

LIDL GREAT BRITAIN LIMITED
PROPOSED LIDL FOODSTORE RE-DEVELOPMENT
BRITON FERRY ROAD, NEATH

TRANSPORT ASSESSMENT

21-00738/TA/01

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1 INTRODUCTION

1.1 Background

- 1.1.1 This Transport Assessment (TA) has been produced by Corun Associates Ltd (Corun) on behalf of Lidl Great Britain Limited, the applicant, to examine the highway and transportation issues associated with the re-development of an existing Lidl foodstore (Class A1) unit on Briton Ferry Road, Neath.
- 1.1.2 The proposed development site covers the area of both the existing Lidl foodstore unit (1,153m² GEA), and the neighbouring Castle Retail Park unit (1,389m² GIA) to the north. The re-development proposals involve the demolition of both these existing units, and then the development of a new Lidl foodstore unit on the site, with a GEA of 2,399m². This new Lidl unit would have an increase in GEA of 1,246m² from the existing store, but when also considering the demolition of the Castle Retail Park unit, the proposals would result in a slight net decrease in total floorspace across the site (approximately 143m²).
- 1.1.3 The proposed development plans are contained at **Appendix A**.
- 1.1.4 The aim of this report is to demonstrate that there are no reasons, in highway and transportation terms, why the proposed re-development site should not be allocated planning permission.

1.2 Scope

- 1.2.1 This report will discuss the following key transportation issues arising from the proposals:
- (i) the existing site location and transport infrastructure;
 - (ii) analysis of personal injury traffic accident data;
 - (iii) the site's compliance with applicable transport policy;
 - (iv) the development proposal in detail;
 - (v) development-generated vehicular traffic; and
 - (vi) development impact on the surrounding highway network.
- 1.2.2 With due consideration of the scale of the proposed development, the following assessment junctions along the access road network have been included in the development impact assessment (please also see **Figure 1.1**):
- **Junction 1** – Lidl Site Access Junction.
 - **Junction 2** – A474 Briton Ferry Road / Castle Retail Park access road / School Road Signalised Junction.

Figure 1.1: Capacity Assessment Junctions



2 EXISTING CONDITIONS

2.1 Site Summary

2.1.1 The proposed development site (hereon referred to as the 'site') is located along the A474 Briton Ferry Road in Neath, and measures approximately 1.1 Ha. The site currently consists of two separate land uses as follows:

- An existing Lidl foodstore unit (1,153m² GEA) with associated parking area (141 spaces); and
- Castle Retail Park unit (currently occupied by both a Poundstretcher and Gym use) with a total GIA of 1,389m², and associated parking area (48 spaces).

2.1.2 Both the existing Lidl and Castle Retail Park land uses are separated by landscaping, with each having a separate vehicle access point with the un-named Castle Retail Park access road.

2.1.3 The site is bound by the A474 Briton Ferry Road to the south, a railway line to the west, a Castle Bingo unit parking area to the north, and the Castle Retail Park access road to the east. An Esso garage is also located immediately to the south west of the site along Briton Ferry Road.

2.1.4 **Figure 2.1** illustrates the site location in a local context

Figure 2.1: Site location in Local Context



Note – Site boundary line indicative only

2.2 Local Highway Network

- 2.2.1 Vehicular access to both the Lidl and Castle Retail Park units on the proposed site is provided via separate priority T-junction arrangements along the unnamed Castle Retail Park access road. This access road is approximately 150m in length, and provides access to both units on the site, the Castle Bingo unit, and the Industrial unit at its northern point. At its southern point, the un-named access road connects to the A474 Briton Ferry Road via a 4-arm signalised junction (also including the School Road arm).
- 2.2.2 The A474 Briton Ferry Road forms part of a key strategic route running through the Neath and Briton Ferry areas. In the vicinity of the Castle Retail Park access junction, the A474 Briton Ferry Road is approximately 8m in width and subject to a 20mph speed limit. This 20mph speed limit continues north towards Neath. To the south, the 20mph speed limit continues for approximately 120m, where it increases to 30mph.
- 2.2.3 To the north, the A474 provides a connecting route into wider Neath and Neath town centre area (approximately 1km), and also provides a direct route to the A465 dual carriageway. South from the site, the A474 routes through Briton Ferry, connecting directly to the A48 (approximately 2.8km).
- 2.2.4 The A465 is the Neath to Abergavenny trunk road, which in the vicinity of the site routes between the M4 J43 to the south (approximately 2.7km), through towns such as Glynneath (approximately 19km), and Merthyr Tydfil to the north (approximately 32km).
- 2.2.5 The A48 provides the key strategic route through the Baglan and Port Talbot area to the south, and also provides a direct connection into the A483 which routes towards Swansea city centre to the west (approximately 8km). The A48 also offers a connecting route to the M4 (Junctions J38 to J42).
- 2.2.6 The site is shown in a wider strategic context in **Figure 2.2**.

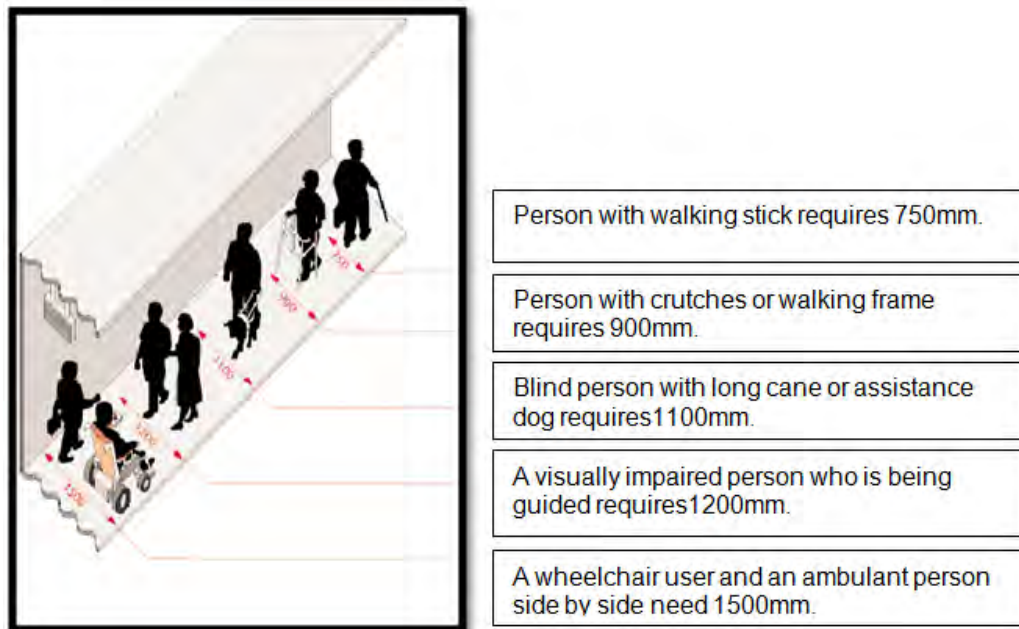
Figure 2.2: Site Location in Wider Strategic Context



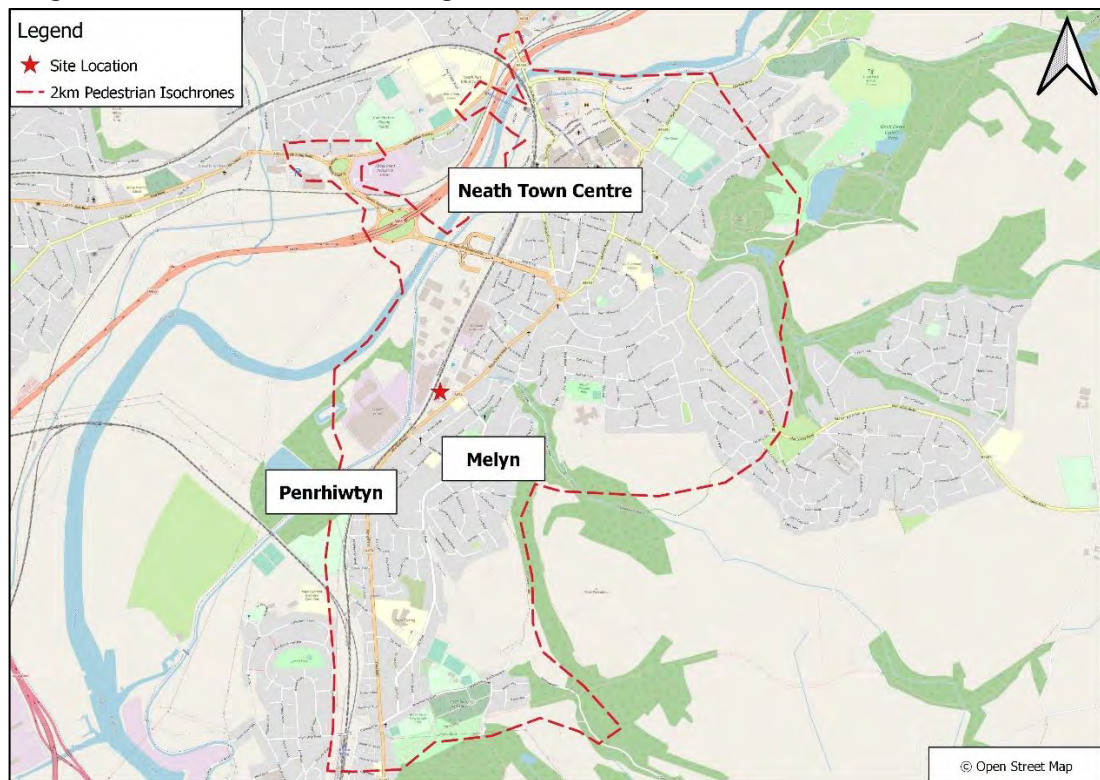
2.3 Pedestrian Facilities

- 2.3.1 In the vicinity of the site, street lit footways of approximately 2m in width are present on both sides of both the Castle Retail Park access road, and the A474 Briton Ferry Road. The site connects directly into these footways at points to the east and south.
- 2.3.2 Pedestrian connections are provided into these footways from points to the south and east of the site.
- 2.3.3 The A474 signalised junction to the south of the site provides dedicated signalised and central island crossing points allowing safe pedestrian movement across the A474, School Road, and Castle Retail Park access road carriageways. A further signalised crossing point is also provided across the A474 carriageway at a point approximately 110m north of the site.
- 2.3.4 As shown in **Extract 2.1** from DfT's 'Inclusive Mobility' document (2002), the aforementioned footway widths of approximately 2m are more than suitable for a variety of users, including a wheelchair user and an ambulant person side by side.

Extract 2.1: Footway widths (DfT 'Inclusive Mobility' 2002)



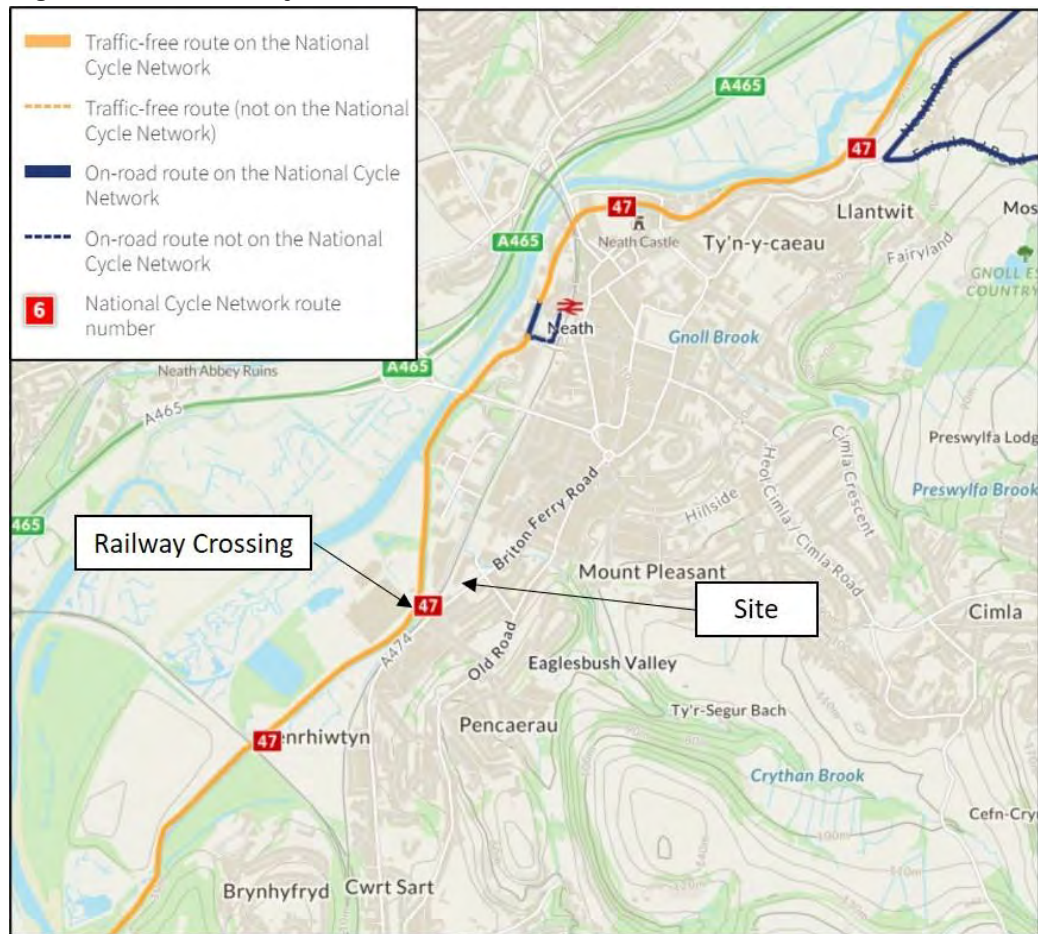
- 2.3.5 Table 3.3 in The Chartered Institution of Highways and Transportation document 'Providing for Journeys on Foot' identifies suggested acceptable walking distances for pedestrians to a range of local facilities. For retail stores (under the elsewhere category) the preferred maximum walking distance specified is 1.2km, and for commuting trips (for staff to the site) the preferred maximum walking distance specified is 2km. **Figure 2.3** identifies the 2km walking catchments to the site based on these suggested walking distances.

Figure 2.3: Indicative 2km walking catchment from the site

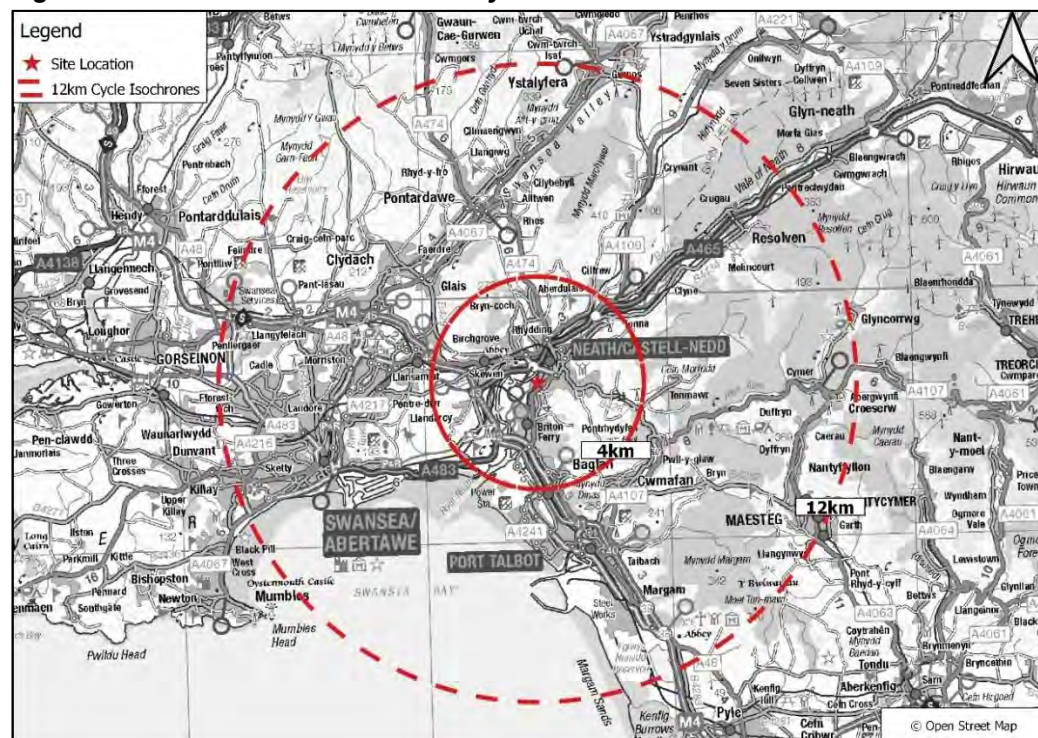
- 2.3.6 **Figure 2.3** demonstrates that the wider town centre, Penrhiwtyn, and Melyn areas of Neath are located within a 2km walking distance from the site. This identifies that the site is well located to large residential catchments which can access the site by foot as either a customer or staff member.

2.4 Cycle Facilities

- 2.4.1 Cycling in the immediate vicinity of the site is accommodated on-carriageway, with limited off-road routes available. The lack of traffic-free routes in the vicinity however is not considered a barrier to cycle travel, as advocated by the walking and cycling charity Sustrans, providing simple road safety advice is adhered to, on-road cycling is safe.
- 2.4.2 As shown on **Figure 2.4** however, the site is located in close proximity of national cycle route 47, which routes between Newport and Fishguard, and through Neath is a predominantly off-road route. This route can be accessed within Neath town centre to the north (approximately 1.5km) or via a connected route on the pedestrian footbridge over the railway line to the south of the site (approximately 300m).
- 2.4.3 LTN1/04 identifies that the mean average length for cycling journeys is 4km (2.4 miles) although journeys of up to three times these distances are not uncommon for regular commuters. As such, a maximum 12km (7.4 miles) commuter distance applies.
- 2.4.4 **Figure 2.5** displays cycling isochrones for a 4km and 12km distance (approximately 20 and 60 minutes respectively based on a conservative cycle speed of 12km per hour). This shows that the whole of Neath and Briton Ferry are within the 4km cycle catchment area, with the areas of Port Talbot, Maesteg, and Swansea also within the wider 12km cycle catchment area.

Figure 2.4: National Cycle Route

Source: Sustrans

Figure 2.5: 4km and 12km indicative cycle catchments from the site

2.5 Public Transport Facilities

Bus

- 2.5.1 Guidance relating to the accessibility of development proposals to public transport is provided in the Institution of Highways and Transportation (IHT) document 'Planning for Public Transport in Development' (March 1999). The IHT guidance recommends that:

“new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop ...”.

- 2.5.2 The nearest bus stop to the site is the Castle Bingo (Southbound) stop, located on the southern side of the A474 Briton Ferry Road carriageway, approximately just a 120m walk north from the site. This stop provides access to southbound services and operates via an on-road stop with a sheltered waiting area. Access to northbound services is provided at the Castle Bingo (Northbound) stop located on the northern side of the A474 carriageway, approximately just a 170m walk northbound from the site.

- 2.5.3 A summary of the regular bus services accessible from the Castle Bingo stops is provided in **Table 2.1**.

Table 2.1 – Castle Bingo Stop regular bus service summary

Service	Route	Approximate service frequency		
		Mon – Fri	Sat	Sun
First South & West Wales - 87	Neath – Port Talbot - Margam	1 service every 20 minutes	1 service every 20 minutes	1 service every 120 minutes
First South & West Wales – X5	Swansea - Neath	1 service every 60 minutes	1 service every 60 minutes	No Service
South Wales Transport - 202	Neath Local Service	1 service every 60 minutes	1 service every 60 minutes	No Service
Select Coaches - 4	Neath Local Service	1 service every 120 minutes	No Service	No Service

Note: Times represent approximations as per latest timetable information available in January 2022

- 2.5.4 **Table 2.1** identifies that regular bus services (up to every 20-minutes) are available from the Castle Bingo stop over the Monday to Saturday period, offering convenient bus travel options between Neath and the surrounding areas of Briton Ferry, Port Talbot, and Swansea. Sunday services however are much more limited.
- 2.5.5 The site is therefore considered to be in a good location to offer staff and visitors to the site opportunities to travel via bus.

Rail

- 2.5.6 The nearest train station to the site is Neath, approximately a 1.3km walk from the site.
- 2.5.7 Neath station is operated by Transport for Wales (TfW) providing access to Great Western Railway services between London Paddington and Swansea, as well as the Transport for Wales service between Manchester Piccadilly and Carmarthen.

- 2.5.8 Potential commuter stations within a short rail journey time to Neath include Swansea (16-minutes), Gowerton (30-minutes), and Llanelli (35-minutes) to the west, and Briton Ferry (5-minutes), Port Talbot (11-minutes), and Bridgend (25-minutes) to the east.
- 2.5.9 The site is therefore considered to be in a good location to offer staff and customers to the site opportunities to travel via rail.

Summary

- 2.5.10 It is evident that the site is able to offer potential residents a viable alternative to private car travel, with numerous walking, cycling and public transport options available which will significantly reduce dependency on private car travel.

2.6 Local Highway Safety

- 2.6.1 A review has been carried out on local highway network safety in order to establish whether there are any current accident clusters or blackspots in the vicinity of the site that may be exacerbated by the development proposal. In this instance, a cluster is identified as a closely defined area of five or more accidents.
- 2.6.2 The website www.crashmap.co.uk has been interrogated to provide a review of accidents in the surrounding area.
- 2.6.3 CrashMap uses data collected by the police about road traffic crashes occurring on British roads where someone has been injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. The website uses data obtained directly from official sources and compiled in an easy-to-use format showing each incident on a map. Incidents are plotted to within 10 metres of their location and the data includes all incidents up to the end of 2020.
- 2.6.4 **Figure 2.6** provides an extract of all PIAs identified on CrashMap along the A474 Briton Ferry Road in the vicinity of the site over the 5-year period between 2016 and 2020. A total of 5 PIAs are identified, 3 being classed with a slight severity, and 2 with a serious severity. This equates to an average of just 1 PIA per year. None of these accidents appear to be directly attributed to movements at the existing site access junction.
- 2.6.5 Analysis of the vehicles involved in the identified PIAs identifies that four of the five identified PIAs involved young drivers. These include the two serious severity PIAs identified. No further patterns of casualties or vehicles involved were identified from the CrashMap data.
- 2.6.6 Although all accidents are regrettable, the accident data does not therefore appear to identify any significant highway safety issue within the immediate area of the development site, and the minor increase in traffic generated by the proposed development (as discussed later in this report) is highly unlikely to exacerbate the existing safety record to a significant enough level to warrant concern.

Figure 2.6: PIA plot extract



Source: www.crashmap.co.uk - data extracted January 2022

3 LOCAL AND NATIONAL PLANNING GUIDANCE

3.1 Overview

3.1.1 In transport terms the relevant policy guidance that applies to this site are contained in the following documents:

- Planning Policy Wales (Edition 11, February 2021);
- Technical Advice Note (Wales) (2007) 18 - Transport;
- Future Wales: The National Plan 2040 (February 2021);
- Electric Vehicle Charging Strategy for Wales (March 2021);
- Neath Port Talbot County Borough Council Local Development Plan (2011-2026)

3.1.2 Consideration is also given to the following legislation, which has an emphasis on sustainable transport provision:

- Active Travel Wales Act 2013;
- Well-being of Future Generations (Wales) Act 2015.

3.2 Overall Policy Objective

3.2.1 The overarching desire at all tiers of planning policy guidance is to influence a modal shift from single occupancy car travel towards more sustainable modes such as walking, cycling, and public transport.

3.2.2 In order to achieve this, it is recognised that development should be located such that the need to travel by private car is reduced, in locations where there is good access to high quality public transport, walking and cycling provision.

3.3 Planning Policy Wales (February 2021)

3.3.1 Planning Policy Wales (PPW) confirms that transport plays a key role in promoting a healthier Wales, a more equal Wales, cohesive communities and a globally responsible Wales.

3.3.2 For placemaking in rural areas, PPW states that:

‘For most rural areas the opportunities for reducing car use and increasing walking, cycling and use of public transport are more limited than in urban areas. In rural areas most new development should be located in settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole. Development in these areas should embrace the national sustainable placemaking outcomes and, where possible, offer good active travel connections to the centres of settlements to reduce the need to travel by car for local journeys.’

3.3.3 PPW identifies the following active and social linkages issues which it aims to address:

- *‘enable sustainable access to housing, employment, shopping, education, health, community, leisure and sports facilities and green*

infrastructure, maximising opportunities for community development and social welfare;

- develop sustainable transportation infrastructure to keep Wales moving and connect people with jobs, housing and leisure. Ensure that the chosen locations and resulting design of new developments reduces reliance on the private car for daily travel, supports sustainable modes of travel and assists in improving the environment, public health and community life;*
- require developments to encourage modal shift and be easily accessible by walking, cycling and public transport, by virtue of their location, design and provision of on and off site sustainable transport infrastructure’.*

3.3.4 Under the sustainable transport category, PPW identifies that:

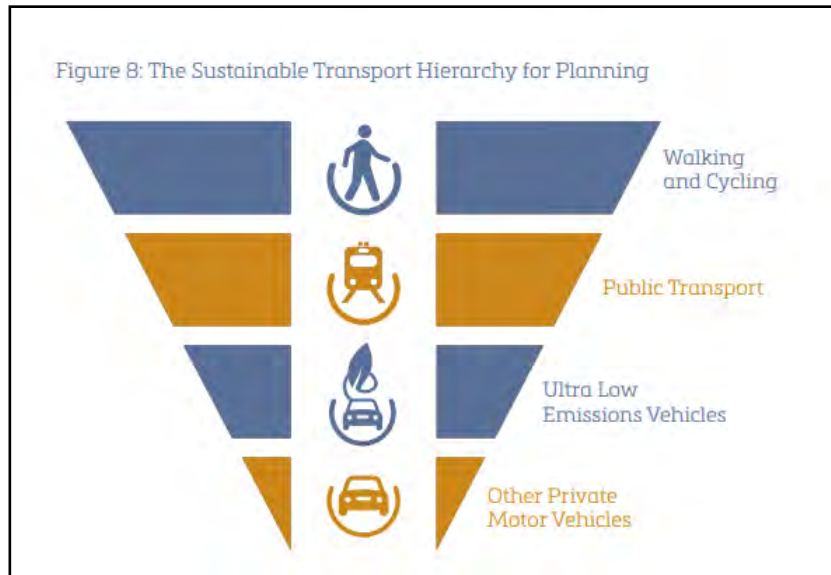
‘The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Delivering this objective will make an important contribution to decarbonisation, improving air quality, increasing physical activity, improving the health of the nation and realising the goals of the Well-being of Future Generations Act.

The planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:

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

Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services.

It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles. The transport hierarchy recognises that Ultra Low Emission Vehicles also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services.



The sustainable transport hierarchy should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport.

The sustainable transport hierarchy must be a key principle in the preparation of development plans, including site allocations, and when considering and determining planning applications.

Different approaches to sustainable transport will be required in different parts of Wales, particularly in rural areas, and new development will need to reflect local circumstances.'

3.3.5 With regards to car parking, PPW confirms the widely accepted notion that:

'Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place.'

3.3.6 It continues that:

'A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. The needs of disabled people must be recognised and adequate parking provided for them.

Planning authorities must require good standards of car parking design, which do not allow vehicles to dominate the street or inconvenience people walking and cycling. Car parking should be overlooked by surrounding properties, to provide natural surveillance.

.... Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high quality places.'

- 3.3.7 PPW promotes walking and cycling for shorter trips and that cycling be encouraged for short trips and as a substitute for shorter car journeys, or as part of a longer journey when combined with public transport.

3.4 Technical Advice Note (TAN 18)

- 3.4.1 Technical Advice Note 18 (TAN 18) promotes the overall integration of transport in the following ways:

- Integration of transport and land use planning.
- Integration between different types of transport; and
- Integration of transport policy with policies for the environment, education, social justice, health, economic development and wealth creation.

- 3.4.2 The integration of land use planning and the development of transport has a key role to play in the promotion of sustainable development. TAN 18 identifies the following ways in which integration can help achieve sustainable environmental outcomes:

- promoting resource and travel efficient settlement patterns;
- ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;
- managing parking provision;
- ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing;
- encouraging the location of development near other related uses to encourage multi-purpose trips;
- promoting cycling and walking;
- supporting the provision of high quality, inclusive public transport;
- encouraging good quality design of streets that provide a safe public realm and a distinct sense of place; and
- ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions.

3.5 Future Wales: The National Plan 2040 (February 2021)

- 3.5.1 'Future Wales: The National Plan 2040' is the Welsh Government national development framework, setting the direction for development in Wales to 2040.

3.5.2 With regards to transport, Future Wales draws the same conclusions to those identified in PPW and TAN 18, identifying that the Welsh Government's aim is to reduce the need to travel, particularly by private vehicles, and support a modal shift to walking, cycling and public transport, with development to be focussed in areas where these modes of travel can be supported.

3.5.3 Future Wales identifies 11 outcomes for where Wales should be within 20 years' time. Outcome 7 reflects the anticipated Outcome for transport as follows:

"Outcome 7 – A Wales where people live in place where travel is sustainable. All methods of travel will have low environmental impact and low emissions, with increased use of public transport and ultra-low emission vehicles replacing today's petrol and diesel vehicles.

Sustainable transport infrastructure will be embedded within development to enable easy and convenient access from one place to another for commuting, business, tourism and leisure purposes. Development will focus on active travel and public transport, allied with a reduced reliance on private vehicles."

3.5.4 The report also makes plenty of references to the promotion of electric vehicle use, and provision of charging infrastructure that these vehicles rely on. Although the public sector is anticipated to play a major role in meeting these ambitions, the report also identifies how the private sector will also play an important role, as identified in the following extracts:

"The Welsh Government will embrace the adoption of electric vehicles in an inclusive manner, supported by the necessary investment in charging infrastructure"

"Battery electric vehicles currently offer the most immediate route to the transition away from petrol and diesel vehicles to zero and ultra-low emission vehicles. It is important that we plan and deliver the infrastructure, and in particular the charging infrastructure, that electric vehicles will rely on. We expect business and industry to drive much of the roll-out of charging infrastructure."

"The provision of electric vehicle charging infrastructure points should be planned as part of the overall design of a development."

3.6 Electric Vehicle Charging Strategy for Wales (March 2021)

3.6.1 The document 'Electric Vehicle Charging Strategy for Wales' provides further information to support Future Wales on how the Welsh Government will support the uptake of electric vehicles. The document sets out the following key vision:

"By 2025, all users of electric cars and vans in Wales are confident that they can access electric vehicle charging infrastructure when and where they need it."

3.6.2 A ban on the sales of new petrol and diesel only cars and vans in the UK will be introduced in 2030. With this in mind the document outlines that:

"There is an immediate need for more charging and better charging infrastructure to facilitate consumer confidence in making the switch to electric vehicles."

- 3.6.3 Section 8 of the document identifies the action planning required to meet the overall vision. One of the key points outlined, relevant to the proposed development is as follows:

“New non-residential buildings with more than 10 parking spaces will have a charge point provided by 2025.”

3.7 Neath Port Talbot County Borough Council Local Development Plan (2011-2026)

- 3.7.1 The Neath Port Talbot County Borough Councils Local Development Plan (LDP) is a document that sets out the visions, objectives, strategies and policies for managing development in the county area up to 2026, and was adopted in January 2016.

- 3.7.2 The LDP outlines aims regarding transport as follows:

‘The Strategy seeks to support and develop the transport network to safely and effectively facilitate the movement of people and freight within the County Borough, to reduce reliance on the private car and to improve connectivity to neighbouring areas.

3.8 Conclusion

- 3.8.1 As identified in **Section 2** of this report, the site is well located to encourage travel by sustainable modes for both staff and visitors of the proposed development.
- 3.8.2 The development proposals will also include provision of two electric vehicle charging points on the site, which support the Welsh Government’s ambition to promote the use of these vehicles, and develop a network of accessible charging points across the country.
- 3.8.3 The site is therefore concluded to comply with transport planning policy at local and national level.

4 DEVELOPMENT PROPOSAL

4.1 Proposed Re-Development

- 4.1.1 The re-development proposals are for the demolition of both the existing Lidl foodstore unit, and Castle Retail Park unit on the site, and then the development of a new Lidl foodstore unit on the site, with a GEA of 2,399m². This new Lidl unit would have an increase in GEA of 1,246m² from the existing store, but when also considering the demolition of the Castle Retail Park unit (1,389m² GIA), the proposals would result in a slight net decrease in total floorspace across the site (approximately 143m²).
- 4.1.2 The proposed development plans are contained at **Appendix A**.

4.2 Access

- 4.2.1 Vehicle access to the re-developed site will be provided via a single priority T-junction to the east of the site, along the Castle Retail Park access road (the same point as the existing Lidl unit access).
- 4.2.2 Swept path analysis for a max legal 16.5m articulated vehicle accessing the proposed site is shown on the layout plan at **Appendix A**. This shows that there is sufficient room for a vehicle of this size to manoeuvre within the site, and safely enter and exit the site in a forward gear.
- 4.2.3 Pedestrian access to the proposed development will also be provided at the new access.

4.3 Parking Provision

- 4.3.1 The development proposal includes 151 parking spaces, made up of 129 (~85%) standard parking spaces, 9 (~6%) for disabled customers, 11 (~7%) parent and child spaces, and 2 (~1%) electric vehicle charging spaces.
- 4.3.2 The NPTCBC parking standards are set out in the LDP Supplementary Planning Guidance (SPG) document 'Parking Standards (October 2016)'. This document sets out detailed parking requirements according to land use and type of development across the county. These parking standards differ across distinct zones identified within the document. The proposed development falls within 'Zone 3'.
- 4.3.3 The parking standards aim to set a maximum level of parking to be provided at developments, in line with national and regional policies to encourage a move to more sustainable modes of transport.
- 4.3.4 Parking standards for supermarkets are identified at section 4.3 of the guidance. The Zone 3 parking standards for the 'Supermarkets and Superstores' category with a GFA greater than 2,000m², identify that a maximum of 1 space per 14 m² (GFA) should be provided. For the proposed development this equates to a maximum of 170 car parking spaces.
- 4.3.5 As outlined in Section 3 of the document, the parking standards aim to set a maximum level of parking to be provided at developments, in line with national and regional policies to encourage a move to more sustainable modes of transport. The SPG was also published before the more recent 'Future Wales – The National Plan 2040 (February 2021)' and 'Planning Policy Wales (Edition 11, February 2021)' documents which identify the following with regards to parking provision at non-residential developments:

Planning Policy Wales - Edition 11

“Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place.”

“A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed.”

“Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high-quality places”

- 4.3.6 The 151 parking spaces proposed for the Lidl unit is within the SPG maximum provision suggested, and in line with national policy to reduce reliance on car provision at developments, the good accessibility of the site to non-car modes of travel, and the operator's extensive experience of demand at stores throughout the UK, this parking level is considered appropriate for the intended food store use.
- 4.3.7 To further justify the parking provision, a parking accumulation assessment was undertaken based on an MCC survey undertaken at the existing Lidl unit on the site over the 12-hour period (07:00 to 19:00) on both Friday 19th November 2021 and Saturday 20th November 2021 (described in more detail in **Section 5** of this report). This parking accumulation also includes for a Covid factor increase applied to the observed November MCC survey movements (again as described in **Section 5** of this report). This parking accumulation was developed for both the existing and proposed Lidl unit on the site. Flows for the proposed Lidl unit accumulation were estimated using a 33% growth factor applied to the existing Lidl unit flows. This growth factor represents the anticipated increase in trips as a result of the increase in GFA at the proposed Lidl unit (again as described in more detail at **Section 5** of this report). A summary of the parking accumulation is contained at **Appendix B**.
- 4.3.8 The parking accumulation identifies that including a Covid factor increase in movements, the existing Lidl unit (which has a total of 135 parking spaces) would be expected to achieve maximum car park occupancies of approximately just 46 (34%) and 56 (42%) vehicles over the surveyed Weekday and Saturday periods respectively. This suggests that the existing Lidl unit on the site does not experience any capacity issues within the car park, and has significant spare capacity even during its busiest periods.
- 4.3.9 The parking accumulation for the proposed Lidl unit with 151 parking spaces, suggests that maximum car park occupancies of approximately just 60 (40%) and 75 (50%) vehicles over the surveyed Weekday and Saturday periods respectively. This further suggests that the proposed provision of 151 car parking spaces would be sufficient to cater for demand at the proposed development, and not lead to any capacity issues within the car park area, even during its busiest periods.

- 4.3.10 The NPTCBC parking standards provide recommended minimum dimensions of car park space of 4.8m x 2.6m, with at least 6.0m provided between each opposing bay. The proposed layout includes car parking spaces of dimensions 5.2m x 2.7m, with at least 7.0m provided between each opposing bay. These generous spaces will allow easy and safe manoeuvring of vehicles into the spaces and through the car park area.
- 4.3.11 The NPTCBC parking standards identify that 3 parking spaces should be provided for commercial vehicles. The proposals include 1 loading bay space for vehicles at the northern edge of the store. Based on the operator's extensive experience throughout the UK, this is deemed sufficient for the site's needs, and this loading bay will be managed to ensure that no more than one articulated vehicle is scheduled to arrive and park within the site at any one time. This is also the arrangement at the existing Lidl unit on the site.
- 4.3.12 As shown on the swept path analysis contained at **Appendix A**, there is sufficient room within the site for a max legal 16.5m articulated vehicle to manoeuvre in and out of the loading bay safely.

Enhanced Access Parking Bays

- 4.3.13 The NPTCBC parking standards require retail sites to provide a minimum of 6% of the total car park capacity for disabled motorists. These spaces are preferably located within 50m of the facility served by the car park and designed with minimum dimensions of car park space of 4.8m x 3.6m.
- 4.3.14 A total of 9 disabled parking bays are proposed at the site, representing 6% of the total 151 spaces proposed.
- 4.3.15 The proposed disabled bays will be reserved for vulnerable and impaired users and will measure 6.0m x 3.6m in size including a 1.2m buffer strip around each space to assist with access, especially for wheelchair users.
- 4.3.16 In addition to the disabled parking allocation, a further 11 enhanced parent and toddler parking bays are proposed.
- 4.3.17 All enhanced bays are conveniently located near the proposed entrance and within the parking guidelines recommended 50m distance.

Bicycle Parking

- 4.3.18 The NPTCBC parking standards require both 1 long-stay and 1 short-stay cycle stand per 500m² (GFA) at supermarket developments. This equates to a total of 5 long-stay and 5 short-stay cycle parking spaces at the proposed site.
- 4.3.19 Long-stay spaces addresses the needs of customers and other visitors, whereas long-stay spaces represent the needs of staff at the proposed Lidl unit.
- 4.3.20 A total of 6 Sheffield cycle stands are included within the site proposals, which will allow parking for up to 12 bicycles. These are located near the main customer entrance at the east of the store. This position is in a prominent and convenient location, and this generous provision will help encourage this mode of travel at the proposed unit.

4.4 Sustainable Transport Enhancements

- 4.4.1 As identified in **Section 2** of this report, it is considered that the site is well located to encourage pedestrian travel from the surrounding Neath residential areas.

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- 4.4.2 To further promote this mode of travel, an internal pedestrian route which includes pedestrian priority crossing points is also to be provided routing between the site access point, and the store customer entrance.
- 4.4.3 To promote the use of electric vehicles to the site, 2 electric vehicle charging parking spaces are also included within the proposals. This provision will therefore support the Welsh Government's ambition to promote the use of these vehicles, and develop a network of accessible charging points across the country.
- 4.4.4 A Travel Plan will also be created as part of the proposals, in line with an appropriately worded planning condition. This is a document that will be produced with the intention of promoting and increasing sustainable modes of travel to the site. This Travel Plan will be primarily targeted at trips made by staff of the proposed development.

5 DEVELOPMENT TRAFFIC GENERATION

5.1 Introduction

- 5.1.1 The following section outlines the anticipated trip generation of both the existing and proposed use on the site, and the difference between each.

5.2 Existing Site Use Trip Generation

- 5.2.1 To understand the existing site trip generation, an MCC survey was undertaken at the existing Lidl and Castle Retail Park site access junctions. The survey was undertaken by 'PCC Traffic Information Consultancy' over a 12-hour period (07:00 to 19:00) on both Friday 19th November 2021 and Saturday 20th November 2021. A summary of the MCC surveys are contained at **Appendix C**.

Existing Lidl Unit Trip Generation

- 5.2.2 **Table 5.1** and **Table 5.2** provide an hourly summary of the MCC surveys at the existing Lidl unit access junction over both the Weekday and Saturday periods respectively. The survey has also been used to identify trip rates for the existing store of 1,153m² GEA.

Table 5.1: Existing Lidl unit, observed Weekday vehicular trip generation and calculated trip rates

Time Period	Observed flows at existing Lidl unit (as per MCC survey undertaken at site access junction on 19 th November 2021)			Calculated trip rate per 100m ² GEA (based on existing Lidl unit of 1,153m ² GEA)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	6	2	8	0.520	0.173	0.694
08:00 - 09:00	47	38	85	4.076	3.296	7.372
09:00 - 10:00	41	41	82	3.556	3.556	7.112
10:00 - 11:00	44	45	89	3.816	3.903	7.719
11:00 - 12:00	66	64	130	5.724	5.551	11.275
12:00 - 13:00	50	49	99	4.337	4.250	8.586
13:00 - 14:00	59	59	118	5.117	5.117	10.234
14:00 - 15:00	69	62	131	5.984	5.377	11.362
15:00 - 16:00	82	83	165	7.112	7.199	14.310
16:00 - 17:00	71	81	152	6.158	7.025	13.183
17:00 - 18:00	55	52	107	4.770	4.510	9.280
18:00 - 19:00	42	53	95	3.643	4.597	8.239
12-Hour Total	632	629	1,261	54.814	54.553	109.367

Note: Yellow highlight identifies peak hour in two-way flows

- 5.2.3 **Table 5.1** shows that the existing Lidl store unit generated a total of 1,261 two-way vehicular trips over the surveyed 12-hour Weekday period between 07:00 to 19:00. The Weekday peak hour in total two-way trips was observed between 15:00 to 16:00, with 165 trips.
- 5.2.4 **Table 5.2** shows that the existing Lidl store unit generated a total of 1,174 two-way vehicular trips over the surveyed 12-hour Saturday period between 07:00 to 19:00. The Saturday peak hour in total two-way trips was observed between 12:00 to 13:00, with 155 trips.
- 5.2.5 The MCC surveys identified a very similar profile of trips over both the Weekday and Saturday periods at the existing Lidl unit, with the Weekday period generating just +87 more total two-way trips over the total 12-hour survey period than the Saturday period.

Table 5.2: Existing Lidl unit, observed Saturday vehicular trip generation and calculated trip rates

Time Period	Observed flows at existing Lidl unit (as per MCC survey undertaken at site access junction on 20 th November 2021)			Calculated trip rate per 100m ² GEA (based on existing Lidl unit of 1,153m ² GEA)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	7	3	10	0.607	0.260	0.867
08:00 - 09:00	30	28	58	2.602	2.428	5.030
09:00 - 10:00	42	32	74	3.643	2.775	6.418
10:00 - 11:00	56	60	116	4.857	5.204	10.061
11:00 - 12:00	71	60	131	6.158	5.204	11.362
12:00 - 13:00	73	82	155	6.331	7.112	13.443
13:00 - 14:00	75	66	141	6.505	5.724	12.229
14:00 - 15:00	64	64	128	5.551	5.551	11.101
15:00 - 16:00	64	68	132	5.551	5.898	11.448
16:00 - 17:00	52	56	108	4.510	4.857	9.367
17:00 - 18:00	36	39	75	3.122	3.382	6.505
18:00 - 19:00	22	24	46	1.908	2.082	3.990
12-Hour Total	592	582	1,174	51.344	50.477	101.821

Note: Yellow highlight identifies peak hour in two-way flows

Existing Castle Retail Park Unit Trip Generation

5.2.6 **Table 5.3** provides an hourly summary of the MCC surveys at the existing Castle Retail Park unit access junction over both the Weekday and Saturday period.

Table 5.3: Existing Castle Retail Park unit, observed Weekday and Saturday vehicular trip generation

Time Period	Observed flows at existing Castle Retail Park unit (as per MCC survey undertaken at site access junction on 19 th and 20 th November 2021)					
	Weekday			Saturday		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	8	8	16	2	0	2
08:00 - 09:00	22	13	35	6	3	9
09:00 - 10:00	28	21	49	24	17	41
10:00 - 11:00	21	28	49	29	25	54
11:00 - 12:00	29	34	63	27	26	53
12:00 - 13:00	32	27	59	32	33	65
13:00 - 14:00	27	26	53	23	29	52
14:00 - 15:00	31	28	59	28	32	60
15:00 - 16:00	37	42	79	34	33	67
16:00 - 17:00	28	27	55	25	28	53
17:00 - 18:00	43	28	71	23	26	49
18:00 - 19:00	13	20	33	7	5	12
12-Hour Total	319	302	621	260	257	517

Note: Yellow highlight identifies peak hour in two-way flows

5.2.7 **Table 5.3** shows that the existing Castle Retail Park unit generated a total of 621 and 517 total two-way vehicular trips over the surveyed 12-hour Weekday and Saturday period respectively. Both the Weekday and Saturday peak hours in total two-way trips was observed between 15:00 to 16:00, with 79 trips and 67 trips respectively.

Existing Site Use Total Trip Generation

- 5.2.8 **Table 5.4** shows the observed total vehicular trip generation for all existing uses on the site over both the Weekday and Saturday 12-hour periods (0700 to 1900).

Table 5.4: Existing site use total observed vehicular trip generation

Time Period	Weekday			Saturday		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	14	10	24	9	3	12
08:00 - 09:00	69	51	120	36	31	67
09:00 - 10:00	69	62	131	66	49	115
10:00 - 11:00	65	73	138	85	85	170
11:00 - 12:00	95	98	193	98	86	184
12:00 - 13:00	82	76	158	105	115	220
13:00 - 14:00	86	85	171	98	95	193
14:00 - 15:00	100	90	190	92	96	188
15:00 - 16:00	119	125	244	98	101	199
16:00 - 17:00	99	108	207	77	84	161
17:00 - 18:00	98	80	178	59	65	124
18:00 - 19:00	55	73	128	29	29	58
12-Hour Trip Rate	951	931	1,882	852	839	1,691

Note: Yellow highlight identifies peak hours in two-way flows over each 12-hour period

- 5.2.9 **Table 5.4** identifies that the entire existing site use generated a total of 1,882 total two-way trips and 1,691 total two-way trips over the Weekday and Saturday 12-hour (07:00 to 19:00) periods respectively. The peak hours in total two-way trips were observed between 15:00 to 16:00 on the Weekday period (244 total two-way trips), and between 12:00 to 13:00 on the Saturday period (220 total two-way trips).

5.3 Existing Site Use Trip Generation Covid Factor

- 5.3.1 The November 2021 MCC surveys were undertaken during the ongoing Covid-19 pandemic period, which has had a significant impact on travel patterns across the country. Although the surveys were undertaken during a period when no local lockdowns were in place, the traffic patterns in the area may still have been affected by the Covid-19 pandemic impacts.
- 5.3.2 To understand how the November 2021 observed MCC flows compare to flows from a pre-Covid period, a March 2020 survey at the existing Lidl access junction has been utilised. This survey was undertaken over the period between 16:00 to 19:00 on Wednesday 26th February 2020, and between 10:00 to 14:00 on Saturday 1st March 2020, and therefore represents traffic flows at the existing Lidl unit during a period before any major Covid restrictions were implemented across the country. A copy of these surveys is contained at **Appendix D**.
- 5.3.3 A summary comparing the existing Lidl unit flows observed during both the March 2020 and November 2021 surveys is provided at **Appendix E**. This shows that over the total comparable survey periods, the March 2020 total two-way observed flows were 35.6% and 56.5% greater than the November 2021 observed total two-way flows over the Weekday and Saturday periods respectively. This suggests that flows at the existing Lidl unit may currently be impacted by the ongoing Covid-19 pandemic situation, and may not be representative of 'normal' pre-covid conditions.

- 5.3.4 Although the long-term traffic impact of the pandemic is still not fully understood (and it is not known if or when traffic behaviour across the country will return to pre-pandemic levels), to provide a robust assessment, the November 2021 existing Lidl unit trips have been increased by 35.6% in the Weekday period, and 56.5% in the Saturday period.
- 5.3.5 As no traffic flows from a pre-covid period are available at the Castle Retail Park unit junction, no Covid factors have been applied to the flows observed at this part of the site.
- 5.3.6 The increased trips are summarised in **Table 5.5** and represent the anticipated total site trip generation, including for a robust Covid factor uplift at the Lidl unit.

Table 5.5: Existing site use total observed vehicular trip generation + Covid factor uplift

Time Period	Weekday			Saturday		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	16	11	27	13	5	18
08:00 - 09:00	86	65	151	53	47	100
09:00 - 10:00	84	77	161	90	67	157
10:00 - 11:00	81	89	170	117	119	236
11:00 - 12:00	118	121	239	138	120	258
12:00 - 13:00	100	93	193	146	161	307
13:00 - 14:00	107	106	213	140	132	272
14:00 - 15:00	125	112	237	128	132	260
15:00 - 16:00	148	155	303	134	139	273
16:00 - 17:00	124	137	261	106	116	222
17:00 - 18:00	118	99	217	79	87	166
18:00 - 19:00	70	92	162	41	43	84
12-Hour Trip Rate	1,177	1,157	2,334	1,185	1,168	2,353

Note: Yellow highlight identifies peak hours in two-way flows over each 12-hour period

- 5.3.7 **Table 5.5** identifies that including for a robust Covid factor uplift at the existing Lidl unit, the entire site would be anticipated to generate a total of 2,334 total two-way trips, and 2,353 total two-way trips over the Weekday and Saturday 12-hour (07:00 to 19:00) periods respectively. The peak hours in total two-way trips are again anticipated between 15:00 to 16:00 during the Weekday period (303 total two-way trips), and between 12:00 to 13:00 during the Saturday period (307 total two-way trips).

5.4 Proposed Lidl Unit Trip Generation

- 5.4.1 The proposals new Lidl unit on the site will have a GEA of 2,399m². This is a GEA of 1,246m² greater than the existing Lidl unit on the site, equating to an increase of 108% in GEA.
- 5.4.2 When considering the trip generation of the proposed new Lidl unit, it is unlikely that trips would increase in a linear nature to the increase in GEA from the existing unit. This is supported in the CSS Wales 'Parking Standards 2014' document (which forms the basis for the NPTCBC 'Parking Standards' SPG), which states the following at Note 5 within the supermarkets parking standards section:

"5. Increases in transactions at supermarkets are not proportional to increases in floor area. Extensions of 33% of gross floor area produce a 10% increase in transactions."

- 5.4.3 Applying the above to the 108% increase in GEA at the proposed Lidl unit on the site, equates to an approximate 33% increase in transactions at the site.

- 5.4.4 **Table 5.6** outlines the predicted trip generation of the proposed Lidl unit on the site, applying a 33% increase to both the Weekday and Saturday trip rates observed at the existing Lidl unit on the site (as per **Tables 5.1** and **5.2**). These include for the Covid factor uplift applied.

Table 5.6: Proposed Lidl unit anticipated trip generation based on a 33% increase in the trip rates observed at the existing Lidl unit on the site (including for Covid factor uplift)

Time Period	Weekday			Saturday		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	11	4	15	15	7	22
08:00 - 09:00	85	69	154	62	58	120
09:00 - 10:00	74	74	148	88	66	154
10:00 - 11:00	80	81	161	117	125	242
11:00 - 12:00	118	115	233	147	125	272
12:00 - 13:00	90	88	178	151	170	321
13:00 - 14:00	106	106	212	155	137	292
14:00 - 15:00	125	112	237	133	133	266
15:00 - 16:00	147	150	297	133	141	274
16:00 - 17:00	127	146	273	108	117	225
17:00 - 18:00	100	94	194	74	81	155
18:00 - 19:00	76	96	172	45	50	95
12-Hour Trip Rate	1,139	1,135	2,274	1,228	1,210	2,438

Note: Yellow highlight identifies peak hours in two-way flows over each 12-hour period

- 5.4.5 **Table 5.6** shows that with a 33% increase in trips from the existing Lidl unit on the site, the proposed Lidl unit would be anticipated to generate a total of 2,274 total two-way trips, and 2,438 total two-way trips over the Weekday and Saturday 12-hour (07:00 to 19:00) periods respectively. The peak hours in total two-way trips are again anticipated between 15:00 to 16:00 during the Weekday period (297 total two-way trips), and between 12:00 to 13:00 during the Saturday period (321 total two-way trips).

5.5 Proposed Development Total Trip Generation Difference

- 5.5.1 **Table 5.7** and **Table 5.8** identify the difference in the total two-way trip generation predicted at the site as a result of the proposed re-development, over both a Weekday and Saturday period respectively. This difference includes for both the increase in trips expected as a result of the increase in Lidl unit floorspace, and also the decrease in trips expected as a result of the Castle Retail Park unit demolition.
- 5.5.2 **Table 5.7** shows that the proposed re-development of the site is predicted to generate a reduction of -60 total two-way vehicular trips over the 12-hour (07:00 to 19:00) Weekday period. The hour between 17:00 to 18:00 is expected to see the greatest decrease, with -23 less trips generated from the site. Some hour periods however are expected to see an increase in total two-way trips generated from the site after re-development, with the hour between 16:00 to 17:00 anticipated to generate the greatest increase (+12 trips).
- 5.5.3 **Table 5.8** shows that the proposed re-development of the site is predicted to generate an increase of just +85 total two-way vehicular trips over the 12-hour (07:00 to 19:00) Saturday period. The hour between 08:00 to 09:00 is expected to see the greatest increase, with just +20 extra trips generated from the site. Some hour periods however are expected to see a decrease in total two-way trips generated from the site after re-development, with the hour between 17:00 to 18:00 anticipated to generate the greatest decrease (-11 trips).

Table 5.7: Proposed site re-development, Weekday trip generation difference

Time Period	Existing Site Development Total Two-Way Trips	Proposed Site Development Total Two-Way Trips	Difference
07:00 - 08:00	27	15	-12
08:00 - 09:00	151	154	+3
09:00 - 10:00	161	148	-13
10:00 - 11:00	170	161	-9
11:00 - 12:00	239	233	-6
12:00 - 13:00	193	178	-15
13:00 - 14:00	213	212	-1
14:00 - 15:00	237	237	0
15:00 - 16:00	303	297	-6
16:00 - 17:00	261	273	+12
17:00 - 18:00	217	194	-23
18:00 - 19:00	162	172	+10
12-Hour Total	2,334	2,274	-60

Notes: Yellow highlight identifies peak increase in trip difference, Red highlight identifies peak decrease in trip difference

Table 5.8: Proposed site re-development, Saturday trip generation difference

Time Period	Existing Site Development Total Two-Way Trips	Proposed Site Development Total Two-Way Trips	Difference
07:00 - 08:00	18	22	+4
08:00 - 09:00	100	120	+20
09:00 - 10:00	157	154	-3
10:00 - 11:00	236	242	+6
11:00 - 12:00	258	272	+14
12:00 - 13:00	307	321	+14
13:00 - 14:00	272	292	+20
14:00 - 15:00	260	266	+6
15:00 - 16:00	273	274	+1
16:00 - 17:00	222	225	+3
17:00 - 18:00	166	155	-11
18:00 - 19:00	84	95	+11
12-Hour Total	2,353	2,438	+85

Notes: Yellow highlight identifies peak increase in trip difference, Red highlight identifies peak decrease in trip difference

- 5.5.4 It should be noted that the predicted increases in trips identified in **Table 5.7** and **Table 5.8** assumes all additional trips generated by the proposed Lidl unit are 'primary' trips, with no reductions applied for 'secondary' trips.
- 5.5.5 Primary trips are those which are new to the road network and occur only as a result of the new development. Secondary trips however are those which already exist on the road network, but would include a visit to the new development as part of the existing trip (whether as part of a pass-by, diverted, or transferred trip). Although part of the total trip generation, these secondary trips therefore do not generate additional vehicles on the road network, and can be excluded when identifying the total vehicular impact of a development.

- 5.5.6 Although there is not currently any definitive guidance available providing levels of secondary trip reductions to be applied at certain developments, the 'TRICS Research Report 14/1 (2014)' provides a review on the subject. The report identifies that levels of secondary trips at any development will be dependent on variables such as its location, range of services offered, and size, and that a site-by-site approach should be taken in calculating these trip levels. The report also includes summaries of previous commercial and academic research on the subject, with one study identifying convenience stores experiencing secondary trip proportions up to 85%, with rates showing a positive relationship to adjacent street volumes.
- 5.5.7 As a retail store situated along a key strategic route through the Neath area, it is not considered unreasonable to expect a large proportion (at least 50%) of trips from the proposed development to be secondary trips, and already exist on the road network.
- 5.5.8 As such, if only considering primary trip attractions to the development (i.e. completely new trips on the network) the actual impact on the local highway network would likely to be significantly lower than identified in **Table 5.7** and **Table 5.8**, and these represent a very robust 'worst case' scenario highway impact for the proposed re-development of the site.
- 5.5.9 No Covid factor has also been applied to the existing Castle Retail Park unit on the site. Should trips to these units currently be reduced due to the ongoing pandemic situation, in a similar manor observed at the existing Lidl unit on the site, this would also further mitigate the impact of the re-development proposals on the site (as a greater number of existing trips would be removed in the flow difference comparison).
- 5.5.10 In summary, a very robust analysis has been undertaken that shows the proposed re-development would be anticipated to generate a negligible impact to total traffic flow on the local highway network from the site over both a Weekday and Saturday period, with some hour periods even anticipating a reduction in total flows from the existing site use.

6 CAPACITY ASSESSMENT METHODOLOGY

6.1 Introduction

6.1.1 An impact assessment has been undertaken to identify the impact the re-development proposals are anticipated to have on capacity of the surrounding highway network. This section discusses the methodology used to create the assessment scenarios.

6.2 Assessment Network and Existing Traffic Flows

6.2.1 With due consideration of the scale and location of the proposed development, the following junctions will form the assessment study area (as previously identified in **Figure 1.1**):

- **Junction 1** – Lidl Site Access Junction.
- **Junction 2** – A474 Briton Ferry Road / Castle Retail Park access road / School Road Signalised Junction.

6.2.2 As the development proposals would see the removal of the existing Castle Retail Park unit access junction, no assessment will be undertaken at this junction. This junction will however be included in the analysis work to inform current traffic movements into the site.

6.3 Existing Traffic Flows

6.3.1 Traffic surveys were undertaken by 'PCC Traffic Information Consultancy' at each of the assessment junctions on both Friday 19th November 2021, and Saturday 20th November 2021. Both these surveys were undertaken over the 12-hour period between 07:00 to 19:00, and represent the existing 'base' flows at each junction. A copy of all MCC survey data is contained at **Appendix C**.

6.4 Assessment Hours

6.4.1 From the MCC surveys, the total traffic through each assessment junction has been summarised into 60-minute periods to identify the peak hours in traffic flow across the entire study network. This is summarised in **Appendix F (Diagram 1)**.

6.4.2 The resulting observed peak hours in traffic flow across the entire study network are as follows:

- **Weekday AM Peak Hour:** 08:30 to 09:30
- **Weekday PM Peak Hour:** 15:00 to 16:00
- **Saturday Peak Hour:** 11:45 to 12:45

6.4.3 Each of these identified peak hour periods have been modelled in the impact assessment work.

6.4.4 The observed flows identified in the 2021 MCC surveys over each period are shown on the traffic flow diagrams contained at **Appendix F (Diagrams 2 to 4)**. As outlined in **Section 5** of this report, a Covid uplift factor was also applied to all MCC observed Lidl unit movements.

6.5 Forecast Years

- 6.5.1 Forecast scenarios have been prepared to represent anticipated traffic conditions over the expected proposed development site opening year, and for a period 5-years after. These years are expected to be 2022 and 2027 respectively.
- 6.5.2 To provide an understanding of anticipated background traffic growth in each forecast year, factors have been identified using the TEMPRO V7.2 computer program.
- 6.5.3 To represent growth factors anticipated for the local highway network, the Neath Port Talbot TEMPRO zone was selected, with the NTEM 7.2 datasets and RTF 2018 forecasts applied, for the 'All Roads' category. Factors were derived for the periods between 2021 to 2022, and 2021 to 2027 to be applied to the 2021 base year flows. A summary of the calculated growth factors is provided in **Table 6.1**.

Table 6.1: TEMPRO Growth Factors

Years	Growth Factor		
	Weekday AM Period	Weekday PM Period	Saturday Period
2021-2022	1.0084	1.0083	1.0092
2021-2027	1.0535	1.0486	1.0486

- 6.5.4 It should be noted that the growth factors represent a reference case and simply indicate traffic projections if all things remain constant. There are many factors that can influence these projections, such as the saturation of a local network, significant changes to petrol/car/road use prices, the economic situation, new government legislation and/or changes to social travel habits. No allowance is made for this in this assessment.
- 6.5.5 It is again important to note that this report has been produced during the Covid-19 pandemic which has had a significant impact on travel patterns across the country. The long-term traffic impact of the pandemic is still not fully understood. However, until industry accepted evidence is produced to identify otherwise, the TEMPRO growth factors still represent the most accurate and reliable prediction of future traffic growth for the area. On this basis, no Covid-19 adjustment factors have been deemed necessary to forecast year factors.

6.6 Without Development Scenario

- 6.6.1 To provide a consistent assessment, a forecast 'Without Development' scenario was developed which represents the basis from which all future 'With Development' scenarios can be compared and developed. In this instance, the Without Development scenario is calculated by factoring all observed 2021 traffic survey data (non-site movements) to represent a 2022 (opening year) and 2027 (5-year after opening) forecast year respectively.
- 6.6.2 The Without Development flows for both the 2022 and 2027 forecast years are shown on the traffic flow diagrams contained at **Appendix F (Diagrams 5 to 12)**.

6.7 With Development Scenario

- 6.7.1 A forecast 'With Development' scenario has been developed to assess the impact that the proposed development will have on the local highway network.
- 6.7.2 The anticipated trip generation of the proposed new Lidl unit has previously been described in **Section 5 (Tables 5.6)**.

- 6.7.3 Again, as was previously identified in **Section 5**, it would not be unreasonable to expect that a significant proportion of the proposed development generated traffic may consist of vehicles already on the local highway network (i.e. secondary trips). The exact levels of such trips are difficult and complex to fully model, and as such no reductions for secondary trips have been applied, allowing for a robust assessment.
- 6.7.4 The distribution of all development generated trips through the study network has been based on the total proportions of traffic entering and exiting at the extents of the study network observed during the MCC surveys (i.e. vehicles entering or exiting each assessment junction). These proportions are shown at **Appendix F (Diagram 13)**.
- 6.7.5 Applying a 33% growth rate to the existing Lidl unit trips, the increase in trips anticipated at the proposed Lidl unit is shown at **Appendix F (Diagram 14)**.
- 6.7.6 During the MCC surveys a number of movements were identified routing between the existing Lidl and Castle Retail Park unit sites. These are identified at **Appendix F (Diagram 15)**. As the Castle Retail Park unit is to be demolished in the re-development proposals, these trips would no longer be possible in the With Development scenarios and have therefore been subtracted from the anticipated proposed Lidl unit trip increase values, as shown at **Appendix F (Diagram 16)**.
- 6.7.7 The demolition of the existing Castle Retail Park unit will also result in the removal of all associated existing trips through the modelled network in the With Development scenarios. The MCC observed flows to the Castle retail park have been used to identify the total number of trips generated by the Castle Retail Park unit. **Appendix F (Diagrams 17 to 19)** identifies the calculated distribution and volume of these trips through the modelled network.
- 6.7.8 Subtracting the existing Castle Retail Park unit trips from the proposed new Lidl unit trips, the total site re-development anticipated trip generation flow change is shown at **Appendix F (Diagrams 20 to 22)**.
- 6.7.9 The total site re-development anticipated trip generation flow change values have then been added to the Without Development flows, to generate the final With Development flows for both the 2022 and 2027 forecast years, are shown at **Appendix F (Diagrams 23 to 30)**.

7 CAPACITY ANALYSIS

7.1 Junction Modelling Software

- 7.1.1 Capacity analysis of assessment junction J1 has been undertaken using the PICADY computer modelling tool within Junctions 9. Capacity analysis of assessment junction J2 has been undertaken using the LinSig computer modelling tool.
- 7.1.2 The output from the PICADY program provides measurements informing a junction's operation. These relate to the 'Ratio of Flow to Capacity' (RFC), maximum queue length in PCUs, and delay in minutes per vehicle. The main indication of the performance of a junction is given by the RFC for each arm of the junction. The peak capacity is realised when the demand flow at the entry is great enough to cause a continuous queue of vehicles to wait in the approach. This is reached when the RFC attains a value of 1. An RFC value of 0.85 is normally accepted as being within capacity as this reduces the risk of delays due to traffic count inaccuracies and analytical and modelling assumptions.
- 7.1.3 The output from LINSIG provides a number of measurements relating a junction's operation, with the 'Degree of Saturation' (DoS), and 'Practical Reserve Capacity' (PRC), being two of the key indicators. A summary of each is as follows:
- **Degree of Saturation (%)** - This is defined as the ratio of Flow to Capacity. A value of 90% is generally taken as the maximum acceptable DoS for a Lane to avoid significant performance issues (on that lane).
 - **Practical Reserve Capacity (%)** - The PRC is calculated from the maximum degree of saturation on a Lane and is a measure of how much additional traffic could pass through a junction whilst maintaining a maximum degree of saturation of 90% on all Lanes. A value above 0% is generally accepted as identifying that a junction is operating within capacity.
- 7.1.4 All traffic flow data has been converted to Passenger Car Units (PCUs) prior to entry in the LinSig models using the conversion factors of 1 PCU for light vehicles, and 2.5 PCUs for heavy vehicles.
- 7.1.5 The signal timings in the LinSig model have been based on those observed from the MCC video footage. LinSig models work with a fixed stage sequences and cycle time, and are then optimised for best performance. In reality however the MCC survey footage identified that the existing junction operates more efficiently than this, with both the stage sequence and cycle times operating on a variable demand basis, with certain stages (i.e. pedestrian crossing stages) only called when demand requires (which in the case of the pedestrian crossings is infrequently). The LinSig model has been developed assuming the maximum number of signal stages are called each cycle, and therefore provides the most robust approach to modelling junction operation and capacity.
- 7.1.6 A summary of the capacity assessments at each assessment junction for both the Without Development and With Development scenarios are provided in the next sections. Models for each assessment period have been based on the flows identified in the network flow diagrams contained at **Appendix E**.
- 7.1.7 A copy of all PICADY junction modelling outputs are provided at **Appendix G**, and a copy of all LinSig model outputs are contained at **Appendix H**.

7.2 Assessment Junction 1 – Lidl Site Access Junction

- 7.2.1 A PICADY model was developed based on the anticipated site access junction layout as shown on the plans contained at **Appendix A**.
- 7.2.2 **Table 7.1** and **Table 7.2** provide the results of the Junction 1 assessment for both the 2022 and 2027 forecast years respectively for both the With Development and Without Development scenarios.
- 7.2.3 **Tables 7.1** and **7.2** identify that assessment junction J1 would be expected to operate well within theoretical capacity in all three modelled peak periods, for both the 2022 and 2027 With Development and Without Development scenarios.

Table 7.1: Assessment J1 Capacity Analysis - 2022 Forecast Year

Movement	Without Development			With Development		
	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC
Weekday AM Peak Hour (08:15 to 09:15)						
Stream B - AC	0.2	8.45	0.13	0.2	8.70	0.17
Stream C - AB	0.0	6.06	0.00	0.0	0.00	0.00
Weekday PM Peak Hour (16:15 to 17:15)						
Stream B - AC	0.3	9.89	0.25	0.5	10.75	0.32
Stream C - AB	0.0	0.00	0.00	0.0	0.00	0.00
Saturday Peak Hour (11:45 to 12:45)						
Stream B - AC	0.4	10.23	0.27	0.5	11.37	0.35
Stream C - AB	0.0	6.16	0.00	0.0	6.40	0.00

Stream A = Castle Retail Park access road (southern arm) , B = Lidl Access, C = Castle Retail Park access road (northern arm)

- 7.2.4 In the 2022 Without Development scenario, a maximum RFC on any arm of just 0.27 is identified along the Lidl approach arm during the Saturday peak hour. In the 2022 With Development scenario, this maximum RFC increases to just 0.35, which is still well within theoretical capacity.

Table 7.2: Assessment J1 Capacity Analysis - 2027 Forecast Year

Movement	Without Development			With Development		
	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC
Weekday AM Peak Hour (08:15 to 09:15)						
Stream B - AC	0.2	8.46	0.13	0.2	8.72	0.17
Stream C - AB	0.0	6.05	0.00	0.0	0.00	0.00
Weekday PM Peak Hour (16:15 to 17:15)						
Stream B - AC	0.3	9.92	0.25	0.5	10.78	0.32
Stream C - AB	0.0	0.00	0.00	0.0	0.00	0.00
Saturday Peak Hour (11:45 to 12:45)						
Stream B - AC	0.4	10.25	0.28	0.5	11.4	0.36
Stream C - AB	0.0	6.15	0.00	0.0	6.39	0.00

Stream A = Castle Retail Park access road (southern arm) , B = Lidl Access, C = Castle Retail Park access road (northern arm)

7.2.5 In the 2027 Without Development scenario, a maximum RFC on any arm of just 0.28 is again identified along the Lidl approach arm during the Saturday peak hour. In the 2027 With Development scenario, this maximum RFC increases to just 0.36, which is still well within theoretical capacity.

7.2.6 In summary, the modelling has identified that the assessment junction J1 would be expected to operate well within capacity with the proposed development in operation.

7.3 Assessment Junction 2 - A474 Briton Ferry Road / Castle Retail Park access road / School Road Signalised Junction.

7.3.1 **Table 7.3** and **Table 7.4** provide the results of the Junction 2 assessment for both the 2022 and 2027 forecast years respectively for both the With Development and Without Development scenarios.

7.3.2 **Table 7.3** and **7.4** identify that assessment junction J2 would be expected to operate well within theoretical capacity in all three modelled peak periods, for both the 2022 and 2027 With Development and Without Development scenarios.

Table 7.3: Assessment J2 Capacity Analysis - 2022 Forecast Year

Link and Approach Arm	Without Development			With Development		
	DoS	Mean Max Queue (PCU)	Total Jct PRC	DoS	Mean Max Queue (PCU)	Total Jct PRC
Weekday AM Peak Hour (08:15 to 09:15)						
Briton Ferry Road (Wbound)	62.5%	15.0	43.4%	62.1%	14.9	44.4%
School Road	62.8%	6.6		62.1%	6.5	
Briton Ferry Road (Ebound)	62.7%	15.4		62.3%	15.3	
Castle Retail Park Access Rd	34.1%	1.7		34.0%	1.7	
Weekday PM Peak Hour (16:15 to 17:15)						
Briton Ferry Road (Wbound)	59.4%	13.2	30.8%	59.4%	13.2	30.7%
School Road	65.8%	8.6		66.1%	8.6	
Briton Ferry Road (Ebound)	68.8%	16.4		68.9%	16.4	
Castle Retail Park Access Rd	67.0%	3.8		64.8%	3.6	
Saturday Peak Hour (11:45 to 12:45)						
Briton Ferry Road (Wbound)	48.4%	9.2	50.5%	49.2%	9.3	47.8%
School Road	58.0%	5.4		58.4%	5.5	
Briton Ferry Road (Ebound)	59.8%	14.1		61.0%	14.3	
Castle Retail Park Access Rd	58.5%	3.2		59.3%	3.4	

7.3.3 In the 2022 Without Development scenario, a maximum DoS on any arm of just 65.8% is identified along the School Road approach arm during the Weekday PM peak hour. In the 2022 With Development scenario, this maximum DoS increases to 68.9% (an increase in DoS of just +0.1%), which is still well within theoretical capacity.

- 7.3.4 In the 2022 Without Development scenario the total junction PRC values are 43.4% in the Weekday AM peak, 30.8% in the Weekday PM peak, and 50.5% in the Saturday peak. These values are all well within theoretical capacity. In the 2022 With Development scenario, the total junction PRC values are 44.4% in the Weekday AM peak, 30.7% in the Weekday PM peak, and 47.8% in the Saturday peak. As such the proposed development is anticipated to increase overall junction capacity slightly during the Weekday AM and PM periods (by +0.1% in both periods respectively), and decrease overall junction capacity slightly during the Saturday peak (by just -2.7%).

Table 7.4: Assessment J2 Capacity Analysis - 2027 Forecast Year

Link and Approach Arm	Without Development			With Development		
	DoS	Mean Max Queue (PCU)	Total Jct PRC	DoS	Mean Max Queue (PCU)	Total Jct PRC
Weekday AM Peak Hour (08:15 to 09:15)						
Briton Ferry Road (Wbound)	65.5%	16.4	37.2%	65.0%	16.1	38.0%
School Road	65.5%	7.0		64.8%	6.8	
Briton Ferry Road (Ebound)	65.6%	16.5		65.2%	16.5	
Castle Retail Park Access Rd	35.5%	1.8		34.7%	1.8	
Weekday PM Peak Hour (16:15 to 17:15)						
Briton Ferry Road (Wbound)	61.6%	14.1	26.0%	61.6%	14.1	25.9%
School Road	68.5%	9.0		68.8%	9.1	
Briton Ferry Road (Ebound)	71.4%	17.5		71.5%	17.5	
Castle Retail Park Access Rd	67.8%	3.9		65.6%	3.7	
Saturday Peak Hour (11:45 to 12:45)						
Briton Ferry Road (Wbound)	50.2%	9.9	45.2%	51.2%	9.9	42.4%
School Road	60.3%	5.7		60.7%	5.8	
Briton Ferry Road (Ebound)	62.0%	14.8		63.2%	15.3	
Castle Retail Park Access Rd	59.2%	3.3		60.0%	3.5	

- 7.3.5 In the 2027 Without Development scenario, a maximum DoS on any arm of just 71.4% is again identified along the School Road approach arm during the Weekday PM peak hour. In the 2027 With Development scenario, this maximum DoS increases to 71.5% (an increase in DoS of just -0.1%), which is still well within theoretical capacity.
- 7.3.6 In the 2027 Without Development scenario the total junction PRC values are 37.2% in the Weekday AM peak, 26.0% in the Weekday PM peak, and 45.2% in the Saturday peak. These values are all well within theoretical capacity. In the 2027 With Development scenario, the total junction PRC values are 38.0% in the Weekday AM peak, 25.9% in the Weekday PM peak, and 42.4% in the Saturday peak. As such the proposed development is anticipated to increase overall junction capacity slightly during the Weekday AM and PM periods (by +0.8% and +0.1% respectively), and decrease overall junction capacity slightly during the Saturday peak (by just -2.8%).
- 7.3.7 In summary, the modelling has identified that the assessment junction J2 would be expected to operate well within theoretical capacity with the proposed development in operation.

7.4 Capacity Assessment Summary

- 7.4.1 The junction capacity assessments have identified that both the assessment junctions J1 and J2 would be anticipated to operate well within capacity during all With Development modelled scenarios.
- 7.4.2 The re-development of the site (and resultant trip generation change) would also be anticipated to generate a slight increase in capacity at assessment junction J2 during the Weekday AM and PM highway peak periods.
- 7.4.3 The proposed development, therefore, is not anticipated to cause any significant capacity issues on the local highway network.

8 SUMMARY AND CONCLUSION

8.1 Summary

- 8.1.1 This Transport Assessment (TA) has been produced by Corun Associates Ltd (Corun) on behalf of Lidl Great Britain Limited, the applicant, to examine the highway and transportation issues associated with the re-development of an existing Lidl foodstore (Class A1) unit on Briton Ferry Road, Neath.
- 8.1.2 The development site covers the area of both the existing Lidl foodstore unit (1,153m² GEA), and the neighbouring Castle Retail Park unit (1,389m² GIA) to the north. The re-development proposals involve the demolition of both these existing units, and then the development of a new Lidl foodstore unit on the site, with a GEA of 2,399m². This new Lidl unit would have an increase in GEA of 1,246m² from the existing store, but when also considering the demolition of the Castle Retail Park unit, the proposals would result in a slight net decrease in total floorspace across the site (approximately 143m²).
- 8.1.3 The site is well located to encourage sustainable modes of travel for staff and visitors living in the surrounding residential areas of Neath. The extended cycling, bus, and rail networks through the local area will also allow opportunities for sustainable travel for longer distance, or multi-modal trips.
- 8.1.4 Vehicle access to the re-developed site will be provided via a single priority T-junction in the east of the site, along the Castle Retail Park access road (the same point as the existing Lidl unit access). Swept path analysis for a max legal 16.5m articulated vehicle accessing the proposed site shows that there is sufficient room for a vehicle of this size to manoeuvre within the site, and safely enter and exit this junction in a forward gear.
- 8.1.5 Pedestrian access to the proposed development will also be provided at the new access. An internal pedestrian route which includes pedestrian priority crossing points is also to be provided routing between the site access point, and the store customer entrance.
- 8.1.6 The development proposal includes 151 parking spaces, made up of 129 (~85%) standard parking spaces, 9 (~6%) for disabled customers, 11 (~7%) parent and child spaces, and 2 (~1%) electric vehicle charging spaces. These are within the maximum guidelines set out by NPTCBC, and based on the existing Lidl unit car park use, is considered to be appropriate for the intended food store use.
- 8.1.7 A total of 6 Sheffield cycle stands (allowing parking for up to 12 bicycles), and 2 electric vehicle charging spaces are also included within the proposals. These will help encourage these more sustainable modes of travel to the site.
- 8.1.8 The re-development of the site is predicted to generate a reduction of -60 total two-way vehicular trips over the 12-hour (07:00 to 19:00) Weekday period, and an increase of just +85 total two-way vehicular trips over the 12-hour (07:00 to 19:00) Saturday period.

- 8.1.9 Junction modelling assessments have also been undertaken at both the site access junction, and the A474 Briton Ferry Road / Castle Retail Park access road / School Road Signalised Junction to understand the capacity impact of the proposed development in 2022 and 2027 forecast assessment years. The junction capacity assessments identified that both the assessment junctions would be anticipated to operate well within capacity with the proposed development in operation, and that the proposed new site access arrangement is also anticipated to operate satisfactory, with no capacity issues. The re-development of the site (and resultant trip generation change) would also be anticipated to generate a slight increase in capacity at the signalised assessment junction during the Weekday AM and PM highway peak periods. The proposed development, therefore, is not anticipated to cause any significant capacity issues on the local highway network.
- 8.1.10 A review of the accident record in the vicinity of the site does not appear to identify any significant highway safety issue within the immediate area of the development site, and the minor increase in traffic generated by the proposed development (as discussed later in this report) is highly unlikely to exacerbate the existing safety record to a significant enough level to warrant concern.
- 8.1.11 A Travel Plan will also be developed as part of the proposals, which aims to maximise active modes of travel and public transport use associated with the site.

8.2 Conclusion

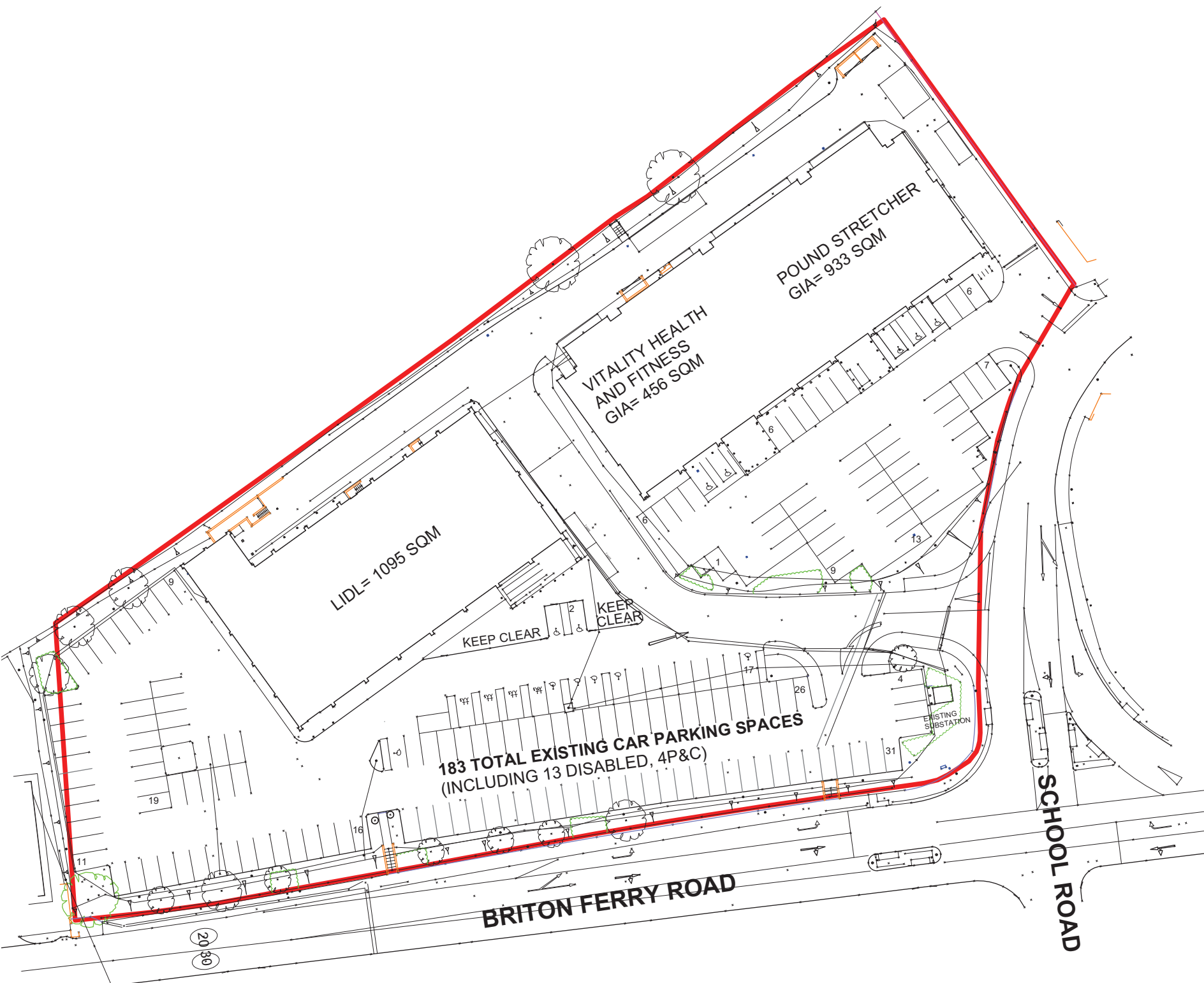
- 8.2.1 This Transport Assessment has demonstrated that the development should be considered acceptable in terms of highways and transportation.
- 8.2.2 There are no reasons in highway and transportation terms why the proposed development should not be granted consent.

APPENDIX A

Proposed Development Plan

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DO NOT SCALE!
ALL DIMENSIONS SHOULD BE CHECKED ON SITE BEFORE WORK COMMENCES



B	09/09/21	Existing stores GIA added	DS
A	03/09/21	Site Boundary updated to reflect Title Deeds	DS
Rev.	Date	Description	Drawn

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client
 Lidl GB Ltd



project
 Briton Ferry

drawing title
 Existing Site Plan

date September 2021
 status Feasibility/ Planning
 scale 1:500 @ A3
 drawn DS checked LS
 job no. / dwg no. PSK416 Rev. B

- KEY
- 1

NEW FLAGPOLE SIGN
- 2

EXISTING ENTRANCE ADAPTED AND WIDENED IN ACCORDANCE WITH HIGHWAYS CONSULTANTS DESIGN AND DETAILS
- 3

EXISTING BUILDINGS TO BE DEMOLISHED

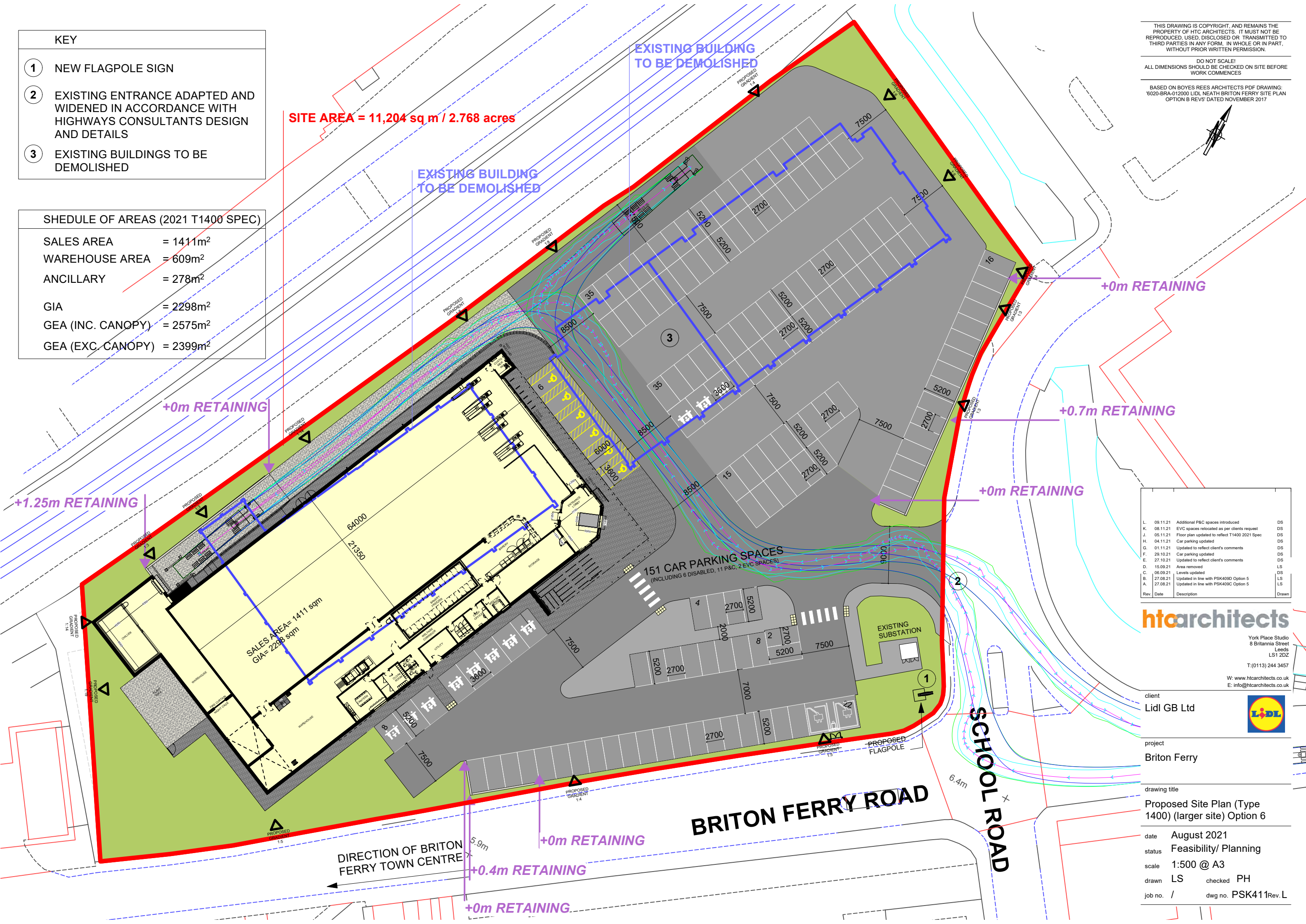
SCHEDULE OF AREAS (2021 T1400 SPEC)

SALES AREA	= 1411m ²
WAREHOUSE AREA	= 609m ²
ANCILLARY	= 278m ²
GIA	= 2298m ²
GEA (INC. CANOPY)	= 2575m ²
GEA (EXC. CANOPY)	= 2399m ²

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DO NOT SCALE!
ALL DIMENSIONS SHOULD BE CHECKED ON SITE BEFORE WORK COMMENCES

BASED ON BOYES REES ARCHITECTS PDF DRAWING: '6020-BRA-012000 LIDL NEATH BRITON FERRY SITE PLAN OPTION B REV5' DATED NOVEMBER 2017



L.	09.11.21	Additional P&C spaces introduced	DS
K.	08.11.21	EVC spaces relocated as per clients request	DS
J.	05.11.21	Floor plan updated to reflect T1400 2021 Spec	DS
H.	04.11.21	Car parking updated	DS
G.	01.11.21	Updated to reflect client's comments	DS
F.	29.10.21	Car parking updated	DS
E.	27.10.21	Updated to reflect client's comments	DS
D.	15.09.21	Area removed	LS
C.	06.09.21	Levels updated	DS
B.	27.08.21	Updated in line with PSK409D Option 5	LS
A.	27.08.21	Updated in line with PSK409C Option 5	LS
Rev.	Date	Description	Drawn

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client
Lidl GB Ltd

project
Briton Ferry

drawing title
Proposed Site Plan (Type 1400) (larger site) Option 6

date August 2021
status Feasibility/ Planning
scale 1:500 @ A3
drawn LS checked PH
job no. / dwg no. PSK411Rev. L

APPENDIX B

Existing and Proposed Lidl Unit Parking Accumulation Assessment

21-00738 Briton Ferry Road, Lidl

Existing and Proposed Lidl Unit Anticipated Parking Accumulation

EXISTING LIDL - WEEKDAY ACCUMULATION

Starting Accumulation Value - 1

	TRIPS OUT	TRIPS IN	ACCUM
07:00 - 07:15	1	0	0
07:15 - 07:30	0	1	1
07:30 - 07:45	1	1	1
07:45 - 08:00	0	4	5
08:00 - 08:15	4	10	11
08:15 - 08:30	10	15	16
08:30 - 08:45	9	8	15
08:45 - 09:00	15	13	13
09:00 - 09:15	9	7	11
09:15 - 09:30	11	15	15
09:30 - 09:45	13	12	14
09:45 - 10:00	7	7	14
10:00 - 10:15	11	15	18
10:15 - 10:30	11	9	16
10:30 - 10:45	11	10	15
10:45 - 11:00	12	10	13
11:00 - 11:15	9	13	17
11:15 - 11:30	18	25	24
11:30 - 11:45	19	12	17
11:45 - 12:00	18	16	15
12:00 - 12:15	11	20	24
12:15 - 12:30	13	9	20
12:30 - 12:45	15	7	12
12:45 - 13:00	10	14	16
13:00 - 13:15	15	15	16
13:15 - 13:30	13	13	16
13:30 - 13:45	14	19	21
13:45 - 14:00	17	12	16
14:00 - 14:15	16	21	21
14:15 - 14:30	22	17	16
14:30 - 14:45	11	12	17
14:45 - 15:00	13	19	23
15:00 - 15:15	13	26	36
15:15 - 15:30	32	17	21
15:30 - 15:45	19	23	25
15:45 - 16:00	19	16	22
16:00 - 16:15	21	19	20
16:15 - 16:30	19	20	21
16:30 - 16:45	20	17	18
16:45 - 17:00	21	15	12
17:00 - 17:15	8	16	20
17:15 - 17:30	17	12	15
17:30 - 17:45	9	13	19
17:45 - 18:00	18	14	15
18:00 - 18:15	13	13	15
18:15 - 18:30	18	14	11
18:30 - 18:45	12	6	5
18:45 - 19:00	10	9	4

Max Accumulation Value - 36

Existing Lidl Parking Spaces - 135
Existing Lidl Min Spare Capacity - +99
Max Capacity Reached - 26.7%

EXISTING LIDL - SATURDAY ACCUMULATION

Starting Accumulation Value* - 1

	TRIPS OUT	TRIPS IN	ACCUM
1	0	0	0
0	0	0	0
0	1	1	1
2	6	5	5
2	8	11	11
11	6	6	6
5	7	8	8
10	8	6	6
7	8	7	7
5	10	12	12
12	13	13	13
7	11	17	17
15	19	21	21
16	10	15	15
14	13	14	14
15	14	13	13
13	16	16	16
11	13	18	18
20	17	15	15
16	25	24	24
19	24	29	29
21	17	25	25
23	17	19	19
19	15	15	15
12	25	28	28
22	13	19	19
14	21	26	26
18	16	24	24
18	15	21	21
17	15	19	19
20	18	17	17
9	16	24	24
18	11	17	17
8	26	35	35
23	14	26	26
19	13	20	20
15	16	21	21
15	17	23	23
13	8	18	18
13	11	16	16
9	10	17	17
15	12	14	14
8	5	11	11
7	9	13	13
7	9	15	15
7	6	14	14
5	2	11	11
5	5	11	11

Max Accumulation Value - 35

Existing Lidl Parking Spaces - 135
Existing Lidl Min Spare Capacity - +100
Max Capacity Reached - 25.9%

PROPOSED LIDL - WEEKDAY ACCUMULATION

Starting Accumulation Value - 2

	TRIPS OUT	TRIPS IN	ACCUM
07:00 - 07:15	1	0	1
07:15 - 07:30	0	1	2
07:30 - 07:45	1	1	2
07:45 - 08:00	0	5	7
08:00 - 08:15	5	13	15
08:15 - 08:30	13	20	22
08:30 - 08:45	12	11	21
08:45 - 09:00	20	17	18
09:00 - 09:15	12	9	15
09:15 - 09:30	15	20	20
09:30 - 09:45	17	16	19
09:45 - 10:00	9	9	19
10:00 - 10:15	15	20	24
10:15 - 10:30	15	12	21
10:30 - 10:45	15	13	19
10:45 - 11:00	16	13	16
11:00 - 11:15	12	17	21
11:15 - 11:30	24	33	30
11:30 - 11:45	25	16	21
11:45 - 12:00	24	21	18
12:00 - 12:15	15	27	30
12:15 - 12:30	17	12	25
12:30 - 12:45	20	9	14
12:45 - 13:00	13	19	20
13:00 - 13:15	20	20	20
13:15 - 13:30	17	17	20
13:30 - 13:45	19	25	26
13:45 - 14:00	23	16	19
14:00 - 14:15	21	28	26
14:15 - 14:30	29	23	20
14:30 - 14:45	15	16	21
14:45 - 15:00	17	25	29
15:00 - 15:15	17	35	47
15:15 - 15:30	42	23	28
15:30 - 15:45	25	31	34
15:45 - 16:00	25	21	30
16:00 - 16:15	28	25	27
16:15 - 16:30	25	27	29
16:30 - 16:45	27	23	25
16:45 - 17:00	28	20	17
17:00 - 17:15	11	21	27
17:15 - 17:30	23	16	20
17:30 - 17:45	12	17	25
17:45 - 18:00	24	19	20
18:00 - 18:15	17	17	20
18:15 - 18:30	24	19	15
18:30 - 18:45	16	8	7
18:45 - 19:00	13	12	6

Max Accumulation Value - 47

Proposed Lidl Parking Spaces - 151
Proposed Lidl Min Spare Capacity - +104
Max Capacity Reached - 31.1%

PROPOSED LIDL - SATURDAY ACCUMULATION

Starting Accumulation Value* - 1

	TRIPS OUT	TRIPS IN	ACCUM
1	0	0	0
0	0	0	0
0	1	1	1
3	8	6	6
3	11	14	14
15	8	7	7
7	9	9	9
13	11	7	7
9	11	9	9
7	13	15	15
16	17	16	16
9	15	22	22
20	25	27	27
21	13	19	19
19	17	17	17
20	19	16	16
17	21	20	20
15	17	22	22
27	23	18	18
21	33	30	30
25	32	37	37
28	23	32	32
31	23	24	24
25	20	19	19
16	33	36	36
29	17	24	24
19	28	33	33
24	21	30	30
24	20	26	26
23	20	23	23
27	24	20	20
12	21	29	29
24	15	20	20
11	35	44	44
31	19	32	32
25	17	24	24
20	21	25	25
20	23	28	28
17	11	22	22
17	15	20	20
12	13	21	21
20	16	17	17
11	7	13	13
9	12	16	16
9	12	19	19
9	8	18	18
7	3	14	14
7	7	14	14

Max Accumulation Value - 44

Proposed Lidl Parking Spaces - 151
Proposed Lidl Min Spare Capacity - +107
Max Capacity Reached - 29.1%

Notes:

Existing Lidl accumulations calculated from Lidl entry and exit movements from MCC surveys undertaken on Friday 19th Novemembr 2021 and Saturday 20th November 2021. Values represent observed light vehicles only

* Starting accumulation values set to a level to prevent negative accumulation values (if value = 0 it is assumed that no vehicles were already within car park before survey period)

Proposed accumulation assumes a 32.1% increase in all observed Lidl Traffic movements

21-00738 Briton Ferry Road, Lidl

Existing and Proposed Lidl Unit Anticipated Parking Accumulation, With COVID adjustment Increase Applied

EXISTING LIDL - WEEKDAY ACCUMULATION

Starting Accumulation Value - 1

	TRIPS OUT	TRIPS IN	ACCUM
07:00 - 07:15	1	0	0
07:15 - 07:30	0	1	1
07:30 - 07:45	1	1	1
07:45 - 08:00	0	5	6
08:00 - 08:15	5	14	15
08:15 - 08:30	14	20	21
08:30 - 08:45	12	11	20
08:45 - 09:00	20	18	18
09:00 - 09:15	12	9	15
09:15 - 09:30	15	20	20
09:30 - 09:45	18	16	18
09:45 - 10:00	9	9	18
10:00 - 10:15	15	20	23
10:15 - 10:30	15	12	20
10:30 - 10:45	15	14	19
10:45 - 11:00	16	14	17
11:00 - 11:15	12	18	23
11:15 - 11:30	24	34	33
11:30 - 11:45	26	16	23
11:45 - 12:00	24	22	21
12:00 - 12:15	15	27	33
12:15 - 12:30	18	12	27
12:30 - 12:45	20	9	16
12:45 - 13:00	14	19	21
13:00 - 13:15	20	20	21
13:15 - 13:30	18	18	21
13:30 - 13:45	19	26	28
13:45 - 14:00	23	16	21
14:00 - 14:15	22	28	27
14:15 - 14:30	30	23	20
14:30 - 14:45	15	16	21
14:45 - 15:00	18	26	29
15:00 - 15:15	18	35	46
15:15 - 15:30	43	23	26
15:30 - 15:45	26	31	31
15:45 - 16:00	26	22	27
16:00 - 16:15	28	26	25
16:15 - 16:30	26	27	26
16:30 - 16:45	27	23	22
16:45 - 17:00	28	20	14
17:00 - 17:15	11	22	25
17:15 - 17:30	23	16	18
17:30 - 17:45	12	18	24
17:45 - 18:00	24	19	19
18:00 - 18:15	18	18	19
18:15 - 18:30	24	19	14
18:30 - 18:45	16	8	6
18:45 - 19:00	14	12	4

Max Accumulation Value - 46

Existing Lidl Parking Spaces - 135
Existing Lidl Min Spare Capacity - +89
Max Capacity Reached - 34.1%

EXISTING LIDL - SATURDAY ACCUMULATION

Starting Accumulation Value* - 2

	TRIPS OUT	TRIPS IN	ACCUM
07:00 - 07:15	2	0	0
07:15 - 07:30	0	0	0
07:30 - 07:45	0	2	2
07:45 - 08:00	3	9	8
08:00 - 08:15	3	13	18
08:15 - 08:30	17	9	10
08:30 - 08:45	8	11	13
08:45 - 09:00	16	13	10
09:00 - 09:15	11	13	12
09:15 - 09:30	8	16	20
09:30 - 09:45	19	20	21
09:45 - 10:00	11	17	27
10:00 - 10:15	23	30	34
10:15 - 10:30	25	16	25
10:30 - 10:45	22	20	23
10:45 - 11:00	23	22	22
11:00 - 11:15	20	25	27
11:15 - 11:30	17	20	30
11:30 - 11:45	31	27	26
11:45 - 12:00	25	39	40
12:00 - 12:15	30	38	48
12:15 - 12:30	33	27	42
12:30 - 12:45	36	27	33
12:45 - 13:00	30	23	26
13:00 - 13:15	19	39	46
13:15 - 13:30	34	20	32
13:30 - 13:45	22	33	43
13:45 - 14:00	28	25	40
14:00 - 14:15	28	23	35
14:15 - 14:30	27	23	31
14:30 - 14:45	31	28	28
14:45 - 15:00	14	25	39
15:00 - 15:15	28	17	28
15:15 - 15:30	13	41	56
15:30 - 15:45	36	22	42
15:45 - 16:00	30	20	32
16:00 - 16:15	23	25	34
16:15 - 16:30	23	27	38
16:30 - 16:45	20	13	31
16:45 - 17:00	20	17	28
17:00 - 17:15	14	16	30
17:15 - 17:30	23	19	26
17:30 - 17:45	13	8	21
17:45 - 18:00	11	14	24
18:00 - 18:15	11	14	27
18:15 - 18:30	11	9	25
18:30 - 18:45	8	3	20
18:45 - 19:00	8	8	20

Max Accumulation Value - 56

Existing Lidl Parking Spaces - 135
Existing Lidl Min Spare Capacity - +79
Max Capacity Reached - 41.5%

PROPOSED LIDL - WEEKDAY ACCUMULATION

Starting Accumulation Value - 1

	TRIPS OUT	TRIPS IN	ACCUM
07:00 - 07:15	1	0	0
07:15 - 07:30	0	1	1
07:30 - 07:45	1	1	1
07:45 - 08:00	0	7	8
08:00 - 08:15	7	19	20
08:15 - 08:30	19	27	28
08:30 - 08:45	16	15	27
08:45 - 09:00	27	24	24
09:00 - 09:15	16	12	20
09:15 - 09:30	20	27	27
09:30 - 09:45	24	21	24
09:45 - 10:00	12	12	24
10:00 - 10:15	20	27	31
10:15 - 10:30	20	16	27
10:30 - 10:45	20	19	26
10:45 - 11:00	21	19	24
11:00 - 11:15	16	24	32
11:15 - 11:30	32	45	45
11:30 - 11:45	35	21	31
11:45 - 12:00	32	29	28
12:00 - 12:15	20	36	44
12:15 - 12:30	24	16	36
12:30 - 12:45	27	12	21
12:45 - 13:00	19	25	27
13:00 - 13:15	27	27	27
13:15 - 13:30	24	24	27
13:30 - 13:45	25	35	37
13:45 - 14:00	31	21	27
14:00 - 14:15	29	37	35
14:15 - 14:30	40	31	26
14:30 - 14:45	20	21	27
14:45 - 15:00	24	35	38
15:00 - 15:15	24	46	60
15:15 - 15:30	57	31	34
15:30 - 15:45	35	41	40
15:45 - 16:00	35	29	34
16:00 - 16:15	37	35	32
16:15 - 16:30	35	36	33
16:30 - 16:45	36	31	28
16:45 - 17:00	37	27	18
17:00 - 17:15	15	29	32
17:15 - 17:30	31	21	22
17:30 - 17:45	16	24	30
17:45 - 18:00	32	25	23
18:00 - 18:15	24	24	23
18:15 - 18:30	32	25	16
18:30 - 18:45	21	11	6
18:45 - 19:00	19	16	3

Max Accumulation Value - 60

Proposed Lidl Parking Spaces - 151
Proposed Lidl Min Spare Capacity - +91
Max Capacity Reached - 39.7%

PROPOSED LIDL - SATURDAY ACCUMULATION

Starting Accumulation Value* - 3

	TRIPS OUT	TRIPS IN	ACCUM
07:00 - 07:15	3	0	0
07:15 - 07:30	0	0	0
07:30 - 07:45	0	3	3
07:45 - 08:00	4	12	11
08:00 - 08:15	4	17	24
08:15 - 08:30	23	12	13
08:30 - 08:45	11	15	17
08:45 - 09:00	21	17	13
09:00 - 09:15	15	17	15
09:15 - 09:30	11	21	25
09:30 - 09:45	25	27	27
09:45 - 10:00	15	23	35
10:00 - 10:15	31	40	44
10:15 - 10:30	33	21	32
10:30 - 10:45	29	27	30
10:45 - 11:00	31	29	28
11:00 - 11:15	27	33	34
11:15 - 11:30	23	27	38
11:30 - 11:45	41	36	33
11:45 - 12:00	33	52	52
12:00 - 12:15	40	50	62
12:15 - 12:30	44	36	54
12:30 - 12:45	48	36	42
12:45 - 13:00	40	31	33
13:00 - 13:15	25	52	60
13:15 - 13:30	45	27	42
13:30 - 13:45	29	44	57
13:45 - 14:00	37	33	53
14:00 - 14:15	37	31	47
14:15 - 14:30	36	31	42
14:30 - 14:45	41	37	38
14:45 - 15:00	19	33	52
15:00 - 15:15	37	23	38
15:15 - 15:30	17	54	75
15:30 - 15:45	48	29	56
15:45 - 16:00	40	27	43
16:00 - 16:15	31	33	45
16:15 - 16:30	31	36	50
16:30 - 16:45	27	17	40
16:45 - 17:00	27	23	36
17:00 - 17:15	19	21	38
17:15 - 17:30	31	25	32
17:30 - 17:45	17	11	26
17:45 - 18:00	15	19	30
18:00 - 18:15	15	19	34
18:15 - 18:30	15	12	31
18:30 - 18:45	11	4	24
18:45 - 19:00	11	11	24

Max Accumulation Value - 75

Proposed Lidl Parking Spaces - 151
Proposed Lidl Min Spare Capacity - +76
Max Capacity Reached - 49.7%

Notes:

Existing Lidl accumulations calculated from Lidl entry and exit movements from MCC surveys undertaken on Friday 19th Novemembr 2021 and Saturday 20th November 2021 + Covid adjustment factors. Values represent observed light vehicles only

* Starting accumulation values set to a level to prevent negative accumulation values (if value = 0 it is assumed that no vehicles were already within car park before survey period)

Proposed accumulation assumes a 32.1% increase in all observed Lidl Traffic movements

Weekday COVID Factor Increase - 35.6%
Saturday COVID Factor Increase - 56.5%

APPENDIX C

November 2021 MCC Surveys Summary

Junction: 1

Approach: Access Road North

TIME	To Access Road (S)								To Poundstretcher							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1
Hourly Total	0	0	6	0	0	0	0	6	1	0	0	0	0	0	0	1
11:00 - 11:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	5	0	1	0	0	6	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	0	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
13:15 - 13:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	3	0	1	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	0	0	8	1	1	0	0	10	0	0	1	0	0	0	0	1
14:00 - 14:15	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	1
14:15 - 14:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	0	5	0	0	0	0	5	0	0	0	1	0	0	0	1
15:00 - 15:15	0	0	36	0	0	0	0	36	0	0	3	0	0	0	0	3
15:15 - 15:30	0	0	6	0	0	0	1	7	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	0	0	51	1	0	0	1	53	0	0	3	0	0	0	0	3
16:00 - 16:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
16:30 - 16:45	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
Hourly Total	0	0	12	1	0	0	0	13	0	0	1	0	0	0	0	1
17:00 - 17:15	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	0	0	14	1	0	0	0	15	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
18:30 - 18:45	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	9	0	0	0	0	9	0	0	2	0	0	0	0	2
TOTAL	0	0	133	5	2	0	2	142	1	0	7	1	0	0	0	9

Junction: 1

Approach: Poundstretcher

TIME	To Access Road (N)								To Access Road (S)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6
Hourly Total	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6
Hourly Total	0	0	0	0	0	0	0	0	0	0	18	3	0	0	0	21
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
Hourly Total	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	28
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
Hourly Total	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	34
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
Hourly Total	0	0	0	0	0	0	0	0	0	0	25	2	0	0	0	27
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4
Hourly Total	0	0	0	0	0	0	0	0	0	0	24	2	0	0	0	26
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9
Hourly Total	0	0	0	0	0	0	0	0	0	0	26	2	0	0	0	28
15:00 - 15:15	0	0	1	0	0	0	0	1	0	0	8	1	0	0	0	9
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13
Hourly Total	0	0	1	0	0	0	0	1	0	0	39	2	0	0	0	41
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9
16:30 - 16:45	0	0	1	0	0	0	0	1	0	0	8	0	0	0	0	8
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
Hourly Total	0	0	1	0	0	0	0	1	0	0	25	1	0	0	0	26
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
17:45 - 18:00	1	0	0	0	0	0	0	1	0	0	8	0	0	0	0	8
Hourly Total	1	0	0	0	0	0	0	1	0	0	26	2	0	0	0	28
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
18:15 - 18:30	1	0	0	0	0	0	0	1	0	0	8	0	0	0	0	8
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
Hourly Total	1	0	0	0	0	0	0	1	0	0	20	0	0	0	0	20
TOTAL	2	0	2	0	0	0	0	4	0	0	285	15	0	0	0	300

Junction: 1

Approach: Access Road South

TIME	To Poundstretcher								To Access Road (N)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	1
Hourly Total	0	0	8	0	0	0	0	8	0	0	0	0	0	0	1	1
08:00 - 08:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
08:15 - 08:30	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1
08:30 - 08:45	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1
08:45 - 09:00	0	0	11	2	0	0	0	13	0	0	5	0	0	0	0	5
Hourly Total	0	0	20	2	0	0	0	22	0	0	8	0	0	0	0	8
09:00 - 09:15	0	0	7	1	0	0	0	8	0	0	2	0	0	0	0	2
09:15 - 09:30	0	0	8	0	0	0	0	8	0	0	4	0	0	0	0	4
09:30 - 09:45	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	7	0	0	0	0	7	0	0	2	0	0	0	0	2
Hourly Total	0	0	27	1	0	0	0	28	0	0	8	0	0	0	0	8
10:00 - 10:15	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	5	0	0	0	0	5	0	0	5	0	0	0	0	5
10:30 - 10:45	0	0	6	0	0	0	0	6	0	0	3	0	0	0	0	3
10:45 - 11:00	0	0	6	0	0	0	0	6	0	0	2	0	0	0	0	2
Hourly Total	0	0	21	0	0	0	0	21	0	0	10	0	0	0	0	10
11:00 - 11:15	0	0	5	0	0	0	0	5	0	0	2	0	0	0	0	2
11:15 - 11:30	0	0	11	0	0	0	0	11	0	0	8	0	1	0	0	9
11:30 - 11:45	0	0	9	0	0	0	0	9	0	0	7	0	0	0	0	7
11:45 - 12:00	0	0	4	0	0	0	0	4	0	0	10	1	0	0	0	11
Hourly Total	0	0	29	0	0	0	0	29	0	0	27	1	1	0	0	29
12:00 - 12:15	0	0	8	1	0	0	0	9	0	0	17	0	0	0	0	17
12:15 - 12:30	0	0	7	1	0	0	0	8	0	0	4	0	0	0	0	4
12:30 - 12:45	0	0	8	0	0	0	0	8	0	0	9	0	0	0	0	9
12:45 - 13:00	0	0	7	0	0	0	0	7	0	0	5	1	0	0	0	6
Hourly Total	0	0	30	2	0	0	0	32	0	0	35	1	0	0	0	36
13:00 - 13:15	0	0	9	1	0	0	0	10	0	0	6	0	0	0	0	6
13:15 - 13:30	0	0	5	0	0	0	0	5	0	0	2	1	0	0	0	3
13:30 - 13:45	0	0	4	1	0	0	0	5	0	0	1	0	1	0	0	2
13:45 - 14:00	0	0	5	1	0	0	0	6	0	0	2	0	0	0	0	2
Hourly Total	0	0	23	3	0	0	0	26	0	0	11	1	1	0	0	13
14:00 - 14:15	0	0	8	0	0	0	0	8	0	0	2	1	0	0	0	3
14:15 - 14:30	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1
14:30 - 14:45	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	6	1	0	0	0	7	0	0	2	0	0	0	0	2
Hourly Total	0	0	29	1	0	0	0	30	0	0	5	1	0	0	0	6
15:00 - 15:15	0	0	8	0	0	0	0	8	0	0	3	0	0	0	1	4
15:15 - 15:30	0	0	11	1	0	0	0	12	0	0	3	1	0	0	0	4
15:30 - 15:45	0	0	4	1	0	0	0	5	0	0	4	0	0	0	0	4
15:45 - 16:00	0	0	9	0	0	0	0	9	0	0	4	0	0	0	0	4
Hourly Total	0	0	32	2	0	0	0	34	0	0	14	1	0	0	1	16
16:00 - 16:15	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	7	0	0	0	0	7	0	0	2	0	0	0	0	2
16:30 - 16:45	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3
16:45 - 17:00	0	0	6	0	0	0	0	6	0	0	8	0	0	0	0	8
Hourly Total	0	0	27	0	0	0	0	27	0	0	13	0	0	0	0	13
17:00 - 17:15	0	0	7	1	0	0	0	8	0	0	7	0	0	0	0	7
17:15 - 17:30	0	0	10	1	0	0	0	11	0	0	7	1	0	0	0	8
17:30 - 17:45	0	0	13	0	0	0	0	13	0	0	23	0	0	0	0	23
17:45 - 18:00	0	0	11	0	0	0	0	11	0	0	14	0	0	0	0	14
Hourly Total	0	0	41	2	0	0	0	43	0	0	51	1	0	0	0	52
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
18:15 - 18:30	0	0	4	0	0	0	0	4	0	0	15	0	0	0	0	15
18:30 - 18:45	0	0	3	0	0	0	0	3	0	0	8	0	0	0	0	8
18:45 - 19:00	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4
Hourly Total	0	0	11	0	0	0	0	11	0	0	33	0	0	0	0	33
TOTAL	0	0	298	13	0	0	0	311	0	0	215	6	2	0	2	225

Junction: 1

Approach: Access Road North

TIME	To Access Road (S)								To Poundstretcher							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
09:30 - 09:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	1
10:00 - 10:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
Hourly Total	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	5	0	0	0	0	5	1	0	0	0	0	0	0	1
12:15 - 12:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	9	0	0	0	0	9	1	0	0	0	0	0	0	1
13:00 - 13:15	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
14:45 - 15:00	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1
15:00 - 15:15	0	0	57	0	0	0	0	57	0	0	2	0	0	0	0	2
15:15 - 15:30	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	71	0	0	0	0	71	0	0	3	0	0	0	0	3
16:00 - 16:15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
TOTAL	0	0	135	5	0	0	0	140	1	0	5	0	0	0	0	6

Junction: 1

Approach: Access Road South

TIME	To Poundstretcher								To Access Road (N)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30 - 08:45	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	3	0	0	0	0	3	0	0	4	1	0	0	0	5
Hourly Total	1	0	6	0	0	0	0	7	0	0	4	1	0	0	0	5
09:00 - 09:15	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	1
09:15 - 09:30	0	0	7	0	0	0	0	7	0	0	4	0	0	0	0	4
09:30 - 09:45	0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	1
09:45 - 10:00	0	0	5	0	0	0	0	5	0	0	6	0	0	0	0	6
Hourly Total	0	0	22	1	0	0	0	23	0	0	12	0	0	0	0	12
10:00 - 10:15	0	0	3	0	0	0	0	3	0	0	6	0	0	0	0	6
10:15 - 10:30	0	0	11	1	0	0	0	12	0	0	10	1	0	0	0	11
10:30 - 10:45	0	0	7	2	0	0	0	9	0	0	8	0	0	0	0	8
10:45 - 11:00	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	4
Hourly Total	0	0	26	3	0	0	0	29	0	0	28	1	0	0	0	29
11:00 - 11:15	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1
11:15 - 11:30	0	0	6	0	0	0	0	6	0	0	7	0	0	0	0	7
11:30 - 11:45	0	0	4	0	0	0	0	4	0	0	10	1	0	0	0	11
11:45 - 12:00	0	0	9	2	0	0	0	11	0	0	13	0	0	0	0	13
Hourly Total	0	0	25	2	0	0	0	27	0	0	31	1	0	0	0	32
12:00 - 12:15	0	0	6	0	0	0	0	6	0	0	16	0	0	0	0	16
12:15 - 12:30	0	0	11	0	0	0	0	11	0	0	7	0	0	0	0	7
12:30 - 12:45	0	0	9	0	0	0	0	9	0	0	3	0	0	0	0	3
12:45 - 13:00	0	0	6	0	0	0	0	6	0	0	3	0	0	0	0	3
Hourly Total	0	0	32	0	0	0	0	32	0	0	29	0	0	0	0	29
13:00 - 13:15	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2
13:15 - 13:30	0	0	6	0	0	0	0	6	0	0	4	0	0	0	0	4
13:30 - 13:45	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
Hourly Total	0	0	23	0	0	0	0	23	0	0	6	0	0	0	0	6
14:00 - 14:15	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1
14:15 - 14:30	0	0	8	0	0	0	0	8	0	0	2	0	0	0	0	2
14:30 - 14:45	0	0	8	0	0	0	0	8	0	0	2	0	0	0	0	2
14:45 - 15:00	0	0	5	0	0	0	0	5	0	0	5	1	0	0	0	6
Hourly Total	0	0	27	0	0	0	0	27	0	0	10	1	0	0	0	11
15:00 - 15:15	0	0	6	0	0	0	0	6	0	0	6	0	0	0	0	6
15:15 - 15:30	1	0	9	1	0	0	0	11	0	0	2	0	0	0	0	2
15:30 - 15:45	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	9	0	0	0	0	9	0	0	2	0	0	0	0	2
Hourly Total	1	0	30	1	0	0	0	32	0	0	10	0	0	0	0	10
16:00 - 16:15	0	0	5	1	0	0	0	6	0	0	3	0	0	0	0	3
16:15 - 16:30	0	0	6	0	0	0	0	6	0	0	6	0	0	0	0	6
16:30 - 16:45	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2
16:45 - 17:00	0	1	8	0	0	0	0	9	0	0	6	0	0	0	0	6
Hourly Total	0	1	23	1	0	0	0	25	0	0	17	0	0	0	0	17
17:00 - 17:15	0	0	8	0	0	0	0	8	0	0	12	0	0	0	0	12
17:15 - 17:30	0	0	8	0	0	0	0	8	0	0	13	0	0	0	0	13
17:30 - 17:45	0	0	5	0	0	0	0	5	0	0	15	0	0	0	0	15
17:45 - 18:00	0	0	2	0	0	0	0	2	0	0	5	0	0	0	0	5
Hourly Total	0	0	23	0	0	0	0	23	0	0	45	0	0	0	0	45
18:00 - 18:15	0	0	1	0	0	0	0	1	0	0	3	1	0	0	0	4
18:15 - 18:30	0	0	4	0	0	0	0	4	0	0	6	1	0	0	0	7
18:30 - 18:45	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
Hourly Total	0	0	7	0	0	0	0	7	0	0	17	2	0	0	0	19
TOTAL	2	1	246	8	0	0	0	257	0	0	209	6	0	0	0	215

Junction: 1

Approach: Poundstretcher

TIME	To Access Road (N)								To Access Road (S)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
Hourly Total	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
Hourly Total	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	25
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5
Hourly Total	0	0	0	0	0	0	0	0	0	0	23	3	0	0	0	26
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10
12:30 - 12:45	0	0	1	0	0	0	0	1	0	0	8	0	0	0	0	8
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
Hourly Total	0	0	1	0	0	0	0	1	0	0	31	1	0	0	0	32
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
Hourly Total	0	0	0	0	0	0	0	0	0	0	29	0	0	0	0	29
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9
Hourly Total	0	0	0	0	0	0	0	0	0	0	31	1	0	0	0	32
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
Hourly Total	0	0	0	0	0	0	0	0	0	0	32	1	0	0	0	33
16:00 - 16:15	0	0	0	0	0	0	0	0	1	0	8	0	0	0	0	9
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9
16:45 - 17:00	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	4
Hourly Total	0	0	0	0	0	0	0	0	1	1	26	1	0	0	0	29
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
17:30 - 17:45	0	0	1	0	0	0	0	1	0	0	6	0	0	0	0	6
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
Hourly Total	0	0	1	0	0	0	0	1	0	0	25	0	0	0	0	25
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
18:30 - 18:45	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	6
TOTAL	0	0	2	0	0	0	0	2	2	1	243	11	0	0	0	257

Junction: 2

Approach: Access Road North

TIME	To Access Road (S)								To Lidl							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0
Hourly Total	0	0	8	0	0	0	1	9	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	5	1	0	0	0	6	0	0	1	0	0	0	0	1
Hourly Total	0	0	14	1	0	0	0	15	0	0	1	0	0	0	0	1
09:00 - 09:15	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1
09:45 - 10:00	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0
Hourly Total	0	0	25	3	0	0	0	28	0	0	1	0	0	0	0	1
10:00 - 10:15	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
Hourly Total	0	0	34	0	0	0	0	34	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	14	0	1	0	0	15	0	0	1	0	0	0	0	1
11:45 - 12:00	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
Hourly Total	0	0	38	0	1	0	0	39	0	0	1	0	0	0	0	1
12:00 - 12:15	0	0	9	2	0	0	0	11	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	6	1	0	0	0	7	0	0	1	0	0	0	0	1
12:45 - 13:00	0	0	10	0	0	0	0	10	0	0	1	0	0	0	0	1
Hourly Total	0	0	35	3	0	0	0	38	0	0	2	0	0	0	0	2
13:00 - 13:15	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	6	1	1	0	0	8	0	0	0	0	0	0	0	0
Hourly Total	0	0	32	3	1	0	0	36	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	6	1	0	0	0	7	0	0	1	0	0	0	0	1
14:15 - 14:30	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	10	0	0	0	0	10	0	0	1	0	0	0	0	1
Hourly Total	0	0	29	2	0	0	0	31	0	0	2	0	0	0	0	2
15:00 - 15:15	0	0	44	1	0	0	0	45	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	13	0	0	0	1	14	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	17	2	0	0	0	19	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	16	0	0	0	0	16	0	0	0	0	0	0	0	0
Hourly Total	0	0	90	3	0	0	1	94	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	2	2	0	0	0	4	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	9	0	0	0	0	9	0	0	1	0	0	0	0	1
16:30 - 16:45	0	0	12	0	0	0	0	12	0	0	1	0	0	0	0	1
16:45 - 17:00	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
Hourly Total	0	0	35	2	0	0	0	37	0	0	2	0	0	0	0	2
17:00 - 17:15	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	9	1	0	0	0	10	0	0	1	0	0	0	0	1
17:30 - 17:45	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
Hourly Total	0	0	39	3	0	0	0	42	0	0	1	0	0	0	0	1
18:00 - 18:15	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1
Hourly Total	0	0	28	0	0	0	0	28	0	0	1	0	0	0	0	1
TOTAL	0	0	407	20	2	0	2	431	0	0	11	0	0	0	0	11

Junction: 2

Approach: Access Road South

TIME	To Lidl								To Access Road (N)								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	4	0	0	0	0	4	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0
Hourly Total	0	0	6	0	0	0	0	6	0	0	8	0	0	0	1	9	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	10	0	0	0	0	10	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	15	0	0	0	0	15	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1
08:30 - 08:45	0	0	8	0	0	1	0	9	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2
08:45 - 09:00	0	0	11	1	0	0	0	12	0	0	16	2	0	0	0	18	2	0	0	0	0	0	0	2
Hourly Total	0	0	44	1	0	1	0	46	0	0	28	2	0	0	0	30	2	0	3	0	0	0	0	5
09:00 - 09:15	0	0	7	0	0	0	0	7	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	15	0	0	0	0	15	0	0	12	0	0	0	0	12	0	0	1	0	0	0	0	1
09:30 - 09:45	0	0	11	0	0	0	0	11	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
09:45 - 10:00	0	0	7	0	0	0	0	7	0	0	8	0	0	0	0	8	0	0	1	0	0	0	0	1
Hourly Total	0	0	40	0	0	0	0	40	0	0	32	0	0	0	0	32	0	0	3	0	0	0	0	3
10:00 - 10:15	0	0	15	0	0	0	0	15	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	9	0	0	0	0	9	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	10	0	0	0	0	10	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	10	0	0	0	0	10	0	0	8	0	0	0	0	8	0	0	1	0	0	0	0	1
Hourly Total	0	0	44	0	0	0	0	44	0	0	30	0	0	0	0	30	0	0	1	0	0	0	0	1
11:00 - 11:15	0	0	12	1	0	0	0	13	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	24	1	0	0	0	25	0	0	19	0	1	0	0	20	0	0	1	0	0	0	0	1
11:30 - 11:45	0	0	11	0	0	0	0	11	0	0	16	0	0	0	0	16	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	12	4	0	0	0	16	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0
Hourly Total	0	0	59	6	0	0	0	65	0	0	54	1	1	0	0	56	0	0	1	0	0	0	0	1
12:00 - 12:15	0	0	20	0	0	0	0	20	0	0	25	1	0	0	0	26	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	8	1	0	0	0	9	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	5	1	0	0	0	6	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	13	0	0	0	0	13	0	0	12	1	0	0	0	13	0	0	2	0	0	0	0	2
Hourly Total	0	0	46	2	0	0	0	48	0	0	60	3	0	0	0	63	0	0	2	0	0	0	0	2
13:00 - 13:15	0	0	15	0	0	0	0	15	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0
13:15 - 13:30	1	0	11	2	0	0	0	14	0	0	7	1	0	0	0	8	1	0	0	0	0	0	0	1
13:30 - 13:45	0	0	19	0	0	0	0	19	0	0	5	1	1	0	0	7	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	12	0	0	0	0	12	0	0	7	1	0	0	0	8	0	0	1	0	0	0	0	1
Hourly Total	1	0	57	2	0	0	0	60	0	0	32	4	1	0	0	37	1	0	1	0	0	0	0	2
14:00 - 14:15	0	0	18	2	0	0	0	20	0	0	9	1	0	0	0	10	0	0	1	0	0	0	0	1
14:15 - 14:30	0	0	17	0	0	0	0	17	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	12	0	0	0	0	12	0	0	10	0	0	0	0	10	0	0	1	0	0	0	0	1
14:45 - 15:00	0	0	17	1	0	0	0	18	0	0	7	1	0	0	0	8	0	0	1	0	0	0	0	1
Hourly Total	0	0	64	3	0	0	0	67	0	0	30	2	0	0	0	32	0	0	3	0	0	0	0	3
15:00 - 15:15	0	0	23	3	0	0	0	26	0	0	11	0	0	0	1	12	0	0	1	0	0	0	0	1
15:15 - 15:30	0	0	17	0	0	0	0	17	0	0	11	2	0	0	0	13	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	22	1	0	0	0	23	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
15:45 - 16:00	0	1	14	1	0	0	0	16	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
Hourly Total	0	1	76	5	0	0	0	82	0	0	41	3	0	0	1	45	0	0	1	0	0	0	0	1
16:00 - 16:15	0	0	18	1	0	0	0	19	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	19	0	0	0	0	19	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	15	1	0	0	0	16	0	0	8	0	0	0	0	8	0	0	1	0	0	0	0	1
16:45 - 17:00	0	0	13	2	0	0	0	15	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0
Hourly Total	0	0	65	4	0	0	0	69	0	0	36	0	0	0	0	36	0	0	1	0	0	0	0	1
17:00 - 17:15	0	0	14	2	0	0	0	16	0	0	14	1	0	0	0	15	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	11	0	0	0	0	11	0	0	17	1	0	0	0	18	0	0	2	0	0	0	0	2
17:30 - 17:45	0	0	12	1	0	0	0	13	0	0	36	0	0	0	0	36	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	12	2	0	0	0	14	0	0	24	0	0	0	0	24	0	0	2	0	0	0	0	2
Hourly Total	0	0	49	5	0	0	0	54	0	0	91	2	0	0	0	93	0	0	4	0	0	0	0	4
18:00 - 18:15	0	0	12	1	0	0	0	13	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1
18:15 - 18:30	0	0	13	1	0	0	0	14	0	0	18	0	0	0	0	18	0	0	1	0	0	0	0	1
18:30 - 18:45	0	0	5	1	0	0	0	6	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	7	1	0	0	0	8	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
Hourly Total	0	0	37	4	0	0	0	41	0	0	43	0	0	0	0	43	0	0	2	0	0	0	0	2
TOTAL	1	1	587	32	0	1	0	622	0	0	485	17	2	0	2	506	3	0	22	0	0	0	0	25

Junction: 2
Approach: Lidl

TIME	To Access Road (N)								To Access Road (S)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15
Hourly Total	0	0	0	0	0	0	0	0	0	0	38	0	0	0	0	38
09:00 - 09:15	0	0	1	1	0	0	0	2	0	0	7	0	0	1	0	8
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11
09:30 - 09:45	0	0	1	0	0	0	0	1	0	0	12	0	0	0	0	12
09:45 - 10:00	0	0	1	0	0	0	0	1	0	0	6	0	0	0	0	6
Hourly Total	0	0	3	1	0	0	0	4	0	0	36	0	0	1	0	37
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11
10:15 - 10:30	0	0	1	0	0	0	0	1	0	0	10	0	0	0	0	10
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12
Hourly Total	0	0	1	0	0	0	0	1	0	0	44	0	0	0	0	44
11:00 - 11:15	0	0	1	0	0	0	0	1	0	0	8	0	0	0	0	8
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	18
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	19
11:45 - 12:00	0	0	1	0	0	0	0	1	0	0	17	0	0	0	0	17
Hourly Total	0	0	2	0	0	0	0	2	0	0	60	2	0	0	0	62
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	8	3	0	0	0	11
12:15 - 12:30	0	0	2	0	0	0	0	2	0	0	10	1	0	0	0	11
12:30 - 12:45	0	0	3	0	0	0	0	3	0	0	10	2	0	0	0	12
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10
Hourly Total	0	0	5	0	0	0	0	5	0	0	38	6	0	0	0	44
13:00 - 13:15	0	0	2	0	0	0	0	2	0	0	12	1	0	0	0	13
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	13
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17
Hourly Total	0	0	2	0	0	0	0	2	0	0	54	3	0	0	0	57
14:00 - 14:15	0	0	1	0	0	0	0	1	0	0	15	0	0	0	0	15
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	22
14:30 - 14:45	0	0	2	0	0	0	0	2	0	0	9	0	0	0	0	9
14:45 - 15:00	0	0	1	0	0	0	0	1	0	0	11	1	0	0	0	12
Hourly Total	0	0	4	0	0	0	0	4	0	0	55	3	0	0	0	58
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13
15:15 - 15:30	0	0	3	0	0	0	0	3	0	0	26	3	0	0	0	29
15:30 - 15:45	0	0	1	0	0	0	0	1	0	0	18	0	0	0	0	18
15:45 - 16:00	0	0	1	0	0	0	0	1	0	0	16	2	0	0	0	18
Hourly Total	0	0	5	0	0	0	0	5	0	0	73	5	0	0	0	78
16:00 - 16:15	0	0	1	0	0	0	0	1	0	1	18	1	0	0	0	20
16:15 - 16:30	0	0	2	0	0	0	0	2	0	0	16	1	0	0	0	17
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	20
16:45 - 17:00	0	0	1	0	0	0	0	1	0	0	20	0	0	0	0	20
Hourly Total	0	0	4	0	0	0	0	4	0	1	73	3	0	0	0	77
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8
17:15 - 17:30	0	0	0	1	0	0	0	1	0	0	15	1	0	0	0	16
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9
17:45 - 18:00	0	0	1	0	0	0	0	1	0	0	17	0	0	0	0	17
Hourly Total	0	0	1	1	0	0	0	2	0	0	46	4	0	0	0	50
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	13
18:15 - 18:30	0	0	1	0	0	0	0	1	0	0	16	1	0	0	0	17
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10
Hourly Total	0	0	1	0	0	0	0	1	0	0	47	5	0	0	0	52
TOTAL	0	0	28	2	0	0	0	30	0	1	566	31	0	1	0	599

Junction: 2

Approach: Access Road North

TIME	To Access Road (S)								To Lidl							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1
09:30 - 09:45	0	0	4	2	0	0	0	6	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
Hourly Total	0	0	21	2	0	0	0	23	0	0	1	0	0	0	0	1
10:00 - 10:15	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	13	2	0	0	0	15	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	9	0	0	0	0	9	0	0	1	0	0	0	0	1
Hourly Total	0	0	32	3	0	0	0	35	0	0	1	0	0	0	0	1
11:00 - 11:15	0	0	10	0	0	0	0	10	0	0	1	0	0	0	0	1
11:15 - 11:30	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	5	1	0	0	0	6	0	0	1	0	0	0	0	1
11:45 - 12:00	0	0	11	2	0	0	0	13	0	0	0	0	0	0	0	0
Hourly Total	0	0	34	4	0	0	0	38	0	0	2	0	0	0	0	2
12:00 - 12:15	0	0	9	1	0	0	0	10	0	0	1	0	0	0	0	1
12:15 - 12:30	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	8	0	0	0	0	8	0	0	1	0	0	0	0	1
12:45 - 13:00	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
Hourly Total	0	0	38	1	0	0	0	39	0	0	2	0	0	0	0	2
13:00 - 13:15	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	9	0	0	0	0	9	0	0	1	0	0	0	0	1
13:30 - 13:45	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2
13:45 - 14:00	0	0	7	0	0	0	0	7	0	0	2	0	0	0	0	2
Hourly Total	0	0	29	0	0	0	0	29	0	0	5	0	0	0	0	5
14:00 - 14:15	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	9	0	0	0	0	9	0	0	1	0	0	0	0	1
14:30 - 14:45	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	9	1	0	0	0	10	0	0	0	1	0	0	0	1
Hourly Total	0	0	32	1	0	0	0	33	0	0	1	1	0	0	0	2
15:00 - 15:15	0	0	64	0	0	0	0	64	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	17	1	0	0	0	18	0	0	1	0	0	0	0	1
15:30 - 15:45	0	0	12	0	0	0	0	12	0	0	2	0	0	0	0	2
15:45 - 16:00	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	0	0	100	1	0	0	0	101	0	0	3	0	0	0	0	3
16:00 - 16:15	0	0	9	0	0	0	0	9	1	0	1	0	0	0	0	2
16:15 - 16:30	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	7	1	0	0	0	8	0	0	1	0	0	0	0	1
16:45 - 17:00	0	1	4	0	0	0	0	5	0	0	0	0	0	0	0	0
Hourly Total	0	1	33	1	0	0	0	35	1	0	2	0	0	0	0	3
17:00 - 17:15	0	0	10	0	0	0	0	10	0	0	1	0	0	0	0	1
17:15 - 17:30	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
Hourly Total	0	0	30	0	0	0	0	30	0	0	1	0	0	0	0	1
18:00 - 18:15	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	2	0	0	0	0	2	1	0	0	0	0	0	0	1
18:45 - 19:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	0	8	1	0	0	0	9	1	0	0	0	0	0	0	1
TOTAL	0	1	360	15	0	0	0	376	2	0	18	1	0	0	0	21

Junction: 2

Approach: Access Road South

TIME	To Lidl								To Access Road (N)								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45 - 08:00	0	1	4	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	4	2	0	0	0	7	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	8	0	0	0	0	8	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	7	0	0	0	0	7	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	8	0	0	1	0	9	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
Hourly Total	0	0	29	0	0	1	0	30	1	0	9	1	0	0	0	11	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	8	0	0	0	0	8	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	8	1	0	0	0	9	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	12	1	0	0	0	13	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
09:45 - 10:00	1	0	11	0	0	0	0	12	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	1	0	39	2	0	0	0	42	0	0	32	1	0	0	0	33	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	19	0	0	0	0	19	0	0	8	0	0	0	0	8	0	0	1	1	0	0	0	2
10:15 - 10:30	0	0	9	1	0	0	0	10	0	0	19	2	0	0	0	21	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	13	0	0	0	0	13	0	0	15	2	0	0	0	17	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	13	0	0	0	0	13	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	0	0	54	1	0	0	0	55	0	0	49	4	0	0	0	53	0	0	1	1	0	0	0	2
11:00 - 11:15	0	0	15	0	0	0	0	15	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	10	3	0	0	0	13	0	0	12	0	0	0	0	12	0	0	1	0	0	0	0	1
11:30 - 11:45	0	0	16	0	0	0	0	16	0	0	14	1	0	0	0	15	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	25	0	0	0	0	25	0	0	19	2	0	0	0	21	1	0	0	0	0	0	0	1
Hourly Total	0	0	66	3	0	0	0	69	0	0	52	3	0	0	0	55	1	0	1	0	0	0	0	2
12:00 - 12:15	0	0	21	2	0	0	0	23	0	0	22	0	0	0	0	22	1	0	1	0	0	0	0	2
12:15 - 12:30	0	0	15	2	0	0	0	17	0	0	17	0	0	0	0	17	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	16	0	0	0	0	16	0	0	11	0	0	0	0	11	0	0	1	0	0	0	0	1
12:45 - 13:00	0	0	14	1	0	0	0	15	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
Hourly Total	0	0	66	5	0	0	0	71	0	0	58	0	0	0	0	58	1	0	2	0	0	0	0	3
13:00 - 13:15	0	0	24	1	0	0	0	25	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	12	0	0	0	0	12	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	19	0	0	0	0	19	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	13	1	0	0	0	14	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	0	0	68	2	0	0	0	70	0	0	25	0	0	0	0	25	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	14	1	0	0	0	15	0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	1
14:15 - 14:30	0	0	13	1	0	0	0	14	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	17	1	0	0	0	18	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	14	1	0	0	0	15	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	0	0	58	4	0	0	0	62	0	0	37	1	0	0	0	38	0	0	1	0	0	0	0	1
15:00 - 15:15	0	0	11	0	0	0	0	11	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	22	3	0	0	0	25	1	0	9	1	0	0	0	11	0	0	2	0	0	0	0	2
15:30 - 15:45	0	0	11	1	0	0	0	12	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	13	0	0	0	0	13	0	0	10	0	0	0	0	10	0	0	1	0	0	0	0	1
Hourly Total	0	0	57	4	0	0	0	61	1	0	34	1	0	0	0	36	0	0	3	0	0	0	0	3
16:00 - 16:15	0	1	14	0	0	0	0	15	0	0	7	1	0	0	0	8	0	0	1	0	0	0	0	1
16:15 - 16:30	0	1	15	1	0	0	0	17	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	6	1	0	0	0	7	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	10	1	0	0	0	11	0	1	11	0	0	0	0	12	0	0	1	0	0	0	0	1
Hourly Total	0	2	45	3	0	0	0	50	0	1	35	1	0	0	0	37	0	0	2	0	0	0	0	2
17:00 - 17:15	0	0	9	0	0	0	0	9	0	0	19	0	0	0	0	19	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	12	0	0	0	0	12	0	0	18	0	0	0	0	18	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	5	0	0	0	0	5	0	0	20	0	0	0	0	20	0	0	1	1	0	0	0	2
17:45 - 18:00	0	0	9	0	0	0	0	9	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1
Hourly Total	0	0	35	0	0	0	0	35	0	0	63	0	0	0	0	63	0	0	2	1	0	0	0	3
18:00 - 18:15	0	0	8	1	0	0	0	9	0	0	4	1	0	0	0	5	0	0	1	0	0	0	0	1
18:15 - 18:30	0	0	6	0	0	0	0	6	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	2	0	0	0	0	2	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	0	0	21	1	0	0	0	22	0	0	23	2	0	0	0	25	0	0	1	0	0	0	0	1
TOTAL	1	3	542	27	0	1	0	574	2	1	419	14	0	0	0	436	2	0	13	2	0	0	0	17

Junction: 2
Approach: Lidl

TIME	To Access Road (N)								To Access Road (S)								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	1	0	0	0	0	1	0	1	8	1	0	0	0	10	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	1	0	1	25	1	0	0	0	27	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	7	0	0	1	0	8	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	2	0	0	0	0	2	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	2	0	0	28	1	0	1	0	30	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	1	0	0	0	0	1	1	0	12	2	0	0	0	15	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	2	0	0	0	0	2	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	2	0	0	0	0	2	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0
Hourly Total	0	0	5	0	0	0	0	5	1	0	52	3	0	0	0	56	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	1	0	0	0	0	1	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	16	4	0	0	0	20	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	3	0	0	0	0	3	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0
Hourly Total	0	0	4	0	0	0	0	4	0	0	51	5	0	0	0	56	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	19	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	1	0	0	0	0	1	0	0	18	2	0	0	0	20	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	1	0	0	0	0	1	0	0	20	2	0	0	0	22	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	1	0	0	0	0	1	0	0	16	2	0	0	0	18	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	3	0	0	73	6	0	0	0	79	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	2	0	0	0	0	2	0	0	19	1	0	0	0	20	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	1	0	0	0	0	1	0	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	1	0	0	0	0	1	0	0	16	1	0	0	0	17	0	0	0	0	0	0	0	0
Hourly Total	0	0	4	0	0	0	0	4	0	0	58	4	0	0	0	62	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	18	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	20	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	62	2	0	0	0	64	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	3	0	0	0	0	3	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	2	0	0	0	0	2	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	19	4	0	0	0	23	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	1	0	0	0	0	1	0	0	18	0	0	0	0	18	0	0	0	0	0	0	0	0
Hourly Total	0	0	6	0	0	0	0	6	0	0	57	5	0	0	0	62	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	1	0	0	0	0	1	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	1	0	0	0	0	1	0	1	12	1	0	0	0	14	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	1	11	1	0	0	0	13	0	0	0	1	0	0	0	1
16:45 - 17:00	0	0	3	0	0	0	0	3	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
Hourly Total	0	0	5	0	0	0	0	5	0	2	47	2	0	0	0	51	0	0	0	1	0	0	0	1
17:00 - 17:15	0	0	1	0	0	0	0	1	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	3	0	0	0	0	3	0	0	10	2	0	0	0	12	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	1	0	0	0	0	1	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
Hourly Total	0	0	5	0	0	0	0	5	0	0	31	3	0	0	0	34	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	1	0	0	22	1	0	0	0	23	0	0	0	0	0	0	0	0
TOTAL	0	0	36	0	0	0	0	36	1	3	507	35	0	1	0	547	0	0	0	1	0	0	0	1

Junction: 3
Approach: Access Road

TIME	To A474 (E)								To School Road								To A474 (W)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 - 07:45	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 - 08:00	0	0	1	0	0	0	1	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	5	0	0	0	1	6	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3
08:00 - 08:15	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
08:15 - 08:30	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
08:30 - 08:45	0	0	9	0	0	0	0	9	0	0	2	0	0	0	0	2	0	0	5	0	0	0	0	5
08:45 - 09:00	2	0	7	0	0	0	0	9	0	0	1	0	0	0	0	1	0	0	11	1	0	0	0	12
Hourly Total	2	0	26	0	0	0	0	28	0	0	5	0	0	0	0	5	0	0	24	1	0	0	0	25
09:00 - 09:15	0	0	6	1	0	0	0	7	0	0	3	1	0	0	0	4	0	0	4	0	0	1	0	5
09:15 - 09:30	1	0	11	0	0	0	0	12	0	0	1	0	0	0	0	1	0	0	5	0	0	0	0	5
09:30 - 09:45	0	0	10	0	0	0	0	10	0	0	1	0	0	0	0	1	0	0	7	0	0	0	0	7
09:45 - 10:00	0	0	6	1	0	0	0	7	0	0	1	0	0	0	0	1	0	0	8	0	0	0	0	8
Hourly Total	1	0	33	2	0	0	0	36	0	0	6	1	0	0	0	7	0	0	24	0	0	1	0	25
10:00 - 10:15	0	0	11	0	0	0	0	11	0	0	2	0	0	0	0	2	0	0	6	0	0	0	0	6
10:15 - 10:30	0	0	9	0	0	0	0	9	0	0	2	0	0	0	0	2	0	0	7	0	0	0	0	7
10:30 - 10:45	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
10:45 - 11:00	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10
Hourly Total	0	0	43	0	0	0	0	43	0	0	4	0	0	0	0	4	0	0	31	0	0	0	0	31
11:00 - 11:15	0	0	12	0	0	0	0	12	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
11:15 - 11:30	0	0	19	1	0	0	0	20	0	0	1	0	0	0	0	1	0	0	8	0	0	0	0	8
11:30 - 11:45	0	0	15	1	1	0	0	17	0	0	6	0	0	0	0	6	0	0	11	0	0	0	0	11
11:45 - 12:00	0	0	10	0	0	0	0	10	0	0	2	0	0	0	0	2	0	0	10	0	0	0	0	10
Hourly Total	0	0	56	2	1	0	0	59	0	0	11	0	0	0	0	11	0	0	31	0	0	0	0	31
12:00 - 12:15	0	0	8	4	0	0	0	12	0	0	3	0	0	0	0	3	0	0	8	1	0	0	0	9
12:15 - 12:30	1	0	11	0	0	0	0	12	0	0	2	0	0	0	0	2	0	0	5	1	0	0	0	6
12:30 - 12:45	0	0	9	3	0	0	0	12	0	0	3	0	0	0	0	3	0	0	5	0	0	0	0	5
12:45 - 13:00	0	0	13	0	0	0	0	13	0	0	2	0	0	0	0	2	0	0	7	0	0	0	0	7
Hourly Total	1	0	41	7	0	0	0	49	0	0	10	0	0	0	0	10	0	0	25	2	0	0	0	27
13:00 - 13:15	0	0	13	2	0	0	0	15	0	0	2	0	0	0	0	2	0	0	7	0	0	0	0	7
13:15 - 13:30	1	0	9	1	0	0	0	11	0	0	4	1	0	0	0	5	0	0	5	1	0	0	0	6
13:30 - 13:45	0	0	9	1	0	0	0	10	0	0	2	0	0	0	0	2	0	0	7	0	0	0	0	7
13:45 - 14:00	0	0	13	1	0	0	0	14	0	0	1	0	0	0	0	1	0	0	11	0	1	0	0	12
Hourly Total	1	0	44	5	0	0	0	50	0	0	9	1	0	0	0	10	0	0	30	1	1	0	0	32
14:00 - 14:15	0	0	13	2	0	0	0	15	0	0	4	0	0	0	0	4	0	0	6	0	0	0	0	6
14:15 - 14:30	0	0	10	1	0	0	0	11	0	0	6	1	0	0	0	7	0	0	6	0	0	0	0	6
14:30 - 14:45	0	0	14	1	0	0	0	15	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4
14:45 - 15:00	0	0	12	0	0	0	0	12	0	0	1	0	0	0	0	1	0	0	9	0	0	0	0	9
Hourly Total	0	0	49	4	0	0	0	53	0	0	13	1	0	0	0	14	0	0	25	0	0	0	0	25
15:00 - 15:15	0	0	31	0	0	0	0	31	0	0	8	0	0	0	0	8	0	0	19	1	0	0	0	20
15:15 - 15:30	0	0	23	1	0	0	1	25	0	0	1	0	0	0	0	1	0	0	16	2	0	0	0	18
15:30 - 15:45	0	0	25	0	0	0	0	25	0	0	3	0	0	0	0	3	0	0	7	2	0	0	0	9
15:45 - 16:00	0	0	17	1	0	0	0	18	0	0	4	0	0	0	0	4	0	0	10	1	0	0	0	11
Hourly Total	0	0	96	2	0	0	1	99	0	0	16	0	0	0	0	16	0	0	52	6	0	0	0	58
16:00 - 16:15	0	0	10	2	0	0	0	12	0	1	5	1	0	0	0	7	0	0	7	0	0	0	0	7
16:15 - 16:30	0	0	14	1	0	0	0	15	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11
16:30 - 16:45	0	0	18	1	0	0	0	19	0	0	4	0	0	0	0	4	0	0	10	0	0	0	0	10
16:45 - 17:00	0	0	17	0	0	0	0	17	0	0	3	0	0	0	0	3	0	0	12	0	0	0	0	12
Hourly Total	0	0	59	4	0	0	0	63	0	1	12	1	0	0	0	14	0	0	39	1	0	0	0	40
17:00 - 17:15	0	0	10	3	0	0	0	13	0	0	2	0	0	0	0	2	0	0	4	1	0	0	0	5
17:15 - 17:30	0	0	17	0	0	0	0	17	0	0	3	0	0	0	0	3	0	0	5	1	0	0	0	6
17:30 - 17:45	0	0	7	2	0	0	0	9	0	0	2	0	0	0	0	2	0	0	8	0	0	0	0	8
17:45 - 18:00	0	0	13	0	0	0	0	13	0	0	3	0	0	0	0	3	0	0	15	0	0	0	0	15
Hourly Total	0	0	47	5	0	0	0	52	0	0	10	0	0	0	0	10	0	0	32	2	0	0	0	34
18:00 - 18:15	0	0	7	3	0	0	0	10	0	0	1	0	0	0	0	1	0	0	8	0	0	0	0	8
18:15 - 18:30	0	0	11	1	0	0	0	12	0	0	3	0	0	0	0	3	0	0	11	0	0	0	0	11
18:30 - 18:45	0	0	8	0	0	0	0	8	0	0	7	0	0	0	0	7	0	0	4	1	0	0	0	5
18:45 - 19:00	0	0	8	0	0	0	0	8	0	0	1	0	0	0	0	1	0	0	7	0	0	0	0	7
Hourly Total	0	0	34	4	0	0	0	38	0	0	12	0	0	0	0	12	0	0	30	1	0	0	0	31
TOTAL	5	0	533	35	1	0	2	576	0	1	110	4	0	0	0	115	0	0	346	14	1	1	0	362

Junction: 3
Approach: School Road

TIME	To A474 (W)								To Access Road								To A474 (E)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	9
07:15 - 07:30	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	9	1	0	0	0	10
07:30 - 07:45	0	0	3	2	0	0	0	5	0	0	1	0	0	0	0	1	0	0	19	2	0	0	0	21
07:45 - 08:00	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	0	1	24	3	0	0	1	29
Hourly Total	0	0	11	3	0	0	0	14	0	0	4	0	0	0	0	4	0	1	58	9	0	0	1	69
08:00 - 08:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32	1	0	0	0	33
08:15 - 08:30	0	0	4	1	0	0	0	5	0	0	3	0	0	0	0	3	0	1	37	4	0	0	0	42
08:30 - 08:45	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	38	6	0	0	1	45
08:45 - 09:00	0	0	6	2	0	0	0	8	0	0	6	1	0	0	0	7	0	0	33	8	2	0	0	43
Hourly Total	0	0	15	3	0	0	0	18	0	0	9	1	0	0	0	10	0	1	140	19	2	0	1	163
09:00 - 09:15	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3	0	0	30	1	0	0	1	32
09:15 - 09:30	0	0	1	1	0	0	0	2	0	0	3	0	0	0	0	3	0	0	23	0	0	0	0	23
09:30 - 09:45	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	0	0	20	4	1	0	1	26
09:45 - 10:00	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	17	6	0	0	0	23
Hourly Total	0	0	13	1	0	0	0	14	0	0	9	0	0	0	0	9	0	0	90	11	1	0	2	104
10:00 - 10:15	0	0	2	1	0	0	0	3	0	0	4	0	0	0	0	4	0	0	25	2	0	0	1	28
10:15 - 10:30	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	16	4	0	0	0	20
10:30 - 10:45	0	0	0	1	0	0	0	1	0	0	3	0	0	0	0	3	0	0	18	2	0	0	1	21
10:45 - 11:00	0	0	2	1	0	0	0	3	0	0	3	0	0	0	0	3	0	0	23	0	0	0	0	23
Hourly Total	0	0	7	3	0	0	0	10	0	0	11	0	0	0	0	11	0	0	82	8	0	0	2	92
11:00 - 11:15	0	0	3	1	0	0	0	4	0	0	2	0	0	0	0	2	0	0	27	2	0	0	1	30
11:15 - 11:30	0	0	3	0	0	0	0	3	0	0	8	0	0	0	0	8	0	0	22	6	0	0	0	28
11:30 - 11:45	0	0	6	0	0	0	0	6	0	0	6	0	0	0	0	6	0	0	22	2	0	0	1	25
11:45 - 12:00	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3	0	0	22	2	0	0	0	24
Hourly Total	0	0	14	1	0	0	0	15	0	0	19	0	0	0	0	19	0	0	93	12	0	0	2	107
12:00 - 12:15	0	0	6	0	0	0	0	6	0	0	6	1	0	0	0	7	0	0	23	3	0	0	1	27
12:15 - 12:30	0	0	4	2	0	0	0	6	0	0	4	1	0	0	0	5	0	0	22	4	0	0	1	27
12:30 - 12:45	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	22
12:45 - 13:00	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	4	0	1	34	2	0	0	0	37
Hourly Total	0	0	20	3	0	0	0	23	0	0	14	2	0	0	0	16	0	1	99	11	0	0	2	113
13:00 - 13:15	0	0	2	1	0	0	0	3	0	0	6	0	0	0	0	6	0	0	31	5	0	0	1	37
13:15 - 13:30	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	19	1	0	0	0	20
13:30 - 13:45	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	19	4	0	0	0	23
13:45 - 14:00	0	1	3	0	0	0	0	4	0	0	2	0	0	0	0	2	0	0	18	4	0	0	0	22
Hourly Total	0	1	11	1	0	0	0	13	0	0	10	0	0	0	0	10	0	0	87	14	0	0	1	102
14:00 - 14:15	0	0	2	1	0	0	0	3	0	0	2	0	0	0	0	2	0	0	13	2	0	0	1	16
14:15 - 14:30	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	0	1	22	7	0	0	0	30
14:30 - 14:45	0	0	3	1	0	0	0	4	0	0	3	0	0	0	0	3	0	1	33	4	0	0	1	39
14:45 - 15:00	0	0	3	0	0	0	0	3	0	0	8	0	0	0	0	8	0	0	30	5	0	0	1	36
Hourly Total	0	0	12	2	0	0	0	14	0	0	15	0	0	0	0	15	0	2	98	18	0	0	3	121
15:00 - 15:15	0	0	6	0	0	0	0	6	0	0	2	0	0	0	0	2	0	0	26	3	0	0	0	29
15:15 - 15:30	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3	0	0	55	4	0	0	0	59
15:30 - 15:45	0	0	11	1	0	0	0	12	0	0	8	0	0	0	0	8	0	0	48	5	0	0	2	55
15:45 - 16:00	0	0	11	1	0	0	0	12	0	0	3	0	0	0	0	3	0	0	38	6	0	0	0	44
Hourly Total	0	0	33	2	0	0	0	35	0	0	16	0	0	0	0	16	0	0	167	18	0	0	2	187
16:00 - 16:15	0	0	5	0	1	0	0	6	0	0	3	0	0	0	0	3	0	0	27	6	0	0	1	34
16:15 - 16:30	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	36	1	0	0	1	38
16:30 - 16:45	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	27	3	0	0	0	30
16:45 - 17:00	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	27	4	0	0	0	31
Hourly Total	0	0	14	0	1	0	0	15	0	0	7	0	0	0	0	7	0	0	117	14	0	0	2	133
17:00 - 17:15	0	0	1	0	0	0	0	1	0	0	5	0	0	0	0	5	0	0	26	1	0	0	0	27
17:15 - 17:30	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	4	0	0	27	5	0	0	0	32
17:30 - 17:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	31	1	0	0	1	33
17:45 - 18:00	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	29	1	0	0	0	30
Hourly Total	0	0	11	0	0	0	0	11	0	0	10	0	0	0	0	10	0	0	113	8	0	0	1	122
18:00 - 18:15	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	23	1	0	0	0	24
18:15 - 18:30	0	0	2	0	0	0	0	2	0	0	6	0	0	0	0	6	0	2	33	2	0	0	0	37
18:30 - 18:45	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	17	2	0	0	0	19
18:45 - 19:00	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2	0	1	21	0	0	0	0	22
Hourly Total	0	0	8	0	0	0	0	8	0	0	11	0	0	0	0	11	0	3	94	5	0	0	0	102
TOTAL	0	1	169	19	1	0	0	190	0	0	135	3	0	0	0	138	0	8	1238	147	3	0	19	1415

Junction: 3
Approach: A474 West

TIME	To Access Road								To A474 (E)								To School Road							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	36	6	0	0	0	42	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	1	31	5	2	0	1	40	0	0	1	0	0	0	0	1
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	57	16	0	0	2	75	0	0	1	0	0	0	0	1
07:45 - 08:00	0	0	2	0	0	0	0	2	0	1	67	14	1	0	1	84	0	0	0	0	1	0	0	1
Hourly Total	0	0	3	0	0	0	0	3	0	2	191	41	3	0	4	241	0	0	2	0	1	0	0	3
08:00 - 08:15	0	0	7	0	0	0	0	7	0	0	79	18	0	1	1	99	0	0	3	0	0	0	0	3
08:15 - 08:30	0	0	6	0	0	0	0	6	0	0	126	16	2	0	3	147	0	0	2	0	0	0	0	2
08:30 - 08:45	0	0	4	0	0	0	0	4	0	1	120	9	2	0	5	137	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	8	1	0	0	0	9	0	1	116	19	1	0	0	137	0	0	1	0	0	0	0	1
Hourly Total	0	0	25	1	0	0	0	26	0	2	441	62	5	1	9	520	0	0	6	0	0	0	0	6
09:00 - 09:15	0	0	6	0	0	0	0	6	0	4	103	12	3	0	1	123	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	9	0	0	0	0	9	0	0	114	25	1	0	0	140	0	0	1	2	0	0	0	3
09:30 - 09:45	0	0	7	0	0	0	0	7	0	0	70	14	0	0	0	84	0	0	3	0	0	0	0	3
09:45 - 10:00	0	0	8	0	0	0	0	8	0	0	65	15	0	0	0	80	0	0	0	0	0	0	0	0
Hourly Total	0	0	30	0	0	0	0	30	0	4	352	66	4	0	1	427	0	0	4	2	0	0	0	6
10:00 - 10:15	0	0	7	0	0	0	0	7	0	1	79	16	2	0	0	98	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	9	0	0	0	0	9	0	0	80	17	1	0	0	98	0	0	2	0	0	0	0	2
10:30 - 10:45	0	0	5	0	0	0	0	5	0	2	94	17	1	0	1	115	0	0	2	1	0	0	0	3
10:45 - 11:00	0	0	5	0	0	0	0	5	0	0	93	18	1	0	2	114	0	0	0	0	0	0	0	0
Hourly Total	0	0	26	0	0	0	0	26	0	3	346	68	5	0	3	425	0	0	4	1	0	0	0	5
11:00 - 11:15	0	0	6	0	0	0	0	6	0	0	78	17	0	0	1	96	0	0	1	0	0	0	0	1
11:15 - 11:30	0	0	16	1	0	0	0	17	1	0	93	15	1	0	0	110	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	7	0	0	0	0	7	0	2	91	18	1	0	1	113	0	0	0	1	0	0	0	1
11:45 - 12:00	0	0	12	4	0	0	0	16	0	0	121	16	1	1	1	140	0	0	0	0	0	0	0	0
Hourly Total	0	0	41	5	0	0	0	46	1	2	383	66	3	1	3	459	0	0	1	1	0	0	0	2
12:00 - 12:15	0	0	18	0	0	0	0	18	0	0	95	10	1	0	0	106	0	0	2	0	0	0	0	2
12:15 - 12:30	0	0	9	1	0	0	0	10	0	0	105	12	1	0	0	118	0	0	1	0	0	0	0	1
12:30 - 12:45	0	0	6	0	0	0	0	6	1	1	100	13	0	0	1	116	0	0	1	0	0	0	0	1
12:45 - 13:00	0	0	13	0	0	0	0	13	0	0	98	13	0	0	2	113	0	0	1	0	0	0	0	1
Hourly Total	0	0	46	1	0	0	0	47	1	1	398	48	2	0	3	453	0	0	5	0	0	0	0	5
13:00 - 13:15	0	0	13	0	0	0	0	13	0	3	95	16	4	0	1	119	0	0	2	0	0	0	0	2
13:15 - 13:30	0	0	5	1	0	0	0	6	0	2	98	12	2	0	0	114	0	0	1	0	0	0	0	1
13:30 - 13:45	0	0	6	1	0	0	0	7	0	0	90	9	1	0	1	101	0	0	3	0	0	0	0	3
13:45 - 14:00	0	0	12	0	0	0	0	12	0	1	106	13	1	0	1	122	0	0	1	0	0	0	0	1
Hourly Total	0	0	36	2	0	0	0	38	0	6	389	60	8	0	3	456	0	0	7	0	0	0	0	7
14:00 - 14:15	0	0	11	0	0	0	0	11	0	3	96	13	1	0	0	113	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	9	0	0	0	0	9	1	2	125	23	2	0	0	153	0	0	2	0	0	0	0	2
14:30 - 14:45	0	0	12	0	0	0	0	12	0	0	115	16	0	0	1	132	0	0	2	1	0	0	0	3
14:45 - 15:00	0	0	10	0	0	0	0	10	0	0	134	17	2	0	2	155	0	0	2	0	0	0	0	2
Hourly Total	0	0	42	0	0	0	0	42	1	5	470	69	5	0	3	553	0	0	6	1	0	0	0	7
15:00 - 15:15	0	0	22	1	0	0	0	23	1	2	96	12	0	0	0	111	0	0	1	0	0	0	0	1
15:15 - 15:30	0	0	10	0	0	0	0	10	0	1	104	18	0	0	0	123	0	0	2	0	0	0	0	2
15:30 - 15:45	0	0	6	1	0	0	0	7	0	1	112	12	1	0	1	127	0	0	1	1	0	0	0	2
15:45 - 16:00	0	1	16	1	0	0	0	18	0	1	141	16	1	0	0	159	0	0	2	0	0	0	0	2
Hourly Total	0	1	54	3	0	0	0	58	1	5	453	58	2	0	1	520	0	0	6	1	0	0	0	7
16:00 - 16:15	0	0	12	1	0	0	0	13	0	0	133	14	1	0	1	149	0	0	1	0	0	0	0	1
16:15 - 16:30	0	0	10	0	0	0	0	10	0	0	127	12	1	0	0	140	0	0	1	0	0	0	0	1
16:30 - 16:45	0	0	13	0	0	0	0	13	0	1	126	20	0	0	1	148	0	0	1	0	0	0	0	1
16:45 - 17:00	0	0	13	2	0	0	0	15	0	1	121	15	1	0	2	140	0	0	0	0	0	0	0	0
Hourly Total	0	0	48	3	0	0	0	51	0	2	507	61	3	0	4	577	0	0	3	0	0	0	0	3
17:00 - 17:15	0	0	14	2	0	0	0	16	0	3	96	9	1	0	1	110	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	11	1	0	0	0	12	0	1	100	16	1	0	1	119	0	0	3	0	0	0	0	3
17:30 - 17:45	0	0	19	1	0	0	0	20	0	1	110	7	0	0	0	118	0	0	1	0	0	0	0	1
17:45 - 18:00	0	0	17	2	0	0	0	19	0	0	110	6	0	0	0	116	0	0	3	0	0	0	0	3
Hourly Total	0	0	61	6	0	0	0	67	0	5	416	38	2	0	2	463	0	0	7	0	0	0	0	7
18:00 - 18:15	0	0	7	1	0	0	0	8	2	0	80	4	0	0	1	87	0	0	1	0	0	0	0	1
18:15 - 18:30	0	0	15	1	0	0	0	16	0	0	118	10	0	0	0	128	0	0	1	0	0	0	0	1
18:30 - 18:45	0	0	6	1	0	0	0	7	0	1	92	5	0	0	0	98	0	0	1	0	0	0	0	1
18:45 - 19:00	0	0	6	0	0	0	0	6	0	1	98	3	0	0	1	103	0	0	2	0	0	0	0	2
Hourly Total	0	0	34	3	0	0	0	37	2	2	388	22	0	0	2	416	0	0	5	0	0	0	0	5
TOTAL	0	1	446	24	0	0	0	471	6	39	4734	649	42	2	38	5510	0	0	56	6	1	0	0	63

Junction: 3
Approach: Access Road

TIME	To A474 (E)								To School Road								To A474 (W)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
08:15 - 08:30	0	0	7	1	0	0	0	8	0	1	0	0	0	0	0	1	0	0	2	0	0	0	0	2
08:30 - 08:45	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
08:45 - 09:00	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1	0	0	2	1	0	0	0	3
Hourly Total	0	0	17	1	0	0	0	18	0	1	1	0	0	0	0	2	0	0	9	1	0	0	0	10
09:00 - 09:15	0	0	6	0	0	0	0	6	0	0	3	0	0	0	0	3	0	0	2	0	0	1	0	3
09:15 - 09:30	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	5	0	0	0	0	5
09:30 - 09:45	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1	0	0	7	3	0	0	0	10
09:45 - 10:00	0	0	9	0	0	0	0	9	0	0	1	0	0	0	0	1	0	0	5	0	0	0	0	5
Hourly Total	0	0	25	0	0	0	0	25	0	0	6	0	0	0	0	6	0	0	19	3	0	1	0	23
10:00 - 10:15	1	0	7	1	0	0	0	9	0	0	0	1	0	0	0	1	0	0	9	1	0	0	0	10
10:15 - 10:30	0	0	10	0	0	0	0	10	0	0	3	0	0	0	0	3	0	0	8	1	0	0	0	9
10:30 - 10:45	0	0	18	2	0	0	0	20	0	0	2	0	0	0	0	2	0	0	6	1	0	0	0	7
10:45 - 11:00	0	0	9	0	0	0	0	9	0	0	2	0	0	0	0	2	0	0	11	0	0	0	0	11
Hourly Total	1	0	44	3	0	0	0	48	0	0	7	1	0	0	0	8	0	0	34	3	0	0	0	37
11:00 - 11:15	0	0	9	0	0	0	0	9	0	0	3	0	0	0	0	3	0	0	10	0	0	0	0	10
11:15 - 11:30	0	0	11	0	0	0	0	11	0	0	2	0	0	0	0	2	0	0	6	2	0	0	0	8
11:30 - 11:45	0	0	10	3	0	0	0	13	0	0	3	0	0	0	0	3	0	0	8	2	0	0	0	10
11:45 - 12:00	0	0	12	1	0	0	0	13	0	0	2	0	0	0	0	2	0	0	10	1	0	0	0	11
Hourly Total	0	0	42	4	0	0	0	46	0	0	10	0	0	0	0	10	0	0	34	5	0	0	0	39
12:00 - 12:15	0	0	15	1	0	0	0	16	0	0	3	0	0	0	0	3	0	0	11	0	0	0	0	11
12:15 - 12:30	0	0	19	1	0	0	0	20	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12
12:30 - 12:45	0	0	13	0	0	0	0	13	0	0	4	0	0	0	0	4	0	0	12	2	0	0	0	14
12:45 - 13:00	0	0	15	1	0	0	0	16	0	0	1	0	0	0	0	1	0	0	8	1	0	0	0	9
Hourly Total	0	0	62	3	0	0	0	65	0	0	8	0	0	0	0	8	0	0	42	4	0	0	0	46
13:00 - 13:15	0	0	11	1	0	0	0	12	0	0	3	0	0	0	0	3	0	0	7	0	0	0	0	7
13:15 - 13:30	0	0	13	1	0	0	0	14	0	0	5	0	0	0	0	5	0	0	9	0	0	0	0	9
13:30 - 13:45	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7
13:45 - 14:00	0	0	12	1	0	0	0	13	0	0	2	0	0	0	0	2	0	0	9	0	0	0	0	9
Hourly Total	0	0	47	3	0	0	0	50	0	0	10	0	0	0	0	10	0	0	31	1	0	0	0	32
14:00 - 14:15	0	0	11	0	0	0	0	11	0	0	5	0	0	0	0	5	0	0	9	0	0	0	0	9
14:15 - 14:30	0	0	13	0	0	0	0	13	0	0	1	0	0	0	0	1	0	0	12	0	0	0	0	12
14:30 - 14:45	0	0	18	1	0	0	0	19	0	0	2	0	0	0	0	2	0	0	5	1	0	0	0	6
14:45 - 15:00	0	0	6	0	0	0	0	6	0	0	4	1	0	0	0	5	0	0	9	0	0	0	0	9
Hourly Total	0	0	48	1	0	0	0	49	0	0	12	1	0	0	0	13	0	0	35	1	0	0	0	36
15:00 - 15:15	0	0	38	0	0	0	0	38	0	0	3	0	0	0	0	3	0	0	33	0	0	0	0	33
15:15 - 15:30	0	0	16	2	0	0	0	18	0	0	2	0	0	0	0	2	0	0	10	0	0	0	0	10
15:30 - 15:45	0	0	17	2	0	0	0	19	0	0	5	1	0	0	0	6	0	0	10	1	0	0	0	11
15:45 - 16:00	0	0	11	0	0	0	0	11	0	0	1	0	0	0	0	1	0	0	12	0	0	0	0	12
Hourly Total	0	0	82	4	0	0	0	86	0	0	11	1	0	0	0	12	0	0	65	1	0	0	0	66
16:00 - 16:15	0	0	9	0	0	0	0	9	0	0	3	0	0	0	0	3	0	0	12	0	0	0	0	12
16:15 - 16:30	0	0	11	1	0	0	0	12	0	1	3	0	0	0	0	4	0	0	11	0	0	0	0	11
16:30 - 16:45	0	0	7	2	0	0	0	9	0	0	5	0	0	0	0	5	0	1	6	0	0	0	0	7
16:45 - 17:00	0	0	7	0	0	0	0	7	0	1	4	0	0	0	0	5	0	0	4	0	0	0	0	4
Hourly Total	0	0	34	3	0	0	0	37	0	2	15	0	0	0	0	17	0	1	33	0	0	0	0	34
17:00 - 17:15	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
17:15 - 17:30	0	0	9	2	0	0	0	11	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4
17:30 - 17:45	0	0	8	1	0	0	0	9	0	0	2	0	0	0	0	2	0	0	7	0	0	0	0	7
17:45 - 18:00	0	0	10	0	0	0	0	10	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	36	4	0	0	0	40	0	0	7	0	0	0	0	7	0	0	19	0	0	0	0	19
18:00 - 18:15	0	0	5	0	0	0	0	5	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3
18:15 - 18:30	0	0	2	2	0	0	0	4	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1
18:30 - 18:45	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
18:45 - 19:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
Hourly Total	0	0	15	2	0	0	0	17	0	0	7	0	0	0	0	7	0	0	9	0	0	0	0	9
TOTAL	1	0	453	28	0	0	0	482	0	3	94	3	0	0	0	100	0	1	330	21	0	1	0	353

Junction: 3

Approach: A474 East

	To School Road								To A474 (W)								To Access Road								U-Turn								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
07:00 - 07:15	0	0	2	0	0	0	0	2	2	0	12	1	3	1	1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 - 07:30	0	0	0	0	0	0	0	0	0	2	25	5	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 - 07:45	0	0	0	0	0	0	0	0	0	1	20	2	0	0	2	25	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	
07:45 - 08:00	0	0	1	1	0	0	0	2	0	0	25	10	1	0	1	37	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	
Hourly Total	0	0	3	1	0	0	0	4	2	3	82	18	4	1	4	114	0	0	3	2	0	0	0	5	0	0	0	0	0	0	0	0	
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	27	6	1	0	1	35	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	
08:15 - 08:30	0	0	3	0	0	0	0	3	0	0	35	6	1	0	2	44	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
08:30 - 08:45	0	0	3	0	0	0	0	3	0	0	36	9	2	0	0	47	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	
08:45 - 09:00	0	0	3	0	0	0	0	3	0	0	54	12	0	0	2	68	0	0	9	0	0	1	0	10	0	0	0	0	0	0	0	0	
Hourly Total	0	0	9	0	0	0	0	9	0	0	152	33	4	0	5	194	0	0	18	0	0	1	0	19	0	0	0	0	0	0	0	0	
09:00 - 09:15	0	0	0	0	0	0	0	0	1	0	51	11	0	1	0	64	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0	
09:15 - 09:30	0	0	5	1	0	0	0	6	0	0	60	7	0	0	1	68	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	
09:30 - 09:45	0	0	4	1	0	0	0	5	1	0	57	5	1	0	0	64	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0	
09:45 - 10:00	0	0	4	0	0	0	0	4	10	0	92	14	1	0	2	119	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	
Hourly Total	0	0	13	2	0	0	0	15	12	0	260	37	2	1	3	315	0	0	30	2	0	0	0	32	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	5	1	0	0	0	6	0	0	80	4	0	1	1	86	0	0	18	1	0	0	0	19	0	0	0	0	0	0	0	0	
10:15 - 10:30	0	0	4	0	0	0	0	4	0	1	60	6	0	0	0	67	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0	
10:30 - 10:45	0	0	1	1	0	0	0	2	1	0	101	4	0	0	0	106	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0	
10:45 - 11:00	0	0	2	0	0	0	0	2	2	2	82	8	1	0	2	97	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	
Hourly Total	0	0	12	2	0	0	0	14	3	3	323	22	1	1	3	356	0	0	57	1	0	0	0	58	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	2	0	0	0	0	2	0	0	84	4	0	0	1	89	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	
11:15 - 11:30	0	0	3	2	0	0	0	5	0	1	100	8	1	0	0	110	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0	
11:30 - 11:45	0	0	2	1	0	0	0	3	0	1	80	5	2	0	0	88	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0	
11:45 - 12:00	0	0	2	1	0	0	0	3	0	0	86	3	0	0	2	91	0	0	22	1	0	0	0	23	0	0	0	0	0	0	0	0	
Hourly Total	0	0	9	4	0	0	0	13	0	2	350	20	3	0	3	378	0	0	55	2	0	0	0	57	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	5	1	0	0	0	6	4	0	109	5	1	0	0	119	0	0	22	1	0	0	0	23	0	0	0	0	0	0	0	0	
12:15 - 12:30	0	0	5	0	0	0	0	5	3	0	90	3	0	0	1	97	0	0	17	1	0	0	0	18	0	0	0	0	0	0	0	0	
12:30 - 12:45	0	0	2	0	0	0	0	2	0	0	93	14	1	0	0	108	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0	
12:45 - 13:00	0	0	2	0	0	0	0	2	1	1	115	7	0	0	2	126	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	
Hourly Total	0	0	14	1	0	0	0	15	8	1	407	29	2	0	3	450	0	0	65	2	0	0	0	67	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	3	0	0	0	0	3	0	0	102	10	0	0	0	112	0	0	15	1	0	0	0	16	0	0	0	0	0	0	0	0	
13:15 - 13:30	0	0	7	2	0	0	0	9	1	0	90	7	0	0	1	99	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	
13:30 - 13:45	0	0	3	0	0	0	0	3	0	1	98	11	0	0	0	110	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	
13:45 - 14:00	0	0	1	1	0	0	0	2	1	1	75	6	0	0	2	85	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0	
Hourly Total	0	0	14	3	0	0	0	17	2	2	365	34	0	0	3	406	0	0	39	2	0	0	0	41	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	1	1	0	0	0	2	0	0	77	8	0	0	0	85	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	
14:15 - 14:30	0	0	10	0	0	0	0	10	0	1	81	10	0	0	1	93	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	
14:30 - 14:45	0	0	4	0	0	0	0	4	0	2	79	5	0	0	1	87	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0	
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	91	9	1	0	1	102	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0	
Hourly Total	0	0	15	1	0	0	0	16	0	3	328	32	1	0	3	367	0	0	44	0	0	0	0	44	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	6	0	0	0	0	6	0	0	82	7	0	0	0	89	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	
15:15 - 15:30	0	0	5	0	0	0	0	5	0	1	84	5	0	0	1	91	0	0	12	2	0	0	0	14	0	0	0	0	0	0	0	0	
15:30 - 15:45	0	0	6	0	0	0	0	6	0	3	90	7	0	0	0	100	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	
15:45 - 16:00	0	0	4	0	0	0	0	4	0	0	92	7	0	0	2	101	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0	
Hourly Total	0	0	21	0	0	0	0	21	0	4	348	26	0	0	3	381	0	0	36	3	0	0	0	39	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	9	2	0	0	0	11	1	1	83	7	0	0	0	92	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0	
16:15 - 16:30	0	0	6	0	0	0	0	6	0	0	83	4	0	0	1	88	0	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0	
16:30 - 16:45	0	0	4	0	0	0	0	4	0	1	78	7</																					

Junction: 3
Approach: School Road

TIME	To A474 (W)								To Access Road								To A474 (E)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	1	0	0	11
07:30 - 07:45	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11
07:45 - 08:00	0	0	1	0	0	0	0	1	0	1	1	0	0	0	0	2	0	0	8	3	0	0	0	11
Hourly Total	0	0	3	1	0	0	0	4	0	1	1	0	0	0	0	2	0	0	33	6	1	0	0	40
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	15	0	0	0	0	15
08:15 - 08:30	0	0	5	1	0	0	0	6	0	0	2	0	0	0	0	2	0	0	4	1	0	0	0	5
08:30 - 08:45	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	15	1	0	0	1	17
08:45 - 09:00	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15
Hourly Total	0	0	10	2	0	0	0	12	0	0	5	0	0	0	0	5	0	0	48	3	0	0	1	52
09:00 - 09:15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	25	2	0	0	0	27
09:15 - 09:30	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	4	0	1	17	0	0	0	0	18
09:30 - 09:45	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	3	0	0	18	3	0	0	1	22
09:45 - 10:00	0	0	5	1	0	0	0	6	0	0	2	0	0	0	0	2	0	0	14	1	0	0	0	15
Hourly Total	0	0	15	1	0	0	0	16	0	0	9	0	0	0	0	9	0	1	74	6	0	0	1	82
10:00 - 10:15	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4	0	0	18	2	0	0	0	20
10:15 - 10:30	0	0	3	0	0	0	0	3	0	0	2	1	0	0	0	3	0	0	22	1	1	0	1	25
10:30 - 10:45	0	0	3	2	0	0	0	5	0	0	4	1	0	0	0	5	0	0	12	2	0	0	0	14
10:45 - 11:00	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0	1	23	3	0	0	0	27
Hourly Total	0	0	14	3	0	0	0	17	0	0	10	2	0	0	0	12	0	1	75	8	1	0	1	86
11:00 - 11:15	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	0	0	30	3	0	0	0	33
11:15 - 11:30	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	0	0	29	1	0	0	0	30
11:30 - 11:45	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	19	2	0	0	1	22
11:45 - 12:00	0	0	0	1	0	0	0	1	0	0	4	0	0	0	0	4	0	0	28	0	1	0	0	29
Hourly Total	0	0	8	1	0	0	0	9	0	0	10	0	0	0	0	10	0	0	106	6	1	0	1	114
12:00 - 12:15	0	0	4	0	0	0	0	4	0	0	8	0	0	0	0	8	0	0	24	1	0	0	0	25
12:15 - 12:30	0	0	1	1	0	0	0	2	0	0	3	0	0	0	0	3	0	0	29	1	0	0	0	30
12:30 - 12:45	0	0	3	1	0	0	0	4	0	0	3	0	0	0	0	3	0	0	24	4	0	0	1	29
12:45 - 13:00	0	0	4	2	0	0	0	6	0	0	2	0	0	0	0	2	0	0	21	2	0	0	0	23
Hourly Total	0	0	12	4	0	0	0	16	0	0	16	0	0	0	0	16	0	0	98	8	0	0	1	107
13:00 - 13:15	0	0	1	2	0	0	0	3	0	0	4	0	0	0	0	4	0	0	25	0	0	0	0	25
13:15 - 13:30	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	3	0	0	22	1	0	0	0	23
13:30 - 13:45	0	0	4	0	0	0	0	4	0	0	5	0	0	0	0	5	0	0	27	1	0	0	0	28
13:45 - 14:00	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3	0	0	29	3	0	0	0	32
Hourly Total	0	0	13	2	0	0	0	15	0	0	15	0	0	0	0	15	0	0	103	5	0	0	0	108
14:00 - 14:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1	21	0	0	0	0	22
14:15 - 14:30	0	0	4	0	0	0	0	4	0	0	3	0	0	0	0	3	0	0	27	0	0	0	0	27
14:30 - 14:45	0	0	6	0	0	0	0	6	0	0	3	0	0	0	0	3	0	0	25	1	0	0	1	27
14:45 - 15:00	0	0	0	1	0	0	0	1	0	0	2	1	0	0	0	3	0	1	20	1	0	0	0	22
Hourly Total	0	0	11	1	0	0	0	12	0	0	9	1	0	0	0	10	0	2	93	2	0	0	1	98
15:00 - 15:15	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	0	0	23	2	0	0	0	25
15:15 - 15:30	0	0	6	0	0	0	0	6	0	0	4	0	0	0	0	4	0	0	18	2	0	0	1	21
15:30 - 15:45	0	0	2	0	0	0	0	2	0	0	6	0	0	0	0	6	0	0	11	1	0	0	0	12
15:45 - 16:00	0	0	4	0	0	0	0	4	0	0	3	0	0	0	0	3	0	0	17	1	0	0	0	18
Hourly Total	0	0	13	0	0	0	0	13	0	0	17	0	0	0	0	17	0	0	69	6	0	0	1	76
16:00 - 16:15	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3	0	0	19	1	0	0	0	20
16:15 - 16:30	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4	0	0	22	0	0	0	0	22
16:30 - 16:45	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	0	1	20	1	0	0	1	23
16:45 - 17:00	0	0	3	1	0	0	0	4	0	0	2	0	0	0	0	2	0	0	21	0	0	0	0	21
Hourly Total	0	0	11	1	0	0	0	12	0	0	11	0	0	0	0	11	0	1	82	2	0	0	1	86
17:00 - 17:15	0	2	2	0	0	0	0	4	0	0	3	0	0	0	0	3	0	0	27	0	0	0	0	27
17:15 - 17:30	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4	0	0	25	2	0	0	1	28
17:30 - 17:45	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2	0	0	23	3	0	0	0	26
17:45 - 18:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	22
Hourly Total	0	2	8	0	0	0	0	10	0	0	9	0	0	0	0	9	0	0	97	5	0	0	1	103
18:00 - 18:15	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2	0	0	18	0	0	0	0	18
18:15 - 18:30	0	0	0	1	0	0	0	1	0	0	5	0	0	0	0	5	0	0	14	0	0	0	0	14
18:30 - 18:45	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	26	1	0	0	0	29
18:45 - 19:00	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15
Hourly Total	0	0	8	1	0	0	0	9	0	0	7	0	0	0	0	7	0	2	73	1	0	0	0	76
TOTAL	0	2	126	17	0	0	0	145	0	1	119	3	0	0	0	123	0	7	951	58	3	0	9	1028

Junction: 3
Approach: A474 West

TIME	To Access Road								To A474 (E)								To School Road							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	1	1	13	2	0	0	1	18	0	0	0	0	1	0	0	1
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	14	4	2	0	0	20	0	0	1	0	0	0	0	1
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	30	9	1	0	0	40	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	1	0	0	0	0	1	0	0	41	3	1	0	1	46	0	0	0	0	1	0	0	1
Hourly Total	0	0	2	0	0	0	0	2	1	1	98	18	4	0	2	124	0	0	1	0	2	0	0	3
08:00 - 08:15	0	0	4	0	0	0	0	4	0	0	32	4	2	0	0	38	0	0	1	1	0	0	0	2
08:15 - 08:30	0	0	2	1	0	0	0	3	0	0	39	6	0	0	1	46	0	0	1	0	0	0	0	1
08:30 - 08:45	0	0	2	0	0	0	0	2	0	1	52	6	1	1	1	62	0	0	2	0	0	0	0	2
08:45 - 09:00	0	0	7	0	0	0	0	7	1	1	59	12	0	0	0	73	0	0	0	0	0	0	0	0
Hourly Total	0	0	15	1	0	0	0	16	1	2	182	28	3	1	2	219	0	0	4	1	0	0	0	5
09:00 - 09:15	0	0	6	0	0	0	0	6	2	0	61	8	0	0	0	71	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	9	1	0	0	0	10	0	0	72	7	1	0	0	80	0	0	0	1	0	0	0	1
09:30 - 09:45	0	0	8	0	0	0	0	8	1	0	89	7	0	0	1	98	0	0	0	0	0	0	0	0
09:45 - 10:00	1	0	7	0	0	0	0	8	1	1	73	13	0	0	1	89	0	0	0	0	0	0	0	0
Hourly Total	1	0	30	1	0	0	0	32	4	1	295	35	1	0	2	338	0	0	0	1	0	0	0	1
10:00 - 10:15	0	0	6	0	0	0	0	6	0	1	73	10	1	0	1	86	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	11	2	0	0	0	13	4	0	95	10	1	1	0	111	0	0	2	0	0	0	0	2
10:30 - 10:45	0	0	10	1	0	0	0	11	0	3	76	7	1	0	1	88	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	9	0	0	0	0	9	2	0	101	13	0	0	1	117	0	0	1	0	0	0	0	1
Hourly Total	0	0	36	3	0	0	0	39	6	4	345	40	3	1	3	402	0	0	3	0	0	0	0	3
11:00 - 11:15	0	0	9	0	0	0	0	9	0	2	107	12	0	0	0	121	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	10	2	0	0	0	12	0	1	109	5	0	0	1	116	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	16	1	0	0	0	17	3	0	90	4	0	1	0	98	0	0	1	1	0	0	0	2
11:45 - 12:00	0	0	18	1	0	0	0	19	2	0	115	5	0	0	2	124	0	0	1	0	0	0	0	1
Hourly Total	0	0	53	4	0	0	0	57	5	3	421	26	0	1	3	459	0	0	2	1	0	0	0	3
12:00 - 12:15	0	0	14	1	0	0	0	15	1	0	119	16	1	0	0	137	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	13	1	0	0	0	14	0	0	124	12	1	1	1	139	0	0	1	0	0	0	0	1
12:30 - 12:45	0	0	8	0	0	0	0	8	0	0	101	8	0	0	0	109	0	0	3	0	0	0	0	3
12:45 - 13:00	0	0	9	1	0	0	0	10	1	0	132	13	0	0	2	148	0	0	2	1	0	0	0	3
Hourly Total	0	0	44	3	0	0	0	47	2	0	476	49	2	1	3	533	0	0	6	1	0	0	0	7
13:00 - 13:15	0	0	10	0	0	0	0	10	0	0	108	8	0	0	1	117	0	0	1	1	0	0	0	2
13:15 - 13:30	0	0	11	0	0	0	0	11	0	6	89	5	0	0	1	101	0	0	2	0	0	0	0	2
13:30 - 13:45	0	0	9	0	0	0	0	9	1	1	107	7	0	0	1	117	0	0	1	0	0	0	0	1
13:45 - 14:00	0	0	9	0	0	0	0	9	0	0	102	7	0	0	1	110	0	0	1	1	0	0	0	2
Hourly Total	0	0	39	0	0	0	0	39	1	7	406	27	0	0	4	445	0	0	5	2	0	0	0	7
14:00 - 14:15	0	0	11	1	0	0	0	12	0	1	104	6	0	0	1	112	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	11	1	0	0	0	12	1	0	100	10	0	0	0	111	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	11	1	0	0	0	12	0	1	97	9	0	0	0	107	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	9	1	0	0	0	10	0	1	94	7	0	0	2	104	0	0	0	0	0	0	0	0
Hourly Total	0	0	42	4	0	0	0	46	1	3	395	32	0	0	3	434	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	9	0	0	0	0	9	0	1	100	13	0	0	1	115	0	0	1	2	0	0	0	3
15:15 - 15:30	1	0	16	2	0	0	0	19	0	0	92	4	0	0	0	96	0	0	2	0	0	0	0	2
15:30 - 15:45	0	0	9	0	0	0	0	9	0	1	71	10	0	0	0	82	0	0	1	0	0	0	0	1
15:45 - 16:00	0	0	7	0	0	0	0	7	0	0	100	3	0	0	2	105	0	0	1	0	0	0	0	1
Hourly Total	1	0	41	2	0	0	0	44	0	2	363	30	0	0	3	398	0	0	5	2	0	0	0	7
16:00 - 16:15	0	1	12	0	0	0	0	13	0	2	90	7	0	0	1	100	0	0	0	0	0	0	0	0
16:15 - 16:30	0	1	10	0	0	0	0	11	0	1	90	10	0	0	0	101	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	6	1	0	0	0	7	0	0	87	6	0	0	1	94	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	13	0	0	0	0	13	0	1	72	2	0	0	1	76	0	0	1	0	0	0	0	1
Hourly Total	0	2	41	1	0	0	0	44	0	4	339	25	0	0	3	371	0	0	1	0	0	0	0	1
17:00 - 17:15	0	0	14	0	0	0	0	14	0	0	102	4	0	0	1	107	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	9	0	0	0	0	9	0	2	82	6	0	0	0	90	0	0	1	0	0	0	0	1
17:30 - 17:45	0	0	7	0	0	0	0	7	1	0	102	4	1	0	0	108	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	7	0	0	0	0	7	0	0	69	2	0	0	2	73	0	0	1	0	0	0	0	1
Hourly Total	0	0	37	0	0	0	0	37	1	2	355	16	1	0	3	378	0	0	2	0	0	0	0	2
18:00 - 18:15	0	0	9	2	0	0	0	11	1	0	72	5	0	0	0	78	0	0	1	0	0	0	0	1
18:15 - 18:30	0	0	3	1	0	0	0	4	0	0	92	4	0	0	1	97	0	0	1	0	0	0	0	1
18:30 - 18:45	0	0	1	0	0	0	0	1	1	0	64	3	0	0	0	68	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	4	0	0	0	0	4	0	1	76	1	0	0	0	78	0	0	2	0	0	0	0	2
Hourly Total	0	0	17	3	0	0	0	20	2	1	304	13	0	0	1	321	0	0	4	0	0	0	0	4
TOTAL	2	2	397	22	0	0	0	423	24	30	3979	339	14	4	32	4422	0	0	33	8	2	0	0	43

Lidl - Poundstretcher

TIME	From Poundstretcher To Lidl								From Lidl To Poundstretcher							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	1	0	0	0	0	1	0	0	3	1	0	0	0	4
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
12:30 - 12:45	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
12:45 - 13:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	2	0	0	5	0	0	0	0	5
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
14:45 - 15:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:15 - 16:30	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
TOTAL	0	0	9	0	0	0	0	9	0	0	24	2	0	0	0	26

Lidl - Poundstretcher

TIME	From Poundstretcher To Lidl								From Lidl To Poundstretcher							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
11:00 - 11:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
11:30 - 11:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 - 12:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
13:30 - 13:45	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
13:45 - 14:00	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
Hourly Total	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
15:30 - 15:45	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	2	0	0	5	0	0	0	0	5
16:00 - 16:15	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:30 - 16:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
Hourly Total	1	0	2	0	0	0	0	3	0	0	4	0	0	0	0	4
17:00 - 17:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
TOTAL	2	0	15	0	0	0	0	17	0	0	30	0	0	0	0	30

APPENDIX D

March 2020 Surveys Summary

Neath, Wednesday 26th February 2020

Junction: Access Road / Lidl

Approach: Lidl

TIME	Left to Access Road (North)				Right to Access Road (South)			
	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
1600 - 1615	0	0	0	0	28	0	0	28
1615 - 1630	3	0	0	3	22	0	0	22
1630 - 1645	1	0	0	1	17	0	0	17
1645 - 1700	0	0	0	0	15	0	0	15
Hourly Total	4	0	0	4	82	0	0	82
1700 - 1715	1	0	0	1	28	0	0	28
1715 - 1730	0	0	0	0	8	0	0	8
1730 - 1745	0	0	0	0	22	0	0	22
1745 - 1800	1	0	0	1	24	0	0	24
Hourly Total	2	0	0	2	82	0	0	82
1800 - 1815	1	0	0	1	15	0	0	15
1815 - 1830	0	0	0	0	23	0	0	23
1830 - 1845	1	0	0	1	16	0	0	16
1845 - 1900	0	0	0	0	22	0	0	22
Hourly Total	2	0	0	2	76	0	0	76
TOTAL	8	0	0	8	240	0	0	240



Neath, Wednesday 26th February 2020

Junction: Access Road / Lidl

Approach: Access Road (North)

	Ahead to Access Road (South)				Right to Lidl			
TIME	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
1600 - 1615	5	0	0	5	0	0	0	0
1615 - 1630	16	0	0	16	0	0	0	0
1630 - 1645	15	0	0	15	1	0	0	1
1645 - 1700	11	0	0	11	0	0	0	0
Hourly Total	47	0	0	47	1	0	0	1
1700 - 1715	12	1	0	13	1	0	0	1
1715 - 1730	11	0	0	11	2	0	0	2
1730 - 1745	5	0	0	5	0	0	0	0
1745 - 1800	14	0	0	14	0	0	0	0
Hourly Total	42	1	0	43	3	0	0	3
1800 - 1815	15	0	0	15	0	0	0	0
1815 - 1830	12	0	0	12	1	0	0	1
1830 - 1845	11	0	0	11	3	0	0	3
1845 - 1900	11	0	0	11	0	0	0	0
Hourly Total	49	0	0	49	4	0	0	4
TOTAL	138	1	0	139	8	0	0	8

Neath, Wednesday 26th February 2020

Junction: Access Road / Lidl

Approach: Access Road (South)

	Left to Lidl				Ahead to Access Road (North)			
TIME	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
1600 - 1615	17	0	0	17	14	0	0	14
1615 - 1630	19	0	0	19	15	0	0	15
1630 - 1645	20	0	0	20	25	0	0	25
1645 - 1700	22	0	0	22	26	0	0	26
Hourly Total	78	0	0	78	80	0	0	80
1700 - 1715	18	0	0	18	23	1	0	24
1715 - 1730	26	0	0	26	19	0	0	19
1730 - 1745	17	0	0	17	32	0	0	32
1745 - 1800	17	0	0	17	38	0	0	38
Hourly Total	78	0	0	78	112	1	0	113
1800 - 1815	21	0	0	21	24	0	0	24
1815 - 1830	18	0	0	18	34	0	0	34
1830 - 1845	17	0	0	17	22	0	0	22
1845 - 1900	12	0	0	12	13	0	0	13
Hourly Total	68	0	0	68	93	0	0	93
TOTAL	224	0	0	224	285	1	0	286

Neath, Saturday 1st March 2020

Lidl Car Park

TIME	IN				OUT			
	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
1000 - 1015	25	0	0	25	21	0	0	21
1015 - 1030	19	0	0	19	28	0	0	28
1030 - 1045	27	0	0	27	22	0	0	22
1045 - 1100	22	0	0	22	26	0	0	26
Hourly Total	93	0	0	93	97	0	0	97
1100 - 1115	29	1	0	30	22	0	0	22
1115 - 1130	27	0	0	27	29	0	0	29
1130 - 1145	32	0	0	32	30	1	0	31
1145 - 1200	24	0	0	24	24	0	0	24
Hourly Total	112	1	0	113	105	1	0	106
1200 - 1215	29	0	0	29	31	0	0	31
1215 - 1230	23	0	0	23	28	0	0	28
1230 - 1245	27	0	0	27	23	0	0	23
1245 - 1300	31	0	0	31	25	0	0	25
Hourly Total	110	0	0	110	107	0	0	107
1300 - 1315	26	0	0	26	29	0	0	29
1315 - 1330	29	0	0	29	27	0	0	27
1330 - 1345	24	0	0	24	30	0	0	30
1345 - 1400	29	0	0	29	30	0	0	30
Hourly Total	108	0	0	108	116	0	0	116
TOTAL	315	1	0	316	309	1	0	310

IN AT START			
LIGHT	HEAVY	BUS	TOTAL
35	0	0	35

ACCUMULATION			
LIGHT	HEAVY	BUS	TOTAL
39	0	0	39
30	0	0	30
35	0	0	35
31	0	0	31
38	1	0	39
36	1	0	37
38	0	0	38
38	0	0	38
36	0	0	36
31	0	0	31
35	0	0	35
41	0	0	41
38	0	0	38
40	0	0	40
34	0	0	34
33	0	0	33

33	0	0	33
LIGHT	HEAVY	BUS	TOTAL
IN AT START			

APPENDIX E

March 2020 and November 2021 Survey Comparison

21-00738 Briton Ferry Road, Lidl

Lidl Trip Rates Covid Factor Calculation

Existing Lidl: November 2021 Survey				Existing Lidl: March 2020 Survey				DIFFERENCE (March - November)			
WEEKDAY			SATURDAY			WEEKDAY			WEEKDAY		
TRIPS OUT	TRIPS IN	TWO-WAY	TRIPS OUT	TRIPS IN	TWO-WAY	TRIPS OUT	TRIPS IN	TWO-WAY	TRIPS OUT	TRIPS IN	TWO-WAY
07:00 - 07:15	1	0	1	1	0	0	0	0			
07:15 - 07:30	0	1	1	0	0	0	0	0			
07:30 - 07:45	1	1	2	0	1	1	0	1			
07:45 - 08:00	0	4	4	2	6	8	2	8			
08:00 - 08:15	4	10	14	2	8	10	11	6			
08:15 - 08:30	10	15	25	5	7	12	10	8			
08:30 - 08:45	9	8	17	7	8	15	5	10			
08:45 - 09:00	15	13	28	12	13	25	7	11			
09:00 - 09:15	9	7	16	15	19	34	16	10			
09:15 - 09:30	11	15	26	14	13	27	15	14			
09:30 - 09:45	13	12	25	15	14	29	13	16			
09:45 - 10:00	7	7	14	11	13	24	21	17			
10:00 - 10:15	11	15	26	20	25	41	19	24			
10:15 - 10:30	11	9	20	16	25	37	21	17			
10:30 - 10:45	11	10	21	14	17	38	23	17			
10:45 - 11:00	12	10	22	15	17	40	19	15			
11:00 - 11:15	9	13	22	13	15	34	12	25			
11:15 - 11:30	18	25	43	22	13	35	22	13			
11:30 - 11:45	19	12	31	14	21	35	18	15			
11:45 - 12:00	18	16	34	18	16	34	17	15			
12:00 - 12:15	11	20	31	18	15	33	20	18			
12:15 - 12:30	13	9	22	17	15	32	9	16			
12:30 - 12:45	15	7	22	20	18	38	18	11			
12:45 - 13:00	10	14	24	9	16	25	8	26			
13:00 - 13:15	15	15	30	23	14	37	23	14			
13:15 - 13:30	13	13	26	19	13	32	19	13			
13:30 - 13:45	14	19	33	15	16	31	15	17			
13:45 - 14:00	17	12	29	13	8	21	13	11			
14:00 - 14:15	16	21	37	9	10	19	9	10			
14:15 - 14:30	22	17	39	15	12	27	8	5			
14:30 - 14:45	11	12	23	7	9	16	7	9			
14:45 - 15:00	13	19	32	7	9	16	7	9			
15:00 - 15:15	13	26	39	7	6	13	7	6			
15:15 - 15:30	32	17	49	5	2	7	5	2			
15:30 - 15:45	19	23	42	5	5	10					
15:45 - 16:00	19	16	35								
16:00 - 16:15	21	19	40								
16:15 - 16:30	19	20	39								
16:30 - 16:45	20	17	37								
16:45 - 17:00	21	15	36								
17:00 - 17:15	8	16	24								
17:15 - 17:30	17	12	29								
17:30 - 17:45	9	13	22								
17:45 - 18:00	18	14	32								
18:00 - 18:15	13	13	26								
18:15 - 18:30	18	14	32								
18:30 - 18:45	12	6	18								
18:45 - 19:00	10	9	19								
Weekday PM Period Two-Way Total -			354	Weekday PM Period Two-Way Total -			480	Weekday PM Period Two-Way Total -			126
Saturday Period Two-Way Total -			543	Saturday Period Two-Way Total -			850	Saturday Period Two-Way Total -			307
											</

21-00738 Briton Ferry Road, Lidl

Existing Lidl Unit Covid Factor Increase

EXISTING LIDL UNIT				COVID FACTOR INCREASE				EXISTING LIDL + COVID FACTOR INCREASE											
FRIDAY			SATURDAY			FRIDAY			SATURDAY			FRIDAY			SATURDAY				
	TRIPS OUT	TRIPS IN	TWO-WAY		TRIPS OUT	TRIPS IN	TWO-WAY		TRIPS OUT	TRIPS IN	TWO-WAY		TRIPS OUT	TRIPS IN	TWO-WAY		TRIPS OUT	TRIPS IN	TWO-WAY
07:00 to 08:00	2	6	8	3	7	10	+1	+2	+3	+2	+4	+6	3	8	11	5	11	16	
07:15 to 08:15	5	16	21	4	15	19	+2	+6	+8	+2	+8	+10	7	22	29	6	23	29	
07:30 to 08:30	15	30	45	15	21	36	+5	+11	+16	+8	+12	+20	20	41	61	23	33	56	
07:45 to 08:45	23	38	61	20	27	47	+8	+14	+22	+11	+15	+26	31	52	83	31	42	73	
08:00 to 09:00	38	47	85	28	30	58	+14	+17	+31	+16	+17	+33	52	64	116	44	47	91	
08:15 to 09:15	44	44	88	34	30	64	+16	+16	+32	+19	+17	+36	60	60	120	53	47	100	
08:30 to 09:30	45	44	89	28	34	62	+16	+16	+32	+16	+19	+35	61	60	121	44	53	97	
08:45 to 09:45	49	47	96	35	40	75	+17	+17	+34	+20	+23	+43	66	64	130	55	63	118	
09:00 to 10:00	41	41	82	32	42	74	+15	+15	+30	+18	+24	+42	56	56	112	50	66	116	
09:15 to 10:15	42	49	91	39	53	92	+15	+17	+32	+22	+30	+52	57	66	123	61	83	144	
09:30 to 10:30	42	43	85	50	53	103	+15	+15	+30	+28	+30	+58	57	58	115	78	83	161	
09:45 to 10:45	40	41	81	52	53	105	+14	+15	+29	+29	+30	+59	54	56	110	81	83	164	
10:00 to 11:00	45	44	89	60	56	116	+16	+16	+32	+34	+32	+66	61	60	121	94	88	182	
10:15 to 11:15	43	42	85	58	53	111	+15	+15	+30	+33	+30	+63	58	57	115	91	83	174	
10:30 to 11:30	50	58	108	53	56	109	+18	+21	+39	+30	+32	+62	68	79	147	83	88	171	
10:45 to 11:45	58	60	118	59	60	119	+21	+21	+42	+33	+34	+67	79	81	160	92	94	186	
11:00 to 12:00	64	66	130	60	71	131	+23	+23	+46	+34	+40	+74	87	89	176	94	111	205	
11:15 to 12:15	66	73	139	66	79	145	+23	+26	+49	+37	+45	+82	89	99	188	103	124	227	
11:30 to 12:30	61	57	118	76	83	159	+22	+20	+42	+43	+47	+90	83	77	160	119	130	249	
11:45 to 12:45	57	52	109	79	83	162	+20	+19	+39	+45	+47	+92	77	71	148	124	130	254	
12:00 to 13:00	49	50	99	82	73	155	+17	+18	+35	+46	+41	+87	66	68	134	128	114	242	
12:15 to 13:15	53	45	98	75	74	149	+19	+16	+35	+42	+42	+84	72	61	133	117	116	233	
12:30 to 13:30	53	49	102	76	70	146	+19	+17	+36	+43	+40	+83	72	66	138	119	110	229	
12:45 to 13:45	52	61	113	67	74	141	+19	+22	+41	+38	+42	+80	71	83	154	105	116	221	
13:00 to 14:00	59	59	118	66	75	141	+21	+21	+42	+37	+42	+79	80	80	160	103	117	220	
13:15 to 14:15	60	65	125	72	65	137	+21	+23	+44	+41	+37	+78	81	88	169	113	102	215	
13:30 to 14:30	69	69	138	67	67	134	+25	+25	+50	+38	+38	+76	94	94	188	105	105	210	
13:45 to 14:45	66	62	128	73	64	137	+23	+22	+45	+41	+36	+77	89	84	173	114	100	214	
14:00 to 15:00	62	69	131	64	64	128	+22	+25	+47	+36	+36	+72	84	94	178	100	100	200	
14:15 to 15:15	59	74	133	64	60	124	+21	+26	+47	+36	+34	+70	80	100	180	100	94	194	
14:30 to 15:30	69	74	143	55	71	126	+25	+26	+51	+31	+40	+71	94	100	194	86	111	197	
14:45 to 15:45	77	85	162	58	67	125	+27	+30	+57	+33	+38	+71	104	115	219	91	105	196	
15:00 to 16:00	83	82	165	68	64	132	+30	+29	+59	+38	+36	+74	113	111	224	106	100	206	
15:15 to 16:15	91	75	166	65	69	134	+32	+27	+59	+37	+39	+76	123	102	225	102	108	210	
15:30 to 16:30	78	78	156	72	60	132	+28	+28	+56	+41	+34	+75	106	106	212	113	94	207	
15:45 to 16:45	79	72	151	62	54	116	+28	+26	+54	+35	+31	+66	107	98	205	97	85	182	
16:00 to 17:00	81	71	152	56	52	108	+29	+25	+54	+32	+29	+61	110	96	206	88	81	169	
16:15 to 17:15	68	68	136	50	46	96	+24	+24	+48	+28	+26	+54	92	92	184	78	72	150	
16:30 to 17:30	66	60	126	50	41	91	+23	+21	+44	+28	+23	+51	89	81	170	78	64	142	
16:45 to 17:45	55	56	111	45	38	83	+20	+20	+40	+25	+21	+46	75	76	151	70	59	129	
17:00 to 18:00	52	55	107	39	36	75	+19	+20	+39	+22	+20	+42	71	75	146	61	56	117	
17:15 to 18:15	57	52	109	37	35	72	+20	+19	+39	+21	+20	+41	77	71	148	58	55	113	
17:30 to 18:30	58	54	112	29	29	58	+21	+19	+40	+16	+16	+32	79	73	152	45	45	90	
17:45 to 18:45	61	47	108	26	26	52	+22	+17	+39	+15	+15	+30	83	64	147	41	41	82	
18:00 to 19:00	53	42	95	24	22	46	+19	+15	+34	+14	+12	+26	72	57	129	38	34	72	
12-Hour Total	629	632	1,261	582	592	1,174	+226	+226	+452	+329	+333	+662	931	951	1,882	839	852	1,691	
AM Weekday Peak	11:00 to 12:00									Weekday COVID Factor Increase -			35.6%						
PM Weekday Peak	15:15 to 16:15									Saturday COVID Factor Increase -			56.5%						
Saturday Peak	11:45 to 12:45																		

Notes:
Trips based on site entry and exit movements from MCC surveys undertaken on Friday 19th November 2021 and Saturday 20th November 2021. Values represent all vehicles (excl pedal cycles)

21-00738 Briton Ferry Road, Lidl

Existing Site Total Trip Generation (Including Covid Factor Uplift)

CASTLE RETAIL PARK UNIT				EXISTING LIDL + COVID FACTOR INCREASE				EXISTING SITE TOTAL			
FRIDAY			SATURDAY			FRIDAY			SATURDAY		
TRIPS OUT	TRIPS IN	TWO-WAY	TRIPS OUT	TRIPS IN	TWO-WAY	TRIPS OUT	TRIPS IN	TWO-WAY	TRIPS OUT	TRIPS IN	TWO-WAY
07:00 to 08:00	8	8	16	0	2	2	3	8	11	5	13
07:15 to 08:15	9	7	16	0	3	3	7	22	29	6	26
07:30 to 08:30	7	9	16	1	4	5	20	41	61	24	37
07:45 to 08:45	8	10	18	3	3	6	31	52	83	45	79
08:00 to 09:00	13	22	35	3	6	9	52	64	116	53	100
08:15 to 09:15	16	29	45	4	9	13	60	60	120	57	113
08:30 to 09:30	21	32	53	8	16	24	61	60	121	52	121
08:45 to 09:45	21	34	55	11	22	33	66	64	130	66	151
09:00 to 10:00	21	28	49	17	24	41	56	56	112	67	157
09:15 to 10:15	25	24	49	19	23	42	57	66	123	80	186
09:30 to 10:30	25	21	46	19	27	46	57	58	115	97	207
09:45 to 10:45	27	22	49	24	29	53	54	56	110	105	217
10:00 to 11:00	28	21	49	25	29	54	61	60	121	119	236
10:15 to 11:15	25	22	47	32	32	64	58	57	115	123	238
10:30 to 11:30	29	28	57	34	26	60	68	79	147	117	234
10:45 to 11:45	36	31	67	28	21	49	79	81	160	120	235
11:00 to 12:00	34	29	63	26	27	53	87	89	176	120	258
11:15 to 12:15	34	33	67	22	27	49	89	99	188	125	276
11:30 to 12:30	31	30	61	25	32	57	83	77	160	144	306
11:45 to 12:45	25	29	54	30	37	67	77	71	148	154	321
12:00 to 13:00	27	32	59	33	32	65	66	68	134	161	307
12:15 to 13:15	29	34	63	33	29	62	72	61	133	150	295
12:30 to 13:30	31	31	62	32	24	56	72	66	136	151	285
12:45 to 13:45	29	28	57	29	21	50	71	83	154	134	271
13:00 to 14:00	26	27	53	29	23	52	80	80	160	132	272
13:15 to 14:15	24	25	49	29	26	55	81	88	169	142	270
13:30 to 14:30	21	23	44	29	28	57	94	94	188	134	267
13:45 to 14:45	23	30	53	31	31	62	89	84	173	145	276
14:00 to 15:00	28	31	59	32	28	60	84	94	178	132	260
14:15 to 15:15	32	33	65	33	30	63	80	100	180	133	257
14:30 to 15:30	34	42	76	32	32	64	94	100	194	118	261
14:45 to 15:45	38	35	73	36	29	65	104	115	219	127	261
15:00 to 16:00	42	37	79	33	34	67	113	111	224	139	273
15:15 to 16:15	35	35	70	34	32	66	123	102	225	136	276
15:30 to 16:30	37	31	68	33	28	61	106	106	212	146	268
15:45 to 16:45	34	31	65	30	26	56	107	98	205	127	238
16:00 to 17:00	27	28	55	28	25	53	110	96	206	116	222
16:15 to 17:15	31	27	58	28	27	55	92	92	184	106	205
16:30 to 17:30	30	30	60	27	29	56	89	81	170	105	196
16:45 to 17:45	26	38	64	25	30	55	75	76	151	95	184
17:00 to 18:00	28	43	71	26	23	49	71	75	146	87	166
17:15 to 18:15	23	35	58	20	16	36	77	71	148	78	149
17:30 to 18:30	23	29	52	15	12	27	79	73	152	60	117
17:45 to 18:45	22	19	41	10	9	19	83	64	147	51	101
18:00 to 19:00	20	13	33	5	7	12	72	57	129	43	84
12-Hour Total	302	319	621	257	260	517	629	632	1,261	931	951
AM Weekday Peak	10:45 to 11:45						11:00 to 12:00			11:00 to 12:00	
PM Weekday Peak	15:00 to 16:00						15:15 to 16:15			15:00 to 16:00	
Saturday Peak	11:45 to 12:45						11:45 to 12:45			11:45 to 12:45	

Notes:
Trips based on site entry and exit movements from MCC surveys undertaken on Friday 19th November 2021 and Saturday 20th November 2021. Values represent all vehicles (excl pedal cycles)

21-00738 Briton Ferry Road, Lidl

Proposed Lidl Total Trip Generation (Including Covid Factor Uplift)

EXISTING LIDL + COVID FACTOR INCREASE

FRIDAY

	TRIPS OUT	TRIPS IN	TWO-WAY
07:00 to 08:00	3	8	11
07:15 to 08:15	7	22	29
07:30 to 08:30	20	41	61
07:45 to 08:45	31	52	83
08:00 to 09:00	52	64	116
08:15 to 09:15	60	60	120
08:30 to 09:30	61	60	121
08:45 to 09:45	66	64	130
09:00 to 10:00	56	56	112
09:15 to 10:15	57	66	123
09:30 to 10:30	57	58	115
09:45 to 10:45	54	56	110
10:00 to 11:00	61	60	121
10:15 to 11:15	58	57	115
10:30 to 11:30	68	79	147
10:45 to 11:45	79	81	160
11:00 to 12:00	87	89	176
11:15 to 12:15	89	99	188
11:30 to 12:30	83	77	160
11:45 to 12:45	77	71	148
12:00 to 13:00	66	68	134
12:15 to 13:15	72	61	133
12:30 to 13:30	72	66	138
12:45 to 13:45	71	83	154
13:00 to 14:00	80	80	160
13:15 to 14:15	81	88	169
13:30 to 14:30	94	94	188
13:45 to 14:45	89	84	173
14:00 to 15:00	84	94	178
14:15 to 15:15	80	100	180
14:30 to 15:30	94	100	194
14:45 to 15:45	104	115	219
15:00 to 16:00	113	111	224
15:15 to 16:15	123	102	225
15:30 to 16:30	106	106	212
15:45 to 16:45	107	98	205
16:00 to 17:00	110	96	206
16:15 to 17:15	92	92	184
16:30 to 17:30	89	81	170
16:45 to 17:45	75	76	151
17:00 to 18:00	71	75	146
17:15 to 18:15	77	71	148
17:30 to 18:30	79	73	152
17:45 to 18:45	83	64	147
18:00 to 19:00	72	57	129

12-Hour Total	628	631	1,259
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AM Weekday Peak	11:00 to 12:00
PM Weekday Peak	15:15 to 16:15
Saturday Peak	11:45 to 12:45

SATURDAY

TRIPS OUT	TRIPS IN	TWO-WAY
5	11	16
6	23	29
23	33	56
31	42	73
44	47	91
53	47	100
44	53	97
55	63	118
50	66	116
61	83	144
78	83	161
81	83	164
94	88	182
91	83	174
83	88	171
92	94	186
94	111	205
103	124	227
119	130	249
124	130	254
128	114	242
117	116	233
119	110	229
105	116	221
103	117	220
113	102	215
105	105	210
114	100	214
100	100	200
100	94	194
86	111	197
91	105	196
106	100	206
102	108	210
113	94	207
97	85	182
88	81	169
78	72	150
78	64	142
70	59	129
61	56	117
58	55	113
45	45	90
41	41	82
38	34	72

581	591	1,172
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PROPOSED LIDL UNIT (EXISTING + NON-LINEAR GROWTH FACTOR)

FRIDAY

TRIPS OUT	TRIPS IN	TWO-WAY
4	11	15
9	29	38
27	54	81
41	69	110
69	85	154
80	80	160
81	80	161
88	85	173
74	74	148
76	88	164
76	77	153
72	74	146
81	80	161
77	76	153
90	105	195
105	108	213
115	118	233
118	131	249
110	102	212
102	94	196
88	90	178
96	81	177
96	88	184
94	110	204
106	106	212
108	117	225
125	125	250
118	112	230
112	125	237
106	133	239
125	133	258
138	153	291
150	147	297
163	135	298
141	141	282
142	130	272
146	127	273
122	122	244
118	108	226
100	101	201
94	100	194
102	94	196
105	97	202
110	85	195
96	76	172

1,135	1,139	2,274
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SATURDAY

TRIPS OUT	TRIPS IN	TWO-WAY
7	15	22
8	31	39
31	44	75
41	56	97
58	62	120
70	62	132
58	70	128
73	84	157
66	88	154
81	110	191
104	110	214
108	110	218
125	117	242
121	110	231
110	117	227
122	125	247
125	147	272
137	165	302
158	173	331
165	173	338
170	151	321
155	154	309
158	146	304
139	154	293
137	155	292
150	135	285
139	139	278
151	133	284
133	133	266
133	125	258
114	147	261
121	139	260
141	133	274
135	143	278
150	125	275
129	113	242
117	108	225
104	96	200
104	85	189
93	78	171
81	74	155
77	73	150
60	60	120
54	54	108
50	45	95

1,210	1,228	2,438
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Non-Linear Growth Applied to Existing Lidl Trips - 32.7%

Notes:

21-00738 Briton Ferry Road, Lidl

Existing Site Trip Generation and Proposed Site Trip Generation Difference (Including for Covid Factor Uplift at Lidl Units)

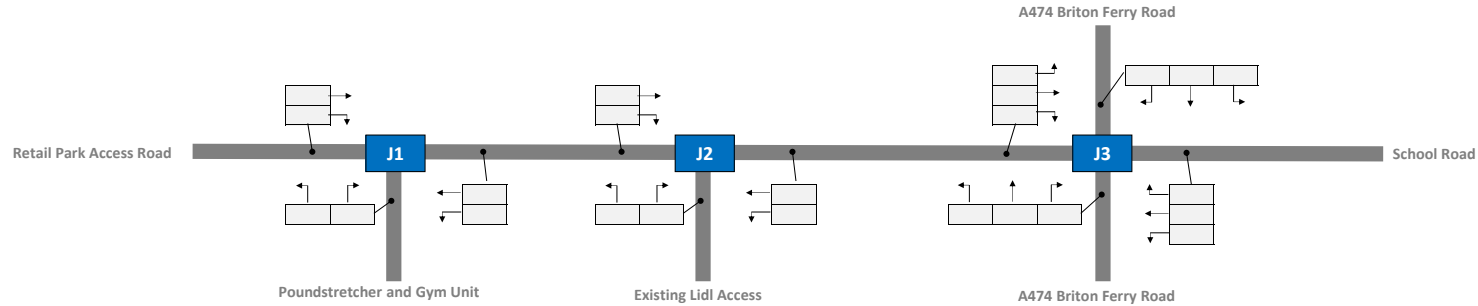
EXISTING SITE CALCULATED TOTAL TRIPS				PROPOSED SITE CALCULATED TOTAL TRIPS				DIFFERENCE (PROPOSED - EXISTING)							
FRIDAY				SATURDAY				FRIDAY				SATURDAY			
TRIPS OUT	TRIPS IN	TWO-WAY		TRIPS OUT	TRIPS IN	TWO-WAY		TRIPS OUT	TRIPS IN	TWO-WAY		TRIPS OUT	TRIPS IN	TWO-WAY	
07:00 to 08:00	11	16	27	5	13	18		4	11	15		-7	-5	-12	
07:15 to 08:15	16	29	45	6	26	32		8	31	39		-7	0	-7	
07:30 to 08:30	27	50	77	24	37	61		31	44	75		0	+4	4	
07:45 to 08:45	39	62	101	34	45	79		41	56	97		+2	+7	9	
08:00 to 09:00	65	86	151	47	53	100		58	62	120		+4	-1	3	
08:15 to 09:15	76	89	165	57	56	113		70	62	132		+4	-9	-5	
08:30 to 09:30	82	92	174	52	69	121		58	70	128		-1	-12	-13	
08:45 to 09:45	87	98	185	66	85	151		73	84	157		+1	-13	-12	
09:00 to 10:00	77	84	161	67	90	157		66	88	154		-3	-10	-13	
09:15 to 10:15	82	90	172	80	106	186		81	110	191		-6	-2	-8	
09:30 to 10:30	82	79	161	97	110	207		104	110	214		-6	-2	-8	
09:45 to 10:45	81	78	159	105	112	217		108	110	218		-9	-4	-13	
10:00 to 11:00	89	81	170	119	117	236		125	117	242		-8	-1	-9	
10:15 to 11:15	83	79	162	123	115	238		121	110	231		-6	-3	-9	
10:30 to 11:30	97	107	204	117	114	231		110	117	227		-7	-2	-9	
10:45 to 11:45	115	112	227	120	115	235		122	125	247		-10	-4	-14	
11:00 to 12:00	121	118	239	120	138	258		125	147	272		-6	0	-6	
11:15 to 12:15	123	132	255	125	151	276		137	165	302		-5	-1	-6	
11:30 to 12:30	114	107	221	144	162	306		158	173	331		-4	-5	-9	
11:45 to 12:45	102	100	202	154	167	321		102	94	196		0	-6	-6	
12:00 to 13:00	93	100	193	161	146	307		88	90	178		-5	-10	-15	
12:15 to 13:15	101	95	196	150	145	295		96	81	177		-5	-14	-19	
12:30 to 13:30	103	97	200	151	134	285		96	88	184		-7	-9	-16	
12:45 to 13:45	100	111	211	134	137	271		94	110	204		-6	-1	-7	
13:00 to 14:00	106	107	213	132	140	272		106	106	212		0	-1	-1	
13:15 to 14:15	105	113	218	142	128	270		108	117	225		+3	+4	7	
13:30 to 14:30	115	117	232	134	133	267		125	125	250		+10	+8	18	
13:45 to 14:45	112	114	226	145	131	276		118	112	230		+6	-2	4	
14:00 to 15:00	112	125	237	132	128	260		112	125	237		0	0	0	
14:15 to 15:15	112	133	245	133	124	257		106	133	239		-6	0	-6	
14:30 to 15:30	128	142	270	118	143	261		125	133	258		-3	-9	-12	
14:45 to 15:45	142	150	292	127	134	261		138	153	291		-4	+3	-1	
15:00 to 16:00	155	148	303	139	134	273		150	147	297		-5	-1	-6	
15:15 to 16:15	158	137	295	136	140	276		163	143	298		+5	-2	3	
15:30 to 16:30	143	137	280	146	122	268		141	141	282		-2	+4	2	
15:45 to 16:45	141	129	270	127	111	238		142	130	272		+1	+1	2	
16:00 to 17:00	137	124	261	116	106	222		146	127	273		+9	+3	12	
16:15 to 17:15	123	119	242	106	99	205		122	122	244		-1	+3	2	
16:30 to 17:30	119	111	230	105	93	198		118	108	226		-1	-3	-4	
16:45 to 17:45	101	114	215	95	89	184		100	101	201		-1	-13	-14	
17:00 to 18:00	99	118	217	87	79	166		94	100	194		-5	-18	-23	
17:15 to 18:15	100	106	206	78	71	149		102	94	196		+2	-12	-10	
17:30 to 18:30	102	102	204	60	57	117		105	97	202		+3	-5	-2	
17:45 to 18:45	105	83	188	51	50	101		110	85	195		+5	+2	7	
18:00 to 19:00	92	70	162	43	41	84		96	76	172		+4	+6	10	
12-Hour Total	1,157	1,177	2,334	1,168	1,185	2,353	1,135	1,139	2,274	1,210	1,228	2,438	-22	-38	-60
AM Weekday Peak	11:00 to 12:00						11:00 to 12:00								
PM Weekday Peak	15:00 to 16:00						15:15 to 16:15								
Saturday Peak	11:45 to 12:45						11:45 to 12:45								

APPENDIX F

Network Flow Diagrams

21-00738 Briton Ferry Road, Lidl

Network Peak Traffic Periods



FRIDAY SURVEYS - TOTAL JUNCTION INBOUND FLOWS				
	J1	J2	J3	TOTAL
07:00 to 08:00	18	26	730	774
07:15 to 08:15	19	40	881	940
07:30 to 08:30	22	67	1,079	1,168
07:45 to 08:45	25	86	1,196	1,307
08:00 to 09:00	46	130	1,326	1,502
08:15 to 09:15	59	144	1,392	1,595
08:30 to 09:30	70	156	1,424	1,650
08:45 to 09:45	72	163	1,352	1,587
09:00 to 10:00	65	142	1,226	1,433
09:15 to 10:15	61	149	1,162	1,372
09:30 to 10:30	60	141	1,030	1,231
09:45 to 10:45	67	146	1,043	1,256
10:00 to 11:00	65	153	1,100	1,318
10:15 to 11:15	66	149	1,088	1,303
10:30 to 11:30	80	187	1,156	1,423
10:45 to 11:45	94	210	1,190	1,494
11:00 to 12:00	98	225	1,212	1,535
11:15 to 12:15	121	258	1,272	1,651
11:30 to 12:30	111	225	1,259	1,595
11:45 to 12:45	104	206	1,248	1,558
12:00 to 13:00	108	200	1,241	1,549
12:15 to 13:15	100	188	1,220	1,508
12:30 to 13:30	95	189	1,198	1,482
12:45 to 13:45	84	193	1,189	1,466
13:00 to 14:00	76	191	1,193	1,460
13:15 to 14:15	67	189	1,190	1,446
13:30 to 14:30	60	195	1,248	1,503
13:45 to 14:45	66	189	1,306	1,561
14:00 to 15:00	70	194	1,366	1,630
14:15 to 15:15	111	236	1,432	1,779
14:30 to 15:30	131	263	1,484	1,878
14:45 to 15:45	139	291	1,527	1,957
15:00 to 16:00	148	304	1,545	1,997
15:15 to 16:15	100	260	1,528	1,888
15:30 to 16:30	90	239	1,503	1,832
15:45 to 16:45	84	227	1,476	1,787
16:00 to 17:00	81	225	1,454	1,760
16:15 to 17:15	93	222	1,417	1,732
16:30 to 17:30	103	224	1,384	1,711
16:45 to 17:45	127	235	1,349	1,711
17:00 to 18:00	138	242	1,323	1,703
17:15 to 18:15	123	229	1,267	1,619
17:30 to 18:30	123	232	1,258	1,613
17:45 to 18:45	96	201	1,191	1,488
18:00 to 19:00	75	166	1,092	1,333

SATURDAY SURVEYS - TOTAL JUNCTION INBOUND FLOWS				
	J1	J2	J3	TOTAL
07:00 to 08:00	2	12	298	312
07:15 to 08:15	3	22	353	378
07:30 to 08:30	5	40	411	456
07:45 to 08:45	6	52	478	536
08:00 to 09:00	15	72	560	647
08:15 to 09:15	22	85	645	752
08:30 to 09:30	38	98	731	867
08:45 to 09:45	49	120	808	977
09:00 to 10:00	60	130	877	1,067
09:15 to 10:15	65	152	941	1,158
09:30 to 10:30	77	175	994	1,246
09:45 to 10:45	95	197	1,041	1,333
10:00 to 11:00	94	204	1,070	1,368
10:15 to 11:15	99	204	1,110	1,413
10:30 to 11:30	91	195	1,161	1,447
10:45 to 11:45	81	194	1,157	1,432
11:00 to 12:00	99	224	1,190	1,513
11:15 to 12:15	114	253	1,262	1,629
11:30 to 12:30	122	275	1,288	1,685
11:45 to 12:45	122	276	1,331	1,729
12:00 to 13:00	103	252	1,367	1,722
12:15 to 13:15	84	228	1,319	1,631
12:30 to 13:30	74	213	1,265	1,552
12:45 to 13:45	64	198	1,257	1,519
13:00 to 14:00	63	195	1,182	1,440
13:15 to 14:15	62	190	1,137	1,389
13:30 to 14:30	62	189	1,147	1,398
13:45 to 14:45	69	201	1,129	1,399
14:00 to 15:00	74	199	1,124	1,397
14:15 to 15:15	139	255	1,189	1,583
14:30 to 15:30	150	266	1,182	1,598
14:45 to 15:45	151	265	1,153	1,569
15:00 to 16:00	148	268	1,159	1,575
15:15 to 16:15	89	214	1,097	1,400
15:30 to 16:30	83	208	1,084	1,375
15:45 to 16:45	78	188	1,073	1,339
16:00 to 17:00	79	180	1,020	1,279
16:15 to 17:15	91	180	1,025	1,296
16:30 to 17:30	94	176	1,013	1,283
16:45 to 17:45	108	182	1,043	1,333
17:00 to 18:00	100	168	1,013	1,281
17:15 to 18:15	77	144	917	1,138
17:30 to 18:30	62	118	869	1,049
17:45 to 18:45	41	92	781	914
18:00 to 19:00	35	80	745	860

Network Peak Flow Periods

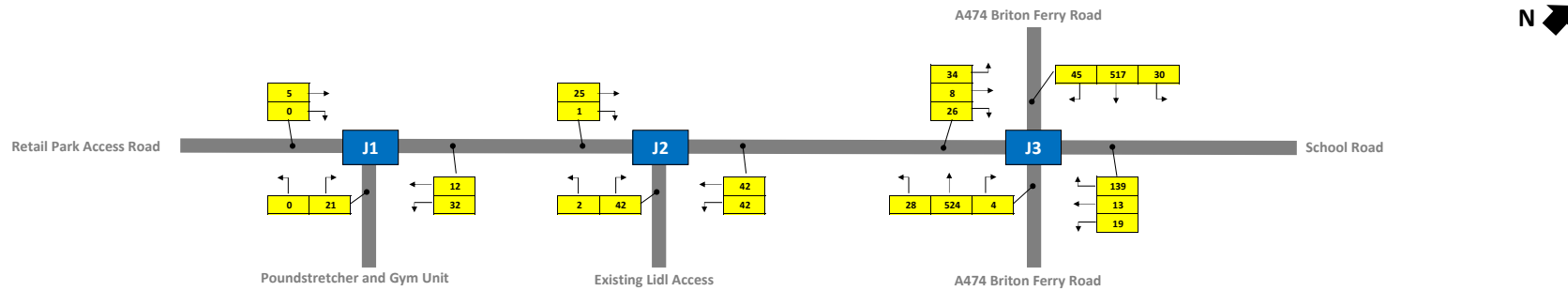
Weekday AM Peak = 08:30 to 09:30
 Weekday PM Peak = 15:00 to 16:00
 Saturday Peak = 11:45 to 12:45

Note: Flows exclude cyclists and U-turn movements

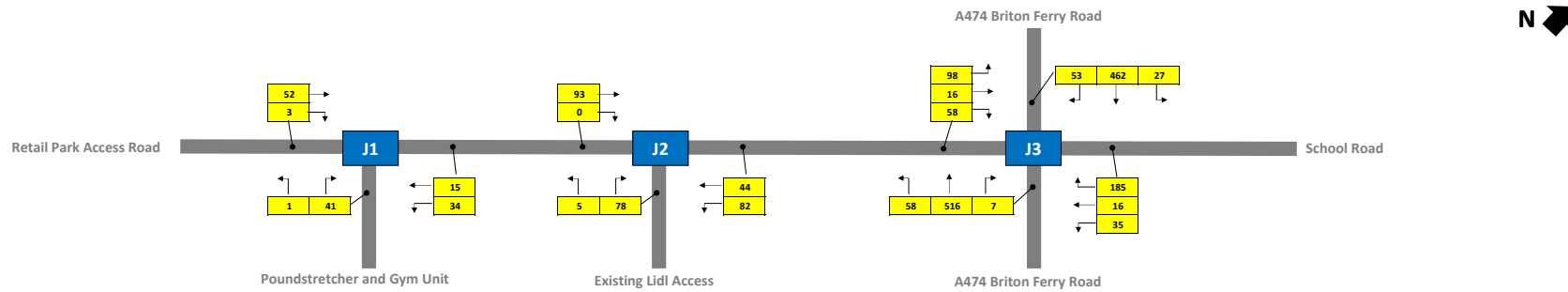
21-00738 Briton Ferry Road, Lidl

November 2021 Surveyed Flows - Light Vehicles

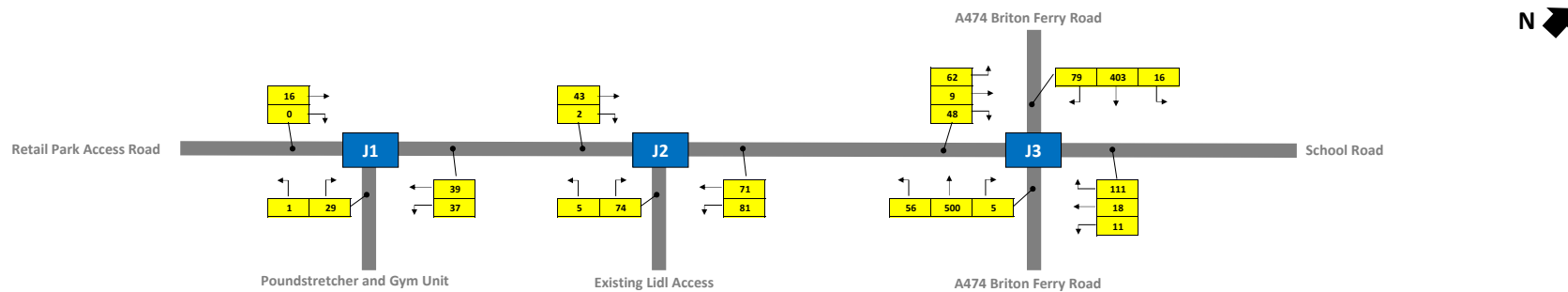
Weekday AM Peak Hour Period (08:30 to 09:30)



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



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



Notes:

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

← x - Light Vehicles