

LIDL GREAT BRITAIN LTD

PROPOSED LIDL FOODSTORE RE-DEVELOPMENT
BRITON FERRY ROAD, NEATH

RESPONSE TO HIGHWAY COMMENTS

21-00738/TN/01

June 2022



Introduction

This Transport Note (TN) has been prepared in response to comments received from Neath Port Talbot County Borough Council (NPTCBC) regarding the Transport Assessment (TA) submitted in support of a proposed Lidl foodstore (Class A1) re-development at Briton Ferry Road, Neath.

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).

A TA supporting the application was prepared by Corun Associated Ltd in January 2022 and submitted with the application to NPTCBC (application ref: N/3/22/0002/00). NPTBC have reviewed the submitted TA and provided comments in an email from NPTCBC highways on 27th April 2022. For reference, a copy of the NPTCBC email is contained at **Appendix A**.

This TN has been prepared to addresses the comments received the NPTBC email which relate specifically to details covered within the submitted TA.

Each NPTCBC comment is identified in **red text**, and addressed separately in the following section.

Since development of the TA, an updated site layout plan has been produced, with slight amendments to that contained within the TA. This updated layout plan is contained at **Appendix B**.

Response to NPTBC Comments

Comment 1

1. Transport Statement

- a. In reference to the Transport Assessment (January 2022) Page 27 Section 5.2 Existing Site Use Trip Generation, it is noted that there was a MMC survey undertake on Friday 19th November and Saturday 20th November for 12 hours each day only. The “Transport evidence bases in plan making and decision taking” government guidance document on traffic survey neutral months state it is “recommended periods of data collection are spring and autumn, which include neutral months of April, May, June, September and October” these dates of course coincide with schools and all other educational establishments being fully operational and at full capacity. The survey you have undertaken is outside the recommended neutral months. Your survey is therefore invalid.*
- b. Furthermore, you have undertaken the traffic survey count for 12 hours on two days only - again this is invalid because this does not show a true reflection on weekly traffic movements/trips. Therefore, the council will not accept this survey a valid data and will NOT agree with your modelling results. We would require a full 7-day traffic survey within a neutral month before making comment on the data modelling. Restrictions for COVID have now been relaxed further so more accurate data can be collated.*
- c. Growth factors are predicted over 5 years we would require a minimum of 10 years.*
- d. A management Plan is to be provided – to ensure the timings of deliveries do not conflicting with patrons/consumers. In addition, the delivery bay is located to the rear of the building at the furthest point away from the entrance to the site, how will this be managed safely? (addressed under Comment 5e)*

In line with NPTCBC comments, an updated set of traffic surveys was undertaken during the neutral May 2022 month. These surveys were undertaken over the 12-hour period (0700 to 1900) on both Friday 13th May 2022 and Saturday 14th May 2022. This updated survey schedule was agreed in discussions with NPTCBC, and again as observed at other Lidl foodstores across the country, represents the busiest periods at these stores. A copy of the May 2022 survey results is contained at **Appendix C**.

Updated traffic flow diagrams have been developed based on these May 2022 traffic surveys, and are contained at **Appendix D**. As was outlined within the submitted TA, these have again been developed for

both a Without Development and With Development scenario. An opening forecast year of 2023 has now been anticipated, with a further forecast year of 2033 (10-years after opening) developed in line with NPTCBC comments. Background growth factors for these forecast years have again been developed using TEMPRO, as identified in **Table 1**.

Table 1: TEMPRO Growth Factors

Years	Growth Factor		
	Weekday AM Period	Weekday PM Period	Saturday Period
2022-2023	1.0083	1.0083	1.0090
2022-2033	1.0871	1.0996	1.0958

Updated junction assessments have also been undertaken using the May 2022 survey data. A copy of these updated survey results is contained at **Appendix E** and **Appendix F** for the Lidl site access junction (assessment junction J1), and A474 Briton Ferry Road / Castle Retail Park access road / School Road signalised junction (assessment junction J2) respectively. The results of these updated models for the most critical 2033 forecast year are shown in **Table 2** and **Table 3** respectively.

Table 2: Assessment J1 Capacity Analysis - 2033 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	0.1	8.13	0.12	0.2	8.33	0.14
Stream C - AB	0.0	6.06	0.01	0.0	6.19	0.01
Weekday PM Peak Hour (16:15 to 17:15)						
Stream B - AC	0.2	9.18	0.20	0.3	9.83	0.26
Stream C - AB	0.0	5.78	0.01	0.0	5.92	0.00
Saturday Peak Hour (11:45 to 12:45)						
Stream B - AC	0.2	8.93	0.19	0.3	9.24	0.22
Stream C - AB	0.0	5.96	0.00	0.0	0.00	0.00

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

In the 2033 Without Development scenario at J1, a maximum RFC on any arm of just 0.20 is identified along the Lidl approach arm during the Saturday peak hour. In the 2033 With Development scenario, this

maximum RFC increases to just 0.26, which is still well within theoretical capacity. 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.

Table 3: Assessment J2 Capacity Analysis - 2033 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)	50.0%	10.4	55.3%	49.7%	10.4	55.9%
School Road	56.8%	5.6		56.0%	5.4	
Briton Ferry Road (Ebound)	58.0%	13.7		57.7%	13.7	
Castle Retail Park Access Rd	31.2%	1.6		29.0%	1.4	
Weekday PM Peak Hour (16:15 to 17:15)						
Briton Ferry Road (Wbound)	60.7%	14.2	17.8%	60.9%	14.3	17.3%
School Road	76.2%	9.0		79.5%	9.1	
Briton Ferry Road (Ebound)	76.4%	20.8		76.7%	21.1	
Castle Retail Park Access Rd	65.1%	3.7		65.1%	3.7	
Saturday Peak Hour (11:45 to 12:45)						
Briton Ferry Road (Wbound)	48.8%	9.7	57.0%	48.3%	9.7	57.9%
School Road	56.4%	5.5		56.0%	5.4	
Briton Ferry Road (Ebound)	57.3%	13.1		57.0%	13.1	
Castle Retail Park Access Rd	49.4%	2.6		42.8%	2.2	

In the 2033 Without Development scenario the total junction PRC values are 55.3% in the Weekday AM peak hour, 17.8% in the Weekday PM peak hour, and 57.0% in the Saturday peak hour. These values are all well within theoretical capacity. In the 2033 With Development scenario, the total junction PRC values are 55.9% in the Weekday AM peak hour, 17.3% in the Weekday PM peak hour, and 57.9% in the Saturday peak hour. As such the proposed development is anticipated to increase overall junction capacity slightly during the Weekday AM and Saturday peak hour periods (by +0.6% and +0.9% respectively), and decrease overall junction capacity slightly during the Weekday PM peak hour (by just -0.5%). 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.

Comment 2

2. Active Travel must be considered

The revised site layout plan at **Appendix B**, shows that further pedestrian infrastructure has been considered at the development as follows:

- Retention and improvement of the existing stepped pedestrian access in the south of the site, connecting directly with the existing footway running along the northern edge of the A474 Briton Ferry Road carriageway.
- Retention and improvement of the existing footway located along the north edge of the site access junction, connecting directly with the existing footway running along the western edge of the retail park access road.

This revised layout provides a pedestrian access point to service arrivals from both the south / west and north / east of the site respectively, with both access points connecting directly with internal routes leading to the store entrance. The route from the stepped access entrance point bypasses the internal car park, and routes along the store frontage. The route from the site access junction continues along a designated path through the internal car park area, with pedestrian priority crossing points provided.

Outside of the site, numerous pedestrian crossing facilities already exist across the A474 Briton Ferry Road carriageway. These are located at the Castle Retail Park signalised access junction (also providing crossing across School Road), at a further signalised crossing point at a point approximately 115m north of the Castle Retail Park signalised access junction, and at a zebra crossing located approximately 150m south of the stepped entrance to the site. These again service pedestrians arriving from both the south / west and north / east of the site respectively.

As such, the proposed development will be well connected into the existing pedestrian network in the local area, which will help to promote and encourage walking trips to the site.

As identified within the TA, the site will also include parking for up to 12 cycles on site to promote and encourage travel by this mode.

Comment 3

3. *There is an existing pedestrian access point from the A474 into the existing carpark in the form of a stepped access way, however this does not appear to be annotated on the 'Proposed Site Plan' drawing. Is this an oversight or is it being removed – can you please clarify?*

As identified in Comment 2, the revised plan will retain and improve the existing stepped pedestrian access in the south of the site.

Comment 4

4. *The existing footway on the left hand side as you exit the junction from this development has been removed and replaced with grassed verge. I'd require this footpath to be retained to maintain connectivity should pedestrians wish to continue towards the Castle Bingo car park.*

As identified in Comment 2, the revised plan will retain and improve this section of pedestrian footway at the site access junction.

Comment 5

5. *No development shall commence (including any site clearance), until a Demolition & Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Environmental Management Plan shall be in accordance with the requirements of British Standard BS5228-1:2009 - "Code of practice for noise and vibration control on construction and open sites". The approved Statement shall be adhered to throughout the demolition and construction phases. The Statement shall provide for:*
- a. Construction methods: details of the extent and phasing of development; details for the storage and management of plant and materials used in constructing the development*
 - b. Drainage: Details of drainage measures during construction phases to ensure that the drainage of any adjoining land, and land downstream is not interrupted or otherwise adversely affected by the development.*
 - c. General Site Management: details of the construction programme including timetable; details of site clearance; details for erection and maintenance of security hoarding including decorative displays and facilities for public viewing.*

d. Control of Nuisances: Wheel washing facilities and measures to control light spill.

e. Traffic Management: details of site deliveries including routes of vehicles, plus delivery and construction times, taking into account the proximity of residential dwellings and school opposite, there shall be no deliveries in excess of 3.5 tonnes shall access or leave the site via any route during the hours of 8am to 9.30am and 2.30pm to 4pm during school term times; details for the loading and unloading of plant and materials; details for the parking of vehicles of site operatives and visitors; scheme for the erection of temporary/semi-temporary signage warning drivers of the presence of children and speed restrictions; Measures to prevent stacking of vehicles onto the public highway; The frequency and size of vehicles used to transport the waste material arising from the demolition works;

f. Hours of working on site, including specified hours for deliveries; details of restrictions to be applied during construction and demolition works (including timing, duration and frequency of works) to prevent noise or nuisance amenity issues to surrounding properties.

g. Responsible Persons: details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details, the CEMP must also be signed by the responsible person.

Comments 5a, 5b, 5c, 5d, 5f, and 5g will be dealt with under separate cover.

With regards comment 5e, a Delivery Management Statement (DMS) has been prepared to identify how deliveries will be managed safely and efficiently at the site. A copy of this DMS is contained at **Appendix G**.

Comment 6

- 6. It is noted in terms of the parking allocation proposed, the justification for the number of spaces is acceptable, however I would request the following alterations are made:*
 - a. The disabled parking bays increased to 10 spaces*
 - b. EV charging bays should be based upon 10% of parking spaces therefore increased to 15 spaces in accordance with Planning Policy Wales Edition 10, Section 6.5*
 - c. Motorcycle parking provision of 5%*

The development proposals within the TA included for 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.

The proposed parking provision has since been amended slightly to include a total of 149 parking spaces, made up of 126 (~85%) standard parking spaces, 10 (~7%) for disabled customers, 11 (~7%) parent and child spaces, and 2 (~1%) electric vehicle charging spaces.

In line with the updated traffic surveys undertaken, an updated parking accumulation for the proposed development (with 149 parking spaces) has also been undertaken. A copy of this accumulation assessment is contained at **Appendix H**. This updated parking accumulation suggests that maximum car park occupancies of approximately just 37 (25%) and 48 (32%) vehicles would be reached over the Weekday and Saturday periods at the proposed development respectively. This further suggests that the proposed provision of 149 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.

The level of disabled parking at the proposed site has been increased to 10 spaces, in line with NPTBC comments.

With regards Electric Vehicle (EV) charging, while policy confirms that LPAs “should seek” 10% of spaces to be EV, we must surely seek a pragmatic approach to this in order to balance genuine requirements against costs, so as not to defer beneficial development. Combustion engine cars will still be manufactured up until 2030, and even then, many will remain on the road for years to come. Providing 15 EV spaces today at this location would simply not be needed or used, and un-used charging pods will get damaged and become obsolete (particularly in such a fast-evolving area like car charging) before they are ever truly needed. The proposals therefore include for 1 EV ‘rapid charger’ pod (allowing 2 cars to charge simultaneously, located as identified on the layout plan at **Appendix B**), coupled with a further 5 ‘active charger’ spaces (each serving a single vehicle, but not yet shown on the layout plan). While the active chargers are slower than rapid chargers, most drivers ‘top up charge’ rather than waiting for their battery to recharge from empty-to-full. The % of battery capacity able to be charged in an hour’s shopping trip depends not just on the capacity of the charger, but also on the size of the vehicle battery. A Nissan LEAF for example (a fairly regular electric car) would get a c16% charge in an hour, which is more than enough

to ward off any “range anxiety” while out on a domestic shopping trip. Accordingly, this provision of EV charging is deemed relevant for the proposed development.

Motorcycle parking will be provided within the 126 standard car parking spaces proposed. This is the arrangement at other similar Lidl foodstores across the country, and the parking accumulation identifies that there will be sufficient spare capacity to accommodate motorcycle parking within these spaces.

Comment 7

- 7. No trees shall be planted within the footway nor shall any trees be planted within 2m of the back of footway unless a suitable root barrier is placed along the back of footway.*

Tree planting on site will adhere to this comment.

Conclusion

This TN has provided a response to all NPTCBC comments raised within their review of the originally submitted TA to support the proposed development Lidl foodstore re-development at Briton Ferry Road, Neath.

All relevant NPTCBC comments with regards the TA have been addressed, with an updated development impact assessment undertaken in response to some of the comments raised.

As was originally concluded in the TA, This TN has identified that the proposed development is compliant with local and national planning policy, and will not have any significant negative impact on either the local or wider highway network. As such, there is no reason in highway and transportation terms why the proposed development should not be granted consent.

Appendix A

NPTCBC 'Head of Engineering & Transport Observations' Response Note

From: Jessica King <j.king2@npt.gov.uk>
Sent: 27 April 2022 13:34
To: Peter Waldren <peter.waldren@carneysweeney.co.uk>
Subject: RE: 2022/0191 - Castle Retail Park

Dear Peter,

Thank you for your phone call on Monday. Please find below the highway response received;

The following Highway concerns have been identified:

1. Transport Statement
 - a. In reference to the Transport Assessment (January 2022) Section 5.2 Existing Site Use Trip Generation, it is noted that there was a MMC survey undertaken on Friday 19th November and Saturday 20th November for 12 hours each day only. The "Transport evidence bases in plan making and decision taking" government guidance document on traffic survey neutral months state it is "recommended periods of data collection are spring and autumn, which include neutral months of April, May, June, September and October" these dates of course coincide with schools and all other educational establishments being fully operational and at full capacity. The survey you have undertaken is outside the recommended neutral months. Your survey is therefore invalid.
 - b. Furthermore you have undertaken the traffic survey count for 12 hours on two days only - again this is invalid because this does not show a true reflection on weekly traffic movements/trips. Therefore the council will not accept this survey as valid data and will NOT agree with your modelling results. We would require a full 7 day traffic survey within a neutral month before making comment on the data modelling. Restrictions for COVID have now been relaxed further so more accurate data can be collated.
 - c. Growth factors are predicted over 5 years we would require a minimum of 10 years.
 - d. A management Plan is to be provided – to ensure the timings of deliveries do not conflict with patrons/consumers. In addition the delivery bay is located to the rear of the building at the furthest point away from the entrance to the site, how will this be managed safely?
2. Active Travel must be considered.
3. There is an existing pedestrian access point from the A474 into the existing carpark in the form of a stepped access way, however this does not appear to be annotated on the 'Proposed Site Plan' drawing. Is this an oversight or is it being removed – can you please clarify?
4. The existing footway on the left hand side as you exit the junction from this development has been removed and replaced with grassed verge. I'd require this footpath to be retained to maintain connectivity should pedestrians wish to continue towards the Castle Bingo car park.
5. No development shall commence (including any site clearance), until a Demolition & Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Environmental Management Plan shall be in accordance with the requirements of British Standard BS5228-1:2009 - "Code of practice for noise and vibration control on construction and open sites". The approved Statement shall be adhered to throughout the demolition and construction phases. The Statement shall provide for:
 - a. **Construction methods:** details of the extent and phasing of development; details for the storage and management of plant and materials used in constructing the development
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 - c. **General Site Management:** details of the construction programme including timetable; details of site clearance; details for erection and maintenance of security hoarding including decorative displays and facilities for public viewing.
 - d. **Control of Nuisances:** Wheel washing facilities and measures to control light spill.
 - e. **Traffic Management:** details of site deliveries including routes of vehicles, plus delivery and construction times, taking into account the proximity of residential dwellings and school opposite, there shall be no deliveries in excess of 3.5 tonnes shall access or leave the site via any route during the hours of 8am to 9.30am and 2.30pm to 4pm during school term times; details for the loading and unloading of plant and materials; details for the parking of vehicles of site operatives and visitors; scheme for the erection of temporary/semi-temporary signage warning drivers of the presence of children and speed restrictions;

- Measures to prevent stacking of vehicles onto the public highway; The frequency and size of vehicles used to transport the waste material arising from the demolition works;
- f. **Hours of working on site**, including specified hours for deliveries; details of restrictions to be applied during construction and demolition works (including timing, duration and frequency of works) to prevent noise or nuisance amenity issues to surrounding properties.
 - g. **Responsible Persons**: details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details, the CEMP must also be signed by the responsible person.
6. In terms of the parking allocation proposed, the justification for the number of spaces is acceptable, however I would request the following alterations are made:
- a. The disabled parking bays increased to 10 spaces
 - b. EV charging bays should be based upon 10% of parking spaces therefore increased to 15 spaces in accordance with Planning Policy Wales Edition 10, Section 6.5
 - c. Motorcycle parking provision of 5%
7. No trees shall be planted within the footway nor shall any trees be planted within 2m of the back of footway unless a suitable root barrier is placed along the back of footway.

NOTES TO APPLICANT

1. **Active Travel**

Development proposals must seek to maximise walking and cycling accessibility by prioritising the provision of appropriate on-site infrastructure and where necessary off-site infrastructure. Walking and cycling infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established, as per Planning Policy Wales, Edition 11 and Future Wales – the National Plan 2040. All new walking and cycling infrastructure should be built to standards set out in Welsh Government's Active Travel Guidance and off-site infrastructure should link to (where possible) routes on Neath Port Talbot Council's Active Travel Network Map. This shows where walking and cycling routes already exist (Existing Routes) and where upgrades or brand new routes are anticipated for the next 15 years (Future Routes) in built up areas. Further information on the Active Travel Guidance and Neath Port Talbot's Active Travel Network Map can be found here: www.npt.gov.uk/activetravel.

Kind regards,

Jessica King

Swyddog Cynllunio - Rheolaeth Datblygu / Planning Officer – Development Management

Cyngor Bwrdeistref Sirol Castell-nedd Port Talbot / Neath Port Talbot County Borough Council

We welcome correspondence in Welsh and will deal with Welsh and English correspondence to the same standards and timescales.

Croesewir gohebiaeth yn y Gymraeg a byddwn yn ymdrin â gohebiaeth Gymraeg a Saesneg i'r un safonau ac amserlenni

If you would like to use Welsh when dealing with the Council please click [here](#)

Os hoffech ddefnyddio'r Gymraeg wrth ddelio â'r Cyngor os gwelwch yn dda cliciwch [yma](#)



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Appendix B

Updated Site Layout Plan

- 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
 - ④ RAIN GARDEN LOCATIONS
 - ⑤ EXISTING STEPS RETAINED AND 2 NEW STEPS

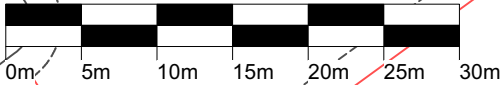
SCHEDULE OF AREAS (ADAPTED 2021 T1400 SPEC):	
SALES AREA	= 1411m ²
WAREHOUSE AREA	= 609m ²
ANCILLARY	= 278m ²
GIA	= 2298m ²
GEA (INC. CANOPY)	= 2575m ²
GEA (EXC. CANOPY)	= 2399m ²

- SOFT LANDSCAPING KEY:
- EXISTING TREES TO BE RETAINED
 - ROOT PROTECTION AREAS
 - EXISTING TREES TO BE REMOVED
 - EXISTING HEDGE TO BE RETAINED
 - EXISTING HEDGE TO BE REMOVED

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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



+0m RETAINING

+0.7m RETAINING

+0m RETAINING

+0m RETAINING

+1.25m RETAINING

RETAINING PART OF BUILDING

ADAPTED TYPE T1400
SALES AREA= 1411 sqm
GIA= 2298 sqm

149 CAR PARKING SPACES
(INCLUDING 10 DISABLED, 11 P&C, 2 EVG SPACES)

A474

SCHOOL ROAD

B	20.06.2022	Car parking updated and existing stair reinstated JBH	DS
A	12.01.2022	Car parking updated	DS
Rev.	Date	Description	Drawn

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client
Lidl GB Ltd

project
Briton Ferry

drawing title
Proposed Site Plan

date December 2021
status Planning
scale 1:500 @ A3
drawn DS checked LS
job no. 2782 dwg no. P408 Rev. B

Appendix C

May 2022 MCC Surveys

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	1	0	0	0	0	1	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	2	0	0	0	1	3	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	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	1	1	0	0	0	2	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	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	0	0	9	2	0	0	0	11	0	0	0	0	0	0	0	0
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	9	0	0	0	0	9	0	0	0	0	0	0	0	0
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	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	3	0	0	0	0	3	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	0	0	0	0	2	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	4	0	1	0	0	5	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	3	0	1	0	0	4	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	13	0	2	0	0	15	0	0	1	0	0	0	0	1
13:00 - 13:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	1	0	0	0	0	1	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	4	0	1	0	0	5	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	3	0	0	0	0	3	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	9	1	0	0	0	10	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	39	1	0	0	1	41	0	0	2	0	0	0	0	2
15:15 - 15:30	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	2	1	0	0	0	3	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	2	0	0	1	54	0	0	2	0	0	0	0	2
16:00 - 16:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	4	0	0	0	0	4	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	6	0	0	0	0	6	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
Hourly Total	0	0	22	1	0	0	0	23	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
18:45 - 19:00	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
TOTAL	0	0	152	8	3	0	2	165	0	0	3	0	0	0	0	3

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	1	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 - 07:45	0	0	1	0	0	0	0	1	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	1	1
Hourly Total	0	0	2	0	0	0	0	2	0	0	2	0	0	0	1	3
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15 - 08:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
08:45 - 09:00	0	0	3	0	1	0	0	4	0	0	3	1	0	0	0	4
Hourly Total	0	0	4	1	1	0	0	6	0	0	5	1	0	0	0	6
09:00 - 09:15	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4
09:15 - 09:30	0	0	8	0	0	0	0	8	0	0	3	2	0	0	0	5
09:30 - 09:45	0	0	4	0	0	0	0	4	0	0	5	0	0	0	0	5
09:45 - 10:00	0	0	2	0	0	0	0	2	0	1	3	0	0	0	0	4
Hourly Total	0	0	16	0	0	0	0	16	0	1	15	2	0	0	0	18
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	4	0	0	0	0	4	0	0	3	0	0	0	0	3
10:30 - 10:45	0	0	5	0	0	0	0	5	0	0	2	0	0	0	0	2
10:45 - 11:00	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2
Hourly Total	0	0	17	0	0	0	0	17	0	0	7	0	0	0	0	7
11:00 - 11:15	0	0	6	0	0	0	0	6	0	0	5	0	0	0	0	5
11:15 - 11:30	0	0	9	0	0	0	0	9	0	0	5	0	0	0	0	5
11:30 - 11:45	0	0	5	0	0	0	0	5	0	0	8	0	0	0	0	8
11:45 - 12:00	0	1	3	0	0	0	0	4	0	0	11	0	1	0	0	12
Hourly Total	0	1	23	0	0	0	0	24	0	0	29	0	1	0	0	30
12:00 - 12:15	0	0	8	0	0	0	0	8	0	0	17	0	1	0	0	18
12:15 - 12:30	0	0	8	1	0	0	0	9	0	0	7	0	0	0	0	7
12:30 - 12:45	0	0	7	1	0	0	0	8	0	0	5	0	0	0	0	5
12:45 - 13:00	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	4
Hourly Total	0	0	28	2	0	0	0	30	0	0	33	0	1	0	0	34
13:00 - 13:15	0	0	3	0	0	0	0	3	0	0	1	0	1	0	0	2
13:15 - 13:30	0	0	4	1	0	0	0	5	0	0	3	0	0	0	0	3
13:30 - 13:45	0	0	10	0	0	0	0	10	0	0	1	0	0	0	0	1
13:45 - 14:00	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
Hourly Total	0	0	23	1	0	0	0	24	0	0	5	0	1	0	0	6
14:00 - 14:15	0	0	2	1	0	0	0	3	0	0	4	1	0	0	0	5
14:15 - 14:30	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	3
14:30 - 14:45	0	0	11	1	0	0	0	12	0	0	1	0	0	0	0	1
14:45 - 15:00	0	0	6	1	0	0	0	7	0	0	1	1	0	0	0	2
Hourly Total	0	0	22	3	0	0	0	25	0	0	9	2	0	0	0	11
15:00 - 15:15	0	0	3	0	0	0	0	3	0	0	3	1	0	0	1	5
15:15 - 15:30	1	0	4	0	0	0	0	5	0	0	4	0	0	0	0	4
15:30 - 15:45	0	0	9	1	0	0	0	10	0	0	1	0	0	0	0	1
15:45 - 16:00	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
Hourly Total	1	0	20	1	0	0	0	22	0	0	9	1	0	0	1	11
16:00 - 16:15	0	0	7	0	0	0	0	7	0	0	3	0	0	0	0	3
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	2	1	0	0	0	3	0	0	3	1	0	0	0	4
16:45 - 17:00	0	0	4	0	0	0	0	4	0	0	6	1	0	0	0	7
Hourly Total	0	0	19	1	0	0	0	20	0	0	12	2	0	0	0	14
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	4	0	0	0	0	4	0	0	15	0	0	0	0	15
17:30 - 17:45	0	0	5	0	0	0	0	5	0	0	12	0	0	0	0	12
17:45 - 18:00	0	0	6	0	0	0	0	6	0	0	10	1	0	0	0	11
Hourly Total	0	0	22	1	0	0	0	23	0	0	44	1	0	0	0	45
18:00 - 18:15	0	0	4	0	0	0	0	4	0	0	14	0	0	0	0	14
18:15 - 18:30	0	0	1	1	0	0	0	2	0	0	17	0	0	0	0	17
18:30 - 18:45	0	0	4	2	0	0	0	6	0	0	11	0	0	0	0	11
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
Hourly Total	0	0	9	3	0	0	0	12	0	0	49	0	0	0	0	49
TOTAL	1	1	205	13	1	0	0	221	0	1	219	9	3	0	2	234

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	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	0	0	0	0	0	0	0	3	1	1	0	0	5
Hourly Total	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	5
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
09:45 - 10:00	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	14	0	0	0	0	14
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4
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	6	0	0	0	0	6
10:45 - 11:00	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	16	1	0	0	0	17
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
11:15 - 11:30	0	0	1	0	0	0	0	1	0	0	5	0	0	0	0	5
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
11:45 - 12:00	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	20	0	0	0	0	20
12:00 - 12:15	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	5
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7
Hourly Total	0	0	0	0	0	0	0	0	0	1	27	1	0	0	0	29
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	2	1	0	0	0	3
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
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	23	1	0	0	0	24
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7
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	0	0	0	0	0	0	0	0	10	1	0	0	0	11
Hourly Total	0	0	0	0	0	0	0	0	0	0	24	2	0	0	0	26
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7
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	25	2	0	0	0	27
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	20
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
17:30 - 17:45	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
17:45 - 18:00	0	0	1	0	0	0	0	1	0	0	8	0	0	0	0	8
Hourly Total	0	0	2	0	0	0	0	2	0	0	18	2	0	0	0	20
18:00 - 18:15	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4
Hourly Total	0	0	2	0	0	0	0	2	0	0	9	4	0	0	0	13
TOTAL	0	0	5	0	0	0	0	5	0	1	197	16	1	0	0	215

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	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	1	0	0	0	1	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	1	1	0	0	0	2	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	2	0	0	0	0	2	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
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
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	2	0	0	0	0	2	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
Hourly Total	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	3	0	0	0	0	3	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	3	0	1	0	0	4	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	0	11	0	1	0	0	12	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1
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	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	9	1	0	0	0	10	0	0	1	0	0	0	0	1
13:00 - 13:15	0	0	2	0	0	0	0	2	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	4	0	0	0	0	4	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	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	3	0	0	0	0	3	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	1	6	0	0	0	0	7	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	43	0	0	0	0	43	0	0	1	0	0	0	0	1
15:15 - 15:30	0	0	13	2	0	0	0	15	0	0	1	0	0	0	0	1
15:30 - 15:45	0	0	3	0	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	0	0	0	0	0	0
Hourly Total	0	0	63	2	0	0	0	65	0	0	2	0	0	0	0	2
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	5	0	0	0	0	5	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	2	0	0	1	0	3	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	9	0	0	1	0	10	0	0	1	0	0	0	0	1
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	2	0	0	1	0	3	0	0	0	0	0	0	0	0
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	3	0	1	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	0	0	6	0	1	1	0	8	0	0	1	0	0	0	0	1
18:00 - 18:15	0	0	2	0	1	1	0	4	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	1	0	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	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	4	0	1	1	0	6	0	0	0	0	0	0	0	0
TOTAL	0	1	128	5	3	3	0	140	0	0	5	0	0	0	0	5

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	1	0	0	0	0	1
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	3
Hourly Total	0	0	1	0	0	0	0	1	0	0	2	1	0	3	0	6
08:00 - 08:15	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	1
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	3	0	0	0	0	3	0	0	1	0	0	0	0	1
08:45 - 09:00	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3
Hourly Total	0	0	7	0	0	0	0	7	0	0	4	0	1	0	0	5
09:00 - 09:15	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
09:15 - 09:30	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
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	6	0	0	0	0	6	0	0	6	0	0	0	0	6
Hourly Total	0	0	15	0	0	0	0	15	0	0	9	0	0	0	0	9
10:00 - 10:15	0	0	5	1	0	0	0	6	0	0	6	0	0	0	0	6
10:15 - 10:30	0	0	4	0	0	0	0	4	0	0	5	1	0	0	0	6
10:30 - 10:45	0	0	4	1	0	0	0	5	0	0	7	0	0	0	0	7
10:45 - 11:00	0	0	6	0	0	0	0	6	0	0	7	1	0	0	0	8
Hourly Total	0	0	19	2	0	0	0	21	0	0	25	2	0	0	0	27
11:00 - 11:15	0	0	10	0	0	0	0	10	0	0	5	0	0	0	0	5
11:15 - 11:30	0	0	6	1	0	0	0	7	0	0	3	0	0	0	0	3
11:30 - 11:45	0	0	10	0	0	0	0	10	0	0	6	0	1	0	0	7
11:45 - 12:00	0	0	14	0	0	0	0	14	0	0	7	0	0	0	0	7
Hourly Total	0	0	40	1	0	0	0	41	0	0	21	0	1	0	0	22
12:00 - 12:15	0	0	5	1	0	0	0	6	0	0	14	0	0	0	0	14
12:15 - 12:30	0	0	5	0	0	0	0	5	0	0	7	0	0	0	0	7
12:30 - 12:45	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4
12:45 - 13:00	0	0	11	0	0	0	0	11	0	0	5	0	0	0	0	5
Hourly Total	0	0	25	1	0	0	0	26	0	0	30	0	0	0	0	30
13:00 - 13:15	0	0	9	0	0	0	0	9	0	0	6	0	0	0	0	6
13:15 - 13:30	1	0	6	0	0	0	0	7	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	6	0	0	0	0	6	0	0	0	1	0	0	0	1
13:45 - 14:00	0	0	8	1	0	0	0	9	0	0	1	0	0	0	0	1
Hourly Total	1	0	29	1	0	0	0	31	0	0	7	1	0	0	0	8
14:00 - 14:15	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	9	0	0	0	0	9	0	1	1	0	0	0	0	2
14:30 - 14:45	0	0	8	1	0	0	0	9	0	0	2	0	0	0	0	2
14:45 - 15:00	0	0	6	1	0	0	0	7	0	0	6	0	0	0	0	6
Hourly Total	0	0	33	2	0	0	0	35	0	1	9	0	0	0	0	10
15:00 - 15:15	0	0	10	0	0	0	0	10	0	0	6	0	0	0	0	6
15:15 - 15:30	0	0	5	0	0	0	0	5	0	0	2	0	0	0	0	2
15:30 - 15:45	0	0	8	0	0	0	0	8	0	0	2	0	0	0	0	2
15:45 - 16:00	0	0	4	0	0	0	0	4	0	0	3	0	0	0	0	3
Hourly Total	0	0	27	0	0	0	0	27	0	0	13	0	0	0	0	13
16:00 - 16:15	0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	1
16:15 - 16:30	0	0	7	0	0	0	0	7	0	0	5	0	0	0	0	5
16:30 - 16:45	0	0	4	0	0	0	0	4	0	0	3	0	0	0	0	3
16:45 - 17:00	0	0	3	0	0	0	0	3	0	0	5	0	0	0	0	5
Hourly Total	0	0	21	0	0	0	0	21	0	0	14	0	0	0	0	14
17:00 - 17:15	0	0	5	0	0	0	0	5	0	0	8	0	0	0	0	8
17:15 - 17:30	0	0	2	1	0	0	0	3	0	0	13	0	0	0	0	13
17:30 - 17:45	0	0	3	0	0	0	0	3	0	0	10	0	0	0	0	10
17:45 - 18:00	0	0	4	0	0	0	0	4	0	0	7	0	0	0	0	7
Hourly Total	0	0	14	1	0	0	0	15	0	0	38	0	0	0	0	38
18:00 - 18:15	0	0	4	1	0	0	0	5	0	0	4	0	0	0	0	4
18:15 - 18:30	0	0	4	0	0	0	0	4	0	0	10	0	0	0	0	10
18:30 - 18:45	0	0	2	0	0	0	0	2	0	0	9	1	0	0	0	10
18:45 - 19:00	0	0	3	0	0	0	0	3	0	0	9	0	0	0	0	9
Hourly Total	0	0	13	1	0	0	0	14	0	0	32	1	0	0	0	33
TOTAL	1	0	244	9	0	0	0	254	0	1	204	5	2	3	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	2	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
09:45 - 10:00	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	14	0	0	0	0	14
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	1	0	0	0	0	1	0	0	4	0	0	0	0	4
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7
10:45 - 11:00	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	17	1	0	0	0	18
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11
11:45 - 12:00	0	0	2	0	0	0	0	2	0	0	5	0	0	0	0	5
Hourly Total	0	0	2	0	0	0	0	2	0	0	28	1	0	0	0	29
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	8	0	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	34	1	0	0	0	35
13:00 - 13:15	0	0	1	0	0	0	0	1	0	0	6	0	0	0	0	6
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	5	0	0	0	0	5
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
Hourly Total	0	0	1	0	0	0	0	1	0	0	26	0	0	0	0	26
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5
Hourly Total	0	0	0	0	0	0	0	0	0	0	33	3	0	0	0	36
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11
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	7	0	0	0	0	7
15:45 - 16:00	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	31	1	0	0	0	32
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
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	7	0	0	0	0	7
16:45 - 17:00	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	21	0	0	0	0	21
17:00 - 17:15	0	0	2	0	0	0	0	2	0	0	5	0	0	0	0	5
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5
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	4	0	0	0	0	4
Hourly Total	0	0	2	0	0	0	0	2	0	0	13	1	0	0	0	14
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15
TOTAL	0	0	6	0	0	0	0	6	0	0	236	9	0	0	0	245

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	1	0	0	0	0	1	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	2	0	0	0	1	3	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	3	2	1	0	0	6	0	0	0	0	0	0	0	0
Hourly Total	0	0	4	2	1	0	0	7	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	0	0	23	2	0	0	0	25	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	10	0	0	0	0	10	0	0	1	0	0	0	0	1
10:30 - 10:45	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2
10:45 - 11:00	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	0	0	25	1	0	0	0	26	0	0	3	0	0	0	0	3
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	1	0	0	0	0	1
11:30 - 11:45	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	8	0	0	0	0	8	0	0	1	0	0	0	0	1
Hourly Total	0	0	28	0	0	0	0	28	0	0	3	0	0	0	0	3
12:00 - 12:15	0	1	8	0	0	0	0	9	0	0	1	0	0	0	0	1
12:15 - 12:30	0	0	12	0	1	0	0	13	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	11	0	1	0	0	12	0	0	1	0	0	0	0	1
12:45 - 13:00	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
Hourly Total	0	1	38	1	2	0	0	42	0	0	2	0	0	0	0	2
13:00 - 13:15	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1
13:15 - 13:30	0	0	4	1	1	0	0	6	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	1
13:45 - 14:00	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
Hourly Total	0	0	25	1	1	0	0	27	0	0	2	0	0	0	0	2
14:00 - 14:15	0	0	9	0	0	0	0	9	0	0	1	1	0	0	0	2
14:15 - 14:30	0	0	7	1	0	0	0	8	0	0	2	0	0	0	0	2
14:30 - 14:45	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	9	1	0	0	0	10	0	0	1	0	0	0	0	1
Hourly Total	0	0	29	2	0	0	0	31	0	0	4	1	0	0	0	5
15:00 - 15:15	0	0	45	2	0	0	1	48	0	0	1	0	0	0	0	1
15:15 - 15:30	0	0	12	0	0	0	0	12	0	0	1	0	0	0	0	1
15:30 - 15:45	0	0	8	1	0	0	0	9	0	0	0	1	0	0	0	1
15:45 - 16:00	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
Hourly Total	0	0	74	3	0	0	1	78	0	0	2	1	0	0	0	3
16:00 - 16:15	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
16:15 - 16:30	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	0	0	23	2	0	0	0	25	0	0	1	0	0	0	0	1
17:00 - 17:15	0	0	7	3	0	0	0	10	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	1
17:30 - 17:45	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	17	0	0	0	0	17	0	0	1	0	0	0	0	1
Hourly Total	0	0	38	3	0	0	0	41	0	0	2	0	0	0	0	2
18:00 - 18:15	0	0	6	0	0	0	0	6	0	0	2	0	0	0	0	2
18:15 - 18:30	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2
18:30 - 18:45	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	7	0	0	0	0	7	0	0	0	1	0	0	0	1
Hourly Total	0	0	17	4	0	0	0	21	0	0	4	1	0	0	0	5
TOTAL	0	1	326	21	4	0	2	354	0	0	23	3	0	0	0	26

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	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	4	1	0	0	0	5	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	6	1	0	0	0	7	0	0	4	0	0	0	1	5	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	12	1	0	0	0	13	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
08:15 - 08:30	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	9	0	0	1	0	10	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	12	2	0	0	0	14	0	0	6	1	1	0	0	8	0	0	0	0	0	0	0	0
Hourly Total	0	0	43	3	0	1	0	47	0	0	9	1	1	0	0	11	0	0	1	0	0	0	0	1
09:00 - 09:15	0	0	14	0	0	0	0	14	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
09:15 - 09:30	1	0	9	0	0	0	0	10	0	0	10	2	0	0	0	12	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	15	0	0	0	0	15	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	11	0	0	0	0	11	0	1	4	0	0	0	0	5	0	0	0	0	0	0	0	0
Hourly Total	1	0	49	0	0	0	0	50	0	1	27	2	0	0	0	30	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	11	0	0	0	0	11	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
10:15 - 10:30	0	1	7	1	0	0	0	9	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	10	0	0	0	0	10	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	9	0	0	0	0	9	0	0	5	0	0	0	0	5	0	1	1	0	0	0	0	2
Hourly Total	0	1	37	1	0	0	0	39	0	0	22	0	0	0	0	22	0	1	1	0	0	0	0	2
11:00 - 11:15	0	0	10	2	0	0	0	12	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	9	2	0	0	0	11	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	21	0	0	0	0	21	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	9	1	0	0	0	10	0	1	13	0	1	0	0	15	0	0	0	0	0	0	0	0
Hourly Total	0	0	49	5	0	0	0	54	0	1	48	0	1	0	0	50	0	0	0	0	0	0	0	0
12:00 - 12:15	1	0	17	2	0	0	0	20	0	0	22	0	1	0	0	23	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	23	1	0	0	0	24	0	0	14	1	0	0	0	15	0	0	2	1	0	0	0	3
12:30 - 12:45	0	0	12	0	0	0	0	12	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	10	0	0	0	0	10	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
Hourly Total	1	0	62	3	0	0	0	66	0	0	54	2	1	0	0	57	0	0	2	1	0	0	0	3
13:00 - 13:15	1	0	11	0	0	0	0	12	0	0	4	0	1	0	0	5	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	16	1	0	0	0	17	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	15	2	0	0	0	17	0	0	11	0	0	0	0	11	0	0	0	0	1	0	0	1
13:45 - 14:00	0	0	17	1	0	0	0	18	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
Hourly Total	1	0	59	4	0	0	0	64	0	0	27	1	1	0	0	29	0	0	0	0	1	0	0	1
14:00 - 14:15	0	0	19	0	0	0	0	19	0	0	6	2	0	0	0	8	0	0	1	0	0	0	0	1
14:15 - 14:30	1	0	11	0	0	0	0	12	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	14	0	0	0	0	14	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	12	3	0	0	0	15	0	0	6	2	0	0	0	8	0	0	0	0	0	0	0	0
Hourly Total	1	0	56	3	0	0	0	60	0	0	28	5	0	0	0	33	0	0	1	0	0	0	0	1
15:00 - 15:15	0	0	24	0	0	0	0	24	0	0	5	1	0	0	1	7	0	0	1	0	0	0	0	1
15:15 - 15:30	0	0	22	2	0	0	0	24	1	0	8	0	0	0	0	9	0	0	1	0	0	0	0	1
15:30 - 15:45	0	0	18	1	0	0	0	19	0	0	9	1	0	0	0	10	0	0	2	0	0	0	0	2
15:45 - 16:00	0	0	19	0	0	0	0	19	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
Hourly Total	0	0	83	3	0	0	0	86	1	0	27	2	0	0	1	31	0	0	4	0	0	0	0	4
16:00 - 16:15	0	0	15	2	0	0	0	17	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
16:15 - 16:30	1	0	18	4	0	0	0	23	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	12	0	0	0	0	12	0	0	5	2	0	0	0	7	0	0	1	0	0	0	0	1
16:45 - 17:00	0	0	13	3	0	0	0	16	0	0	9	1	0	0	0	10	0	0	1	0	0	0	0	1
Hourly Total	1	0	58	9	0	0	0	68	0	0	27	3	0	0	0	30	0	0	2	0	0	0	0	2
17:00 - 17:15	0	0	14	2	0	0	0	16	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	13	1	0	0	0	14	0	0	18	0	0	0	0	18	0	0	2	0	0	0	0	2
17:30 - 17:45	0	1	12	1	0	0	0	14	0	0	16	0	0	0	0	16	0	0	1	0	0	0	0	1
17:45 - 18:00	0	0	20	0	0	0	0	20	0	0	15	1	0	0	0	16	0	0	0	0	0	0	0	0
Hourly Total	0	1	59	4	0	0	0	64	0	0	62	2	0	0	0	64	0	0	3	0	0	0	0	3
18:00 - 18:15	0	0	20	2	0	0	0	22	0	0	18	0	0	0	0	18	0	0	1	0	0	0	0	1
18:15 - 18:30	0	0	6	1	0	0	0	7	0	0	18	1	0	0	0	19	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	5	0	0	0	0	5	0	0	15	1	0	0	0	16	0	0	3	0	0	0	0	3
18:45 - 19:00	0	0	4	0	0	0	0	4	0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	1
Hourly Total	0	0	35	3	0	0	0	38	0	0	58	2	0	0	0	60	0	0	5	0	0	0	0	5
TOTAL	5	2	596	39	0	1	0	643	1	2	393	20	4	0	2	422	0	1	19	1	1	0	0	22

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	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	1	0	0	0	0	1
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	2	0	0	0	0	2
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	1	0	0	0	1	0	0	11	1	0	0	0	12
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	11	3	0	1	0	15
Hourly Total	0	0	0	1	0	0	0	1	0	0	32	4	0	1	0	37
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10
09:15 - 09:30	0	0	1	0	0	0	0	1	0	0	14	0	0	0	0	14
09:30 - 09:45	0	0	2	0	0	0	0	2	1	0	8	0	0	0	0	9
09:45 - 10:00	0	0	1	0	0	0	0	1	0	0	12	0	0	0	0	12
Hourly Total	0	0	4	0	0	0	0	4	1	0	44	0	0	0	0	45
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
10:30 - 10:45	0	0	1	0	0	0	0	1	0	0	9	0	0	0	0	9
10:45 - 11:00	0	0	1	0	0	0	0	1	0	1	9	1	0	0	0	11
Hourly Total	0	0	2	0	0	0	0	2	0	1	37	2	0	0	0	40
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11
11:15 - 11:30	0	0	1	0	0	0	0	1	0	0	6	2	0	0	0	8
11:30 - 11:45	0	0	2	0	0	0	0	2	0	0	15	2	0	0	0	17
11:45 - 12:00	0	0	1	0	0	0	0	1	0	0	13	0	0	0	0	13
Hourly Total	0	0	4	0	0	0	0	4	0	0	45	4	0	0	0	49
12:00 - 12:15	0	0	3	0	0	0	0	3	1	0	15	0	0	0	0	16
12:15 - 12:30	0	0	1	0	0	0	0	1	0	0	17	2	0	0	0	19
12:30 - 12:45	0	0	2	0	0	0	0	2	0	0	12	2	0	0	0	14
12:45 - 13:00	0	0	1	0	0	0	0	1	0	0	16	0	0	0	0	16
Hourly Total	0	0	7	0	0	0	0	7	1	0	60	4	0	0	0	65
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13
13:15 - 13:30	0	0	0	0	0	0	0	0	1	0	13	1	0	0	0	15
13:30 - 13:45	0	0	0	0	0	0	0	0	1	0	15	2	0	0	0	18
13:45 - 14:00	0	0	1	0	0	0	0	1	0	0	10	0	0	0	0	10
Hourly Total	0	0	1	0	0	0	0	1	2	0	51	3	0	0	0	56
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	22
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	20
14:30 - 14:45	0	0	2	0	0	0	0	2	0	0	11	0	0	0	0	11
14:45 - 15:00	0	0	1	0	0	0	0	1	0	0	13	1	0	0	0	14
Hourly Total	0	0	3	0	0	0	0	3	0	0	64	3	0	0	0	67
15:00 - 15:15	0	0	1	0	0	0	0	1	0	0	15	1	0	0	0	16
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	26
15:30 - 15:45	0	0	1	0	0	0	0	1	0	0	23	0	0	0	0	23
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	17	4	0	0	0	21
Hourly Total	0	0	2	0	0	0	0	2	0	0	81	5	0	0	0	86
16:00 - 16:15	0	0	2	0	0	0	0	2	0	0	20	0	0	0	0	20
16:15 - 16:30	0	0	1	0	0	0	0	1	0	0	17	3	0	0	0	20
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	18
16:45 - 17:00	0	0	1	0	0	0	0	1	0	0	9	1	0	0	0	10
Hourly Total	0	0	4	0	0	0	0	4	0	0	64	4	0	0	0	68
17:00 - 17:15	0	0	1	0	0	0	0	1	0	0	10	2	0	0	0	12
17:15 - 17:30	0	0	1	0	0	0	0	1	0	0	16	3	0	0	0	19
17:30 - 17:45	0	0	1	0	0	0	0	1	0	1	11	2	0	0	0	14
17:45 - 18:00	0	0	1	0	0	0	0	1	0	0	12	1	0	0	0	13
Hourly Total	0	0	4	0	0	0	0	4	0	1	49	8	0	0	0	58
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	22
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15
18:30 - 18:45	0	0	0	1	0	0	0	1	0	0	13	0	0	0	0	13
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
Hourly Total	0	0	0	1	0	0	0	1	0	0	57	1	0	0	0	58
TOTAL	0	0	31	2	0	0	0	33	4	2	586	38	0	1	0	631

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	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	1	0	0	0	1	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	1	1	0	0	0	2	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	1	0	0	0	0	1	0	0	1	0	0	0	0	1
08:45 - 09:00	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1
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	3	0	0	0	0	3	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	3	0	0	0	0	3	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	18	0	0	0	0	18	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1
10:30 - 10:45	0	0	7	1	0	0	0	8	0	0	1	0	0	0	0	1
10:45 - 11:00	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	0	0	24	2	0	0	0	26	0	0	2	0	0	0	0	2
11:00 - 11:15	0	0	10	0	0	0	0	10	0	0	2	0	0	0	0	2
11:15 - 11:30	0	0	5	1	0	0	0	6	0	0	1	0	0	0	0	1
11:30 - 11:45	0	0	14	0	1	0	0	15	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	0	0	36	1	1	0	0	38	0	0	3	0	0	0	0	3
12:00 - 12:15	0	0	19	0	0	0	0	19	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	6	2	0	0	0	8	0	0	2	0	0	0	0	2
12:30 - 12:45	0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	1
12:45 - 13:00	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
Hourly Total	0	0	40	2	0	0	0	42	0	0	3	0	0	0	0	3
13:00 - 13:15	0	0	8	0	0	0	0	8	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	4	0	0	0	0	4	0	0	1	0	0	0	0	1
13:45 - 14:00	0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	1
Hourly Total	0	0	28	0	0	0	0	28	0	0	2	0	0	0	0	2
14:00 - 14:15	0	0	9	1	0	0	0	10	0	0	1	0	0	0	0	1
14:15 - 14:30	0	1	8	1	0	0	0	10	0	0	2	0	0	0	0	2
14:30 - 14:45	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	0	1	36	3	0	0	0	40	0	0	3	0	0	0	0	3
15:00 - 15:15	0	0	51	1	0	0	0	52	0	0	2	0	0	0	0	2
15:15 - 15:30	0	0	20	1	0	0	0	21	0	0	0	1	0	0	0	1
15:30 - 15:45	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	10	0	0	0	0	10	0	0	1	0	0	0	0	1
Hourly Total	0	0	91	2	0	0	0	93	0	0	3	1	0	0	0	4
16:00 - 16:15	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1
16:15 - 16:30	0	0	11	0	0	0	0	11	0	0	1	0	0	0	0	1
16:30 - 16:45	0	0	8	0	0	1	0	9	0	0	1	0	0	0	0	1
16:45 - 17:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	26	0	0	1	0	27	0	0	4	0	0	0	0	4
17:00 - 17:15	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	6	1	0	1	0	8	0	0	0	0	0	0	0	0
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	6	0	1	0	0	7	0	0	1	0	0	0	0	1
Hourly Total	0	0	18	1	1	1	0	21	0	0	1	0	0	0	0	1
18:00 - 18:15	0	0	7	0	1	1	0	9	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1
Hourly Total	0	0	17	1	1	1	0	20	0	0	1	0	0	0	0	1
TOTAL	0	1	341	13	3	3	0	361	0	0	23	1	0	0	0	24

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	1	0	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	1	0	1	0	2	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	2	1	0	0	0	3	0	0	1	0	0	2	0	3	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	1	0	0	0	4	0	0	3	1	0	3	0	7	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	22	0	0	0	0	22	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0
08:15 - 08:30	3	0	11	1	0	1	0	16	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30 - 08:45	5	0	6	0	0	0	0	11	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	7	1	0	0	0	8	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
Hourly Total	8	0	46	2	0	1	0	57	0	0	11	0	1	0	0	12	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	7	1	0	0	0	8	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	4	1	0	0	0	5	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1
09:30 - 09:45	0	0	12	1	0	0	0	13	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	8	0	0	0	0	8	0	0	10	0	0	0	0	10	0	0	0	1	0	0	0	1
Hourly Total	0	0	31	3	0	0	0	34	0	0	19	0	0	0	0	19	0	0	1	1	0	0	0	2
10:00 - 10:15	0	0	14	2	0	0	0	16	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	17	2	0	0	0	19	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	17	0	0	0	0	17	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	20	1	1	0	0	22	0	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0
Hourly Total	0	0	68	5	1	0	0	74	0	0	41	4	0	0	0	45	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	12	0	0	0	0	12	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	19	0	0	0	0	19	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0
11:30 - 11:45	1	0	17	0	0	0	0	18	0	0	12	0	1	0	0	13	0	0	1	0	0	0	0	1
11:45 - 12:00	0	0	19	0	0	0	0	19	0	0	18	0	0	0	0	18	0	0	1	0	0	0	0	1
Hourly Total	1	0	67	0	0	0	0	68	0	0	52	1	1	0	0	54	0	0	2	0	0	0	0	2
12:00 - 12:15	0	0	17	3	0	0	0	20	0	0	16	1	0	0	0	17	0	0	1	0	0	0	0	1
12:15 - 12:30	0	0	15	4	0	0	0	19	0	0	12	0	0	0	0	12	1	0	0	0	0	0	0	1
12:30 - 12:45	0	0	11	1	0	0	0	12	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	15	2	0	0	0	17	0	0	15	0	0	0	0	15	0	0	1	0	0	0	0	1
Hourly Total	0	0	58	10	0	0	0	68	0	0	50	1	0	0	0	51	1	0	2	0	0	0	0	3
13:00 - 13:15	0	0	15	1	0	0	0	16	0	0	14	0	0	0	0	14	0	0	1	0	0	0	0	1
13:15 - 13:30	0	0	11	1	0	0	0	12	1	0	5	0	0	0	0	6	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	13	0	0	0	0	13	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	12	0	0	0	0	12	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
Hourly Total	0	0	51	2	0	0	0	53	1	0	33	2	0	0	0	36	0	0	1	0	0	0	0	1
14:00 - 14:15	1	0	23	0	0	0	0	24	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	22	2	0	0	0	24	0	1	8	0	0	0	0	9	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	17	2	0	0	0	19	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	9	0	0	0	0	9	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	1	0	71	4	0	0	0	76	0	1	34	2	0	0	0	37	0	0	0	0	0	0	0	0
15:00 - 15:15	1	0	15	0	0	0	0	16	0	0	16	0	0	0	0	16	0	0	1	0	0	0	0	1
15:15 - 15:30	0	0	10	2	0	0	0	12	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	14	0	0	0	0	14	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	22	2	0	0	0	24	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	1	0	61	4	0	0	0	66	0	0	39	0	0	0	0	39	0	0	1	0	0	0	0	1
16:00 - 16:15	0	0	13	1	0	0	0	14	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	12	0	0	0	0	12	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	14	0	0	0	0	14	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	17	0	0	0	0	17	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	0	0	56	1	0	0	0	57	0	0	34	0	0	0	0	34	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	13	0	0	0	0	13	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	10	0	0	0	0	10	0	0	15	1	0	0	0	16	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	15	2	0	0	0	17	0	0	13	0	0	0	0	13	0	0	1	0	0	0	0	1
17:45 - 18:00	0	0	8	0	0	0	0	8	0	0	11	0	0	0	0	11	0	0	1	0	0	0	0	1
Hourly Total	0	0	46	2	0	0	0	48	0	0	51	1	0	0	0	52	0	0	2	0	0	0	0	2
18:00 - 18:15	0	0	15	0	0	0	0	15	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	9	1	0	0	0	10	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	2	0	0	0	0	2	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	3	0	0	0	0	3	0	0	12	0	0	0	0	12	0	0	1	0	0	0	0	1
Hourly Total	0	0	29	1	0	0	0	30	0	0	43	2	0	0	0	45	0	0	1	0	0	0	0	1
TOTAL	11	0	587	35	1	1	0	635	1	1	410	14	2	3	0	431	1	0	10	1	0	0	0	12

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	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
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	1	0	0	0	1
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16
08:30 - 08:45	0	0	0	0	0	0	0	0	9	0	16	0	0	1	0	26
08:45 - 09:00	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	9	0	43	2	0	1	0	55
09:00 - 09:15	0	0	3	0	0	0	0	3	0	0	4	2	0	0	0	6
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
09:45 - 10:00	0	0	2	0	0	0	0	2	0	0	8	1	0	0	0	9
Hourly Total	0	0	5	0	0	0	0	5	0	0	22	3	0	0	0	25
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	15	3	0	0	0	18
10:30 - 10:45	0	0	2	0	0	0	0	2	0	0	16	1	0	0	0	17
10:45 - 11:00	0	0	1	0	0	0	0	1	0	0	10	1	0	0	0	11
Hourly Total	0	0	3	0	0	0	0	3	0	0	50	7	0	0	0	57
11:00 - 11:15	0	0	1	0	0	0	0	1	0	0	20	2	1	0	0	23
11:15 - 11:30	0	0	1	0	0	0	0	1	0	0	7	0	0	0	0	7
11:30 - 11:45	0	0	4	0	0	0	0	4	0	0	30	0	0	0	0	30
11:45 - 12:00	0	0	3	0	0	0	0	3	0	0	10	0	0	0	0	10
Hourly Total	0	0	9	0	0	0	0	9	0	0	67	2	1	0	0	70
12:00 - 12:15	0	0	3	0	0	0	0	3	0	0	17	2	0	0	0	19
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17
12:30 - 12:45	0	0	1	0	0	0	0	1	0	0	10	2	0	0	0	12
12:45 - 13:00	0	0	1	0	0	0	0	1	0	0	12	3	0	0	0	15
Hourly Total	0	0	5	0	0	0	0	5	0	0	54	9	0	0	0	63
13:00 - 13:15	0	0	1	0	0	0	0	1	0	0	16	1	0	0	0	17
13:15 - 13:30	0	0	1	0	0	0	0	1	0	0	15	0	0	0	0	15
13:30 - 13:45	0	0	1	0	0	0	0	1	0	0	12	1	0	0	0	13
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15
Hourly Total	0	0	3	0	0	0	0	3	0	0	56	4	0	0	0	60
14:00 - 14:15	0	0	1	0	0	0	0	1	0	0	13	0	0	0	0	13
14:15 - 14:30	0	0	2	0	0	0	0	2	1	0	18	0	0	0	0	19
14:30 - 14:45	0	0	3	0	0	0	0	3	0	0	20	2	0	0	0	22
14:45 - 15:00	0	0	2	0	0	0	0	2	0	0	19	1	0	0	0	20
Hourly Total	0	0	8	0	0	0	0	8	1	0	70	3	0	0	0	74
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	1	0	0	0	0	1	1	0	10	1	0	0	0	12
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	19	0	0	0	0	19
Hourly Total	0	0	1	0	0	0	0	1	1	0	53	2	0	0	0	56
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	20	3	0	0	0	23
16:15 - 16:30	0	0	0	0	0	0	0	0	1	0	10	0	0	0	0	11
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17
16:45 - 17:00	0	0	1	0	0	0	0	1	0	0	18	0	0	0	0	18
Hourly Total	0	0	1	0	0	0	0	1	1	0	65	3	0	0	0	69
17:00 - 17:15	0	0	1	0	0	0	0	1	0	0	12	1	0	0	0	13
17:15 - 17:30	0	0	0	0	0	0	0	0	1	0	16	0	0	0	0	17
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11
Hourly Total	0	0	1	0	0	0	0	1	1	0	50	2	0	0	0	53
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11
18:15 - 18:30	0	0	2	0	0	0	0	2	0	0	11	0	0	0	0	11
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16
Hourly Total	0	0	2	0	0	0	0	2	0	0	44	3	0	0	0	47
TOTAL	0	0	38	0	0	0	0	38	13	0	574	41	1	1	0	630

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	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	1	0	0	0	0	1	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	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	2	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
08:00 - 08:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15 - 08:30	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
08:30 - 08:45	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
08:45 - 09:00	0	0	7	3	0	0	0	10	0	0	0	0	0	0	0	0	0	0	7	2	1	1	0	11
Hourly Total	0	0	22	4	0	0	0	26	0	0	2	0	0	0	0	2	0	0	14	2	1	1	0	18
09:00 - 09:15	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3	0	0	9	0	0	0	0	9
09:15 - 09:30	0	0	6	0	0	0	0	6	0	0	4	0	0	0	0	4	0	0	9	0	0	0	0	9
09:30 - 09:45	0	0	7	0	0	0	0	7	0	0	2	0	0	0	0	2	1	0	10	0	0	0	0	11
09:45 - 10:00	0	0	7	0	0	0	0	7	0	0	2	0	0	0	0	2	0	0	4	2	0	0	0	6
Hourly Total	0	0	25	0	0	0	0	25	0	0	11	0	0	0	0	11	1	0	32	2	0	0	0	35
10:00 - 10:15	0	0	12	1	0	0	0	13	0	0	1	0	0	0	0	1	0	0	3	1	0	0	0	4
10:15 - 10:30	0	0	12	0	0	0	0	12	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
10:30 - 10:45	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
10:45 - 11:00	0	0	8	0	0	0	0	8	0	1	1	0	0	0	0	2	0	1	8	1	0	0	0	10
Hourly Total	0	0	41	1	0	0	0	42	0	1	3	0	0	0	0	4	0	1	18	2	0	0	0	21
11:00 - 11:15	0	0	9	0	0	0	0	9	0	0	2	0	0	0	0	2	0	0	6	0	0	0	0	6
11:15 - 11:30	0	0	5	1	0	0	0	6	0	0	1	1	0	0	0	2	0	0	6	0	0	0	0	6
11:30 - 11:45	0	0	14	2	0	0	0	16	0	0	2	0	0	0	0	2	0	0	7	0	0	0	0	7
11:45 - 12:00	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13
Hourly Total	0	0	34	3	0	0	0	37	0	0	5	1	0	0	0	6	0	0	32	0	0	0	0	32
12:00 - 12:15	0	0	15	0	0	0	0	15	0	0	2	0	0	0	0	2	1	1	9	0	0	0	0	11
12:15 - 12:30	0	0	18	0	0	0	0	18	0	0	3	1	0	0	0	4	0	0	10	2	1	0	0	13
12:30 - 12:45	0	0	11	1	1	0	0	13	0	0	1	0	0	0	0	1	0	0	11	1	0	0	0	12
12:45 - 13:00	0	0	14	1	0	0	0	15	0	0	2	0	0	0	0	2	0	0	8	0	0	0	0	8
Hourly Total	0	0	58	2	1	0	0	61	0	0	8	1	0	0	0	9	1	1	38	3	1	0	0	44
13:00 - 13:15	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1	0	0	11	0	0	0	0	11
13:15 - 13:30	1	0	12	2	1	0	0	16	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
13:30 - 13:45	0	0	10	2	1	0	0	13	0	0	1	0	0	0	0	1	0	0	10	0	0	0	0	10
13:45 - 14:00	0	0	13	0	0	0	0	13	0	0	1	0	0	0	0	1	0	0	5	0	0	0	0	5
Hourly Total	1	0	41	4	2	0	0	48	0	0	3	0	0	0	0	3	0	0	31	0	0	0	0	31
14:00 - 14:15	0	0	18	0	0	0	0	18	0	0	3	0	0	0	0	3	0	0	10	1	0	0	0	11
14:15 - 14:30	0	0	15	1	0	0	0	16	0	0	2	0	0	0	0	2	0	0	8	1	0	0	0	9
14:30 - 14:45	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
14:45 - 15:00	0	0	14	1	0	0	0	15	0	0	3	0	0	0	0	3	0	0	5	1	0	0	0	6
Hourly Total	0	0	59	2	0	0	0	61	0	0	8	0	0	0	0	8	0	0	28	3	0	0	0	31
15:00 - 15:15	0	0	29	0	0	0	1	30	0	0	6	0	0	0	0	6	0	0	23	3	0	0	0	26
15:15 - 15:30	0	0	17	0	0	0	0	17	0	0	5	0	0	0	0	5	0	0	18	0	0	0	0	18
15:30 - 15:45	0	0	18	1	0	0	0	19	0	0	4	0	0	0	0	4	0	0	11	0	0	0	0	11
15:45 - 16:00	0	0	17	2	0	0	0	19	0	0	2	0	0	0	0	2	0	0	9	1	0	0	0	10
Hourly Total	0	0	81	3	0	0	1	85	0	0	17	0	0	0	0	17	0	0	61	4	0	0	0	65
16:00 - 16:15	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15
16:15 - 16:30	0	0	13	0	0	0	0	13	0	0	3	2	0	0	0	5	0	0	6	2	0	0	0	8
16:30 - 16:45	0	0	10	0	0	0	0	10	0	0	3	0	0	0	0	3	0	0	15	0	0	0	0	15
16:45 - 17:00	0	0	7	1	0	0	0	8	0	0	3	0	0	0	0	3	0	0	4	1	0	0	0	5
Hourly Total	0	0	40	1	0	0	0	41	0	0	9	2	0	0	0	11	0	0	39	4	0	0	0	43
17:00 - 17:15	0	0	10	3	0	0	0	13	0	0	4	0	0	0	0	4	0	0	4	1	0	0	0	5
17:15 - 17:30	0	0	12	1	0	0	0	13	0	0	3	1	0	0	0	4	0	0	6	2	0	0	0	8
17:30 - 17:45	0	0	12	2	0	0	0	14	0	1	4	0	0	0	0	5	0	0	5	0	0	0	0	5
17:45 - 18:00	0	0	19	0	0	0	0	19	0	0	1	0	0	0	0	1	0	0	10	1	0	0	0	11
Hourly Total	0	0	53	6	0	0	0	59	0	1	12	1	0	0	0	14	0	0	25	4	0	0	0	29
18:00 - 18:15	0	0	17	1	0	0	0	18	0	0	3	0	0	0	0	3	0	0	7	0	0	0	0	7
18:15 - 18:30	0	0	9	0	0	0	0	9	0	0	4	0	0	0	0	4	0	0	5	0	0	0	0	5
18:30 - 18:45	0	0	10	2	0	0	0	12	0	0	2	2	0	0	0	4	0	0	5	0	0	0	0	5
18:45 - 19:00	0	0	10	0	0	0	0	10	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3
Hourly Total	0	0	46	3	0	0	0	49	0	0	11	2	0	0	0	13	0	0	20	0	0	0	0	20
TOTAL	1	0	502	29	3	0	2	537	0	2	89	7	0	0	0	98	2	2	340	24	2	1	0	371

Junction: 3

Approach: A474 East

TIME	To School Road								To A474 (W)								To Access 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	3	0	0	0	0	3	1	1	55	18	0	0	1	76	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	1	0	0	0	1	0	3	66	18	0	0	0	87	0	0	2	0	0	0	0	2
07:30 - 07:45	0	0	3	1	0	0	0	4	0	3	80	20	0	0	1	104	0	0	2	0	0	0	0	2
07:45 - 08:00	0	0	4	2	0	0	0	6	0	0	95	24	2	0	2	123	0	0	1	1	0	0	1	3
Hourly Total	0	0	10	4	0	0	0	14	1	7	296	80	2	0	4	390	0	0	5	1	0	0	1	7
08:00 - 08:15	0	0	6	2	0	0	0	8	0	0	106	24	1	0	1	132	0	0	7	1	0	0	0	8
08:15 - 08:30	0	0	6	0	0	0	0	6	0	1	101	18	1	0	4	125	0	0	6	0	0	0	0	6
08:30 - 08:45	0	0	9	2	0	0	0	11	1	1	74	18	2	0	1	97	0	0	6	0	0	1	0	7
08:45 - 09:00	0	0	3	0	0	0	1	4	0	0	89	14	1	0	3	107	0	0	9	2	1	0	0	12
Hourly Total	0	0	24	4	0	0	1	29	1	2	370	74	5	0	9	461	0	0	28	3	1	1	0	33
09:00 - 09:15	0	0	4	2	1	0	0	7	0	0	98	12	0	0	1	111	0	0	9	0	0	0	0	9
09:15 - 09:30	0	0	3	0	0	0	0	3	1	2	74	16	2	0	1	96	0	0	11	1	0	0	0	12
09:30 - 09:45	0	0	3	1	0	0	0	4	1	0	78	15	1	0	1	96	0	0	14	0	0	0	0	14
09:45 - 10:00	0	0	2	1	0	0	1	4	0	0	63	9	0	1	0	73	0	1	4	0	0	0	0	5
Hourly Total	0	0	12	4	1	0	1	18	2	2	313	52	3	1	3	376	0	1	38	1	0	0	0	40
10:00 - 10:15	0	0	3	0	0	0	0	3	0	1	100	18	1	2	1	123	0	0	8	0	0	0	0	8
10:15 - 10:30	0	0	8	0	0	0	0	8	0	0	69	13	1	1	1	85	0	0	6	1	0	0	0	7
10:30 - 10:45	0	0	2	1	0	0	0	3	0	1	77	20	1	0	2	101	0	0	11	0	0	0	0	11
10:45 - 11:00	0	0	3	1	0	0	1	5	0	1	83	10	2	1	1	98	0	0	8	0	0	0	0	8
Hourly Total	0	0	16	2	0	0	1	19	0	3	329	61	5	4	5	407	0	0	33	1	0	0	0	34
11:00 - 11:15	0	0	3	2	0	0	0	5	0	1	73	14	2	0	0	90	0	0	7	1	0	0	0	8
11:15 - 11:30	0	0	7	0	0	0	0	7	0	0	90	16	1	1	1	109	0	0	8	0	0	0	0	8
11:30 - 11:45	0	0	6	1	0	0	0	7	0	0	86	14	1	0	1	102	0	0	20	0	0	0	0	20
11:45 - 12:00	0	0	1	0	0	0	1	2	2	0	89	10	0	0	2	103	0	1	13	0	1	0	0	15
Hourly Total	0	0	17	3	0	0	1	21	2	1	338	54	4	1	4	404	0	1	48	1	1	0	0	51
12:00 - 12:15	0	0	3	0	0	0	0	3	0	1	87	14	3	0	0	105	1	0	17	1	1	0	0	20
12:15 - 12:30	0	0	3	0	0	0	0	3	0	1	89	13	0	0	0	103	0	0	27	1	0	0	0	28
12:30 - 12:45	0	0	8	0	0	0	0	8	1	0	79	15	1	0	1	97	0	0	12	1	0	0	0	13
12:45 - 13:00	0	0	6	2	0	0	0	8	0	0	93	11	1	0	1	106	0	0	7	0	0	0	0	7
Hourly Total	0	0	20	2	0	0	0	22	1	2	348	53	5	0	2	411	1	0	63	3	1	0	0	68
13:00 - 13:15	0	0	4	2	0	0	0	6	0	0	99	12	0	0	1	112	1	0	4	0	1	0	0	6
13:15 - 13:30	0	0	1	1	0	0	0	2	0	1	86	8	0	0	0	95	0	0	9	1	0	0	0	10
13:30 - 13:45	0	0	3	1	0	0	0	4	0	0	89	14	0	0	2	105	0	0	14	0	0	0	0	14
13:45 - 14:00	0	0	7	0	0	0	1	8	0	2	102	11	6	0	1	122	0	0	8	0	0	0	0	8
Hourly Total	0	0	15	4	0	0	1	20	0	3	376	45	6	0	4	434	1	0	35	1	1	0	0	38
14:00 - 14:15	0	0	4	1	1	0	0	6	0	1	90	12	1	1	0	105	0	0	11	2	0	0	0	13
14:15 - 14:30	0	0	4	0	0	0	0	4	1	0	79	17	0	0	1	98	0	0	8	0	0	0	0	8
14:30 - 14:45	0	0	4	1	0	1	1	7	0	2	96	12	1	0	1	112	0	0	11	1	0	0	0	12
14:45 - 15:00	0	0	3	1	0	0	0	4	0	0	81	15	1	0	2	99	0	0	6	3	0	0	0	9
Hourly Total	0	0	15	3	1	1	1	21	1	3	346	56	3	1	4	414	0	0	36	6	0	0	0	42
15:00 - 15:15	0	0	8	2	0	0	0	10	0	3	87	14	0	0	0	104	0	0	13	0	0	0	1	14
15:15 - 15:30	0	0	5	1	0	0	0	6	0	0	104	11	0	0	1	116	0	0	8	2	0	0	0	10
15:30 - 15:45	0	0	8	0	0	0	0	8	0	3	105	8	2	0	0	118	0	0	14	0	0	0	0	14
15:45 - 16:00	0	0	3	1	0	0	1	5	0	0	117	16	0	0	3	136	0	0	14	0	0	0	0	14
Hourly Total	0	0	24	4	0	0	1	29	0	6	413	49	2	0	4	474	0	0	49	2	0	0	1	52
16:00 - 16:15	0	0	5	0	0	0	0	5	1	2	115	16	0	0	2	136	0	0	10	1	0	0	0	11
16:15 - 16:30	0	0	12	0	0	0	0	12	0	2	135	9	1	0	1	148	0	0	12	1	0	0	0	13
16:30 - 16:45	0	0	5	0	0	0	0	5	0	1	108	19	0	0	1	129	0	0	9	1	0	0	0	10
16:45 - 17:00	0	0	5	0	0	0	0	5	0	4	127	9	0	0	1	141	0	0	7	1	0	0	0	8
Hourly Total	0	0	27	0	0	0	0	27	1	9	485	53	1	0	5	554	0	0	38	4	0	0	0	42
17:00 - 17:15	0	0	8	1	0	0	0	9	0	0	108	7	0	0	1	116	0	0	11	1	0	0	0	12
17:15 - 17:30	0	0	3	3	0	0	0	6	0	0	109	15	1	0	0	125	0	0	12	1	0	0	0	13
17:30 - 17:45	0	0	2	0	0	0	0	2	0	0	109	15	0	0	3	127	0	1	15	0	0	0	0	16
17:45 - 18:00	0	0	7	0	0	0	0	7	0	2	84	6	0	0	2	94	0	0	17	0	0	0	0	17
Hourly Total	0	0	20	4	0	0	0	24	0	2	410	43	1	0	6	462	0	1	55	2	0	0	0	58
18:00 - 18:15	0	0	7	0	0	0	0	7	1	3	114	6	0	0	1	125	0	0	19	1	0	0	0	20
18:15 - 18:30	0	0	10	0	0	0	0	10	1	0	97	6	0	0	1	105	0	0	8	0	0	0	0	8
18:30 - 18:45	0	0	3	1	0	0	0	4	0	1	81	7	0	0	0	89	0	0	10	1	0	0	0	11
18:45 - 19:00	0	0	2	0	0	0	0	2	0	0	91	0	0	0	1	92	0	0	6	0	0	0	0	6
Hourly Total	0	0	22	1	0	0	0	23	2	4	383	19	0	0	3	411	0	0	43	2	0	0	0	45
TOTAL	0	0	222	35	2	1	7	267	11	44	4407	639	37	7	53	5198	2	3	471	27	4	1	2	510

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	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	12	4	0	0	0	16
07:15 - 07:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8
07:30 - 07:45	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	19	4	0	0	0	23
07:45 - 08:00	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	1	16	1	0	0	1	19
Hourly Total	0	0	8	1	0	0	0	9	0	0	1	0	0	0	0	1	0	1	54	10	0	0	1	66
08:00 - 08:15	0	0	5	1	0	0	0	6	0	0	1	0	0	0	0	1	0	1	33	2	1	0	0	37
08:15 - 08:30	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	42	1	0	0	0	43
08:30 - 08:45	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	38	3	0	0	1	42
08:45 - 09:00	0	0	11	2	0	0	0	13	0	0	2	0	0	0	0	2	0	1	46	3	0	0	0	50
Hourly Total	0	0	20	3	0	0	0	23	0	0	4	1	0	0	0	5	0	2	159	9	1	0	1	172
09:00 - 09:15	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	24	8	0	0	1	33
09:15 - 09:30	0	0	3	1	0	0	0	4	0	0	2	0	0	0	0	2	0	0	18	4	0	0	0	22
09:30 - 09:45	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1	0	0	25	5	0	0	1	31
09:45 - 10:00	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	12	4	0	0	0	16
Hourly Total	0	0	9	2	0	0	0	11	0	0	5	0	0	0	0	5	0	0	79	21	0	0	2	102
10:00 - 10:15	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	11	2	0	0	1	14
10:15 - 10:30	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	0	0	20	6	0	0	0	26
10:30 - 10:45	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	14	2	0	0	1	17
10:45 - 11:00	0	0	5	1	0	0	0	6	0	0	2	0	0	0	0	2	0	0	22	4	0	0	0	26
Hourly Total	0	0	15	2	0	0	0	17	0	0	4	0	0	0	0	4	0	0	67	14	0	0	2	83
11:00 - 11:15	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3	0	0	26	3	0	0	1	30
11:15 - 11:30	0	0	3	1	0	0	0	4	0	0	7	0	0	0	0	7	0	0	29	3	0	0	0	32
11:30 - 11:45	0	0	2	0	0	0	0	2	0	0	7	0	0	0	0	7	0	3	21	1	0	0	1	26
11:45 - 12:00	0	0	5	2	0	0	0	7	0	0	3	0	0	0	0	3	0	0	18	1	0	0	0	19
Hourly Total	0	0	12	3	0	0	0	15	0	0	20	0	0	0	0	20	0	3	94	8	0	0	2	107
12:00 - 12:15	0	0	3	0	0	1	0	4	0	0	4	0	0	0	0	4	0	0	19	1	0	0	1	21
12:15 - 12:30	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	1	15	2	0	0	0	18
12:30 - 12:45	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1	0	0	21	2	0	0	1	24
12:45 - 13:00	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	27	4	0	0	0	31
Hourly Total	0	0	10	1	0	1	0	12	0	0	7	0	0	0	0	7	0	1	82	9	0	0	2	94
13:00 - 13:15	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	14	2	0	0	1	17
13:15 - 13:30	0	0	2	0	0	0	0	2	0	0	3	1	0	0	0	4	0	0	23	4	0	0	0	27
13:30 - 13:45	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	0	0	18	5	0	0	0	23
13:45 - 14:00	0	1	3	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	24	3	0	0	0	27
Hourly Total	0	1	6	1	0	0	0	8	0	0	8	1	0	0	0	9	0	0	79	14	0	0	1	94
14:00 - 14:15	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	28	3	1	0	1	33
14:15 - 14:30	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1	25	1	0	0	0	27
14:30 - 14:45	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	0	0	19	5	0	0	1	25
14:45 - 15:00	0	0	2	0	1	0	0	3	0	0	5	0	0	0	0	5	0	0	32	3	1	1	1	38
Hourly Total	0	0	9	0	1	0	0	10	0	0	9	0	0	0	0	9	0	1	104	12	2	1	3	123
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	40	3	0	0	0	43
15:15 - 15:30	0	0	5	0	0	0	0	5	0	0	7	0	0	0	0	7	0	0	38	6	0	0	1	45
15:30 - 15:45	0	0	9	1	0	0	0	10	0	0	4	0	0	0	0	4	0	0	32	4	0	0	1	37
15:45 - 16:00	0	0	8	0	0	0	0	8	0	0	2	0	0	0	0	2	0	0	39	5	0	0	0	44
Hourly Total	0	0	22	1	0	0	0	23	0	0	20	0	0	0	0	20	0	0	149	18	0	0	2	169
16:00 - 16:15	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	2	0	0	19	1	0	0	1	21
16:15 - 16:30	0	0	3	1	0	0	0	4	0	0	4	1	0	0	0	5	0	0	25	3	0	0	1	29
16:30 - 16:45	0	0	7	1	0	0	0	8	0	0	1	1	0	0	0	2	0	0	26	2	0	0	0	28
16:45 - 17:00	0	0	3	0	0	0	0	3	0	0	3	1	0	0	0	4	0	0	33	3	0	0	0	36
Hourly Total	0	0	13	3	0	0	0	16	0	0	10	3	0	0	0	13	0	0	103	9	0	0	2	114
17:00 - 17:15	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2	0	0	29	2	0	0	0	31
17:15 - 17:30	0	0	1	0	0	0	0	1	0	0	3	1	0	0	0	4	0	1	40	5	0	0	1	47
17:30 - 17:45	0	0	1	1	0	0	0	2	0	0	4	0	0	0	0	4	0	0	18	6	0	0	0	24
17:45 - 18:00	0	0	3	0	0	0	0	3	0	0	4	0	0	0	0	4	0	0	30	3	0	0	0	33
Hourly Total	0	0	6	1	0	0	0	7	0	0	12	2	0	0	0	14	0	1	117	16	0	0	1	135
18:00 - 18:15	0	0	3	0	0	0	0	3	0	0	5	0	0	0	0	5	0	0	23	3	0	0	0	26
18:15 - 18:30	0	0	1	1	0	0	0	2	0	0	0	1	0	0	0	1	0	0	22	3	0	0	0	25
18:30 - 18:45	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	0	0	21	3	0	0	0	24
18:45 - 19:00	0	0	2	2	0	0	0	4	0	0	1	0	0	0	0	1	0	0	31	2	0	0	0	33
Hourly Total	0	0	7	3	0	0	0	10	0	0	10	1	0	0	0	11	0	0	97	11	0	0	0	108
TOTAL	0	1	137	21	1	1	0	161	0	0	110	8	0	0	0	118	0	9	1184	151	3	1	19	1367

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	27	7	2	0	0	36	0	0	1	0	0	0	0	1
07:15 - 07:30	0	0	2	0	0	0	0	2	1	0	41	6	0	0	1	49	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	61	15	1	2	0	81	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	2	0	0	0	0	2	0	2	77	16	1	0	1	97	0	0	0	0	0	0	0	0
Hourly Total	0	0	4	0	0	0	0	4	1	4	206	44	4	2	2	263	0	0	1	0	0	0	0	1
08:00 - 08:15	0	0	6	0	0	0	0	6	0	1	83	30	3	0	2	119	0	0	2	0	0	0	0	2
08:15 - 08:30	0	0	4	0	0	0	0	4	0	0	94	10	1	0	2	107	0	0	5	0	0	0	0	5
08:30 - 08:45	0	0	4	0	0	0	0	4	0	1	126	17	2	0	3	149	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	8	0	0	0	0	8	0	0	111	26	0	0	0	137	0	0	2	0	0	0	0	2
Hourly Total	0	0	22	0	0	0	0	22	0	2	414	83	6	0	7	512	0	0	9	0	0	0	0	9
09:00 - 09:15	0	0	8	0	0	0	0	8	0	0	80	12	1	0	0	93	0	0	0	1	0	0	0	1
09:15 - 09:30	1	0	6	1	0	0	0	8	0	1	82	10	1	0	0	94	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	7	0	0	0	0	7	0	2	91	11	2	0	1	107	0	0	0	1	0	0	0	1
09:45 - 10:00	0	0	11	0	0	0	0	11	1	3	92	15	1	0	2	114	0	0	0	0	0	0	0	0
Hourly Total	1	0	32	1	0	0	0	34	1	6	345	48	5	0	3	408	0	0	0	2	0	0	0	2
10:00 - 10:15	0	0	7	0	0	0	0	7	0	2	71	10	0	0	0	83	0	0	1	1	0	0	0	2
10:15 - 10:30	0	1	6	0	0	0	0	7	1	0	83	15	1	0	1	101	0	0	1	0	0	0	0	1
10:30 - 10:45	0	0	5	0	0	0	0	5	1	0	90	16	1	1	1	110	0	0	0	0	0	0	0	0
10:45 - 11:00	0	1	5	0	0	0	0	6	0	2	82	18	1	1	1	105	0	0	2	0	0	0	0	2
Hourly Total	0	2	23	0	0	0	0	25	2	4	326	59	3	2	3	399	0	0	4	1	0	0	0	5
11:00 - 11:15	0	0	11	1	0	0	0	12	0	0	94	15	2	1	1	113	0	0	1	0	0	0	0	1
11:15 - 11:30	0	0	7	2	0	0	0	9	1	0	101	11	0	0	0	113	0	0	1	1	0	0	0	2
11:30 - 11:45	0	0	6	0	0	0	0	6	0	0	100	11	1	0	1	113	0	0	2	0	0	0	0	2
11:45 - 12:00	0	0	5	1	0	0	0	6	1	1	102	20	1	0	1	126	0	0	4	0	0	0	0	4
Hourly Total	0	0	29	4	0	0	0	33	2	1	397	57	4	1	3	465	0	0	8	1	0	0	0	9
12:00 - 12:15	0	0	18	1	0	0	0	19	0	2	98	12	2	0	0	114	0	0	1	0	0	0	0	1
12:15 - 12:30	0	0	12	2	0	0	0	14	0	0	110	14	0	0	1	125	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	9	0	0	0	0	9	0	0	101	19	1	0	1	122	0	0	3	0	0	0	0	3
12:45 - 13:00	0	0	10	0	0	0	0	10	0	2	125	8	1	0	2	138	0	0	2	1	0	0	0	3
Hourly Total	0	0	49	3	0	0	0	52	0	4	434	53	4	0	4	499	0	0	6	1	0	0	0	7
13:00 - 13:15	0	0	10	0	0	0	0	10	0	1	104	11	1	0	0	117	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	11	1	0	0	0	12	0	1	131	15	0	1	1	149	0	0	3	0	0	0	0	3
13:30 - 13:45	0	0	9	1	1	0	0	11	0	0	97	23	0	0	1	121	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	13	1	0	0	0	14	0	0	102	12	1	0	1	116	0	0	2	0	0	0	0	2
Hourly Total	0	0	43	3	1	0	0	47	0	2	434	61	2	1	3	503	0	0	5	0	0	0	0	5
14:00 - 14:15	0	0	14	0	0	0	0	14	0	3	101	15	1	0	0	120	0	0	1	2	0	0	0	3
14:15 - 14:30	0	0	8	0	0	0	0	8	0	3	114	20	0	0	0	137	0	0	2	0	0	0	0	2
14:30 - 14:45	0	0	11	0	0	0	0	11	0	0	123	10	1	0	0	134	0	0	4	0	0	0	0	4
14:45 - 15:00	0	0	7	2	0	0	0	9	0	3	106	22	0	0	2	133	0	0	1	1	0	0	0	2
Hourly Total	0	0	40	2	0	0	0	42	0	9	444	67	2	0	2	524	0	0	8	3	0	0	0	11
15:00 - 15:15	0	0	10	1	0	0	0	11	1	1	109	13	0	0	0	124	0	0	0	1	0	0	0	1
15:15 - 15:30	0	0	16	0	0	0	0	16	1	1	120	9	0	0	0	131	0	0	1	1	0	0	0	2
15:30 - 15:45	0	0	11	2	0	0	0	13	0	4	133	22	0	0	6	165	0	0	1	0	0	0	0	1
15:45 - 16:00	0	0	8	0	0	0	0	8	0	0	160	11	0	0	1	172	0	0	1	0	0	0	0	1
Hourly Total	0	0	45	3	0	0	0	48	2	6	522	55	0	0	7	592	0	0	3	2	0	0	0	5
16:00 - 16:15	0	0	12	1	0	0	0	13	0	4	129	15	0	1	2	151	0	0	1	0	0	0	0	1
16:15 - 16:30	1	0	6	2	0	0	0	9	1	0	135	13	0	0	0	149	0	0	2	1	0	0	0	3
16:30 - 16:45	0	0	8	0	0	0	0	8	0	1	143	13	0	0	1	158	0	0	1	0	0	0	0	1
16:45 - 17:00	0	0	12	2	0	0	0	14	1	1	154	20	0	0	1	177	0	0	3	0	0	0	0	3
Hourly Total	1	0	38	5	0	0	0	44	2	6	561	61	0	1	4	635	0	0	7	1	0	0	0	8
17:00 - 17:15	0	0	16	1	0	0	0	17	0	0	129	21	0	0	1	151	0	0	1	0	0	0	0	1
17:15 - 17:30	0	0	15	0	0	0	0	15	0	0	124	13	1	0	0	138	0	0	3	0	1	0	0	4
17:30 - 17:45	0	0	11	1	0	0	0	12	0	1	158	21	0	0	1	181	0	0	5	0	0	0	0	5
17:45 - 18:00	0	0	15	0	0	0	0	15	1	2	111	12	0	0	1	127	0	0	7	0	0	0	0	7
Hourly Total	0	0	57	2	0	0	0	59	1	3	522	67	1	0	3	597	0	0	16	0	1	0	0	17
18:00 - 18:15	0	0	16	1	0	0	0	17	2	2	105	6	0	0	1	116	0	0	1	0	0	0	0	1
18:15 - 18:30	0	0	16	1	0	0	0	17	0	1	118	12	0	0	0	131	0	0	3	1	0	0	0	4
18:30 - 18:45	0	0	9	0	0	0	0	9	0	0	98	11	0	0	2	111	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	5	0	0	0	0	5	0	0	85	7	0	0	0	92	0	0	2	0	0	0	0	2
Hourly Total	0	0	46	2	0	0	0	48	2	3	406	36	0	0	3	450	0	0	6	1	0	0	0	7
TOTAL	2	2	428	25	1	0	0	458	13	50	5011	691	31	7	44	5847	0	0	73	12	1	0	0	86

Junction: 3

Approach: Access Road

TIME	To A474 (E)								To Lidl								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	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	1	0	0	0	1	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	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
08:00 - 08:15	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15 - 08:30	0	0	6	1	0	0	0	7	0	0	2	0	0	0	0	2	0	0	7	0	0	0	0	7
08:30 - 08:45	0	0	7	0	0	0	0	7	0	0	4	0	0	0	0	4	9	0	6	0	0	1	0	16
08:45 - 09:00	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
Hourly Total	0	0	20	2	0	0	0	22	0	0	6	0	0	0	0	6	9	0	22	0	0	1	0	32
09:00 - 09:15	0	0	5	0	0	0	0	5	0	0	0	1	0	0	0	1	0	0	3	1	0	0	0	4
09:15 - 09:30	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
09:30 - 09:45	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
09:45 - 10:00	0	0	9	0	0	0	0	9	0	0	2	0	0	0	0	2	0	0	4	2	0	0	0	6
Hourly Total	0	0	22	0	0	0	0	22	0	0	2	1	0	0	0	3	0	0	16	3	0	0	0	19
10:00 - 10:15	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	1	0	0	7	1	0	0	0	8
10:15 - 10:30	0	0	10	1	0	0	0	11	0	0	4	1	0	0	0	5	0	0	6	1	0	0	0	7
10:30 - 10:45	0	0	11	1	0	0	0	12	0	0	4	0	0	0	0	4	0	0	8	1	0	0	0	9
10:45 - 11:00	0	0	10	1	0	0	0	11	0	0	2	0	0	0	0	2	0	0	8	1	0	0	0	9
Hourly Total	0	0	34	4	0	0	0	38	0	0	11	1	0	0	0	12	0	0	29	4	0	0	0	33
11:00 - 11:15	0	0	13	1	1	0	0	15	0	0	1	0	0	0	0	1	0	0	14	1	0	0	0	15
11:15 - 11:30	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	10	1	0	0	0	11
11:30 - 11:45	0	0	23	0	1	0	0	24	0	0	8	0	0	0	0	8	0	0	14	0	0	0	0	14
11:45 - 12:00	0	0	9	0	0	0	0	9	0	0	1	0	0	0	0	1	0	0	8	0	0	0	0	8
Hourly Total	0	0	48	1	2	0	0	51	0	0	11	0	0	0	0	11	0	0	46	2	0	0	0	48
12:00 - 12:15	0	0	21	1	0	0	0	22	0	0	5	1	0	0	0	6	0	0	12	0	0	0	0	12
12:15 - 12:30	0	0	11	0	0	0	0	11	0	0	1	1	0	0	0	2	0	0	9	3	0	0	0	12
12:30 - 12:45	0	0	8	2	0	0	0	10	0	0	3	0	0	0	0	3	0	0	6	0	0	0	0	6
12:45 - 13:00	0	0	13	2	0	0	0	15	0	0	2	1	0	0	0	3	0	0	6	0	0	0	0	6
Hourly Total	0	0	53	5	0	0	0	58	0	0	11	3	0	0	0	14	0	0	33	3	0	0	0	36
13:00 - 13:15	0	0	15	1	0	0	0	16	0	0	3	0	0	0	0	3	0	0	6	0	0	0	0	6
13:15 - 13:30	0	0	6	0	0	0	0	6	0	0	2	0	0	0	0	2	0	0	15	0	0	0	0	15
13:30 - 13:45	0	0	8	1	0	0	0	9	0	0	2	0	0	0	0	2	0	0	7	0	0	0	0	7
13:45 - 14:00	0	0	11	0	0	0	0	11	0	0	2	1	0	0	0	3	0	0	8	1	0	0	0	9
Hourly Total	0	0	40	2	0	0	0	42	0	0	9	1	0	0	0	10	0	0	36	1	0	0	0	37
14:00 - 14:15	0	0	8	0	0	0	0	8	0	0	1	0	0	0	0	1	0	0	11	1	0	0	0	12
14:15 - 14:30	0	1	13	1	0	0	0	15	0	0	5	0	0	0	0	5	0	0	10	0	0	0	0	10
14:30 - 14:45	0	0	20	2	0	0	0	22	0	0	4	0	0	0	0	4	0	0	9	0	0	0	0	9
14:45 - 15:00	0	0	16	0	0	0	0	16	0	0	0	1	0	0	0	1	0	0	9	1	0	0	0	10
Hourly Total	0	1	57	3	0	0	0	61	0	0	10	1	0	0	0	11	0	0	39	2	0	0	0	41
15:00 - 15:15	0	0	34	1	0	0	0	35	0	0	2	0	0	0	0	2	0	0	23	1	0	0	0	24
15:15 - 15:30	0	0	21	0	0	0	0	21	1	0	1	0	0	0	0	2	0	0	13	1	0	0	0	14
15:30 - 15:45	0	0	9	1	0	0	0	10	0	0	5	0	0	0	0	5	0	0	6	0	0	0	0	6
15:45 - 16:00	0	0	14	0	0	0	0	14	0	0	5	0	0	0	0	5	0	0	11	0	0	0	0	11
Hourly Total	0	0	78	2	0	0	0	80	1	0	13	0	0	0	0	14	0	0	53	2	0	0	0	55
16:00 - 16:15	0	0	10	2	0	0	0	12	0	0	5	0	0	0	0	5	0	0	12	1	0	0	0	13
16:15 - 16:30	1	0	9	0	0	0	0	10	0	0	2	0	0	0	0	2	0	0	10	0	0	0	0	10
16:30 - 16:45	0	0	15	0	0	0	1	16	0	0	4	0	0	0	0	4	0	0	6	0	0	0	0	6
16:45 - 17:00	0	0	8	0	0	0	0	8	0	0	3	0	0	0	0	3	0	0	7	0	0	0	0	7
Hourly Total	1	0	42	2	0	1	0	46	0	0	14	0	0	0	0	14	0	0	35	1	0	0	0	36
17:00 - 17:15	0	0	9	1	0	0	0	10	0	0	1	0	0	0	0	1	0	0	9	0	0	0	0	9
17:15 - 17:30	0	0	14	0	0	1	0	15	0	0	0	1	0	0	0	1	1	0	8	0	0	0	0	9
17:30 - 17:45	0	0	7	1	0	0	0	8	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4
17:45 - 18:00	0	0	8	0	1	0	0	9	0	0	6	0	0	0	0	6	0	0	3	0	0	0	0	3
Hourly Total	0	0	38	2	1	1	0	42	0	0	9	1	0	0	0	10	1	0	24	0	0	0	0	25
18:00 - 18:15	0	0	13	0	1	1	0	15	0	0	3	0	0	0	0	3	0	0	2	1	0	0	0	3
18:15 - 18:30	0	0	7	0	0	0	0	7	0	0	2	0	0	0	0	2	0	0	7	1	0	0	0	8
18:30 - 18:45	0	0	4	1	0	0	0	5	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3
18:45 - 19:00	0	0	11	1	0	0	0	12	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	4
Hourly Total	0	0	35	2	1	1	0	39	0	0	12	0	0	0	0	12	0	0	16	2	0	0	0	18
TOTAL	1	1	467	26	4	3	0	502	1	0	109	8	0	0	0	118	10	0	349	21	0	1	0	381

Junction: 3

Approach: A474 East

TIME	To Lidl								To A474 (W)								To Access 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	0	7	8	1	0	1	18	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	1	0	0	0	0	1	0	0	21	6	0	0	0	27	0	0	0	1	0	1	0	2
07:30 - 07:45	0	0	1	0	0	0	0	1	9	1	17	6	0	0	1	34	0	0	2	0	0	0	0	2
07:45 - 08:00	0	0	4	0	0	0	0	4	3	0	30	6	0	0	1	40	0	0	1	1	0	2	0	4
Hourly Total	0	0	6	0	0	0	0	6	13	1	75	26	1	0	3	119	0	0	3	2	0	3	0	8
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	29	7	0	0	0	36	0	0	17	0	1	0	0	18
08:15 - 08:30	0	0	4	0	0	0	0	4	0	0	34	5	0	0	1	40	3	0	5	0	0	1	0	9
08:30 - 08:45	0	0	3	0	0	0	0	3	0	0	48	9	0	0	1	58	4	0	4	0	0	0	0	8
08:45 - 09:00	0	0	4	1	0	0	0	5	5	0	44	17	1	0	1	68	0	0	6	0	0	0	0	6
Hourly Total	0	0	11	1	0	0	0	12	5	0	155	38	1	0	3	202	7	0	32	0	1	1	0	41
09:00 - 09:15	0	0	0	1	0	0	0	1	2	1	51	8	2	0	0	64	0	0	1	1	0	0	0	2
09:15 - 09:30	0	0	5	0	0	0	0	5	3	1	59	6	0	0	1	70	0	0	9	0	0	0	0	9
09:30 - 09:45	0	0	2	0	0	0	0	2	2	4	62	11	0	0	2	81	0	0	5	0	0	0	0	5
09:45 - 10:00	0	0	3	0	0	0	0	3	8	1	65	12	0	0	0	86	0	0	9	0	0	0	0	9
Hourly Total	0	0	10	1	0	0	0	11	15	7	237	37	2	0	3	301	0	0	24	1	0	0	0	25
10:00 - 10:15	0	0	8	1	0	0	0	9	21	0	92	5	1	0	0	119	0	0	7	1	0	0	0	8
10:15 - 10:30	0	0	2	0	0	0	0	2	3	3	95	9	0	1	1	112	0	0	12	1	0	0	0	13
10:30 - 10:45	0	0	2	0	0	0	0	2	1	0	87	7	0	0	2	97	0	0	14	0	0	0	0	14
10:45 - 11:00	0	0	0	1	0	0	0	1	0	1	79	11	0	0	0	91	0	0	19	2	0	0	0	21
Hourly Total	0	0	12	2	0	0	0	14	25	4	353	32	1	1	3	419	0	0	52	4	0	0	0	56
11:00 - 11:15	0	0	9	0	0	0	0	9	1	0	95	10	0	0	0	106	0	0	11	0	0	0	0	11
11:15 - 11:30	0	0	4	0	0	0	0	4	2	0	82	8	1	0	1	94	0	0	13	1	0	0	0	14
11:30 - 11:45	0	0	4	0	0	0	0	4	1	1	86	7	0	0	0	95	0	0	15	0	0	0	0	15
11:45 - 12:00	0	0	8	0	0	0	0	8	0	0	89	10	0	0	2	101	0	0	16	0	0	0	0	16
Hourly Total	0	0	25	0	0	0	0	25	4	1	352	35	1	0	3	396	0	0	55	1	0	0	0	56
12:00 - 12:15	0	0	3	1	0	0	0	4	0	1	87	8	0	0	0	96	0	0	23	2	0	0	0	25
12:15 - 12:30	0	0	4	0	0	0	0	4	2	0	89	5	0	0	1	97	0	0	12	3	0	0	0	15
12:30 - 12:45	0	0	4	0	0	0	0	4	1	0	98	10	1	0	2	112	0	0	10	1	0	0	0	11
12:45 - 13:00	0	0	4	0	0	0	0	4	3	1	91	10	0	0	0	105	0	0	17	1	0	0	0	18
Hourly Total	0	0	15	1	0	0	0	16	6	2	365	33	1	0	3	410	0	0	62	7	0	0	0	69
13:00 - 13:15	0	0	7	0	0	0	0	7	0	0	93	13	0	0	0	106	0	0	14	0	0	0	0	14
13:15 - 13:30	0	0	3	0	0	0	0	3	0	1	83	3	0	0	1	88	0	0	11	1	0	0	0	12
13:30 - 13:45	0	0	5	0	0	0	0	5	2	2	76	5	0	0	0	85	0	0	8	0	0	0	0	8
13:45 - 14:00	0	0	5	0	0	0	0	5	0	1	92	5	0	0	1	99	0	0	6	1	0	0	0	7
Hourly Total	0	0	20	0	0	0	0	20	2	4	344	26	0	0	2	378	0	0	39	2	0	0	0	41
14:00 - 14:15	0	0	3	0	0	0	0	3	0	0	91	10	0	0	0	101	0	0	12	0	0	0	0	12
14:15 - 14:30	0	0	4	0	0	0	0	4	0	6	89	2	0	0	1	98	0	1	13	1	0	0	0	15
14:30 - 14:45	0	0	6	1	0	0	0	7	0	0	89	4	0	0	0	93	0	0	10	1	0	0	0	11
14:45 - 15:00	0	0	1	0	0	0	0	1	2	1	101	7	0	0	2	113	0	0	13	0	0	0	0	13
Hourly Total	0	0	14	1	0	0	0	15	2	7	370	23	0	0	3	405	0	1	48	2	0	0	0	51
15:00 - 15:15	0	0	2	0	0	0	0	2	0	3	78	5	0	0	0	86	1	0	13	1	0	0	0	15
15:15 - 15:30	0	0	2	0	0	0	0	2	1	0	77	5	0	0	1	84	0	0	5	1	0	0	0	6
15:30 - 15:45	0	0	4	3	0	0	0	7	1	1	94	5	0	0	1	102	0	0	13	0	0	0	0	13
15:45 - 16:00	0	0	6	0	0	0	0	6	1	0	81	4	0	0	1	87	0	0	10	1	0	0	0	11
Hourly Total	0	0	14	3	0	0	0	17	3	4	330	19	0	0	3	359	1	0	41	3	0	0	0	45
16:00 - 16:15	0	0	4	0	0	0	0	4	2	3	75	6	0	0	0	86	0	0	6	0	0	0	0	6
16:15 - 16:30	0	0	4	0	0	0	0	4	0	4	80	7	0	0	1	92	0	0	10	0	0	0	0	10
16:30 - 16:45	0	0	1	0	0	0	0	1	0	0	72	3	0	0	0	75	0	0	8	0	0	0	0	8
16:45 - 17:00	0	0	2	1	0	0	0	3	0	1	85	5	0	0	1	92	0	0	13	0	0	0	0	13
Hourly Total	0	0	11	1	0	0	0	12	2	8	312	21	0	0	2	345	0	0	37	0	0	0	0	37
17:00 - 17:15	0	0	9	0	0	0	0	9	0	0	77	7	0	0	1	85	0	0	9	0	0	0	0	9
17:15 - 17:30	0	0	3	0	0	0	0	3	0	5	65	9	0	0	0	79	0	0	16	1	0	0	0	17
17:30 - 17:45	0	0	1	0	0	0	0	1	0	0	83	1	0	0	0	84	0	0	13	0	0	0	0	13
17:45 - 18:00	0	0	4	0	0	0	0	4	0	0	67	8	0	0	1	76	0	0	11	0	0	0	0	11
Hourly Total	0	0	17	0	0	0	0	17	0	5	292	25	0	0	2	324	0	0	49	1	0	0	0	50
18:00 - 18:15	0	0	2	0	0	0	0	2	0	0	71	4	0	0	0	75	0	0	5	0	0	0	0	5
18:15 - 18:30	0	0	4	1	0	0	0	5	0	0	86	3	0	0	1	90	0	0	14	1	0	0	0	15
18:30 - 18:45	0	0	1	0	0	0	0	1	1	3	60	6	0	0	0	70	0	0	6	0	0	0	0	6
18:45 - 19:00	0	0	6	0	0	0	0	6	0	0	59	9	0	0	0	68	0	0	7	0	0	0	0	7
Hourly Total	0	0	13	1	0	0	0	14	1	3	276	22	0	0	1	303	0	0	32	1	0	0	0	33
TOTAL	0	0	168	11	0	0	0	179	78	46	3461	337	7	1	31	3961	8	1	474	24	1	4	0	512

Junction: 3

Approach: Lidl

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	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	7
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	13
Hourly Total	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	25	4	0	0	0	30
08:00 - 08:15	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	0	0	3	1	0	0	0	4
08:15 - 08:30	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3	0	0	17	3	1	0	0	21
08:30 - 08:45	0	0	3	0	0	0	0	3	1	0	0	0	0	0	0	1	0	1	11	1	0	0	1	14
08:45 - 09:00	0	0	6	2	0	0	0	8	0	0	0	1	0	0	0	1	0	0	14	1	0	0	0	15
Hourly Total	0	0	12	2	0	0	0	14	1	0	7	1	0	0	0	9	0	1	45	6	1	0	1	54
09:00 - 09:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	15	3	0	0	0	18
09:15 - 09:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24	3	0	0	0	28
09:30 - 09:45	0	0	2	0	0	0	0	2	0	0	5	0	0	0	0	5	0	0	18	0	0	0	1	19
09:45 - 10:00	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2	0	0	19	4	0	0	0	23
Hourly Total	0	0	6	1	0	0	0	7	0	0	7	0	0	0	0	7	0	1	76	10	0	0	1	88
10:00 - 10:15	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4	0	0	12	1	0	0	0	13
10:15 - 10:30	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	0	0	13	2	1	0	0	16
10:30 - 10:45	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	18	2	0	0	1	21
10:45 - 11:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1	16	2	0	0	0	19
Hourly Total	0	0	6	0	0	0	0	6	0	0	11	0	0	0	0	11	0	1	59	7	1	0	1	69
11:00 - 11:15	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	4	0	0	20	0	0	0	0	20
11:15 - 11:30	0	0	3	1	0	0	0	4	0	0	3	0	0	0	0	3	0	0	19	2	0	0	1	22
11:30 - 11:45	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	0	0	30	1	0	0	0	31
11:45 - 12:00	0	0	4	0	0	0	0	4	0	0	5	1	0	0	0	6	0	0	33	2	0	0	0	35
Hourly Total	0	0	13	1	0	0	0	14	0	0	15	1	0	0	0	16	0	0	102	5	0	0	1	108
12:00 - 12:15	0	0	2	0	0	0	0	2	0	0	3	1	0	0	0	4	0	0	14	2	0	0	0	16
12:15 - 12:30	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	0	0	34	1	0	0	0	35
12:30 - 12:45	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2	0	0	22	4	0	0	1	27
12:45 - 13:00	0	0	1	2	0	0	0	3	0	0	3	1	0	0	0	4	0	0	21	3	0	0	0	24
Hourly Total	0	0	10	2	0	0	0	12	0	0	10	2	0	0	0	12	0	0	91	10	0	0	1	102
13:00 - 13:15	0	0	3	0	0	0	0	3	0	0	3	1	0	0	0	4	0	0	19	3	0	0	0	22
13:15 - 13:30	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	28	2	0	0	0	30
13:30 - 13:45	0	0	3	1	0	0	0	4	0	0	3	0	0	0	0	3	0	0	28	2	0	0	0	30
13:45 - 14:00	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3	0	0	20	4	0	0	0	24
Hourly Total	0	0	15	1	0	0	0	16	0	0	10	1	0	0	0	11	0	0	95	11	0	0	0	106
14:00 - 14:15	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	0	0	23	1	0	0	0	24
14:15 - 14:30	0	0	8	0	0	0	0	8	0	0	4	0	0	0	0	4	0	0	25	2	0	0	0	27
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	16	0	0	0	1	17
14:45 - 15:00	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4	0	0	18	1	0	0	0	19
Hourly Total	0	0	16	0	0	0	0	16	0	0	15	0	0	0	0	15	0	0	82	4	0	0	1	87
15:00 - 15:15	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1	0	0	16	0	0	0	0	16
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	20	1	0	0	0	21
15:30 - 15:45	0	0	0	1	0	0	0	1	0	0	3	0	0	0	0	3	0	0	12	1	0	0	1	14
15:45 - 16:00	0	0	2	0	0	0	0	2	0	0	5	0	0	0	0	5	0	0	14	0	0	0	0	14
Hourly Total	0	0	7	1	0	0	0	8	0	0	12	0	0	0	0	12	0	0	62	2	0	0	1	65
16:00 - 16:15	0	0	3	0	0	0	0	3	0	0	4	0	0	0	0	4	0	0	21	5	0	0	0	26
16:15 - 16:30	0	0	1	0	0	0	0	1	0	0	5	0	0	0	0	5	1	0	17	3	0	0	0	21
16:30 - 16:45	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1	0	0	20	5	0	0	1	26
16:45 - 17:00	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	18	0	0	0	0	18
Hourly Total	0	0	8	1	0	0	0	9	0	0	11	0	0	0	0	11	1	0	76	13	0	0	1	91
17:00 - 17:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	14	4	0	0	0	18
17:15 - 17:30	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	22	0	0	0	1	23
17:30 - 17:45	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4	0	0	14	1	0	0	0	15
17:45 - 18:00	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3	0	0	20	0	0	0	0	20
Hourly Total	0	0	6	0	0	0	0	6	0	0	8	0	0	0	0	8	0	0	70	5	0	0	1	76
18:00 - 18:15	0	0	3	0	0	0	0	3	0	0	4	0	0	0	0	4	0	0	17	3	0	0	0	20
18:15 - 18:30	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4	0	0	19	0	0	0	0	19
18:30 - 18:45	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1	0	0	17	1	0	0	0	18
18:45 - 19:00	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	24	1	0	0	0	25
Hourly Total	0	0	10	1	0	0	0	11	0	0	10	0	0	0	0	10	0	0	77	5	0	0	0	82
TOTAL	0	0	111	10	0	0	0	121	1	0	116	5	0	0	0	122	1	4	860	82	2	0	9	958

Junction: 3

Approach: A474 West

TIME	To Access Road								To A474 (E)								To Lidl							
	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	1	0	24	3	1	0	1	30	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	21	3	0	0	0	24	0	0	0	1	1	0	0	2
07:30 - 07:45	0	0	0	0	0	0	0	0	0	4	0	26	3	0	0	33	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	2	0	0	0	0	2	0	0	16	3	0	0	1	20	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	3	5	0	87	12	1	0	2	107	0	0	0	1	1	0	0	2
08:00 - 08:15	0	0	2	0	0	0	0	2	0	1	32	7	1	0	0	41	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	4	1	0	0	0	5	2	1	45	5	0	0	1	54	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	6	0	0	0	0	6	1	0	60	10	1	0	1	73	0	0	1	0	0	0	0	1
08:45 - 09:00	0	0	6	0	0	0	0	6	22	0	59	4	0	0	1	86	0	0	1	0	0	0	0	1
Hourly Total	0	0	18	1	0	0	0	19	25	2	196	26	2	0	3	254	0	0	2	0	0	0	0	2
09:00 - 09:15	0	0	8	0	0	0	0	8	3	0	65	9	0	0	0	77	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	1	1	0	0	0	2	0	0	66	6	0	0	0	72	0	0	1	0	0	0	0	1
09:30 - 09:45	0	0	5	1	0	0	0	6	1	7	76	3	0	0	1	88	0	0	0	0	1	0	0	1
09:45 - 10:00	0	0	6	1	0	0	0	7	0	1	71	11	0	0	1	84	0	0	0	0	0	0	0	0
Hourly Total	0	0	20	3	0	0	0	23	4	8	278	29	0	0	2	321	0	0	1	0	1	0	0	2
10:00 - 10:15	0	0	14	2	0	0	0	16	1	0	92	8	0	0	1	102	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	11	1	0	0	0	12	1	2	90	13	0	0	0	106	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	10	1	0	0	0	11	0	1	89	8	0	0	1	99	0	0	1	0	0	0	0	1
10:45 - 11:00	0	0	11	1	1	0	0	13	1	1	102	8	0	0	1	113	0	0	2	0	0	0	0	2
Hourly Total	0	0	46	5	1	0	0	52	3	4	373	37	0	0	3	420	0	0	3	0	0	0	0	3
11:00 - 11:15	0	0	12	0	0	0	0	12	2	0	109	6	0	0	1	118	0	0	2	0	0	0	0	2
11:15 - 11:30	0	0	10	0	0	0	0	10	1	0	103	9	0	0	0	113	0	0	0	0	0	0	0	0
11:30 - 11:45	1	0	11	0	1	0	0	13	13	0	90	9	0	0	0	112	0	0	2	0	0	0	0	2
11:45 - 12:00	0	0	17	0	0	0	0	17	0	0	123	11	1	0	2	137	0	0	0	0	0	0	0	0
Hourly Total	1	0	50	0	1	0	0	52	16	0	425	35	1	0	3	480	0	0	4	0	0	0	0	4
12:00 - 12:15	0	0	8	0	0	0	0	8	1	2	111	6	0	0	1	121	0	0	4	0	0	0	0	4
12:15 - 12:30	0	0	13	1	0	0	0	14	0	0	79	12	0	0	0	91	0	0	1	1	0	0	0	2
12:30 - 12:45	0	0	7	0	0	0	0	7	2	3	121	10	0	1	1	138	0	0	1	2	0	0	0	3
12:45 - 13:00	0	0	11	0	0	0	0	11	1	0	105	8	0	0	1	115	0	0	0	0	0	0	0	0
Hourly Total	0	0	39	1	0	0	0	40	4	5	416	36	0	1	3	465	0	0	6	3	0	0	0	9
13:00 - 13:15	0	0	13	0	0	0	0	13	3	3	91	9	0	0	0	106	0	0	1	0	0	0	0	1
13:15 - 13:30	0	0	4	0	0	0	0	4	1	0	120	7	0	0	0	128	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	7	1	0	0	0	8	0	0	130	10	0	0	0	140	0	0	1	0	0	0	0	1
13:45 - 14:00	0	0	12	0	0	0	0	12	0	3	96	4	0	0	2	105	0	0	0	0	0	0	0	0
Hourly Total	0	0	36	1	0	0	0	37	4	6	437	30	0	0	2	479	0	0	2	0	0	0	0	2
14:00 - 14:15	0	0	18	0	0	0	0	18	0	2	88	8	0	0	1	99	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	13	1	0	0	0	14	0	0	109	6	0	0	0	115	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	10	1	0	0	0	11	0	0	92	4	0	0	0	96	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	4	1	0	0	0	5	0	4	97	6	0	0	2	109	0	0	1	0	0	0	0	1
Hourly Total	0	0	45	3	0	0	0	48	0	6	386	24	0	0	3	419	0	0	1	0	0	0	0	1
15:00 - 15:15	0	0	15	0	0	0	0	15	0	2	71	7	1	0	1	82	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	8	1	0	0	0	9	0	1	99	7	0	0	0	107	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	7	0	0	0	0	7	0	7	80	9	0	0	1	97	0	0	2	0	0	0	0	2
15:45 - 16:00	0	0	14	1	0	0	0	15	0	1	94	7	0	0	1	103	0	0	0	1	0	0	0	1
Hourly Total	0	0	44	2	0	0	0	46	0	11	344	30	1	0	3	389	0	0	2	1	0	0	0	3
16:00 - 16:15	0	0	12	1	0	0	0	13	0	0	105	7	0	0	0	112	1	0	0	0	0	0	0	1
16:15 - 16:30	0	0	9	0	0	0	0	9	0	1	72	6	0	0	0	79	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	12	0	0	0	0	12	0	3	115	4	0	0	0	122	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	10	0	0	0	0	10	0	0	90	5	0	0	2	97	0	0	4	0	0	0	0	4
Hourly Total	0	0	43	1	0	0	0	44	0	4	382	22	0	0	2	410	1	0	4	0	0	0	0	5
17:00 - 17:15	0	0	16	0	0	0	0	16	2	0	91	5	0	0	1	99	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	8	0	0	0	0	8	0	1	81	4	0	0	1	87	0	0	1	0	0	0	0	1
17:30 - 17:45	0	0	12	2	0	0	0	14	0	2	62	5	0	0	1	70	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	6	0	0	0	0	6	0	3	80	4	0	0	1	88	0	0	3	0	0	0	0	3
Hourly Total	0	0	42	2	0	0	0	44	2	6	314	18	0	0	4	344	0	0	4	0	0	0	0	4
18:00 - 18:15	0	0	14	1	0	0	0	15	1	1	86	4	0	0	1	93	0	0	2	0	0	0	0	2
18:15 - 18:30	0	0	3	0	0	0	0	3	1	0	80	4	0	0	0	85	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	7	1	0	0	0	8	1	1	83	3	1	0	0	89	0	0	1	0	0	0	0	1
18:45 - 19:00	0	0	7	0	0	0	0	7	0	2	68	3	0	0	0	73	0	0	2	0	0	0	0	2
Hourly Total	0	0	31	2	0	0	0	33	3	4	317	14	1	0	1	340	0	0	5	0	0	0	0	5
TOTAL	1	0	417	21	2	0	0	441	66	56	3955	313	6	1	31	4428	1	0	34	5	2	0	0	42

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	1	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	0	1	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	0	0	0	0	0	0	0	0	1	0	0	0	0	1
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	1	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	4	0	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	1	0	0	0	0	1	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2
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	1	0	0	0	0	1	0	0	1	0	0	0	0	1
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
11:45 - 12:00	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	2	0	0	0	0	2
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
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	5	0	0	0	0	5
13:00 - 13:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
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	1	0	0	0	0	1	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
14:00 - 14:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	2	0	0	0	0	2	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	4	0	0	0	0	4	0	0	3	0	0	0	0	3
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
15:15 - 15:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
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	1	0	0	0	0	1	0	0	2	0	0	0	0	2
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
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	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	0	0	0	0	0	0	0	0	4	0	0	0	0	4
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:45 - 18:00	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	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	2	0	0	0	0	2	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
18:45 - 19:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	1	0	0	0	3	0	0	0	1	0	0	0	1
TOTAL	0	0	17	1	0	0	0	18	0	0	27	2	0	0	0	29

Lidl - Poundstretcher

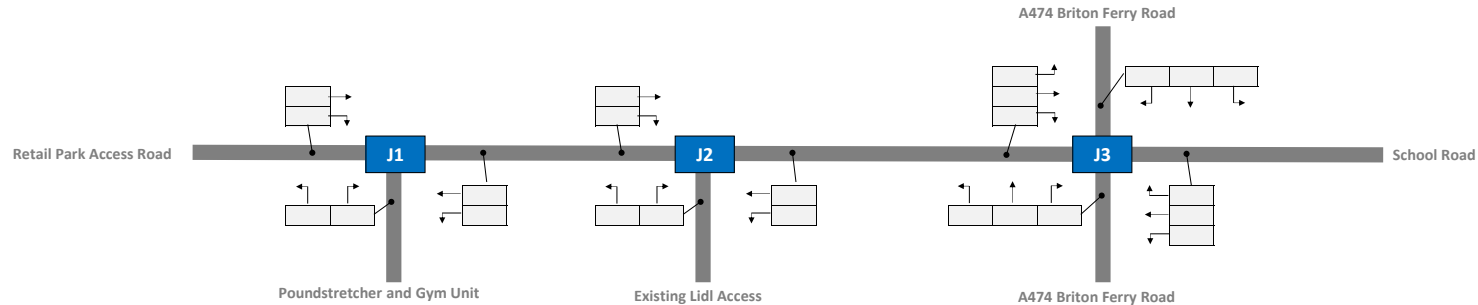
TIME	From Poundstretcher To Lidl								From Lidl To Poundstretcher							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 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	1	0	0	0	0	1	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	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	3	0	0	0	0	3
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	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
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	1	0	0	0	0	1	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
11:00 - 11:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
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	0	0	0	0	0	0	0	0	3	0	0	0	0	3
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
Hourly Total	0	0	1	0	0	0	0	1	0	0	8	0	0	0	0	8
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
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	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	3	0	0	0	0	3	0	0	5	0	0	0	0	5
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	0	0	0	0	0	0	0	0	1	0	0	0	0	1
13:30 - 13:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
13:45 - 14:00	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
14:00 - 14:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
14:15 - 14:30	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	0	0	3	0	0	0	0	3	0	0	8	0	0	0	0	8
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	1	0	0	0	0	1
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	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	1	0	0	0	0	1
16:00 - 16:15	0	0	1	0	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	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	3	0	0	0	0	3	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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	1	0	0	0	0	1
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	2	0	0	0	0	2
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	2	0	0	0	0	2
TOTAL	0	0	17	0	0	0	0	17	0	0	34	0	0	0	0	34

Appendix D

Updated Network Flow Diagrams (based on May 2022 traffic surveys)

21-00738 Briton Ferry Road, Lidl

Network Peak Traffic Periods



FRIDAY SURVEYS - TOTAL JUNCTION INBOUND FLOWS					PEAKS
	J1	J2	J3	TOTAL	
07:00 to 08:00	8	17	758	783	
07:15 to 08:15	9	33	947	989	
07:30 to 08:30	9	53	1,112	1,174	
07:45 to 08:45	8	69	1,213	1,290	
08:00 to 09:00	19	103	1,311	1,433	
08:15 to 09:15	30	123	1,273	1,426	
08:30 to 09:30	46	140	1,217	1,403	
08:45 to 09:45	64	163	1,178	1,405	
09:00 to 10:00	59	152	1,062	1,273	
09:15 to 10:15	56	149	1,040	1,245	
09:30 to 10:30	56	142	1,038	1,236	
09:45 to 10:45	49	131	1,020	1,200	
10:00 to 11:00	53	132	1,058	1,243	
10:15 to 11:15	62	140	1,078	1,280	
10:30 to 11:30	66	146	1,126	1,338	
10:45 to 11:45	74	173	1,173	1,420	
11:00 to 12:00	86	188	1,196	1,470	AM PEAK
11:15 to 12:15	104	217	1,232	1,553	
11:30 to 12:30	111	249	1,257	1,617	
11:45 to 12:45	116	242	1,254	1,612	
12:00 to 13:00	109	237	1,283	1,629	
12:15 to 13:15	85	203	1,253	1,541	
12:30 to 13:30	70	176	1,248	1,494	
12:45 to 13:45	63	177	1,247	1,487	
13:00 to 14:00	59	176	1,238	1,473	
13:15 to 14:15	66	200	1,280	1,546	
13:30 to 14:30	68	202	1,268	1,538	
13:45 to 14:45	66	191	1,290	1,547	
14:00 to 15:00	72	198	1,295	1,565	
14:15 to 15:15	112	235	1,341	1,688	
14:30 to 15:30	117	259	1,406	1,782	
14:45 to 15:45	121	280	1,482	1,883	
15:00 to 16:00	115	285	1,577	1,977	PM PEAK
15:15 to 16:15	71	240	1,567	1,878	
15:30 to 16:30	62	223	1,586	1,871	
15:45 to 16:45	60	209	1,559	1,828	
16:00 to 17:00	60	195	1,544	1,799	
16:15 to 17:15	70	196	1,541	1,807	
16:30 to 17:30	85	202	1,523	1,810	
16:45 to 17:45	91	205	1,543	1,839	
17:00 to 18:00	113	233	1,474	1,820	
17:15 to 18:15	116	250	1,457	1,823	
17:30 to 18:30	114	237	1,399	1,750	
17:45 to 18:45	110	224	1,276	1,610	
18:00 to 19:00	89	183	1,191	1,463	

SATURDAY SURVEYS - TOTAL JUNCTION INBOUND FLOWS					PEAKS
	J1	J2	J3	TOTAL	
07:00 to 08:00	9	14	262	285	
07:15 to 08:15	10	40	319	369	
07:30 to 08:30	9	68	404	481	
07:45 to 08:45	13	94	518	625	
08:00 to 09:00	19	114	620	753	
08:15 to 09:15	25	108	686	819	
08:30 to 09:30	31	92	728	851	
08:45 to 09:45	30	89	766	885	
09:00 to 10:00	42	101	810	953	
09:15 to 10:15	48	120	898	1,066	
09:30 to 10:30	57	158	992	1,207	
09:45 to 10:45	73	187	1,048	1,308	
10:00 to 11:00	77	207	1,105	1,389	
10:15 to 11:15	90	228	1,156	1,474	
10:30 to 11:30	90	218	1,147	1,455	
10:45 to 11:45	101	242	1,181	1,524	
11:00 to 12:00	106	241	1,240	1,587	
11:15 to 12:15	118	257	1,244	1,619	
11:30 to 12:30	124	272	1,255	1,651	SAT PEAK
11:45 to 12:45	108	233	1,271	1,612	
12:00 to 13:00	102	232	1,233	1,567	
12:15 to 13:15	87	210	1,212	1,509	
12:30 to 13:30	79	194	1,217	1,490	
12:45 to 13:45	75	192	1,194	1,461	
13:00 to 14:00	69	181	1,173	1,423	
13:15 to 14:15	66	182	1,159	1,407	
13:30 to 14:30	74	205	1,182	1,461	
13:45 to 14:45	86	232	1,157	1,475	
14:00 to 15:00	88	236	1,168	1,492	
14:15 to 15:15	138	277	1,166	1,581	
14:30 to 15:30	145	264	1,118	1,527	
14:45 to 15:45	141	245	1,109	1,495	
15:00 to 16:00	139	257	1,088	1,484	
15:15 to 16:15	83	211	1,088	1,382	
15:30 to 16:30	77	205	1,062	1,344	
15:45 to 16:45	74	207	1,069	1,350	
16:00 to 17:00	67	191	1,055	1,313	
16:15 to 17:15	74	184	1,028	1,286	
16:30 to 17:30	74	188	1,031	1,293	
16:45 to 17:45	70	182	975	1,227	
17:00 to 18:00	78	175	947	1,200	
17:15 to 18:15	74	174	931	1,179	
17:30 to 18:30	71	166	926	1,163	
17:45 to 18:45	71	148	914	1,133	
18:00 to 19:00	68	145	896	1,109	

Network Peak Flow Periods

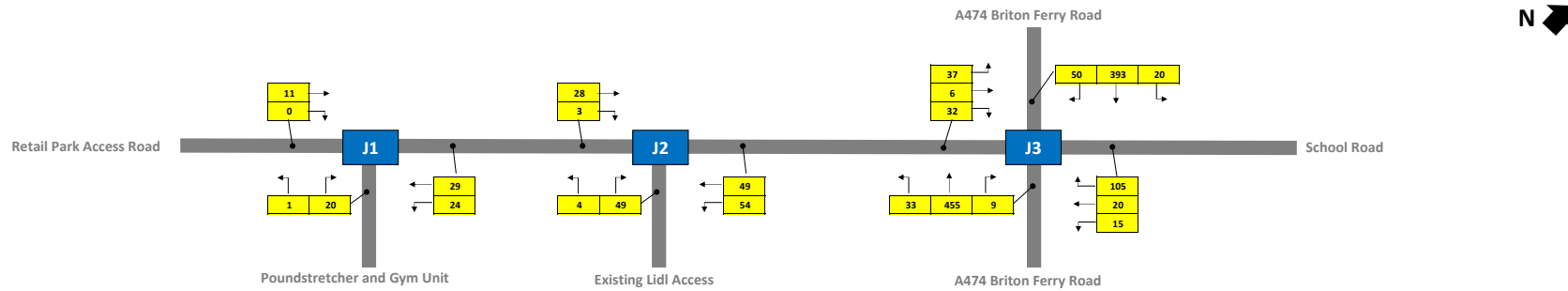
Weekday AM Peak = 11:00 to 12:00
 Weekday PM Peak = 15:00 to 16:00
 Saturday Peak = 11:30 to 12:30

Note: Flows exclude cyclists and U-turn movements

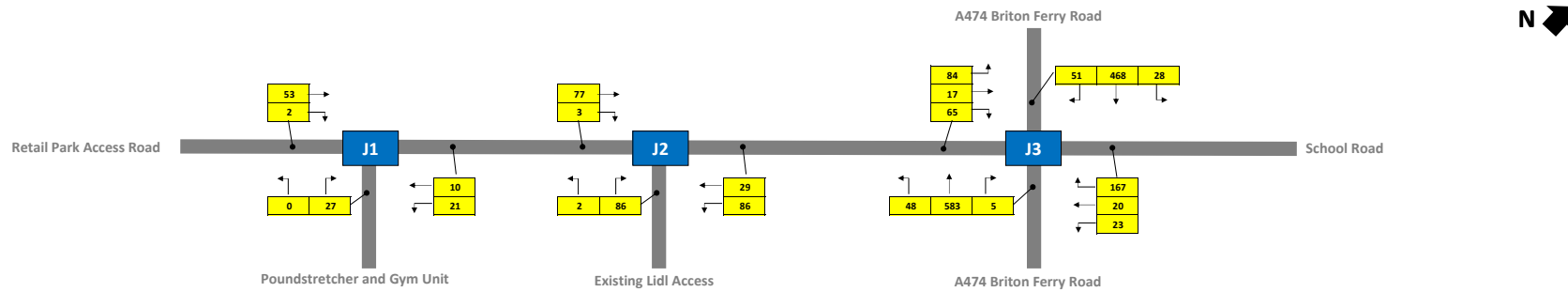
21-00738 Briton Ferry Road, Lidl

May 2022 Surveyed Flows - Light Vehicles

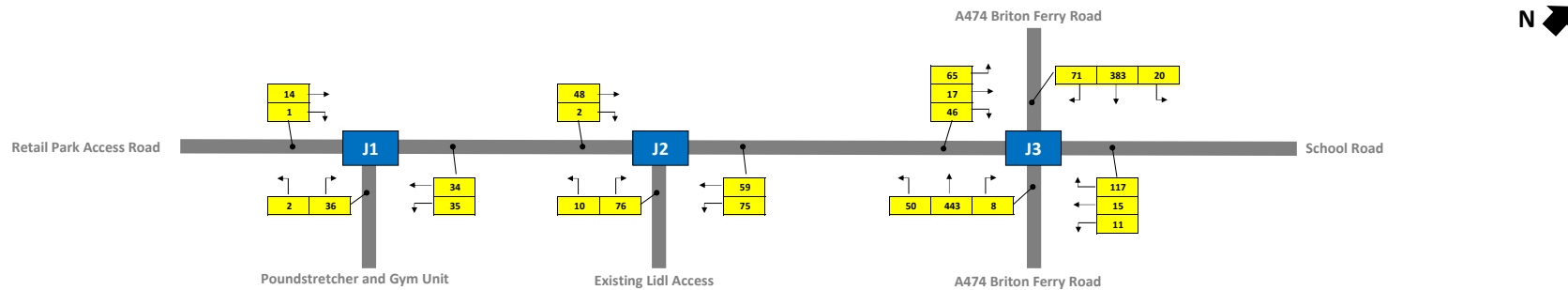
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)



Notes:

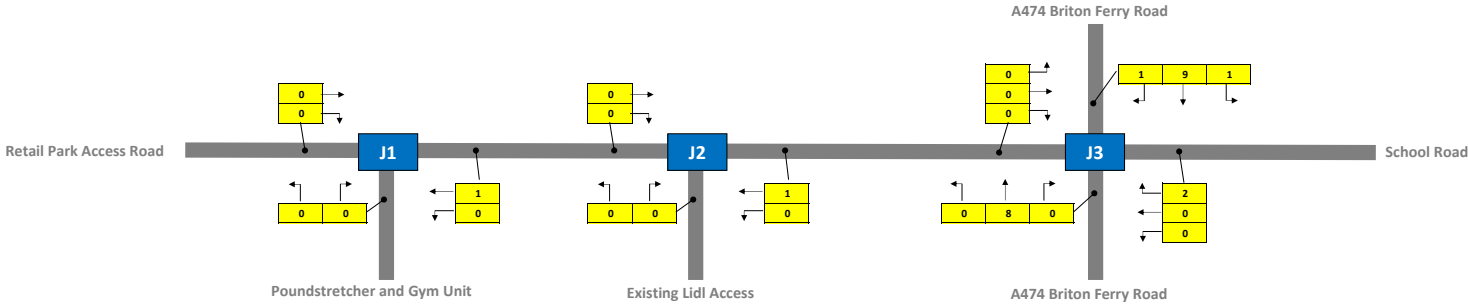
Flows as per MCC surveys undertaken on Friday 13th May 2022 and Saturday 14th May 2022
Light Vehicles = Motorcycle + Car + LGV

← x - Light Vehicles

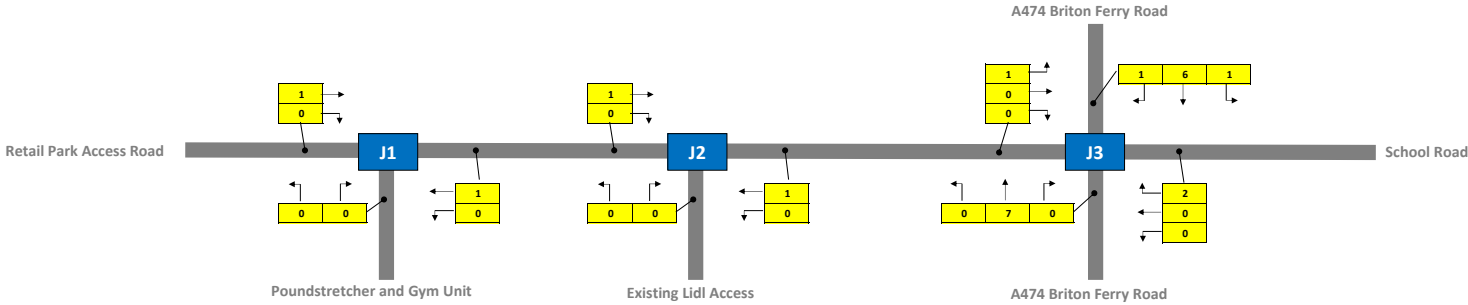
21-00738 Briton Ferry Road, Lidl

May 2022 Surveyed Flows - Heavy Vehicles

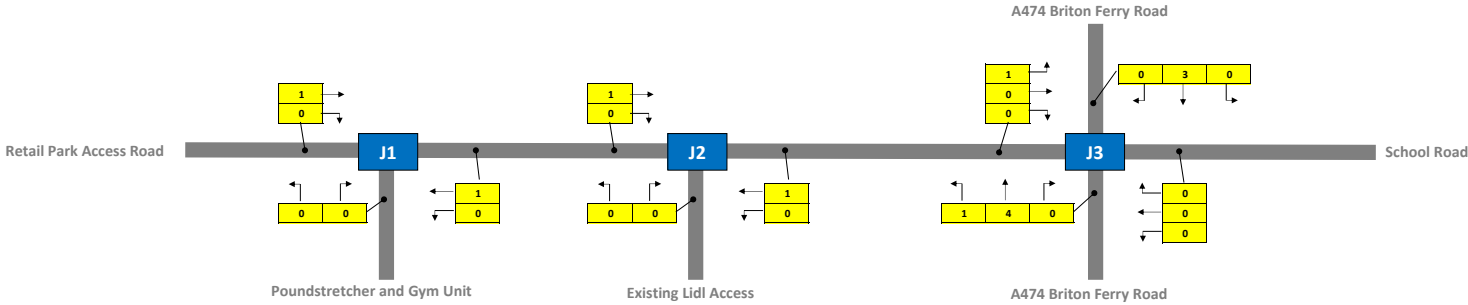
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)



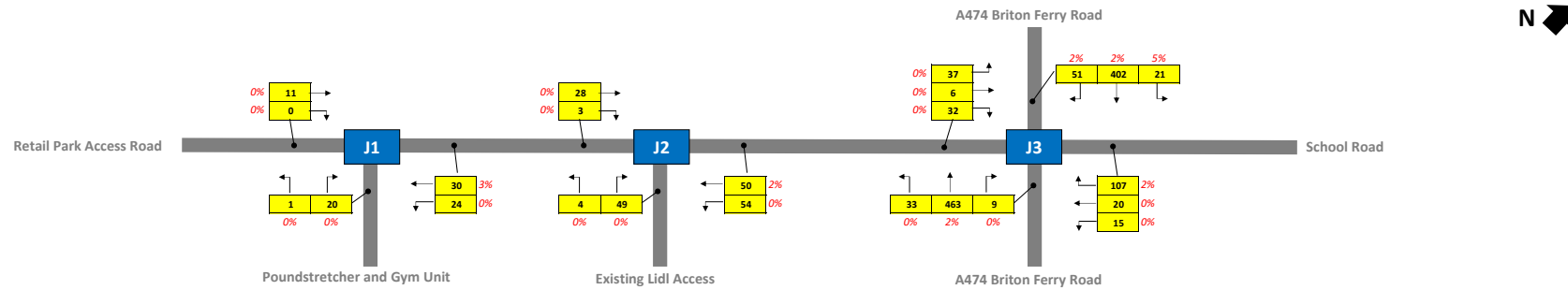
Notes:
Flows as per MCC surveys undertaken on Friday 13th May 2022 and Saturday 14th May 2022
Heavy Vehicles = OGV1 + OGV2 + Bus

← x - Heavy Vehicles

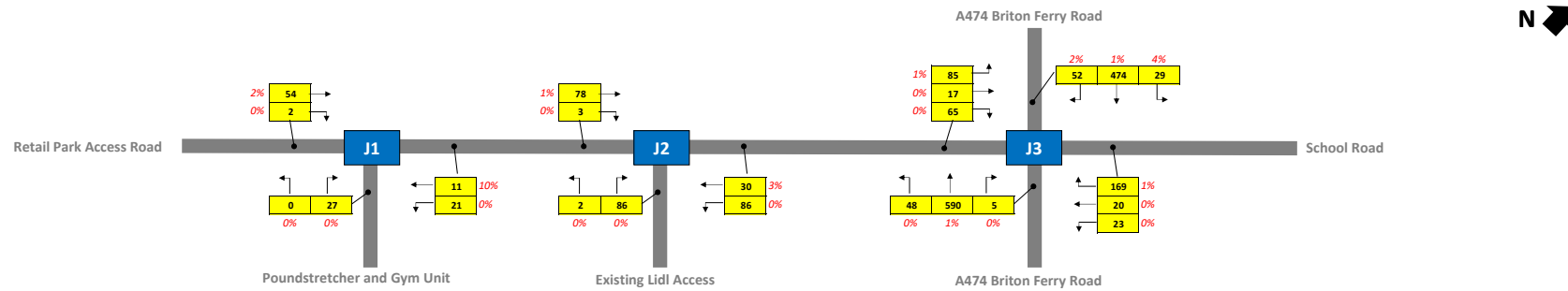
21-00738 Briton Ferry Road, Lidl

May 2022 Surveyed Flows - All Vehicles

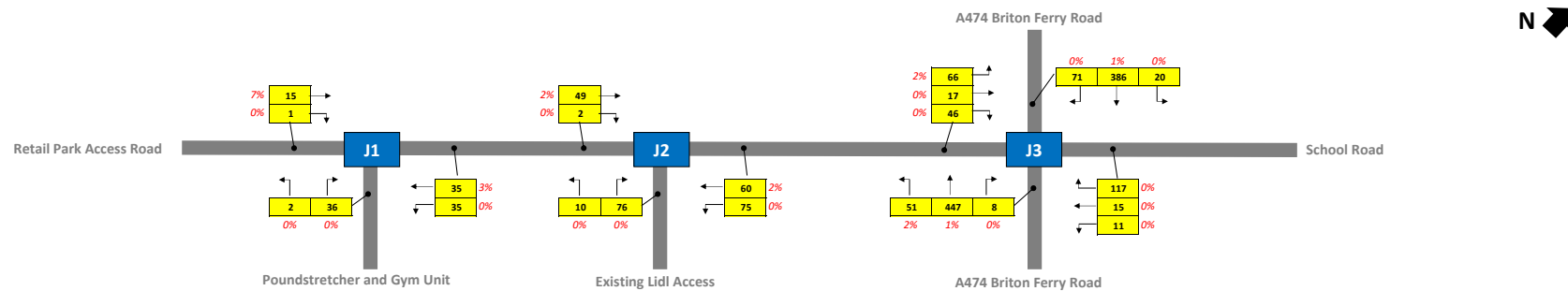
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)



Notes:

Flows as per MCC surveys undertaken on Friday 13th May 2022 and Saturday 14th May 2022

Light Vehicles = Motorcycle + Car + LGV

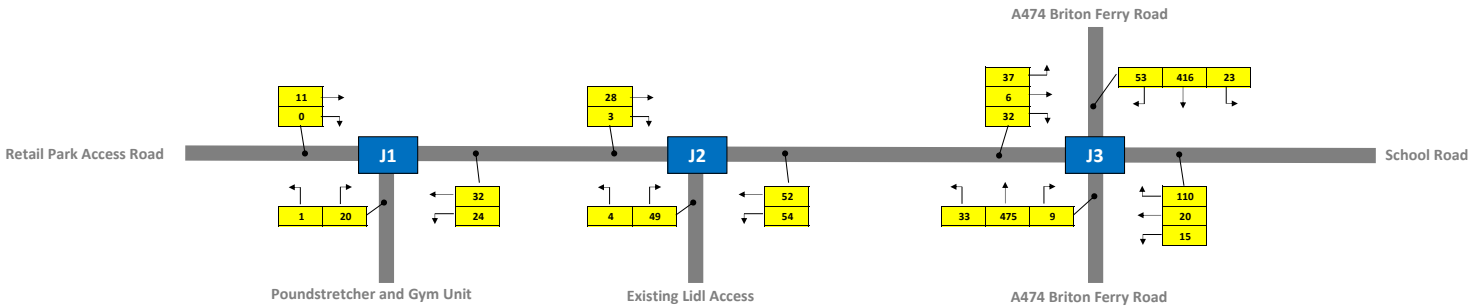
Heavy Vehicles = OGV1 + OGV2 + Bus

← x - All Vehicles
x% - % Heavy Vehicles

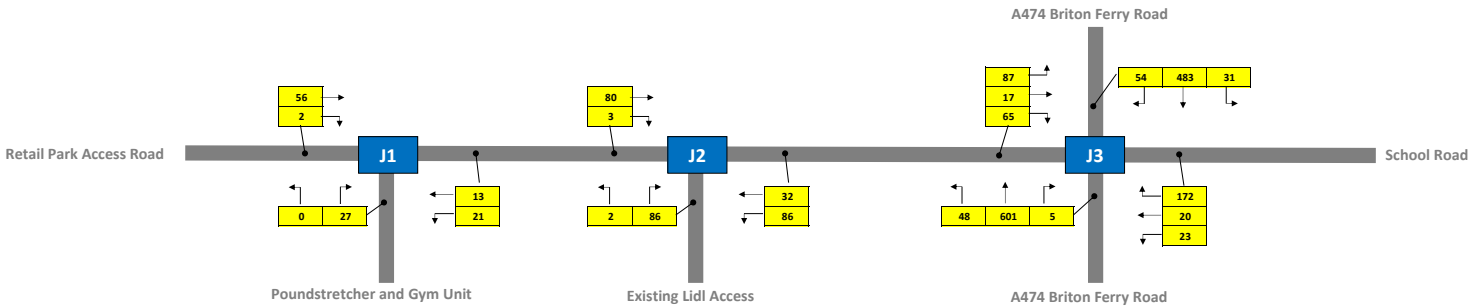
21-00738 Briton Ferry Road, Lidl

May 2022 Surveyed Flows - PCU

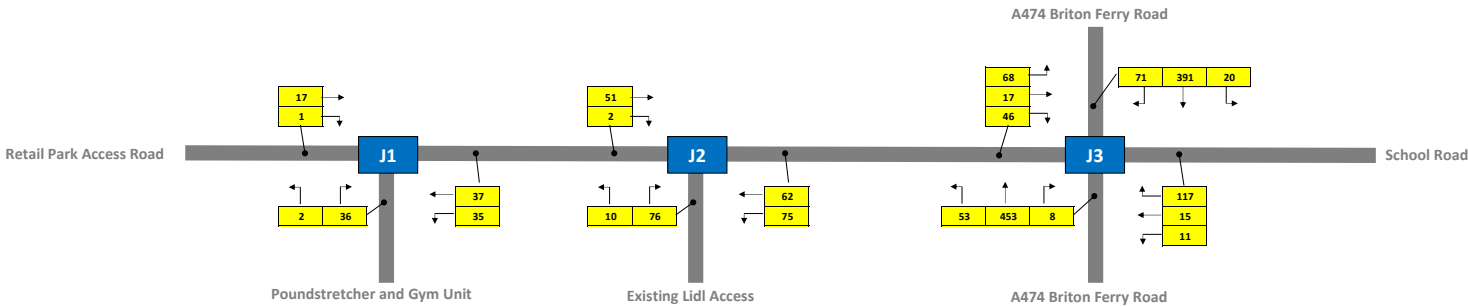
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)



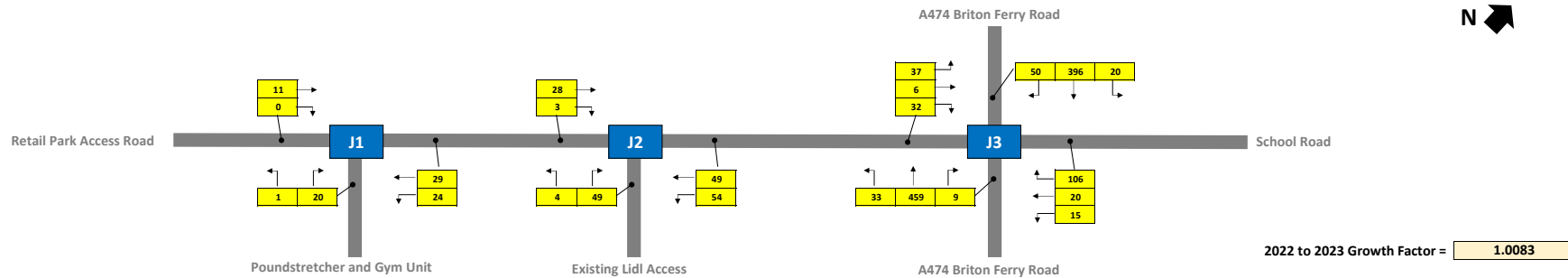
Notes:
Flows as per MCC surveys undertaken on Friday 13th May 2022 and Saturday 14th May 2022
Light Vehicle PCU Value = 1
Heavy Vehicle PCU Value = 2.5

← x - PCU

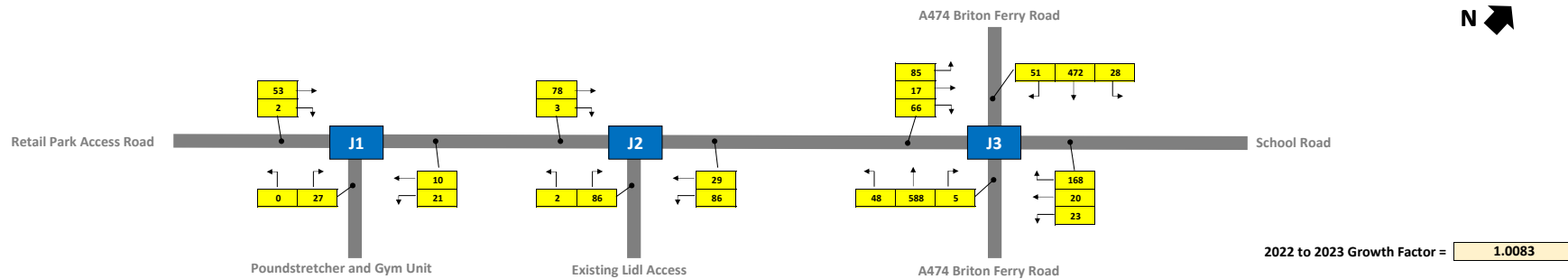
21-00738 Briton Ferry Road, Lidl

2023 Forecast Year, No Development - Light Vehicles

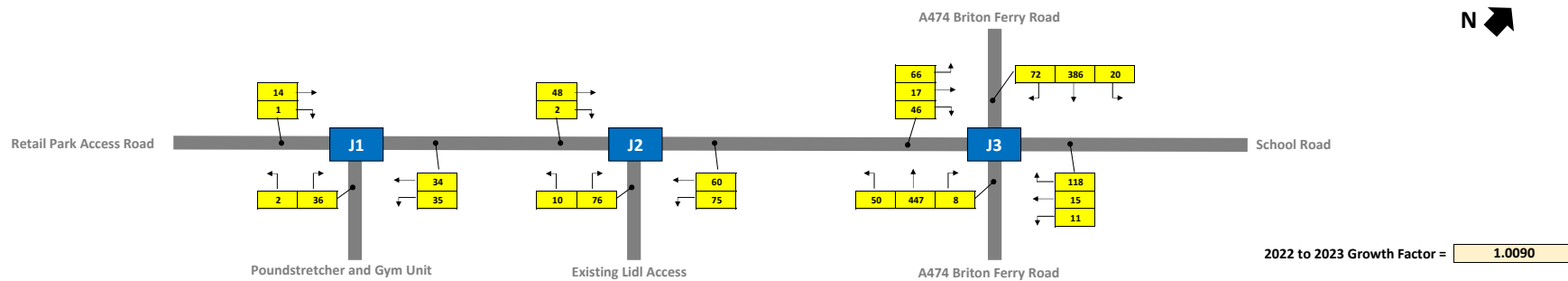
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)



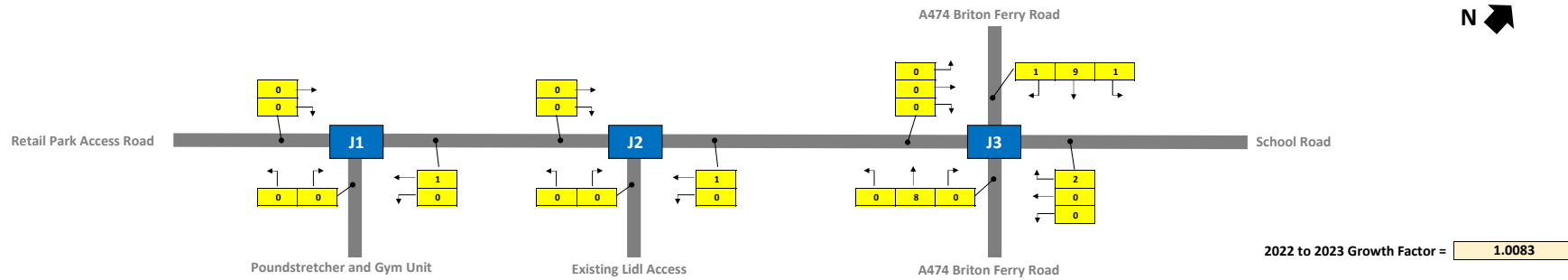
Notes:
Growth factors calculated using TEMPRO for 'Neath Port Talbot' area, and RTF 2018 forecast for 'All Roads'
No growth has been applied to existing site arrival and departure flows at J1 and J2. Growth has been applied to the full movement flows at J3 for robustness (i.e. site trips will also be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

← x - Light Vehicles

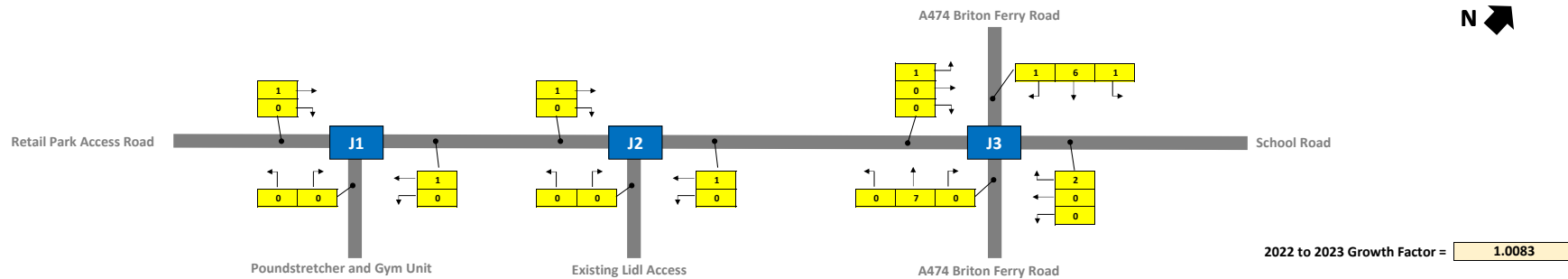
21-00738 Briton Ferry Road, Lidl

2023 Forecast Year, No Development - Heavy Vehicles

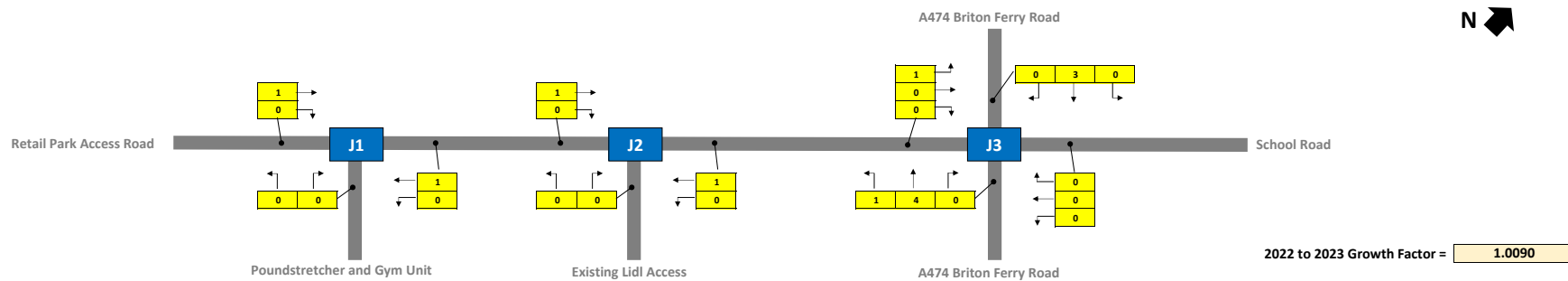
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)



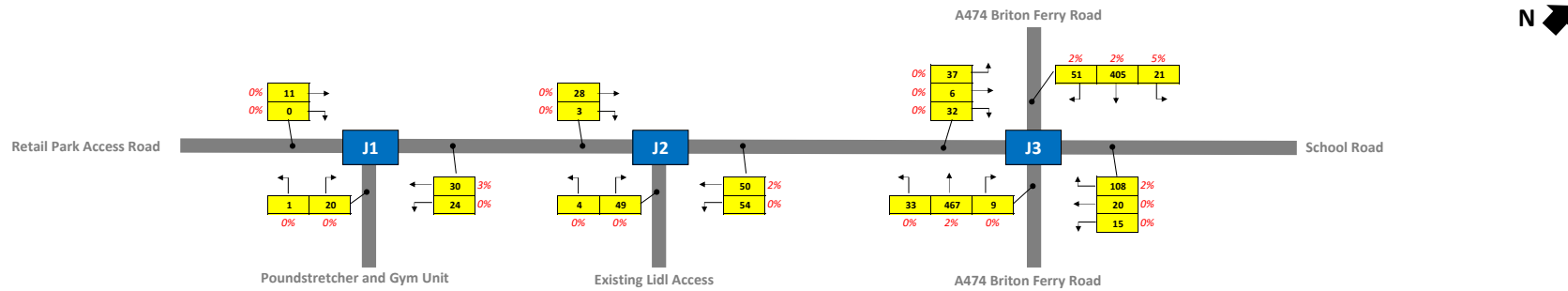
Notes:
Growth factors calculated using TEMPRO for 'Neath Port Talbot' area, and RTF 2018 forecast for 'All Roads'
No growth has been applied to existing site arrival and departure flows at J1 and J2. Growth has been applied to the full movement flows at J3 for robustness (i.e. site trips will also be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

← x - Heavy Vehicles

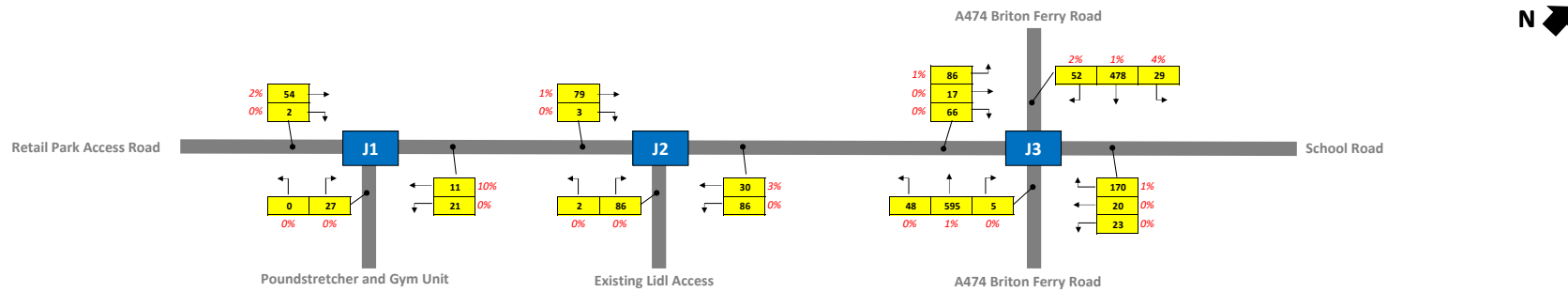
21-00738 Briton Ferry Road, Lidl

2023 Forecast Year, No Development - All Vehicles

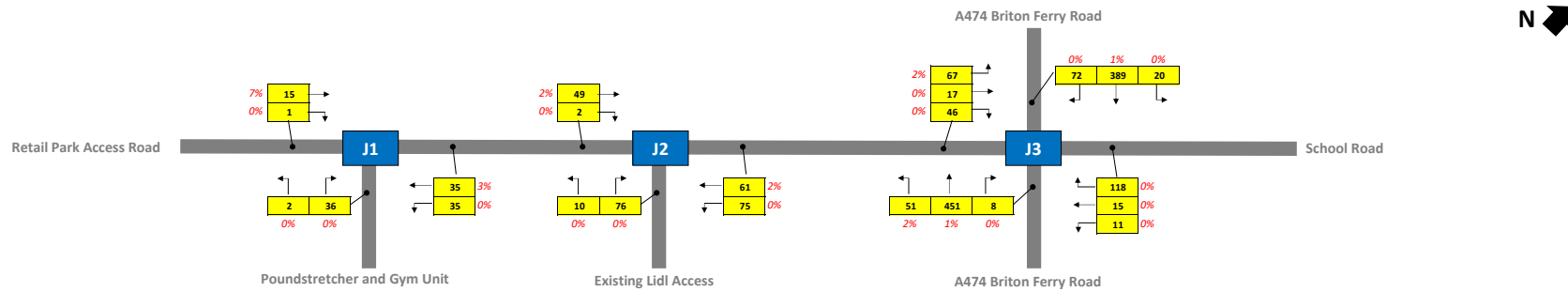
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)

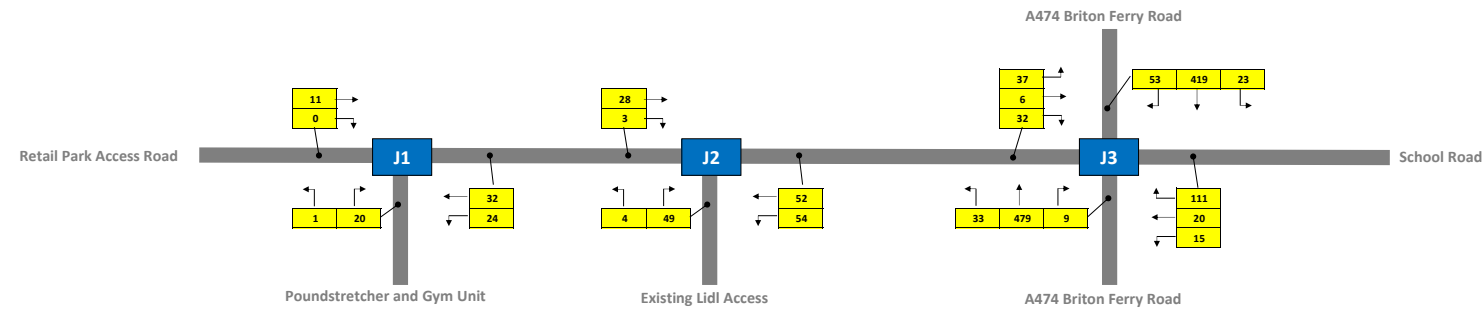


Notes:

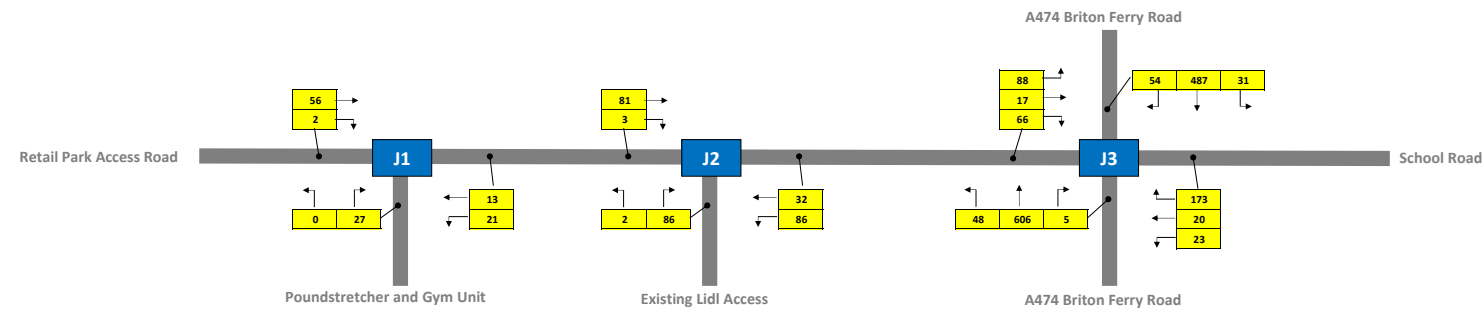
← x - All Vehicles
x% - % Heavy Vehicles

21-00738 Briton Ferry Road, Lidl
2023 Forecast Year, No Development - PCU

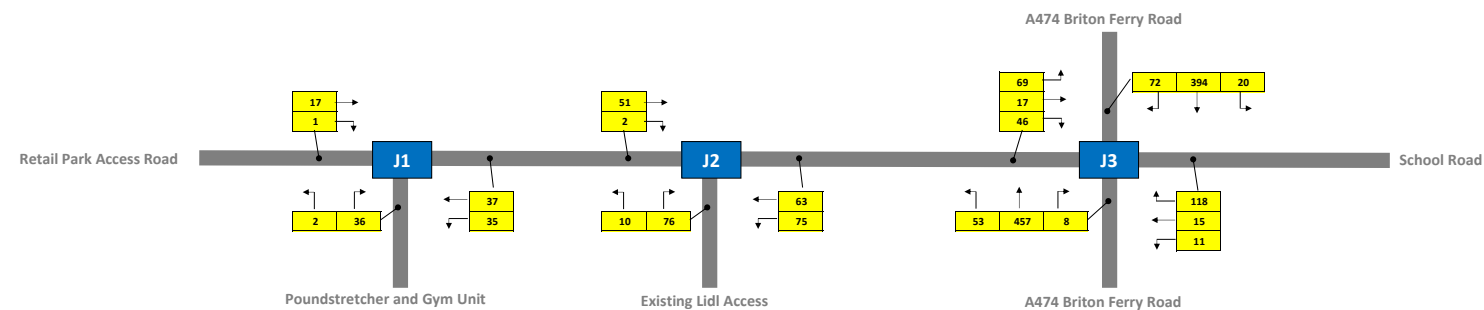
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)



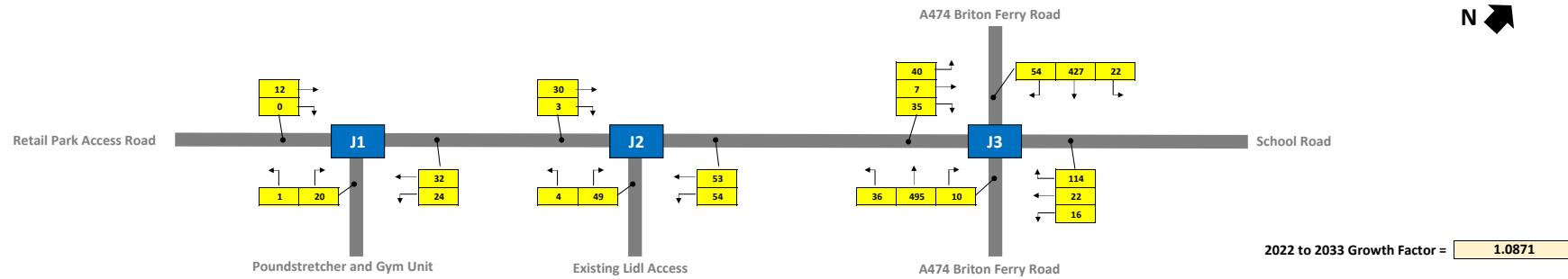
Notes:

← x - PCU

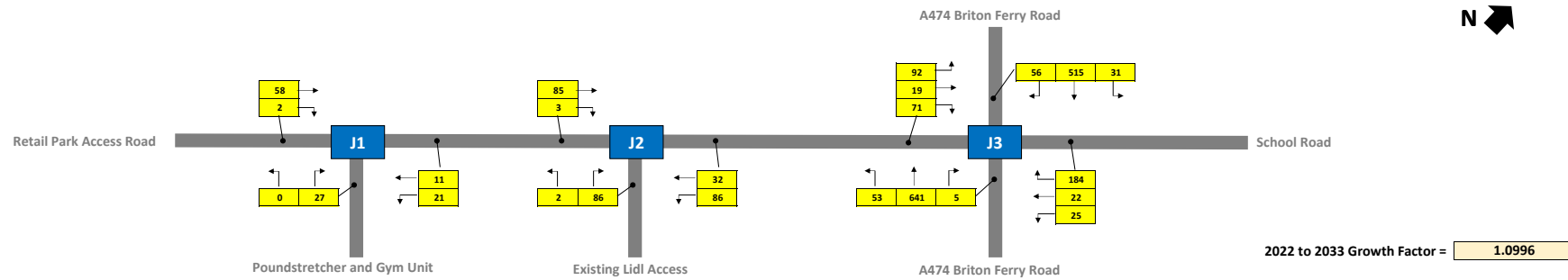
21-00738 Briton Ferry Road, Lidl

2033 Forecast Year, No Development - Light Vehicles

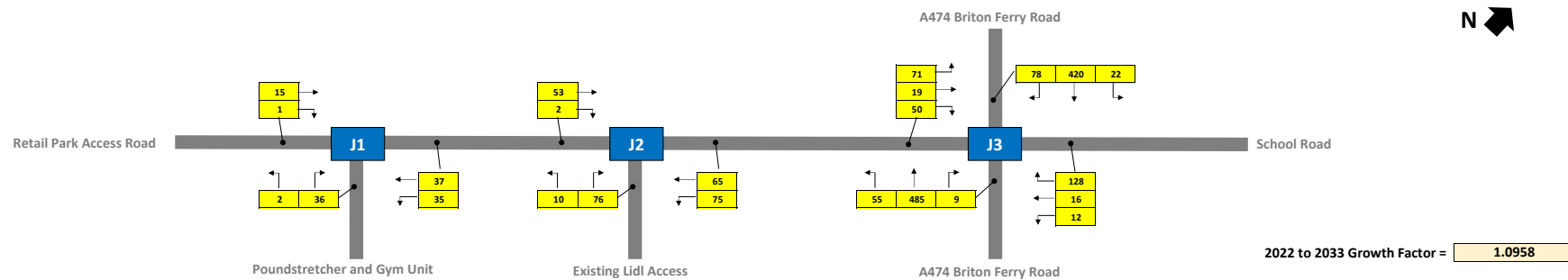
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)



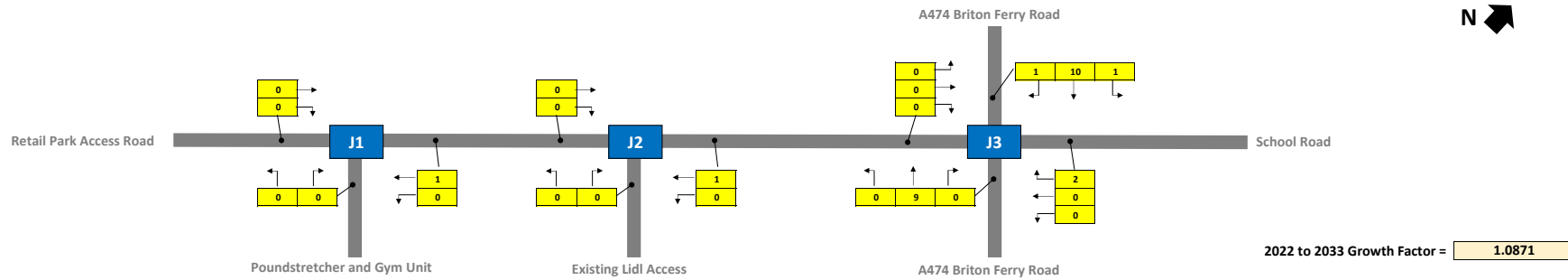
Notes:
Growth factors calculated using TEMPRO for 'Neath Port Talbot' area, and RTF 2018 forecast for 'All Roads'
No growth has been applied to existing site arrival and departure flows at J1 and J2. Growth has been applied to the full movement flows at J3 for robustness (i.e. site trips will also be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

← x - Light Vehicles

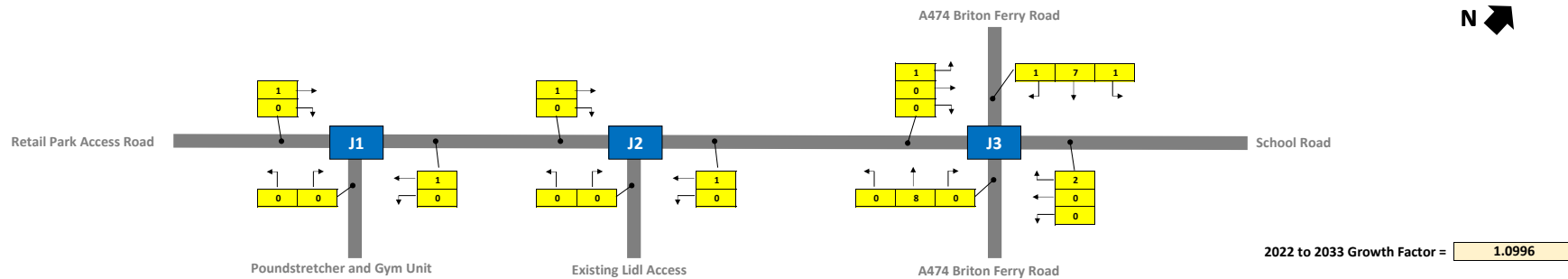
21-00738 Briton Ferry Road, Lidl

2033 Forecast Year, No Development - Heavy Vehicles

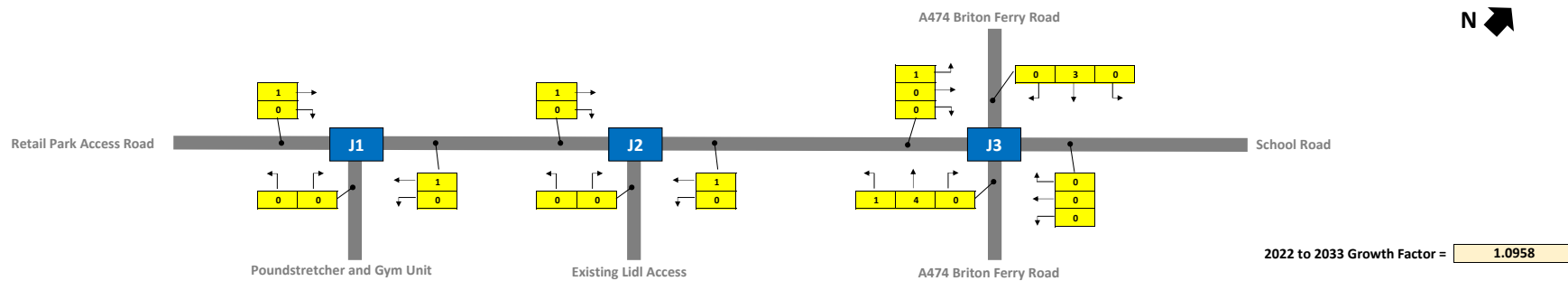
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)



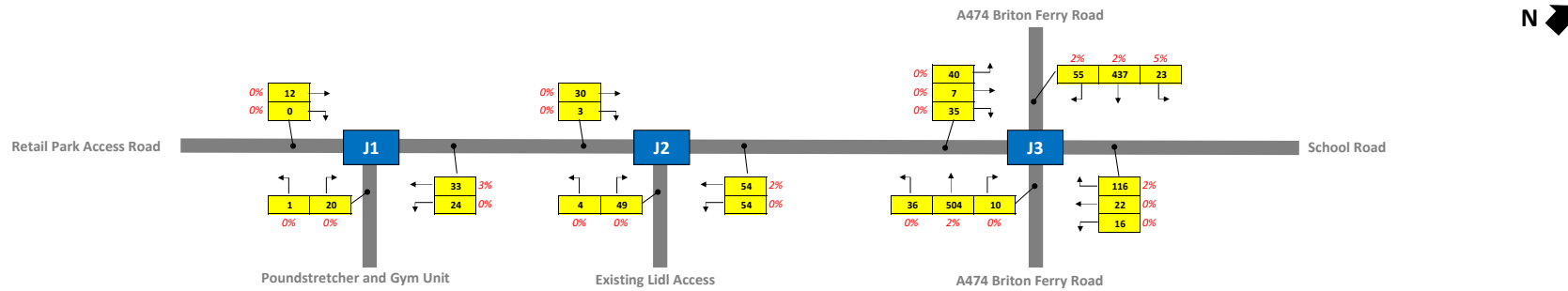
Notes:
Growth factors calculated using TEMPRO for 'Neath Port Talbot' area, and RTF 2018 forecast for 'All Roads'
No growth has been applied to existing site arrival and departure flows at J1 and J2. Growth has been applied to the full movement flows at J3 for robustness (i.e. site trips will also be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

← x - Heavy Vehicles

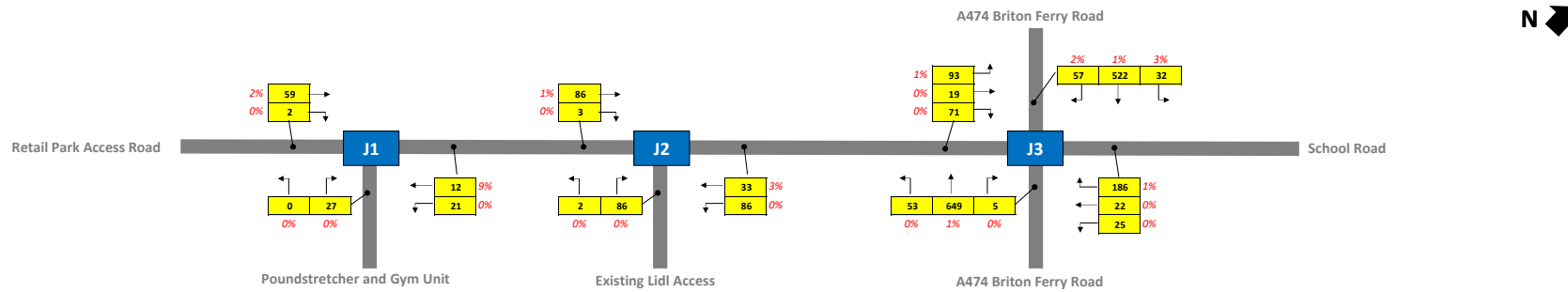
21-00738 Briton Ferry Road, Lidl

2033 Forecast Year, No Development - All Vehicles

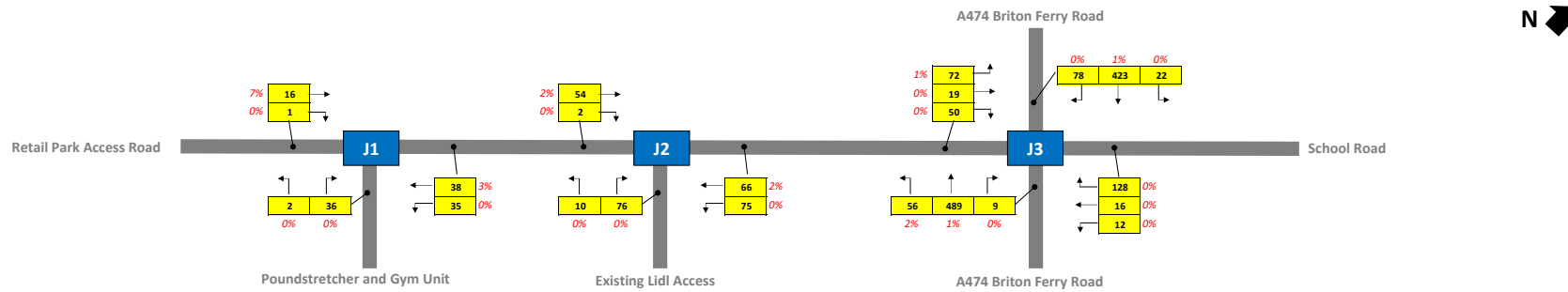
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)



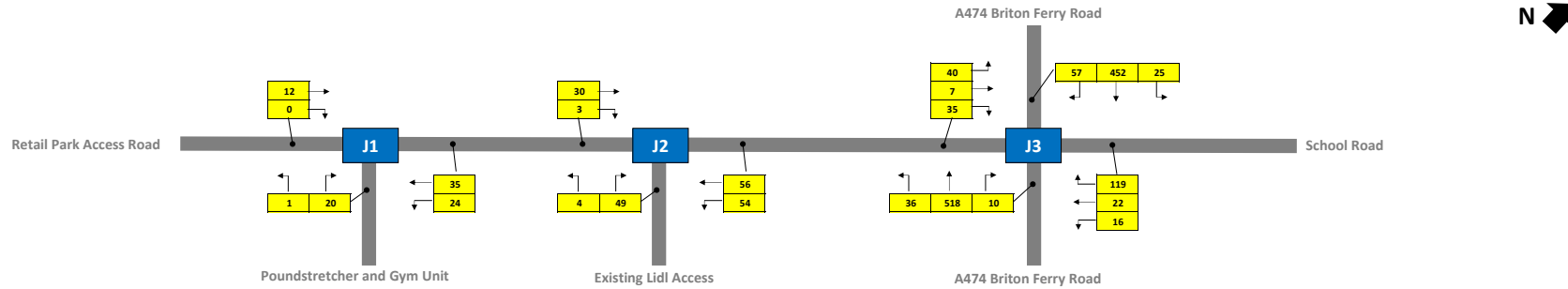
Notes:

← x - All Vehicles
x% - % Heavy Vehicles

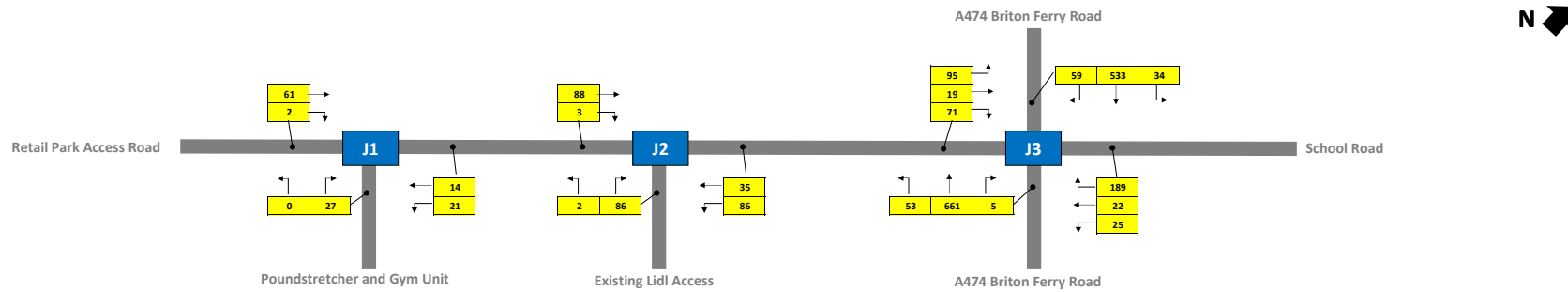
21-00738 Briton Ferry Road, Lidl

2033 Forecast Year, No Development - PCU

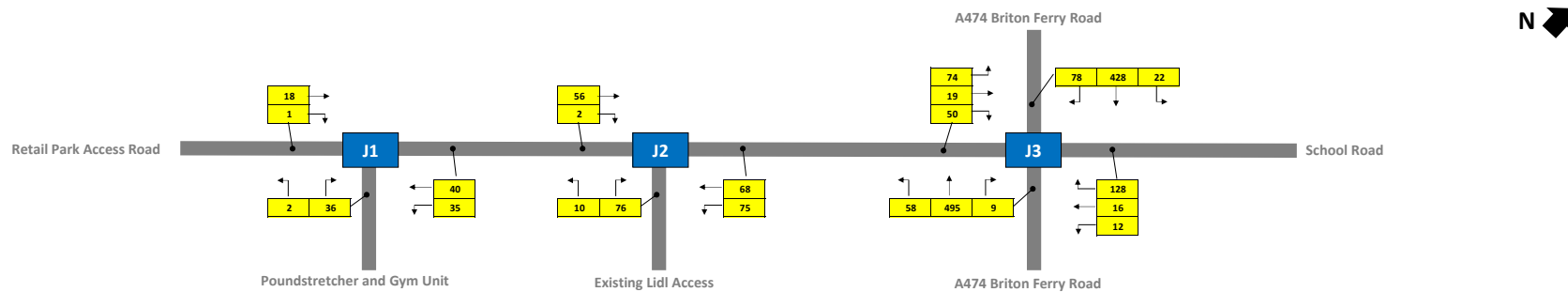
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)

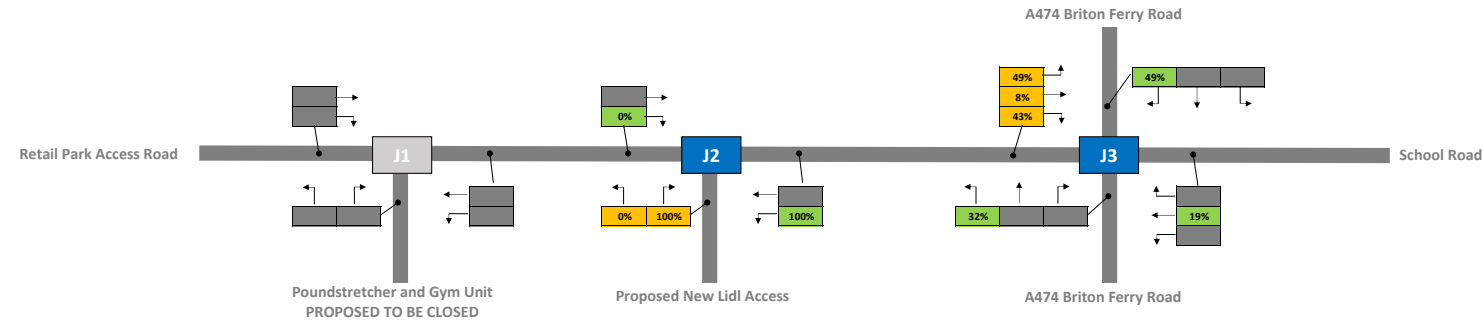


Notes:

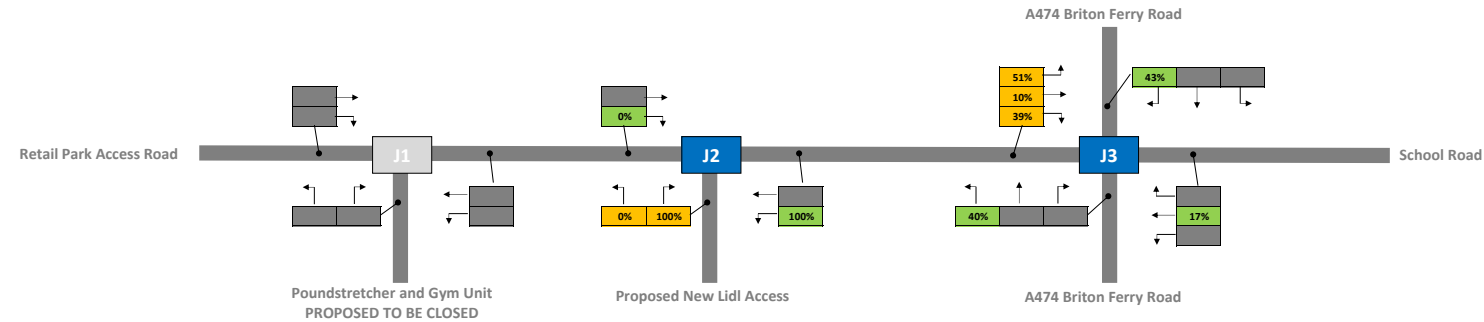
← x - PCU

21-00738 Briton Ferry Road, Lidl
Proposed Development Trips Distribution

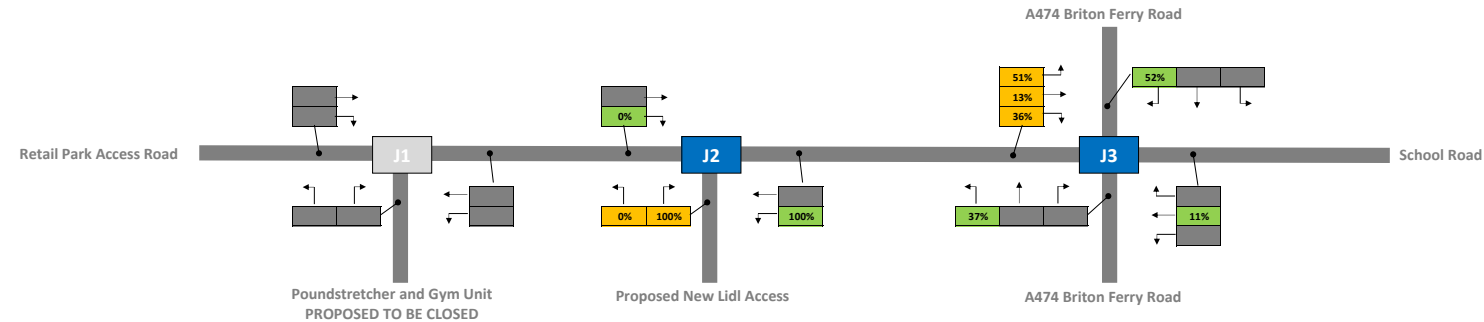
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)



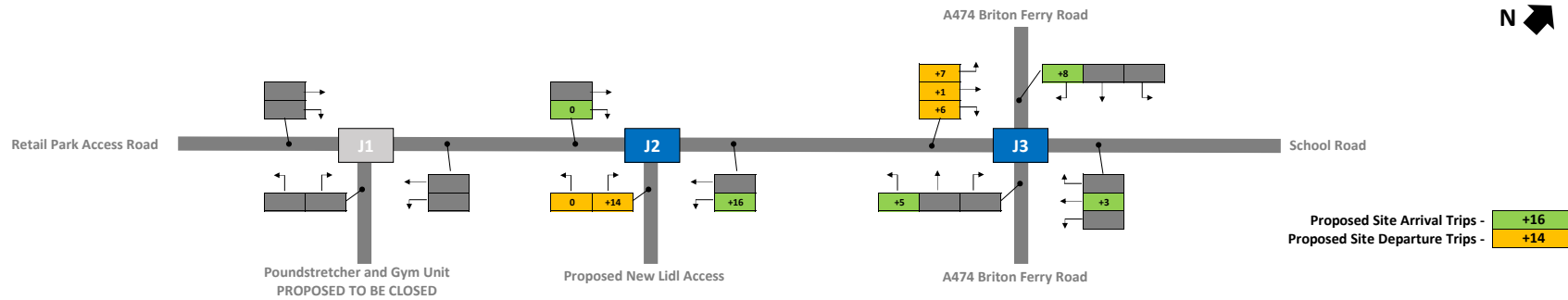
Notes:
Distributions based on proportion of network arrival and departures observed during 2022 MCC surveys
All development trips assumed to route through the A474 signalised junction (J3)

← X - Departure Proportions
← X - Arrival Proportions

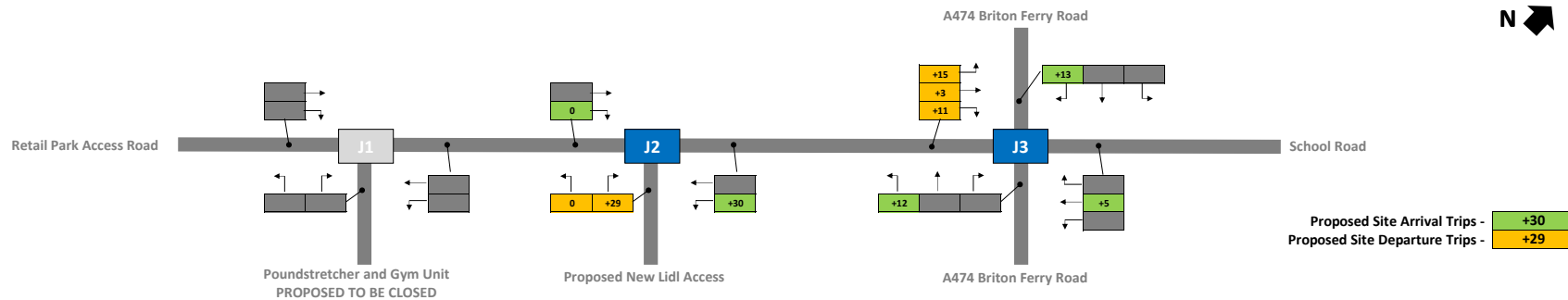
21-00738 Briton Ferry Road, Lidl

Proposed Development Trips Increase (compared to existing Lidl unit)

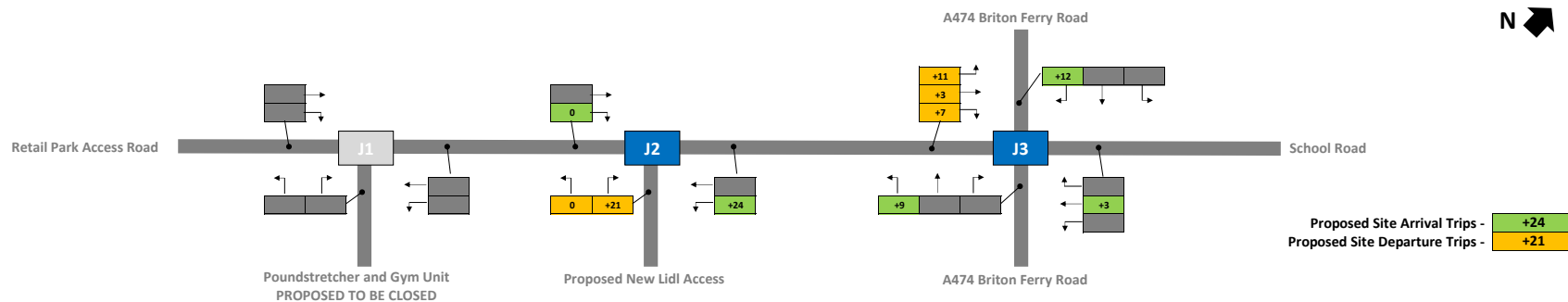
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)



Notes:

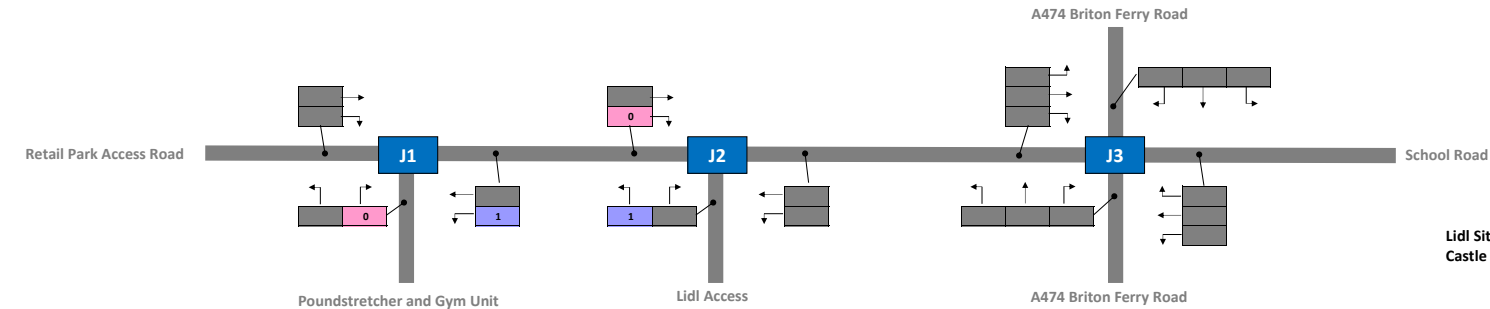
Development Arrivals and Departures based on a 32.1% increase in observed arrivals and departures at the existing Lidl unit (at J2)
Growth applied to observed Light vehicle movements only, as delivery method and schedule expected to remain the same at proposed development

← X - Departure Trips
← X - Arrival Trips

21-00738 Briton Ferry Road, Lidl

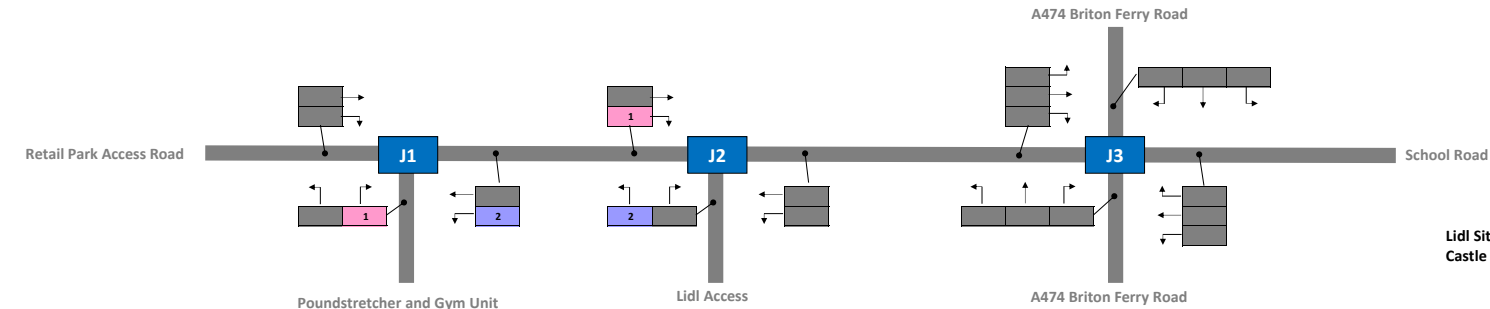
Existing Lidl Unit Site and Castle Retail Park Unit Observed Site Linked Trips - Lights

Weekday AM Peak Hour Period (11:00 to 12:00)



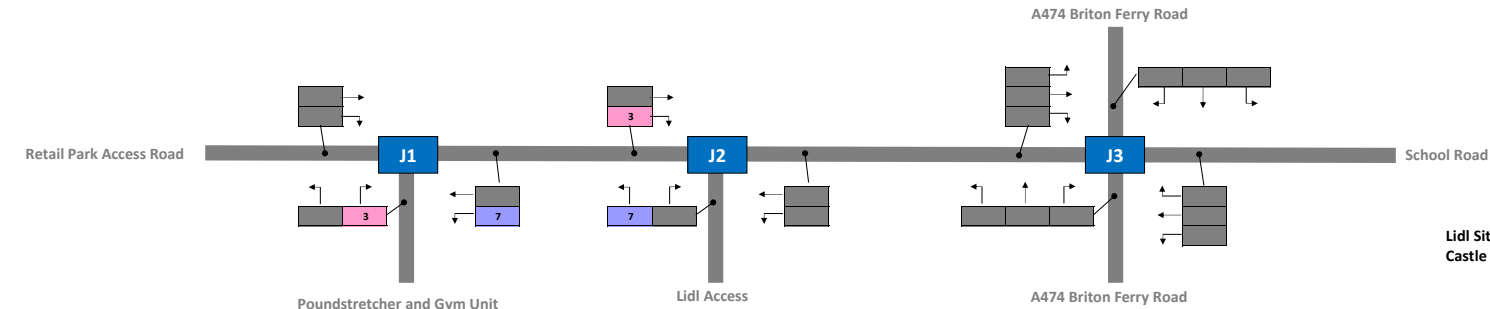
Lidl Site to Castle Retail Park Unit Site Trips -	1
Castle Retail Park Unit Site to Lidl Site Trips -	0

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



Lidl Site to Castle Retail Park Unit Site Trips -	2
Castle Retail Park Unit Site to Lidl Site Trips -	1

Saturday Peak Hour Period (11:30 to 12:30)



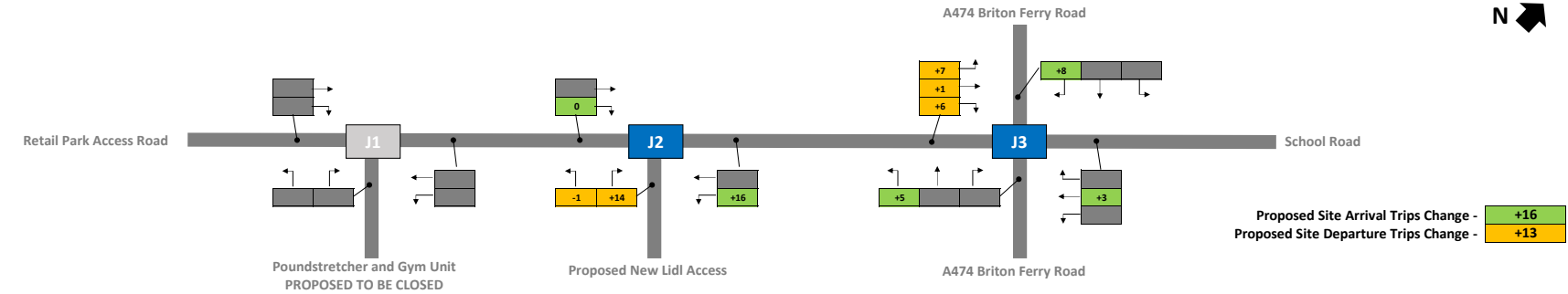
Lidl Site to Castle Retail Park Unit Site Trips -	7
Castle Retail Park Unit Site to Lidl Site Trips -	3

Notes:
Only light vehicles (Car or LGV) were observed making these linked trip movements
Flows as per MCC surveys undertaken on Friday 13th May 2022 and Saturday 14th May 2022

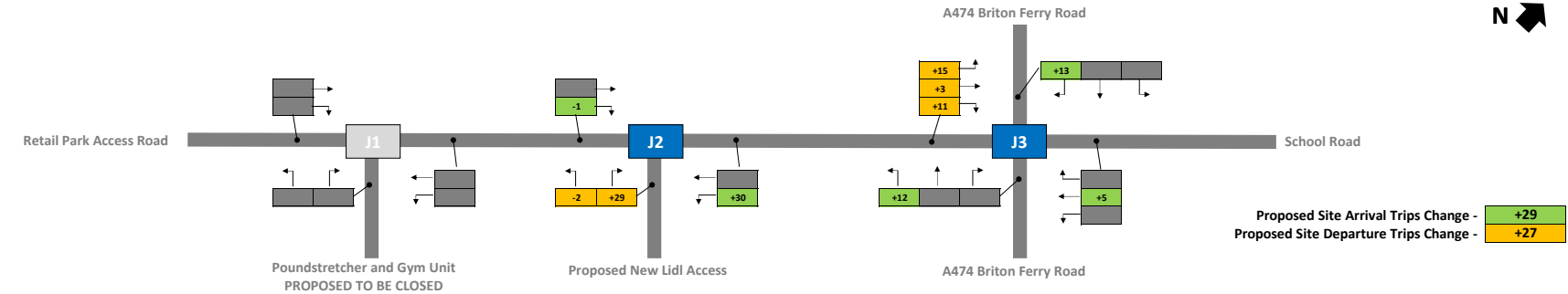
21-00738 Briton Ferry Road, Lidl

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

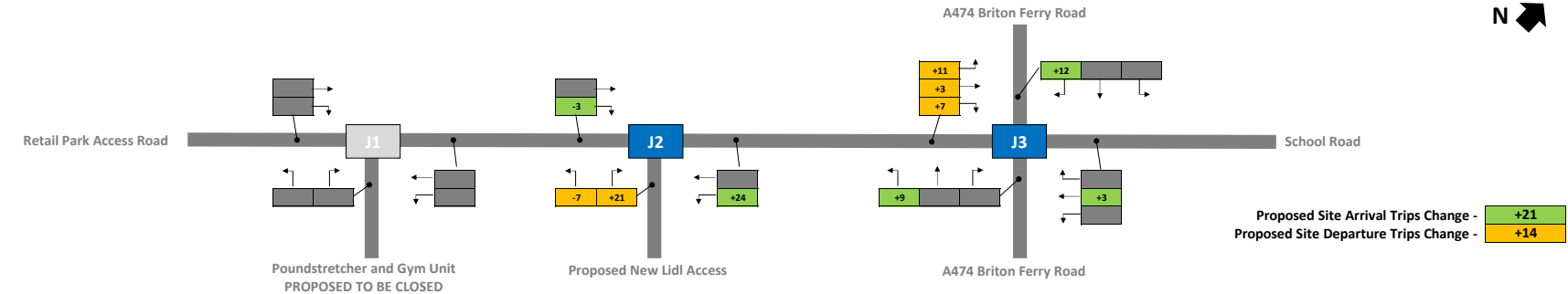
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)

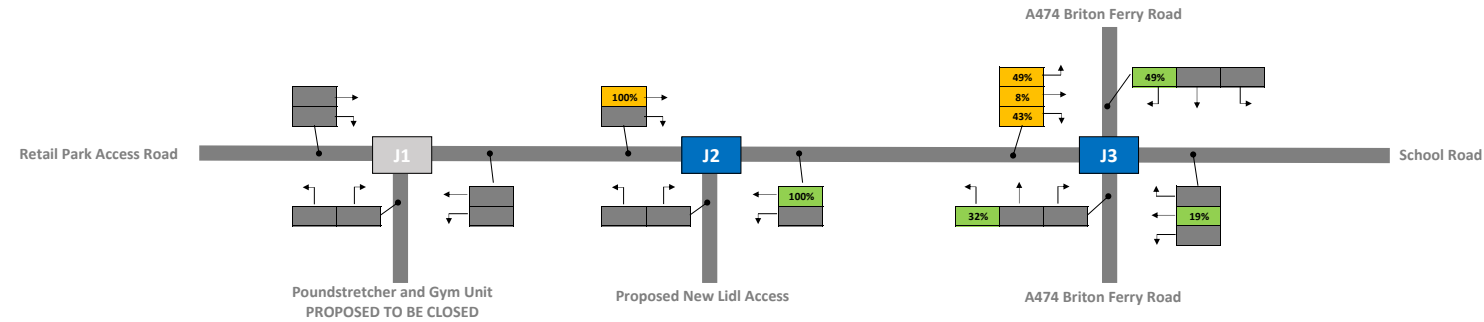


Notes:
No change anticipated in Heavy vehicle movements between the existing and proposed Lidl unit

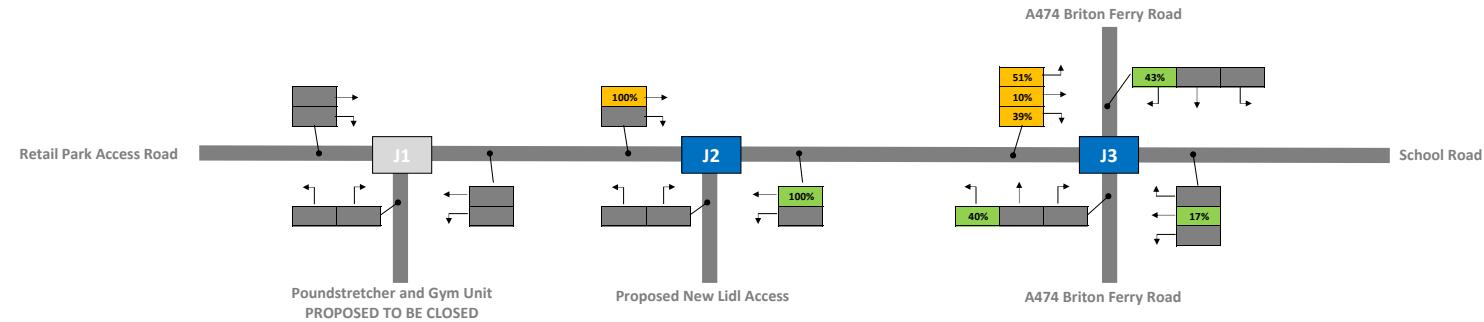
← X - Departure Trips
← X - Arrival Trips

21-00738 Briton Ferry Road, Lidl
Existing Castle Retail Park Unit Trip Distribution through J2 and J3

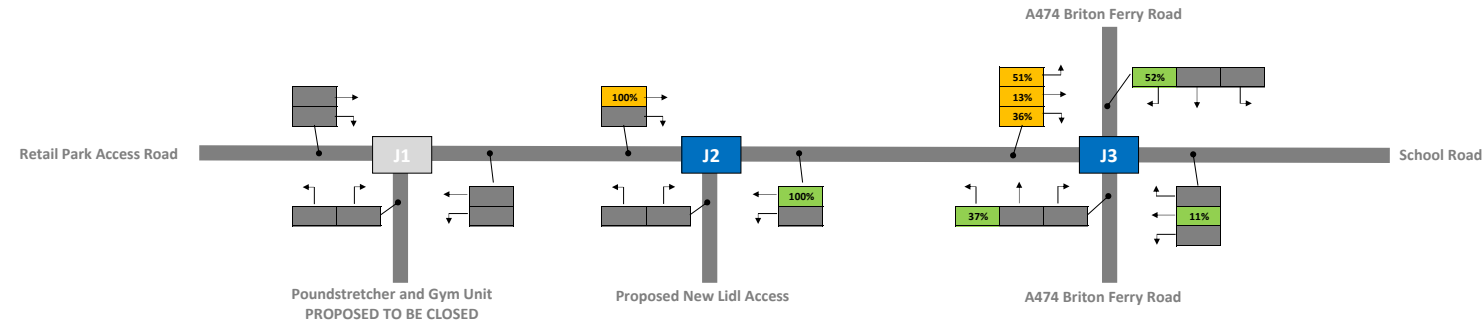
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)



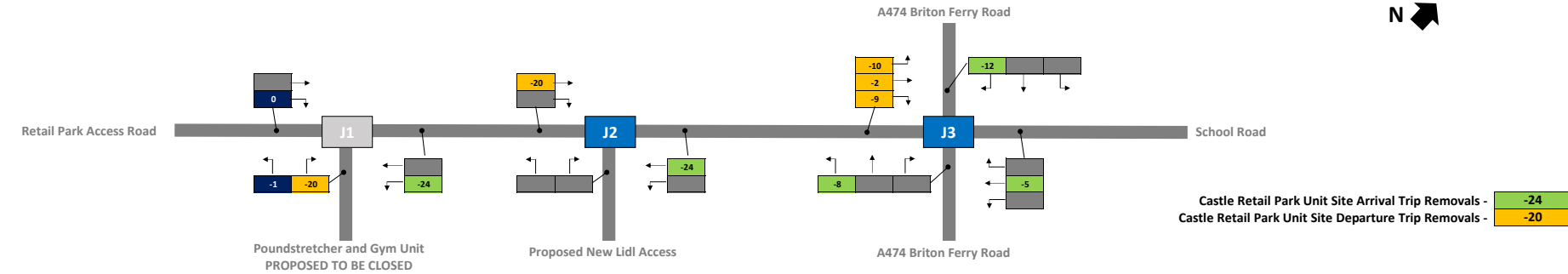
Notes:
Distributions based on proportion of network arrival and departures observed during 2022 MCC surveys

← X - Departure Proportions
← X - Arrival Proportions

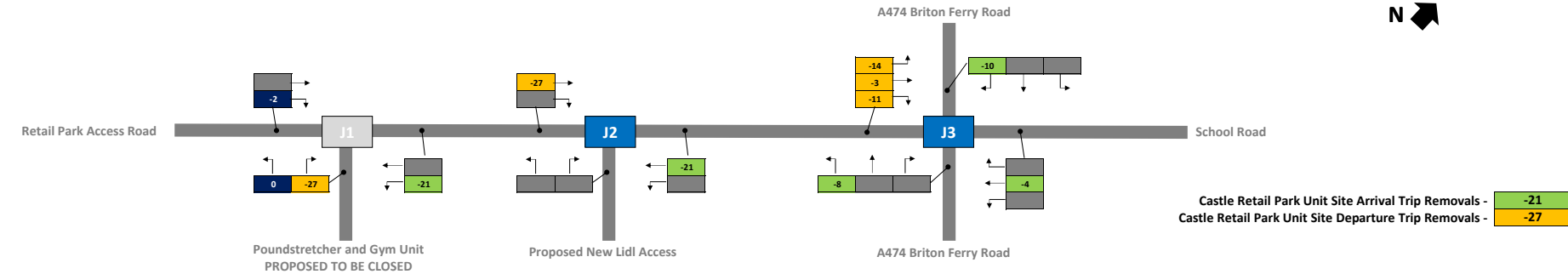
21-00738 Briton Ferry Road, Lidl

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

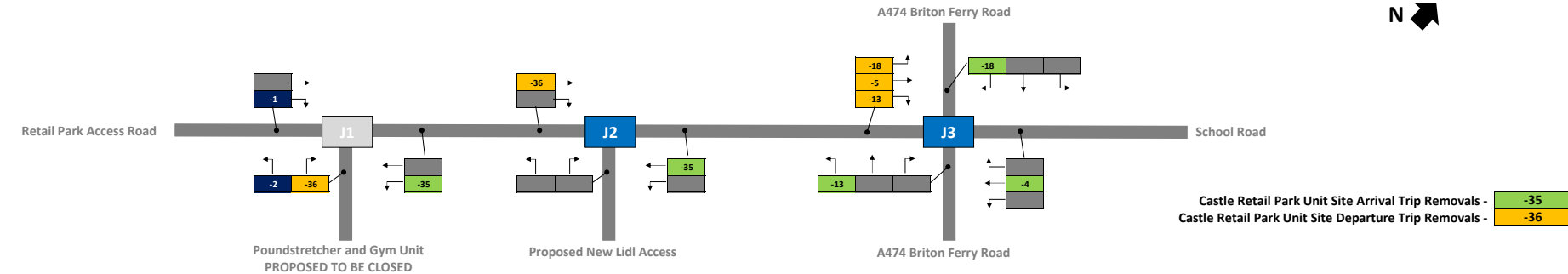
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)



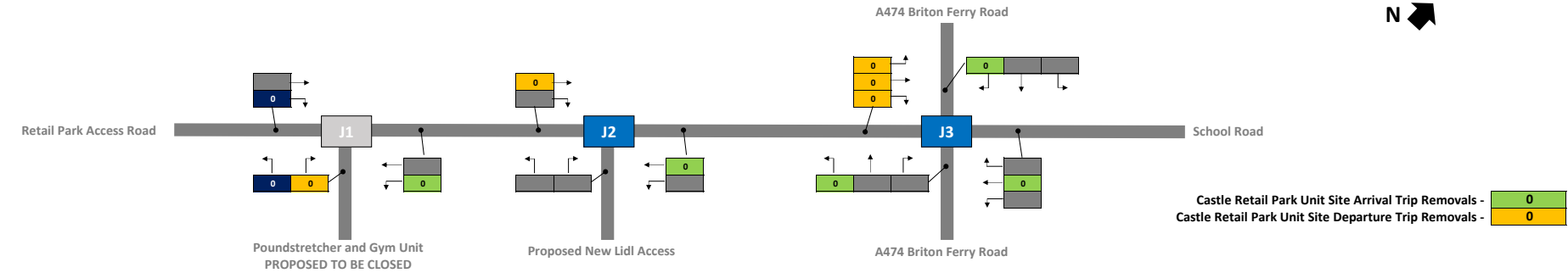
Notes:

- Yellow box: Departure Trips
- Green box: Arrival Trips
- Blue box: Removed Movements

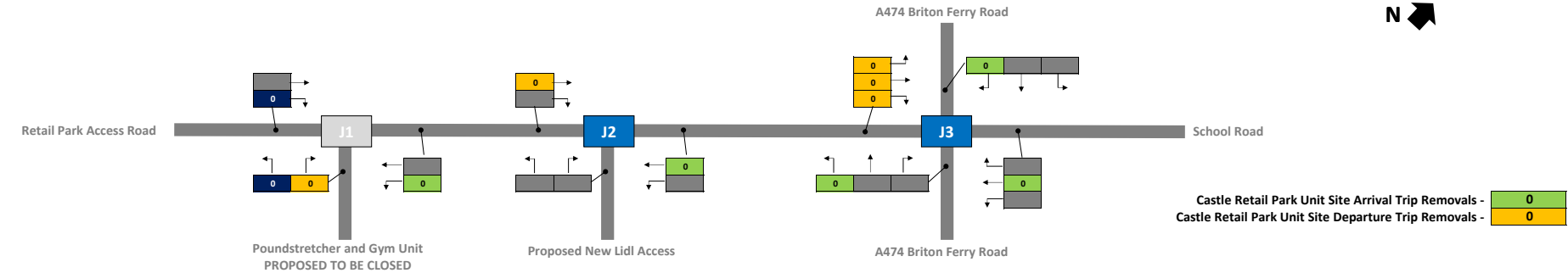
21-00738 Briton Ferry Road, Lidl

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

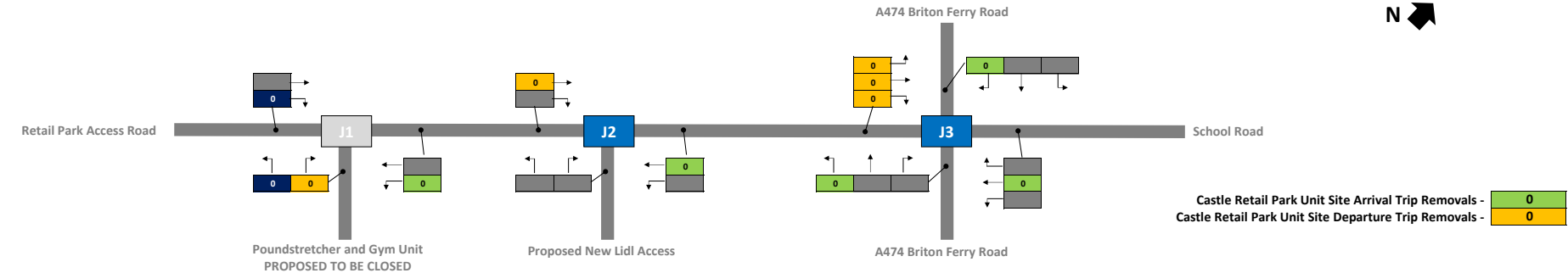
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)



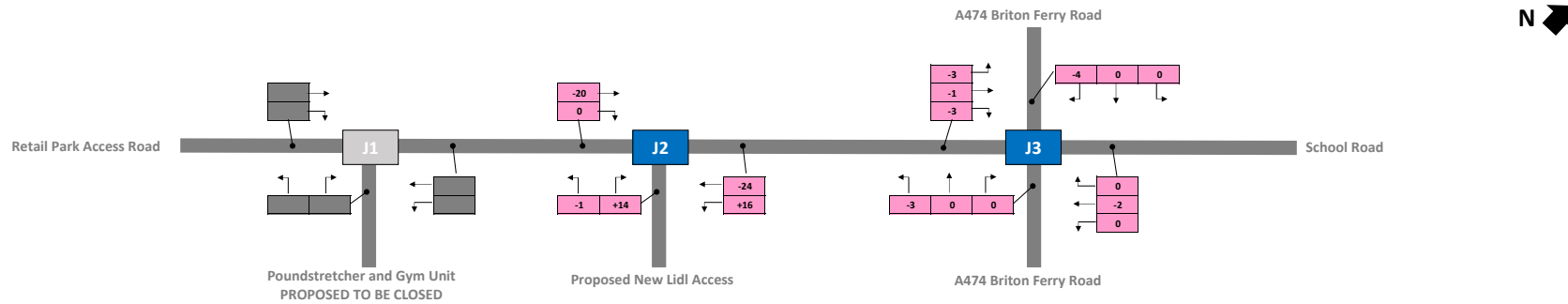
Notes:

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

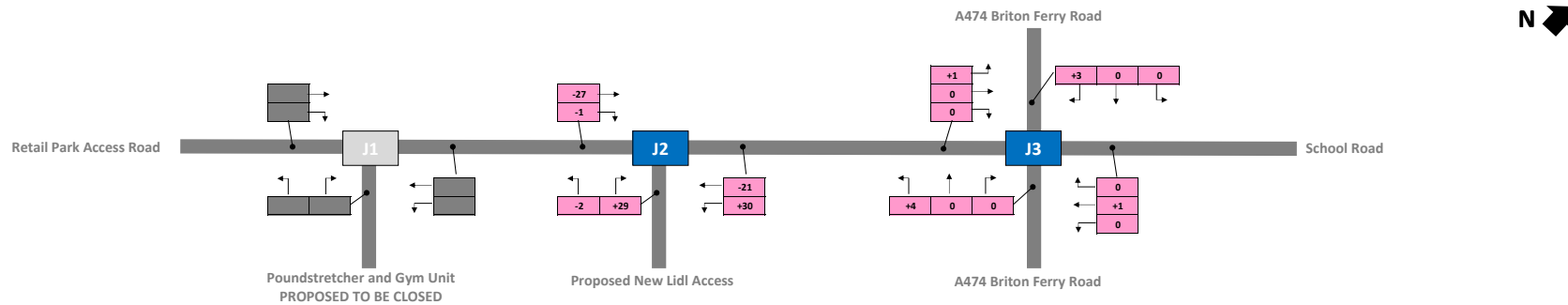
21-00738 Briton Ferry Road, Lidl

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

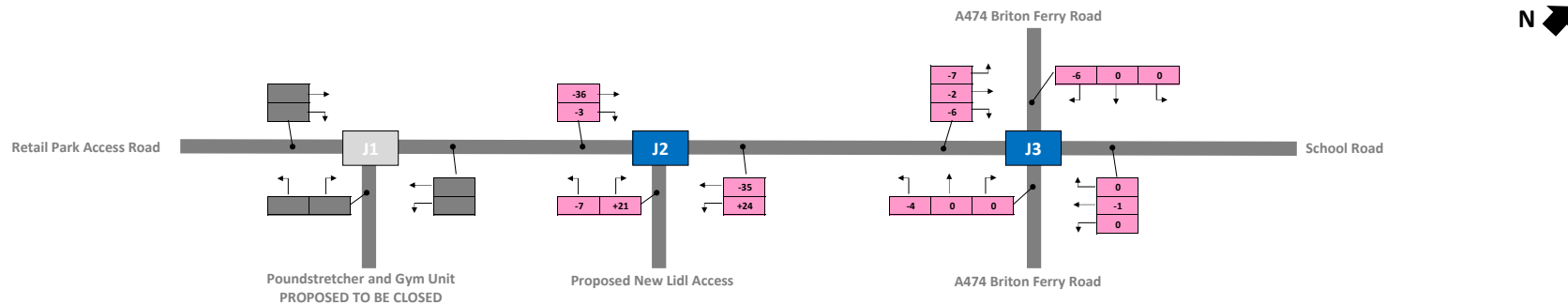
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)



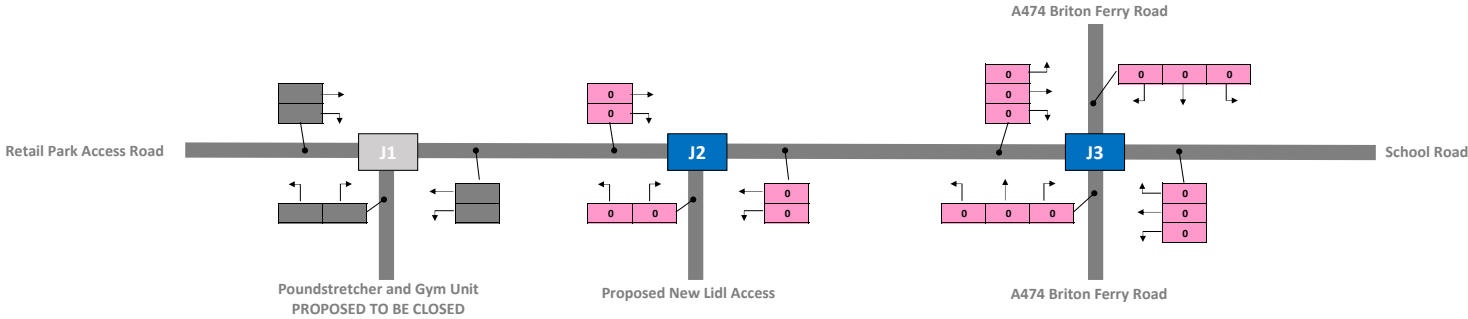
Notes:

← x - Development Trip Change

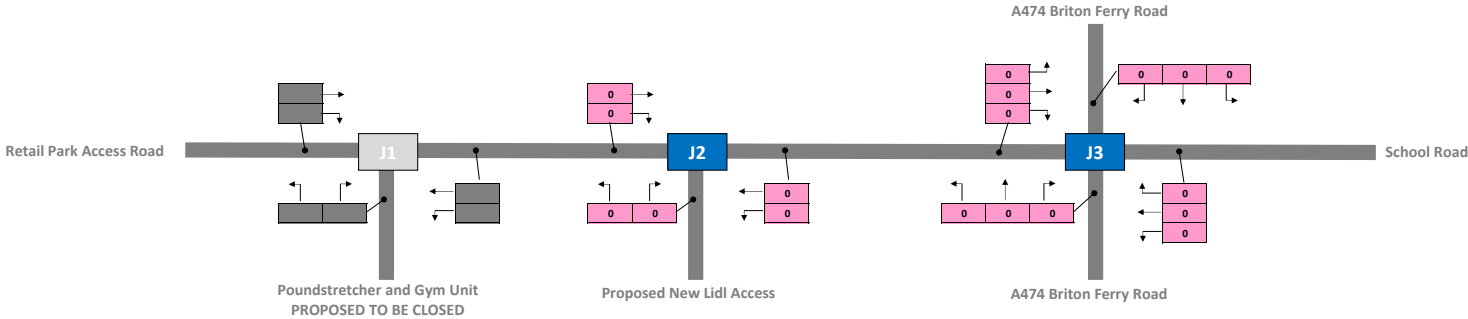
21-00738 Briton Ferry Road, Lidl

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

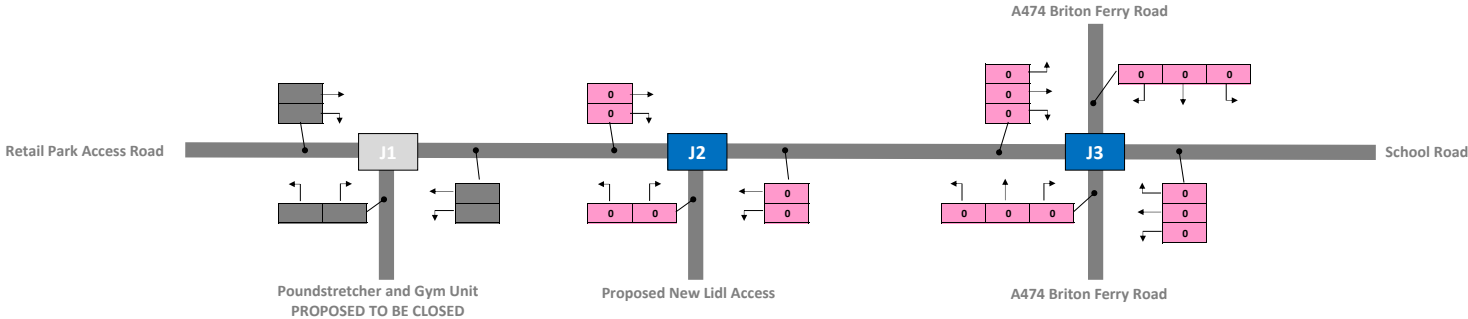
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)



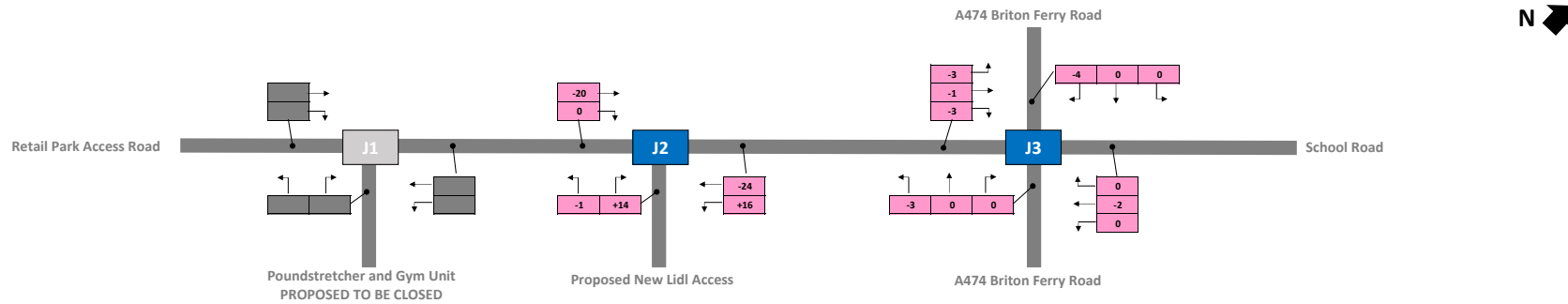
Notes:

← x - Development Trip Change

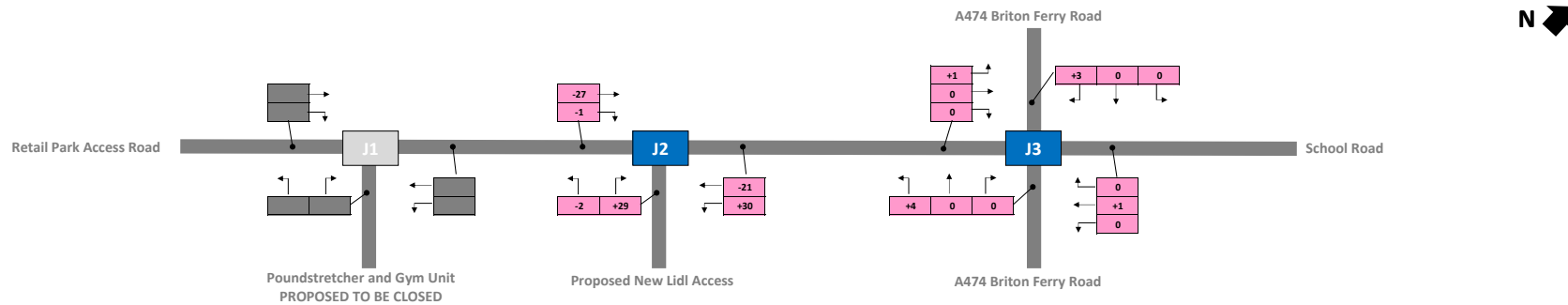
21-00738 Briton Ferry Road, Lidl

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

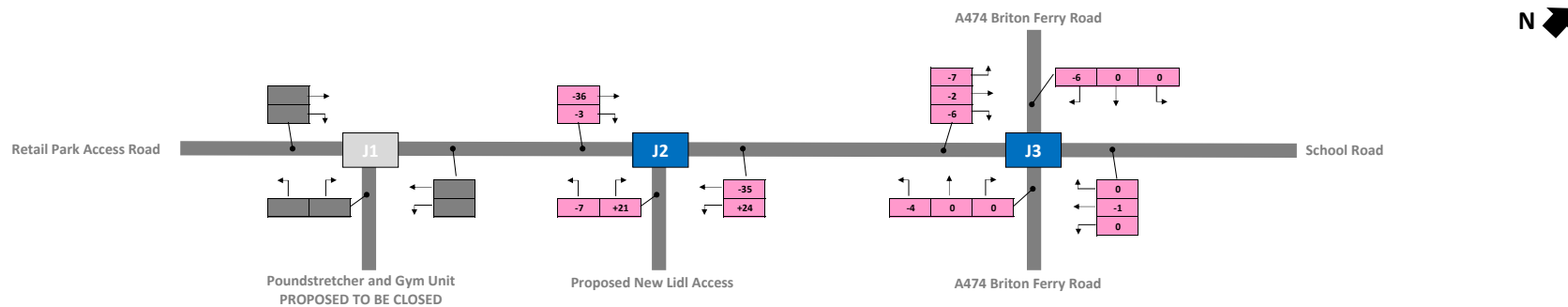
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)

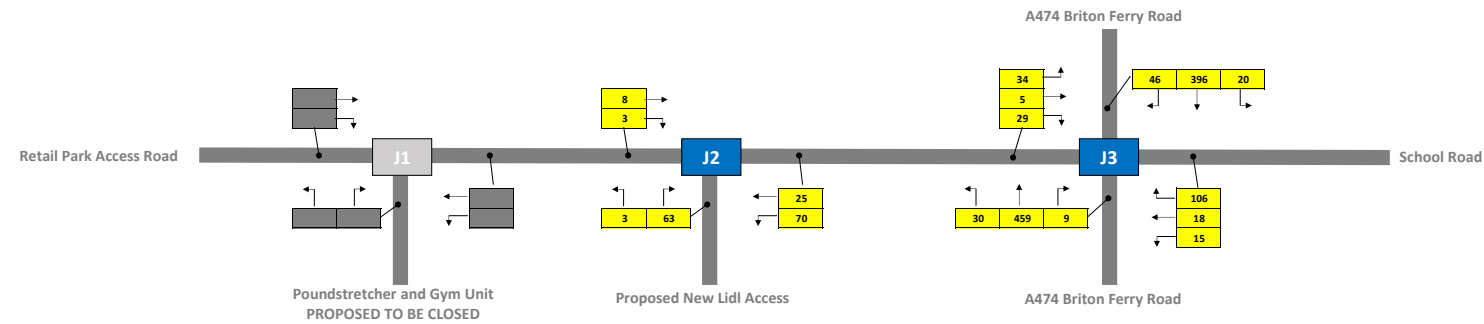


Notes:

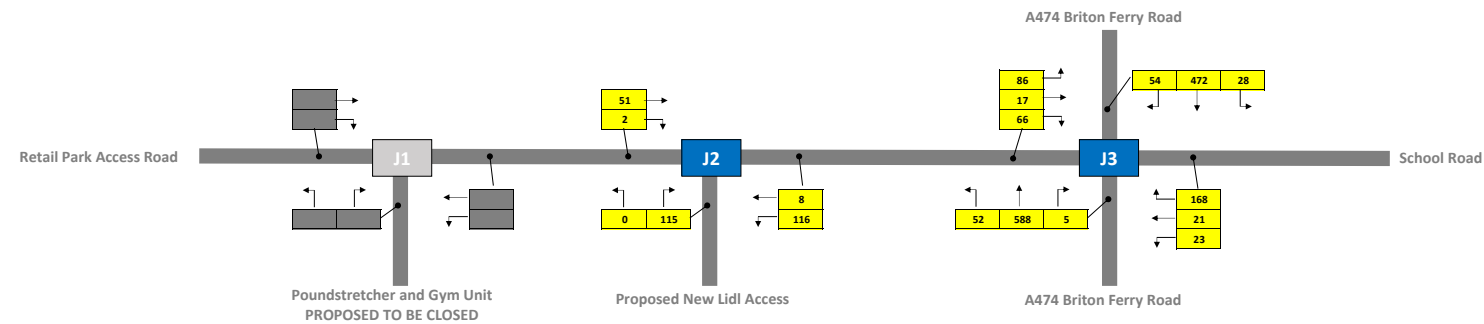
← x - Development Trip Change

21-00738 Briton Ferry Road, Lidl
2023 Forecast Year, With Development - Light Vehicles

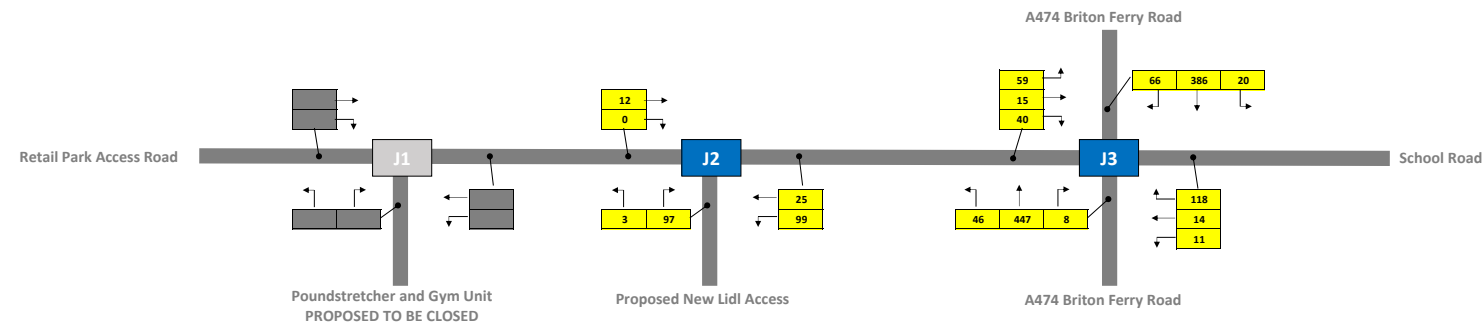
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)

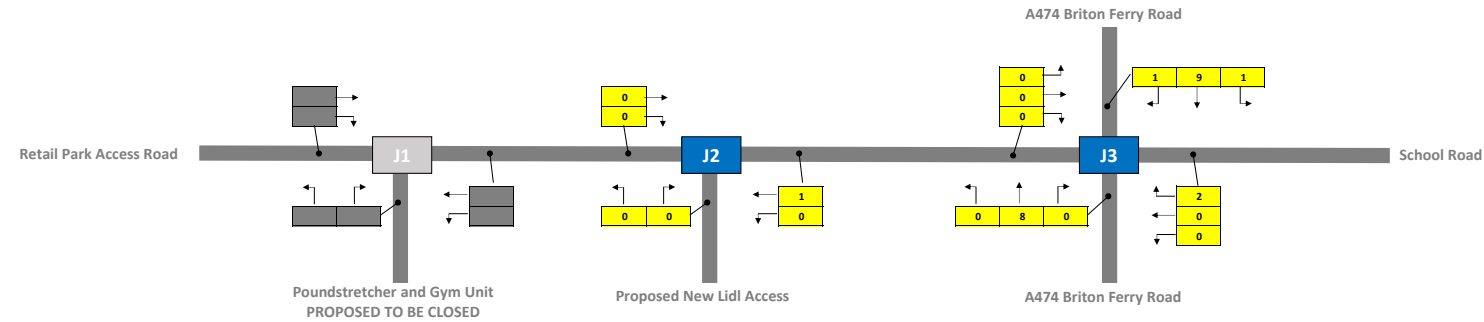


Notes:

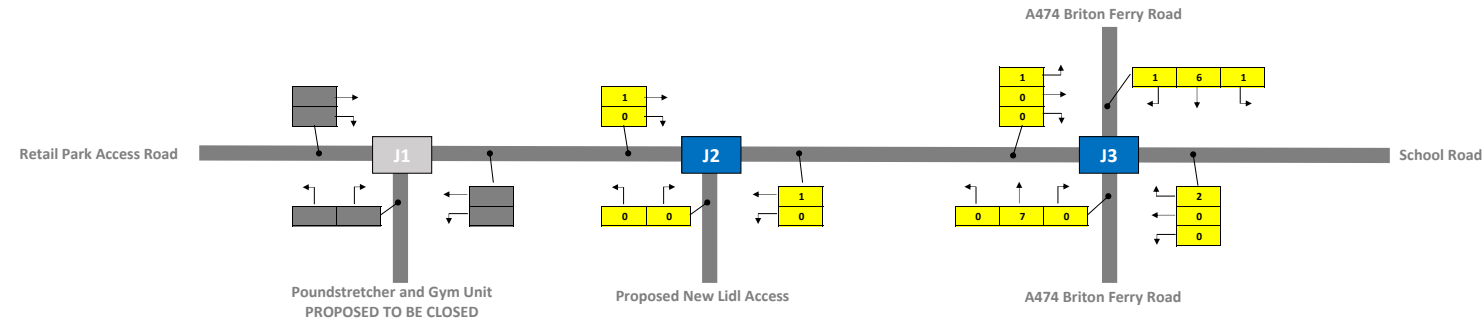
← x - Light Vehicles

21-00738 Briton Ferry Road, Lidl
2023 Forecast Year, With Development - Heavy Vehicles

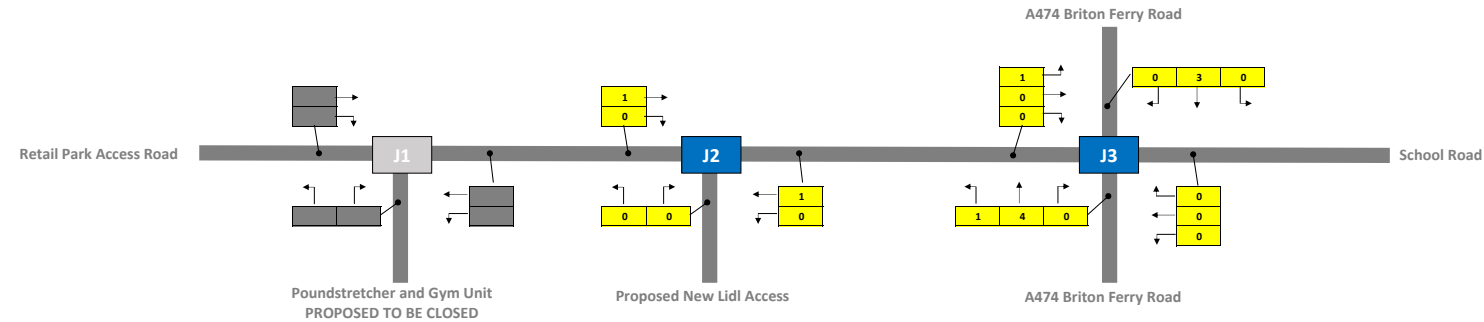
Weekday AM Peak Hour Period (11:00 to 12:00)



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



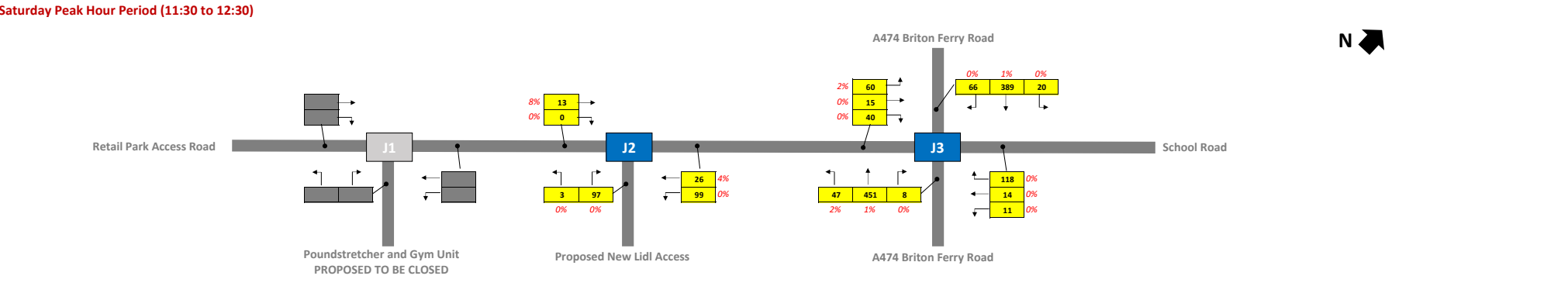
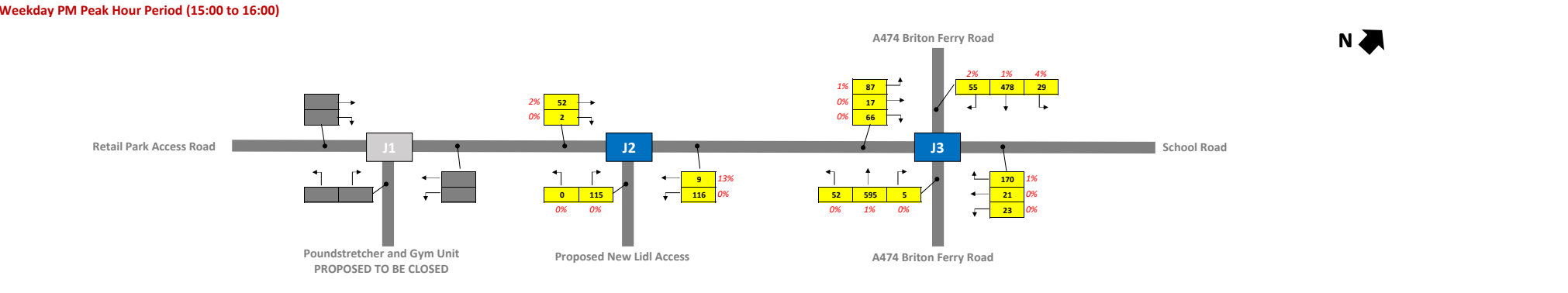
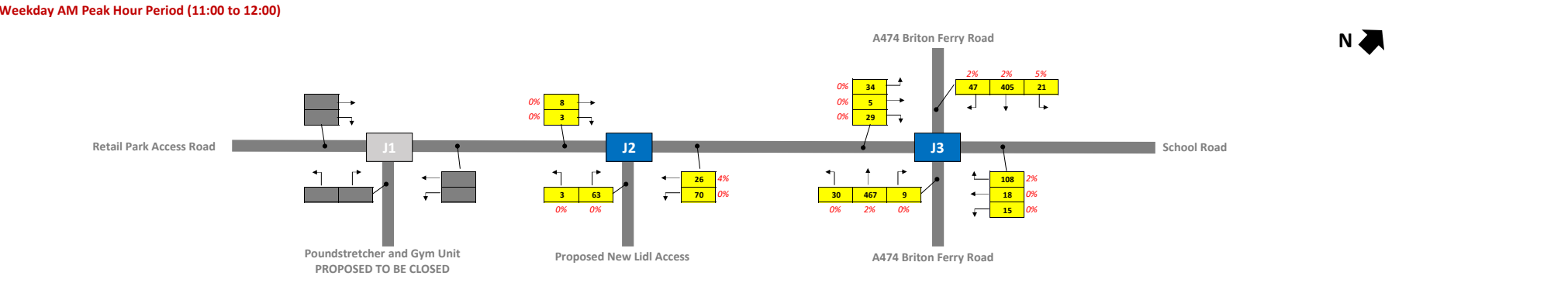
Saturday Peak Hour Period (11:30 to 12:30)



Notes:

← x - Heavy Vehicles

21-00738 Briton Ferry Road, Lidl
2023 Forecast Year, With Development - All Vehicles



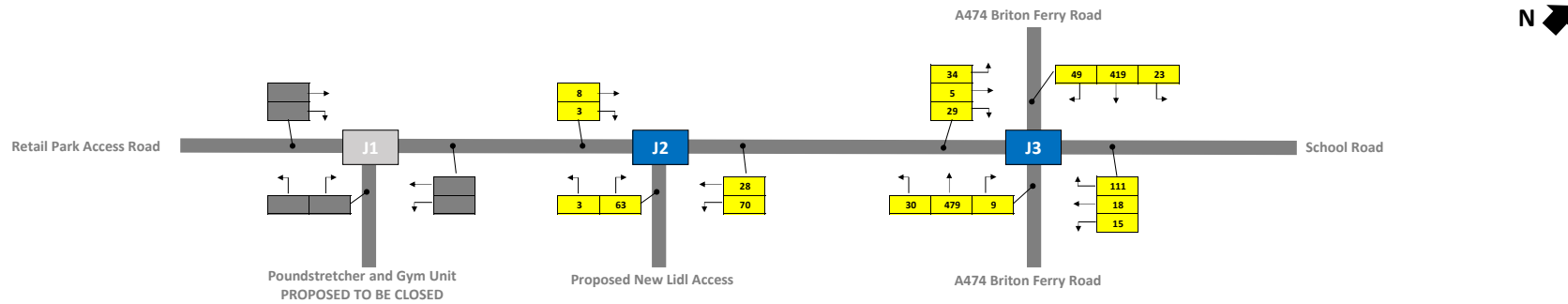
Notes:

← x - All Vehicles
x% - % Heavy Vehicles

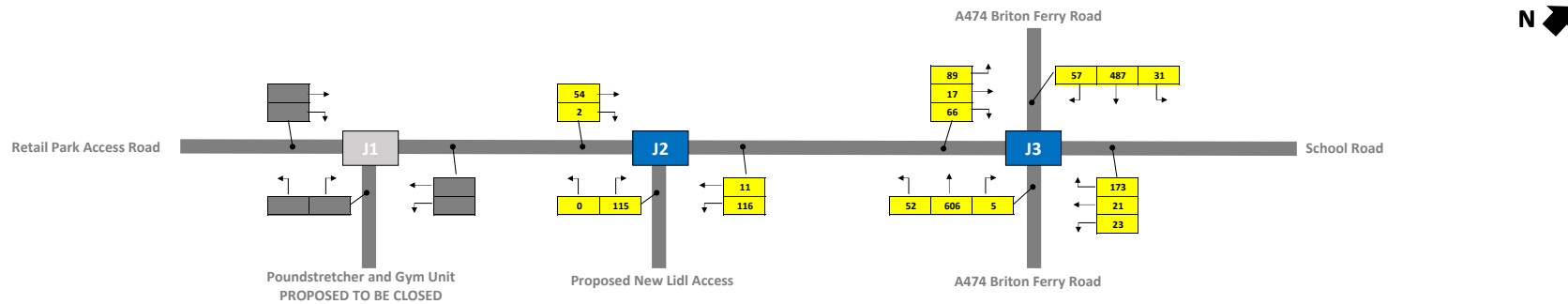
21-00738 Briton Ferry Road, Lidl

2023 Forecast Year, With Development - PCU's

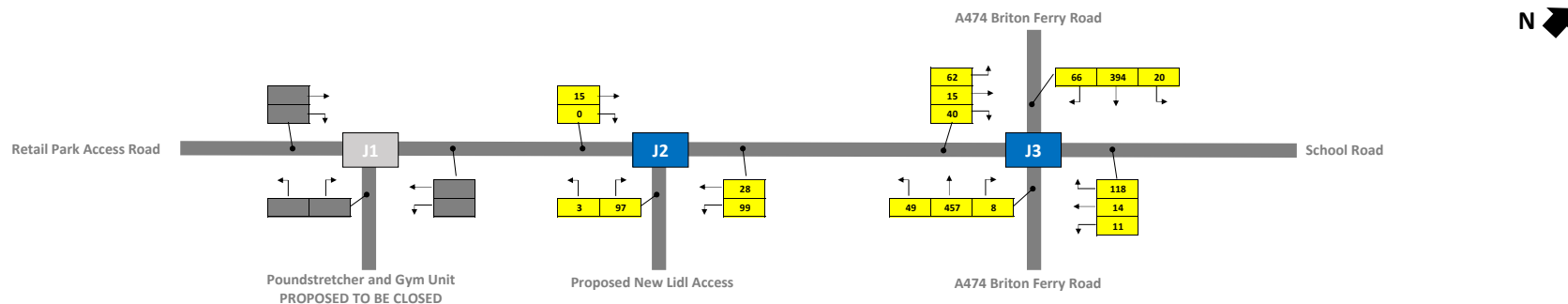
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)

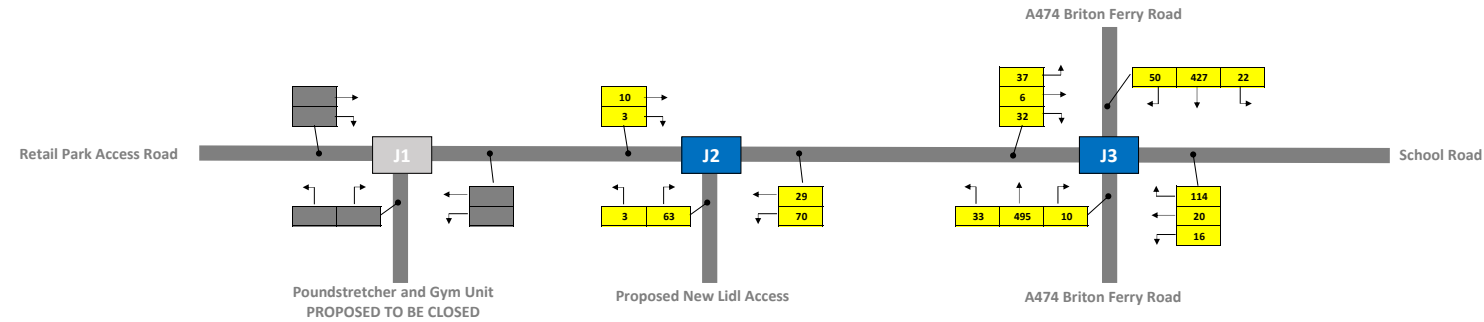


Notes:

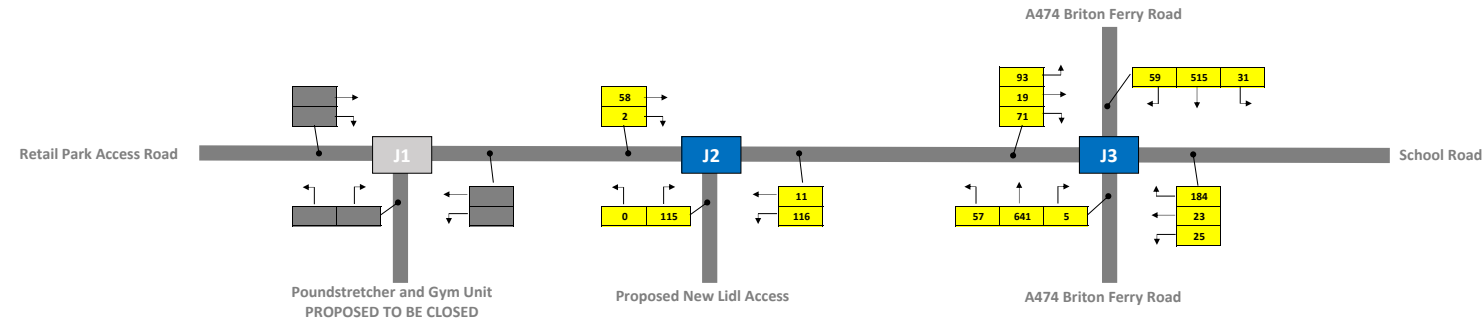
← x - PCU

21-00738 Briton Ferry Road, Lidl
2033 Forecast Year, With Development - Light Vehicles

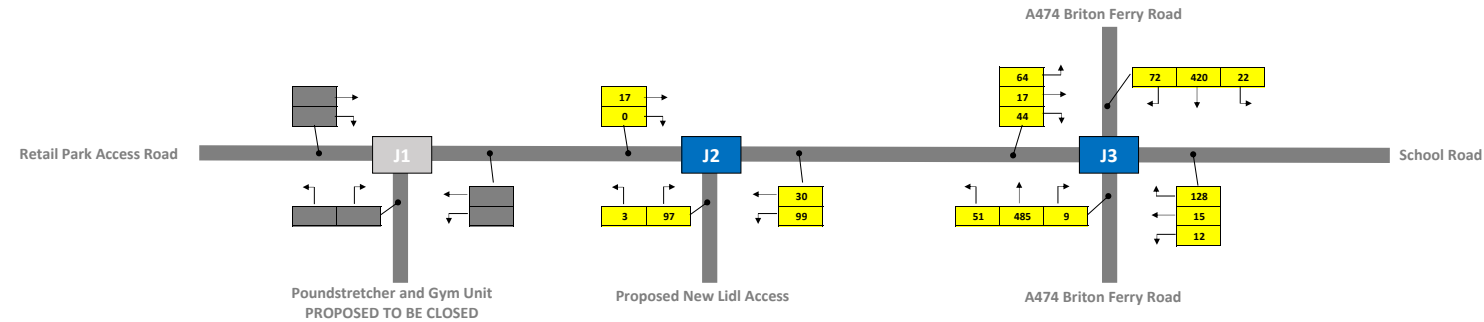
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)

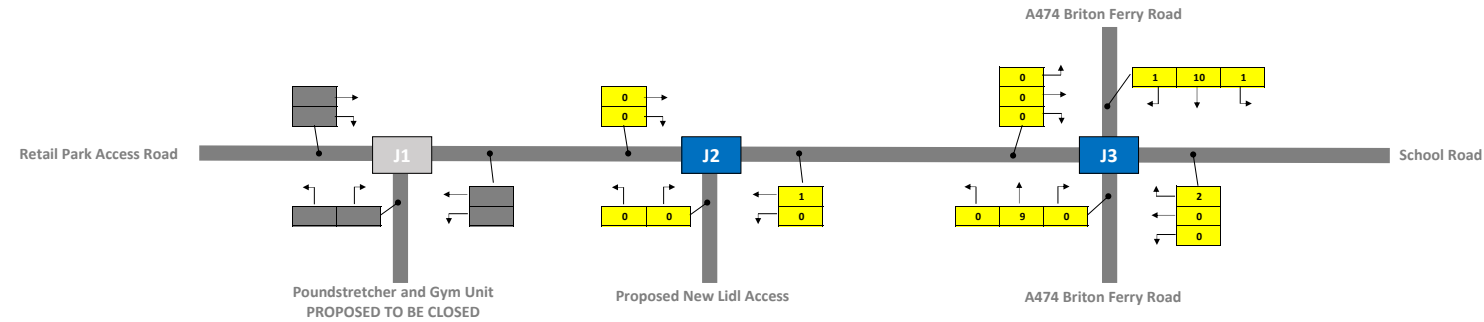


Notes:

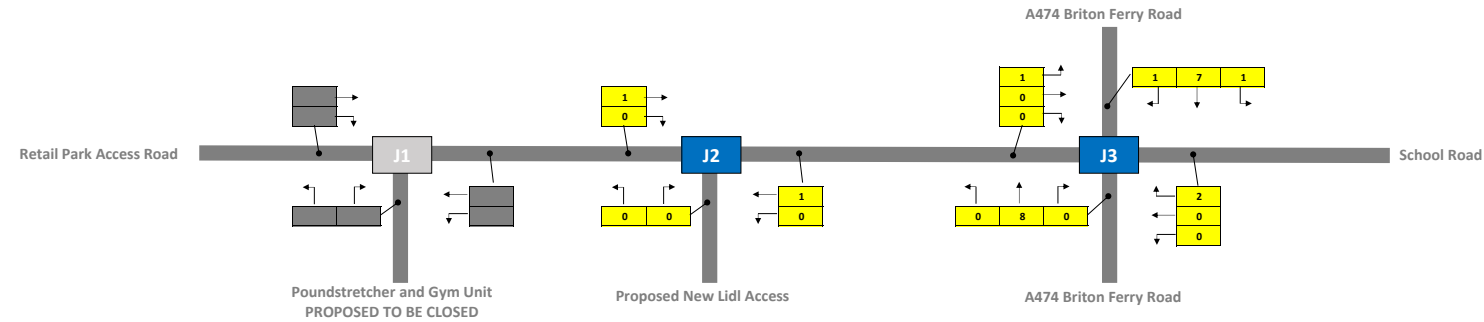
← x - Light Vehicles

21-00738 Briton Ferry Road, Lidl
2033 Forecast Year, With Development - Heavy Vehicles

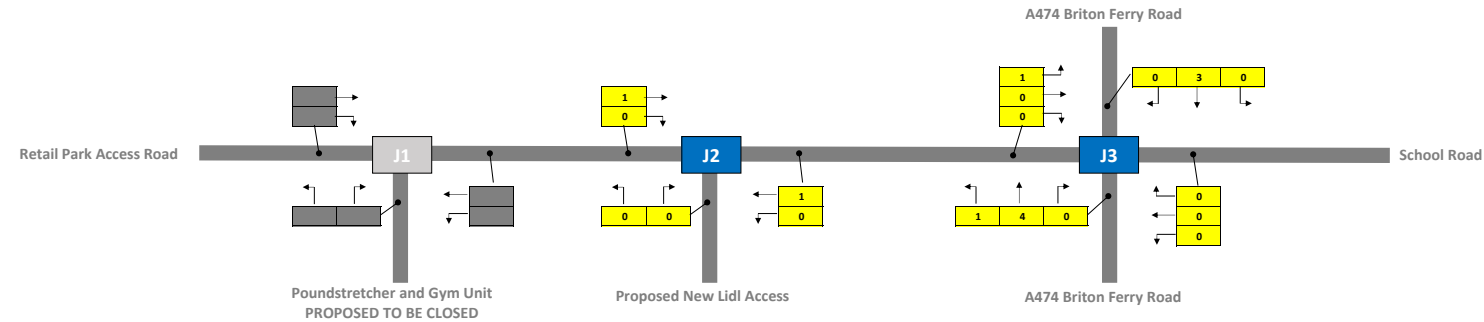
Weekday AM Peak Hour Period (11:00 to 12:00)



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



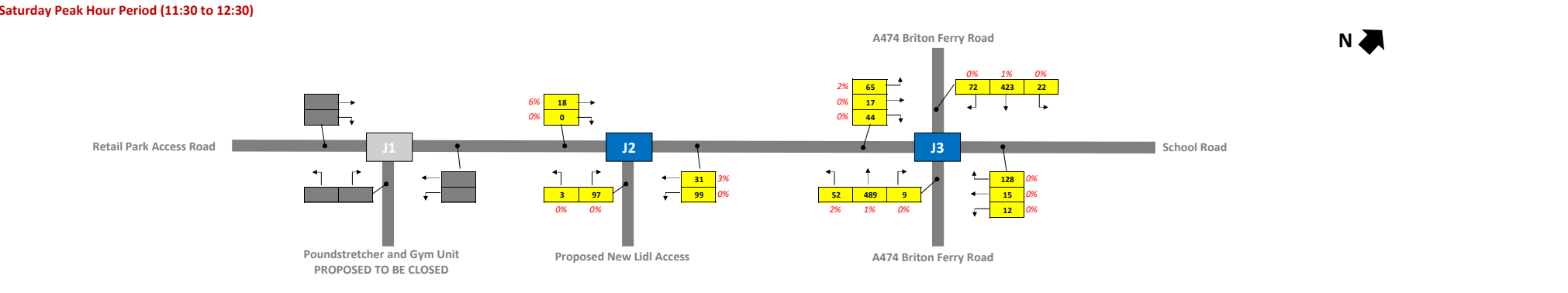
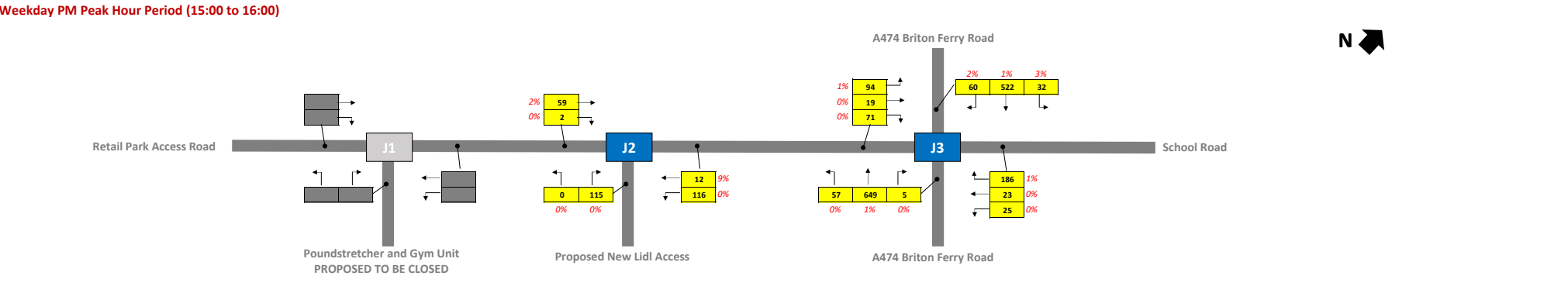
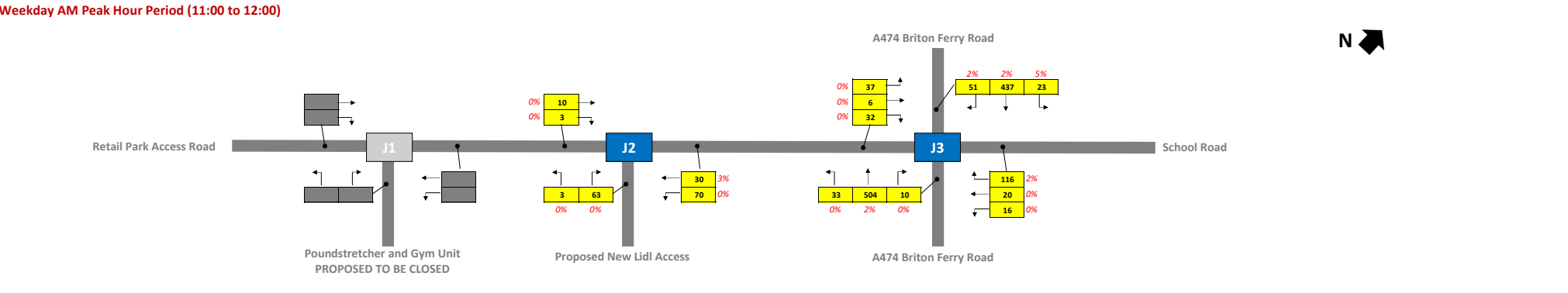
Saturday Peak Hour Period (11:30 to 12:30)



Notes:

← x - Heavy Vehicles

21-00738 Briton Ferry Road, Lidl
2033 Forecast Year, With Development - All Vehicles



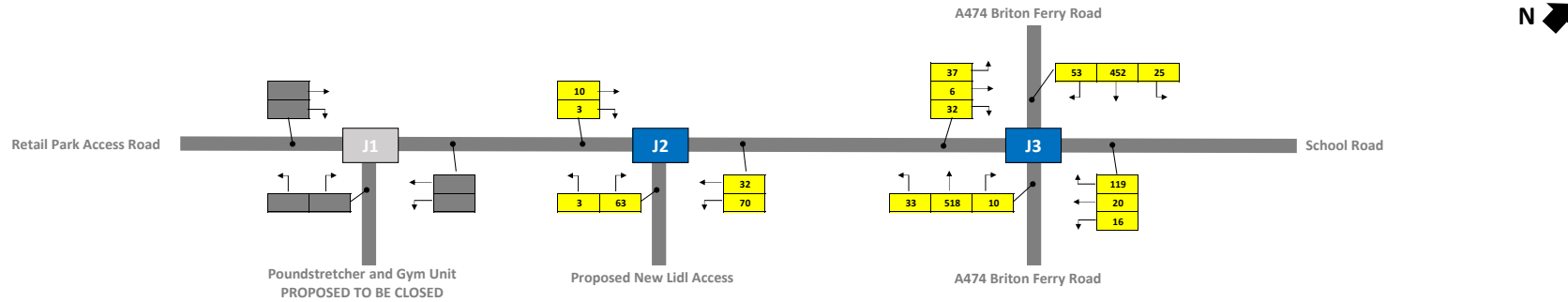
Notes:

← x - All Vehicles
x% - % Heavy Vehicles

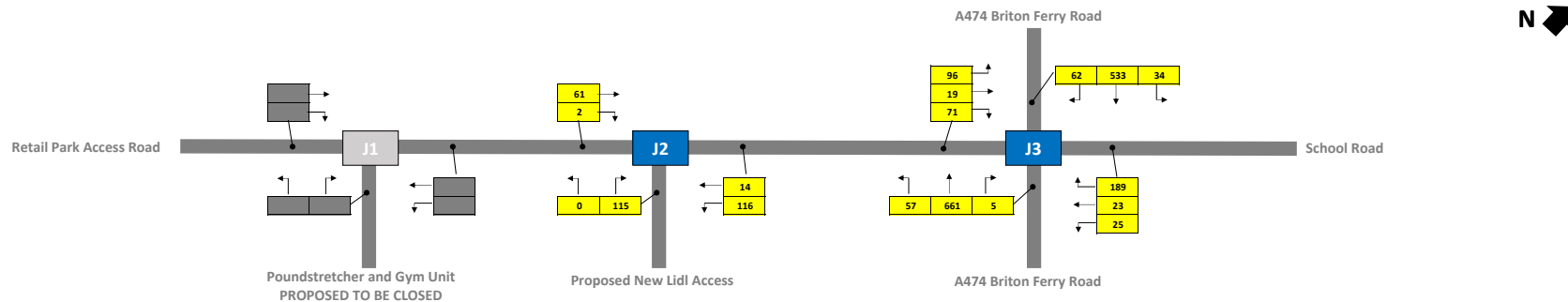
21-00738 Briton Ferry Road, Lidl

2033 Forecast Year, With Development - PCU's

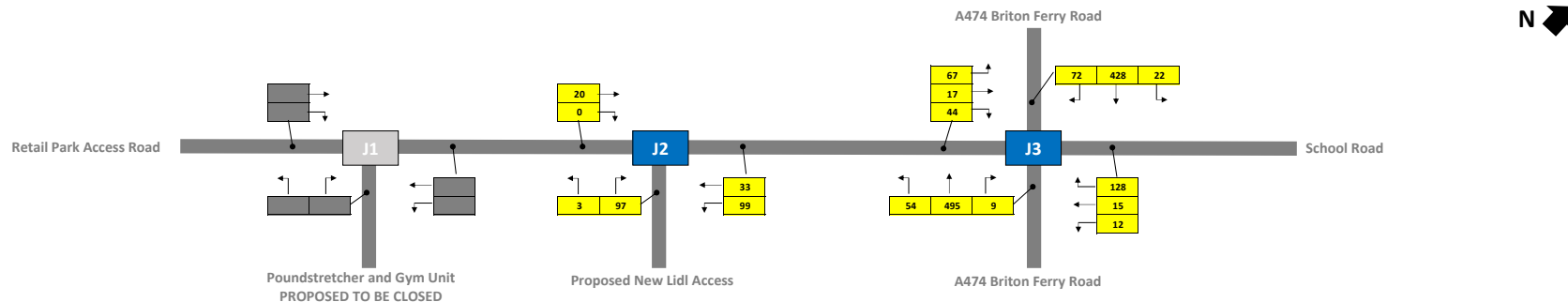
Weekday AM Peak Hour Period (11:00 to 12:00)



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



Saturday Peak Hour Period (11:30 to 12:30)



Notes:

← x - PCU

Appendix E

Updated PICADY Model Outputs (based on May 2022 traffic surveys)

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

Filename: Proposed Site Access Junction.j9

Path: C:\Users\lloyd\Corun Associates Ltd\Communication site - Documents\21-00738 - Briton Ferry Road, Lid\Capacity Analysis\PICADY

Report generation date: 13/06/2022 16:08:36

- »2022 Surveyed Flows, AM
- »2022 Surveyed Flows, PM
- »2022 Surveyed Flows, Saturday
- »2023 Without Development, AM
- »2023 Without Development, PM
- »2023 Without Development, Saturday
- »2023 Without Development, AM
- »2023 Without Development, PM
- »2023 Without Development, Saturday
- »2023 With Development, AM
- »2023 With Development, PM
- »2023 With Development, Saturday
- »2023 With Development, AM
- »2023 With Development, PM
- »2023 With Development, Saturday

Summary of junction performance

	AM					PM					Saturday				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2022 Surveyed Flows														
Stream B-AC	D1	0.1	8.11	0.12	A	D2	0.2	9.14	0.20	A	D3	0.2	8.88	0.19	A
Stream C-AB		0.0	6.06	0.01	A		0.0	5.82	0.01	A		0.0	5.98	0.00	A
	2023 Without Development														
Stream B-AC	D4	0.1	8.11	0.12	A	D5	0.2	9.14	0.20	A	D6	0.2	8.89	0.19	A
Stream C-AB		0.0	6.06	0.01	A		0.0	5.82	0.01	A		0.0	5.98	0.00	A
	2023 Without Development														
Stream B-AC	D7	0.1	8.13	0.12	A	D8	0.2	9.18	0.20	A	D9	0.2	8.93	0.19	A
Stream C-AB		0.0	6.06	0.01	A		0.0	5.78	0.01	A		0.0	5.96	0.00	A
	2023 With Development														
Stream B-AC	D10	0.2	8.31	0.14	A	D11	0.3	9.79	0.26	A	D12	0.3	9.19	0.22	A
Stream C-AB		0.0	6.20	0.01	A		0.0	5.95	0.00	A		0.0	0.00	0.00	A
	2023 With Development														
Stream B-AC	D13	0.2	8.33	0.14	A	D14	0.3	9.83	0.26	A	D15	0.3	9.24	0.22	A
Stream C-AB		0.0	6.19	0.01	A		0.0	5.92	0.00	A		0.0	0.00	0.00	A

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

File summary

File Description

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

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Surveyed Flows	AM	ONE HOUR	08:15	09:45	15
D2	2022 Surveyed Flows	PM	ONE HOUR	14:45	16:15	15
D3	2022 Surveyed Flows	Saturday	ONE HOUR	11:30	13:00	15
D4	2023 Without Development	AM	ONE HOUR	08:15	09:45	15
D5	2023 Without Development	PM	ONE HOUR	14:45	16:15	15
D6	2023 Without Development	Saturday	ONE HOUR	11:30	13:00	15
D7	2033 Without Development	AM	ONE HOUR	08:15	09:45	15
D8	2033 Without Development	PM	ONE HOUR	14:45	16:15	15
D9	2033 Without Development	Saturday	ONE HOUR	11:30	13:00	15
D10	2023 With Development	AM	ONE HOUR	08:15	09:45	15
D11	2023 With Development	PM	ONE HOUR	14:45	16:15	15
D12	2023 With Development	Saturday	ONE HOUR	11:30	13:00	15
D13	2033 With Development	AM	ONE HOUR	08:15	09:45	15
D14	2033 With Development	PM	ONE HOUR	14:45	16:15	15
D15	2033 With Development	Saturday	ONE HOUR	11:30	13:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Surveyed Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

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

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

Minor Arm Geometry

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

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Surveyed Flows	AM	ONE HOUR	08:15	09:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	104	100.000
B		✓	53	100.000
C		✓	31	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	54	50
	B	49	0	4
	C	28	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.12	8.11	0.1	A
C-AB	0.01	6.06	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	509	0.078	40	0.1	7.659	A
C-AB	2	598	0.004	2	0.0	6.044	A
C-A	21			21			
A-B	41			41			
A-C	38			38			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	506	0.094	48	0.1	7.845	A
C-AB	3	597	0.005	3	0.0	6.053	A
C-A	25			25			
A-B	49			49			
A-C	45			45			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	502	0.116	58	0.1	8.104	A
C-AB	3	597	0.006	3	0.0	6.065	A
C-A	31			31			
A-B	59			59			
A-C	55			55			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	502	0.116	58	0.1	8.107	A
C-AB	3	597	0.006	3	0.0	6.065	A
C-A	31			31			
A-B	59			59			
A-C	55			55			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	506	0.094	48	0.1	7.850	A
C-AB	3	597	0.005	3	0.0	6.055	A
C-A	25			25			
A-B	49			49			
A-C	45			45			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	509	0.078	40	0.1	7.673	A
C-AB	2	598	0.004	2	0.0	6.044	A
C-A	21			21			
A-B	41			41			
A-C	38			38			

2022 Surveyed Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Surveyed Flows	PM	ONE HOUR	14:45	16:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	116	100.000
B		✓	88	100.000
C		✓	81	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From	A	B	C	
	0	86	30	
	86	0	2	
	78	3	0	

Vehicle Mix

Heavy Vehicle Percentages

	To			
From	A	B	C	
	0	0	3	
	0	0	0	
	1	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.20	9.14	0.2	A
C-AB	0.01	5.82	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	500	0.133	66	0.2	8.285	A
C-AB	2	621	0.004	2	0.0	5.817	A
C-A	58			58			
A-B	65			65			
A-C	23			23			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	496	0.160	79	0.2	8.633	A
C-AB	3	625	0.005	3	0.0	5.782	A
C-A	70			70			
A-B	77			77			
A-C	27			27			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	491	0.197	97	0.2	9.130	A
C-AB	4	631	0.006	4	0.0	5.734	A
C-A	85			85			
A-B	95			95			
A-C	33			33			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	491	0.197	97	0.2	9.139	A
C-AB	4	631	0.006	4	0.0	5.737	A
C-A	85			85			
A-B	95			95			
A-C	33			33			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	496	0.160	79	0.2	8.647	A
C-AB	3	625	0.005	3	0.0	5.784	A
C-A	70			70			
A-B	77			77			
A-C	27			27			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	500	0.133	66	0.2	8.314	A
C-AB	2	621	0.004	2	0.0	5.820	A
C-A	58			58			
A-B	65			65			
A-C	23			23			

2022 Surveyed Flows, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 Surveyed Flows	Saturday	ONE HOUR	11:30	13:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	135	100.000
B		✓	86	100.000
C		✓	51	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	75	60
	B	76	0	10
	C	49	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.19	8.88	0.2	A
C-AB	0.00	5.98	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:30 - 11:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	509	0.127	64	0.1	8.079	A
C-AB	2	604	0.003	2	0.0	5.980	A
C-A	37			37			
A-B	56			56			
A-C	45			45			

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	505	0.153	77	0.2	8.405	A
C-AB	2	604	0.003	2	0.0	5.974	A
C-A	44			44			
A-B	67			67			
A-C	54			54			

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	500	0.189	94	0.2	8.872	A
C-AB	2	605	0.004	2	0.0	5.968	A
C-A	54			54			
A-B	83			83			
A-C	66			66			

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	500	0.189	95	0.2	8.881	A
C-AB	2	605	0.004	2	0.0	5.969	A
C-A	54			54			
A-B	83			83			
A-C	66			66			

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	505	0.153	78	0.2	8.418	A
C-AB	2	604	0.003	2	0.0	5.979	A
C-A	44			44			
A-B	67			67			
A-C	54			54			

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	509	0.127	65	0.1	8.105	A
C-AB	2	604	0.003	2	0.0	5.980	A
C-A	37			37			
A-B	56			56			
A-C	45			45			

2023 Without Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2023 Without Development	AM	ONE HOUR	08:15	09:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	104	100.000
B		✓	53	100.000
C		✓	31	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	54	50
	B	49	0	4
	C	28	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.12	8.11	0.1	A
C-AB	0.01	6.06	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	509	0.078	40	0.1	7.659	A
C-AB	2	598	0.004	2	0.0	6.044	A
C-A	21			21			
A-B	41			41			
A-C	38			38			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	506	0.094	48	0.1	7.845	A
C-AB	3	597	0.005	3	0.0	6.053	A
C-A	25			25			
A-B	49			49			
A-C	45			45			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	502	0.116	58	0.1	8.104	A
C-AB	3	597	0.006	3	0.0	6.065	A
C-A	31			31			
A-B	59			59			
A-C	55			55			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	502	0.116	58	0.1	8.107	A
C-AB	3	597	0.006	3	0.0	6.065	A
C-A	31			31			
A-B	59			59			
A-C	55			55			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	506	0.094	48	0.1	7.850	A
C-AB	3	597	0.005	3	0.0	6.055	A
C-A	25			25			
A-B	49			49			
A-C	45			45			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	509	0.078	40	0.1	7.673	A
C-AB	2	598	0.004	2	0.0	6.044	A
C-A	21			21			
A-B	41			41			
A-C	38			38			

2023 Without Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2023 Without Development	PM	ONE HOUR	14:45	16:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	116	100.000
B		✓	88	100.000
C		✓	82	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	86	30
	B	86	0	2
	C	79	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	3
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.20	9.14	0.2	A
C-AB	0.01	5.82	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	499	0.133	66	0.2	8.287	A
C-AB	2	622	0.004	2	0.0	5.813	A
C-A	59			59			
A-B	65			65			
A-C	23			23			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	496	0.160	79	0.2	8.635	A
C-AB	3	626	0.005	3	0.0	5.776	A
C-A	71			71			
A-B	77			77			
A-C	27			27			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	491	0.197	97	0.2	9.133	A
C-AB	4	632	0.006	4	0.0	5.727	A
C-A	86			86			
A-B	95			95			
A-C	33			33			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	491	0.197	97	0.2	9.142	A
C-AB	4	632	0.006	4	0.0	5.730	A
C-A	86			86			
A-B	95			95			
A-C	33			33			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	496	0.160	79	0.2	8.649	A
C-AB	3	626	0.005	3	0.0	5.778	A
C-A	71			71			
A-B	77			77			
A-C	27			27			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	499	0.133	66	0.2	8.317	A
C-AB	2	622	0.004	3	0.0	5.816	A
C-A	59			59			
A-B	65			65			
A-C	23			23			

2023 Without Development, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2023 Without Development	Saturday	ONE HOUR	11:30	13:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	136	100.000
B		✓	86	100.000
C		✓	51	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	75	61
	B	76	0	10
	C	49	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.19	8.89	0.2	A
C-AB	0.00	5.98	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:30 - 11:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	509	0.127	64	0.1	8.082	A
C-AB	2	603	0.003	2	0.0	5.981	A
C-A	37			37			
A-B	56			56			
A-C	46			46			

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	505	0.153	77	0.2	8.409	A
C-AB	2	604	0.003	2	0.0	5.976	A
C-A	44			44			
A-B	67			67			
A-C	55			55			

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	500	0.189	94	0.2	8.877	A
C-AB	2	605	0.004	2	0.0	5.970	A
C-A	54			54			
A-B	83			83			
A-C	67			67			

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	500	0.189	95	0.2	8.886	A
C-AB	2	605	0.004	2	0.0	5.971	A
C-A	54			54			
A-B	83			83			
A-C	67			67			

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	505	0.153	78	0.2	8.422	A
C-AB	2	604	0.003	2	0.0	5.978	A
C-A	44			44			
A-B	67			67			
A-C	55			55			

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	509	0.127	65	0.1	8.108	A
C-AB	2	603	0.003	2	0.0	5.982	A
C-A	37			37			
A-B	56			56			
A-C	46			46			

2033 Without Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2033 Without Development	AM	ONE HOUR	08:15	09:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	108	100.000
B		✓	53	100.000
C		✓	33	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	A	B	C
From	A	0	54
	B	49	0
	C	30	3

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.12	8.13	0.1	A
C-AB	0.01	6.06	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	508	0.078	40	0.1	7.672	A
C-AB	2	598	0.004	2	0.0	6.040	A
C-A	22			22			
A-B	41			41			
A-C	41			41			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	505	0.094	48	0.1	7.862	A
C-AB	3	598	0.005	3	0.0	6.048	A
C-A	27			27			
A-B	49			49			
A-C	49			49			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	501	0.116	58	0.1	8.126	A
C-AB	3	598	0.006	3	0.0	6.059	A
C-A	33			33			
A-B	59			59			
A-C	59			59			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	501	0.116	58	0.1	8.129	A
C-AB	3	598	0.006	3	0.0	6.061	A
C-A	33			33			
A-B	59			59			
A-C	59			59			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	505	0.094	48	0.1	7.869	A
C-AB	3	598	0.005	3	0.0	6.048	A
C-A	27			27			
A-B	49			49			
A-C	49			49			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	508	0.078	40	0.1	7.686	A
C-AB	2	598	0.004	2	0.0	6.043	A
C-A	22			22			
A-B	41			41			
A-C	41			41			

2033 Without Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2033 Without Development	PM	ONE HOUR	14:45	16:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	119	100.000
B		✓	88	100.000
C		✓	89	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	86	33
	B	86	0	2
	C	86	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	3
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.20	9.18	0.2	A
C-AB	0.01	5.78	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	498	0.133	66	0.2	8.310	A
C-AB	3	625	0.004	3	0.0	5.784	A
C-A	64			64			
A-B	65			65			
A-C	25			25			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	494	0.160	79	0.2	8.664	A
C-AB	3	630	0.005	3	0.0	5.742	A
C-A	77			77			
A-B	77			77			
A-C	30			30			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	489	0.198	97	0.2	9.174	A
C-AB	4	637	0.006	4	0.0	5.686	A
C-A	94			94			
A-B	95			95			
A-C	36			36			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	489	0.198	97	0.2	9.183	A
C-AB	4	637	0.006	4	0.0	5.687	A
C-A	94			94			
A-B	95			95			
A-C	36			36			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	494	0.160	79	0.2	8.678	A
C-AB	3	630	0.005	3	0.0	5.744	A
C-A	77			77			
A-B	77			77			
A-C	30			30			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	498	0.133	66	0.2	8.340	A
C-AB	3	625	0.004	3	0.0	5.784	A
C-A	64			64			
A-B	65			65			
A-C	25			25			

2033 Without Development, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2033 Without Development	Saturday	ONE HOUR	11:30	13:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	141	100.000
B		✓	86	100.000
C		✓	56	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	75	66
	B	76	0	10
	C	54	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.19	8.93	0.2	A
C-AB	0.00	5.96	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:30 - 11:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	508	0.128	64	0.1	8.106	A
C-AB	2	605	0.003	2	0.0	5.963	A
C-A	41			41			
A-B	56			56			
A-C	50			50			

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	504	0.154	77	0.2	8.439	A
C-AB	2	606	0.003	2	0.0	5.955	A
C-A	48			48			
A-B	67			67			
A-C	59			59			

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	498	0.190	94	0.2	8.918	A
C-AB	2	608	0.004	2	0.0	5.944	A
C-A	59			59			
A-B	83			83			
A-C	73			73			

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	498	0.190	95	0.2	8.927	A
C-AB	2	608	0.004	2	0.0	5.945	A
C-A	59			59			
A-B	83			83			
A-C	73			73			

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	504	0.154	78	0.2	8.454	A
C-AB	2	606	0.003	2	0.0	5.959	A
C-A	48			48			
A-B	67			67			
A-C	59			59			

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	508	0.128	65	0.1	8.132	A
C-AB	2	605	0.003	2	0.0	5.964	A
C-A	41			41			
A-B	56			56			
A-C	50			50			

2023 With Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2023 With Development	AM	ONE HOUR	08:15	09:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	96	100.000
B		✓	66	100.000
C		✓	11	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	70	26
	B	63	0	3
	C	8	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	4
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.14	8.31	0.2	A
C-AB	0.01	6.20	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	511	0.097	49	0.1	7.794	A
C-AB	2	589	0.004	2	0.0	6.136	A
C-A	6			6			
A-B	53			53			
A-C	20			20			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	509	0.117	59	0.1	8.007	A
C-AB	3	587	0.005	3	0.0	6.163	A
C-A	7			7			
A-B	63			63			
A-C	23			23			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	506	0.144	73	0.2	8.302	A
C-AB	3	584	0.006	3	0.0	6.201	A
C-A	9			9			
A-B	77			77			
A-C	29			29			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	506	0.144	73	0.2	8.307	A
C-AB	3	584	0.006	3	0.0	6.201	A
C-A	9			9			
A-B	77			77			
A-C	29			29			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	509	0.117	59	0.1	8.016	A
C-AB	3	587	0.005	3	0.0	6.163	A
C-A	7			7			
A-B	63			63			
A-C	23			23			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	511	0.097	50	0.1	7.811	A
C-AB	2	589	0.004	2	0.0	6.136	A
C-A	6			6			
A-B	53			53			
A-C	20			20			

2023 With Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2023 With Development	PM	ONE HOUR	14:45	16:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	125	100.000
B		✓	115	100.000
C		✓	54	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	116	9
	B	115	0	0
	C	52	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	13
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.26	9.79	0.3	A
C-AB	0.00	5.95	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	501	0.173	86	0.2	8.644	A
C-AB	2	607	0.003	2	0.0	5.950	A
C-A	39			39			
A-B	87			87			
A-C	7			7			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	103	498	0.207	103	0.3	9.104	A
C-AB	2	608	0.003	2	0.0	5.939	A
C-A	47			47			
A-B	104			104			
A-C	8			8			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	127	494	0.256	126	0.3	9.769	A
C-AB	2	610	0.004	2	0.0	5.924	A
C-A	57			57			
A-B	128			128			
A-C	10			10			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	127	494	0.256	127	0.3	9.787	A
C-AB	2	610	0.004	2	0.0	5.925	A
C-A	57			57			
A-B	128			128			
A-C	10			10			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	103	498	0.207	104	0.3	9.127	A
C-AB	2	608	0.003	2	0.0	5.941	A
C-A	47			47			
A-B	104			104			
A-C	8			8			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	501	0.173	87	0.2	8.692	A
C-AB	2	607	0.003	2	0.0	5.953	A
C-A	39			39			
A-B	87			87			
A-C	7			7			

2023 With Development, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2023 With Development	Saturday	ONE HOUR	11:30	13:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	125	100.000
B		✓	100	100.000
C		✓	13	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	99	26
	B	97	0	3
	C	13	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	4
	B	0	0	0
	C	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.22	9.19	0.3	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:30 - 11:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	507	0.148	75	0.2	8.307	A
C-AB	0	557	0.000	0	0.0	0.000	A
C-A	10			10			
A-B	75			75			
A-C	20			20			

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	505	0.178	90	0.2	8.666	A
C-AB	0	553	0.000	0	0.0	0.000	A
C-A	12			12			
A-B	89			89			
A-C	23			23			

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	502	0.219	110	0.3	9.181	A
C-AB	0	548	0.000	0	0.0	0.000	A
C-A	14			14			
A-B	109			109			
A-C	29			29			

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	502	0.219	110	0.3	9.192	A
C-AB	0	548	0.000	0	0.0	0.000	A
C-A	14			14			
A-B	109			109			
A-C	29			29			

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	505	0.178	90	0.2	8.685	A
C-AB	0	553	0.000	0	0.0	0.000	A
C-A	12			12			
A-B	89			89			
A-C	23			23			

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	507	0.148	75	0.2	8.341	A
C-AB	0	557	0.000	0	0.0	0.000	A
C-A	10			10			
A-B	75			75			
A-C	20			20			

2033 With Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2033 With Development	AM	ONE HOUR	08:15	09:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	100	100.000
B		✓	66	100.000
C		✓	13	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	70	30
	B	63	0	3
	C	10	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	3
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.14	8.33	0.2	A
C-AB	0.01	6.19	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	510	0.097	49	0.1	7.808	A
C-AB	2	589	0.004	2	0.0	6.131	A
C-A	7			7			
A-B	53			53			
A-C	23			23			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	508	0.117	59	0.1	8.025	A
C-AB	3	587	0.005	3	0.0	6.158	A
C-A	9			9			
A-B	63			63			
A-C	27			27			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	505	0.144	73	0.2	8.326	A
C-AB	3	584	0.006	3	0.0	6.195	A
C-A	11			11			
A-B	77			77			
A-C	33			33			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	505	0.144	73	0.2	8.331	A
C-AB	3	584	0.006	3	0.0	6.195	A
C-A	11			11			
A-B	77			77			
A-C	33			33			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	508	0.117	59	0.1	8.033	A
C-AB	3	587	0.005	3	0.0	6.160	A
C-A	9			9			
A-B	63			63			
A-C	27			27			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	510	0.097	50	0.1	7.827	A
C-AB	2	589	0.004	2	0.0	6.132	A
C-A	7			7			
A-B	53			53			
A-C	23			23			

2033 With Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2033 With Development	PM	ONE HOUR	14:45	16:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	128	100.000
B		✓	115	100.000
C		✓	61	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	116	12
	B	115	0	0
	C	59	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	9
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.26	9.83	0.3	A
C-AB	0.00	5.92	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	500	0.173	86	0.2	8.671	A
C-AB	2	610	0.003	2	0.0	5.919	A
C-A	44			44			
A-B	87			87			
A-C	9			9			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	103	497	0.208	103	0.3	9.137	A
C-AB	2	612	0.003	2	0.0	5.903	A
C-A	53			53			
A-B	104			104			
A-C	11			11			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	127	493	0.257	126	0.3	9.815	A
C-AB	2	615	0.004	2	0.0	5.880	A
C-A	65			65			
A-B	128			128			
A-C	13			13			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	127	493	0.257	127	0.3	9.833	A
C-AB	2	615	0.004	2	0.0	5.881	A
C-A	65			65			
A-B	128			128			
A-C	13			13			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	103	497	0.208	104	0.3	9.162	A
C-AB	2	612	0.003	2	0.0	5.904	A
C-A	53			53			
A-B	104			104			
A-C	11			11			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	500	0.173	87	0.2	8.715	A
C-AB	2	610	0.003	2	0.0	5.922	A
C-A	44			44			
A-B	87			87			
A-C	9			9			

2033 With Development, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D15	2033 With Development	Saturday	ONE HOUR	11:30	13:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	130	100.000
B		✓	100	100.000
C		✓	18	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	99	31
	B	97	0	3
	C	18	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	3
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.22	9.24	0.3	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:30 - 11:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	506	0.149	75	0.2	8.332	A
C-AB	0	563	0.000	0	0.0	0.000	A
C-A	14			14			
A-B	75			75			
A-C	23			23			

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	503	0.179	90	0.2	8.699	A
C-AB	0	559	0.000	0	0.0	0.000	A
C-A	16			16			
A-B	89			89			
A-C	28			28			

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	500	0.220	110	0.3	9.226	A
C-AB	0	554	0.000	0	0.0	0.000	A
C-A	20			20			
A-B	109			109			
A-C	34			34			

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	500	0.220	110	0.3	9.237	A
C-AB	0	554	0.000	0	0.0	0.000	A
C-A	20			20			
A-B	109			109			
A-C	34			34			

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	503	0.179	90	0.2	8.718	A
C-AB	0	559	0.000	0	0.0	0.000	A
C-A	16			16			
A-B	89			89			
A-C	28			28			

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	506	0.149	75	0.2	8.367	A
C-AB	0	563	0.000	0	0.0	0.000	A
C-A	14			14			
A-B	75			75			
A-C	23			23			

Appendix F

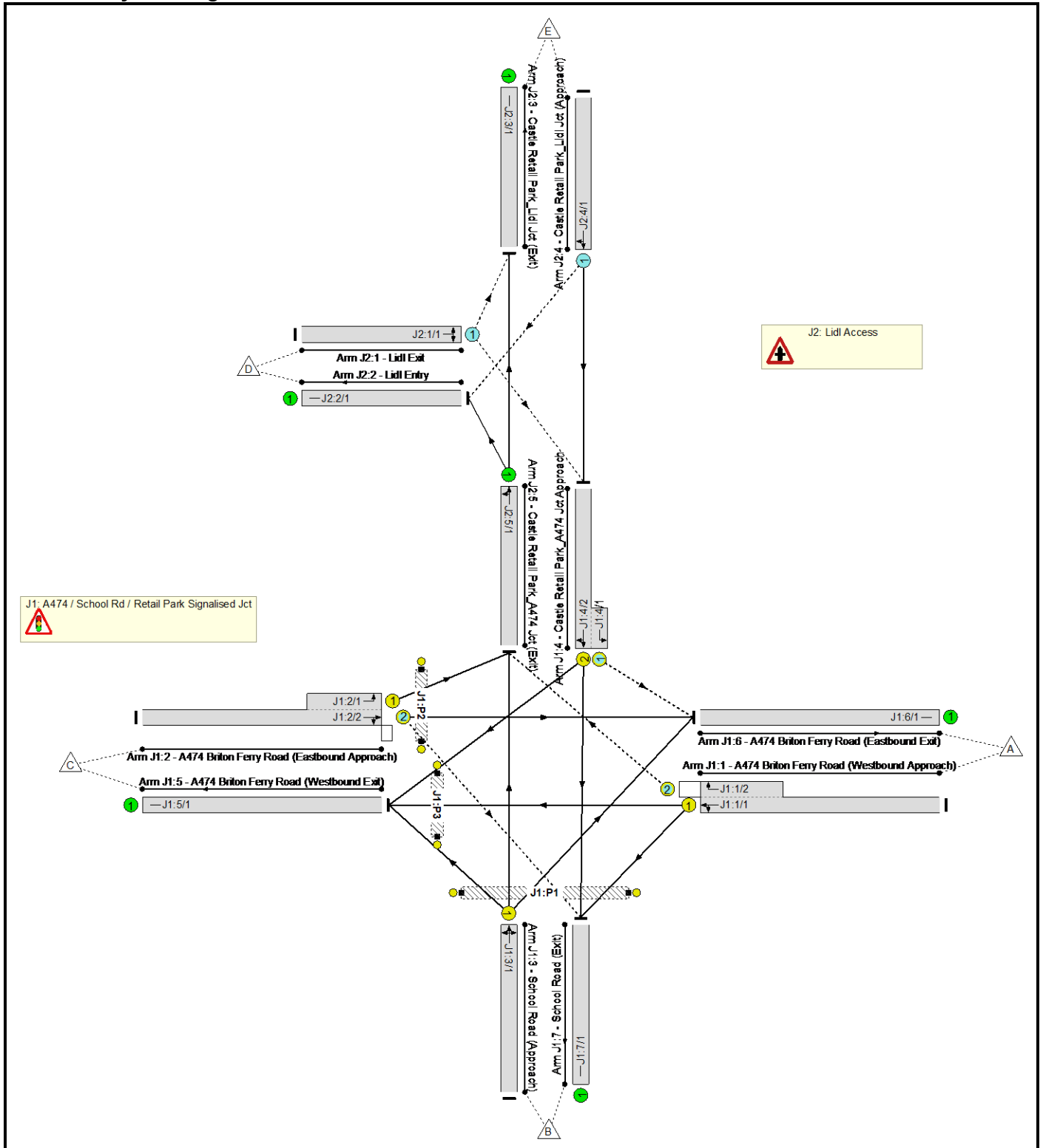
Updated LINSIG Model Outputs (based on May 2022 traffic surveys)

Full Input Data And Results

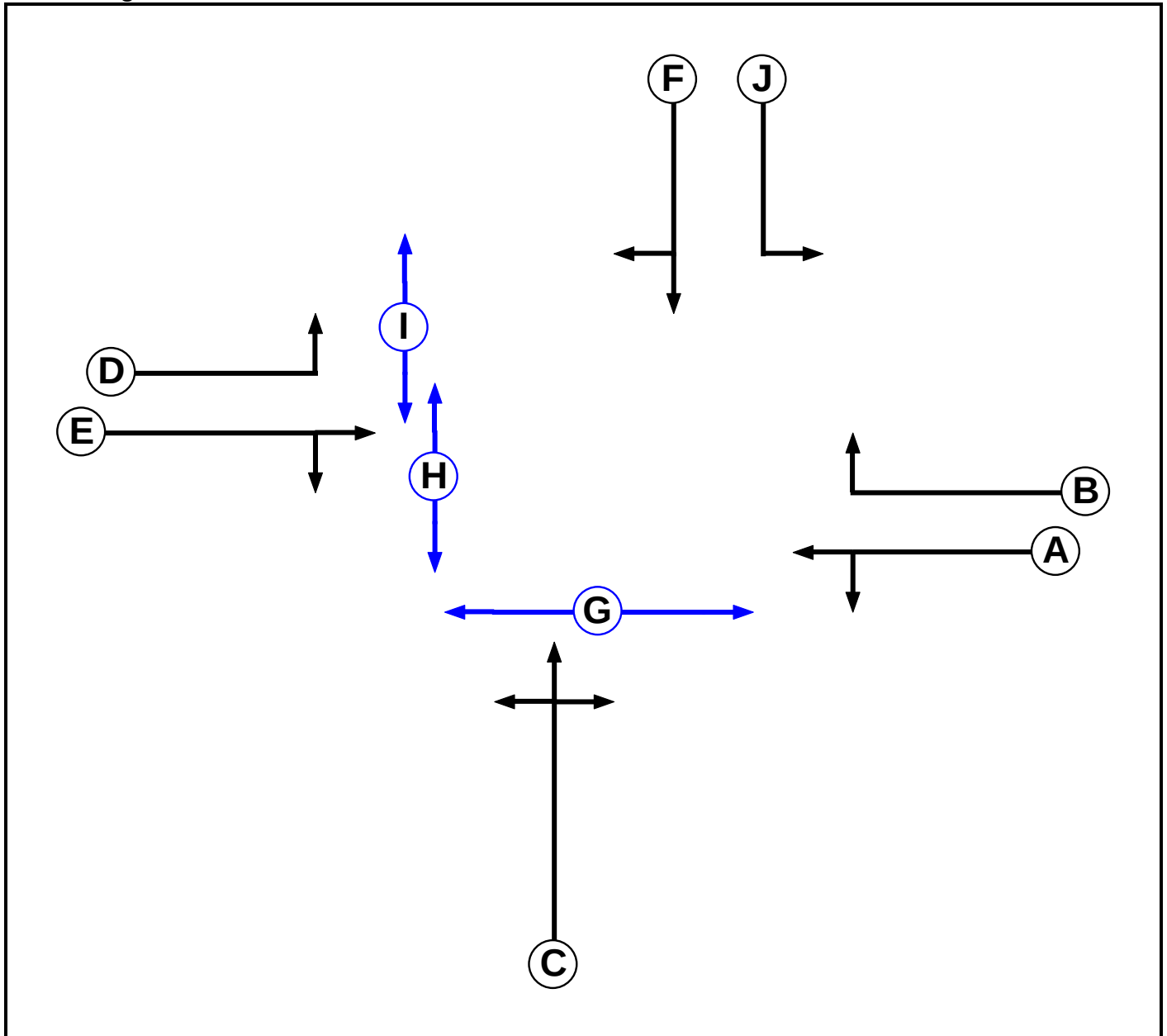
User and Project Details

Project:	Lidl Briton Ferry Road
Title:	A474 Signalised Jct
Location:	
Additional detail:	
File name:	A474_School Rd_Retail Park Signalised Jct_June 2022.lsg3x
Author:	MM
Company:	Corun
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

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

Full Input Data And Results

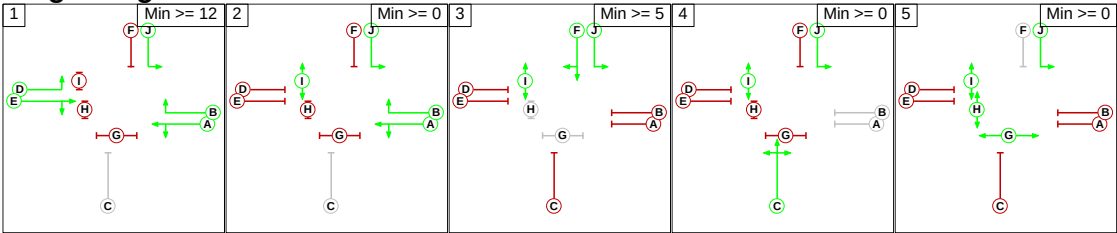
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

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

Full Input Data And Results

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

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

Junction: J2: Lidl Access

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

Lane Input Data

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

Full Input Data And Results

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

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Weekday AM - Surveyed'	11:00	12:00	01:00	
2: 'Weekday PM - Surveyed'	15:00	16:00	01:00	
3: 'Saturday Peak - Surveyed'	11:30	12:30	01:00	
4: 'Weekday AM - 2023 No Dev'	11:00	12:00	01:00	
5: 'Weekday PM - 2023 No Dev'	15:00	16:00	01:00	
6: 'Saturday Peak - 2023 No Dev'	11:30	12:30	01:00	
7: 'Weekday AM - 2033 No Dev'	11:00	12:00	01:00	
8: 'Weekday PM - 2033 No Dev'	15:00	16:00	01:00	
9: 'Saturday Peak - 2033 No Dev'	11:30	12:30	01:00	
10: 'Weekday AM - 2023 With Dev'	11:00	12:00	01:00	
11: 'Weekday PM - 2023 With Dev'	15:00	16:00	01:00	
12: 'Saturday Peak - 2023 With Dev'	11:30	12:30	01:00	
13: 'Weekday AM - 2033 With Dev'	11:00	12:00	01:00	
14: 'Weekday PM - 2033 With Dev'	15:00	16:00	01:00	
15: 'Saturday Peak - 2033 With Dev'	11:30	12:30	01:00	

Full Input Data And Results

Traffic Flows, Desired

Scenario 1: 'Weekday 2022 AM_Surveyed' (FG1: 'Weekday AM - Surveyed', Plan 1: 'Network Control Plan 1')
Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	23	416	27	26	492
	B	110	0	15	11	10	146
	C	475	9	0	17	17	518
	D	25	4	21	0	4	54
	E	14	3	12	3	0	32
	Tot.	624	39	464	58	57	1242

Scenario 2: 'Weekday 2022 PM_Surveyed' (FG2: 'Weekday PM - Surveyed', Plan 1: 'Network Control Plan 1')
Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	31	483	40	15	569
	B	172	0	23	15	6	216
	C	601	5	0	35	14	655
	D	45	9	34	0	2	90
	E	42	9	31	3	0	85
	Tot.	860	54	571	93	37	1615

Scenario 3: 'Saturday 2022 Surveyed' (FG3: 'Saturday Peak - Surveyed', Plan 1: 'Network Control Plan 1')
Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	20	391	39	33	483
	B	117	0	11	9	7	144
	C	453	8	0	30	24	515
	D	40	10	27	0	10	87
	E	27	7	18	2	0	54
	Tot.	637	45	447	80	74	1283

Scenario 4: 'Weekday AM_2023 No Dev' (FG4: 'Weekday AM - 2023 No Dev', Plan 1: 'Network Control Plan 1')
Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	23	419	27	26	495
	B	111	0	15	11	10	147
	C	479	9	0	17	17	522
	D	25	4	21	0	4	54
	E	14	3	12	3	0	32
	Tot.	629	39	467	58	57	1250

Full Input Data And Results

Scenario 5: 'Weekday PM_2023 No Dev' (FG5: 'Weekday PM - 2023 No Dev', Plan 1: 'Network Control Plan 1')
Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	31	487	40	15	573
	B	173	0	23	15	6	217
	C	606	5	0	35	14	660
	D	45	9	34	0	2	90
	E	42	9	32	3	0	86
	Tot.	866	54	576	93	37	1626

Scenario 6: 'Saturday_2023 No Dev' (FG6: 'Saturday Peak - 2023 No Dev', Plan 1: 'Network Control Plan 1')
Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	20	394	40	33	487
	B	118	0	11	9	7	145
	C	457	8	0	29	25	519
	D	40	10	27	0	10	87
	E	27	7	18	2	0	54
	Tot.	642	45	450	80	75	1292

Scenario 7: 'Weekday AM_2033 No Dev' (FG7: 'Weekday AM - 2033 No Dev', Plan 1: 'Network Control Plan 1')
Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	25	452	28	30	535
	B	119	0	16	11	12	158
	C	518	10	0	18	19	565
	D	24	5	21	0	4	54
	E	15	3	13	3	0	34
	Tot.	676	43	502	60	65	1346

Scenario 8: 'Weekday PM_2033 No Dev' (FG8: 'Weekday PM - 2033 No Dev', Plan 1: 'Network Control Plan 1')
Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	34	533	42	18	627
	B	189	0	25	16	7	237
	C	661	5	0	38	16	720
	D	45	9	34	0	2	90
	E	46	10	34	3	0	93
	Tot.	941	58	626	99	43	1767

Full Input Data And Results

Scenario 9: 'Saturday_2023 No Dev' (FG9: 'Saturday Peak - 2023 No Dev', Plan 1: 'Network Control Plan 1')
Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	22	428	41	38	529
	B	128	0	12	9	8	157
	C	495	9	0	31	28	563
	D	40	11	27	0	10	88
	E	29	8	20	2	0	59
	Tot.	692	50	487	83	84	1396

Scenario 10: 'Weekday AM_2023 With Dev' (FG10: 'Weekday AM - 2023 With Dev', Plan 1: 'Network Control Plan 1')
Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	23	419	35	14	491
	B	111	0	15	13	6	145
	C	479	9	0	22	9	519
	D	32	5	27	0	3	67
	E	4	1	4	3	0	12
	Tot.	626	38	465	73	32	1234

Scenario 11: 'Weekday PM_2023 With Dev' (FG11: 'Weekday PM - 2023 With Dev', Plan 1: 'Network Control Plan 1')
Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	31	487	53	5	576
	B	173	0	23	20	2	218
	C	606	5	0	48	5	664
	D	60	12	45	0	0	117
	E	28	6	21	2	0	57
	Tot.	867	54	576	123	12	1632

Scenario 12: 'Saturday_2023 With Dev' (FG12: 'Saturday Peak - 2023 With Dev', Plan 1: 'Network Control Plan 1')
Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	20	394	52	15	481
	B	118	0	11	11	4	144
	C	457	8	0	39	11	515
	D	52	13	34	0	3	102
	E	8	2	6	0	0	16
	Tot.	635	43	445	102	33	1258

Full Input Data And Results

Scenario 13: 'Weekday AM_2033 With Dev' (FG13: 'Weekday AM - 2033 With Dev', Plan 1: 'Network Control Plan 1')

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	25	452	37	17	531
	B	119	0	16	14	7	156
	C	518	10	0	23	11	562
	D	32	6	27	0	3	68
	E	5	1	5	3	0	14
	Tot.	674	42	500	77	38	1331

Scenario 14: 'Weekday PM_2033 With Dev' (FG14: 'Weekday PM - 2033 With Dev', Plan 1: 'Network Control Plan 1')

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	34	533	56	7	630
	B	189	0	25	21	3	238
	C	661	5	0	51	7	724
	D	60	12	44	0	0	116
	E	32	7	24	2	0	65
	Tot.	942	58	626	130	17	1773

Scenario 15: 'Saturday_2033 With Dev' (FG15: 'Saturday Peak - 2033 With Dev', Plan 1: 'Network Control Plan 1')

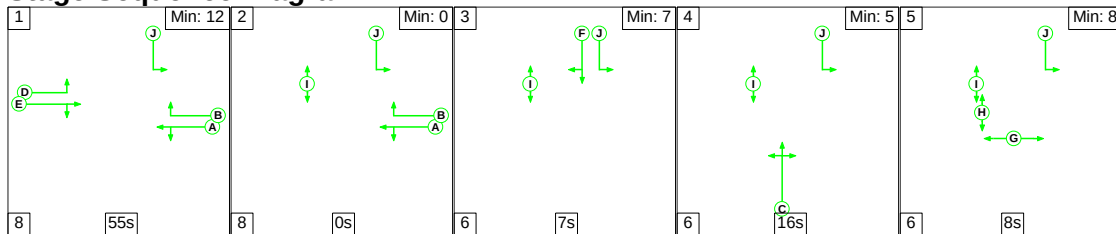
Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	22	428	54	18	522
	B	128	0	12	12	4	156
	C	495	9	0	41	14	559
	D	51	13	34	0	3	101
	E	11	3	7	0	0	21
	Tot.	685	47	481	107	39	1359

Full Input Data And Results

Scenario 1: 'Weekday 2022 AM_Surveyed' (FG1: 'Weekday AM - Surveyed', Plan 1: 'Network Control Plan 1')

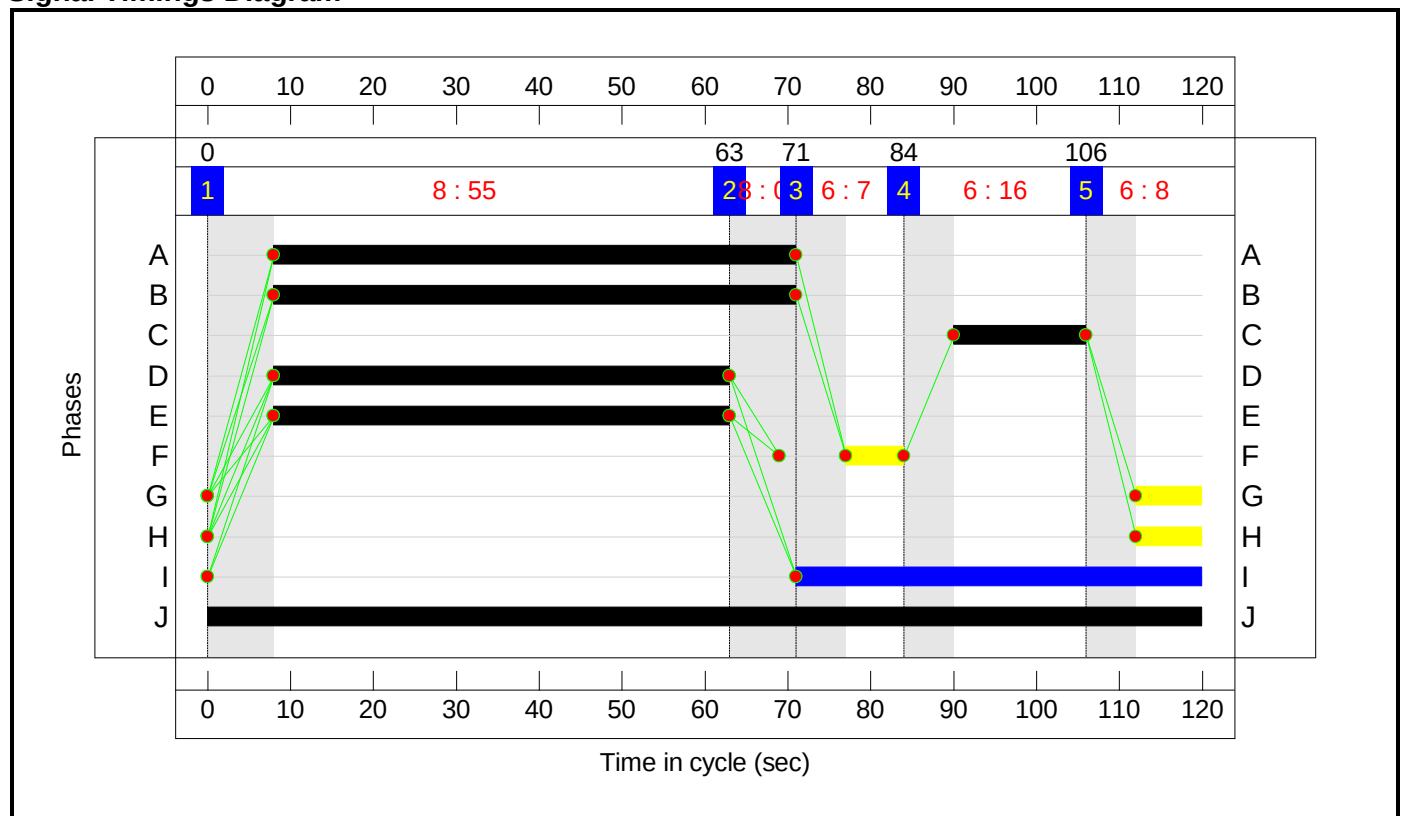
Stage Sequence Diagram



Stage Timings

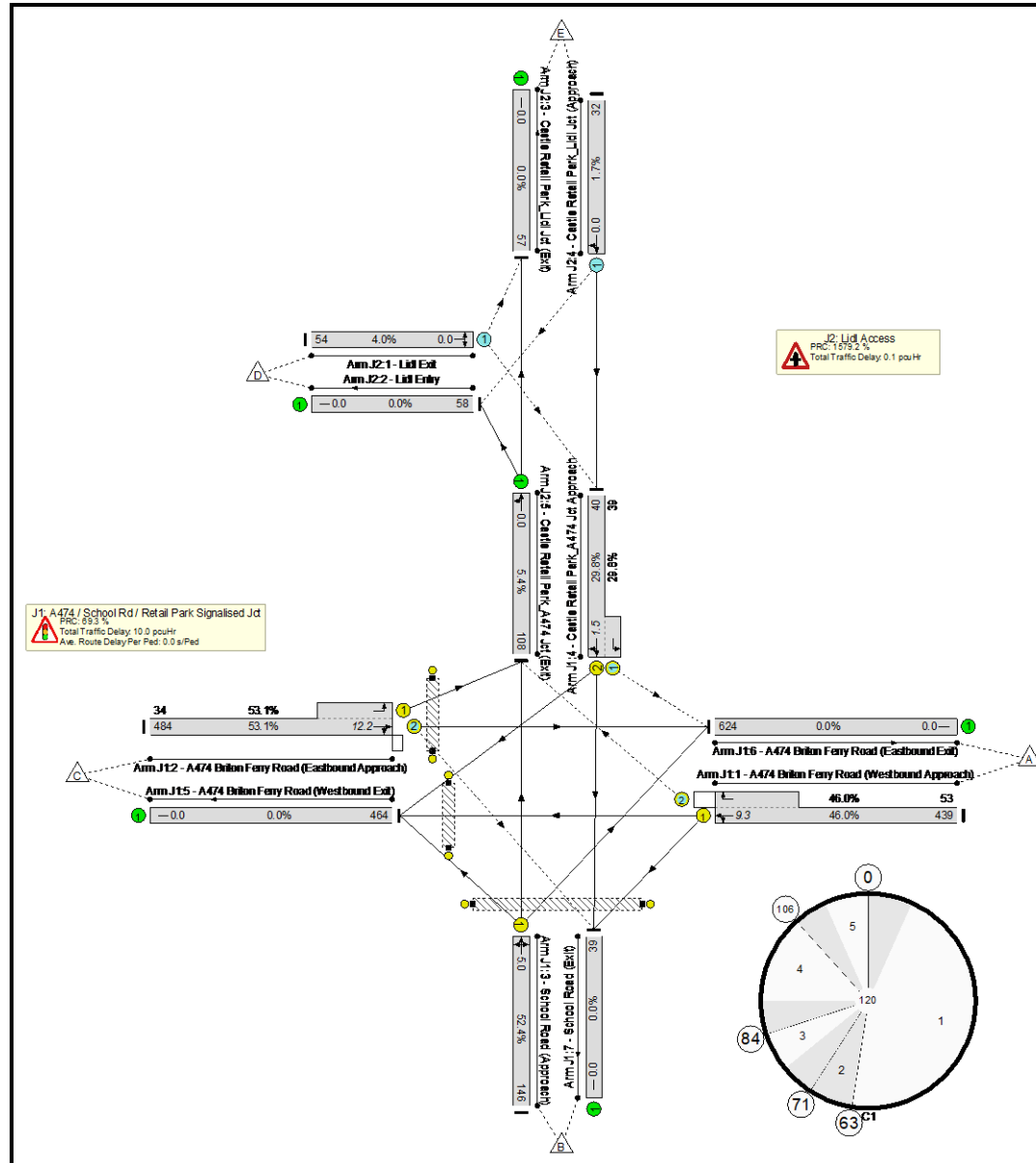
Stage	1	2	3	4	5
Duration	55	0	7	16	8
Change Point	0	63	71	84	106

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	53.1%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	53.1%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	63	-	492	1915:2055	954+115	46.0 : 46.0%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	55	-	518	2055:1915	911+64	53.1 : 53.1%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	16	-	146	1965	278	52.4%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	79	2105:2015	134+131	29.8 : 29.8%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	624	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	39	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	49	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	5.4%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	54	2015	1349	4.0%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	57	Inf	Inf	0.0%

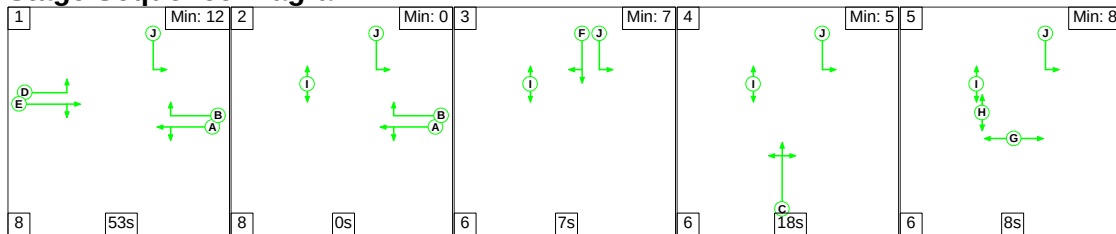
Full Input Data And Results													
4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	32	2015	1930	1.7%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	108	2015	2015	5.4%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	-	-	139	18	1	8.0	1.8	0.2	10.0	-	-	-	-
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	82	18	1	8.0	1.7	0.2	10.0	-	-	-	-
1/1+1/2	492	492	49	3	1	2.3	0.4	0.2	2.9	21.0	8.9	0.4	9.3
2/2+2/1	518	518	9	0	0	3.2	0.6	0.0	3.8	26.2	11.6	0.6	12.2
3/1	146	146	-	-	-	1.9	0.5	-	2.5	61.2	4.5	0.5	5.0
4/2+4/1	79	79	24	15	0	0.6	0.2	-	0.8	37.7	1.3	0.2	1.5
5/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	-	-	57	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	54	54	54	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
2/1	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	57	57	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	32	32	3	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	108	108	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
C1 PRC for Signalised Lanes (%): 69.3 PRC Over All Lanes (%): 69.3 Total Delay for Signalised Lanes (pcuHr): 9.96 Total Delay Over All Lanes(pcuHr): 10.02 Cycle Time (s): 120													

C1	PRC for Signalled Lanes (%):	69.3	Total Delay for Signalled Lanes (pcuHr):	9.96	Cycle Time (s): 120
	PRC Over All Lanes (%):	69.3	Total Delay Over All Lanes(pcuHr):	10.02	

Full Input Data And Results

Scenario 2: 'Weekday 2022 PM_Surveyed' (FG2: 'Weekday PM - Surveyed', Plan 1: 'Network Control Plan 1')

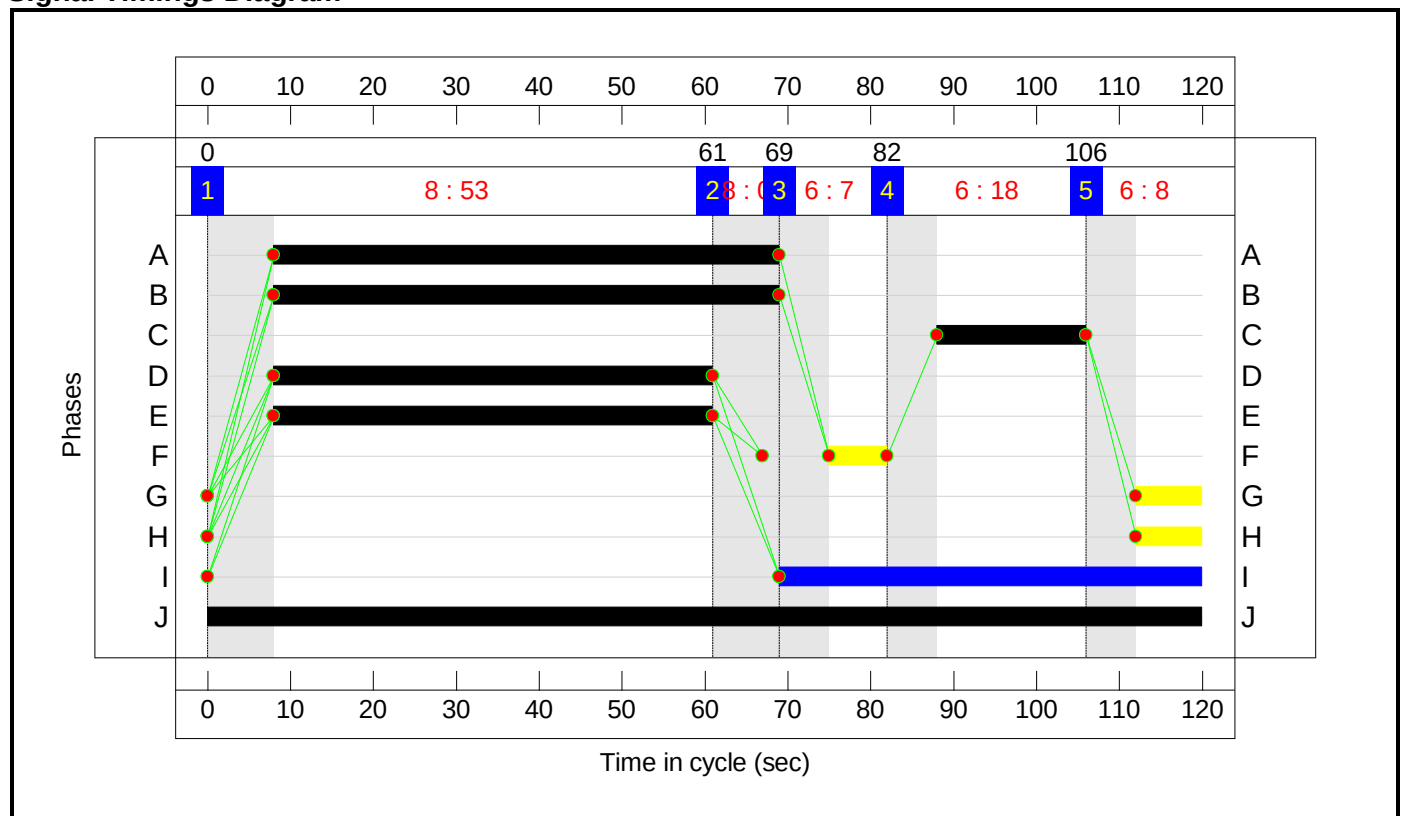
Stage Sequence Diagram



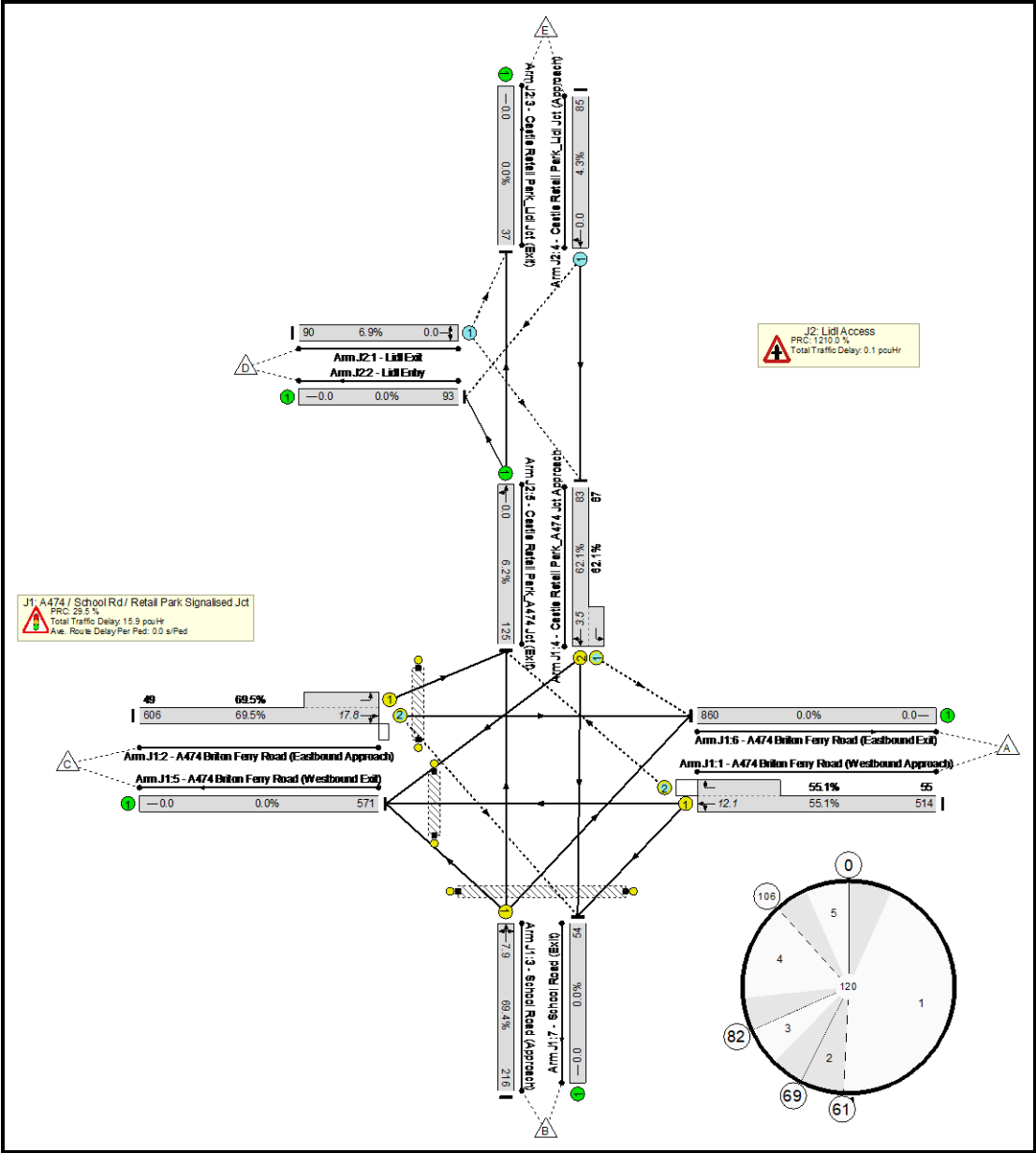
Stage Timings

Stage	1	2	3	4	5
Duration	53	0	7	18	8
Change Point	0	61	69	82	106

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	69.5%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	69.5%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	61	-	569	1915:2055	934+100	55.1 : 55.1%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	53	-	655	2055:1915	872+70	69.5 : 69.5%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	18	-	216	1965	311	69.4%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	170	2105:2015	134+140	62.1 : 62.1%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	860	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	54	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	51	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	6.9%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	90	2015	1310	6.9%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	93	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	37	Inf	Inf	0.0%

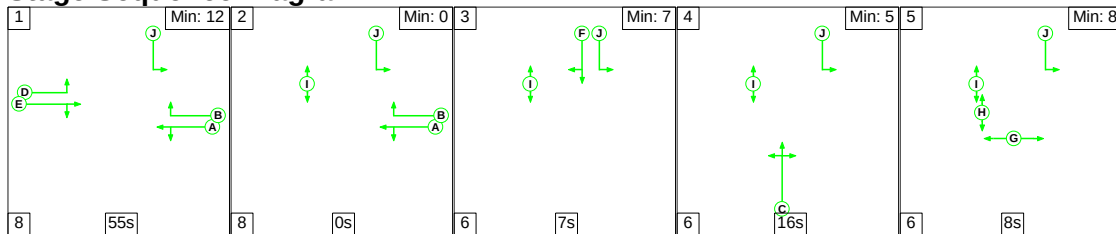
Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	85	2015	1984	4.3%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	125	2015	2015	6.2%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	-	-	202	37	1	11.9	3.8	0.3	16.0	-	-	-	-
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	109	37	1	11.9	3.7	0.3	15.9	-	-	-	-
1/1+1/2	569	569	51	3	1	3.0	0.6	0.3	3.9	24.5	11.5	0.6	12.1
2/2+2/1	655	655	5	0	0	4.7	1.1	0.0	5.8	32.1	16.7	1.1	17.8
3/1	216	216	-	-	-	2.9	1.1	-	4.0	66.3	6.8	1.1	7.9
4/2+4/1	170	170	53	34	0	1.4	0.8	-	2.2	46.1	2.7	0.8	3.5
5/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	860	860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	54	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	-	-	93	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	90	90	90	0	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
2/1	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	37	37	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	85	85	3	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	125	125	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
C1		PRC for Signalised Lanes (%):		29.5	Total Delay for Signalised Lanes (pcuHr):			15.86	Cycle Time (s): 120				
		PRC Over All Lanes (%):		29.5	Total Delay Over All Lanes(pcuHr):			15.95					

Full Input Data And Results

Scenario 3: 'Saturday 2022 Surveyed' (FG3: 'Saturday Peak - Surveyed', Plan 1: 'Network Control Plan 1')

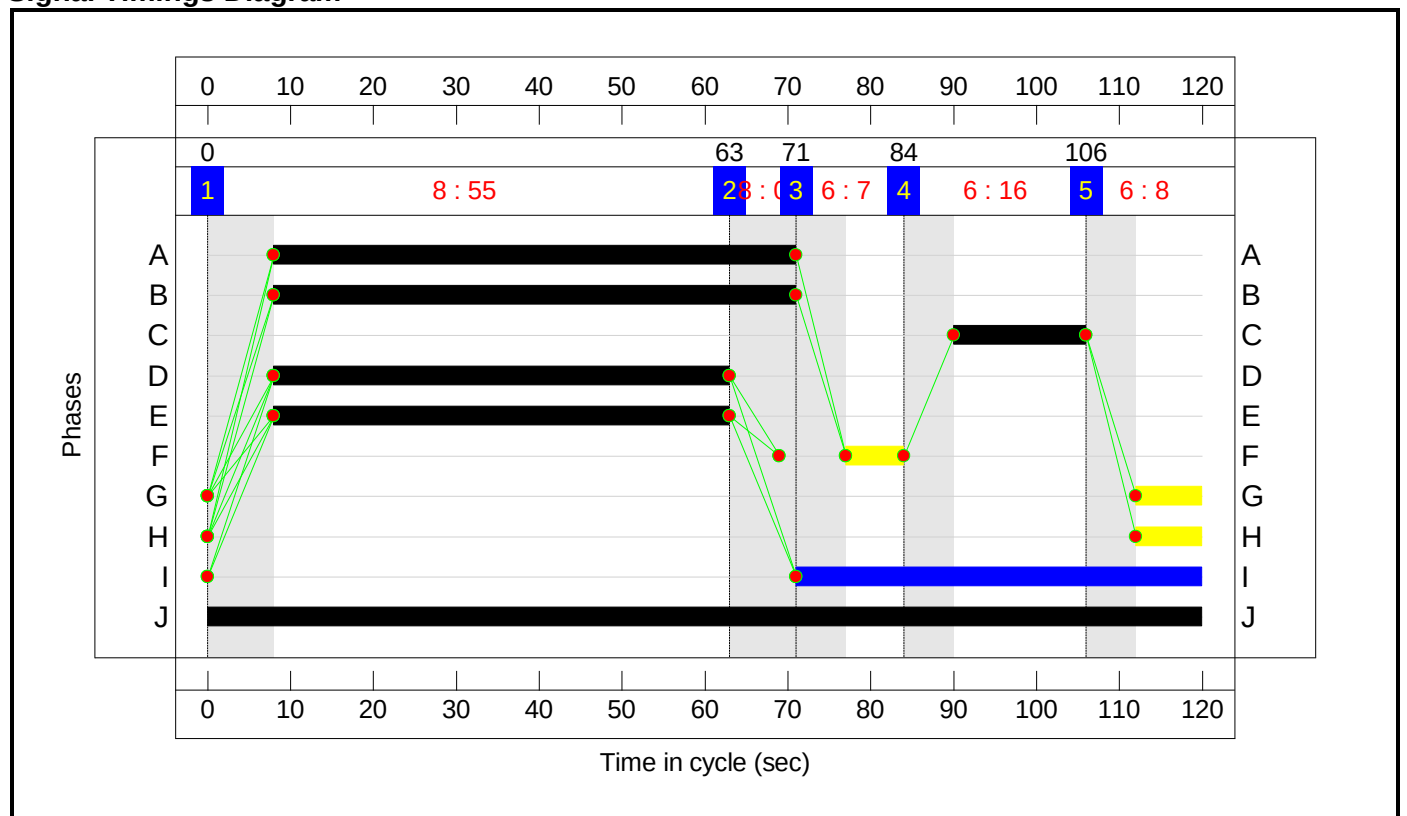
Stage Sequence Diagram



Stage Timings

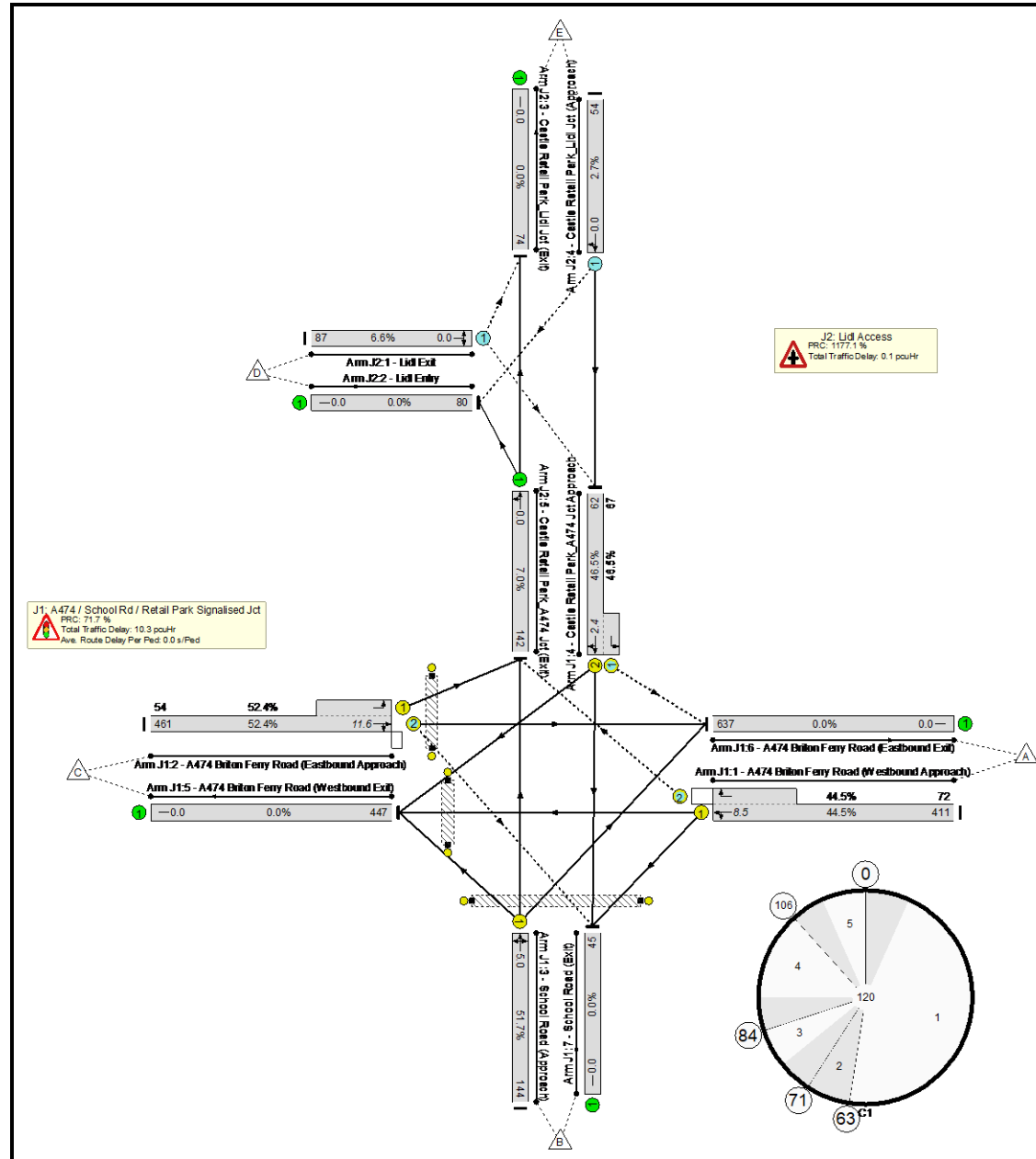
Stage	1	2	3	4	5
Duration	55	0	7	16	8
Change Point	0	63	71	84	106

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

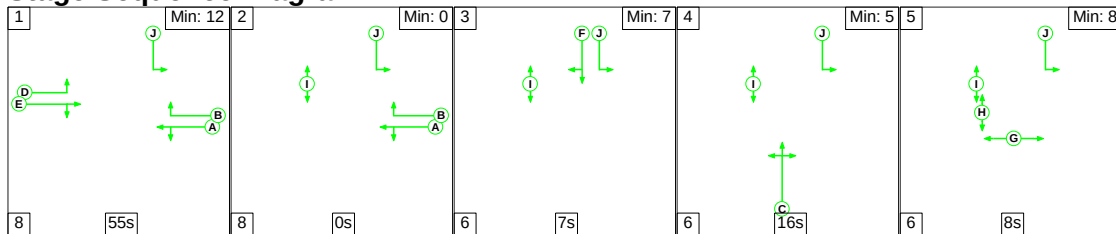
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	52.4%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	52.4%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	63	-	483	1915:2055	923+162	44.5 : 44.5%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	55	-	515	2055:1915	879+103	52.4 : 52.4%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	16	-	144	1965	278	51.7%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	129	2105:2015	133+144	46.5 : 46.5%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	49	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	7.0%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	87	2015	1317	6.6%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	80	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	74	Inf	Inf	0.0%

Full Input Data And Results													
4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	54	2015	1979	2.7%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	142	2015	2015	7.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	-	-	205	30	1	8.2	2.0	0.3	10.4	-	-	-	-
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	116	30	1	8.2	1.9	0.3	10.3	-	-	-	-
1/1+1/2	483	483	67	4	1	2.2	0.4	0.2	2.8	21.0	8.1	0.4	8.5
2/2+2/1	515	515	8	0	0	3.1	0.5	0.0	3.7	25.7	11.1	0.5	11.6
3/1	144	144	-	-	-	1.9	0.5	-	2.4	61.0	4.4	0.5	5.0
4/2+4/1	129	129	41	26	0	1.0	0.4	-	1.4	39.0	2.0	0.4	2.4
5/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	-	-	89	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	87	87	87	0	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
2/1	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	74	74	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	54	54	2	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	142	142	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
C1 PRC for Signalised Lanes (%): 71.7 Total Delay for Signalised Lanes (pcuHr): 10.34 Cycle Time (s): 120 PRC Over All Lanes (%): 71.7 Total Delay Over All Lanes(pcuHr): 10.42													

Full Input Data And Results

Scenario 4: 'Weekday AM_2023 No Dev' (FG4: 'Weekday AM - 2023 No Dev', Plan 1: 'Network Control Plan 1')

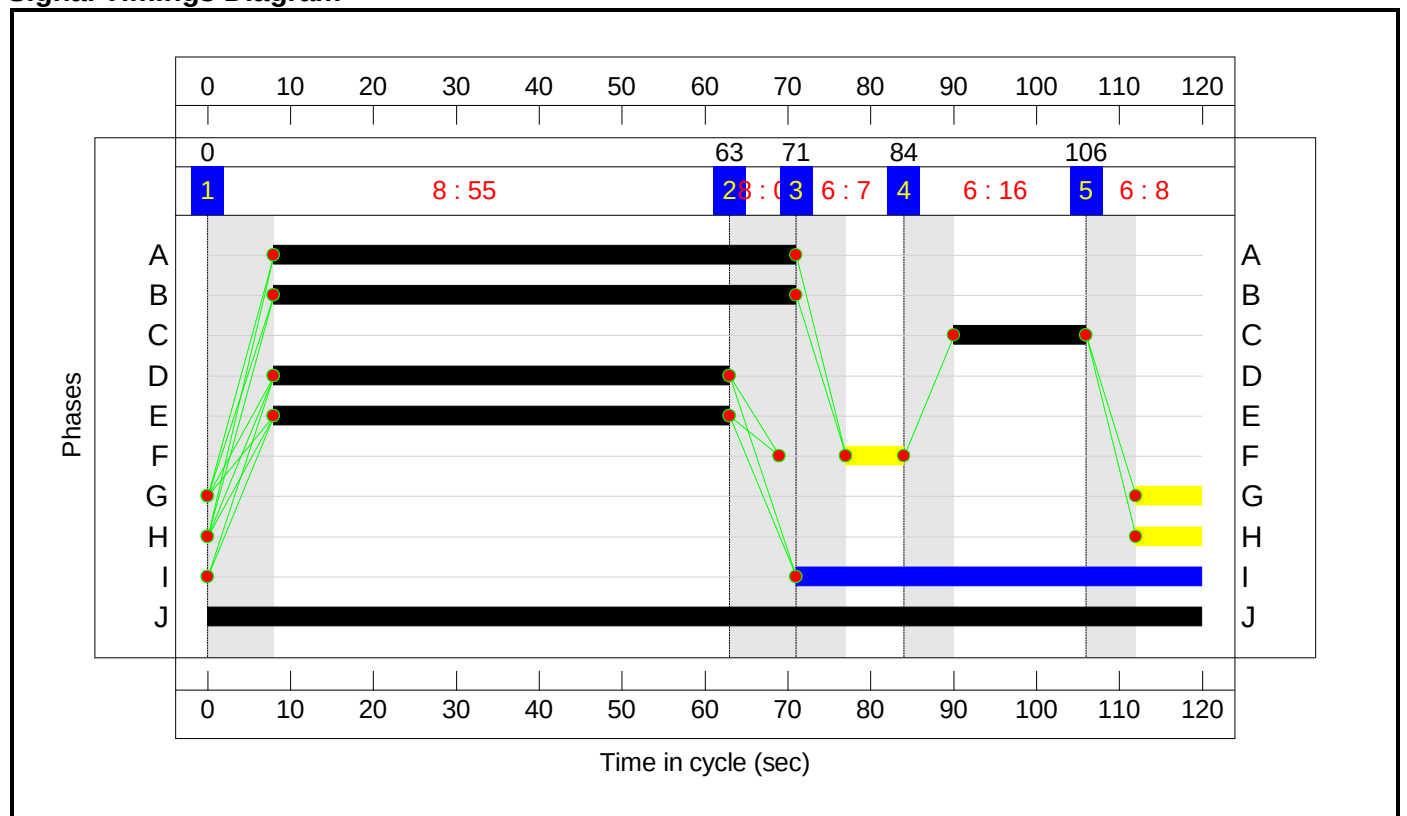
Stage Sequence Diagram



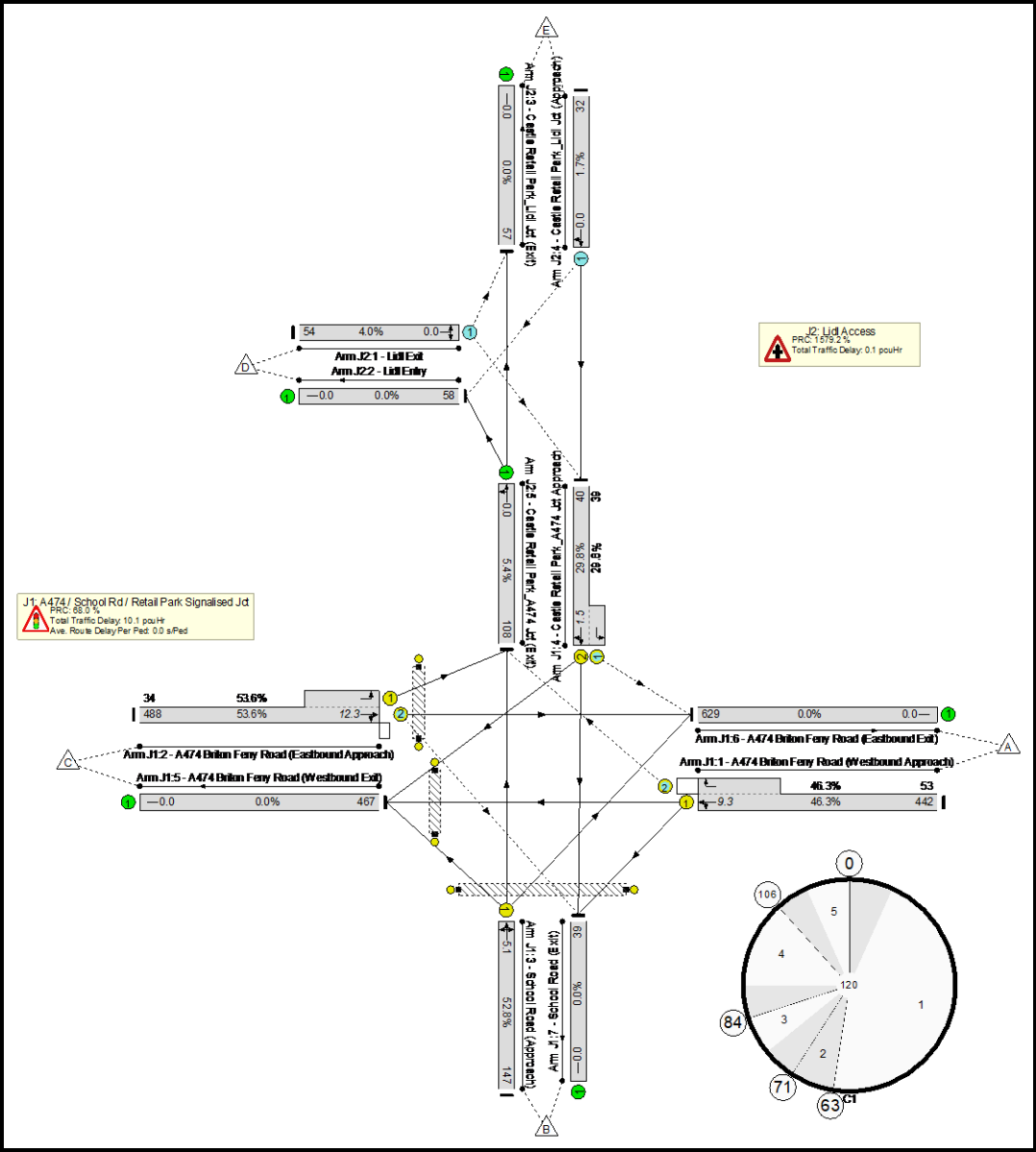
Stage Timings

Stage	1	2	3	4	5
Duration	55	0	7	16	8
Change Point	0	63	71	84	106

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	53.6%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	53.6%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	63	-	495	1915:2055	955+114	46.3 : 46.3%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	55	-	522	2055:1915	911+63	53.6 : 53.6%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	16	-	147	1965	278	52.8%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	79	2105:2015	134+131	29.8 : 29.8%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	39	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	49	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	5.4%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	54	2015	1349	4.0%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	57	Inf	Inf	0.0%

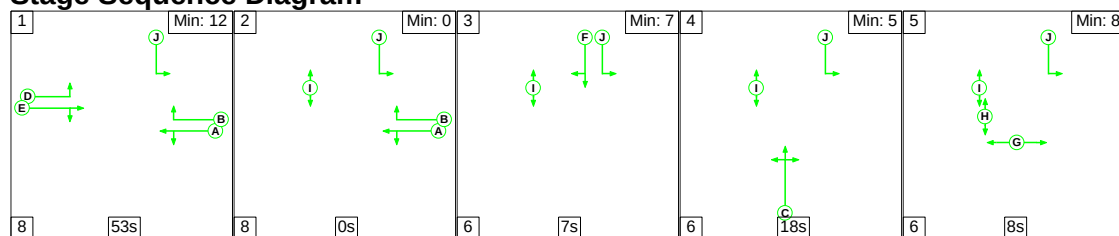
[illegible]

C1	PRC for Signalled Lanes (%):	68.0	Total Delay for Signalled Lanes (pcuHr):	10.05	Cycle Time (s): 120
	PRC Over All Lanes (%):	68.0	Total Delay Over All Lanes(pcuHr):	10.11	

Full Input Data And Results

Scenario 5: 'Weekday PM_2023 No Dev' (FG5: 'Weekday PM - 2023 No Dev', Plan 1: 'Network Control Plan 1')

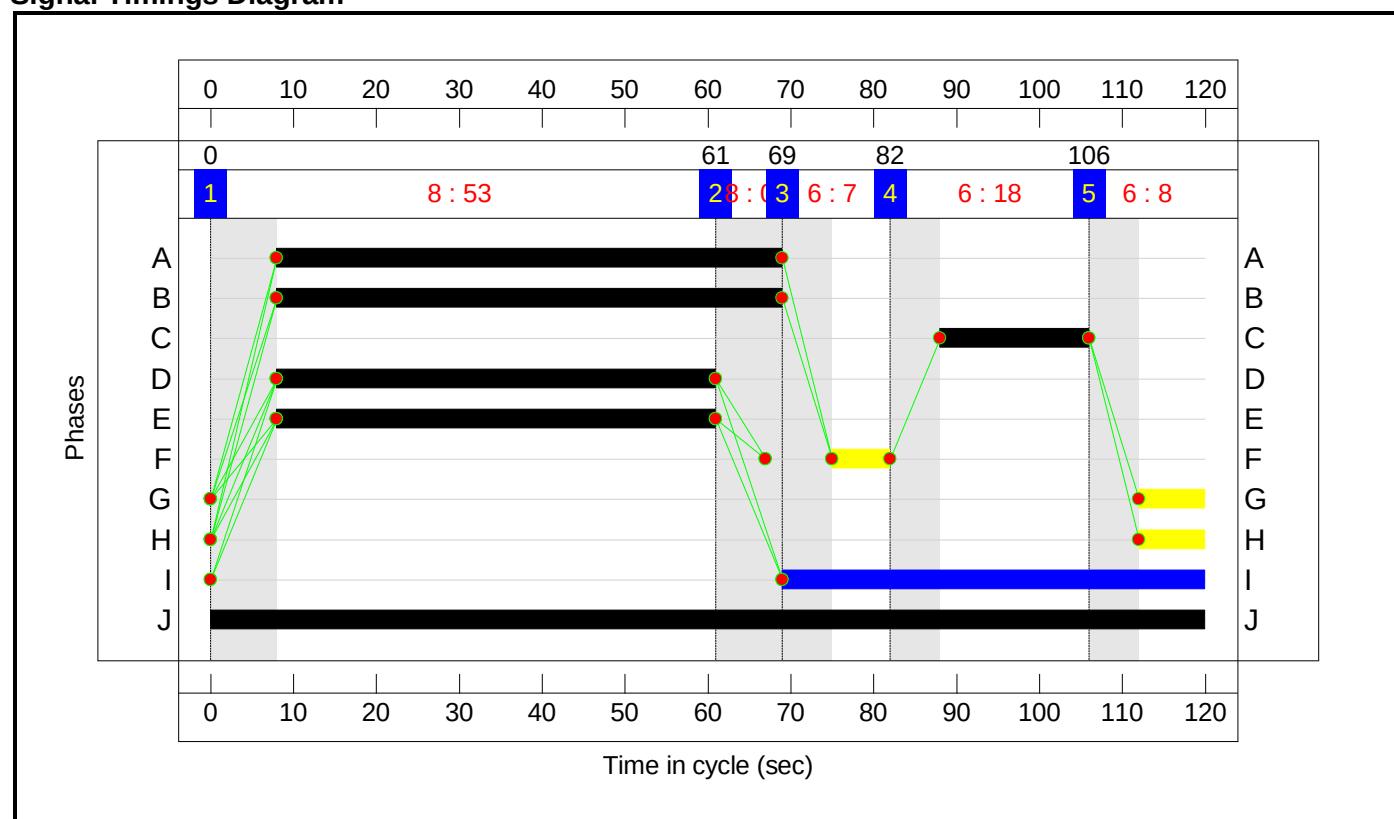
Stage Sequence Diagram



Stage Timings

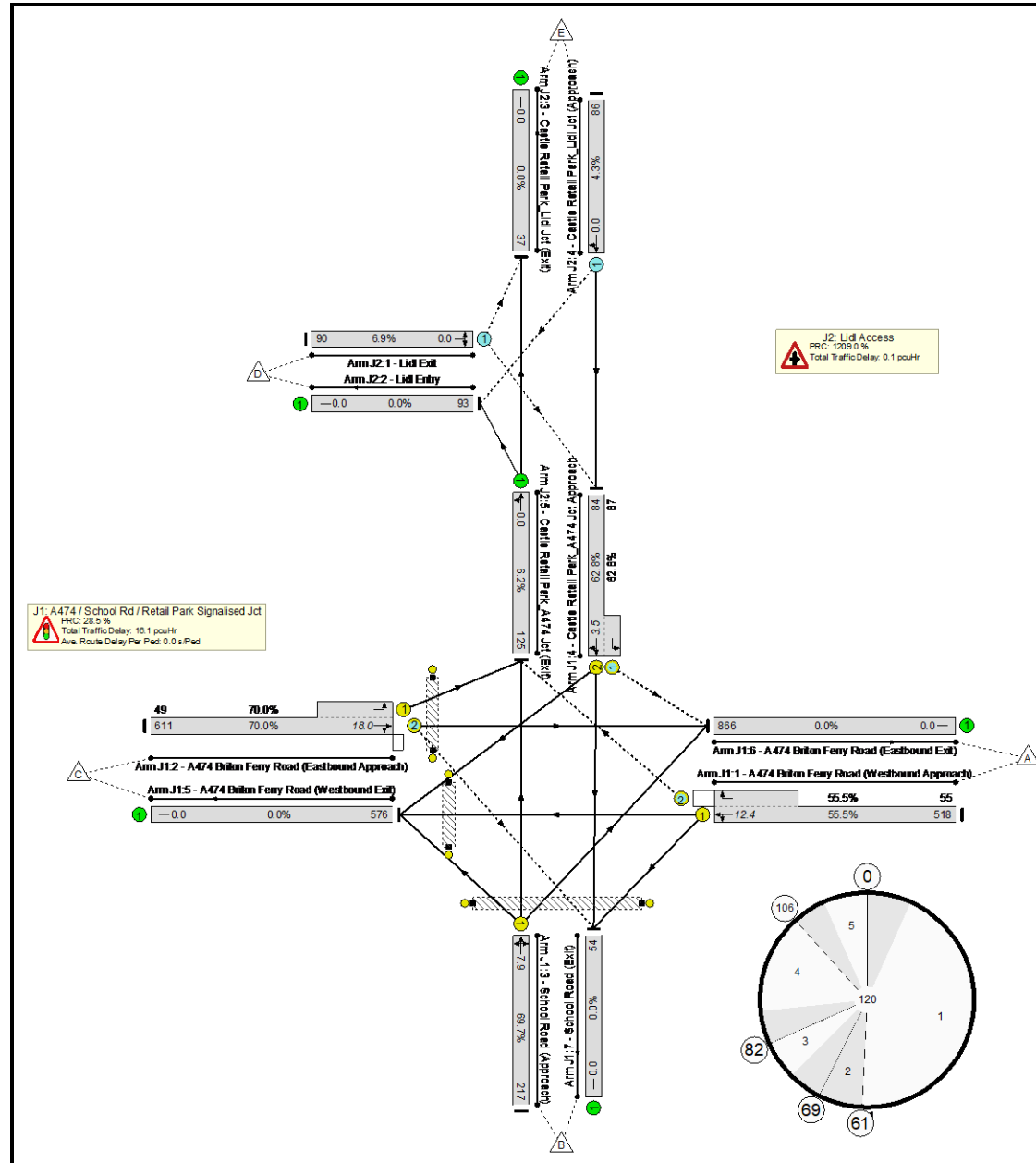
Stage	1	2	3	4	5
Duration	53	0	7	18	8
Change Point	0	61	69	82	106

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	70.0%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	70.0%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	61	-	573	1915:2055	934+99	55.5 : 55.5%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	53	-	660	2055:1915	872+70	70.0 : 70.0%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	18	-	217	1965	311	69.7%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	171	2105:2015	134+139	62.8 : 62.8%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	576	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	866	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	54	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	51	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	6.9%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	90	2015	1309	6.9%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	93	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	37	Inf	Inf	0.0%

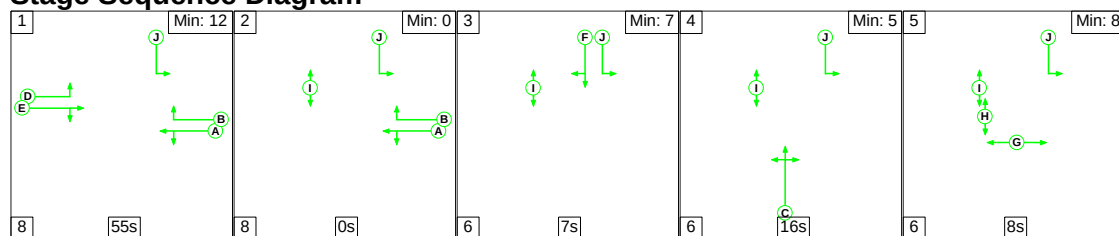
4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	86	2015	1984	4.3%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	125	2015	2015	6.2%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	-	-	202	37	1	12.0	3.8	0.3	16.2	-	-	-	-
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	109	37	1	12.0	3.7	0.3	16.1	-	-	-	-
1/1+1/2	573	573	51	3	1	3.0	0.6	0.3	3.9	24.6	11.7	0.6	12.4
2/2+2/1	660	660	5	0	0	4.7	1.2	0.0	5.9	32.3	16.9	1.2	18.0
3/1	217	217	-	-	-	2.9	1.1	-	4.0	66.5	6.8	1.1	7.9
4/2+4/1	171	171	53	34	0	1.4	0.8	-	2.2	46.8	2.7	0.8	3.5
5/1	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	54	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	-	-	93	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	90	90	90	0	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
2/1	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	37	37	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	86	86	3	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	125	125	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 28.5 Total Delay for Signalled Lanes (pcuHr): 16.07 Cycle Time (s): 120 PRC Over All Lanes (%): 28.5 Total Delay Over All Lanes(pcuHr): 16.16													

C1	PRC for Signalled Lanes (%):	28.5	Total Delay for Signalled Lanes (pcuHr):	16.07	Cycle Time (s): 120
	PRC Over All Lanes (%):	28.5	Total Delay Over All Lanes(pcuHr):	16.16	

Full Input Data And Results

Scenario 6: 'Saturday_2023 No Dev' (FG6: 'Saturday Peak - 2023 No Dev', Plan 1: 'Network Control Plan 1')

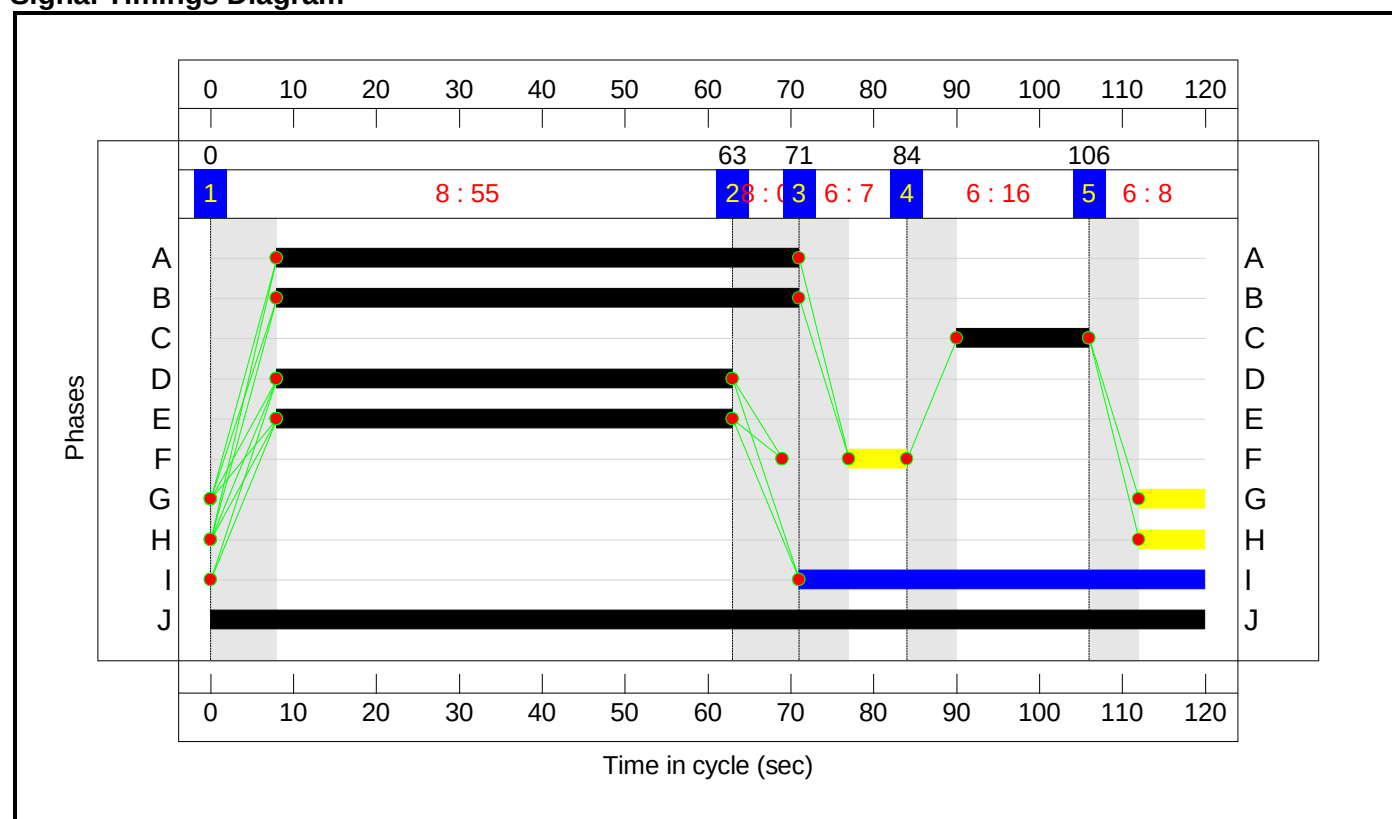
Stage Sequence Diagram



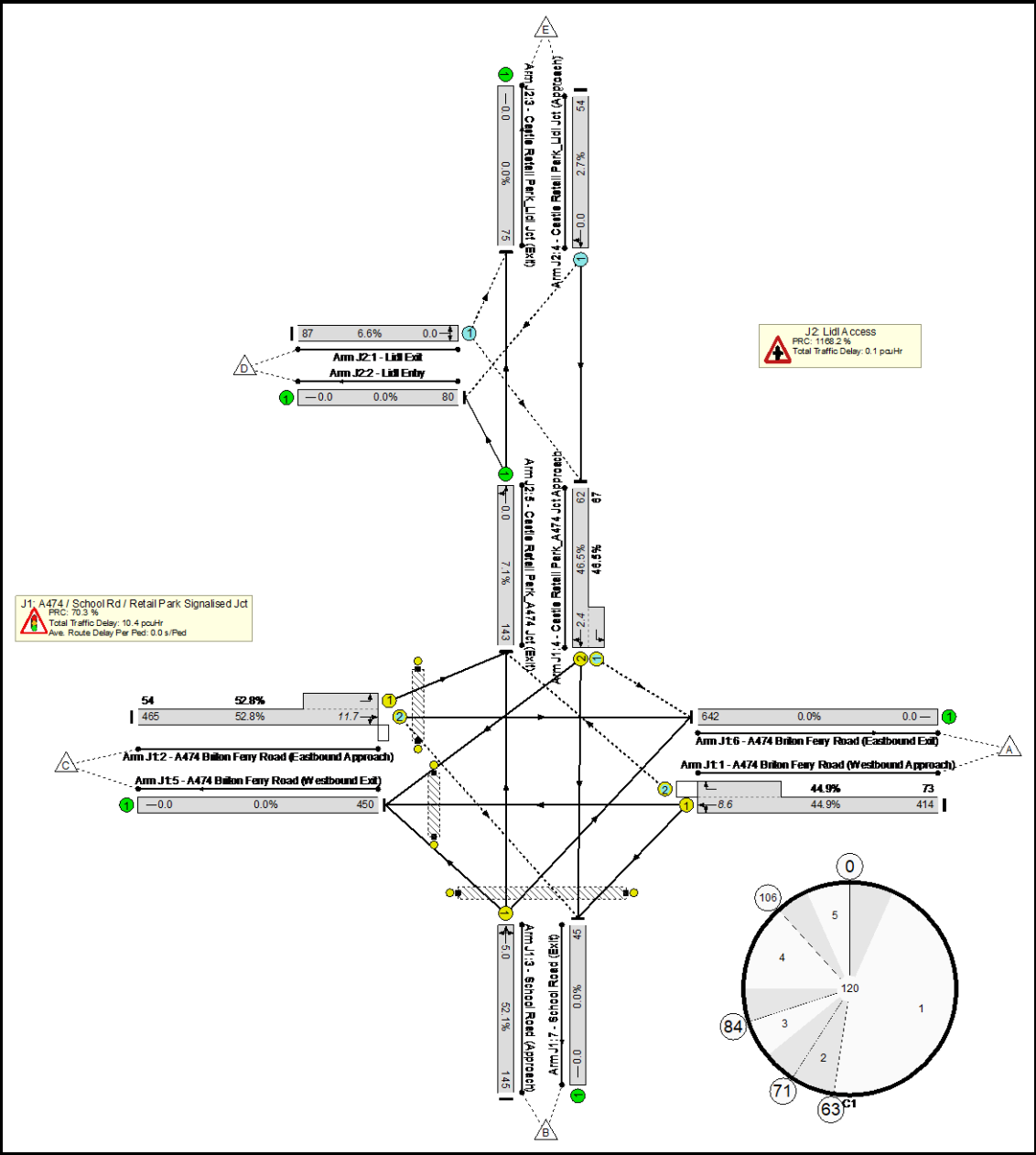
Stage Timings

Stage	1	2	3	4	5
Duration	55	0	7	16	8
Change Point	0	63	71	84	106

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	52.8%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	52.8%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	63	-	487	1915:2055	922+163	44.9 : 44.9%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	55	-	519	2055:1915	880+102	52.8 : 52.8%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	16	-	145	1965	278	52.1%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	129	2105:2015	133+144	46.5 : 46.5%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	49	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	7.1%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	87	2015	1316	6.6%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	80	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	75	Inf	Inf	0.0%

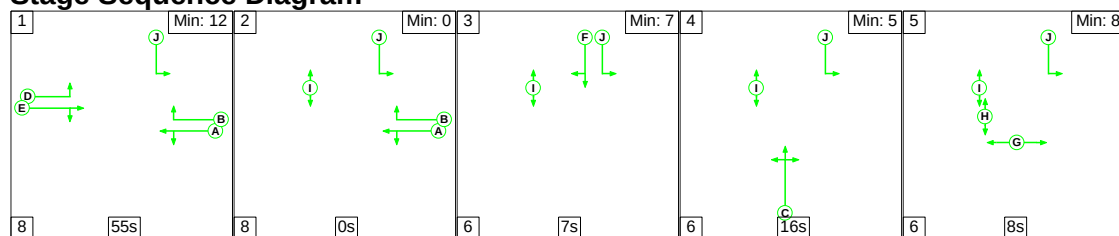
Full Input Data And Results													
4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	54	2015	1979	2.7%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	143	2015	2015	7.1%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	-	-	206	30	1	8.2	2.0	0.3	10.5	-	-	-	-
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	117	30	1	8.2	1.9	0.3	10.4	-	-	-	-
1/1+1/2	487	487	68	4	1	2.2	0.4	0.3	2.9	21.1	8.2	0.4	8.6
2/2+2/1	519	519	8	0	0	3.2	0.6	0.0	3.7	25.8	11.2	0.6	11.7
3/1	145	145	-	-	-	1.9	0.5	-	2.5	61.1	4.5	0.5	5.0
4/2+4/1	129	129	41	26	0	1.0	0.4	-	1.4	39.0	2.0	0.4	2.4
5/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	-	-	89	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	87	87	87	0	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
2/1	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	75	75	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	54	54	2	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	143	143	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
C1 PRC for Signalised Lanes (%): 70.3 Total Delay for Signalised Lanes (pcuHr): 10.44 Cycle Time (s): 120 PRC Over All Lanes (%): 70.3 Total Delay Over All Lanes(pcuHr): 10.53													

C1	PRC for Signalled Lanes (%):	70.3	Total Delay for Signalled Lanes (pcuHr):	10.44	Cycle Time (s): 120
	PRC Over All Lanes (%):	70.3	Total Delay Over All Lanes(pcuHr):	10.53	

Full Input Data And Results

Scenario 7: 'Weekday AM_2033 No Dev' (FG7: 'Weekday AM - 2033 No Dev', Plan 1: 'Network Control Plan 1')

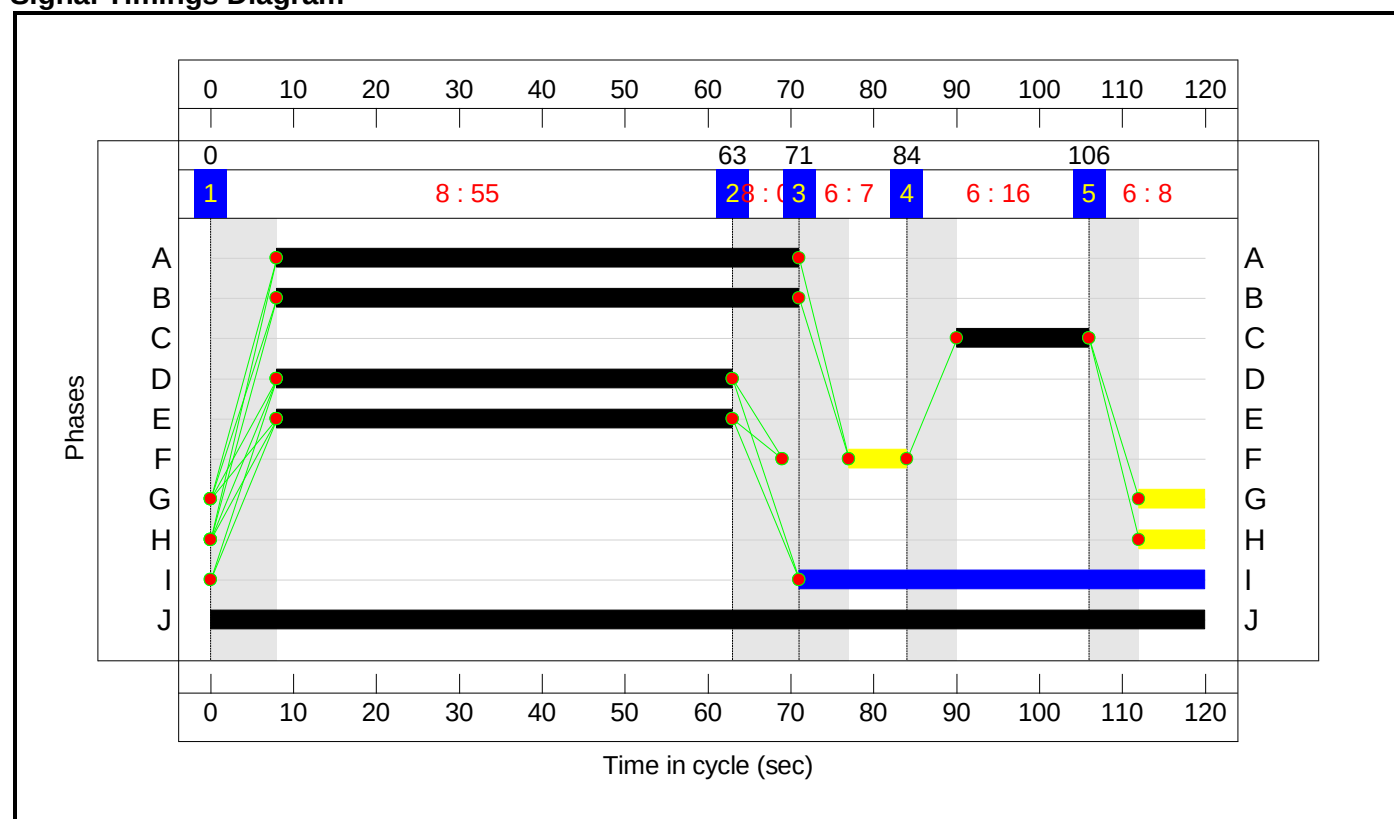
Stage Sequence Diagram



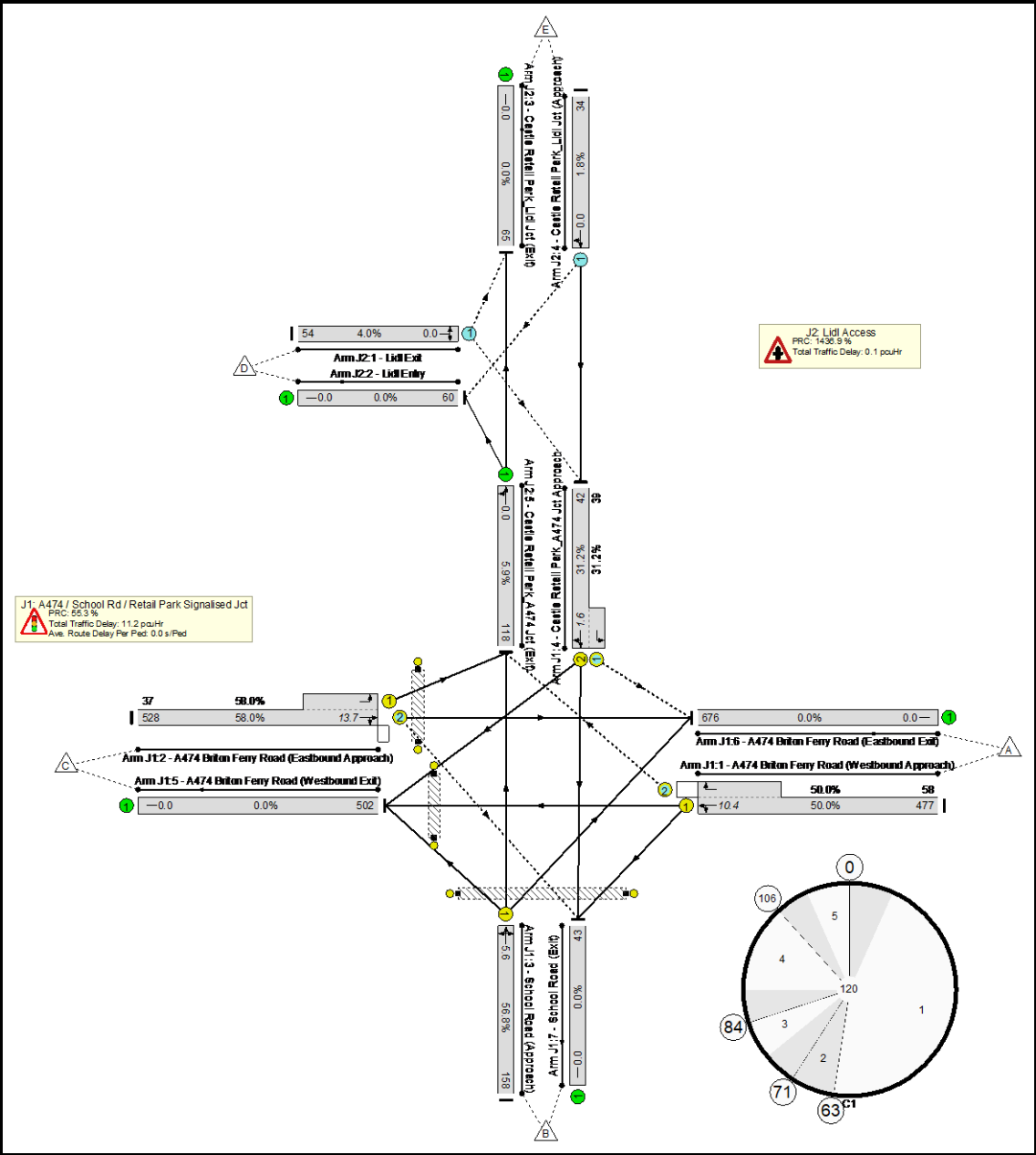
Stage Timings

Stage	1	2	3	4	5
Duration	55	0	7	16	8
Change Point	0	63	71	84	106

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	58.0%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	58.0%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	63	-	535	1915:2055	954+116	50.0 : 50.0%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	55	-	565	2055:1915	911+64	58.0 : 58.0%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	16	-	158	1965	278	56.8%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	81	2105:2015	135+125	31.2 : 31.2%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	676	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	43	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	49	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	5.9%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	54	2015	1338	4.0%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	60	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	65	Inf	Inf	0.0%

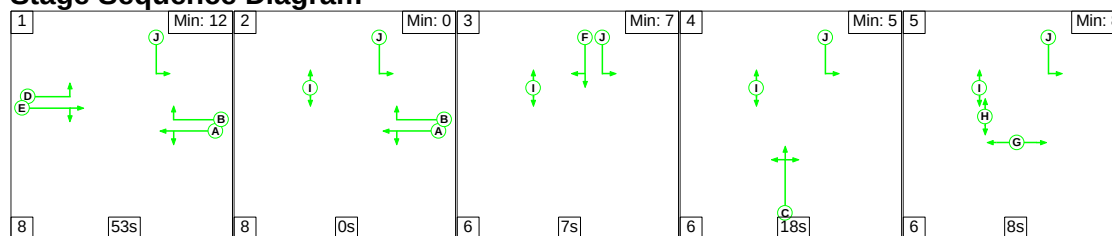
Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	34	2015	1933	1.8%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	118	2015	2015	5.9%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	-	-	145	18	1	8.9	2.1	0.2	11.3	-	-	-	-
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	88	18	1	8.9	2.1	0.2	11.2	-	-	-	-
1/1+1/2	535	535	54	3	1	2.5	0.5	0.2	3.3	21.9	9.9	0.5	10.4
2/2+2/1	565	565	10	0	0	3.6	0.7	0.0	4.3	27.4	13.0	0.7	13.7
3/1	158	158	-	-	-	2.1	0.6	-	2.8	62.9	4.9	0.6	5.6
4/2+4/1	81	81	24	15	0	0.7	0.2	-	0.9	39.0	1.3	0.2	1.6
5/1	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	-	-	57	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	54	54	54	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
2/1	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	65	65	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	34	34	3	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	118	118	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
C1		PRC for Signalised Lanes (%):		55.3	Total Delay for Signalised Lanes (pcuHr):			11.19	Cycle Time (s): 120				
		PRC Over All Lanes (%):		55.3	Total Delay Over All Lanes(pcuHr):			11.25					

Full Input Data And Results

Scenario 8: 'Weekday PM_2033 No Dev' (FG8: 'Weekday PM - 2033 No Dev', Plan 1: 'Network Control Plan 1')

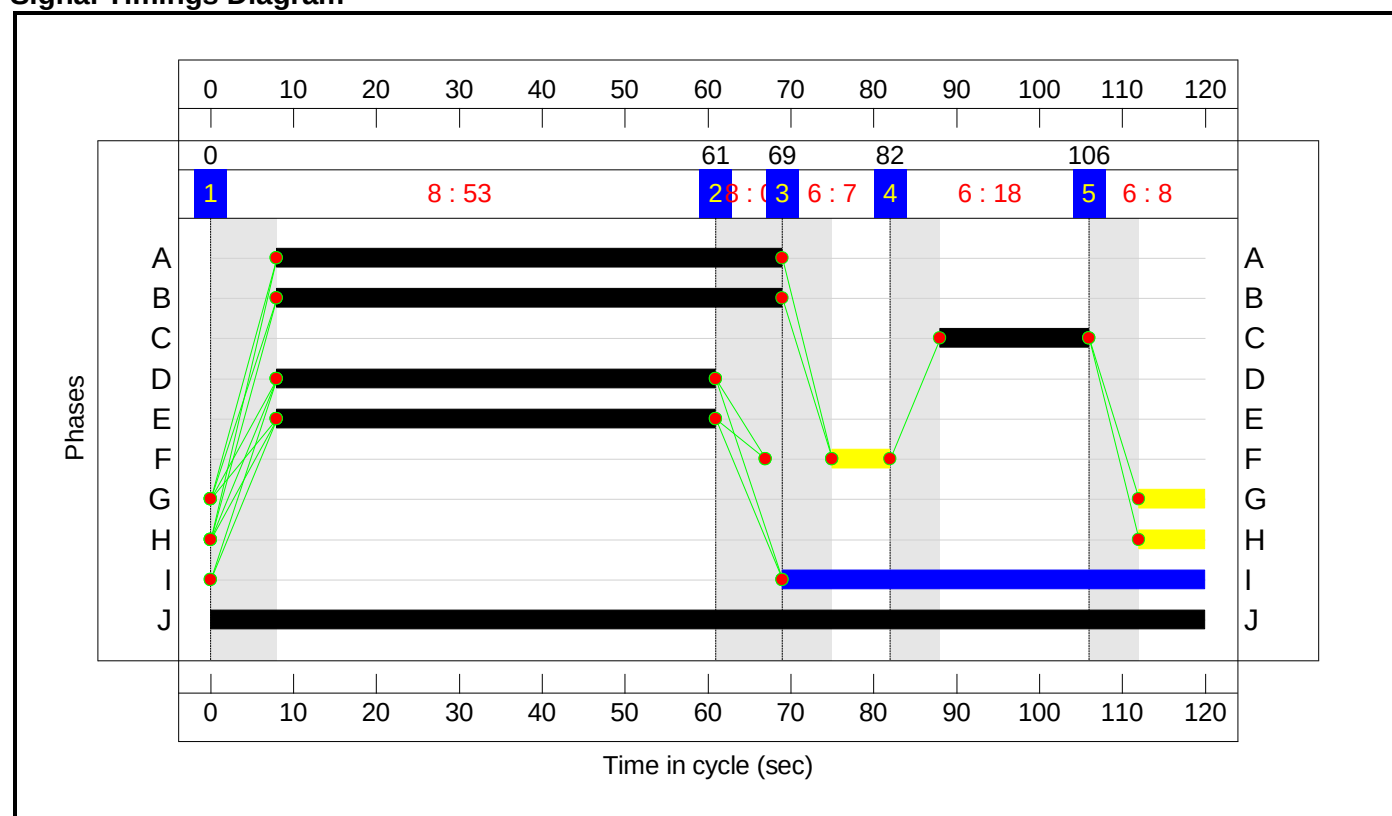
Stage Sequence Diagram



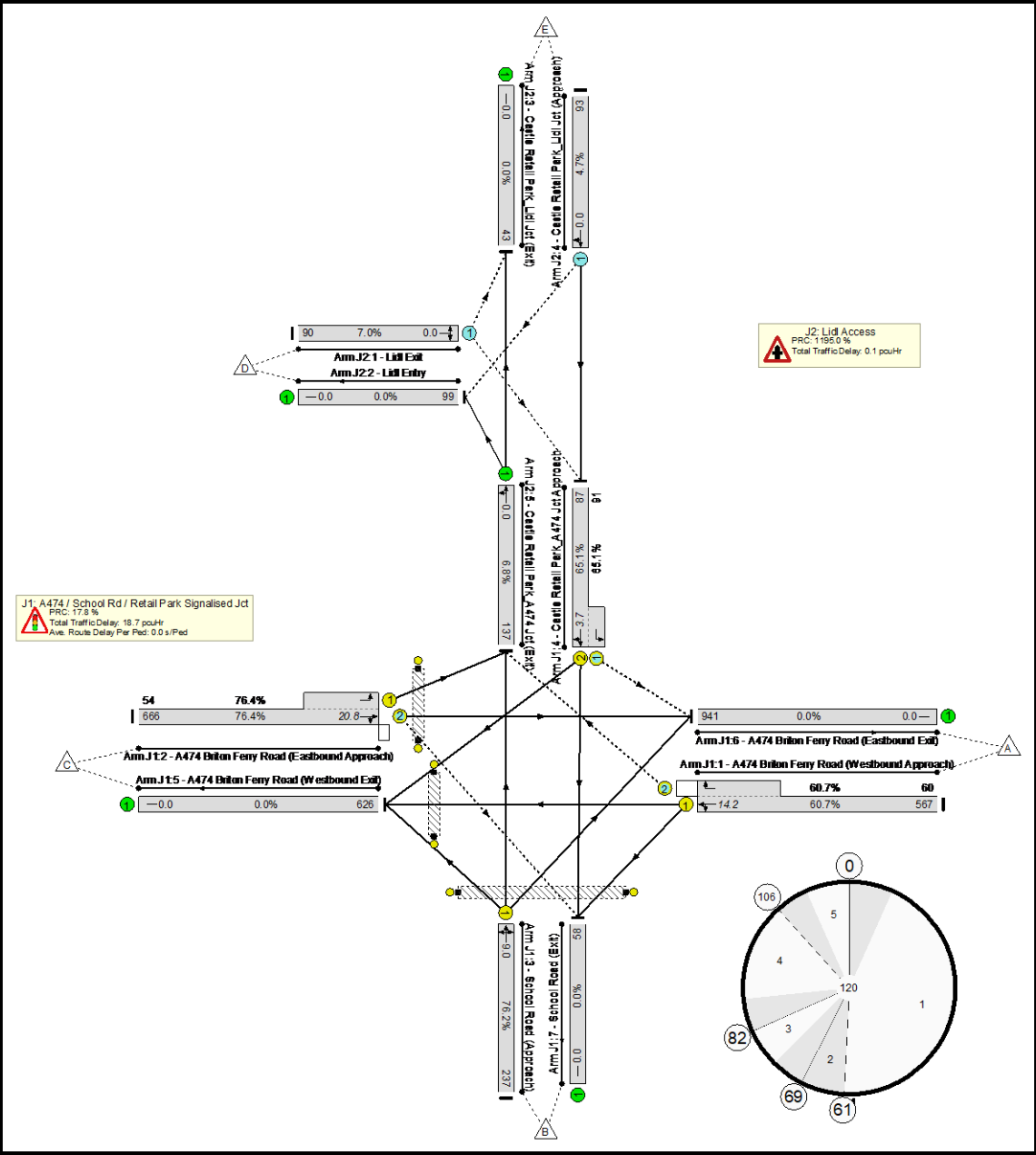
Stage Timings

Stage	1	2	3	4	5
Duration	53	0	7	18	8
Change Point	0	61	69	82	106

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

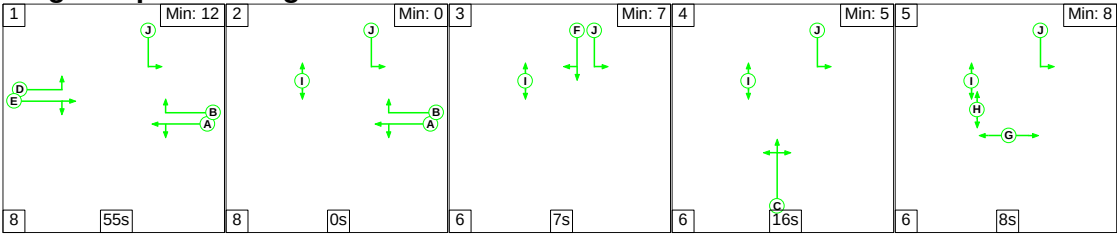
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	76.4%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	76.4%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	61	-	627	1915:2055	934+99	60.7 : 60.7%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	53	-	720	2055:1915	872+71	76.4 : 76.4%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	18	-	237	1965	311	76.2%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	178	2105:2015	134+140	65.1 : 65.1%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	941	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	51	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	7.0%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	90	2015	1295	7.0%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	99	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	43	Inf	Inf	0.0%

[illegible]

Full Input Data And Results

Scenario 9: 'Saturday_2033 No Dev' (FG9: 'Saturday Peak - 2033 No Dev', Plan 1: 'Network Control Plan 1')

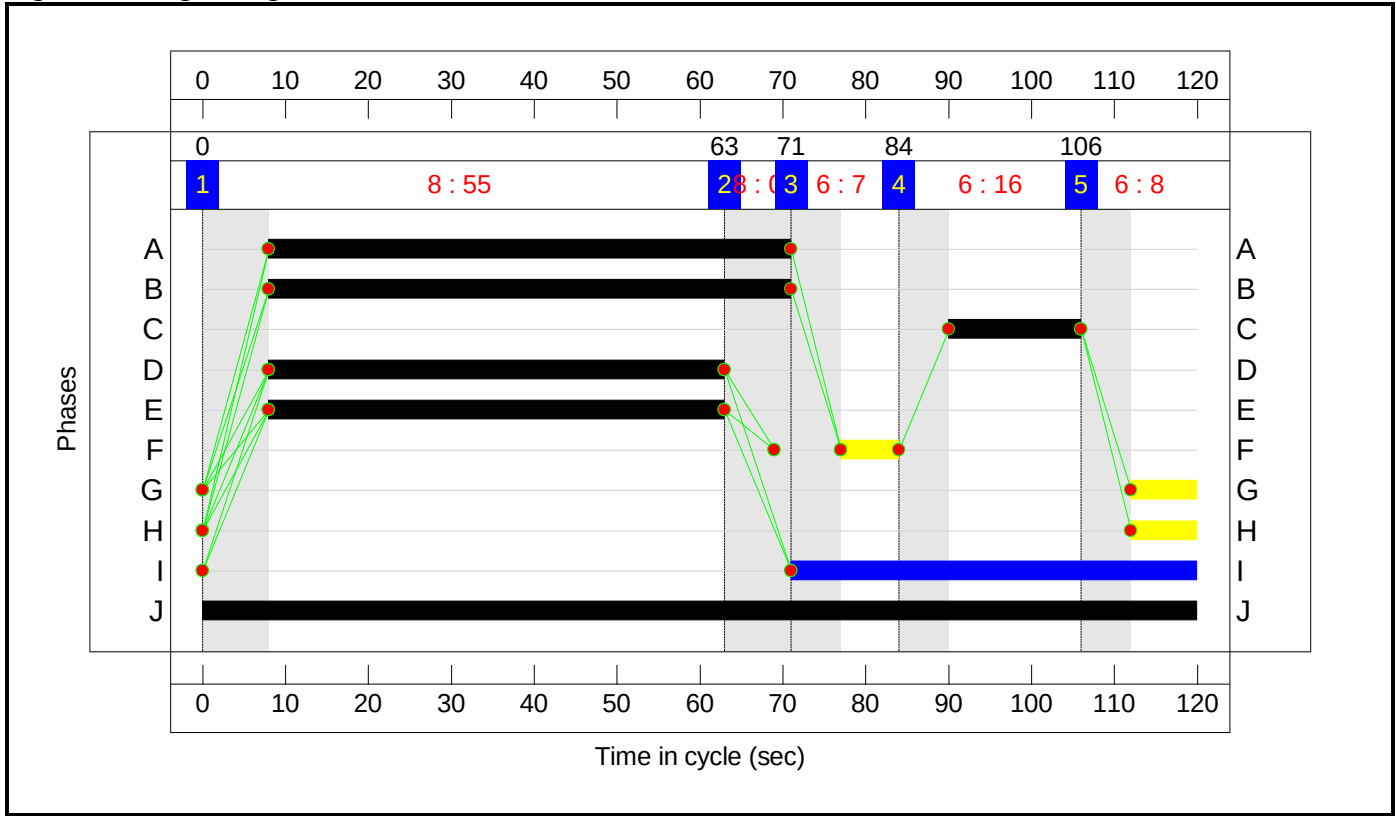
Stage Sequence Diagram



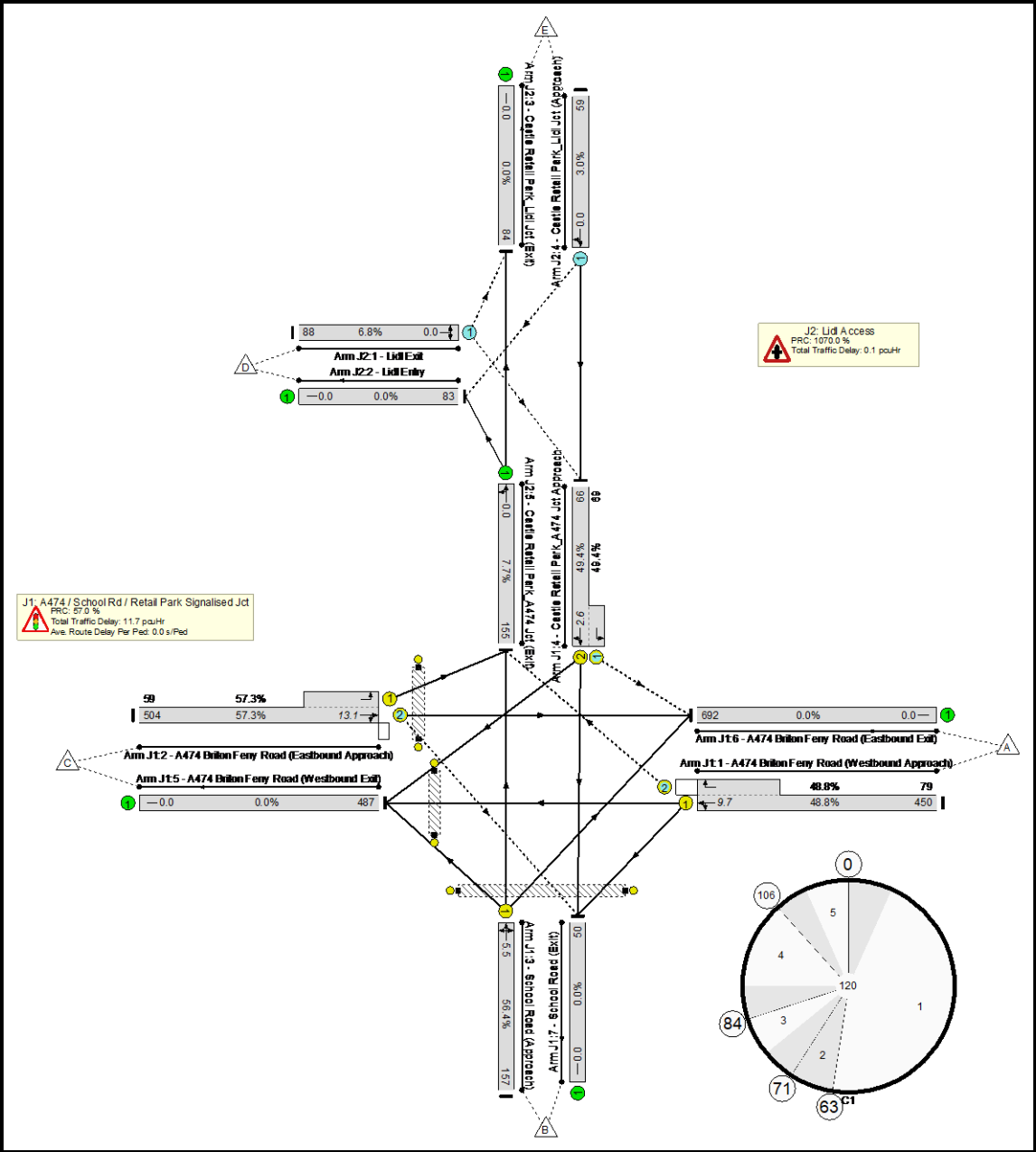
Stage Timings

Stage	1	2	3	4	5
Duration	55	0	7	16	8
Change Point	0	63	71	84	106

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

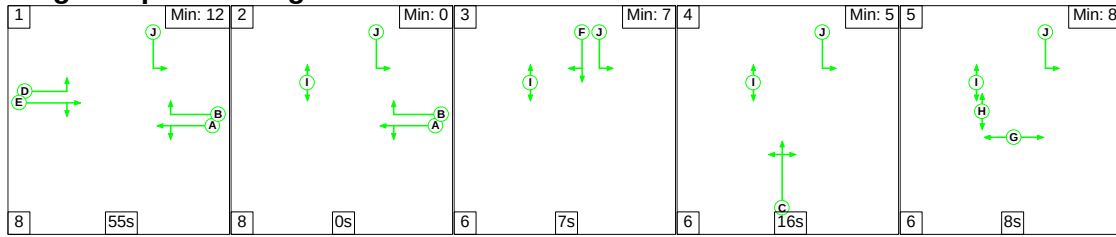
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	57.3%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	57.3%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	63	-	529	1915:2055	923+162	48.8 : 48.8%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	55	-	563	2055:1915	879+103	57.3 : 57.3%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	16	-	157	1965	278	56.4%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	135	2105:2015	134+140	49.4 : 49.4%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	487	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	692	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	50	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	49	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	7.7%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	88	2015	1301	6.8%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	83	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	84	Inf	Inf	0.0%

[illegible]

Scenario 10: 'Weekday AM_2023 With Dev' (FG10: 'Weekday AM - 2023 With Dev', Plan 1: 'Network Control Plan 1')

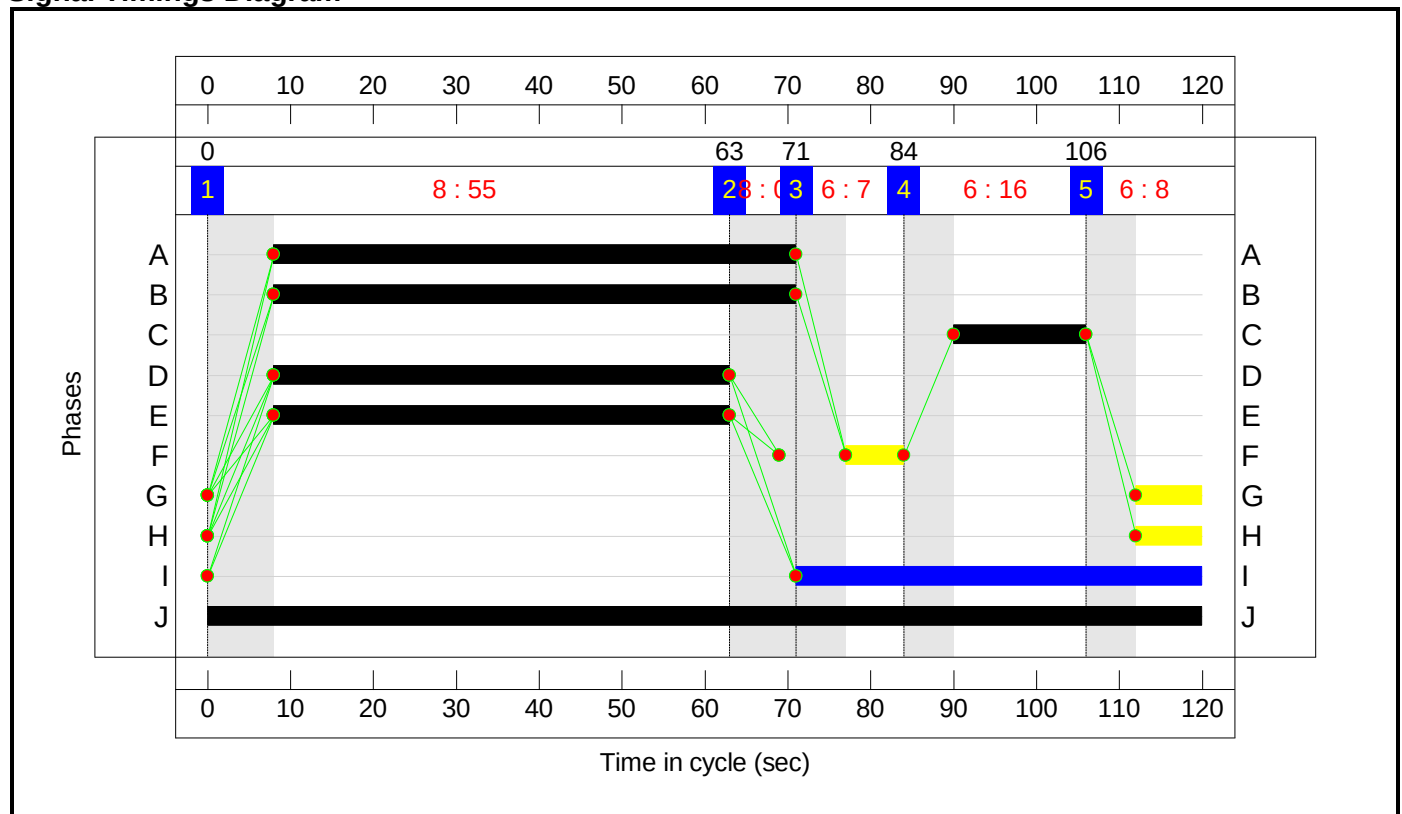
Stage Sequence Diagram



Stage Timings

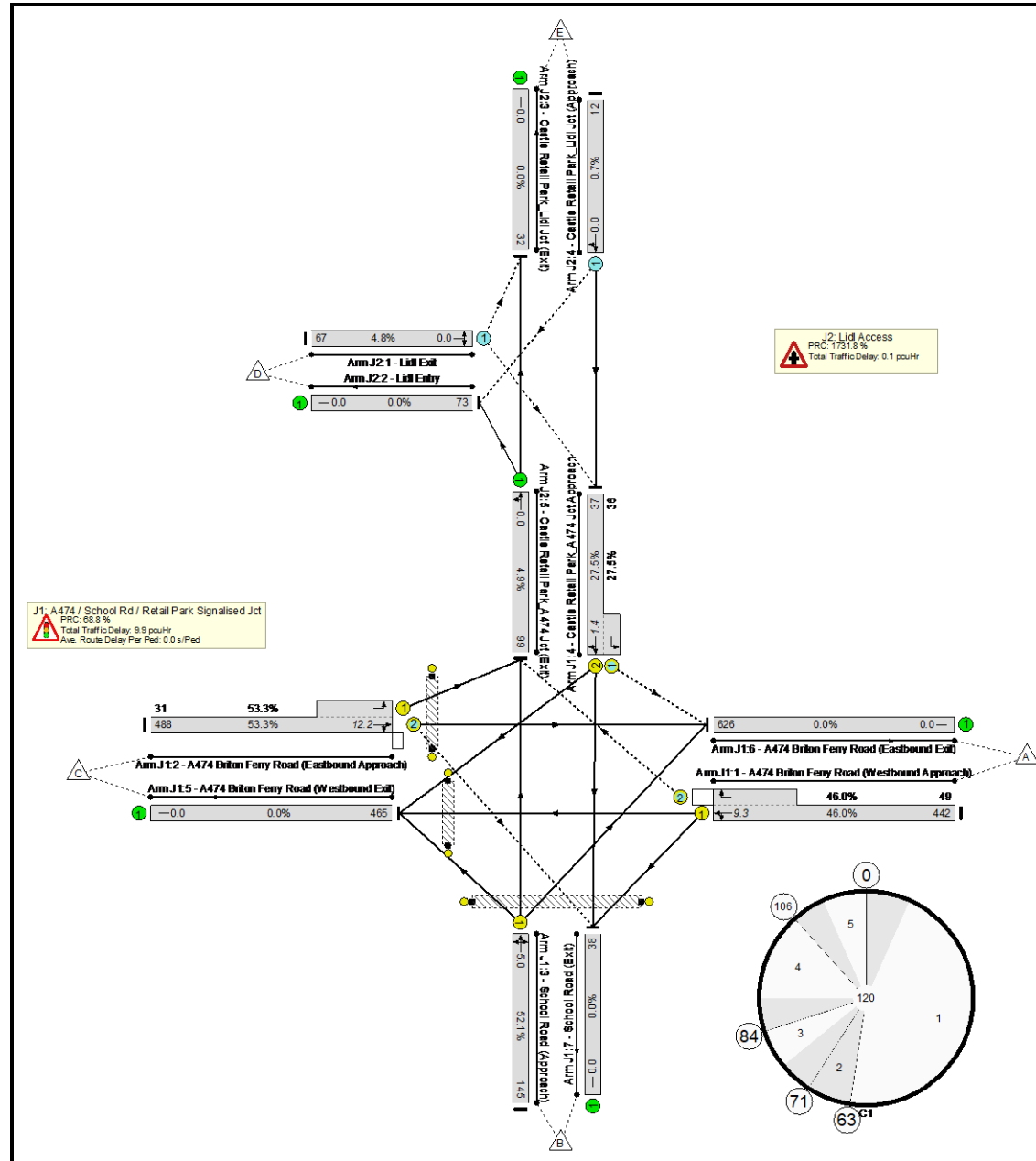
Stage	1	2	3	4	5
Duration	55	0	7	16	8
Change Point	0	63	71	84	106

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	53.3%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	53.3%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	63	-	491	1915:2055	960+106	46.0 : 46.0%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	55	-	519	2055:1915	915+58	53.3 : 53.3%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	16	-	145	1965	278	52.1%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	73	2105:2015	134+131	27.5 : 27.5%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	49	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	4.9%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	67	2015	1395	4.8%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	73	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	32	Inf	Inf	0.0%

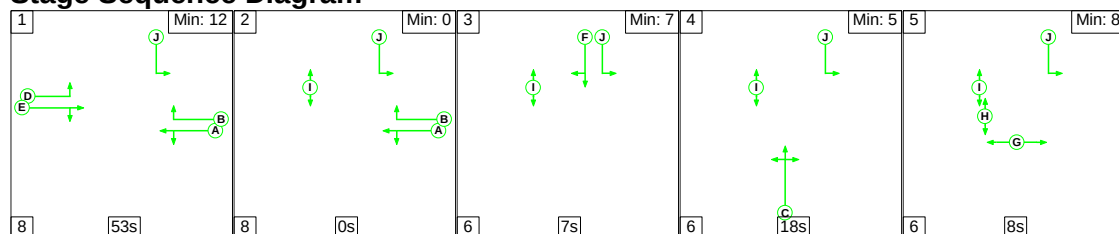
[illegible]

C1	PRC for Signalled Lanes (%):	68.8	Total Delay for Signalled Lanes (pcuHr):	9.88	Cycle Time (s): 120
	PRC Over All Lanes (%):	68.8	Total Delay Over All Lanes(pcuHr):	9.93	

Full Input Data And Results

Scenario 11: 'Weekday PM_2023 With Dev' (FG11: 'Weekday PM - 2023 With Dev', Plan 1: 'Network Control Plan 1')

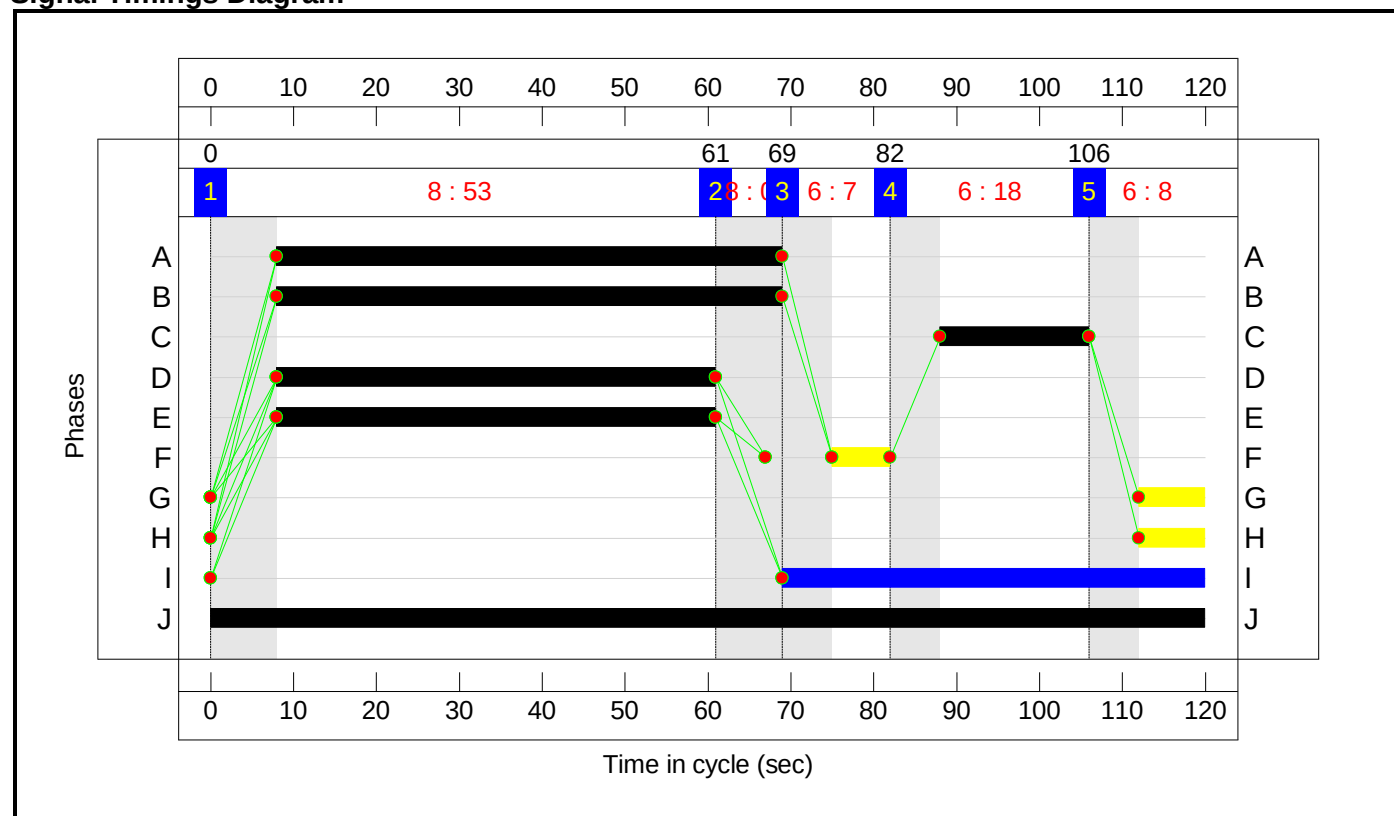
Stage Sequence Diagram



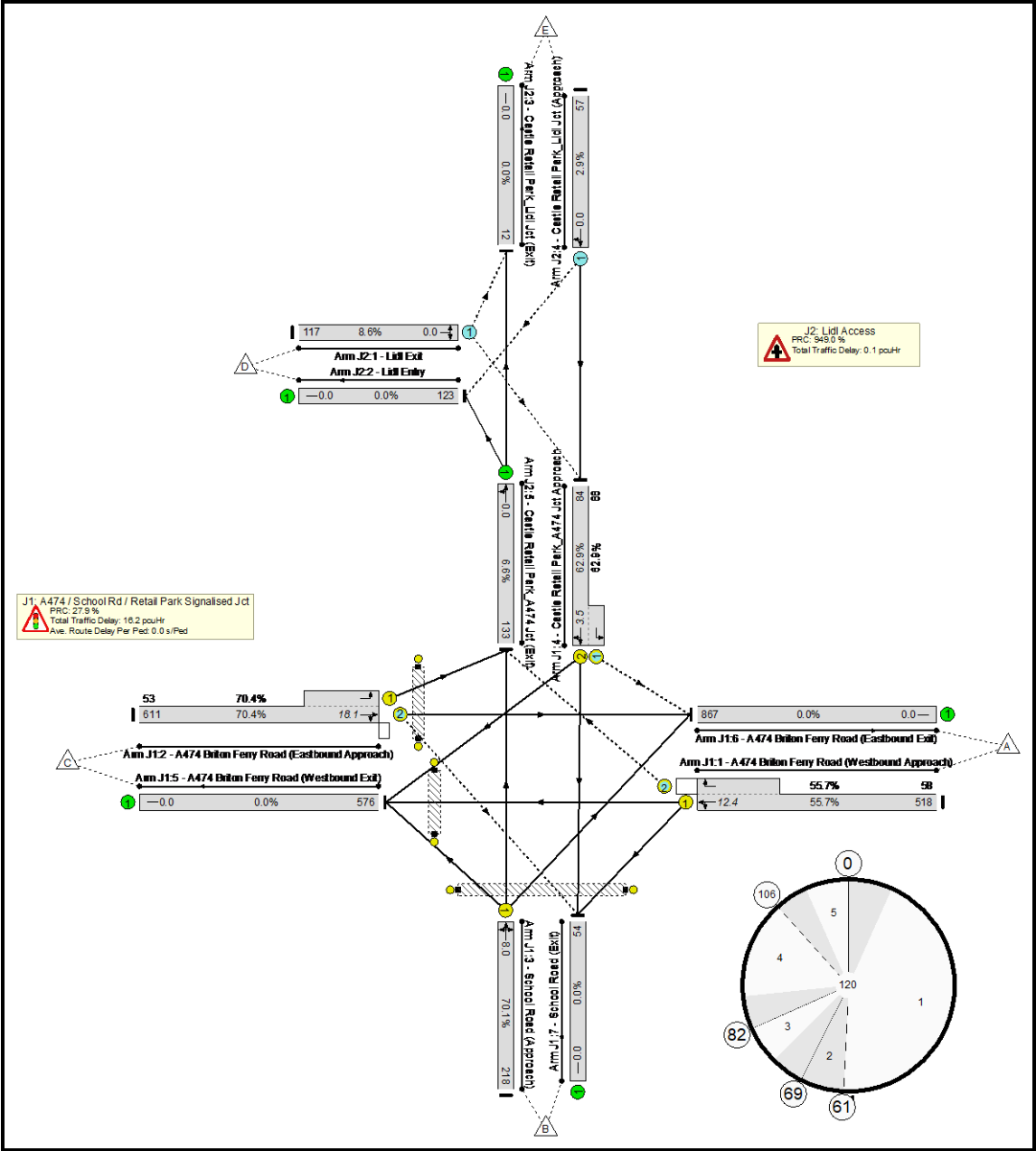
Stage Timings

Stage	1	2	3	4	5
Duration	53	0	7	18	8
Change Point	0	61	69	82	106

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	70.4%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	70.4%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	61	-	576	1915:2055	931+104	55.7 : 55.7%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	53	-	664	2055:1915	868+75	70.4 : 70.4%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	18	-	218	1965	311	70.1%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	172	2105:2015	134+140	62.9 : 62.9%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	576	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	867	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	54	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	51	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	8.6%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	117	2015	1364	8.6%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	123	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	12	Inf	Inf	0.0%

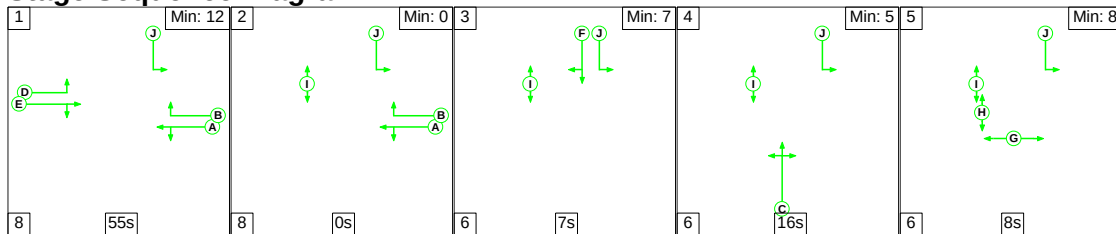
4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	57	2015	1986	2.9%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	133	2015	2015	6.6%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	-	-	232	37	1	12.1	3.9	0.3	16.3	-	-	-	-
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	113	37	1	12.1	3.8	0.3	16.2	-	-	-	-
1/1+1/2	576	576	54	3	1	3.0	0.6	0.3	4.0	24.7	11.8	0.6	12.4
2/2+2/1	664	664	5	0	0	4.8	1.2	0.0	6.0	32.4	16.9	1.2	18.1
3/1	218	218	-	-	-	2.9	1.1	-	4.0	66.7	6.8	1.1	8.0
4/2+4/1	172	172	54	34	0	1.4	0.8	-	2.2	46.6	2.7	0.8	3.5
5/1	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	867	867	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	54	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	-	-	119	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	117	117	117	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
2/1	123	123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	57	57	2	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	133	133	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 27.9 Total Delay for Signalled Lanes (pcuHr): 16.19 Cycle Time (s): 120 PRC Over All Lanes (%): 27.9 Total Delay Over All Lanes(pcuHr): 16.29													

C1	PRC for Signalled Lanes (%):	27.9	Total Delay for Signalled Lanes (pcuHr):	16.19	Cycle Time (s): 120
	PRC Over All Lanes (%):	27.9	Total Delay Over All Lanes(pcuHr):	16.29	

Full Input Data And Results

Scenario 12: 'Saturday_2023 With Dev' (FG12: 'Saturday Peak - 2023 With Dev', Plan 1: 'Network Control Plan 1')

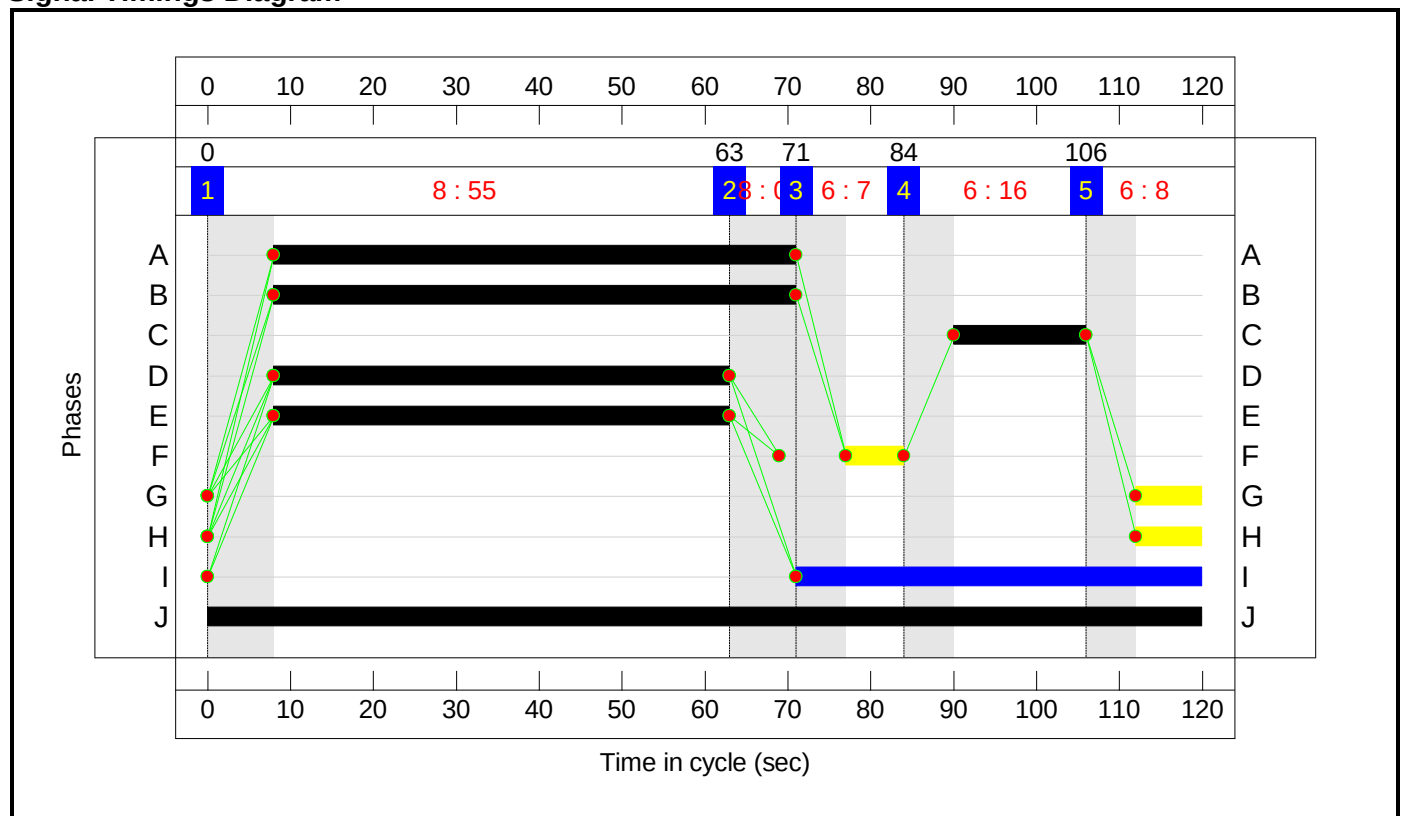
Stage Sequence Diagram



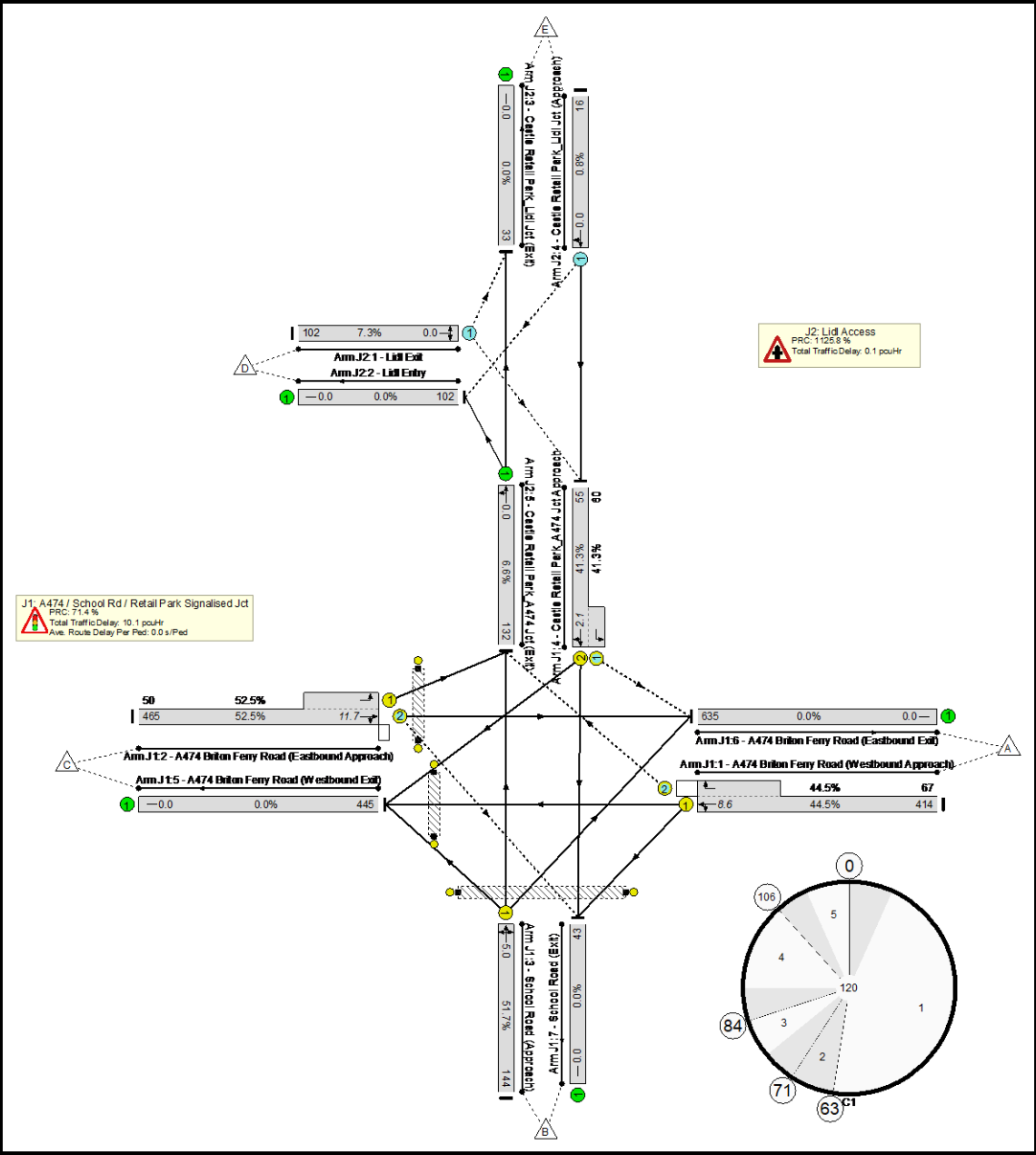
Stage Timings

Stage	1	2	3	4	5
Duration	55	0	7	16	8
Change Point	0	63	71	84	106

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

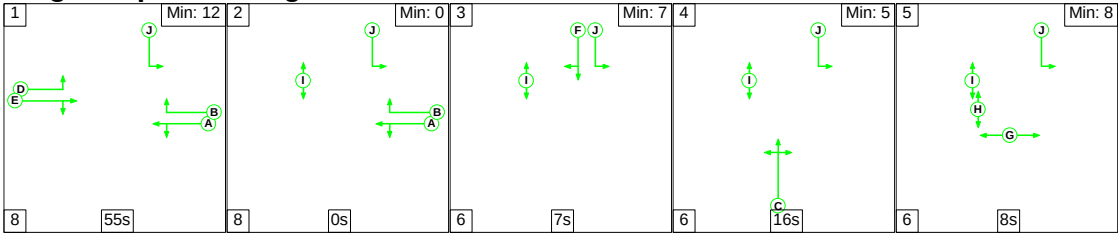
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	52.5%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	52.5%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	63	-	481	1915:2055	930+151	44.5 : 44.5%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	55	-	515	2055:1915	886+95	52.5 : 52.5%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	16	-	144	1965	278	51.7%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	115	2105:2015	133+145	41.3 : 41.3%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	635	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	43	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	49	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	7.3%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	102	2015	1389	7.3%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	102	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	33	Inf	Inf	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 13: 'Weekday AM_2033 With Dev' (FG13: 'Weekday AM - 2033 With Dev', Plan 1: 'Network Control Plan 1')

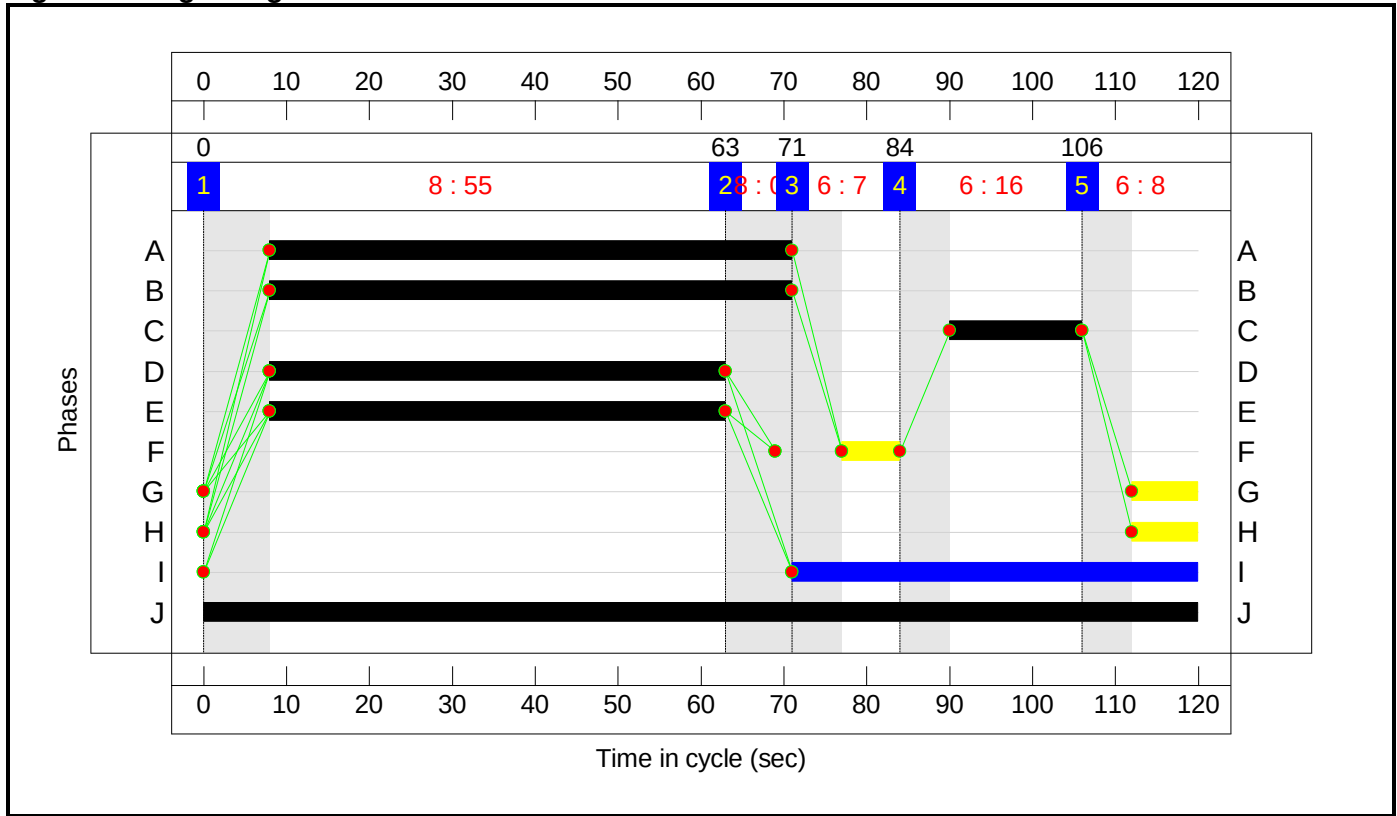
Stage Sequence Diagram



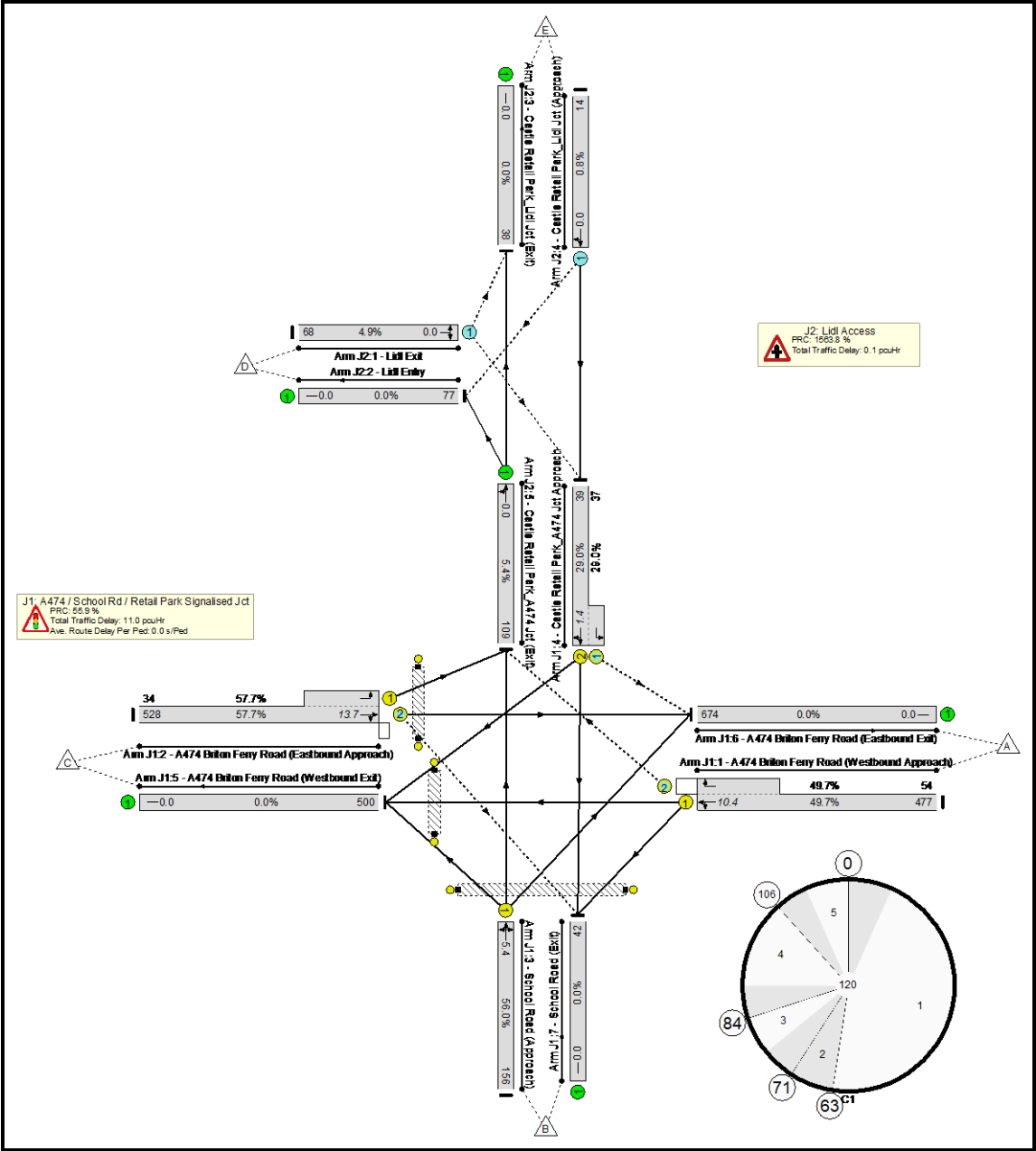
Stage Timings

Stage	1	2	3	4	5
Duration	55	0	7	16	8
Change Point	0	63	71	84	106

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	57.7%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	57.7%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	63	-	531	1915:2055	959+109	49.7 : 49.7%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	55	-	562	2055:1915	915+59	57.7 : 57.7%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	16	-	156	1965	278	56.0%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	76	2105:2015	135+128	29.0 : 29.0%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	49	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	5.4%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	68	2015	1386	4.9%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	77	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%

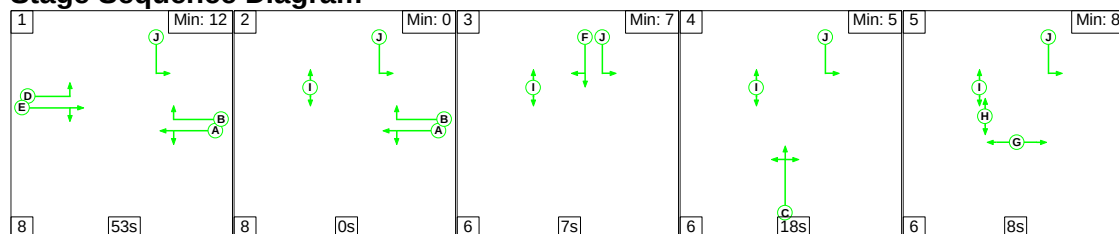
Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	14	2015	1841	0.8%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	109	2015	2015	5.4%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	-	-	154	17	1	8.8	2.1	0.2	11.1	-	-	-	-
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	83	17	1	8.8	2.0	0.2	11.0	-	-	-	-
1/1+1/2	531	531	50	3	1	2.5	0.5	0.2	3.2	21.8	9.9	0.5	10.4
2/2+2/1	562	562	10	0	0	3.6	0.7	0.0	4.3	27.4	13.0	0.7	13.7
3/1	156	156	-	-	-	2.1	0.6	-	2.7	62.6	4.8	0.6	5.4
4/2+4/1	76	76	23	14	0	0.6	0.2	-	0.8	38.3	1.2	0.2	1.4
5/1	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	-	-	71	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	68	68	68	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
2/1	77	77	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	14	14	3	0	0	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
5/1	109	109	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
C1 PRC for Signalised Lanes (%): 55.9 Total Delay for Signalised Lanes (pcuHr): 11.01 Cycle Time (s): 120 PRC Over All Lanes (%): 55.9 Total Delay Over All Lanes(pcuHr): 11.07													

Full Input Data And Results

Scenario 14: 'Weekday PM_2033 With Dev' (FG14: 'Weekday PM - 2033 With Dev', Plan 1: 'Network Control Plan 1')

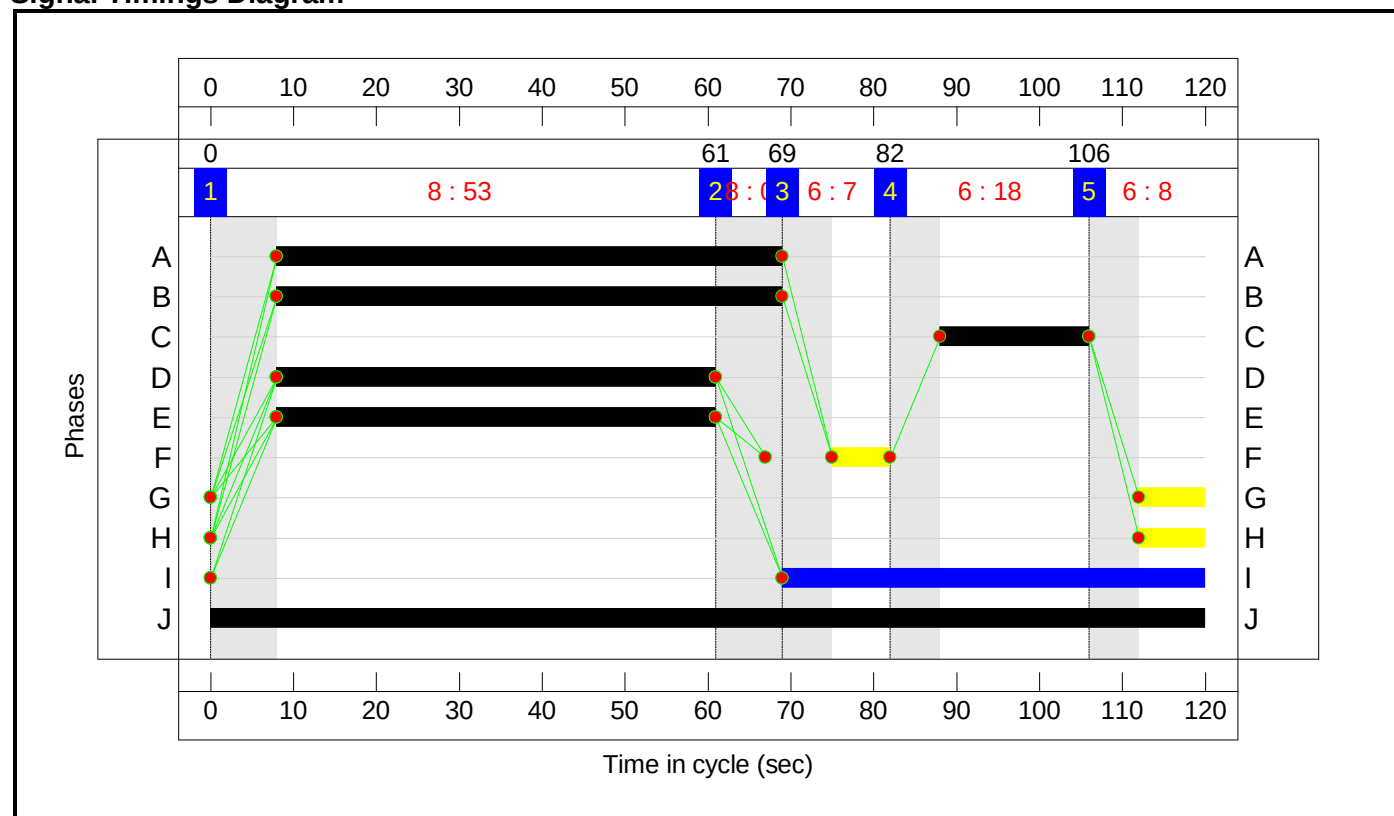
Stage Sequence Diagram



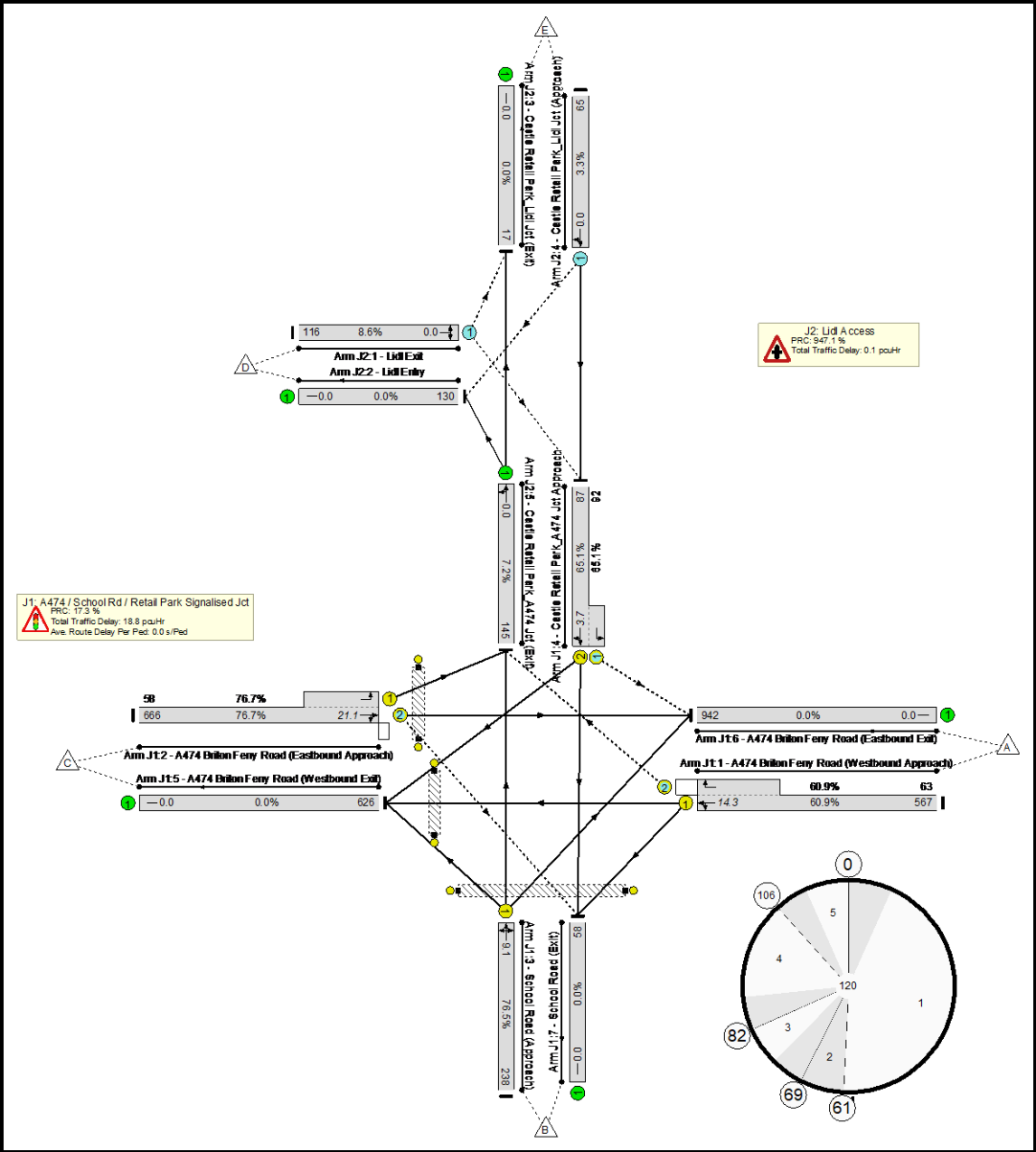
Stage Timings

Stage	1	2	3	4	5
Duration	53	0	7	18	8
Change Point	0	61	69	82	106

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	76.7%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	76.7%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	61	-	630	1915:2055	931+103	60.9 : 60.9%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	53	-	724	2055:1915	868+76	76.7 : 76.7%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	18	-	238	1965	311	76.5%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	179	2105:2015	134+141	65.1 : 65.1%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	942	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	51	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	8.6%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	116	2015	1350	8.6%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	130	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	17	Inf	Inf	0.0%

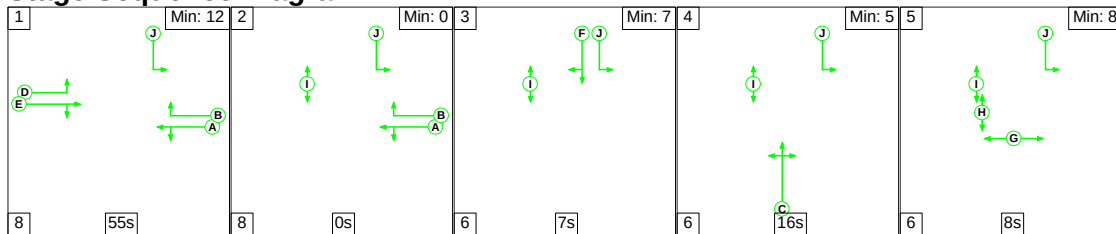
Full Input Data And Results													
4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	65	2015	1989	3.3%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	145	2015	2015	7.2%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	-	-	238	39	1	13.6	5.0	0.4	18.9	-	-	-	-
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	120	39	1	13.6	4.9	0.4	18.8	-	-	-	-
1/1+1/2	630	630	59	3	1	3.4	0.8	0.4	4.6	26.3	13.5	0.8	14.3
2/2+2/1	724	724	5	0	0	5.4	1.6	0.0	7.1	35.2	19.5	1.6	21.1
3/1	238	238	-	-	-	3.2	1.6	-	4.8	72.0	7.5	1.6	9.1
4/2+4/1	179	179	56	36	0	1.5	0.9	-	2.4	48.3	2.8	0.9	3.7
5/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	942	942	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	-	-	118	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	116	116	116	0	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
2/1	130	130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	17	17	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	65	65	2	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	145	145	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
C1 PRC for Signalised Lanes (%): 17.3 Total Delay for Signalised Lanes (pcuHr): 18.84 Cycle Time (s): 120 PRC Over All Lanes (%): 17.3 Total Delay Over All Lanes(pcuHr): 18.94													

C1	PRC for Signalled Lanes (%):	17.3	Total Delay for Signalled Lanes (pcuHr):	18.84	Cycle Time (s): 120
	PRC Over All Lanes (%):	17.3	Total Delay Over All Lanes(pcuHr):	18.94	

Full Input Data And Results

Scenario 15: 'Saturday_2033 With Dev' (FG15: 'Saturday Peak - 2033 With Dev', Plan 1: 'Network Control Plan 1')

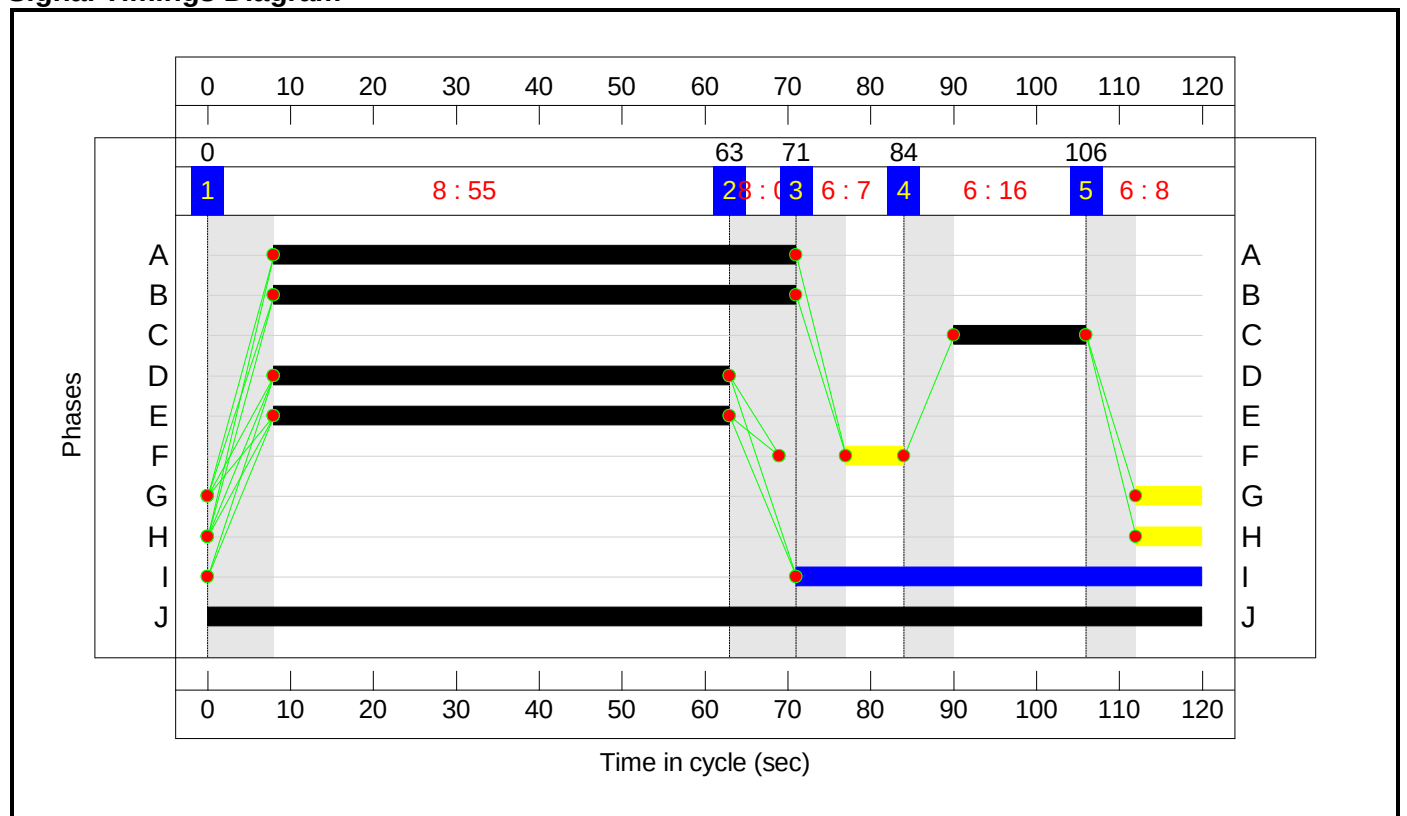
Stage Sequence Diagram



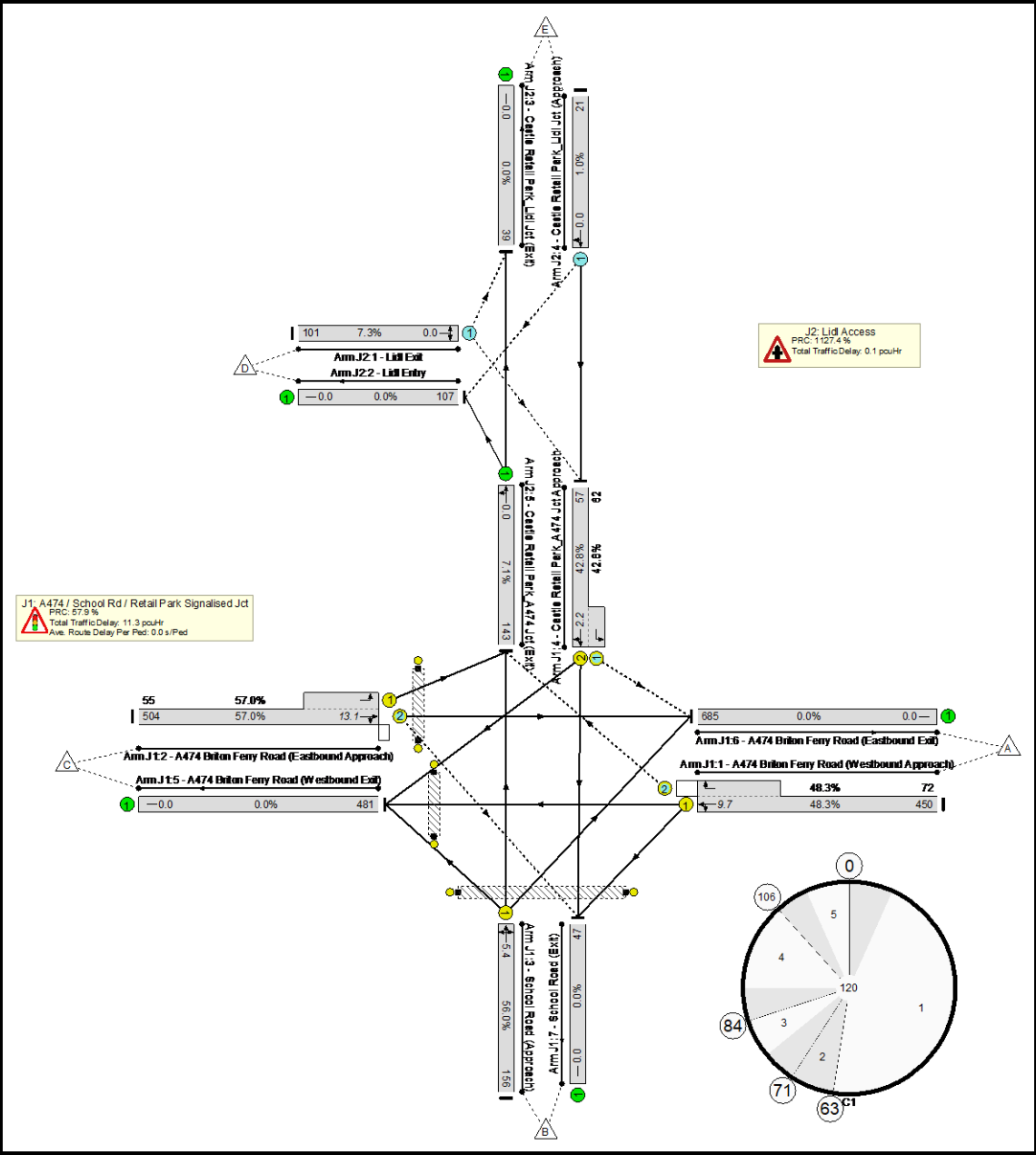
Stage Timings

Stage	1	2	3	4	5
Duration	55	0	7	16	8
Change Point	0	63	71	84	106

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	57.0%
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	N/A	-	-		-	-	-	-	-	-	57.0%
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	63	-	522	1915:2055	931+149	48.3 : 48.3%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	55	-	559	2055:1915	885+97	57.0 : 57.0%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	16	-	156	1965	278	56.0%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	119	2105:2015	133+145	42.8 : 42.8%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	685	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	47	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	49	-	0	-	0	0.0%
J2: Lidl Access	-	-	N/A	-	-		-	-	-	-	-	-	7.3%
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	101	2015	1377	7.3%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	107	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	39	Inf	Inf	0.0%

Full Input Data And Results													
4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	21	2015	2015	1.0%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	143	2015	2015	7.1%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	-	-	215	28	1	8.9	2.2	0.3	11.4	-	-	-	-
J1: A474 / School Rd / Retail Park Signalised Jct	-	-	114	28	1	8.9	2.1	0.3	11.3	-	-	-	-
1/1+1/2	522	522	67	4	1	2.4	0.5	0.3	3.2	21.8	9.3	0.5	9.7
2/2+2/1	559	559	9	0	0	3.5	0.7	0.0	4.2	26.8	12.4	0.7	13.1
3/1	156	156	-	-	-	2.1	0.6	-	2.7	62.6	4.8	0.6	5.4
4/2+4/1	119	119	38	24	0	0.9	0.4	-	1.3	38.3	1.8	0.4	2.2
5/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	-	-	101	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	101	101	101	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
2/1	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	21	21	0	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	143	143	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
C1 PRC for Signalised Lanes (%): 57.9 Total Delay for Signalised Lanes (pcuHr): 11.30 Cycle Time (s): 120 PRC Over All Lanes (%): 57.9 Total Delay Over All Lanes(pcuHr): 11.39													

Appendix G

Delivery Management Statement

Delivery Management Statement

- 1.1 This Delivery Management Statement (DMS) has been prepared in response to comments received from Neath Port Talbot County Borough Council (NPTCBC) regarding the Transport Assessment (TA) submitted in support of a proposed Lidl foodstore (Class A1) re-development at Briton Ferry Road, Neath.
- 1.2 The DMS is applicable to all Lidl delivery vehicles and will be reviewed on a periodic basis. All Lidl direct suppliers will also be made aware of the measures/controls within the DMS.
- 1.3 Compliance and implementation of the DMS will be monitored by the store manager and Lidl regional management team, with regular training undertaken with Lidl drivers and staff members as and when required.

Delivery Vehicle Type

- 1.4 Lidl typically delivers using 16.5m articulated vehicles, which serve a number of stores on each delivery run to ensure both efficiency of operation and sustainability of the business.
- 1.5 Lidl store deliveries include all frozen, chilled and ambient goods, with the same delivery vehicle taking away store waste and recycling.

Routing of Vehicles

- 1.6 The site has a single vehicle access point along the Castle Retail Park access road, with access to the wider highway network provided from the A474 Briton Ferry Road / School Road / Castle Retail Park access road signalised junction, located directly to the south. All delivery vehicles will route through these junctions.
- 1.7 Deliveries to the site will originate from the regional distribution centre at Waterton Industrial Estate, Bridgend, and arrive and depart the site via the A474 Briton Ferry Road.

Service Vehicle Accessibility

- 1.8 The delivery vehicle loading bay is located along the northern edge of the unit. This loading bay has been designed to accommodate a 16.5m articulated vehicle. Lidl will ensure the loading bay remains clear of non-authorised vehicles.
- 1.9 Delivery vehicles will enter the site in a forward gear, turn within the car park area, and reverse into the loading bay. After offloading the goods, they would then exit the site in a forward gear. Experience at other stores, where the service vehicle has to pass through the car park, as well as reversing into the loading bay, shows that the manoeuvre can be undertaken entirely safely.

- 1.10 The internal site car park layout has been designed to allow sufficient space for a 16.5m articulated vehicle to safely make these movements. In particular, the site is laid out so that there are no car parking spaces which will have to be "free" so as to allow the delivery vehicles to successfully execute its standard manoeuvres.
- 1.11 Delivery drivers will be briefed to ensure that they are aware that the route to the loading bay is through the customer car park, including a reversing manoeuvre.
- 1.12 Suitable lighting within the car park will be provided to ensure good visibility for all vehicles within the site at all times of the day.
- 1.13 The store manager will be informed on a daily basis of anticipated delivery schedules, and kept updated to any delays or changes in expected delivery vehicle arrival times.
- 1.14 As necessary, Lidl will make an appointed member of staff available to be deployed as a banksman, to provide a further aid to the driver in terms of maximising visibility.

Delivery Arrangements

- 1.15 It is anticipated that the store would generate between 1 and 2 deliveries per day on average. This could potentially increase to 3 deliveries per day during the busiest periods such as Christmas and Easter. The proposed frequency of deliveries is consistent with other similar store operations, and is considered minimal in terms of impact upon the local highway network.
- 1.16 Deliveries will be managed to ensure that there is never more than one delivery vehicle on site at the site time, so there will be no opportunity or need for vehicles to wait outside of the loading bay.
- 1.17 Where feasible, Lidl will endeavour to undertake deliveries outside of store trading hours, local highway peak periods, and local school peak periods, to minimise disruption to customers, and minimise disruption to other pedestrian and vehicle traffic on the network.

Good Neighbour and Considerate Behaviour

- 1.18 In addition to the management of delivery numbers and scheduling, mitigation measures will be in place in order to minimise the impact to the surrounding area, including:
- Vehicle reversing 'audible warning' to be used within the site, but switched off after 9pm, if this can be done without compromising safety;
 - At all times, deliveries to be undertaken with minimal noise in terms of vehicle manoeuvring, engine noise ("revving"), gear changes and application of brakes, moving goods to / from the vehicle, and considerate closing of doors (no 'slamming');

- Switch of the engine, radio, and headlights of vehicles when parked in the delivery bay;

Safety Practices

- 1.19 All delivery vehicle drivers servicing the yard will be highly trained and well-practised in undertaking the required manoeuvres.
- 1.20 The following safety practices will also be adhered to when deliveries are taking place:
- All involved delivery staff to wear relevant PPE and high visibility clothing;
 - All involved delivery staff to undergo relevant safety training, and be made aware of all potential risks;
 - Only trained persons to be involved; and
 - Undertake monthly servicing and maintenance checks of the service yard.
- 1.21 To ensure high safety standards are maintained and prioritised, all involved delivery staff will be encouraged to report any potential issues, observed incidents, or potential improvement measures in the delivery process to the store manager.

Appendix H

Updated Parking Accumulation (based on May 2022 traffic surveys)

21-00738 Briton Ferry Road, Lidl

Existing and Proposed Lidl Unit Anticipated Parking Accumulation

EXISTING LIDL - WEEKDAY ACCUMULATION

Starting Accumulation Value - 0

	TRIPS OUT	TRIPS IN	ACCUM
07:00 - 07:15	0	0	1
07:15 - 07:30	0	2	3
07:30 - 07:45	1	0	2
07:45 - 08:00	1	5	6
08:00 - 08:15	2	13	17
08:15 - 08:30	13	10	14
08:30 - 08:45	8	9	15
08:45 - 09:00	14	14	15
09:00 - 09:15	10	14	19
09:15 - 09:30	15	9	13
09:30 - 09:45	10	15	18
09:45 - 10:00	13	11	16
10:00 - 10:15	13	11	14
10:15 - 10:30	7	10	17
10:30 - 10:45	10	12	19
10:45 - 11:00	12	9	16
11:00 - 11:15	11	13	18
11:15 - 11:30	9	12	21
11:30 - 11:45	19	21	23
11:45 - 12:00	14	11	20
12:00 - 12:15	18	20	22
12:15 - 12:30	20	24	26
12:30 - 12:45	16	13	23
12:45 - 13:00	17	10	16
13:00 - 13:15	13	12	15
13:15 - 13:30	14	17	18
13:30 - 13:45	17	18	19
13:45 - 14:00	11	18	26
14:00 - 14:15	22	21	25
14:15 - 14:30	20	13	18
14:30 - 14:45	13	14	19
14:45 - 15:00	15	16	20
15:00 - 15:15	17	25	28
15:15 - 15:30	26	25	27
15:30 - 15:45	24	20	23
15:45 - 16:00	21	19	21
16:00 - 16:15	22	18	17
16:15 - 16:30	21	22	18
16:30 - 16:45	18	12	12
16:45 - 17:00	11	16	17
17:00 - 17:15	13	16	20
17:15 - 17:30	20	15	15
17:30 - 17:45	15	14	14
17:45 - 18:00	14	21	21
18:00 - 18:15	22	24	23
18:15 - 18:30	15	9	17
18:30 - 18:45	14	5	8
18:45 - 19:00	8	5	5

Max Accumulation Value - 28

Existing Lidl Parking Spaces - 135
Existing Lidl Min Spare Capacity - +107
Max Capacity Reached - 20.7%

EXISTING LIDL - SATURDAY ACCUMULATION

Starting Accumulation Value* - 7

	TRIPS OUT	TRIPS IN	ACCUM
1	0	0	6
0	0	0	6
0	1	0	7
0	3	0	10
4	22	0	28
16	12	0	24
16	7	0	15
9	8	0	14
9	8	0	13
2	5	0	16
8	13	0	21
11	8	0	18
11	16	0	23
18	20	0	25
19	18	0	24
12	21	0	33
23	14	0	24
8	20	0	36
34	17	0	19
13	19	0	25
22	20	0	23
17	21	0	27
13	13	0	27
16	17	0	28
18	16	0	26
16	12	0	22
14	14	0	22
15	13	0	20
14	24	0	30
20	26	0	36
25	19	0	30
22	9	0	17
13	17	0	21
12	13	0	22
12	14	0	24
19	25	0	30
23	15	0	22
10	13	0	25
17	15	0	23
19	18	0	22
14	13	0	21
16	10	0	15
12	17	0	20
11	9	0	18
11	15	0	22
13	10	0	19
9	2	0	12
16	4	0	0

Max Accumulation Value - 36

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

PROPOSED LIDL - WEEKDAY ACCUMULATION

Starting Accumulation Value - 0

	TRIPS OUT	TRIPS IN	ACCUM
07:00 - 07:15	0	0	0
07:15 - 07:30	0	3	3
07:30 - 07:45	1	0	2
07:45 - 08:00	1	7	8
08:00 - 08:15	3	17	22
08:15 - 08:30	17	13	18
08:30 - 08:45	11	12	19
08:45 - 09:00	19	19	19
09:00 - 09:15	13	19	25
09:15 - 09:30	20	12	17
09:30 - 09:45	13	20	24
09:45 - 10:00	17	15	22
10:00 - 10:15	17	15	20
10:15 - 10:30	9	13	24
10:30 - 10:45	13	16	27
10:45 - 11:00	16	12	23
11:00 - 11:15	15	17	25
11:15 - 11:30	12	16	29
11:30 - 11:45	25	28	32
11:45 - 12:00	19	15	28
12:00 - 12:15	24	27	31
12:15 - 12:30	27	32	36
12:30 - 12:45	21	17	32
12:45 - 13:00	23	13	22
13:00 - 13:15	17	16	21
13:15 - 13:30	19	23	25
13:30 - 13:45	23	24	26
13:45 - 14:00	15	24	35
14:00 - 14:15	29	28	34
14:15 - 14:30	27	17	24
14:30 - 14:45	17	19	26
14:45 - 15:00	20	21	27
15:00 - 15:15	23	33	37
15:15 - 15:30	35	33	35
15:30 - 15:45	32	27	30
15:45 - 16:00	28	25	27
16:00 - 16:15	29	24	22
16:15 - 16:30	28	29	23
16:30 - 16:45	24	16	15
16:45 - 17:00	15	21	21
17:00 - 17:15	17	21	25
17:15 - 17:30	27	20	18
17:30 - 17:45	20	19	17
17:45 - 18:00	19	28	26
18:00 - 18:15	29	32	29
18:15 - 18:30	20	12	21
18:30 - 18:45	19	7	9
18:45 - 19:00	11	7	5

Max Accumulation Value - 37

Proposed Lidl Parking Spaces - 149
Proposed Lidl Min Spare Capacity - +112
Max Capacity Reached - 24.8%

PROPOSED LIDL - SATURDAY ACCUMULATION

Starting Accumulation Value* - 8

	TRIPS OUT	TRIPS IN	ACCUM
1	0	0	7
0	0	0	7
0	1	0	8
0	4	0	12
5	29	0	36
21	16	0	31
21	9	0	19
12	11	0	18
12	11	0	17
3	7	0	21
11	17	0	27
15	11	0	23
15	21	0	29
24	27	0	32
25	24	0	31
16	28	0	43
31	19	0	31
11	27	0	47
45	23	0	25
17	25	0	33
29	27	0	31
23	28	0	36
17	17	0	36
21	23	0	38
24	21	0	35
21	16	0	30
19	19	0	30
20	17	0	27
19	32	0	40
27	35	0	48
33	25	0	40
29	12	0	23
17	23	0	29
16	17	0	30
16	19	0	33
25	33	0	41
31	20	0	30
13	17	0	34
23	20	0	31
25	24	0	30
19	17	0	28
21	13	0	20
16	23	0	27
15	12	0	24
15	20	0	29
17	13	0	25
12	3	0	16
21	5	0	0

Max Accumulation Value - 48

Proposed Lidl Parking Spaces - 149
Proposed Lidl Min Spare Capacity - +101
Max Capacity Reached - 32.2%

Notes:
Existing Lidl accumulations calculated from Lidl entry and exit movements from MCC surveys undertaken on Friday 13th May 2022 and Saturday 14th May 2022. 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