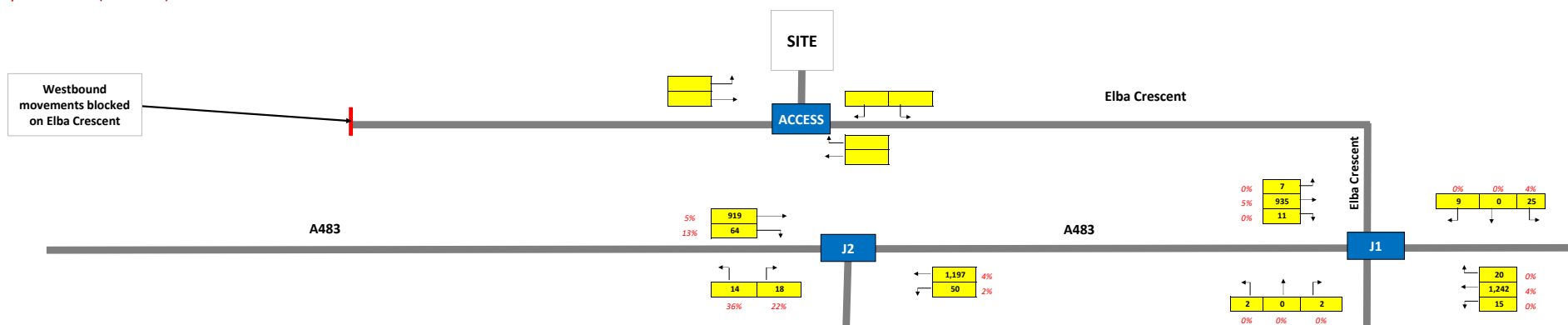


# 21-00758 - Land North of Elba Crescent, Swansea

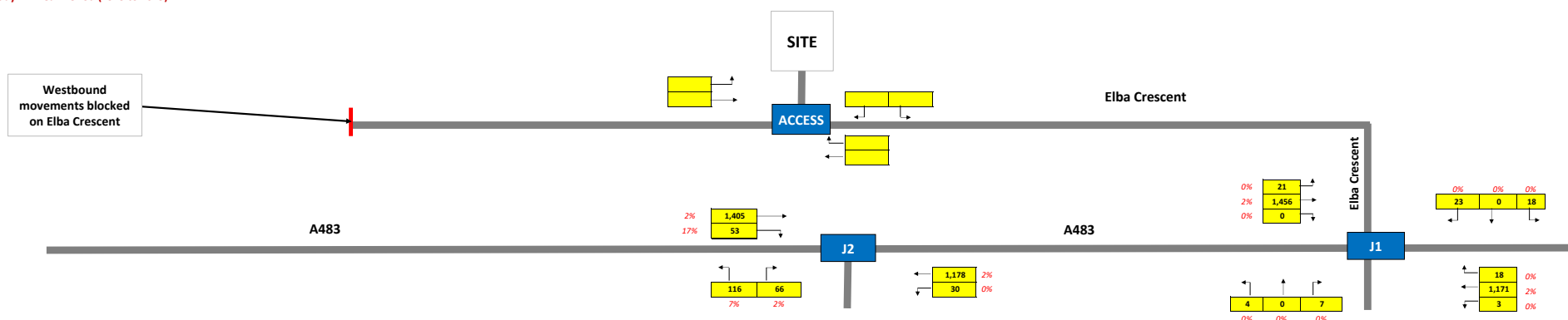
November 2021 Surveyed Flows - All Vehicles



Weekday AM Peak Period (0730 to 0830)



Weekday PM Peak Period (1545 to 1645)



**Notes:**  
Flows as per MCC surveys undertaken on Friday 19th November 2021

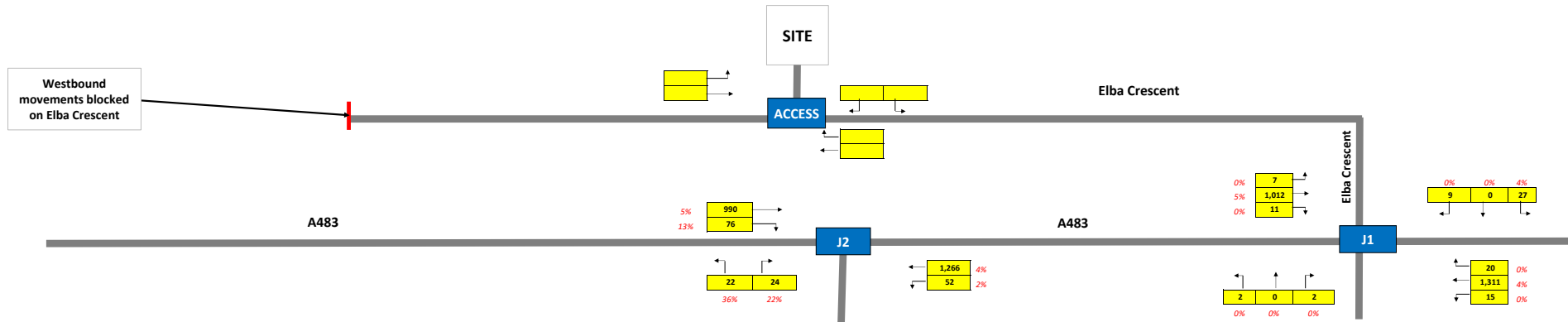
← X - Heavy Vehicles  
X% - % Heavy Vehicles

# 21-00758 - Land North of Elba Crescent, Swansea

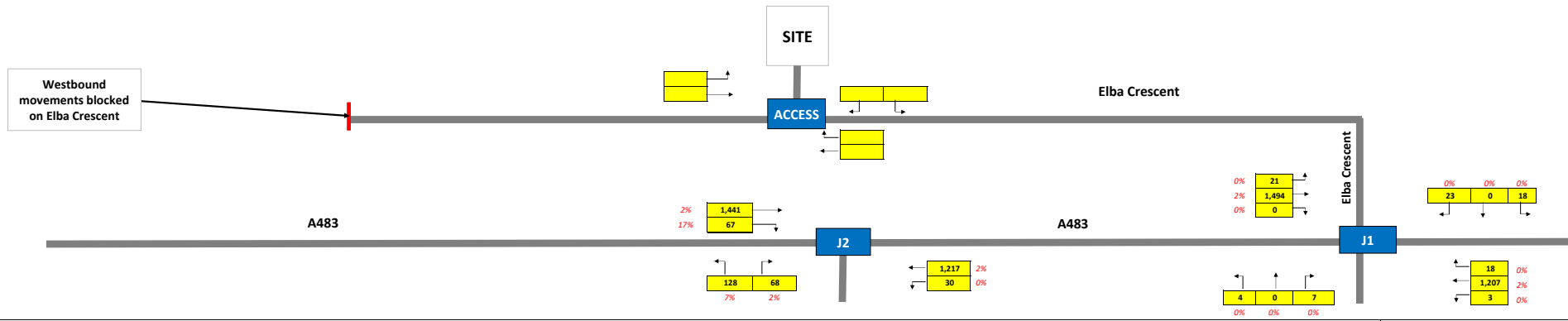
November 2021 Surveyed Flows - PCUs



Weekday AM Peak Period (0730 to 0830)



Weekday PM Peak Period (1545 to 1645)

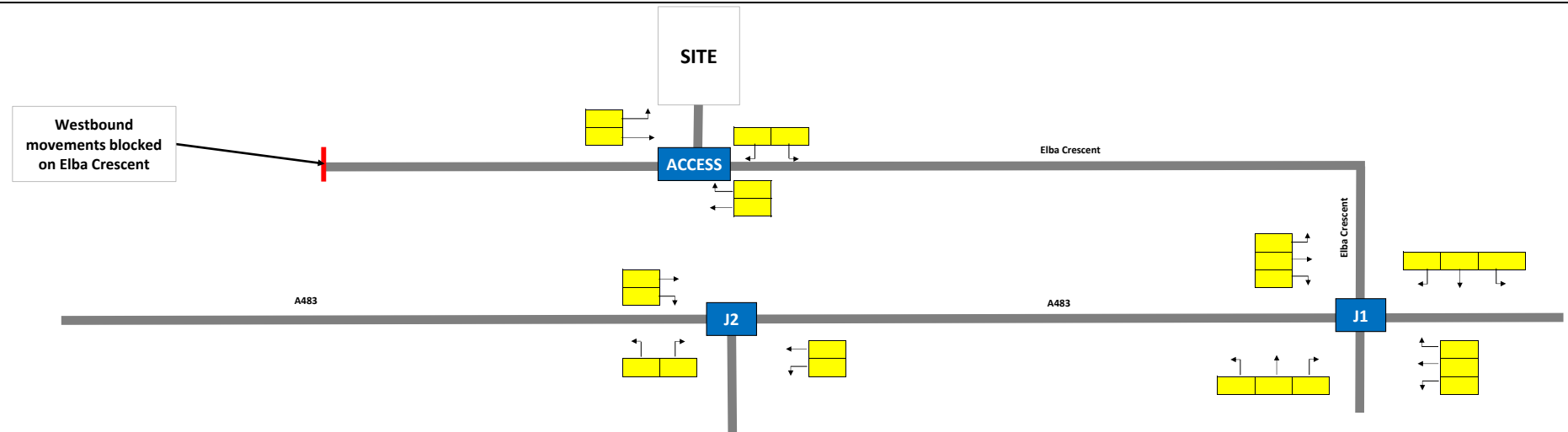


Notes:

← X - Heavy Vehicles  
X% - % Heavy Vehicles

# 21-00758 - Land North of Elba Crescent, Swansea

## Network Peak Traffic Periods - Signal Data



| Surveyed Flows - Total Junction Movements |       |       |        |         |
|-------------------------------------------|-------|-------|--------|---------|
|                                           | J1    | J2    | Total  | Peak    |
| 07:00-08:00                               | 2,060 | 2,025 | 4,085  | AM PEAK |
| 08:00-09:00                               | 2,205 | 2,254 | 4,459  |         |
| 09:00-10:00                               | 1,976 | 2,062 | 4,038  |         |
| AM Period Total                           | 6,241 | 6,341 | 12,582 |         |
| 15:00-16:00                               | 2,478 | 2,600 | 5,078  | PM PEAK |
| 16:00-17:00                               | 2,712 | 2,853 | 5,565  |         |
| 17:00-18:00                               | 2,581 | 2,669 | 5,250  |         |
| AM Period Total                           | 7,771 | 8,122 | 15,893 |         |

| Signal Sensor Flows - Average Weekday J1 + J2 Total Movements Over Data Period (14/09/21 to 13/10/21) |        |        |        |        |        |         |  |
|-------------------------------------------------------------------------------------------------------|--------|--------|--------|--------|--------|---------|--|
| Mon                                                                                                   | Tue    | Wed    | Thu    | Fri    | Max    | Max Day |  |
| 4,314                                                                                                 | 4,380  | 4,362  | 4,319  | 4,016  | 4,380  | Tue     |  |
| 4,829                                                                                                 | 4,663  | 4,841  | 4,790  | 4,408  | 4,841  | Wed     |  |
| 3,783                                                                                                 | 3,949  | 3,997  | 3,810  | 3,920  | 3,997  | Wed     |  |
| 12,925                                                                                                | 12,992 | 13,200 | 12,919 | 12,343 | 13,218 |         |  |
| 4,233                                                                                                 | 4,331  | 4,511  | 4,504  | 4,999  | 4,999  | Fri     |  |
| 5,273                                                                                                 | 5,147  | 5,421  | 5,344  | 5,384  | 5,421  | Wed     |  |
| 5,093                                                                                                 | 4,953  | 5,032  | 5,042  | 5,083  | 5,093  | Mon     |  |
| 14,598                                                                                                | 14,431 | 14,964 | 14,890 | 15,465 | 15,512 |         |  |

| Surveyed Friday to Signal Data Friday Growth Factor (Based on J1 + J2 Total Movements over 3-hour peak periods) |            |            |        |
|-----------------------------------------------------------------------------------------------------------------|------------|------------|--------|
| Surveyed Fri                                                                                                    | Signal Fri | Difference | Factor |
| 4,085                                                                                                           | 4,016      | +70        | 0.983  |
| 4,459                                                                                                           | 4,408      | +51        | 0.989  |
| 4,038                                                                                                           | 3,920      | +119       | 0.971  |
| 12,582                                                                                                          | 12,343     | +239       | 0.981  |
| 5,078                                                                                                           | 4,999      | +80        | 0.984  |
| 5,565                                                                                                           | 5,384      | +181       | 0.967  |
| 5,250                                                                                                           | 5,083      | +167       | 0.968  |
| 15,893                                                                                                          | 15,465     | +428       | 0.973  |

| Surveyed Friday to Signal Data Max Growth Factor (Based on J1 + J2 Total Movements over 3-hour peak periods) |            |            |        |
|--------------------------------------------------------------------------------------------------------------|------------|------------|--------|
| Surveyed Fri                                                                                                 | Signal Max | Difference | Factor |
| 4,085                                                                                                        | 4,380      | -295       | 1.072  |
| 4,459                                                                                                        | 4,841      | -382       | 1.086  |
| 4,038                                                                                                        | 3,997      | +41        | 0.990  |
| 12,582                                                                                                       | 13,218     | -636       | 1.051  |
| 5,078                                                                                                        | 4,999      | +80        | 0.984  |
| 5,565                                                                                                        | 5,421      | +144       | 0.974  |
| 5,250                                                                                                        | 5,093      | +158       | 0.970  |
| 15,893                                                                                                       | 15,512     | +381       | 0.976  |

AM Model Period Growth Factor to Apply to Surveyed Flows - **1.086** (This is the max factor identified over AM period and has been applied for robustness)

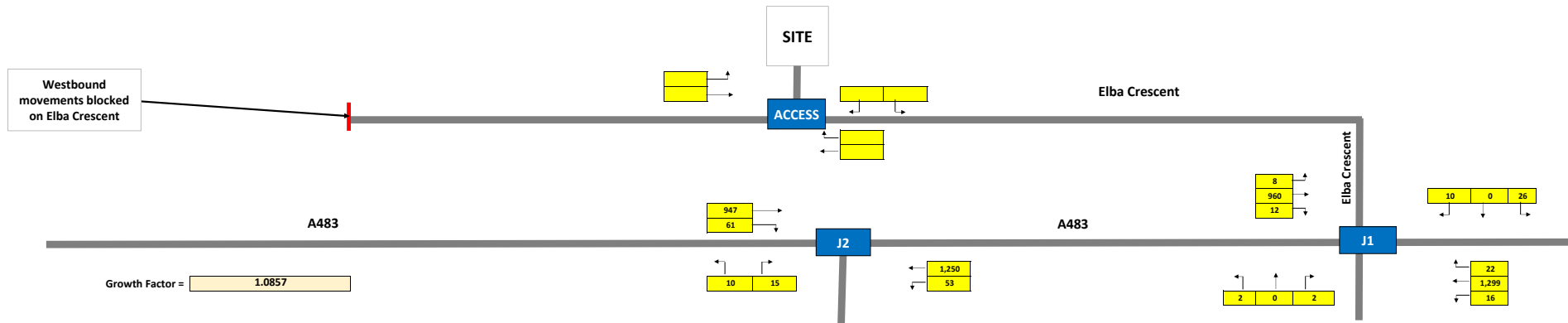
AM Model Period Growth Factor to Apply to Surveyed Flows - **1.000** (As max factor identified over PM period is less than 1.000, no growth has been applied for robustness)

# 21-00758 - Land North of Elba Crescent, Swansea

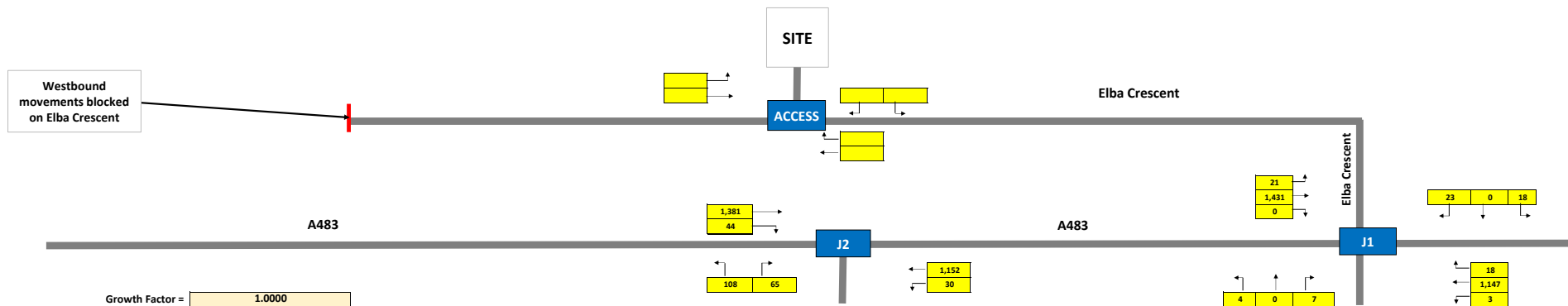
## 2021 Growthed Flows - Light Vehicles



Weekday AM Peak Period (0730 to 0830)



Weekday PM Peak Period (1545 to 1645)



### Notes:

Growth factors calculated using observed flows from Traffic Signal data peak hours

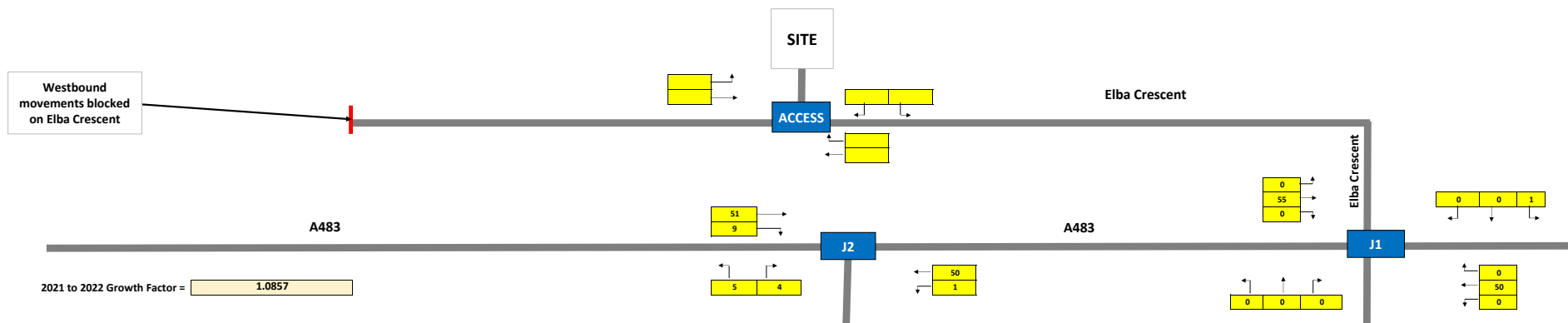
← X - Heavy Vehicles  
X% - % Heavy Vehicles

# 21-00758 - Land North of Elba Crescent, Swansea

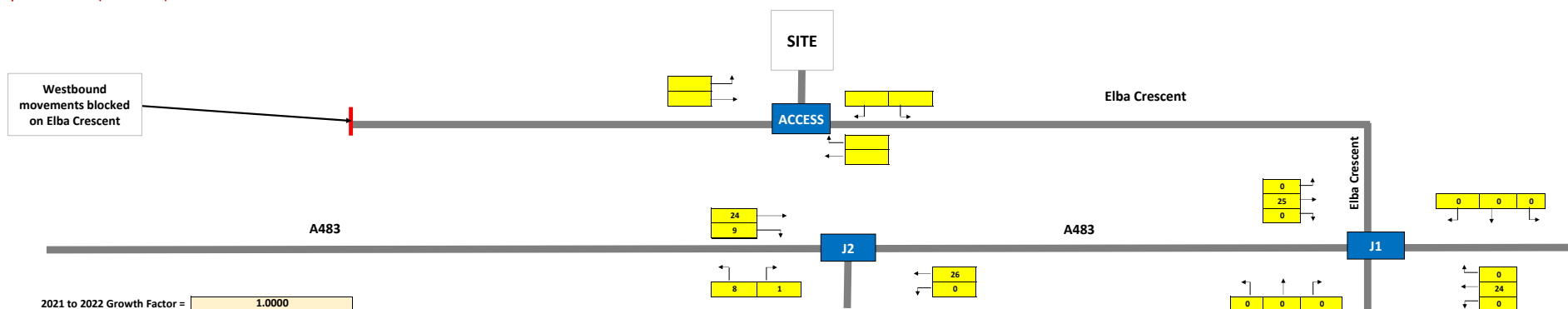
## 2021 Growthed Flows - Heavy Vehicles



Weekday AM Peak Period (0730 to 0830)



Weekday PM Peak Period (1545 to 1645)



Notes:  
Growth factors calculated using observed flows from Traffic Signal data peak hours

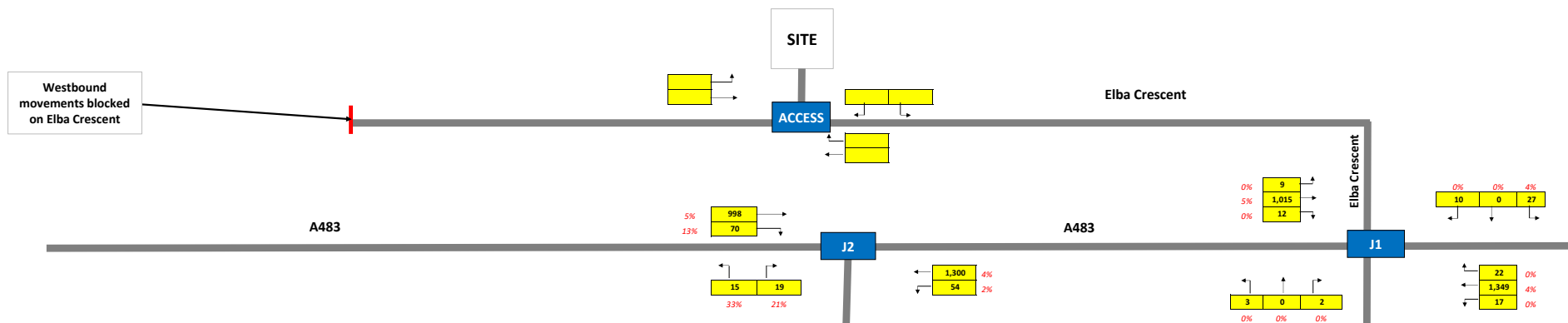
← X - Heavy Vehicles  
X% - % Heavy Vehicles

# 21-00758 - Land North of Elba Crescent, Swansea

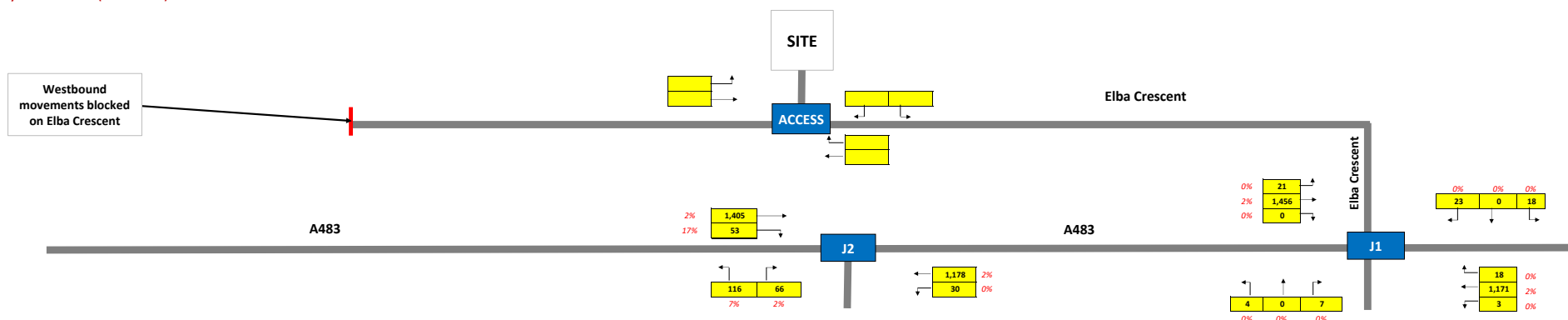
## 2021 Growthed Flows - All Vehicles



Weekday AM Peak Period (0730 to 0830)



Weekday PM Peak Period (1545 to 1645)



Notes:

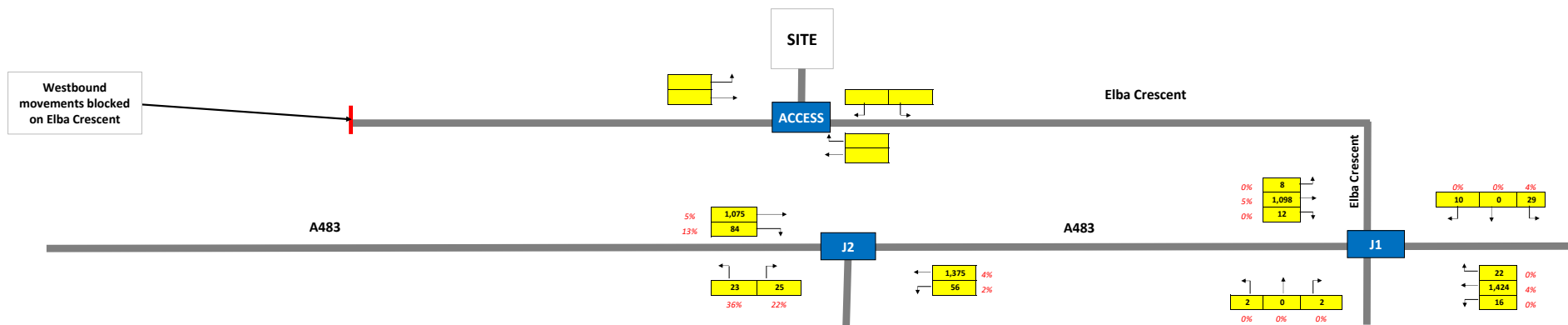
X - Heavy Vehicles  
 X% - % Heavy Vehicles

# 21-00758 - Land North of Elba Crescent, Swansea

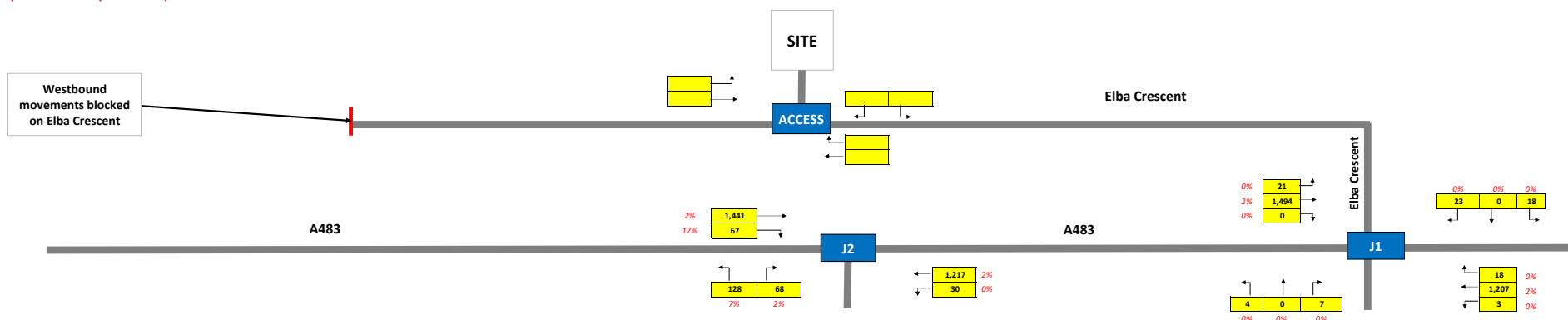
## 2021 Growthed Flows - PCUs



Weekday AM Peak Period (0730 to 0830)



Weekday PM Peak Period (1545 to 1645)



Notes:

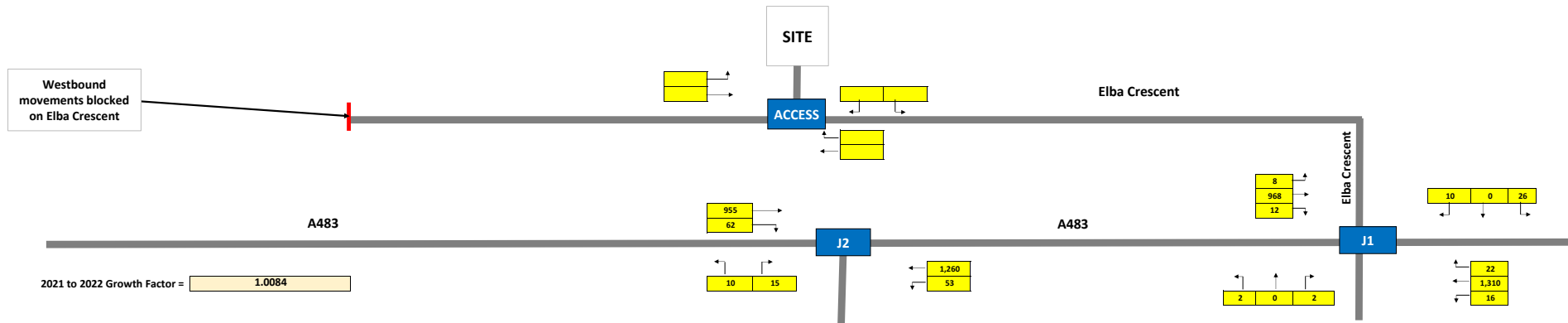
← X - Heavy Vehicles  
X% - % Heavy Vehicles

## 21-00758 - Land North of Elba Crescent, Swansea

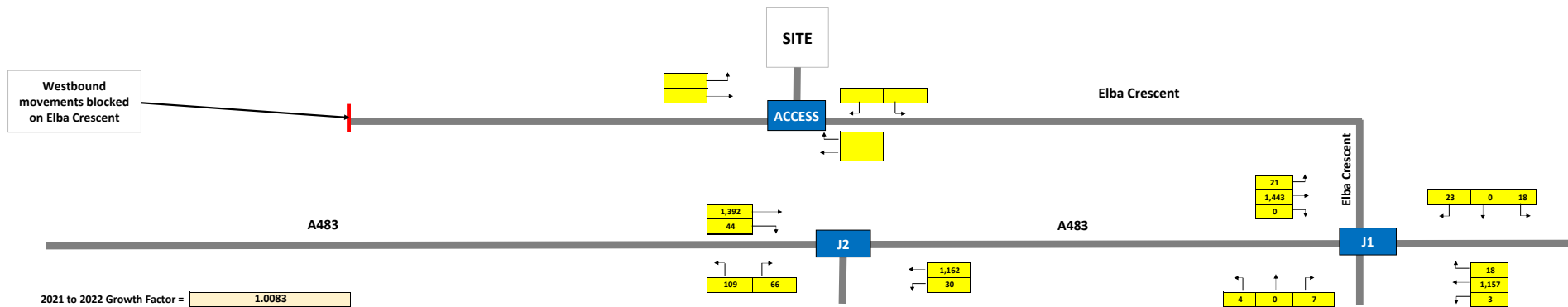
2022 Forecast Year, No Development - Light Vehicles



Weekday AM Peak Period (0730 to 0830)



Weekday PM Peak Period (1545 to 1645)



### Notes:

Growth factors calculated using TEMPRO for 'Neath Port Talbot' area, and RTF 2018 forecast scenario

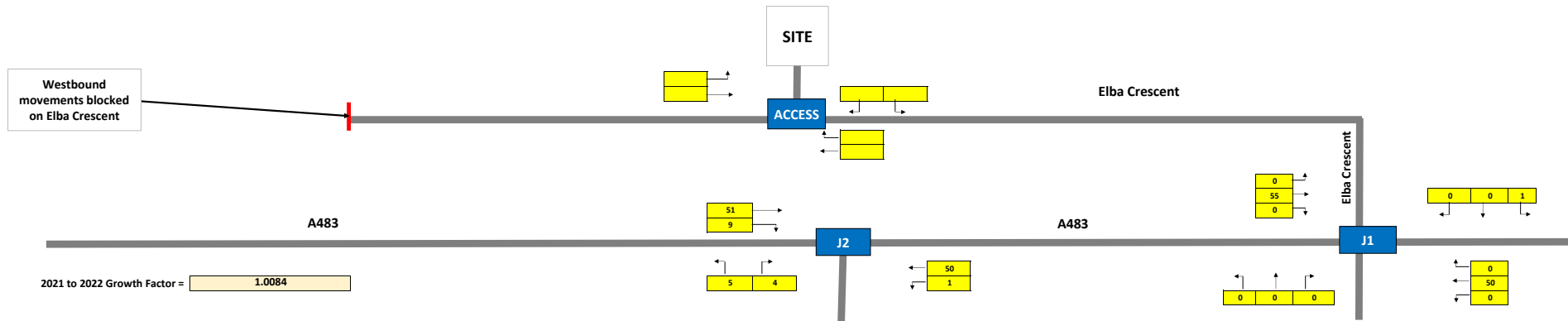
← X - Heavy Vehicles  
X% - % Heavy Vehicles

## 21-00758 - Land North of Elba Crescent, Swansea

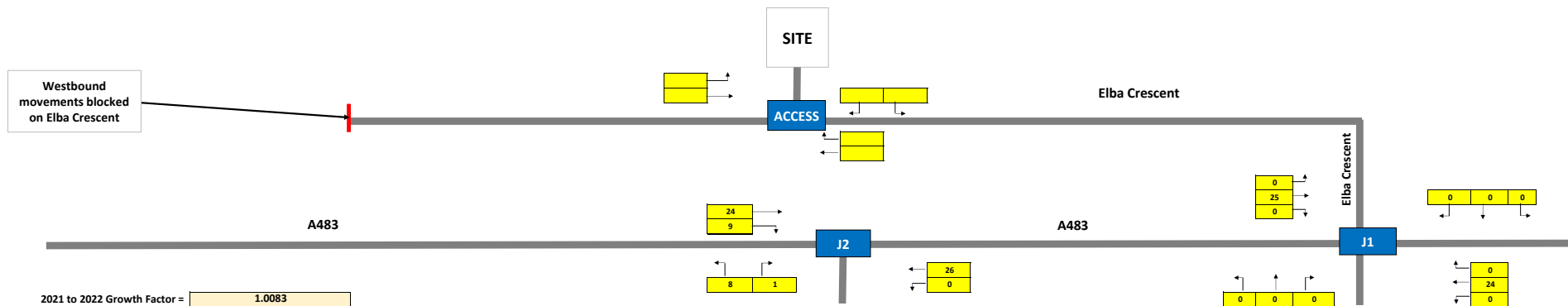
2022 Forecast Year, No Development - Heavy Vehicles



Weekday AM Peak Period (0730 to 0830)



Weekday PM Peak Period (1545 to 1645)



### Notes:

Growth factors calculated using TEMPRO for 'Neath Port Talbot' area, and RTF 2018 forecast scenario

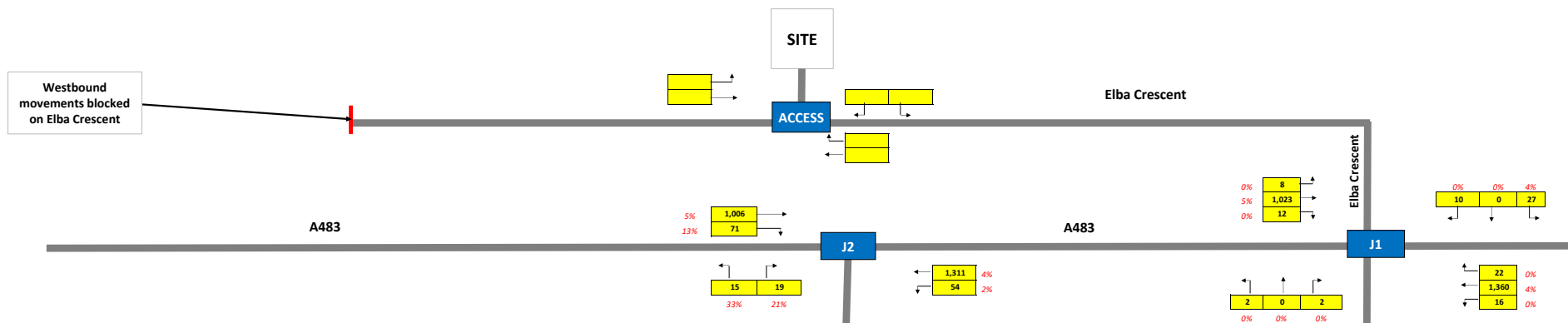
← X - Heavy Vehicles  
X% - % Heavy Vehicles

# 21-00758 - Land North of Elba Crescent, Swansea

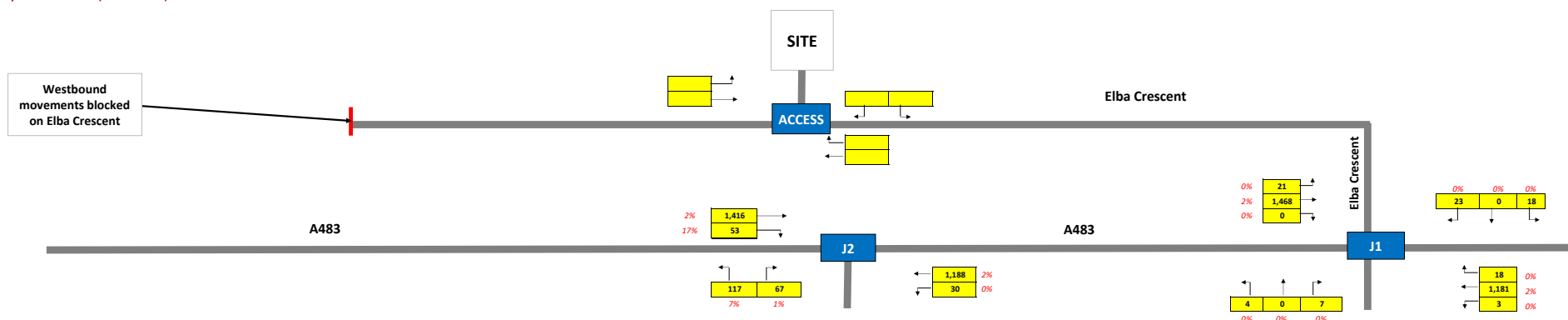
2022 Forecast Year, No Development - All Vehicles



Weekday AM Peak Period (0730 to 0830)



Weekday PM Peak Period (1545 to 1645)



Notes:

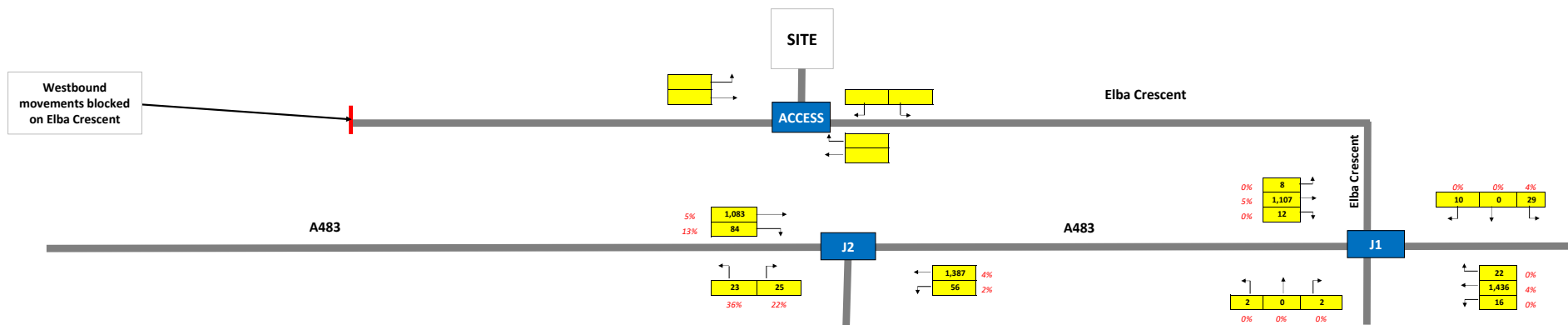
← X - Heavy Vehicles  
X% - % Heavy Vehicles

# 21-00758 - Land North of Elba Crescent, Swansea

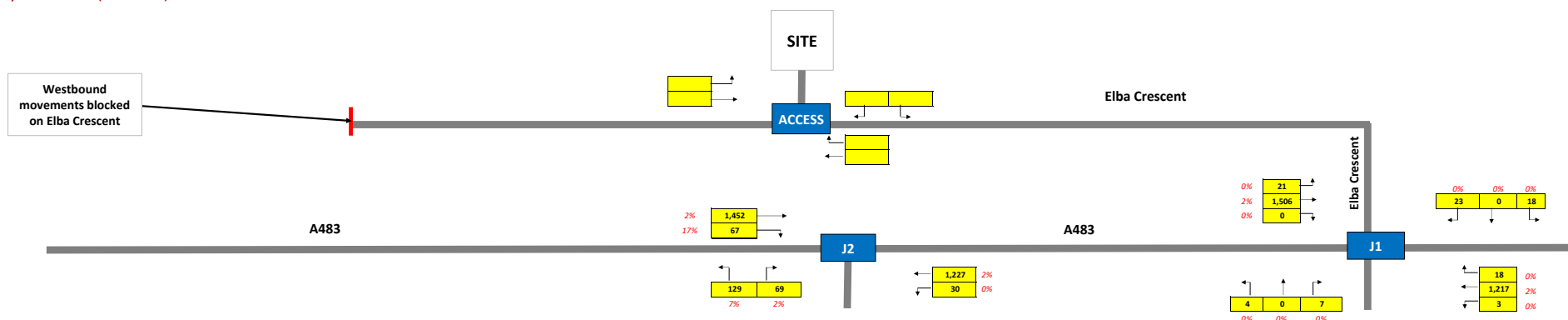
2022 Forecast Year, No Development - PCUs



Weekday AM Peak Period (0730 to 0830)



Weekday PM Peak Period (1545 to 1645)



Notes:

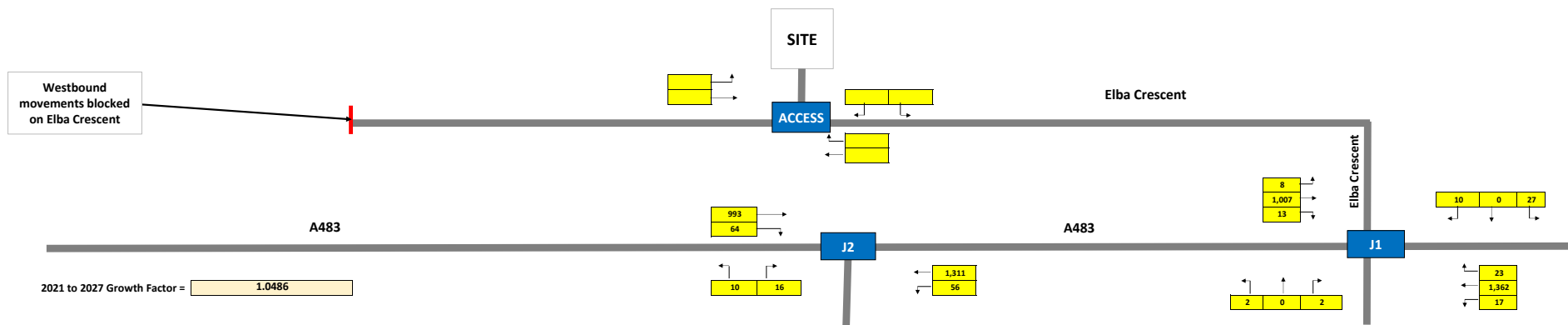
← X - Heavy Vehicles  
X% - % Heavy Vehicles

## 21-00758 - Land North of Elba Crescent, Swansea

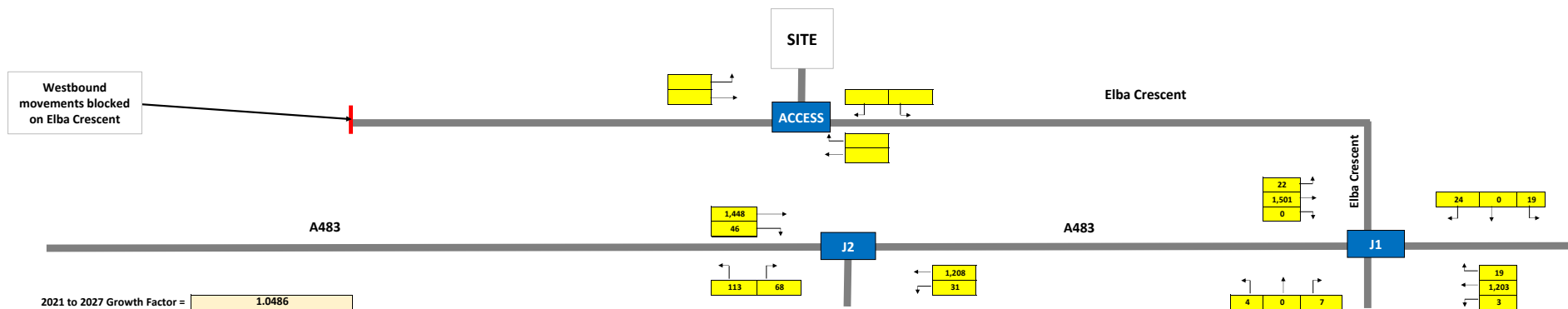
2027 Forecast Year, No Development - Light Vehicles



Weekday AM Peak Period (0730 to 0830)



Weekday PM Peak Period (1545 to 1645)



### Notes:

Growth factors calculated using TEMPRO for 'Neath Port Talbot' area, and RTF 2018 forecast scenario

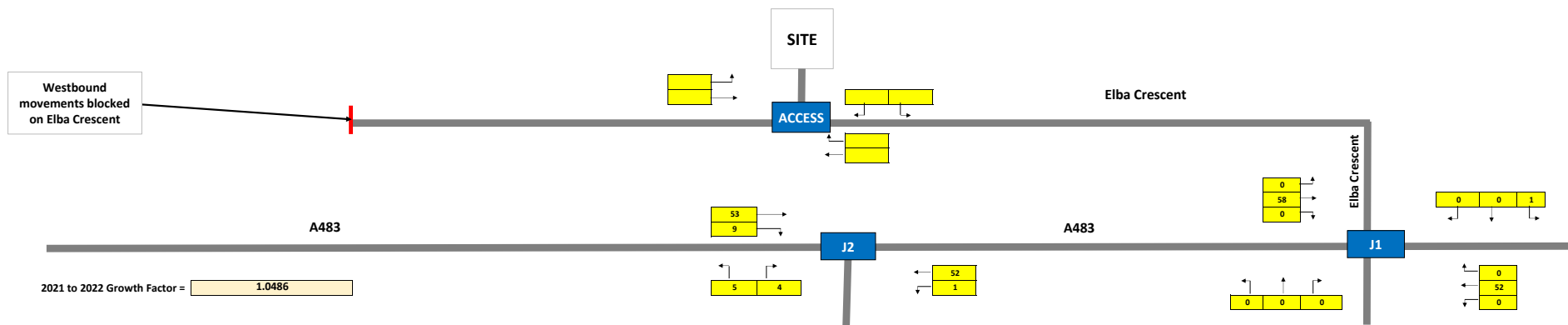
← X - Heavy Vehicles  
X% - % Heavy Vehicles

# 21-00758 - Land North of Elba Crescent, Swansea

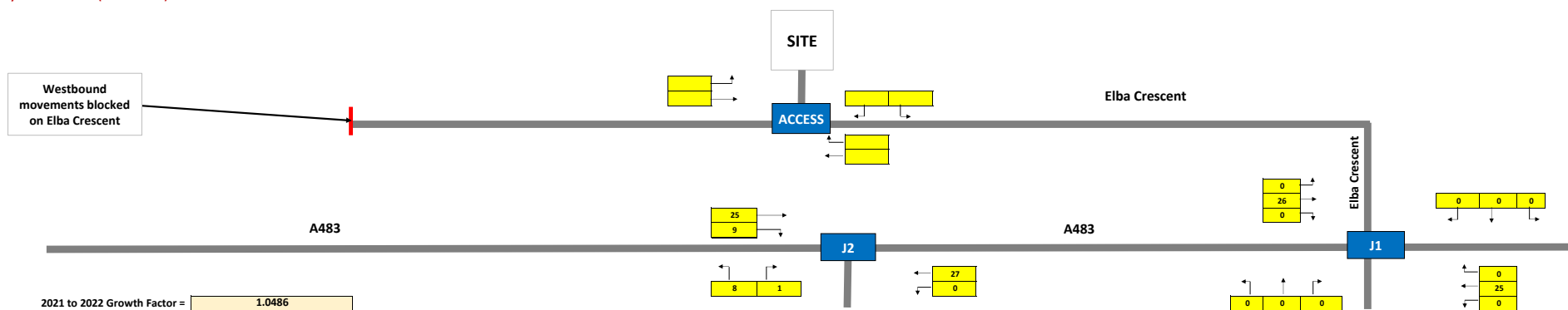
2022 Forecast Year, No Development - Heavy Vehicles



Weekday AM Peak Period (0730 to 0830)



Weekday PM Peak Period (1545 to 1645)



Notes:  
Growth factors calculated using TEMPRO for 'Neath Port Talbot' area, and RTF 2018 forecast scenario

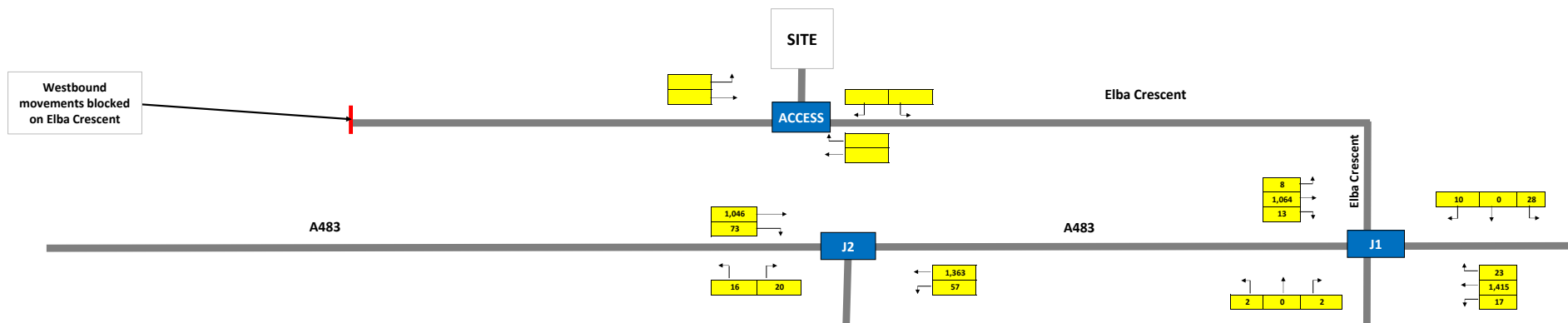
← X - Heavy Vehicles  
X% - % Heavy Vehicles

# 21-00758 - Land North of Elba Crescent, Swansea

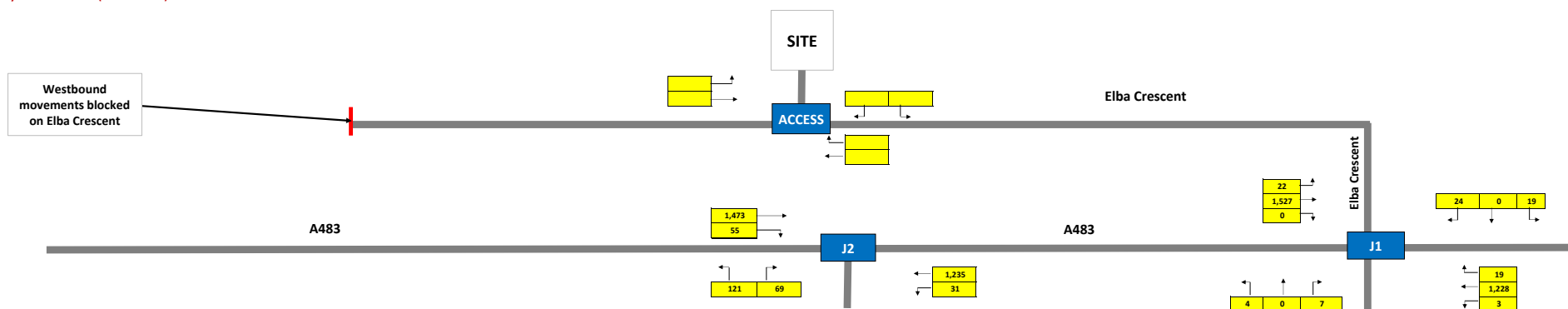
2027 Forecast Year, No Development - All Vehicles



Weekday AM Peak Period (0730 to 0830)



Weekday PM Peak Period (1545 to 1645)



Notes:

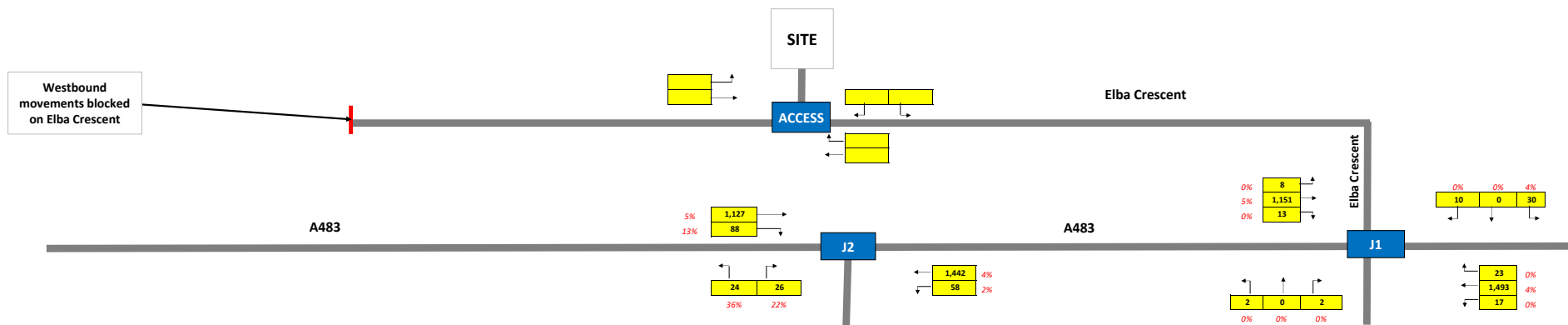
← X - Heavy Vehicles  
X% - % Heavy Vehicles

# 21-00758 - Land North of Elba Crescent, Swansea

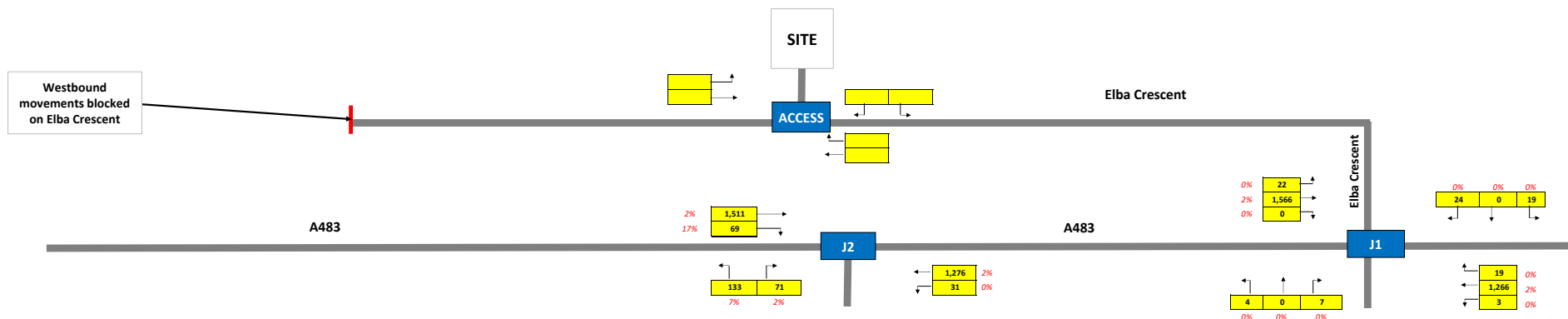
2027 Forecast Year, No Development - PCUs



Weekday AM Peak Period (0730 to 0830)



Weekday PM Peak Period (1545 to 1645)



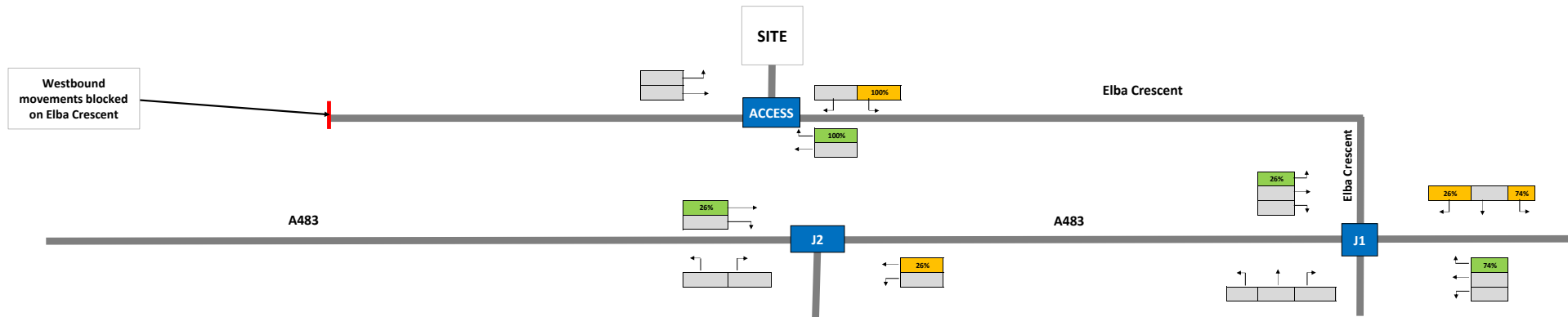
Notes:

← X - Heavy Vehicles  
X% - % Heavy Vehicles

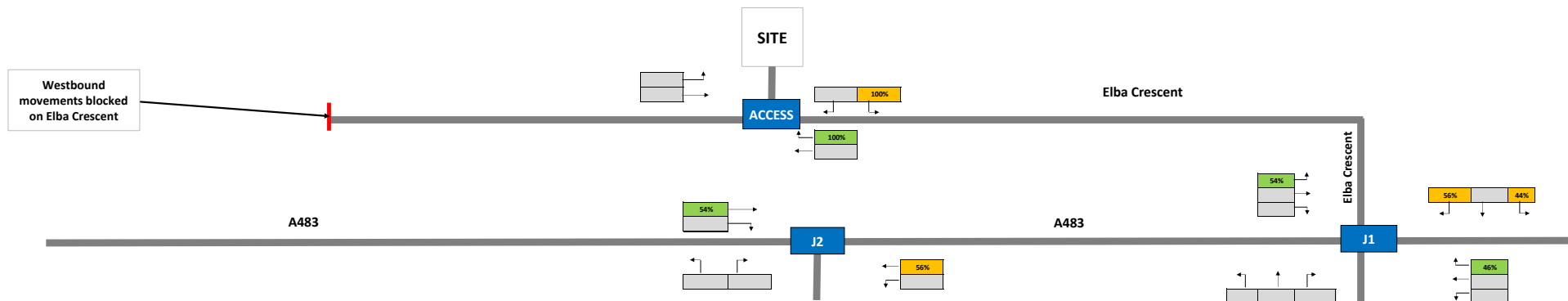
## 21-00758 - Land North of Elba Crescent, Swansea

### Development Trip Distribution

Weekday AM Peak Period (0730 to 0830)



Weekday PM Peak Period (1545 to 1645)



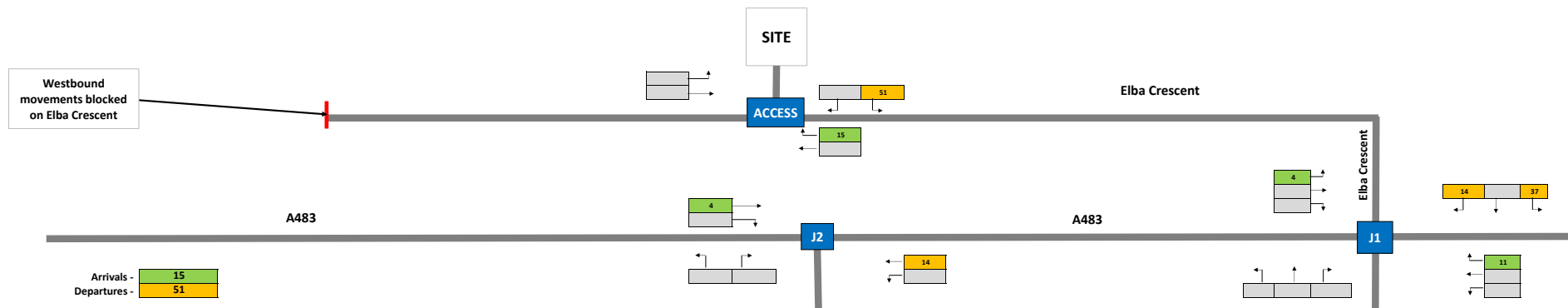
**Notes:**  
Distributions based on proportion of network arrival and departures observed during 2021 MCC surveys

← X - Departure Proportions  
← X - Arrival Proportions

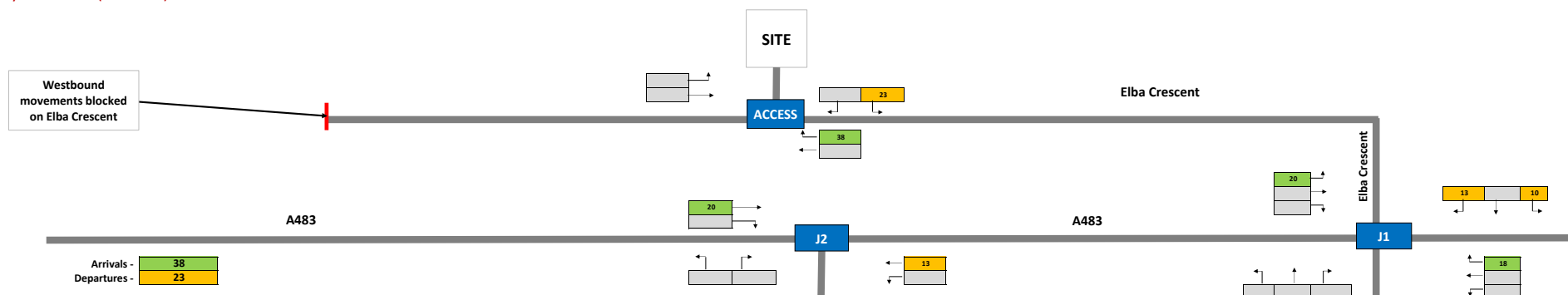
## 21-00758 - Land North of Elba Crescent, Swansea

### Development Trips

Weekday AM Peak Period (0730 to 0830)



Weekday PM Peak Period (1545 to 1645)

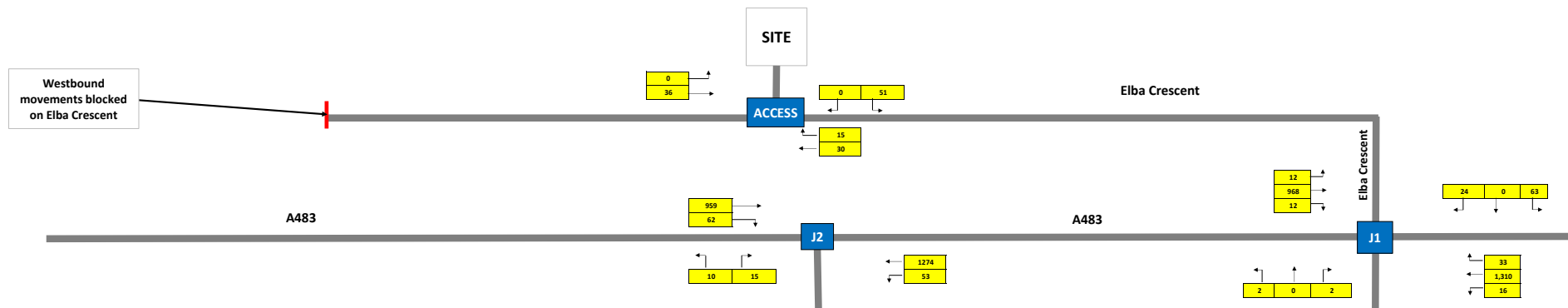


Notes:

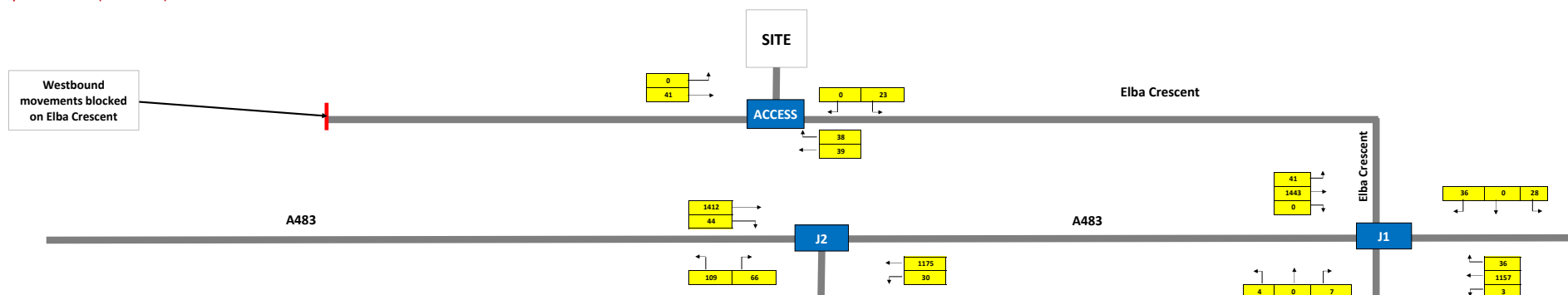
← **X** - Departure Trips  
← **X** - Arrival Trips

**21-00758 - Land North of Elba Crescent, Swansea**  
**2022 Forecast Year, With Development - Light Vehicles**

Weekday AM Peak Period (0730 to 0830)



Weekday PM Peak Period (1545 to 1645)

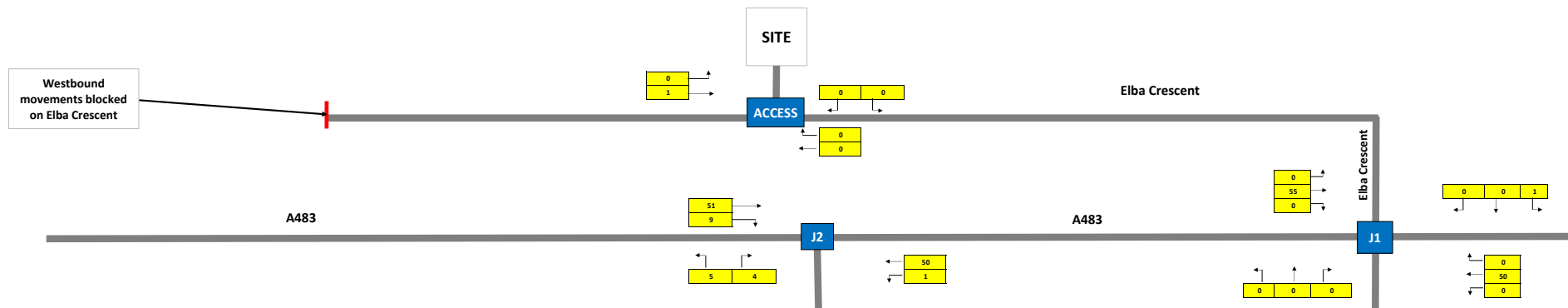


Notes:

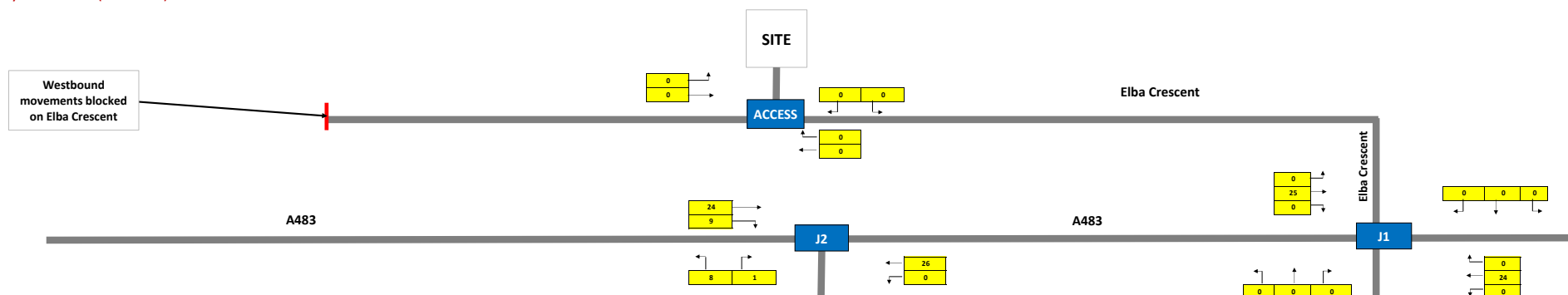
← X - Light Vehicles

**21-00758 - Land North of Elba Crescent, Swansea**  
**2022 Forecast Year, With Development - Heavy Vehicles**

Weekday AM Peak Period (0730 to 0830)



Weekday PM Peak Period (1545 to 1645)

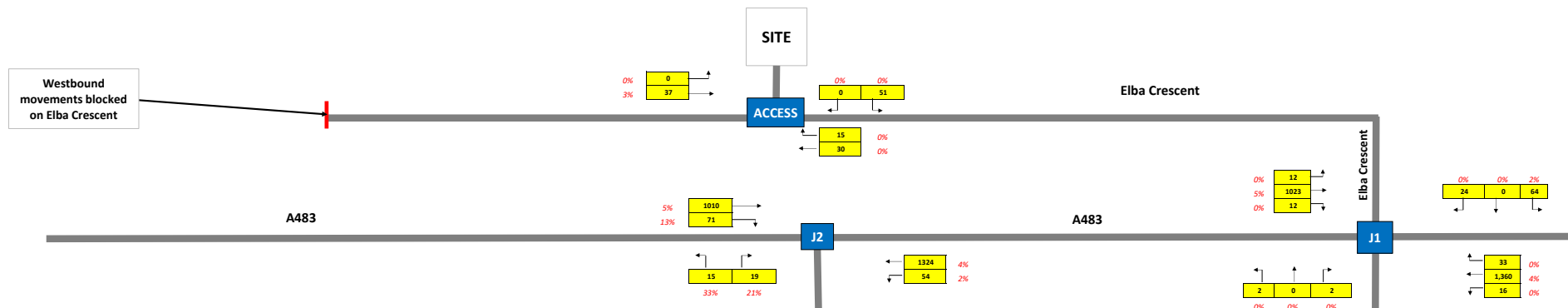


Notes:

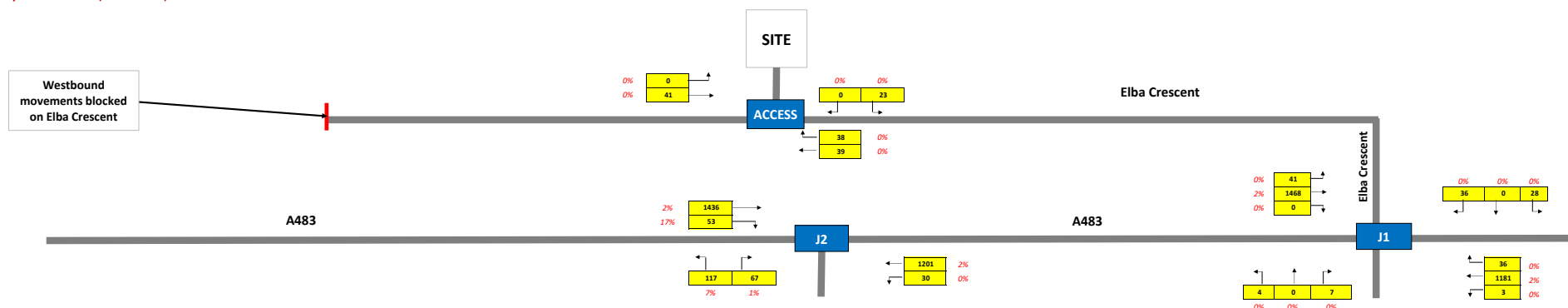
← X Heavy Vehicles

### 2022 Forecast Year, With Development - All Vehicles

**Weekday AM Peak Period (0730 to 0830)**



**Weekday PM Peak Period (1545 to 1645)**



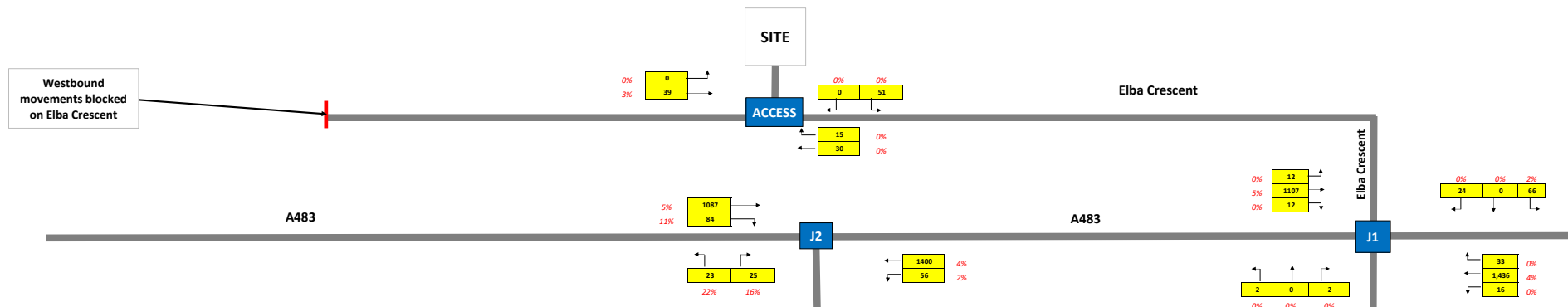
**Notes:**

← **X** - Light Vehicles  
**X%** - % Heavy Vehicles

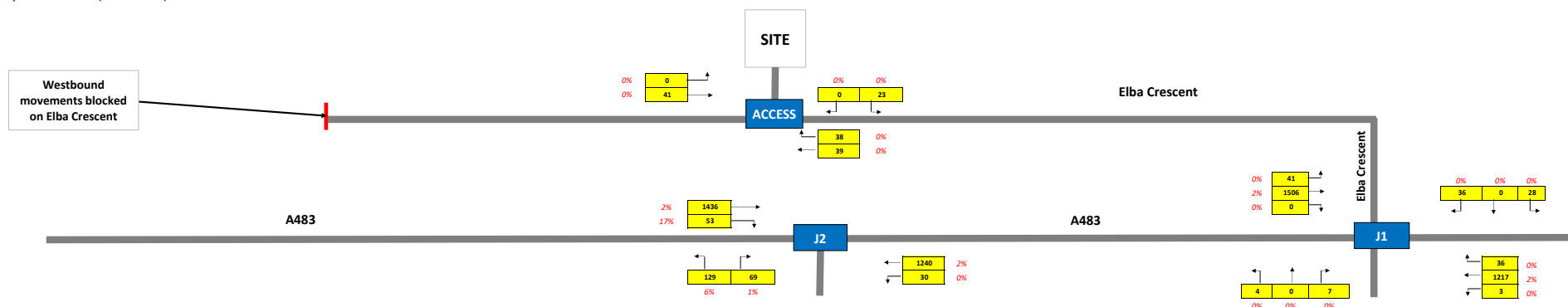
# 21-00758 - Land North of Elba Crescent, Swansea

2027 Forecast Year, With Development - PCUs

Weekday AM Peak Period (0730 to 0830)



Weekday PM Peak Period (1545 to 1645)

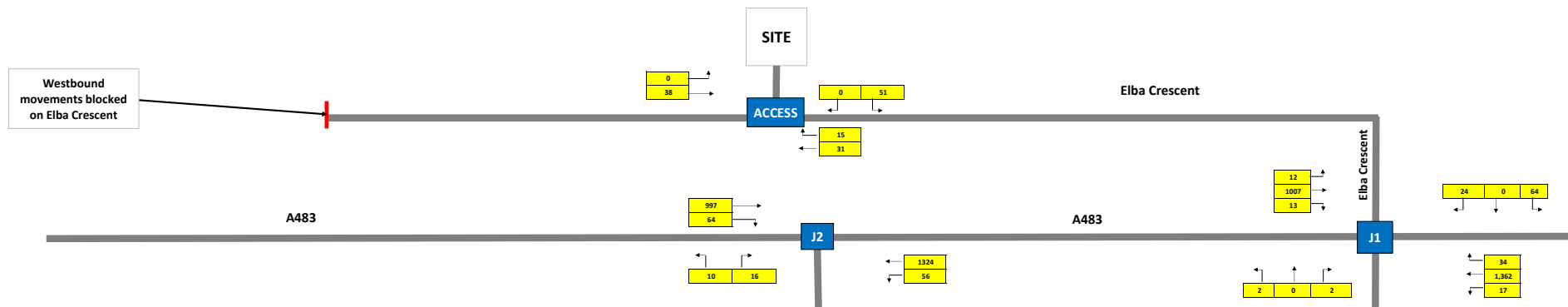


Notes:

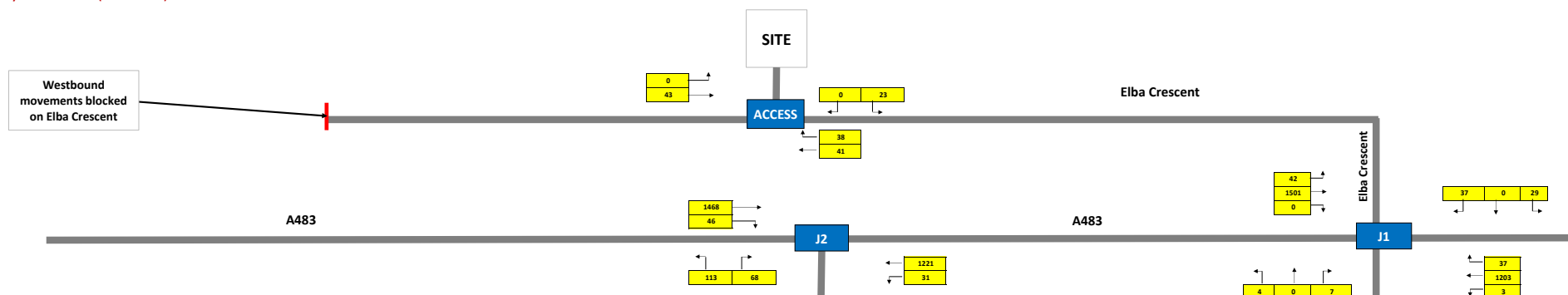
← X - Light Vehicles  
X% - % Heavy Vehicles

**21-00758 - Land North of Elba Crescent, Swansea**  
**2027 Forecast Year, With Development - Light Vehicles**

Weekday AM Peak Period (0730 to 0830)



Weekday PM Peak Period (1545 to 1645)

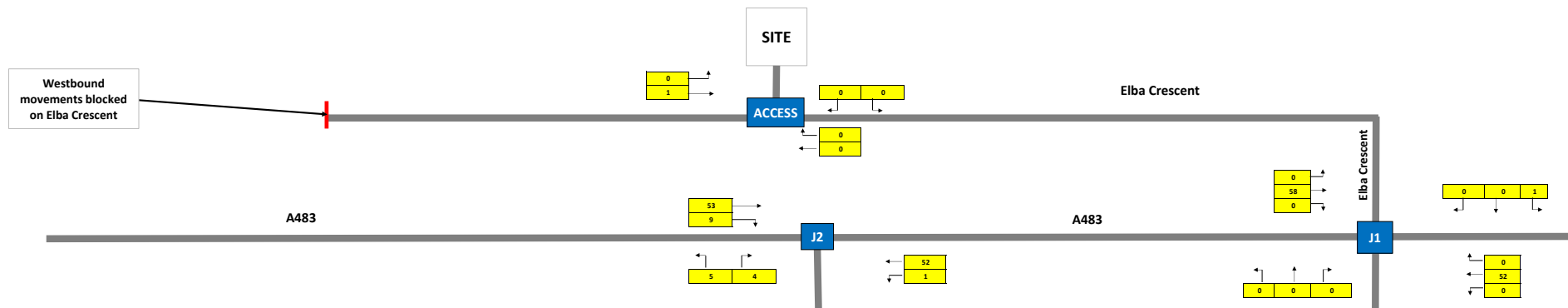


Notes:

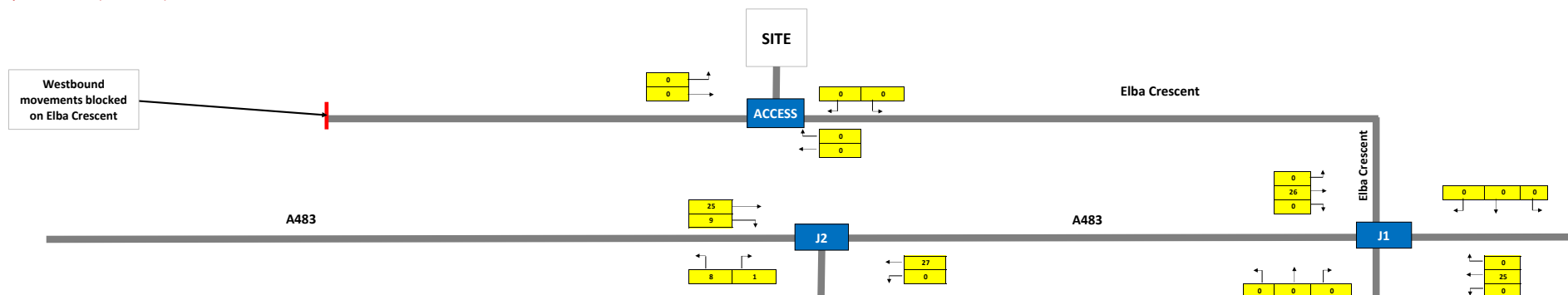
← X - Light Vehicles

**21-00758 - Land North of Elba Crescent, Swansea**  
**2027 Forecast Year, With Development - Heavy Vehicles**

Weekday AM Peak Period (0730 to 0830)



Weekday PM Peak Period (1545 to 1645)



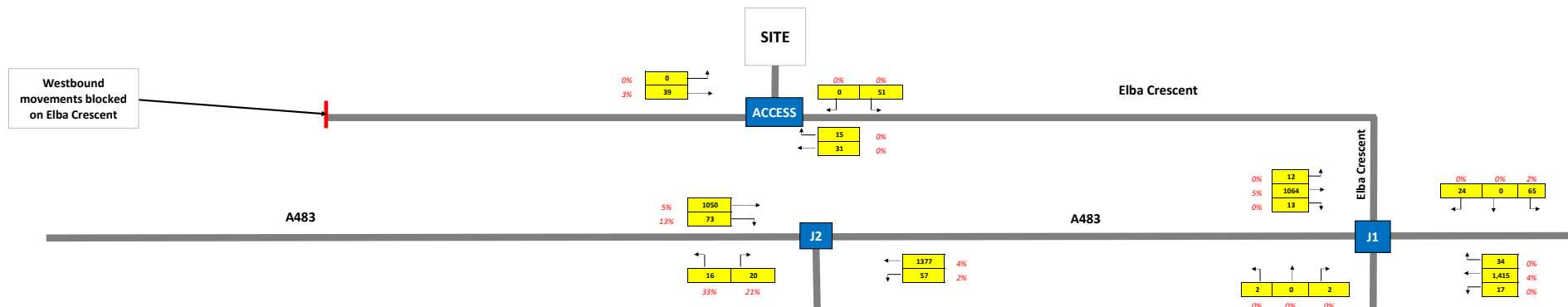
Notes:

← X Heavy Vehicles

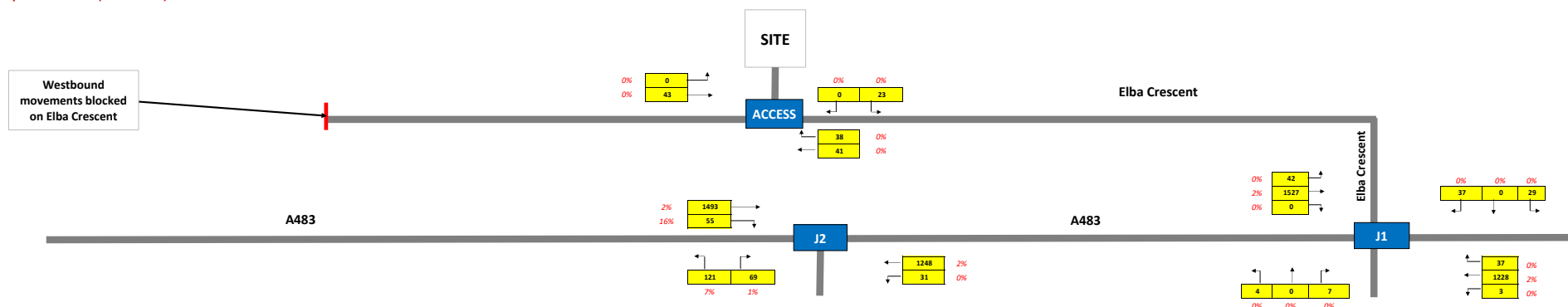
# 21-00758 - Land North of Elba Crescent, Swansea

2027 Forecast Year, With Development - All Vehicles

Weekday AM Peak Period (0730 to 0830)



Weekday PM Peak Period (1545 to 1645)



Notes:

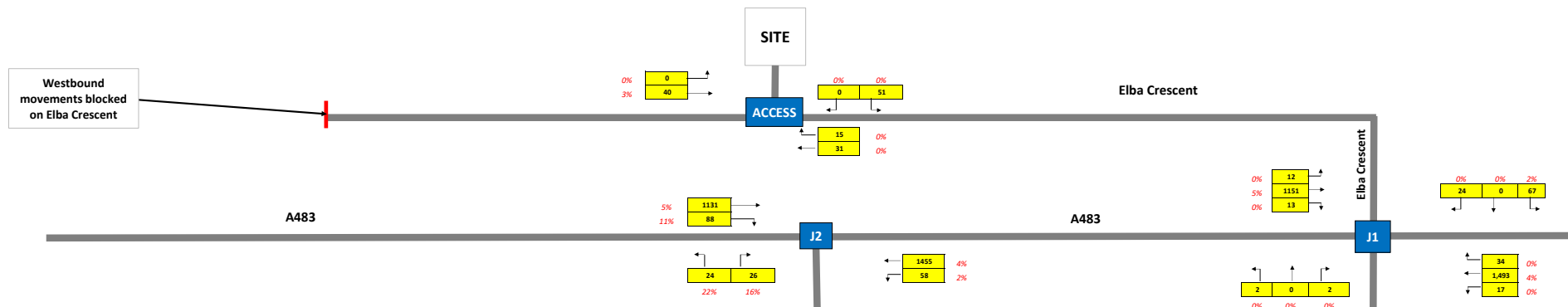
← X - Lights Vehicles  
X% - % Heavy Vehicles

# 21-00758 - Land North of Elba Crescent, Swansea

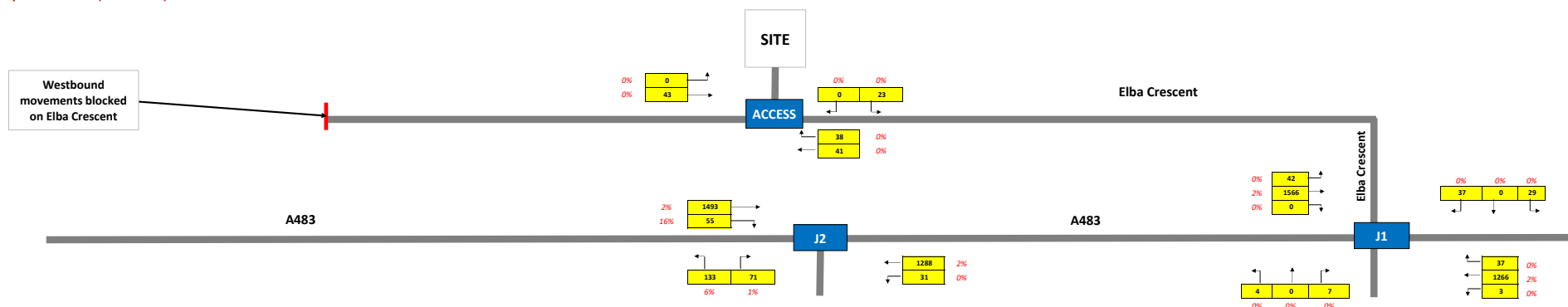
2027 Forecast Year, With Development - PCUs



Weekday AM Peak Period (0730 to 0830)



Weekday PM Peak Period (1545 to 1645)



Notes:

← X PCUs  
X% % Heavy Vehicles

# **APPENDIX F**

## PICADY Model Outputs

| Junctions 9                                                                                                                                                      |  |  |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|
| PICADY 9 - Priority Intersection Module                                                                                                                          |  |  |  |  |  |  |  |
| Version: 9.5.1.7462<br>© Copyright TRL Limited, 2019                                                                                                             |  |  |  |  |  |  |  |
| For sales and distribution information, program advice and maintenance, contact TRL:<br>+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: Site Access.j9

Path: C:\OneDrive\21-00758 - Land North of Elba Crescent, Swansea\Capacity Analysis\PICADY

Report generation date: 16/12/2021 11:11:49

- »2022 With Development, AM
- »2022 With Development, PM
- »2027 With Development, AM
- »2027 With Development, PM

### Summary of junction performance

|             | AM                    |             |           |      |     | PM     |             |           |      |     |
|-------------|-----------------------|-------------|-----------|------|-----|--------|-------------|-----------|------|-----|
|             | Set ID                | Queue (PCU) | Delay (s) | RFC  | LOS | Set ID | Queue (PCU) | Delay (s) | RFC  | LOS |
|             | 2022 With Development |             |           |      |     |        |             |           |      |     |
| Stream B-AC | D1                    | 0.1         | 6.26      | 0.09 | A   | D2     | 0.0         | 5.95      | 0.04 | A   |
| Stream C-AB |                       | 0.0         | 5.44      | 0.03 | A   |        | 0.1         | 5.63      | 0.07 | A   |
|             | 2027 With Development |             |           |      |     |        |             |           |      |     |
| Stream B-AC | D3                    | 0.1         | 6.26      | 0.09 | A   | D4     | 0.0         | 5.96      | 0.04 | A   |
| Stream C-AB |                       | 0.0         | 5.44      | 0.03 | A   |        | 0.1         | 5.62      | 0.07 | 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        | 08/12/2021            |
| 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         | PCU                 | PCU                   | perHour    | s                   | -Min              | perMin              |

### Analysis Options

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

### Demand Set Summary

| ID | Scenario name         | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D1 | 2022 With Development | AM               | ONE HOUR             | 07:15              | 08:45               | 15                        |
| D2 | 2022 With Development | PM               | ONE HOUR             | 15:30              | 17:00               | 15                        |
| D3 | 2027 With Development | AM               | ONE HOUR             | 07:15              | 08:45               | 15                        |
| D4 | 2027 With Development | PM               | ONE HOUR             | 15:30              | 17:00               | 15                        |

### Analysis Set Details

| ID | Network flow scaling factor (%) |
|----|---------------------------------|
| A1 | 100.000                         |

# 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              |                       | 3.04               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Arms

### Arms

| Arm | Name                        | Description | Arm type |
|-----|-----------------------------|-------------|----------|
| A   | Elba Crescent (Western Arm) |             | Major    |
| B   | Proposed Site Access        |             | Minor    |
| C   | Elba Crescent (Eastern 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   | 6.00                     |                            |                    | 164.2                         | ✓       | 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       | 2.75           | 57                     | 54                      |

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|--------|--------------------|---------------|---------------|---------------|---------------|
| B-A    | 510                | 0.093         | 0.235         | 0.148         | 0.335         |
| B-C    | 641                | 0.098         | 0.249         | -             | -             |
| C-B    | 669                | 0.259         | 0.259         | -             | -             |

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 | 2022 With Development | AM               | ONE HOUR             | 07:15              | 08:45               | 15                        |

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

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|-------------------------|--------------------|
| A   |            | ✓            | 37                      | 100.000            |
| B   |            | ✓            | 51                      | 100.000            |
| C   |            | ✓            | 45                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |    |    |    |
|------|----|----|----|----|
|      | A  | B  | C  |    |
| From | A  | 0  | 0  | 37 |
|      | B  | 0  | 0  | 51 |
|      | C  | 30 | 15 | 0  |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
|      | A  | B | C |   |
| From | A  | 0 | 0 | 3 |
|      | B  | 0 | 0 | 0 |
|      | C  | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.09    | 6.26          | 0.1             | A       |
| C-AB   | 0.03    | 5.44          | 0.0             | A       |
| C-A    |         |               |                 |         |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 07:15 - 07:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 38                    | 635               | 0.061 | 38                  | 0.1             | 6.033     | A                             |
| C-AB   | 12                    | 676               | 0.017 | 12                  | 0.0             | 5.417     | A                             |
| C-A    | 22                    |                   |       | 22                  |                 |           |                               |
| A-B    | 0                     |                   |       | 0                   |                 |           |                               |
| A-C    | 28                    |                   |       | 28                  |                 |           |                               |

**07:30 - 07:45**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 46                    | 633               | 0.072 | 46                  | 0.1             | 6.128     | A                             |
| C-AB   | 14                    | 678               | 0.021 | 14                  | 0.0             | 5.425     | A                             |
| C-A    | 26                    |                   |       | 26                  |                 |           |                               |
| A-B    | 0                     |                   |       | 0                   |                 |           |                               |
| A-C    | 33                    |                   |       | 33                  |                 |           |                               |

**07:45 - 08:00**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 56                    | 631               | 0.089 | 56                  | 0.1             | 6.258     | A                             |
| C-AB   | 17                    | 679               | 0.026 | 17                  | 0.0             | 5.436     | A                             |
| C-A    | 32                    |                   |       | 32                  |                 |           |                               |
| A-B    | 0                     |                   |       | 0                   |                 |           |                               |
| A-C    | 41                    |                   |       | 41                  |                 |           |                               |

**08:00 - 08:15**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 56                    | 631               | 0.089 | 56                  | 0.1             | 6.258     | A                             |
| C-AB   | 17                    | 679               | 0.026 | 17                  | 0.0             | 5.439     | A                             |
| C-A    | 32                    |                   |       | 32                  |                 |           |                               |
| A-B    | 0                     |                   |       | 0                   |                 |           |                               |
| A-C    | 41                    |                   |       | 41                  |                 |           |                               |

**08:15 - 08:30**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 46                    | 633               | 0.072 | 46                  | 0.1             | 6.132     | A                             |
| C-AB   | 14                    | 678               | 0.021 | 14                  | 0.0             | 5.426     | A                             |
| C-A    | 26                    |                   |       | 26                  |                 |           |                               |
| A-B    | 0                     |                   |       | 0                   |                 |           |                               |
| A-C    | 33                    |                   |       | 33                  |                 |           |                               |

**08:30 - 08:45**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 38                    | 635               | 0.061 | 38                  | 0.1             | 6.039     | A                             |
| C-AB   | 12                    | 676               | 0.017 | 12                  | 0.0             | 5.420     | A                             |
| C-A    | 22                    |                   |       | 22                  |                 |           |                               |
| A-B    | 0                     |                   |       | 0                   |                 |           |                               |
| A-C    | 28                    |                   |       | 28                  |                 |           |                               |

# 2022 With Development, PM

## Data Errors and Warnings

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

## Junction Network

### Junctions

| Junction | Name     | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way              |                       | 2.57               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name         | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D2 | 2022 With Development | PM               | ONE HOUR             | 15:30              | 17:00               | 15                        |

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

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|-------------------------|--------------------|
| A   |            | ✓            | 41                      | 100.000            |
| B   |            | ✓            | 23                      | 100.000            |
| C   |            | ✓            | 77                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |    |    |    |
|------|----|----|----|----|
|      | A  | B  | C  |    |
| From | A  | 0  | 0  | 41 |
|      | B  | 0  | 0  | 23 |
|      | C  | 39 | 38 | 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 (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.04    | 5.95          | 0.0             | A       |
| C-AB   | 0.07    | 5.63          | 0.1             | A       |
| C-A    |         |               |                 |         |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 15:30 - 15:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 17                    | 634               | 0.027 | 17                  | 0.0             | 5.839     | A                             |
| C-AB   | 30                    | 680               | 0.044 | 30                  | 0.0             | 5.538     | A                             |
| C-A    | 28                    |                   |       | 28                  |                 |           |                               |
| A-B    | 0                     |                   |       | 0                   |                 |           |                               |
| A-C    | 31                    |                   |       | 31                  |                 |           |                               |

#### 15:45 - 16:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 21                    | 632               | 0.033 | 21                  | 0.0             | 5.885     | A                             |
| C-AB   | 36                    | 682               | 0.053 | 36                  | 0.1             | 5.574     | A                             |
| C-A    | 33                    |                   |       | 33                  |                 |           |                               |
| A-B    | 0                     |                   |       | 0                   |                 |           |                               |
| A-C    | 37                    |                   |       | 37                  |                 |           |                               |

#### 16:00 - 16:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 25                    | 630               | 0.040 | 25                  | 0.0             | 5.950     | A                             |
| C-AB   | 45                    | 685               | 0.065 | 45                  | 0.1             | 5.624     | A                             |
| C-A    | 40                    |                   |       | 40                  |                 |           |                               |
| A-B    | 0                     |                   |       | 0                   |                 |           |                               |
| A-C    | 45                    |                   |       | 45                  |                 |           |                               |

#### 16:15 - 16:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 25                    | 630               | 0.040 | 25                  | 0.0             | 5.950     | A                             |
| C-AB   | 45                    | 685               | 0.065 | 45                  | 0.1             | 5.627     | A                             |
| C-A    | 40                    |                   |       | 40                  |                 |           |                               |
| A-B    | 0                     |                   |       | 0                   |                 |           |                               |
| A-C    | 45                    |                   |       | 45                  |                 |           |                               |

**16:30 - 16:45**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 21                    | 632               | 0.033 | 21                  | 0.0             | 5.885     | A                             |
| C-AB   | 36                    | 682               | 0.053 | 36                  | 0.1             | 5.578     | A                             |
| C-A    | 33                    |                   |       | 33                  |                 |           |                               |
| A-B    | 0                     |                   |       | 0                   |                 |           |                               |
| A-C    | 37                    |                   |       | 37                  |                 |           |                               |

**16:45 - 17:00**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 17                    | 634               | 0.027 | 17                  | 0.0             | 5.839     | A                             |
| C-AB   | 30                    | 680               | 0.044 | 30                  | 0.0             | 5.541     | A                             |
| C-A    | 28                    |                   |       | 28                  |                 |           |                               |
| A-B    | 0                     |                   |       | 0                   |                 |           |                               |
| A-C    | 31                    |                   |       | 31                  |                 |           |                               |

# 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              |                       | 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) |
|----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D3 | 2027 With Development | AM               | ONE HOUR             | 07:15              | 08:45               | 15                        |

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

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|-------------------------|--------------------|
| A   |            | ✓            | 39                      | 100.000            |
| B   |            | ✓            | 51                      | 100.000            |
| C   |            | ✓            | 46                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |    |    |    |
|------|----|----|----|----|
|      | A  | B  | C  |    |
| From | A  | 0  | 0  | 39 |
|      | B  | 0  | 0  | 51 |
|      | C  | 31 | 15 | 0  |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
|      | A  | B | C |   |
| From | A  | 0 | 0 | 3 |
|      | B  | 0 | 0 | 0 |
|      | C  | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.09    | 6.26          | 0.1             | A       |
| C-AB   | 0.03    | 5.44          | 0.0             | A       |
| C-A    |         |               |                 |         |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 07:15 - 07:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 38                    | 634               | 0.061 | 38                  | 0.1             | 6.037     | A                             |
| C-AB   | 12                    | 676               | 0.017 | 12                  | 0.0             | 5.416     | A                             |
| C-A    | 23                    |                   |       | 23                  |                 |           |                               |
| A-B    | 0                     |                   |       | 0                   |                 |           |                               |
| A-C    | 29                    |                   |       | 29                  |                 |           |                               |

#### 07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 46                    | 633               | 0.072 | 46                  | 0.1             | 6.133     | A                             |
| C-AB   | 14                    | 678               | 0.021 | 14                  | 0.0             | 5.424     | A                             |
| C-A    | 27                    |                   |       | 27                  |                 |           |                               |
| A-B    | 0                     |                   |       | 0                   |                 |           |                               |
| A-C    | 35                    |                   |       | 35                  |                 |           |                               |

#### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 56                    | 631               | 0.089 | 56                  | 0.1             | 6.264     | A                             |
| C-AB   | 17                    | 680               | 0.026 | 17                  | 0.0             | 5.435     | A                             |
| C-A    | 33                    |                   |       | 33                  |                 |           |                               |
| A-B    | 0                     |                   |       | 0                   |                 |           |                               |
| A-C    | 43                    |                   |       | 43                  |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 56                    | 631               | 0.089 | 56                  | 0.1             | 6.264     | A                             |
| C-AB   | 17                    | 680               | 0.026 | 17                  | 0.0             | 5.436     | A                             |
| C-A    | 33                    |                   |       | 33                  |                 |           |                               |
| A-B    | 0                     |                   |       | 0                   |                 |           |                               |
| A-C    | 43                    |                   |       | 43                  |                 |           |                               |

**08:15 - 08:30**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 46                    | 633               | 0.072 | 46                  | 0.1             | 6.134     | A                             |
| C-AB   | 14                    | 678               | 0.021 | 14                  | 0.0             | 5.427     | A                             |
| C-A    | 27                    |                   |       | 27                  |                 |           |                               |
| A-B    | 0                     |                   |       | 0                   |                 |           |                               |
| A-C    | 35                    |                   |       | 35                  |                 |           |                               |

**08:30 - 08:45**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 38                    | 634               | 0.061 | 38                  | 0.1             | 6.045     | A                             |
| C-AB   | 12                    | 676               | 0.017 | 12                  | 0.0             | 5.419     | A                             |
| C-A    | 23                    |                   |       | 23                  |                 |           |                               |
| A-B    | 0                     |                   |       | 0                   |                 |           |                               |
| A-C    | 29                    |                   |       | 29                  |                 |           |                               |

# 2027 With Development, PM

## Data Errors and Warnings

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

## Junction Network

### Junctions

| Junction | Name     | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way              |                       | 2.51               | 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 | 2027 With Development | PM               | ONE HOUR             | 15:30              | 17:00               | 15                        |

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

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|-------------------------|--------------------|
| A   |            | ✓            | 43                      | 100.000            |
| B   |            | ✓            | 23                      | 100.000            |
| C   |            | ✓            | 79                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |    |    |    |
|------|----|----|----|----|
|      | A  | B  | C  |    |
| From | A  | 0  | 0  | 43 |
|      | B  | 0  | 0  | 23 |
|      | C  | 41 | 38 | 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 (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.04    | 5.96          | 0.0             | A       |
| C-AB   | 0.07    | 5.62          | 0.1             | A       |
| C-A    |         |               |                 |         |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 15:30 - 15:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 17                    | 633               | 0.027 | 17                  | 0.0             | 5.842     | A                             |
| C-AB   | 30                    | 680               | 0.044 | 30                  | 0.0             | 5.533     | A                             |
| C-A    | 30                    |                   |       | 30                  |                 |           |                               |
| A-B    | 0                     |                   |       | 0                   |                 |           |                               |
| A-C    | 32                    |                   |       | 32                  |                 |           |                               |

#### 15:45 - 16:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 21                    | 632               | 0.033 | 21                  | 0.0             | 5.889     | A                             |
| C-AB   | 36                    | 682               | 0.053 | 36                  | 0.1             | 5.569     | A                             |
| C-A    | 35                    |                   |       | 35                  |                 |           |                               |
| A-B    | 0                     |                   |       | 0                   |                 |           |                               |
| A-C    | 39                    |                   |       | 39                  |                 |           |                               |

#### 16:00 - 16:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 25                    | 630               | 0.040 | 25                  | 0.0             | 5.955     | A                             |
| C-AB   | 45                    | 685               | 0.065 | 45                  | 0.1             | 5.618     | A                             |
| C-A    | 42                    |                   |       | 42                  |                 |           |                               |
| A-B    | 0                     |                   |       | 0                   |                 |           |                               |
| A-C    | 47                    |                   |       | 47                  |                 |           |                               |

#### 16:15 - 16:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 25                    | 630               | 0.040 | 25                  | 0.0             | 5.955     | A                             |
| C-AB   | 45                    | 685               | 0.065 | 45                  | 0.1             | 5.619     | A                             |
| C-A    | 42                    |                   |       | 42                  |                 |           |                               |
| A-B    | 0                     |                   |       | 0                   |                 |           |                               |
| A-C    | 47                    |                   |       | 47                  |                 |           |                               |

**16:30 - 16:45**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 21                    | 632               | 0.033 | 21                  | 0.0             | 5.892     | A                             |
| C-AB   | 36                    | 682               | 0.053 | 36                  | 0.1             | 5.573     | A                             |
| C-A    | 35                    |                   |       | 35                  |                 |           |                               |
| A-B    | 0                     |                   |       | 0                   |                 |           |                               |
| A-C    | 39                    |                   |       | 39                  |                 |           |                               |

**16:45 - 17:00**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 17                    | 633               | 0.027 | 17                  | 0.0             | 5.845     | A                             |
| C-AB   | 30                    | 680               | 0.044 | 30                  | 0.0             | 5.536     | A                             |
| C-A    | 29                    |                   |       | 29                  |                 |           |                               |
| A-B    | 0                     |                   |       | 0                   |                 |           |                               |
| A-C    | 32                    |                   |       | 32                  |                 |           |                               |

# **APPENDIX G**

## LinSig Model Outputs

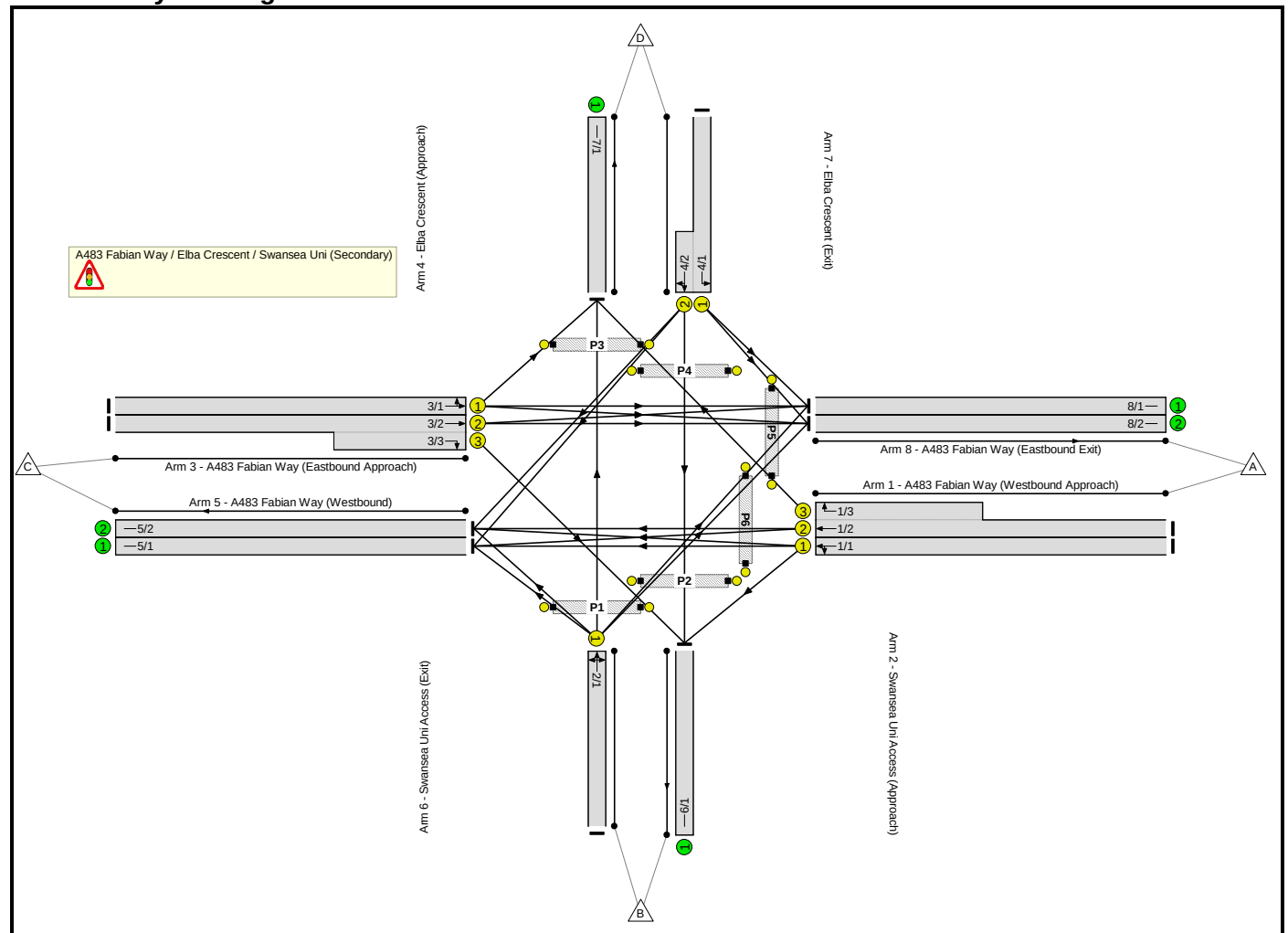
# Full Input Data And Results

## Full Input Data And Results

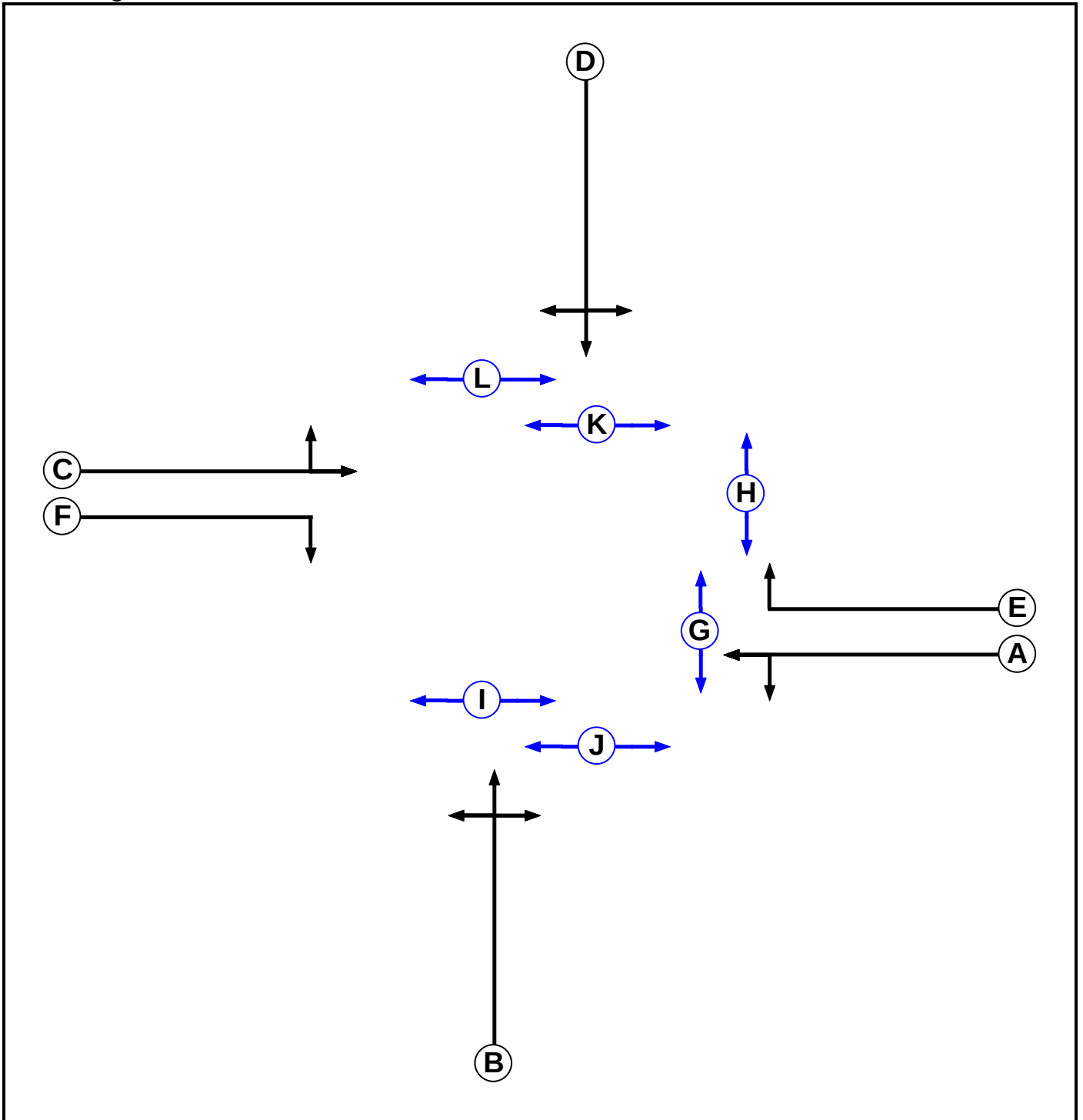
### User and Project Details

|                    |                                               |
|--------------------|-----------------------------------------------|
| Project:           | Elba Crescent, Swansea                        |
| Title:             | Assessment Junction J2                        |
| Location:          |                                               |
| Date Completed:    | December 2021                                 |
| Additional detail: |                                               |
| File name:         | J2_Fabian Way_Elba Crescent_Swansea Uni.lsg3x |
| Author:            | MM                                            |
| Company:           | Corun Associates                              |
| Address:           |                                               |

### Network Layout Diagram



## Phase Diagram



## Full Input Data And Results

### Phase Input Data

| Phase Name | Phase Type | Assoc. Phase | Street Min | Cont Min |
|------------|------------|--------------|------------|----------|
| A          | Traffic    |              | 7          | 7        |
| B          | Traffic    |              | 7          | 7        |
| C          | Traffic    |              | 7          | 7        |
| D          | Traffic    |              | 7          | 7        |
| E          | Traffic    |              | 7          | 7        |
| F          | Traffic    |              | 7          | 7        |
| G          | Pedestrian |              | 7          | 7        |
| H          | Pedestrian |              | 7          | 7        |
| I          | Pedestrian |              | 7          | 7        |
| J          | Pedestrian |              | 7          | 7        |
| K          | Pedestrian |              | 7          | 7        |
| L          | Pedestrian |              | 7          | 7        |

### Phase Intergreens Matrix

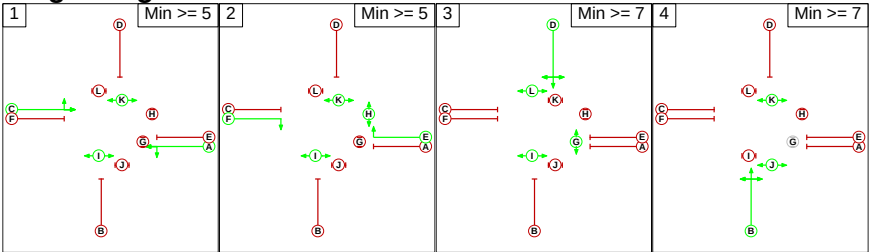
|                   | Starting Phase |   |    |   |    |    |   |    |    |    |   |    |
|-------------------|----------------|---|----|---|----|----|---|----|----|----|---|----|
|                   | A              | B | C  | D | E  | F  | G | H  | I  | J  | K | L  |
| Terminating Phase | A              | 9 | -  | 9 | -  | 11 | 9 | -  | -  | 9  | - | -  |
|                   | B              | 7 |    | 7 | 9  | 9  | - | 9  | 7  | -  | - | 9  |
|                   | C              | - | 9  |   | 9  | 11 | - | -  | 11 | -  | - | 9  |
|                   | D              | 7 | 9  | 7 |    | 7  | - | 7  | -  | 9  | 9 | -  |
|                   | E              | - | 11 | 9 | 11 |    | - | 11 | -  | -  | - | 11 |
|                   | F              | 9 | 11 | - | 11 | -  |   | -  | -  | 11 | - | -  |
|                   | G              | 7 | -  | - | -  | 7  | - |    | -  | -  | - | -  |
|                   | H              | - | 11 | 9 | 11 | -  | - | -  |    | -  | - | -  |
|                   | I              | - | 9  | - | -  | -  | - | -  | -  |    | - | -  |
|                   | J              | 7 | -  | - | 9  | -  | 9 | -  | -  | -  |   | -  |
|                   | K              | - | -  | - | 11 | -  | - | -  | -  | -  | - |    |
|                   | L              | - | 9  | 7 | -  | 7  | - | -  | -  | -  | - | -  |

### Phases in Stage

| Stage No. | Phases in Stage |
|-----------|-----------------|
| 1         | A C I K         |
| 2         | E F H I K       |
| 3         | D G I L         |
| 4         | B J K           |

Full Input Data And Results

Stage Diagram



Phase Delays

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

Prohibited Stage Change

|            | To Stage |    |    |    |
|------------|----------|----|----|----|
|            | 1        | 2  | 3  | 4  |
| From Stage | 1        | 11 | 11 | 9  |
|            | 2        | 9  | 11 | 11 |
|            | 3        | 9  | 9  | 9  |
|            | 4        | 7  | 9  | 11 |

Full Input Data And Results

**Give-Way Lane Input Data**

|                                                                     |
|---------------------------------------------------------------------|
| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary) |
| There are no Opposed Lanes in this Junction                         |

**Lane Input Data**

| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary) |           |        |             |           |                       |               |                                   |                |          |               |             |                    |
|---------------------------------------------------------------------|-----------|--------|-------------|-----------|-----------------------|---------------|-----------------------------------|----------------|----------|---------------|-------------|--------------------|
| Lane                                                                | Lane Type | Phases | Start Disp. | End Disp. | Physical Length (PCU) | Sat Flow Type | Def User Saturation Flow (PCU/Hr) | Lane Width (m) | Gradient | Nearside Lane | Turns       | Turning Radius (m) |
| 1/1<br>(A483 Fabian Way<br>(Westbound Approach))                    | U         | A      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.50           | 0.00     | Y             | Arm 5 Ahead | Inf                |
|                                                                     |           |        |             |           |                       |               |                                   |                |          |               | Arm 6 Left  | Inf                |
| 1/2<br>(A483 Fabian Way<br>(Westbound Approach))                    | U         | A      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.50           | 0.00     | N             | Arm 5 Ahead | Inf                |
| 1/3<br>(A483 Fabian Way<br>(Westbound Approach))                    | U         | E      | 2           | 3         | 14.3                  | Geom          | -                                 | 3.50           | 0.00     | N             | Arm 7 Right | Inf                |
| 2/1<br>(Swansea Uni Access<br>(Approach))                           | U         | B      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.50           | 0.00     | Y             | Arm 5 Left  | Inf                |
|                                                                     |           |        |             |           |                       |               |                                   |                |          |               | Arm 7 Ahead | Inf                |
|                                                                     |           |        |             |           |                       |               |                                   |                |          |               | Arm 8 Right | Inf                |
| 3/1<br>(A483 Fabian Way<br>(Eastbound Approach))                    | U         | C      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.50           | 0.00     | Y             | Arm 7 Left  | Inf                |
|                                                                     |           |        |             |           |                       |               |                                   |                |          |               | Arm 8 Ahead | Inf                |
| 3/2<br>(A483 Fabian Way<br>(Eastbound Approach))                    | U         | C      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.50           | 0.00     | N             | Arm 8 Ahead | Inf                |
| 3/3<br>(A483 Fabian Way<br>(Eastbound Approach))                    | U         | F      | 2           | 3         | 11.3                  | Geom          | -                                 | 3.50           | 0.00     | N             | Arm 6 Right | Inf                |
| 4/1<br>(Elba Crescent<br>(Approach))                                | U         | D      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.50           | 0.00     | Y             | Arm 8 Left  | Inf                |
| 4/2<br>(Elba Crescent<br>(Approach))                                | U         | D      | 2           | 3         | 5.2                   | Geom          | -                                 | 3.50           | 0.00     | N             | Arm 5 Right | Inf                |
|                                                                     |           |        |             |           |                       |               |                                   |                |          |               | Arm 6 Ahead | Inf                |
| 5/1<br>(A483 Fabian Way<br>(Westbound))                             | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 5/2<br>(A483 Fabian Way<br>(Westbound))                             | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 6/1<br>(Swansea Uni Access (Exit))                                  | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |

## Full Input Data And Results

|                                                    |   |  |   |   |      |     |   |   |   |   |   |   |
|----------------------------------------------------|---|--|---|---|------|-----|---|---|---|---|---|---|
| 7/1<br>(Elba Crescent<br>(Exit))                   | U |  | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 8/1<br>(A483 Fabian<br>Way<br>(Eastbound<br>Exit)) | U |  | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 8/2<br>(A483 Fabian<br>Way<br>(Eastbound<br>Exit)) | U |  | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |

## Traffic Flow Groups

| Flow Group                         | Start Time | End Time | Duration | Formula |
|------------------------------------|------------|----------|----------|---------|
| 1: '2021 Surveyed Flows (AM)'      | 07:30      | 08:30    | 01:00    |         |
| 2: '2021 Surveyed Flows (PM)'      | 15:45      | 16:45    | 01:00    |         |
| 3: '2022 Without Development (AM)' | 07:30      | 08:30    | 01:00    |         |
| 4: '2022 Without Development (PM)' | 15:45      | 16:45    | 01:00    |         |
| 5: '2022 With Development (AM)'    | 07:30      | 08:30    | 01:00    |         |
| 6: '2022 With Development (PM)'    | 15:45      | 16:45    | 01:00    |         |
| 7: '2027 Without Development (AM)' | 07:30      | 08:30    | 01:00    |         |
| 8: '2027 Without Development (PM)' | 15:45      | 16:45    | 01:00    |         |
| 9: '2027 With Development (AM)'    | 07:30      | 08:30    | 01:00    |         |
| 10: '2027 With Development (PM)'   | 15:45      | 16:45    | 01:00    |         |

**Scenario 1: '2021 Surveyed AM'** (FG1: '2021 Surveyed Flows (AM)', Plan 1: 'Network Control Plan 1')

## Traffic Flows, Desired

### Desired Flow :

|        | Destination |      |    |      |    |      |
|--------|-------------|------|----|------|----|------|
| Origin |             | A    | B  | C    | D  | Tot. |
|        | A           | 0    | 15 | 1311 | 20 | 1346 |
|        | B           | 2    | 0  | 2    | 0  | 4    |
|        | C           | 1012 | 11 | 0    | 7  | 1030 |
|        | D           | 27   | 0  | 9    | 0  | 36   |
|        | Tot.        | 1041 | 26 | 1322 | 27 | 2416 |

**Traffic Lane Flows**

| Lane                                                                       | Scenario 1:<br>2021 Surveyed AM |
|----------------------------------------------------------------------------|---------------------------------|
| <b>Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)</b> |                                 |
| 1/1                                                                        | 635                             |
| 1/2<br>(with short)                                                        | 711(In)<br>691(Out)             |
| 1/3<br>(short)                                                             | 20                              |
| 2/1                                                                        | 4                               |
| 3/1                                                                        | 487                             |
| 3/2<br>(with short)                                                        | 543(In)<br>532(Out)             |
| 3/3<br>(short)                                                             | 11                              |
| 4/1<br>(with short)                                                        | 36(In)<br>27(Out)               |
| 4/2<br>(short)                                                             | 9                               |
| 5/1                                                                        | 661                             |
| 5/2                                                                        | 661                             |
| 6/1                                                                        | 26                              |
| 7/1                                                                        | 27                              |
| 8/1                                                                        | 520                             |
| 8/2                                                                        | 521                             |

## Lane Saturation Flows

| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary) |                          |          |               |               |                    |               |                   |                          |
|---------------------------------------------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                                                                | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 97.6 %        | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 6 Left    | Inf                | 2.4 %         |                   |                          |
| 1/2<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2105              | 2105                     |
| 1/3<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | N             | Arm 7 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
| 2/1<br>(Swansea Uni Access (Approach))                              | 3.50                     | 0.00     | Y             | Arm 5 Left    | Inf                | 50.0 %        | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 7 Ahead   | Inf                | 0.0 %         |                   |                          |
|                                                                     |                          |          |               | Arm 8 Right   | Inf                | 50.0 %        |                   |                          |
| 3/1<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | Y             | Arm 7 Left    | Inf                | 1.4 %         | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 8 Ahead   | Inf                | 98.6 %        |                   |                          |
| 3/2<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | N             | Arm 8 Ahead   | Inf                | 100.0 %       | 2105              | 2105                     |
| 3/3<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | N             | Arm 6 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
| 4/1<br>(Elba Crescent (Approach))                                   | 3.50                     | 0.00     | Y             | Arm 8 Left    | Inf                | 100.0 %       | 1965              | 1965                     |
| 4/2<br>(Elba Crescent (Approach))                                   | 3.50                     | 0.00     | N             | Arm 5 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
|                                                                     |                          |          |               | Arm 6 Ahead   | Inf                | 0.0 %         |                   |                          |
| 5/1<br>(A483 Fabian Way (Westbound) Lane 1)                         | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/2<br>(A483 Fabian Way (Westbound) Lane 2)                         | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(Swansea Uni Access (Exit) Lane 1)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1<br>(Elba Crescent (Exit) Lane 1)                                | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1<br>(A483 Fabian Way (Eastbound Exit) Lane 1)                    | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/2<br>(A483 Fabian Way (Eastbound Exit) Lane 2)                    | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

## Full Input Data And Results

**Scenario 2: '2021 Surveyed PM'** (FG2: '2021 Surveyed Flows (PM)', Plan 1: 'Network Control Plan 1')

### Traffic Flows, Desired

**Desired Flow :**

|        | Destination |      |   |      |    |      |
|--------|-------------|------|---|------|----|------|
| Origin |             | A    | B | C    | D  | Tot. |
|        | A           | 0    | 3 | 1207 | 18 | 1228 |
|        | B           | 7    | 0 | 4    | 0  | 11   |
|        | C           | 1494 | 0 | 0    | 21 | 1515 |
|        | D           | 18   | 0 | 23   | 0  | 41   |
|        | Tot.        | 1519 | 3 | 1234 | 39 | 2795 |

### Traffic Lane Flows

| Lane                                                                       | Scenario 2:<br>2021 Surveyed PM |
|----------------------------------------------------------------------------|---------------------------------|
| <b>Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)</b> |                                 |
| 1/1                                                                        | 579                             |
| 1/2<br>(with short)                                                        | 649(In)<br>631(Out)             |
| 1/3<br>(short)                                                             | 18                              |
| 2/1                                                                        | 11                              |
| 3/1                                                                        | 725                             |
| 3/2<br>(with short)                                                        | 790(In)<br>790(Out)             |
| 3/3<br>(short)                                                             | 0                               |
| 4/1<br>(with short)                                                        | 41(In)<br>18(Out)               |
| 4/2<br>(short)                                                             | 23                              |
| 5/1                                                                        | 618                             |
| 5/2                                                                        | 616                             |
| 6/1                                                                        | 3                               |
| 7/1                                                                        | 39                              |
| 8/1                                                                        | 759                             |
| 8/2                                                                        | 760                             |

## Lane Saturation Flows

| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary) |                          |          |               |               |                    |               |                   |                          |
|---------------------------------------------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                                                                | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 99.5 %        | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 6 Left    | Inf                | 0.5 %         |                   |                          |
| 1/2<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2105              | 2105                     |
| 1/3<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | N             | Arm 7 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
| 2/1<br>(Swansea Uni Access (Approach))                              | 3.50                     | 0.00     | Y             | Arm 5 Left    | Inf                | 36.4 %        | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 7 Ahead   | Inf                | 0.0 %         |                   |                          |
|                                                                     |                          |          |               | Arm 8 Right   | Inf                | 63.6 %        |                   |                          |
| 3/1<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | Y             | Arm 7 Left    | Inf                | 2.9 %         | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 8 Ahead   | Inf                | 97.1 %        |                   |                          |
| 3/2<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | N             | Arm 8 Ahead   | Inf                | 100.0 %       | 2105              | 2105                     |
| 3/3<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | N             | Arm 6 Right   | Inf                | 0.0 %         | 2105              | 2105                     |
| 4/1<br>(Elba Crescent (Approach))                                   | 3.50                     | 0.00     | Y             | Arm 8 Left    | Inf                | 100.0 %       | 1965              | 1965                     |
| 4/2<br>(Elba Crescent (Approach))                                   | 3.50                     | 0.00     | N             | Arm 5 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
|                                                                     |                          |          |               | Arm 6 Ahead   | Inf                | 0.0 %         |                   |                          |
| 5/1<br>(A483 Fabian Way (Westbound) Lane 1)                         | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/2<br>(A483 Fabian Way (Westbound) Lane 2)                         | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(Swansea Uni Access (Exit) Lane 1)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1<br>(Elba Crescent (Exit) Lane 1)                                | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1<br>(A483 Fabian Way (Eastbound Exit) Lane 1)                    | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/2<br>(A483 Fabian Way (Eastbound Exit) Lane 2)                    | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

## Full Input Data And Results

**Scenario 3: '2022 Without Development AM'** (FG3: '2022 Without Development (AM)', Plan 1: 'Network Control Plan 1')

### Traffic Flows, Desired

**Desired Flow :**

| Origin | Destination |      |    |      |    |      |
|--------|-------------|------|----|------|----|------|
|        |             | A    | B  | C    | D  | Tot. |
|        | A           | 0    | 16 | 1436 | 22 | 1474 |
|        | B           | 2    | 0  | 2    | 0  | 4    |
|        | C           | 1107 | 12 | 0    | 8  | 1127 |
|        | D           | 29   | 0  | 10   | 0  | 39   |
|        | Tot.        | 1138 | 28 | 1448 | 30 | 2644 |

### Traffic Lane Flows

| Lane                                                                       | Scenario 3:<br>2022 Without Development AM |
|----------------------------------------------------------------------------|--------------------------------------------|
| <b>Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)</b> |                                            |
| 1/1                                                                        | 698                                        |
| 1/2<br>(with short)                                                        | 776(In)<br>754(Out)                        |
| 1/3<br>(short)                                                             | 22                                         |
| 2/1                                                                        | 4                                          |
| 3/1                                                                        | 532                                        |
| 3/2<br>(with short)                                                        | 595(In)<br>583(Out)                        |
| 3/3<br>(short)                                                             | 12                                         |
| 4/1<br>(with short)                                                        | 39(In)<br>29(Out)                          |
| 4/2<br>(short)                                                             | 10                                         |
| 5/1                                                                        | 724                                        |
| 5/2                                                                        | 724                                        |
| 6/1                                                                        | 28                                         |
| 7/1                                                                        | 30                                         |
| 8/1                                                                        | 569                                        |
| 8/2                                                                        | 569                                        |

## Lane Saturation Flows

| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary) |                          |          |               |               |                    |               |                   |                          |
|---------------------------------------------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                                                                | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 97.7 %        | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 6 Left    | Inf                | 2.3 %         |                   |                          |
| 1/2<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2105              | 2105                     |
| 1/3<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | N             | Arm 7 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
| 2/1<br>(Swansea Uni Access (Approach))                              | 3.50                     | 0.00     | Y             | Arm 5 Left    | Inf                | 50.0 %        | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 7 Ahead   | Inf                | 0.0 %         |                   |                          |
|                                                                     |                          |          |               | Arm 8 Right   | Inf                | 50.0 %        |                   |                          |
| 3/1<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | Y             | Arm 7 Left    | Inf                | 1.5 %         | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 8 Ahead   | Inf                | 98.5 %        |                   |                          |
| 3/2<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | N             | Arm 8 Ahead   | Inf                | 100.0 %       | 2105              | 2105                     |
| 3/3<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | N             | Arm 6 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
| 4/1<br>(Elba Crescent (Approach))                                   | 3.50                     | 0.00     | Y             | Arm 8 Left    | Inf                | 100.0 %       | 1965              | 1965                     |
| 4/2<br>(Elba Crescent (Approach))                                   | 3.50                     | 0.00     | N             | Arm 5 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
|                                                                     |                          |          |               | Arm 6 Ahead   | Inf                | 0.0 %         |                   |                          |
| 5/1<br>(A483 Fabian Way (Westbound) Lane 1)                         | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/2<br>(A483 Fabian Way (Westbound) Lane 2)                         | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(Swansea Uni Access (Exit) Lane 1)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1<br>(Elba Crescent (Exit) Lane 1)                                | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1<br>(A483 Fabian Way (Eastbound Exit) Lane 1)                    | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/2<br>(A483 Fabian Way (Eastbound Exit) Lane 2)                    | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

## Full Input Data And Results

**Scenario 4: '2022 Without Development PM'** (FG4: '2022 Without Development (PM)', Plan 1: 'Network Control Plan 1')

### Traffic Flows, Desired

**Desired Flow :**

| Origin | Destination |      |   |      |    |      |
|--------|-------------|------|---|------|----|------|
|        |             | A    | B | C    | D  | Tot. |
|        | A           | 0    | 3 | 1217 | 18 | 1238 |
|        | B           | 7    | 0 | 4    | 0  | 11   |
|        | C           | 1506 | 0 | 0    | 21 | 1527 |
|        | D           | 18   | 0 | 23   | 0  | 41   |
|        | Tot.        | 1531 | 3 | 1244 | 39 | 2817 |

### Traffic Lane Flows

| Lane                                                                       | Scenario 4:<br>2022 Without Development PM |
|----------------------------------------------------------------------------|--------------------------------------------|
| <b>Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)</b> |                                            |
| 1/1                                                                        | 583                                        |
| 1/2<br>(with short)                                                        | 655(In)<br>637(Out)                        |
| 1/3<br>(short)                                                             | 18                                         |
| 2/1                                                                        | 11                                         |
| 3/1                                                                        | 731                                        |
| 3/2<br>(with short)                                                        | 796(In)<br>796(Out)                        |
| 3/3<br>(short)                                                             | 0                                          |
| 4/1<br>(with short)                                                        | 41(In)<br>18(Out)                          |
| 4/2<br>(short)                                                             | 23                                         |
| 5/1                                                                        | 622                                        |
| 5/2                                                                        | 622                                        |
| 6/1                                                                        | 3                                          |
| 7/1                                                                        | 39                                         |
| 8/1                                                                        | 765                                        |
| 8/2                                                                        | 766                                        |

## Full Input Data And Results

## Lane Saturation Flows

| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary) |                          |          |               |               |                    |               |                   |                          |
|---------------------------------------------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                                                                | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 99.5 %        | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 6 Left    | Inf                | 0.5 %         |                   |                          |
| 1/2<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2105              | 2105                     |
| 1/3<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | N             | Arm 7 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
| 2/1<br>(Swansea Uni Access (Approach))                              | 3.50                     | 0.00     | Y             | Arm 5 Left    | Inf                | 36.4 %        | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 7 Ahead   | Inf                | 0.0 %         |                   |                          |
|                                                                     |                          |          |               | Arm 8 Right   | Inf                | 63.6 %        |                   |                          |
| 3/1<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | Y             | Arm 7 Left    | Inf                | 2.9 %         | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 8 Ahead   | Inf                | 97.1 %        |                   |                          |
| 3/2<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | N             | Arm 8 Ahead   | Inf                | 100.0 %       | 2105              | 2105                     |
| 3/3<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | N             | Arm 6 Right   | Inf                | 0.0 %         | 2105              | 2105                     |
| 4/1<br>(Elba Crescent (Approach))                                   | 3.50                     | 0.00     | Y             | Arm 8 Left    | Inf                | 100.0 %       | 1965              | 1965                     |
| 4/2<br>(Elba Crescent (Approach))                                   | 3.50                     | 0.00     | N             | Arm 5 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
|                                                                     |                          |          |               | Arm 6 Ahead   | Inf                | 0.0 %         |                   |                          |
| 5/1<br>(A483 Fabian Way (Westbound) Lane 1)                         | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/2<br>(A483 Fabian Way (Westbound) Lane 2)                         | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(Swansea Uni Access (Exit) Lane 1)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1<br>(Elba Crescent (Exit) Lane 1)                                | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1<br>(A483 Fabian Way (Eastbound Exit) Lane 1)                    | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/2<br>(A483 Fabian Way (Eastbound Exit) Lane 2)                    | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

Scenario 5: '2022 With Development AM' (FG5: '2022 With Development (AM)', Plan 1: 'Network Control Plan 1')  
Traffic Flows, Desired  
Desired Flow :

|        | Destination |      |    |      |    |      |
|--------|-------------|------|----|------|----|------|
| Origin |             | A    | B  | C    | D  | Tot. |
|        | A           | 0    | 16 | 1436 | 33 | 1485 |
|        | B           | 2    | 0  | 2    | 0  | 4    |
|        | C           | 1107 | 12 | 0    | 12 | 1131 |
|        | D           | 66   | 0  | 24   | 0  | 90   |
|        | Tot.        | 1175 | 28 | 1462 | 45 | 2710 |

Traffic Lane Flows

| Lane                                                                | Scenario 5:<br>2022 With Development AM |
|---------------------------------------------------------------------|-----------------------------------------|
| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary) |                                         |
| 1/1                                                                 | 698                                     |
| 1/2<br>(with short)                                                 | 787(In)<br>754(Out)                     |
| 1/3<br>(short)                                                      | 33                                      |
| 2/1                                                                 | 4                                       |
| 3/1                                                                 | 534                                     |
| 3/2<br>(with short)                                                 | 597(In)<br>585(Out)                     |
| 3/3<br>(short)                                                      | 12                                      |
| 4/1<br>(with short)                                                 | 90(In)<br>66(Out)                       |
| 4/2<br>(short)                                                      | 24                                      |
| 5/1                                                                 | 731                                     |
| 5/2                                                                 | 731                                     |
| 6/1                                                                 | 28                                      |
| 7/1                                                                 | 45                                      |
| 8/1                                                                 | 588                                     |
| 8/2                                                                 | 587                                     |

## Lane Saturation Flows

| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary) |                          |          |               |               |                    |               |                   |                          |
|---------------------------------------------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                                                                | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 97.7 %        | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 6 Left    | Inf                | 2.3 %         |                   |                          |
| 1/2<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2105              | 2105                     |
| 1/3<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | N             | Arm 7 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
| 2/1<br>(Swansea Uni Access (Approach))                              | 3.50                     | 0.00     | Y             | Arm 5 Left    | Inf                | 50.0 %        | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 7 Ahead   | Inf                | 0.0 %         |                   |                          |
|                                                                     |                          |          |               | Arm 8 Right   | Inf                | 50.0 %        |                   |                          |
| 3/1<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | Y             | Arm 7 Left    | Inf                | 2.2 %         | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 8 Ahead   | Inf                | 97.8 %        |                   |                          |
| 3/2<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | N             | Arm 8 Ahead   | Inf                | 100.0 %       | 2105              | 2105                     |
| 3/3<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | N             | Arm 6 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
| 4/1<br>(Elba Crescent (Approach))                                   | 3.50                     | 0.00     | Y             | Arm 8 Left    | Inf                | 100.0 %       | 1965              | 1965                     |
| 4/2<br>(Elba Crescent (Approach))                                   | 3.50                     | 0.00     | N             | Arm 5 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
|                                                                     |                          |          |               | Arm 6 Ahead   | Inf                | 0.0 %         |                   |                          |
| 5/1<br>(A483 Fabian Way (Westbound) Lane 1)                         | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/2<br>(A483 Fabian Way (Westbound) Lane 2)                         | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(Swansea Uni Access (Exit) Lane 1)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1<br>(Elba Crescent (Exit) Lane 1)                                | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1<br>(A483 Fabian Way (Eastbound Exit) Lane 1)                    | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/2<br>(A483 Fabian Way (Eastbound Exit) Lane 2)                    | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

Scenario 6: '2022 With Development PM' (FG6: '2022 With Development (PM)', Plan 1: 'Network Control Plan 1')  
Traffic Flows, Desired  
Desired Flow :

|        | Destination |      |   |      |    |      |
|--------|-------------|------|---|------|----|------|
| Origin |             | A    | B | C    | D  | Tot. |
|        | A           | 0    | 3 | 1217 | 36 | 1256 |
|        | B           | 7    | 0 | 4    | 0  | 11   |
|        | C           | 1506 | 0 | 0    | 41 | 1547 |
|        | D           | 28   | 0 | 36   | 0  | 64   |
|        | Tot.        | 1541 | 3 | 1257 | 77 | 2878 |

Traffic Lane Flows

| Lane                                                                | Scenario 6:<br>2022 With Development PM |
|---------------------------------------------------------------------|-----------------------------------------|
| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary) |                                         |
| 1/1                                                                 | 585                                     |
| 1/2<br>(with short)                                                 | 671(In)<br>635(Out)                     |
| 1/3<br>(short)                                                      | 36                                      |
| 2/1                                                                 | 11                                      |
| 3/1                                                                 | 741                                     |
| 3/2<br>(with short)                                                 | 806(In)<br>806(Out)                     |
| 3/3<br>(short)                                                      | 0                                       |
| 4/1<br>(with short)                                                 | 64(In)<br>28(Out)                       |
| 4/2<br>(short)                                                      | 36                                      |
| 5/1                                                                 | 629                                     |
| 5/2                                                                 | 628                                     |
| 6/1                                                                 | 3                                       |
| 7/1                                                                 | 77                                      |
| 8/1                                                                 | 770                                     |
| 8/2                                                                 | 771                                     |

## Lane Saturation Flows

| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary) |                          |          |               |               |                    |               |                   |                          |
|---------------------------------------------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                                                                | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 99.5 %        | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 6 Left    | Inf                | 0.5 %         |                   |                          |
| 1/2<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2105              | 2105                     |
| 1/3<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | N             | Arm 7 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
| 2/1<br>(Swansea Uni Access (Approach))                              | 3.50                     | 0.00     | Y             | Arm 5 Left    | Inf                | 36.4 %        | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 7 Ahead   | Inf                | 0.0 %         |                   |                          |
|                                                                     |                          |          |               | Arm 8 Right   | Inf                | 63.6 %        |                   |                          |
| 3/1<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | Y             | Arm 7 Left    | Inf                | 5.5 %         | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 8 Ahead   | Inf                | 94.5 %        |                   |                          |
| 3/2<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | N             | Arm 8 Ahead   | Inf                | 100.0 %       | 2105              | 2105                     |
| 3/3<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | N             | Arm 6 Right   | Inf                | 0.0 %         | 2105              | 2105                     |
| 4/1<br>(Elba Crescent (Approach))                                   | 3.50                     | 0.00     | Y             | Arm 8 Left    | Inf                | 100.0 %       | 1965              | 1965                     |
| 4/2<br>(Elba Crescent (Approach))                                   | 3.50                     | 0.00     | N             | Arm 5 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
|                                                                     |                          |          |               | Arm 6 Ahead   | Inf                | 0.0 %         |                   |                          |
| 5/1<br>(A483 Fabian Way (Westbound) Lane 1)                         | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/2<br>(A483 Fabian Way (Westbound) Lane 2)                         | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(Swansea Uni Access (Exit) Lane 1)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1<br>(Elba Crescent (Exit) Lane 1)                                | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1<br>(A483 Fabian Way (Eastbound Exit) Lane 1)                    | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/2<br>(A483 Fabian Way (Eastbound Exit) Lane 2)                    | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

## Full Input Data And Results

**Scenario 7: '2027 Without Development AM'** (FG7: '2027 Without Development (AM)', Plan 1: 'Network Control Plan 1')

### Traffic Flows, Desired

**Desired Flow :**

| Origin | Destination |      |    |      |    |      |
|--------|-------------|------|----|------|----|------|
|        |             | A    | B  | C    | D  | Tot. |
|        | A           | 0    | 17 | 1493 | 23 | 1533 |
|        | B           | 2    | 0  | 2    | 0  | 4    |
|        | C           | 1151 | 13 | 0    | 8  | 1172 |
|        | D           | 30   | 0  | 10   | 0  | 40   |
|        | Tot.        | 1183 | 30 | 1505 | 31 | 2749 |

### Traffic Lane Flows

| Lane                                                                       | Scenario 7:<br>2027 Without Development AM |
|----------------------------------------------------------------------------|--------------------------------------------|
| <b>Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)</b> |                                            |
| 1/1                                                                        | 725                                        |
| 1/2<br>(with short)                                                        | 808(In)<br>785(Out)                        |
| 1/3<br>(short)                                                             | 23                                         |
| 2/1                                                                        | 4                                          |
| 3/1                                                                        | 554                                        |
| 3/2<br>(with short)                                                        | 618(In)<br>605(Out)                        |
| 3/3<br>(short)                                                             | 13                                         |
| 4/1<br>(with short)                                                        | 40(In)<br>30(Out)                          |
| 4/2<br>(short)                                                             | 10                                         |
| 5/1                                                                        | 752                                        |
| 5/2                                                                        | 753                                        |
| 6/1                                                                        | 30                                         |
| 7/1                                                                        | 31                                         |
| 8/1                                                                        | 592                                        |
| 8/2                                                                        | 591                                        |

## Lane Saturation Flows

| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary) |                          |          |               |               |                    |               |                   |                          |
|---------------------------------------------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                                                                | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 97.7 %        | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 6 Left    | Inf                | 2.3 %         |                   |                          |
| 1/2<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2105              | 2105                     |
| 1/3<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | N             | Arm 7 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
| 2/1<br>(Swansea Uni Access (Approach))                              | 3.50                     | 0.00     | Y             | Arm 5 Left    | Inf                | 50.0 %        | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 7 Ahead   | Inf                | 0.0 %         |                   |                          |
|                                                                     |                          |          |               | Arm 8 Right   | Inf                | 50.0 %        |                   |                          |
| 3/1<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | Y             | Arm 7 Left    | Inf                | 1.4 %         | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 8 Ahead   | Inf                | 98.6 %        |                   |                          |
| 3/2<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | N             | Arm 8 Ahead   | Inf                | 100.0 %       | 2105              | 2105                     |
| 3/3<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | N             | Arm 6 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
| 4/1<br>(Elba Crescent (Approach))                                   | 3.50                     | 0.00     | Y             | Arm 8 Left    | Inf                | 100.0 %       | 1965              | 1965                     |
| 4/2<br>(Elba Crescent (Approach))                                   | 3.50                     | 0.00     | N             | Arm 5 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
|                                                                     |                          |          |               | Arm 6 Ahead   | Inf                | 0.0 %         |                   |                          |
| 5/1<br>(A483 Fabian Way (Westbound) Lane 1)                         | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/2<br>(A483 Fabian Way (Westbound) Lane 2)                         | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(Swansea Uni Access (Exit) Lane 1)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1<br>(Elba Crescent (Exit) Lane 1)                                | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1<br>(A483 Fabian Way (Eastbound Exit) Lane 1)                    | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/2<br>(A483 Fabian Way (Eastbound Exit) Lane 2)                    | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

## Full Input Data And Results

**Scenario 8: '2027 Without Development PM'** (FG8: '2027 Without Development (PM)', Plan 1: 'Network Control Plan 1')

### Traffic Flows, Desired

**Desired Flow :**

| Origin | Destination |      |   |      |    |      |
|--------|-------------|------|---|------|----|------|
|        |             | A    | B | C    | D  | Tot. |
|        | A           | 0    | 3 | 1266 | 19 | 1288 |
|        | B           | 7    | 0 | 4    | 0  | 11   |
|        | C           | 1566 | 0 | 0    | 22 | 1588 |
|        | D           | 19   | 0 | 24   | 0  | 43   |
|        | Tot.        | 1592 | 3 | 1294 | 41 | 2930 |

### Traffic Lane Flows

| Lane                                                                       | Scenario 8:<br>2027 Without Development PM |
|----------------------------------------------------------------------------|--------------------------------------------|
| <b>Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)</b> |                                            |
| 1/1                                                                        | 607                                        |
| 1/2<br>(with short)                                                        | 681(In)<br>662(Out)                        |
| 1/3<br>(short)                                                             | 19                                         |
| 2/1                                                                        | 11                                         |
| 3/1                                                                        | 762                                        |
| 3/2<br>(with short)                                                        | 826(In)<br>826(Out)                        |
| 3/3<br>(short)                                                             | 0                                          |
| 4/1<br>(with short)                                                        | 43(In)<br>19(Out)                          |
| 4/2<br>(short)                                                             | 24                                         |
| 5/1                                                                        | 647                                        |
| 5/2                                                                        | 647                                        |
| 6/1                                                                        | 3                                          |
| 7/1                                                                        | 41                                         |
| 8/1                                                                        | 795                                        |
| 8/2                                                                        | 797                                        |

## Lane Saturation Flows

| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary) |                          |          |               |               |                    |               |                   |                          |
|---------------------------------------------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                                                                | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 99.5 %        | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 6 Left    | Inf                | 0.5 %         |                   |                          |
| 1/2<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2105              | 2105                     |
| 1/3<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | N             | Arm 7 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
| 2/1<br>(Swansea Uni Access (Approach))                              | 3.50                     | 0.00     | Y             | Arm 5 Left    | Inf                | 36.4 %        | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 7 Ahead   | Inf                | 0.0 %         |                   |                          |
|                                                                     |                          |          |               | Arm 8 Right   | Inf                | 63.6 %        |                   |                          |
| 3/1<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | Y             | Arm 7 Left    | Inf                | 2.9 %         | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 8 Ahead   | Inf                | 97.1 %        |                   |                          |
| 3/2<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | N             | Arm 8 Ahead   | Inf                | 100.0 %       | 2105              | 2105                     |
| 3/3<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | N             | Arm 6 Right   | Inf                | 0.0 %         | 2105              | 2105                     |
| 4/1<br>(Elba Crescent (Approach))                                   | 3.50                     | 0.00     | Y             | Arm 8 Left    | Inf                | 100.0 %       | 1965              | 1965                     |
| 4/2<br>(Elba Crescent (Approach))                                   | 3.50                     | 0.00     | N             | Arm 5 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
|                                                                     |                          |          |               | Arm 6 Ahead   | Inf                | 0.0 %         |                   |                          |
| 5/1<br>(A483 Fabian Way (Westbound) Lane 1)                         | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/2<br>(A483 Fabian Way (Westbound) Lane 2)                         | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(Swansea Uni Access (Exit) Lane 1)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1<br>(Elba Crescent (Exit) Lane 1)                                | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1<br>(A483 Fabian Way (Eastbound Exit) Lane 1)                    | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/2<br>(A483 Fabian Way (Eastbound Exit) Lane 2)                    | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

Scenario 9: '2027 With Development AM' (FG9: '2027 With Development (AM)', Plan 1: 'Network Control Plan 1')  
Traffic Flows, Desired  
Desired Flow :

|        | Destination |      |    |      |    |      |
|--------|-------------|------|----|------|----|------|
| Origin |             | A    | B  | C    | D  | Tot. |
|        | A           | 0    | 17 | 1493 | 34 | 1544 |
|        | B           | 2    | 0  | 2    | 0  | 4    |
|        | C           | 1151 | 13 | 0    | 12 | 1176 |
|        | D           | 67   | 0  | 24   | 0  | 91   |
|        | Tot.        | 1220 | 30 | 1519 | 46 | 2815 |

Traffic Lane Flows

| Lane                                                                | Scenario 9:<br>2027 With Development AM |
|---------------------------------------------------------------------|-----------------------------------------|
| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary) |                                         |
| 1/1                                                                 | 727                                     |
| 1/2<br>(with short)                                                 | 817(In)<br>783(Out)                     |
| 1/3<br>(short)                                                      | 34                                      |
| 2/1                                                                 | 4                                       |
| 3/1                                                                 | 556                                     |
| 3/2<br>(with short)                                                 | 620(In)<br>607(Out)                     |
| 3/3<br>(short)                                                      | 13                                      |
| 4/1<br>(with short)                                                 | 91(In)<br>67(Out)                       |
| 4/2<br>(short)                                                      | 24                                      |
| 5/1                                                                 | 759                                     |
| 5/2                                                                 | 760                                     |
| 6/1                                                                 | 30                                      |
| 7/1                                                                 | 46                                      |
| 8/1                                                                 | 610                                     |
| 8/2                                                                 | 610                                     |

## Lane Saturation Flows

| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary) |                          |          |               |               |                    |               |                   |                          |
|---------------------------------------------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                                                                | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 97.7 %        | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 6 Left    | Inf                | 2.3 %         |                   |                          |
| 1/2<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2105              | 2105                     |
| 1/3<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | N             | Arm 7 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
| 2/1<br>(Swansea Uni Access (Approach))                              | 3.50                     | 0.00     | Y             | Arm 5 Left    | Inf                | 50.0 %        | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 7 Ahead   | Inf                | 0.0 %         |                   |                          |
|                                                                     |                          |          |               | Arm 8 Right   | Inf                | 50.0 %        |                   |                          |
| 3/1<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | Y             | Arm 7 Left    | Inf                | 2.2 %         | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 8 Ahead   | Inf                | 97.8 %        |                   |                          |
| 3/2<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | N             | Arm 8 Ahead   | Inf                | 100.0 %       | 2105              | 2105                     |
| 3/3<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | N             | Arm 6 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
| 4/1<br>(Elba Crescent (Approach))                                   | 3.50                     | 0.00     | Y             | Arm 8 Left    | Inf                | 100.0 %       | 1965              | 1965                     |
| 4/2<br>(Elba Crescent (Approach))                                   | 3.50                     | 0.00     | N             | Arm 5 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
|                                                                     |                          |          |               | Arm 6 Ahead   | Inf                | 0.0 %         |                   |                          |
| 5/1<br>(A483 Fabian Way (Westbound) Lane 1)                         | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/2<br>(A483 Fabian Way (Westbound) Lane 2)                         | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(Swansea Uni Access (Exit) Lane 1)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1<br>(Elba Crescent (Exit) Lane 1)                                | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1<br>(A483 Fabian Way (Eastbound Exit) Lane 1)                    | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/2<br>(A483 Fabian Way (Eastbound Exit) Lane 2)                    | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

## Full Input Data And Results

**Scenario 10: '2027 With Development PM'** (FG10: '2027 With Development (PM)', Plan 1: 'Network Control Plan 1')

### Traffic Flows, Desired

**Desired Flow :**

|        | Destination |      |   |      |    |      |
|--------|-------------|------|---|------|----|------|
| Origin |             | A    | B | C    | D  | Tot. |
|        | A           | 0    | 3 | 1266 | 37 | 1306 |
|        | B           | 7    | 0 | 4    | 0  | 11   |
|        | C           | 1566 | 0 | 0    | 42 | 1608 |
|        | D           | 29   | 0 | 37   | 0  | 66   |
|        | Tot.        | 1602 | 3 | 1307 | 79 | 2991 |

### Traffic Lane Flows

| Lane                                                                       | Scenario 10:<br>2027 With Development PM |
|----------------------------------------------------------------------------|------------------------------------------|
| <b>Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)</b> |                                          |
| 1/1                                                                        | 609                                      |
| 1/2<br>(with short)                                                        | 697(In)<br>660(Out)                      |
| 1/3<br>(short)                                                             | 37                                       |
| 2/1                                                                        | 11                                       |
| 3/1                                                                        | 772                                      |
| 3/2<br>(with short)                                                        | 836(In)<br>836(Out)                      |
| 3/3<br>(short)                                                             | 0                                        |
| 4/1<br>(with short)                                                        | 66(In)<br>29(Out)                        |
| 4/2<br>(short)                                                             | 37                                       |
| 5/1                                                                        | 654                                      |
| 5/2                                                                        | 653                                      |
| 6/1                                                                        | 3                                        |
| 7/1                                                                        | 79                                       |
| 8/1                                                                        | 800                                      |
| 8/2                                                                        | 802                                      |

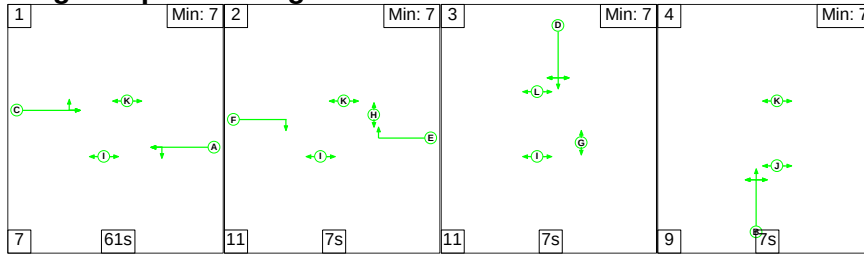
## Lane Saturation Flows

| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary) |                          |          |               |               |                    |               |                   |                          |
|---------------------------------------------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                                                                | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 99.5 %        | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 6 Left    | Inf                | 0.5 %         |                   |                          |
| 1/2<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2105              | 2105                     |
| 1/3<br>(A483 Fabian Way (Westbound Approach))                       | 3.50                     | 0.00     | N             | Arm 7 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
| 2/1<br>(Swansea Uni Access (Approach))                              | 3.50                     | 0.00     | Y             | Arm 5 Left    | Inf                | 36.4 %        | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 7 Ahead   | Inf                | 0.0 %         |                   |                          |
|                                                                     |                          |          |               | Arm 8 Right   | Inf                | 63.6 %        |                   |                          |
| 3/1<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | Y             | Arm 7 Left    | Inf                | 5.4 %         | 1965              | 1965                     |
|                                                                     |                          |          |               | Arm 8 Ahead   | Inf                | 94.6 %        |                   |                          |
| 3/2<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | N             | Arm 8 Ahead   | Inf                | 100.0 %       | 2105              | 2105                     |
| 3/3<br>(A483 Fabian Way (Eastbound Approach))                       | 3.50                     | 0.00     | N             | Arm 6 Right   | Inf                | 0.0 %         | 2105              | 2105                     |
| 4/1<br>(Elba Crescent (Approach))                                   | 3.50                     | 0.00     | Y             | Arm 8 Left    | Inf                | 100.0 %       | 1965              | 1965                     |
| 4/2<br>(Elba Crescent (Approach))                                   | 3.50                     | 0.00     | N             | Arm 5 Right   | Inf                | 100.0 %       | 2105              | 2105                     |
|                                                                     |                          |          |               | Arm 6 Ahead   | Inf                | 0.0 %         |                   |                          |
| 5/1<br>(A483 Fabian Way (Westbound) Lane 1)                         | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/2<br>(A483 Fabian Way (Westbound) Lane 2)                         | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(Swansea Uni Access (Exit) Lane 1)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1<br>(Elba Crescent (Exit) Lane 1)                                | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1<br>(A483 Fabian Way (Eastbound Exit) Lane 1)                    | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/2<br>(A483 Fabian Way (Eastbound Exit) Lane 2)                    | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

## Full Input Data And Results

**Scenario 1: '2021 Surveyed AM'** (FG1: '2021 Surveyed Flows (AM)', Plan 1: 'Network Control Plan 1')

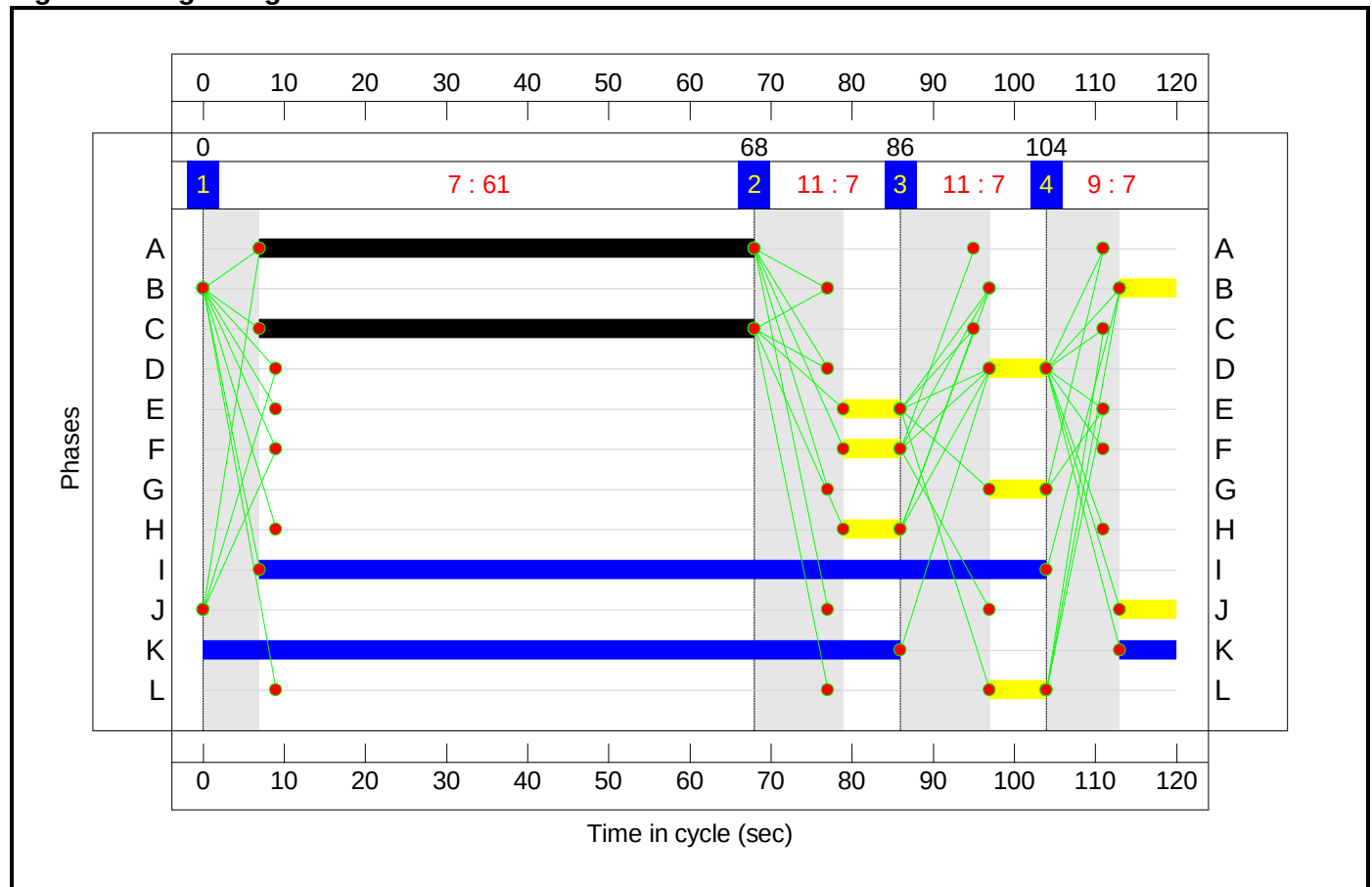
### Stage Sequence Diagram



### Stage Timings

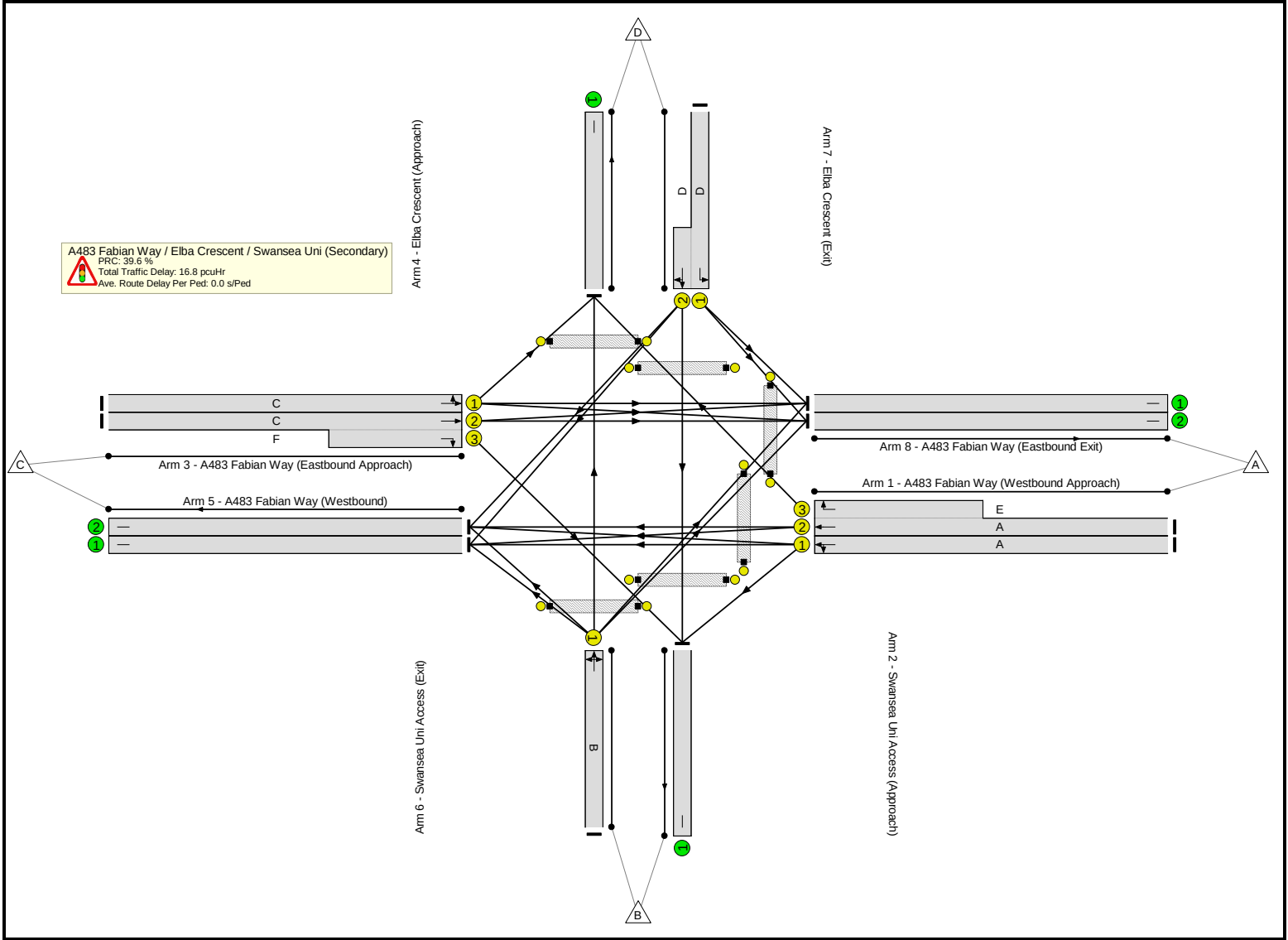
| Stage        | 1  | 2  | 3  | 4   |
|--------------|----|----|----|-----|
| Duration     | 61 | 7  | 7  | 7   |
| Change Point | 0  | 68 | 86 | 104 |

### Signal Timings Diagram



Full Input Data And Results

Network Layout 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 (%)  |
|------------------------------------------------------------------|--------------------------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network: Assessment Junction J2</b>                           | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>64.5%</b> |
| <b>A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)</b> | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>64.5%</b> |
| 1/1                                                              | A483 Fabian Way (Westbound Approach) Ahead Left  | U         | N/A               | N/A                        | A          |             | 1          | 61              | -               | 635               | 1965              | 1015           | 62.5%        |
| 1/2+1/3                                                          | A483 Fabian Way (Westbound Approach) Ahead Right | U         | N/A               | N/A                        | A E        |             | 1          | 61:7            | -               | 711               | 2105:2105         | 1072+31        | 64.5 : 64.5% |
| 2/1                                                              | Swansea Uni Access (Approach) Left Ahead Right   | U         | N/A               | N/A                        | B          |             | 1          | 7               | -               | 4                 | 1965              | 131            | 3.1%         |
| 3/1                                                              | A483 Fabian Way (Eastbound Approach) Left Ahead  | U         | N/A               | N/A                        | C          |             | 1          | 61              | -               | 487               | 1965              | 1015           | 48.0%        |
| 3/2+3/3                                                          | A483 Fabian Way (Eastbound Approach) Right Ahead | U         | N/A               | N/A                        | C F        |             | 1          | 61:7            | -               | 543               | 2105:2105         | 1073+22        | 49.6 : 49.6% |
| 4/1+4/2                                                          | Elba Crescent (Approach) Right Ahead Left        | U         | N/A               | N/A                        | D          |             | 1          | 7               | -               | 36                | 1965:2105         | 131+44         | 20.6 : 20.6% |
| 5/1                                                              | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 661               | Inf               | Inf            | 0.0%         |
| 5/2                                                              | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 661               | Inf               | Inf            | 0.0%         |
| 6/1                                                              | Swansea Uni Access (Exit)                        | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 26                | Inf               | Inf            | 0.0%         |
| 7/1                                                              | Elba Crescent (Exit)                             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 27                | Inf               | Inf            | 0.0%         |

Full Input Data And Results

|              |                                       |   |     |     |   |  |   |    |   |     |     |     |      |
|--------------|---------------------------------------|---|-----|-----|---|--|---|----|---|-----|-----|-----|------|
| 8/1          | A483 Fabian Way<br>(Eastbound Exit)   | U | N/A | N/A | - |  | - | -  | - | 520 | Inf | Inf | 0.0% |
| 8/2          | A483 Fabian Way<br>(Eastbound Exit)   | U | N/A | N/A | - |  | - | -  | - | 521 | Inf | Inf | 0.0% |
| Ped Link: P1 | Uni Access (Exit)                     | - | N/A | -   | I |  | 1 | 97 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P2 | Uni Access (Entry)                    | - | N/A | -   | J |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P3 | Elba Crescent<br>(Entry)              | - | N/A | -   | L |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P4 | Elba Crescent<br>(Entry)              | - | N/A | -   | K |  | 1 | 93 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P5 | Fabian Way<br>(Eastbound Exit)        | - | N/A | -   | H |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P6 | Fabian Way<br>(Westbound<br>Approach) | - | N/A | -   | G |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |

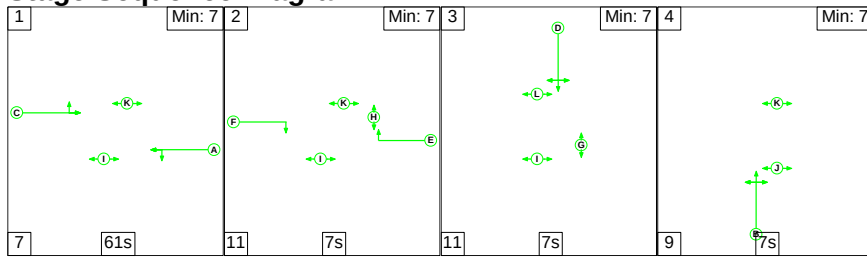
## Full Input Data And Results

| Item                                                                                                                                                                                                                                                                                | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Network: Assessment Junction J2                                                                                                                                                                                                                                                     | -              | -             | 0                     | 0                            | 0                           | 14.0                  | 2.8                          | 0.0                                | 16.8                | -                         | -                                | -                          | -                    |
| A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)                                                                                                                                                                                                                           | -              | -             | 0                     | 0                            | 0                           | 14.0                  | 2.8                          | 0.0                                | 16.8                | -                         | -                                | -                          | -                    |
| 1/1                                                                                                                                                                                                                                                                                 | 635            | 635           | -                     | -                            | -                           | 3.7                   | 0.8                          | -                                  | 4.5                 | 25.4                      | 15.0                             | 0.8                        | 15.8                 |
| 1/2+1/3                                                                                                                                                                                                                                                                             | 711            | 711           | -                     | -                            | -                           | 4.3                   | 0.9                          | -                                  | 5.2                 | 26.3                      | 16.7                             | 0.9                        | 17.6                 |
| 2/1                                                                                                                                                                                                                                                                                 | 4              | 4             | -                     | -                            | -                           | 0.1                   | 0.0                          | -                                  | 0.1                 | 66.9                      | 0.1                              | 0.0                        | 0.1                  |
| 3/1                                                                                                                                                                                                                                                                                 | 487            | 487           | -                     | -                            | -                           | 2.5                   | 0.5                          | -                                  | 3.0                 | 22.0                      | 10.4                             | 0.5                        | 10.9                 |
| 3/2+3/3                                                                                                                                                                                                                                                                             | 543            | 543           | -                     | -                            | -                           | 2.9                   | 0.5                          | -                                  | 3.4                 | 22.7                      | 11.5                             | 0.5                        | 11.9                 |
| 4/1+4/2                                                                                                                                                                                                                                                                             | 36             | 36            | -                     | -                            | -                           | 0.5                   | 0.1                          | -                                  | 0.7                 | 65.9                      | 0.8                              | 0.1                        | 1.0                  |
| 5/1                                                                                                                                                                                                                                                                                 | 661            | 661           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/2                                                                                                                                                                                                                                                                                 | 661            | 661           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                                                                                                                                                                                                                                                                 | 26             | 26            | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1                                                                                                                                                                                                                                                                                 | 27             | 27            | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1                                                                                                                                                                                                                                                                                 | 520            | 520           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/2                                                                                                                                                                                                                                                                                 | 521            | 521           | -                     | -                            | -                           | 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             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P4                                                                                                                                                                                                                                                                        | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P5                                                                                                                                                                                                                                                                        | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P6                                                                                                                                                                                                                                                                        | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| C1                      PRC for Signalled Lanes (%):    39.6                      Total Delay for Signalled Lanes (pcuHr):    16.83                      Cycle Time (s):    120<br>PRC Over All Lanes (%):    39.6                      Total Delay Over All Lanes(pcuHr):    16.83 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

## Full Input Data And Results

**Scenario 2: '2021 Surveyed PM'** (FG2: '2021 Surveyed Flows (PM)', Plan 1: 'Network Control Plan 1')

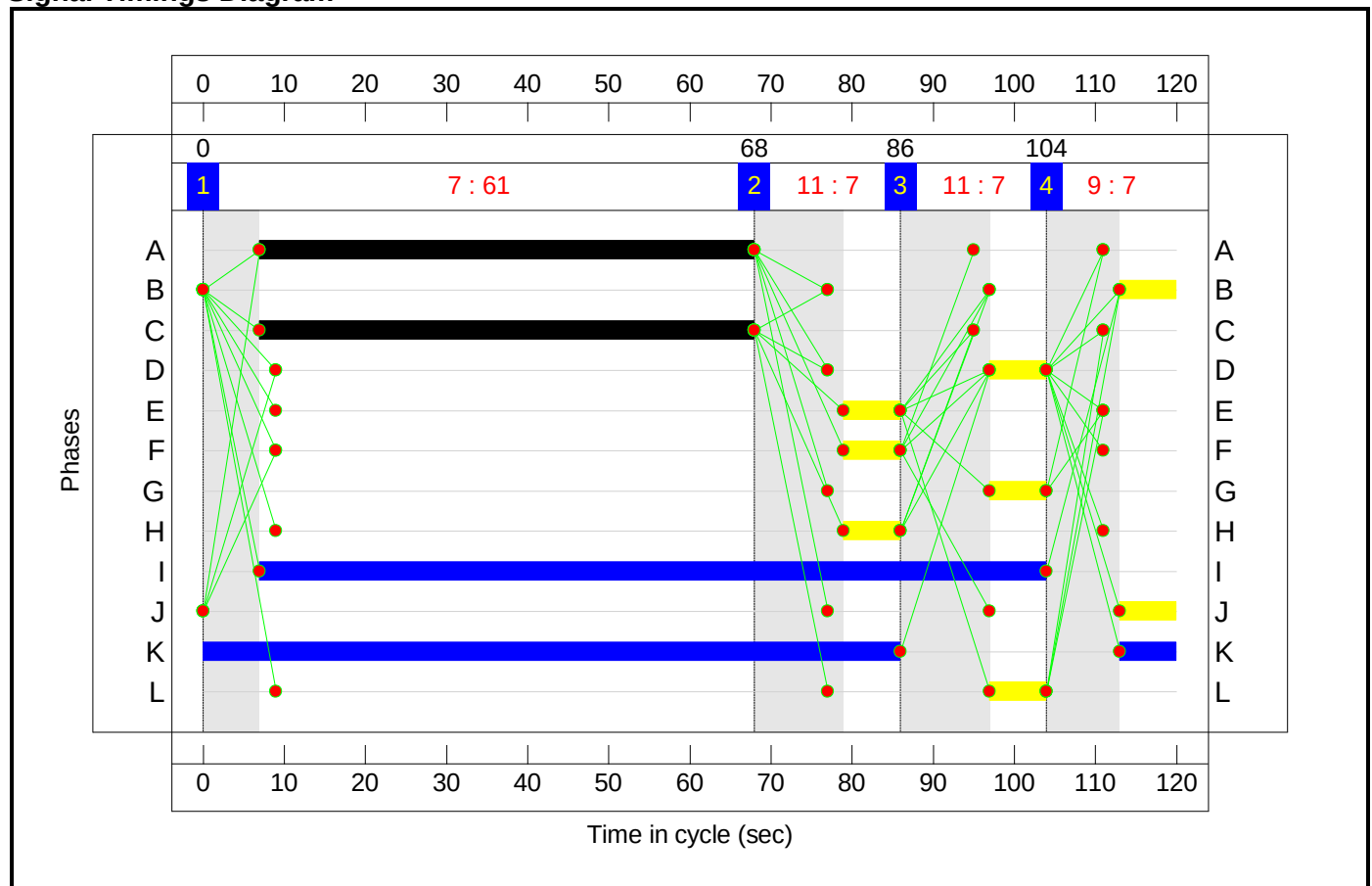
### Stage Sequence Diagram



### Stage Timings

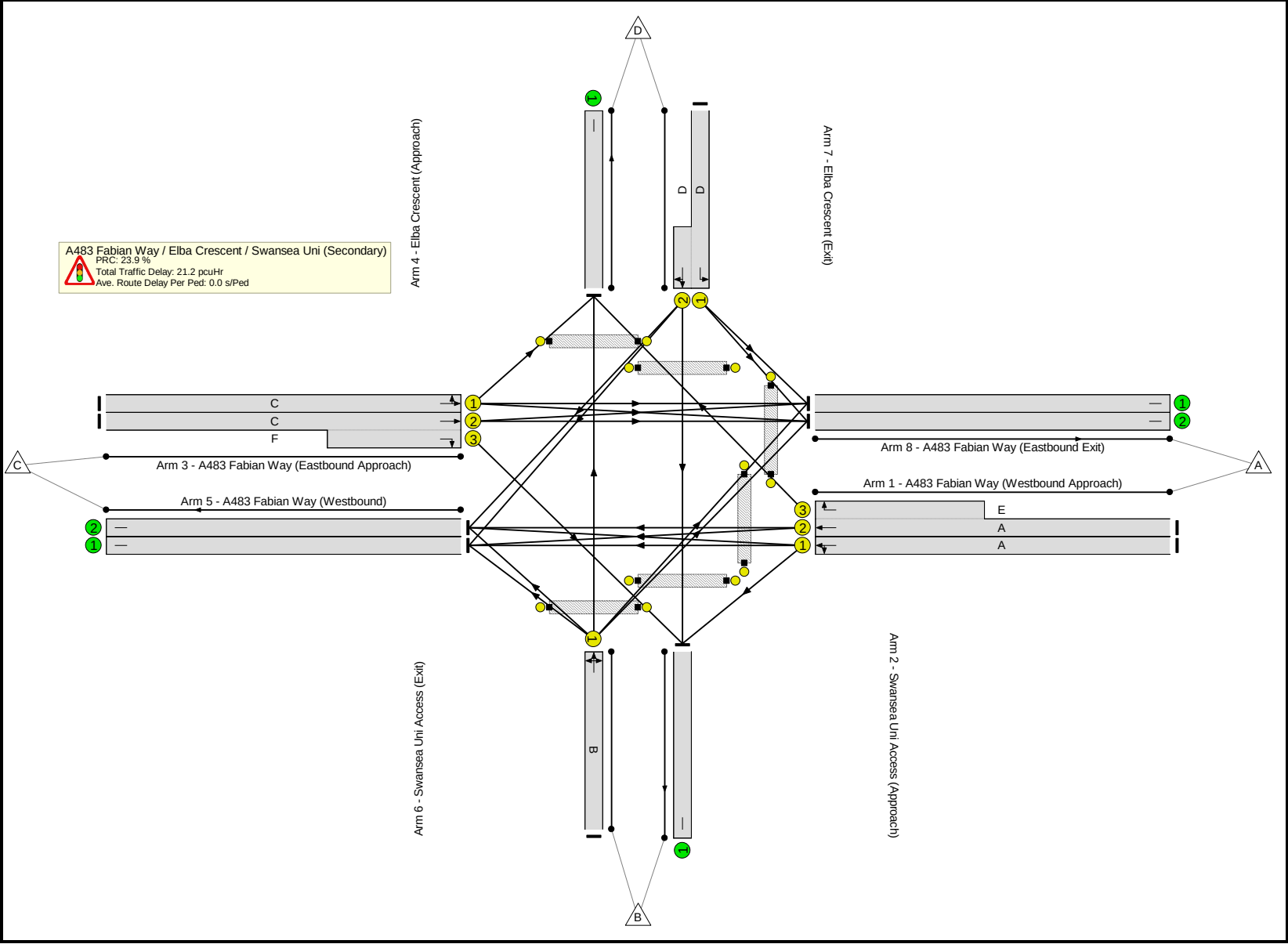
| Stage        | 1  | 2  | 3  | 4   |
|--------------|----|----|----|-----|
| Duration     | 61 | 7  | 7  | 7   |
| Change Point | 0  | 68 | 86 | 104 |

### Signal Timings Diagram



Full Input Data And Results

Network Layout 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 (%)  |
|------------------------------------------------------------------|--------------------------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network: Assessment Junction J2</b>                           | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 72.6%        |
| <b>A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)</b> | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 72.6%        |
| 1/1                                                              | A483 Fabian Way (Westbound Approach) Ahead Left  | U         | N/A               | N/A                        | A          |             | 1          | 61              | -               | 579               | 1965              | 1015           | 57.0%        |
| 1/2+1/3                                                          | A483 Fabian Way (Westbound Approach) Ahead Right | U         | N/A               | N/A                        | A E        |             | 1          | 61:7            | -               | 649               | 2105:2105         | 1072+31        | 58.9 : 58.9% |
| 2/1                                                              | Swansea Uni Access (Approach) Left Ahead Right   | U         | N/A               | N/A                        | B          |             | 1          | 7               | -               | 11                | 1965              | 131            | 8.4%         |
| 3/1                                                              | A483 Fabian Way (Eastbound Approach) Left Ahead  | U         | N/A               | N/A                        | C          |             | 1          | 61              | -               | 725               | 1965              | 1015           | 71.4%        |
| 3/2+3/3                                                          | A483 Fabian Way (Eastbound Approach) Right Ahead | U         | N/A               | N/A                        | C F        |             | 1          | 61:7            | -               | 790               | 2105:2105         | 1088+0         | 72.6 : 0.0%  |
| 4/1+4/2                                                          | Elba Crescent (Approach) Right Ahead Left        | U         | N/A               | N/A                        | D          |             | 1          | 7               | -               | 41                | 1965:2105         | 110+140        | 16.4 : 16.4% |
| 5/1                                                              | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 618               | Inf               | Inf            | 0.0%         |
| 5/2                                                              | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 616               | Inf               | Inf            | 0.0%         |
| 6/1                                                              | Swansea Uni Access (Exit)                        | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 3                 | Inf               | Inf            | 0.0%         |
| 7/1                                                              | Elba Crescent (Exit)                             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 39                | Inf               | Inf            | 0.0%         |

Full Input Data And Results

|              |                                       |   |     |     |   |  |   |    |   |     |     |     |      |
|--------------|---------------------------------------|---|-----|-----|---|--|---|----|---|-----|-----|-----|------|
| 8/1          | A483 Fabian Way<br>(Eastbound Exit)   | U | N/A | N/A | - |  | - | -  | - | 759 | Inf | Inf | 0.0% |
| 8/2          | A483 Fabian Way<br>(Eastbound Exit)   | U | N/A | N/A | - |  | - | -  | - | 760 | Inf | Inf | 0.0% |
| Ped Link: P1 | Uni Access (Exit)                     | - | N/A | -   | I |  | 1 | 97 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P2 | Uni Access (Entry)                    | - | N/A | -   | J |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P3 | Elba Crescent<br>(Entry)              | - | N/A | -   | L |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P4 | Elba Crescent<br>(Entry)              | - | N/A | -   | K |  | 1 | 93 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P5 | Fabian Way<br>(Eastbound Exit)        | - | N/A | -   | H |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P6 | Fabian Way<br>(Westbound<br>Approach) | - | N/A | -   | G |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |

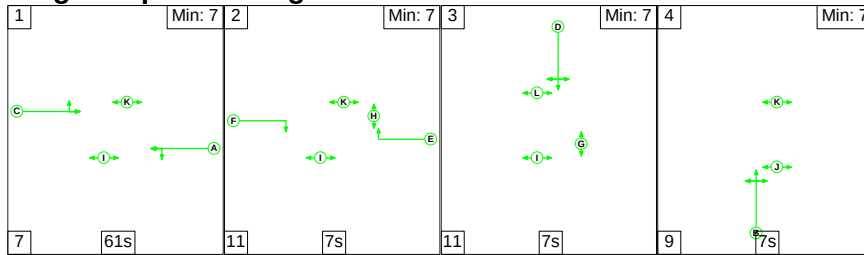
## Full Input Data And Results

| Item                                                                                                                                                                                                 | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Network: Assessment Junction J2                                                                                                                                                                      | -              | -             | 0                     | 0                            | 0                           | 17.1                  | 4.1                          | 0.0                                | 21.2                | -                         | -                                | -                          | -                    |
| A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)                                                                                                                                            | -              | -             | 0                     | 0                            | 0                           | 17.1                  | 4.1                          | 0.0                                | 21.2                | -                         | -                                | -                          | -                    |
| 1/1                                                                                                                                                                                                  | 579            | 579           | -                     | -                            | -                           | 3.2                   | 0.7                          | -                                  | 3.9                 | 24.0                      | 13.2                             | 0.7                        | 13.8                 |
| 1/2+1/3                                                                                                                                                                                              | 649            | 649           | -                     | -                            | -                           | 3.8                   | 0.7                          | -                                  | 4.5                 | 24.9                      | 14.5                             | 0.7                        | 15.2                 |
| 2/1                                                                                                                                                                                                  | 11             | 11            | -                     | -                            | -                           | 0.2                   | 0.0                          | -                                  | 0.2                 | 67.7                      | 0.3                              | 0.0                        | 0.4                  |
| 3/1                                                                                                                                                                                                  | 725            | 725           | -                     | -                            | -                           | 4.5                   | 1.2                          | -                                  | 5.7                 | 28.4                      | 18.3                             | 1.2                        | 19.6                 |
| 3/2+3/3                                                                                                                                                                                              | 790            | 790           | -                     | -                            | -                           | 4.9                   | 1.3                          | -                                  | 6.2                 | 28.4                      | 20.2                             | 1.3                        | 21.5                 |
| 4/1+4/2                                                                                                                                                                                              | 41             | 41            | -                     | -                            | -                           | 0.6                   | 0.1                          | -                                  | 0.7                 | 61.4                      | 0.7                              | 0.1                        | 0.8                  |
| 5/1                                                                                                                                                                                                  | 618            | 618           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/2                                                                                                                                                                                                  | 616            | 616           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                                                                                                                                                                                  | 3              | 3             | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1                                                                                                                                                                                                  | 39             | 39            | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1                                                                                                                                                                                                  | 759            | 759           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/2                                                                                                                                                                                                  | 760            | 760           | -                     | -                            | -                           | 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             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P4                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P5                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P6                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| C1      PRC for Signalled Lanes (%): 23.9      Total Delay for Signalled Lanes (pcuHr): 21.20      Cycle Time (s): 120<br>PRC Over All Lanes (%): 23.9      Total Delay Over All Lanes(pcuHr): 21.20 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

## Full Input Data And Results

**Scenario 3: '2022 Without Development AM'** (FG3: '2022 Without Development (AM)', Plan 1: 'Network Control Plan 1')

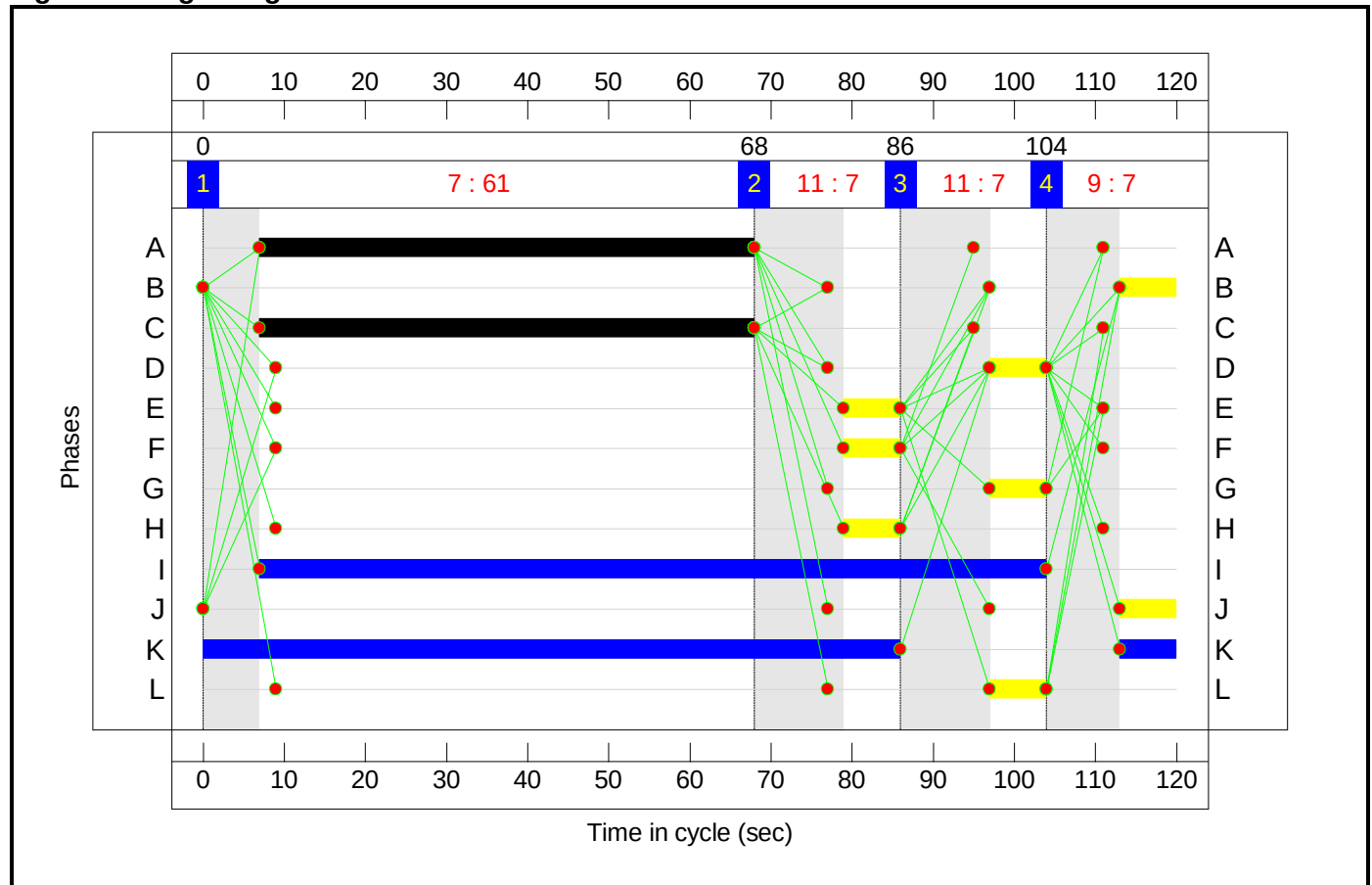
### Stage Sequence Diagram



### Stage Timings

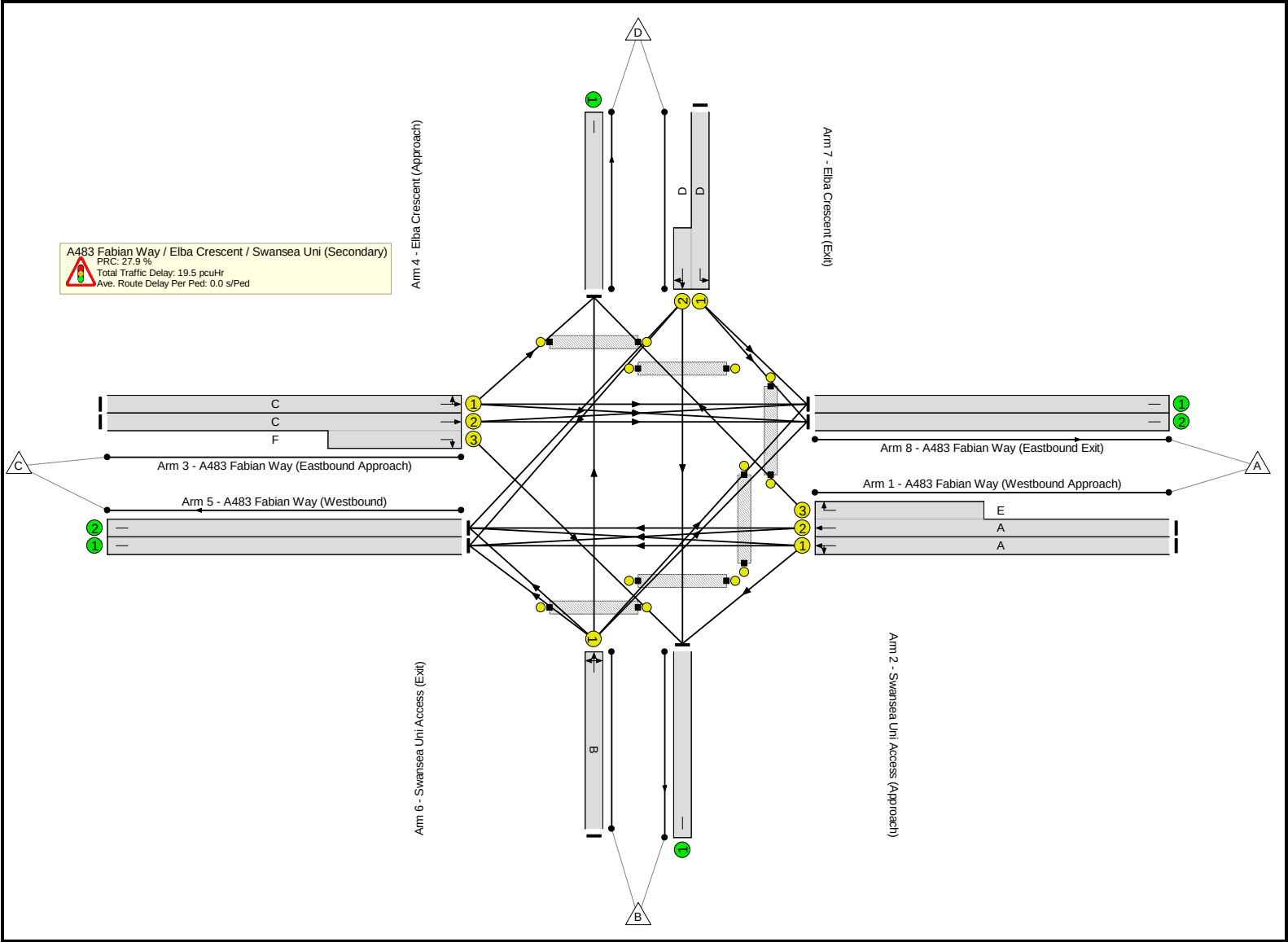
| Stage        | 1  | 2  | 3  | 4   |
|--------------|----|----|----|-----|
| Duration     | 61 | 7  | 7  | 7   |
| Change Point | 0  | 68 | 86 | 104 |

### Signal Timings Diagram



Full Input Data And Results

Network Layout 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 (%)  |
|------------------------------------------------------------------|--------------------------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network: Assessment Junction J2</b>                           | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 70.4%        |
| <b>A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)</b> | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 70.4%        |
| 1/1                                                              | A483 Fabian Way (Westbound Approach) Ahead Left  | U         | N/A               | N/A                        | A          |             | 1          | 61              | -               | 698               | 1965              | 1015           | 68.8%        |
| 1/2+1/3                                                          | A483 Fabian Way (Westbound Approach) Ahead Right | U         | N/A               | N/A                        | A E        |             | 1          | 61:7            | -               | 776               | 2105:2105         | 1072+31        | 70.4 : 70.4% |
| 2/1                                                              | Swansea Uni Access (Approach) Left Ahead Right   | U         | N/A               | N/A                        | B          |             | 1          | 7               | -               | 4                 | 1965              | 131            | 3.1%         |
| 3/1                                                              | A483 Fabian Way (Eastbound Approach) Left Ahead  | U         | N/A               | N/A                        | C          |             | 1          | 61              | -               | 532               | 1965              | 1015           | 52.4%        |
| 3/2+3/3                                                          | A483 Fabian Way (Eastbound Approach) Right Ahead | U         | N/A               | N/A                        | C F        |             | 1          | 61:7            | -               | 595               | 2105:2105         | 1073+22        | 54.3 : 54.3% |
| 4/1+4/2                                                          | Elba Crescent (Approach) Right Ahead Left        | U         | N/A               | N/A                        | D          |             | 1          | 7               | -               | 39                | 1965:2105         | 131+45         | 22.1 : 22.1% |
| 5/1                                                              | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 724               | Inf               | Inf            | 0.0%         |
| 5/2                                                              | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 724               | Inf               | Inf            | 0.0%         |
| 6/1                                                              | Swansea Uni Access (Exit)                        | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 28                | Inf               | Inf            | 0.0%         |
| 7/1                                                              | Elba Crescent (Exit)                             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 30                | Inf               | Inf            | 0.0%         |

Full Input Data And Results

|              |                                       |   |     |     |   |  |   |    |   |     |     |     |      |
|--------------|---------------------------------------|---|-----|-----|---|--|---|----|---|-----|-----|-----|------|
| 8/1          | A483 Fabian Way<br>(Eastbound Exit)   | U | N/A | N/A | - |  | - | -  | - | 569 | Inf | Inf | 0.0% |
| 8/2          | A483 Fabian Way<br>(Eastbound Exit)   | U | N/A | N/A | - |  | - | -  | - | 569 | Inf | Inf | 0.0% |
| Ped Link: P1 | Uni Access (Exit)                     | - | N/A | -   | I |  | 1 | 97 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P2 | Uni Access (Entry)                    | - | N/A | -   | J |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P3 | Elba Crescent<br>(Entry)              | - | N/A | -   | L |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P4 | Elba Crescent<br>(Entry)              | - | N/A | -   | K |  | 1 | 93 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P5 | Fabian Way<br>(Eastbound Exit)        | - | N/A | -   | H |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P6 | Fabian Way<br>(Westbound<br>Approach) | - | N/A | -   | G |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |

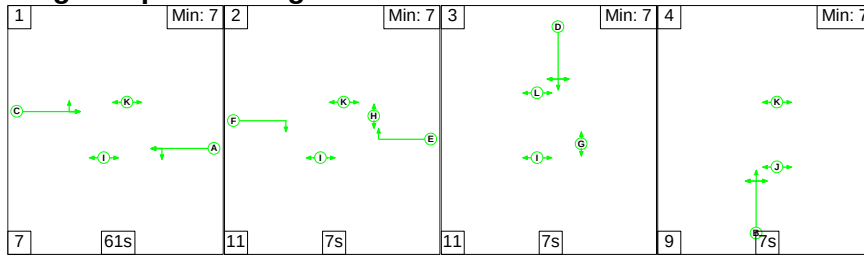
## Full Input Data And Results

| Item                                                                                                                                                                                                 | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Network: Assessment Junction J2                                                                                                                                                                      | -              | -             | 0                     | 0                            | 0                           | 15.9                  | 3.6                          | 0.0                                | 19.5                | -                         | -                                | -                          | -                    |
| A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)                                                                                                                                            | -              | -             | 0                     | 0                            | 0                           | 15.9                  | 3.6                          | 0.0                                | 19.5                | -                         | -                                | -                          | -                    |
| 1/1                                                                                                                                                                                                  | 698            | 698           | -                     | -                            | -                           | 4.2                   | 1.1                          | -                                  | 5.3                 | 27.4                      | 17.3                             | 1.1                        | 18.3                 |
| 1/2+1/3                                                                                                                                                                                              | 776            | 776           | -                     | -                            | -                           | 4.9                   | 1.2                          | -                                  | 6.1                 | 28.2                      | 19.0                             | 1.2                        | 20.2                 |
| 2/1                                                                                                                                                                                                  | 4              | 4             | -                     | -                            | -                           | 0.1                   | 0.0                          | -                                  | 0.1                 | 66.9                      | 0.1                              | 0.0                        | 0.1                  |
| 3/1                                                                                                                                                                                                  | 532            | 532           | -                     | -                            | -                           | 2.8                   | 0.5                          | -                                  | 3.4                 | 22.9                      | 11.7                             | 0.5                        | 12.2                 |
| 3/2+3/3                                                                                                                                                                                              | 595            | 595           | -                     | -                            | -                           | 3.3                   | 0.6                          | -                                  | 3.9                 | 23.7                      | 13.1                             | 0.6                        | 13.7                 |
| 4/1+4/2                                                                                                                                                                                              | 39             | 39            | -                     | -                            | -                           | 0.6                   | 0.1                          | -                                  | 0.7                 | 66.1                      | 0.9                              | 0.1                        | 1.1                  |
| 5/1                                                                                                                                                                                                  | 724            | 724           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/2                                                                                                                                                                                                  | 724            | 724           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                                                                                                                                                                                  | 28             | 28            | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1                                                                                                                                                                                                  | 30             | 30            | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1                                                                                                                                                                                                  | 569            | 569           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/2                                                                                                                                                                                                  | 569            | 569           | -                     | -                            | -                           | 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             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P4                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P5                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P6                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| C1      PRC for Signalled Lanes (%): 27.9      Total Delay for Signalled Lanes (pcuHr): 19.47      Cycle Time (s): 120<br>PRC Over All Lanes (%): 27.9      Total Delay Over All Lanes(pcuHr): 19.47 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

## Full Input Data And Results

**Scenario 4: '2022 Without Development PM'** (FG4: '2022 Without Development (PM)', Plan 1: 'Network Control Plan 1')

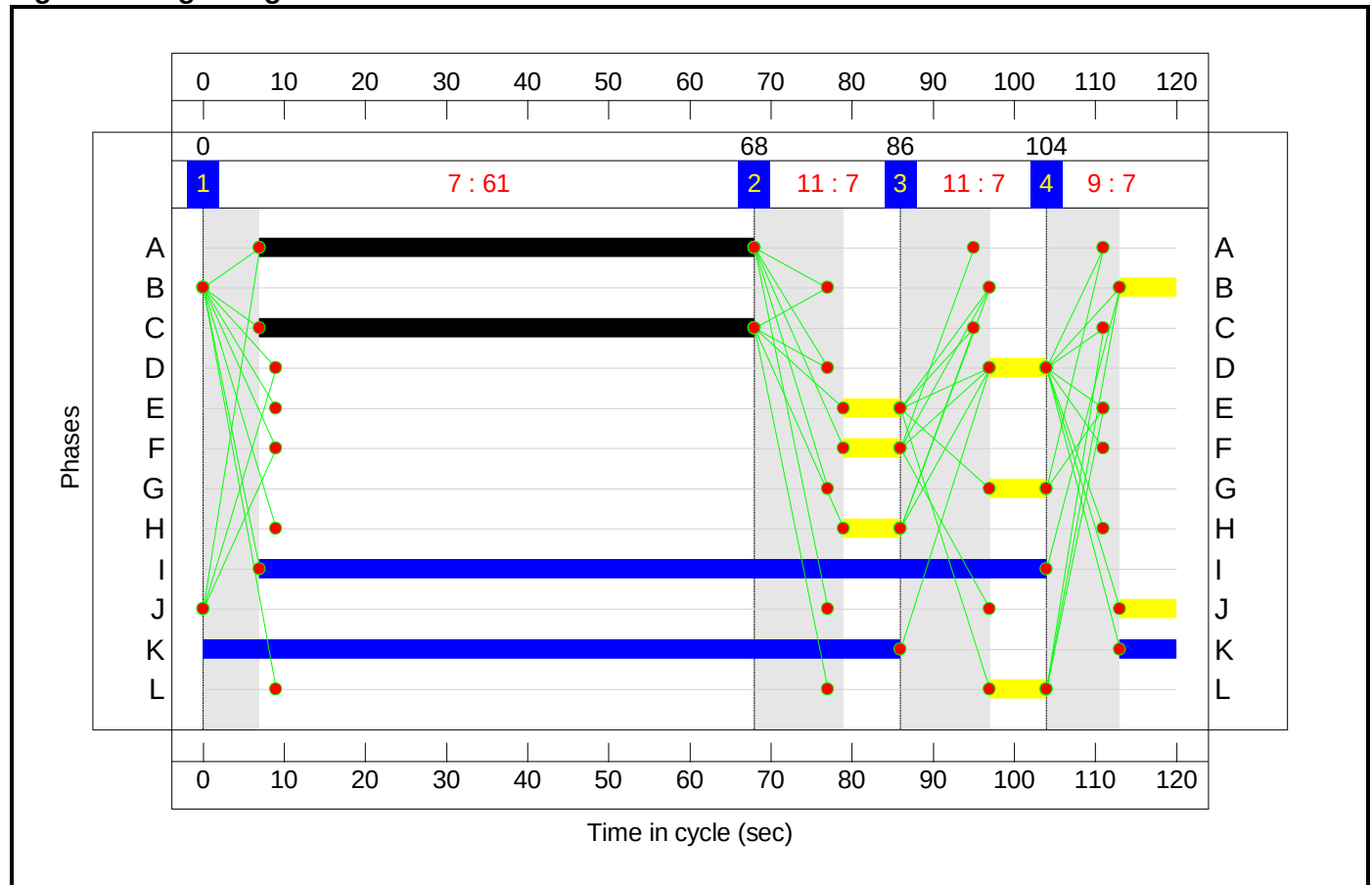
### Stage Sequence Diagram



### Stage Timings

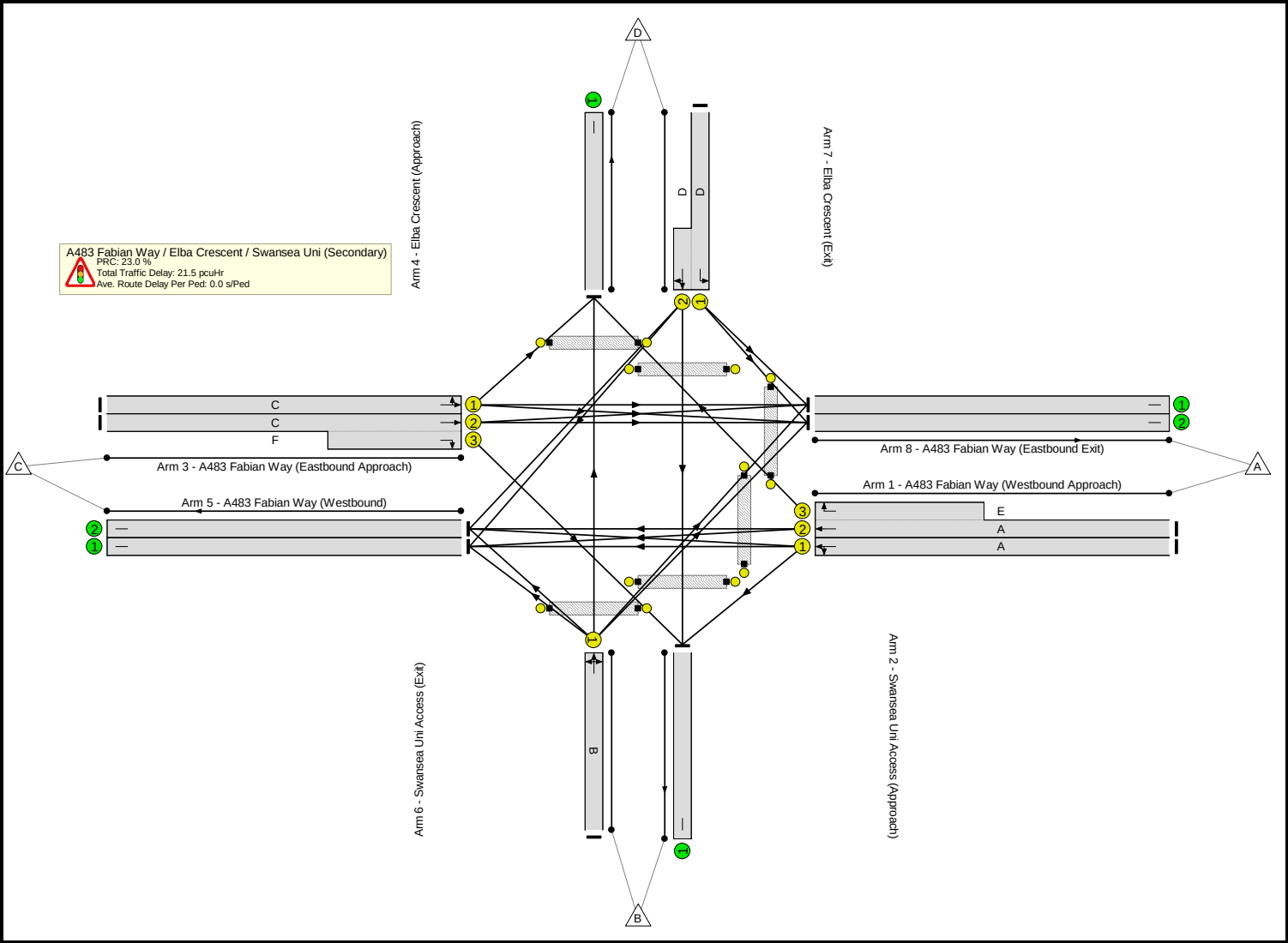
| Stage        | 1  | 2  | 3  | 4   |
|--------------|----|----|----|-----|
| Duration     | 61 | 7  | 7  | 7   |
| Change Point | 0  | 68 | 86 | 104 |

### Signal Timings Diagram



Full Input Data And Results

Network Layout 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 (%)  |
|------------------------------------------------------------------|--------------------------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network: Assessment Junction J2</b>                           | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 73.2%        |
| <b>A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)</b> | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 73.2%        |
| 1/1                                                              | A483 Fabian Way (Westbound Approach) Ahead Left  | U         | N/A               | N/A                        | A          |             | 1          | 61              | -               | 583               | 1965              | 1015           | 57.4%        |
| 1/2+1/3                                                          | A483 Fabian Way (Westbound Approach) Ahead Right | U         | N/A               | N/A                        | A E        |             | 1          | 61:7            | -               | 655               | 2105:2105         | 1072+30        | 59.4 : 59.4% |
| 2/1                                                              | Swansea Uni Access (Approach) Left Ahead Right   | U         | N/A               | N/A                        | B          |             | 1          | 7               | -               | 11                | 1965              | 131            | 8.4%         |
| 3/1                                                              | A483 Fabian Way (Eastbound Approach) Left Ahead  | U         | N/A               | N/A                        | C          |             | 1          | 61              | -               | 731               | 1965              | 1015           | 72.0%        |
| 3/2+3/3                                                          | A483 Fabian Way (Eastbound Approach) Right Ahead | U         | N/A               | N/A                        | C F        |             | 1          | 61:7            | -               | 796               | 2105:2105         | 1088+0         | 73.2 : 0.0%  |
| 4/1+4/2                                                          | Elba Crescent (Approach) Right Ahead Left        | U         | N/A               | N/A                        | D          |             | 1          | 7               | -               | 41                | 1965:2105         | 110+140        | 16.4 : 16.4% |
| 5/1                                                              | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 622               | Inf               | Inf            | 0.0%         |
| 5/2                                                              | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 622               | Inf               | Inf            | 0.0%         |
| 6/1                                                              | Swansea Uni Access (Exit)                        | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 3                 | Inf               | Inf            | 0.0%         |
| 7/1                                                              | Elba Crescent (Exit)                             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 39                | Inf               | Inf            | 0.0%         |

Full Input Data And Results

|              |                                       |   |     |     |   |  |   |    |   |     |     |     |      |
|--------------|---------------------------------------|---|-----|-----|---|--|---|----|---|-----|-----|-----|------|
| 8/1          | A483 Fabian Way<br>(Eastbound Exit)   | U | N/A | N/A | - |  | - | -  | - | 765 | Inf | Inf | 0.0% |
| 8/2          | A483 Fabian Way<br>(Eastbound Exit)   | U | N/A | N/A | - |  | - | -  | - | 766 | Inf | Inf | 0.0% |
| Ped Link: P1 | Uni Access (Exit)                     | - | N/A | -   | I |  | 1 | 97 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P2 | Uni Access (Entry)                    | - | N/A | -   | J |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P3 | Elba Crescent<br>(Entry)              | - | N/A | -   | L |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P4 | Elba Crescent<br>(Entry)              | - | N/A | -   | K |  | 1 | 93 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P5 | Fabian Way<br>(Eastbound Exit)        | - | N/A | -   | H |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P6 | Fabian Way<br>(Westbound<br>Approach) | - | N/A | -   | G |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |

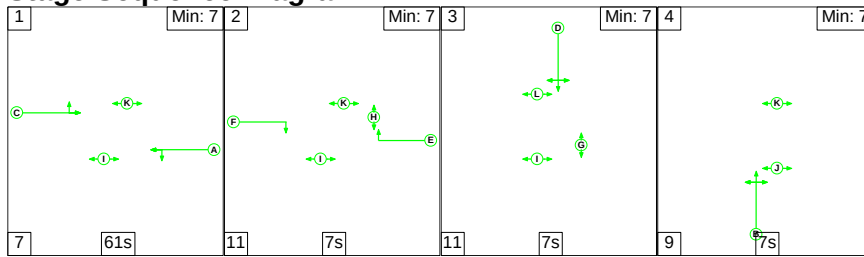
## Full Input Data And Results

| Item                                                                                                                                                                                                 | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Network:<br>Assessment Junction J2                                                                                                                                                                   | -              | -             | 0                     | 0                            | 0                           | 17.3                  | 4.2                          | 0.0                                | 21.5                | -                         | -                                | -                          | -                    |
| A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)                                                                                                                                            | -              | -             | 0                     | 0                            | 0                           | 17.3                  | 4.2                          | 0.0                                | 21.5                | -                         | -                                | -                          | -                    |
| 1/1                                                                                                                                                                                                  | 583            | 583           | -                     | -                            | -                           | 3.2                   | 0.7                          | -                                  | 3.9                 | 24.1                      | 13.3                             | 0.7                        | 14.0                 |
| 1/2+1/3                                                                                                                                                                                              | 655            | 655           | -                     | -                            | -                           | 3.8                   | 0.7                          | -                                  | 4.5                 | 25.0                      | 14.7                             | 0.7                        | 15.4                 |
| 2/1                                                                                                                                                                                                  | 11             | 11            | -                     | -                            | -                           | 0.2                   | 0.0                          | -                                  | 0.2                 | 67.7                      | 0.3                              | 0.0                        | 0.4                  |
| 3/1                                                                                                                                                                                                  | 731            | 731           | -                     | -                            | -                           | 4.5                   | 1.3                          | -                                  | 5.8                 | 28.6                      | 18.7                             | 1.3                        | 20.0                 |
| 3/2+3/3                                                                                                                                                                                              | 796            | 796           | -                     | -                            | -                           | 5.0                   | 1.4                          | -                                  | 6.3                 | 28.7                      | 20.6                             | 1.4                        | 21.9                 |
| 4/1+4/2                                                                                                                                                                                              | 41             | 41            | -                     | -                            | -                           | 0.6                   | 0.1                          | -                                  | 0.7                 | 61.4                      | 0.7                              | 0.1                        | 0.8                  |
| 5/1                                                                                                                                                                                                  | 622            | 622           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/2                                                                                                                                                                                                  | 622            | 622           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                                                                                                                                                                                  | 3              | 3             | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1                                                                                                                                                                                                  | 39             | 39            | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1                                                                                                                                                                                                  | 765            | 765           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/2                                                                                                                                                                                                  | 766            | 766           | -                     | -                            | -                           | 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             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P4                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P5                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P6                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| C1      PRC for Signalled Lanes (%): 23.0      Total Delay for Signalled Lanes (pcuHr): 21.50      Cycle Time (s): 120<br>PRC Over All Lanes (%): 23.0      Total Delay Over All Lanes(pcuHr): 21.50 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

## Full Input Data And Results

**Scenario 5: '2022 With Development AM'** (FG5: '2022 With Development (AM)', Plan 1: 'Network Control Plan 1')

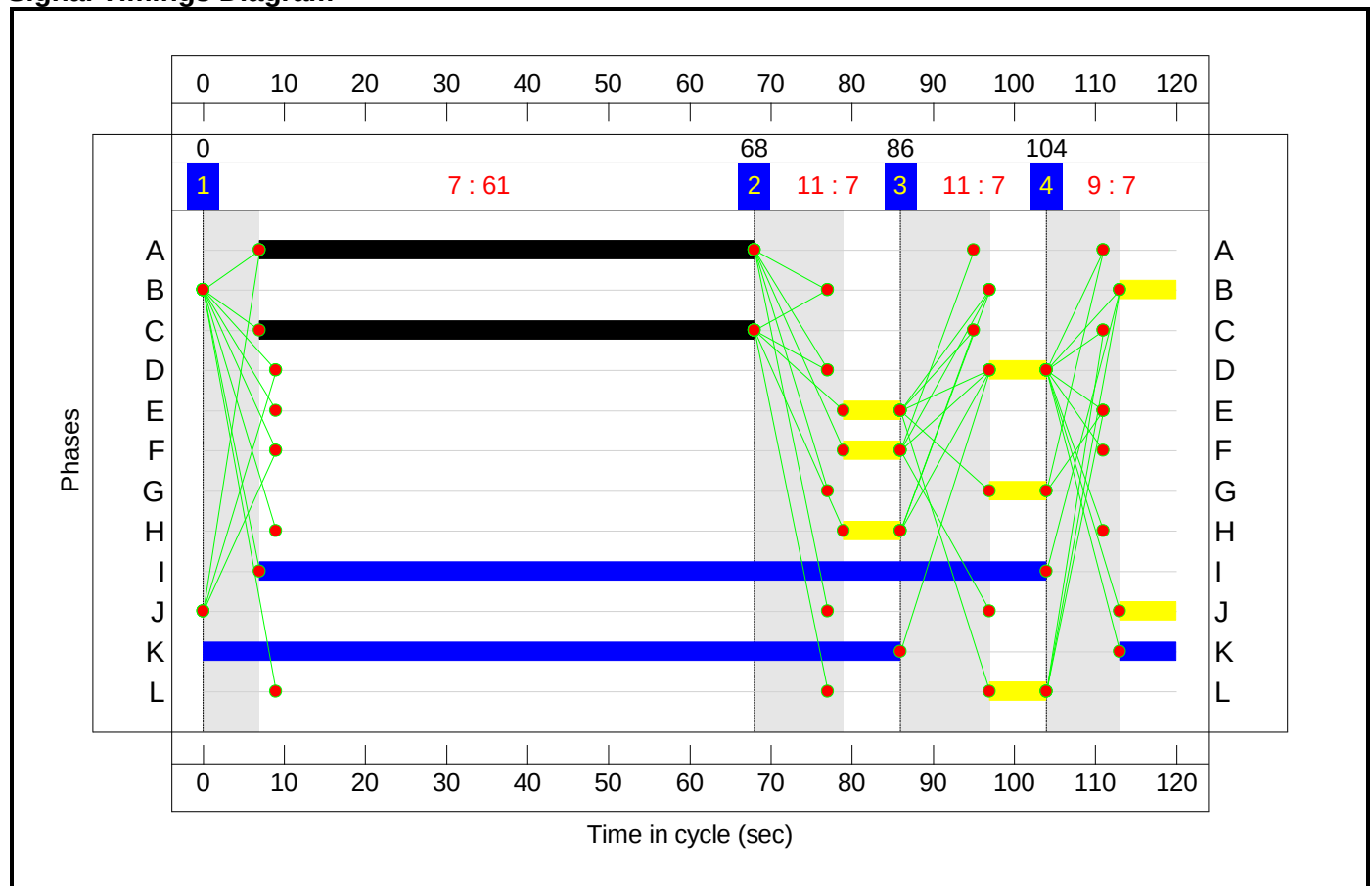
### Stage Sequence Diagram



### Stage Timings

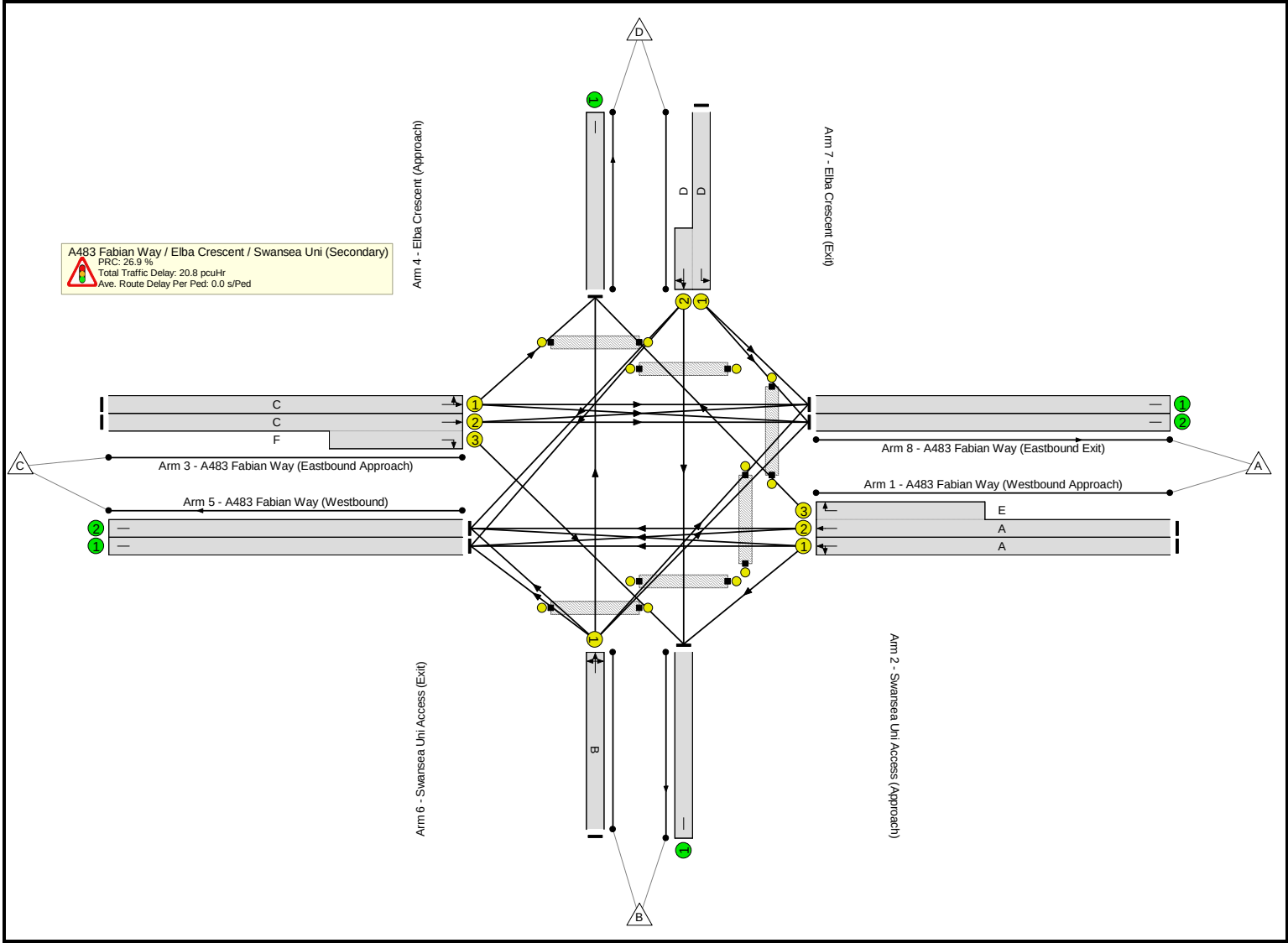
| Stage        | 1  | 2  | 3  | 4   |
|--------------|----|----|----|-----|
| Duration     | 61 | 7  | 7  | 7   |
| Change Point | 0  | 68 | 86 | 104 |

### Signal Timings Diagram



Full Input Data And Results

Network Layout 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 (%)  |
|------------------------------------------------------------------|--------------------------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network: Assessment Junction J2</b>                           | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 70.9%        |
| <b>A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)</b> | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 70.9%        |
| 1/1                                                              | A483 Fabian Way (Westbound Approach) Ahead Left  | U         | N/A               | N/A                        | A          |             | 1          | 61              | -               | 698               | 1965              | 1015           | 68.8%        |
| 1/2+1/3                                                          | A483 Fabian Way (Westbound Approach) Ahead Right | U         | N/A               | N/A                        | A E        |             | 1          | 61:7            | -               | 787               | 2105:2105         | 1063+47        | 70.9 : 70.9% |
| 2/1                                                              | Swansea Uni Access (Approach) Left Ahead Right   | U         | N/A               | N/A                        | B          |             | 1          | 7               | -               | 4                 | 1965              | 131            | 3.1%         |
| 3/1                                                              | A483 Fabian Way (Eastbound Approach) Left Ahead  | U         | N/A               | N/A                        | C          |             | 1          | 61              | -               | 534               | 1965              | 1015           | 52.6%        |
| 3/2+3/3                                                          | A483 Fabian Way (Eastbound Approach) Right Ahead | U         | N/A               | N/A                        | C F        |             | 1          | 61:7            | -               | 597               | 2105:2105         | 1073+22        | 54.5 : 54.5% |
| 4/1+4/2                                                          | Elba Crescent (Approach) Right Ahead Left        | U         | N/A               | N/A                        | D          |             | 1          | 7               | -               | 90                | 1965:2105         | 131+48         | 50.4 : 50.4% |
| 5/1                                                              | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 731               | Inf               | Inf            | 0.0%         |
| 5/2                                                              | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 731               | Inf               | Inf            | 0.0%         |
| 6/1                                                              | Swansea Uni Access (Exit)                        | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 28                | Inf               | Inf            | 0.0%         |
| 7/1                                                              | Elba Crescent (Exit)                             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 45                | Inf               | Inf            | 0.0%         |

Full Input Data And Results

|              |                                       |   |     |     |   |  |   |    |   |     |     |     |      |
|--------------|---------------------------------------|---|-----|-----|---|--|---|----|---|-----|-----|-----|------|
| 8/1          | A483 Fabian Way<br>(Eastbound Exit)   | U | N/A | N/A | - |  | - | -  | - | 588 | Inf | Inf | 0.0% |
| 8/2          | A483 Fabian Way<br>(Eastbound Exit)   | U | N/A | N/A | - |  | - | -  | - | 587 | Inf | Inf | 0.0% |
| Ped Link: P1 | Uni Access (Exit)                     | - | N/A | -   | I |  | 1 | 97 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P2 | Uni Access (Entry)                    | - | N/A | -   | J |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P3 | Elba Crescent<br>(Entry)              | - | N/A | -   | L |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P4 | Elba Crescent<br>(Entry)              | - | N/A | -   | K |  | 1 | 93 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P5 | Fabian Way<br>(Eastbound Exit)        | - | N/A | -   | H |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P6 | Fabian Way<br>(Westbound<br>Approach) | - | N/A | -   | G |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |

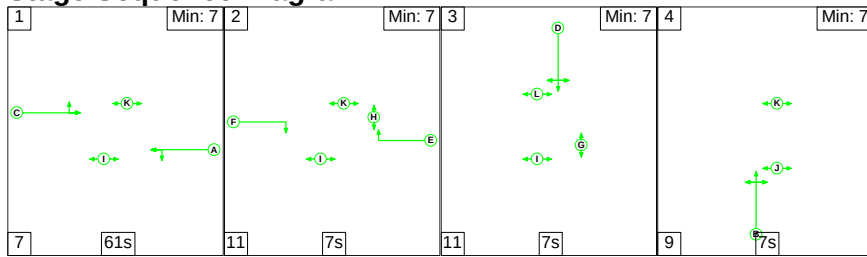
## Full Input Data And Results

| Item                                                                                                                                                                                                 | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Network: Assessment Junction J2                                                                                                                                                                      | -              | -             | 0                     | 0                            | 0                           | 16.9                  | 4.0                          | 0.0                                | 20.8                | -                         | -                                | -                          | -                    |
| A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)                                                                                                                                            | -              | -             | 0                     | 0                            | 0                           | 16.9                  | 4.0                          | 0.0                                | 20.8                | -                         | -                                | -                          | -                    |
| 1/1                                                                                                                                                                                                  | 698            | 698           | -                     | -                            | -                           | 4.2                   | 1.1                          | -                                  | 5.3                 | 27.4                      | 17.3                             | 1.1                        | 18.3                 |
| 1/2+1/3                                                                                                                                                                                              | 787            | 787           | -                     | -                            | -                           | 5.1                   | 1.2                          | -                                  | 6.3                 | 28.7                      | 19.1                             | 1.2                        | 20.3                 |
| 2/1                                                                                                                                                                                                  | 4              | 4             | -                     | -                            | -                           | 0.1                   | 0.0                          | -                                  | 0.1                 | 66.9                      | 0.1                              | 0.0                        | 0.1                  |
| 3/1                                                                                                                                                                                                  | 534            | 534           | -                     | -                            | -                           | 2.9                   | 0.6                          | -                                  | 3.4                 | 23.0                      | 11.7                             | 0.6                        | 12.3                 |
| 3/2+3/3                                                                                                                                                                                              | 597            | 597           | -                     | -                            | -                           | 3.3                   | 0.6                          | -                                  | 3.9                 | 23.7                      | 13.1                             | 0.6                        | 13.7                 |
| 4/1+4/2                                                                                                                                                                                              | 90             | 90            | -                     | -                            | -                           | 1.3                   | 0.5                          | -                                  | 1.8                 | 73.9                      | 2.1                              | 0.5                        | 2.6                  |
| 5/1                                                                                                                                                                                                  | 731            | 731           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/2                                                                                                                                                                                                  | 731            | 731           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                                                                                                                                                                                  | 28             | 28            | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1                                                                                                                                                                                                  | 45             | 45            | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1                                                                                                                                                                                                  | 588            | 588           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/2                                                                                                                                                                                                  | 587            | 587           | -                     | -                            | -                           | 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             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P4                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P5                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P6                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| C1      PRC for Signalled Lanes (%): 26.9      Total Delay for Signalled Lanes (pcuHr): 20.84      Cycle Time (s): 120<br>PRC Over All Lanes (%): 26.9      Total Delay Over All Lanes(pcuHr): 20.84 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

## Full Input Data And Results

**Scenario 6: '2022 With Development PM'** (FG6: '2022 With Development (PM)', Plan 1: 'Network Control Plan 1')

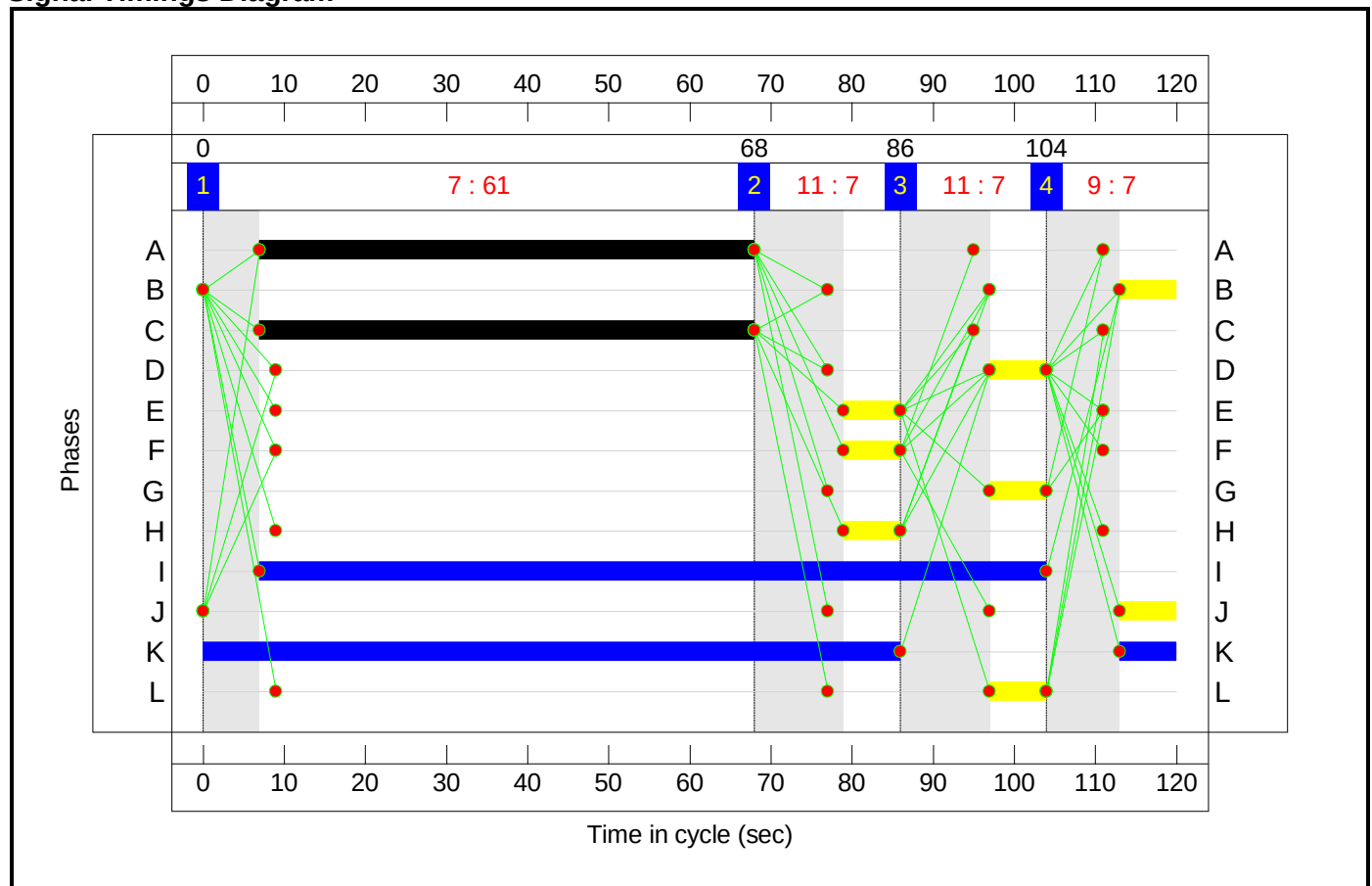
### Stage Sequence Diagram



### Stage Timings

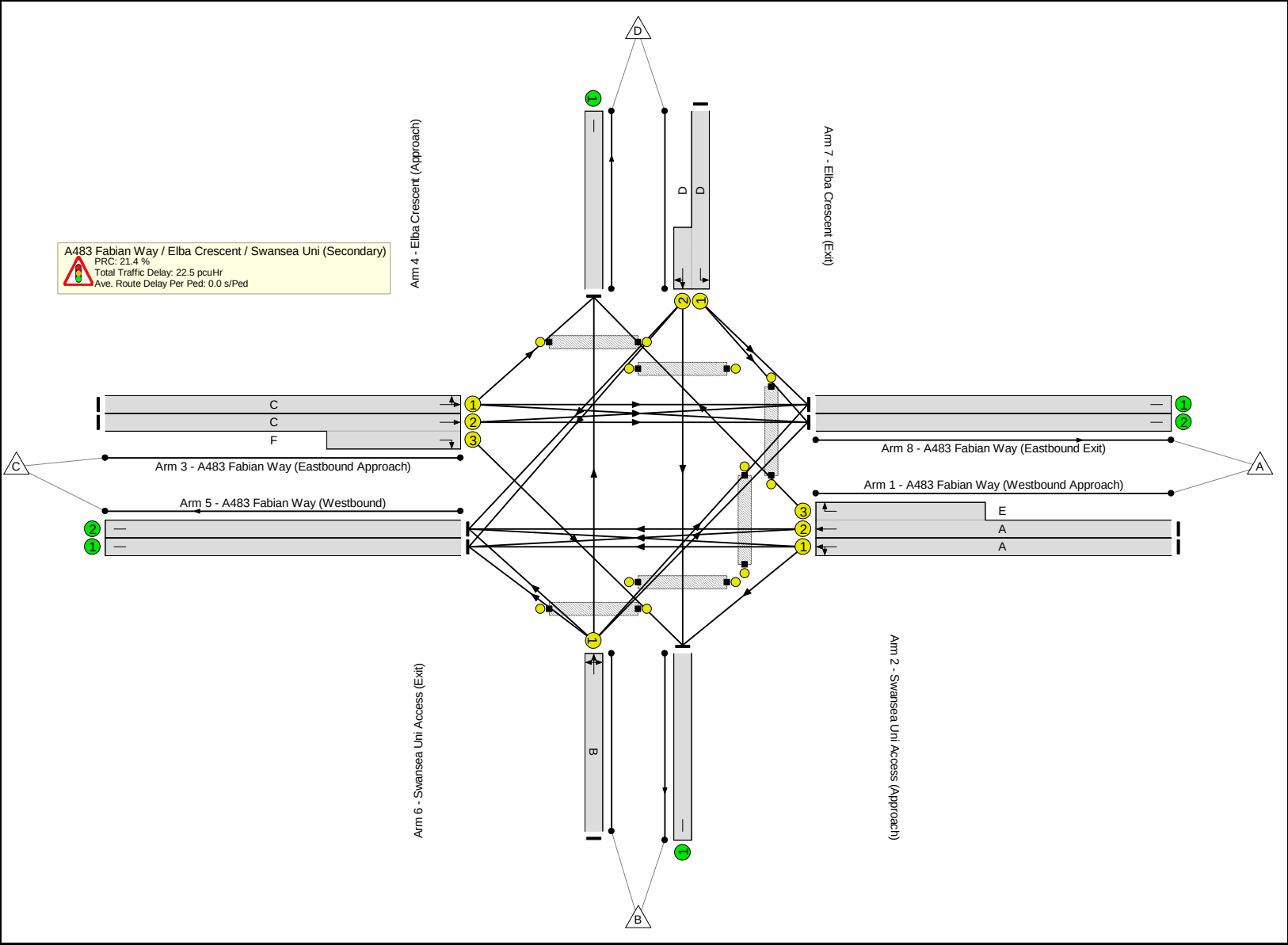
| Stage        | 1  | 2  | 3  | 4   |
|--------------|----|----|----|-----|
| Duration     | 61 | 7  | 7  | 7   |
| Change Point | 0  | 68 | 86 | 104 |

### Signal Timings Diagram



Full Input Data And Results

Network Layout 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 (%)  |
|------------------------------------------------------------------|--------------------------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network: Assessment Junction J2</b>                           | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 74.1%        |
| <b>A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)</b> | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 74.1%        |
| 1/1                                                              | A483 Fabian Way (Westbound Approach) Ahead Left  | U         | N/A               | N/A                        | A          |             | 1          | 61              | -               | 585               | 1965              | 1015           | 57.6%        |
| 1/2+1/3                                                          | A483 Fabian Way (Westbound Approach) Ahead Right | U         | N/A               | N/A                        | A E        |             | 1          | 61:7            | -               | 671               | 2105:2105         | 1055+60        | 60.2 : 60.2% |
| 2/1                                                              | Swansea Uni Access (Approach) Left Ahead Right   | U         | N/A               | N/A                        | B          |             | 1          | 7               | -               | 11                | 1965              | 131            | 8.4%         |
| 3/1                                                              | A483 Fabian Way (Eastbound Approach) Left Ahead  | U         | N/A               | N/A                        | C          |             | 1          | 61              | -               | 741               | 1965              | 1015           | 73.0%        |
| 3/2+3/3                                                          | A483 Fabian Way (Eastbound Approach) Right Ahead | U         | N/A               | N/A                        | C F        |             | 1          | 61:7            | -               | 806               | 2105:2105         | 1088+0         | 74.1 : 0.0%  |
| 4/1+4/2                                                          | Elba Crescent (Approach) Right Ahead Left        | U         | N/A               | N/A                        | D          |             | 1          | 7               | -               | 64                | 1965:2105         | 109+140        | 25.7 : 25.7% |
| 5/1                                                              | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 629               | Inf               | Inf            | 0.0%         |
| 5/2                                                              | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 628               | Inf               | Inf            | 0.0%         |
| 6/1                                                              | Swansea Uni Access (Exit)                        | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 3                 | Inf               | Inf            | 0.0%         |
| 7/1                                                              | Elba Crescent (Exit)                             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 77                | Inf               | Inf            | 0.0%         |

Full Input Data And Results

|              |                                       |   |     |     |   |  |   |    |   |     |     |     |      |
|--------------|---------------------------------------|---|-----|-----|---|--|---|----|---|-----|-----|-----|------|
| 8/1          | A483 Fabian Way<br>(Eastbound Exit)   | U | N/A | N/A | - |  | - | -  | - | 770 | Inf | Inf | 0.0% |
| 8/2          | A483 Fabian Way<br>(Eastbound Exit)   | U | N/A | N/A | - |  | - | -  | - | 771 | Inf | Inf | 0.0% |
| Ped Link: P1 | Uni Access (Exit)                     | - | N/A | -   | I |  | 1 | 97 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P2 | Uni Access (Entry)                    | - | N/A | -   | J |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P3 | Elba Crescent<br>(Entry)              | - | N/A | -   | L |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P4 | Elba Crescent<br>(Entry)              | - | N/A | -   | K |  | 1 | 93 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P5 | Fabian Way<br>(Eastbound Exit)        | - | N/A | -   | H |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P6 | Fabian Way<br>(Westbound<br>Approach) | - | N/A | -   | G |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |

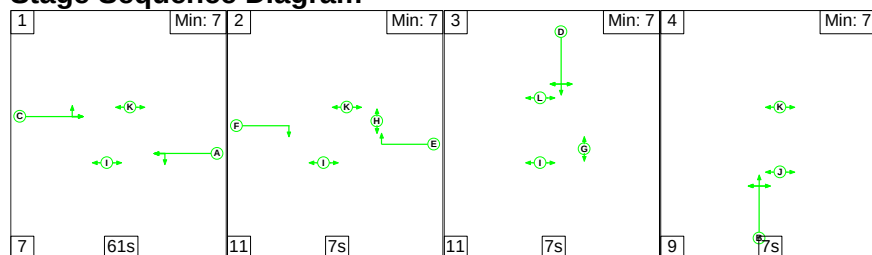
## Full Input Data And Results

| Item                                                                                                                                                                                                 | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Network: Assessment Junction J2                                                                                                                                                                      | -              | -             | 0                     | 0                            | 0                           | 18.1                  | 4.4                          | 0.0                                | 22.5                | -                         | -                                | -                          | -                    |
| A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)                                                                                                                                            | -              | -             | 0                     | 0                            | 0                           | 18.1                  | 4.4                          | 0.0                                | 22.5                | -                         | -                                | -                          | -                    |
| 1/1                                                                                                                                                                                                  | 585            | 585           | -                     | -                            | -                           | 3.2                   | 0.7                          | -                                  | 3.9                 | 24.1                      | 13.3                             | 0.7                        | 14.0                 |
| 1/2+1/3                                                                                                                                                                                              | 671            | 671           | -                     | -                            | -                           | 4.1                   | 0.8                          | -                                  | 4.8                 | 25.9                      | 14.6                             | 0.8                        | 15.4                 |
| 2/1                                                                                                                                                                                                  | 11             | 11            | -                     | -                            | -                           | 0.2                   | 0.0                          | -                                  | 0.2                 | 67.7                      | 0.3                              | 0.0                        | 0.4                  |
| 3/1                                                                                                                                                                                                  | 741            | 741           | -                     | -                            | -                           | 4.6                   | 1.3                          | -                                  | 6.0                 | 29.0                      | 19.1                             | 1.3                        | 20.5                 |
| 3/2+3/3                                                                                                                                                                                              | 806            | 806           | -                     | -                            | -                           | 5.1                   | 1.4                          | -                                  | 6.5                 | 29.0                      | 20.8                             | 1.4                        | 22.2                 |
| 4/1+4/2                                                                                                                                                                                              | 64             | 64            | -                     | -                            | -                           | 0.9                   | 0.2                          | -                                  | 1.1                 | 62.8                      | 1.1                              | 0.2                        | 1.3                  |
| 5/1                                                                                                                                                                                                  | 629            | 629           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/2                                                                                                                                                                                                  | 628            | 628           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                                                                                                                                                                                  | 3              | 3             | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1                                                                                                                                                                                                  | 77             | 77            | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1                                                                                                                                                                                                  | 770            | 770           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/2                                                                                                                                                                                                  | 771            | 771           | -                     | -                            | -                           | 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             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P4                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P5                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P6                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| C1      PRC for Signalled Lanes (%): 21.4      Total Delay for Signalled Lanes (pcuHr): 22.54      Cycle Time (s): 120<br>PRC Over All Lanes (%): 21.4      Total Delay Over All Lanes(pcuHr): 22.54 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

## Full Input Data And Results

**Scenario 7: '2027 Without Development AM'** (FG7: '2027 Without Development (AM)', Plan 1: 'Network Control Plan 1')

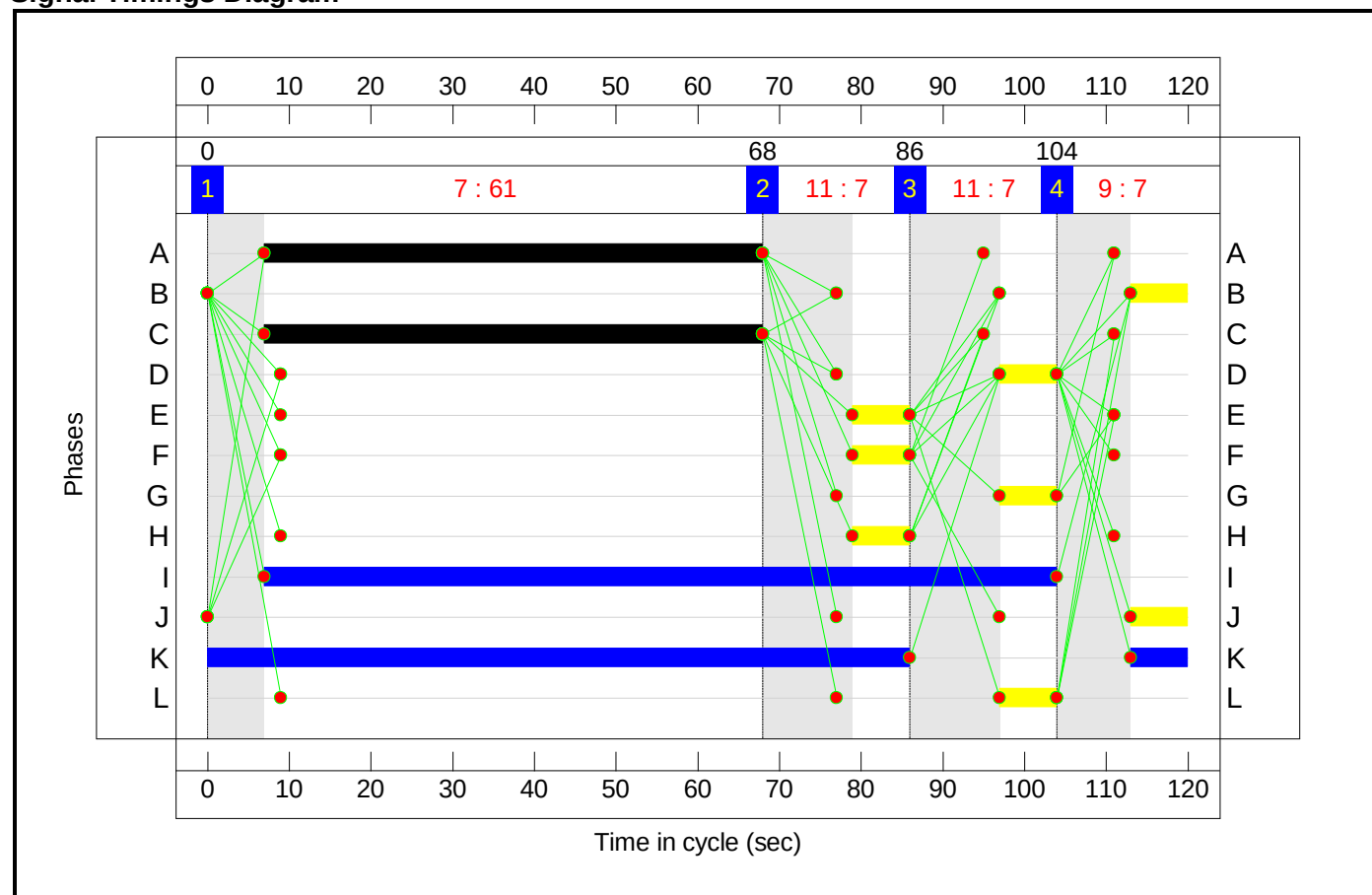
### Stage Sequence Diagram



### Stage Timings

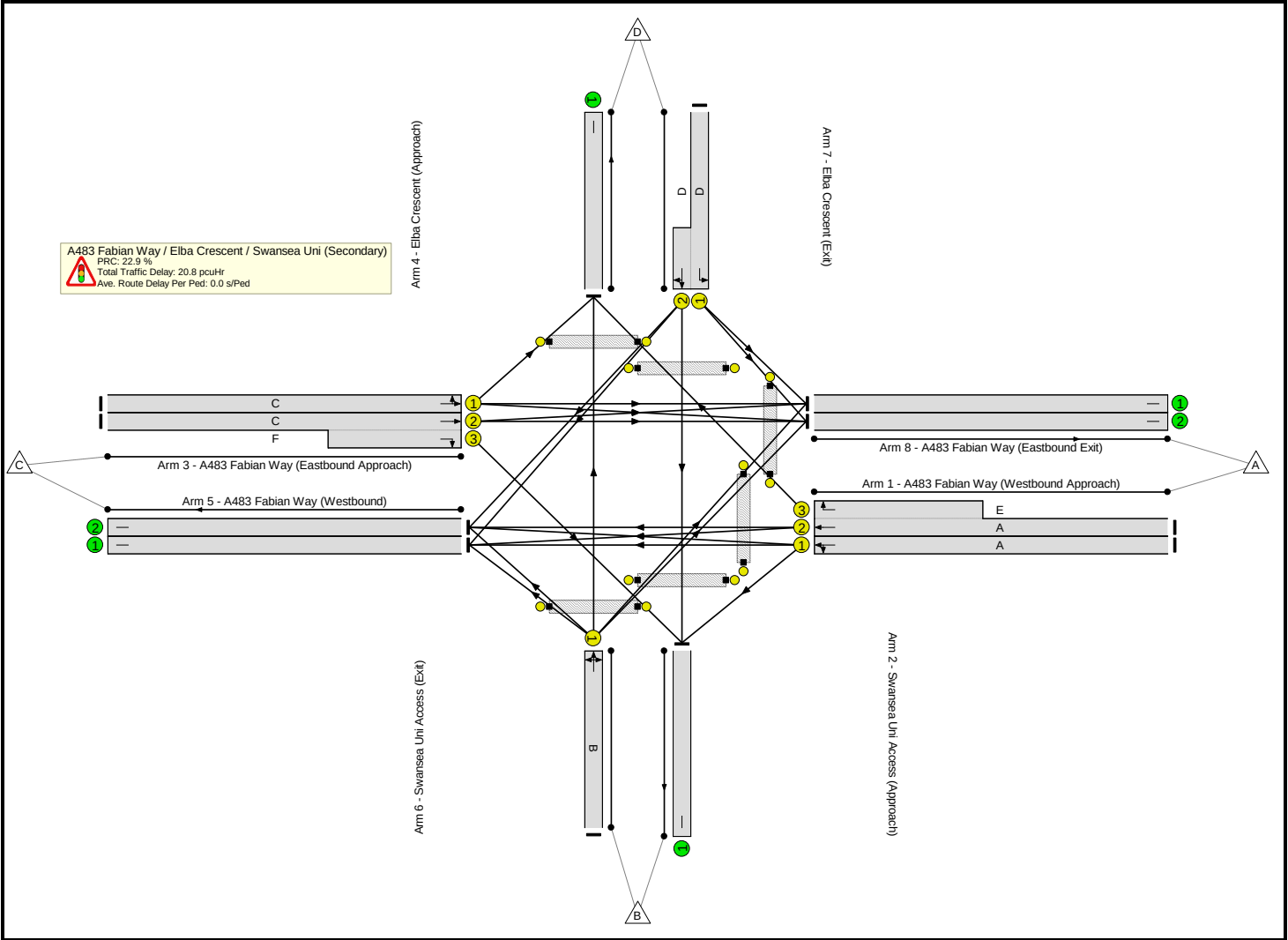
| Stage        | 1  | 2  | 3  | 4   |
|--------------|----|----|----|-----|
| Duration     | 61 | 7  | 7  | 7   |
| Change Point | 0  | 68 | 86 | 104 |

### Signal Timings Diagram



Full Input Data And Results

Network Layout 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 (%)  |
|------------------------------------------------------------------|--------------------------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network: Assessment Junction J2</b>                           | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 73.3%        |
| <b>A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)</b> | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 73.3%        |
| 1/1                                                              | A483 Fabian Way (Westbound Approach) Ahead Left  | U         | N/A               | N/A                        | A          |             | 1          | 61              | -               | 725               | 1965              | 1015           | 71.4%        |
| 1/2+1/3                                                          | A483 Fabian Way (Westbound Approach) Ahead Right | U         | N/A               | N/A                        | A E        |             | 1          | 61:7            | -               | 808               | 2105:2105         | 1072+31        | 73.3 : 73.3% |
| 2/1                                                              | Swansea Uni Access (Approach) Left Ahead Right   | U         | N/A               | N/A                        | B          |             | 1          | 7               | -               | 4                 | 1965              | 131            | 3.1%         |
| 3/1                                                              | A483 Fabian Way (Eastbound Approach) Left Ahead  | U         | N/A               | N/A                        | C          |             | 1          | 61              | -               | 554               | 1965              | 1015           | 54.6%        |
| 3/2+3/3                                                          | A483 Fabian Way (Eastbound Approach) Right Ahead | U         | N/A               | N/A                        | C F        |             | 1          | 61:7            | -               | 618               | 2105:2105         | 1072+23        | 56.4 : 56.4% |
| 4/1+4/2                                                          | Elba Crescent (Approach) Right Ahead Left        | U         | N/A               | N/A                        | D          |             | 1          | 7               | -               | 40                | 1965:2105         | 131+44         | 22.9 : 22.9% |
| 5/1                                                              | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 752               | Inf               | Inf            | 0.0%         |
| 5/2                                                              | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 753               | Inf               | Inf            | 0.0%         |
| 6/1                                                              | Swansea Uni Access (Exit)                        | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 30                | Inf               | Inf            | 0.0%         |
| 7/1                                                              | Elba Crescent (Exit)                             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 31                | Inf               | Inf            | 0.0%         |

Full Input Data And Results

|              |                                       |   |     |     |   |  |   |    |   |     |     |     |      |
|--------------|---------------------------------------|---|-----|-----|---|--|---|----|---|-----|-----|-----|------|
| 8/1          | A483 Fabian Way<br>(Eastbound Exit)   | U | N/A | N/A | - |  | - | -  | - | 592 | Inf | Inf | 0.0% |
| 8/2          | A483 Fabian Way<br>(Eastbound Exit)   | U | N/A | N/A | - |  | - | -  | - | 591 | Inf | Inf | 0.0% |
| Ped Link: P1 | Uni Access (Exit)                     | - | N/A | -   | I |  | 1 | 97 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P2 | Uni Access (Entry)                    | - | N/A | -   | J |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P3 | Elba Crescent<br>(Entry)              | - | N/A | -   | L |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P4 | Elba Crescent<br>(Entry)              | - | N/A | -   | K |  | 1 | 93 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P5 | Fabian Way<br>(Eastbound Exit)        | - | N/A | -   | H |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P6 | Fabian Way<br>(Westbound<br>Approach) | - | N/A | -   | G |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |

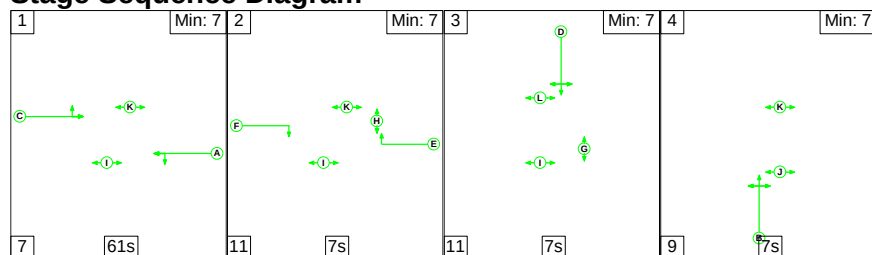
## Full Input Data And Results

| Item                                                                                                                                                                                                 | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Network: Assessment Junction J2                                                                                                                                                                      | -              | -             | 0                     | 0                            | 0                           | 16.8                  | 4.0                          | 0.0                                | 20.8                | -                         | -                                | -                          | -                    |
| A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)                                                                                                                                            | -              | -             | 0                     | 0                            | 0                           | 16.8                  | 4.0                          | 0.0                                | 20.8                | -                         | -                                | -                          | -                    |
| 1/1                                                                                                                                                                                                  | 725            | 725           | -                     | -                            | -                           | 4.5                   | 1.2                          | -                                  | 5.7                 | 28.4                      | 18.3                             | 1.2                        | 19.6                 |
| 1/2+1/3                                                                                                                                                                                              | 808            | 808           | -                     | -                            | -                           | 5.2                   | 1.4                          | -                                  | 6.6                 | 29.3                      | 20.2                             | 1.4                        | 21.6                 |
| 2/1                                                                                                                                                                                                  | 4              | 4             | -                     | -                            | -                           | 0.1                   | 0.0                          | -                                  | 0.1                 | 66.9                      | 0.1                              | 0.0                        | 0.1                  |
| 3/1                                                                                                                                                                                                  | 554            | 554           | -                     | -                            | -                           | 3.0                   | 0.6                          | -                                  | 3.6                 | 23.4                      | 12.3                             | 0.6                        | 12.9                 |
| 3/2+3/3                                                                                                                                                                                              | 618            | 618           | -                     | -                            | -                           | 3.5                   | 0.6                          | -                                  | 4.1                 | 24.1                      | 13.7                             | 0.6                        | 14.3                 |
| 4/1+4/2                                                                                                                                                                                              | 40             | 40            | -                     | -                            | -                           | 0.6                   | 0.1                          | -                                  | 0.7                 | 66.4                      | 0.9                              | 0.1                        | 1.1                  |
| 5/1                                                                                                                                                                                                  | 752            | 752           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/2                                                                                                                                                                                                  | 753            | 753           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                                                                                                                                                                                  | 30             | 30            | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1                                                                                                                                                                                                  | 31             | 31            | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1                                                                                                                                                                                                  | 592            | 592           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/2                                                                                                                                                                                                  | 591            | 591           | -                     | -                            | -                           | 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             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P4                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P5                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P6                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| C1      PRC for Signalled Lanes (%): 22.9      Total Delay for Signalled Lanes (pcuHr): 20.84      Cycle Time (s): 120<br>PRC Over All Lanes (%): 22.9      Total Delay Over All Lanes(pcuHr): 20.84 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

## Full Input Data And Results

**Scenario 8: '2027 Without Development PM'** (FG8: '2027 Without Development (PM)', Plan 1: 'Network Control Plan 1')

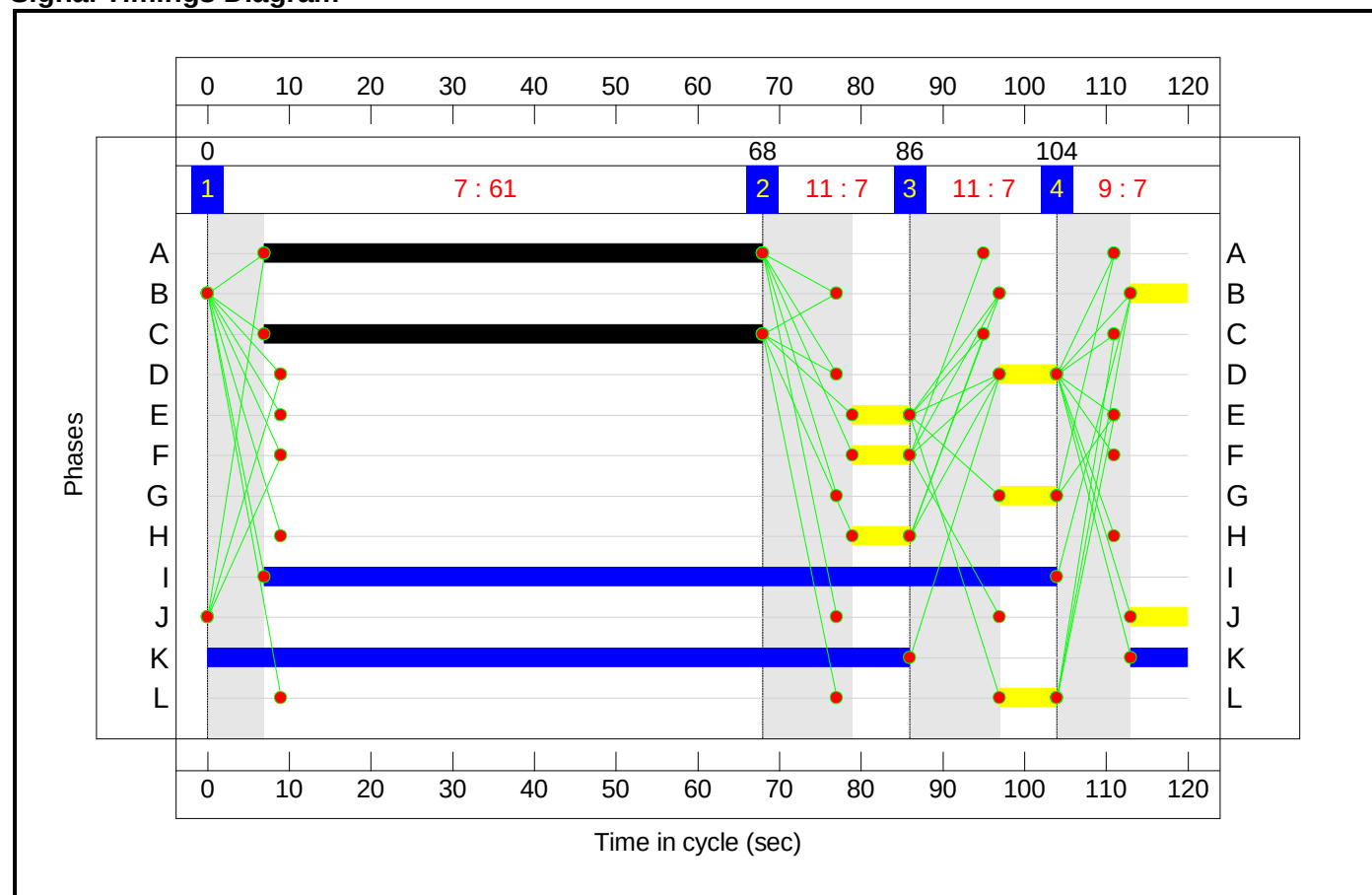
### Stage Sequence Diagram



### Stage Timings

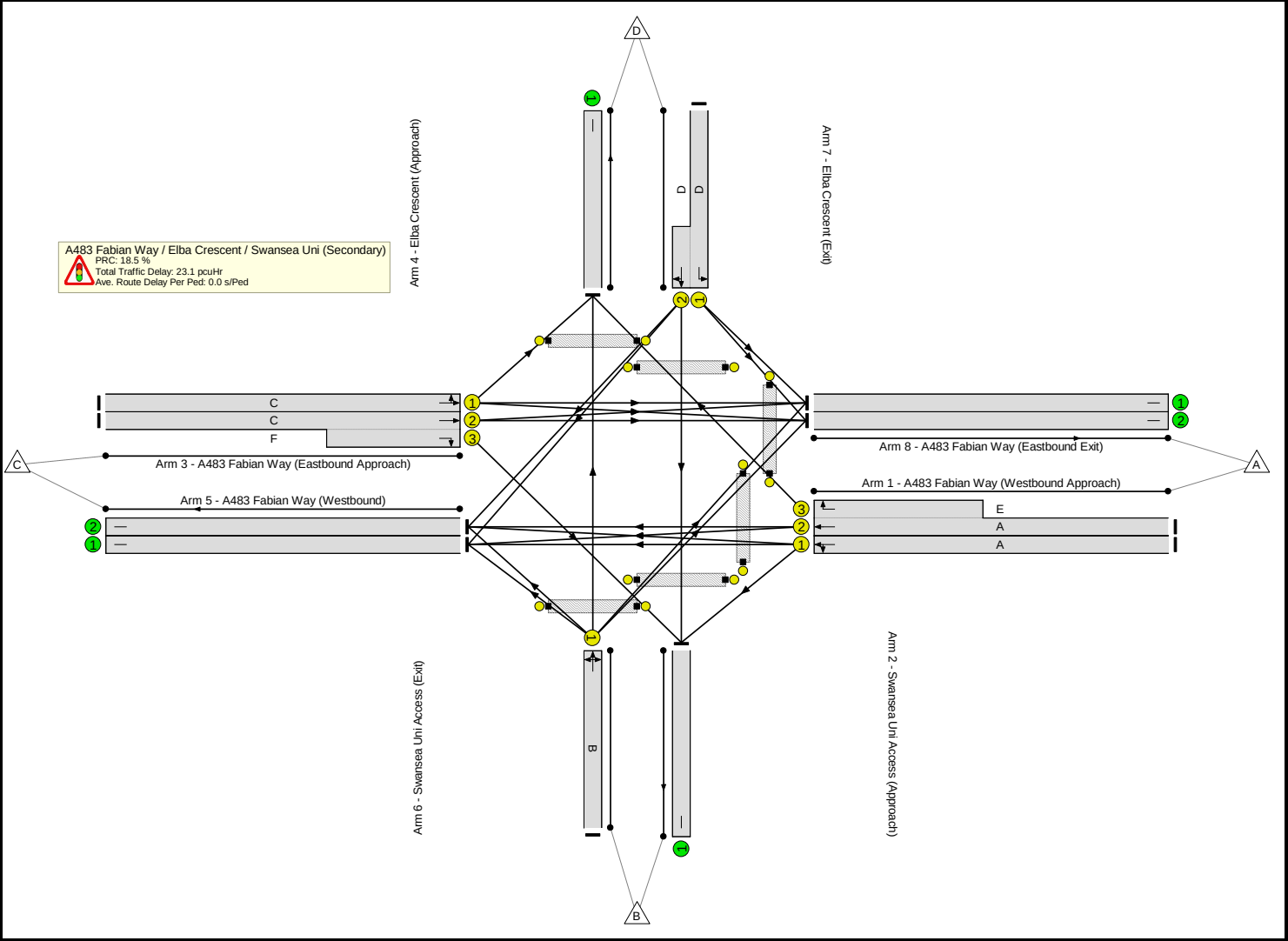
| Stage        | 1  | 2  | 3  | 4   |
|--------------|----|----|----|-----|
| Duration     | 61 | 7  | 7  | 7   |
| Change Point | 0  | 68 | 86 | 104 |

### Signal Timings Diagram



Full Input Data And Results

Network Layout 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 (%)  |
|------------------------------------------------------------------|--------------------------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network: Assessment Junction J2</b>                           | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 75.9%        |
| <b>A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)</b> | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 75.9%        |
| 1/1                                                              | A483 Fabian Way (Westbound Approach) Ahead Left  | U         | N/A               | N/A                        | A          |             | 1          | 61              | -               | 607               | 1965              | 1015           | 59.8%        |
| 1/2+1/3                                                          | A483 Fabian Way (Westbound Approach) Ahead Right | U         | N/A               | N/A                        | A E        |             | 1          | 61:7            | -               | 681               | 2105:2105         | 1072+31        | 61.8 : 61.8% |
| 2/1                                                              | Swansea Uni Access (Approach) Left Ahead Right   | U         | N/A               | N/A                        | B          |             | 1          | 7               | -               | 11                | 1965              | 131            | 8.4%         |
| 3/1                                                              | A483 Fabian Way (Eastbound Approach) Left Ahead  | U         | N/A               | N/A                        | C          |             | 1          | 61              | -               | 762               | 1965              | 1015           | 75.1%        |
| 3/2+3/3                                                          | A483 Fabian Way (Eastbound Approach) Right Ahead | U         | N/A               | N/A                        | C F        |             | 1          | 61:7            | -               | 826               | 2105:2105         | 1088+0         | 75.9 : 0.0%  |
| 4/1+4/2                                                          | Elba Crescent (Approach) Right Ahead Left        | U         | N/A               | N/A                        | D          |             | 1          | 7               | -               | 43                | 1965:2105         | 111+140        | 17.1 : 17.1% |
| 5/1                                                              | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 647               | Inf               | Inf            | 0.0%         |
| 5/2                                                              | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 647               | Inf               | Inf            | 0.0%         |
| 6/1                                                              | Swansea Uni Access (Exit)                        | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 3                 | Inf               | Inf            | 0.0%         |
| 7/1                                                              | Elba Crescent (Exit)                             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 41                | Inf               | Inf            | 0.0%         |

Full Input Data And Results

|              |                                       |   |     |     |   |  |   |    |   |     |     |     |      |
|--------------|---------------------------------------|---|-----|-----|---|--|---|----|---|-----|-----|-----|------|
| 8/1          | A483 Fabian Way<br>(Eastbound Exit)   | U | N/A | N/A | - |  | - | -  | - | 795 | Inf | Inf | 0.0% |
| 8/2          | A483 Fabian Way<br>(Eastbound Exit)   | U | N/A | N/A | - |  | - | -  | - | 797 | Inf | Inf | 0.0% |
| Ped Link: P1 | Uni Access (Exit)                     | - | N/A | -   | I |  | 1 | 97 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P2 | Uni Access (Entry)                    | - | N/A | -   | J |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P3 | Elba Crescent<br>(Entry)              | - | N/A | -   | L |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P4 | Elba Crescent<br>(Entry)              | - | N/A | -   | K |  | 1 | 93 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P5 | Fabian Way<br>(Eastbound Exit)        | - | N/A | -   | H |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P6 | Fabian Way<br>(Westbound<br>Approach) | - | N/A | -   | G |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |

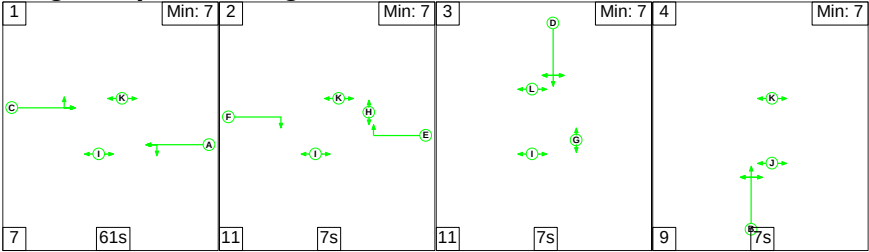
## Full Input Data And Results

| Item                                                                                                                                                                                                 | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Network: Assessment Junction J2                                                                                                                                                                      | -              | -             | 0                     | 0                            | 0                           | 18.4                  | 4.7                          | 0.0                                | 23.1                | -                         | -                                | -                          | -                    |
| A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)                                                                                                                                            | -              | -             | 0                     | 0                            | 0                           | 18.4                  | 4.7                          | 0.0                                | 23.1                | -                         | -                                | -                          | -                    |
| 1/1                                                                                                                                                                                                  | 607            | 607           | -                     | -                            | -                           | 3.4                   | 0.7                          | -                                  | 4.2                 | 24.7                      | 14.0                             | 0.7                        | 14.7                 |
| 1/2+1/3                                                                                                                                                                                              | 681            | 681           | -                     | -                            | -                           | 4.0                   | 0.8                          | -                                  | 4.8                 | 25.6                      | 15.6                             | 0.8                        | 16.4                 |
| 2/1                                                                                                                                                                                                  | 11             | 11            | -                     | -                            | -                           | 0.2                   | 0.0                          | -                                  | 0.2                 | 67.7                      | 0.3                              | 0.0                        | 0.4                  |
| 3/1                                                                                                                                                                                                  | 762            | 762           | -                     | -                            | -                           | 4.8                   | 1.5                          | -                                  | 6.3                 | 29.9                      | 19.9                             | 1.5                        | 21.4                 |
| 3/2+3/3                                                                                                                                                                                              | 826            | 826           | -                     | -                            | -                           | 5.3                   | 1.6                          | -                                  | 6.9                 | 29.9                      | 21.8                             | 1.6                        | 23.4                 |
| 4/1+4/2                                                                                                                                                                                              | 43             | 43            | -                     | -                            | -                           | 0.6                   | 0.1                          | -                                  | 0.7                 | 61.5                      | 0.8                              | 0.1                        | 0.9                  |
| 5/1                                                                                                                                                                                                  | 647            | 647           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/2                                                                                                                                                                                                  | 647            | 647           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                                                                                                                                                                                  | 3              | 3             | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1                                                                                                                                                                                                  | 41             | 41            | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1                                                                                                                                                                                                  | 795            | 795           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/2                                                                                                                                                                                                  | 797            | 797           | -                     | -                            | -                           | 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             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P4                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P5                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P6                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| C1      PRC for Signalled Lanes (%): 18.5      Total Delay for Signalled Lanes (pcuHr): 23.13      Cycle Time (s): 120<br>PRC Over All Lanes (%): 18.5      Total Delay Over All Lanes(pcuHr): 23.13 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

Full Input Data And Results

**Scenario 9: '2027 With Development AM'** (FG9: '2027 With Development (AM)', Plan 1: 'Network Control Plan 1')

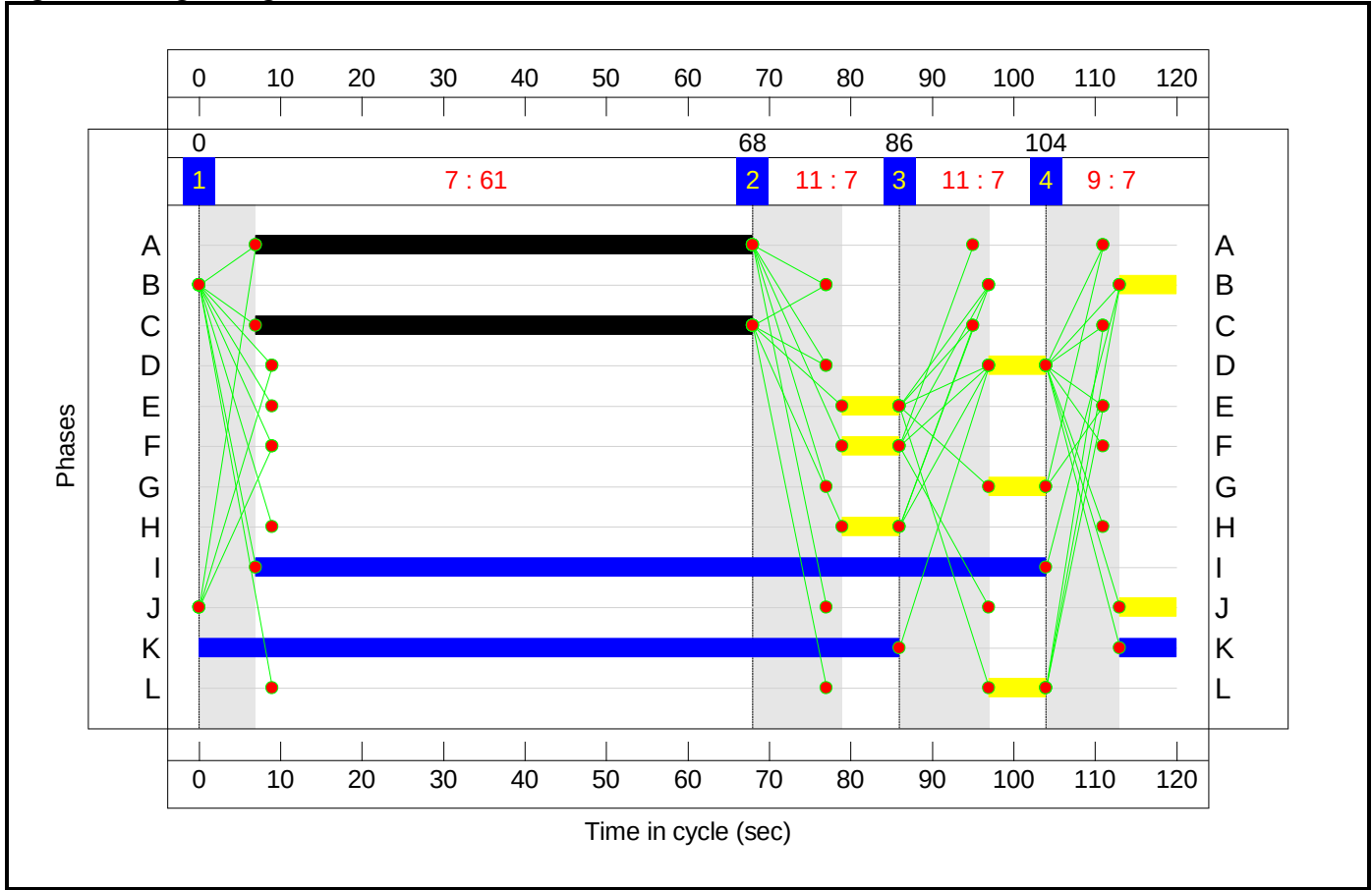
**Stage Sequence Diagram**



**Stage Timings**

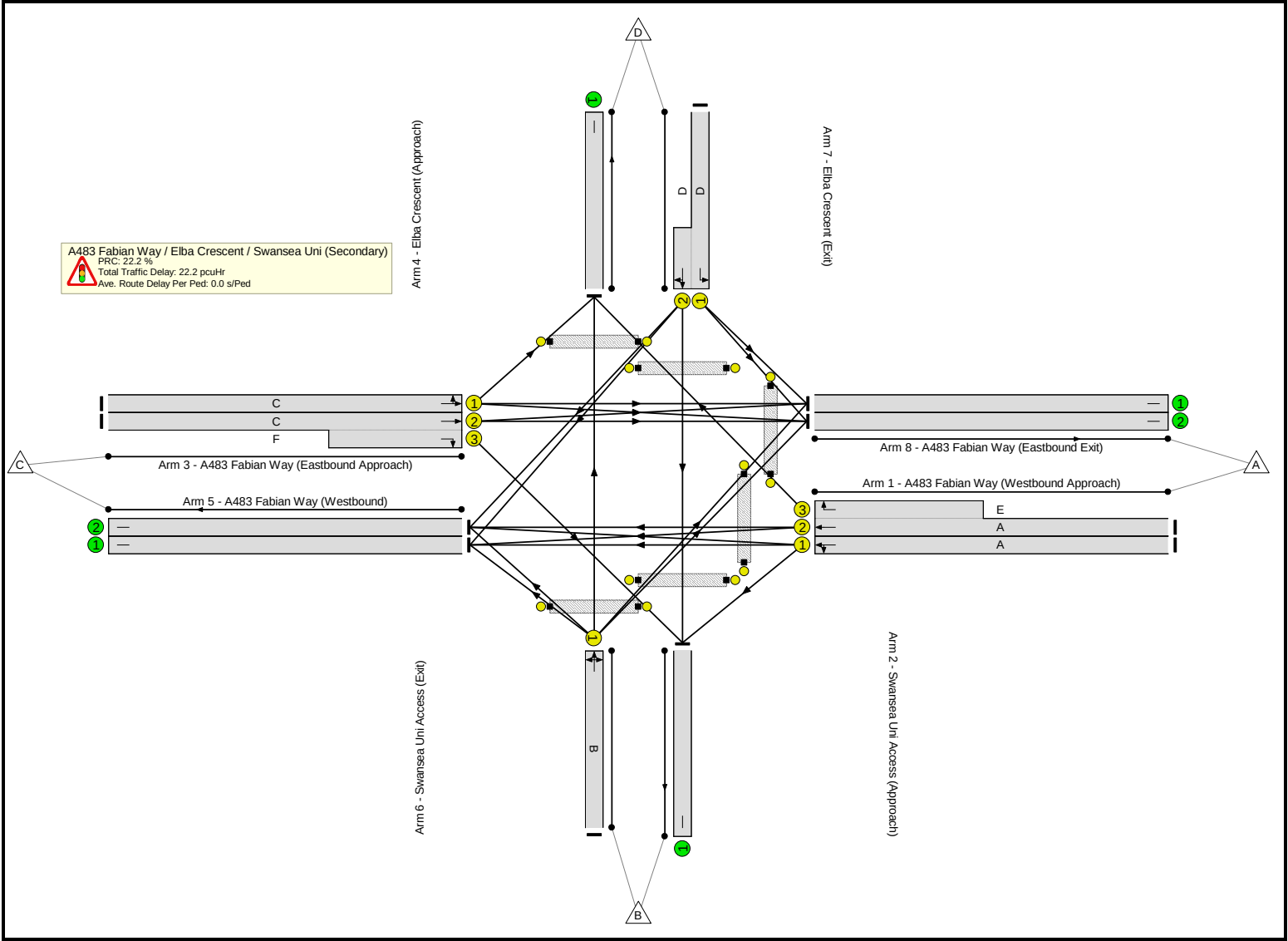
| Stage        | 1  | 2  | 3  | 4   |
|--------------|----|----|----|-----|
| Duration     | 61 | 7  | 7  | 7   |
| Change Point | 0  | 68 | 86 | 104 |

**Signal Timings Diagram**



Full Input Data And Results

Network Layout 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 (%)  |
|------------------------------------------------------------------|--------------------------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network: Assessment Junction J2</b>                           | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 73.7%        |
| <b>A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)</b> | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 73.7%        |
| 1/1                                                              | A483 Fabian Way (Westbound Approach) Ahead Left  | U         | N/A               | N/A                        | A          |             | 1          | 61              | -               | 727               | 1965              | 1015           | 71.6%        |
| 1/2+1/3                                                          | A483 Fabian Way (Westbound Approach) Ahead Right | U         | N/A               | N/A                        | A E        |             | 1          | 61:7            | -               | 817               | 2105:2105         | 1063+46        | 73.7 : 73.7% |
| 2/1                                                              | Swansea Uni Access (Approach) Left Ahead Right   | U         | N/A               | N/A                        | B          |             | 1          | 7               | -               | 4                 | 1965              | 131            | 3.1%         |
| 3/1                                                              | A483 Fabian Way (Eastbound Approach) Left Ahead  | U         | N/A               | N/A                        | C          |             | 1          | 61              | -               | 556               | 1965              | 1015           | 54.8%        |
| 3/2+3/3                                                          | A483 Fabian Way (Eastbound Approach) Right Ahead | U         | N/A               | N/A                        | C F        |             | 1          | 61:7            | -               | 620               | 2105:2105         | 1072+23        | 56.6 : 56.6% |
| 4/1+4/2                                                          | Elba Crescent (Approach) Right Ahead Left        | U         | N/A               | N/A                        | D          |             | 1          | 7               | -               | 91                | 1965:2105         | 131+47         | 51.1 : 51.1% |
| 5/1                                                              | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 759               | Inf               | Inf            | 0.0%         |
| 5/2                                                              | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 760               | Inf               | Inf            | 0.0%         |
| 6/1                                                              | Swansea Uni Access (Exit)                        | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 30                | Inf               | Inf            | 0.0%         |
| 7/1                                                              | Elba Crescent (Exit)                             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 46                | Inf               | Inf            | 0.0%         |

Full Input Data And Results

|              |                                       |   |     |     |   |  |   |    |   |     |     |     |      |
|--------------|---------------------------------------|---|-----|-----|---|--|---|----|---|-----|-----|-----|------|
| 8/1          | A483 Fabian Way<br>(Eastbound Exit)   | U | N/A | N/A | - |  | - | -  | - | 610 | Inf | Inf | 0.0% |
| 8/2          | A483 Fabian Way<br>(Eastbound Exit)   | U | N/A | N/A | - |  | - | -  | - | 610 | Inf | Inf | 0.0% |
| Ped Link: P1 | Uni Access (Exit)                     | - | N/A | -   | I |  | 1 | 97 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P2 | Uni Access (Entry)                    | - | N/A | -   | J |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P3 | Elba Crescent<br>(Entry)              | - | N/A | -   | L |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P4 | Elba Crescent<br>(Entry)              | - | N/A | -   | K |  | 1 | 93 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P5 | Fabian Way<br>(Eastbound Exit)        | - | N/A | -   | H |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P6 | Fabian Way<br>(Westbound<br>Approach) | - | N/A | -   | G |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |

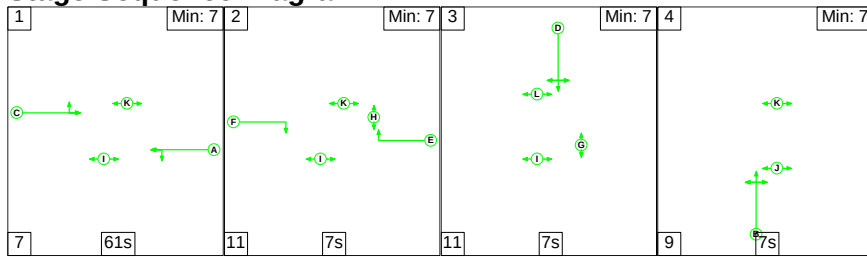
## Full Input Data And Results

| Item                                                                                                                                                                                                 | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Network: Assessment Junction J2                                                                                                                                                                      | -              | -             | 0                     | 0                            | 0                           | 17.8                  | 4.4                          | 0.0                                | 22.2                | -                         | -                                | -                          | -                    |
| A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)                                                                                                                                            | -              | -             | 0                     | 0                            | 0                           | 17.8                  | 4.4                          | 0.0                                | 22.2                | -                         | -                                | -                          | -                    |
| 1/1                                                                                                                                                                                                  | 727            | 727           | -                     | -                            | -                           | 4.5                   | 1.3                          | -                                  | 5.7                 | 28.4                      | 18.6                             | 1.3                        | 19.8                 |
| 1/2+1/3                                                                                                                                                                                              | 817            | 817           | -                     | -                            | -                           | 5.4                   | 1.4                          | -                                  | 6.7                 | 29.7                      | 20.3                             | 1.4                        | 21.6                 |
| 2/1                                                                                                                                                                                                  | 4              | 4             | -                     | -                            | -                           | 0.1                   | 0.0                          | -                                  | 0.1                 | 66.9                      | 0.1                              | 0.0                        | 0.1                  |
| 3/1                                                                                                                                                                                                  | 556            | 556           | -                     | -                            | -                           | 3.0                   | 0.6                          | -                                  | 3.6                 | 23.5                      | 12.4                             | 0.6                        | 13.0                 |
| 3/2+3/3                                                                                                                                                                                              | 620            | 620           | -                     | -                            | -                           | 3.5                   | 0.7                          | -                                  | 4.2                 | 24.2                      | 13.7                             | 0.7                        | 14.4                 |
| 4/1+4/2                                                                                                                                                                                              | 91             | 91            | -                     | -                            | -                           | 1.4                   | 0.5                          | -                                  | 1.9                 | 74.3                      | 2.1                              | 0.5                        | 2.7                  |
| 5/1                                                                                                                                                                                                  | 759            | 759           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/2                                                                                                                                                                                                  | 760            | 760           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                                                                                                                                                                                  | 30             | 30            | -                     | -                            | -                           | 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                  |
| 8/1                                                                                                                                                                                                  | 610            | 610           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/2                                                                                                                                                                                                  | 610            | 610           | -                     | -                            | -                           | 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             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P4                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P5                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P6                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| C1      PRC for Signalled Lanes (%): 22.2      Total Delay for Signalled Lanes (pcuHr): 22.23      Cycle Time (s): 120<br>PRC Over All Lanes (%): 22.2      Total Delay Over All Lanes(pcuHr): 22.23 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

## Full Input Data And Results

**Scenario 10: '2027 With Development PM'** (FG10: '2027 With Development (PM)', Plan 1: 'Network Control Plan 1')

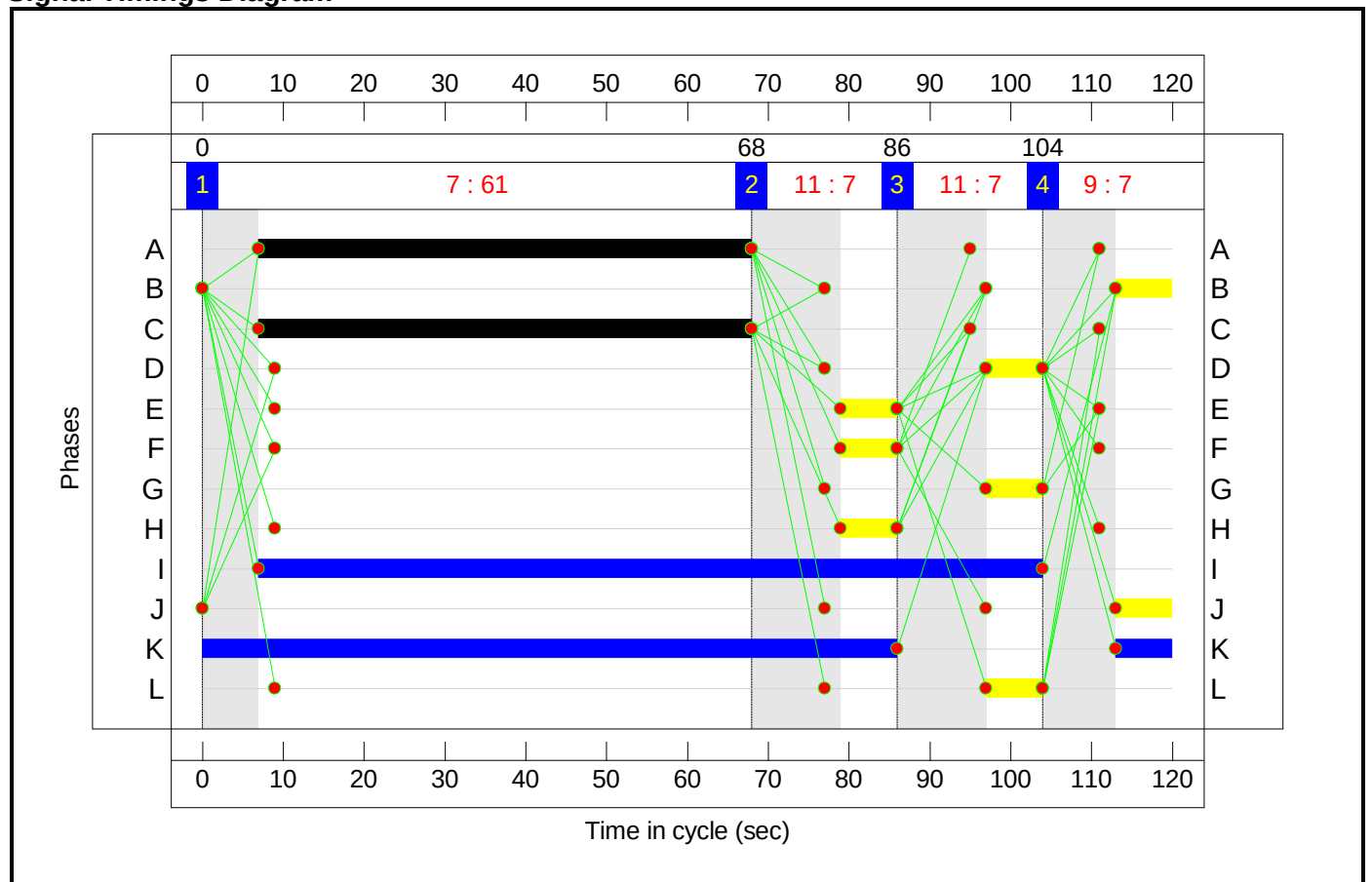
### Stage Sequence Diagram



### Stage Timings

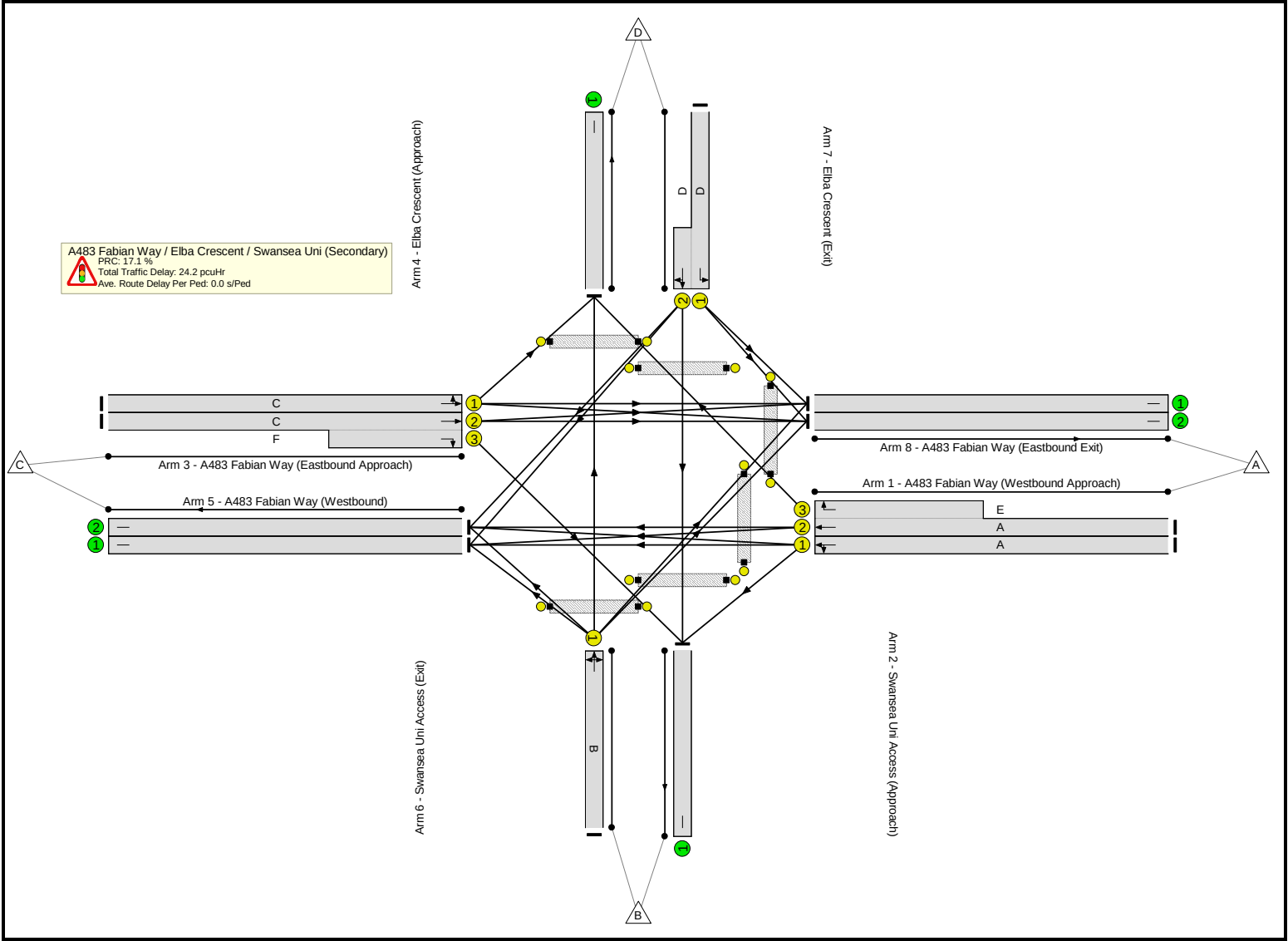
| Stage        | 1  | 2  | 3  | 4   |
|--------------|----|----|----|-----|
| Duration     | 61 | 7  | 7  | 7   |
| Change Point | 0  | 68 | 86 | 104 |

### Signal Timings Diagram



Full Input Data And Results

Network Layout 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 (%)  |
|------------------------------------------------------------------|--------------------------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network: Assessment Junction J2</b>                           | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 76.9%        |
| <b>A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)</b> | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 76.9%        |
| 1/1                                                              | A483 Fabian Way (Westbound Approach) Ahead Left  | U         | N/A               | N/A                        | A          |             | 1          | 61              | -               | 609               | 1965              | 1015           | 60.0%        |
| 1/2+1/3                                                          | A483 Fabian Way (Westbound Approach) Ahead Right | U         | N/A               | N/A                        | A E        |             | 1          | 61:7            | -               | 697               | 2105:2105         | 1055+59        | 62.5 : 62.5% |
| 2/1                                                              | Swansea Uni Access (Approach) Left Ahead Right   | U         | N/A               | N/A                        | B          |             | 1          | 7               | -               | 11                | 1965              | 131            | 8.4%         |
| 3/1                                                              | A483 Fabian Way (Eastbound Approach) Left Ahead  | U         | N/A               | N/A                        | C          |             | 1          | 61              | -               | 772               | 1965              | 1015           | 76.0%        |
| 3/2+3/3                                                          | A483 Fabian Way (Eastbound Approach) Right Ahead | U         | N/A               | N/A                        | C F        |             | 1          | 61:7            | -               | 836               | 2105:2105         | 1088+0         | 76.9 : 0.0%  |
| 4/1+4/2                                                          | Elba Crescent (Approach) Right Ahead Left        | U         | N/A               | N/A                        | D          |             | 1          | 7               | -               | 66                | 1965:2105         | 110+140        | 26.4 : 26.4% |
| 5/1                                                              | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 654               | Inf               | Inf            | 0.0%         |
| 5/2                                                              | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 653               | Inf               | Inf            | 0.0%         |
| 6/1                                                              | Swansea Uni Access (Exit)                        | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 3                 | Inf               | Inf            | 0.0%         |
| 7/1                                                              | Elba Crescent (Exit)                             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 79                | Inf               | Inf            | 0.0%         |

Full Input Data And Results

|              |                                       |   |     |     |   |  |   |    |   |     |     |     |      |
|--------------|---------------------------------------|---|-----|-----|---|--|---|----|---|-----|-----|-----|------|
| 8/1          | A483 Fabian Way<br>(Eastbound Exit)   | U | N/A | N/A | - |  | - | -  | - | 800 | Inf | Inf | 0.0% |
| 8/2          | A483 Fabian Way<br>(Eastbound Exit)   | U | N/A | N/A | - |  | - | -  | - | 802 | Inf | Inf | 0.0% |
| Ped Link: P1 | Uni Access (Exit)                     | - | N/A | -   | I |  | 1 | 97 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P2 | Uni Access (Entry)                    | - | N/A | -   | J |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P3 | Elba Crescent<br>(Entry)              | - | N/A | -   | L |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P4 | Elba Crescent<br>(Entry)              | - | N/A | -   | K |  | 1 | 93 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P5 | Fabian Way<br>(Eastbound Exit)        | - | N/A | -   | H |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P6 | Fabian Way<br>(Westbound<br>Approach) | - | N/A | -   | G |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |

## Full Input Data And Results

| Item                                                                                                                                                                                                 | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Network: Assessment Junction J2                                                                                                                                                                      | -              | -             | 0                     | 0                            | 0                           | 19.2                  | 5.0                          | 0.0                                | 24.2                | -                         | -                                | -                          | -                    |
| A483 Fabian Way / Elba Crescent / Swansea Uni (Secondary)                                                                                                                                            | -              | -             | 0                     | 0                            | 0                           | 19.2                  | 5.0                          | 0.0                                | 24.2                | -                         | -                                | -                          | -                    |
| 1/1                                                                                                                                                                                                  | 609            | 609           | -                     | -                            | -                           | 3.4                   | 0.7                          | -                                  | 4.2                 | 24.7                      | 14.2                             | 0.7                        | 15.0                 |
| 1/2+1/3                                                                                                                                                                                              | 697            | 697           | -                     | -                            | -                           | 4.3                   | 0.8                          | -                                  | 5.1                 | 26.5                      | 15.7                             | 0.8                        | 16.5                 |
| 2/1                                                                                                                                                                                                  | 11             | 11            | -                     | -                            | -                           | 0.2                   | 0.0                          | -                                  | 0.2                 | 67.7                      | 0.3                              | 0.0                        | 0.4                  |
| 3/1                                                                                                                                                                                                  | 772            | 772           | -                     | -                            | -                           | 5.0                   | 1.6                          | -                                  | 6.5                 | 30.4                      | 20.4                             | 1.6                        | 21.9                 |
| 3/2+3/3                                                                                                                                                                                              | 836            | 836           | -                     | -                            | -                           | 5.4                   | 1.6                          | -                                  | 7.0                 | 30.3                      | 22.3                             | 1.6                        | 23.9                 |
| 4/1+4/2                                                                                                                                                                                              | 66             | 66            | -                     | -                            | -                           | 1.0                   | 0.2                          | -                                  | 1.2                 | 62.9                      | 1.2                              | 0.2                        | 1.4                  |
| 5/1                                                                                                                                                                                                  | 654            | 654           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/2                                                                                                                                                                                                  | 653            | 653           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                                                                                                                                                                                  | 3              | 3             | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1                                                                                                                                                                                                  | 79             | 79            | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1                                                                                                                                                                                                  | 800            | 800           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/2                                                                                                                                                                                                  | 802            | 802           | -                     | -                            | -                           | 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             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P4                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P5                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P6                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| C1      PRC for Signalled Lanes (%): 17.1      Total Delay for Signalled Lanes (pcuHr): 24.22      Cycle Time (s): 120<br>PRC Over All Lanes (%): 17.1      Total Delay Over All Lanes(pcuHr): 24.22 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

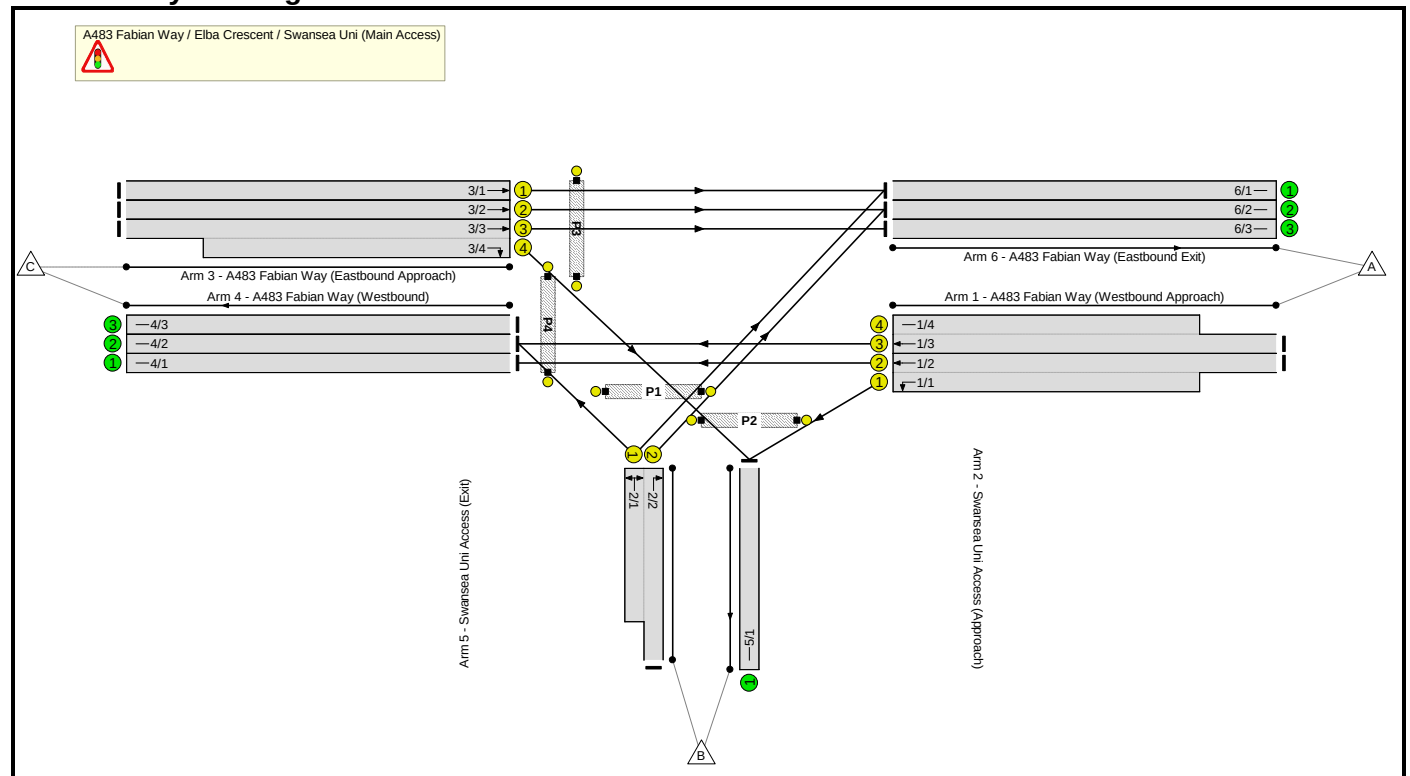
# Full Input Data And Results

## Full Input Data And Results

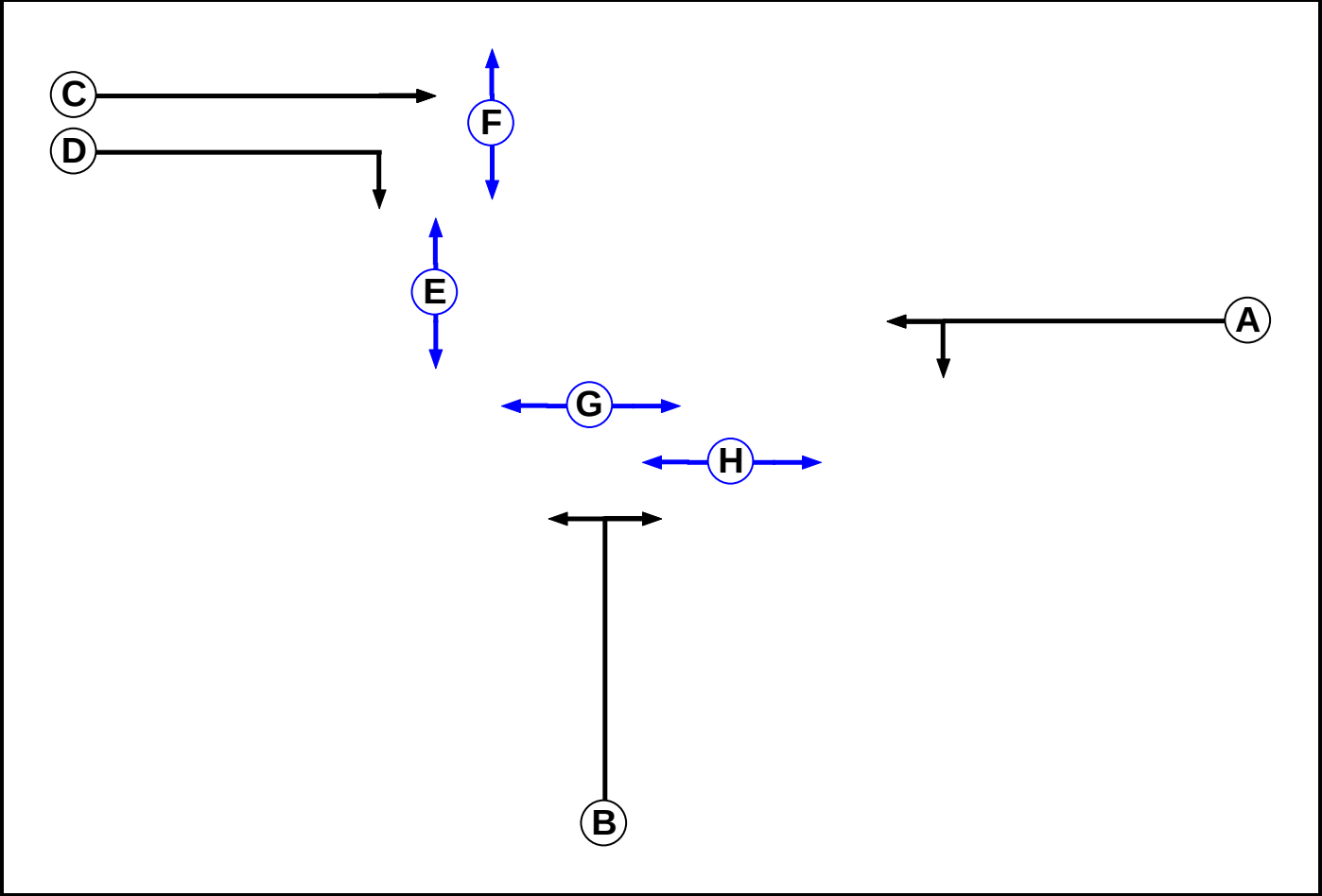
### User and Project Details

|                    |                                             |
|--------------------|---------------------------------------------|
| Project:           | Elba Crescent                               |
| Title:             | Assessment Junction J3                      |
| Location:          |                                             |
| Date Started:      | December 2021                               |
| Additional detail: |                                             |
| File name:         | J3_Fabian Way_Swansea Uni Main Access.lsg3x |
| Author:            | MM                                          |
| Company:           | Corun Associates                            |
| Address:           |                                             |

### Network Layout Diagram



Phase Diagram



Phase Input Data

| Phase Name | Phase Type | Assoc. Phase | Street Min | Cont Min |
|------------|------------|--------------|------------|----------|
| A          | Traffic    |              | 7          | 7        |
| B          | Traffic    |              | 7          | 7        |
| C          | Traffic    |              | 7          | 7        |
| D          | Traffic    |              | 7          | 7        |
| E          | Pedestrian |              | 7          | 7        |
| F          | Pedestrian |              | 7          | 7        |
| G          | Pedestrian |              | 7          | 7        |
| H          | Pedestrian |              | 7          | 7        |

Full Input Data And Results

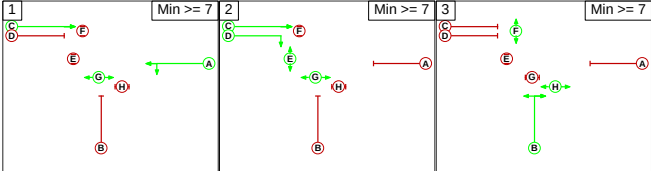
Phase Intergreens Matrix

| Terminating Phase | Starting Phase |   |    |   |    |    |    |   |    |
|-------------------|----------------|---|----|---|----|----|----|---|----|
|                   |                | A | B  | C | D  | E  | F  | G | H  |
|                   | A              |   | 9  | - | 11 | 11 | -  | - | 9  |
|                   | B              | 6 |    | 6 | 7  | 7  | -  | 6 | -  |
|                   | C              | - | 11 |   | -  | -  | 11 | - | -  |
|                   | D              | 1 | 11 | - |    | -  | 11 | - | 11 |
|                   | E              | 8 | 11 | - | -  |    | -  | - | -  |
|                   | F              | - | -  | 6 | 7  | -  |    | - | -  |
|                   | G              | - | 11 | - | -  | -  | -  |   | -  |
|                   | H              | 6 | -  | - | 7  | -  | -  | - |    |

Phases in Stage

| Stage No. | Phases in Stage |
|-----------|-----------------|
| 1         | A C G           |
| 2         | C D E G         |
| 3         | B F H           |

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  |
|            | 1        | 11 | 11 |
|            | 2        | 8  | 11 |
| 3          | 6        | 7  |    |

Full Input Data And Results

**Give-Way Lane Input Data**

|                                                                       |
|-----------------------------------------------------------------------|
| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access) |
| There are no Opposed Lanes in this Junction                           |

**Lane Input Data**

| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Main 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) |
| 1/1<br>(A483 Fabian Way<br>(Westbound Approach))                      | U         | A      | 2           | 3         | 26.1                  | Geom          | -                                 | 3.00           | 0.00     | Y             | Arm 5 Left                | Inf                |
| 1/2<br>(A483 Fabian Way<br>(Westbound Approach))                      | U         | A      | 2           | 3         | 54.1                  | Geom          | -                                 | 3.00           | 0.00     | N             | Arm 4 Ahead               | Inf                |
| 1/3<br>(A483 Fabian Way<br>(Westbound Approach))                      | U         | A      | 2           | 3         | 54.1                  | Geom          | -                                 | 3.00           | 0.00     | N             | Arm 4 Ahead               | Inf                |
| 1/4<br>(A483 Fabian Way<br>(Westbound Approach))                      | U         | A      | 2           | 3         | 37.4                  | Geom          | -                                 | 3.00           | 0.00     | Y             |                           |                    |
| 2/1<br>(Swansea Uni Access<br>(Approach))                             | U         | B      | 2           | 3         | 17.4                  | Geom          | -                                 | 4.00           | 0.00     | Y             | Arm 4 Left<br>Arm 6 Right | Inf<br>Inf         |
| 2/2<br>(Swansea Uni Access<br>(Approach))                             | U         | B      | 2           | 3         | 60.9                  | Geom          | -                                 | 4.00           | 0.00     | N             | Arm 6 Right               | Inf                |
| 3/1<br>(A483 Fabian Way<br>(Eastbound Approach))                      | U         | C      | 2           | 3         | 87.0                  | Geom          | -                                 | 3.00           | 0.00     | Y             | Arm 6 Ahead               | Inf                |
| 3/2<br>(A483 Fabian Way<br>(Eastbound Approach))                      | U         | C      | 2           | 3         | 87.0                  | Geom          | -                                 | 3.00           | 0.00     | N             | Arm 6 Ahead               | Inf                |
| 3/3<br>(A483 Fabian Way<br>(Eastbound Approach))                      | U         | C      | 2           | 3         | 87.0                  | Geom          | -                                 | 3.00           | 0.00     | N             | Arm 6 Ahead               | Inf                |
| 3/4<br>(A483 Fabian Way<br>(Eastbound Approach))                      | U         | D      | 2           | 3         | 26.1                  | Geom          | -                                 | 3.00           | 0.00     | N             | Arm 5 Right               | Inf                |
| 4/1<br>(A483 Fabian Way<br>(Westbound))                               | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -                         | -                  |

Full Input Data And Results

|                                              |   |  |   |   |      |     |   |   |   |   |   |   |
|----------------------------------------------|---|--|---|---|------|-----|---|---|---|---|---|---|
| 4/2<br>(A483 Fabian Way<br>(Westbound))      | U |  | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 4/3<br>(A483 Fabian Way<br>(Westbound))      | U |  | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 5/1<br>(Swansea Uni Access (Exit))           | U |  | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 6/1<br>(A483 Fabian Way<br>(Eastbound Exit)) | U |  | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 6/2<br>(A483 Fabian Way<br>(Eastbound Exit)) | U |  | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 6/3<br>(A483 Fabian Way<br>(Eastbound Exit)) | U |  | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |

Traffic Flow Groups

| Flow Group                         | Start Time | End Time | Duration | Formula |
|------------------------------------|------------|----------|----------|---------|
| 1: '2021 Surveyed Flows (AM)'      | 07:30      | 08:30    | 01:00    |         |
| 2: '2021 Surveyed Flows (PM)'      | 15:45      | 16:45    | 01:00    |         |
| 3: '2022 Without Development (AM)' | 07:30      | 08:30    | 01:00    |         |
| 4: '2022 Without Development (PM)' | 15:45      | 16:45    | 01:00    |         |
| 5: '2022 With Development (AM)'    | 07:30      | 08:30    | 01:00    |         |
| 6: '2022 With Development (PM)'    | 15:45      | 16:45    | 01:00    |         |
| 7: '2027 Without Development (AM)' | 07:30      | 08:30    | 01:00    |         |
| 8: '2027 Without Development (PM)' | 15:45      | 16:45    | 01:00    |         |
| 9: '2027 With Development (AM)'    | 07:30      | 08:30    | 01:00    |         |
| 10: '2027 With Development (PM)'   | 15:45      | 16:45    | 01:00    |         |

**Scenario 1: '2021 Surveyed AM'** (FG1: '2021 Surveyed Flows (AM)', Plan 1: 'Network Control Plan 1')

### Traffic Flows, Desired

**Desired Flow :**

|        | Destination |      |     |      |      |
|--------|-------------|------|-----|------|------|
| Origin |             | A    | B   | C    | Tot. |
|        | A           | 0    | 52  | 1266 | 1318 |
|        | B           | 24   | 0   | 22   | 46   |
|        | C           | 990  | 76  | 0    | 1066 |
|        | Tot.        | 1014 | 128 | 1288 | 2430 |

### Traffic Lane Flows

| Lane                                                                         | Scenario 1:<br>2021 Surveyed AM |
|------------------------------------------------------------------------------|---------------------------------|
| <b>Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)</b> |                                 |
| 1/1<br>(short)                                                               | 52                              |
| 1/2<br>(with short)                                                          | 685(In)<br>633(Out)             |
| 1/3<br>(with short)                                                          | 633(In)<br>633(Out)             |
| 1/4<br>(short)                                                               | 0                               |
| 2/1<br>(short)                                                               | 23                              |
| 2/2<br>(with short)                                                          | 46(In)<br>23(Out)               |
| 3/1                                                                          | 330                             |
| 3/2                                                                          | 330                             |
| 3/3<br>(with short)                                                          | 406(In)<br>330(Out)             |
| 3/4<br>(short)                                                               | 76                              |
| 4/1                                                                          | 633                             |
| 4/2                                                                          | 655                             |
| 4/3                                                                          | 0                               |
| 5/1                                                                          | 128                             |
| 6/1                                                                          | 331                             |
| 6/2                                                                          | 353                             |
| 6/3                                                                          | 330                             |

| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access) |                          |          |               |               |                    |               |                   |                          |
|-----------------------------------------------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                                                                  | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | Y             | Arm 5 Left    | Inf                | 100.0 %       | 1915              | 1915                     |
| 1/2<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | N             | Arm 4 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 1/3<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | N             | Arm 4 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 1/4<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | Y             |               |                    |               | 1915              | 1915                     |
| 2/1<br>(Swansea Uni Access (Approach))                                | 4.00                     | 0.00     | Y             | Arm 4 Left    | Inf                | 95.7 %        | 2015              | 2015                     |
|                                                                       |                          |          |               | Arm 6 Right   | Inf                | 4.3 %         |                   |                          |
| 2/2<br>(Swansea Uni Access (Approach))                                | 4.00                     | 0.00     | N             | Arm 6 Right   | Inf                | 100.0 %       | 2155              | 2155                     |
| 3/1<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | Y             | Arm 6 Ahead   | Inf                | 100.0 %       | 1915              | 1915                     |
| 3/2<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 6 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 3/3<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 6 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 3/4<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 5 Right   | Inf                | 100.0 %       | 2055              | 2055                     |
| 4/1<br>(A483 Fabian Way (Westbound) Lane 1)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 4/2<br>(A483 Fabian Way (Westbound) Lane 2)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 4/3<br>(A483 Fabian Way (Westbound) Lane 3)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/1<br>(Swansea Uni Access (Exit) Lane 1)                             | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(A483 Fabian Way (Eastbound Exit) Lane 1)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/2<br>(A483 Fabian Way (Eastbound Exit) Lane 2)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/3<br>(A483 Fabian Way (Eastbound Exit) Lane 3)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

## Full Input Data And Results

**Scenario 2: '2021 Surveyed PM'** (FG2: '2021 Surveyed Flows (PM)', Plan 1: 'Network Control Plan 1')

### Traffic Flows, Desired

**Desired Flow :**

|        | Destination |      |    |      |      |
|--------|-------------|------|----|------|------|
| Origin |             | A    | B  | C    | Tot. |
|        | A           | 0    | 30 | 1217 | 1247 |
|        | B           | 68   | 0  | 128  | 196  |
|        | C           | 1441 | 67 | 0    | 1508 |
|        | Tot.        | 1509 | 97 | 1345 | 2951 |

### Traffic Lane Flows

| Lane                                                                         | Scenario 2:<br>2021 Surveyed PM |
|------------------------------------------------------------------------------|---------------------------------|
| <b>Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)</b> |                                 |
| 1/1<br>(short)                                                               | 30                              |
| 1/2<br>(with short)                                                          | 639(In)<br>609(Out)             |
| 1/3<br>(with short)                                                          | 608(In)<br>608(Out)             |
| 1/4<br>(short)                                                               | 0                               |
| 2/1<br>(short)                                                               | 128                             |
| 2/2<br>(with short)                                                          | 196(In)<br>68(Out)              |
| 3/1                                                                          | 480                             |
| 3/2                                                                          | 481                             |
| 3/3<br>(with short)                                                          | 547(In)<br>480(Out)             |
| 3/4<br>(short)                                                               | 67                              |
| 4/1                                                                          | 609                             |
| 4/2                                                                          | 736                             |
| 4/3                                                                          | 0                               |
| 5/1                                                                          | 97                              |
| 6/1                                                                          | 480                             |
| 6/2                                                                          | 549                             |
| 6/3                                                                          | 480                             |

**Lane Saturation Flows**

| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access) |                          |          |               |               |                    |               |                   |                          |
|-----------------------------------------------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                                                                  | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | Y             | Arm 5 Left    | Inf                | 100.0 %       | 1915              | 1915                     |
| 1/2<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | N             | Arm 4 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 1/3<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | N             | Arm 4 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 1/4<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | Y             |               |                    |               | 1915              | 1915                     |
| 2/1<br>(Swansea Uni Access (Approach))                                | 4.00                     | 0.00     | Y             | Arm 4 Left    | Inf                | 100.0 %       | 2015              | 2015                     |
|                                                                       |                          |          |               | Arm 6 Right   | Inf                | 0.0 %         |                   |                          |
| 2/2<br>(Swansea Uni Access (Approach))                                | 4.00                     | 0.00     | N             | Arm 6 Right   | Inf                | 100.0 %       | 2155              | 2155                     |
| 3/1<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | Y             | Arm 6 Ahead   | Inf                | 100.0 %       | 1915              | 1915                     |
| 3/2<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 6 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 3/3<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 6 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 3/4<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 5 Right   | Inf                | 100.0 %       | 2055              | 2055                     |
| 4/1<br>(A483 Fabian Way (Westbound) Lane 1)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 4/2<br>(A483 Fabian Way (Westbound) Lane 2)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 4/3<br>(A483 Fabian Way (Westbound) Lane 3)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/1<br>(Swansea Uni Access (Exit) Lane 1)                             | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(A483 Fabian Way (Eastbound Exit) Lane 1)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/2<br>(A483 Fabian Way (Eastbound Exit) Lane 2)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/3<br>(A483 Fabian Way (Eastbound Exit) Lane 3)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

Full Input Data And Results  
Plan 1')

### Traffic Flows, Desired

Desired Flow :

|        | Destination |      |     |      |      |
|--------|-------------|------|-----|------|------|
|        |             | A    | B   | C    | Tot. |
| Origin | A           | 0    | 56  | 1387 | 1443 |
|        | B           | 25   | 0   | 23   | 48   |
|        | C           | 1083 | 84  | 0    | 1167 |
|        | Tot.        | 1108 | 140 | 1410 | 2658 |

### Traffic Lane Flows

| Lane                                                                         | Scenario 3:<br>2022 Without Development AM |
|------------------------------------------------------------------------------|--------------------------------------------|
| <b>Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)</b> |                                            |
| 1/1<br>(short)                                                               | 56                                         |
| 1/2<br>(with short)                                                          | 750(In)<br>694(Out)                        |
| 1/3<br>(with short)                                                          | 693(In)<br>693(Out)                        |
| 1/4<br>(short)                                                               | 0                                          |
| 2/1<br>(short)                                                               | 24                                         |
| 2/2<br>(with short)                                                          | 48(In)<br>24(Out)                          |
| 3/1                                                                          | 361                                        |
| 3/2                                                                          | 361                                        |
| 3/3<br>(with short)                                                          | 445(In)<br>361(Out)                        |
| 3/4<br>(short)                                                               | 84                                         |
| 4/1                                                                          | 694                                        |
| 4/2                                                                          | 716                                        |
| 4/3                                                                          | 0                                          |
| 5/1                                                                          | 140                                        |
| 6/1                                                                          | 362                                        |
| 6/2                                                                          | 385                                        |
| 6/3                                                                          | 361                                        |

## Lane Saturation Flows

| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access) |                          |          |               |               |                    |               |                   |                          |
|-----------------------------------------------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                                                                  | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | Y             | Arm 5 Left    | Inf                | 100.0 %       | 1915              | 1915                     |
| 1/2<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | N             | Arm 4 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 1/3<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | N             | Arm 4 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 1/4<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | Y             |               |                    |               | 1915              | 1915                     |
| 2/1<br>(Swansea Uni Access (Approach))                                | 4.00                     | 0.00     | Y             | Arm 4 Left    | Inf                | 95.8 %        | 2015              | 2015                     |
|                                                                       |                          |          |               | Arm 6 Right   | Inf                | 4.2 %         |                   |                          |
| 2/2<br>(Swansea Uni Access (Approach))                                | 4.00                     | 0.00     | N             | Arm 6 Right   | Inf                | 100.0 %       | 2155              | 2155                     |
| 3/1<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | Y             | Arm 6 Ahead   | Inf                | 100.0 %       | 1915              | 1915                     |
| 3/2<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 6 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 3/3<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 6 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 3/4<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 5 Right   | Inf                | 100.0 %       | 2055              | 2055                     |
| 4/1<br>(A483 Fabian Way (Westbound) Lane 1)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 4/2<br>(A483 Fabian Way (Westbound) Lane 2)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 4/3<br>(A483 Fabian Way (Westbound) Lane 3)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/1<br>(Swansea Uni Access (Exit) Lane 1)                             | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(A483 Fabian Way (Eastbound Exit) Lane 1)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/2<br>(A483 Fabian Way (Eastbound Exit) Lane 2)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/3<br>(A483 Fabian Way (Eastbound Exit) Lane 3)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

## Full Input Data And Results

1')

### Traffic Flows, Desired

Desired Flow :

|        | Destination |      |    |      |      |
|--------|-------------|------|----|------|------|
|        |             | A    | B  | C    | Tot. |
| Origin | A           | 0    | 30 | 1227 | 1257 |
|        | B           | 69   | 0  | 129  | 198  |
|        | C           | 1452 | 67 | 0    | 1519 |
|        | Tot.        | 1521 | 97 | 1356 | 2974 |

### Traffic Lane Flows

| Lane                                                                         | Scenario 4:<br>2022 Without Development PM |
|------------------------------------------------------------------------------|--------------------------------------------|
| <b>Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)</b> |                                            |
| 1/1<br>(short)                                                               | 30                                         |
| 1/2<br>(with short)                                                          | 644(In)<br>614(Out)                        |
| 1/3<br>(with short)                                                          | 613(In)<br>613(Out)                        |
| 1/4<br>(short)                                                               | 0                                          |
| 2/1<br>(short)                                                               | 129                                        |
| 2/2<br>(with short)                                                          | 198(In)<br>69(Out)                         |
| 3/1                                                                          | 484                                        |
| 3/2                                                                          | 484                                        |
| 3/3<br>(with short)                                                          | 551(In)<br>484(Out)                        |
| 3/4<br>(short)                                                               | 67                                         |
| 4/1                                                                          | 614                                        |
| 4/2                                                                          | 742                                        |
| 4/3                                                                          | 0                                          |
| 5/1                                                                          | 97                                         |
| 6/1                                                                          | 484                                        |
| 6/2                                                                          | 553                                        |
| 6/3                                                                          | 484                                        |

| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access) |                          |          |               |               |                    |               |                   |                          |
|-----------------------------------------------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                                                                  | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | Y             | Arm 5 Left    | Inf                | 100.0 %       | 1915              | 1915                     |
| 1/2<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | N             | Arm 4 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 1/3<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | N             | Arm 4 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 1/4<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | Y             |               |                    |               | 1915              | 1915                     |
| 2/1<br>(Swansea Uni Access (Approach))                                | 4.00                     | 0.00     | Y             | Arm 4 Left    | Inf                | 100.0 %       | 2015              | 2015                     |
|                                                                       |                          |          |               | Arm 6 Right   | Inf                | 0.0 %         |                   |                          |
| 2/2<br>(Swansea Uni Access (Approach))                                | 4.00                     | 0.00     | N             | Arm 6 Right   | Inf                | 100.0 %       | 2155              | 2155                     |
| 3/1<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | Y             | Arm 6 Ahead   | Inf                | 100.0 %       | 1915              | 1915                     |
| 3/2<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 6 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 3/3<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 6 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 3/4<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 5 Right   | Inf                | 100.0 %       | 2055              | 2055                     |
| 4/1<br>(A483 Fabian Way (Westbound) Lane 1)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 4/2<br>(A483 Fabian Way (Westbound) Lane 2)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 4/3<br>(A483 Fabian Way (Westbound) Lane 3)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/1<br>(Swansea Uni Access (Exit) Lane 1)                             | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(A483 Fabian Way (Eastbound Exit) Lane 1)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/2<br>(A483 Fabian Way (Eastbound Exit) Lane 2)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/3<br>(A483 Fabian Way (Eastbound Exit) Lane 3)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

## Full Input Data And Results

**Scenario 5: '2022 With Development AM'** (FG5: '2022 With Development (AM)', Plan 1: 'Network Control Plan 1')

### Traffic Flows, Desired

**Desired Flow :**

|        | Destination |      |     |      |      |
|--------|-------------|------|-----|------|------|
| Origin |             | A    | B   | C    | Tot. |
|        | A           | 0    | 56  | 1400 | 1456 |
|        | B           | 25   | 0   | 23   | 48   |
|        | C           | 1087 | 84  | 0    | 1171 |
|        | Tot.        | 1112 | 140 | 1423 | 2675 |

### Traffic Lane Flows

| Lane                                                                         | Scenario 5:<br>2022 With Development AM |
|------------------------------------------------------------------------------|-----------------------------------------|
| <b>Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)</b> |                                         |
| 1/1<br>(short)                                                               | 56                                      |
| 1/2<br>(with short)                                                          | 756(In)<br>700(Out)                     |
| 1/3<br>(with short)                                                          | 700(In)<br>700(Out)                     |
| 1/4<br>(short)                                                               | 0                                       |
| 2/1<br>(short)                                                               | 24                                      |
| 2/2<br>(with short)                                                          | 48(In)<br>24(Out)                       |
| 3/1                                                                          | 362                                     |
| 3/2                                                                          | 363                                     |
| 3/3<br>(with short)                                                          | 446(In)<br>362(Out)                     |
| 3/4<br>(short)                                                               | 84                                      |
| 4/1                                                                          | 700                                     |
| 4/2                                                                          | 723                                     |
| 4/3                                                                          | 0                                       |
| 5/1                                                                          | 140                                     |
| 6/1                                                                          | 363                                     |
| 6/2                                                                          | 387                                     |
| 6/3                                                                          | 362                                     |

| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access) |                          |          |               |               |                    |               |                   |                          |
|-----------------------------------------------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                                                                  | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | Y             | Arm 5 Left    | Inf                | 100.0 %       | 1915              | 1915                     |
| 1/2<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | N             | Arm 4 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 1/3<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | N             | Arm 4 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 1/4<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | Y             |               |                    |               | 1915              | 1915                     |
| 2/1<br>(Swansea Uni Access (Approach))                                | 4.00                     | 0.00     | Y             | Arm 4 Left    | Inf                | 95.8 %        | 2015              | 2015                     |
|                                                                       |                          |          |               | Arm 6 Right   | Inf                | 4.2 %         |                   |                          |
| 2/2<br>(Swansea Uni Access (Approach))                                | 4.00                     | 0.00     | N             | Arm 6 Right   | Inf                | 100.0 %       | 2155              | 2155                     |
| 3/1<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | Y             | Arm 6 Ahead   | Inf                | 100.0 %       | 1915              | 1915                     |
| 3/2<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 6 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 3/3<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 6 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 3/4<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 5 Right   | Inf                | 100.0 %       | 2055              | 2055                     |
| 4/1<br>(A483 Fabian Way (Westbound) Lane 1)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 4/2<br>(A483 Fabian Way (Westbound) Lane 2)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 4/3<br>(A483 Fabian Way (Westbound) Lane 3)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/1<br>(Swansea Uni Access (Exit) Lane 1)                             | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(A483 Fabian Way (Eastbound Exit) Lane 1)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/2<br>(A483 Fabian Way (Eastbound Exit) Lane 2)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/3<br>(A483 Fabian Way (Eastbound Exit) Lane 3)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

## Full Input Data And Results

**Scenario 6: '2022 With Development PM'** (FG6: '2022 With Development (PM)', Plan 1: 'Network Control Plan 1')

### Traffic Flows, Desired

**Desired Flow :**

|        | Destination |      |    |      |      |
|--------|-------------|------|----|------|------|
| Origin |             | A    | B  | C    | Tot. |
|        | A           | 0    | 30 | 1240 | 1270 |
|        | B           | 69   | 0  | 129  | 198  |
|        | C           | 1436 | 53 | 0    | 1489 |
|        | Tot.        | 1505 | 83 | 1369 | 2957 |

### Traffic Lane Flows

| Lane                                                                         | Scenario 6:<br>2022 With Development PM |
|------------------------------------------------------------------------------|-----------------------------------------|
| <b>Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)</b> |                                         |
| 1/1<br>(short)                                                               | 30                                      |
| 1/2<br>(with short)                                                          | 650(In)<br>620(Out)                     |
| 1/3<br>(with short)                                                          | 620(In)<br>620(Out)                     |
| 1/4<br>(short)                                                               | 0                                       |
| 2/1<br>(short)                                                               | 129                                     |
| 2/2<br>(with short)                                                          | 198(In)<br>69(Out)                      |
| 3/1                                                                          | 478                                     |
| 3/2                                                                          | 479                                     |
| 3/3<br>(with short)                                                          | 532(In)<br>479(Out)                     |
| 3/4<br>(short)                                                               | 53                                      |
| 4/1                                                                          | 620                                     |
| 4/2                                                                          | 749                                     |
| 4/3                                                                          | 0                                       |
| 5/1                                                                          | 83                                      |
| 6/1                                                                          | 478                                     |
| 6/2                                                                          | 548                                     |
| 6/3                                                                          | 479                                     |

## Lane Saturation Flows

| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access) |                          |          |               |               |                    |               |                   |                          |
|-----------------------------------------------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                                                                  | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | Y             | Arm 5 Left    | Inf                | 100.0 %       | 1915              | 1915                     |
| 1/2<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | N             | Arm 4 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 1/3<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | N             | Arm 4 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 1/4<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | Y             |               |                    |               | 1915              | 1915                     |
| 2/1<br>(Swansea Uni Access (Approach))                                | 4.00                     | 0.00     | Y             | Arm 4 Left    | Inf                | 100.0 %       | 2015              | 2015                     |
|                                                                       |                          |          |               | Arm 6 Right   | Inf                | 0.0 %         |                   |                          |
| 2/2<br>(Swansea Uni Access (Approach))                                | 4.00                     | 0.00     | N             | Arm 6 Right   | Inf                | 100.0 %       | 2155              | 2155                     |
| 3/1<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | Y             | Arm 6 Ahead   | Inf                | 100.0 %       | 1915              | 1915                     |
| 3/2<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 6 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 3/3<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 6 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 3/4<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 5 Right   | Inf                | 100.0 %       | 2055              | 2055                     |
| 4/1<br>(A483 Fabian Way (Westbound) Lane 1)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 4/2<br>(A483 Fabian Way (Westbound) Lane 2)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 4/3<br>(A483 Fabian Way (Westbound) Lane 3)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/1<br>(Swansea Uni Access (Exit) Lane 1)                             | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(A483 Fabian Way (Eastbound Exit) Lane 1)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/2<br>(A483 Fabian Way (Eastbound Exit) Lane 2)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/3<br>(A483 Fabian Way (Eastbound Exit) Lane 3)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

Full Input Data And Results  
Plan 1')

### Traffic Flows, Desired

Desired Flow :

|        | Destination |      |     |      |      |
|--------|-------------|------|-----|------|------|
|        |             | A    | B   | C    | Tot. |
| Origin | A           | 0    | 58  | 1442 | 1500 |
|        | B           | 26   | 0   | 24   | 50   |
|        | C           | 1127 | 88  | 0    | 1215 |
|        | Tot.        | 1153 | 146 | 1466 | 2765 |

### Traffic Lane Flows

| Lane                                                                         | Scenario 7:<br>2027 Without Development AM |
|------------------------------------------------------------------------------|--------------------------------------------|
| <b>Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)</b> |                                            |
| 1/1<br>(short)                                                               | 58                                         |
| 1/2<br>(with short)                                                          | 779(In)<br>721(Out)                        |
| 1/3<br>(with short)                                                          | 721(In)<br>721(Out)                        |
| 1/4<br>(short)                                                               | 0                                          |
| 2/1<br>(short)                                                               | 25                                         |
| 2/2<br>(with short)                                                          | 50(In)<br>25(Out)                          |
| 3/1                                                                          | 375                                        |
| 3/2                                                                          | 376                                        |
| 3/3<br>(with short)                                                          | 464(In)<br>376(Out)                        |
| 3/4<br>(short)                                                               | 88                                         |
| 4/1                                                                          | 721                                        |
| 4/2                                                                          | 745                                        |
| 4/3                                                                          | 0                                          |
| 5/1                                                                          | 146                                        |
| 6/1                                                                          | 376                                        |
| 6/2                                                                          | 401                                        |
| 6/3                                                                          | 376                                        |

**Lane Saturation Flows**

| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access) |                          |          |               |               |                    |               |                   |                          |
|-----------------------------------------------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                                                                  | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | Y             | Arm 5 Left    | Inf                | 100.0 %       | 1915              | 1915                     |
| 1/2<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | N             | Arm 4 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 1/3<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | N             | Arm 4 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 1/4<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | Y             |               |                    |               | 1915              | 1915                     |
| 2/1<br>(Swansea Uni Access (Approach))                                | 4.00                     | 0.00     | Y             | Arm 4 Left    | Inf                | 96.0 %        | 2015              | 2015                     |
|                                                                       |                          |          |               | Arm 6 Right   | Inf                | 4.0 %         |                   |                          |
| 2/2<br>(Swansea Uni Access (Approach))                                | 4.00                     | 0.00     | N             | Arm 6 Right   | Inf                | 100.0 %       | 2155              | 2155                     |
| 3/1<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | Y             | Arm 6 Ahead   | Inf                | 100.0 %       | 1915              | 1915                     |
| 3/2<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 6 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 3/3<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 6 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 3/4<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 5 Right   | Inf                | 100.0 %       | 2055              | 2055                     |
| 4/1<br>(A483 Fabian Way (Westbound) Lane 1)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 4/2<br>(A483 Fabian Way (Westbound) Lane 2)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 4/3<br>(A483 Fabian Way (Westbound) Lane 3)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/1<br>(Swansea Uni Access (Exit) Lane 1)                             | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(A483 Fabian Way (Eastbound Exit) Lane 1)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/2<br>(A483 Fabian Way (Eastbound Exit) Lane 2)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/3<br>(A483 Fabian Way (Eastbound Exit) Lane 3)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

## Full Input Data And Results

1')

### Traffic Flows, Desired

Desired Flow :

|        | Destination |      |     |      |      |
|--------|-------------|------|-----|------|------|
|        |             | A    | B   | C    | Tot. |
| Origin | A           | 0    | 31  | 1276 | 1307 |
|        | B           | 71   | 0   | 133  | 204  |
|        | C           | 1511 | 69  | 0    | 1580 |
|        | Tot.        | 1582 | 100 | 1409 | 3091 |

### Traffic Lane Flows

| Lane                                                                         | Scenario 8:<br>2027 Without Development PM |
|------------------------------------------------------------------------------|--------------------------------------------|
| <b>Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)</b> |                                            |
| 1/1<br>(short)                                                               | 31                                         |
| 1/2<br>(with short)                                                          | 669(In)<br>638(Out)                        |
| 1/3<br>(with short)                                                          | 638(In)<br>638(Out)                        |
| 1/4<br>(short)                                                               | 0                                          |
| 2/1<br>(short)                                                               | 133                                        |
| 2/2<br>(with short)                                                          | 204(In)<br>71(Out)                         |
| 3/1                                                                          | 503                                        |
| 3/2                                                                          | 504                                        |
| 3/3<br>(with short)                                                          | 573(In)<br>504(Out)                        |
| 3/4<br>(short)                                                               | 69                                         |
| 4/1                                                                          | 638                                        |
| 4/2                                                                          | 771                                        |
| 4/3                                                                          | 0                                          |
| 5/1                                                                          | 100                                        |
| 6/1                                                                          | 503                                        |
| 6/2                                                                          | 575                                        |
| 6/3                                                                          | 504                                        |

|  |  |  |  |
|--|--|--|--|
|  |  |  |  |
|--|--|--|--|

## Full Input Data And Results

**Scenario 9: '2027 With Development AM'** (FG9: '2027 With Development (AM)', Plan 1: 'Network Control Plan 1')

### Traffic Flows, Desired

**Desired Flow :**

|        | Destination |      |     |      |      |
|--------|-------------|------|-----|------|------|
| Origin |             | A    | B   | C    | Tot. |
|        | A           | 0    | 58  | 1455 | 1513 |
|        | B           | 26   | 0   | 24   | 50   |
|        | C           | 1131 | 88  | 0    | 1219 |
|        | Tot.        | 1157 | 146 | 1479 | 2782 |

### Traffic Lane Flows

| Lane                                                                         | Scenario 9:<br>2027 With Development AM |
|------------------------------------------------------------------------------|-----------------------------------------|
| <b>Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)</b> |                                         |
| 1/1<br>(short)                                                               | 58                                      |
| 1/2<br>(with short)                                                          | 786(In)<br>728(Out)                     |
| 1/3<br>(with short)                                                          | 727(In)<br>727(Out)                     |
| 1/4<br>(short)                                                               | 0                                       |
| 2/1<br>(short)                                                               | 25                                      |
| 2/2<br>(with short)                                                          | 50(In)<br>25(Out)                       |
| 3/1                                                                          | 377                                     |
| 3/2                                                                          | 377                                     |
| 3/3<br>(with short)                                                          | 465(In)<br>377(Out)                     |
| 3/4<br>(short)                                                               | 88                                      |
| 4/1                                                                          | 728                                     |
| 4/2                                                                          | 751                                     |
| 4/3                                                                          | 0                                       |
| 5/1                                                                          | 146                                     |
| 6/1                                                                          | 378                                     |
| 6/2                                                                          | 402                                     |
| 6/3                                                                          | 377                                     |

| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access) |                          |          |               |               |                    |               |                   |                          |
|-----------------------------------------------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                                                                  | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | Y             | Arm 5 Left    | Inf                | 100.0 %       | 1915              | 1915                     |
| 1/2<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | N             | Arm 4 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 1/3<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | N             | Arm 4 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 1/4<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | Y             |               |                    |               | 1915              | 1915                     |
| 2/1<br>(Swansea Uni Access (Approach))                                | 4.00                     | 0.00     | Y             | Arm 4 Left    | Inf                | 96.0 %        | 2015              | 2015                     |
|                                                                       |                          |          |               | Arm 6 Right   | Inf                | 4.0 %         |                   |                          |
| 2/2<br>(Swansea Uni Access (Approach))                                | 4.00                     | 0.00     | N             | Arm 6 Right   | Inf                | 100.0 %       | 2155              | 2155                     |
| 3/1<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | Y             | Arm 6 Ahead   | Inf                | 100.0 %       | 1915              | 1915                     |
| 3/2<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 6 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 3/3<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 6 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 3/4<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 5 Right   | Inf                | 100.0 %       | 2055              | 2055                     |
| 4/1<br>(A483 Fabian Way (Westbound) Lane 1)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 4/2<br>(A483 Fabian Way (Westbound) Lane 2)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 4/3<br>(A483 Fabian Way (Westbound) Lane 3)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/1<br>(Swansea Uni Access (Exit) Lane 1)                             | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(A483 Fabian Way (Eastbound Exit) Lane 1)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/2<br>(A483 Fabian Way (Eastbound Exit) Lane 2)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/3<br>(A483 Fabian Way (Eastbound Exit) Lane 3)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

## Full Input Data And Results

**Scenario 10: '2027 With Development PM'** (FG10: '2027 With Development (PM)', Plan 1: 'Network Control Plan 1')

### Traffic Flows, Desired

**Desired Flow :**

|        | Destination |      |    |      |      |
|--------|-------------|------|----|------|------|
| Origin |             | A    | B  | C    | Tot. |
|        | A           | 0    | 31 | 1288 | 1319 |
|        | B           | 71   | 0  | 133  | 204  |
|        | C           | 1493 | 55 | 0    | 1548 |
|        | Tot.        | 1564 | 86 | 1421 | 3071 |

### Traffic Lane Flows

| Lane                                                                         | Scenario 10:<br>2027 With Development PM |
|------------------------------------------------------------------------------|------------------------------------------|
| <b>Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)</b> |                                          |
| 1/1<br>(short)                                                               | 31                                       |
| 1/2<br>(with short)                                                          | 675(In)<br>644(Out)                      |
| 1/3<br>(with short)                                                          | 644(In)<br>644(Out)                      |
| 1/4<br>(short)                                                               | 0                                        |
| 2/1<br>(short)                                                               | 133                                      |
| 2/2<br>(with short)                                                          | 204(In)<br>71(Out)                       |
| 3/1                                                                          | 497                                      |
| 3/2                                                                          | 498                                      |
| 3/3<br>(with short)                                                          | 553(In)<br>498(Out)                      |
| 3/4<br>(short)                                                               | 55                                       |
| 4/1                                                                          | 644                                      |
| 4/2                                                                          | 777                                      |
| 4/3                                                                          | 0                                        |
| 5/1                                                                          | 86                                       |
| 6/1                                                                          | 497                                      |
| 6/2                                                                          | 569                                      |
| 6/3                                                                          | 498                                      |

## Full Input Data And Results

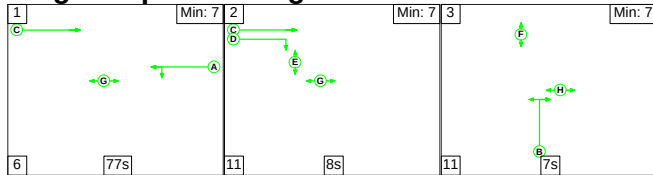
## Lane Saturation Flows

| Junction: A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access) |                          |          |               |               |                    |               |                   |                          |
|-----------------------------------------------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                                                                  | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | Y             | Arm 5 Left    | Inf                | 100.0 %       | 1915              | 1915                     |
| 1/2<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | N             | Arm 4 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 1/3<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | N             | Arm 4 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 1/4<br>(A483 Fabian Way (Westbound Approach))                         | 3.00                     | 0.00     | Y             |               |                    |               | 1915              | 1915                     |
| 2/1<br>(Swansea Uni Access (Approach))                                | 4.00                     | 0.00     | Y             | Arm 4 Left    | Inf                | 100.0 %       | 2015              | 2015                     |
|                                                                       |                          |          |               | Arm 6 Right   | Inf                | 0.0 %         |                   |                          |
| 2/2<br>(Swansea Uni Access (Approach))                                | 4.00                     | 0.00     | N             | Arm 6 Right   | Inf                | 100.0 %       | 2155              | 2155                     |
| 3/1<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | Y             | Arm 6 Ahead   | Inf                | 100.0 %       | 1915              | 1915                     |
| 3/2<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 6 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 3/3<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 6 Ahead   | Inf                | 100.0 %       | 2055              | 2055                     |
| 3/4<br>(A483 Fabian Way (Eastbound Approach))                         | 3.00                     | 0.00     | N             | Arm 5 Right   | Inf                | 100.0 %       | 2055              | 2055                     |
| 4/1<br>(A483 Fabian Way (Westbound) Lane 1)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 4/2<br>(A483 Fabian Way (Westbound) Lane 2)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 4/3<br>(A483 Fabian Way (Westbound) Lane 3)                           | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/1<br>(Swansea Uni Access (Exit) Lane 1)                             | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(A483 Fabian Way (Eastbound Exit) Lane 1)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/2<br>(A483 Fabian Way (Eastbound Exit) Lane 2)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/3<br>(A483 Fabian Way (Eastbound Exit) Lane 3)                      | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

## Full Input Data And Results

**Scenario 1: '2021 Surveyed AM'** (FG1: '2021 Surveyed Flows (AM)', Plan 1: 'Network Control Plan 1')

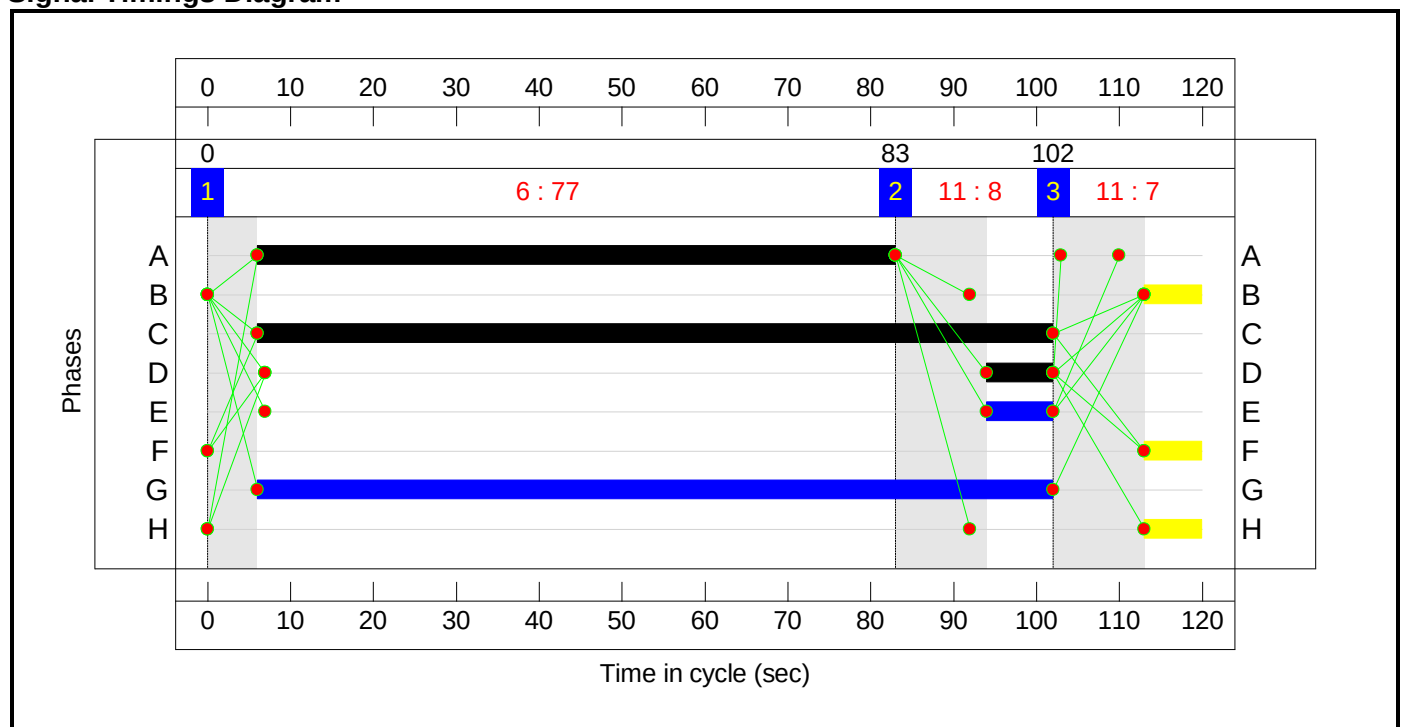
### Stage Sequence Diagram



### Stage Timings

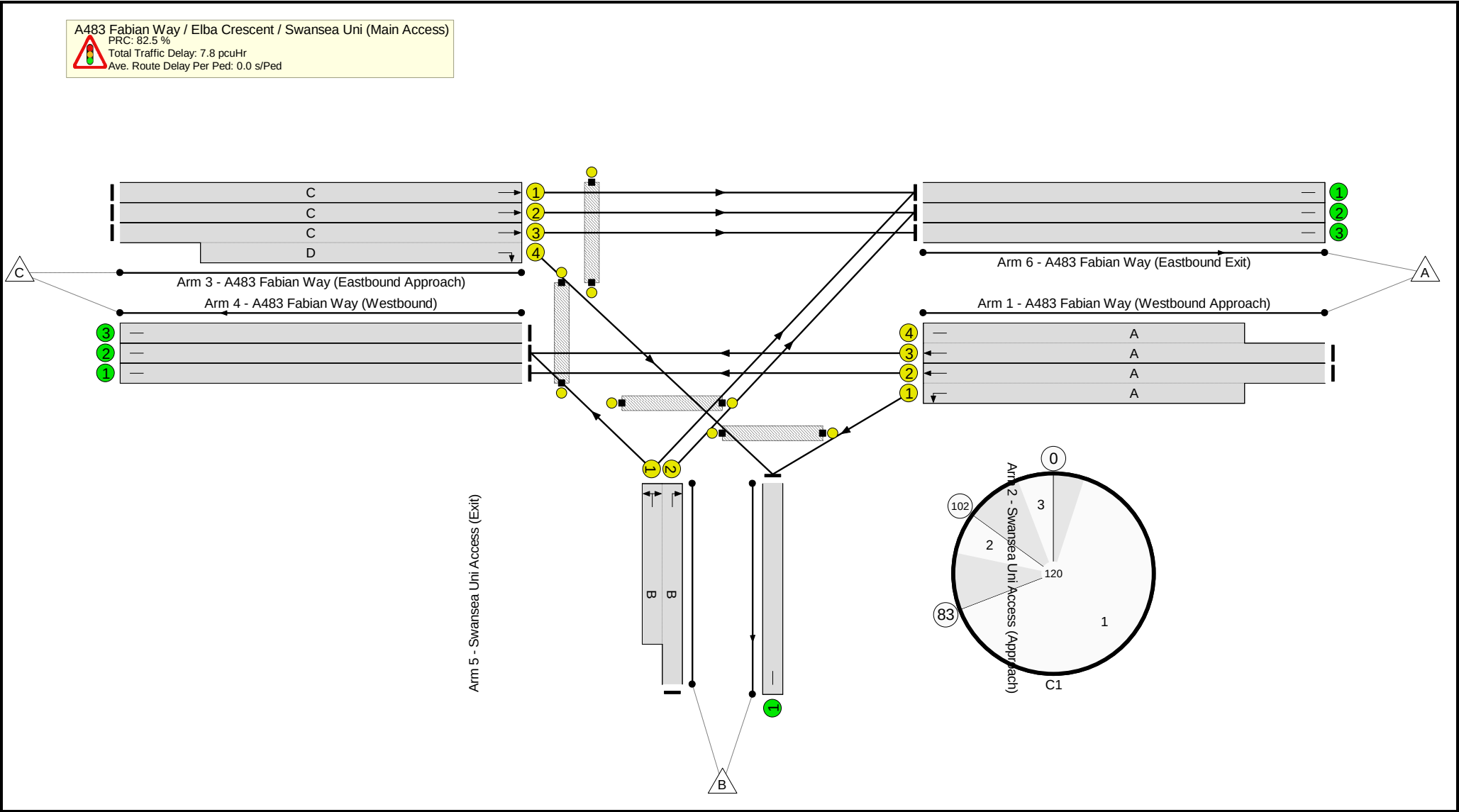
| Stage        | 1  | 2  | 3   |
|--------------|----|----|-----|
| Duration     | 77 | 8  | 7   |
| Change Point | 0  | 83 | 102 |

### Signal Timings Diagram



Full Input Data And Results

Network Layout 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 (%)  |
|--------------------------------------------------------------------|--------------------------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network: Assessment Junction J3</b>                             | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>49.3%</b> |
| <b>A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)</b> | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>49.3%</b> |
| 1/2+1/1                                                            | A483 Fabian Way (Westbound Approach) Ahead Left  | U         | N/A               | N/A                        | A          |             | 1          | 77              | -               | 685               | 2055:1915         | 1285+106       | 49.3 : 49.3% |
| 1/3+1/4                                                            | A483 Fabian Way (Westbound Approach) Ahead       | U         | N/A               | N/A                        | A          |             | 1          | 77              | -               | 633               | 2055:1915         | 1336+0         | 47.4 : 0.0%  |
| 2/2+2/1                                                            | Swansea Uni Access (Approach) Left Right         | U         | N/A               | N/A                        | B          |             | 1          | 7               | -               | 46                | 2155:2015         | 144+134        | 16.0 : 17.1% |
| 3/1                                                                | A483 Fabian Way (Eastbound Approach) Ahead       | U         | N/A               | N/A                        | C          |             | 1          | 96              | -               | 330               | 1915              | 1548           | 21.3%        |
| 3/2                                                                | A483 Fabian Way (Eastbound Approach) Ahead       | U         | N/A               | N/A                        | C          |             | 1          | 96              | -               | 330               | 2055              | 1661           | 19.9%        |
| 3/3+3/4                                                            | A483 Fabian Way (Eastbound Approach) Right Ahead | U         | N/A               | N/A                        | C D        |             | 1          | 96:8            | -               | 406               | 2055:2055         | 1492+154       | 22.1 : 49.3% |
| 4/1                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 633               | Inf               | Inf            | 0.0%         |
| 4/2                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 655               | Inf               | Inf            | 0.0%         |
| 4/3                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 0                 | Inf               | Inf            | -            |
| 5/1                                                                | Swansea Uni Access (Exit)                        | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 128               | Inf               | Inf            | 0.0%         |
| 6/1                                                                | A483 Fabian Way (Eastbound Exit)                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 331               | Inf               | Inf            | 0.0%         |

Full Input Data And Results

|              |                                     |   |     |     |   |  |   |    |   |     |     |     |      |
|--------------|-------------------------------------|---|-----|-----|---|--|---|----|---|-----|-----|-----|------|
| 6/2          | A483 Fabian Way<br>(Eastbound Exit) | U | N/A | N/A | - |  | - | -  | - | 353 | Inf | Inf | 0.0% |
| 6/3          | A483 Fabian Way<br>(Eastbound Exit) | U | N/A | N/A | - |  | - | -  | - | 330 | Inf | Inf | 0.0% |
| Ped Link: P1 | Uni Access (Exit)                   | - | N/A | -   | G |  | 1 | 96 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P2 | Uni Access (Entry)                  | - | N/A | -   | H |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P3 | Fabian Way<br>(Eastbound Exit)      | - | N/A | -   | F |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P4 | Fabian Way<br>(Westbound Approach)  | - | N/A | -   | E |  | 1 | 8  | - | 0   | -   | 0   | 0.0% |

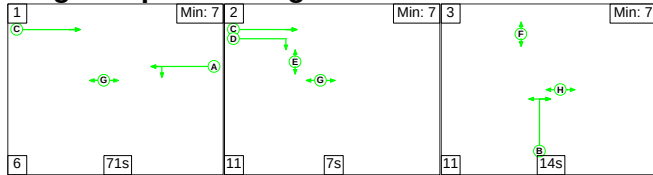
## Full Input Data And Results

| Item                                                                                                                                                                                                                                                                                                              | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Network: Assessment Junction J3                                                                                                                                                                                                                                                                                   | -              | -             | 0                     | 0                            | 0                           | 6.4                   | 1.5                          | 0.0                                | 7.8                 | -                         | -                                | -                          | -                    |
| A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)                                                                                                                                                                                                                                                       | -              | -             | 0                     | 0                            | 0                           | 6.4                   | 1.5                          | 0.0                                | 7.8                 | -                         | -                                | -                          | -                    |
| 1/2+1/1                                                                                                                                                                                                                                                                                                           | 685            | 685           | -                     | -                            | -                           | 2.0                   | 0.5                          | -                                  | 2.5                 | 12.9                      | 10.5                             | 0.5                        | 11.0                 |
| 1/3+1/4                                                                                                                                                                                                                                                                                                           | 633            | 633           | -                     | -                            | -                           | 1.9                   | 0.4                          | -                                  | 2.3                 | 13.2                      | 10.5                             | 0.4                        | 11.0                 |
| 2/2+2/1                                                                                                                                                                                                                                                                                                           | 46             | 46            | -                     | -                            | -                           | 0.7                   | 0.1                          | -                                  | 0.8                 | 60.7                      | 0.7                              | 0.1                        | 0.8                  |
| 3/1                                                                                                                                                                                                                                                                                                               | 330            | 330           | -                     | -                            | -                           | 0.2                   | 0.1                          | -                                  | 0.4                 | 4.1                       | 2.5                              | 0.1                        | 2.6                  |
| 3/2                                                                                                                                                                                                                                                                                                               | 330            | 330           | -                     | -                            | -                           | 0.2                   | 0.1                          | -                                  | 0.4                 | 4.0                       | 2.5                              | 0.1                        | 2.6                  |
| 3/3+3/4                                                                                                                                                                                                                                                                                                           | 406            | 406           | -                     | -                            | -                           | 1.4                   | 0.2                          | -                                  | 1.5                 | 13.6                      | 2.5                              | 0.2                        | 2.6                  |
| 4/1                                                                                                                                                                                                                                                                                                               | 633            | 633           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 4/2                                                                                                                                                                                                                                                                                                               | 655            | 655           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 4/3                                                                                                                                                                                                                                                                                                               | -              | -             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| 5/1                                                                                                                                                                                                                                                                                                               | 128            | 128           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                                                                                                                                                                                                                                                                                               | 331            | 331           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/2                                                                                                                                                                                                                                                                                                               | 353            | 353           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/3                                                                                                                                                                                                                                                                                                               | 330            | 330           | -                     | -                            | -                           | 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             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P4                                                                                                                                                                                                                                                                                                      | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| C1                      PRC for Signalled Lanes (%):            82.5                      Total Delay for Signalled Lanes (pcuHr):            7.83                      Cycle Time (s):    120<br>PRC Over All Lanes (%):            82.5                      Total Delay Over All Lanes(pcuHr):            7.83 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

## Full Input Data And Results

**Scenario 2: '2021 Surveyed PM'** (FG2: '2021 Surveyed Flows (PM)', Plan 1: 'Network Control Plan 1')

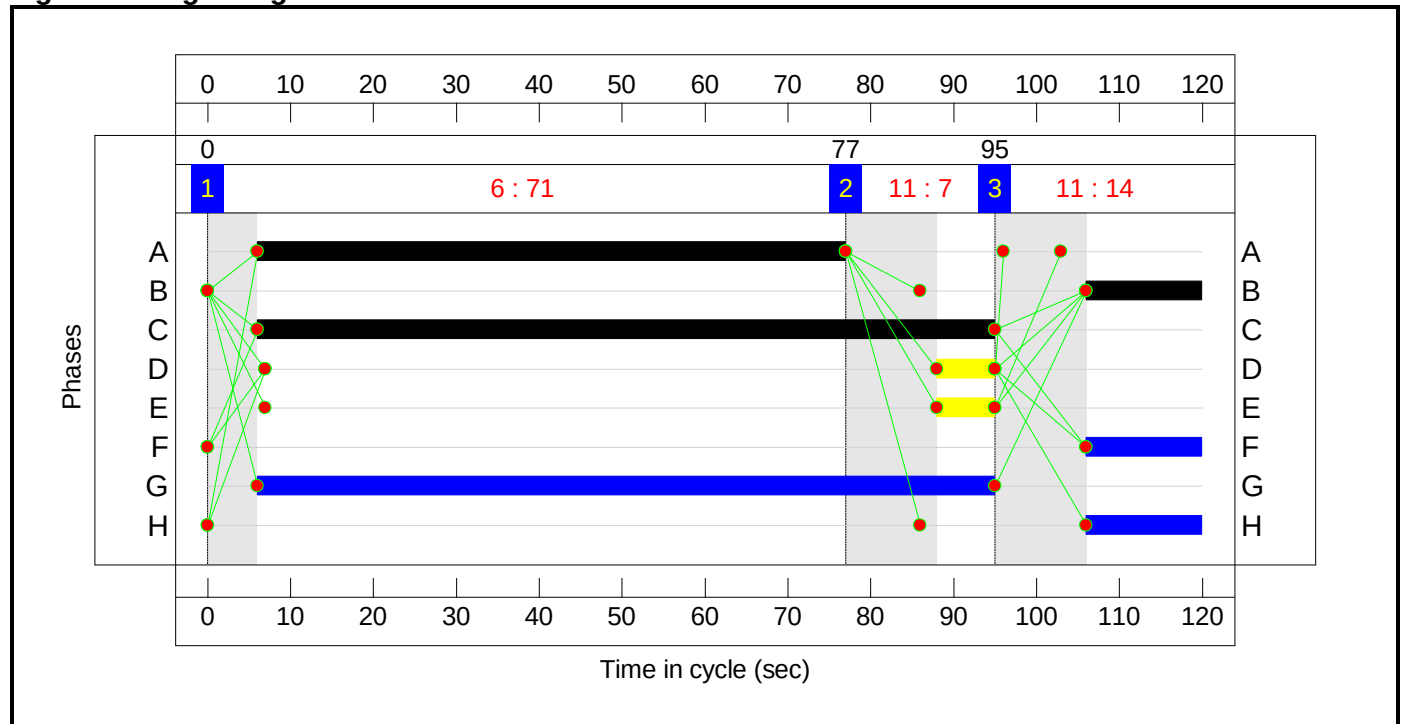
### Stage Sequence Diagram



### Stage Timings

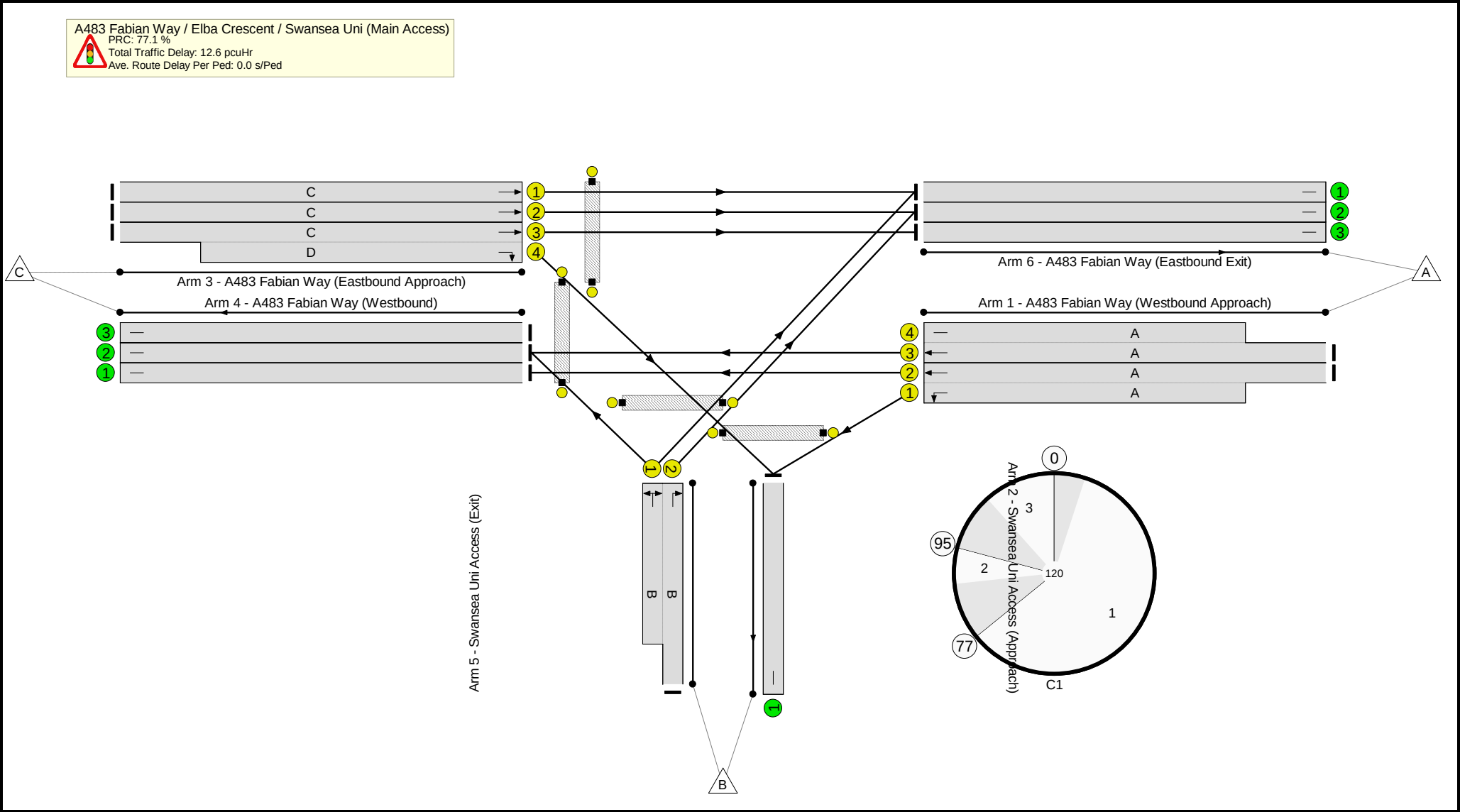
| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 71 | 7  | 14 |
| Change Point | 0  | 77 | 95 |

### Signal Timings Diagram



Full Input Data And Results

Network Layout 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 (%)  |
|--------------------------------------------------------------------|--------------------------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network: Assessment Junction J3</b>                             | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 50.8%        |
| <b>A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)</b> | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 50.8%        |
| 1/2+1/1                                                            | A483 Fabian Way (Westbound Approach) Ahead Left  | U         | N/A               | N/A                        | A          |             | 1          | 71              | -               | 639               | 2055:1915         | 1204+59        | 50.6 : 50.6% |
| 1/3+1/4                                                            | A483 Fabian Way (Westbound Approach) Ahead       | U         | N/A               | N/A                        | A          |             | 1          | 71              | -               | 608               | 2055:1915         | 1233+0         | 49.3 : 0.0%  |
| 2/2+2/1                                                            | Swansea Uni Access (Approach) Left Right         | U         | N/A               | N/A                        | B          |             | 1          | 14              | -               | 196               | 2155:2015         | 134+252        | 50.8 : 50.8% |
| 3/1                                                                | A483 Fabian Way (Eastbound Approach) Ahead       | U         | N/A               | N/A                        | C          |             | 1          | 89              | -               | 480               | 1915              | 1436           | 33.4%        |
| 3/2                                                                | A483 Fabian Way (Eastbound Approach) Ahead       | U         | N/A               | N/A                        | C          |             | 1          | 89              | -               | 481               | 2055              | 1541           | 31.2%        |
| 3/3+3/4                                                            | A483 Fabian Way (Eastbound Approach) Right Ahead | U         | N/A               | N/A                        | C D        |             | 1          | 89:7            | -               | 547               | 2055:2055         | 1443+137       | 33.3 : 48.9% |
| 4/1                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 609               | Inf               | Inf            | 0.0%         |
| 4/2                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 736               | Inf               | Inf            | 0.0%         |
| 4/3                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 0                 | Inf               | Inf            | -            |
| 5/1                                                                | Swansea Uni Access (Exit)                        | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 97                | Inf               | Inf            | 0.0%         |
| 6/1                                                                | A483 Fabian Way (Eastbound Exit)                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 480               | Inf               | Inf            | 0.0%         |

Full Input Data And Results

|              |                                     |   |     |     |   |  |   |    |   |     |     |     |      |
|--------------|-------------------------------------|---|-----|-----|---|--|---|----|---|-----|-----|-----|------|
| 6/2          | A483 Fabian Way<br>(Eastbound Exit) | U | N/A | N/A | - |  | - | -  | - | 549 | Inf | Inf | 0.0% |
| 6/3          | A483 Fabian Way<br>(Eastbound Exit) | U | N/A | N/A | - |  | - | -  | - | 480 | Inf | Inf | 0.0% |
| Ped Link: P1 | Uni Access (Exit)                   | - | N/A | -   | G |  | 1 | 89 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P2 | Uni Access (Entry)                  | - | N/A | -   | H |  | 1 | 14 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P3 | Fabian Way<br>(Eastbound Exit)      | - | N/A | -   | F |  | 1 | 14 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P4 | Fabian Way<br>(Westbound Approach)  | - | N/A | -   | E |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |

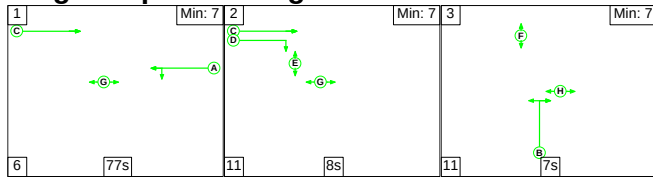
## Full Input Data And Results

| Item                                                                                                                                                                                                 | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Network: Assessment Junction J3                                                                                                                                                                      | -              | -             | 0                     | 0                            | 0                           | 10.3                  | 2.3                          | 0.0                                | 12.6                | -                         | -                                | -                          | -                    |
| A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)                                                                                                                                          | -              | -             | 0                     | 0                            | 0                           | 10.3                  | 2.3                          | 0.0                                | 12.6                | -                         | -                                | -                          | -                    |
| 1/2+1/1                                                                                                                                                                                              | 639            | 639           | -                     | -                            | -                           | 2.4                   | 0.5                          | -                                  | 2.9                 | 16.3                      | 11.5                             | 0.5                        | 12.0                 |
| 1/3+1/4                                                                                                                                                                                              | 608            | 608           | -                     | -                            | -                           | 2.3                   | 0.5                          | -                                  | 2.8                 | 16.5                      | 11.5                             | 0.5                        | 12.0                 |
| 2/2+2/1                                                                                                                                                                                              | 196            | 196           | -                     | -                            | -                           | 2.6                   | 0.5                          | -                                  | 3.2                 | 57.9                      | 4.0                              | 0.5                        | 4.5                  |
| 3/1                                                                                                                                                                                                  | 480            | 480           | -                     | -                            | -                           | 0.7                   | 0.3                          | -                                  | 0.9                 | 6.9                       | 5.3                              | 0.3                        | 5.6                  |
| 3/2                                                                                                                                                                                                  | 481            | 481           | -                     | -                            | -                           | 0.7                   | 0.2                          | -                                  | 0.9                 | 6.6                       | 5.2                              | 0.2                        | 5.4                  |
| 3/3+3/4                                                                                                                                                                                              | 547            | 547           | -                     | -                            | -                           | 1.7                   | 0.3                          | -                                  | 1.9                 | 12.7                      | 5.2                              | 0.3                        | 5.5                  |
| 4/1                                                                                                                                                                                                  | 609            | 609           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 4/2                                                                                                                                                                                                  | 736            | 736           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 4/3                                                                                                                                                                                                  | -              | -             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| 5/1                                                                                                                                                                                                  | 97             | 97            | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                                                                                                                                                                                  | 480            | 480           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/2                                                                                                                                                                                                  | 549            | 549           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/3                                                                                                                                                                                                  | 480            | 480           | -                     | -                            | -                           | 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             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P4                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| C1      PRC for Signalled Lanes (%): 77.1      Total Delay for Signalled Lanes (pcuHr): 12.57      Cycle Time (s): 120<br>PRC Over All Lanes (%): 77.1      Total Delay Over All Lanes(pcuHr): 12.57 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

## Full Input Data And Results

**Scenario 3: '2022 Without Development AM'** (FG3: '2022 Without Development (AM)', Plan 1: 'Network Control Plan 1')

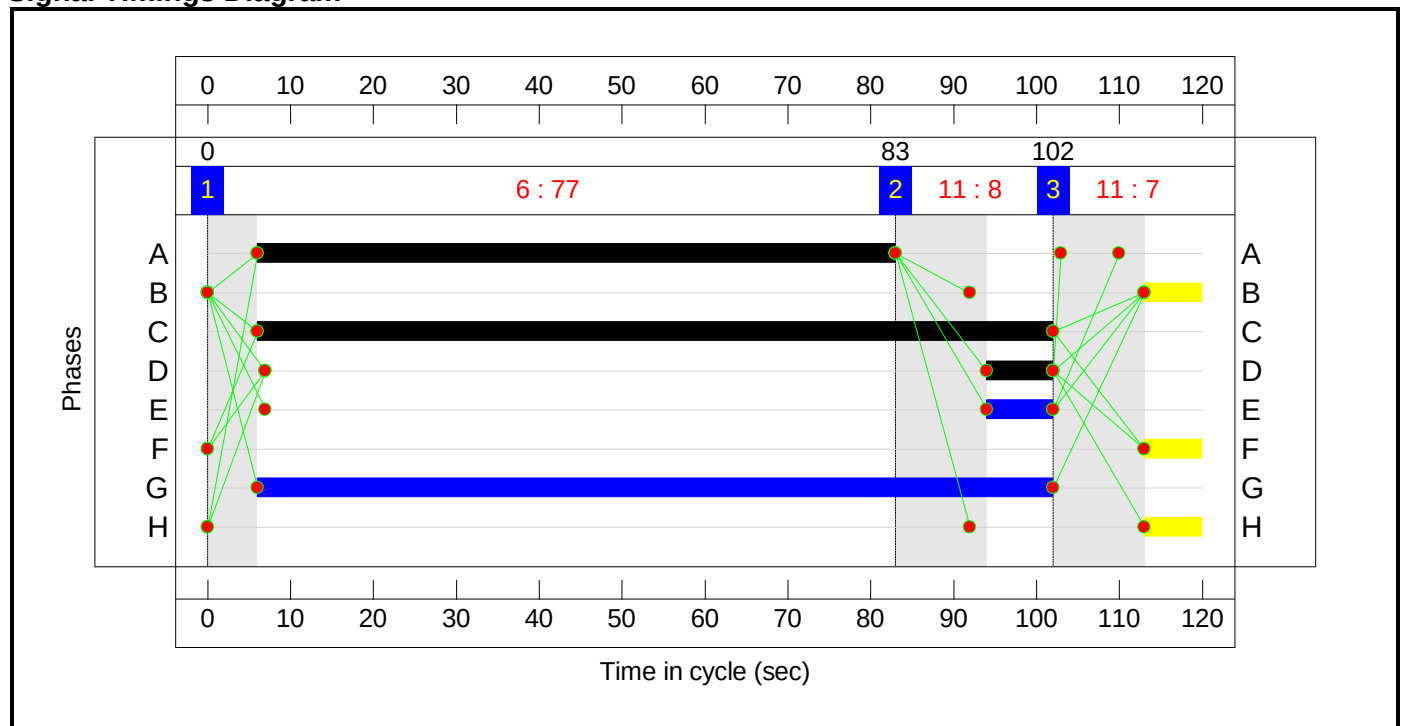
### Stage Sequence Diagram



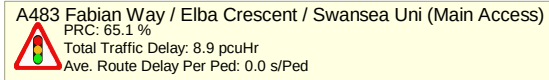
### Stage Timings

| Stage        | 1  | 2  | 3   |
|--------------|----|----|-----|
| Duration     | 77 | 8  | 7   |
| Change Point | 0  | 83 | 102 |

### Signal Timings Diagram



## Network Layout 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 (%)  |
|--------------------------------------------------------------------|--------------------------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network: Assessment Junction J3</b>                             | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>54.5%</b> |
| <b>A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)</b> | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>54.5%</b> |
| 1/2+1/1                                                            | A483 Fabian Way (Westbound Approach) Ahead Left  | U         | N/A               | N/A                        | A          |             | 1          | 77              | -               | 750               | 2055:1915         | 1286+104       | 54.0 : 54.0% |
| 1/3+1/4                                                            | A483 Fabian Way (Westbound Approach) Ahead       | U         | N/A               | N/A                        | A          |             | 1          | 77              | -               | 693               | 2055:1915         | 1336+0         | 51.9 : 0.0%  |
| 2/2+2/1                                                            | Swansea Uni Access (Approach) Left Right         | U         | N/A               | N/A                        | B          |             | 1          | 7               | -               | 48                | 2155:2015         | 144+134        | 16.7 : 17.9% |
| 3/1                                                                | A483 Fabian Way (Eastbound Approach) Ahead       | U         | N/A               | N/A                        | C          |             | 1          | 96              | -               | 361               | 1915              | 1548           | 23.3%        |
| 3/2                                                                | A483 Fabian Way (Eastbound Approach) Ahead       | U         | N/A               | N/A                        | C          |             | 1          | 96              | -               | 361               | 2055              | 1661           | 21.7%        |
| 3/3+3/4                                                            | A483 Fabian Way (Eastbound Approach) Right Ahead | U         | N/A               | N/A                        | C D        |             | 1          | 96:8            | -               | 445               | 2055:2055         | 1490+154       | 24.2 : 54.5% |
| 4/1                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 694               | Inf               | Inf            | 0.0%         |
| 4/2                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 716               | Inf               | Inf            | 0.0%         |
| 4/3                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 0                 | Inf               | Inf            | -            |
| 5/1                                                                | Swansea Uni Access (Exit)                        | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 140               | Inf               | Inf            | 0.0%         |
| 6/1                                                                | A483 Fabian Way (Eastbound Exit)                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 362               | Inf               | Inf            | 0.0%         |

Full Input Data And Results

|              |                                     |   |     |     |   |  |   |    |   |     |     |     |      |
|--------------|-------------------------------------|---|-----|-----|---|--|---|----|---|-----|-----|-----|------|
| 6/2          | A483 Fabian Way<br>(Eastbound Exit) | U | N/A | N/A | - |  | - | -  | - | 385 | Inf | Inf | 0.0% |
| 6/3          | A483 Fabian Way<br>(Eastbound Exit) | U | N/A | N/A | - |  | - | -  | - | 361 | Inf | Inf | 0.0% |
| Ped Link: P1 | Uni Access (Exit)                   | - | N/A | -   | G |  | 1 | 96 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P2 | Uni Access (Entry)                  | - | N/A | -   | H |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P3 | Fabian Way<br>(Eastbound Exit)      | - | N/A | -   | F |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P4 | Fabian Way<br>(Westbound Approach)  | - | N/A | -   | E |  | 1 | 8  | - | 0   | -   | 0   | 0.0% |

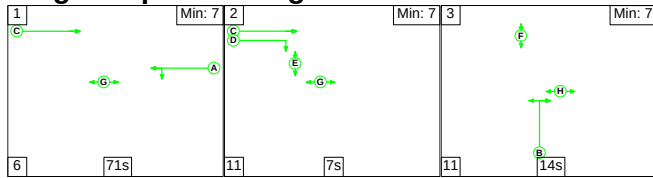
## Full Input Data And Results

| Item                                                        | Arriving (pcu)                    | Leaving<br>(pcu) | Turners In<br>Gaps (pcu)     | Turners When<br>Unopposed<br>(pcu) | Turners In<br>Intergreen<br>(pcu)             | Uniform<br>Delay<br>(pcuHr) | Rand +<br>Oversat<br>Delay<br>(pcuHr)   | Storage<br>Area<br>Uniform<br>Delay<br>(pcuHr) | Total Delay<br>(pcuHr) | Av. Delay<br>Per PCU<br>(s/pcu) | Max. Back of<br>Uniform<br>Queue (pcu) | Rand +<br>Oversat<br>Queue (pcu) | Mean<br>Max<br>Queue<br>(pcu) |
|-------------------------------------------------------------|-----------------------------------|------------------|------------------------------|------------------------------------|-----------------------------------------------|-----------------------------|-----------------------------------------|------------------------------------------------|------------------------|---------------------------------|----------------------------------------|----------------------------------|-------------------------------|
| Network:<br>Assessment Junction J3                          | -                                 | -                | 0                            | 0                                  | 0                                             | 7.2                         | 1.7                                     | 0.0                                            | 8.9                    | -                               | -                                      | -                                | -                             |
| A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access) | -                                 | -                | 0                            | 0                                  | 0                                             | 7.2                         | 1.7                                     | 0.0                                            | 8.9                    | -                               | -                                      | -                                | -                             |
| 1/2+1/1                                                     | 750                               | 750              | -                            | -                                  | -                                             | 2.3                         | 0.6                                     | -                                              | 2.8                    | 13.6                            | 12.1                                   | 0.6                              | 12.7                          |
| 1/3+1/4                                                     | 693                               | 693              | -                            | -                                  | -                                             | 2.1                         | 0.5                                     | -                                              | 2.7                    | 13.9                            | 12.1                                   | 0.5                              | 12.7                          |
| 2/2+2/1                                                     | 48                                | 48               | -                            | -                                  | -                                             | 0.7                         | 0.1                                     | -                                              | 0.8                    | 60.8                            | 0.8                                    | 0.1                              | 0.9                           |
| 3/1                                                         | 361                               | 361              | -                            | -                                  | -                                             | 0.3                         | 0.2                                     | -                                              | 0.4                    | 4.2                             | 2.8                                    | 0.2                              | 3.0                           |
| 3/2                                                         | 361                               | 361              | -                            | -                                  | -                                             | 0.3                         | 0.1                                     | -                                              | 0.4                    | 4.1                             | 2.7                                    | 0.1                              | 2.8                           |
| 3/3+3/4                                                     | 445                               | 445              | -                            | -                                  | -                                             | 1.5                         | 0.2                                     | -                                              | 1.7                    | 13.8                            | 2.7                                    | 0.2                              | 2.9                           |
| 4/1                                                         | 694                               | 694              | -                            | -                                  | -                                             | 0.0                         | 0.0                                     | -                                              | 0.0                    | 0.0                             | 0.0                                    | 0.0                              | 0.0                           |
| 4/2                                                         | 716                               | 716              | -                            | -                                  | -                                             | 0.0                         | 0.0                                     | -                                              | 0.0                    | 0.0                             | 0.0                                    | 0.0                              | 0.0                           |
| 4/3                                                         | -                                 | -                | -                            | -                                  | -                                             | -                           | -                                       | -                                              | -                      | -                               | -                                      | -                                | -                             |
| 5/1                                                         | 140                               | 140              | -                            | -                                  | -                                             | 0.0                         | 0.0                                     | -                                              | 0.0                    | 0.0                             | 0.0                                    | 0.0                              | 0.0                           |
| 6/1                                                         | 362                               | 362              | -                            | -                                  | -                                             | 0.0                         | 0.0                                     | -                                              | 0.0                    | 0.0                             | 0.0                                    | 0.0                              | 0.0                           |
| 6/2                                                         | 385                               | 385              | -                            | -                                  | -                                             | 0.0                         | 0.0                                     | -                                              | 0.0                    | 0.0                             | 0.0                                    | 0.0                              | 0.0                           |
| 6/3                                                         | 361                               | 361              | -                            | -                                  | -                                             | 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                | -                            | -                                  | -                                             | -                           | -                                       | -                                              | -                      | -                               | -                                      | -                                | -                             |
| Ped Link: P4                                                | 0                                 | 0                | -                            | -                                  | -                                             | -                           | -                                       | -                                              | -                      | -                               | -                                      | -                                | -                             |
| C1                                                          | PRC for Signalled Lanes (%): 65.1 |                  | PRC Over All Lanes (%): 65.1 |                                    | Total Delay for Signalled Lanes (pcuHr): 8.86 |                             | Total Delay Over All Lanes(pcuHr): 8.86 |                                                | Cycle Time (s): 120    |                                 |                                        |                                  |                               |

## Full Input Data And Results

**Scenario 4: '2022 Without Development PM'** (FG4: '2022 Without Development (PM)', Plan 1: 'Network Control Plan 1')

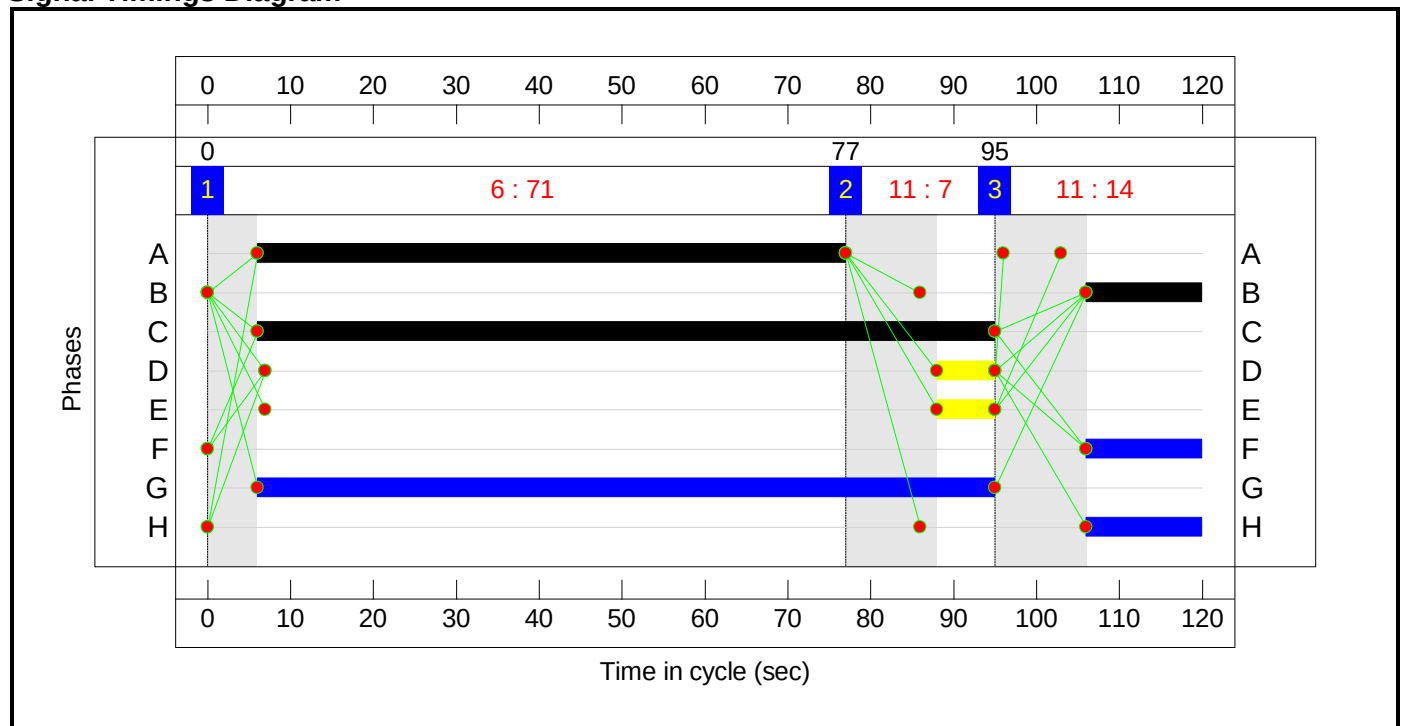
### Stage Sequence Diagram



### Stage Timings

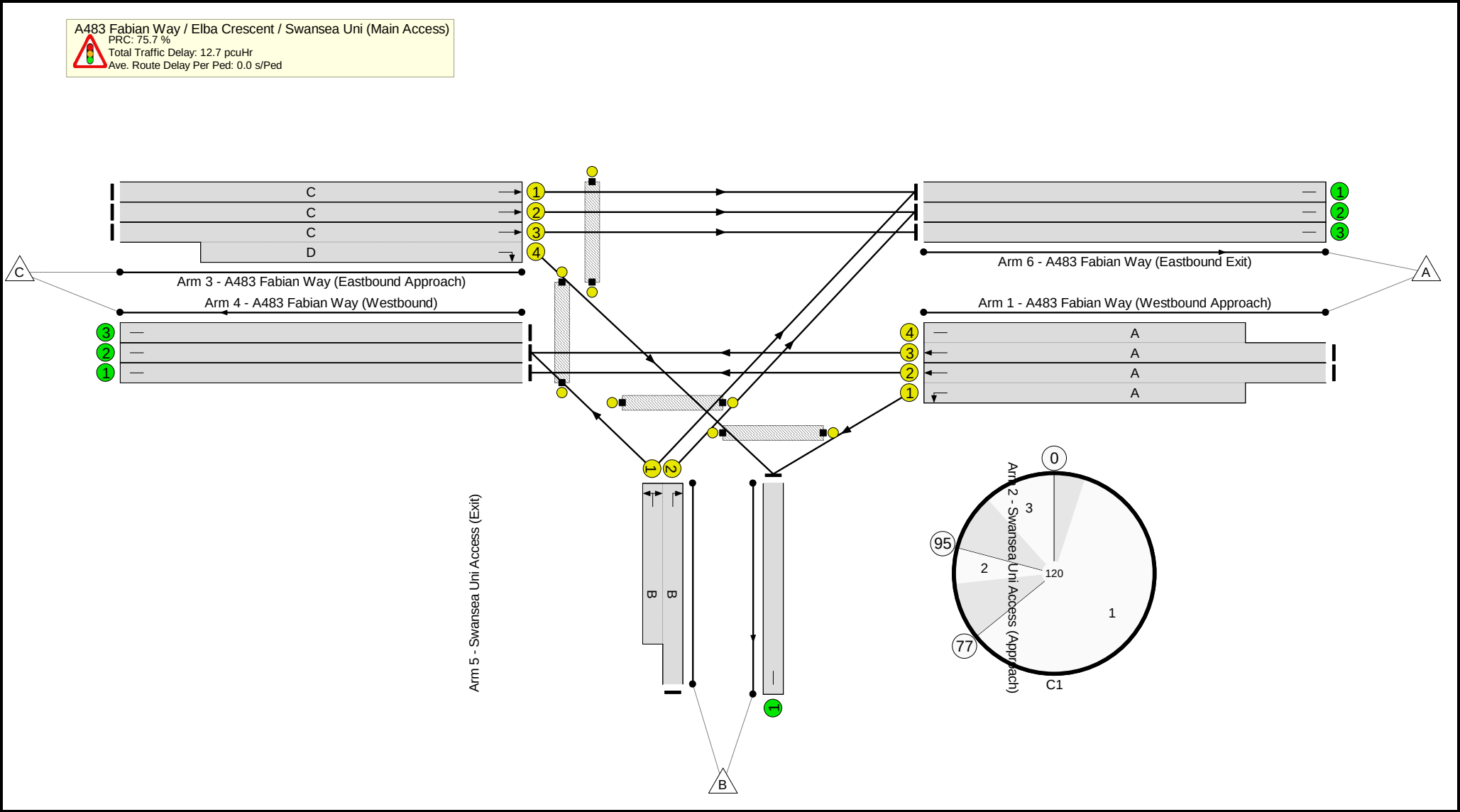
| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 71 | 7  | 14 |
| Change Point | 0  | 77 | 95 |

### Signal Timings Diagram



Full Input Data And Results

Network Layout 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 (%)  |
|--------------------------------------------------------------------|--------------------------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network: Assessment Junction J3</b>                             | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 51.2%        |
| <b>A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)</b> | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 51.2%        |
| 1/2+1/1                                                            | A483 Fabian Way (Westbound Approach) Ahead Left  | U         | N/A               | N/A                        | A          |             | 1          | 71              | -               | 644               | 2055:1915         | 1205+59        | 51.0 : 51.0% |
| 1/3+1/4                                                            | A483 Fabian Way (Westbound Approach) Ahead       | U         | N/A               | N/A                        | A          |             | 1          | 71              | -               | 613               | 2055:1915         | 1233+0         | 49.7 : 0.0%  |
| 2/2+2/1                                                            | Swansea Uni Access (Approach) Left Right         | U         | N/A               | N/A                        | B          |             | 1          | 14              | -               | 198               | 2155:2015         | 135+252        | 51.2 : 51.2% |
| 3/1                                                                | A483 Fabian Way (Eastbound Approach) Ahead       | U         | N/A               | N/A                        | C          |             | 1          | 89              | -               | 484               | 1915              | 1436           | 33.7%        |
| 3/2                                                                | A483 Fabian Way (Eastbound Approach) Ahead       | U         | N/A               | N/A                        | C          |             | 1          | 89              | -               | 484               | 2055              | 1541           | 31.4%        |
| 3/3+3/4                                                            | A483 Fabian Way (Eastbound Approach) Right Ahead | U         | N/A               | N/A                        | C D        |             | 1          | 89:7            | -               | 551               | 2055:2055         | 1444+137       | 33.5 : 48.9% |
| 4/1                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 614               | Inf               | Inf            | 0.0%         |
| 4/2                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 742               | Inf               | Inf            | 0.0%         |
| 4/3                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 0                 | Inf               | Inf            | -            |
| 5/1                                                                | Swansea Uni Access (Exit)                        | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 97                | Inf               | Inf            | 0.0%         |
| 6/1                                                                | A483 Fabian Way (Eastbound Exit)                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 484               | Inf               | Inf            | 0.0%         |

Full Input Data And Results

|              |                                     |   |     |     |   |  |   |    |   |     |     |     |      |
|--------------|-------------------------------------|---|-----|-----|---|--|---|----|---|-----|-----|-----|------|
| 6/2          | A483 Fabian Way<br>(Eastbound Exit) | U | N/A | N/A | - |  | - | -  | - | 553 | Inf | Inf | 0.0% |
| 6/3          | A483 Fabian Way<br>(Eastbound Exit) | U | N/A | N/A | - |  | - | -  | - | 484 | Inf | Inf | 0.0% |
| Ped Link: P1 | Uni Access (Exit)                   | - | N/A | -   | G |  | 1 | 89 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P2 | Uni Access (Entry)                  | - | N/A | -   | H |  | 1 | 14 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P3 | Fabian Way<br>(Eastbound Exit)      | - | N/A | -   | F |  | 1 | 14 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P4 | Fabian Way<br>(Westbound Approach)  | - | N/A | -   | E |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |

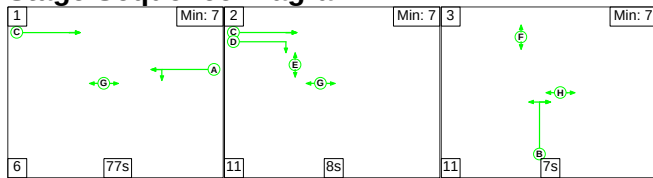
## Full Input Data And Results

| Item                                                                                                                                                                                                 | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Network: Assessment Junction J3                                                                                                                                                                      | -              | -             | 0                     | 0                            | 0                           | 10.4                  | 2.3                          | 0.0                                | 12.7                | -                         | -                                | -                          | -                    |
| A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)                                                                                                                                          | -              | -             | 0                     | 0                            | 0                           | 10.4                  | 2.3                          | 0.0                                | 12.7                | -                         | -                                | -                          | -                    |
| 1/2+1/1                                                                                                                                                                                              | 644            | 644           | -                     | -                            | -                           | 2.4                   | 0.5                          | -                                  | 2.9                 | 16.4                      | 11.6                             | 0.5                        | 12.1                 |
| 1/3+1/4                                                                                                                                                                                              | 613            | 613           | -                     | -                            | -                           | 2.3                   | 0.5                          | -                                  | 2.8                 | 16.6                      | 11.6                             | 0.5                        | 12.1                 |
| 2/2+2/1                                                                                                                                                                                              | 198            | 198           | -                     | -                            | -                           | 2.7                   | 0.5                          | -                                  | 3.2                 | 58.0                      | 4.0                              | 0.5                        | 4.5                  |
| 3/1                                                                                                                                                                                                  | 484            | 484           | -                     | -                            | -                           | 0.7                   | 0.3                          | -                                  | 0.9                 | 6.9                       | 5.4                              | 0.3                        | 5.6                  |
| 3/2                                                                                                                                                                                                  | 484            | 484           | -                     | -                            | -                           | 0.7                   | 0.2                          | -                                  | 0.9                 | 6.6                       | 5.2                              | 0.2                        | 5.5                  |
| 3/3+3/4                                                                                                                                                                                              | 551            | 551           | -                     | -                            | -                           | 1.7                   | 0.3                          | -                                  | 1.9                 | 12.6                      | 5.2                              | 0.3                        | 5.5                  |
| 4/1                                                                                                                                                                                                  | 614            | 614           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 4/2                                                                                                                                                                                                  | 742            | 742           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 4/3                                                                                                                                                                                                  | -              | -             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| 5/1                                                                                                                                                                                                  | 97             | 97            | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                                                                                                                                                                                  | 484            | 484           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/2                                                                                                                                                                                                  | 553            | 553           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/3                                                                                                                                                                                                  | 484            | 484           | -                     | -                            | -                           | 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             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P4                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| C1      PRC for Signalled Lanes (%): 75.7      Total Delay for Signalled Lanes (pcuHr): 12.70      Cycle Time (s): 120<br>PRC Over All Lanes (%): 75.7      Total Delay Over All Lanes(pcuHr): 12.70 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

## Full Input Data And Results

**Scenario 5: '2022 With Development AM'** (FG5: '2022 With Development (AM)', Plan 1: 'Network Control Plan 1')

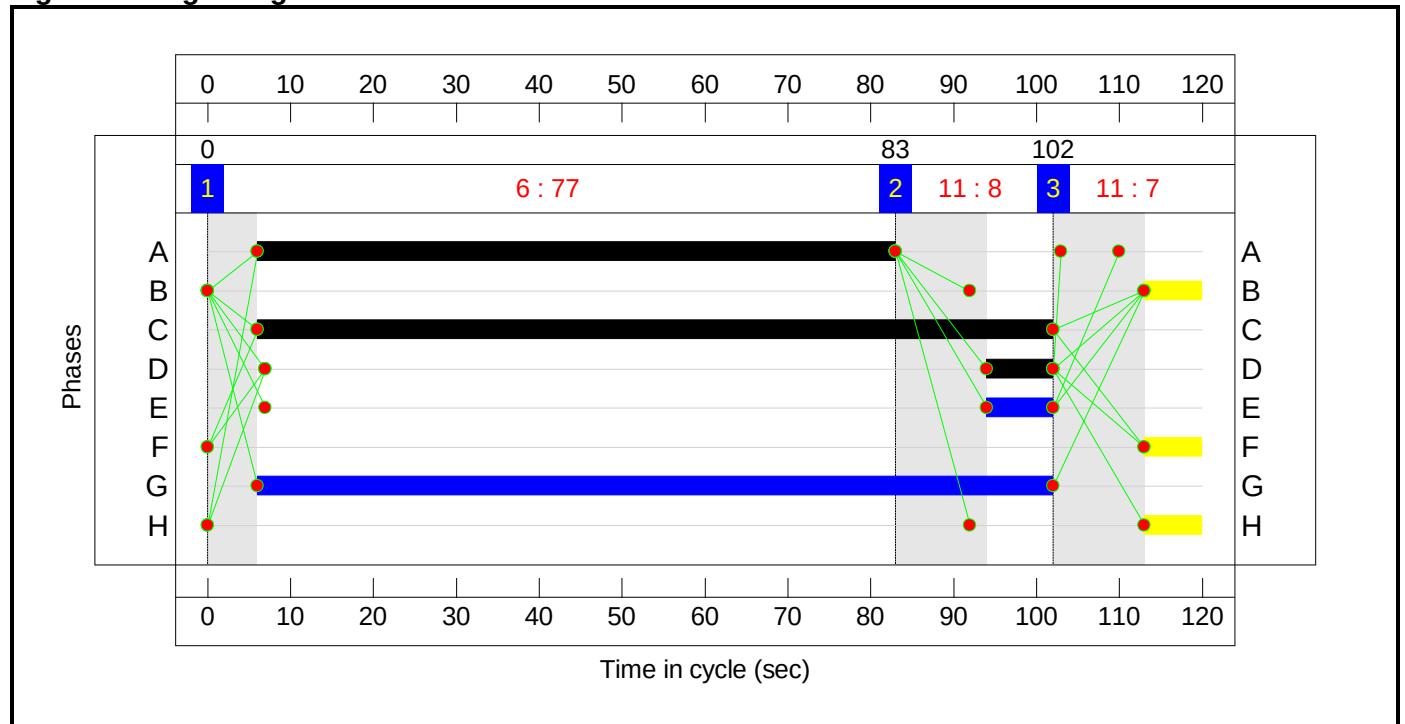
### Stage Sequence Diagram



### Stage Timings

| Stage        | 1  | 2  | 3   |
|--------------|----|----|-----|
| Duration     | 77 | 8  | 7   |
| Change Point | 0  | 83 | 102 |

### 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 (%)  |
|--------------------------------------------------------------------|--------------------------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network: Assessment Junction J3</b>                             | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>54.5%</b> |
| <b>A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)</b> | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>54.5%</b> |
| 1/2+1/1                                                            | A483 Fabian Way (Westbound Approach) Ahead Left  | U         | N/A               | N/A                        | A          |             | 1          | 77              | -               | 756               | 2055:1915         | 1286+103       | 54.4 : 54.4% |
| 1/3+1/4                                                            | A483 Fabian Way (Westbound Approach) Ahead       | U         | N/A               | N/A                        | A          |             | 1          | 77              | -               | 700               | 2055:1915         | 1336+0         | 52.4 : 0.0%  |
| 2/2+2/1                                                            | Swansea Uni Access (Approach) Left Right         | U         | N/A               | N/A                        | B          |             | 1          | 7               | -               | 48                | 2155:2015         | 144+134        | 16.7 : 17.9% |
| 3/1                                                                | A483 Fabian Way (Eastbound Approach) Ahead       | U         | N/A               | N/A                        | C          |             | 1          | 96              | -               | 362               | 1915              | 1548           | 23.4%        |
| 3/2                                                                | A483 Fabian Way (Eastbound Approach) Ahead       | U         | N/A               | N/A                        | C          |             | 1          | 96              | -               | 363               | 2055              | 1661           | 21.9%        |
| 3/3+3/4                                                            | A483 Fabian Way (Eastbound Approach) Right Ahead | U         | N/A               | N/A                        | C D        |             | 1          | 96:8            | -               | 446               | 2055:2055         | 1491+154       | 24.3 : 54.5% |
| 4/1                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 700               | Inf               | Inf            | 0.0%         |
| 4/2                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 723               | Inf               | Inf            | 0.0%         |
| 4/3                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 0                 | Inf               | Inf            | -            |
| 5/1                                                                | Swansea Uni Access (Exit)                        | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 140               | Inf               | Inf            | 0.0%         |
| 6/1                                                                | A483 Fabian Way (Eastbound Exit)                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 363               | Inf               | Inf            | 0.0%         |

Full Input Data And Results

|              |                                     |   |     |     |   |  |   |    |   |     |     |     |      |
|--------------|-------------------------------------|---|-----|-----|---|--|---|----|---|-----|-----|-----|------|
| 6/2          | A483 Fabian Way<br>(Eastbound Exit) | U | N/A | N/A | - |  | - | -  | - | 387 | Inf | Inf | 0.0% |
| 6/3          | A483 Fabian Way<br>(Eastbound Exit) | U | N/A | N/A | - |  | - | -  | - | 362 | Inf | Inf | 0.0% |
| Ped Link: P1 | Uni Access (Exit)                   | - | N/A | -   | G |  | 1 | 96 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P2 | Uni Access (Entry)                  | - | N/A | -   | H |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P3 | Fabian Way<br>(Eastbound Exit)      | - | N/A | -   | F |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P4 | Fabian Way<br>(Westbound Approach)  | - | N/A | -   | E |  | 1 | 8  | - | 0   | -   | 0   | 0.0% |

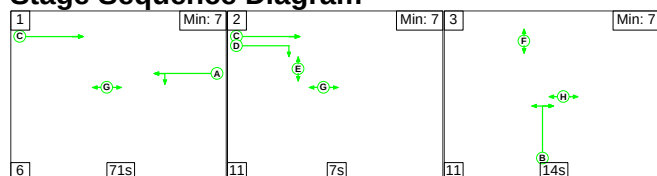
## Full Input Data And Results

| Item                                                                                                                                                                                                                                                                             | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Network:<br>Assessment Junction J3                                                                                                                                                                                                                                               | -              | -             | 0                     | 0                            | 0                           | 7.2                   | 1.7                          | 0.0                                | 9.0                 | -                         | -                                | -                          | -                    |
| A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)                                                                                                                                                                                                                      | -              | -             | 0                     | 0                            | 0                           | 7.2                   | 1.7                          | 0.0                                | 9.0                 | -                         | -                                | -                          | -                    |
| 1/2+1/1                                                                                                                                                                                                                                                                          | 756            | 756           | -                     | -                            | -                           | 2.3                   | 0.6                          | -                                  | 2.9                 | 13.7                      | 12.2                             | 0.6                        | 12.8                 |
| 1/3+1/4                                                                                                                                                                                                                                                                          | 700            | 700           | -                     | -                            | -                           | 2.2                   | 0.5                          | -                                  | 2.7                 | 14.0                      | 12.2                             | 0.5                        | 12.8                 |
| 2/2+2/1                                                                                                                                                                                                                                                                          | 48             | 48            | -                     | -                            | -                           | 0.7                   | 0.1                          | -                                  | 0.8                 | 60.8                      | 0.8                              | 0.1                        | 0.9                  |
| 3/1                                                                                                                                                                                                                                                                              | 362            | 362           | -                     | -                            | -                           | 0.3                   | 0.2                          | -                                  | 0.4                 | 4.2                       | 2.8                              | 0.2                        | 3.0                  |
| 3/2                                                                                                                                                                                                                                                                              | 363            | 363           | -                     | -                            | -                           | 0.3                   | 0.1                          | -                                  | 0.4                 | 4.1                       | 2.7                              | 0.1                        | 2.9                  |
| 3/3+3/4                                                                                                                                                                                                                                                                          | 446            | 446           | -                     | -                            | -                           | 1.5                   | 0.2                          | -                                  | 1.7                 | 13.8                      | 2.7                              | 0.2                        | 2.9                  |
| 4/1                                                                                                                                                                                                                                                                              | 700            | 700           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 4/2                                                                                                                                                                                                                                                                              | 723            | 723           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 4/3                                                                                                                                                                                                                                                                              | -              | -             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| 5/1                                                                                                                                                                                                                                                                              | 140            | 140           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                                                                                                                                                                                                                                                              | 363            | 363           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/2                                                                                                                                                                                                                                                                              | 387            | 387           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/3                                                                                                                                                                                                                                                                              | 362            | 362           | -                     | -                            | -                           | 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             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P4                                                                                                                                                                                                                                                                     | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| C1                  PRC for Signalled Lanes (%):    65.1                  Total Delay for Signalled Lanes (pcuHr):         8.95                  Cycle Time (s):    120<br>PRC Over All Lanes (%):    65.1                  Total Delay Over All Lanes(pcuHr):              8.95 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

## Full Input Data And Results

**Scenario 6: '2022 With Development PM'** (FG6: '2022 With Development (PM)', Plan 1: 'Network Control Plan 1')

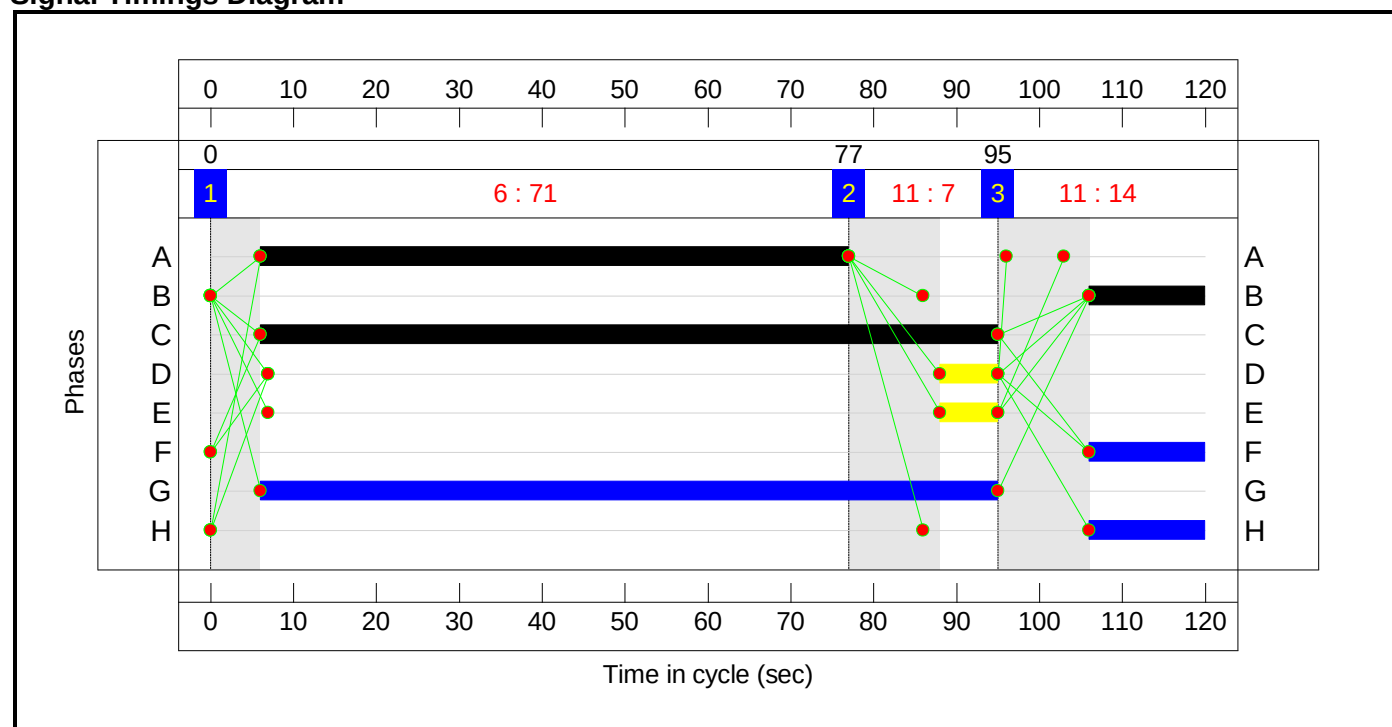
### Stage Sequence Diagram



### Stage Timings

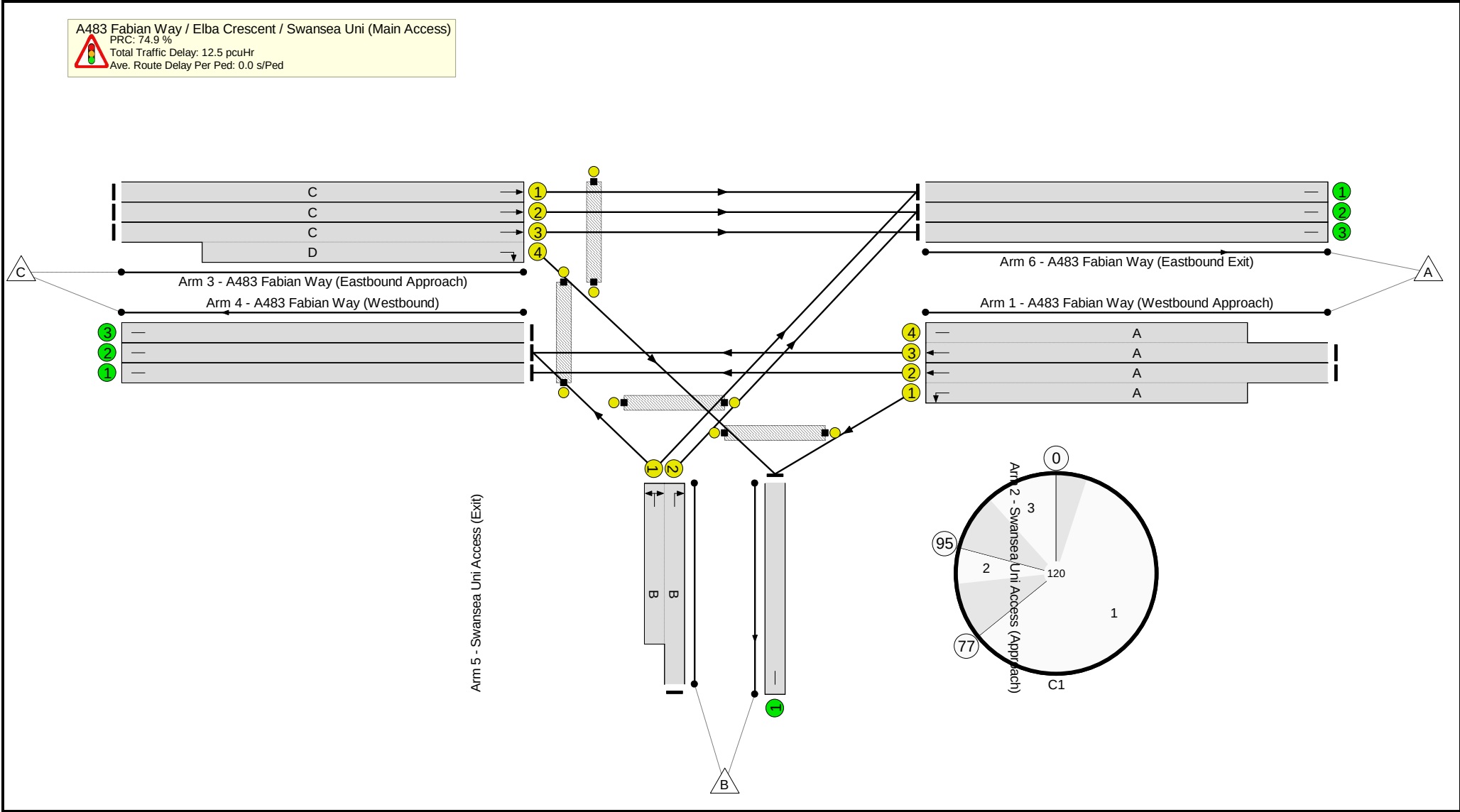
| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 71 | 7  | 14 |
| Change Point | 0  | 77 | 95 |

### Signal Timings Diagram



Full Input Data And Results

Network Layout 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 (%)  |
|--------------------------------------------------------------------|--------------------------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network: Assessment Junction J3</b>                             | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 51.5%        |
| <b>A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)</b> | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 51.5%        |
| 1/2+1/1                                                            | A483 Fabian Way (Westbound Approach) Ahead Left  | U         | N/A               | N/A                        | A          |             | 1          | 71              | -               | 650               | 2055:1915         | 1205+58        | 51.5 : 51.5% |
| 1/3+1/4                                                            | A483 Fabian Way (Westbound Approach) Ahead       | U         | N/A               | N/A                        | A          |             | 1          | 71              | -               | 620               | 2055:1915         | 1233+0         | 50.3 : 0.0%  |
| 2/2+2/1                                                            | Swansea Uni Access (Approach) Left Right         | U         | N/A               | N/A                        | B          |             | 1          | 14              | -               | 198               | 2155:2015         | 135+252        | 51.2 : 51.2% |
| 3/1                                                                | A483 Fabian Way (Eastbound Approach) Ahead       | U         | N/A               | N/A                        | C          |             | 1          | 89              | -               | 478               | 1915              | 1436           | 33.3%        |
| 3/2                                                                | A483 Fabian Way (Eastbound Approach) Ahead       | U         | N/A               | N/A                        | C          |             | 1          | 89              | -               | 479               | 2055              | 1541           | 31.1%        |
| 3/3+3/4                                                            | A483 Fabian Way (Eastbound Approach) Right Ahead | U         | N/A               | N/A                        | C D        |             | 1          | 89:7            | -               | 532               | 2055:2055         | 1460+137       | 32.8 : 38.7% |
| 4/1                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 620               | Inf               | Inf            | 0.0%         |
| 4/2                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 749               | Inf               | Inf            | 0.0%         |
| 4/3                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 0                 | Inf               | Inf            | -            |
| 5/1                                                                | Swansea Uni Access (Exit)                        | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 83                | Inf               | Inf            | 0.0%         |
| 6/1                                                                | A483 Fabian Way (Eastbound Exit)                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 478               | Inf               | Inf            | 0.0%         |

Full Input Data And Results

|              |                                     |   |     |     |   |  |   |    |   |     |     |     |      |
|--------------|-------------------------------------|---|-----|-----|---|--|---|----|---|-----|-----|-----|------|
| 6/2          | A483 Fabian Way<br>(Eastbound Exit) | U | N/A | N/A | - |  | - | -  | - | 548 | Inf | Inf | 0.0% |
| 6/3          | A483 Fabian Way<br>(Eastbound Exit) | U | N/A | N/A | - |  | - | -  | - | 479 | Inf | Inf | 0.0% |
| Ped Link: P1 | Uni Access (Exit)                   | - | N/A | -   | G |  | 1 | 89 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P2 | Uni Access (Entry)                  | - | N/A | -   | H |  | 1 | 14 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P3 | Fabian Way<br>(Eastbound Exit)      | - | N/A | -   | F |  | 1 | 14 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P4 | Fabian Way<br>(Westbound Approach)  | - | N/A | -   | E |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |

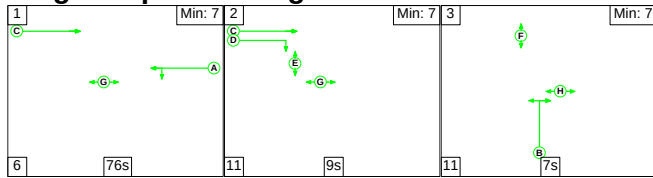
## Full Input Data And Results

[illegible]

## Full Input Data And Results

**Scenario 7: '2027 Without Development AM'** (FG7: '2027 Without Development (AM)', Plan 1: 'Network Control Plan 1')

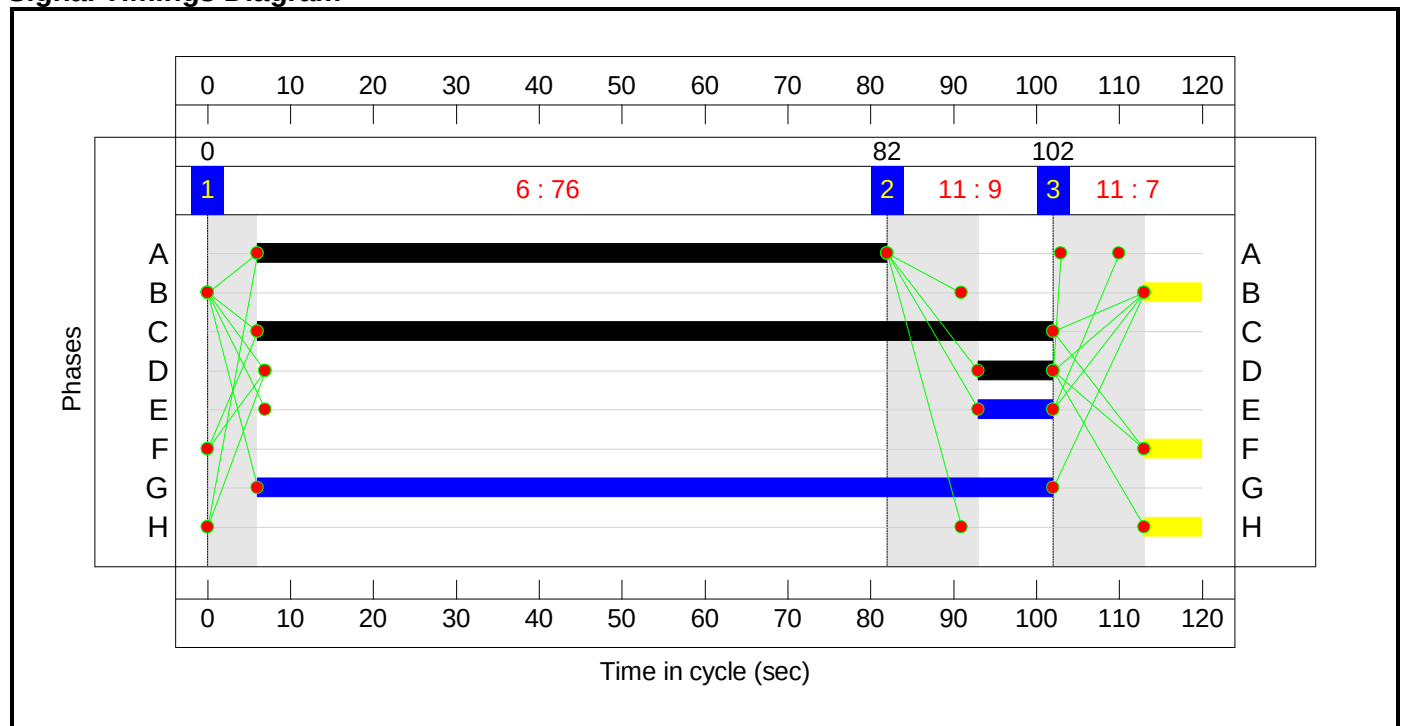
### Stage Sequence Diagram



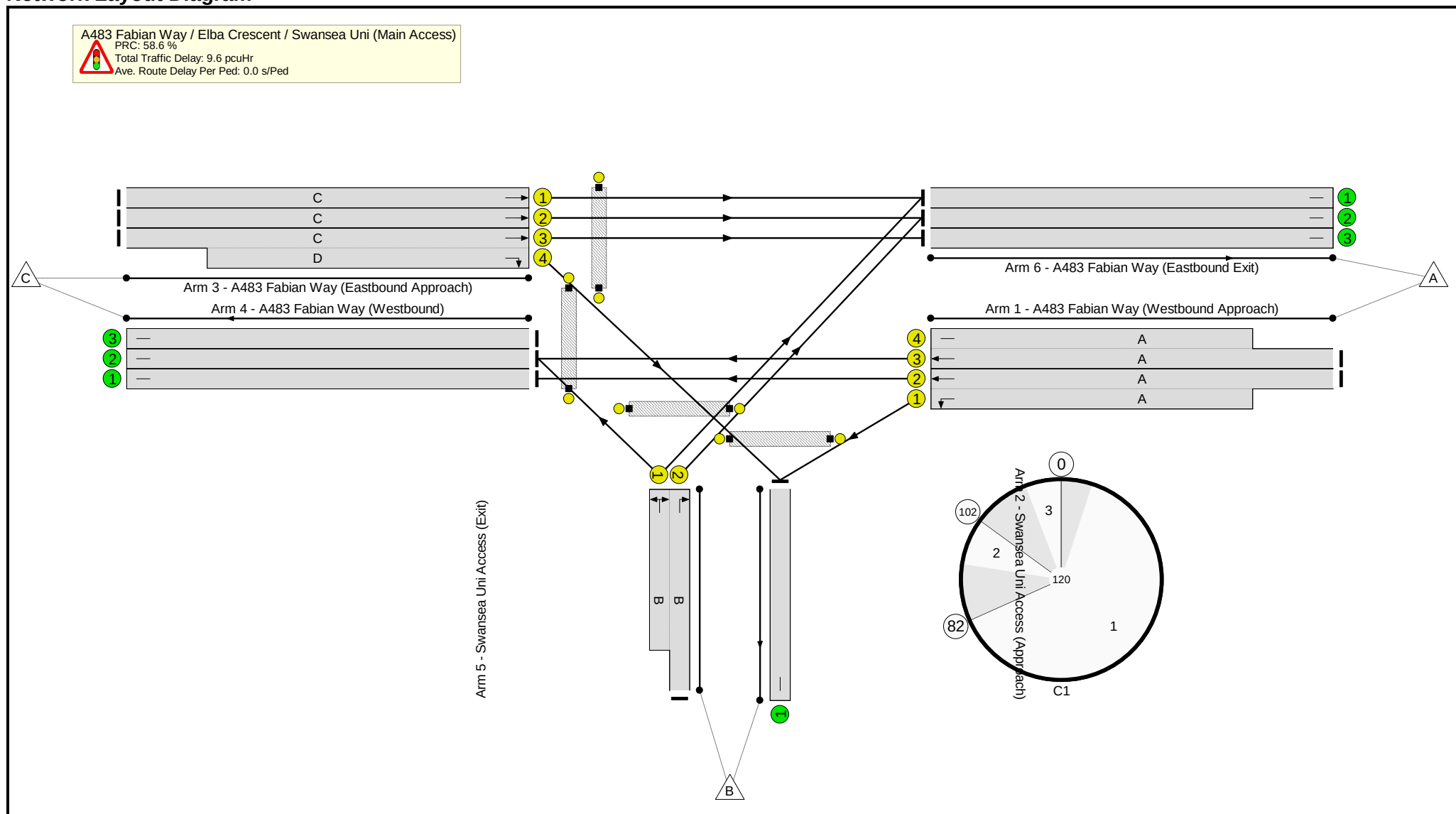
### Stage Timings

| Stage        | 1  | 2  | 3   |
|--------------|----|----|-----|
| Duration     | 76 | 9  | 7   |
| Change Point | 0  | 82 | 102 |

### Signal Timings Diagram



## Full Input Data And Results



## Full Input Data And Results

### Network Results

| Item                                                               | Lane Description                                 | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  |
|--------------------------------------------------------------------|--------------------------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network: Assessment Junction J3</b>                             | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>56.8%</b> |
| <b>A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)</b> | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>56.8%</b> |
| 1/2+1/1                                                            | A483 Fabian Way (Westbound Approach) Ahead Left  | U         | N/A               | N/A                        | A          |             | 1          | 76              | -               | 779               | 2055:1915         | 1270+102       | 56.8 : 56.8% |
| 1/3+1/4                                                            | A483 Fabian Way (Westbound Approach) Ahead       | U         | N/A               | N/A                        | A          |             | 1          | 76              | -               | 721               | 2055:1915         | 1319+0         | 54.7 : 0.0%  |
| 2/2+2/1                                                            | Swansea Uni Access (Approach) Left Right         | U         | N/A               | N/A                        | B          |             | 1          | 7               | -               | 50                | 2155:2015         | 144+134        | 17.4 : 18.6% |
| 3/1                                                                | A483 Fabian Way (Eastbound Approach) Ahead       | U         | N/A               | N/A                        | C          |             | 1          | 96              | -               | 375               | 1915              | 1548           | 24.2%        |
| 3/2                                                                | A483 Fabian Way (Eastbound Approach) Ahead       | U         | N/A               | N/A                        | C          |             | 1          | 96              | -               | 376               | 2055              | 1661           | 22.6%        |
| 3/3+3/4                                                            | A483 Fabian Way (Eastbound Approach) Right Ahead | U         | N/A               | N/A                        | C D        |             | 1          | 96:9            | -               | 464               | 2055:2055         | 1490+171       | 25.2 : 51.4% |
| 4/1                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 721               | Inf               | Inf            | 0.0%         |
| 4/2                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 745               | Inf               | Inf            | 0.0%         |
| 4/3                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 0                 | Inf               | Inf            | -            |
| 5/1                                                                | Swansea Uni Access (Exit)                        | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 146               | Inf               | Inf            | 0.0%         |
| 6/1                                                                | A483 Fabian Way (Eastbound Exit)                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 376               | Inf               | Inf            | 0.0%         |

Full Input Data And Results

|              |                                     |   |     |     |   |  |   |    |   |     |     |     |      |
|--------------|-------------------------------------|---|-----|-----|---|--|---|----|---|-----|-----|-----|------|
| 6/2          | A483 Fabian Way<br>(Eastbound Exit) | U | N/A | N/A | - |  | - | -  | - | 401 | Inf | Inf | 0.0% |
| 6/3          | A483 Fabian Way<br>(Eastbound Exit) | U | N/A | N/A | - |  | - | -  | - | 376 | Inf | Inf | 0.0% |
| Ped Link: P1 | Uni Access (Exit)                   | - | N/A | -   | G |  | 1 | 96 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P2 | Uni Access (Entry)                  | - | N/A | -   | H |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P3 | Fabian Way<br>(Eastbound Exit)      | - | N/A | -   | F |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P4 | Fabian Way<br>(Westbound Approach)  | - | N/A | -   | E |  | 1 | 9  | - | 0   | -   | 0   | 0.0% |

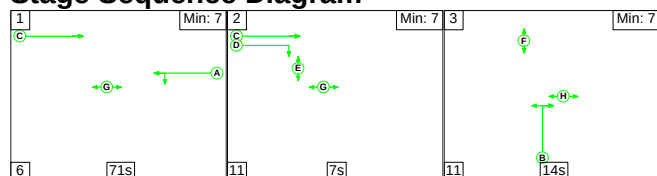
## Full Input Data And Results

| Item                                                                                                                                                                                                                                                                            | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Network:<br>Assessment Junction J3                                                                                                                                                                                                                                              | -              | -             | 0                     | 0                            | 0                           | 7.8                   | 1.9                          | 0.0                                | 9.6                 | -                         | -                                | -                          | -                    |
| A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)                                                                                                                                                                                                                     | -              | -             | 0                     | 0                            | 0                           | 7.8                   | 1.9                          | 0.0                                | 9.6                 | -                         | -                                | -                          | -                    |
| 1/2+1/1                                                                                                                                                                                                                                                                         | 779            | 779           | -                     | -                            | -                           | 2.5                   | 0.7                          | -                                  | 3.2                 | 14.6                      | 13.2                             | 0.7                        | 13.9                 |
| 1/3+1/4                                                                                                                                                                                                                                                                         | 721            | 721           | -                     | -                            | -                           | 2.4                   | 0.6                          | -                                  | 3.0                 | 14.9                      | 13.2                             | 0.6                        | 13.8                 |
| 2/2+2/1                                                                                                                                                                                                                                                                         | 50             | 50            | -                     | -                            | -                           | 0.7                   | 0.1                          | -                                  | 0.8                 | 60.9                      | 0.8                              | 0.1                        | 0.9                  |
| 3/1                                                                                                                                                                                                                                                                             | 375            | 375           | -                     | -                            | -                           | 0.3                   | 0.2                          | -                                  | 0.4                 | 4.3                       | 2.9                              | 0.2                        | 3.1                  |
| 3/2                                                                                                                                                                                                                                                                             | 376            | 376           | -                     | -                            | -                           | 0.3                   | 0.1                          | -                                  | 0.4                 | 4.1                       | 2.9                              | 0.1                        | 3.1                  |
| 3/3+3/4                                                                                                                                                                                                                                                                         | 464            | 464           | -                     | -                            | -                           | 1.6                   | 0.2                          | -                                  | 1.8                 | 13.7                      | 2.9                              | 0.2                        | 3.1                  |
| 4/1                                                                                                                                                                                                                                                                             | 721            | 721           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 4/2                                                                                                                                                                                                                                                                             | 745            | 745           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 4/3                                                                                                                                                                                                                                                                             | -              | -             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| 5/1                                                                                                                                                                                                                                                                             | 146            | 146           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                                                                                                                                                                                                                                                             | 376            | 376           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/2                                                                                                                                                                                                                                                                             | 401            | 401           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/3                                                                                                                                                                                                                                                                             | 376            | 376           | -                     | -                            | -                           | 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             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P4                                                                                                                                                                                                                                                                    | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| C1                  PRC for Signalled Lanes (%):    58.6                  Total Delay for Signalled Lanes (pcuHr):         9.62                  Cycle Time (s):   120<br>PRC Over All Lanes (%):    58.6                  Total Delay Over All Lanes(pcuHr):              9.62 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

## Full Input Data And Results

**Scenario 8: '2027 Without Development PM'** (FG8: '2027 Without Development (PM)', Plan 1: 'Network Control Plan 1')

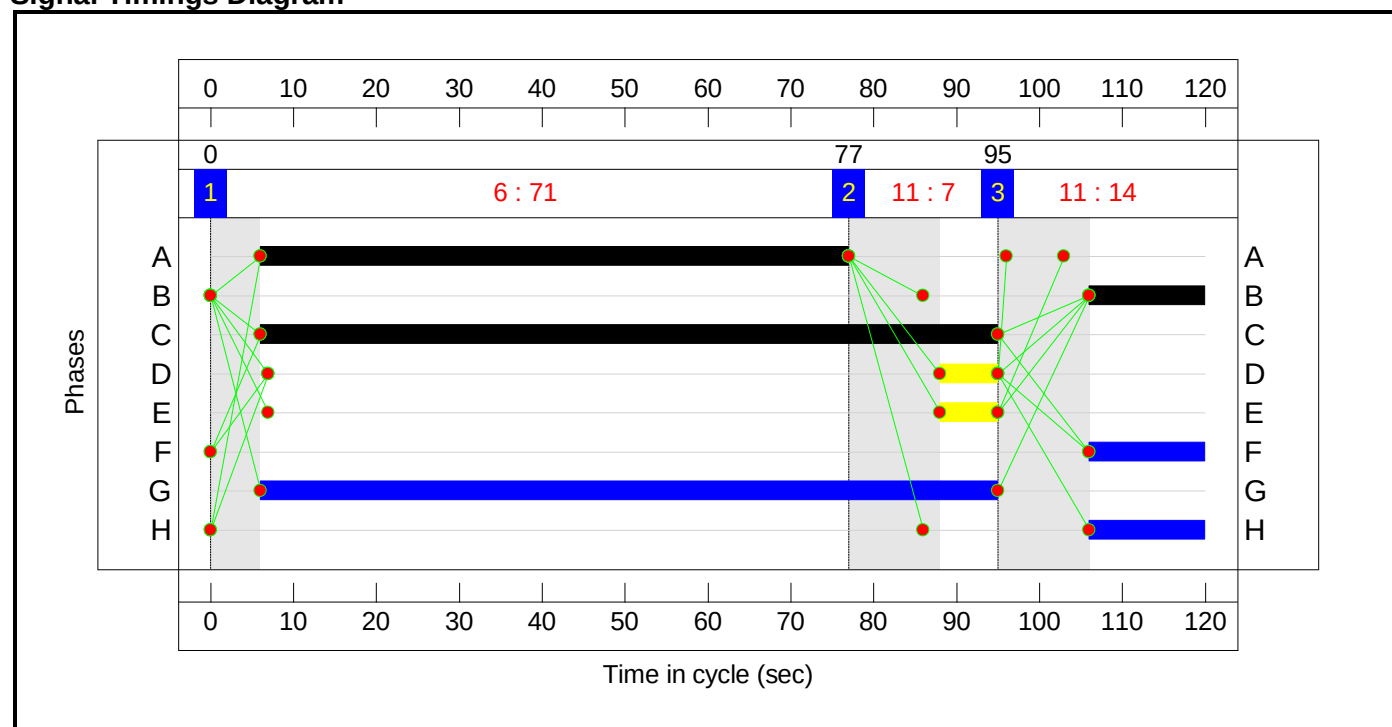
### Stage Sequence Diagram



### Stage Timings

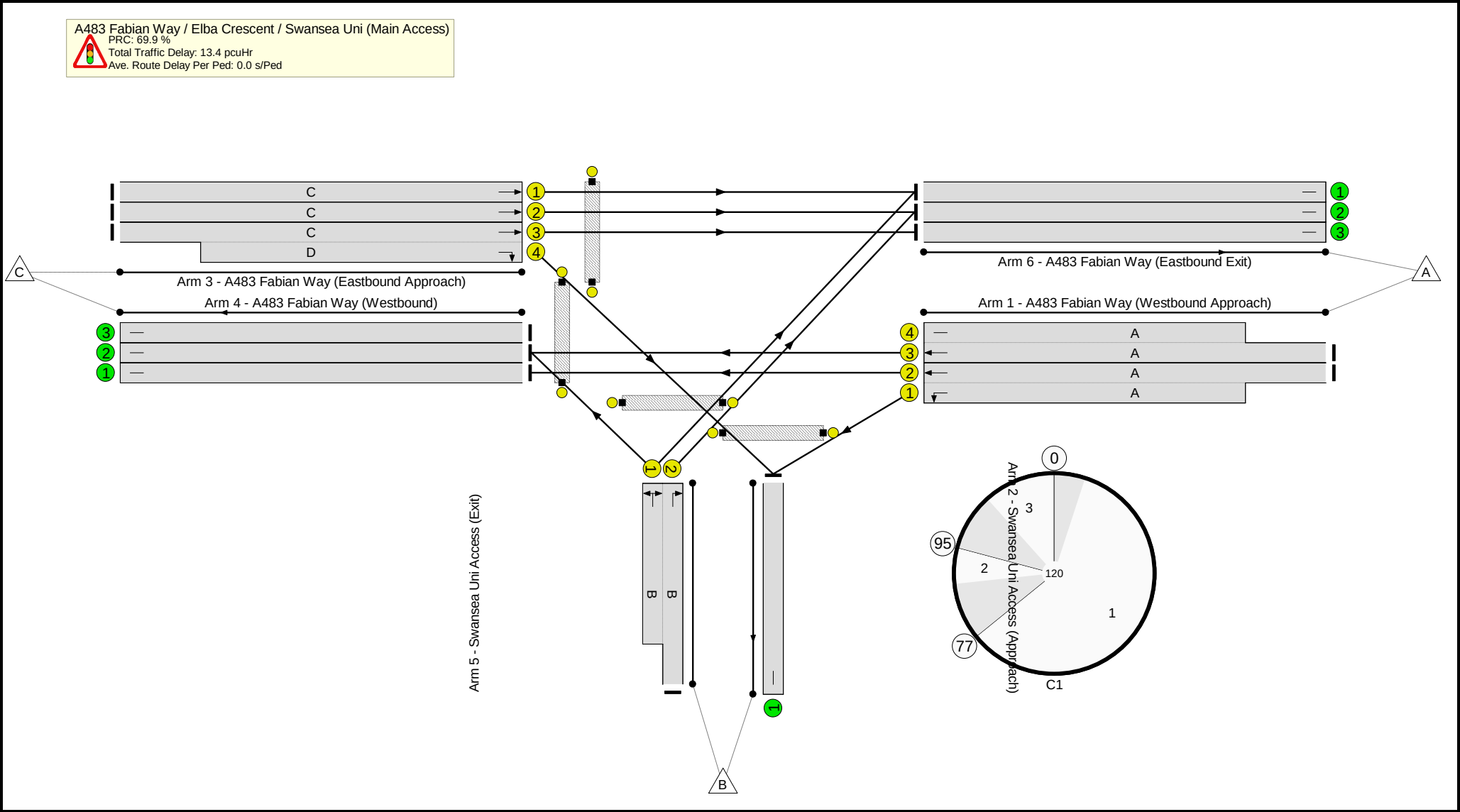
| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 71 | 7  | 14 |
| Change Point | 0  | 77 | 95 |

### Signal Timings Diagram



Full Input Data And Results

Network Layout 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 (%)  |
|--------------------------------------------------------------------|--------------------------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network: Assessment Junction J3</b>                             | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 53.0%        |
| <b>A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)</b> | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 53.0%        |
| 1/2+1/1                                                            | A483 Fabian Way (Westbound Approach) Ahead Left  | U         | N/A               | N/A                        | A          |             | 1          | 71              | -               | 669               | 2055:1915         | 1205+59        | 53.0 : 53.0% |
| 1/3+1/4                                                            | A483 Fabian Way (Westbound Approach) Ahead       | U         | N/A               | N/A                        | A          |             | 1          | 71              | -               | 638               | 2055:1915         | 1233+0         | 51.7 : 0.0%  |
| 2/2+2/1                                                            | Swansea Uni Access (Approach) Left Right         | U         | N/A               | N/A                        | B          |             | 1          | 14              | -               | 204               | 2155:2015         | 134+252        | 52.8 : 52.8% |
| 3/1                                                                | A483 Fabian Way (Eastbound Approach) Ahead       | U         | N/A               | N/A                        | C          |             | 1          | 89              | -               | 503               | 1915              | 1436           | 35.0%        |
| 3/2                                                                | A483 Fabian Way (Eastbound Approach) Ahead       | U         | N/A               | N/A                        | C          |             | 1          | 89              | -               | 504               | 2055              | 1541           | 32.7%        |
| 3/3+3/4                                                            | A483 Fabian Way (Eastbound Approach) Right Ahead | U         | N/A               | N/A                        | C D        |             | 1          | 89:7            | -               | 573               | 2055:2055         | 1444+137       | 34.9 : 50.4% |
| 4/1                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 638               | Inf               | Inf            | 0.0%         |
| 4/2                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 771               | Inf               | Inf            | 0.0%         |
| 4/3                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 0                 | Inf               | Inf            | -            |
| 5/1                                                                | Swansea Uni Access (Exit)                        | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 100               | Inf               | Inf            | 0.0%         |
| 6/1                                                                | A483 Fabian Way (Eastbound Exit)                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 503               | Inf               | Inf            | 0.0%         |

Full Input Data And Results

|              |                                     |   |     |     |   |  |   |    |   |     |     |     |      |
|--------------|-------------------------------------|---|-----|-----|---|--|---|----|---|-----|-----|-----|------|
| 6/2          | A483 Fabian Way<br>(Eastbound Exit) | U | N/A | N/A | - |  | - | -  | - | 575 | Inf | Inf | 0.0% |
| 6/3          | A483 Fabian Way<br>(Eastbound Exit) | U | N/A | N/A | - |  | - | -  | - | 504 | Inf | Inf | 0.0% |
| Ped Link: P1 | Uni Access (Exit)                   | - | N/A | -   | G |  | 1 | 89 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P2 | Uni Access (Entry)                  | - | N/A | -   | H |  | 1 | 14 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P3 | Fabian Way<br>(Eastbound Exit)      | - | N/A | -   | F |  | 1 | 14 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P4 | Fabian Way<br>(Westbound Approach)  | - | N/A | -   | E |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |

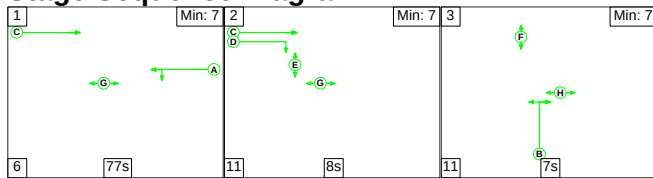
## Full Input Data And Results

[illegible]

## Full Input Data And Results

**Scenario 9: '2027 With Development AM'** (FG9: '2027 With Development (AM)', Plan 1: 'Network Control Plan 1')

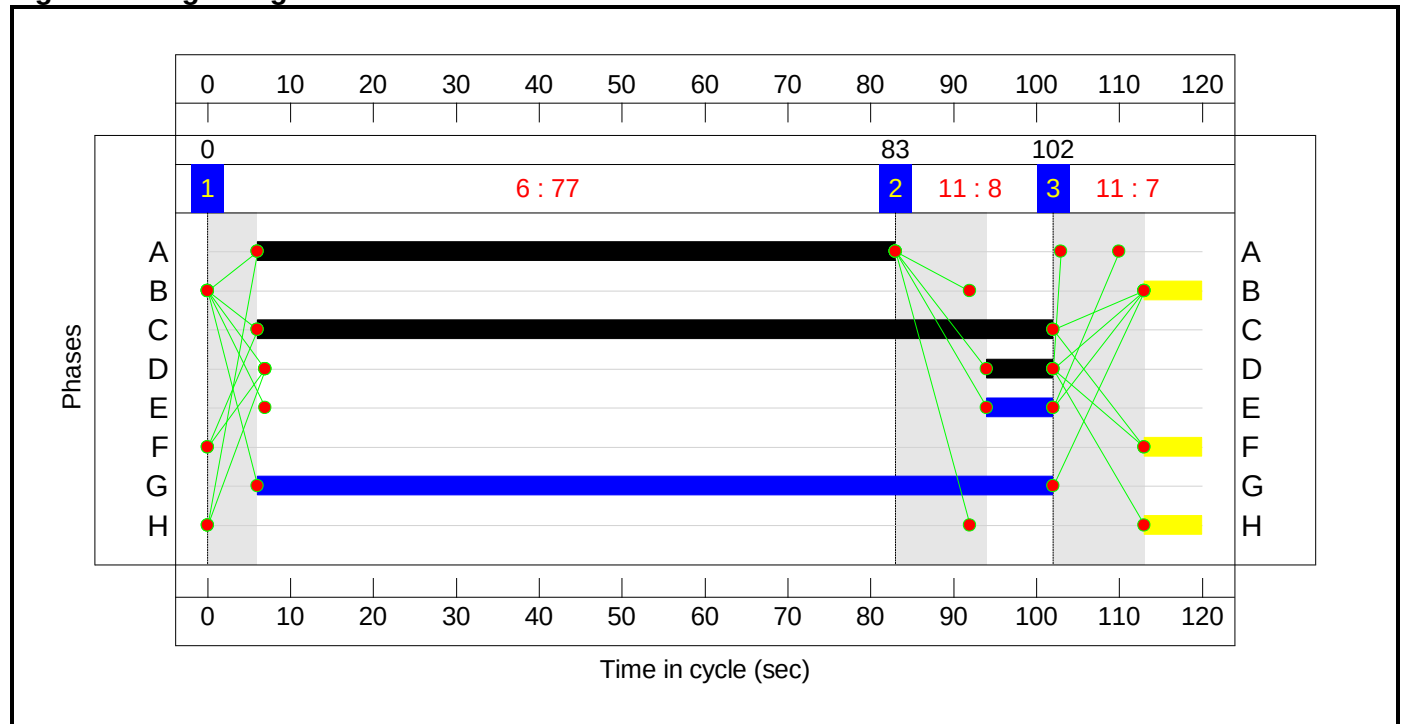
### Stage Sequence Diagram



### Stage Timings

| Stage        | 1  | 2  | 3   |
|--------------|----|----|-----|
| Duration     | 77 | 8  | 7   |
| Change Point | 0  | 83 | 102 |

### 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 (%)  |
|--------------------------------------------------------------------|--------------------------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network: Assessment Junction J3</b>                             | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 57.1%        |
| <b>A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)</b> | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 57.1%        |
| 1/2+1/1                                                            | A483 Fabian Way (Westbound Approach) Ahead Left  | U         | N/A               | N/A                        | A          |             | 1          | 77              | -               | 786               | 2055:1915         | 1286+102       | 56.6 : 56.6% |
| 1/3+1/4                                                            | A483 Fabian Way (Westbound Approach) Ahead       | U         | N/A               | N/A                        | A          |             | 1          | 77              | -               | 727               | 2055:1915         | 1336+0         | 54.4 : 0.0%  |
| 2/2+2/1                                                            | Swansea Uni Access (Approach) Left Right         | U         | N/A               | N/A                        | B          |             | 1          | 7               | -               | 50                | 2155:2015         | 144+134        | 17.4 : 18.6% |
| 3/1                                                                | A483 Fabian Way (Eastbound Approach) Ahead       | U         | N/A               | N/A                        | C          |             | 1          | 96              | -               | 377               | 1915              | 1548           | 24.4%        |
| 3/2                                                                | A483 Fabian Way (Eastbound Approach) Ahead       | U         | N/A               | N/A                        | C          |             | 1          | 96              | -               | 377               | 2055              | 1661           | 22.7%        |
| 3/3+3/4                                                            | A483 Fabian Way (Eastbound Approach) Right Ahead | U         | N/A               | N/A                        | C D        |             | 1          | 96:8            | -               | 465               | 2055:2055         | 1490+154       | 25.3 : 57.1% |
| 4/1                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 728               | Inf               | Inf            | 0.0%         |
| 4/2                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 751               | Inf               | Inf            | 0.0%         |
| 4/3                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 0                 | Inf               | Inf            | -            |
| 5/1                                                                | Swansea Uni Access (Exit)                        | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 146               | Inf               | Inf            | 0.0%         |
| 6/1                                                                | A483 Fabian Way (Eastbound Exit)                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 378               | Inf               | Inf            | 0.0%         |

Full Input Data And Results

|              |                                     |   |     |     |   |  |   |    |   |     |     |     |      |
|--------------|-------------------------------------|---|-----|-----|---|--|---|----|---|-----|-----|-----|------|
| 6/2          | A483 Fabian Way<br>(Eastbound Exit) | U | N/A | N/A | - |  | - | -  | - | 402 | Inf | Inf | 0.0% |
| 6/3          | A483 Fabian Way<br>(Eastbound Exit) | U | N/A | N/A | - |  | - | -  | - | 377 | Inf | Inf | 0.0% |
| Ped Link: P1 | Uni Access (Exit)                   | - | N/A | -   | G |  | 1 | 96 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P2 | Uni Access (Entry)                  | - | N/A | -   | H |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P3 | Fabian Way<br>(Eastbound Exit)      | - | N/A | -   | F |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |
| Ped Link: P4 | Fabian Way<br>(Westbound Approach)  | - | N/A | -   | E |  | 1 | 8  | - | 0   | -   | 0   | 0.0% |

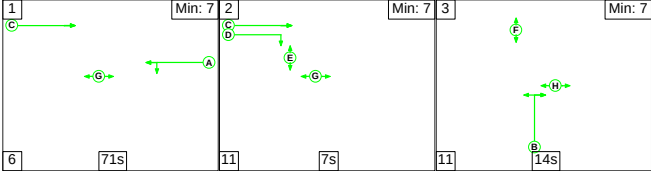
## Full Input Data And Results

| Item                                                                                                                                                                                                                                               | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Network:<br>Assessment Junction J3                                                                                                                                                                                                                 | -              | -             | 0                     | 0                            | 0                           | 7.6                   | 1.9                          | 0.0                                | 9.5                 | -                         | -                                | -                          | -                    |
| A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)                                                                                                                                                                                        | -              | -             | 0                     | 0                            | 0                           | 7.6                   | 1.9                          | 0.0                                | 9.5                 | -                         | -                                | -                          | -                    |
| 1/2+1/1                                                                                                                                                                                                                                            | 786            | 786           | -                     | -                            | -                           | 2.4                   | 0.7                          | -                                  | 3.1                 | 14.1                      | 13.1                             | 0.7                        | 13.8                 |
| 1/3+1/4                                                                                                                                                                                                                                            | 727            | 727           | -                     | -                            | -                           | 2.3                   | 0.6                          | -                                  | 2.9                 | 14.3                      | 12.9                             | 0.6                        | 13.5                 |
| 2/2+2/1                                                                                                                                                                                                                                            | 50             | 50            | -                     | -                            | -                           | 0.7                   | 0.1                          | -                                  | 0.8                 | 60.9                      | 0.8                              | 0.1                        | 0.9                  |
| 3/1                                                                                                                                                                                                                                                | 377            | 377           | -                     | -                            | -                           | 0.3                   | 0.2                          | -                                  | 0.4                 | 4.3                       | 2.9                              | 0.2                        | 3.1                  |
| 3/2                                                                                                                                                                                                                                                | 377            | 377           | -                     | -                            | -                           | 0.3                   | 0.1                          | -                                  | 0.4                 | 4.1                       | 2.9                              | 0.1                        | 3.1                  |
| 3/3+3/4                                                                                                                                                                                                                                            | 465            | 465           | -                     | -                            | -                           | 1.6                   | 0.2                          | -                                  | 1.8                 | 13.9                      | 2.9                              | 0.2                        | 3.1                  |
| 4/1                                                                                                                                                                                                                                                | 728            | 728           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 4/2                                                                                                                                                                                                                                                | 751            | 751           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 4/3                                                                                                                                                                                                                                                | -              | -             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| 5/1                                                                                                                                                                                                                                                | 146            | 146           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                                                                                                                                                                                                                                | 378            | 378           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/2                                                                                                                                                                                                                                                | 402            | 402           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/3                                                                                                                                                                                                                                                | 377            | 377           | -                     | -                            | -                           | 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             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P4                                                                                                                                                                                                                                       | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| C1                  PRC for Signalled Lanes (%): 57.6                  Total Delay for Signalled Lanes (pcuHr): 9.48                  Cycle Time (s): 120<br>PRC Over All Lanes (%): 57.6                  Total Delay Over All Lanes(pcuHr): 9.48 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

Full Input Data And Results

Scenario 10: '2027 With Development PM' (FG10: '2027 With Development (PM)', Plan 1: 'Network Control Plan 1')

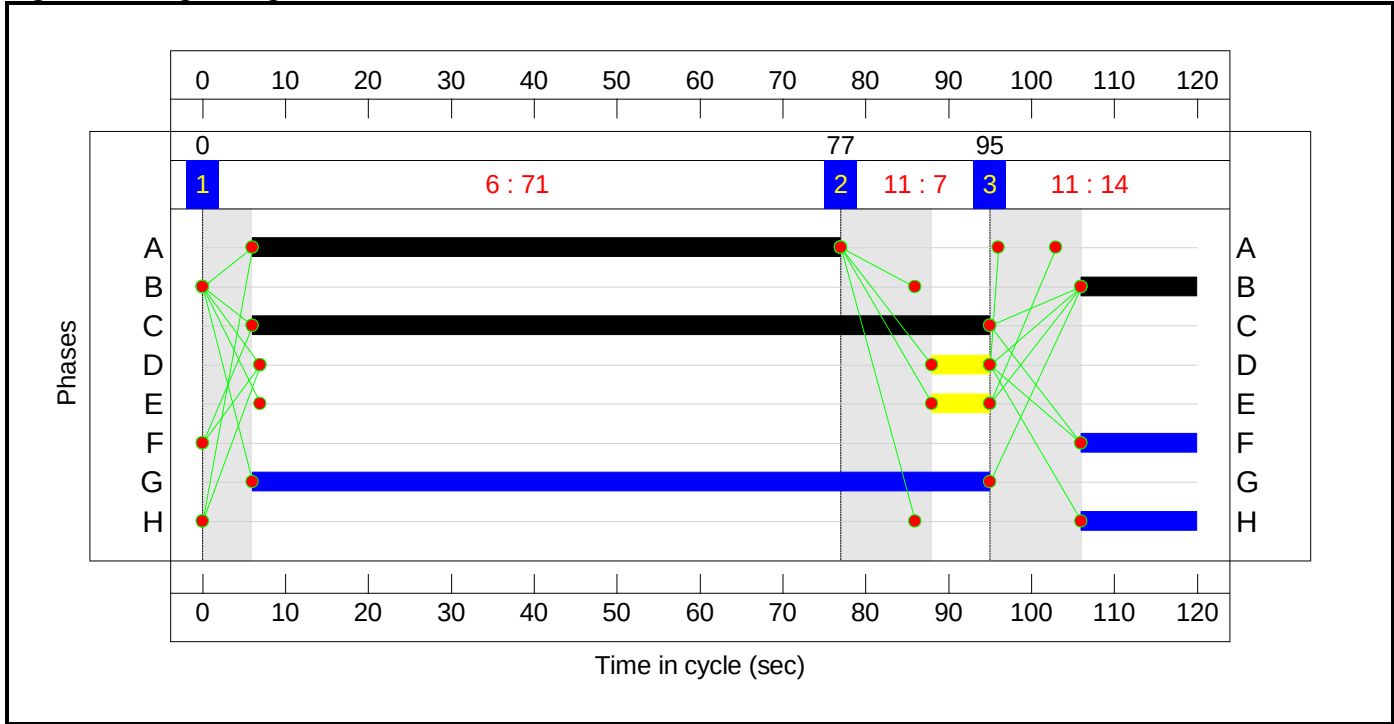
Stage Sequence Diagram



Stage Timings

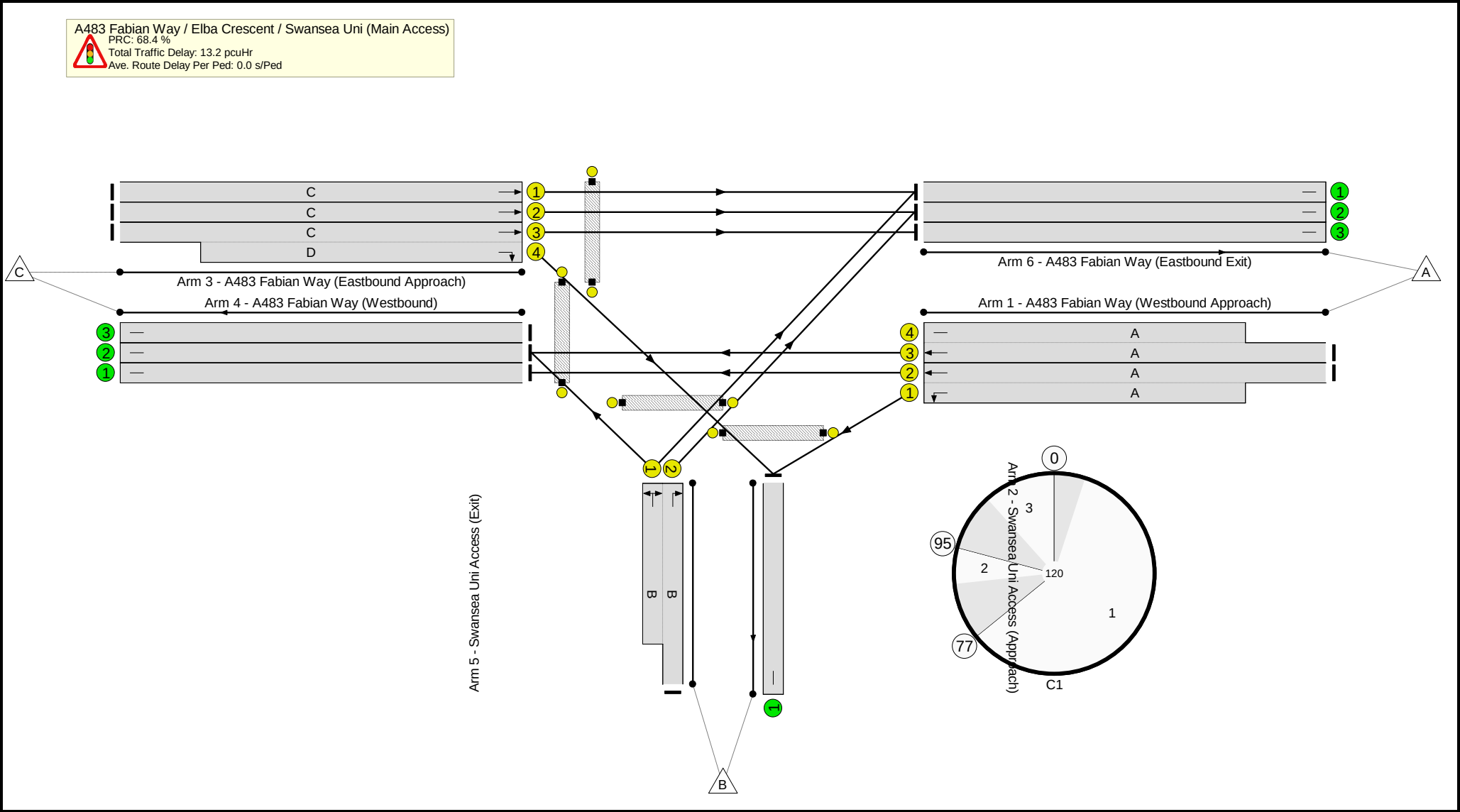
| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 71 | 7  | 14 |
| Change Point | 0  | 77 | 95 |

Signal Timings Diagram



Full Input Data And Results

Network Layout 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 (%)  |
|--------------------------------------------------------------------|--------------------------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network: Assessment Junction J3</b>                             | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 53.5%        |
| <b>A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)</b> | -                                                | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 53.5%        |
| 1/2+1/1                                                            | A483 Fabian Way (Westbound Approach) Ahead Left  | U         | N/A               | N/A                        | A          |             | 1          | 71              | -               | 675               | 2055:1915         | 1205+58        | 53.5 : 53.5% |
| 1/3+1/4                                                            | A483 Fabian Way (Westbound Approach) Ahead       | U         | N/A               | N/A                        | A          |             | 1          | 71              | -               | 644               | 2055:1915         | 1233+0         | 52.2 : 0.0%  |
| 2/2+2/1                                                            | Swansea Uni Access (Approach) Left Right         | U         | N/A               | N/A                        | B          |             | 1          | 14              | -               | 204               | 2155:2015         | 134+252        | 52.8 : 52.8% |
| 3/1                                                                | A483 Fabian Way (Eastbound Approach) Ahead       | U         | N/A               | N/A                        | C          |             | 1          | 89              | -               | 497               | 1915              | 1436           | 34.6%        |
| 3/2                                                                | A483 Fabian Way (Eastbound Approach) Ahead       | U         | N/A               | N/A                        | C          |             | 1          | 89              | -               | 498               | 2055              | 1541           | 32.3%        |
| 3/3+3/4                                                            | A483 Fabian Way (Eastbound Approach) Right Ahead | U         | N/A               | N/A                        | C D        |             | 1          | 89:7            | -               | 553               | 2055:2055         | 1460+137       | 34.1 : 40.1% |
| 4/1                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 644               | Inf               | Inf            | 0.0%         |
| 4/2                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 777               | Inf               | Inf            | 0.0%         |
| 4/3                                                                | A483 Fabian Way (Westbound)                      | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 0                 | Inf               | Inf            | -            |
| 5/1                                                                | Swansea Uni Access (Exit)                        | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 86                | Inf               | Inf            | 0.0%         |
| 6/1                                                                | A483 Fabian Way (Eastbound Exit)                 | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 497               | Inf               | Inf            | 0.0%         |

Full Input Data And Results

|              |                                     |   |     |     |   |  |   |    |   |     |     |     |      |
|--------------|-------------------------------------|---|-----|-----|---|--|---|----|---|-----|-----|-----|------|
| 6/2          | A483 Fabian Way<br>(Eastbound Exit) | U | N/A | N/A | - |  | - | -  | - | 569 | Inf | Inf | 0.0% |
| 6/3          | A483 Fabian Way<br>(Eastbound Exit) | U | N/A | N/A | - |  | - | -  | - | 498 | Inf | Inf | 0.0% |
| Ped Link: P1 | Uni Access (Exit)                   | - | N/A | -   | G |  | 1 | 89 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P2 | Uni Access (Entry)                  | - | N/A | -   | H |  | 1 | 14 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P3 | Fabian Way<br>(Eastbound Exit)      | - | N/A | -   | F |  | 1 | 14 | - | 0   | -   | 0   | 0.0% |
| Ped Link: P4 | Fabian Way<br>(Westbound Approach)  | - | N/A | -   | E |  | 1 | 7  | - | 0   | -   | 0   | 0.0% |

## Full Input Data And Results

| Item                                                                                                                                                                                                 | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Network: Assessment Junction J3                                                                                                                                                                      | -              | -             | 0                     | 0                            | 0                           | 10.7                  | 2.4                          | 0.0                                | 13.2                | -                         | -                                | -                          | -                    |
| A483 Fabian Way / Elba Crescent / Swansea Uni (Main Access)                                                                                                                                          | -              | -             | 0                     | 0                            | 0                           | 10.7                  | 2.4                          | 0.0                                | 13.2                | -                         | -                                | -                          | -                    |
| 1/2+1/1                                                                                                                                                                                              | 675            | 675           | -                     | -                            | -                           | 2.6                   | 0.6                          | -                                  | 3.2                 | 16.8                      | 12.3                             | 0.6                        | 12.9                 |
| 1/3+1/4                                                                                                                                                                                              | 644            | 644           | -                     | -                            | -                           | 2.5                   | 0.5                          | -                                  | 3.0                 | 17.0                      | 12.3                             | 0.5                        | 12.9                 |
| 2/2+2/1                                                                                                                                                                                              | 204            | 204           | -                     | -                            | -                           | 2.8                   | 0.6                          | -                                  | 3.3                 | 58.4                      | 4.1                              | 0.6                        | 4.7                  |
| 3/1                                                                                                                                                                                                  | 497            | 497           | -                     | -                            | -                           | 0.7                   | 0.3                          | -                                  | 1.0                 | 7.0                       | 5.5                              | 0.3                        | 5.8                  |
| 3/2                                                                                                                                                                                                  | 498            | 498           | -                     | -                            | -                           | 0.7                   | 0.2                          | -                                  | 0.9                 | 6.7                       | 5.4                              | 0.2                        | 5.6                  |
| 3/3+3/4                                                                                                                                                                                              | 553            | 553           | -                     | -                            | -                           | 1.5                   | 0.3                          | -                                  | 1.8                 | 11.5                      | 5.4                              | 0.3                        | 5.7                  |
| 4/1                                                                                                                                                                                                  | 644            | 644           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 4/2                                                                                                                                                                                                  | 777            | 777           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 4/3                                                                                                                                                                                                  | -              | -             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| 5/1                                                                                                                                                                                                  | 86             | 86            | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                                                                                                                                                                                  | 497            | 497           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/2                                                                                                                                                                                                  | 569            | 569           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/3                                                                                                                                                                                                  | 498            | 498           | -                     | -                            | -                           | 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             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| Ped Link: P4                                                                                                                                                                                         | 0              | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | -                   | -                         | -                                | -                          | -                    |
| C1      PRC for Signalled Lanes (%): 68.4      Total Delay for Signalled Lanes (pcuHr): 13.17      Cycle Time (s): 120<br>PRC Over All Lanes (%): 68.4      Total Delay Over All Lanes(pcuHr): 13.17 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |