

Transport Statement

Proposed Greggs Drive-thru at
Baglan Bay Retail Park, Christchurch Road, Baglan,
Port Talbot

Prepared on Behalf of

Triple Jersey Ltd

November 2021

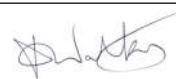


DW TRANSPORTATION
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DOCUMENT SIGNATURE AND MODIFICATION SHEET

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1.0 INTRODUCTION

Triple Jersey Ltd (the applicant) is seeking planning permission to introduce a Greggs drive-thru bakery with inside and outside dining at the Baglan Bay Retail Park, Christchurch Road, Baglan, Port Talbot.

The site forms part of the Baglan Bay Retail Park, which is currently occupied by Halfords, MyDentist, Pets at Home and Poundstretcher, B&M Home Store Lidl, KFC drive-thru and a Subway sandwich shop.

The proposal is to develop a bakery with drive-thru (Class E) development comprising a Class E (b) shop unit with a gross floor area (GFA) of approximately 167sqm. There would be 18 car parking spaces demised to the proposed development including two disabled spaces.

This transport statement (TS) has been produced by DW Transportation Limited, for the applicant, to set out the highway and transport matters pertaining to the proposals. It has been developed based on DW Transportation's experience of successfully aiding in the delivery of numerous drive-thru developments across the UK and the pre-application response received from Neath Port Talbot County Borough Council.

1.1 Local Highway Authority Pre-application Consultation Response

Pre-application advice was sought on the proposed development, albeit without the benefit of this transport statement. The consultation response stated:

"It is noted that the proposed development would be constructed on an area of existing car parking that serves the existing KFC and the wider retail area. It appears from the submitted layout plan that the development would be built over 43 existing car parking spaces, including the first row of car parking spaces shown within the red line for the application, which are accessed from within the KFC restaurant site. It is unclear whether this row of car parking spaces would remain available for use by just the KFC customer, or whether it is proposed for them to become jointly used by both the existing KFC and the proposed development. It is also unclear whether these car parking spaces would continue to be drive through spaces that can access onto the traffic using the proposed Drive Thru lane (as they currently can) or if some physical measure or barrier is proposed to be used to prevent the conflict between the flow of traffic parked in these spaces and drivers queuing for the proposed Drive Thru. These issues would need to be clarified prior to the submission of any application.

Assuming that these parking spaces remained in use, and were solely to be used by KFC patrons (regardless of the application site red line boundary) this would mean that the proposed development would result in the loss of 40 existing car

*parking spaces with only the reinstatement of 8 spaces (including two disabled spaces) as part of the proposed development. As such the proposed development would result in a net loss of 32 car parking spaces, while creating development that would result in an increase in demand for car parking within the area. It is also noted that **the recent planning application in Swansea (which was also for a Greggs Drive Thru) proposed to provide 22 car parking spaces as part of the development.** The supporting covering letter also indicated that the proposed development would be likely to create **20 jobs**. Given the proposed use, the number of employees and the net loss of car parking spaces, together with the lack of information provided in relation to service deliveries and the absence of any proposed mitigation for the loss and lack of appropriate car parking provision, it is likely that such a development would be considered to have an adverse impact upon the existing and required car parking provision to the detrimental of highway and pedestrian safety."*

The pertinent points of the response have been highlighted in bold and can be summarised as being related to car parking. The issue of car parking and justification for the net decrease in parking provision on the site is set out in Section 4.

1.2 Report Structure

Following this introduction, Section 2 outlines the relevant transport policy. Section 3 sets out the baseline situation whilst Section 4 contains details of the proposed development. Section 5 focuses on servicing and the report is summarised and concluded in Section 6.

2.0 TRANSPORT POLICY CONTEXT

2.1 Introduction

This section of the TS sets out the main national and local transport policies that are applicable to the proposed development against which the proposals are to be assessed. These are:

- Neath Port Talbot Adopted LDP 2011 – 2026; and
- Planning Policy Wales Edition 11, February 2021.

A summary of the relevant policies contained in these documents is provided below along with commentary on each.

2.1.1 Neath Port Talbot LDP, January 2016

Policy SP 20 Transport Network

Policy SP 20 of the adopted LDP states:

Policy SP 20
Transport Network
The transport system and infrastructure will be developed in a safe, efficient and sustainable manner through the following measures:

1. Implementing key transport projects and supporting schemes identified in the Joint Transport Plan;
2. Promoting connectivity and access to public transport through improving bus and rail facilities;
3. Supporting enhancements to the walking and cycling network;
4. Promoting park and share schemes along key highway routes;
5. Promoting efficient use and links to the transport network through the identification of a road hierarchy;
6. Restricting development which would have an unacceptable impact on highway safety;
7. Requiring development proposals to be designed to provide safe and efficient access and promote sustainable transport;
8. Requiring appropriate parking provision;
9. Facilitating movement of freight by means other than road.

LDP Objectives: OB 2, OB 21 and OB 22

In accordance with Policy SP 20, the proposed development the proposed development should not be restricted as the impact on highway safety would not be unacceptable as demonstrated later in this report. The access to the retail park is existing with no history of accidents it is therefore proven to be safe. The site is accessible by bus, train, walking and cycling. The required parking provision for the site has been considered to be negligible as most customers would be visitors to the Retail Park or users of the drive-thru function. Surveys have been undertaken to demonstrate existing car park usage indicating that spare capacity is available.

Policy TR 2 Transport Network

Policy TR 2 of the adopted LDP states:

Policy TR 2

Design and Access of New Development

Development proposals will only be permitted where all of the following criteria, where relevant, are satisfied:

1. The development does not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation;
2. Appropriate levels of parking and cycling facilities are provided and the access arrangements for the site allow for the safe manoeuvring of any service vehicles associated with the planned use;
3. The development is accessible by a range of travel means, including public transport and safe cycle and pedestrian routes;
4. Transport Assessments and Travel Plans are provided for developments that are likely to create significant traffic generation.

In accordance with Policy TR 2, the proposed development will not have a significant impact on congestion or highway safety. Car parking levels would remain at an acceptable level for the retail park and cycle parking will also be made available for staff and customer use. Servicing would take place early in the morning before the retail park is open to customers and therefore there would be no impact on the car park or the safety of site users. The site is accessible by public transport, walking and cycling.

2.1.2 Planning Policy Wales

Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales. PPW, the TANs¹, MTANs² and policy clarification letters comprise national planning policy.

In the preparation of this statement, guidance is taken from TAN18: Transport, where applicable.

3.0 BASELINE SITUATION

3.1 Site Location

The application site forms part of the Baglan Bay Retail Park, the only concentration of out of town retail floor space within Port Talbot. Existing retail units benefit from rear servicing. Existing occupiers are Halfords, MyDentist, Pets at Home and Poundstretcher, B&M home store Lidl, KFC drive-thru and a Subway sandwich shop. The site is situated approximately half a mile west of Port Talbot town centre, in a prominent position fronting the A4241 Afan Way dual carriageway road. This is the major arterial route through Port Talbot and the site is less than one mile from Junction 41 of the M4 motorway.

The proposed drive-thru unit would have a gross floor area of approximately 167sqm. The application site, in the context of the retail park is shown on Figure 3-1

Figure 3-1
Application Site



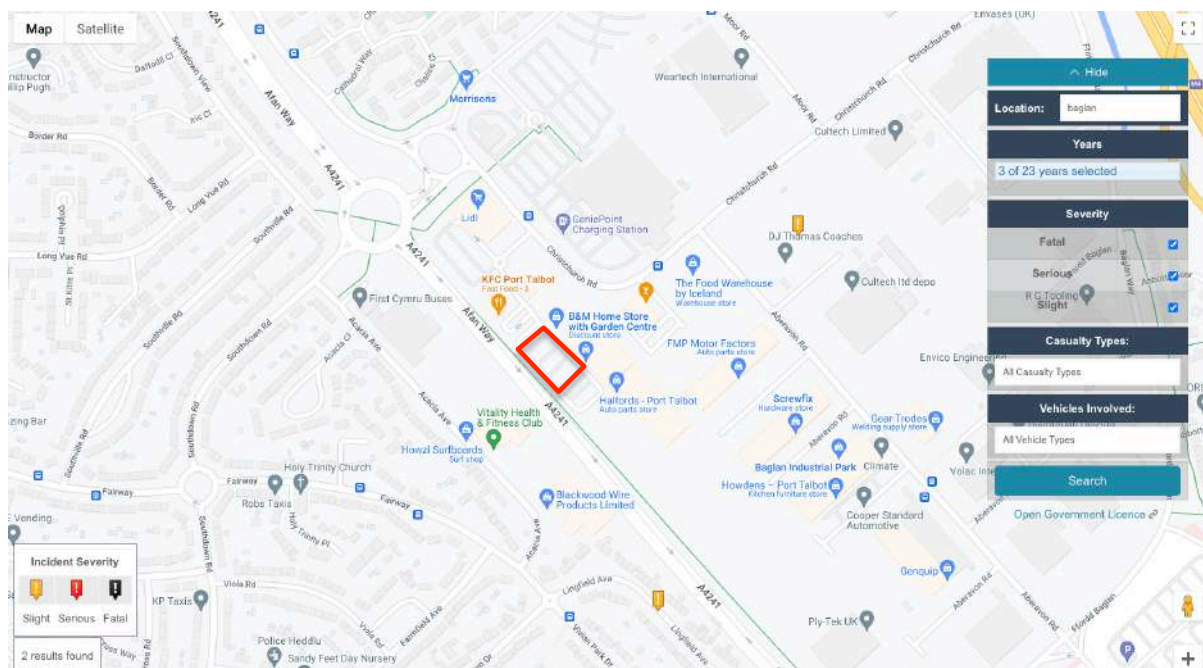
The site is located on the western edge of the Baglan Industrial Park. Surrounding uses to the north/northeast are therefore commercial in nature. To the south/south-west land use is predominantly residential.

3.2 Highway Safety

3.3 Introduction

The Crashmap system has been used to investigate the existing level of highway safety in the vicinity of the site. Crashmap only uses official data published by the Department for Transport, which is based on records submitted to them by police forces. Figure 4-1 is an extract from the database.

Figure 3-2
2019 – 2021 Accident Locations



As shown on Figure 3-2, official records confirm that no accidents have been recorded in the vicinity of the site during the three-year study period concluding that the local highway network is not creating any risks to road users.

3.4 Access for Vehicles

Access to the site for all vehicles is via the existing priority t-junction on Christchurch Road.

3.5 Access for Pedestrians and Cyclists

Footways are provided on both sides of the access road for pedestrians and zebra markings are provided internally on the retail park at strategic locations. Pedestrian access across the A4241 is provided via a subway system at the roundabout on the A4241 at Lidl. Cyclists access the site via the site access road junction with Christchurch Road.

3.6 Local and Strategic Road Network Description

The A4241 (also known as Port Talbot Peripheral Distributor Road) is a distributor road. The A4241 begins at the Sunnycroft roundabout in Baglan near Baglan railway station traversing Seaway Parade in a southwesterly direction, where it serves the Baglan Bay area and the Baglan Energy Park, until the junction with Afan Way. The route then continues in a southeasterly direction along Afan Way, serving the Sandfields housing estate to the southwest and the Baglan Industrial Park and Neath Port Talbot Hospital to the northeast. The A4241 then crosses the River Afan and traverses the northern area of Port Talbot docks. It then continues past the steelworks where it joins the A48 and the M4 motorway at M4 Junction 38.

3.7 Public Transport

3.7.1 Bus

The nearest bus stops to the site are located on Christchurch Road at Morrisons supermarket. Both bus stops have modern shelters incorporating seating and bus timetable information.

3.7.2 Train

The nearest railway station to the site is Baglan. It is a stop on the South Wales Main Line, served by Transport for Wales Swanline regional trains between Swansea and Cardiff. The typical service pattern is one train approximately every two hours in each direction (with extras at weekday peak times). Some westbound trains continue on to Carmarthen and Milford Haven whilst some eastbound trains are extended to Newport, Hereford and Manchester Piccadilly. The current Sunday service is very limited, with just two trains each way. A normal weekday service operates on most Bank Holidays.

4.0 PROPOSED DEVELOPMENT

The proposal is to introduce a bakery with drive-thru and associated parking at the Baglan Bay Retail Park. A layout of the proposed scheme can be seen at **Appendix A**. This section of the TS focuses on car parking as the main issue raised in the pre-application response. It also deals with other transport-related matters including trip generation, cycle parking and servicing.

4.1 Car Parking

The proposed drive-thru would be built on existing retail park car parking spaces. Within the application site boundary there are 72 parking spaces. 37 spaces would be retained with the development in place resulting in a net loss of 35 spaces.

All parking spaces on the retail park are available to all customers regardless of the shops visited. Therefore, in response to the LHA's pre-application response query, the KFC parking spaces within the red line application boundary would remain in use for KFC customers (and any other retail park customer including those of the

proposed development). These parking spaces would be physically segregated from the drive-thru lane of the proposed development.

4.1.1 *Parking Characteristics of Proposed Development*

The parking demand for the proposed development is not anticipated to be significant. A large proportion of visits to the proposed Greggs unit would be linked with other retail uses on the site. With the proposed Greggs shop having a drive-thru facility it is anticipated that this would greatly reduce demand for parking spaces.

In its pre-app response Neath Port Talbot CBC references the Greggs drive-thru in Swansea. Whilst not operational, it is noted by Neath Port Talbot CBC that the proposals for that site included 20 car parking spaces. However, the Swansea location is a stand-alone site and not on a retail park. For those reasons the parking provision cannot be compared. The parking availability for the proposed site at Baglan includes the whole of the retail park. Customers of the proposed Greggs shop have the option to park anywhere on the retail park. It is inevitable that Greggs customers parked elsewhere on the retail park to visit other shops will walk to the Greggs unit, therefore not requiring a parking space at the proposed Greggs shop.

4.1.2 *Drive-thru Lane Queuing Capacity*

A study has been undertaken at a Greggs drive-thru to establish the queue length at the order point. The subject site was the Greggs drive-thru at Gateway Service Station, Liverpool Rd, Irlam, Eccles, Manchester M44 6FW. The surveys were undertaken on Thursday 30 September and Saturday 2 October 2021 between the hours of 7am and 7pm. The busiest period for the drive-thru was 8am-9pm with 56 PCUs passing through the drive-thru. During this same period, the result of the survey indicated a maximum queue of 7 PCUs at the order point.

The order point for the proposed drive-thru is some 45 metres from any parking spaces and therefore the proposed development has capacity within the application site to accommodate up to 8 PCUs.

The queues for the proposed drive-thru are rarely expected to extend to more than 6PCUs as is evident from the Greggs, Irlam drive-thru survey data. Greggs has quite different trip generation characteristics compared to burger outlets and coffee shops and this should be taken into consideration. For example, fast-food TRICS data (predominantly McDonalds) indicates a peak hour two-way trip rates of 12.7 AM and 22.6 PM per 100sqm GFA, with a very significant 26.7 trip rate during lunchtimes which are considerably higher than a Greggs drive-thru, which has an AM peak trip rate of 0.6 (112/186sqm) and no significant PM peak trip rate at all.

The site is a considerable distance from the public highway and the therefore is not expected to have any impact at all.

The queue survey is attached as **Appendix B**.

4.1.3 Car Parking Survey

A parking survey was undertaken at the Baglan Bay Retail Park on Tuesday 12 March 2022 and Saturday 15 March 2022 between the hours of 6 am and 8pm. The survey area is shown on Figure 4-1.

Figure 4-1
Car Parking Survey Area



Within the survey area there are 70 car parking spaces. The peak accumulation for the Tuesday was 35 and the peak accumulation for the Saturday was 41. These accumulations demonstrate that the part of the retail park on which the Greggs drive-thru is proposed, has spare capacity to accommodate the development without having a significant impact on parking. On the Tuesday there were 35 unused spaces and on the Saturday there were 29 unused spaces. Whilst the proposals would result in a net loss of 35 spaces, it is anticipated that there would be additional capacity elsewhere on the retail park.

4.2 Cycle Parking

6 No. cycle stands are proposed which would be able to accommodate up to 12 bicycles.

4.2.1 Total New Trips to Baglan Bay Retail Park

It is reasonable to assume that the majority of 'new' trips generated by the retail park would be to use the drive-thru function of the proposed development with dine-in customers being mostly linked or pedestrians from the surrounding employment and residential catchment. To give an indication of drive-thru customers that would be generated, Greggs has indicated that the Newport site generates the drive-thru customers shown in Table 4-1.

Table 4-1
Greggs Port Road, Newport Drive-thru Count

Time period	Drive-thru Count
From 05:30 to 06:00	1
From 06:00 to 06:30	6
From 06:30 to 07:00	6
From 07:00 to 07:30	9
From 07:30 to 08:00	12
From 08:00 to 08:30	9
From 08:30 to 09:00	15
From 09:00 to 09:30	12
From 09:30 to 10:00	15
From 10:00 to 10:30	16
From 10:30 to 11:00	15
From 11:00 to 11:30	12
From 11:30 to 12:00	15
From 12:00 to 12:30	17
From 12:30 to 13:00	18
From 13:00 to 13:30	18
From 13:30 to 14:00	14
From 14:00 to 14:30	13
From 14:30 to 15:00	10
From 15:00 to 15:30	8
From 15:30 to 16:00	9
From 16:00 to 16:30	8
From 16:30 to 17:00	9
From 17:00 to 17:30	5
From 17:30 to 18:00	4

Time period	Drive-thru Count
From 18:00 to 18:30	2
From 18:30 to 19:00	3
From 19:00 to 19:30	3
From 19:30 to 20:00	2
From 20:00 to 20:30	2

As is evident from Table 4-1, the proposed drive-thru would generate a peak of 36 drive-thru customers during the lunchtime peak hour of 12.30 - 1.30pm. Assuming 20% of these would be linked trips from within the retail park, the number of new trips to the site would be estimated to be no more than 29 new trips would be made to the site (58 two-way trips), which is less than one new trip per minute.

During the AM peak hour of 8-9am the site would generate 48 two-way trips and during the PM peak 18 two-way trips. The impact on the highway network of these trips would be negligible.

4.3 Servicing

The proposed development would be serviced daily using a 10m rigid lorry.

The proposed drive-thru would make deliveries from the car park before the shop is open to customers and therefore parking spaces would be unaffected by delivery vehicles. The swept path analysis diagram at **Appendix D** shows the delivery vehicle manoeuvre.

5.0 SUMMARY AND CONCLUSION

The proposal is to introduce a Greggs drive-thru bakery at the Baglan Bay Retail Park, Christchurch Road, Baglan.

The traffic impact of the proposed development would be negligible, as the majority of the trips generated would already be visiting the site anyway for shopping reasons.

Whilst the proposals would result in a net loss of parking spaces on the retail park, surveys suggest that there is existing capacity to accommodate the proposed development. Parking facilities are proposed for four bicycles.

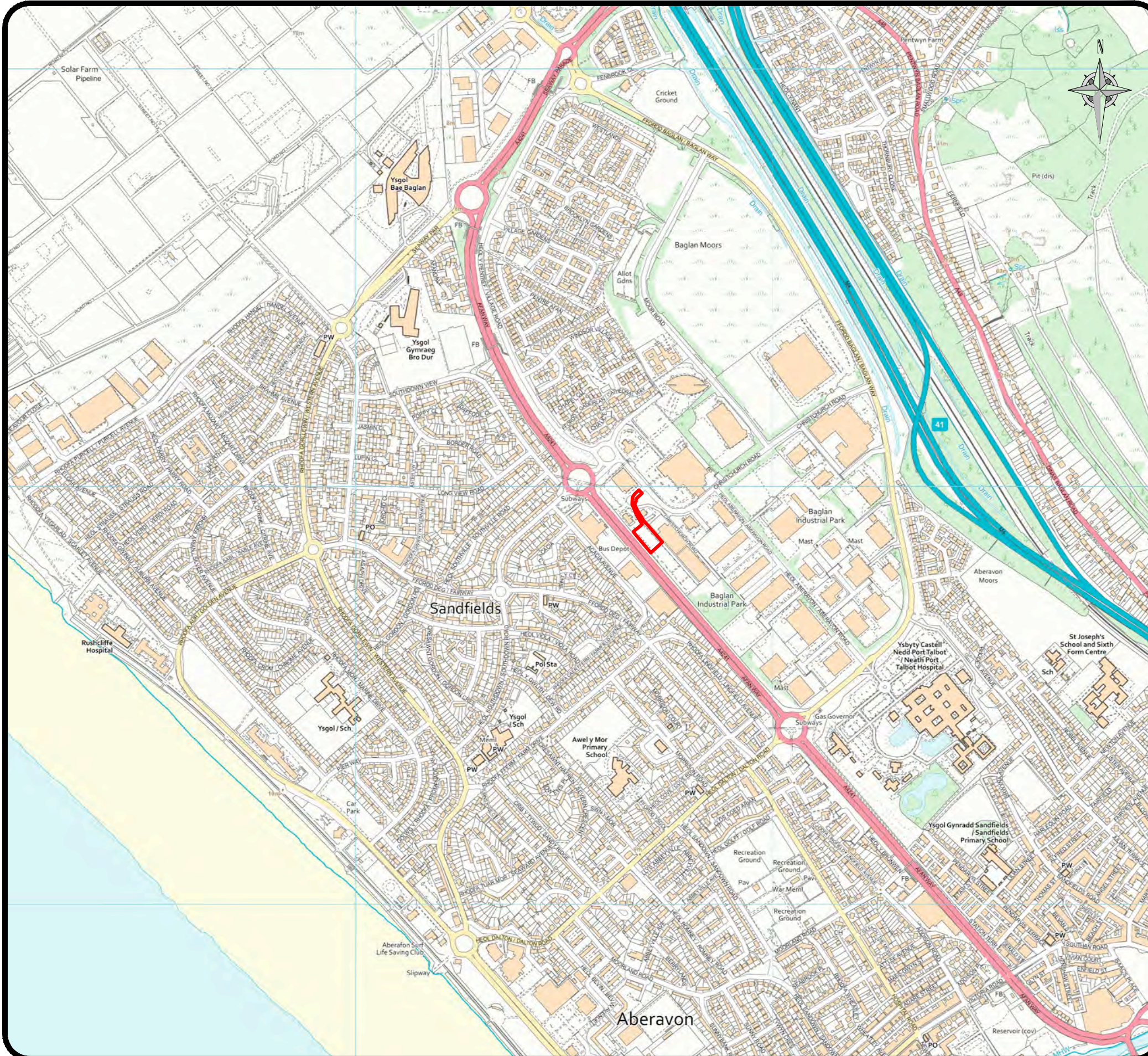
No accidents have been recorded in the vicinity of the site during 2019-2021. The additional turning movements at the site are not anticipated to have a significant impact on highway safety or congestion.

Swept path analysis has been undertaken which demonstrates that the site can be serviced safely and with minimal impact on parking.

It has been demonstrated that the proposals could be introduced whilst complying with local and national transport policy.

No highway or transport issues have been identified in the preparation of this report.

Drawings



Notes

No.	Revision/Issue	Date
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Client

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Project

BAGLAN BAY RETAIL PARK
CHRISTCHURCH ROAD
BAGLAN, PORT TALBOT

Drawing

SITE LOCATION PLAN

Project No

DWT271

Date

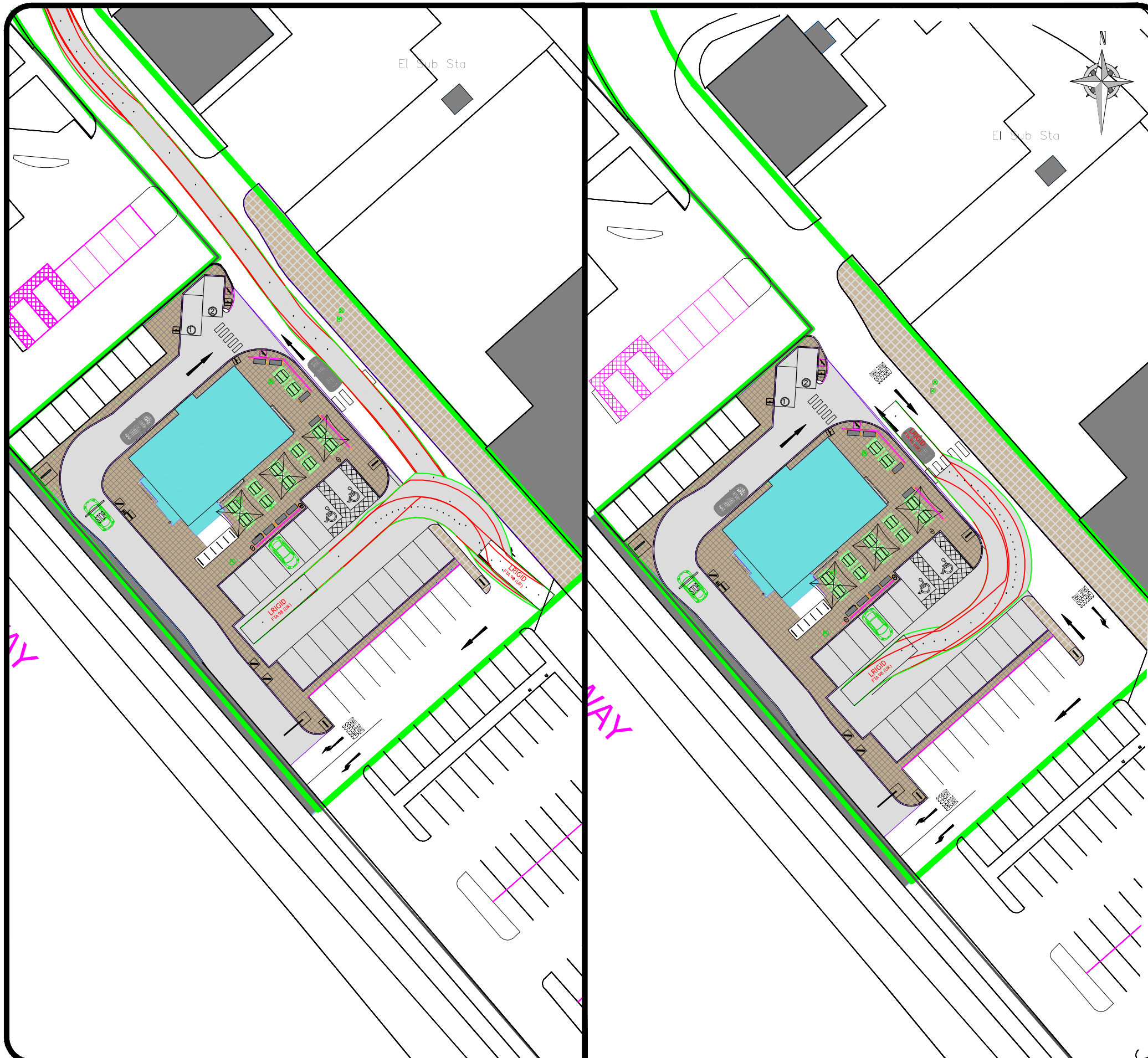
12.04.2022

Scale

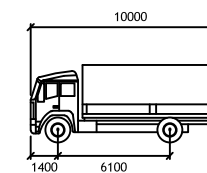
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Drawing No.

TS01



Notes



LRIGID
mm

Width : 2500
Track : 2500
Lock to Lock Time : 6.0
Steering Angle : 37.6

No.	Revision/Issue	Date
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Project

BAGLAN BAY RETAIL PARK
CHRISTCHURCH ROAD
BAGLAN, PORT TALBOT

Drawing

SWEPT PATH ANALYSIS

Project No

DWT271

Date

22.03.2022

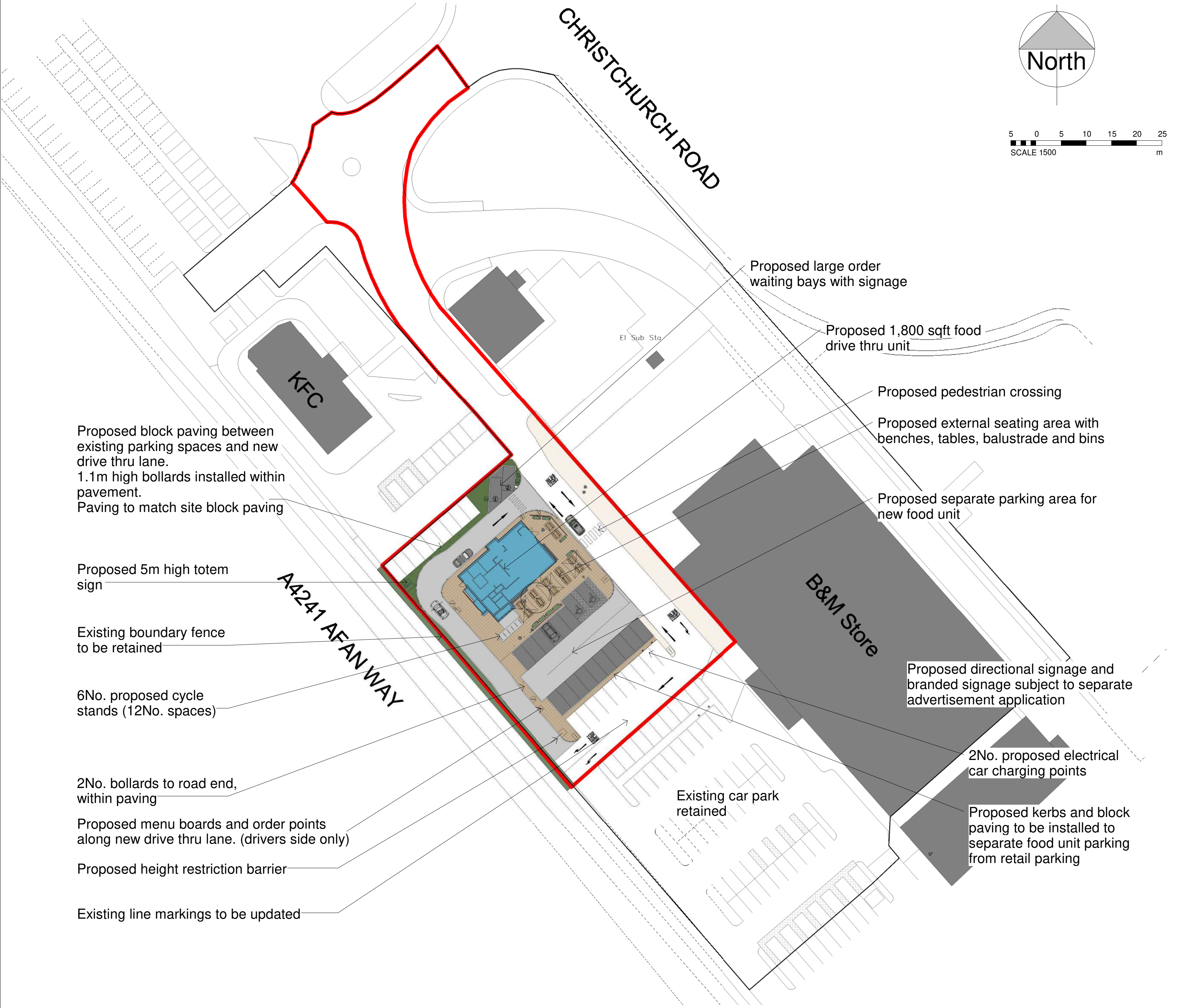
Scale

1:250@A3

Drawing No.

TS02

Appendix A



Architects are to be notified of any discrepancies.
Contractors must check all dimensions on site.
This drawing is subject to copyright laws and is for use on this project only.
This drawing is to be used solely for the information as titled only.
For other information refer to the latest revision of any cross referenced drawings.
To be read in conjunction with relevant design standards/protocols

P3	06/04/22	Permeable paving and new landscaping added	OKB	JML
P2	15/11/21	Site lining, building feature walls, door and store rooms updated	JML	MA
P1	15/10/21	First Issue	JML	MA
Rev	Date	Description	Drn	Cd

Status: Planning

Client: Triple Jersey Limited

Project name: Port Talbot

Project address: Baglan Bay Retail Park, Port Talbot, SA12 7BZ

Drawing Title: Proposed Site Plan

Job No:	Drg No:	Revision:
6540	A003	P3
Date:	Scale:	Sheet size:
Jan 22	1 : 500	A2



1 CARDALE PARK, BECKWITH HEAD ROAD
HARROGATE, N.YORKSHIRE, HG3 1RZ
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Appendix B



Client: DW Transportation

Project Number: TSP14986

Project Name: Baglan Bay Retail Park

Survey Type: Car Park Survey

Survey Date: 15 Mar 2022, Tuesday

Survey Time: 06:00 - 20:00

Weather: Dry

Comments:

Project Number: **TSP14986**
Project Name: **Baglan Bay Retail Park**
Survey Type: **Car Park Survey**
Site No: **1 & 2**
Location: **Baglan Bay Retail Park**



Project Number: TSP14986
 Project Name: Baglan Bay Retail Park
 Survey Type: Car Park Survey
 Site No: 1
 Location: Baglan Bay Retail Park
 Date: 15 March 2022, Tuesday



11.52.32.22.20.2Baglan Bay Retail Park																					
Time	Entry										Exit										
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
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07:15									0	0									0	0	
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H/Total	217	12	0	0	0	0	1	2	232	231.4	200	12	0	0	0	0	1	1	214	214.2	
16:00	39	1							40	40	59	2							61	61	
16:15	30	2						3	35	32.6	35								35	35	
16:30	53	1							54	54	53	3							56	56	
16:45	62	2					2		66	68	46	2							48	48	
H/Total	184	6	0	0	0	0	2	3	195	194.6	193	7	0	0	0	0	0	0	200	200	
17:00	59	4							63	63	59	1							60	60	
17:15	51	1					1		53	54	66	4					2	3	75	74.6	
17:30	60								60	60	47	1					1		49	50	
17:45	28	2						2	32	30.4	55	1						2	58	56.4	
H/Total	198	7	0	0	0	0	1	2	208	207.4	227	7	0	0	0	0	3	5	242	241	
18:00	50	2							52	52	49								49	49	
18:15	45	1							46	46	41	3							44	44	
18:30	34	1							35	35	47								47	47	
18:45	28	1							29	29	37	2							39	39	
H/Total	157	5	0	0	0	0	0	0	162	162	174	5	0	0	0	0	0	0	179	179	
19:00	32	3						1	36	35.2	30	2							32	32	
19:15	24	1							25	25	29	3						1	33	32.2	
19:30	23						2		25	27	32								32	32	
19:45	22								22	22	28						2		30	32	
H/Total	101	4	0	0	0	0	2	1	108	109.2	119	5	0	0	0	0	2	1	127	128.2	
Total	1964	123	4	0	0	0	8	12	2111	2109.4	1942	121	4	0	0	0	8	11	2086	2085.2	

Project Number: **TSP14986**
 Project Name: **Baglan Bay Retail Park**
 Survey Type: **Car Park Survey**
 Site No: **2**
 Location: **Parking Area**
 Date: **15 March 2022, Tuesday**



Time	Total																			
	Entry										Exit									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	3	0	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	2	2
H/Total	3	0	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	2	2
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	5	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	5	5
H/Total	5	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	5	5
08:00	2	1	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	2	2
08:15	7	0	0	0	0	0	0	0	7	7	4	1	0	0	0	0	0	0	5	5
08:30	14	0	0	0	0	0	0	0	14	14	11	0	0	0	0	0	0	0	11	11
08:45	14	0	0	0	0	0	0	0	14	14	14	1	0	0	0	0	0	0	15	15
H/Total	37	1	0	0	0	0	0	0	38	38	31	2	0	0	0	0	0	0	33	33
09:00	18	0	0	0	0	0	0	0	18	18	12	0	0	0	0	0	0	0	12	12
09:15	22	2	0	0	0	0	0	0	24	24	18	1	0	0	0	0	0	0	19	19
09:30	19	0	0	0	0	0	0	0	19	19	26	0	0	0	0	0	0	0	26	26
09:45	19	1	0	0	0	0	0	0	20	20	22	1	0	0	0	0	0	0	23	23
H/Total	78	3	0	0	0	0	0	0	81	81	78	2	0	0	0	0	0	0	80	80
10:00	18	2	0	0	0	0	0	0	20	20	23	2	0	0	0	0	0	0	25	25
10:15	30	0	0	0	0	0	0	2	32	30.4	16	0	0	0	0	0	0	2	18	16.4
10:30	24	0	0	0	0	0	0	1	25	24.2	27	0	0	0	0	0	0	1	28	27.2
10:45	31	1	0	0	0	0	0	0	32	32	26	0	0	0	0	0	0	0	26	26
H/Total	103	3	0	0	0	0	0	3	109	106.6	92	2	0	0	0	0	0	3	97	94.6
11:00	38	3	0	0	0	0	0	0	41	41	37	3	0	0	0	0	0	0	40	40
11:15	35	7	0	0	0	0	0	0	42	42	37	7	0	0	0	0	0	0	44	44
11:30	32	4	0	0	0	0	0	0	36	36	34	3	0	0	0	0	0	0	37	37
11:45	29	4	0	0	0	0	0	0	33	33	31	4	0	0	0	0	0	0	35	35
H/Total	134	18	0	0	0	0	0	0	152	152	139	17	0	0	0	0	0	0	156	156
12:00	29	4	0	0	0	0	0	0	33	33	24	3	0	0	0	0	0	0	27	27
12:15	34	7	0	0	0	0	0	0	41	41	33	8	0	0	0	0	0	0	41	41
12:30	46	0	0	0	0	0	0	0	46	46	38	1	0	0	0	0	0	0	39	39
12:45	32	1	0	0	0	0	0	0	33	33	28	2	0	0	0	0	0	0	30	30
H/Total	141	12	0	0	0	0	0	0	153	153	123	14	0	0	0	0	0	0	137	137
13:00	27	4	0	0	0	0	0	0	31	31	38	2	0	0	0	0	0	0	40	40
13:15	44	2	1	0	0	0	0	0	47	47	42	2	0	0	0	0	0	0	44	44
13:30	42	0	0	0	0	0	0	0	42	42	46	3	0	0	0	0	0	0	49	49
13:45	46	5	0	0	0	0	0	0	51	51	31	3	0	0	0	0	0	0	34	34
H/Total	159	11	1	0	0	0	0	0	171	171	157	10	0	0	0	0	0	0	167	167
14:00	35	6	1	0	0	0	1	0	43	44	45	3	2	0	0	0	1	0	51	52
14:15	41	5	0	0	0	0	0	0	46	46	45	4	0	0	0	0	0	0	49	49
14:30	31	1	0	0	0	0	0	0	32	32	32	4	0	0	0	0	0	0	36	36
14:45	36	3	0	0	0	0	0	0	39	39	35	5	0	0	0	0	0	0	40	40
H/Total	143	15	1	0	0	0	1	0	160	161	157	16	2	0	0	0	1	0	176	177
15:00	44	1	0	0	0	0	0	0	45	45	44	2	0	0	0	0	0	0	46	46
15:15	30	2	0	0	0	0	0	0	32	32	33	2	0	0	0	0	0	0	35	35
15:30	44	3	0	0	0	0	0	0	47	47	32	2	0	0	0	0	0	0	34	34
15:45	44	2	0	0	0	0	0	0	46	46	47	2	0	0	0	0	0	0	49	49
H/Total	162	8	0	0	0	0	0	0	170	170	156	8	0	0	0	0	0	0	164	164
16:00	36	3	0	0	0	0	0	0	39	39	42	2	0	0	0	0	0	0	44	44
16:15	25	2	0	0	0	0	0	5	32	28	24	1	0	0	0	0	0	5	30	26
16:30	37	3	0	0	0	0	0	0	40	40	42	3	0	0	0	0	0	0	45	45
16:45	36	3	0	0	0	0	0	0	39	39	31	3	0	0	0	0	0	0	34	34
H/Total	134	11	0	0	0	0	0	5	150	146	139	9	0	0	0	0	0	5	153	149
17:00	40	2	0	0	0	0	0	0	42	42	38	3	0	0	0	0	0	0	41	41
17:15	41	2	0	0	0	0	2	0	45	47	42	3	0	0	0	0	2	0	47	49
17:30	29	1	0	0	0	0	1	0	31	32	34	1	0	0	0	0	1	0	36	37
17:45	28	2	0	0	0	0	0	0	30	30	30	1	0	0	0	0	0	0	31	31
H/Total	138	7	0	0	0	0	3	0	148	151	144	8	0	0	0	0	3	0	155	158
18:00	33	1	0	0	0	0	0	0	34	34	40	0	0	0	0	0	0	0	40	40
18:15	29	1	0	0	0	0	0	0	30	30	22	2	0	0	0	0	0	0	24	24
18:30	24	1	0	0	0	0	0	0	25	25	34	1	0	0	0	0	0	0	35	35
18:45	24	1	0	0	0	0	0	0	25	25	21	0	0	0	0	0	0	0	21	21
H/Total	110	4	0	0	0	0	0	0	114	114	117	3	0	0	0	0	0	0	120	120
19:00	17	1	0	0	0	0	0	0	18	18	21	1	0	0	0	0	0	0	22	22
19:15	19	0	0	0	0	0	0	0	19	19	17	2	0	0	0	0	0	0	19	19
19:30	15	0	0	0	0	0	2	0	17	19	17	0	0	0	0	0	2	0	19	21
19:45	11	0	0	0	0	0	4	0	15	19	14	0	0	0	0	0	4	0	18	22
H/Total	62	1	0	0	0	0	6	0	69	75	69	3	0	0	0	0	6	0	78	84
Total	1409	94	2	0	0	0	10	8	1523	1526.6	1409	94	2	0	0	0	10	8	1523	1526.6

Project Number: **TSP14986**
 Project Name: **Baglan Bay Retail Park**
 Survey Type: **Car Park Survey**
 Site No: **2**
 Location: **Parking Area**
 Date: **15 March 2022, Tuesday**



Accumulation Summary

Quarter-Hour Summary

Time	Total In	Total Out	Accumulation	Utilisation
06:00	0	0	0	0%
06:15	0	0	0	0%
06:30	0	0	0	0%
06:45	3	2	1	2%
07:00	0	0	1	2%
07:15	0	0	1	2%
07:30	0	0	1	2%
07:45	5	5	1	2%
08:00	3	2	2	3%
08:15	7	5	4	6%
08:30	14	11	7	11%
08:45	14	15	6	9%
09:00	18	12	12	18%
09:15	24	19	17	26%
09:30	19	26	10	15%
09:45	20	23	7	11%
10:00	20	25	2	3%
10:15	30	16	16	25%
10:30	24	27	13	20%
10:45	32	26	19	29%
11:00	41	40	20	31%
11:15	42	44	18	28%
11:30	36	37	17	26%
11:45	33	35	15	23%
12:00	33	27	21	32%
12:15	41	41	21	32%
12:30	46	39	28	43%
12:45	33	30	31	48%
13:00	31	40	22	34%
13:15	47	44	25	38%
13:30	42	49	18	28%
13:45	51	34	35	54%
14:00	42	50	27	42%
14:15	46	49	24	37%
14:30	32	36	20	31%
14:45	39	40	19	29%
15:00	45	46	18	28%
15:15	32	35	15	23%
15:30	47	34	28	43%
15:45	46	49	25	38%
16:00	39	44	20	31%
16:15	27	25	22	34%
16:30	40	45	17	26%
16:45	39	34	22	34%
17:00	42	41	23	35%
17:15	43	45	21	32%
17:30	30	35	16	25%
17:45	30	31	15	23%
18:00	34	40	9	14%
18:15	30	24	15	23%
18:30	25	35	5	8%
18:45	25	21	9	14%
19:00	18	22	5	8%
19:15	19	19	5	8%
19:30	15	17	3	5%
19:45	11	14	0	0%
Total	1505	1505		

Half-Hour Summary

Time	Total In	Total Out	Accumulation
06:00	0	0	0
06:30	3	2	1
07:00	0	0	1
07:30	5	5	1
08:00	10	7	4
08:30	28	26	6
09:00	42	31	17
09:30	39	49	7
10:00	50	41	16
10:30	56	53	19
11:00	83	84	18
11:30	69	72	15
12:00	74	68	21
12:30	79	69	31
13:00	78	84	25
13:30	93	83	35
14:00	88	99	24
14:30	71	76	19
15:00	77	81	15
15:30	93	83	25
16:00	66	69	22
16:30	79	79	22
17:00	85	86	21
17:30	60	66	15
18:00	64	64	15
18:30	50	56	9
19:00	37	41	5
19:30	26	31	0
Total	1505	1505	

Hourly Summary

Time	Total In	Total Out	Accumulation
06:00	3	2	1
07:00	5	5	1
08:00	38	33	6
09:00	81	80	7
10:00	106	94	19
11:00	152	156	15
12:00	153	137	31
13:00	171	167	35
14:00	159	175	19
15:00	170	164	25
16:00	145	148	22
17:00	145	152	15
18:00	114	120	9
19:00	63	72	0
Total	1505	1505	

Available bays = 65
 Vehicles in at start = 0
 Vehicles in at end = 0
Peak accumulation = 35
 (*) estimated

Project Number: **TSP14986**
 Project Name: **Baglan Bay Retail Park**
 Survey Type: **Car Park Survey**
 Site No: **2**
 Location: **Parking Area**
 Date: **15 March 2022, Tuesday**



Entrance 1																					
Time	Entry										Exit via entrance 1										
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
06:00									0	0									0	0	
06:15									0	0									0	0	
06:30									0	0									0	0	
06:45									0	0									0	0	
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00									0	0									0	0	
07:15									0	0									0	0	
07:30									0	0									0	0	
07:45	1								1	1									0	0	
H/Total	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
08:00	1	1							2	2									0	0	
08:15	1								1	1									0	0	
08:30	1								1	1	1								1	1	
08:45	3								3	3	1								1	1	
H/Total	6	1	0	0	0	0	0	0	7	7	2	0	0	0	0	0	0	0	2	2	
09:00	3								3	3									0	0	
09:15	2								2	2	2								2	2	
09:30	1								1	1									0	0	
09:45	2								2	2	1								1	1	
H/Total	8	0	0	0	0	0	0	0	8	8	3	0	0	0	0	0	0	0	3	3	
10:00	2								2	2									0	0	
10:15	2								2	2	1								1	1	
10:30	2								2	2	2								2	2	
10:45	2	1							3	3	1								1	1	
H/Total	8	1	0	0	0	0	0	0	9	9	4	0	0	0	0	0	0	0	4	4	
11:00	8								8	8									0	0	
11:15	2								2	2	1								1	1	
11:30	3	1							4	4									0	0	
11:45	1	2							3	3	1								1	1	
H/Total	14	3	0	0	0	0	0	0	17	17	2	0	0	0	0	0	0	0	2	2	
12:00	4	1							5	5	1	1							2	2	
12:15	6								6	6		2							2	2	
12:30	8								8	8	3								3	3	
12:45	6								6	6	1	1							2	2	
H/Total	24	1	0	0	0	0	0	0	25	25	5	4	0	0	0	0	0	0	9	9	
13:00	2	1							3	3	2								2	2	
13:15	4	1							5	5	3	1							4	4	
13:30	1								1	1	3								3	3	
13:45	1								1	1	3								3	3	
H/Total	8	2	0	0	0	0	0	0	10	10	11	1	0	0	0	0	0	0	12	12	
14:00	1	2							3	3									0	0	
14:15		1							1	1	2	1							3	3	
14:30	3								3	3	1	1							2	2	
14:45	3								3	3	1								1	1	
H/Total	7	3	0	0	0	0	0	0	10	10	4	2	0	0	0	0	0	0	6	6	
15:00	3								3	3	1								1	1	
15:15	2								2	2		1							1	1	
15:30	3								3	3	1								1	1	
15:45	3	1							4	4	6								6	6	
H/Total	11	1	0	0	0	0	0	0	12	12	8	1	0	0	0	0	0	0	9	9	
16:00	4								4	4	1								1	1	
16:15	2								2	2.4	1							3	4	1.6	
16:30	3							2	3	3	6								6	6	
16:45	2								2	2	2	2							4	4	
H/Total	11	0	0	0	0	0	0	2	13	11.4	10	2	0	0	0	0	0	3	15	12.6	
17:00	3	2							5	5	3								3	3	
17:15	6								6	6	2								2	2	
17:30	3								3	3	5								5	5	
17:45	5	1							6	6									0	0	
H/Total	17	3	0	0	0	0	0	0	20	20	10	0	0	0	0	0	0	0	10	10	
18:00	4								4	4	2								2	2	
18:15	2								2	2	1								1	1	
18:30	1								1	1	2								2	2	
18:45	3								3	3	1								1	1	
H/Total	10	0	0	0	0	0	0	0	10	10	6	0	0	0	0	0	0	0	6	6	
19:00									0	0									0	0	
19:15									0	0									0	0	
19:30									0	0	2								2	2	
19:45	1								1	1	1								1	1	
H/Total	1	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	3	3	
Total	126	15	0	0	0	0	0	2	143	141.4	68	10	0	0	0	0	0	3	81	78.6	

Project Number: **TSP14986**
 Project Name: **Baglan Bay Retail Park**
 Survey Type: **Car Park Survey**
 Site No: **2**
 Location: **Parking Area**
 Date: **15 March 2022, Tuesday**



Entrance 2																					
Time	Entry										Exit via entrance 2										
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
06:00									0	0									0	0	
06:15									0	0									0	0	
06:30									0	0									0	0	
06:45									0	0									0	0	
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00									0	0									0	0	
07:15									0	0									0	0	
07:30									0	0									0	0	
07:45									0	0									0	0	
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00									0	0									0	0	
08:15	1								1	1									0	0	
08:30	3								3	3									0	0	
08:45	1								1	1	1								1	1	
H/Total	5	0	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	1	1	
09:00	5								5	5									0	0	
09:15	5								5	5									0	0	
09:30	5								5	5	3								3	3	
09:45	3								3	3	2								2	2	
H/Total	18	0	0	0	0	0	0	0	18	18	5	0	0	0	0	0	0	0	5	5	
10:00	1								1	1									0	0	
10:15	11								11	11	1								1	1	
10:30	4								4	4	1								1	1	
10:45	13								13	13									0	0	
H/Total	29	0	0	0	0	0	0	0	29	29	2	0	0	0	0	0	0	0	2	2	
11:00	6								6	6									0	0	
11:15	5								5	5	1								1	1	
11:30	7								7	7	2								2	2	
11:45	6								6	6	1								1	1	
H/Total	24	0	0	0	0	0	0	0	24	24	4	0	0	0	0	0	0	0	4	4	
12:00	7	1							8	8									0	0	
12:15	6								6	6		1							1	1	
12:30	5								5	5									0	0	
12:45	6								6	6									0	0	
H/Total	24	1	0	0	0	0	0	0	25	25	0	1	0	0	0	0	0	0	1	1	
13:00	8	1							9	9	2								2	2	
13:15	14								14	14	3								3	3	
13:30	6								6	6	2								2	2	
13:45	10	1							11	11									0	0	
H/Total	38	2	0	0	0	0	0	0	40	40	7	0	0	0	0	0	0	0	7	7	
14:00	7								7	7	2								2	2	
14:15	10	1							11	11	2								2	2	
14:30	7								7	7	1								1	1	
14:45	8								8	8	3								3	3	
H/Total	32	1	0	0	0	0	0	0	33	33	8	0	0	0	0	0	0	0	8	8	
15:00	12								12	12	2								2	2	
15:15	5	1							6	6									0	0	
15:30	10								10	10		1							1	1	
15:45	10								10	10	2								2	2	
H/Total	37	1	0	0	0	0	0	0	38	38	4	1	0	0	0	0	0	0	5	5	
16:00	6	1							7	7	3								3	3	
16:15	5								5	5									0	0	
16:30	9								9	9									0	0	
16:45	7	1							8	8	2								2	2	
H/Total	27	2	0	0	0	0	0	0	29	29	5	0	0	0	0	0	0	0	5	5	
17:00	8								8	8	1	1							2	2	
17:15	8								8	8	1								1	1	
17:30	7								7	7									0	0	
17:45	4								4	4	3								3	3	
H/Total	27	0	0	0	0	0	0	0	27	27	5	1	0	0	0	0	0	0	6	6	
18:00	4								4	4	3								3	3	
18:15	6								6	6									0	0	
18:30	3	1							4	4	1	1							2	2	
18:45	4	1							5	5									0	0	
H/Total	17	2	0	0	0	0	0	0	19	19	4	1	0	0	0	0	0	0	5	5	
19:00	1								1	1	2								2	2	
19:15	1								1	1	3								3	3	
19:30	2								2	2	2								2	2	
19:45	1								1	1	1								1	1	
H/Total	5	0	0	0	0	0	0	0	5	5	8	0	0	0	0	0	0	0	8	8	
Total	283	9	0	0	0	0	0	0	292	292	53	4	0	0	0	0	0	0	57	57	

Project Number: TSP14986
 Project Name: Baglan Bay Retail Park
 Survey Type: Car Park Survey
 Site No: 2
 Location: Parking Area
 Date: 15 March 2022, Tuesday



Entrance 3																					
Time	Entry										Exit via entrance 3										
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
06:00									0	0									0	0	
06:15									0	0									0	0	
06:30									0	0									0	0	
06:45	2								2	2									0	0	
H/Total	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	
07:00									0	0									0	0	
07:15									0	0									0	0	
07:30									0	0									0	0	
07:45	2								2	2	2								2	2	
H/Total	2	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	2	2	
08:00									0	0									0	0	
08:15	2								2	2	1								1	1	
08:30	6								6	6									0	0	
08:45	7								7	7	1								1	1	
H/Total	15	0	0	0	0	0	0	0	15	15	2	0	0	0	0	0	0	0	2	2	
09:00	6								6	6	1								1	1	
09:15	12	2							14	14									0	0	
09:30	11								11	11	1								1	1	
09:45	13	1							14	14	1								1	1	
H/Total	42	3	0	0	0	0	0	0	45	45	3	0	0	0	0	0	0	0	3	3	
10:00	14	1							15	15	1								1	1	
10:15	16							2	18	16.4	1								1	1	
10:30	16							1	17	16.2	1								1	1	
10:45	16								16	16	1								1	1	
H/Total	62	1	0	0	0	0	0	3	66	63.6	4	0	0	0	0	0	0	0	4	4	
11:00	23	3							26	26	1								1	1	
11:15	21	5							26	26	2								2	2	
11:30	19	1							20	20	2								2	2	
11:45	18	2							20	20	1								1	1	
H/Total	81	11	0	0	0	0	0	0	92	92	6	0	0	0	0	0	0	0	6	6	
12:00	15	2							17	17	2	1							3	3	
12:15	19	3							22	22	1								1	1	
12:30	23								23	23	1								1	1	
12:45	11	1							12	12	1								1	1	
H/Total	68	6	0	0	0	0	0	0	74	74	5	1	0	0	0	0	0	0	6	6	
13:00	15	1							16	16	1								1	1	
13:15	23								23	23	2								2	2	
13:30	33								33	33	2								2	2	
13:45	22	2							24	24		1							1	1	
H/Total	93	3	0	0	0	0	0	0	96	96	5	1	0	0	0	0	0	0	6	6	
14:00	22	2	1				1		26	27	3								3	3	
14:15	26	2							28	28	1								1	1	
14:30	18	1							19	19	2								2	2	
14:45	20	3							23	23	3								3	3	
H/Total	86	8	1	0	0	0	1	0	96	97	9	0	0	0	0	0	0	0	9	9	
15:00	22	1							23	23	3								3	3	
15:15	21								21	21	1								1	1	
15:30	25	3							28	28	3								3	3	
15:45	24	1							25	25	1								1	1	
H/Total	92	5	0	0	0	0	0	0	97	97	8	0	0	0	0	0	0	0	8	8	
16:00	23	2							25	25	2								2	2	
16:15	15	1							16	16	1	1							2	2	
16:30	22	3							25	25		1							1	1	
16:45	21	2							23	23	2								2	2	
H/Total	81	8	0	0	0	0	0	0	89	89	5	2	0	0	0	0	0	0	7	7	
17:00	24								24	24	1								1	1	
17:15	25	2					2		29	31	1								1	1	
17:30	16	1							17	17									0	0	
17:45	16	1							17	17									0	0	
H/Total	81	4	0	0	0	0	2	0	87	89	2	0	0	0	0	0	0	0	2	2	
18:00	19								19	19									0	0	
18:15	18	1							19	19									0	0	
18:30	14								14	14	1								1	1	
18:45	15								15	15	1								1	1	
H/Total	66	1	0	0	0	0	0	0	67	67	2	0	0	0	0	0	0	0	2	2	
19:00	11								11	11	1								1	1	
19:15	9								9	9									0	0	
19:30	8						1		9	10	1								1	1	
19:45	7						2		9	11							2		2	4	
H/Total	35	0	0	0	0	0	3	0	38	41	2	0	0	0	0	0	2	0	4	6	
Total	806	50	1	0	0	0	6	3	866	869.6	55	4	0	0	0	0	2	0	61	63	

Project Number: **TSP14986**
 Project Name: **Baglan Bay Retail Park**
 Survey Type: **Car Park Survey**
 Site No: **2**
 Location: **Parking Area**
 Date: **15 March 2022, Tuesday**



Exit 1																					
Time	Entry via Exit 1										Exit										
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
06:00									0	0									0	0	
06:15									0	0									0	0	
06:30									0	0									0	0	
06:45									0	0	2								2	2	
H/Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2	
07:00									0	0									0	0	
07:15									0	0									0	0	
07:30									0	0									0	0	
07:45	1								1	1	2								2	2	
H/Total	1	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	2	
08:00	1								1	1	2								2	2	
08:15	1								1	1	2	1							3	3	
08:30									0	0	7								7	7	
08:45									0	0	8	1							9	9	
H/Total	2	0	0	0	0	0	0	0	2	2	19	2	0	0	0	0	0	0	21	21	
09:00	1								1	1	10								10	10	
09:15	2								2	2	11	1							12	12	
09:30									0	0	15								15	15	
09:45									0	0	17	1							18	18	
H/Total	3	0	0	0	0	0	0	0	3	3	53	2	0	0	0	0	0	0	55	55	
10:00	1	1							2	2	17	1							18	18	
10:15									0	0	12							2	14	12.4	
10:30									0	0	16								16	16	
10:45									0	0	18								18	18	
H/Total	1	1	0	0	0	0	0	0	2	2	63	1	0	0	0	0	0	2	66	64.4	
11:00	1								1	1	29	2							31	31	
11:15	5	2							7	7	23	7							30	30	
11:30	2								2	2	20	1							21	21	
11:45									0	0	14	3							17	17	
H/Total	8	2	0	0	0	0	0	0	10	10	86	13	0	0	0	0	0	0	99	99	
12:00									0	0	16	1							17	17	
12:15	1	1							2	2	28	4							32	32	
12:30	3								3	3	26	1							27	27	
12:45	1								1	1	21	1							22	22	
H/Total	5	1	0	0	0	0	0	0	6	6	91	7	0	0	0	0	0	0	98	98	
13:00	1								1	1	24	1							25	25	
13:15	2		1						3	3	23								23	23	
13:30	1								1	1	28	2							30	30	
13:45	2	1							3	3	23	2							25	25	
H/Total	6	1	1	0	0	0	0	0	8	8	98	5	0	0	0	0	0	0	103	103	
14:00		1							1	1	35	3	2				1		41	42	
14:15	1	1							2	2	29	3							32	32	
14:30									0	0	18	2							20	20	
14:45									0	0	21	3							24	24	
H/Total	1	2	0	0	0	0	0	0	3	3	103	11	2	0	0	0	1	0	117	118	
15:00	3								3	3	28	2							30	30	
15:15									0	0	27	1							28	28	
15:30	1								1	1	25	1							26	26	
15:45	2								2	2	30	2							32	32	
H/Total	6	0	0	0	0	0	0	0	6	6	110	6	0	0	0	0	0	0	116	116	
16:00									0	0	31	2							33	33	
16:15	2								2	2	15							1	16	15.2	
16:30									0	0	27	2							29	29	
16:45	4								4	4	17	1							18	18	
H/Total	6	0	0	0	0	0	0	0	6	6	90	5	0	0	0	0	0	1	96	95.2	
17:00	3								3	3	29	2							31	31	
17:15	1								1	1	26	3					2		31	33	
17:30									0	0	21	1					1		23	24	
17:45									0	0	23	1							24	24	
H/Total	4	0	0	0	0	0	0	0	4	4	99	7	0	0	0	0	3	0	109	112	
18:00	1								1	1	24								24	24	
18:15	2								2	2	13	2							15	15	
18:30									0	0	27								27	27	
18:45									0	0	14								14	14	
H/Total	3	0	0	0	0	0	0	0	3	3	78	2	0	0	0	0	0	0	80	80	
19:00	2	1							3	3	14	1							15	15	
19:15	4								4	4	9								9	9	
19:30	2						1		3	4	9								9	9	
19:45	1								1	1	8						2		10	12	
H/Total	9	1	0	0	0	0	1	0	11	12	40	1	0	0	0	0	2	0	43	45	
Total	55	8	1	0	0	0	1	0	65	66	934	62	2	0	0	0	6	3	1007	1010.6	

Project Number: **TSP14986**
 Project Name: **Baglan Bay Retail Park**
 Survey Type: **Car Park Survey**
 Site No: **2**
 Location: **Parking Area**
 Date: **15 March 2022, Tuesday**



Exit 2																					
Time	Entry via Exit 2										Exit										
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
06:00									0	0									0	0	
06:15									0	0									0	0	
06:30									0	0									0	0	
06:45	1								1	1									0	0	
H/Total	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
07:00									0	0									0	0	
07:15									0	0									0	0	
07:30									0	0									0	0	
07:45									0	0									0	0	
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00									0	0									0	0	
08:15	2								2	2	1								1	1	
08:30	4								4	4									0	0	
08:45	3								3	3									0	0	
H/Total	9	0	0	0	0	0	0	0	9	9	1	0	0	0	0	0	0	0	1	1	
09:00	3								3	3	1								1	1	
09:15	1								1	1	3								3	3	
09:30	2								2	2	5								5	5	
09:45	1								1	1	1								1	1	
H/Total	7	0	0	0	0	0	0	0	7	7	10	0	0	0	0	0	0	0	10	10	
10:00									0	0	1								1	1	
10:15	1								1	1									0	0	
10:30	1								1	1	2							1	3	2.2	
10:45									0	0	2								2	2	
H/Total	2	0	0	0	0	0	0	0	2	2	5	0	0	0	0	0	0	1	6	5.2	
11:00									0	0	6								6	6	
11:15	1								1	1	4								4	4	
11:30	1								1	1	5	1							6	6	
11:45	4								4	4	10								10	10	
H/Total	6	0	0	0	0	0	0	0	6	6	25	1	0	0	0	0	0	0	26	26	
12:00	3								3	3	2								2	2	
12:15	2	1							3	3	3								3	3	
12:30	5								5	5	4								4	4	
12:45	5								5	5	3								3	3	
H/Total	15	1	0	0	0	0	0	0	16	16	12	0	0	0	0	0	0	0	12	12	
13:00									0	0	8								8	8	
13:15	1	1							2	2	6	1							7	7	
13:30	1								1	1	6	1							7	7	
13:45	8	1							9	9	1								1	1	
H/Total	10	2	0	0	0	0	0	0	12	12	21	2	0	0	0	0	0	0	23	23	
14:00	4								4	4	4								4	4	
14:15	3								3	3	5								5	5	
14:30	2								2	2	7	1							8	8	
14:45	2								2	2	5								5	5	
H/Total	11	0	0	0	0	0	0	0	11	11	21	1	0	0	0	0	0	0	22	22	
15:00	1								1	1	4								4	4	
15:15	1	1							2	2	1								1	1	
15:30	3								3	3	2								2	2	
15:45	5								5	5	5								5	5	
H/Total	10	1	0	0	0	0	0	0	11	11	12	0	0	0	0	0	0	0	12	12	
16:00	2								2	2	4								4	4	
16:15		1							1	1	4								4	4	
16:30	2								2	2	7								7	7	
16:45	2								2	2	5								5	5	
H/Total	6	1	0	0	0	0	0	0	7	7	20	0	0	0	0	0	0	0	20	20	
17:00	2								2	2	4								4	4	
17:15	1								1	1	9								9	9	
17:30	3								3	3	6								6	6	
17:45	2								2	2	4								4	4	
H/Total	8	0	0	0	0	0	0	0	8	8	23	0	0	0	0	0	0	0	23	23	
18:00	5	1							6	6	6								6	6	
18:15	1								1	1	4								4	4	
18:30	4								4	4	2								2	2	
18:45	2								2	2	2								2	2	
H/Total	12	1	0	0	0	0	0	0	13	13	14	0	0	0	0	0	0	0	14	14	
19:00	3								3	3	2								2	2	
19:15	4								4	4	3	1							4	4	
19:30	2								2	2									0	0	
19:45									0	0	2								2	2	
H/Total	9	0	0	0	0	0	0	0	9	9	7	1	0	0	0	0	0	0	8	8	
Total	106	6	0	0	0	0	0	0	112	112	171	5	0	0	0	0	0	1	177	176.2	

Project Number: **TSP14986**
 Project Name: **Baglan Bay Retail Park**
 Survey Type: **Car Park Survey**
 Site No: **2**
 Location: **Parking Area**
 Date: **15 March 2022, Tuesday**



Exit 3																					
Time	Entry via Exit 3										Exit										
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
06:00									0	0									0	0	
06:15									0	0									0	0	
06:30									0	0									0	0	
06:45									0	0									0	0	
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00									0	0									0	0	
07:15									0	0									0	0	
07:30									0	0									0	0	
07:45	1								1	1	1								1	1	
H/Total	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1	
08:00									0	0									0	0	
08:15									0	0									0	0	
08:30									0	0	3								3	3	
08:45									0	0	3								3	3	
H/Total	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	6	
09:00									0	0									0	0	
09:15									0	0	2								2	2	
09:30									0	0	2								2	2	
09:45									0	0									0	0	
H/Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	4	
10:00									0	0	4	1							5	5	
10:15									0	0	1								1	1	
10:30	1								1	1	5								5	5	
10:45									0	0	4								4	4	
H/Total	1	0	0	0	0	0	0	0	1	1	14	1	0	0	0	0	0	0	15	15	
11:00									0	0	1	1							2	2	
11:15	1								1	1	6								6	6	
11:30		2							2	2	5	1							6	6	
11:45									0	0	4	1							5	5	
H/Total	1	2	0	0	0	0	0	0	3	3	16	3	0	0	0	0	0	0	19	19	
12:00									0	0	3								3	3	
12:15		2							2	2	1	1							2	2	
12:30	2								2	2	4								4	4	
12:45	3								3	3	2								2	2	
H/Total	5	2	0	0	0	0	0	0	7	7	10	1	0	0	0	0	0	0	11	11	
13:00	1	1							2	2	1	1							2	2	
13:15									0	0	5								5	5	
13:30									0	0	5								5	5	
13:45	3								3	3	4								4	4	
H/Total	4	1	0	0	0	0	0	0	5	5	15	1	0	0	0	0	0	0	16	16	
14:00	1	1							2	2	1								1	1	
14:15	1								1	1	6								6	6	
14:30	1								1	1	3								3	3	
14:45	3								3	3	2	2							4	4	
H/Total	6	1	0	0	0	0	0	0	7	7	12	2	0	0	0	0	0	0	14	14	
15:00	3								3	3	6								6	6	
15:15	1								1	1	4								4	4	
15:30	2								2	2	1								1	1	
15:45									0	0	3								3	3	
H/Total	6	0	0	0	0	0	0	0	6	6	14	0	0	0	0	0	0	0	14	14	
16:00	1								1	1	1								1	1	
16:15	1								4	1.6	3							1	4	3.2	
16:30	1								1	1	2								2	2	
16:45									0	0	3								3	3	
H/Total	3	0	0	0	0	0	0	3	6	3.6	9	0	0	0	0	0	0	1	10	9.2	
17:00									0	0									0	0	
17:15									0	0	3								3	3	
17:30							1		1	2	2								2	2	
17:45	1								1	1									0	0	
H/Total	1	0	0	0	0	0	1	0	2	3	5	0	0	0	0	0	0	0	5	5	
18:00									0	0	5								5	5	
18:15									0	0	4								4	4	
18:30	2								2	2	1								1	1	
18:45									0	0	3								3	3	
H/Total	2	0	0	0	0	0	0	0	2	2	13	0	0	0	0	0	0	0	13	13	
19:00									0	0	2								2	2	
19:15	1								1	1	2	1							3	3	
19:30	1								1	1	3						2		5	7	
19:45	1						2		3	5	2								2	2	
H/Total	3	0	0	0	0	0	2	0	5	7	9	1	0	0	0	0	2	0	12	14	
Total	33	6	0	0	0	0	3	3	45	45.6	128	9	0	0	0	0	2	1	140	141.2	



Client: DW Transportation

Project Number: TSP14986

Project Name: Baglan Bay Retail Park

Survey Type: Car Park Survey

Survey Date: 12 Mar 2022, Saturday

Survey Time: 06:00 - 20:00

Weather: Dry

Comments:

Project Number: **TSP14986**
Project Name: **Baglan Bay Retail Park**
Survey Type: **Car Park Survey**
Site No: **1 & 2**
Location: **Baglan Bay Retail Park**



Project Number: TSP14986
 Project Name: Baglan Bay Retail Park
 Survey Type: Car Park Survey
 Site No: 1
 Location: Baglan Bay Retail Park
 Date: 12 March 2022, Saturday



Baglan Bay Retail Park																				
Time	Entry										Exit									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:00									0	0									0	0
06:15									0	0									0	0
06:30									0	0									0	0
06:45	5	1							6	6	3								3	3
H/Total	5	1	0	0	0	0	0	0	6	6	3	0	0	0	0	0	0	0	3	3
07:00	1								1	1									0	0
07:15	1								1	1		1							1	1
07:30									0	0									0	0
07:45	5	2						1	8	7.2	2	1							3	3
H/Total	7	2	0	0	0	0	0	1	10	9.2	2	2	0	0	0	0	0	0	4	4
08:00	3								3	3	1								1	1
08:15	10								10	10	3	1							4	4
08:30	8								8	8	8								8	8
08:45	22	2							24	24	10	1							11	11
H/Total	43	2	0	0	0	0	0	0	45	45	22	2	0	0	0	0	0	0	24	24
09:00	15	1							17	16.2	17	1							18	18
09:15	31	3							34	34	14								14	14
09:30	20	2							22	22	23	3						1	27	26.2
09:45	34	2						1	37	36.2	33	4							37	37
H/Total	100	8	0	0	0	0	0	2	110	108.4	87	8	0	0	0	0	0	1	96	95.2
10:00	43	2							46	45.2	22							1	23	22.2
10:15	43	1							44	44	39	2							41	41
10:30	51	1						1	53	52.2	44	1							45	45
10:45	47	3					1	1	52	52.2	34	2					1	1	38	38.2
H/Total	184	7	0	0	0	0	1	3	195	193.6	139	5	0	0	0	0	1	2	147	146.4
11:00	48	1					1		50	51	38	1							39	39
11:15	51	5	1				1		58	59	53	2					1		56	57
11:30	60	5						1	66	65.2	46	4	1						51	51
11:45	80	3	1				1		85	86	46	4	1				2		53	55
H/Total	239	14	2	0	0	0	3	1	259	261.2	183	11	2	0	0	0	3	0	199	202
12:00	86	3						1	90	89.2	85	5							90	90
12:15	74	5							79	79	93	2							95	95
12:30	78	2							80	80	73	5							78	78
12:45	89	6						1	96	95.2	85	3							88	88
H/Total	327	16	0	0	0	0	0	2	345	343.4	336	15	0	0	0	0	0	0	351	351
13:00	63	3						1	67	66.2	86	6						1	93	92.2
13:15	73	5					1		79	80	61	3						3	67	64.6
13:30	74	3						1	78	77.2	71	4					1		76	77
13:45	73	5						1	79	78.2	72	4							76	76
H/Total	283	16	0	0	0	0	1	3	303	301.6	290	17	0	0	0	0	1	4	312	309.8
14:00	86								86	86	69	2							71	71
14:15	78	4							82	82	97	4							101	101
14:30	73						1		74	75	64	2					1		67	68
14:45	84	4						2	90	88.4	76	2						1	79	78.2
H/Total	321	8	0	0	0	0	1	2	332	331.4	306	10	0	0	0	0	1	1	318	318.2
15:00	61	3					1		65	66	66	3					1	2	72	71.4
15:15	65	5					1		71	72	65	3							68	68
15:30	70	3					1	1	75	75.2	71	5					1	1	78	78.2
15:45	59	4							63	63	74						1		75	76
H/Total	255	15	0	0	0	0	3	1	274	276.2	276	11	0	0	0	0	3	3	293	293.6
16:00	59	4	1						64	64	66	5						1	72	71.2
16:15	60	2						2	64	62.4	62	7							69	69
16:30	52	4							56	56	72	5	1					2	80	78.4
16:45	60	2						1	63	62.2	49	3							52	52
H/Total	231	12	1	0	0	0	0	3	247	244.6	249	20	1	0	0	0	0	3	273	270.6
17:00	56	1					1		58	59	64	1							65	65
17:15	35	1					1		37	38	63	2					2		67	69
17:30	32	4							36	36	31							2	33	31.4
17:45	36	4					1		41	42	39	7							46	46
H/Total	159	10	0	0	0	0	3	0	172	175	197	10	0	0	0	0	2	2	211	211.4
18:00	37	2					1		40	41	47	2					1		50	51
18:15	24	1							25	25	35	1					1		37	38
18:30	29	2						3	34	31.6	28							3	31	28.6
18:45	27								27	27	24	2							26	26
H/Total	117	5	0	0	0	0	1	3	126	124.6	134	5	0	0	0	0	2	3	144	143.6
19:00	24	2					1		27	28	35	1							36	36
19:15	19								19	19	26	2							28	28
19:30	20	1						1	22	21.2	17						1		18	19
19:45	21	1							22	22	20	2							22	22
H/Total	84	4	0	0	0	0	1	1	90	90.2	98	5	0	0	0	0	1	0	104	105
Total	2355	120	3	0	0	0	14	22	2514	2510.4	2322	121	3	0	0	0	14	19	2479	2477.8

Project Number: **TSP14986**
 Project Name: **Baglan Bay Retail Park**
 Survey Type: **Car Park Survey**
 Site No: **2**
 Location: **Parking Area**
 Date: **12 March 2022, Saturday**



Time	Total																			
	Entry										Exit									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	3	1	0	0	0	0	0	0	4	4	2	1	0	0	0	0	0	0	3	3
H/Total	3	1	0	0	0	0	0	0	4	4	2	1	0	0	0	0	0	0	3	3
08:00	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
08:15	6	1	0	0	0	0	0	0	7	7	4	1	0	0	0	0	0	0	5	5
08:30	7	0	0	0	0	0	0	0	7	7	6	0	0	0	0	0	0	0	6	6
08:45	8	0	0	0	0	0	0	0	8	8	7	0	0	0	0	0	0	0	7	7
H/Total	22	1	0	0	0	0	0	0	23	23	17	1	0	0	0	0	0	0	18	18
09:00	14	1	0	0	0	0	0	0	15	15	17	1	0	0	0	0	0	0	18	18
09:15	15	1	0	0	0	0	0	1	17	16.2	14	0	0	0	0	0	0	1	15	14.2
09:30	22	1	0	0	0	0	0	0	23	23	19	2	0	0	0	0	0	0	21	21
09:45	33	3	0	0	0	0	0	0	36	36	31	3	0	0	0	0	0	0	34	34
H/Total	84	6	0	0	0	0	0	1	91	90.2	81	6	0	0	0	0	0	1	88	87.2
10:00	25	0	0	0	0	0	0	0	25	25	16	0	0	0	0	0	0	0	16	16
10:15	31	1	0	0	0	0	0	0	32	32	38	1	0	0	0	0	0	0	39	39
10:30	46	1	0	0	0	0	0	0	47	47	36	1	0	0	0	0	0	0	37	37
10:45	28	1	0	0	0	0	0	0	29	29	31	1	0	0	0	0	0	0	32	32
H/Total	130	3	0	0	0	0	0	0	133	133	121	3	0	0	0	0	0	0	124	124
11:00	28	0	0	0	0	0	0	0	28	28	30	0	0	0	0	0	0	0	30	30
11:15	43	1	0	0	0	0	1	0	45	46	37	1	0	0	0	0	0	0	38	38
11:30	47	4	1	0	0	0	0	0	52	52	39	3	1	0	0	0	0	0	43	43
11:45	41	2	1	0	0	0	1	0	45	46	41	3	1	0	0	0	3	0	48	51
H/Total	159	7	2	0	0	0	2	0	170	172	147	7	2	0	0	0	3	0	159	162
12:00	61	5	0	0	0	0	0	0	66	66	59	5	0	0	0	0	0	0	64	64
12:15	61	2	0	0	0	0	0	0	63	63	67	0	0	0	0	0	0	0	67	67
12:30	51	4	0	0	0	0	0	0	55	55	58	4	0	0	0	0	0	0	62	62
12:45	61	4	0	0	0	0	0	0	65	65	58	2	0	0	0	0	0	0	60	60
H/Total	234	15	0	0	0	0	0	0	249	249	242	11	0	0	0	0	0	0	253	253
13:00	61	2	0	0	0	0	0	0	63	63	61	4	0	0	0	0	0	0	65	65
13:15	44	3	0	0	0	0	0	0	47	47	43	3	0	0	0	0	1	0	47	48
13:30	52	2	0	0	0	0	0	0	54	54	55	2	0	0	0	0	0	0	57	57
13:45	56	7	0	0	0	0	0	0	63	63	58	2	0	0	0	0	0	0	60	60
H/Total	213	14	0	0	0	0	0	0	227	227	217	11	0	0	0	0	1	0	229	230
14:00	52	0	0	0	0	0	0	0	52	52	40	2	0	0	0	0	0	0	42	42
14:15	64	1	0	0	0	0	0	0	65	65	64	2	0	0	0	0	0	0	66	66
14:30	57	2	0	0	0	0	0	0	59	59	59	2	0	0	0	0	0	0	61	61
14:45	70	2	0	0	0	0	0	0	72	72	61	3	0	0	0	0	0	0	64	64
H/Total	243	5	0	0	0	0	0	0	248	248	224	9	0	0	0	0	0	0	233	233
15:00	53	4	0	0	0	0	0	0	57	57	54	3	0	0	0	0	0	0	57	57
15:15	47	4	0	0	0	0	0	0	51	51	45	5	0	0	0	0	0	0	50	50
15:30	47	3	0	0	0	0	0	0	50	50	46	4	0	0	0	0	0	0	50	50
15:45	48	1	0	0	0	0	0	0	49	49	56	0	0	0	0	0	0	0	56	56
H/Total	195	12	0	0	0	0	0	0	207	207	201	12	0	0	0	0	0	0	213	213
16:00	48	6	0	0	0	0	0	0	54	54	45	7	0	0	0	0	0	0	52	52
16:15	44	3	0	0	0	0	0	0	47	47	55	4	0	0	0	0	0	0	59	59
16:30	50	1	0	0	0	0	0	0	51	51	57	0	0	0	0	0	0	0	57	57
16:45	39	2	0	0	0	0	0	0	41	41	40	3	0	0	0	0	0	0	43	43
H/Total	181	12	0	0	0	0	0	0	193	193	197	14	0	0	0	0	0	0	211	211
17:00	46	0	0	0	0	0	0	0	46	46	43	0	0	0	0	0	0	0	43	43
17:15	28	1	0	0	0	0	1	0	30	31	42	1	0	0	0	0	1	0	44	45
17:30	15	2	0	0	0	0	0	0	17	17	9	1	0	0	0	0	0	0	10	10
17:45	28	3	0	0	0	0	0	0	31	31	26	3	0	0	0	0	0	0	29	29
H/Total	117	6	0	0	0	0	1	0	124	125	120	5	0	0	0	0	1	0	126	127
18:00	21	0	0	0	0	0	0	0	21	21	23	1	0	0	0	0	0	0	24	24
18:15	14	1	0	0	0	0	0	0	15	15	18	1	0	0	0	0	0	0	19	19
18:30	14	1	0	0	0	0	0	0	15	15	11	1	0	0	0	0	0	0	12	12
18:45	13	0	0	0	0	0	0	0	13	13	13	0	0	0	0	0	0	0	13	13
H/Total	62	2	0	0	0	0	0	0	64	64	65	3	0	0	0	0	0	0	68	68
19:00	6	1	0	0	0	0	0	0	7	7	11	1	0	0	0	0	0	0	12	12
19:15	13	0	0	0	0	0	0	0	13	13	11	1	0	0	0	0	0	0	12	12
19:30	8	0	0	0	0	0	0	0	8	8	9	0	0	0	0	0	0	0	9	9
19:45	9	1	0	0	0	0	0	0	10	10	10	1	0	0	0	0	0	0	11	11
H/Total	36	2	0	0	0	0	0	0	38	38	41	3	0	0	0	0	0	0	44	44
Total	1679	86	2	0	0	0	3	1	1771	1773.2	1675	86	2	0	0	0	5	1	1769	1773.2

Project Number: TSP14986
 Project Name: Baglan Bay Retail Park
 Survey Type: Car Park Survey
 Site No: 2
 Location: Parking Area
 Date: 12 March 2022, Saturday



Accumulation Summary

Quarter-Hour Summary

Time	Total In	Total Out	Accumulation	Utilisation
06:00	0	0	0	0%
06:15	0	0	0	0%
06:30	0	0	0	0%
06:45	0	0	0	0%
07:00	0	0	0	0%
07:15	0	0	0	0%
07:30	0	0	0	0%
07:45	4	3	1	2%
08:00	1	0	2	3%
08:15	7	5	4	6%
08:30	7	6	5	8%
08:45	8	7	6	9%
09:00	15	18	3	5%
09:15	16	14	5	8%
09:30	23	21	7	11%
09:45	36	34	9	14%
10:00	25	16	18	28%
10:15	32	39	11	17%
10:30	47	37	21	32%
10:45	29	32	18	28%
11:00	28	30	16	25%
11:15	44	38	22	34%
11:30	52	43	31	48%
11:45	44	45	30	46%
12:00	66	64	32	49%
12:15	63	67	28	43%
12:30	55	62	21	32%
12:45	65	60	26	40%
13:00	63	65	24	37%
13:15	47	46	25	38%
13:30	54	57	22	34%
13:45	63	60	25	38%
14:00	52	42	35	54%
14:15	65	66	34	52%
14:30	59	61	32	49%
14:45	72	64	40	62%
15:00	57	57	40	62%
15:15	51	50	41	63%
15:30	50	50	41	63%
15:45	49	56	34	52%
16:00	54	52	36	55%
16:15	47	59	24	37%
16:30	51	57	18	28%
16:45	41	43	16	25%
17:00	46	43	19	29%
17:15	29	43	5	8%
17:30	17	10	12	18%
17:45	31	29	14	22%
18:00	21	24	11	17%
18:15	15	19	7	11%
18:30	15	12	10	15%
18:45	13	13	10	15%
19:00	7	12	5	8%
19:15	13	12	6	9%
19:30	8	9	5	8%
19:45	10	11	4	6%
Total	1767	1763		

Half-Hour Summary

Time	Total In	Total Out	Accumulation
06:00	0	0	0
06:30	0	0	0
07:00	0	0	0
07:30	4	3	1
08:00	8	5	4
08:30	15	13	6
09:00	31	32	5
09:30	59	55	9
10:00	57	55	11
10:30	76	69	18
11:00	72	68	22
11:30	96	88	30
12:00	129	131	28
12:30	120	122	26
13:00	110	111	25
13:30	117	117	25
14:00	117	108	34
14:30	131	125	40
15:00	108	107	41
15:30	99	106	34
16:00	101	111	24
16:30	92	100	16
17:00	75	86	5
17:30	48	39	14
18:00	36	43	7
18:30	28	25	10
19:00	20	24	6
19:30	18	20	4
Total	1767	1763	

Hourly Summary

Time	Total In	Total Out	Accumulation
06:00	0	0	0
07:00	4	3	1
08:00	23	18	6
09:00	90	87	9
10:00	133	124	18
11:00	168	156	30
12:00	249	253	26
13:00	227	228	25
14:00	248	233	40
15:00	207	213	34
16:00	193	211	16
17:00	123	125	14
18:00	64	68	10
19:00	38	44	4
Total	1767	1763	

Available bays = 65
 Vehicles in at start = 0
 Vehicles in at end = 4
Peak accumulation = 41
 (*) estimated

**TSP14986
Baglan Bay Retail Park
Car Park Survey
2
Parking Area
12 March 2022, Saturday**



	1	1	1	1.5	2.3	2	2	2	0.2	Entrance 1										
Time	Entry										Exit via entrance 1									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:00									0	0									0	0
06:15									0	0									0	0
06:30									0	0									0	0
06:45									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00									0	0									0	0
07:15									0	0									0	0
07:30									0	0									0	0
07:45									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00									0	0									0	0
08:15	1								1	1	1								1	1
08:30									0	0	1								1	1
08:45	4								4	4									0	0
H/Total	5	0	0	0	0	0	0	0	5	5	2	0	0	0	0	0	0	0	2	2
09:00									0	0	1								1	1
09:15									0	0									0	0
09:30	1								1	1									0	0
09:45	3								3	3									0	0
H/Total	4	0	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	1	1
10:00	2								2	2									0	0
10:15	3								3	3	1								1	1
10:30	5								5	5									0	0
10:45	1								1	1	2								2	2
H/Total	11	0	0	0	0	0	0	0	11	11	3	0	0	0	0	0	0	0	3	3
11:00	1								1	1	3								3	3
11:15	6								6	6	6								6	6
11:30	8	1							9	9	5								5	5
11:45	5								5	5	3								3	3
H/Total	20	1	0	0	0	0	0	0	21	21	17	0	0	0	0	0	0	0	17	17
12:00	11	1							12	12	4	1							5	5
12:15	6								6	6	2								2	2
12:30	8								8	8	2								2	2
12:45	4	1							5	5	6								6	6
H/Total	29	2	0	0	0	0	0	0	31	31	14	1	0	0	0	0	0	0	15	15
13:00	11								11	11	4	2							6	6
13:15	5								5	5	3								3	3
13:30	6								6	6	5	1							6	6
13:45	7	1							8	8	5								5	5
H/Total	29	1	0	0	0	0	0	0	30	30	17	3	0	0	0	0	0	0	20	20
14:00	3								3	3	2								2	2
14:15	9								9	9	3								3	3
14:30	7								7	7	4								4	4
14:45	10								10	10	4								4	4
H/Total	29	0	0	0	0	0	0	0	29	29	13	0	0	0	0	0	0	0	13	13
15:00	6	2							8	8	9								9	9
15:15	8	1							9	9	4	1							5	5
15:30	6								6	6	4								4	4
15:45	3								3	3	2								2	2
H/Total	23	3	0	0	0	0	0	0	26	26	19	1	0	0	0	0	0	0	20	20
16:00	4								4	4	2								2	2
16:15	4								4	4									0	0
16:30	3								3	3									0	0
16:45	3								3	3	2								2	2
H/Total	14	0	0	0	0	0	0	0	14	14	4	0	0	0	0	0	0	0	4	4
17:00	5								5	5	5								5	5
17:15	1								1	1	9								9	9
17:30	2								2	2									0	0
17:45	1								1	1	2								2	2
H/Total	9	0	0	0	0	0	0	0	9	9	16	0	0	0	0	0	0	0	16	16
18:00	4								4	4	3								3	3
18:15	1								1	1	3								3	3
18:30	2								2	2	1								1	1
18:45	2								2	2	1								1	1
H/Total	9	0	0	0	0	0	0	0	9	9	8	0	0	0	0	0	0	0	8	8
19:00		1							1	1	2								2	2
19:15	1								1	1	1								1	1
19:30	1								1	1	1								1	1
19:45	1								1	1	1								1	1
H/Total	3	1	0	0	0	0	0	0	4	4	5	0	0	0	0	0	0	0	5	5
Total	185	8	0	0	0	0	0	0	193	193	119	5	0	0	0	0	0	0	124	124

Project Number: **TSP14986**
 Project Name: **Baglan Bay Retail Park**
 Survey Type: **Car Park Survey**
 Site No: **2**
 Location: **Parking Area**
 Date: **12 March 2022, Saturday**



Entrance 2																					
Time	Entry										Exit via entrance 2										
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
06:00									0	0									0	0	
06:15									0	0									0	0	
06:30									0	0									0	0	
06:45									0	0									0	0	
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00									0	0									0	0	
07:15									0	0									0	0	
07:30									0	0									0	0	
07:45									0	0									0	0	
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00									0	0									0	0	
08:15	2								2	2									0	0	
08:30	2								2	2									0	0	
08:45	1								1	1									0	0	
H/Total	5	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	
09:00	1								1	1									0	0	
09:15	1								1	1	1								1	1	
09:30	4								4	4									0	0	
09:45	4								4	4									0	0	
H/Total	10	0	0	0	0	0	0	0	10	10	1	0	0	0	0	0	0	0	1	1	
10:00	7								7	7	1								1	1	
10:15	6								6	6	1								1	1	
10:30	5								5	5									0	0	
10:45	2								2	2									0	0	
H/Total	20	0	0	0	0	0	0	0	20	20	2	0	0	0	0	0	0	0	2	2	
11:00	7								7	7	1								1	1	
11:15	9								9	9	1								1	1	
11:30	10								10	10	3								3	3	
11:45	11								11	11	1						1		2	3	
H/Total	37	0	0	0	0	0	0	0	37	37	6	0	0	0	0	0	1	0	7	8	
12:00	12								12	12	2								2	2	
12:15	8	1							9	9	1								1	1	
12:30	11								11	11	4								4	4	
12:45	9								9	9	3								3	3	
H/Total	40	1	0	0	0	0	0	0	41	41	10	0	0	0	0	0	0	0	10	10	
13:00	6								6	6	2								2	2	
13:15	5	1							6	6	1								1	1	
13:30	11								11	11	3								3	3	
13:45	11	1							12	12									0	0	
H/Total	33	2	0	0	0	0	0	0	35	35	6	0	0	0	0	0	0	0	6	6	
14:00	11								11	11	2								2	2	
14:15	9								9	9	1								1	1	
14:30	9								9	9	1								1	1	
14:45	8	2							10	10									0	0	
H/Total	37	2	0	0	0	0	0	0	39	39	4	0	0	0	0	0	0	0	4	4	
15:00	8								8	8	1								1	1	
15:15	7								7	7									0	0	
15:30	7								7	7	1								1	1	
15:45	8	1							9	9									0	0	
H/Total	30	1	0	0	0	0	0	0	31	31	2	0	0	0	0	0	0	0	2	2	
16:00	9	1							10	10									0	0	
16:15	8								8	8	1								1	1	
16:30	8								8	8	3								3	3	
16:45	5								5	5	1								1	1	
H/Total	30	1	0	0	0	0	0	0	31	31	5	0	0	0	0	0	0	0	5	5	
17:00	8								8	8	2								2	2	
17:15	4								4	4	1								1	1	
17:30	1	1							2	2									0	0	
17:45	6								6	6									0	0	
H/Total	19	1	0	0	0	0	0	0	20	20	3	0	0	0	0	0	0	0	3	3	
18:00	5								5	5	2	1							3	3	
18:15	1								1	1	1								1	1	
18:30	4								4	4	1								1	1	
18:45	1								1	1	1								1	1	
H/Total	11	0	0	0	0	0	0	0	11	11	5	1	0	0	0	0	0	0	6	6	
19:00	1								1	1									0	0	
19:15	3								3	3	1								1	1	
19:30									0	0									0	0	
19:45	2								2	2	1								1	1	
H/Total	6	0	0	0	0	0	0	0	6	6	2	0	0	0	0	0	0	0	2	2	
Total	278	8	0	0	0	0	0	0	286	286	46	1	0	0	0	0	1	0	48	49	

Project Number: **TSP14986**
Project Name: **Baglan Bay Retail Park**
Survey Type: **Car Park Survey**
Site No: **2**
Location: **Parking Area**
Date: **12 March 2022, Saturday**



Entrance 3																				
Time	Entry										Exit via entrance 3									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:00									0	0									0	0
06:15									0	0									0	0
06:30									0	0									0	0
06:45									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00									0	0									0	0
07:15									0	0									0	0
07:30									0	0									0	0
07:45	1	1							2	2	1								1	1
H/Total	1	1	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	1	1
08:00									0	0									0	0
08:15	2	1							3	3									0	0
08:30	4								4	4	1								1	1
08:45	3								3	3	1								1	1
H/Total	9	1	0	0	0	0	0	0	10	10	2	0	0	0	0	0	0	0	2	2
09:00	13	1							14	14									0	0
09:15	11							1	12	11.2									0	0
09:30	14	1							15	15	1								1	1
09:45	21	3							24	24	1								1	1
H/Total	59	5	0	0	0	0	0	1	65	64.2	2	0	0	0	0	0	0	0	2	2
10:00	13								13	13									0	0
10:15	21	1							22	22									0	0
10:30	32	1							33	33									0	0
10:45	18	1							19	19									0	0
H/Total	84	3	0	0	0	0	0	0	87	87	0	0	0	0	0	0	0	0	0	0
11:00	17								17	17									0	0
11:15	24	1							25	25	2								2	2
11:30	21	3	1						25	25	1								1	1
11:45	20	2	1						23	23	3								3	3
H/Total	82	6	2	0	0	0	0	0	90	90	6	0	0	0	0	0	0	0	6	6
12:00	30	3							33	33	3								3	3
12:15	40	1							41	41	1								1	1
12:30	25	3							28	28									0	0
12:45	35	1							36	36	2								2	2
H/Total	130	8	0	0	0	0	0	0	138	138	6	0	0	0	0	0	0	0	6	6
13:00	40	2							42	42									0	0
13:15	27	1							28	28	1								1	1
13:30	29	1							30	30	2								2	2
13:45	32	3							35	35	3								3	3
H/Total	128	7	0	0	0	0	0	0	135	135	6	0	0	0	0	0	0	0	6	6
14:00	23								23	23	2								2	2
14:15	40	1							41	41									0	0
14:30	35	2							37	37	1								1	1
14:45	37								37	37	3								3	3
H/Total	135	3	0	0	0	0	0	0	138	138	6	0	0	0	0	0	0	0	6	6
15:00	31	2							33	33	1								1	1
15:15	28	3							31	31									0	0
15:30	24	3							27	27	1								1	1
15:45	35								35	35	1								1	1
H/Total	118	8	0	0	0	0	0	0	126	126	3	0	0	0	0	0	0	0	3	3
16:00	29	4							33	33									0	0
16:15	28	3							31	31	3								3	3
16:30	34	1							35	35	3								3	3
16:45	27	2							29	29									0	0
H/Total	118	10	0	0	0	0	0	0	128	128	6	0	0	0	0	0	0	0	6	6
17:00	29								29	29									0	0
17:15	19	1						1	21	22									0	0
17:30	4								4	4	1								1	1
17:45	13	2							15	15									0	0
H/Total	65	3	0	0	0	0	1	0	69	70	1	0	0	0	0	0	0	0	1	1
18:00	7								7	7									0	0
18:15	10	1							11	11	1								1	1
18:30	7								7	7									0	0
18:45	2								2	2									0	0
H/Total	26	1	0	0	0	0	0	0	27	27	1	0	0	0	0	0	0	0	1	1
19:00	1								1	1									0	0
19:15	6								6	6									0	0
19:30	2								2	2	1								1	1
19:45	2	1							3	3	1								1	1
H/Total	11	1	0	0	0	0	0	0	12	12	2	0	0	0	0	0	0	0	2	2
Total	966	57	2	0	0	0	1	1	1027	1027.2	42	0	0	0	0	0	0	0	42	42

Project Number: **TSP14986**
 Project Name: **Baglan Bay Retail Park**
 Survey Type: **Car Park Survey**
 Site No: **2**
 Location: **Parking Area**
 Date: **12 March 2022, Saturday**



Exit 1																					
Time	Entry via Exit 1										Exit										
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
06:00									0	0									0	0	
06:15									0	0									0	0	
06:30									0	0									0	0	
06:45									0	0									0	0	
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00									0	0									0	0	
07:15									0	0									0	0	
07:30									0	0									0	0	
07:45									0	0	1								1	1	
H/Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	
08:00									0	0									0	0	
08:15									0	0	3	1							4	4	
08:30									0	0	4								4	4	
08:45									0	0	3								3	3	
H/Total	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	11	11	
09:00									0	0	11	1							12	12	
09:15	1	1							2	2	8							1	9	8.2	
09:30	1								1	1	13	1							14	14	
09:45	2								2	2	22	3							25	25	
H/Total	4	1	0	0	0	0	0	0	5	5	54	5	0	0	0	0	0	1	60	59.2	
10:00	1								1	1	11								11	11	
10:15									0	0	26	1							27	27	
10:30	1								1	1	26	1							27	27	
10:45	2								2	2	23	1							24	24	
H/Total	4	0	0	0	0	0	0	0	4	4	86	3	0	0	0	0	0	0	89	89	
11:00	1								1	1	24								24	24	
11:15									0	0	22	1							23	23	
11:30	3								3	3	23	2	1						26	26	
11:45	1								1	1	28	3	1				1		33	34	
H/Total	5	0	0	0	0	0	0	0	5	5	97	6	2	0	0	0	1	0	106	107	
12:00	1	1							2	2	47	3							50	50	
12:15									0	0	50								50	50	
12:30	1	1							2	2	41	2							43	43	
12:45	5								5	5	43	2							45	45	
H/Total	7	2	0	0	0	0	0	0	9	9	181	7	0	0	0	0	0	0	188	188	
13:00	2								2	2	43	1							44	44	
13:15	3								3	3	31	2							33	33	
13:30	2								2	2	38	1							39	39	
13:45	1	1							2	2	40	1							41	41	
H/Total	8	1	0	0	0	0	0	0	9	9	152	5	0	0	0	0	0	0	157	157	
14:00	2								2	2	25								25	25	
14:15	1								1	1	53	2							55	55	
14:30	3								3	3	41	2							43	43	
14:45	2								2	2	42	2							44	44	
H/Total	8	0	0	0	0	0	0	0	8	8	161	6	0	0	0	0	0	0	167	167	
15:00	1								1	1	35	3							38	38	
15:15	2								2	2	32	1							33	33	
15:30	1								1	1	34	4							38	38	
15:45	1								1	1	46								46	46	
H/Total	5	0	0	0	0	0	0	0	5	5	147	8	0	0	0	0	0	0	155	155	
16:00	1	1							2	2	35	5							40	40	
16:15									0	0	41	3							44	44	
16:30									0	0	39								39	39	
16:45	1								1	1	30	3							33	33	
H/Total	2	1	0	0	0	0	0	0	3	3	145	11	0	0	0	0	0	0	156	156	
17:00	1								1	1	28								28	28	
17:15	3								3	3	23	1					1		25	26	
17:30	3								3	3	7	1							8	8	
17:45	3								3	3	20	3							23	23	
H/Total	10	0	0	0	0	0	0	0	10	10	78	5	0	0	0	0	1	0	84	85	
18:00	3								3	3	12								12	12	
18:15	1								1	1	7	1							8	8	
18:30	1	1							2	2	7								7	7	
18:45	2								2	2	7								7	7	
H/Total	7	1	0	0	0	0	0	0	8	8	33	1	0	0	0	0	0	0	34	34	
19:00	2								2	2	4	1							5	5	
19:15	2								2	2	5	1							6	6	
19:30	4								4	4	2								2	2	
19:45	2								2	2	3	1							4	4	
H/Total	10	0	0	0	0	0	0	0	10	10	14	3	0	0	0	0	0	0	17	17	
Total	70	6	0	0	0	0	0	0	76	76	1159	61	2	0	0	0	2	1	1225	1226.2	

Project Number: **TSP14986**
Project Name: **Baglan Bay Retail Park**
Survey Type: **Car Park Survey**
Site No: **2**
Location: **Parking Area**
Date: **12 March 2022, Saturday**



Exit 2																				
Time	Entry via Exit 2										Exit									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
06:00									0	0									0	0
06:15									0	0									0	0
06:30									0	0									0	0
06:45									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00									0	0									0	0
07:15									0	0									0	0
07:30									0	0									0	0
07:45	1								1	1									0	0
H/Total	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
08:00	1								1	1									0	0
08:15	1								1	1									0	0
08:30	1								1	1									0	0
08:45									0	0	2								2	2
H/Total	3	0	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	2	2
09:00									0	0	2								2	2
09:15	2								2	2	1								1	1
09:30	2								2	2	2								2	2
09:45	2								2	2	5								5	5
H/Total	6	0	0	0	0	0	0	0	6	6	10	0	0	0	0	0	0	0	10	10
10:00	2								2	2	1								1	1
10:15	1								1	1	6								6	6
10:30	3								3	3	5								5	5
10:45	4								4	4	3								3	3
H/Total	10	0	0	0	0	0	0	0	10	10	15	0	0	0	0	0	0	0	15	15
11:00	2								2	2	1								1	1
11:15	4								5	6	4								4	4
11:30	5						1		5	5	4	1							5	5
11:45	4								4	4	5								5	5
H/Total	15	0	0	0	0	0	1	0	16	17	14	1	0	0	0	0	0	0	15	15
12:00	6								6	6	1								1	1
12:15	4								4	4	5								5	5
12:30	4								4	4	7	2							9	9
12:45	8	2							10	10									0	0
H/Total	22	2	0	0	0	0	0	0	24	24	13	2	0	0	0	0	0	0	15	15
13:00	2								2	2	6	1							7	7
13:15	4	1							5	5	1	1							2	2
13:30	2								2	2	5								5	5
13:45	3								3	3	7								7	7
H/Total	11	1	0	0	0	0	0	0	12	12	19	2	0	0	0	0	0	0	21	21
14:00	11								11	11	5	1							6	6
14:15	5								5	5	3								3	3
14:30	2								2	2	7								7	7
14:45	7								7	7	7								7	7
H/Total	25	0	0	0	0	0	0	0	25	25	22	1	0	0	0	0	0	0	23	23
15:00	6								6	6	5								5	5
15:15	2								2	2	8	2							10	10
15:30	8								8	8	5								5	5
15:45	1								1	1	3								3	3
H/Total	17	0	0	0	0	0	0	0	17	17	21	2	0	0	0	0	0	0	23	23
16:00	4								4	4	4								4	4
16:15	1								1	1	8								8	8
16:30	4								4	4	6								6	6
16:45	1								1	1	3								3	3
H/Total	10	0	0	0	0	0	0	0	10	10	21	0	0	0	0	0	0	0	21	21
17:00	1								1	1	4								4	4
17:15									0	0	6								6	6
17:30	4	1							5	5	1								1	1
17:45	2	1							3	3									0	0
H/Total	7	2	0	0	0	0	0	0	9	9	11	0	0	0	0	0	0	0	11	11
18:00	1								1	1	3								3	3
18:15	1								1	1	5								5	5
18:30									0	0									0	0
18:45	3								3	3	1								1	1
H/Total	5	0	0	0	0	0	0	0	5	5	9	0	0	0	0	0	0	0	9	9
19:00									0	0	3								3	3
19:15									0	0	1								1	1
19:30									0	0	1								1	1
19:45	1								1	1									0	0
H/Total	1	0	0	0	0	0	0	0	1	1	5	0	0	0	0	0	0	0	5	5
Total	133	5	0	0	0	0	1	0	139	140	162	8	0	0	0	0	0	0	170	170

Project Number: **TSP14986**
 Project Name: **Baglan Bay Retail Park**
 Survey Type: **Car Park Survey**
 Site No: **2**
 Location: **Parking Area**
 Date: **12 March 2022, Saturday**



Exit 3																					
Time	Entry via Exit 3										Exit										
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
06:00									0	0									0	0	
06:15									0	0									0	0	
06:30									0	0									0	0	
06:45									0	0									0	0	
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00									0	0									0	0	
07:15									0	0									0	0	
07:30									0	0									0	0	
07:45	1								1	1		1							1	1	
H/Total	1	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	1	1	
08:00									0	0									0	0	
08:15									0	0									0	0	
08:30									0	0									0	0	
08:45									0	0	1								1	1	
H/Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	
09:00									0	0	3								3	3	
09:15									0	0	4								4	4	
09:30									0	0	3	1							4	4	
09:45	1								1	1	3								3	3	
H/Total	1	0	0	0	0	0	0	0	1	1	13	1	0	0	0	0	0	0	14	14	
10:00									0	0	3								3	3	
10:15									0	0	4								4	4	
10:30									0	0	5								5	5	
10:45	1								1	1	3								3	3	
H/Total	1	0	0	0	0	0	0	0	1	1	15	0	0	0	0	0	0	0	15	15	
11:00									0	0	1								1	1	
11:15									0	0	2								2	2	
11:30									0	0	3								3	3	
11:45							1		1	2	1						1		2	3	
H/Total	0	0	0	0	0	0	1	0	1	2	7	0	0	0	0	0	1	0	8	9	
12:00	1								1	1	2	1							3	3	
12:15	3								3	3	8								8	8	
12:30	2								2	2	4								4	4	
12:45									0	0	4								4	4	
H/Total	6	0	0	0	0	0	0	0	6	6	18	1	0	0	0	0	0	0	19	19	
13:00									0	0	6								6	6	
13:15									0	0	6						1		7	8	
13:30	2	1							3	3	2								2	2	
13:45	2	1							3	3	3	1							4	4	
H/Total	4	2	0	0	0	0	0	0	6	6	17	1	0	0	0	0	1	0	19	20	
14:00	2								2	2	4	1							5	5	
14:15									0	0	4								4	4	
14:30	1								1	1	5								5	5	
14:45	6								6	6	5	1							6	6	
H/Total	9	0	0	0	0	0	0	0	9	9	18	2	0	0	0	0	0	0	20	20	
15:00	1								1	1	3								3	3	
15:15									0	0	1	1							2	2	
15:30	1								1	1	1								1	1	
15:45									0	0	4								4	4	
H/Total	2	0	0	0	0	0	0	0	2	2	9	1	0	0	0	0	0	0	10	10	
16:00	1								1	1	4	2							6	6	
16:15	3								3	3	2	1							3	3	
16:30	1								1	1	6								6	6	
16:45	2								2	2	4								4	4	
H/Total	7	0	0	0	0	0	0	0	7	7	16	3	0	0	0	0	0	0	19	19	
17:00	2								2	2	4								4	4	
17:15	1								1	1	3								3	3	
17:30	1								1	1									0	0	
17:45	3								3	3	4								4	4	
H/Total	7	0	0	0	0	0	0	0	7	7	11	0	0	0	0	0	0	0	11	11	
18:00	1								1	1	3								3	3	
18:15									0	0	1								1	1	
18:30									0	0	2	1							3	3	
18:45	3								3	3	3								3	3	
H/Total	4	0	0	0	0	0	0	0	4	4	9	1	0	0	0	0	0	0	10	10	
19:00	2								2	2	2								2	2	
19:15	1								1	1	3								3	3	
19:30	1								1	1	4								4	4	
19:45	1								1	1	4								4	4	
H/Total	5	0	0	0	0	0	0	0	5	5	13	0	0	0	0	0	0	0	13	13	
Total	47	2	0	0	0	0	1	0	50	51	147	11	0	0	0	0	2	0	160	162	

