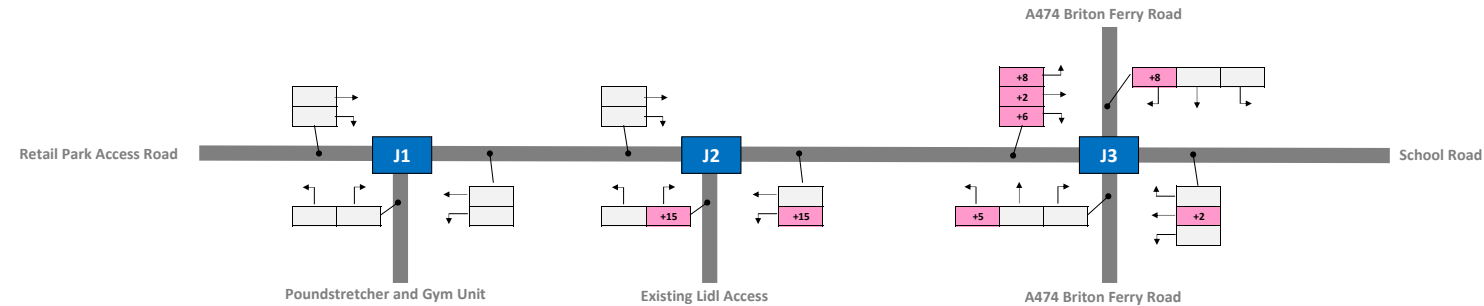


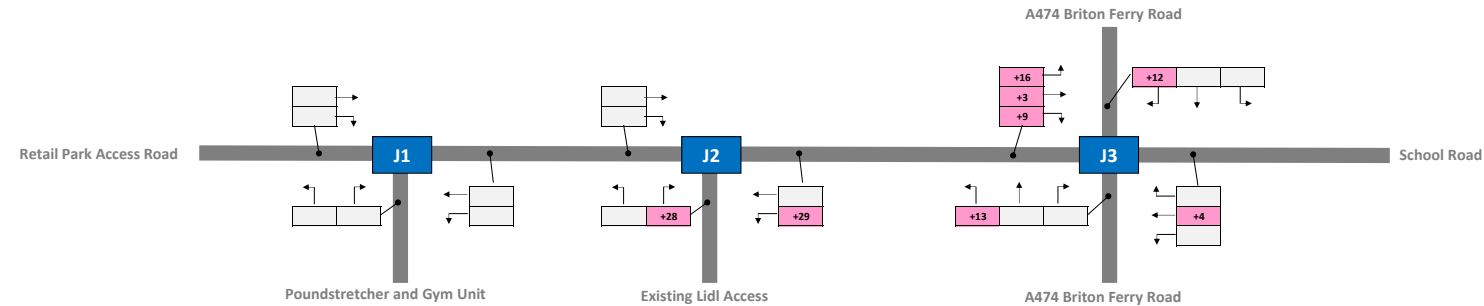
21-00738 Briton Ferry Road, Lidl

Covid Factor flow increase to and From Existing Lidl Unit (Light Vehicles Only)

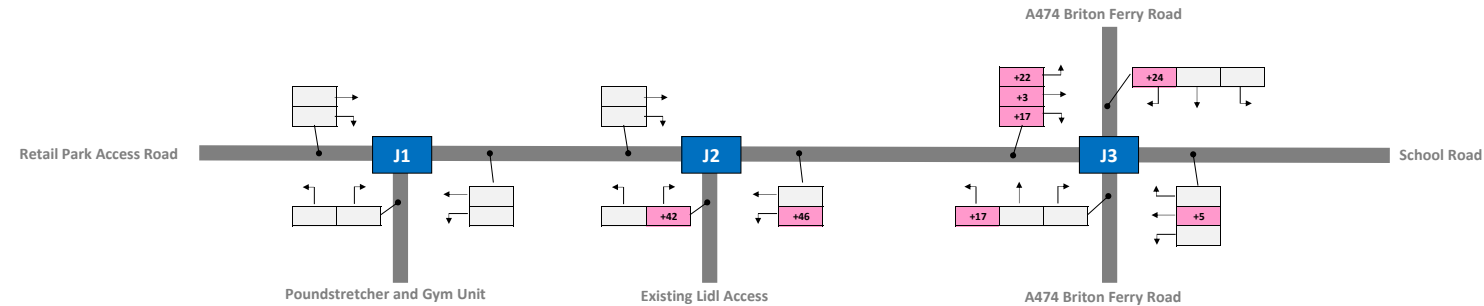
Weekday AM Peak Hour Period (08:30 to 09:30)



Weekday PM Peak Hour Period (15:00 to 16:00)



Saturday Peak Hour Period (11:45 to 12:45)



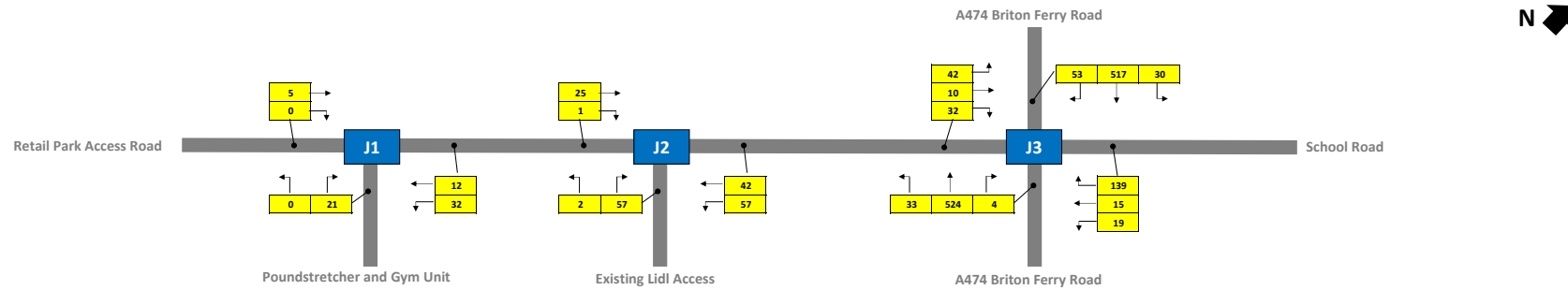
Notes:
Weekday Covid Factor = +35.6%
Saturday Covid Factor = +56.5%
Factors applied only to Lidl flows to / from J3

← **x** - Covid Factor Flow Increase

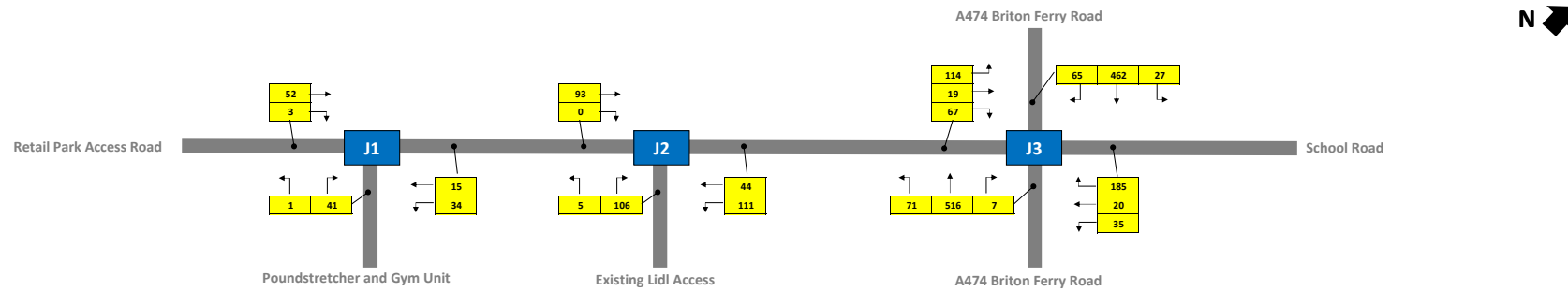
21-00738 Briton Ferry Road, Lidl

November 2021 Surveyed Flows + Lidl Unit Covid Factor Increase - Light Vehicles

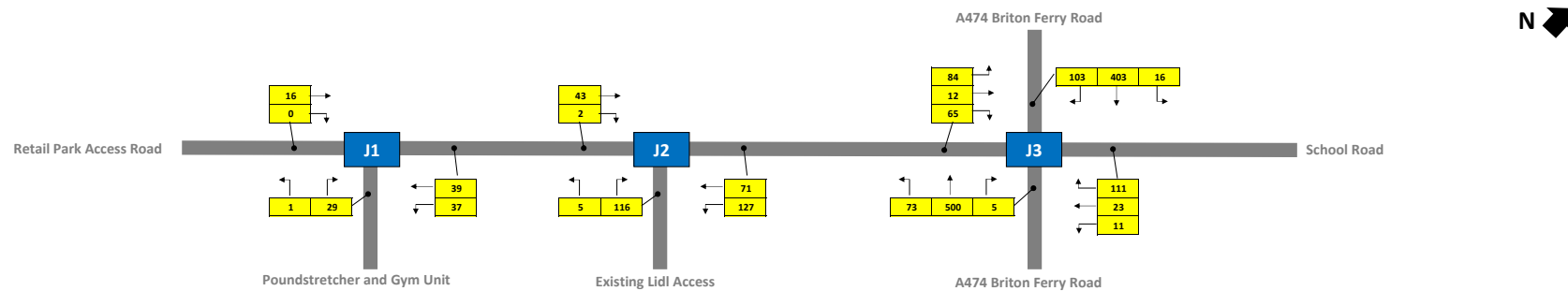
Weekday AM Peak Hour Period (08:30 to 09:30)



Weekday PM Peak Hour Period (15:00 to 16:00)



Saturday Peak Hour Period (11:45 to 12:45)



Notes:

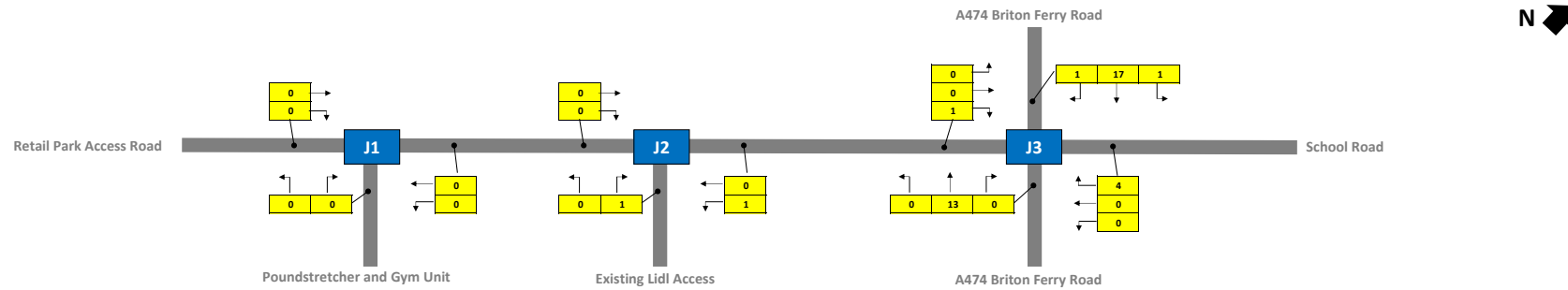
Flows as per MCC surveys undertaken on Friday 19th November 2021 and Saturday 20th November 2021
Light Vehicles = Motorcycle + Car + LGV

← x - Light Vehicles

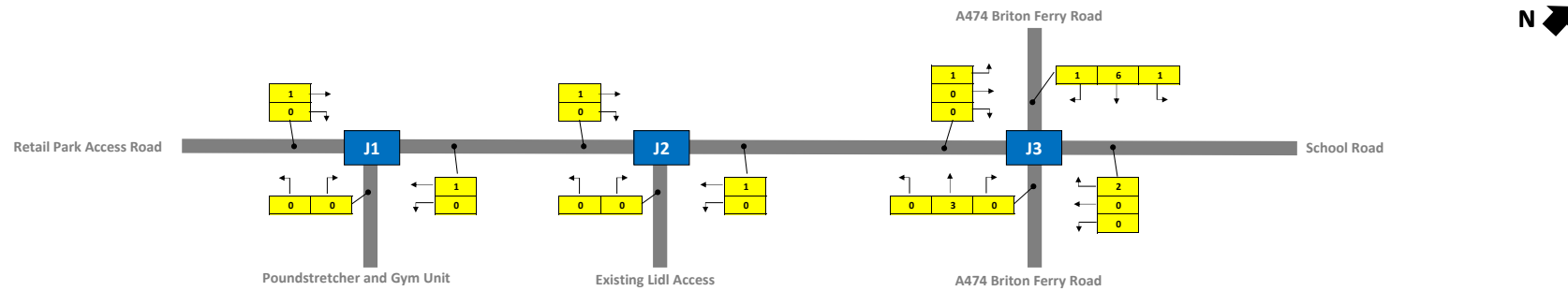
21-00738 Briton Ferry Road, Lidl

November 2021 Surveyed Flows - Heavy Vehicles

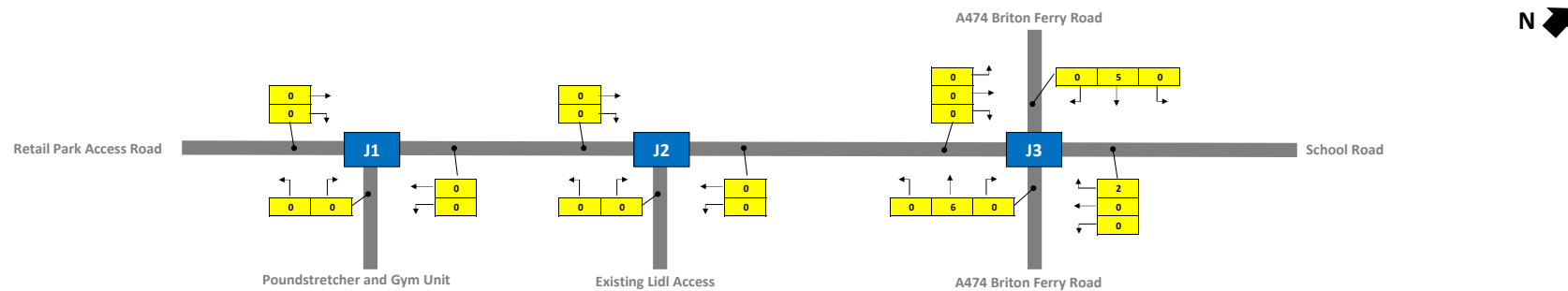
Weekday AM Peak Hour Period (08:30 to 09:30)



Weekday PM Peak Hour Period (15:00 to 16:00)



Saturday Peak Hour Period (11:45 to 12:45)



Notes:

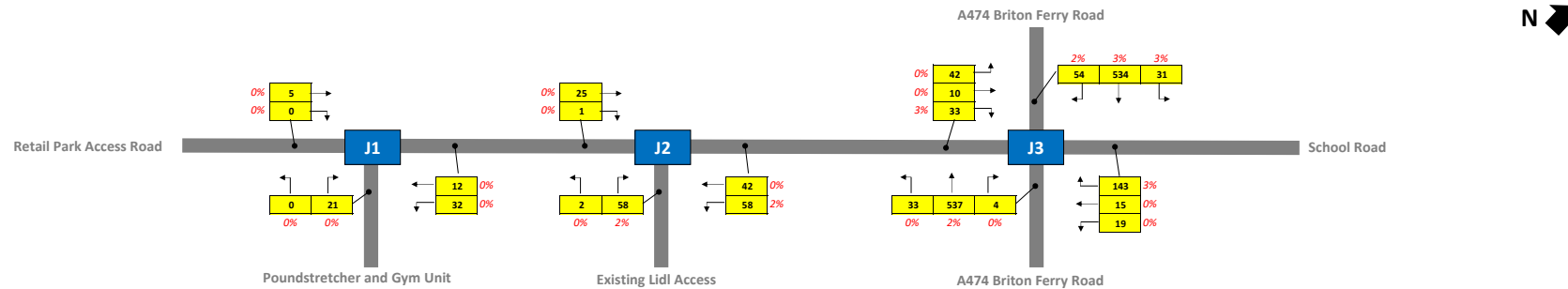
Flows as per MCC surveys undertaken on Friday 19th November 2021 and Saturday 20th November 2021
Heavy Vehicles = OGV1 + OGV2 + Bus
No Covid factor applied to observed heavy vehicle flows

← x - Heavy Vehicles

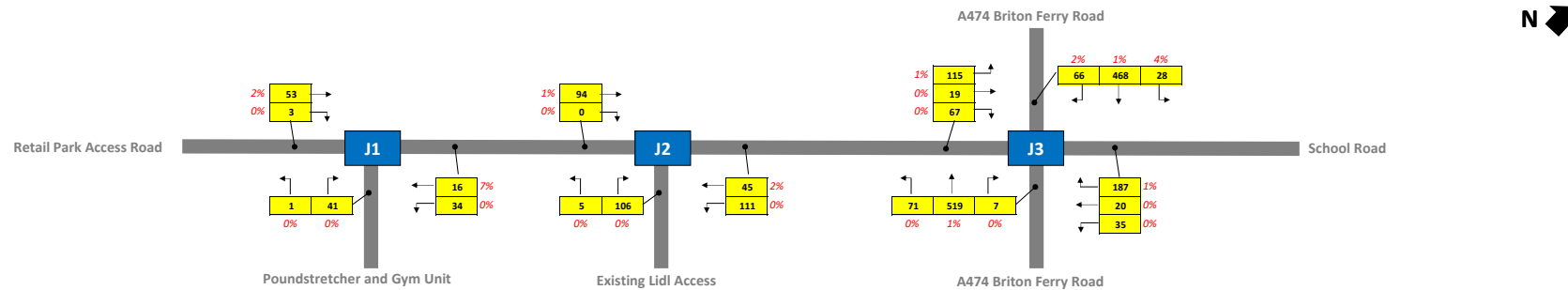
21-00738 Briton Ferry Road, Lidl

November 2021 Surveyed Flows (Including for Covid factor uplift) - All Vehicles

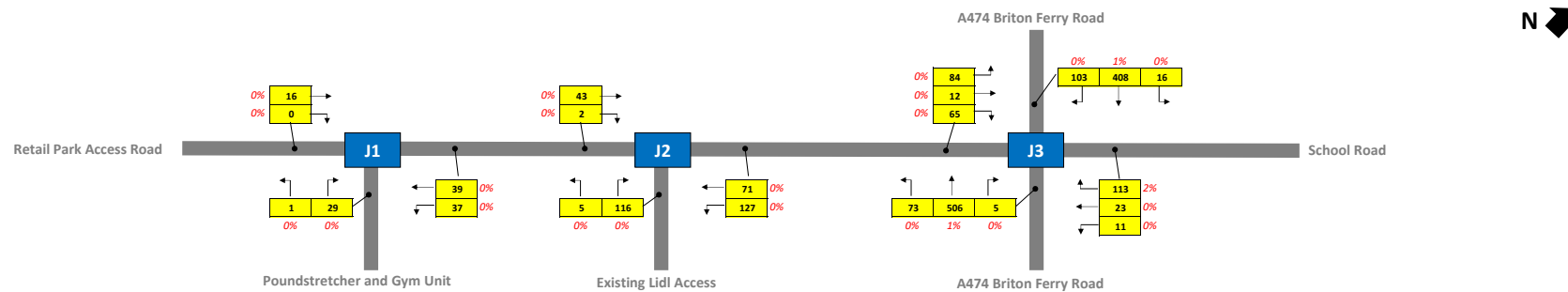
Weekday AM Peak Hour Period (08:30 to 09:30)



Weekday PM Peak Hour Period (15:00 to 16:00)



Saturday Peak Hour Period (11:45 to 12:45)



Notes:

Flows as per MCC surveys undertaken on Friday 19th November 2021 and Saturday 20th November 2021, with Covid factor applied to Lidl unit movements to / from J3

Light Vehicles = Motorcycle + Car + LGV

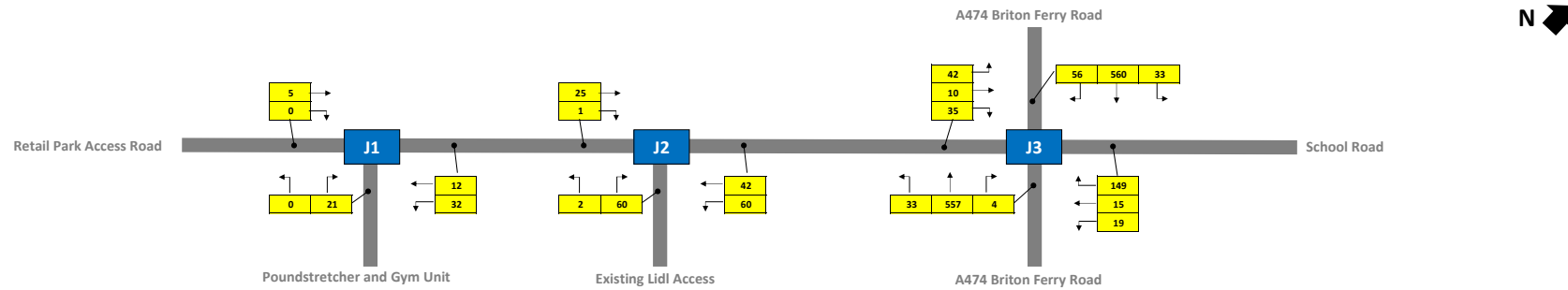
Heavy Vehicles = OGV1 + OGV2 + Bus

← x - All Vehicles
x% - % Heavy Vehicles

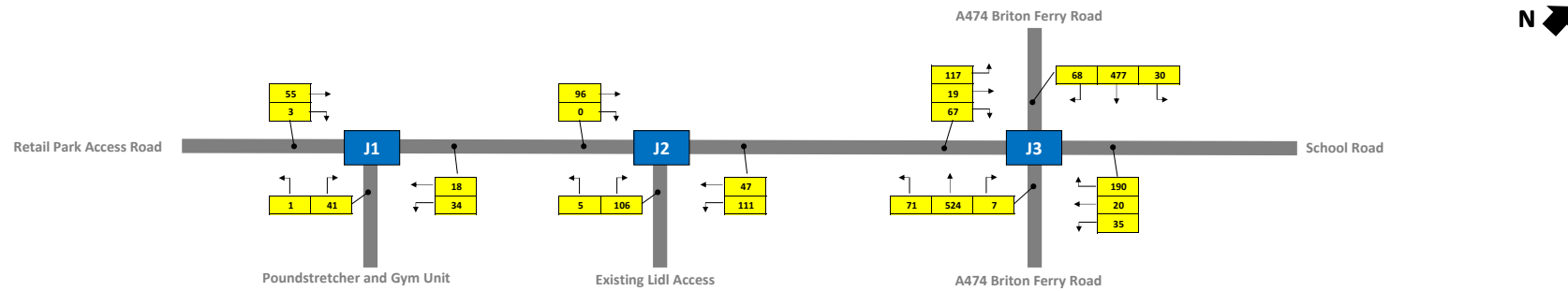
21-00738 Briton Ferry Road, Lidl

November 2021 Surveyed Flows (Including for Covid factor uplift) - PCU

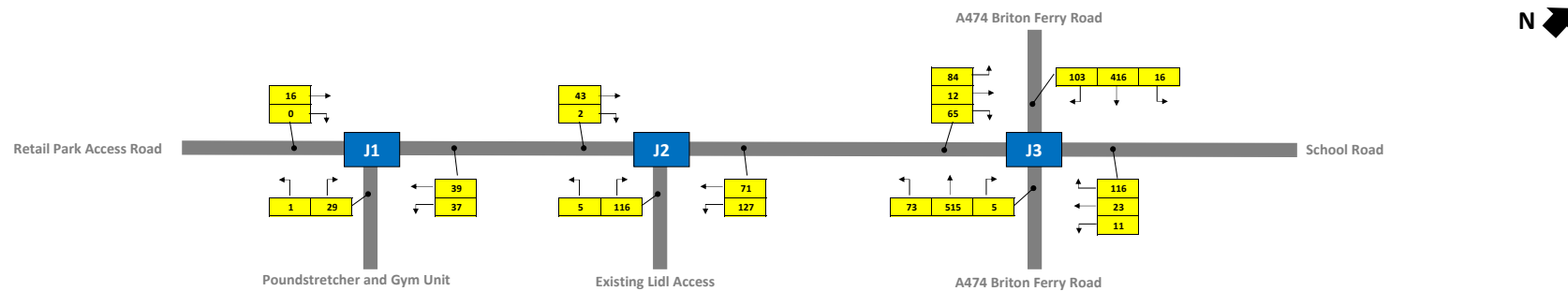
Weekday AM Peak Hour Period (08:30 to 09:30)



Weekday PM Peak Hour Period (15:00 to 16:00)



Saturday Peak Hour Period (11:45 to 12:45)



Notes:

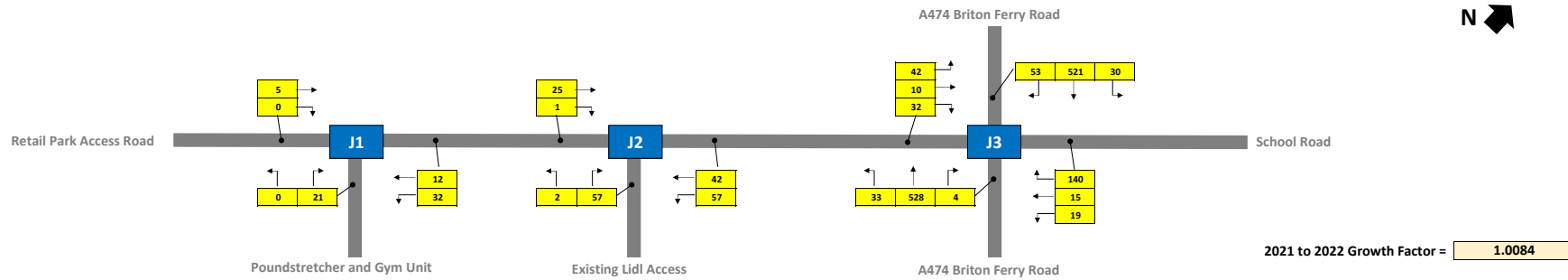
Flows as per MCC surveys undertaken on Friday 19th November 2021 and Saturday 20th November 2021, with Covid factor applied to Lidl unit movements to / from J3
Light Vehicle PCU Value = 1
Heavy Vehicle PCU Value = 2.5

← x - PCU

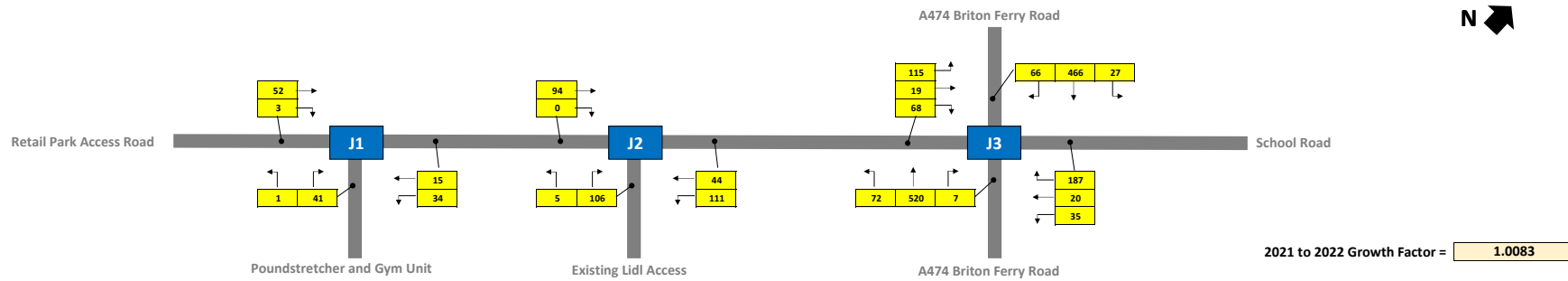
20-00721 Great North Road, Milford Haven

2022 Forecast Year, No Development - Light Vehicles

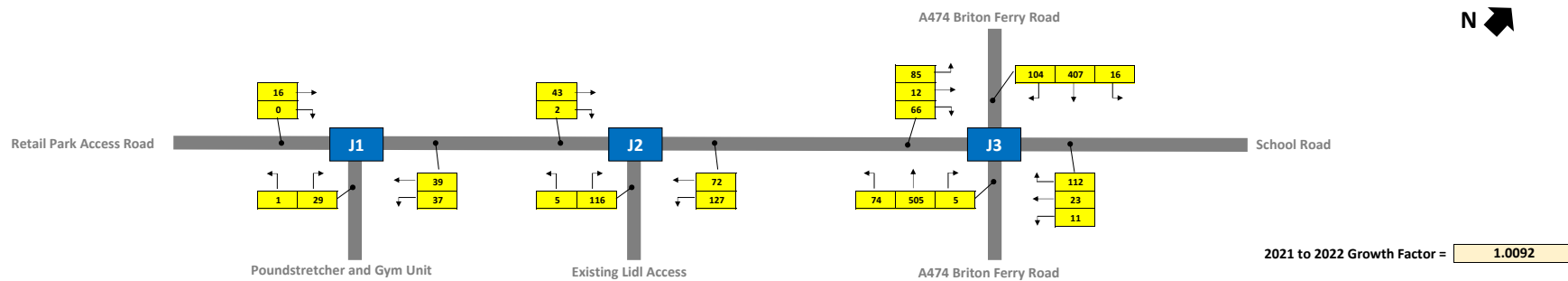
Weekday AM Peak Hour Period (08:15 to 09:15)



Weekday PM Peak Hour Period (15:00 to 16:00)



Saturday Peak Hour Period (11:45 to 12:45)



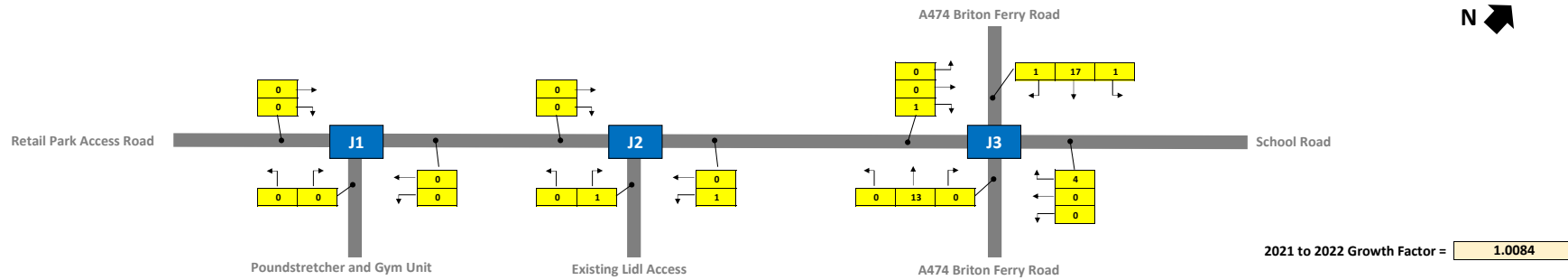
Notes:
Growth factors calculated using TEMPRO for 'Neath Port Talbot' area, and RTF 2018 forecast for 'All Roads'
No growth has been applied to existing site arrival and departure flows at J1 and J2. Growth has been applied to the full movement flows at J3 for robustness (i.e. site trips will also be growthed in these movements)

← x - Light Vehicles

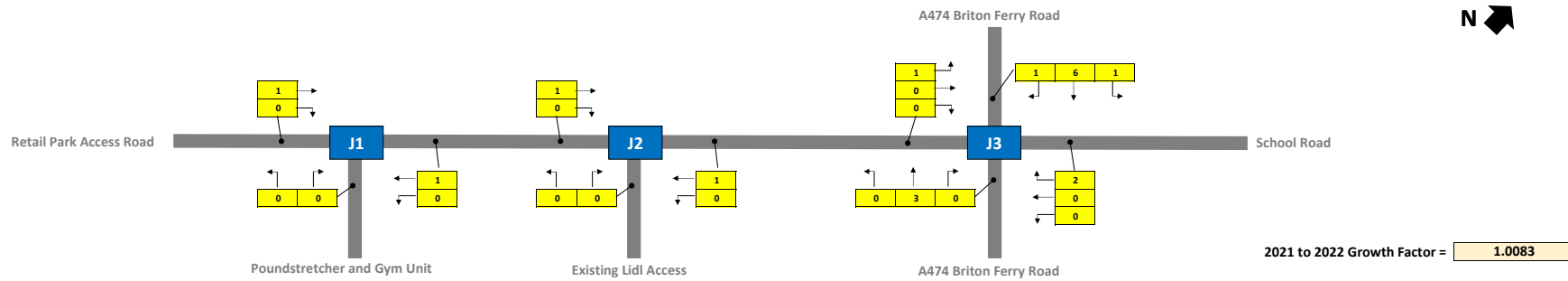
20-00721 Great North Road, Milford Haven

2022 Forecast Year, No Development - Heavy Vehicles

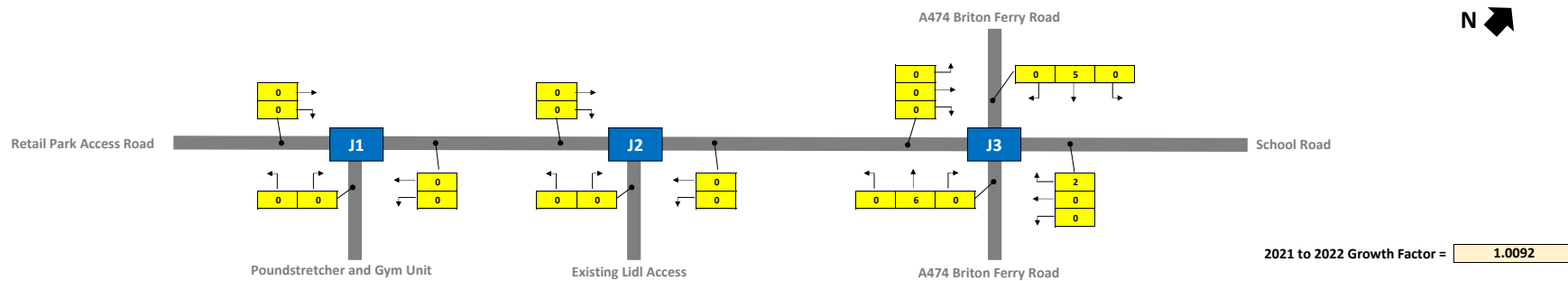
Weekday AM Peak Hour Period (08:15 to 09:15)



Weekday PM Peak Hour Period (15:00 to 16:00)



Saturday Peak Hour Period (11:45 to 12:45)



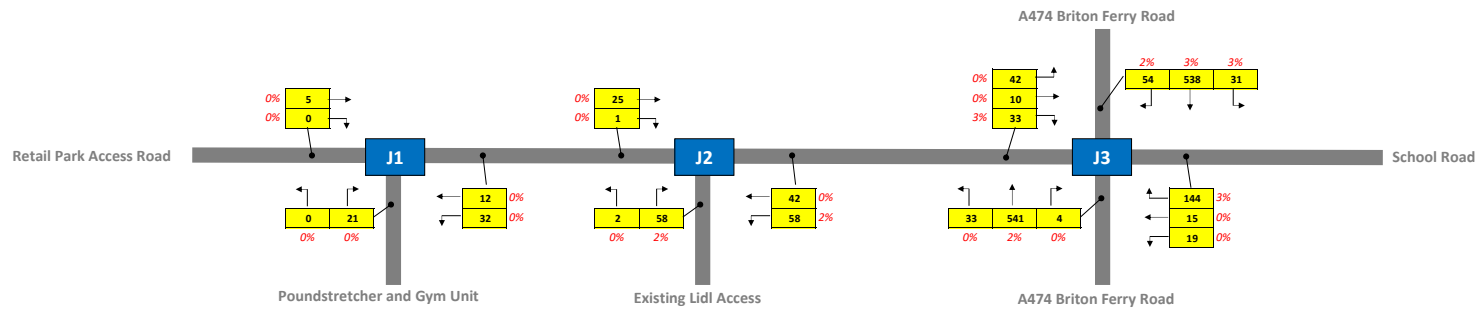
Notes:
Growth factors calculated using TEMPRO for 'Neath Port Talbot' area, and RTF 2018 forecast for 'All Roads'
No growth has been applied to existing site arrival and departure flows at J1 and J2. Growth has been applied to the full movement flows at J3 for robustness (i.e. site trips will also be growthed in these movements)

← x - Heavy Vehicles

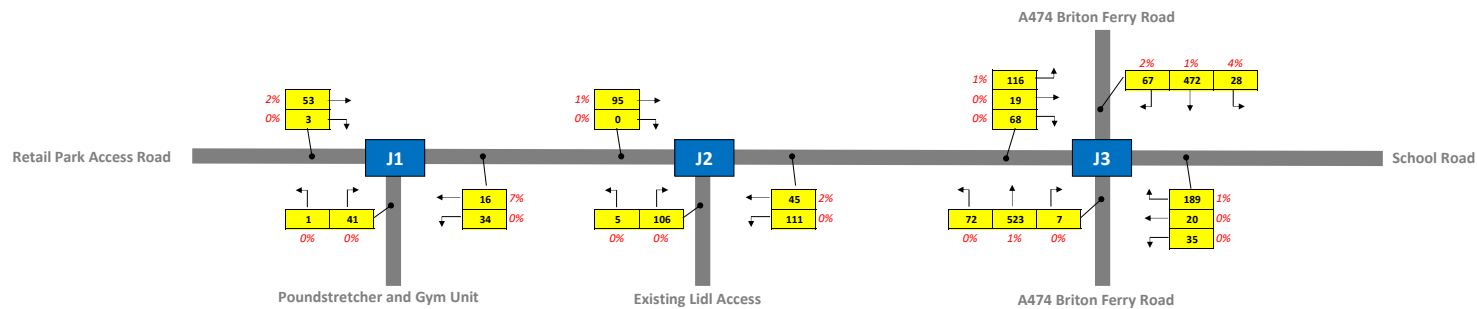
20-00721 Great North Road, Milford Haven

2022 Forecast Year, No Development - All Vehicles

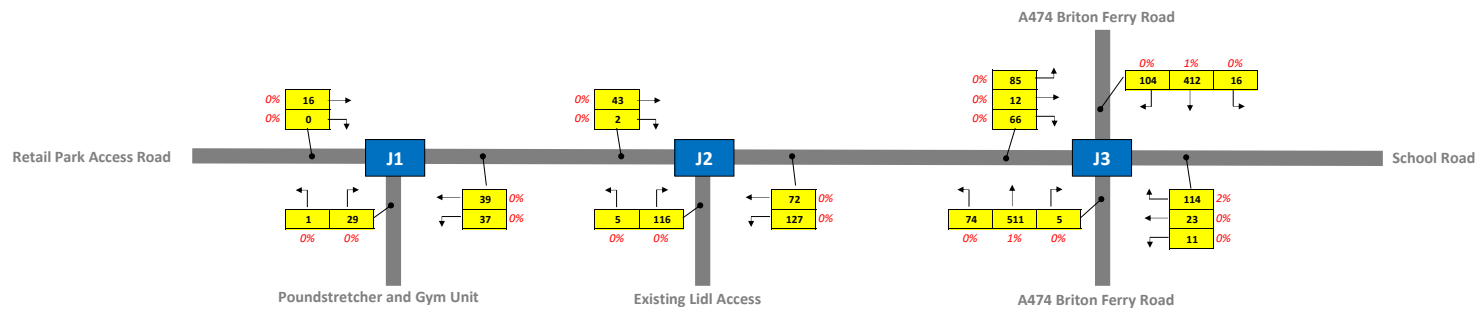
Weekday AM Peak Hour Period (08:15 to 09:15)



Weekday PM Peak Hour Period (15:00 to 16:00)



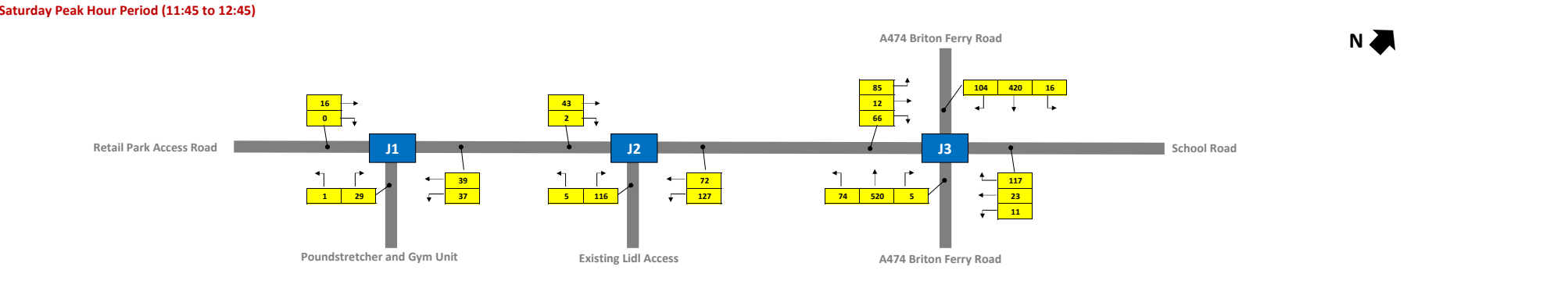
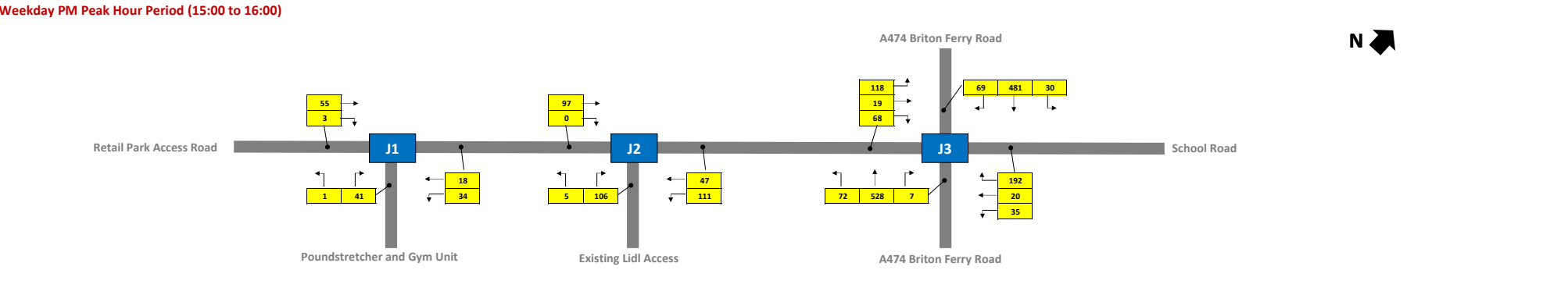
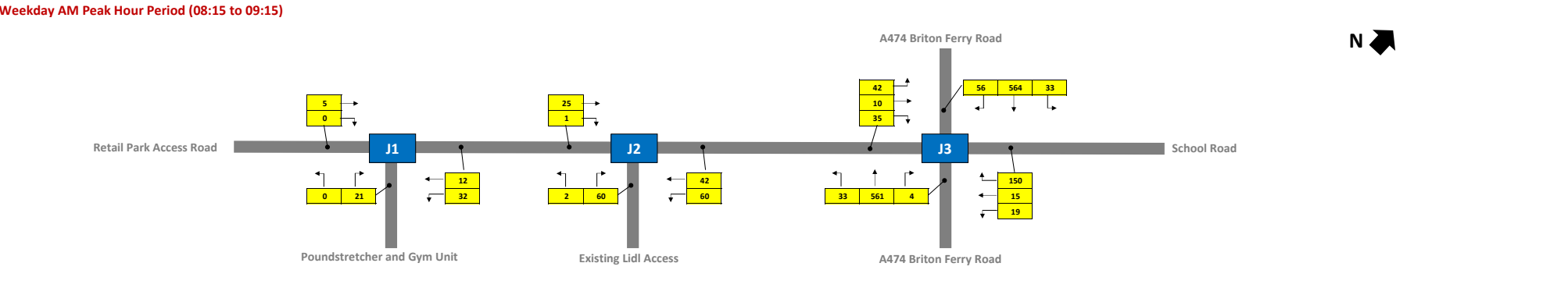
Saturday Peak Hour Period (11:45 to 12:45)



Notes:

- All Vehicles
 - % Heavy Vehicles

20-00721 Great North Road, Milford Haven
2022 Forecast Year, No Development - PCU



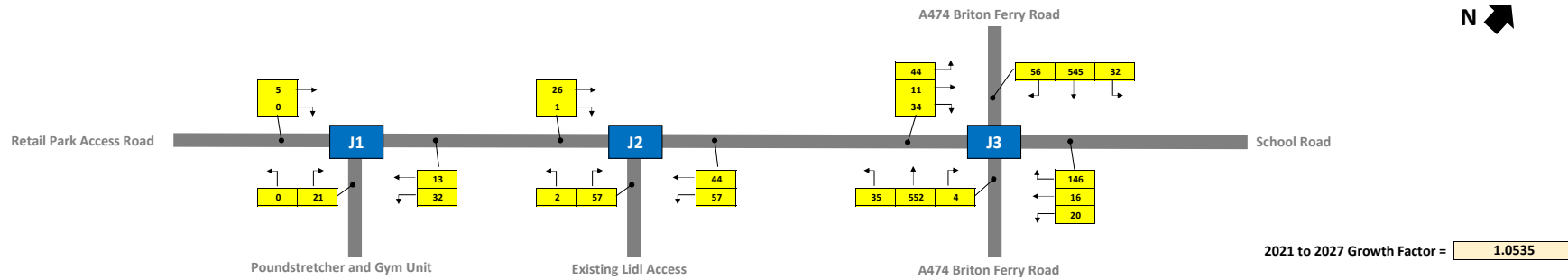
Notes:

← x - PCU

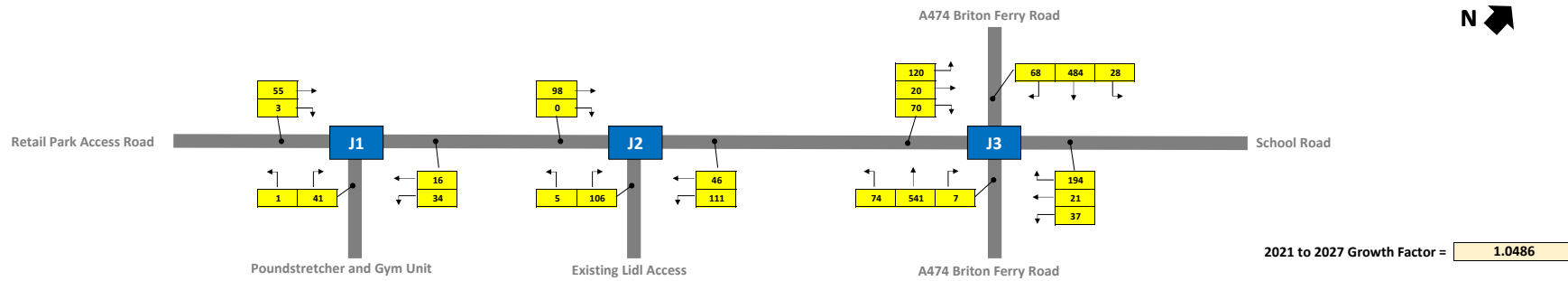
20-00721 Great North Road, Milford Haven

2027 Forecast Year, No Development - Light Vehicles

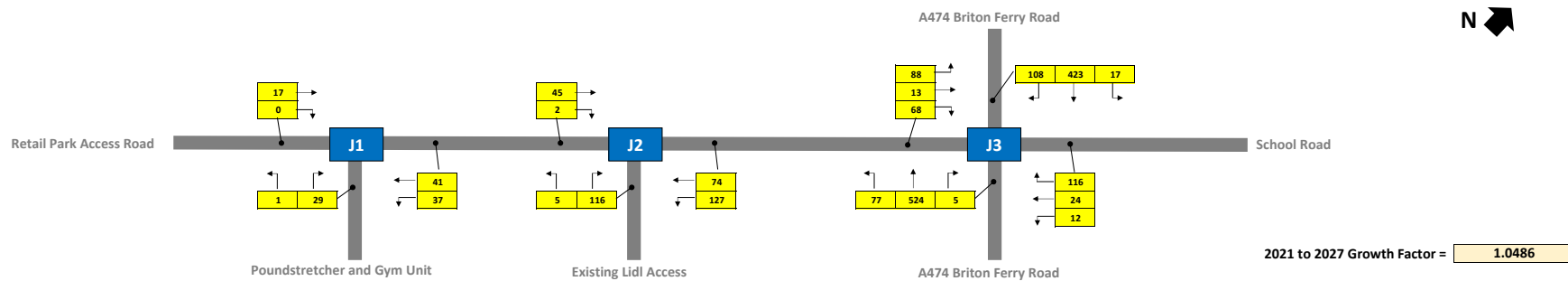
Weekday AM Peak Hour Period (08:15 to 09:15)



Weekday PM Peak Hour Period (15:00 to 16:00)



Saturday Peak Hour Period (11:45 to 12:45)



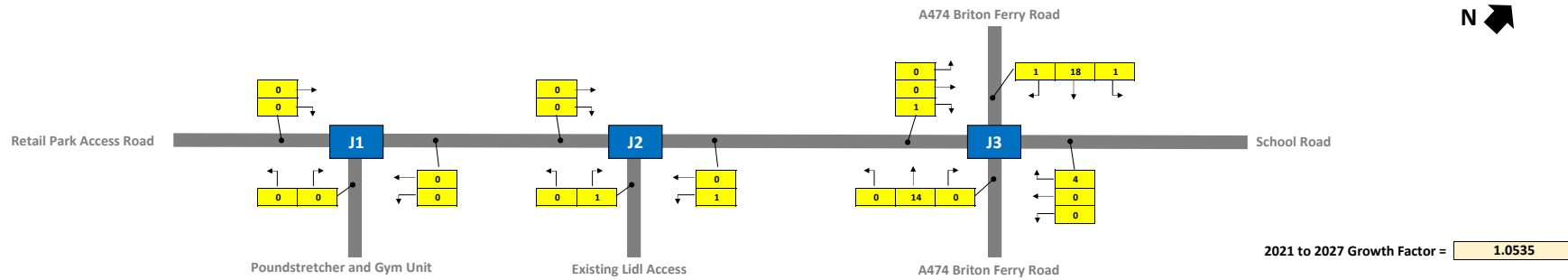
Notes:
Growth factors calculated using TEMPRO for 'Neath Port Talbot' area, and RTF 2018 forecast for 'All Roads'
No growth has been applied to existing site arrival and departure flows at J1 and J2. Growth has been applied to the full movement flows at J3 for robustness (i.e. site trips will also be growthed in these movements)

← x - Light Vehicles

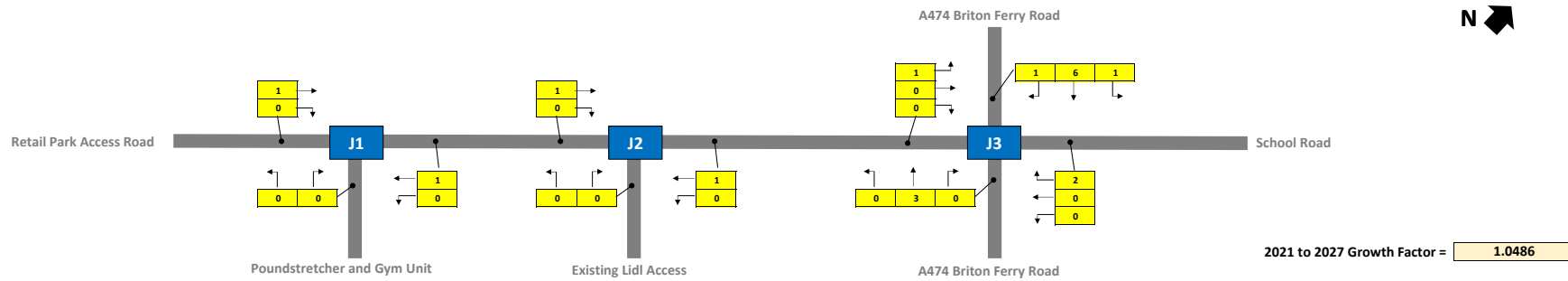
20-00721 Great North Road, Milford Haven

2027 Forecast Year, No Development - Heavy Vehicles

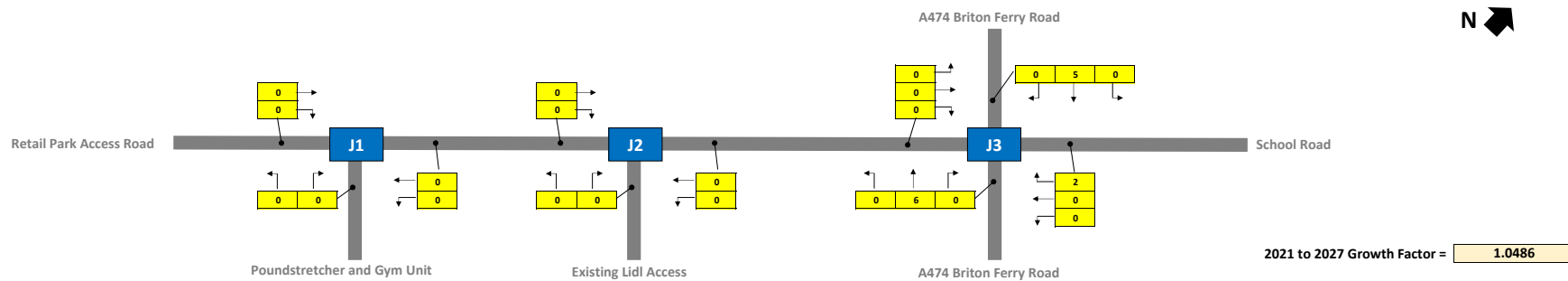
Weekday AM Peak Hour Period (08:15 to 09:15)



Weekday PM Peak Hour Period (15:00 to 16:00)



Saturday Peak Hour Period (11:45 to 12:45)



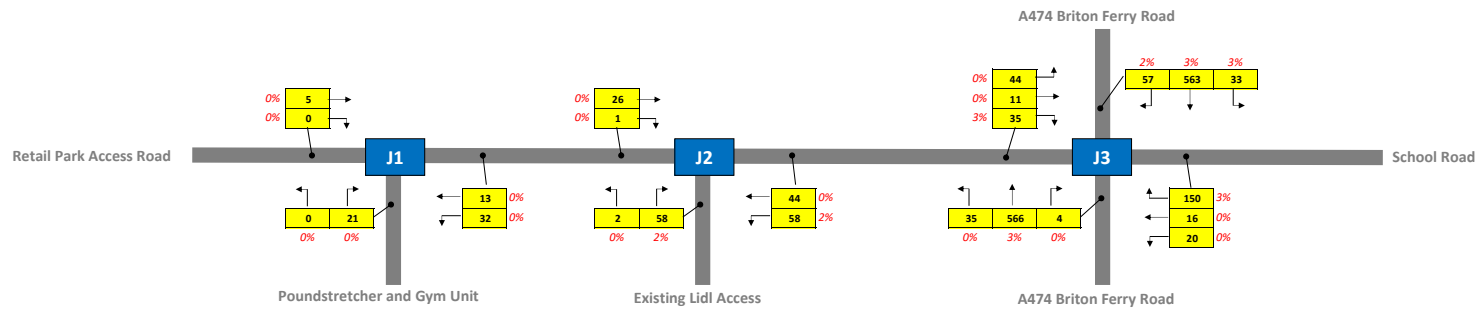
Notes:
Growth factors calculated using TEMPRO for 'Neath Port Talbot' area, and RTF 2018 forecast for 'All Roads'
No growth has been applied to existing site arrival and departure flows at J1 and J2. Growth has been applied to the full movement flows at J3 for robustness (i.e. site trips will also be growthed in these movements)

← x - Heavy Vehicles

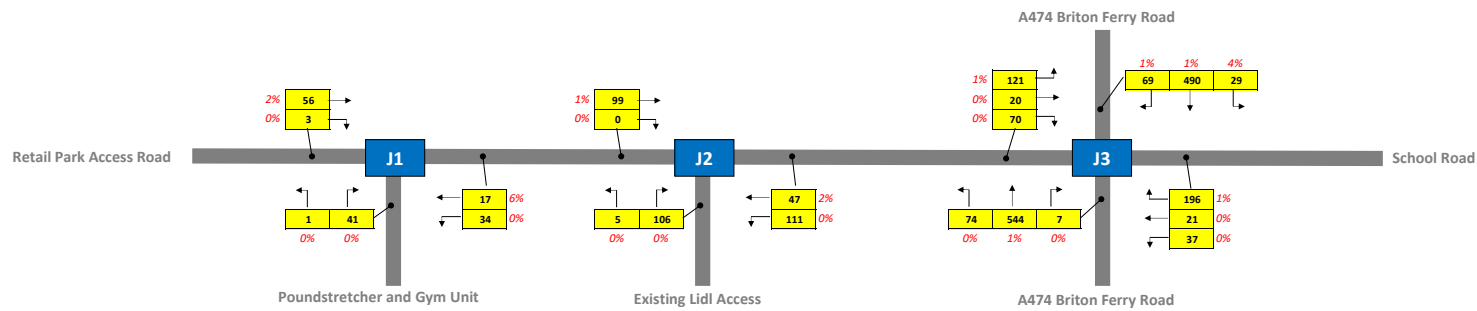
20-00721 Great North Road, Milford Haven

2027 Forecast Year, No Development - All Vehicles

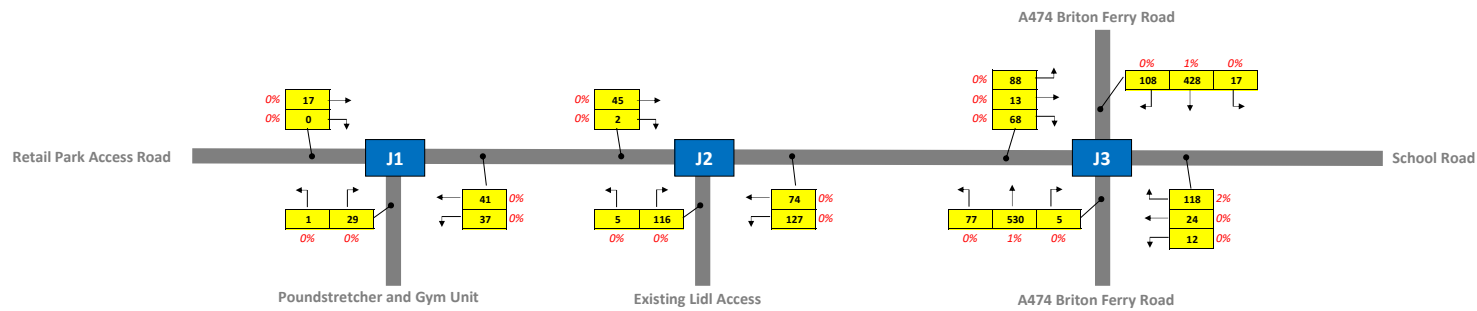
Weekday AM Peak Hour Period (08:15 to 09:15)



Weekday PM Peak Hour Period (15:00 to 16:00)



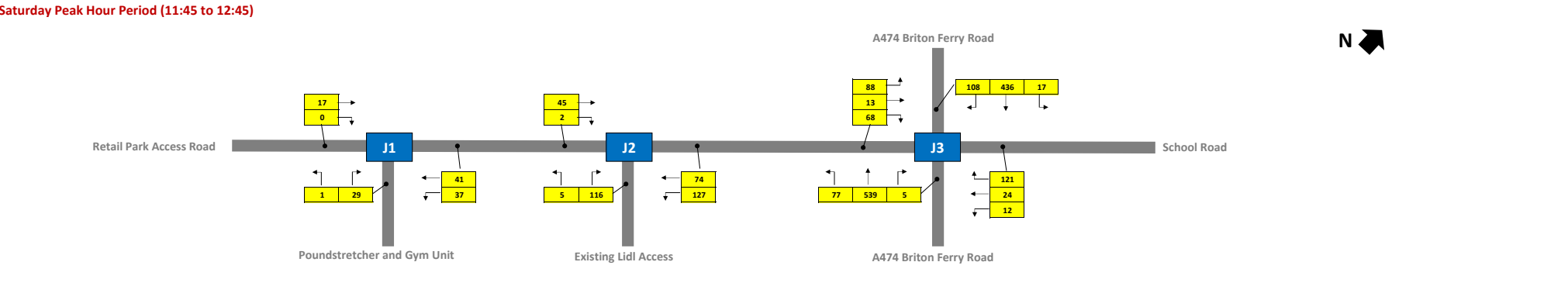
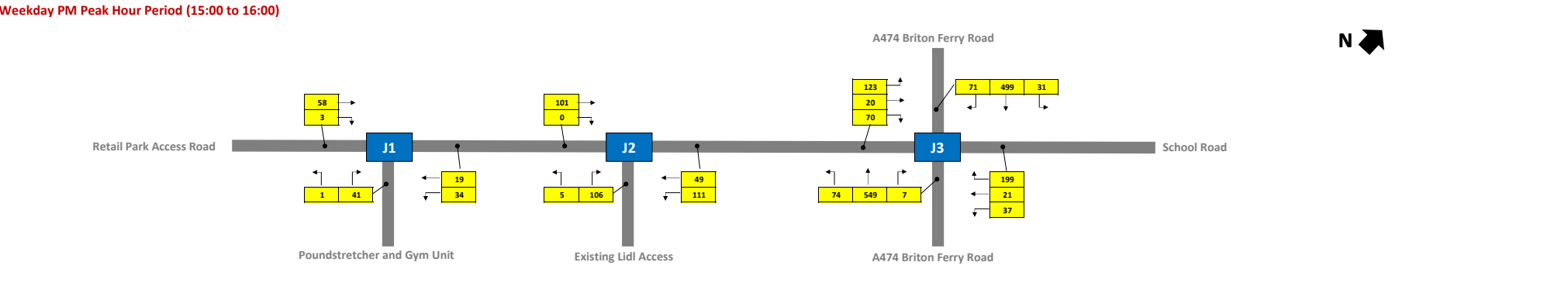
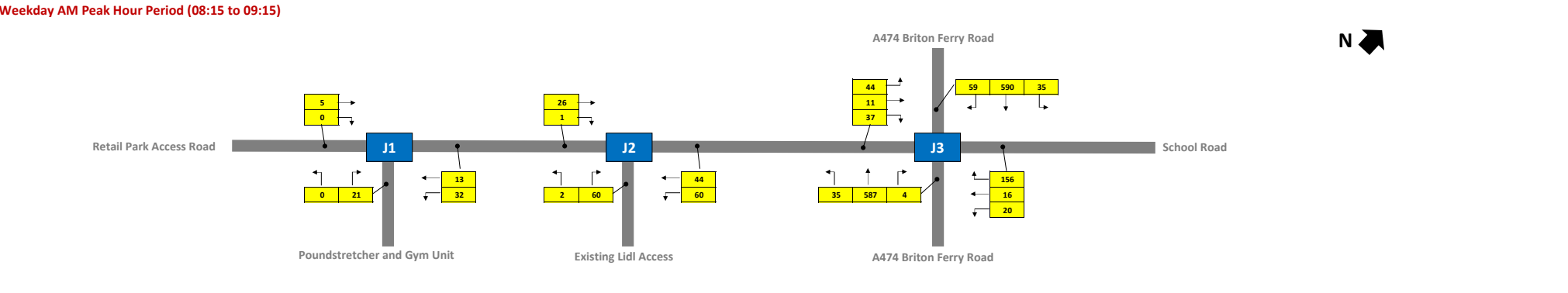
Saturday Peak Hour Period (11:45 to 12:45)



Notes:

- All Vehicles
 - % Heavy Vehicles

20-00721 Great North Road, Milford Haven
2027 Forecast Year, No Development - PCU



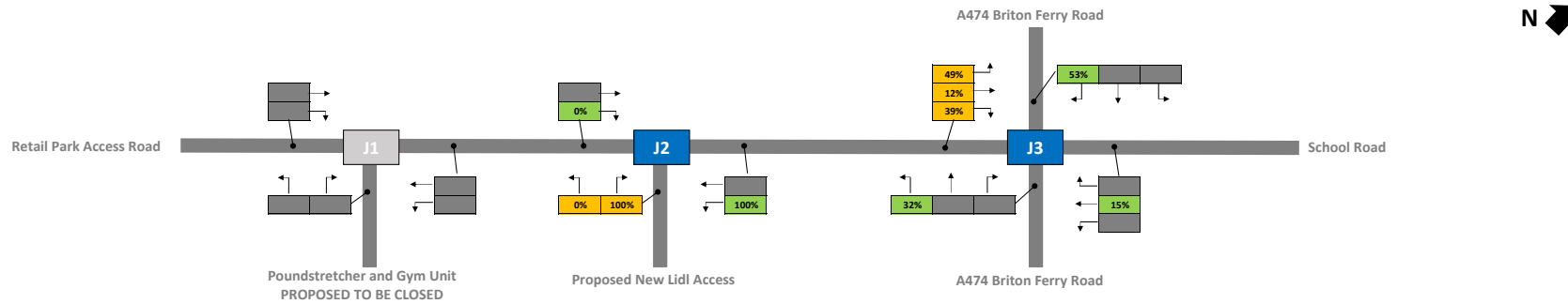
Notes:

← x - PCU

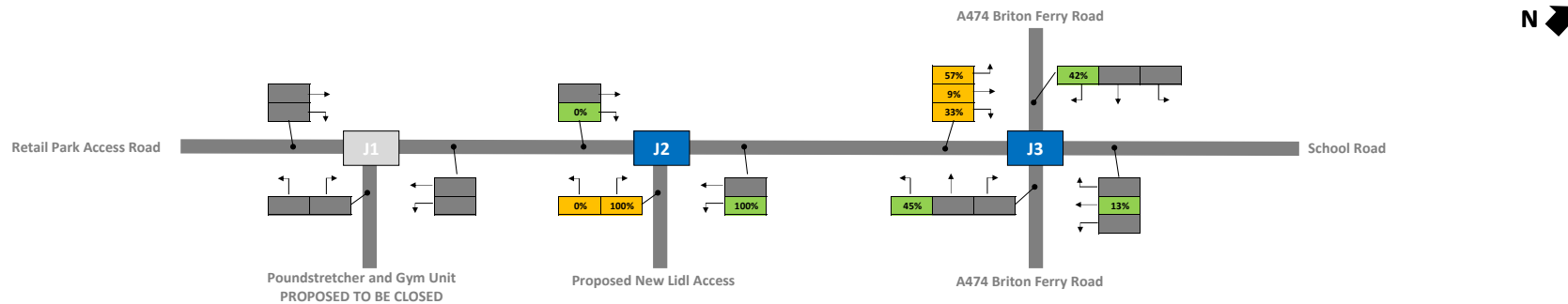
20-00721 Great North Road, Milford Haven

Proposed Development Trips Distribution

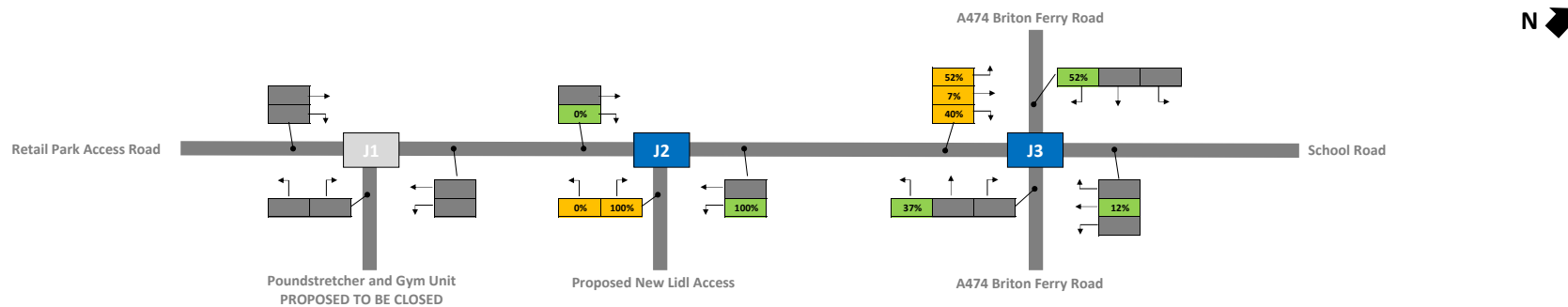
Weekday AM Peak Hour Period (08:15 to 09:15)



Weekday PM Peak Hour Period (15:00 to 16:00)



Saturday Peak Hour Period (11:45 to 12:45)



Notes:

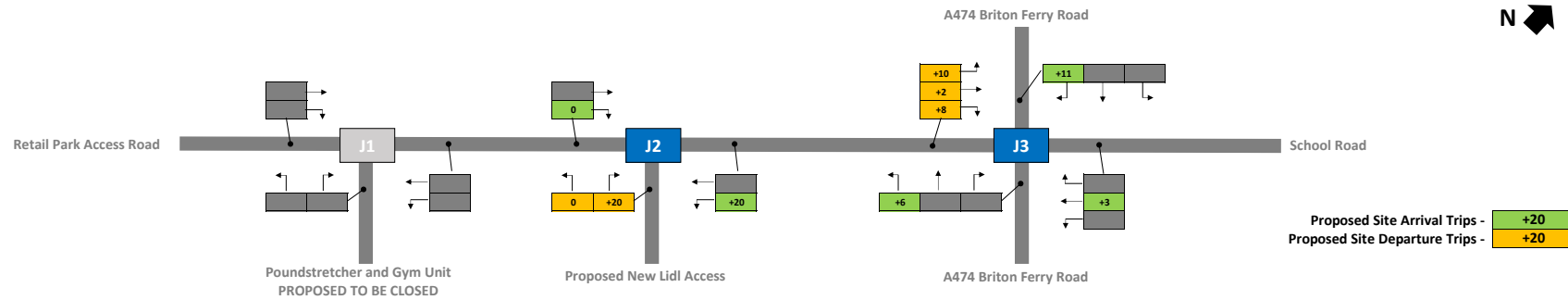
Distributions based on proportion of network arrival and departures observed during 2021 MCC surveys
All development trips assumed to route through the A474 signalised junction (J3)

← X - Departure Proportions
← X - Arrival Proportions

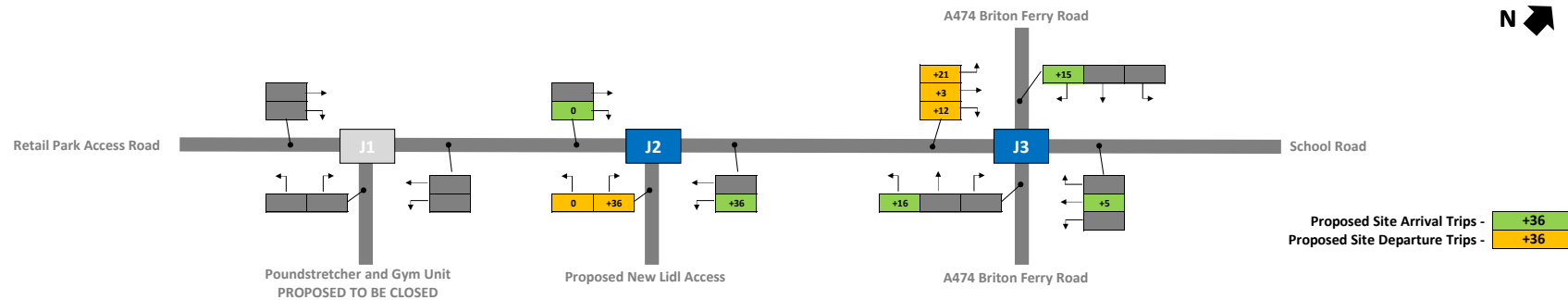
20-00721 Great North Road, Milford Haven

Proposed Development Trips Increase (compared to existing Lidl unit)

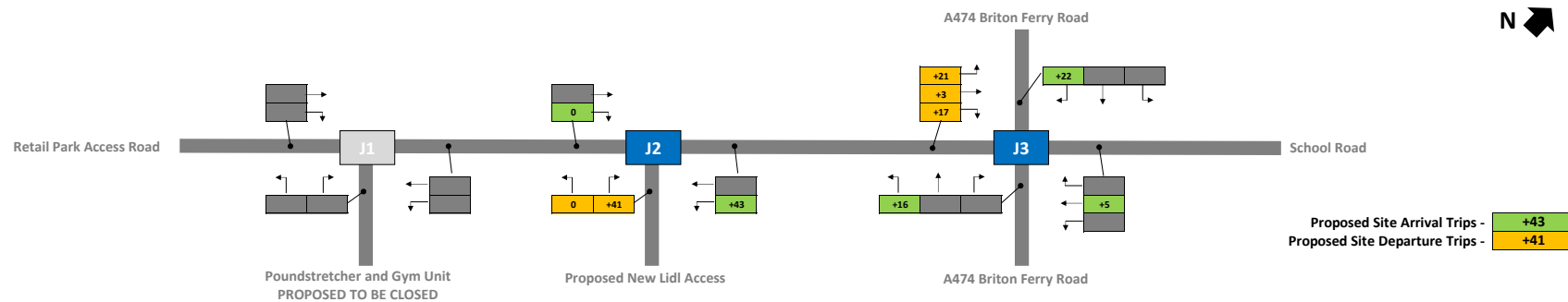
Weekday AM Peak Hour Period (08:15 to 09:15)



Weekday PM Peak Hour Period (15:00 to 16:00)



Saturday Peak Hour Period (11:45 to 12:45)



Notes:

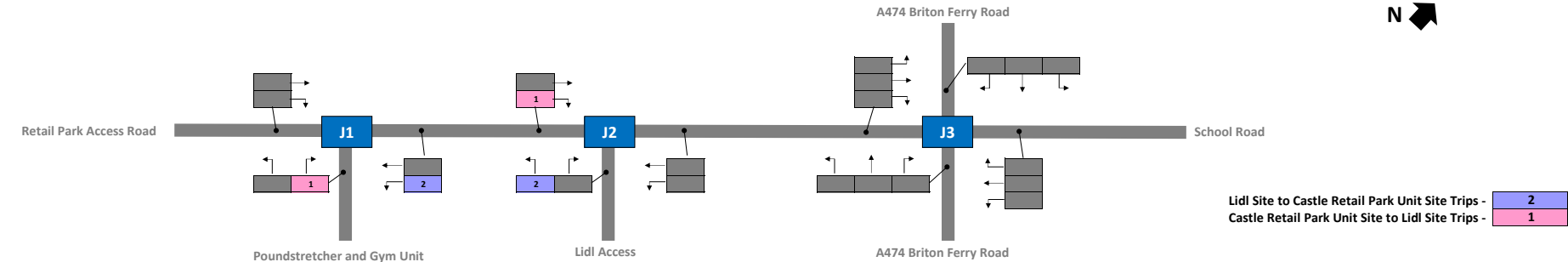
Development Arrivals and Departures based on a 32.1% increase in observed arrivals and departures at the existing Lidl unit (at J2)
Growth applied to observed Light vehicle movements only, as delivery method and schedule expected to remain the same at proposed development
The Covid uplift factor has been included within these calculations

← X - Departure Trips
← X - Arrival Trips

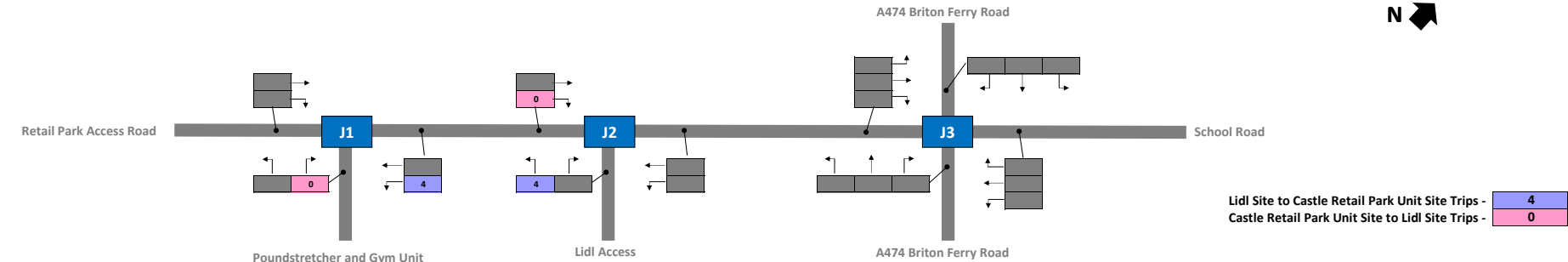
20-00721 Great North Road, Milford Haven

Existing Lidl Unit Site and Castle Retail Park Unit Observed Site Linked Trips - Lights

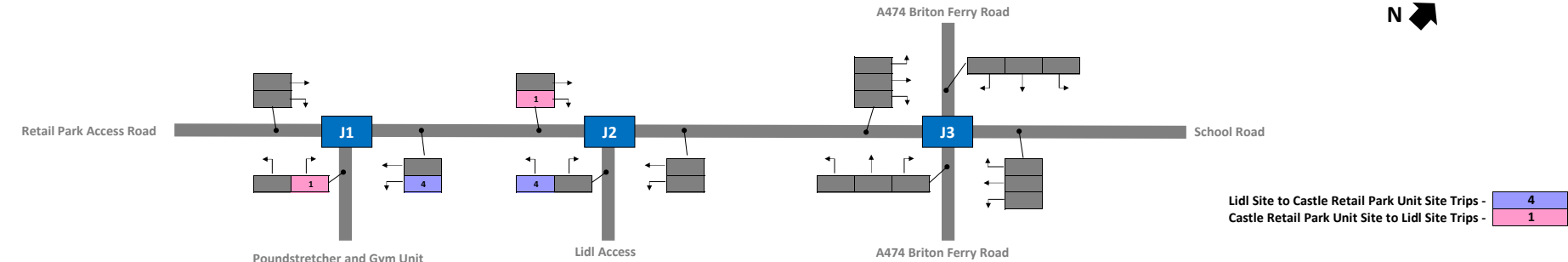
Weekday AM Peak Hour Period (08:15 to 09:15)



Weekday PM Peak Hour Period (15:00 to 16:00)



Saturday Peak Hour Period (11:45 to 12:45)

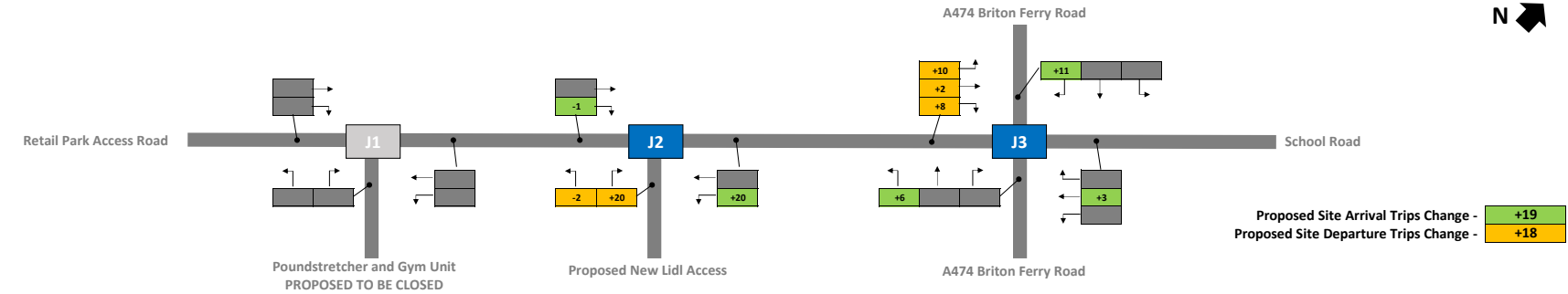


Notes:
Only light vehicles (Car or LGV) were observed making these linked trip movements
Flows as observed during MCC surveys on Friday 19th and Saturday 20th November 2021. No Covid uplift factor has been applied to these flows

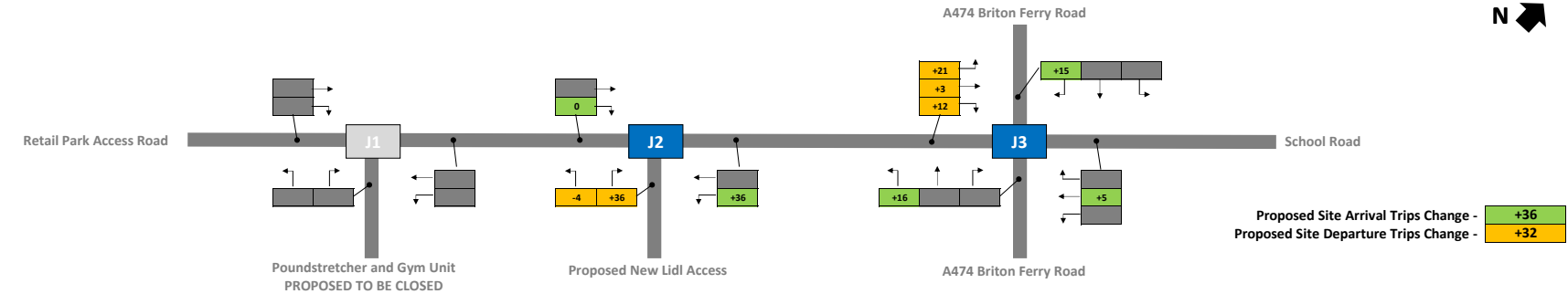
20-00721 Great North Road, Milford Haven

Proposed Development Trip Change (compared to existing Lidl unit), Including for Linked Trips Removal - Lights

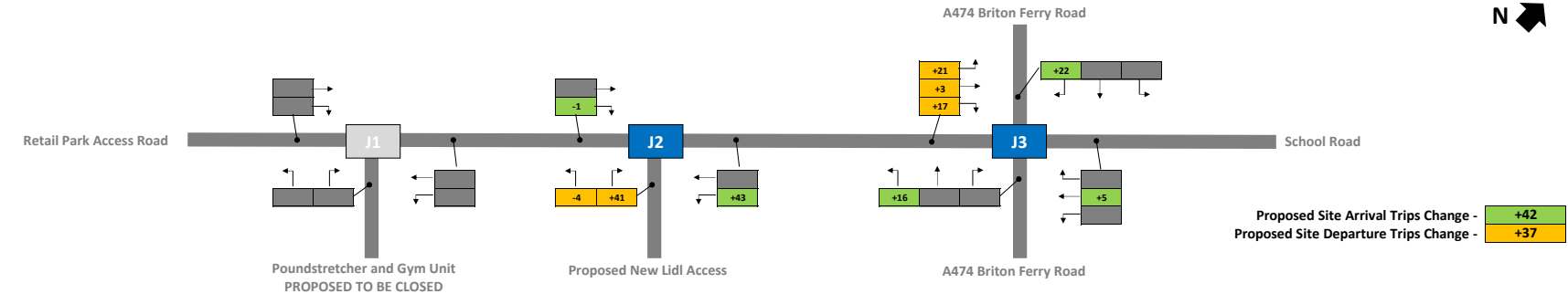
Weekday AM Peak Hour Period (08:15 to 09:15)



Weekday PM Peak Hour Period (15:00 to 16:00)



Saturday Peak Hour Period (11:45 to 12:45)



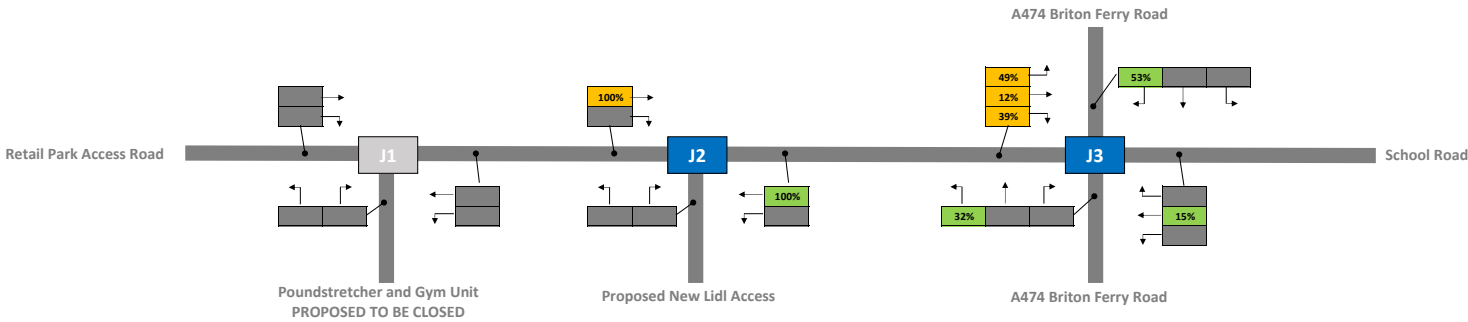
Notes:
No change anticipated in Heavy vehicle movements between the existing and proposed Lidl unit

← X - Departure Trips
← X - Arrival Trips

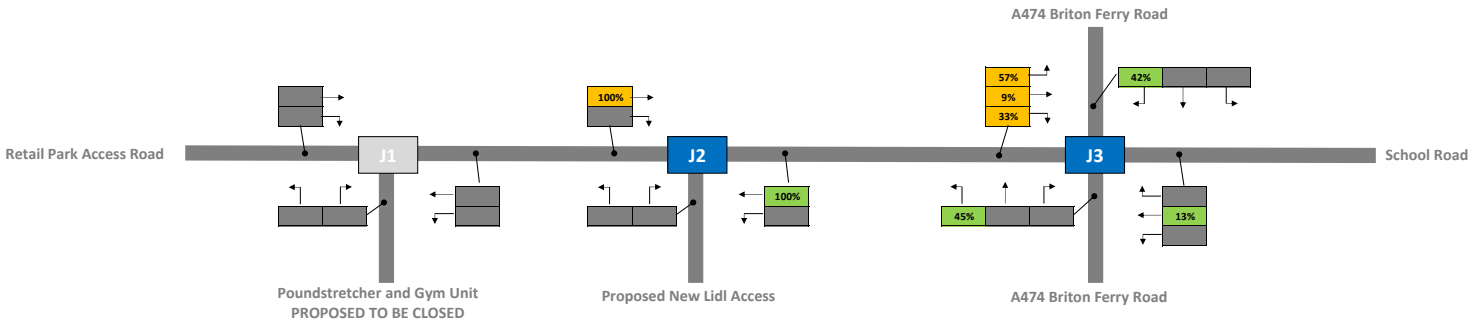
20-00721 Great North Road, Milford Haven

Existing Castle Retail Park Unit Trip Distribution through J2 and J3

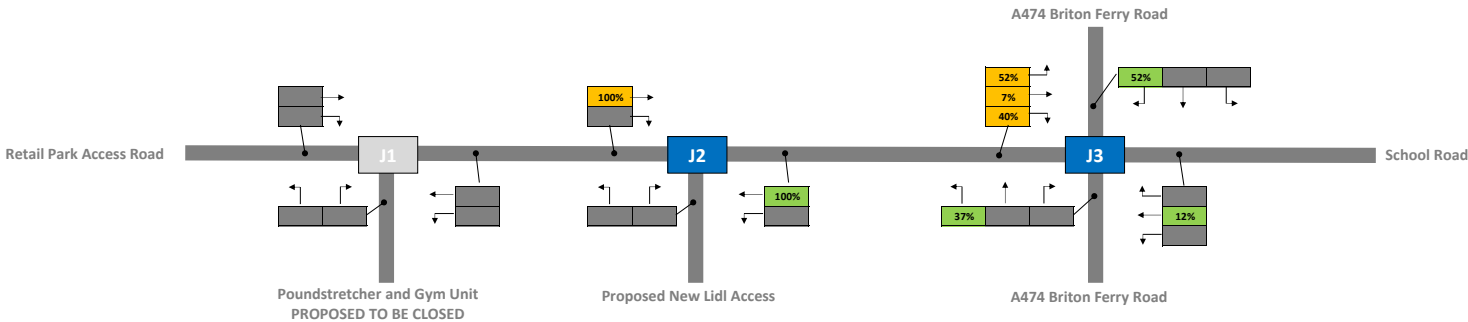
Weekday AM Peak Hour Period (08:15 to 09:15)



Weekday PM Peak Hour Period (15:00 to 16:00)



Saturday Peak Hour Period (11:45 to 12:45)



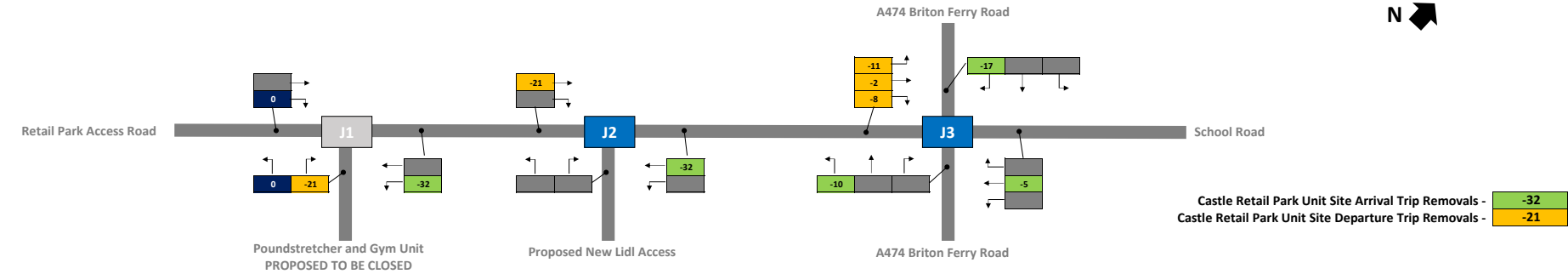
Notes:
Distributions based on proportion of network arrival and departures observed during 2021 MCC surveys

- Departure Proportions
 - Arrival Proportions

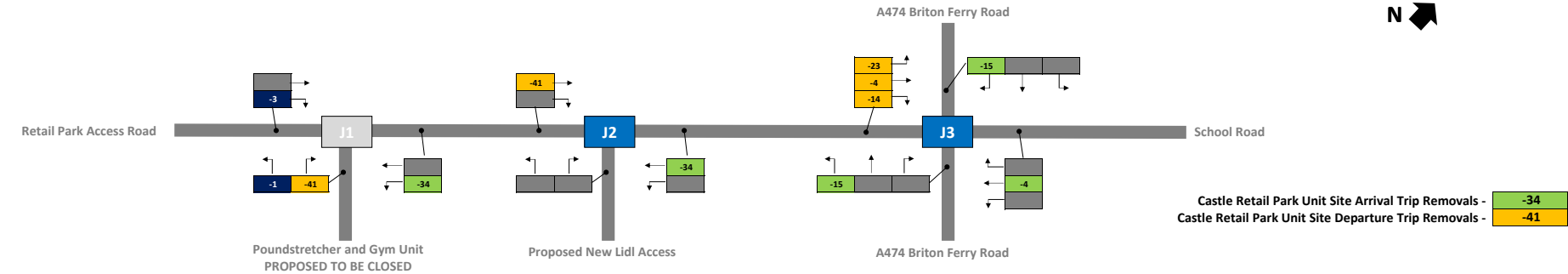
20-00721 Great North Road, Milford Haven

Existing Castle Retail Park Unit Trips Removals in With Development Scenario - Lights

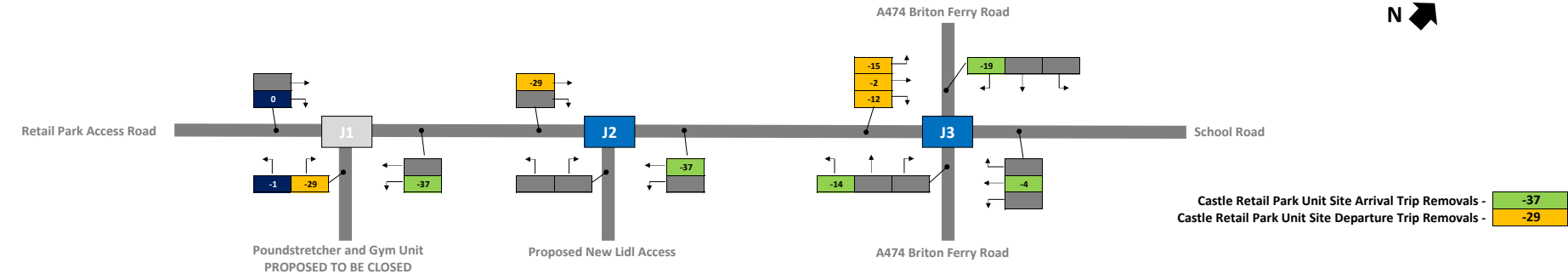
Weekday AM Peak Hour Period (08:15 to 09:15)



Weekday PM Peak Hour Period (15:00 to 16:00)



Saturday Peak Hour Period (11:45 to 12:45)



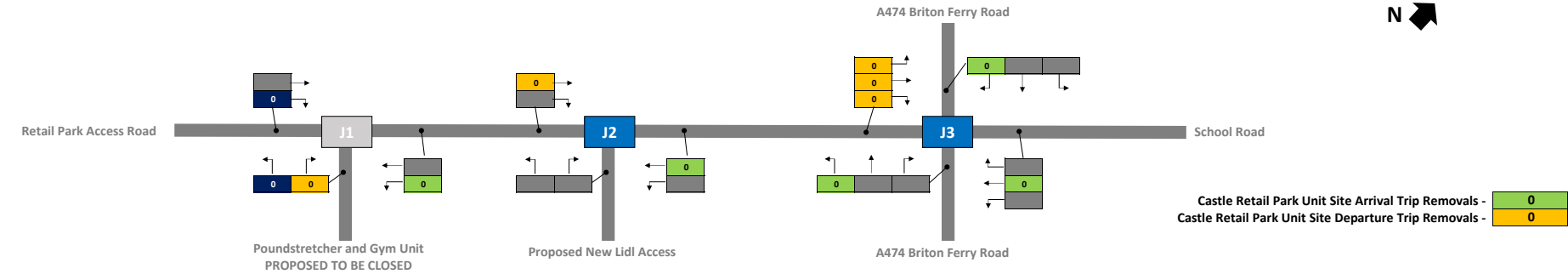
Notes:

- ← X - Departure Trips
- ← X - Arrival Trips
- ← X - Removed Movements

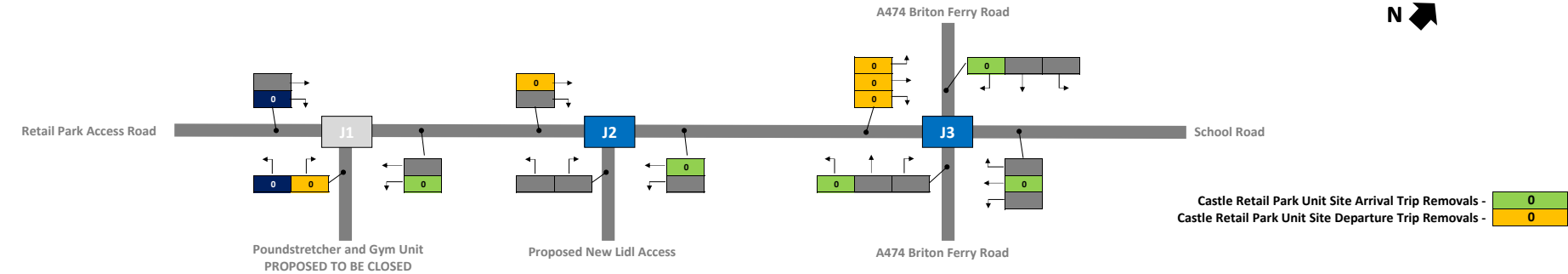
20-00721 Great North Road, Milford Haven

Existing Castle Retail Park Unit Trips Removals in With Development Scenario - Heavies

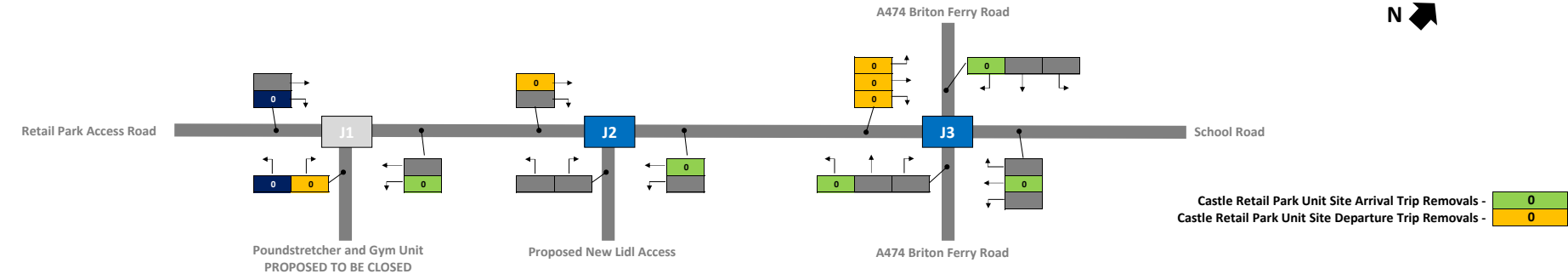
Weekday AM Peak Hour Period (08:15 to 09:15)



Weekday PM Peak Hour Period (15:00 to 16:00)



Saturday Peak Hour Period (11:45 to 12:45)



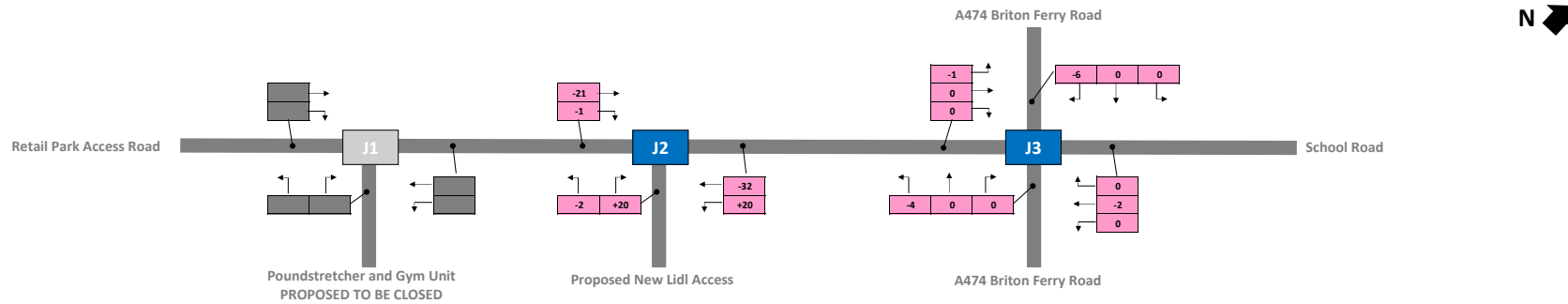
Notes:

- Yellow rectangle with 'x' - Departure Trips
- Green rectangle with 'x' - Arrival Trips
- Blue rectangle with 'x' - Removed Movements

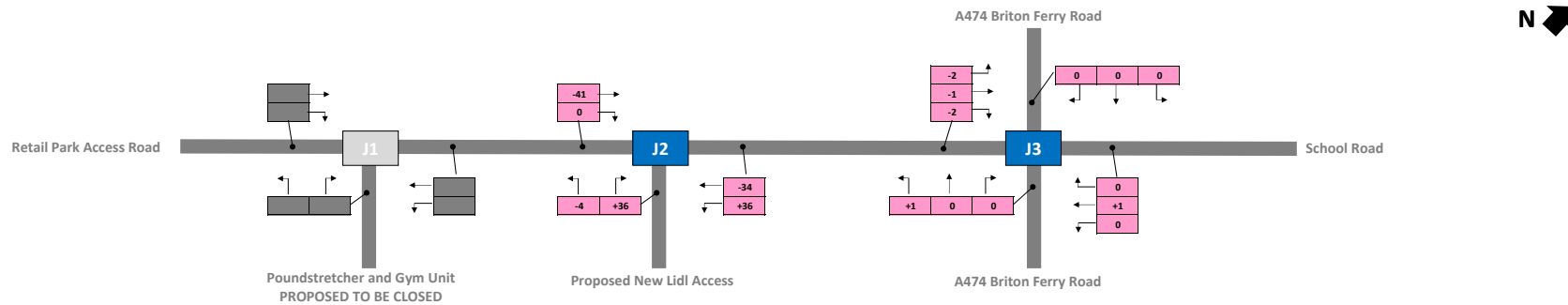
20-00721 Great North Road, Milford Haven

Proposed Site Re-Development Total Anticipated Trip Change - Light Vehicles

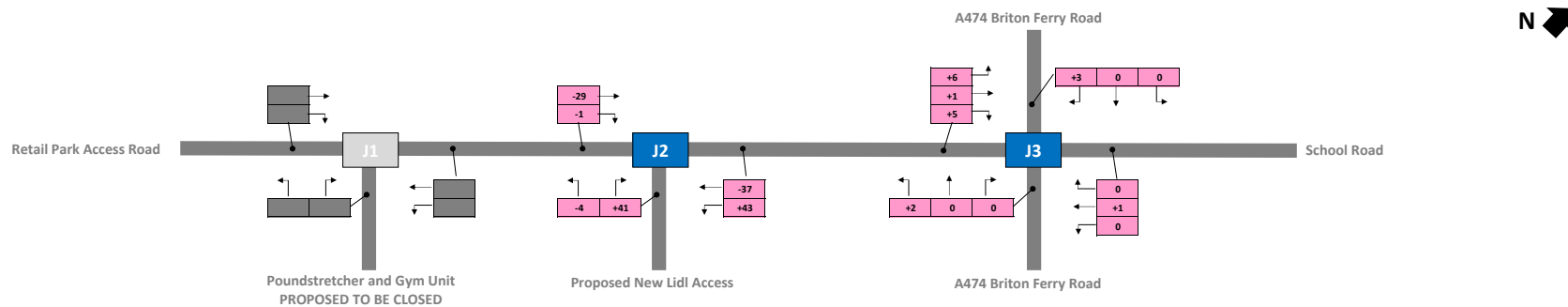
Weekday AM Peak Hour Period (08:15 to 09:15)



Weekday PM Peak Hour Period (15:00 to 16:00)



Saturday Peak Hour Period (11:45 to 12:45)



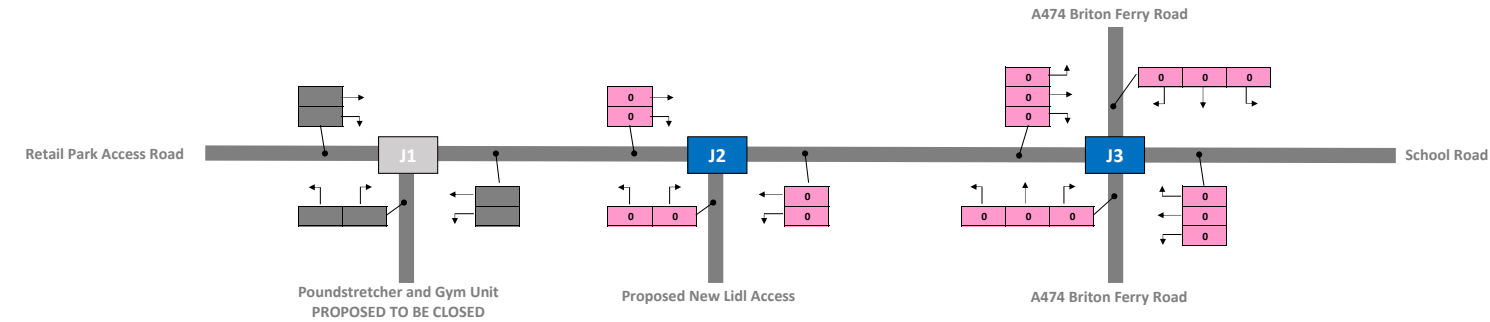
Notes:

← X - Development Trip Change

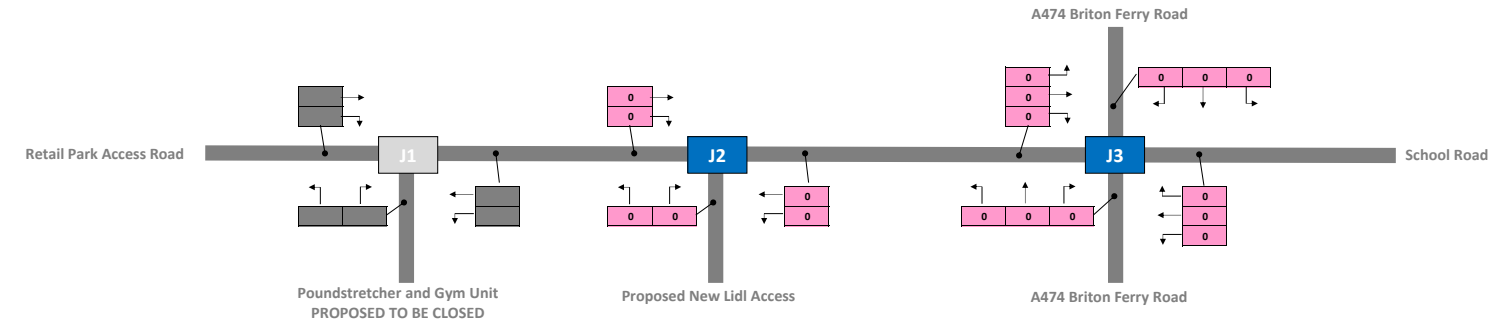
20-00721 Great North Road, Milford Haven

Proposed Site Re-Development Total Anticipated Trip Change - Heavy Vehicles

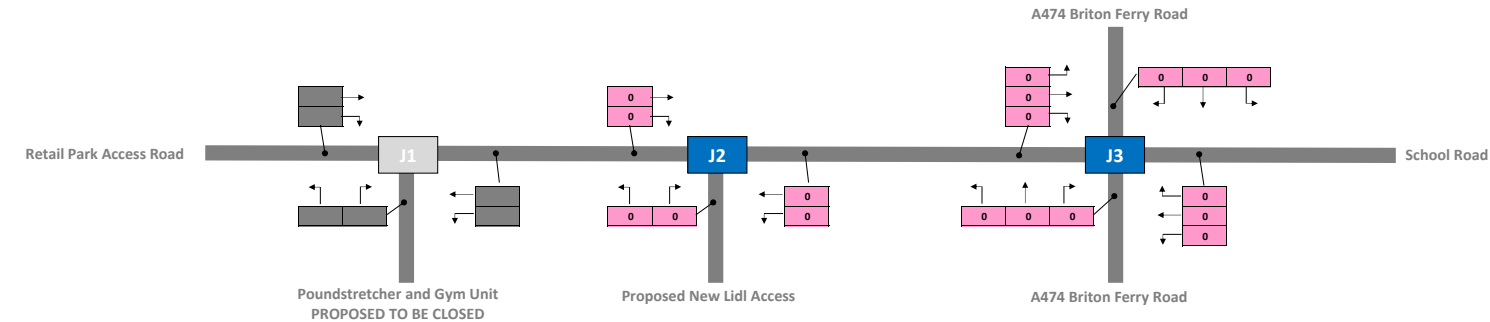
Weekday AM Peak Hour Period (08:15 to 09:15)



Weekday PM Peak Hour Period (15:00 to 16:00)



Saturday Peak Hour Period (11:45 to 12:45)



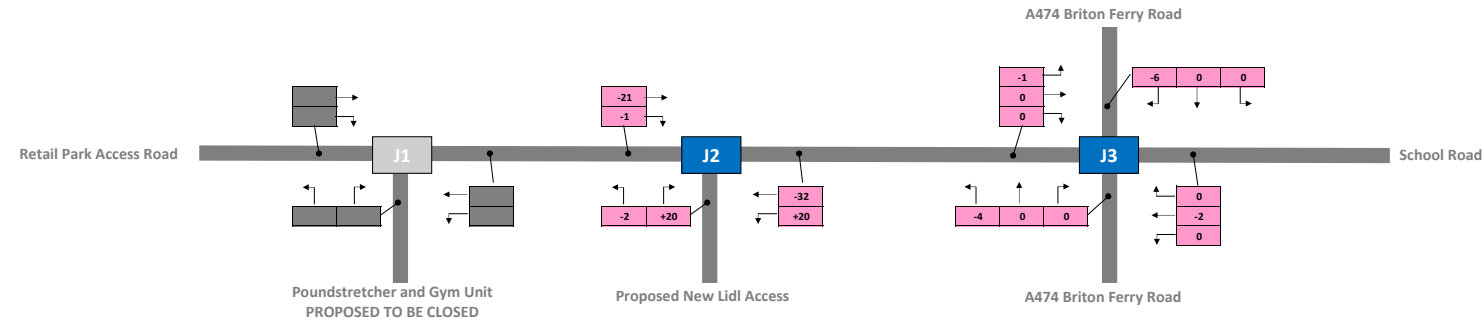
Notes:

← x - Development Trip Change

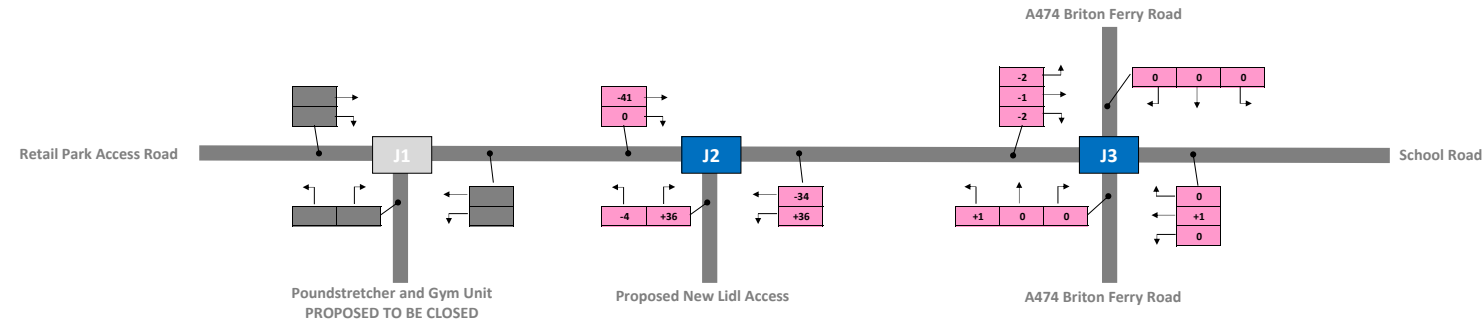
20-00721 Great North Road, Milford Haven

Proposed Site Re-Development Total Anticipated Trip Change - PCU's

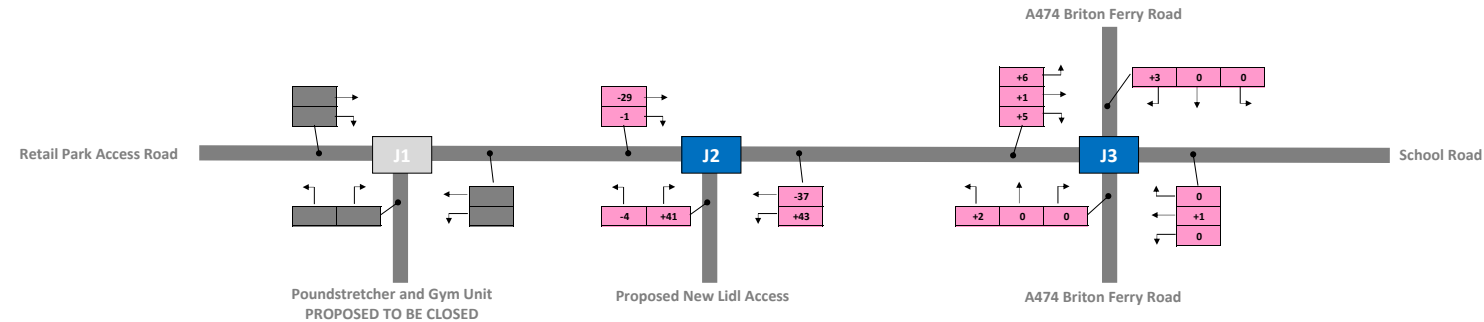
Weekday AM Peak Hour Period (08:15 to 09:15)



Weekday PM Peak Hour Period (15:00 to 16:00)



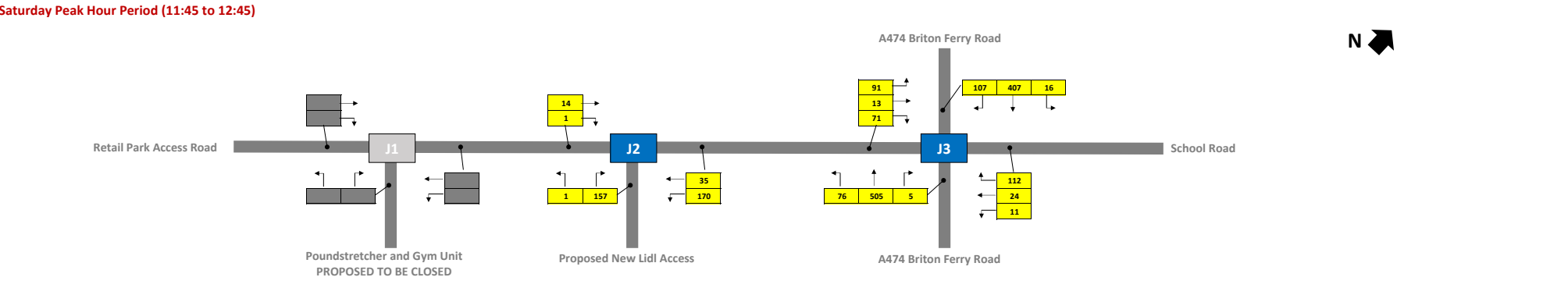
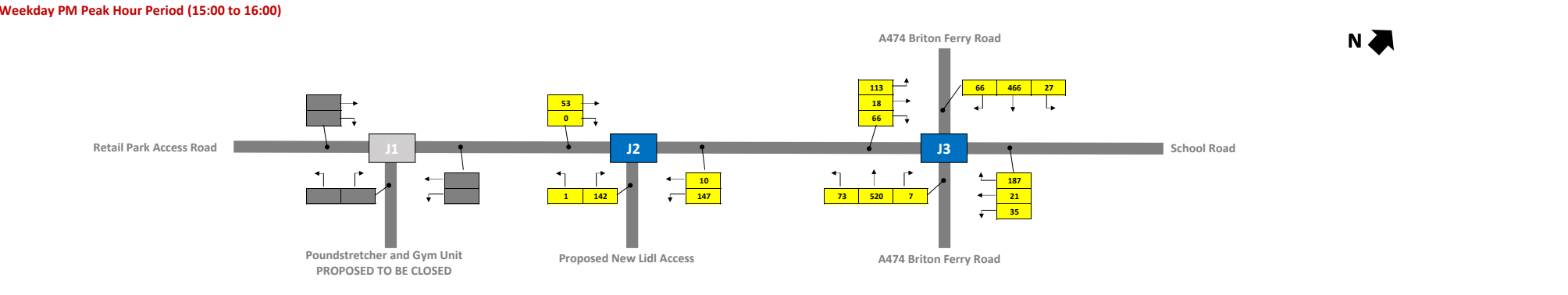
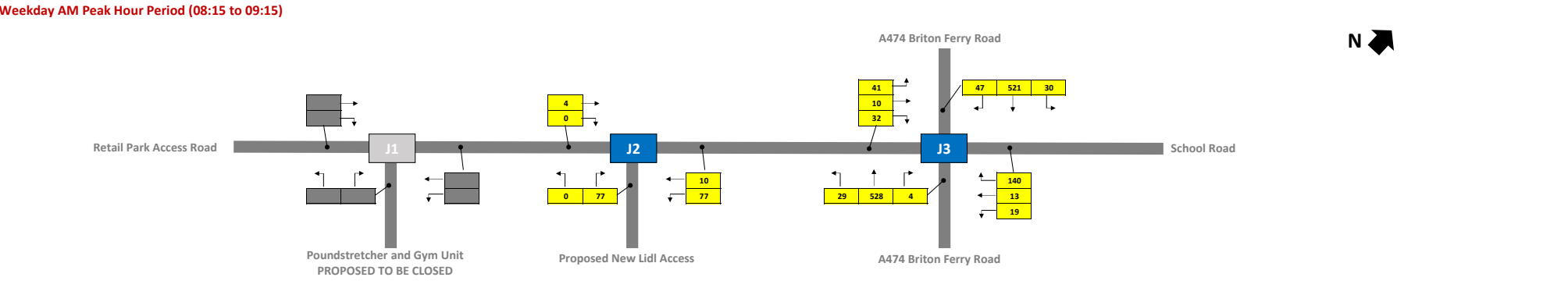
Saturday Peak Hour Period (11:45 to 12:45)



Notes:

← x - Development Trip Change

20-00721 Great North Road, Milford Haven
2022 Forecast Year, With Development - Light Vehicles



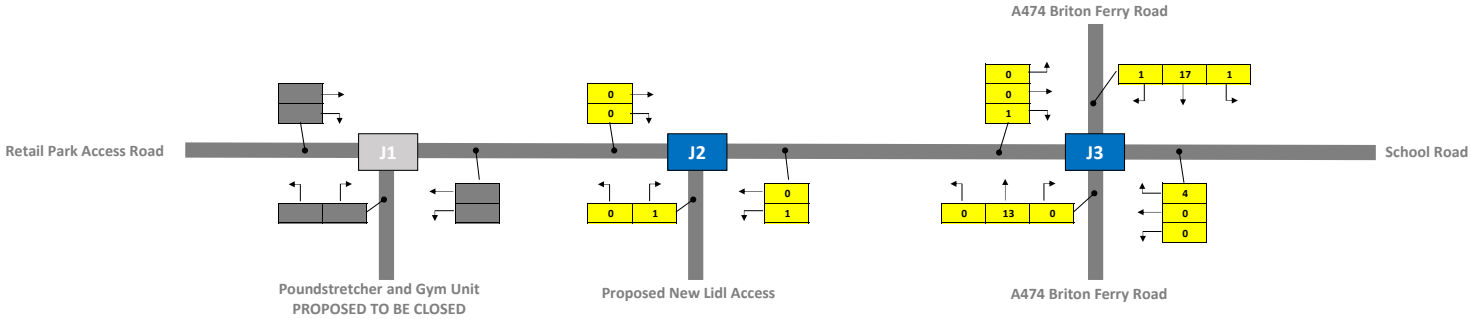
Notes:

← x - Light Vehicles

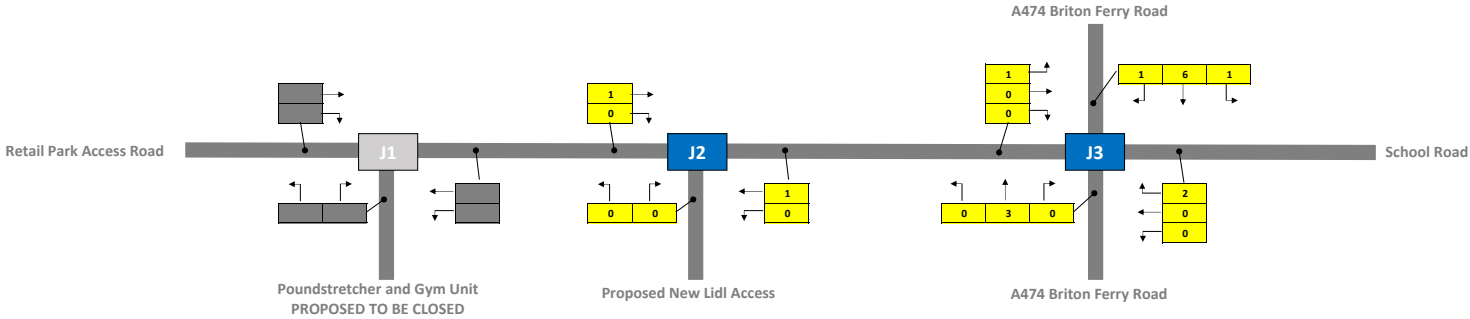
20-00721 Great North Road, Milford Haven

2022 Forecast Year, With Development - Heavy Vehicles

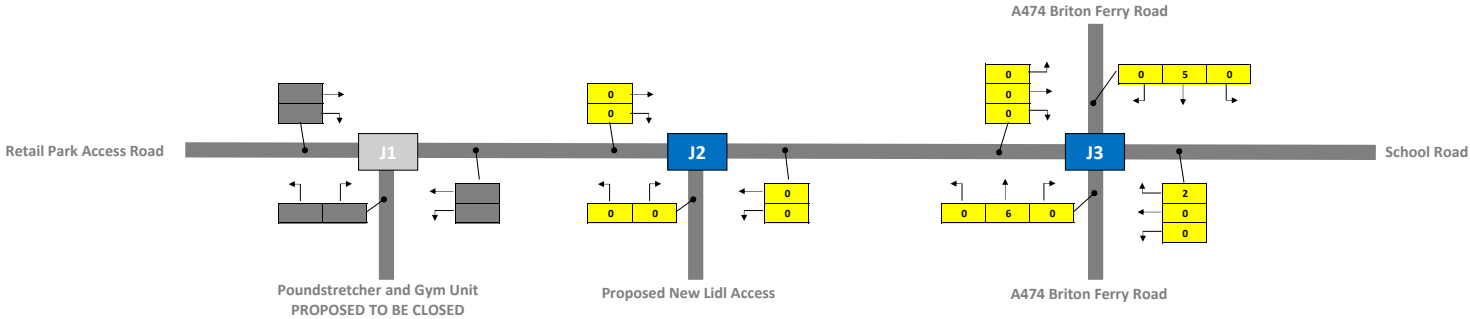
Weekday AM Peak Hour Period (08:15 to 09:15)



Weekday PM Peak Hour Period (15:00 to 16:00)



Saturday Peak Hour Period (11:45 to 12:45)



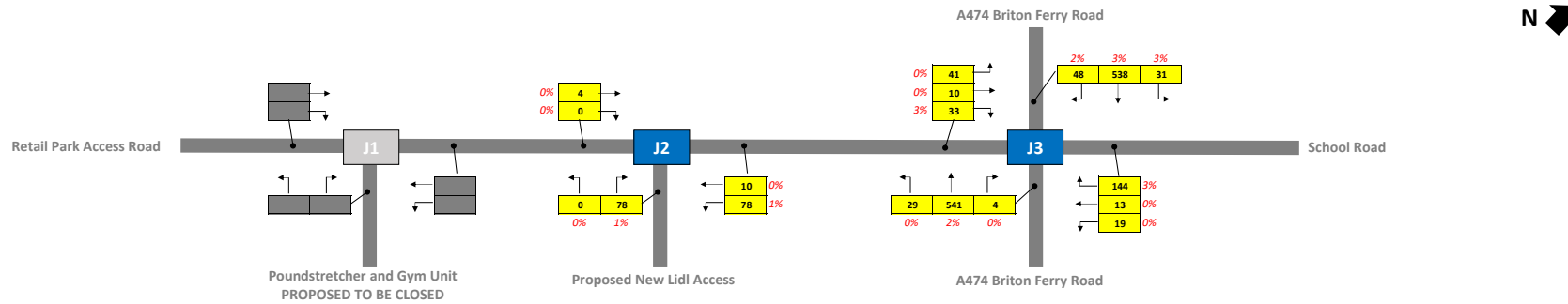
Notes:

← x - Heavy Vehicles

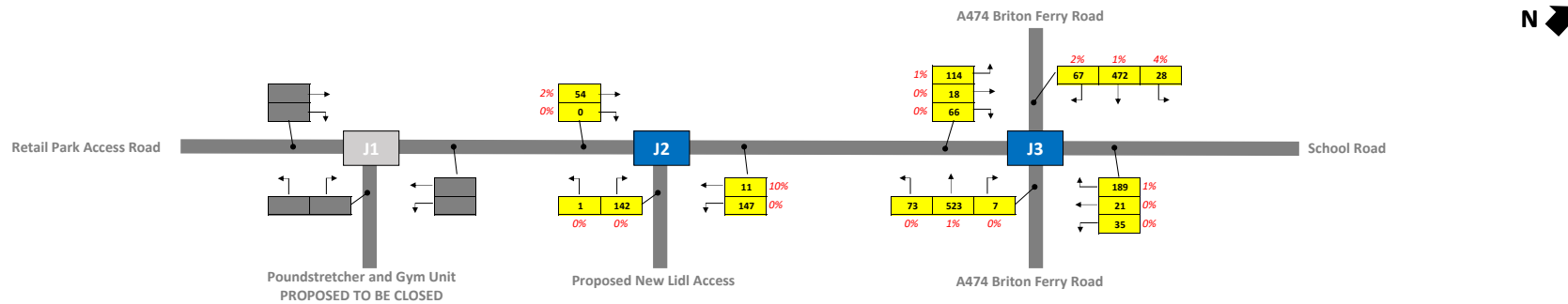
20-00721 Great North Road, Milford Haven

2022 Forecast Year, With Development - All Vehicles

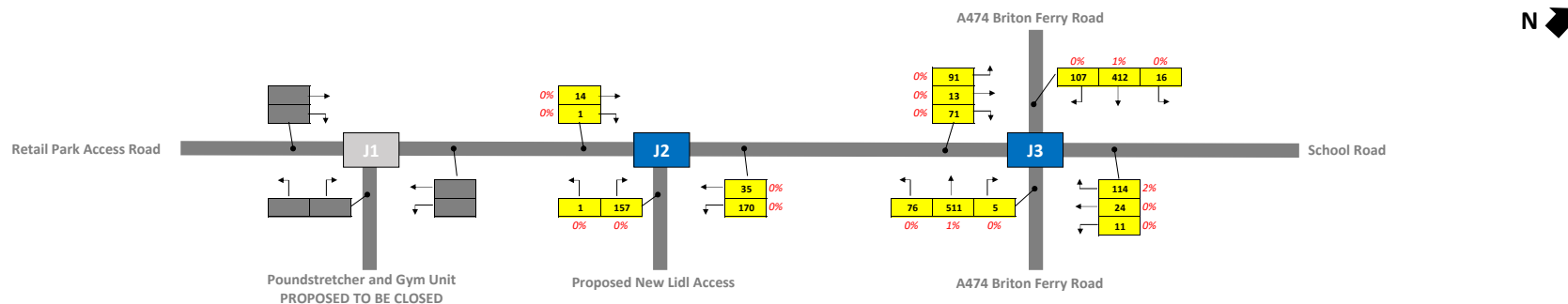
Weekday AM Peak Hour Period (08:15 to 09:15)



Weekday PM Peak Hour Period (15:00 to 16:00)



Saturday Peak Hour Period (11:45 to 12:45)



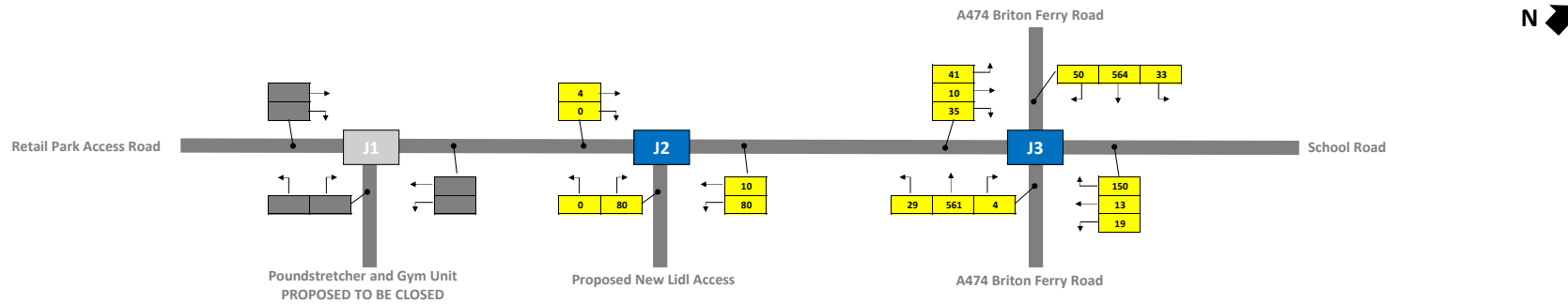
Notes:

← x - All Vehicles
x% - % Heavy Vehicles

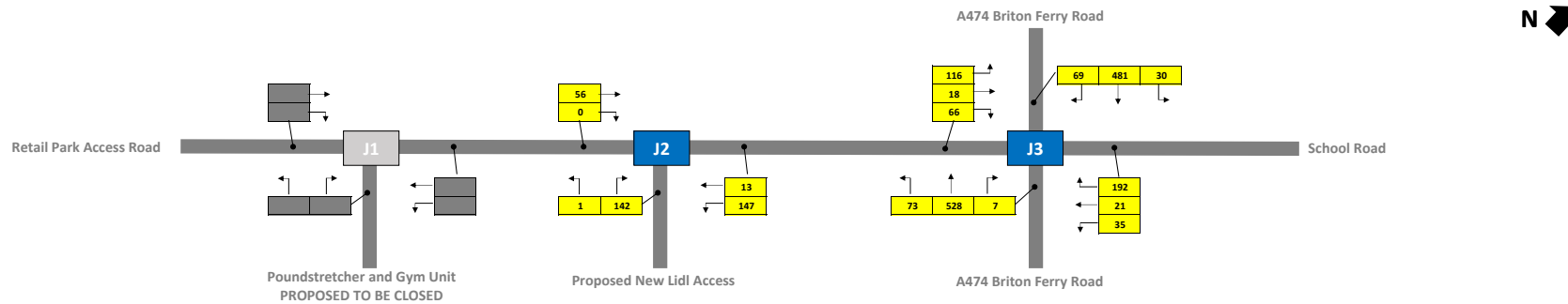
20-00721 Great North Road, Milford Haven

2022 Forecast Year, With Development - PCU's

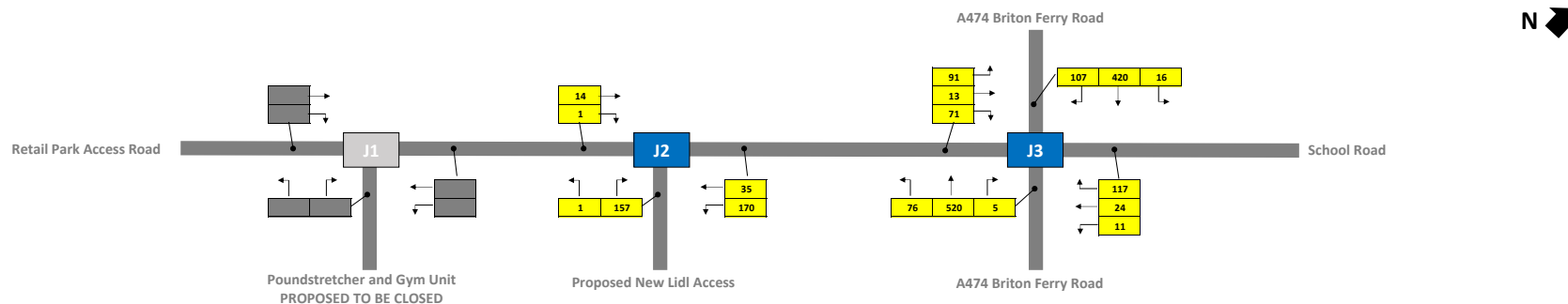
Weekday AM Peak Hour Period (08:15 to 09:15)



Weekday PM Peak Hour Period (15:00 to 16:00)



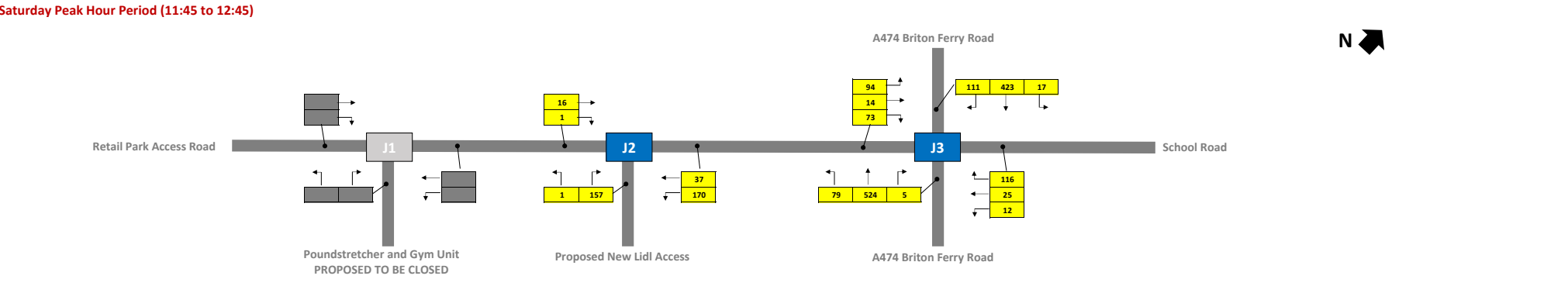
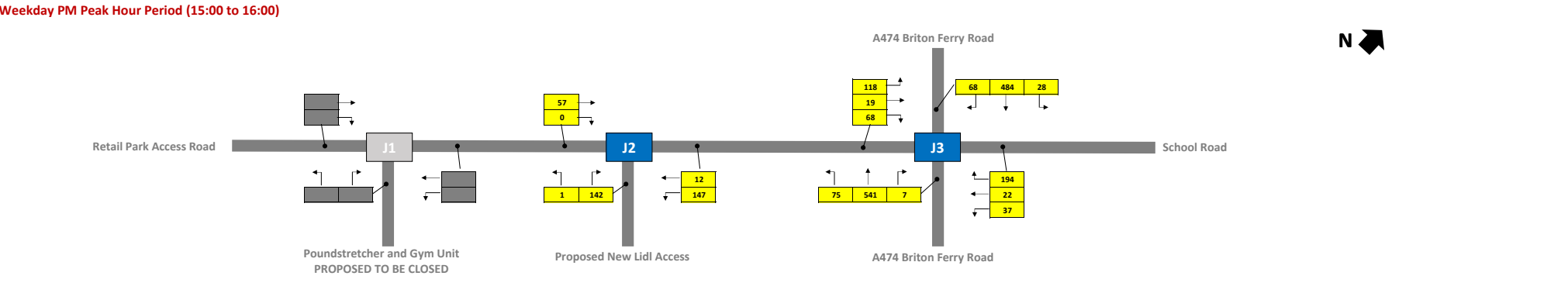
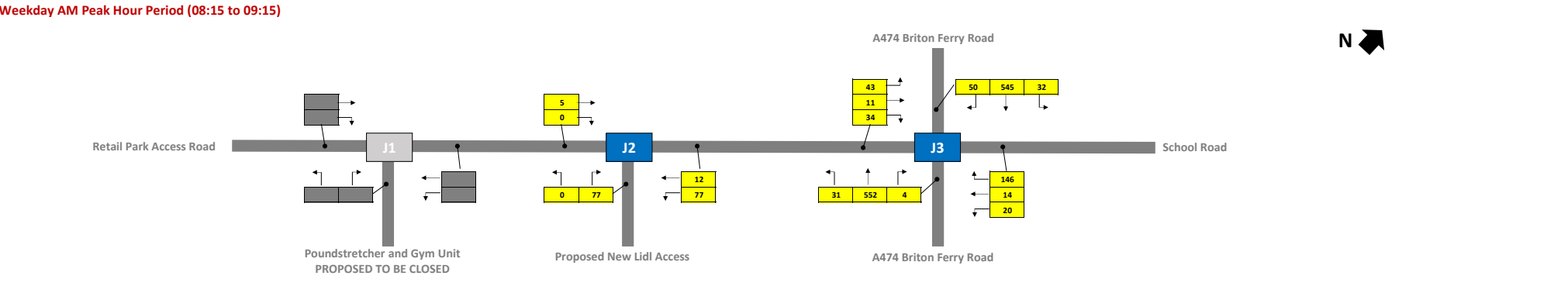
Saturday Peak Hour Period (11:45 to 12:45)



Notes:

← x - PCU

20-00721 Great North Road, Milford Haven
2027 Forecast Year, With Development - Light Vehicles

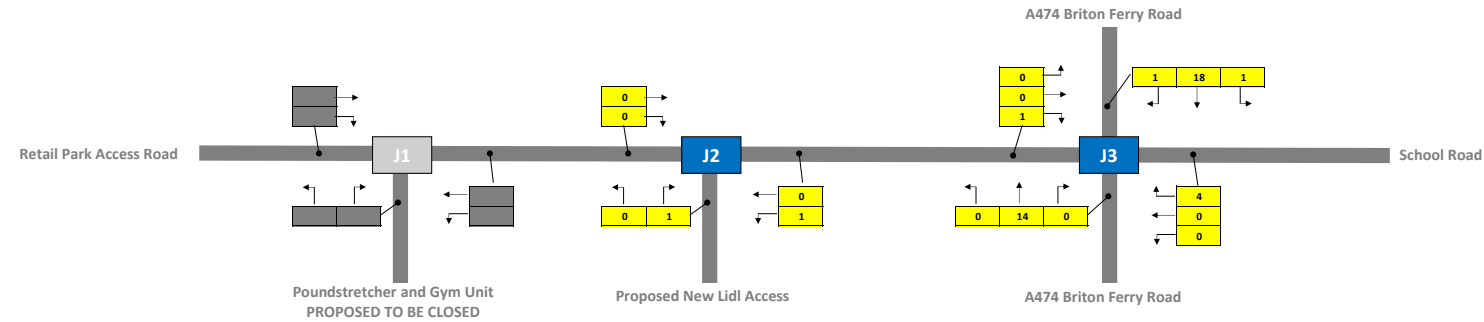


Notes:

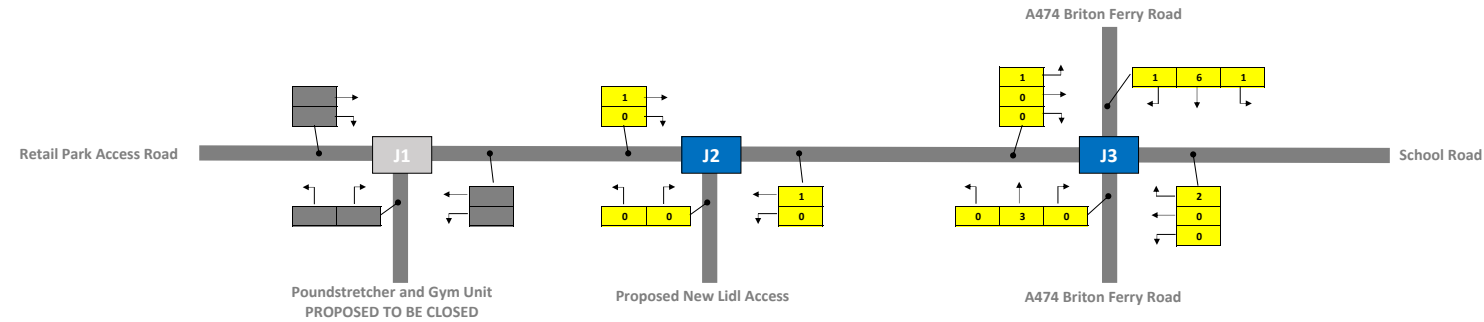
← x - Light Vehicles

20-00721 Great North Road, Milford Haven
2027 Forecast Year, With Development - Heavy Vehicles

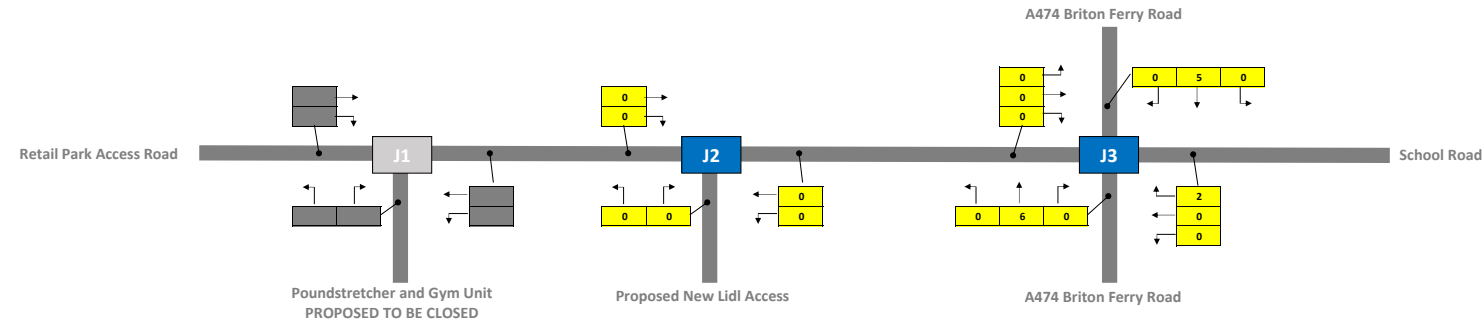
Weekday AM Peak Hour Period (08:15 to 09:15)



Weekday PM Peak Hour Period (15:00 to 16:00)



Saturday Peak Hour Period (11:45 to 12:45)



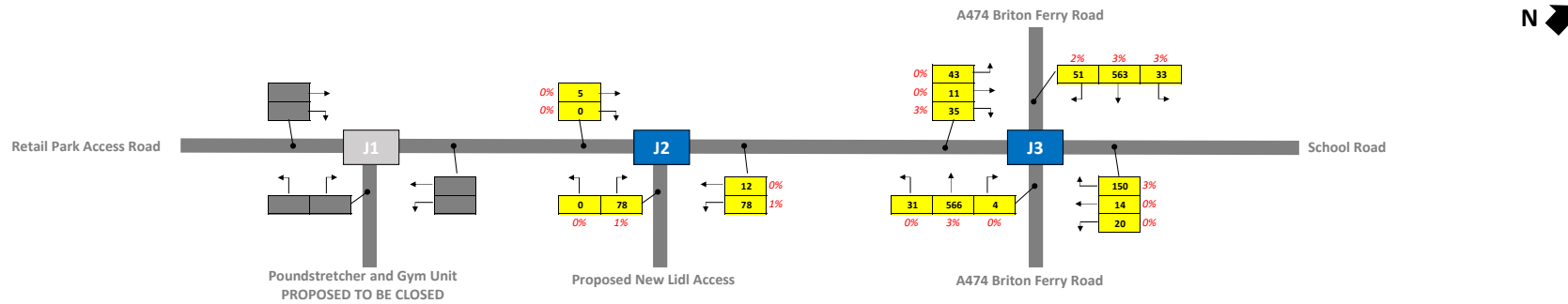
Notes:

← x - Heavy Vehicles

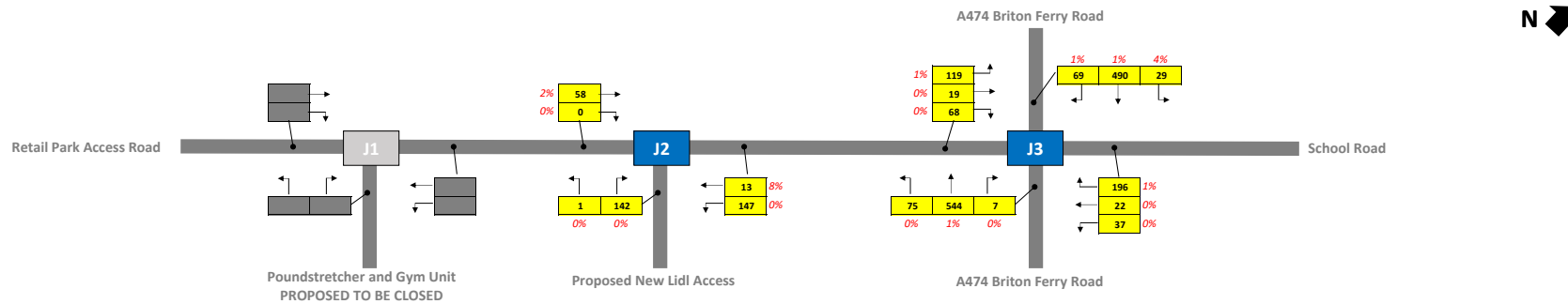
20-00721 Great North Road, Milford Haven

2027 Forecast Year, With Development - All Vehicles

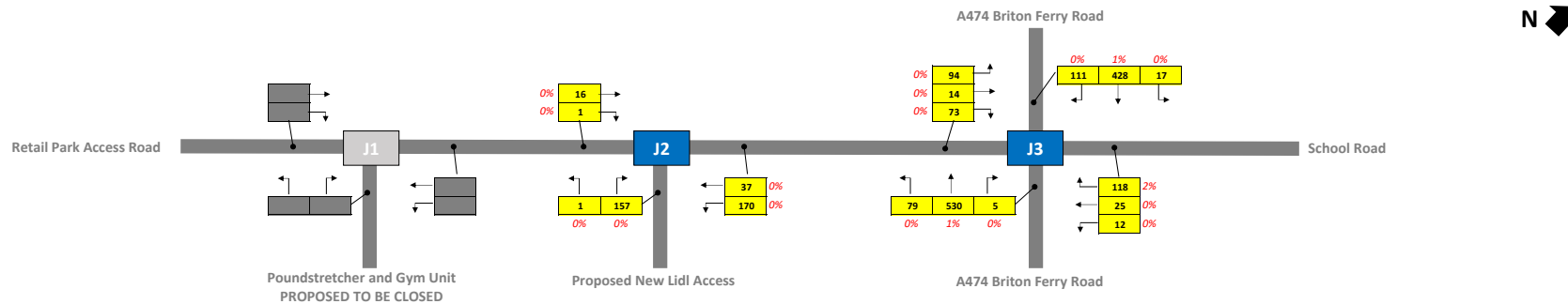
Weekday AM Peak Hour Period (08:15 to 09:15)



Weekday PM Peak Hour Period (15:00 to 16:00)



Saturday Peak Hour Period (11:45 to 12:45)

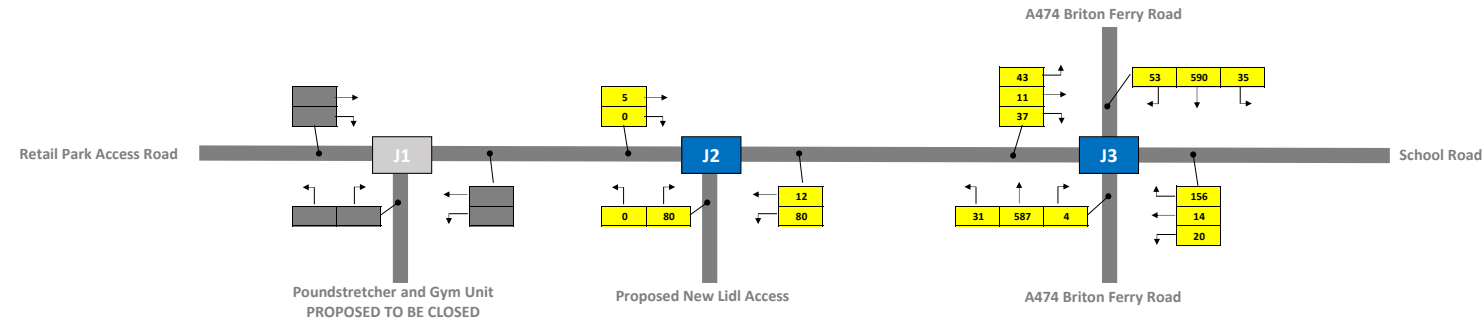


Notes:

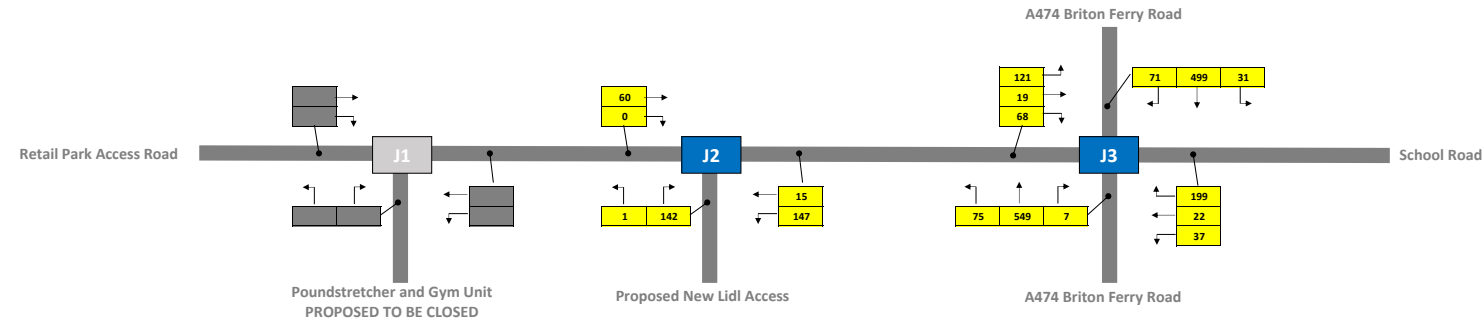
← x - All Vehicles
x% - % Heavy Vehicles

20-00721 Great North Road, Milford Haven
2027 Forecast Year, With Development - PCU's

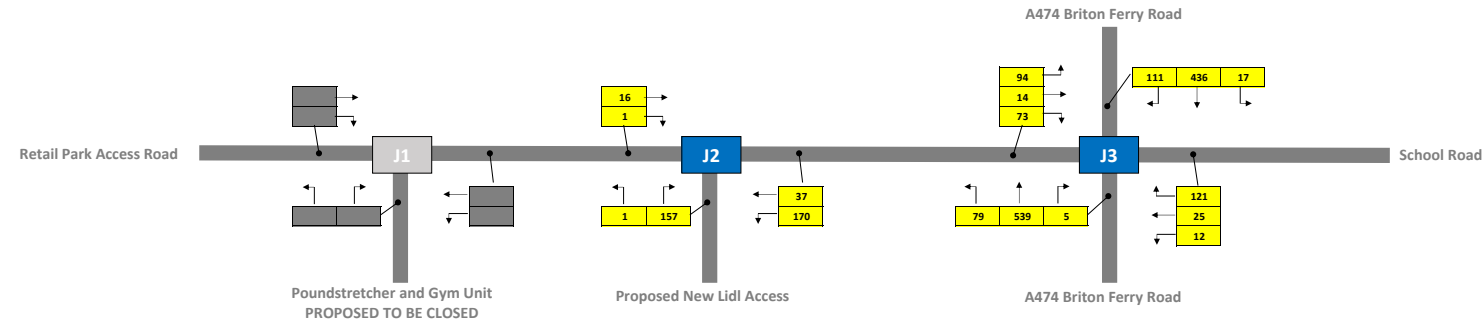
Weekday AM Peak Hour Period (08:15 to 09:15)



Weekday PM Peak Hour Period (15:00 to 16:00)



Saturday Peak Hour Period (11:45 to 12:45)



Notes:

← x - PCU

APPENDIX G

PICADY Model Outputs

Junctions 9															
PICADY 9 - Priority Intersection Module															
Version: 9.5.1.7462															
© Copyright TRL Limited, 2019															
For sales and distribution information, program advice and maintenance, contact TRL:															
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk															
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution															

Filename: Proposed Site Access Junction.j9

Path: C:\OneDrive\21-00738 - Briton Ferry Road, Lid\Capacity Analysis\PICADY

Report generation date: 12/01/2022 15:20:09

- »2021 Surveyed Flows, AM
- »2021 Surveyed Flows, PM
- »2021 Surveyed Flows, Saturday
- »2022 Without Development, AM
- »2022 Without Development, PM
- »2022 Without Development, Saturday
- »2027 Without Development, AM
- »2027 Without Development, PM
- »2027 Without Development, Saturday
- »2022 With Development, AM
- »2022 With Development, PM
- »2022 With Development, Saturday
- »2027 With Development, AM
- »2027 With Development, PM
- »2027 With Development, Saturday

Summary of junction performance

	AM					PM					Saturday				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2021 Surveyed Flows														
Stream B-AC	D1	0.2	8.45	0.13	A	D2	0.3	9.89	0.25	A	D3	0.4	10.23	0.27	B
Stream C-AB		0.0	6.06	0.00	A		0.0	0.00	0.00	A		0.0	6.15	0.00	A
	2022 Without Development														
Stream B-AC	D4	0.2	8.45	0.13	A	D5	0.3	9.89	0.25	A	D6	0.4	10.23	0.27	B
Stream C-AB		0.0	6.06	0.00	A		0.0	0.00	0.00	A		0.0	6.16	0.00	A
	2027 Without Development														
Stream B-AC	D7	0.2	8.46	0.13	A	D8	0.3	9.92	0.25	A	D9	0.4	10.25	0.28	B
Stream C-AB		0.0	6.05	0.00	A		0.0	0.00	0.00	A		0.0	6.15	0.00	A
	2022 With Development														
Stream B-AC	D10	0.2	8.70	0.17	A	D11	0.5	10.75	0.32	B	D12	0.5	11.37	0.35	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A		0.0	6.40	0.00	A
	2027 With Development														
Stream B-AC	D13	0.2	8.72	0.17	A	D14	0.5	10.78	0.32	B	D15	0.5	11.40	0.36	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A		0.0	6.39	0.00	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	04/01/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	LAPTOP-7PJKROJB\lloyd
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Surveyed Flows	AM	ONE HOUR	08:15	09:45	15
D2	2021 Surveyed Flows	PM	ONE HOUR	14:45	16:15	15
D3	2021 Surveyed Flows	Saturday	ONE HOUR	11:30	13:00	15
D4	2022 Without Development	AM	ONE HOUR	08:15	09:45	15
D5	2022 Without Development	PM	ONE HOUR	14:45	16:15	15
D6	2022 Without Development	Saturday	ONE HOUR	11:30	13:00	15
D7	2027 Without Development	AM	ONE HOUR	08:15	09:45	15
D8	2027 Without Development	PM	ONE HOUR	14:45	16:15	15
D9	2027 Without Development	Saturday	ONE HOUR	11:30	13:00	15
D10	2022 With Development	AM	ONE HOUR	08:15	09:45	15
D11	2022 With Development	PM	ONE HOUR	14:45	16:15	15
D12	2022 With Development	Saturday	ONE HOUR	11:30	13:00	15
D13	2027 With Development	AM	ONE HOUR	08:15	09:45	15
D14	2027 With Development	PM	ONE HOUR	14:45	16:15	15
D15	2027 With Development	Saturday	ONE HOUR	11:30	13:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 Surveyed Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Retail Park (Eastern Arm)		Major
B	Proposed Access		Minor
C	Retail Park (Western Arm)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.45			45.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	48	46

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	516	0.084	0.212	0.134	0.303
B-C	653	0.089	0.226	-	-
C-B	600	0.208	0.208	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Surveyed Flows	AM	ONE HOUR	08:15	09:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	100	100.000
B		✓	60	100.000
C		✓	26	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	58	42
	B	58	0	2
	C	25	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	2	0
	B	2	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.13	8.45	0.2	A
C-AB	0.00	6.06	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	498	0.091	45	0.1	7.938	A
C-AB	0.78	597	0.001	0.77	0.0	6.037	A
C-A	19			19			
A-B	44			44			
A-C	32			32			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	495	0.109	54	0.1	8.150	A
C-AB	0.93	596	0.002	0.93	0.0	6.045	A
C-A	22			22			
A-B	52			52			
A-C	38			38			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	492	0.134	66	0.2	8.447	A
C-AB	1	596	0.002	1	0.0	6.055	A
C-A	27			27			
A-B	64			64			
A-C	46			46			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	492	0.134	66	0.2	8.452	A
C-AB	1	596	0.002	1	0.0	6.057	A
C-A	27			27			
A-B	64			64			
A-C	46			46			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	495	0.109	54	0.1	8.159	A
C-AB	0.93	596	0.002	0.94	0.0	6.045	A
C-A	22			22			
A-B	52			52			
A-C	38			38			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	498	0.091	45	0.1	7.953	A
C-AB	0.78	597	0.001	0.78	0.0	6.040	A
C-A	19			19			
A-B	44			44			
A-C	32			32			

2021 Surveyed Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021 Surveyed Flows	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	156	100.000
B		✓	111	100.000
C		✓	94	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	111	45
	B	106	0	5
	C	94	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.25	9.89	0.3	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	497	0.168	83	0.2	8.671	A
C-AB	0	572	0.000	0	0.0	0.000	A
C-A	71			71			
A-B	84			84			
A-C	34			34			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	493	0.203	100	0.3	9.155	A
C-AB	0	568	0.000	0	0.0	0.000	A
C-A	85			85			
A-B	100			100			
A-C	40			40			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	486	0.251	122	0.3	9.872	A
C-AB	0	561	0.000	0	0.0	0.000	A
C-A	103			103			
A-B	122			122			
A-C	50			50			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	486	0.251	122	0.3	9.890	A
C-AB	0	561	0.000	0	0.0	0.000	A
C-A	103			103			
A-B	122			122			
A-C	50			50			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	493	0.203	100	0.3	9.181	A
C-AB	0	568	0.000	0	0.0	0.000	A
C-A	85			85			
A-B	100			100			
A-C	40			40			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	497	0.168	84	0.2	8.714	A
C-AB	0	572	0.000	0	0.0	0.000	A
C-A	71			71			
A-B	84			84			
A-C	34			34			

2021 Surveyed Flows, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2021 Surveyed Flows	Saturday	ONE HOUR	11:30	13:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	198	100.000
B		✓	121	100.000
C		✓	45	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	127	71
	B	116	0	5
	C	43	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.27	10.23	0.4	B
C-AB	0.00	6.15	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:30 - 11:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	496	0.184	90	0.2	8.842	A
C-AB	2	591	0.003	2	0.0	6.105	A
C-A	32			32			
A-B	96			96			
A-C	53			53			

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	492	0.221	109	0.3	9.389	A
C-AB	2	590	0.003	2	0.0	6.124	A
C-A	39			39			
A-B	114			114			
A-C	64			64			

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	485	0.275	133	0.4	10.204	B
C-AB	2	587	0.004	2	0.0	6.152	A
C-A	47			47			
A-B	140			140			
A-C	78			78			

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	485	0.275	133	0.4	10.226	B
C-AB	2	587	0.004	2	0.0	6.154	A
C-A	47			47			
A-B	140			140			
A-C	78			78			

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	492	0.221	109	0.3	9.418	A
C-AB	2	590	0.003	2	0.0	6.125	A
C-A	39			39			
A-B	114			114			
A-C	64			64			

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	496	0.184	91	0.2	8.892	A
C-AB	2	591	0.003	2	0.0	6.107	A
C-A	32			32			
A-B	96			96			
A-C	53			53			

2022 Without Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 Without Development	AM	ONE HOUR	08:15	09:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	100	100.000
B		✓	60	100.000
C		✓	26	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	58	42
	B	58	0	2
	C	25	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	2	0
	B	2	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.13	8.45	0.2	A
C-AB	0.00	6.06	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	498	0.091	45	0.1	7.938	A
C-AB	0.78	597	0.001	0.77	0.0	6.037	A
C-A	19			19			
A-B	44			44			
A-C	32			32			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	495	0.109	54	0.1	8.150	A
C-AB	0.93	596	0.002	0.93	0.0	6.045	A
C-A	22			22			
A-B	52			52			
A-C	38			38			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	492	0.134	66	0.2	8.447	A
C-AB	1	596	0.002	1	0.0	6.055	A
C-A	27			27			
A-B	64			64			
A-C	46			46			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	492	0.134	66	0.2	8.452	A
C-AB	1	596	0.002	1	0.0	6.057	A
C-A	27			27			
A-B	64			64			
A-C	46			46			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	495	0.109	54	0.1	8.159	A
C-AB	0.93	596	0.002	0.94	0.0	6.045	A
C-A	22			22			
A-B	52			52			
A-C	38			38			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	498	0.091	45	0.1	7.953	A
C-AB	0.78	597	0.001	0.78	0.0	6.040	A
C-A	19			19			
A-B	44			44			
A-C	32			32			

2022 Without Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2022 Without Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	156	100.000
B		✓	111	100.000
C		✓	95	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	111	45
	B	106	0	5
	C	95	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.25	9.89	0.3	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	497	0.168	83	0.2	8.673	A
C-AB	0	572	0.000	0	0.0	0.000	A
C-A	72			72			
A-B	84			84			
A-C	34			34			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	492	0.203	100	0.3	9.158	A
C-AB	0	568	0.000	0	0.0	0.000	A
C-A	85			85			
A-B	100			100			
A-C	40			40			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	486	0.251	122	0.3	9.876	A
C-AB	0	561	0.000	0	0.0	0.000	A
C-A	105			105			
A-B	122			122			
A-C	50			50			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	486	0.251	122	0.3	9.893	A
C-AB	0	561	0.000	0	0.0	0.000	A
C-A	105			105			
A-B	122			122			
A-C	50			50			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	492	0.203	100	0.3	9.182	A
C-AB	0	568	0.000	0	0.0	0.000	A
C-A	85			85			
A-B	100			100			
A-C	40			40			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	497	0.168	84	0.2	8.716	A
C-AB	0	572	0.000	0	0.0	0.000	A
C-A	72			72			
A-B	84			84			
A-C	34			34			

2022 Without Development, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2022 Without Development	Saturday	ONE HOUR	11:30	13:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	199	100.000
B		✓	121	100.000
C		✓	45	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	127	72
	B	116	0	5
	C	43	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.27	10.23	0.4	B
C-AB	0.00	6.16	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:30 - 11:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	496	0.184	90	0.2	8.847	A
C-AB	2	591	0.003	2	0.0	6.106	A
C-A	32			32			
A-B	96			96			
A-C	54			54			

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	492	0.221	109	0.3	9.394	A
C-AB	2	589	0.003	2	0.0	6.126	A
C-A	39			39			
A-B	114			114			
A-C	65			65			

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	485	0.275	133	0.4	10.211	B
C-AB	2	587	0.004	2	0.0	6.154	A
C-A	47			47			
A-B	140			140			
A-C	79			79			

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	485	0.275	133	0.4	10.233	B
C-AB	2	587	0.004	2	0.0	6.156	A
C-A	47			47			
A-B	140			140			
A-C	79			79			

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	492	0.221	109	0.3	9.424	A
C-AB	2	589	0.003	2	0.0	6.129	A
C-A	39			39			
A-B	114			114			
A-C	65			65			

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	496	0.184	91	0.2	8.898	A
C-AB	2	591	0.003	2	0.0	6.106	A
C-A	32			32			
A-B	96			96			
A-C	54			54			

2027 Without Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2027 Without Development	AM	ONE HOUR	08:15	09:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	102	100.000
B		✓	60	100.000
C		✓	27	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	58	44
	B	58	0	2
	C	26	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	2	0
	B	2	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.13	8.46	0.2	A
C-AB	0.00	6.05	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	498	0.091	45	0.1	7.945	A
C-AB	0.78	597	0.001	0.77	0.0	6.035	A
C-A	20			20			
A-B	44			44			
A-C	33			33			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	495	0.109	54	0.1	8.159	A
C-AB	0.94	597	0.002	0.93	0.0	6.042	A
C-A	23			23			
A-B	52			52			
A-C	40			40			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	491	0.134	66	0.2	8.459	A
C-AB	1	596	0.002	1	0.0	6.052	A
C-A	29			29			
A-B	64			64			
A-C	48			48			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	491	0.134	66	0.2	8.464	A
C-AB	1	596	0.002	1	0.0	6.054	A
C-A	29			29			
A-B	64			64			
A-C	48			48			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	495	0.109	54	0.1	8.169	A
C-AB	0.94	597	0.002	0.94	0.0	6.045	A
C-A	23			23			
A-B	52			52			
A-C	40			40			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	498	0.091	45	0.1	7.961	A
C-AB	0.78	597	0.001	0.78	0.0	6.038	A
C-A	20			20			
A-B	44			44			
A-C	33			33			

2027 Without Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2027 Without Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	158	100.000
B		✓	111	100.000
C		✓	99	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	111	47
	B	106	0	5
	C	99	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.25	9.92	0.3	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	496	0.168	83	0.2	8.688	A
C-AB	0	572	0.000	0	0.0	0.000	A
C-A	75			75			
A-B	84			84			
A-C	35			35			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	492	0.203	100	0.3	9.178	A
C-AB	0	567	0.000	0	0.0	0.000	A
C-A	89			89			
A-B	100			100			
A-C	42			42			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	485	0.252	122	0.3	9.904	A
C-AB	0	561	0.000	0	0.0	0.000	A
C-A	109			109			
A-B	122			122			
A-C	52			52			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	485	0.252	122	0.3	9.922	A
C-AB	0	561	0.000	0	0.0	0.000	A
C-A	109			109			
A-B	122			122			
A-C	52			52			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	492	0.203	100	0.3	9.202	A
C-AB	0	567	0.000	0	0.0	0.000	A
C-A	89			89			
A-B	100			100			
A-C	42			42			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	496	0.168	84	0.2	8.731	A
C-AB	0	572	0.000	0	0.0	0.000	A
C-A	75			75			
A-B	84			84			
A-C	35			35			

2027 Without Development, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2027 Without Development	Saturday	ONE HOUR	11:30	13:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	201	100.000
B		✓	121	100.000
C		✓	47	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	127	74
	B	116	0	5
	C	45	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.28	10.25	0.4	B
C-AB	0.00	6.15	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:30 - 11:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	496	0.184	90	0.2	8.858	A
C-AB	2	592	0.003	2	0.0	6.099	A
C-A	34			34			
A-B	96			96			
A-C	56			56			

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	491	0.222	109	0.3	9.409	A
C-AB	2	590	0.003	2	0.0	6.117	A
C-A	40			40			
A-B	114			114			
A-C	67			67			

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	484	0.275	133	0.4	10.233	B
C-AB	2	588	0.004	2	0.0	6.143	A
C-A	49			49			
A-B	140			140			
A-C	81			81			

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	484	0.275	133	0.4	10.255	B
C-AB	2	588	0.004	2	0.0	6.145	A
C-A	49			49			
A-B	140			140			
A-C	81			81			

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	491	0.222	109	0.3	9.438	A
C-AB	2	590	0.003	2	0.0	6.117	A
C-A	40			40			
A-B	114			114			
A-C	67			67			

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	496	0.184	91	0.2	8.907	A
C-AB	2	592	0.003	2	0.0	6.099	A
C-A	34			34			
A-B	96			96			
A-C	56			56			

2022 With Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2022 With Development	AM	ONE HOUR	08:15	09:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	88	100.000
B		✓	78	100.000
C		✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	78	10
	B	78	0	0
	C	4	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	1	0
	B	1	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.17	8.70	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	503	0.117	58	0.1	8.093	A
C-AB	0	586	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	59			59			
A-C	8			8			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	501	0.140	70	0.2	8.343	A
C-AB	0	583	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	70			70			
A-C	9			9			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	86	500	0.172	86	0.2	8.692	A
C-AB	0	580	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	86			86			
A-C	11			11			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	86	500	0.172	86	0.2	8.699	A
C-AB	0	580	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	86			86			
A-C	11			11			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	501	0.140	70	0.2	8.353	A
C-AB	0	583	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	70			70			
A-C	9			9			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	503	0.117	59	0.1	8.112	A
C-AB	0	586	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	59			59			
A-C	8			8			

2022 With Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2022 With Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	158	100.000
B		✓	143	100.000
C		✓	54	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	147	11
	B	142	0	1
	C	54	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	10
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.32	10.75	0.5	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	108	500	0.215	107	0.3	9.126	A
C-AB	0	570	0.000	0	0.0	0.000	A
C-A	41			41			
A-B	111			111			
A-C	8			8			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	129	497	0.259	128	0.3	9.761	A
C-AB	0	565	0.000	0	0.0	0.000	A
C-A	49			49			
A-B	132			132			
A-C	10			10			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	492	0.320	157	0.5	10.722	B
C-AB	0	558	0.000	0	0.0	0.000	A
C-A	59			59			
A-B	162			162			
A-C	12			12			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	492	0.320	157	0.5	10.751	B
C-AB	0	558	0.000	0	0.0	0.000	A
C-A	59			59			
A-B	162			162			
A-C	12			12			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	129	497	0.259	129	0.4	9.801	A
C-AB	0	565	0.000	0	0.0	0.000	A
C-A	49			49			
A-B	132			132			
A-C	10			10			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	108	500	0.215	108	0.3	9.191	A
C-AB	0	570	0.000	0	0.0	0.000	A
C-A	41			41			
A-B	111			111			
A-C	8			8			

2022 With Development, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2022 With Development	Saturday	ONE HOUR	11:30	13:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	205	100.000
B		✓	158	100.000
C		✓	15	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	170	35
	B	157	0	1
	C	14	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.35	11.37	0.5	B
C-AB	0.00	6.40	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:30 - 11:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	119	499	0.239	118	0.3	9.420	A
C-AB	0.77	575	0.001	0.76	0.0	6.266	A
C-A	11			11			
A-B	128			128			
A-C	26			26			

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	142	495	0.287	142	0.4	10.173	B
C-AB	0.92	570	0.002	0.92	0.0	6.320	A
C-A	13			13			
A-B	153			153			
A-C	31			31			

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	174	490	0.355	173	0.5	11.334	B
C-AB	1	564	0.002	1	0.0	6.397	A
C-A	15			15			
A-B	187			187			
A-C	39			39			

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	174	490	0.355	174	0.5	11.374	B
C-AB	1	564	0.002	1	0.0	6.397	A
C-A	15			15			
A-B	187			187			
A-C	39			39			

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	142	495	0.287	143	0.4	10.224	B
C-AB	0.92	570	0.002	0.92	0.0	6.323	A
C-A	13			13			
A-B	153			153			
A-C	31			31			

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	119	499	0.239	119	0.3	9.500	A
C-AB	0.77	575	0.001	0.77	0.0	6.266	A
C-A	11			11			
A-B	128			128			
A-C	26			26			

2027 With Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2027 With Development	AM	ONE HOUR	08:15	09:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	90	100.000
B		✓	78	100.000
C		✓	5	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	78	12
	B	78	0	0
	C	5	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	1	0
	B	1	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.17	8.72	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	502	0.117	58	0.1	8.108	A
C-AB	0	586	0.000	0	0.0	0.000	A
C-A	4			4			
A-B	59			59			
A-C	9			9			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	500	0.140	70	0.2	8.361	A
C-AB	0	583	0.000	0	0.0	0.000	A
C-A	4			4			
A-B	70			70			
A-C	11			11			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	86	498	0.172	86	0.2	8.717	A
C-AB	0	579	0.000	0	0.0	0.000	A
C-A	6			6			
A-B	86			86			
A-C	13			13			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	86	498	0.172	86	0.2	8.724	A
C-AB	0	579	0.000	0	0.0	0.000	A
C-A	6			6			
A-B	86			86			
A-C	13			13			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	500	0.140	70	0.2	8.373	A
C-AB	0	583	0.000	0	0.0	0.000	A
C-A	4			4			
A-B	70			70			
A-C	11			11			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	502	0.117	59	0.1	8.129	A
C-AB	0	586	0.000	0	0.0	0.000	A
C-A	4			4			
A-B	59			59			
A-C	9			9			

2027 With Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2027 With Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	160	100.000
B		✓	143	100.000
C		✓	58	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	147	13
	B	142	0	1
	C	58	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	8
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.32	10.78	0.5	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	108	499	0.216	107	0.3	9.143	A
C-AB	0	570	0.000	0	0.0	0.000	A
C-A	44			44			
A-B	111			111			
A-C	10			10			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	129	496	0.259	128	0.3	9.784	A
C-AB	0	565	0.000	0	0.0	0.000	A
C-A	52			52			
A-B	132			132			
A-C	12			12			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	491	0.321	157	0.5	10.755	B
C-AB	0	558	0.000	0	0.0	0.000	A
C-A	64			64			
A-B	162			162			
A-C	14			14			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	491	0.321	157	0.5	10.785	B
C-AB	0	558	0.000	0	0.0	0.000	A
C-A	64			64			
A-B	162			162			
A-C	14			14			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	129	496	0.259	129	0.4	9.825	A
C-AB	0	565	0.000	0	0.0	0.000	A
C-A	52			52			
A-B	132			132			
A-C	12			12			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	108	499	0.216	108	0.3	9.206	A
C-AB	0	570	0.000	0	0.0	0.000	A
C-A	44			44			
A-B	111			111			
A-C	10			10			

2027 With Development, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D15	2027 With Development	Saturday	ONE HOUR	11:30	13:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	207	100.000
B		✓	158	100.000
C		✓	17	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	170	37
	B	157	0	1
	C	16	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.36	11.40	0.5	B
C-AB	0.00	6.39	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:30 - 11:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	119	498	0.239	118	0.3	9.433	A
C-AB	0.77	576	0.001	0.76	0.0	6.258	A
C-A	12			12			
A-B	128			128			
A-C	28			28			

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	142	495	0.287	142	0.4	10.190	B
C-AB	0.92	571	0.002	0.92	0.0	6.311	A
C-A	14			14			
A-B	153			153			
A-C	33			33			

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	174	490	0.355	173	0.5	11.361	B
C-AB	1	565	0.002	1	0.0	6.384	A
C-A	18			18			
A-B	187			187			
A-C	41			41			

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	174	490	0.355	174	0.5	11.401	B
C-AB	1	565	0.002	1	0.0	6.387	A
C-A	18			18			
A-B	187			187			
A-C	41			41			

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	142	495	0.287	143	0.4	10.245	B
C-AB	0.92	571	0.002	0.92	0.0	6.311	A
C-A	14			14			
A-B	153			153			
A-C	33			33			

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	119	498	0.239	119	0.3	9.511	A
C-AB	0.77	576	0.001	0.77	0.0	6.258	A
C-A	12			12			
A-B	128			128			
A-C	28			28			

APPENDIX H

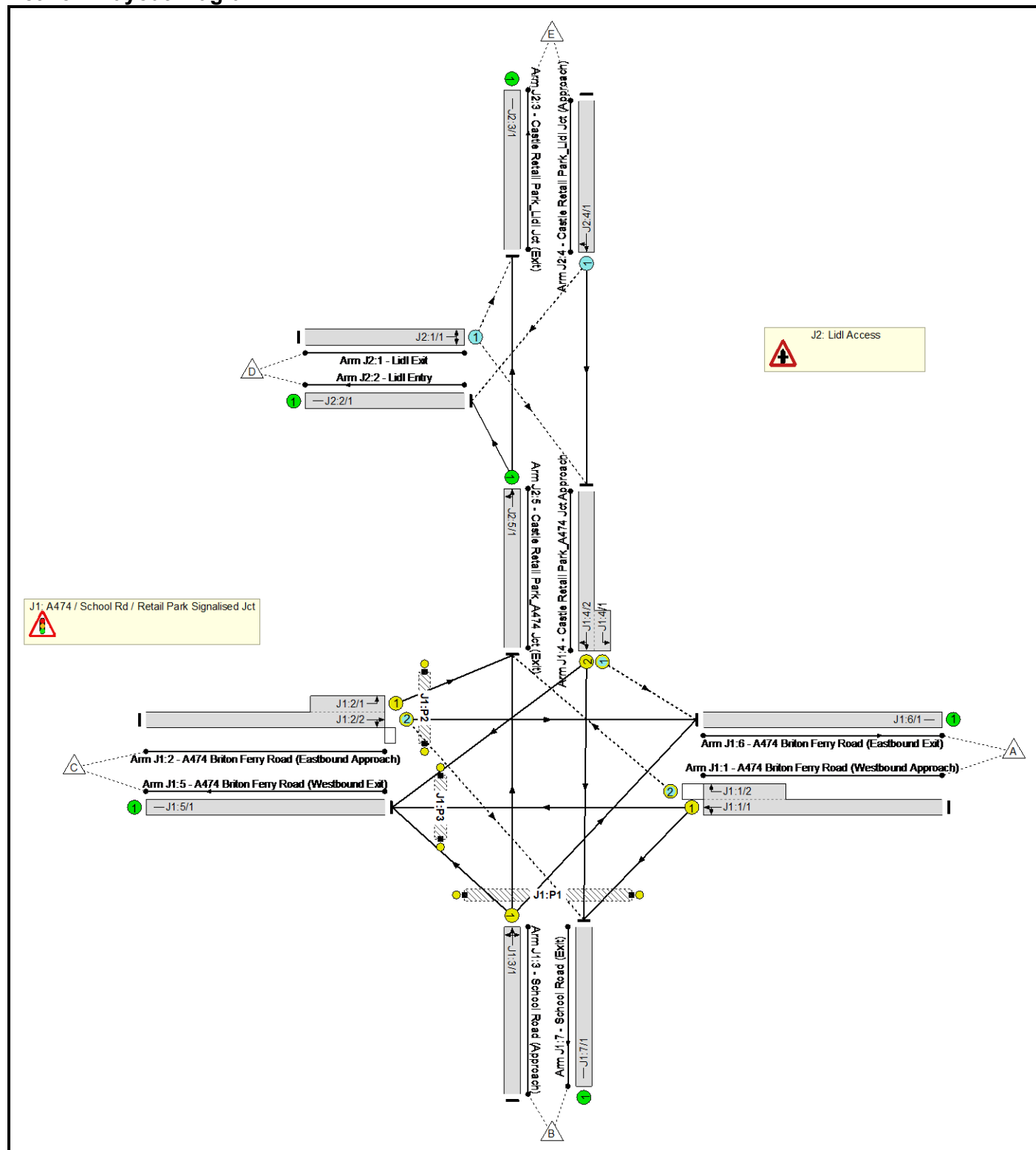
LinSig Model Outputs

Full Input Data And Results

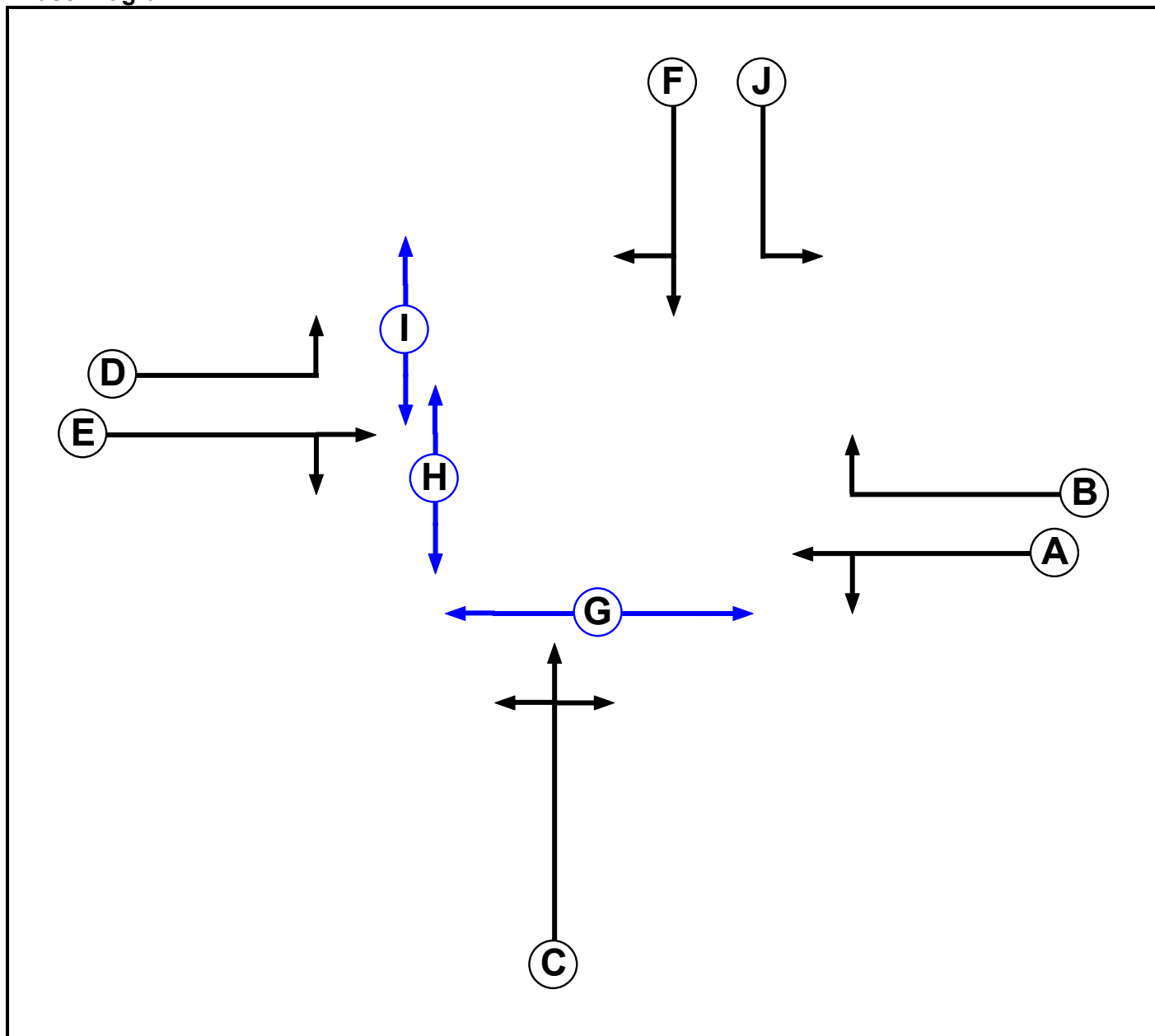
User and Project Details

Project:	Lidl Briton Ferry Road
Title:	A474 Signalised Jct
Location:	
Additional detail:	
File name:	A474_School Rd_Retail Park Signalised Jct.lsg3x
Author:	MM
Company:	Corun
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		15	15
B	Traffic		15	15
C	Traffic		5	5
D	Traffic		12	12
E	Traffic		12	12
F	Traffic		7	7
G	Pedestrian		8	8
H	Pedestrian		8	8
I	Pedestrian		8	8
J	Traffic		7	7

Full Input Data And Results

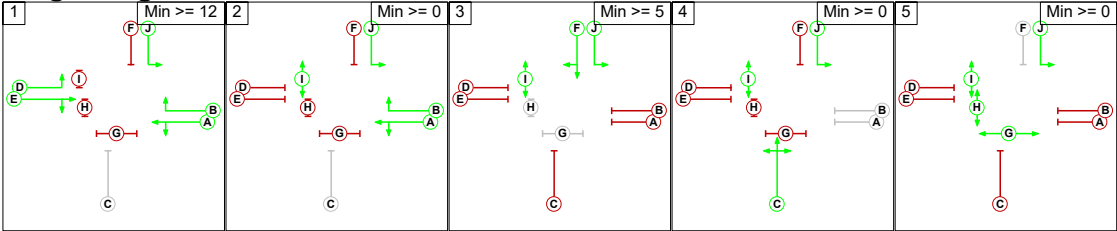
Phase Intergreens Matrix

Terminating Phase	Starting Phase										
		A	B	C	D	E	F	G	H	I	J
	A		-	-	-	-	6	-	-	-	-
	B	-		-	-	-	6	-	-	-	-
	C	-	-		-	-	-	6	6	-	-
	D	-	-	-		-	6	-	-	8	-
	E	-	-	-	-		6	-	-	8	-
	F	-	-	6	-	-		-	-	-	-
	G	8	8	-	8	8	-		-	-	-
	H	8	8	-	8	8	-	-		-	-
	I	-	-	-	8	8	-	-	-		-
	J	-	-	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B D E J
2	A B I J
3	F I J
4	C I J
5	G H I J

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage					
		1	2	3	4	5
	1		8	8	8	8
	2	8		6	2	0
	3	8	2		6	0
	4	8	2	2		6
	5	8	8	2	2	

Full Input Data And Results

Give-Way Lane Input Data**Junction: J1: A474 / School Rd / Retail Park Signalised Jct**

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	J2:5/1 (Right)	1439	0	J1:2/2	1.09	To J1:6/1 (Ahead)	2.00	-	0.50	2	2.00
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	J1:7/1 (Right)	1439	0	J1:2/1	1.09	All					
J1:4/1 (Castle Retail Park_A474 Jct Approach)	J1:6/1 (Left)	1439	0	J1:1/1	1.09	To J1:5/1 (Ahead)	1.00	1.00	0.50	1	1.00
				J1:2/2	1.09	To J1:6/1 (Ahead)	-	-	-	-	-
				J1:3/1	1.09	To J1:6/1 (Right)					

Junction: J2: Lidl Access

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J2:1/1 (Lidl Exit)	J1:4/2 (Right)	1439	0	J2:5/1	1.09	To J2:3/1 (Ahead)	-	-	-	-	-
				J2:4/1	1.09	All					
	J2:3/1 (Left)	1439	0	J2:5/1	1.09	To J2:3/1 (Ahead)					
J2:4/1 (Castle Retail Park_Lidl Jct Approach))	J2:2/1 (Right)	1439	0	J2:5/1	1.09	To J2:3/1 (Ahead)	-	-	-	-	-

Lane Input Data

Junction: J1: A474 / School Rd / Retail Park Signalised Jct												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:5 Ahead	Inf
											Arm J1:7 Left	Inf
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	O	B	2	3	7.8	Geom	-	3.00	0.00	N	Arm J2:5 Right	Inf
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	U	D	2	3	7.0	Geom	-	3.00	0.00	Y	Arm J2:5 Left	Inf
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	O	E	2	3	60.0	Geom	-	3.00	0.00	N	Arm J1:6 Ahead	Inf
											Arm J1:7 Right	Inf
J1:3/1 (School Road (Approach))	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:5 Left	Inf
											Arm J1:6 Right	Inf
											Arm J2:5 Ahead	Inf
J1:4/1 (Castle Retail Park_A474 Jct Approach)	O	J	2	3	3.8	Geom	-	4.00	0.00	Y	Arm J1:6 Left	Inf
J1:4/2 (Castle Retail Park_A474 Jct Approach)	U	F	2	3	3.8	Geom	-	3.50	0.00	N	Arm J1:5 Right	Inf
											Arm J1:7 Ahead	Inf
J1:5/1 (A474 Briton Ferry Road (Westbound Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:7/1 (School Road (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: Lidl Access												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (Lidl Exit)	O		2	3	8.7	Geom	-	4.00	0.00	Y	Arm J1:4 Right	Inf
J2:2/1 (Lidl Entry)	U		2	3	60.0	Inf	-	-	-	-	Arm J2:3 Left	Inf
J2:3/1 (Castle Retail Park Lidl Jct (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	O		2	3	60.0	Geom	-	4.00	0.00	Y	Arm J1:4 Ahead	Inf
											Arm J2:2 Right	Inf
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	U		2	3	3.8	Geom	-	4.00	0.00	Y	Arm J2:2 Left	Inf
											Arm J2:3 Ahead	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Weekday AM - Surveyed'	08:30	09:30	01:00	
2: 'Weekday PM - Surveyed'	15:00	16:00	01:00	
3: 'Saturday Peak - Surveyed'	11:45	12:45	01:00	
4: 'Weekday AM - 2022 No Dev'	08:30	09:30	01:00	
5: 'Weekday PM - 2022 No Dev'	15:00	16:00	01:00	
6: 'Saturday Peak - 2022 No Dev'	11:45	12:45	01:00	
7: 'Weekday AM - 2027 No Dev'	08:30	09:30	01:00	
8: 'Weekday PM - 2027 No Dev'	15:00	16:00	01:00	
9: 'Saturday Peak - 2027 No Dev'	11:45	12:45	01:00	
10: 'Weekday AM - 2022 With Dev'	08:30	09:30	01:00	
11: 'Weekday PM - 2022 With Dev'	15:00	16:00	01:00	
12: 'Saturday Peak - 2022 With Dev'	11:45	12:45	01:00	
13: 'Weekday AM - 2027 With Dev'	08:30	09:30	01:00	
14: 'Weekday PM - 2027 With Dev'	15:00	16:00	01:00	
15: 'Saturday Peak - 2027 With Dev'	11:45	12:45	01:00	

Full Input Data And Results

Scenario 1: 'Weekday AM_Surveyed' (FG1: 'Weekday AM - Surveyed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	33	560	33	24	650
	B	149	0	19	9	7	184
	C	557	4	0	20	14	595
	D	29	7	25	0	2	63
	E	13	3	11	1	0	28
	Tot.	748	47	615	63	47	1520

Traffic Lane Flows

Lane	Scenario 1: Weekday AM_Surveyed
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	642(In) 593(Out)
J1:1/2 (short)	49
J1:2/1 (short)	29
J1:2/2 (with short)	590(In) 561(Out)
J1:3/1	182
J1:4/1 (short)	34
J1:4/2 (with short)	73(In) 39(Out)
J1:5/1	609
J1:6/1	740
J1:7/1	46
Junction: J2: Lidl Access	
J2:1/1	49
J2:2/1	48
J2:3/1	47
J2:4/1	27
J2:5/1	92

																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					</
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	----

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	95.9 %	2015	2015
				Arm J2:3 Left	Inf	4.1 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	96.3 %	2015	2015
				Arm J2:2 Right	Inf	3.7 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	51.1 %	2015	2015
				Arm J2:3 Ahead	Inf	48.9 %		

Scenario 2: 'Weekday PM_Surveyed' (FG2: 'Weekday PM - Surveyed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	30	477	48	21	576
	B	190	0	35	15	6	246
	C	524	7	0	50	22	603
	D	62	10	35	0	5	112
	E	56	9	32	0	0	97
	Tot.	832	56	579	113	54	1634

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Weekday PM_Surveyed
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	564(In) 507(Out)
J1:1/2 (short)	57
J1:2/1 (short)	59
J1:2/2 (with short)	590(In) 531(Out)
J1:3/1	242
J1:4/1 (short)	102
J1:4/2 (with short)	177(In) 75(Out)
J1:5/1	570
J1:6/1	816
J1:7/1	54
Junction: J2: Lidl Access	
J2:1/1	85
J2:2/1	84
J2:3/1	54
J2:4/1	97
J2:5/1	133

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	94.1 %	1915	1915
				Arm J1:7 Left	Inf	5.9 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	98.7 %	2055	2055
				Arm J1:7 Right	Inf	1.3 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	14.5 %	1965	1965
				Arm J1:6 Right	Inf	78.5 %		
				Arm J2:5 Ahead	Inf	7.0 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	77.3 %	2105	2105
				Arm J1:7 Ahead	Inf	22.7 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	94.1 %	2015	2015
				Arm J2:3 Left	Inf	5.9 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
				Arm J2:2 Right	Inf	0.0 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	63.2 %	2015	2015
				Arm J2:3 Ahead	Inf	36.8 %		

Scenario 3: 'Saturday_Surveyed' (FG3: 'Saturday Peak - Surveyed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	16	416	67	37	536
	B	116	0	11	15	9	151
	C	515	5	0	47	27	594
	D	61	9	47	0	5	122
	E	23	4	18	2	0	47
	Tot.	715	34	492	131	78	1450

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Saturday_Surveyed
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	536(In) 432(Out)
J1:1/2 (short)	104
J1:2/1 (short)	74
J1:2/2 (with short)	594(In) 520(Out)
J1:3/1	151
J1:4/1 (short)	84
J1:4/2 (with short)	162(In) 78(Out)
J1:5/1	492
J1:6/1	715
J1:7/1	34
Junction: J2: Lidl Access	
J2:1/1	122
J2:2/1	131
J2:3/1	78
J2:4/1	47
J2:5/1	202

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	96.3 %	1915	1915
				Arm J1:7 Left	Inf	3.7 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	99.0 %	2055	2055
				Arm J1:7 Right	Inf	1.0 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	7.3 %	1965	1965
				Arm J1:6 Right	Inf	76.8 %		
				Arm J2:5 Ahead	Inf	15.9 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	83.3 %	2105	2105
				Arm J1:7 Ahead	Inf	16.7 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	95.9 %	2015	2015
				Arm J2:3 Left	Inf	4.1 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	95.7 %	2015	2015
				Arm J2:2 Right	Inf	4.3 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	63.9 %	2015	2015
				Arm J2:3 Ahead	Inf	36.1 %		

Scenario 4: 'Weekday AM_2022 No Dev' (FG4: 'Weekday AM - 2022 No Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	33	564	33	24	654
	B	150	0	19	9	7	185
	C	561	4	0	20	14	599
	D	29	7	25	0	2	63
	E	13	3	11	1	0	28
	Tot.	753	47	619	63	47	1529

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: Weekday AM_2022 No Dev
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	654(In) 597(Out)
J1:1/2 (short)	57
J1:2/1 (short)	34
J1:2/2 (with short)	599(In) 565(Out)
J1:3/1	185
J1:4/1 (short)	42
J1:4/2 (with short)	88(In) 46(Out)
J1:5/1	619
J1:6/1	753
J1:7/1	47
Junction: J2: Lidl Access	
J2:1/1	63
J2:2/1	63
J2:3/1	47
J2:4/1	28
J2:5/1	107

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	94.5 %	1915	1915
				Arm J1:7 Left	Inf	5.5 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	99.3 %	2055	2055
				Arm J1:7 Right	Inf	0.7 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	10.3 %	1965	1965
				Arm J1:6 Right	Inf	81.1 %		
				Arm J2:5 Ahead	Inf	8.6 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	78.3 %	2105	2105
				Arm J1:7 Ahead	Inf	21.7 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	96.8 %	2015	2015
				Arm J2:3 Left	Inf	3.2 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	96.4 %	2015	2015
				Arm J2:2 Right	Inf	3.6 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	57.9 %	2015	2015
				Arm J2:3 Ahead	Inf	42.1 %		

Scenario 5: 'Weekday PM_2022 No Dev' (FG5: 'Weekday PM - 2022 No Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	30	481	49	21	581
	B	192	0	35	15	6	248
	C	528	7	0	51	22	608
	D	62	10	36	0	5	113
	E	56	9	33	0	0	98
	Tot.	838	56	585	115	54	1648

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: Weekday PM_2022 No Dev
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	581(In) 511(Out)
J1:1/2 (short)	70
J1:2/1 (short)	73
J1:2/2 (with short)	608(In) 535(Out)
J1:3/1	248
J1:4/1 (short)	118
J1:4/2 (with short)	206(In) 88(Out)
J1:5/1	585
J1:6/1	838
J1:7/1	56
Junction: J2: Lidl Access	
J2:1/1	113
J2:2/1	115
J2:3/1	54
J2:4/1	98
J2:5/1	164

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	94.1 %	1915	1915
				Arm J1:7 Left	Inf	5.9 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	98.7 %	2055	2055
				Arm J1:7 Right	Inf	1.3 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	14.1 %	1965	1965
				Arm J1:6 Right	Inf	77.4 %		
				Arm J2:5 Ahead	Inf	8.5 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	78.4 %	2105	2105
				Arm J1:7 Ahead	Inf	21.6 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	95.6 %	2015	2015
				Arm J2:3 Left	Inf	4.4 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
				Arm J2:2 Right	Inf	0.0 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	70.1 %	2015	2015
				Arm J2:3 Ahead	Inf	29.9 %		

Scenario 6: 'Saturday_2022 No Dev' (FG6: 'Saturday Peak - 2022 No Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	16	420	67	38	541
	B	117	0	11	15	9	152
	C	520	5	0	48	27	600
	D	61	9	47	0	5	122
	E	23	4	18	2	0	47
	Tot.	721	34	496	132	79	1462

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: Saturday_2022 No Dev
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	541(In) 436(Out)
J1:1/2 (short)	105
J1:2/1 (short)	75
J1:2/2 (with short)	600(In) 525(Out)
J1:3/1	152
J1:4/1 (short)	84
J1:4/2 (with short)	162(In) 78(Out)
J1:5/1	496
J1:6/1	721
J1:7/1	34
Junction: J2: Lidl Access	
J2:1/1	122
J2:2/1	132
J2:3/1	79
J2:4/1	47
J2:5/1	204

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	96.3 %	1915	1915
				Arm J1:7 Left	Inf	3.7 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	99.0 %	2055	2055
				Arm J1:7 Right	Inf	1.0 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	7.2 %	1965	1965
				Arm J1:6 Right	Inf	77.0 %		
				Arm J2:5 Ahead	Inf	15.8 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	83.3 %	2105	2105
				Arm J1:7 Ahead	Inf	16.7 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	95.9 %	2015	2015
				Arm J2:3 Left	Inf	4.1 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	95.7 %	2015	2015
				Arm J2:2 Right	Inf	4.3 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	63.7 %	2015	2015
				Arm J2:3 Ahead	Inf	36.3 %		

Scenario 7: 'Weekday AM_2027 No Dev' (FG7: 'Weekday AM - 2027 No Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	35	590	35	25	685
	B	156	0	20	10	7	193
	C	587	4	0	21	15	627
	D	29	8	25	0	2	64
	E	13	4	11	1	0	29
	Tot.	785	51	646	67	49	1598

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: Weekday AM_2027 No Dev
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	685(In) 625(Out)
J1:1/2 (short)	60
J1:2/1 (short)	36
J1:2/2 (with short)	627(In) 591(Out)
J1:3/1	193
J1:4/1 (short)	42
J1:4/2 (with short)	90(In) 48(Out)
J1:5/1	646
J1:6/1	785
J1:7/1	51
Junction: J2: Lidl Access	
J2:1/1	64
J2:2/1	67
J2:3/1	49
J2:4/1	29
J2:5/1	113

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	94.4 %	1915	1915
				Arm J1:7 Left	Inf	5.6 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	99.3 %	2055	2055
				Arm J1:7 Right	Inf	0.7 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	10.4 %	1965	1965
				Arm J1:6 Right	Inf	80.8 %		
				Arm J2:5 Ahead	Inf	8.8 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	75.0 %	2105	2105
				Arm J1:7 Ahead	Inf	25.0 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	96.9 %	2015	2015
				Arm J2:3 Left	Inf	3.1 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	96.6 %	2015	2015
				Arm J2:2 Right	Inf	3.4 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	58.4 %	2015	2015
				Arm J2:3 Ahead	Inf	41.6 %		

Scenario 8: 'Weekday PM_2027 No Dev' (FG8: 'Weekday PM - 2027 No Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	31	499	50	22	602
	B	199	0	37	15	7	258
	C	549	7	0	52	23	631
	D	62	10	35	0	5	112
	E	59	10	34	0	0	103
	Tot.	869	58	605	117	57	1706

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: Weekday PM_2027 No Dev
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	602(In) 530(Out)
J1:1/2 (short)	72
J1:2/1 (short)	75
J1:2/2 (with short)	631(In) 556(Out)
J1:3/1	258
J1:4/1 (short)	121
J1:4/2 (with short)	210(In) 89(Out)
J1:5/1	605
J1:6/1	869
J1:7/1	58
Junction: J2: Lidl Access	
J2:1/1	112
J2:2/1	117
J2:3/1	57
J2:4/1	103
J2:5/1	169

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	94.2 %	1915	1915
				Arm J1:7 Left	Inf	5.8 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	98.7 %	2055	2055
				Arm J1:7 Right	Inf	1.3 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	14.3 %	1965	1965
				Arm J1:6 Right	Inf	77.1 %		
				Arm J2:5 Ahead	Inf	8.5 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	77.5 %	2105	2105
				Arm J1:7 Ahead	Inf	22.5 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	95.5 %	2015	2015
				Arm J2:3 Left	Inf	4.5 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
				Arm J2:2 Right	Inf	0.0 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	69.2 %	2015	2015
				Arm J2:3 Ahead	Inf	30.8 %		

Scenario 9: 'Saturday_2027 No Dev' (FG9: 'Saturday Peak - 2027 No Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	17	436	69	40	562
	B	121	0	12	16	9	158
	C	539	5	0	49	29	622
	D	61	9	47	0	5	122
	E	24	4	19	2	0	49
	Tot.	745	35	514	136	83	1513

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: Saturday_2027 No Dev
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	562(In) 453(Out)
J1:1/2 (short)	109
J1:2/1 (short)	78
J1:2/2 (with short)	622(In) 544(Out)
J1:3/1	158
J1:4/1 (short)	85
J1:4/2 (with short)	164(In) 79(Out)
J1:5/1	514
J1:6/1	745
J1:7/1	35
Junction: J2: Lidl Access	
J2:1/1	122
J2:2/1	136
J2:3/1	83
J2:4/1	49
J2:5/1	212

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	96.2 %	1915	1915
				Arm J1:7 Left	Inf	3.8 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	99.1 %	2055	2055
				Arm J1:7 Right	Inf	0.9 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	7.6 %	1965	1965
				Arm J1:6 Right	Inf	76.6 %		
				Arm J2:5 Ahead	Inf	15.8 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	83.5 %	2105	2105
				Arm J1:7 Ahead	Inf	16.5 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	95.9 %	2015	2015
				Arm J2:3 Left	Inf	4.1 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	95.9 %	2015	2015
				Arm J2:2 Right	Inf	4.1 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	63.2 %	2015	2015
				Arm J2:3 Ahead	Inf	36.8 %		

Scenario 10: 'Weekday AM_2022 With Dev' (FG10: 'Weekday AM - 2022 With Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	33	564	45	6	648
	B	150	0	19	12	2	183
	C	561	4	0	26	4	595
	D	39	10	33	0	0	82
	E	2	1	2	0	0	5
	Tot.	752	48	618	83	12	1513

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: Weekday AM_2022 With Dev
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	648(In) 597(Out)
J1:1/2 (short)	51
J1:2/1 (short)	30
J1:2/2 (with short)	595(In) 565(Out)
J1:3/1	183
J1:4/1 (short)	41
J1:4/2 (with short)	87(In) 46(Out)
J1:5/1	618
J1:6/1	752
J1:7/1	48
Junction: J2: Lidl Access	
J2:1/1	82
J2:2/1	83
J2:3/1	12
J2:4/1	5
J2:5/1	95

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	94.5 %	1915	1915
				Arm J1:7 Left	Inf	5.5 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	99.3 %	2055	2055
				Arm J1:7 Right	Inf	0.7 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	10.4 %	1965	1965
				Arm J1:6 Right	Inf	82.0 %		
				Arm J2:5 Ahead	Inf	7.7 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	76.1 %	2105	2105
				Arm J1:7 Ahead	Inf	23.9 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	100.0 %	2015	2015
				Arm J2:3 Left	Inf	0.0 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
				Arm J2:2 Right	Inf	0.0 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	87.4 %	2015	2015
				Arm J2:3 Ahead	Inf	12.6 %		

Scenario 11: 'Weekday PM_2022 With Dev' (FG11: 'Weekday PM - 2022 With Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	30	481	64	6	581
	B	192	0	35	20	2	249
	C	528	7	0	68	6	609
	D	83	13	47	0	1	144
	E	33	6	19	0	0	58
	Tot.	836	56	582	152	15	1641

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: Weekday PM_2022 With Dev
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	581(In) 511(Out)
J1:1/2 (short)	70
J1:2/1 (short)	74
J1:2/2 (with short)	609(In) 535(Out)
J1:3/1	249
J1:4/1 (short)	116
J1:4/2 (with short)	201(In) 85(Out)
J1:5/1	582
J1:6/1	836
J1:7/1	56
Junction: J2: Lidl Access	
J2:1/1	144
J2:2/1	152
J2:3/1	15
J2:4/1	58
J2:5/1	166

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	94.1 %	1915	1915
				Arm J1:7 Left	Inf	5.9 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	98.7 %	2055	2055
				Arm J1:7 Right	Inf	1.3 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	14.1 %	1965	1965
				Arm J1:6 Right	Inf	77.1 %		
				Arm J2:5 Ahead	Inf	8.8 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	77.6 %	2105	2105
				Arm J1:7 Ahead	Inf	22.4 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	99.3 %	2015	2015
				Arm J2:3 Left	Inf	0.7 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
				Arm J2:2 Right	Inf	0.0 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	91.6 %	2015	2015
				Arm J2:3 Ahead	Inf	8.4 %		

Scenario 12: 'Saturday_2022 With Dev' (FG12: 'Saturday Peak - 2022 With Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	16	420	89	19	544
	B	117	0	11	20	5	153
	C	520	5	0	64	13	602
	D	82	12	64	0	1	159
	E	8	2	6	1	0	17
	Tot.	727	35	501	174	38	1475

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: Saturday_2022 With Dev
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	544(In) 436(Out)
J1:1/2 (short)	108
J1:2/1 (short)	77
J1:2/2 (with short)	602(In) 525(Out)
J1:3/1	153
J1:4/1 (short)	90
J1:4/2 (with short)	174(In) 84(Out)
J1:5/1	501
J1:6/1	727
J1:7/1	35
Junction: J2: Lidl Access	
J2:1/1	159
J2:2/1	174
J2:3/1	38
J2:4/1	17
J2:5/1	210

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	99.4 %	2015	2015
				Arm J2:3 Left	Inf	0.6 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	94.1 %	2015	2015
				Arm J2:2 Right	Inf	5.9 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	82.4 %	2015	2015
				Arm J2:3 Ahead	Inf	17.6 %		

Scenario 13: 'Weekday AM_2027 With Dev' (FG13: 'Weekday AM - 2027 With Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	35	590	47	7	679
	B	156	0	20	13	2	191
	C	587	4	0	27	5	623
	D	38	10	33	0	0	81
	E	3	1	3	0	0	7
	Tot.	784	50	646	87	14	1581

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: Weekday AM_2027 With Dev
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	679(In) 625(Out)
J1:1/2 (short)	54
J1:2/1 (short)	32
J1:2/2 (with short)	623(In) 591(Out)
J1:3/1	191
J1:4/1 (short)	41
J1:4/2 (with short)	88(In) 47(Out)
J1:5/1	646
J1:6/1	784
J1:7/1	50
Junction: J2: Lidl Access	
J2:1/1	81
J2:2/1	87
J2:3/1	14
J2:4/1	7
J2:5/1	101

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	94.4 %	1915	1915
				Arm J1:7 Left	Inf	5.6 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	99.3 %	2055	2055
				Arm J1:7 Right	Inf	0.7 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	10.5 %	1965	1965
				Arm J1:6 Right	Inf	81.7 %		
				Arm J2:5 Ahead	Inf	7.9 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	76.6 %	2105	2105
				Arm J1:7 Ahead	Inf	23.4 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	100.0 %	2015	2015
				Arm J2:3 Left	Inf	0.0 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
				Arm J2:2 Right	Inf	0.0 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	86.1 %	2015	2015
				Arm J2:3 Ahead	Inf	13.9 %		

Scenario 14: 'Weekday PM_2027 With Dev' (FG14: 'Weekday PM - 2027 With Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	31	499	65	7	602
	B	199	0	37	20	3	259
	C	549	7	0	69	7	632
	D	83	13	47	0	1	144
	E	35	6	20	0	0	61
	Tot.	866	57	603	154	18	1698

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: Weekday PM_2027 With Dev
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	602(In) 530(Out)
J1:1/2 (short)	72
J1:2/1 (short)	76
J1:2/2 (with short)	632(In) 556(Out)
J1:3/1	259
J1:4/1 (short)	118
J1:4/2 (with short)	204(In) 86(Out)
J1:5/1	603
J1:6/1	866
J1:7/1	57
Junction: J2: Lidl Access	
J2:1/1	144
J2:2/1	154
J2:3/1	18
J2:4/1	61
J2:5/1	171

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	94.2 %	1915	1915
				Arm J1:7 Left	Inf	5.8 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	98.7 %	2055	2055
				Arm J1:7 Right	Inf	1.3 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	14.3 %	1965	1965
				Arm J1:6 Right	Inf	76.8 %		
				Arm J2:5 Ahead	Inf	8.9 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	77.9 %	2105	2105
				Arm J1:7 Ahead	Inf	22.1 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	99.3 %	2015	2015
				Arm J2:3 Left	Inf	0.7 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
				Arm J2:2 Right	Inf	0.0 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	90.1 %	2015	2015
				Arm J2:3 Ahead	Inf	9.9 %		

Scenario 15: 'Saturday_2027 With Dev' (FG15: 'Saturday Peak - 2027 With Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	17	436	92	20	565
	B	121	0	12	21	5	159
	C	539	5	0	65	15	624
	D	82	13	64	0	1	160
	E	9	2	7	1	0	19
	Tot.	751	37	519	179	41	1527

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: Saturday_2027 With Dev
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	565(In) 453(Out)
J1:1/2 (short)	112
J1:2/1 (short)	80
J1:2/2 (with short)	624(In) 544(Out)
J1:3/1	159
J1:4/1 (short)	91
J1:4/2 (with short)	177(In) 86(Out)
J1:5/1	519
J1:6/1	751
J1:7/1	37
Junction: J2: Lidl Access	
J2:1/1	160
J2:2/1	179
J2:3/1	41
J2:4/1	19
J2:5/1	218

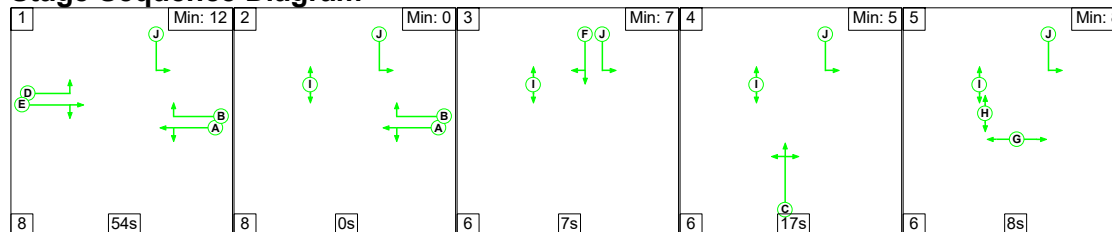
Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	96.2 %	1915	1915
				Arm J1:7 Left	Inf	3.8 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	99.1 %	2055	2055
				Arm J1:7 Right	Inf	0.9 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	7.5 %	1965	1965
				Arm J1:6 Right	Inf	76.1 %		
				Arm J2:5 Ahead	Inf	16.4 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	82.6 %	2105	2105
				Arm J1:7 Ahead	Inf	17.4 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	99.4 %	2015	2015
				Arm J2:3 Left	Inf	0.6 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	94.7 %	2015	2015
				Arm J2:2 Right	Inf	5.3 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	81.7 %	2015	2015
				Arm J2:3 Ahead	Inf	18.3 %		

Scenario 1: 'Weekday AM_Surveyed' (FG1: 'Weekday AM - Surveyed', Plan 1: 'Network Control Plan 1')

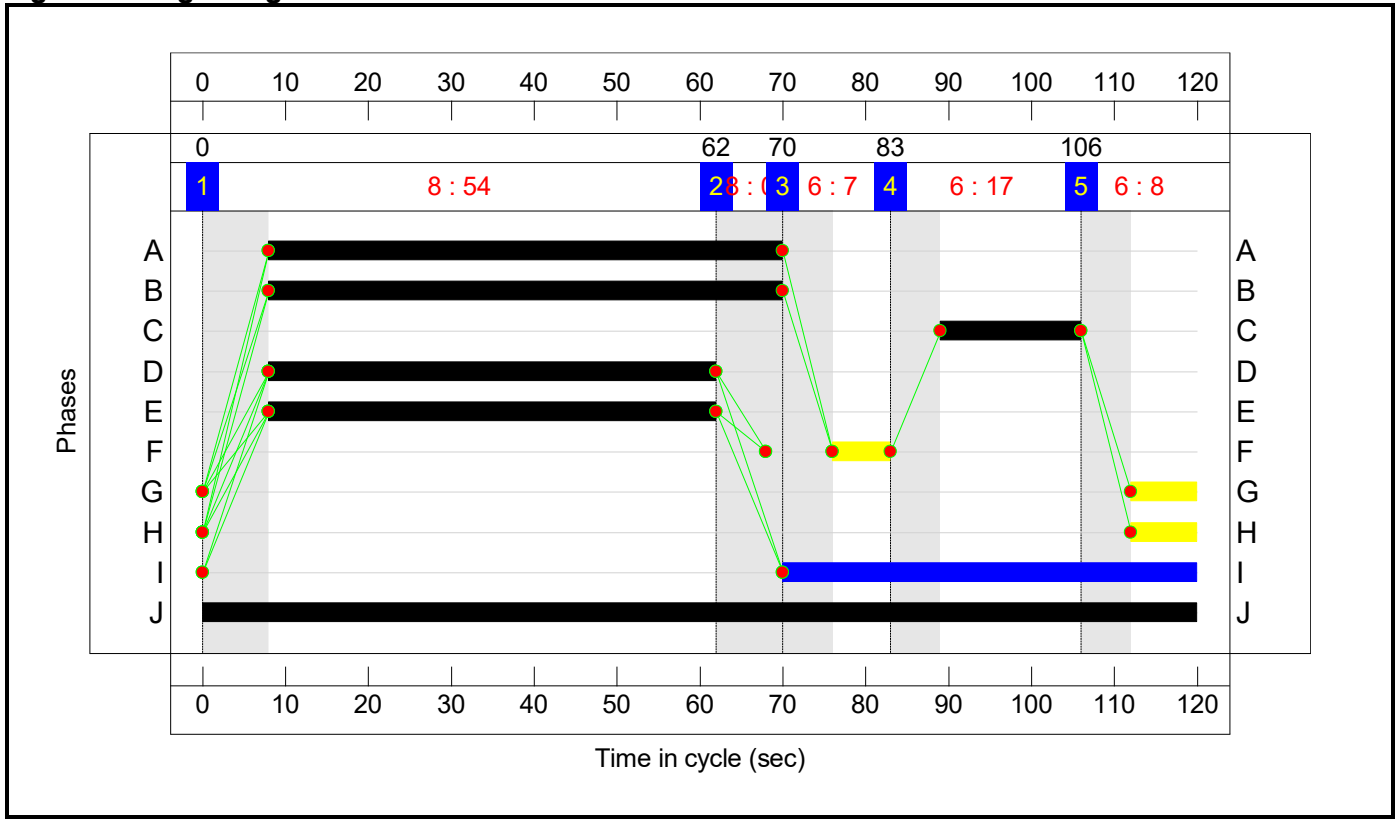
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	54	0	7	17	8
Change Point	0	62	70	83	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	61.8%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	61.8%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	62	-	642	1915:2055	963+80	61.6 : 61.6%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	54	-	590	2055:1915	908+47	61.8 : 61.8%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	17	-	182	1965	295	61.7%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	73	2105:2015	135+118	28.8 : 28.8%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	740	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	46	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	50	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	4.6%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	49	2015	1362	3.6%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	47	Inf	Inf	0.0%

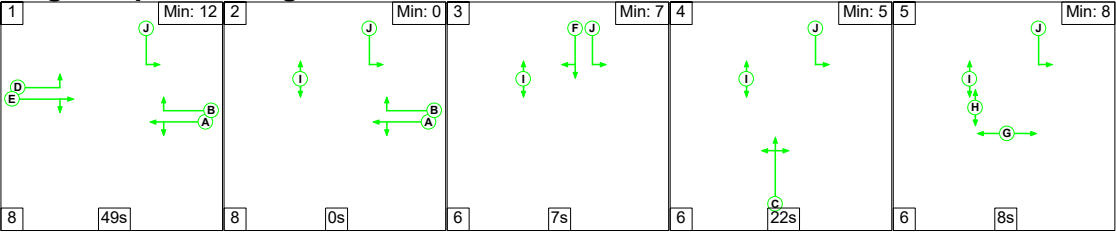
Full Input Data And Results													
4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	27	2015	1981	1.4%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	92	2015	2015	4.6%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	-	-	120	16	1	10.4	2.7	0.2	13.3	-	-	-	-
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	70	16	1	10.4	2.6	0.2	13.2	-	-	-	-
1/1+1/2	642	642	46	2	1	3.5	0.8	0.2	4.4	24.9	14.0	0.8	14.8
2/2+2/1	590	590	4	0	0	4.0	0.8	0.0	4.8	29.2	14.2	0.8	15.0
3/1	182	182	-	-	-	2.4	0.8	-	3.2	63.5	5.7	0.8	6.5
4/2+4/1	73	73	21	13	0	0.6	0.2	-	0.8	39.9	1.2	0.2	1.4
5/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	46	46	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	-	-	50	0	0	0.0	0.0	0.0	0.0	-	-	-	-
1/1	49	49	49	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
2/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	27	27	1	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	92	92	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 45.6Total Delay for Signalled Lanes (pcuHr): 13.24Cycle Time (s): 120 PRC Over All Lanes (%): 45.6Total Delay Over All Lanes(pcuHr): 13.28													

C1	PRC for Signalled Lanes (%):	45.6	Total Delay for Signalled Lanes (pcuHr):	13.24	Cycle Time (s): 120
	PRC Over All Lanes (%):	45.6	Total Delay Over All Lanes(pcuHr):	13.28	

Full Input Data And Results

Scenario 2: 'Weekday PM_Surveyed' (FG2: 'Weekday PM - Surveyed', Plan 1: 'Network Control Plan 1')

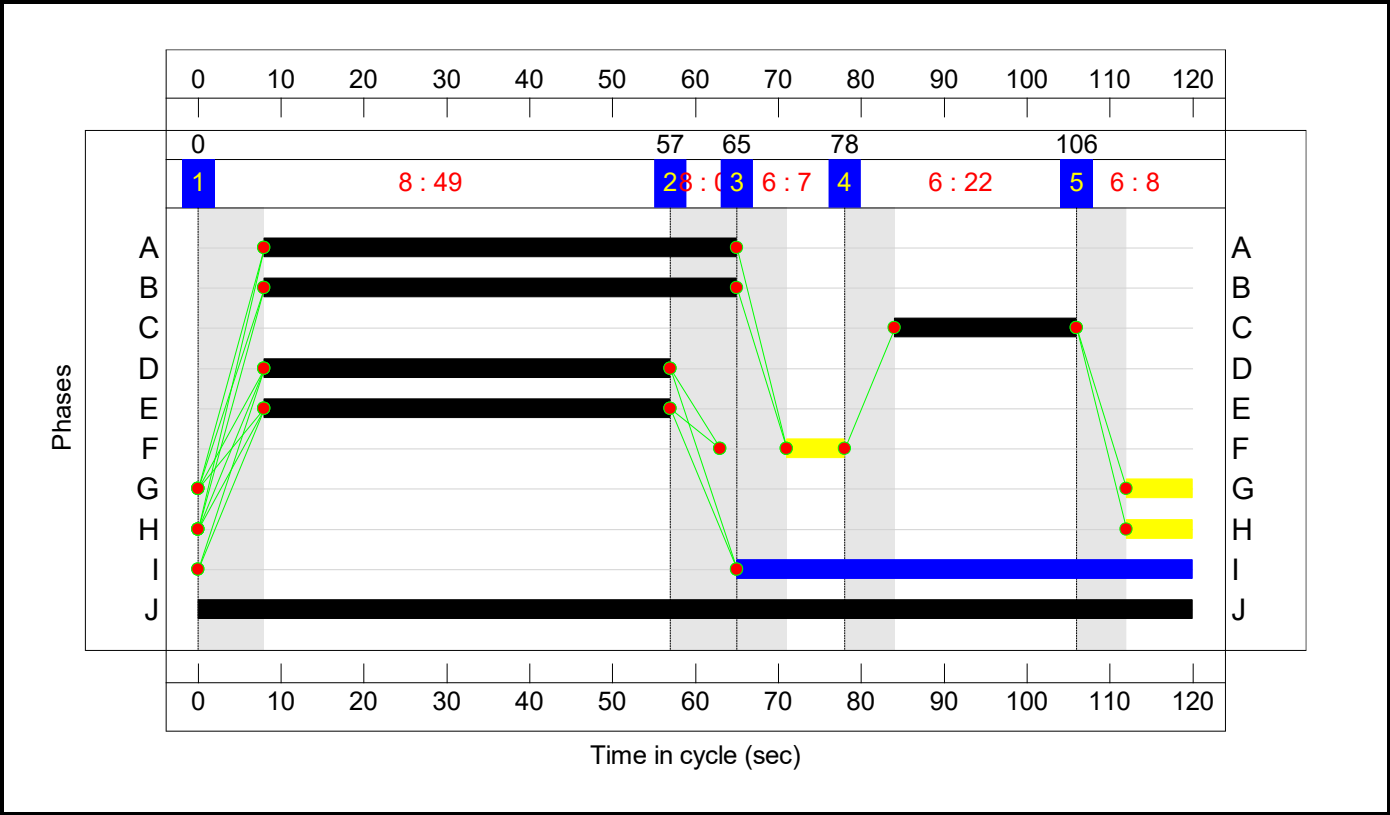
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	49	0	7	22	8
Change Point	0	57	65	78	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	67.1%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	67.1%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	57	-	564	1915:2055	873+98	58.1 : 58.1%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	49	-	590	2055:1915	791+88	67.1 : 67.1%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	22	-	242	1965	377	64.3%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	177	2105:2015	131+178	57.2 : 57.2%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	570	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	816	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	54	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	55	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	6.6%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	85	2015	1286	6.6%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	84	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	54	Inf	Inf	0.0%

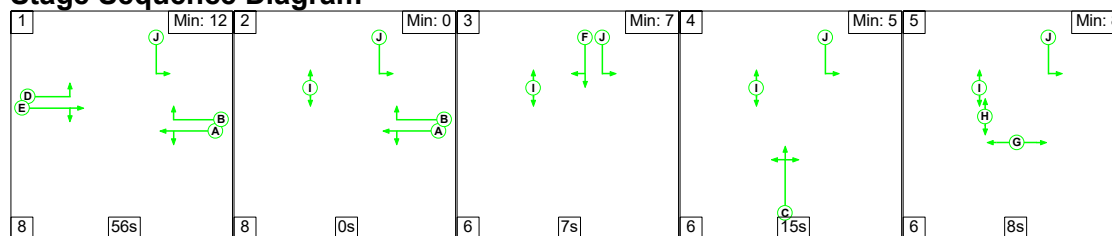
4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	97	2015	2015	4.8%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	133	2015	2015	6.6%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	-	-	207	43	1	12.1	3.3	0.3	15.7	-	-	-	-
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	122	43	1	12.1	3.3	0.3	15.7	-	-	-	-
1/1+1/2	564	564	53	3	1	3.4	0.7	0.3	4.3	27.5	12.3	0.7	13.0
2/2+2/1	590	590	7	0	0	4.5	1.0	0.0	5.5	33.8	15.0	1.0	16.0
3/1	242	242	-	-	-	3.0	0.9	-	3.9	57.9	7.4	0.9	8.3
4/2+4/1	177	177	62	40	0	1.2	0.7	-	1.9	38.7	2.4	0.7	3.1
5/1	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	816	816	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	54	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	-	-	85	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	85	85	85	0	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
2/1	84	84	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	54	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	97	97	0	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	133	133	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 34.1 Total Delay for Signalled Lanes (pcuHr): 15.65 Cycle Time (s): 120 PRC Over All Lanes (%): 34.1 Total Delay Over All Lanes(pcuHr): 15.75													

C1	PRC for Signalled Lanes (%):	34.1	Total Delay for Signalled Lanes (pcuHr):	15.65	Cycle Time (s): 120
	PRC Over All Lanes (%):	34.1	Total Delay Over All Lanes(pcuHr):	15.75	

Full Input Data And Results

Scenario 3: 'Saturday_Surveyed' (FG3: 'Saturday Peak - Surveyed', Plan 1: 'Network Control Plan 1')

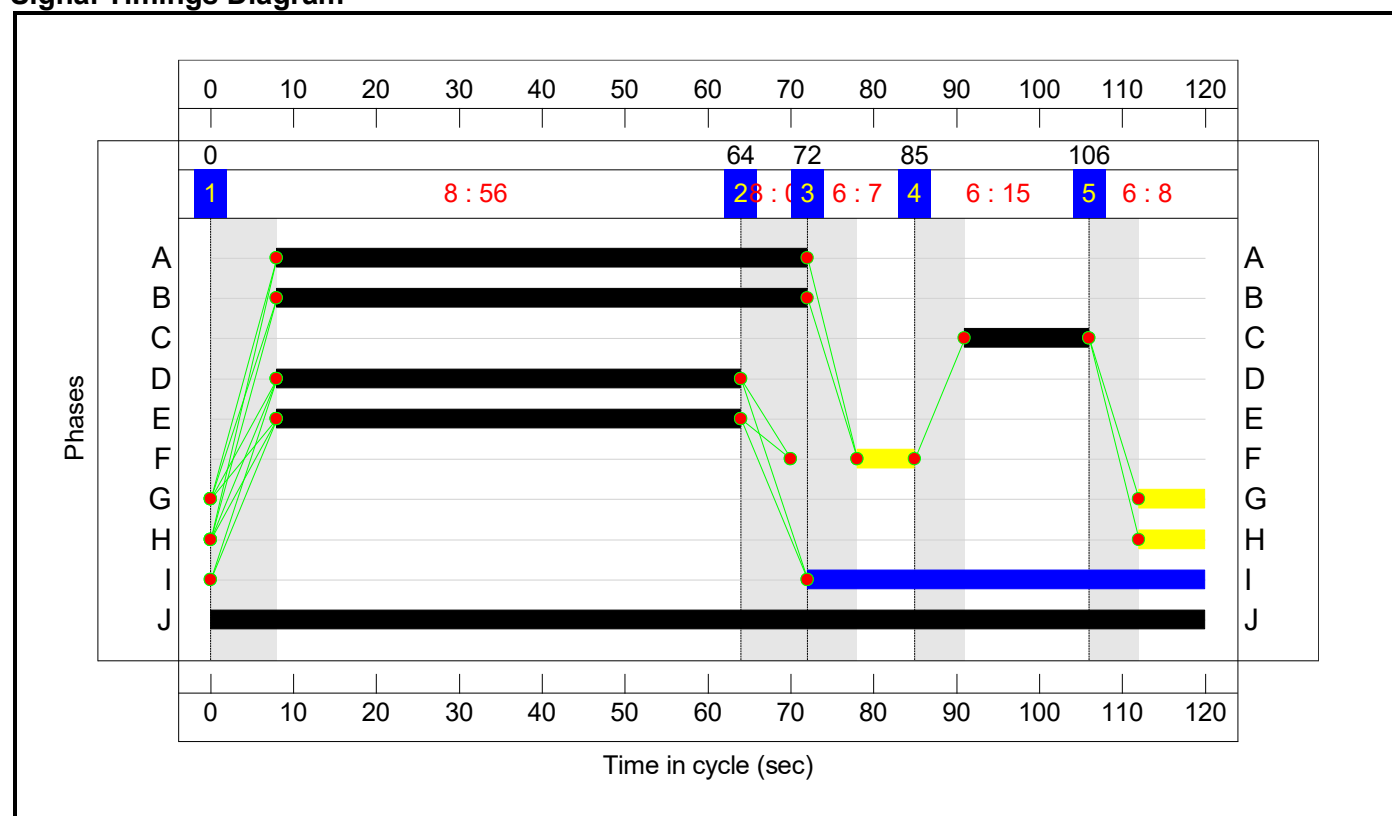
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	56	0	7	15	8
Change Point	0	64	72	85	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	59.2%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	59.2%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	64	-	536	1915:2055	902+217	47.9 : 47.9%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	56	-	594	2055:1915	879+125	59.2 : 59.2%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	15	-	151	1965	262	57.6%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	162	2105:2015	133+144	58.5 : 58.5%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	492	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	715	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	34	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	48	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	10.0%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	122	2015	1310	9.3%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	78	Inf	Inf	0.0%

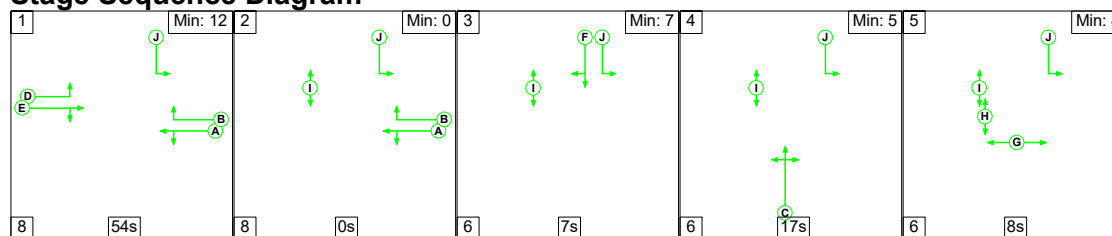
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 4: 'Weekday AM_2022 No Dev' (FG4: 'Weekday AM - 2022 No Dev', Plan 1: 'Network Control Plan 1')

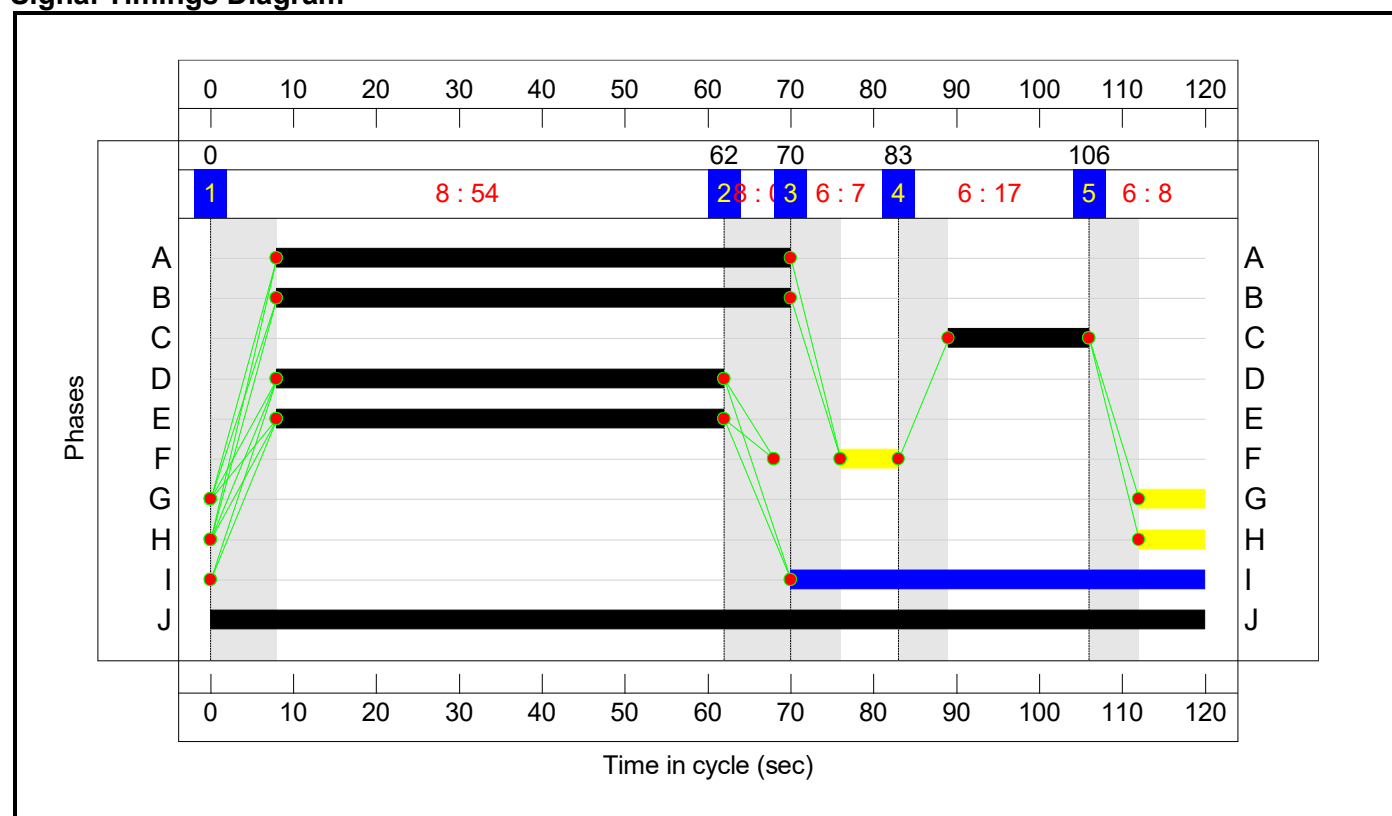
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	54	0	7	17	8
Change Point	0	62	70	83	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	62.8%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	62.8%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	62	-	654	1915:2055	955+91	62.5 : 62.5%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	54	-	599	2055:1915	902+54	62.7 : 62.7%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	17	-	185	1965	295	62.8%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	88	2105:2015	135+123	34.1 : 34.1%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	619	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	753	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	47	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	50	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	5.3%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	63	2015	1360	4.6%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	63	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	47	Inf	Inf	0.0%

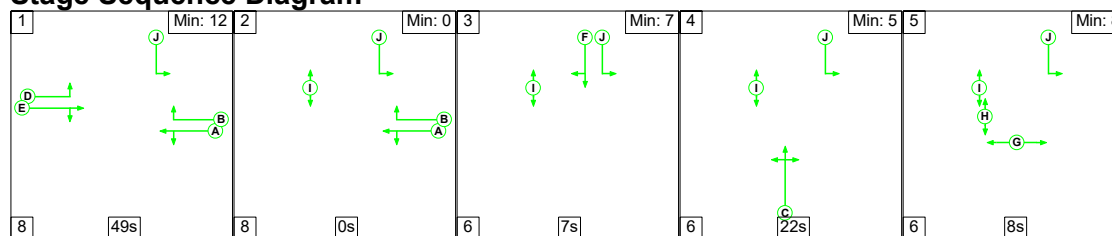
Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	28	2015	1983	1.4%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	107	2015	2015	5.3%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	-	-	147	19	1	10.7	2.8	0.2	13.8	-	-	-	-
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	83	19	1	10.7	2.8	0.2	13.7	-	-	-	-
1/1+1/2	654	654	53	3	1	3.5	0.8	0.2	4.6	25.2	14.2	0.8	15.0
2/2+2/1	599	599	4	0	0	4.0	0.8	0.0	4.9	29.3	14.6	0.8	15.4
3/1	185	185	-	-	-	2.5	0.8	-	3.3	64.0	5.8	0.8	6.6
4/2+4/1	88	88	26	16	0	0.7	0.3	-	1.0	40.1	1.5	0.3	1.7
5/1	619	619	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	753	753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	-	-	64	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	63	63	63	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
2/1	63	63	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	28	28	1	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	107	107	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 43.4 Total Delay for Signalled Lanes (pcuHr): 13.73 Cycle Time (s): 120 PRC Over All Lanes (%): 43.4 Total Delay Over All Lanes(pcuHr): 13.79													

Full Input Data And Results

Scenario 5: 'Weekday PM_2022 No Dev' (FG5: 'Weekday PM - 2022 No Dev', Plan 1: 'Network Control Plan 1')

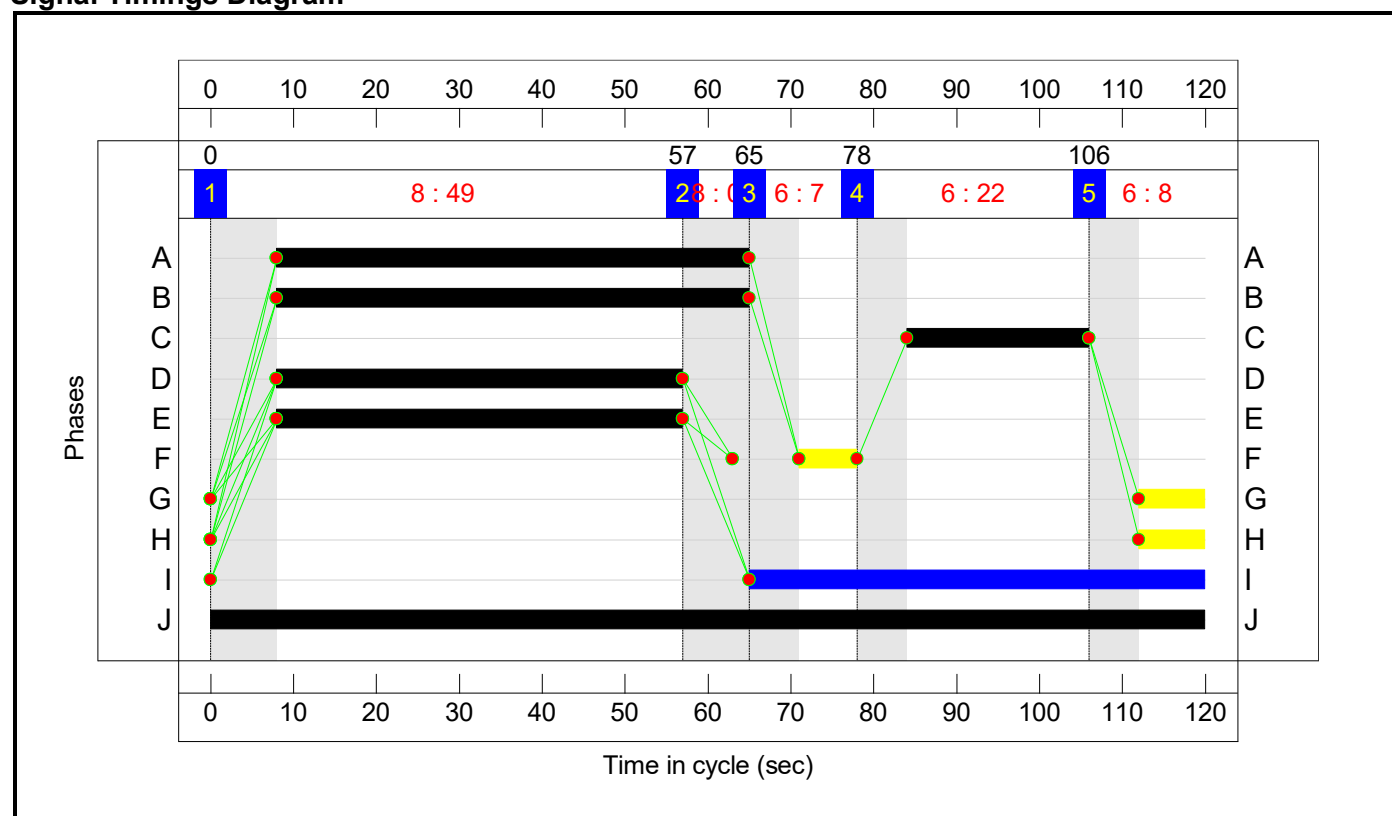
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	49	0	7	22	8
Change Point	0	57	65	78	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	68.8%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	68.8%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	57	-	581	1915:2055	860+118	59.4 : 59.4%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	49	-	608	2055:1915	778+106	68.8 : 68.8%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	22	-	248	1965	377	65.8%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	206	2105:2015	131+176	67.0 : 67.0%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	55	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	8.8%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	113	2015	1283	8.8%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	115	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	54	Inf	Inf	0.0%

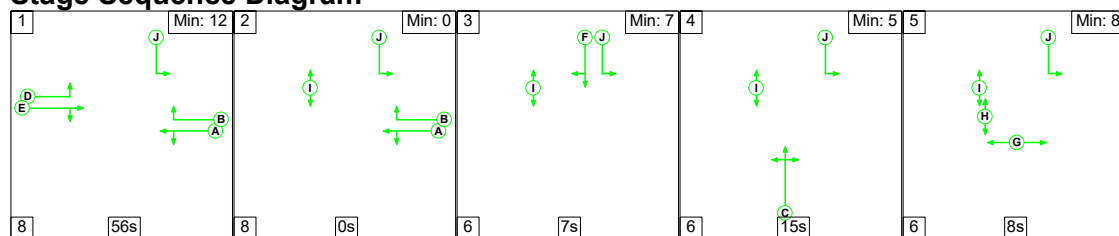
[illegible]

C1	PRC for Signalled Lanes (%):	30.8	Total Delay for Signalled Lanes (pcuHr):	16.84	Cycle Time (s): 120
	PRC Over All Lanes (%):	30.8	Total Delay Over All Lanes(pcuHr):	16.96	

Full Input Data And Results

Scenario 6: 'Saturday_2022 No Dev' (FG6: 'Saturday Peak - 2022 No Dev', Plan 1: 'Network Control Plan 1')

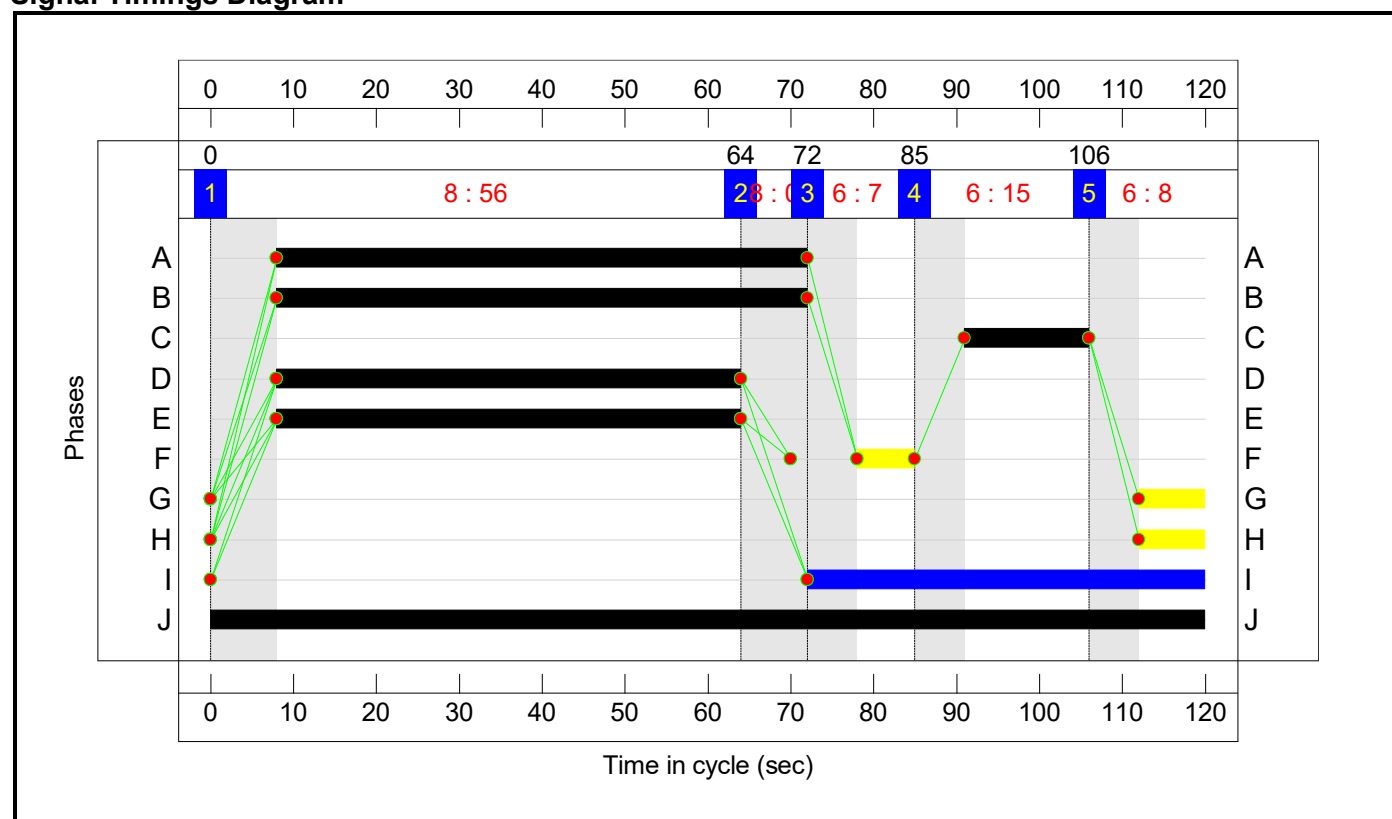
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	56	0	7	15	8
Change Point	0	64	72	85	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	59.8%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	59.8%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	64	-	541	1915:2055	902+217	48.4 : 48.4%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	56	-	600	2055:1915	878+125	59.8 : 59.8%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	15	-	152	1965	262	58.0%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	162	2105:2015	133+144	58.5 : 58.5%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	34	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	48	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	10.1%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	122	2015	1309	9.3%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	79	Inf	Inf	0.0%

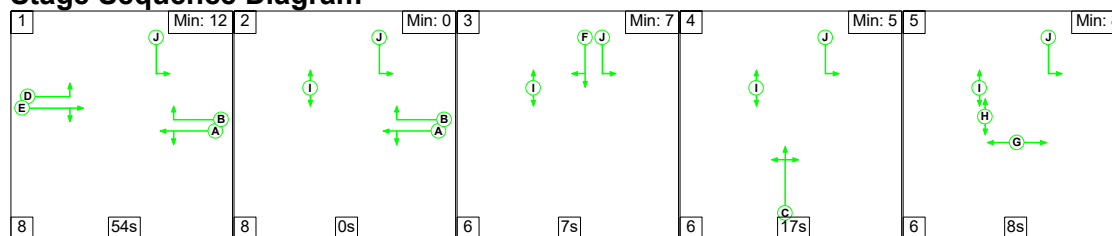
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 7: 'Weekday AM_2027 No Dev' (FG7: 'Weekday AM - 2027 No Dev', Plan 1: 'Network Control Plan 1')

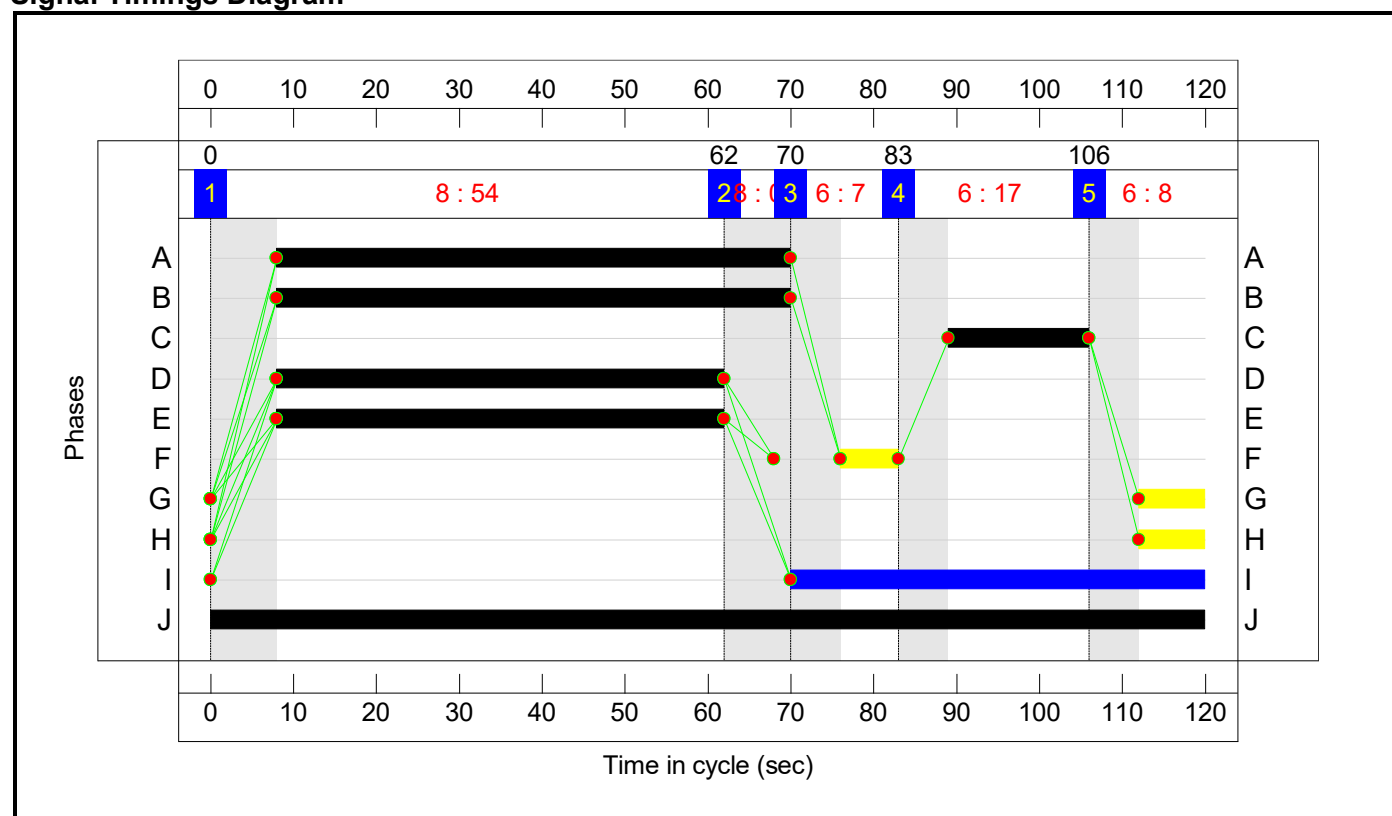
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	54	0	7	17	8
Change Point	0	62	70	83	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	65.6%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	65.6%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	62	-	685	1915:2055	955+92	65.5 : 65.5%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	54	-	627	2055:1915	901+55	65.6 : 65.6%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	17	-	193	1965	295	65.5%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	90	2105:2015	135+118	35.5 : 35.5%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	785	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	51	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	50	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	5.6%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	64	2015	1357	4.7%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	67	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	49	Inf	Inf	0.0%

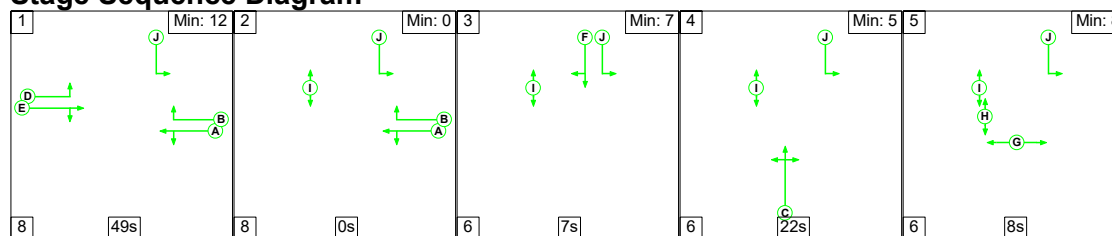
Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	29	2015	1984	1.5%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	113	2015	2015	5.6%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	-	-	151	19	1	11.4	3.2	0.3	14.8	-	-	-	-
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	86	19	1	11.4	3.1	0.3	14.8	-	-	-	-
1/1+1/2	685	685	56	3	1	3.8	0.9	0.2	5.0	26.1	15.4	0.9	16.4
2/2+2/1	627	627	4	0	0	4.3	0.9	0.0	5.3	30.2	15.6	0.9	16.5
3/1	193	193	-	-	-	2.6	0.9	-	3.5	65.4	6.1	0.9	7.0
4/2+4/1	90	90	26	16	0	0.8	0.3	-	1.0	41.3	1.5	0.3	1.8
5/1	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	785	785	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	51	51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	-	-	65	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	64	64	64	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
2/1	67	67	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	29	29	1	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	113	113	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%):		37.2	Total Delay for Signalled Lanes (pcuHr):		14.78	Cycle Time (s): 120					
		PRC Over All Lanes (%):		37.2	Total Delay Over All Lanes(pcuHr):		14.84						

Full Input Data And Results

Scenario 8: 'Weekday PM_2027 No Dev' (FG8: 'Weekday PM - 2027 No Dev', Plan 1: 'Network Control Plan 1')

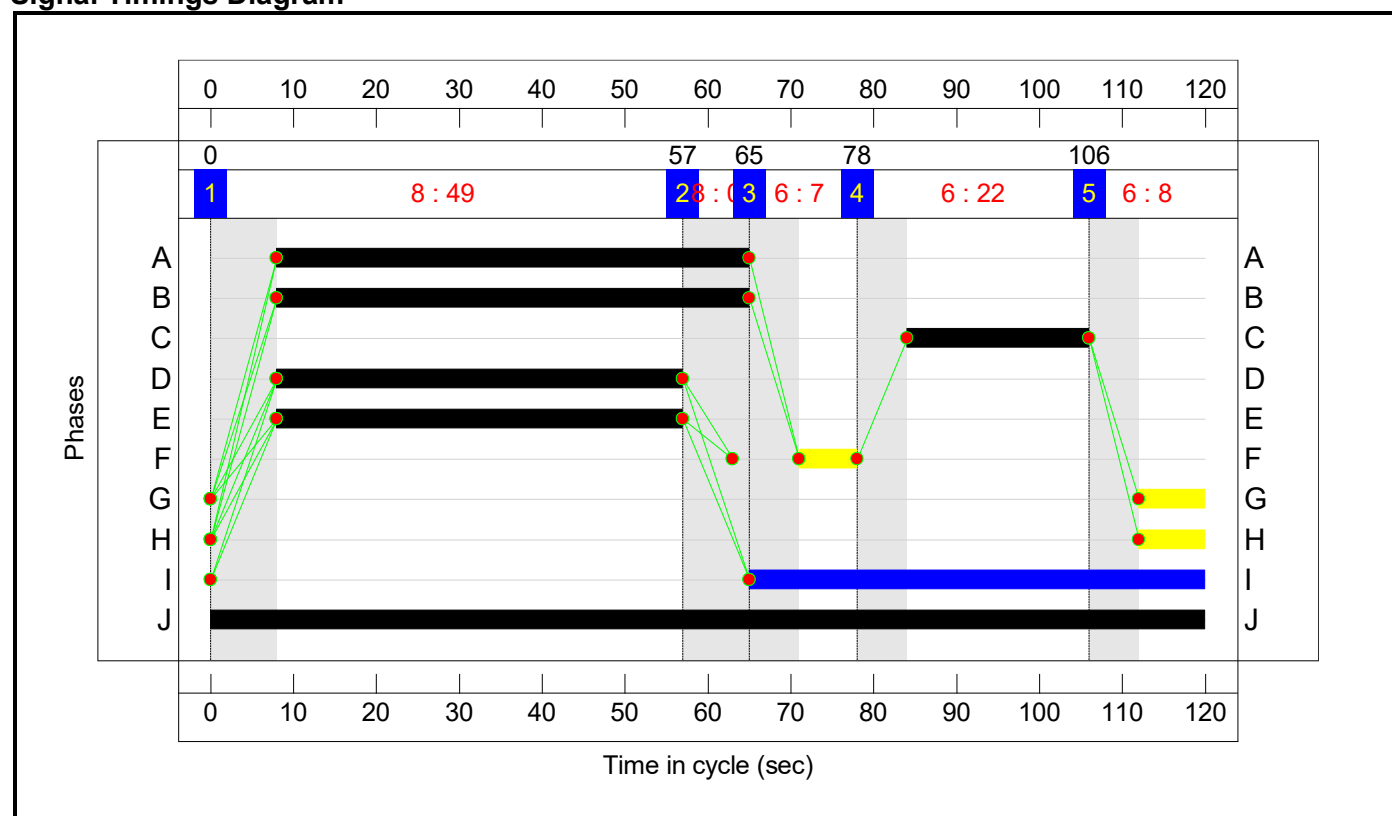
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	49	0	7	22	8
Change Point	0	57	65	78	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	71.4%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	71.4%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	57	-	602	1915:2055	860+117	61.6 : 61.6%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	49	-	631	2055:1915	778+105	71.4 : 71.4%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	22	-	258	1965	377	68.5%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	210	2105:2015	131+178	67.8 : 67.8%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	869	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	55	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	8.8%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	112	2015	1275	8.8%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	117	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	57	Inf	Inf	0.0%

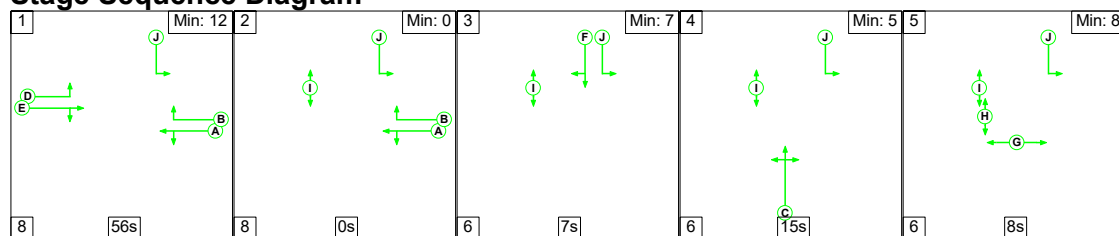
Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	103	2015	2015	5.1%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	169	2015	2015	8.4%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	-	-	260	51	1	13.3	4.3	0.4	18.0	-	-	-	-
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	148	51	1	13.3	4.1	0.4	17.9	-	-	-	-
1/1+1/2	602	602	67	4	1	3.6	0.8	0.4	4.8	28.9	13.3	0.8	14.1
2/2+2/1	631	631	7	0	0	4.9	1.2	0.0	6.2	35.3	16.2	1.2	17.5
3/1	258	258	-	-	-	3.2	1.1	-	4.3	60.0	8.0	1.1	9.0
4/2+4/1	210	210	74	47	0	1.5	1.0	-	2.6	43.7	2.9	1.0	3.9
5/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	869	869	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	-	-	112	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	112	112	112	0	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
2/1	117	117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	57	57	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	103	103	0	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	169	169	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 26.0 Total Delay for Signalled Lanes (pcuHr): 17.86 Cycle Time (s): 120 PRC Over All Lanes (%): 26.0 Total Delay Over All Lanes(pcuHr): 17.98													

Full Input Data And Results

Scenario 9: 'Saturday_2027 No Dev' (FG9: 'Saturday Peak - 2027 No Dev', Plan 1: 'Network Control Plan 1')

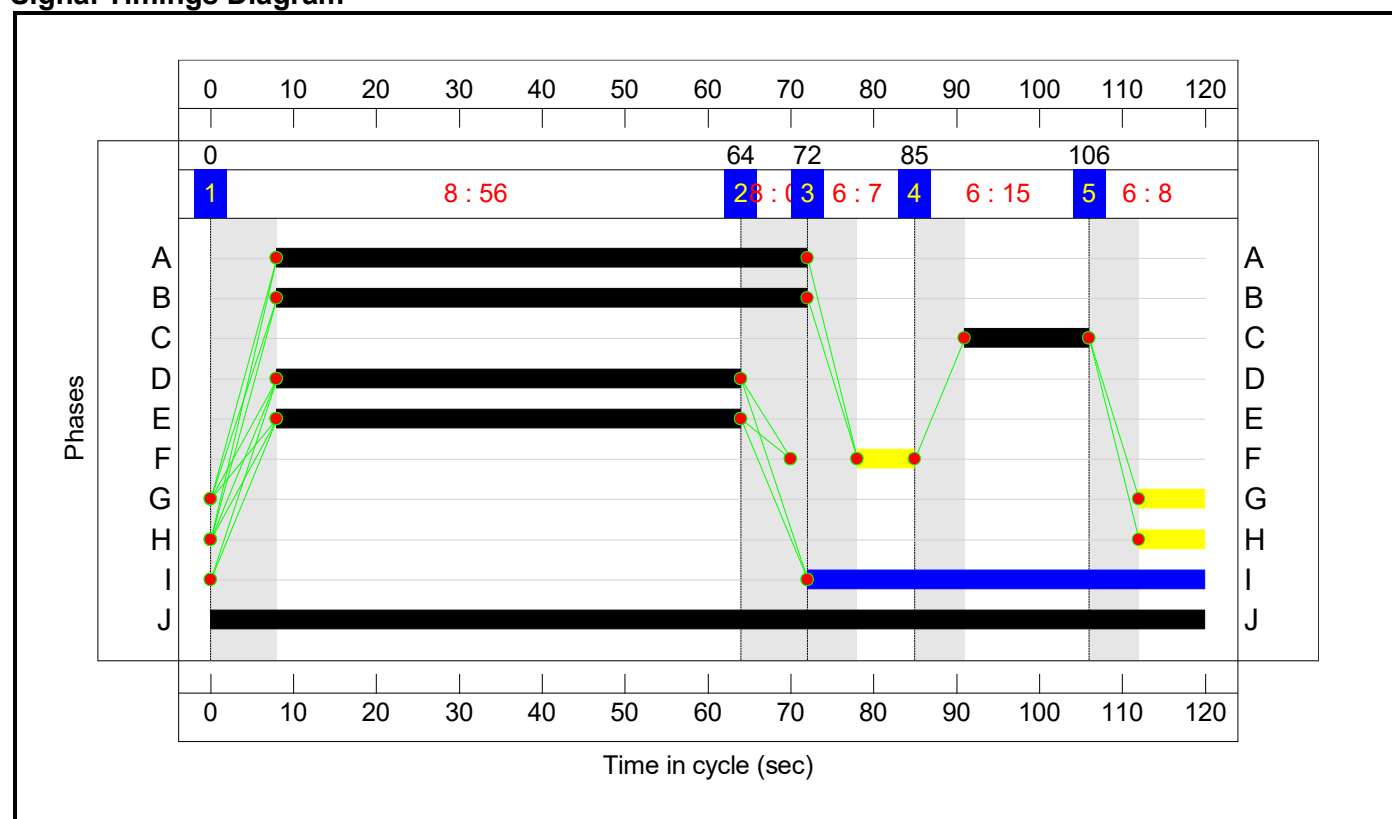
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	56	0	7	15	8
Change Point	0	64	72	85	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	62.0%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	62.0%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	64	-	562	1915:2055	902+217	50.2 : 50.2%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	56	-	622	2055:1915	878+126	62.0 : 62.0%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	15	-	158	1965	262	60.3%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	164	2105:2015	133+144	59.2 : 59.2%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	35	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	48	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	10.5%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	122	2015	1303	9.4%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	136	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	83	Inf	Inf	0.0%

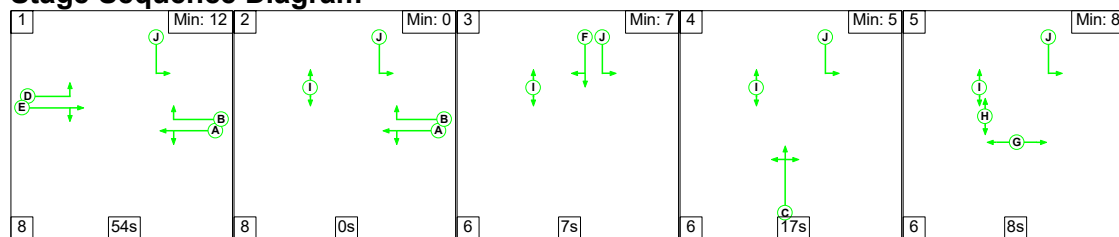
Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	49	2015	1975	2.5%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	212	2015	2015	10.5%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	-	-	282	39	2	9.8	2.9	0.5	13.2	-	-	-	-
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	158	39	2	9.8	2.8	0.5	13.1	-	-	-	-
1/1+1/2	562	562	102	5	2	2.5	0.5	0.5	3.5	22.6	9.4	0.5	9.9
2/2+2/1	622	622	5	0	0	3.9	0.8	0.0	4.7	27.2	14.0	0.8	14.8
3/1	158	158	-	-	-	2.2	0.7	-	2.9	66.1	5.0	0.7	5.7
4/2+4/1	164	164	52	33	0	1.3	0.7	-	2.0	43.6	2.5	0.7	3.3
5/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	-	-	124	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	122	122	122	0	0	0.0	0.1	-	0.1	1.5	0.0	0.1	0.1
2/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	83	83	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	49	49	2	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	212	212	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
C1		PRC for Signalled Lanes (%):		45.2	Total Delay for Signalled Lanes (pcuHr):			13.11	Cycle Time (s): 120				
		PRC Over All Lanes (%):		45.2	Total Delay Over All Lanes(pcuHr):			13.23					

Full Input Data And Results

Scenario 10: 'Weekday AM_2022 With Dev' (FG10: 'Weekday AM - 2022 With Dev', Plan 1: 'Network Control Plan 1')

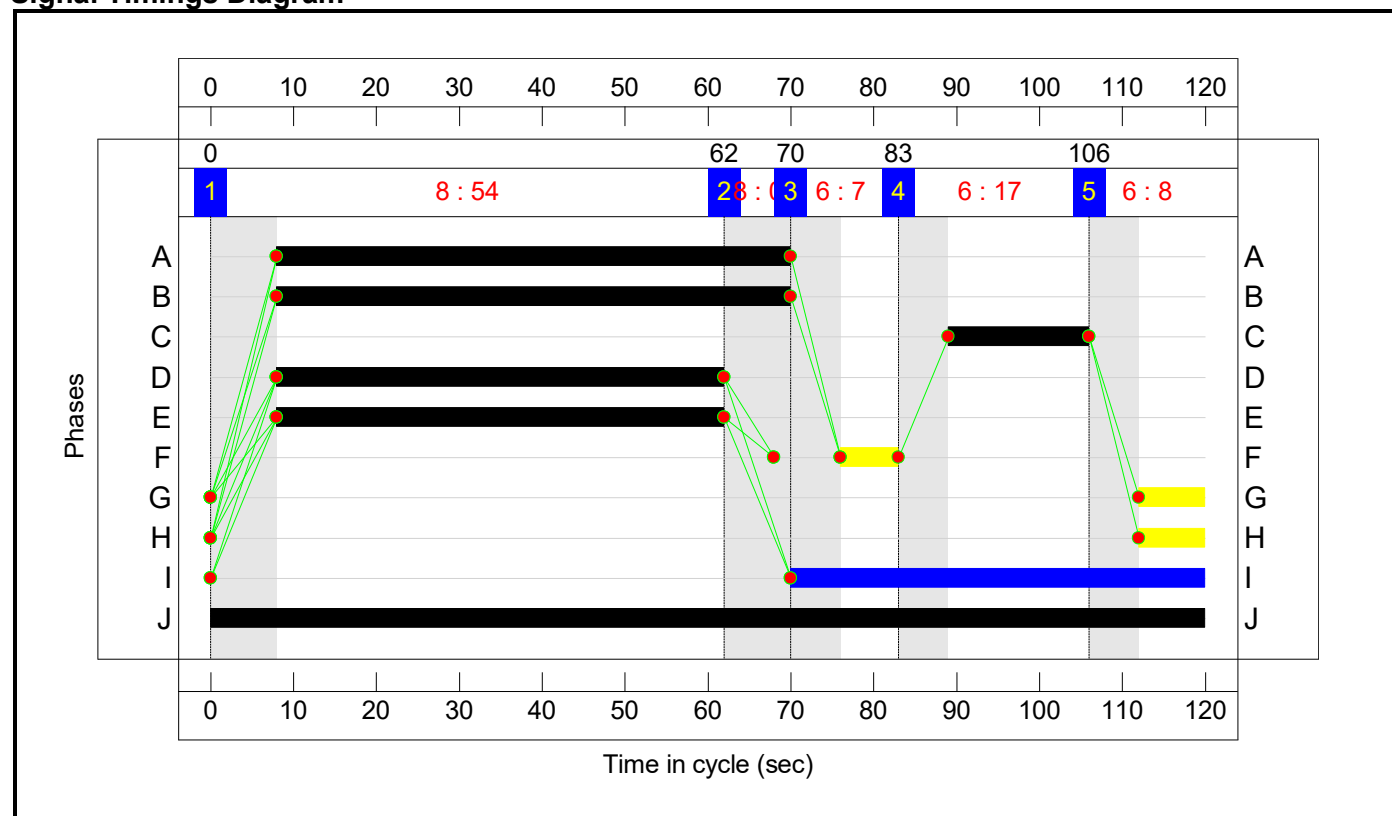
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	54	0	7	17	8
Change Point	0	62	70	83	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	62.3%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	62.3%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	62	-	648	1915:2055	961+82	62.1 : 62.1%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	54	-	595	2055:1915	907+48	62.3 : 62.3%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	17	-	183	1965	295	62.1%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	87	2105:2015	135+120	34.0 : 34.0%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	50	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	5.8%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	82	2015	1420	5.8%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	83	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	12	Inf	Inf	0.0%

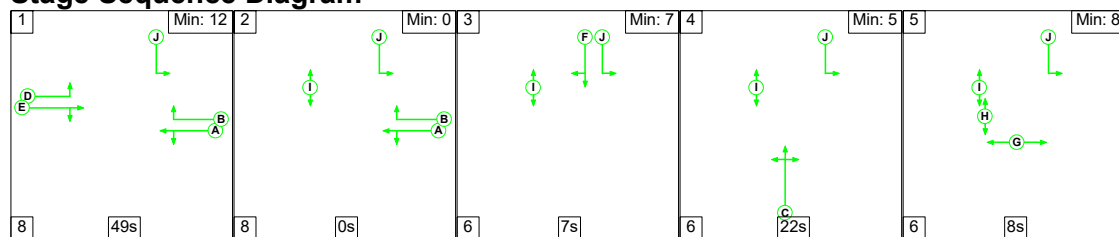
Full Input Data And Results													
4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	5	2015	2015	0.2%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	95	2015	2015	4.7%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	-	-	159	19	1	10.7	2.8	0.2	13.6	-	-	-	-
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	77	19	1	10.7	2.7	0.2	13.6	-	-	-	-
1/1+1/2	648	648	48	3	1	3.5	0.8	0.2	4.5	25.0	14.1	0.8	14.9
2/2+2/1	595	595	4	0	0	4.0	0.8	0.0	4.8	29.3	14.5	0.8	15.3
3/1	183	183	-	-	-	2.4	0.8	-	3.2	63.7	5.7	0.8	6.5
4/2+4/1	87	87	25	16	0	0.7	0.3	-	1.0	40.5	1.5	0.3	1.7
5/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	-	-	82	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	82	82	82	0	0	0.0	0.0	-	0.0	1.3	0.0	0.0	0.0
2/1	83	83	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	5	5	0	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	95	95	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): PRC Over All Lanes (%): 44.4 44.4 Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 13.57 13.62 Cycle Time (s): 120													

C1	PRC for Signalled Lanes (%):	44.4	Total Delay for Signalled Lanes (pcuHr):	13.57	Cycle Time (s): 120
	PRC Over All Lanes (%):	44.4	Total Delay Over All Lanes(pcuHr):	13.62	

Full Input Data And Results

Scenario 11: 'Weekday PM_2022 With Dev' (FG11: 'Weekday PM - 2022 With Dev', Plan 1: 'Network Control Plan 1')

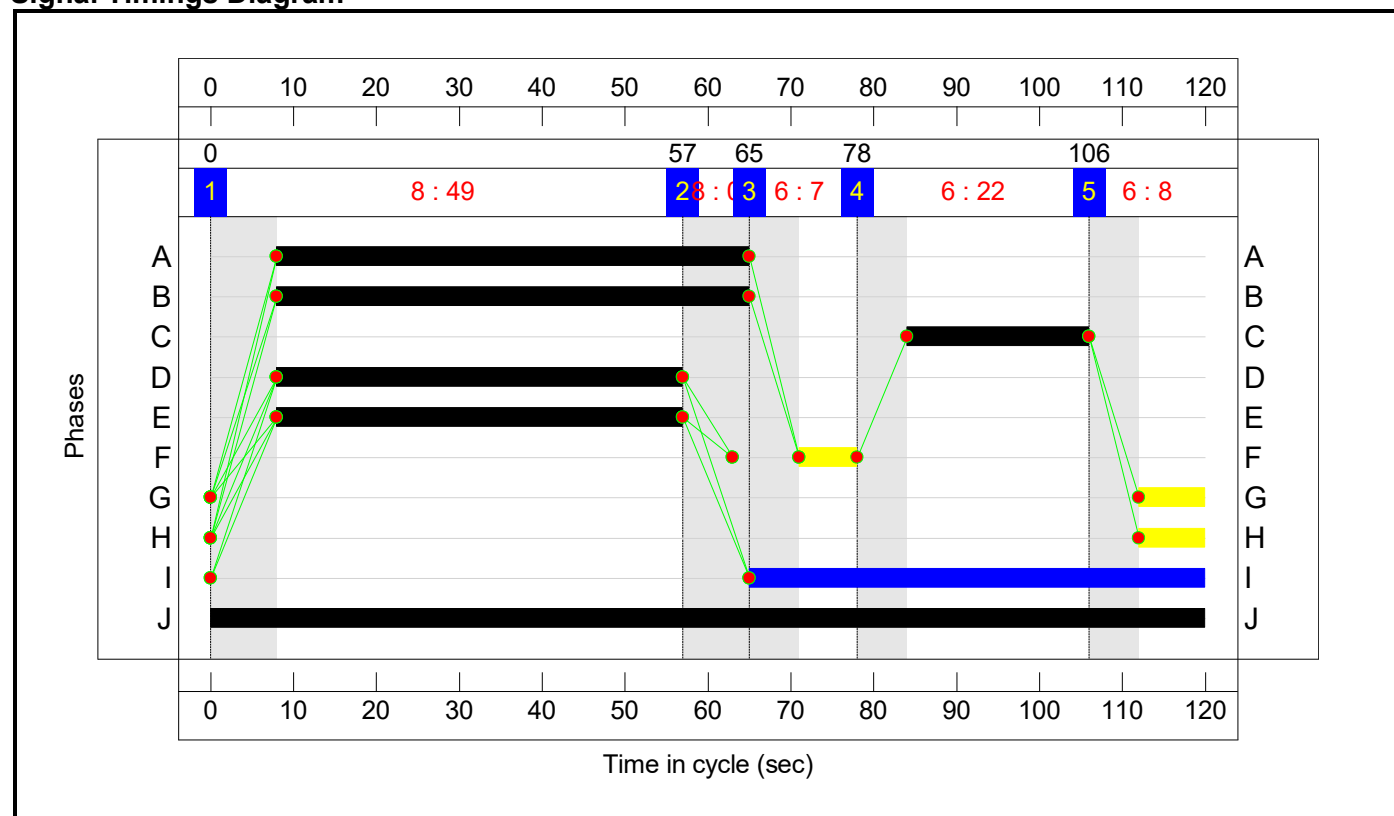
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	49	0	7	22	8
Change Point	0	57	65	78	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	68.9%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	68.9%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	57	-	581	1915:2055	860+118	59.4 : 59.4%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	49	-	609	2055:1915	777+107	68.9 : 68.9%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	22	-	249	1965	377	66.1%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	201	2105:2015	131+179	64.8 : 64.8%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	836	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	55	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	10.6%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	144	2015	1361	10.6%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	152	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	15	Inf	Inf	0.0%

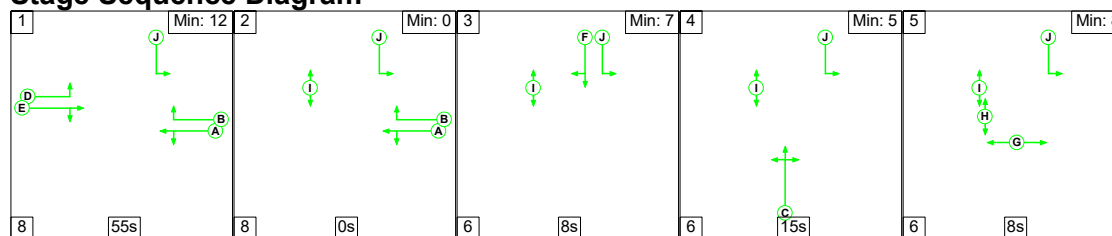
Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	58	2015	2015	2.9%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	166	2015	2015	8.2%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	-	-	287	49	1	12.7	3.8	0.4	16.9	-	-	-	-
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	143	49	1	12.7	3.7	0.4	16.7	-	-	-	-
1/1+1/2	581	581	65	3	1	3.5	0.7	0.3	4.5	28.1	12.5	0.7	13.2
2/2+2/1	609	609	7	0	0	4.7	1.1	0.0	5.8	34.3	15.3	1.1	16.4
3/1	249	249	-	-	-	3.1	1.0	-	4.1	58.8	7.7	1.0	8.6
4/2+4/1	201	201	71	45	0	1.4	0.9	-	2.3	41.8	2.7	0.9	3.6
5/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	-	-	144	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	144	144	144	0	0	0.0	0.1	-	0.1	1.5	0.0	0.1	0.1
2/1	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	15	15	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	58	58	0	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	166	166	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 30.7 Total Delay for Signalled Lanes (pcuHr): 16.74 Cycle Time (s): 120 PRC Over All Lanes (%): 30.7 Total Delay Over All Lanes(pcuHr): 16.85													

Full Input Data And Results

Scenario 12: 'Saturday_2022 With Dev' (FG12: 'Saturday Peak - 2022 With Dev', Plan 1: 'Network Control Plan 1')

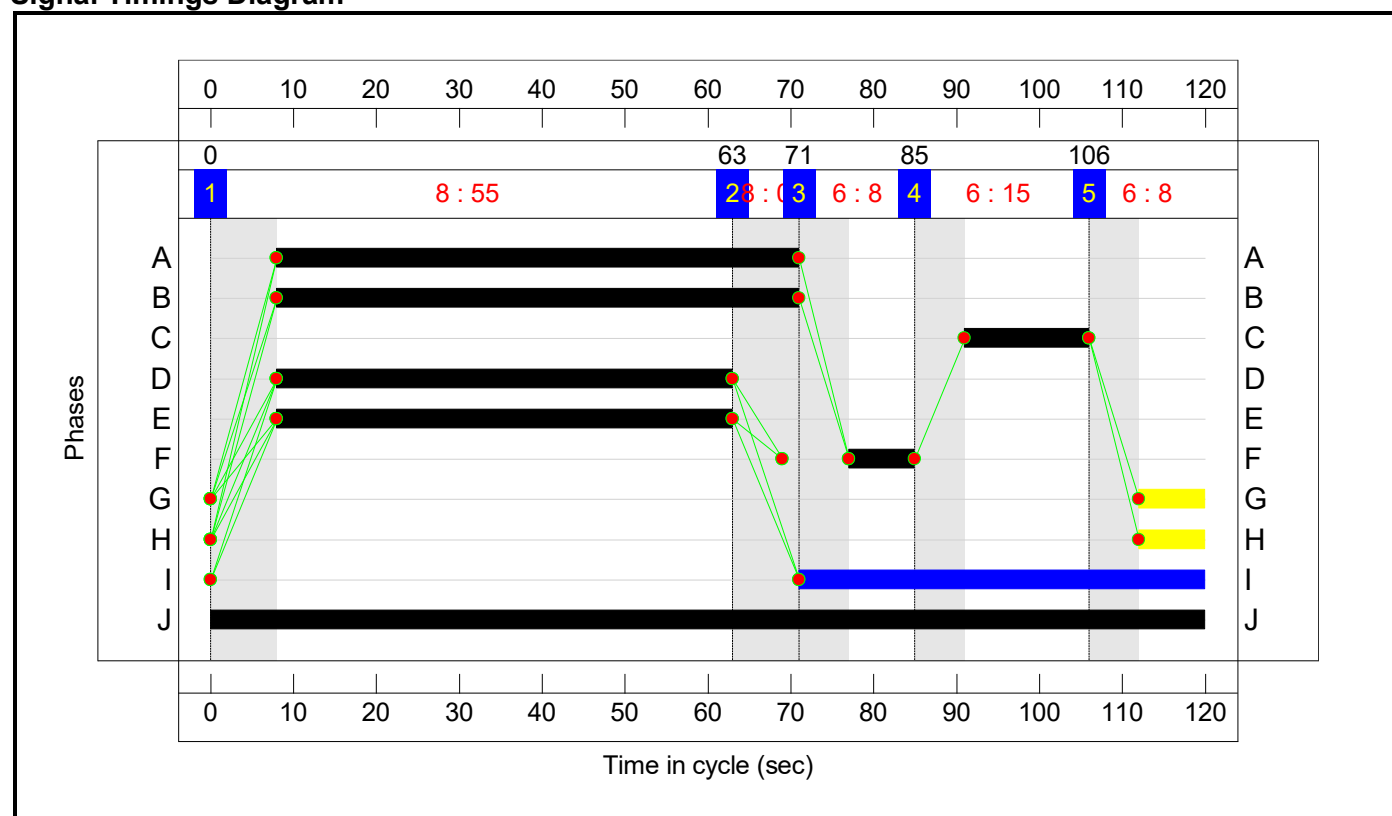
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	55	0	8	15	8
Change Point	0	63	71	85	106

Signal Timings Diagram



Full Input Data And Results

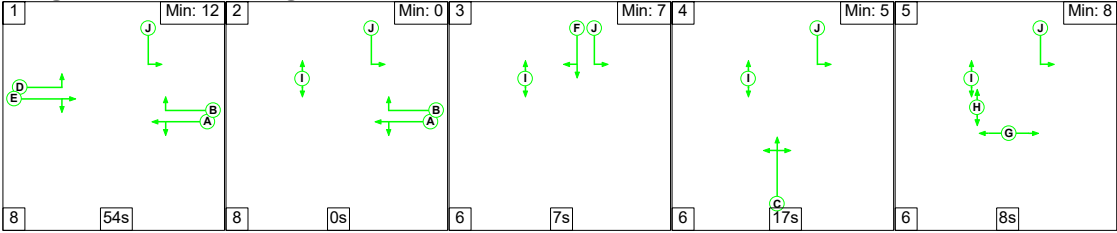
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	61.0%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	61.0%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	63	-	544	1915:2055	885+219	49.2 : 49.2%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	55	-	602	2055:1915	861+126	61.0 : 61.0%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	15	-	153	1965	262	58.4%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	8:120	-	174	2105:2015	142+152	59.3 : 59.3%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	727	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	35	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	49	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	11.5%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	159	2015	1380	11.5%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	174	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	17	2015	1964	0.9%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	210	2015	2015	10.4%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	-	-	320	41	2	9.7	2.8	0.5	13.0	-	-	-	-
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	160	41	2	9.7	2.7	0.5	12.9	-	-	-	-
1/1+1/2	544	544	101	5	2	2.5	0.5	0.5	3.5	22.9	8.9	0.5	9.3
2/2+2/1	602	602	5	0	0	3.8	0.8	0.0	4.6	27.5	13.5	0.8	14.3
3/1	153	153	-	-	-	2.1	0.7	-	2.8	65.2	4.8	0.7	5.5
4/2+4/1	174	174	54	36	0	1.3	0.7	-	2.0	42.3	2.7	0.7	3.4
5/1	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	727	727	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	-	-	160	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	159	159	159	0	0	0.0	0.1	-	0.1	1.5	0.0	0.1	0.1
2/1	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	17	17	1	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	210	210	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
C1 PRC for Signalled Lanes (%): 47.6 Total Delay for Signalled Lanes (pcuHr): 12.89 Cycle Time (s): 120 PRC Over All Lanes (%): 47.6 Total Delay Over All Lanes(pcuHr): 13.01													

C1	PRC for Signalled Lanes (%):	47.6	Total Delay for Signalled Lanes (pcuHr):	12.89	Cycle Time (s): 120
	PRC Over All Lanes (%):	47.6	Total Delay Over All Lanes(pcuHr):	13.01	

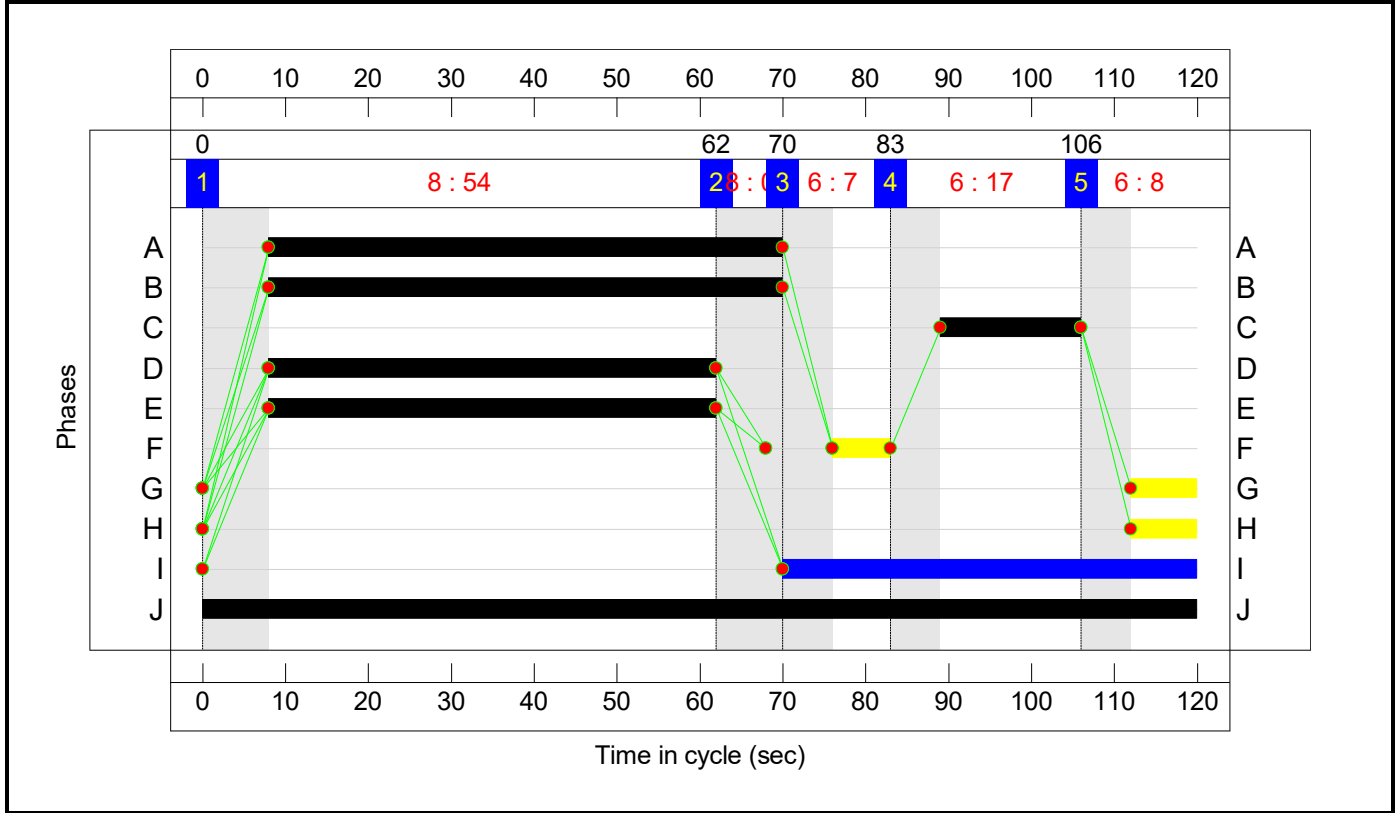
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	54	0	7	17	8
Change Point	0	62	70	83	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	65.2%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	65.2%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	62	-	679	1915:2055	961+83	65.0 : 65.0%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	54	-	623	2055:1915	906+49	65.2 : 65.2%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	17	-	191	1965	295	64.8%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	88	2105:2015	135+118	34.7 : 34.7%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	784	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	50	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	50	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	5.7%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	81	2015	1416	5.7%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	14	Inf	Inf	0.0%

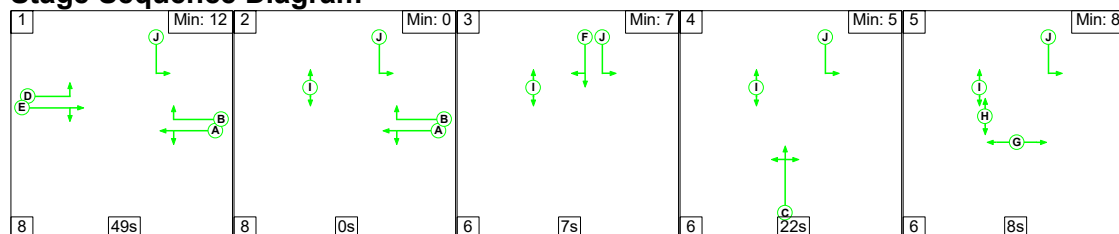
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 14: 'Weekday PM_2027 With Dev' (FG14: 'Weekday PM - 2027 With Dev', Plan 1: 'Network Control Plan 1')

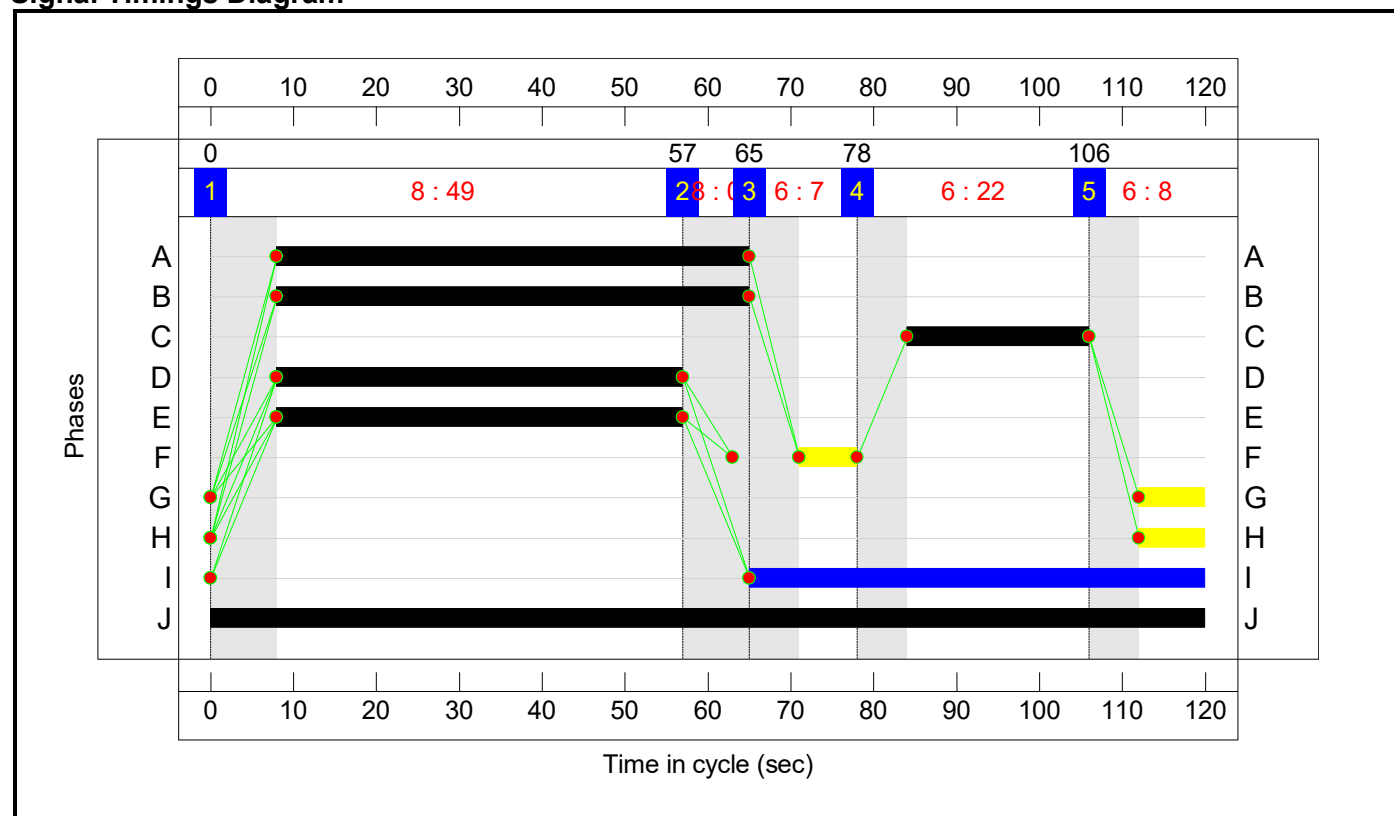
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	49	0	7	22	8
Change Point	0	57	65	78	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	71.5%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	71.5%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	57	-	602	1915:2055	860+117	61.6 : 61.6%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	49	-	632	2055:1915	778+106	71.5 : 71.5%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	22	-	259	1965	377	68.8%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	204	2105:2015	131+180	65.6 : 65.6%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	603	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	866	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	57	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	55	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	10.6%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	144	2015	1354	10.6%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	154	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	18	Inf	Inf	0.0%

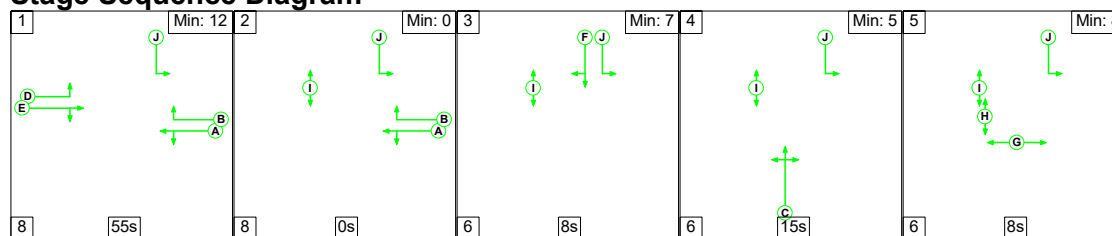
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 15: 'Saturday_2027 With Dev' (FG15: 'Saturday Peak - 2027 With Dev', Plan 1: 'Network Control Plan 1')

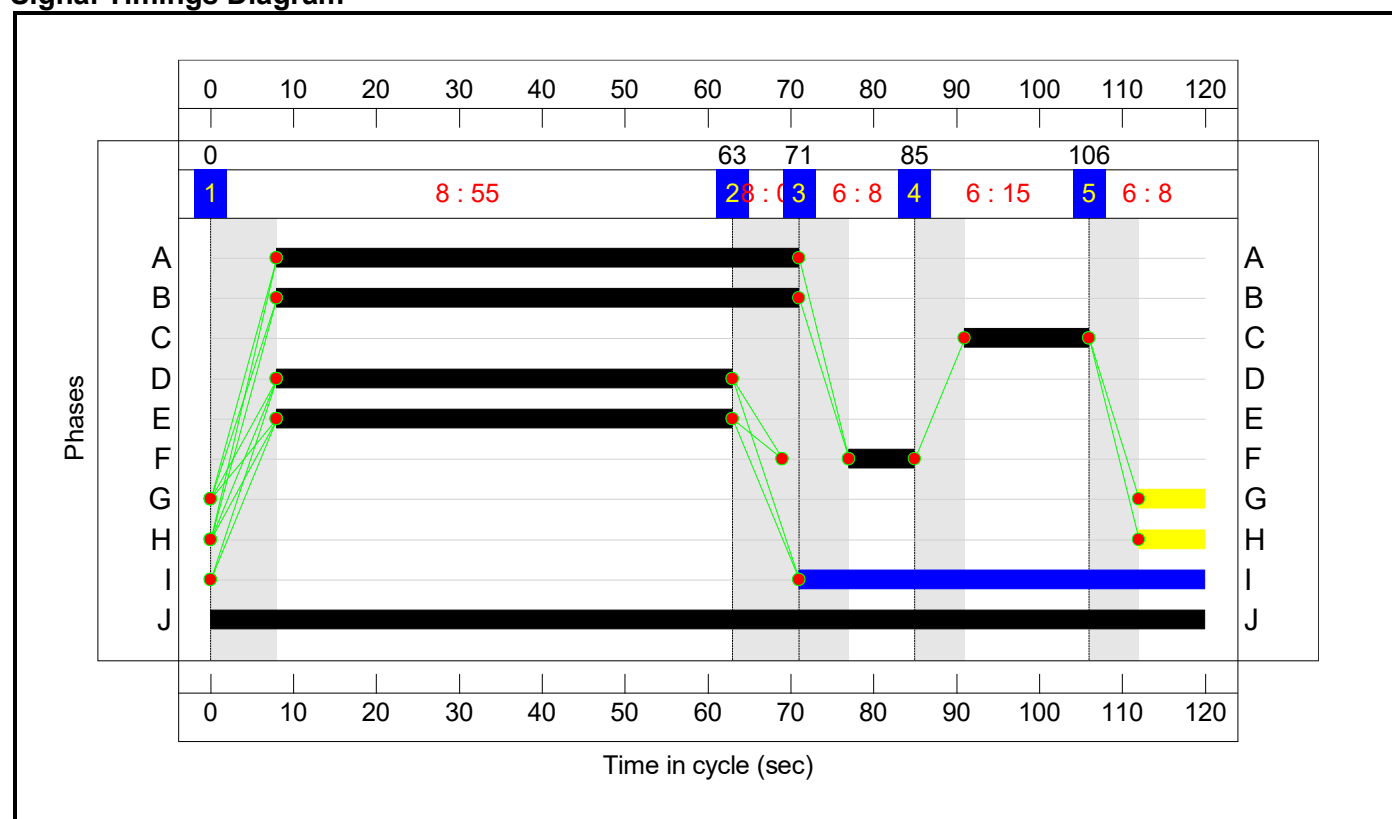
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	55	0	8	15	8
Change Point	0	63	71	85	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	63.2%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	63.2%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	63	-	565	1915:2055	886+219	51.2 : 51.2%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	55	-	624	2055:1915	861+127	63.2 : 63.2%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	15	-	159	1965	262	60.7%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	8:120	-	177	2105:2015	142+150	60.6 : 60.6%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	751	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	37	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	49	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	11.6%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	160	2015	1375	11.6%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	41	Inf	Inf	0.0%

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	19	2015	1969	1.0%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	218	2015	2015	10.8%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	-	-	325	42	2	10.2	3.0	0.5	13.7	-	-	-	-
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	164	42	2	10.2	2.9	0.5	13.6	-	-	-	-
1/1+1/2	565	565	105	6	2	2.6	0.5	0.5	3.7	23.5	9.4	0.5	9.9
2/2+2/1	624	624	5	0	0	4.0	0.9	0.0	4.9	28.2	14.4	0.9	15.3
3/1	159	159	-	-	-	2.2	0.8	-	2.9	66.3	5.0	0.8	5.8
4/2+4/1	177	177	55	36	0	1.4	0.8	-	2.1	43.2	2.7	0.8	3.5
5/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	37	37	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	-	-	161	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	160	160	160	0	0	0.0	0.1	-	0.1	1.5	0.0	0.1	0.1
2/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	41	41	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	19	19	1	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	218	218	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
C1 PRC for Signalised Lanes (%): 42.4 Total Delay for Signalised Lanes (pcuHr): 13.62 Cycle Time (s): 120 PRC Over All Lanes (%): 42.4 Total Delay Over All Lanes(pcuHr): 13.75													