	169	176	0.0	0.0	0.000	A
	C - Water St (E)	Entry	1	1	A	541	541	544	0.0	0.0	0.000	A
		Exit	2	2	B	136	137	141	0.2	0.3	8.326	A
Exit	2	1	(A, B)	677	677	686	0.0	0.0	0.000	A		
Exit	1	1		702	702	713	0.0	0.0	0.000	A		

16:15 - 16:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	712	712	700	0.0	0.0	0.000	A
		Exit	1	1		841	841	852	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
		Exit	1	1		3	3	2	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	841	841	852	0.0	0.0	0.000	A
			2	1	B	3	3	2	0.0	0.0	5.551	A
		Exit	1	1	(A, B)	844	844	854	0.0	0.0	0.000	A
			1	1		712	712	700	0.0	0.0	0.000	A
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	841	841	852	0.0	0.0	0.000	A
		Exit	1	1		712	712	700	0.0	0.0	0.000	A
	B - ALDI	Entry	1	1	C	62	62	60	0.1	0.2	9.155	A
			2	1	A	43	43	43	0.1	0.3	21.169	C
	Exit	1	1		92	92	91	0.0	0.0	0.000	A	
		1	1	A	668	668	656	0.0	0.0	0.000	A	
	C - Afan Way (E)	Entry	1	2	B	50	49	49	0.1	0.1	8.739	A
			2	1	(A, B)	718	718	706	0.0	0.0	0.002	A
Exit		1	1		861	861	870	0.0	0.0	0.002	A	
		1	1	B, C	673	673	667	0.0	0.0	0.001	A	
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1		777	777	787	0.0	0.0	0.000	A
		Exit	1	1		129	129	127	0.3	0.2	9.229	A
	B - Green Park St	Entry	1	1	A, C	166	166	169	0.0	0.0	0.000	A
			1	1	A	772	772	782	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	2	B	89	87	86	0.1	0.3	7.619	A
			2	1	(A, B)	861	861	869	0.0	0.0	0.002	A
		Exit	1	1		718	718	706	0.0	0.0	0.002	A
			1	1	B, C	673	673	667	0.0	0.0	0.001	A
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	777	777	789	0.0	0.0	0.000	A
		Exit	1	1		673	673	667	0.0	0.0	0.000	A
	B - Water St	Entry	1	2	C	120	119	120	0.2	0.3	8.427	A
			2	1	(A, C)	18	19	18	0.0	0.1	20.288	C
		Exit	1	1		138	138	138	0.0	0.0	0.113	A
			1	1	A	204	204	213	0.0	0.0	0.000	A
	C - Water St (E)	Entry	1	2	B	654	654	649	0.0	0.0	0.000	A
			2	1	(A, B)	160	160	169	0.3	0.4	9.452	A
Exit		1	1		814	814	818	0.0	0.0	0.012	A	
		1	1		852	852	866	0.0	0.0	0.000	A	

16:30 - 16:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	709	709	708	0.0	0.0	0.000	A
		Exit	1	1		876	876	868	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A
		Exit	1	1		2	2	2	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	876	876	868	0.0	0.0	0.000	A
			2	1	B	2	2	2	0.0	0.0	5.282	A
		Exit	1	1	(A, B)	878	878	869	0.0	0.0	0.000	A
			1	1		709	709	708	0.0	0.0	0.000	A
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	876	876	868	0.0	0.0	0.001	A
		Exit	1	1		709	709	708	0.0	0.0	0.000	A
	B - ALDI	Entry	1	1	C	63	63	65	0.2	0.2	10.420	B
			2	1	A	46	45	45	0.3	0.4	24.675	C
	Exit	1	1		94	94	93	0.0	0.0	0.000	A	
		1	1	A	664	664	664	0.0	0.0	0.000	A	
	C - Afan Way (E)	Entry	1	2	B	54	53	52	0.1	0.2	8.732	A
			2	1	(A, B)	717	717	715	0.0	0.0	0.001	A
Exit		1	1		897	897	892	0.0	0.0	0.003	A	
		1	1	B, C	678	678	675	0.0	0.0	0.001	A	
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1		818	818	810	0.0	0.0	0.000	A
		Exit	1	1		130	129	130	0.2	0.4	9.654	A
	B - Green Park St	Entry	1	1	A, C	169	169	171	0.0	0.0	0.000	A
			1	1	A	811	811	805	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	2	B	86	86	87	0.3	0.2	7.658	A
			2	1	(A, B)	897	897	891	0.0	0.0	0.003	A
		Exit	1	1		717	717	715	0.0	0.0	0.001	A
			1	1	B, C	818	818	812	0.0	0.0	0.000	A
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	678	678	675	0.0	0.0	0.000	A
		Exit	1	1		112	112	116	0.3	0.2	8.441	A
	B - Water St	Entry	1	2	C	18	18	18	0.1	0.1	22.122	C
			2	1	(A, C)	130	130	133	0.0	0.0	0.089	A
		Exit	1	1		208	208	210	0.0	0.0	0.000	A
			1	1	A	660	660	657	0.0	0.0	0.000	A
	C - Water St (E)	Entry	1	2	B	173	171	170	0.4	0.5	9.618	A
			2	1	(A, B)	832	832	829	0.0	0.0	0.003	A
Exit		1	1		892	892	888	0.0	0.0	0.000	A	
		1	1		892	892	888	0.0	0.0	0.000	A	

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	562	562	577	0.0	0.0	0.000	A	
		Exit	1	1		696	696	698	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A	
		Exit	1	1		2	2	1	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	696	696	698	0.0	0.0	0.000	A	
			2	1	B	1	2	1	0.0	0.0	5.918	A	
		Exit	1	1	(A, B)	697	697	699	0.0	0.0	0.000	A	
			2	1		562	562	577	0.0	0.0	0.000	A	
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	696	696	698	0.0	0.0	0.000	A	
		Exit	1	1		562	562	577	0.0	0.0	0.000	A	
		1	1	C	50	50	53	0.2	0.1	8.737	A		
	B - ALDI	Entry	1	2	A	36	36	38	0.4	0.2	18.284	C	
			1	1		78	78	77	0.0	0.0	0.000	A	
	C - Afan Way (E)	Entry	1	2	B	526	526	540	0.0	0.0	0.000	A	
			2	1	(A, B)	41	42	42	0.2	0.1	8.110	A	
		Exit	1	1		567	567	581	0.0	0.0	0.002	A	
			2	1		710	710	716	0.0	0.0	0.000	A	
	3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	537	538	549	0.0	0.0	0.001	A
Exit			1	1		646	646	651	0.0	0.0	0.000	A	
B - Green Park St		Entry	1	1	A, C	106	106	107	0.4	0.3	8.012	A	
			1	1		140	140	140	0.0	0.0	0.000	A	
C - Afan Way (W)		Entry	1	1	A	641	641	647	0.0	0.0	0.000	A	
			2	1	B	69	68	69	0.2	0.2	6.963	A	
		Exit	1	1	(A, B)	710	710	716	0.0	0.0	0.001	A	
			2	1		567	567	581	0.0	0.0	0.001	A	
4 - Water St / Afan Way		A - Afan Way (W)	Entry	1	1	B, C	646	646	651	0.0	0.0	0.000	A
			Exit	1	1		537	537	549	0.0	0.0	0.000	A
	B - Water St	Entry	1	1	C	91	92	95	0.2	0.1	7.249	A	
			2	1	A	17	17	17	0.1	0.1	16.599	C	
		Exit	1	1	(A, C)	108	108	112	0.0	0.0	0.019	A	
			2	1		170	170	175	0.0	0.0	0.000	A	
	C - Water St (E)	Entry	1	2	B	520	520	532	0.0	0.0	0.000	A	
			2	1	A	140	139	141	0.5	0.3	8.593	A	
		Exit	1	1	(A, B)	660	660	673	0.0	0.0	0.000	A	
			2	1		707	707	713	0.0	0.0	0.000	A	

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	495	495	490	0.0	0.0	0.000	A	
		Exit	1	1		589	589	593	0.0	0.0	0.000	A	
	B - ATS	Entry	1	1	A, C	0	0	0	0.0	0.0	0.000	A	
		Exit	1	1		1	1	1	0.0	0.0	0.000	A	
	C - Afan Way (W)	Entry	1	1	A	589	589	593	0.0	0.0	0.000	A	
			2	1	B	1	1	1	0.0	0.0	5.013	A	
		Exit	1	1	(A, B)	590	590	594	0.0	0.0	0.000	A	
			2	1		495	495	490	0.0	0.0	0.000	A	
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	B, C	589	589	593	0.0	0.0	0.000	A	
		Exit	1	1		495	495	490	0.0	0.0	0.000	A	
		1	1	C	42	42	44	0.1	0.0	7.729	A		
	B - ALDI	Entry	1	2	A	28	28	30	0.2	0.0	13.389	B	
			1	1		66	66	67	0.0	0.0	0.000	A	
	C - Afan Way (E)	Entry	1	2	B	467	467	460	0.0	0.0	0.000	A	
			2	1	(A, B)	37	36	36	0.1	0.1	7.160	A	
		Exit	1	1		503	503	496	0.0	0.0	0.000	A	
			2	1		601	601	606	0.0	0.0	0.000	A	
	3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	B, C	473	473	465	0.0	0.0	0.000	A
Exit			1	1		543	543	549	0.0	0.0	0.000	A	
B - Green Park St		Entry	1	1	A, C	89	88	91	0.3	0.2	7.268	A	
			1	1		116	116	118	0.0	0.0	0.000	A	
C - Afan Way (W)		Entry	1	1	A	539	539	545	0.0	0.0	0.000	A	
			2	1	B	61	61	62	0.2	0.1	6.749	A	
		Exit	1	1	(A, B)	601	601	607	0.0	0.0	0.000	A	
			2	1		503	503	496	0.0	0.0	0.000	A	
4 - Water St / Afan Way		A - Afan Way (W)	Entry	1	1	B, C	543	543	548	0.0	0.0	0.000	A
			Exit	1	1		473	473	465	0.0	0.0	0.000	A
	B - Water St	Entry	1	1	C	84	84	82	0.1	0.1	6.359	A	
			2	1	A	14	14	14	0.1	0.0	13.359	B	
		Exit	1	1	(A, C)	98	98	96	0.0	0.0	0.027	A	
			2	1		141	141	143	0.0	0.0	0.000	A	
	C - Water St (E)	Entry	1	2	B	459	459	451	0.0	0.0	0.000	A	
			2	1	A	112	113	114	0.3	0.1	7.519	A	
		Exit	1	1	(A, B)	571	571	565	0.0	0.0	0.000	A	
			2	1		598	598	601	0.0	0.0	0.000	A	



Lane movements: Main Results for each time segment

15:45 - 16:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	0	0	0	0	0.000	0	0.0	0.0	0.000	A	
					C	464	116	-	-	-	464	488	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	577	144	-	-	-	577	591	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	2	0.48	325	266	0.007	2	2	0.0	0.0	4.401	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	A	577	144	-	-	-	577	591	0.0	0.0	0.000	A	
				B	2	0.48	-	-	-	2	2	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	31	8	-	-	-	31	30	0.0	0.0	0.000	A
					C	546	136	-	-	-	546	562	0.0	0.0	0.000	A
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	41	10	665	513	0.079	40	42	0.0	0.1	7.711	A
			2	1	A	29	7	498	296	0.099	30	32	0.0	0.0	13.356	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	Entry	1	1	A	433	108	-	-	-	433	456	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	33	8	676	524	0.063	33	33	0.0	0.1	7.140	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
2	1	A	433	108	-	-	-	433	456	0.0	0.0	0.000	A			
		B	33	8	-	-	-	33	33	0.0	0.0	0.000	A			
		C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	55	14	-	-	-	55	56	0.0	0.0	0.000	A
					C	386	97	-	-	-	386	403	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A	4	1	409	250	0.017	4	4	0.0	0.0	10.222	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	81	20	716	605	0.133	80	86	0.0	0.2	7.197	A
	C - Afan Way (W)	Entry	1	1	A	525	131	-	-	-	525	543	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	61	15	759	631	0.096	60	59	0.0	0.1	6.426	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	A	525	131	-	-	-	525	543	0.0	0.0	0.000	A	
				B	61	15	-	-	-	61	60	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	29	7	-	-	-	29	29	0.0	0.0	0.000	A
					C	501	125	-	-	-	501	519	0.0	0.0	0.000	A
	B - Water St	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	82	21	770	620	0.133	83	84	0.0	0.1	6.991	A
			2	1	A	11	3	454	262	0.042	11	13	0.0	0.0	14.989	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Water St (E)	Entry	1	1	A	11	3	-	-	-	11	13	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	82	21	-	-	-	82	85	0.0	0.0	0.010	A
			2	1	A	430	108	-	-	-	430	447	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			
		B	121	30	771	608	0.200	122	120	0.0	0.2	7.419	A			
		C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			
2	1	A	430	108	-	-	-	430	447	0.0	0.0	0.000	A			
		B	121	30	-	-	-	121	121	0.0	0.0	0.000	A			
		C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			

16:00 - 16:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	576	144	-	-	-	576	582	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	690	172	-	-	-	690	701	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	1	0.30	224	176	0.007	1	1	0.0	0.0	6.181	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	690	172	-	-	-	690	701	0.0	0.0	0.000	A
				B	1	0.30	-	-	-	1	1	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	36	9	-	-	-	36	36	0.0	0.0	0.000	A
					C	653	163	-	-	-	653	665	0.0	0.0	0.000	A
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	53	13	665	488	0.108	53	52	0.1	0.1	8.335	A
			2	A	32	8	498	259	0.123	32	36	0.0	0.1	15.980	C	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (E)	Entry	1	1	A	544	136	-	-	-	544	547	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	46	11	676	501	0.091	46	44	0.1	0.1	7.545	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
2	1	A	544	136	-	-	-	544	547	0.0	0.0	0.000	A			
	B	46	11	-	-	-	46	44	0.0	0.0	0.000	A				
	C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A				
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	68	17	-	-	-	68	70	0.0	0.0	0.000	A
					C	487	122	-	-	-	487	488	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A	3	0.77	392	214	0.014	3	4	0.0	0.0	11.760	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	103	26	716	577	0.179	102	103	0.2	0.3	8.181	A
	C - Afan Way (W)	Entry	1	1	A	638	159	-	-	-	638	649	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	68	17	759	600	0.114	69	70	0.1	0.1	6.782	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	2	1	A	638	159	-	-	-	638	649	0.0	0.0	0.000	A		
		B	68	17	-	-	-	68	70	0.0	0.0	0.021	A			
		C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	32	8	-	-	-	32	35	0.0	0.0	0.000	A
					C	608	152	-	-	-	608	617	0.0	0.0	0.000	A
	B - Water St	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	93	23	770	588	0.159	94	96	0.1	0.2	7.004	A
			2	A	14	4	464	234	0.062	14	14	0.0	0.0	16.438	C	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	2	1	A	14	4	-	-	-	14	14	0.0	0.0	0.000	A		
		B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			
		C	93	23	-	-	-	93	97	0.0	0.0	0.015	A			
	C - Water St (E)	Entry	1	1	A	541	135	-	-	-	541	544	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
2			A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
			B	136	34	771	575	0.237	137	141	0.2	0.3	8.326	A		
			C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
2	1	A	541	135	-	-	-	541	544	0.0	0.0	0.000	A			
	B	136	34	-	-	-	136	141	0.0	0.0	0.000	A				
	C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A				

16:15 - 16:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0.0	0.0	0.000	A	
					C	712	178	-	-	-	712	700	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	841	210	-	-	-	841	852	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	3	0.71	364	271	0.011	3	2	0.0	0.0	5.551	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	841	210	-	-	-	841	852	0.0	0.0	0.000	A
				B	3	0.71	-	-	-	3	2	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	42	11	-	-	-	42	42	0.0	0.0	0.000	A
					C	799	200	-	-	-	799	810	0.0	0.0	0.001	A
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	62	15	665	440	0.140	62	60	0.1	0.2	9.155	A
			2	A	43	11	498	208	0.207	43	43	0.1	0.3	21.169	C	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	C - Afan Way (E)	Entry	1	1	A	668	167	-	-	-	668	656	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	50	12	676	464	0.107	49	49	0.1	0.1	8.739	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
2	1	A	668	167	-	-	-	668	656	0.0	0.0	0.000	A			
	B	50	12	-	-	-	50	50	0.0	0.0	0.033	A				
	C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A				
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	79	20	-	-	-	79	82	0.0	0.0	0.000	A
					C	594	149	-	-	-	594	584	0.0	0.0	0.001	A
	B - Green Park St	Entry	1	1	A	6	1	436	199	0.028	5	5	0.0	0.0	16.310	C
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	123	31	716	546	0.225	124	122	0.3	0.2	8.923	A
	C - Afan Way (W)	Entry	1	1	A	772	193	-	-	-	772	782	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	89	22	759	565	0.158	87	86	0.1	0.3	7.619	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	2	1	A	772	193	-	-	-	772	782	0.0	0.0	0.000	A		
		B	89	22	-	-	-	89	87	0.0	0.0	0.024	A			
		C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	44	11	-	-	-	44	43	0.0	0.0	0.000	A
					C	733	183	-	-	-	733	746	0.0	0.0	0.000	A
	B - Water St	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	120	30	770	547	0.219	119	120	0.2	0.3	8.427	A
			2	A	18	4	468	190	0.095	19	18	0.0	0.1	20.288	C	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
	2	1	A	18	4	-	-	-	18	18	0.0	0.0	0.076	A		
		B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			
		C	120	30	-	-	-	120	120	0.0	0.0	0.119	A			
	C - Water St (E)	Entry	1	1	A	654	164	-	-	-	654	649	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	160	40	771	542	0.294	160	169	0.3	0.4	9.452	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
2			1	A	654	164	-	-	-	654	649	0.0	0.0	0.010	A	
			B	160	40	-	-	-	160	169	0.0	0.0	0.021	A		
			C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		

16:30 - 16:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	709	177	-	-	-	709	708	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	876	219	-	-	-	876	868	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	2	0.42	278	204	0.008	2	2	0.0	0.0	5.282	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	41	10	-	-	-	41	42	0.0	0.0	0.000	A
					C	835	209	-	-	-	835	827	0.0	0.0	0.001	A
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	63	16	665	418	0.150	63	65	0.2	0.2	10.420	B
			2	1	A	46	12	498	201	0.230	45	45	0.3	0.4	24.675	C
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	Entry	1	1	A	664	166	-	-	-	664	664	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
2			1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	54	13	676	454	0.118	53	52	0.1	0.2	8.732	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	83	21	-	-	-	83	84	0.0	0.0	0.000	A
					C	595	149	-	-	-	595	591	0.0	0.0	0.001	A
	B - Green Park St	Entry	1	1	A	7	2	425	188	0.035	7	6	0.2	0.0	17.664	C
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	124	31	716	547	0.226	122	124	0.2	0.4	9.280	A
	C - Afan Way (W)	Entry	1	1	A	811	203	-	-	-	811	805	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	86	22	759	565	0.153	86	87	0.3	0.2	7.658	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	37	9	-	-	-	37	40	0.0	0.0	0.000	A
					C	781	195	-	-	-	781	772	0.0	0.0	0.000	A
	B - Water St	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	112	28	770	535	0.210	112	116	0.3	0.2	8.441	A
			2	1	A	18	4	473	179	0.098	18	18	0.1	0.1	22.122	C
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Water St (E)	Entry	1	1	A	18	4	-	-	-	18	18	0.0	0.0	0.060	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	112	28	-	-	-	112	116	0.0	0.0	0.093	A
2			1	A	660	165	-	-	-	660	657	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service		
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
					B	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
					C	562	141	-	-	-	562	577	0.0	0.0	0.000	A		
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
					B	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	696	174	-	-	-	696	698	0.0	0.0	0.000	A		
					B	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
					B	1	0.36	170	132	0.011	2	1	0.0	0.0	5.918	A		
					C	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
		2	1	A	696	174	-	-	-	696	698	0.0	0.0	0.000	A			
				B	1	0.36	-	-	-	1	1	0.0	0.0	0.000	A			
				C	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A	
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
					B	36	9	-	-	-	36	35	0.0	0.0	0.000	A		
					C	660	165	-	-	-	660	663	0.0	0.0	0.000	A		
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
					B	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
					C	50	12	665	484	0.103	50	53	0.2	0.1	8.737	A		
			2	1	A	36	9	498	260	0.139	36	38	0.4	0.2	18.284	C		
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
					C	0	0	0	0	0.000	0	0	0.000	0	0.0	0.000	A	
	C - Afan Way (E)	Entry	1	1	A	526	131	-	-	-	526	540	0.0	0.0	0.000	A		
					B	0	0	0	0	0.000	0	0	0.000	0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.000	0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
					B	41	10	676	498	0.083	42	42	0.2	0.1	8.110	A		
					C	0	0	0	0	0.000	0	0	0.000	0	0.0	0.000	A	
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
					B	72	18	-	-	-	72	70	0.0	0.0	0.000	A		
					C	465	116	-	-	-	465	479	0.0	0.0	0.001	A		
	B - Green Park St	Entry	1	1	A	4	1	398	211	0.021	5	4	0.4	0.0	12.100	B		
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
					C	102	25	716	581	0.175	102	102	0.4	0.3	7.838	A		
	C - Afan Way (W)	Entry	1	1	A	641	160	-	-	-	641	647	0.0	0.0	0.000	A		
					B	0	0	0	0	0.000	0	0	0.000	0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.000	0	0.0	0.000	A	
			2	1	A	0	0	0	0	0.000	0	0	0.000	0	0.0	0.0	0.000	A
					B	69	17	759	604	0.114	68	69	0.2	0.2	6.963	A		
					C	0	0	0	0	0.000	0	0	0.000	0	0.0	0.000	A	
	4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
						B	31	8	-	-	-	31	34	0.0	0.0	0.000	A	
						C	615	154	-	-	-	615	617	0.0	0.0	0.000	A	
B - Water St		Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
					B	0	0	0	0	0.000	0	0	0.000	0	0.0	0.000	A	
					C	91	23	770	581	0.157	92	95	0.2	0.1	7.249	A		
			2	1	A	17	4	473	234	0.072	17	17	0.1	0.1	16.599	C		
					B	0	0	0	0	0.000	0	0	0.000	0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.000	0	0.0	0.000	A	
C - Water St (E)		Entry	1	1	A	17	4	-	-	-	17	17	0.0	0.0	0.000	A		
					B	0	0	0	0	0.000	0	0	0.000	0	0.0	0.000	A	
					C	91	23	-	-	-	91	95	0.0	0.0	0.023	A		
			2	1	A	520	130	-	-	-	520	532	0.0	0.0	0.000	A		
					B	0	0	0	0	0.000	0	0	0.000	0	0.0	0.000	A	
					C	0	0	0	0	0.000	0	0	0.000	0	0.0	0.000	A	

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - ATS / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	495	124	-	-	-	495	490	0.0	0.0	0.000	A
	B - ATS	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Afan Way (W)	Entry	1	1	A	589	147	-	-	-	589	593	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	1	0.36	217	178	0.008	1	1	0.0	0.0	5.013	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
2	1	A	589	147	-	-	-	589	593	0.0	0.0	0.000	A			
		B	1	0.36	-	-	-	1	1	0.0	0.0	0.000	A			
		C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			
2 - ALDI / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	30	8	-	-	-	30	30	0.0	0.0	0.000	A
					C	558	140	-	-	-	558	563	0.0	0.0	0.000	A
	B - ALDI	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	42	10	665	503	0.083	42	44	0.1	0.0	7.729	A
			2	1	A	28	7	498	295	0.094	28	30	0.2	0.0	13.389	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	C - Afan Way (E)	Entry	1	1	A	467	117	-	-	-	467	460	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
2			1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	37	9	676	526	0.070	36	36	0.1	0.1	7.160	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
2	1	A	467	117	-	-	-	467	460	0.0	0.0	0.000	A			
		B	37	9	-	-	-	37	36	0.0	0.0	0.000	A			
		C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			
3 - Green Park St / Afan Way	A - Afan Way (E)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	55	14	-	-	-	55	56	0.0	0.0	0.000	A
					C	418	105	-	-	-	418	409	0.0	0.0	0.000	A
	B - Green Park St	Entry	1	1	A	3	0.80	337	206	0.016	3	4	0.3	0.0	11.097	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	86	21	716	598	0.143	85	87	0.3	0.2	7.101	A
	C - Afan Way (W)	Entry	1	1	A	539	135	-	-	-	539	545	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	61	15	759	626	0.098	61	62	0.2	0.1	6.749	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
2	1	A	539	135	-	-	-	539	545	0.0	0.0	0.000	A			
		B	61	15	-	-	-	61	62	0.0	0.0	0.000	A			
		C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			
4 - Water St / Afan Way	A - Afan Way (W)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	28	7	-	-	-	28	29	0.0	0.0	0.000	A
					C	514	129	-	-	-	514	519	0.0	0.0	0.000	A
	B - Water St	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	84	21	770	612	0.136	84	82	0.1	0.1	6.359	A
			2	1	A	14	4	468	269	0.053	14	14	0.1	0.0	13.359	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	2	1	A	14	4	-	-	-	14	14	0.0	0.0	0.000	A		
			B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A		
			C	84	21	-	-	-	84	82	0.0	0.0	0.032	A		
C - Water St (E)	Entry	1	1	A	459	115	-	-	-	459	451	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	112	28	771	606	0.185	113	114	0.3	0.1	7.519	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
2	1	A	459	115	-	-	-	459	451	0.0	0.0	0.000	A			
		B	112	28	-	-	-	112	114	0.0	0.0	0.000	A			
		C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A			