



McDonald's Pontardawe Transport Note

For McDonald's Restaurants Ltd

Date 25 September 2023

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1. INTRODUCTION

1.1 Aim of Note

- 1.1.1 This Transport Note (TN) has been prepared by Hydrock on behalf of McDonalds Restaurants Ltd to address the highways comments received from Neath Port Talbot Council (NPT) and Active Travel Wales (ATW) associated with live planning application P2023/0101 (PP-11913031).
- 1.1.2 The proposals seek permission for the erection of a freestanding drive-thru/restaurant, car parking, landscaping, and associated works, including Customer Order Displays (COD) and play frame. This TN confirms that there are no overriding highway related issues that would warrant a reason for refusal in planning terms.

1.2 Discussions with Highway Authority

- 1.2.1 Following receipt of the NPT highways comments dated 9th March 2023 (provided at Appendix A), a meeting was held with the council highway and planning officers on the 29th March 2023 to discuss the development proposals and way forward with regard to the proposed drive-thru/restaurant submission.
- 1.2.2 An additional meeting took place on the 25th April 2023 with Hydrock and NPT highways discussing the proposals, effectively scoping the forthcoming submissions to address highway concerns. The meeting discussed the approach to modelling, survey data, and all internal elements such as layout, parking and servicing. A copy of the agreed discussions between NPT highways and Hydrock are provided at Appendix B.
- 1.2.3 This TN provides a detailed response to the queries and comments provided on the 9th March 2023 from the highway officers at NPT with regards to the Transport Assessment (TA) (reference: 15297-HYD-XX-XX-RP-TP-5001-P03 dated December 2022). It is noted no comments on the Travel Plan (TP) (reference: 15297-HYD-XX-XX-RP-TP-6001-P03 dated December 2022) supporting the proposals have been received.
- 1.2.4 The TN also includes comments raised by Active Travel Wales on the development proposals from a walking and cycling perspective. The comments were provided by the planning case officer on the 14th March 2023. Active Travel consultation comments are provided at Appendix C.
- 1.2.5 It should be noted that in light of the approach now agreed to assess traffic impact, which is covered in more detail at Section 2.3 the content of this TN only considers the layout matters from a transport perspective, which include topics such as pedestrian access, road safety, car parking, desire lines, lining/signage, and servicing requirements.
- 1.2.6 This TN sets out comments from NPT highways, NPT planning officer as well as ATW, which are shown as a **'pull-out box'**, with the Hydrock response following.

1.3 Content of Note

- 1.3.1 Hydrock have categorised the comments received from NPT highways and Active Travel Wales with the structure of this TN as follows:
 - » **Section 2:** set out the comments received by NPT Highways ranging from initial scoping discussions, traffic surveys, traffic generation/impact, road safety, access, internal layout

matters and servicing arrangements and provides a response confirming the appropriateness of the proposals;

- » **Section 3:** considers the consultation comments received from Active Travel regarding pedestrian and cycle linkages; and
- » **Section 4:** with a summary and conclusions.

2. NEATH PORT TALBOT HIGHWAYS

2.1 Pre-Application Scoping

- 2.1.1 Within NPT's response dated 9th March 2023 the Highway Authority confirmed the following regarding pre-application and scoping submissions:

"The scoping route for the Transport Assessment was not agreed by the Local Authority prior to the assessment being undertaken"

- 2.1.2 A formal pre-application submission (ref: Q2020/006) was made to NPT Council on the 2nd April 2020. A response to the pre-application process was provided on the 7th April 2020, as a result, the appropriate route for pre-application consultation and scoping has been undertaken. A copy of the NPT pre-app response is shown at Appendix D.
- 2.1.3 Hydrock prepared a Transport Scoping Note (TSN) (ref: 15297-HYD-XX-XX-RP-TP-3001-P01) dated April 2022 to engage with NPT highways regarding the scope, approach, and methodology to be set out within the Transport Assessment to be submitted to support the application proposals.
- 2.1.4 The TSN was submitted to the NPT highway officers on the 8th April 2022. A response was provided on the 11th April 2022 confirming receipt of the TSN. Following this response, no further input from NPT highways was provided as part of the scoping exercise.
- 2.1.5 The emails associated with the submission and response to the TSN submission are provided at Appendix E.

2.2 Traffic and Parking Survey Data

Traffic Surveys

- 2.2.1 NPT highways considered that the baseline data collected for the purpose of assessing traffic impact and understanding existing capacity within the Tesco's car park was not sufficient stating that:

"Traffic surveys on the existing highway were only undertaken on Friday 29th 3pm to 7pm and Saturday 30th 11am to 4pm. We would require a weeks' worth (7 days) of data to provide an accurate representation of traffic flows between 7am to 7pm carried out within a neutral month to be able to accurately assess the existing highway network. Likewise the survey of existing car parking demand for Tesco had only been undertaken within a small window of time on the same two days, this needs to be the same duration as the traffic surveys all undertaken again within a neutral month. The two traffic count periods does not provide an accurate reflection of the parking demand or a justification for the removal of car parking spaces associated with the Tesco Store based upon what had been consented during the planning process for the supermarket"

- 2.2.2 It should be noted that the baseline surveys contained within the TA were undertaken between the hours of 15:00 to 19:00 weekday (Friday) and 11:00 to 16:00 weekend (Saturday). This is a standard approach when assessing peak hour traffic conditions associated with drive-thru facilities and nationally accepted.
- 2.2.3 This was discussed during a meeting with NPT highway, which took place on the 25th April 2023 whereby Hydrock confirmed that updated surveys would be undertaken in line with NPT highways requirements.

- 2.2.4 The updated traffic and parking beat surveys in line with NPT highways requirements were undertaken in May 2023, a neutral month, between the hours of 07:00 to 19:00 covering the existing junctions surveyed along with the Tesco's surface car park for a seven day period.

Parking Surveys

Transport Assessment Analysis

- 2.2.5 Paragraph 5.4.11 of Section 5.4 of the TA supporting the proposals confirmed that the existing Tesco's car park provides a total of 410 car parking spaces. It also confirmed that as a result of the new drive-thru facility and additional minor alterations a total of 102 spaces would be lost for its delivery.
- 2.2.6 The original baseline parking surveys undertaken and presented in the TA confirmed that on a weekday the maximum occupancy within the car park was between 17:15 and 17:30 where 148 vehicles were parked within the car park. This equated to a 36% occupancy of the existing surface car park resulting in spare capacity of 262 car parking spaces.
- 2.2.7 When factoring the delivery of the new drive-thru facility, weekday occupancy levels indicate that there would be a total of 160 spare spaces within the car park for foodstore users.
- 2.2.8 During the weekend (Saturday) assessment it was recorded that a maximum of 113 vehicles were parked between the hours of 12:30 and 12:45, which equates to a 28% occupancy level. This indicates that there were 297 spare spaces within the car park.
- 2.2.9 When factoring the delivery of the new drive-thru facility, weekend (Saturday) occupancy levels indicate that there would be a total of 195 spare spaces within the car park for foodstore users.
- 2.2.10 The TA concluded that during the peak operational periods for the proposal, the delivery of the McDonalds drive-thru/restaurant and associated works would not have a material impact upon existing car parking demand levels serving the Tesco's foodstore.

Updated Tesco's Car Parking Analysis

- 2.2.11 In agreement with NPT, updated parking beat surveys aligning with traffic surveys were undertaken for a seven-day period between the hours of 07:00 and 19:00, capturing weekday and weekend occupancy levels of the existing car park. A summary of the occupancy levels during the updated agreed assessment period is provided below.

Table 2.1: Summary of Weekday Maximum Parking Occupancy Levels (inclusive of average weekday)

Weekday:	Date:	Time Period:	Existing Car Park (410 spaces)		Proposed Car Park (308 spaces)	
			Total Occupancy:	Spare Spaces:	Total Occupancy:	Spare Spaces:
Monday	15 th May 2023	12:15-12:30	34%	270	45%	168
Tuesday	16 th May 2023	11:30-11:45	35%	267	46%	165
Wednesday	17 th May 2023	12:00-12:15	39%	251	52%	149
Thursday	18 th May 2023	13:15-13:30	34%	271	45%	169
Friday	19 th May 2023	10:30-10:45	26%	302	35%	200
Weekday Average:		11:30-11:45	32%	278	43%	176

- 2.2.12 Table 2.1 above indicates maximum demand during each weekday assessment period along with confirming that the maximum average occupancy levels during weekday conditions are at 32% with on average 278 unoccupied spaces available.
- 2.2.13 Whilst the introduction of the new drive-thru facility represents a reduction in existing surface car parking, the surveys indicate that on average the car park will be at 43% occupancy with 176 unoccupied spaces available for foodstore customers.
- 2.2.14 Table 2.2 below sets out a summary and average of weekend occupancy levels within the existing surface car park:

Table 2.2: Summary of Weekend Maximum Parking Occupancy Levels (inclusive of average weekday)

Weekday:	Date:	Time Period:	Existing Car Park (410 spaces)		Proposed Car Park (308 spaces)	
			Total Occupancy:	Spare Spaces:	Total Occupancy:	Spare Spaces:
Saturday	20 th May 2023	11:30-11:45	39%	251	52%	149
Sunday	21 st May 2023	11:00-11:15	28%	297	37%	195
Weekend Average:		11:30-11:45	32%	278	43%	176

- 2.2.15 Weekend occupancy levels are, on average, comparable to the weekday assessment period, indicating that with the delivery of the new drive-thru facility the existing car park will offer 57% spare capacity for foodstore customers, equating to 176 spaces.
- 2.2.16 Based on the evidence set out above and in line with the survey durations as requested by NTP highways, occupancy levels of the car park can accommodate the proposed drive-thru facility and therefore the original assessment undertaken and included within the submitted TA were robust and appropriate.
- 2.2.17 The weekday and weekend outputs from the parking beat surveys are provided at Appendix F.

2.3 Traffic Generation and Impact

- 2.3.1 A proportion of the comments received from NPT highways relate to the traffic impact associated with the delivery of a new McDonald's drive-thru/restaurant on the local road network. Traffic generation and impact are not discussed within this TN, however, a summary on the approach taken is set out below:
- 2.3.2 The Transport Assessment undertook ARCADY (Junctions 9) analysis of existing road network junctions whereby it was identified that the baseline position was at or over theoretical capacity but not at absolute capacity. The addition of development trips in a future year scenario was also assessed and was found to give rise to a small increase in operational performance on the existing local road network junctions. This was not considered to be 'severe' from a traffic and transport position.
- 2.3.3 NPT highways considered that the analysis set out within the Transport Assessment was not sufficient to assess impact and requested new updated baseline survey data.
- 2.3.4 At the meeting on the 25th March 2023, Hydrock and NPT highways discussed the approach for forthcoming technical evidence to address concerns. Hydrock confirmed this would either be an updated review of the previously adopted Junctions 9 approach, as set out within the TA, or a microsimulation assessment.
- 2.3.5 Hydrock considered that the most robust approach to demonstrating road network performance would be to undertake a microsimulation (PTV Vissim) assessment.
- 2.3.6 PTV Vissim is a microscopic, behavioural based, multi-modal and multi-purpose traffic simulation program developed by PTV Group. Vissim realistically simulates and balances highway capacity and traffic demand, providing a significant benefit to modelling the impact of development schemes across networks of different scales and characteristics. The development of a microsimulation model for this scheme provides the following key benefits:
- » Accurate simulation of traffic patterns and individual driver behaviour under differing conditions.
 - » Exact replication of existing and proposed on-street geometry, with any level of complexity.
 - » Effect of various network constraints such as lane changing and traffic calming.
 - » Modelling the interaction of all modes of transport, including bus routes and stops.
 - » Operational design input and de-risking, specifically in relation to drive-thru service rate, queue build up and storage capacity.
 - » Simulation of on-street and off-street parking behaviour, dwell time, reactive overtaking, give-way and acceleration/deceleration behaviour.
 - » Visual 3D representation of network performance and road user behaviour, highlighting development traffic and colour coding trips by type and purpose.
- 2.3.7 The approach to be taken was confirmed to NPT highways on the 9th June 2023 along with the submission of the Modelling Scoping Note (MSN), which followed thereafter.
- 2.3.8 In agreeing the MSN, NPT highways raised queries over topics including raw survey sites and TRICS site selection (sensitivity), which were received on the 14th August 2023. Hydrock addressed these concerns on the 7th August 2023 with NPT highways confirmed acceptance of the MSN on the 14th August 2023.

2.3.9 Following agreement of the MSN, Hydrock have prepared the following documents relating to traffic generation, road network performance and impact, which accompany the submission of this TN:

- » a Local Model Validation Report (LMVR) (ref: 15297-HYD-XX-XX-RP-TP-8002-P01), which sets out the validity of the model for assessment; and
- » the Model Development Report (MDR) (ref: 15297-HYD-XX-XX-RP-TP-8002-P01) provides a summary of model outputs including development impact.

2.3.10 The analysis, outputs and conclusions of the microsimulation assessment of the local road network and the proposed McDonald's drive-thru/restaurant are contained within the documents referred to above.

2.4 Road Safety

Local Personal Injury Accident Data

2.4.1 NPT Highways have undertaken their own review of personal injury accident data locally to the site stating the following:

"Accident statistic data varies from the Authorities assessment compared to that of the applicants. Crashmaps data indicates that there has been 6 vehicular collisions within the last 5 years on the approach to the circulatory on the A4067 leading to the development site. Any increase in vehicles trips to this location as a consequence of development could result in increased safety concerns. 5 accidents within 5 years is defined as a collision cluster point and the authority have implemented measures in the form of a speed limit reduction at along the A4067 to try and mitigate highway safety concerns at this location"

2.4.2 Section 2.3 of the TA (Dec 2022) sets out road safety data for the most recent five-year review period along with a defined study area. It is indicated that no accidents occurred within the study area within the five-year search period.

2.4.3 NPT highways have undertaken their own review of CrashMap.co.uk, an online software tool, for recorded personal injury accidents. NPT have confirmed that a total of six accidents have occurred, however, no study data has been provided to date. Therefore, Hydrock have undertaken a review of CrashMap.co.uk for accidents, which have occurred outside of the TA (Dec 2022) study area scope. These accidents are set out below at Figure 2.1:

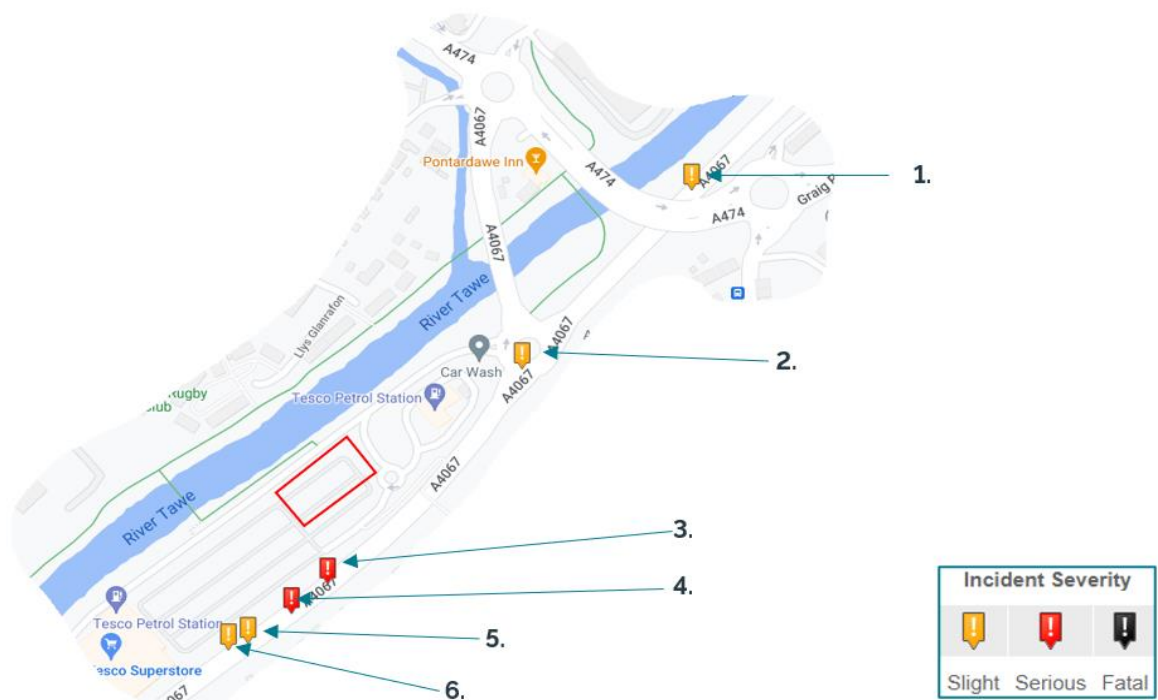


Figure 2.1: CrashMap.co.uk Accident Data Locally

2.4.4 Hydrock have summarised the six accidents, which have been raised by NPT highways, below at Table 2.3:

Table 2.3: CrashMap PiA Summary

Ref:	Severity:	Month/Year:	Vehicles Involved:	Location:	Time:
1	Slight	May 2019	2	A4067	08:57
2	Slight	August 2021	2	A4067 / Tesco Roundabout	08:12
3	Serious	August 2018	2	A4067	12:27
4	Serious	July 2018	2	A4067	15:28
5	Slight	February 2021	2	A4067	15:01
6	Slight	January 2021	2	A4067	14:02

2.4.5 Hydrock have reviewed the accident outputs from CrashMap.co.uk, with a summary set out below discussing the particulars of the recorded data:

- » **Ref 1:** occurred on the A4067 some 130m north of the roundabout with Tesco's involving a goods vehicle and car. The accident is recorded as a rear end shunt collision whereby the goods vehicle collided with the car in slow moving traffic.
- » **Ref 2:** occurred at the A4067 and Tesco's roundabout where a motorcycle passing slow/stationary traffic collided with a car undertaking a right turn manoeuvre whilst traversing the roundabout.
- » **Ref 3:** two cars collided head on (first point of impact being front for both vehicles) some 200m south of the A4067 and Tesco's roundabout on the A4067.
- » **Ref 4:** a car undertaking a U-turn manoeuvre on the A4067 some 235m south of the A4067 and Tesco's roundabout collided with a motorcycle proceeding normally along the A4067.

» **Ref 5:** a motorcyclist and pedal cyclist collided on the A4067 some 215m south of the A4067 and Tesco's roundabout.

» **Ref 6:** involved two cars where a rear end shut occurred as each vehicle slowed down.

2.4.6 The NPT highway officer states that five accidents within five years is defined as a collision cluster-point and the authority have implemented measures in the form of a speed limit reduction along the A4067 to try and mitigate highway safety concerns.

2.4.7 With regard to the statement surrounding identifying cluster points Hydrock would disagree. It should be noted that the Welsh Government Transport Wales 'Guidelines for the submission of Road Safety Schemes' (Revised October 2011) and Welsh Government Statistical Bulletin 'accident cluster sites and fatal road accidents on the Welsh Trans-European Road Network' confirm a cluster identification as:

» "The current criterion used for considering clusters has been 4 personal injury collisions in a 3-year period within a 100m radius"

2.4.8 The 'Guidelines for the submission of Road Safety Schemes' (Revised October 2011) also states that "The assessment of the network should involve the study of collision **patterns** for a specified **period** (e.g. 3 years) according to **location, circumstances** and the **vehicles** and **casualties** involved".

2.4.9 As a result, Hydrock consider that, there is no existing pattern of recorded accidents within the extended study area that would identify a location, period, circumstance or characteristic, which would indicate an existing cluster of inherent road safety concern within the local highway network.

2.4.10 The CrashMap.co.uk accident outputs are provided at Appendix G.

Safe Routes to School

2.4.11 Regarding 'safe routes to school' NPT highway's state the following:

"pedestrian safety has not formed an integrated part of the development. No consideration or reference has been made to the fact that the crossing points and footways immediately surrounding this development forms a 'Safe Routes to School' and how the increase traffic generation including HGV's will impact on this route"

2.4.12 The existing pedestrian link/route is shown below at Figure 2.2, which bounds the periphery of the existing Tesco foodstore demise. The introduction of the proposed drive-thru facility does not impact upon this existing route or desire line, which is to be maintained.

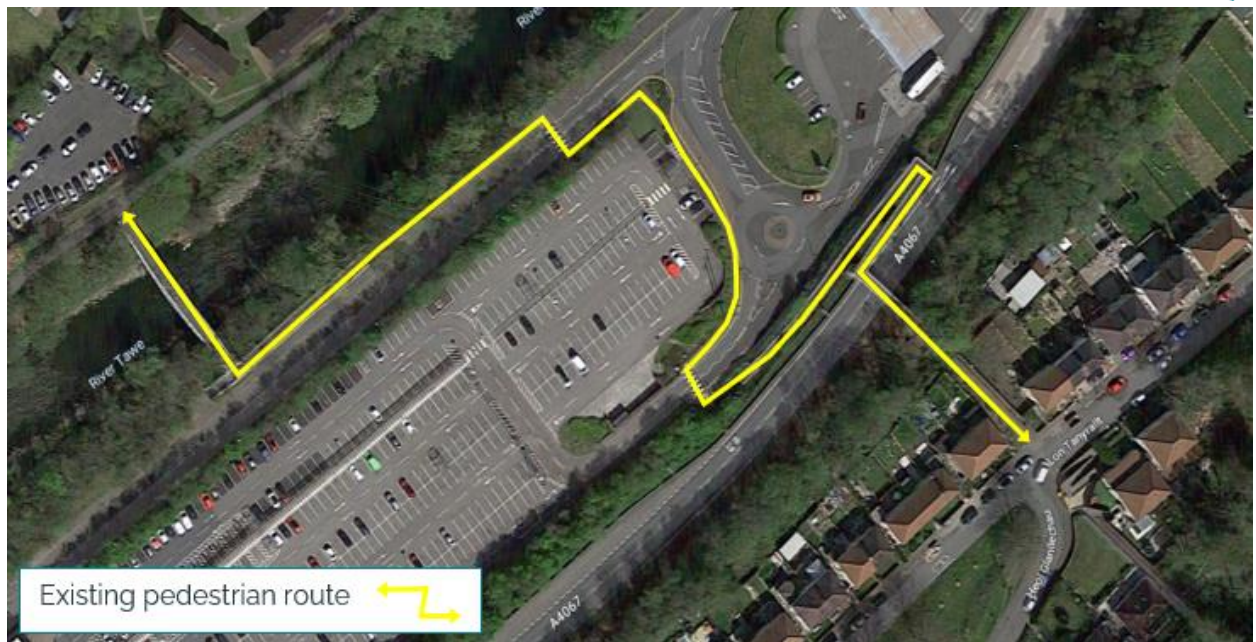


Figure 2.2: Existing Pedestrian Route

- 2.4.13 The existing route is typically c.2.7m in width and the proposals are to undertake improvements to increase width to 3.0m, which is consistent with a shared user route as set out within the adopted 'Active Travel Act Guidance' specifications. This represents an improvement/betterment to the existing pedestrian route.
- 2.4.14 Arrivals/departures for servicing vehicles, which include a 16.5m HGV would occur outside of periods when this existing route is utilised as a 'safe route to school'. As a result, there would be little if any conflict between large servicing vehicles and school children traveling to and from school. There are also no existing recorded accidents in this location between vehicles and school children utilising this route.

2.5 Layout Matters

Internal Road Signage

- 2.5.1 Internally the proposals are to alter existing surface directional signage within the Tesco's foodstore car park to deliver the drive-thru facility. NPT raised comment regarding these proposals stating:

"The arrangement of the right turn land and location of the arrow into McDonald's directs vehicles into the exit lane not entrance lane in the site"

- 2.5.2 Hydrock have relocated the right-turn arrow in line with NPT highways comments. A copy of the updated/revised site plan that includes directional signage is shown at Appendix H.

Pedestrian Access

- 2.5.3 Regarding pedestrian access and permeability when accessing the proposed drive-thru store NPT highways consider the following:

"There are 3 separate pedestrian routes into the site all of which require pedestrians to cross in between vehicles utilising the Drive-thru, although annotated as crossing points these should be minimised to prevent the risk of potential conflict between vehicles and pedestrians. This could be enforced through the use of a suitable boundary treatments within and on the periphery of the site, for example the use of a knee rail fence as boundary treatment does not offer any safety measure and pedestrians, especially school children will simply step over it to follow the desired shortest route into the establishment. Boundary treatments must be robust but also sympathetic to its surroundings and development type. The development is in a prime location to attract a high footfall of pedestrians and school children on their way to or home from school"

- 2.5.4 The proposed separate crossing facilities offer appropriate permeability for pedestrian access to the development site. Regarding road safety a crossing facility within a drive-thru lane where slow moving/stationary vehicles are queueing in a single direction is inherently safer than crossing a standard carriageway arrangement with two-way flows. Therefore, the routes proposed are considered appropriate from a safety position.

Pedestrian Desire Lines

- 2.5.5 Comments from NPT highways have been provided with regard to the delivery of the proposed drive-thru facility impacting on existing pedestrian desire lines to the foodstore, stating:

"The pedestrian route to Tesco has increased in length, desired and shortest route would be taken. Inadequate mitigation measures have been proposed to help prevent this"

- 2.5.6 It should be noted that currently the only appropriate routes by pedestrians to access the foodstore are shown below at Figure 2.3:

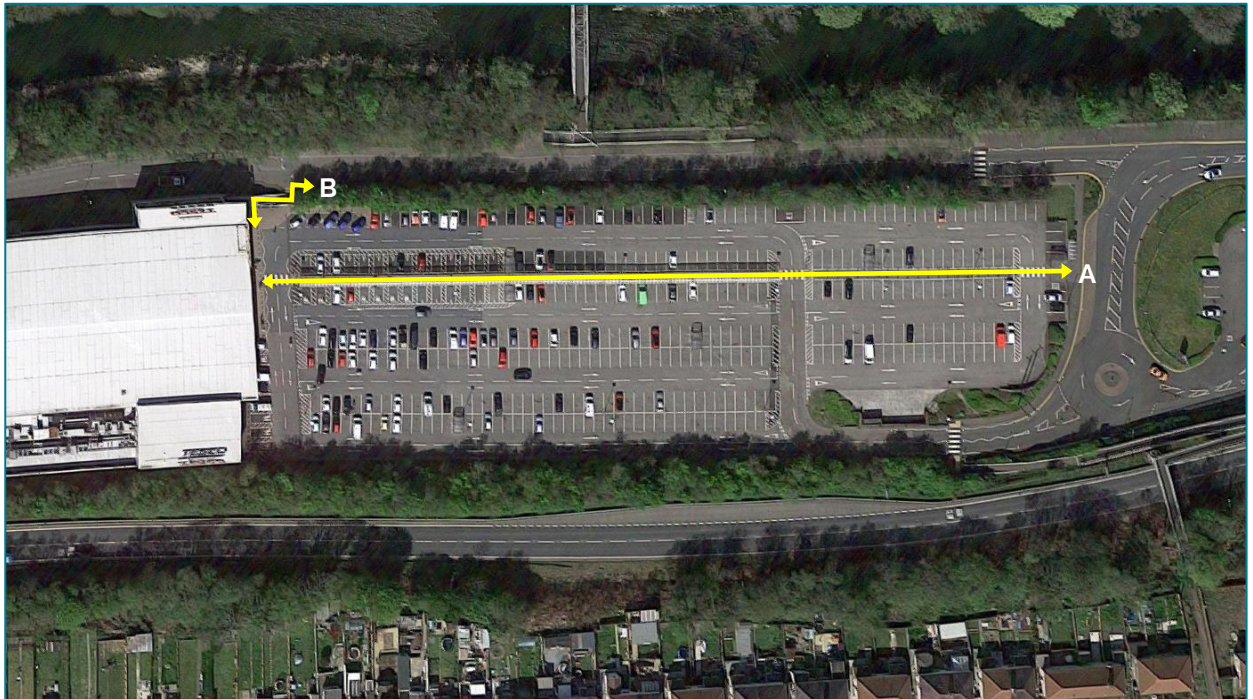


Figure 2.3: Existing Pedestrian Access Points – Tesco's Foodstore

2.5.7 A summary of the existing pedestrian access points is set out below:

- » **Access Point A:** provided from the principal vehicular access road from an existing pedestrian footway to the north of the site. The route to the store from the northern boundary is some 200m and is at-grade. The route is provided with internal crossing facilities and is partially sheltered; and
- » **Access Point B:** provided on the site western boundary with the Tesco's foodstore access road. Given the existing level difference from the foodstore and access road the access is provided via existing steps. The route to the store is some 10m from the site boundary.

2.5.8 It is reasonable to assume that any able-bodied patron of the Tesco's foodstore arriving and departing to the west would utilise the existing stepped access arrangements with the Tesco's service road.

2.5.9 However, and like those arriving and departing to the northern 'Access Point A' would be the preferred route for those mobility impaired patrons of Tesco's. The existing pedestrian route from 'Access Point A' through the car park, which meets external pedestrian footway is some 200m in length. This route is a two and half minute walk, and shown at Figure 2.4:



Figure 2.4: Access Point A – Pedestrian route alterations as a result of proposals

- 2.5.10 A part of the development proposals a c.88m section of the existing pedestrian route will be removed to facilitate the new drive-thru facility. The proposed, revised, pedestrian route represents the delivery of a new c.115m length route meeting the existing pedestrian route linking to the Tesco store entrance.
- 2.5.11 Overall, the alterations to the existing pedestrian route represent a 27m increase in pedestrian walking distance when making journeys between the Tesco foodstore and external pedestrian facilities to the north.
- 2.5.12 The change in the pedestrian route results in an additional 20 second journey time by foot and is a 13% increase above the existing two and half minute journey, which currently occurs. We have quantified this based on a walking speed of 80m/minute, taken from 'Providing for Journeys on Foot', IHT. Therefore, the proposals, which offer a suitable, safe dedicated route do not represent a material change to the existing route to the foodstore as result of the proposals.

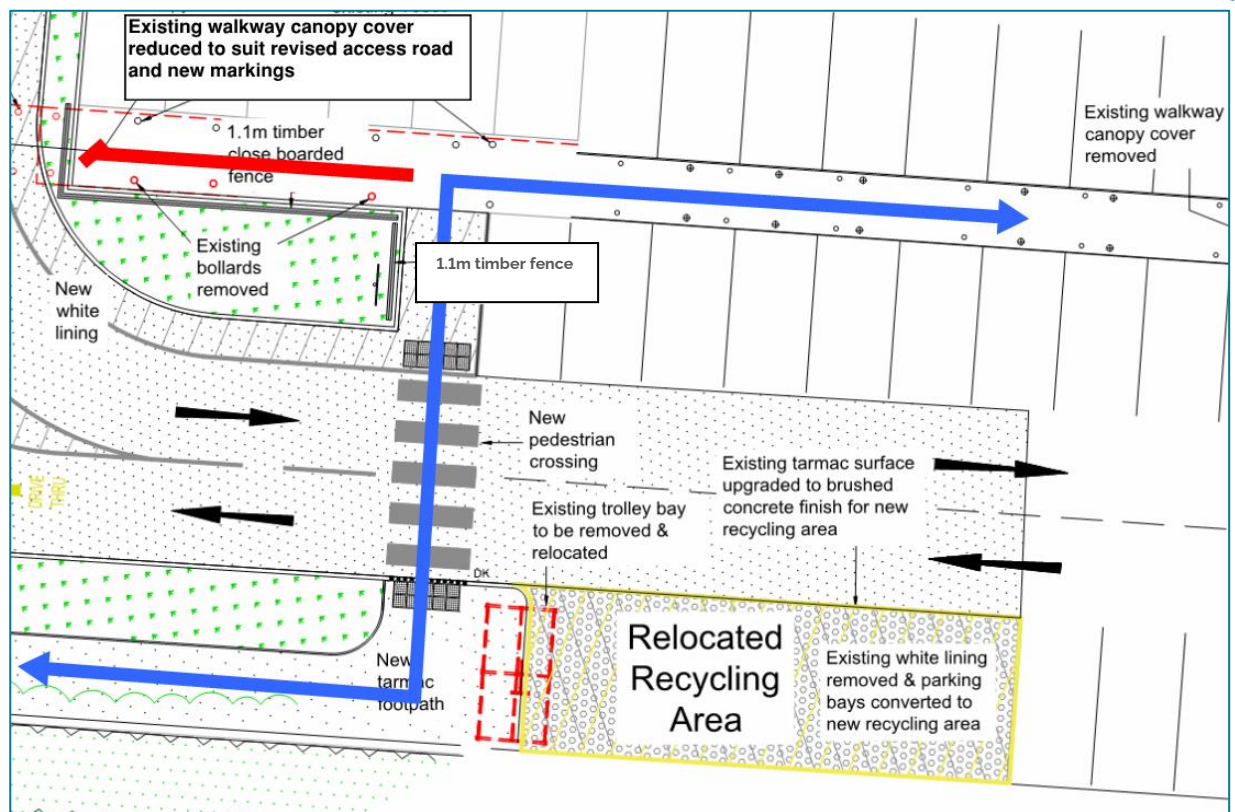


Figure 2.5: Pedestrian Route interaction with existing covered walkway includes of measures and crossing

- 2.5.13 From a pedestrian safety viewpoint, the inclusion of the new drive-thru facility will change the character of the former car park and influence pedestrian behaviour. It should be noted that the proposed route as shown above at Figure 2.5 includes appropriate signage and prevention measures including a 1.1m fence to deter pedestrians from crossing inappropriately where the connection to the existing covered pedestrian walkway is to be retained.

Recycling Storage Containers

- 2.5.14 NPT raised concerns over the relocated recycling and clothes bank facilities proposed as part of the overall development, stating:

"The relocation of the recycling bin area from the existing car park to its new area conflicts with the implementation of a crossing point. The large steel recycling containers will restrict visibility between pedestrians and on coming vehicles which hinder the safety of pedestrians at this location"

- 2.5.15 The proposed relocated recycling area is to be provided with dimensions of c.15m (L) x c.5m (W). Typically, dimensions for these facilities, such as clothes banks and recycling containers are no more than 1.0m (L) x 0.8m (W), which are set to the rear of the designated storage space and internal access road. In practice this offers sufficient space to allow for a vehicle to park informally whilst undertaking a drop-off.

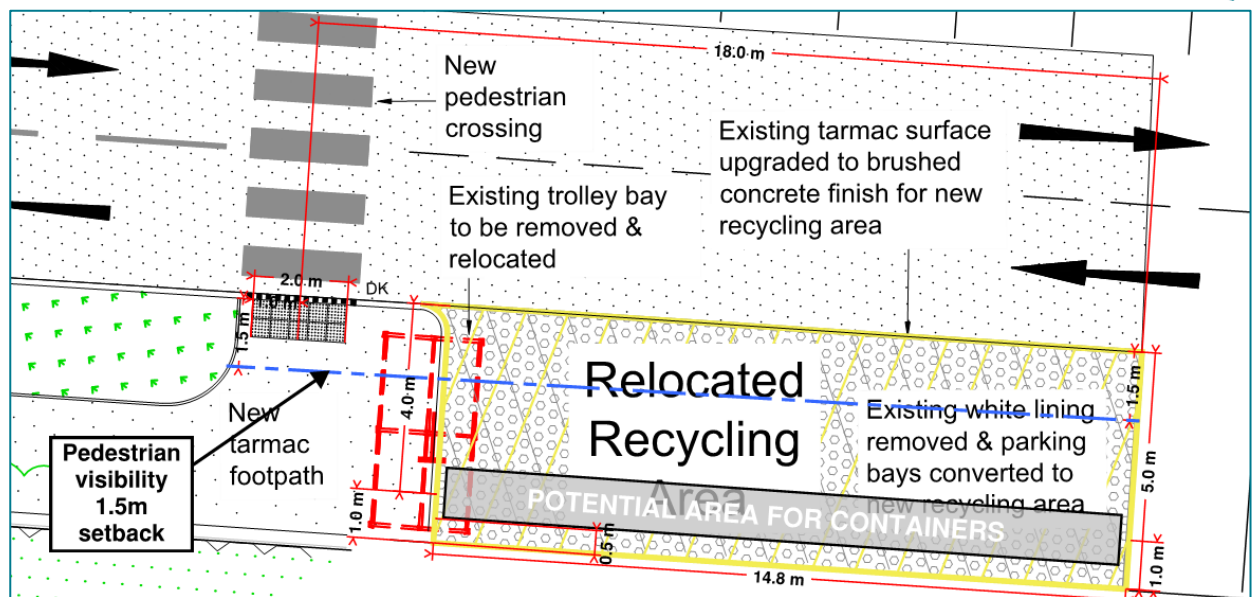


Figure 2.6: Proposed relocated recycling facilities

- 2.5.16 Figure 2.6 indicates the proposed recycling facility and offers the likely assumption of a 0.5m offset from the rear of the facility for the siting of containers. As annotated at Figure 2.6 a 1.5m pedestrian set back has been indicated, which offers a typical 'x' coordinate for pedestrian visibility.
- 2.5.17 To the south a 'y' coordinate of 18m visibility can be achieved to the furthest point of the recycling area, which is in line with a 16mph vehicle speed (Manual for Street, March 2007). The internal Tesco's car park is subject to a 10mph speed limit, as a result, it is considered that pedestrians crossing in this location would not be obstructed by the proposed relocated recycling facility.
- 2.5.18 The relocated recycling facilities overall offer a betterment in pedestrian accessibility as these new facilities are now located adjacent to existing and now proposed pedestrian routes within the existing car park. Currently the existing facilities do not offer any dedicated footway connection.

2.6 Servicing Arrangements

Swept Path Analysis

- 2.6.1 With regard to servicing of the proposed drive-thru facility NPT highways state the following:

"There are concerns over the suitability of the vehicle access route into the development. Currently there are no HGV deliveries entering the Tesco car park, all deliveries servicing the supermarket utilise a separate goods access route that is independent to the car park. However, in the case of the proposed new development, all deliveries to and from the site will now utilise the Tesco car park access, changing its characteristics. Vehicle Auto-tracking drawings provided by the applicant in support of this application clearly show that HGVs servicing the proposed development need to cross over into the opposing lane of oncoming traffic to successfully negotiate the vehicular access route. This introduces an unacceptable highway safety risk to vehicle users at this location"

- 2.6.2 It should be noted that during initial feasibility/due diligence of the site Hydrock and McDonalds team worked closely with Tesco's and their appointed transport consultants, Transport Planning Associates (TPA), which included access requirements for service vehicles. Ultimately the design and evidence presented within the submitted TA and drawings supporting the planning submission was signed off by a third-party transport and engineering specialist acting on behalf of the landowner.
- 2.6.3 NPT highways have raised concerns over HGV access through the existing foodstore layout when accessing the proposed drive-thru site.
- 2.6.4 Hydrock have prepared a Delivery Service Management Plan (DSMP), which sets out how the development site will be serviced by delivery arrivals/and waste collection, which is based on McDonald's operational information nationally. The DSMP has been prepared in agreement with and approval from Tesco's as the adjacent land owner/operator, which is on private land.
- 2.6.5 Generally, during scenarios whereby large servicing vehicles obtain access/egress, some overrun of adjacent opposing carriageway lanes does occur. The DSMP sets out the on-site management plan for how McDonald's will coordinate on-site operation during periods where delivery and servicing movements will occur. This is an appropriate live document to manage servicing requirements on site.

Alternative Considerations

Service Vehicle Type

- 2.6.6 As part of the original submission the site has been assessed for the maximum length vehicles associated with the type of servicing whereby a 16.5m articulated HGV are typically used for good-deliveries and a 11.3m refuse for wate collection.
- 2.6.7 In agreement and discussion with McDonalds, Hydrock has reduced vehicles size to a 10m rigid for good-deliveries. The swept path analysis indicates that the site can be adequately serviced, however, minor overrun, as previously established does occur. The additional swept path analysis offering an alternative for servicing by a smaller vehicle are shown at Appendix I.

- 2.6.8 Regardless of the vehicle size it should be noted that operationally, the DSMP can indicate and inform when store deliveries/waste collection are due to be undertaken. These will be outside of peak periods for the Tesco's foodstore.

Relocated Servicing Arrangements

- 2.6.9 The potential to use the existing bus stop lay-by facility to service the drive-thru was discussed at the meeting on the 25th April 2023 with NPT. This arrangement would avoid the need for servicing vehicles to access the existing car park
- 2.6.10 The existing lay-by arrangement forms part of the adopted highway maintained by NPT highways (as shown at Figure 2.7), not forming part of the development site. The existing bus lay-by is provided with a shelter and flagpole; however, it is not known whether the facility serves an active/operational service.
- 2.6.11 NPT highway officers have liaised with colleagues within the public transport team, who have confirmed that the existing stop does not form part of a wider operational service.
- 2.6.12 On review of existing active public transport services, the closest that passes the site utilising the A4067 is the X26, providing a service between Brynamman and Swansea. The timetable does not include the Pontardawe Tesco's as a dedicated or set-down stop.



Figure 2.7: NPT adopted highway and existing bus stop lay-by arrangement (image Jun 22)

- 2.6.13 As a result, swept path analysis for a 16.5m and 11.3m HGV and refuse vehicle respectively have been assessed utilising this existing facility, shown at Appendix J. The details of this arrangement would need to be agreed with NPT highways regarding the implementation of Traffic Regulation Order to dictate servicing/loading requirements.

Delivery and Servicing Timings

- 2.6.14 With regard to the general servicing of the proposal NPT queried the following:

Looking further into the delivery arrangements proposed for the site, it is stated that deliveries will be made to McDonald's during off peak times, no correlation has been made as to whether or not the McDonald's off peak timings align with the Tesco off peak times.

- 2.6.15 As set out at Section 9 of the TA the McDonalds peak periods are between 1700-1800 weekday (Friday) and 1300-1400 (weekend (Saturday)). This is based on survey data obtained from existing Drive-thru sites nationally. This is also consistent with drive-thru sites contained within the TRICS database.

- 2.6.16 Based on experience, foodstore peak periods are typically between 1200-1300, which broadly align with McDonald's peak periods at the weekend scenario. Hydrock can undertake a review of TRICS sites for Food Superstores to provide evidence of peak hours.
- 2.6.17 However, the overarching comment with regard to delivery movements is that should McDonald's undertake servicing/deliveries between the hours of 0000-1100 (avoiding 0800-0900) and 1500 to 2300 (avoiding 1700-1800) during the weekday this would not occur during road network or foodstore peak periods. The same principle would apply for Saturday deliveries.

Delivery Service Management Plan

- 2.6.18 NTP highways query the approach to servicing within the demise of the proposed drive-thru/restaurant stating:

Deliveries routes and HGV movements within the site are annotated to take up a high proportion of car parking spaces, the application states this will be 'managed by staff' but no details on this management plan have been submitted. In addition the delivery vehicle obstructs the only two disable parking bays within the site.

- 2.6.19 Servicing for the site will take place outside of road network and operational peak periods, where McDonald's and Tesco's foodstore operation is limited (either early morning or late evening). In addition, the servicing vehicle will only be parked for a duration of 15 minutes to an hour and will therefore be unlikely to have an impact on the disabled parking bays given that these spaces will only be coned off for a 2-hour slot outside of the network and operational peak periods.
- 2.6.20 Hydrock have prepared a Delivery and Service Management Plan (DSMP) to support the proposals, which has been approved by Tesco's as the landowner. The DSMP is provided at Appendix K.

3. ACTIVE TRAVEL WALES

3.1.1 As part of the consultation process Active Travel Wales provided comments on the scheme proposals with context to active travel linkages surrounding the development site. A summary of comments is set out below:

- » A mapping extract provided (shown at Figure 3.1) indicates the following:
 - » Blue dotted lines represent proposed walking routes;
 - » Purple dotted lines represent proposed cycling routes;
- » Route FR-PON-W010 needs to be amended to fit with the existing constraints on site:
 - » However, the existing pedestrian crossing point would be used and the footpath followed around toward the road link with the existing footbridge.



Figure 3.1: Active Travel Wales Image

- 3.1.2 The plan shown above clearly indicates a proposed walking link (FR-PON-W010) heading through the Tesco's car park, which is private land and does not form part of the adopted highway.
- 3.1.3 No context has also been given to the level difference between the private car park and that of the service road to the north of the site, which provides access to the Tesco's service yard.
- 3.1.4 The planning case officer at Neath Port Talbot Council provided a response on the 14th March 2023 stating the following regarding the Active Travel comments:

"With regards the active travel issue, please note that the FR-PON-W010 route shown on the Data Map is shown as transecting Tesco's car park but, in reality, given the significant difference in levels between the car park and the crossing over the service road linking with the footbridge over the river, this particular route is neither there nor realistically achievable without significant new engineering works (which I consider is both unnecessary and damaging to the existing tree belt/visual amenity). The data map information may explain why you have shown a proposed pedestrian crossing point in this position within the site layout but I think this crossing location would be a waste of time as in all likelihood no one would use it given where the existing pedestrian desire lines are, particularly for children going to/from the nearby school but also from those undertaking linked trips when shopping in the Tesco store. The preference would be to widen/improve the existing routes to accommodate both cyclists and pedestrians to active travel standards and maximise existing desire lines to deliver this.

- 3.1.5 The planning case officer at NPT acknowledges that it would be unnecessary for the applicant to consider route options through the existing Tesco's private car park demise, which fall outside of the application redline boundary along with engineering issues and wider planning matters.
- 3.1.6 It should be noted that the Welsh Government's 'Active Travel Act Guidance' adopted in July 2021 sets out, at Section 11.16 the provision of shared use paths, which are routes shared by both pedestrians and cyclists without any physical separating features or markings. This is in line with Section 65 of the Highways Act 1980.
- 3.1.7 The existing footway that bounds the site to the north is c.2.7m in width, which is greater than a typical footway provision of 2.0m. Given the constrained carriageway in this location including the demise of the development site, access roads serving the Tesco's foodstore, petrol filling station, bus-layby and its relatively short duration between the pedestrian footbridge and Tesco's access road to the south and north respectively it is considered appropriate to provide an improved shared user route in this location opposed to a segregated cycleway.
- 3.1.8 Therefore, in line with the Active Travel Guidance, Table 11.5 (shown below at Table 3.1) states the recommended minimum widths for shared use routes carrying up to 300 pedestrians per hour:

Table 3.1: Active Travel Act – minimum dimensions for shared use route

Cyclist flows:	Width (minimums)
Up to 300 cyclists per hour	3.0m
Over 300 cyclists per hour	4.5m

- 3.1.9 Whilst traffic surveys of cyclists in this location are not available, we do not consider that existing cycle flows are greater than 300 per hour, which is typically tantamount of major central urban cities where there is an existing network of cycle infrastructure and not a rural town.

3.1.10 Therefore, in line with the planning case officers comments it is proposed to offer improvements to the existing pedestrian route to the north of the site to provide a 3.0m shared user route. The site wide layout includes the proposed improvements to the existing footway to the north of the site as shown at Appendix H.

4. SUMMARY AND CONCLUSIONS

4.1 Summary

- 4.1.1 This Transport Note (TN) has been prepared by Hydrock on behalf of McDonald's Restaurants Ltd in response to the ongoing consultation discussions with Neath Port Talbot in its role as the Local Highway Authority.

4.2 Conclusions

Pre-Application Scoping

- 4.2.1 A comprehensive Transport Scoping Note was submitted to Neath Port Talbot highway prior to the submission of the formal planning application to the Local Planning Authority.
- 4.2.2 The Transport Scoping Note was provided following a successful pre-application consultation between the applicant and Local Planning Authority. Confirmation of receipt of the Transport Scoping Note was confirmed by the Highways Authority.
- 4.2.3 As a result, it is considered that the appropriate process for offering a robust approach to engage and scope transport requirements to support the submission were taken.

Traffic Generation and Impact

- 4.2.4 This Transport Note does not consider elements surrounding traffic generation or its impact. These have been assessed through a microsimulation approach to quantify traffic impact with this approach and methodology having been agreed by Neath Port Talbot Highways.
- 4.2.5 The Local Model Validation Report (LMVR) and Model Development Report (MDR) have accompanied the submission of this TN.

Road Safety

- 4.2.6 It has been established that whilst recorded collisions have occurred on the local road network these do not represent an existing pattern of recorded accidents within the extended study area that would identify a location, period, circumstance or characteristic, which would indicate an existing cluster of inherent road safety concern within the local highway network.

Layout Matters

- 4.2.7 The comments on layout matters have been discussed and confirmed within this TN and confirm that the proposals are appropriate and suitable for the delivery of a new drive-thru/restaurant facility with no overriding or exacerbating highway safety issues.

Servicing Arrangements

- 4.2.8 Hydrock have prepared a Delivery Service Management Plan (DSMP), which sets out how the development site will be serviced by delivery arrivals/and waste collection, which is based on McDonald's operational information nationally. The DSMP has been prepared in agreement with and approval from Tesco's as the adjacent land owner/operator, which is on private land.
- 4.2.9 Generally, during scenarios whereby large servicing vehicles obtain access/egress, some overrun of adjacent opposing carriageway lanes does occur. The DSMP sets out the on-

site management plan for how McDonald's will coordinate on-site operation during periods where delivery and servicing movements will occur, which avoid peak restaurant and foodstore periods. This is an appropriate live document to manage servicing requirements on site.

Active Travel Wales

- 4.2.10 The proposals are to increase the existing c.2.7m footway to the north of the site to a minimum of 3.0m, which is in line with Active Travel guidance for shared user routes. These proposals will offer a betterment to the existing situation and are therefore sufficient.
- 4.2.11 As a result, this TN confirms that there are no overriding design, operational or highway safety issues that would prevent the Local Planning Authority from approving the development proposals.

Hydrock Consultants Ltd

Appendix A Neath Port Talbot Highways – Consultation Response

Lewis Keenan

From: Lewis Keenan
Sent: 28 March 2023 17:20
To: Lewis Keenan
Subject: FW: P2023/0101 McDonalds Drive thru at Tesco Pontardawe

Importance: High

From: Claire Hall <c.hall@npt.gov.uk>
Sent: Thursday, March 9, 2023 9:19 AM
To: Ben Fox <ben.fox@planware.co.uk>
Subject: RE: P2023/0101 McDonalds Drive thru at Tesco Pontardawe

Hi Ben, the Council doesn't make public any consultee or third party comments, there is no issue with the website in this regard. I would hold fire on submitting revised drainage and landscaping plans at this conjecture as I think it's inevitable that, subject to you demonstrating that the principle of the development is acceptable in light of FW Policy 6, we would be seeking a revision to the store's proposed site layout - not least to provide safe access to the store for pedestrians and cyclists (and notwithstanding the more significant highway concerns that our Highways Officer has, copy of comments below* as requested) as well as to secure improvements to active travel links to/from the proposed store. Existing (and which are clearly evident on observing the site) pedestrian desire lines simply haven't been taken into consideration in the proposed site layout, be it from the existing Tesco store (for those making linked trips) or the wider catchment, which includes a designated safe route to school. The introduction of HGV vehicle movements into the Tesco car park (which forms part of the safe route for school) is also a concern, as is the position of proposed pedestrian crossing points (which are poorly positioned and therefore less likely to be used as intended) and lack of litterbins on key pedestrian/cyclist routes in the vicinity of the proposed store.

***HIGHWAY COMMENTS**

"A Highway Refusal is recommended as the proposed development will have an unacceptable trip generation impact and compromise both pedestrian and vehicular safety on the surrounding highway network within the area.

The Transport Assessment submitted by the applicant demonstrates that there is already saturation on the junctions surrounding the application site with the RFC's (Ratio of Flow to Capacity) in excess of the required 0.85. The proposed trips associated with the implementation of the development will further exacerbate what is already a saturated location with no scope for any increase in capacity. The RFC's for 2024 (the year of opening) is between 0.97 and 0.98 along the A4067 which is significantly over 0.85 which is at saturation level at peak times. No highway improvement or mitigation works to alleviate this saturation has been proposed by the applicant. These additional delays would have a detrimental impact upon the surrounding strategic highway network.

The Transport Assessment does not include any growth factor assessment for the development, the Authority would require a 10 year growth factor which would adequately provide future trip rates on the highway network 10 years post development. Furthermore committed development has not been considered, there is ongoing committed development in the form of residential and a new school proposed in the immediate area. This is an essential part of the assessment process that has been overlooked.

This quote taken from the TIA submitted states "9.5.6 It is therefore considered that the development will not have a material impact on the operation of the junction as it already operates over the theoretical capacity prior to the addition of the development traffic." This reference to the existing highway network and its current capacity is concerning. As previously mentioned above the two day survey has picked up high traffic saturation levels, and has not combined the new Mc Donald's Restaurant in respect of traffic trips to existing.

Notwithstanding the above, there are a number of errors and missing technical information within the submitted Transport Assessment which further raises concerns with the Highway section in which the assessment of this application has been undertaken.

The scoping route for the Transport Assessment was not agreed by the Local Authority prior to the assessment being undertaken.

Accident statistic data varies from the Authorities assessment compared to that of the applicants. Crashmaps data indicates that there has been 6 vehicular collisions within the last 5 years on the approach to the circulatory on the A4067 leading to the development site. Any increase in vehicles trips to this location as a consequence of development could result in increased safety concerns. 5 accidents within 5 years is defined as a collision cluster point and the authority have implemented measures in the form of a speed limit reduction at along the A4067 to try and mitigate highway safety concerns at this location.

Traffic surveys on the existing highway were only undertaken on Friday 29th 3pm to 7pm and Saturday 30th 11am to 4pm. We would require a weeks' worth (7 days) of data to provide an accurate representation of traffic flows between 7am to 7pm carried out within a neutral month to be able to accurately assess the existing highway network. Likewise the survey of existing car parking demand for Tesco had only been undertaken within a small window of time on the same two days, this needs to be the same duration as the traffic surveys all undertaken again within a neutral month. The two traffic count periods does not provide an accurate reflection of the parking demand or a justification for the removal of car parking spaces associated with the Tesco Store based upon what had been consented during the planning process for the supermarket.

Planning Policy compliance is referred to throughout the document and the importance of sustainability, however the applicant is not proposing any EV Charging Bays as part of the development as per Planning Policy Wales and Future Wales. The requirement of 10% EV charging bays has not been achieved.

The Transport Assessment does not make any reference to vehicle trips carried out by food delivery companies such as 'Deliveroo', 'Uber Eats' and so on. The demand for such services have increased significantly since Covid, the TRICS assessments used to generate trip rates are quite dated back to 2017-2019 when the demand for such services were much lower.

The locations submitted as part of the TRICS assessment were not that of comparable locations to Pontardawe, granted it is difficult to get a like for like situation, however one of the locations used in the assessment was within a densely populate University and student accommodated area, the others within large industrial estates or out of town shopping areas.

When looking at the 'Comparable Traffic Generation' figures provided by Mc Donald's and referenced within section 6.2.1 of the Transport Assessment as a justification on trip rates, again only a small survey sample has been selected as a comparable data as part of the assessment and no details of the survey dates or the full survey assessment data has been provided only a brief 1 page extract under appendix F. Therefore this data cannot be considered

There are concerns over the suitability of the vehicle access route into the development. Currently there are no HGV deliveries entering the Tesco car park, all deliveries servicing the supermarket utilise a separate goods access route that is independent to the car park. However in the case of the proposed new development, all deliveries to and from the site will now utilise the Tesco car park access, changing its characteristics. Vehicle Auto-tracking drawings provided by the applicant in support of this application clearly show that HGVs servicing the proposed development need to cross over into the opposing lane of oncoming traffic to successfully negotiate the vehicular access route. This introduces an unacceptable highway safety risk to vehicle users at this location.

Looking further into the delivery arrangements proposed for the site, it is stated that deliveries will be made to McDonalds's during off peak times, no correlation has been made as to whether or not the Mc Donald's off peak timings align with the Tesco off peak times.

Deliveries routes and HGV movements within the site are annotated to take up a high proportion of car parking spaces, the application states this will be 'managed by staff' but not details on this management plan have been submitted. In addition the delivery vehicle obstructs the only two disable parking bays within the site.

The arrangement of the right turn land and location of the arrow into McDonald's directs vehicles into the exit lane not entrance lane in the site.

Pedestrian safety has not formed an integrated part of the development. No consideration or reference has been made to the fact that the crossing points and footways immediately surrounding this development forms a 'Safe Routes to School' and how the increase traffic generation including HGV's will impact on this route.

There are 3 separate pedestrian routes into the site all of which require pedestrians to cross in between vehicles utilising the Drive-thru, although annotated as crossing points these should be minimised to prevent the risk of potential conflict between vehicles and pedestrians. This could be enforced through the use of a suitable boundary treatments within and on the periphery of the site, for example the use of a knee rail fence as boundary treatment does not offer any safety measure and pedestrians, especially school children will simply step over it to follow the desired shortest route into the establishment. Boundary treatments must be robust but also sympathetic to its surroundings and development type. The development is in a prime location to attract a high footfall of pedestrians and school children on their way to or home from school.

The relocation of the recycling bin area from the existing car park to its new area conflicts with the implementation of a crossing point. The large steel recycling containers will restrict visibility between pedestrians and on coming vehicles which hinder the safety of pedestrians at this location.

The pedestrian route to Tesco has increased in length, desired and shortest route would be taken. Inadequate mitigation measures have been proposed to help prevent this."

Please ensure any detailed response/amended information/plans is submitted no later than 14 days from the date of this email to ensure they can be taken into consideration. I would reiterate I consider it prudent for the application to be withdrawn so that sufficient time can be given to addressing all the planning issues on a comprehensive basis.

I look forward to hearing from you in due course.

Kind regards

Claire Hall

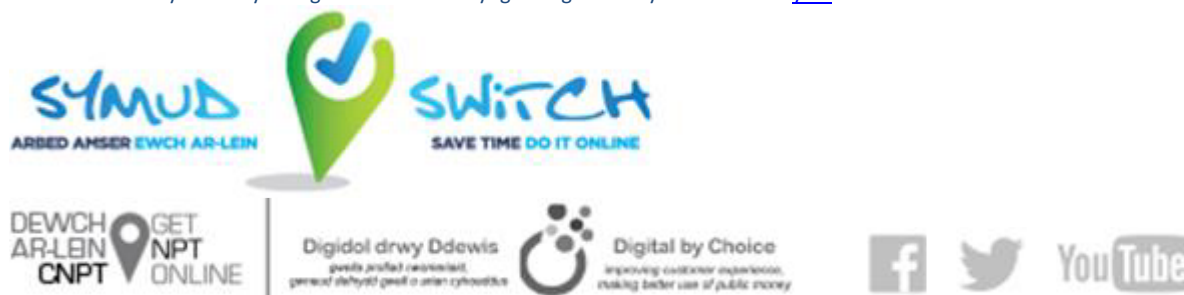
Senior Planner – Uwch Cynllunydd

Neath Port Talbot County Borough Council/ Cyngor Bwrdeistref Sirol Castell-nedd Port Talbot Tel/Ffôn: 01639 686727

Email / E-bost: c.hall@npt.gov.uk

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-----Original Message-----

From: Ben Fox <ben.fox@planware.co.uk>

Sent: 08 March 2023 16:33

To: Claire Hall <c.hall@npt.gov.uk>

Subject: RE: P2023/0101 McDonalds Drive thru at Tesco Pontardawe

Caution: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If in doubt, contact the IT Service Desk

Hi Claire,

Thanks for your email.

I have a response drafted to your previous emails, however I am just awaiting a revised drainage plan to align with the landscape plan. I wanted to send this to you all in one go, rather than piecemeal. I will chase this up now and get this all across to you as soon as possible.

We have been keeping an eye on the website, however the comments are unavailable to view. Is this normal, or is there an issue with the website?

On the highways point, could you please forward the objection to allow us time to review and provide a response?

I will also review the points made within your email below and can provide a detailed response on these in due course.

Kind Regards

Ben

This message has been scanned for malware by Forcepoint. www.forcepoint.com

Appendix B NPT Agreed Actions

From: Lewis Keenan
Sent: 25 April 2023 15:54
To: Justin W. Griffiths; 'Delyth A. Thomas'
Subject: [Hydrock: 15297-TBCA, 15297-PDEL] McD Pontardawe

Categories: Scanned by Gekko

Hi Both,

Apologies for the delay, I've been in back to back meeting since our discussions!

Firstly thank you both for making time this morning at short notice/hectic diary's to discuss the Pontardawe proposals really helpful and appreciated.

As confirmed below I have set out our discussions at a high level:

1. Hydrock discussed the option to utilise the existing May 2022 base survey data to progress with analysis with mitigation scenarios. This information would be presented within a Transport Technical Note (TTN) for NPT Highways to review along with other elements such as layout/road safety etc:
 - a. NPT Highways confirmed that new survey data in line with methodology requested is required as this offers a greater level of representation when assessing road network peak periods locally.
2. In light of the above Hydrock confirmed that new survey data in line with NPT Highways requirements would be obtained. This will superseded the existing baseline upon which updated modelling assessments will be undertaken including mitigation scenarios – this data also captures car parking beat surveys of the Tesco's car park.
 - a. Hydrock confirmed that traffic surveys will commence in May 2023 a neutral month over the following period to avoid public holidays:
 - i. Monday 15th May 2023 to Sunday 21st May 2023 the survey data will be in line with NPT Highways requirements, which include;
 1. 0700 to 1900 – hourly data capturing MCC data at the previously identified junctions set out within the TA;
 2. parking beat surveys of the Tesco's car park in line with the timeframes set out above;
 - b. NPT Highways confirmed this approach to obtain updated baseline data was acceptable and is in line with the requirements requested. NPT Highways stated that outputs and analysis would be assessed by the Authority separately once in receipt of the TTN.
3. Hydrock also confirmed that we have considered a microsimulation (Vissim) exercise to assess impact:
 - a. NPT Highways confirmed that analysis and review of this approach would need to be sought through liaison with Swansea Council and potential external consultants;
 - b. NPT Highway confirmed the preferred approach for assessing impact is the continued use of Junction9 (ARCADY).

Separate to the traffic impact elements we discussed the servicing arrangements for the site, which at present is proposed via the Tesco's car park/McD's site. We are considering the use of the existing bus stop lay-by bounding the site to the north, which is within public highway. NPT Highways stated that through liaison with the public transport team it has been confirmed that the stop does not form part of a wider operational service and can be considered as potential loading option. Further information will be submitted as part of the TTN.

I trust the above is all in line with our discussions and if you have any further comments/clarification please do get in touch.

Kind regards,

Lewis

Lewis Keenan MCIHT

Associate | Transportation

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Appendix C Active Travel Wales Comments

EHO

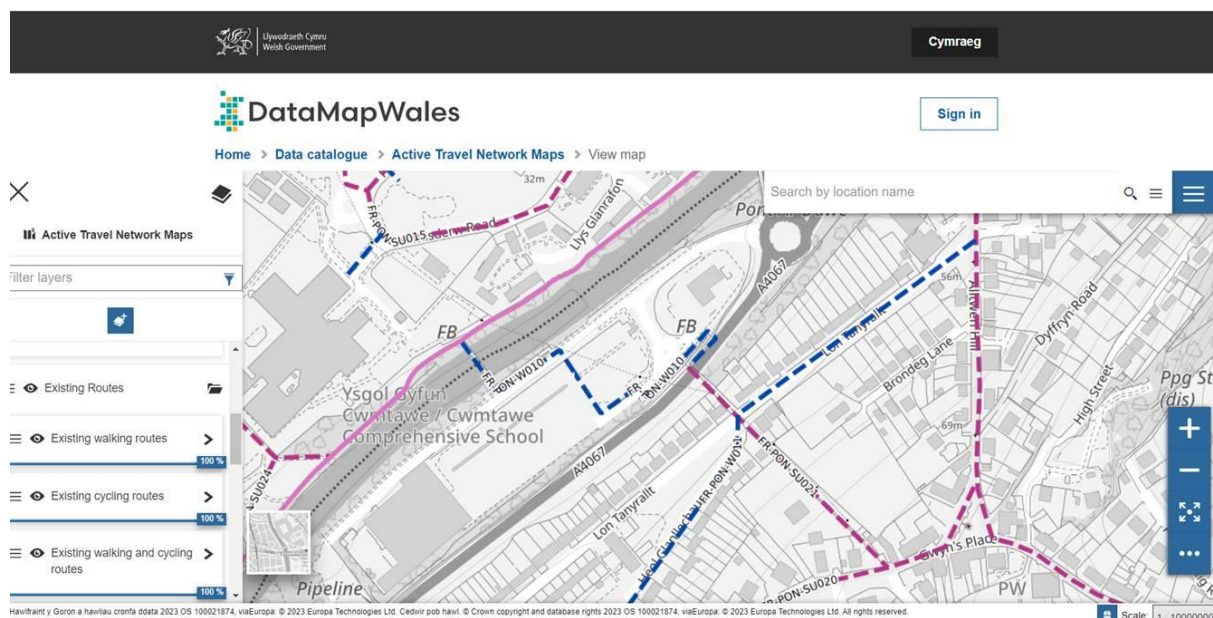
I have examined the documents submitted with this application in relation to noise and odour. They seem to be comprehensive and appear to mitigate the potential adverse effects of locating this type of business here. If the specifications of these mitigation measures resolve the potential issues, as they state that they will; I do not see these as grounds for refusal.

However, I recommend that the operating hours are kept in line with the quiet night-time hours of 23.00 to 07.00hrs to prevent any unnecessary disturbance from loitering vehicles, gathering groups, or loud car stereos and engine/exhaust systems, during those hours.

Active Travel

From a purely active travel point of view we would need better active travel linkages across the Tesco car park to make it safe for the public to walk/cycle there. Any improvements would need to meet the requirements in the Active Travel Guidance <https://www.gov.wales/sites/default/files/publications/2022-01/active-travel-act-guidance.pdf>

Below is the relevant area of our Active Travel Network Map, the blue dotted is our proposed walking routes and the purple dotted is proposed walking and cycling routes. As you can see the bridge connecting to the school and across the car park is currently a proposed walking route, but I would argue that with the proposed McDonalds and the increase in traffic that may/will create that we need to look at improving both the walking and cycling provision for this route.



I agree, the route alignment for FR-PON-W010 shown on DMW would need to be amended to fit with existing site constraints. In reality the existing pedestrian crossing point would be used and the footpath followed around towards the road to link with the second footbridge. This will need to continue going forward.

Appendix D NPT Pre-Application Correspondence



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

Date Dyddiad	7th April 2020
Direct line Rhif ffôn	01639 686726
Email Ebost	c.j.davies@npt.gov.uk
Contact Cyswllt	Christopher Davies
Your ref Eich cyf	
Our ref Ein cyf	Q2020/0066

Mr Ben Fox
Planware Ltd
37 Walnut Tree Lane
Sudbury
CO10 1BD

BY EMAIL ONLY

Dear Sir/Madam

Town and Country Planning Act 1990

Pre-App. Ref.: Q2020/0066
PROPOSAL: Proposed fast food restaurant and drive thru.
LOCATION: Tesco Supermarket A4067 From Glais To Pontardawe Alltwen
Pontardawe Swansea

I refer to your correspondence received on 2 April 2020, concerning the above and your request for pre-application advice. Having considered the nature of submission, I respond as follows.

Local Context and Constraints

Constraints not able to be run at this time, we will provide this information once available. However, we can find most information via other means. These details are included below.

- Part of the site lies within a Zone C2 Flood Zone.
- Part of the Site lies within a High Risk Coal Area.
- The site lies within an area of potential land contamination from former uses.

Amgylchedd ac Adfywio

Ceri Morris Pennaeth Cynllunio a Gwarchod y Cyhoedd

Y Ceiau, Ffordd Brunel, Parc Ynni Baglan, Castell-nedd SA11 2GG

Ffôn 01639 686868

Environment and Regeneration

Ceri Morris Head of Planning and Public Protection

The Quays, Brunel Way, Baglan Energy Park, Neath SA11 2GG

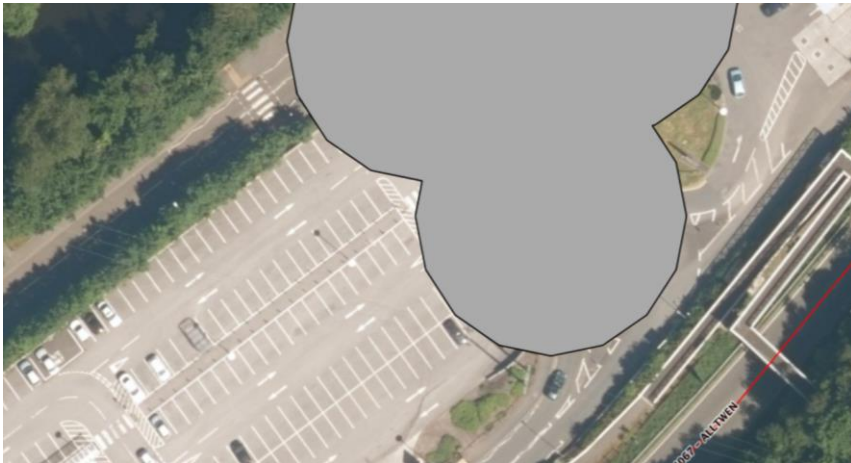
Tel 01639 686868

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

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

Please note that this information is based on our current records and is, as far as possible, accurate. Nevertheless, we reserve the right to advise you of any additional constraints that may be identified at the time of your application.

The plan below shows the high risk coal area. Any application will require a Coal Mining Risk Assessment. Together this details of any mitigation necessary undertaken by a suitably qualified consultant. This is a National validation requirement, and without this your application will be invalid.



The plan below outlines the existing Zone C2 Flood zone. Any application in this area will require a FCA. This again will be a validation requirement, and any application without an FCA will be invalid.



Relevant Planning History

From an examination of our records, the application site/ property has the following relevant planning history:

Planning History cannot be run at this time, we will provide this information once available.

Relevant Planning Policies

In addition to national guidance contained within Planning Policy Wales, any application would be considered against the Policies within the Adopted Neath Port Talbot Local Development Plan, details of which are available on the Council's web site by visiting www.npt.gov.uk/ldp .The relevant policies would include:

Strategic Policies

- **Policy SP2** Health
- **Policy SP3** Sustainable Communities
- **Policy SP6** Development in the valleys strategy area.
- **Policy SP10** Open Space
- **Policy SP11** Employment Growth
- **Policy SP12** Retail
- **Policy SP16** Environmental Protection
- **Policy SP18** Renewable and low carbon energy.
- **Policy SP19** Waste Management
- **Policy SP20** Transport Network
- **Policy SP22** Welsh Language

Topic based Policies

- **Policy SC1** Settlement limits
- **Policy I1** Infrastructure requirements
- **Policy OS1** Open Space Provision
- **Policy EC4** Protection of Existing Employment Uses
- **Policy EC5** Employment uses in the valleys
- **Policy R3** Out of centre retail proposals
- **Policy TO4** Walking and cycling routes
- **Policy EN8** Pollution and land stability
- **Policy RE2** Renewable energy and low carbon energy in new development.
- **Policy W3** Waste management in new development
- **Policy TR2** Design and Access of New Development
- **Policy BE1** Design
- **Policy WL1** Development in Language Sensitive Areas

Supplementary Planning Guidance:

The following SPG is of relevance to this application: -

- Planning Obligations (October 2016)
- Parking Standards_(October 2016)
- Biodiversity and Geodiversity (May 2018)
- Pollution (October 2016)
- Open Space & Greenspace (July 2017)
- Renewable and Low Carbon Energy (July 2017)
- Design (July 2017)

- Development and the Welsh Language (July 2017)

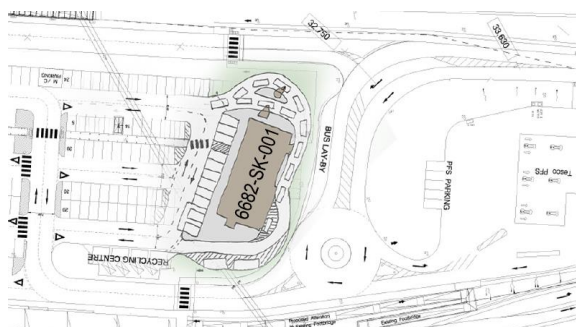
All of the above SPG can be viewed on the [Council's website](#).

- Neath Port Talbot County Borough Council Guide to the Layout of Development Roads.
- Neath Port Talbot County Borough Council Specification for the construction of roads for adoption.
- Sustainable Drainage (SuDS) Statutory Guidance [2019].
- CIRIA (C753) - The SuDS Manual.

Analysis of Proposal

The application seeks pre-application advice on the principle of a fast food restaurant/ drive thru restaurant for McDonalds on land within the existing Tesco car park, to the west of their Petrol Filling Station.

The only details provided are an indicative block plan showing the approximate location of a building, and a location plan. No detailed plans are provided indicating the size, design and exact layout of the site or proposed restaurant.



From the indicative plan provided an indication can be made of the routing of vehicles, and the orientation of the building in respect of the surrounding development, and existing car park provision.

The site is located within defined settlement limits as set out within the adopted Local Development Plan, which states that;

“Development within settlement limits that is proportionate in scale and form to the role and function of the settlement as set out in the Settlement Hierarchy will be acceptable in principle”.

The site however, does lie outside of the designated district retail centre of Pontardawe, and Policy R2/1 refers. Outside of retail centres Policy R3 is relevant;

Proposals for new retail development or additional retail floorspace within settlement limits but outside the defined retail centres or retail allocations will only be permitted where:

1. It is demonstrated that there is a need for the development; and
2. The development cannot be accommodated within a defined retail centre and is located in line with the sequential approach; and

3. The vitality and viability of existing retail centres will not be undermined taking into account the cumulative effects of other approved retail developments, recently completed developments and plan commitments; and

4. The proposal would not undermine the Council's retail hierarchy or any regeneration schemes that the Council has formally approved;

Or:

5. The proposal is within the Coastal Corridor Strategy Area and is for a new retail unit, change of use or extension resulting in a premises of 100m² gross floor space or less and is demonstrated to serve local neighbourhood needs; or

6. The proposal is within the Valleys Strategy Area and is a new retail unit, change of use or extension resulting in a premises of 200m² gross floor space or less.

In this case the development lies within the “demise” of an existing out of centre or edge of centre retail store, and as such the use of the site, is already within a retail use, that at the time was justified under relevant planning Policy at that time as supporting the existing town centre of Pontardawe, and one that is linked to that centre for linked shopping trips by pedestrians.

A consideration of impacts upon the existing district centre of Pontardawe should be submitted in support of any application.

In addition your proposal is for a restaurant/ drive thru use, which is predicated on an out of centre use, and one that would appear on the basis of similar uses, to rely on vehicular bound customers, and potentially in this case some walk in customers, but generally these uses attract vehicular borne customers, and attract those from passing traffic and draw visitors from a wide area.

In this case there are no adjacent or nearby uses of a similar “national/international” branding, the nearest of which lie to the west in the Morriston area of Swansea. As such, the impacts of this use on traffic generation, from a wider area will need to be carefully considered. As it is clear that whilst there may be an argument that joint trips will occur, this will provide an attraction in its own right, and as such generate significant traffic movements.

The development proposes to be constructed over what is currently the car parking area used and allocated for Tesco shoppers. Therefore you will have to demonstrate that the loss of these spaces to accommodate the proposed restaurant/drive thru will not have adverse impact upon the existing use. A car parking survey of the existing car parking areas would be required during peak times and when schools are occupied full time, as this area of the Car park appears to be informally used for parents to pick up and drop off for the nearby school.

Assessment of transport impacts and parking need should be submitted in line with National Policy and Guidance, in order for the Authority to adequately assess any potential impacts, including on or off site mitigation that may be necessary.

The site is prominent, located on the site frontage, but it is expected that illuminated signage may be expected to facilitate the development, and potentially signpost this from the adjoining classified highway. No details are provided of any signage, and you should be aware that any

excessive signage or advertisement clutter would be resisted, especially viewable from this strategic highway link to the valleys and areas beyond.

Comments have been received from our environmental health and Highways colleagues which refer to potential impacts of lighting of residential amenity, and highway and pedestrian safety.

In addition the Environmental Health Section raise issues of noise, from both plant, and from operation upon residential amenity, especially at anti-social hours, plus odour control on the cooking facilities. Information on how these matters are to be addressed should be submitted in support of the application.

Sustainability and ecological enhancements should be considered as part of any application. TH Authority would always encourage energy saving or low/zero carbon measures in any development, and enhancements such a green or brown roofs should be considered, Policy RE2 refers.

Secured by design and designing out crime.

The site is located between the existing petrol filling station, and the existing foodstore, however, both are located some distance from the site itself, and it is clear, as referred to above, that the site will result in a draw from the wider area and encourage use of not only the proposed parking area, but the wider parking area by visitors, and this has the potential for anti-social behaviour issues arising.

It is unclear if the existing car park is closed to access outside of the stores opening hours, or if there is need to consider restricting access to this large area, if this development were to proceed. In addition, the whole site, once accessed is relatively hidden from public view, and concerns are raised that this will result in vehicular and pedestrian congregation of youths to the detriment of public safety. No details have been provided on opening hours, and these uses can operate 24 hours. In this location, there are significant concerns that this could lead to anti-social behaviour, and any application would need to be carefully considered. As such supporting information on how this could be addressed or mitigated would appear essential.

I am awaiting a full reply from the Secured By Design representative, and I will forward this on as soon as this is received.

You are encouraged to contact Natural Resources Wales (NRW) to seek further pre-application advice – see note below for details of their pre-application services.

You are encouraged to contact Dŵr Cymru Welsh Water (DCWW) to seek further pre-application advice – see note below for details of their pre-application services.

Sustainable Drainage – Statutory Requirements w.e.f January 2019

Please note that from 7th January 2019, all new developments of more than 1 house, or where the construction area is of 100m² or more, plus if the SAB authority believe that any redevelopment of land has significant surface water drainage implications. This will require sustainable drainage - built in accordance with mandatory standards for sustainable drainage

published by Welsh Ministers - to manage on-site surface water. More information is available in [Schedule 3 of the Flood & Water Management Act 2010](#).

These systems must be approved by the Council's Engineering Service acting in its SuDS Approving Body (SAB) role **before construction work begins**. In this respect it is essential that a developer of any such project gain SAB approval of its surface water drainage alongside any relevant planning permission. **You will not be allowed to start construction until both permissions have been approved.**

If you have not done so already, and your development would not fall into any of the relevant exceptions¹, you are therefore strongly encouraged to request further advice from the SAB. Involving the SAB Officers in pre-application discussions will allow for SuDS drainage matters (to ensure suitability of proposed SuDS design in line with national standards and adequate site layout) to be considered alongside the assessment of planning merits. **There is an additional charge of £250 for this service.** This can be as part of any agreed further pre-application submissions with the Planning Authority (recommended) or independently/ direct with the SAB. You are advised, however, that failing to engage in joint pre-application discussions has the potential to lead to delays and, most notably, the potential need to obtain further planning permission should any agreed SuDS design not be compliant with any relevant planning permission. Further details are available at www.npt.gov.uk/planning.

Major Developments

Please be aware that as a 'major' development there is now a statutory requirement (introduced by s17 of the Planning (Wales) Act 2015) for the applicant / developer to consult the community and relevant statutory consultees in advance of formal submission of an application.

Please note that a major application cannot be validated until such consultation is undertaken and a Pre-Application Consultation (PAC) Report submitted with the application.

Detailed advice on Pre-application Consultation can be found on the [Welsh Government website](#).

Section 106 Planning Obligations (if applicable)

The Council's approved [Planning Obligations Supplementary Planning Guidance](#) (SPG) provides the local policy basis for seeking planning obligations through Section 106 Agreements in Neath Port Talbot. The Council's approved SPG is also available to view/ download at www.npt.gov.uk/planning.

Following consideration of the proposed development and potential impacts and needs arising from the development, I would advise that the Council is likely to seek planning obligations covering the following: -

¹ Exceptions and exemptions, in summary, relate to:-

- Existing sites and developments with planning permission granted or deemed to be granted (whether or not subject to any conditions as to a reserved matter) or for which a valid application has been received but not determined by 7 January 2019. However, SAB approval will still be required if the planning permission was granted subject to a condition as to a reserved matter and an application for approval of the reserved matter is not made before 7 January 2020.

- Welsh Language

Policy WL1: Development in Language Sensitive Areas

The following development proposals within the identified language sensitive areas will be required to submit a Language Action Plan, setting out the measures to be taken to protect, promote and enhance the Welsh Language:

- (a) Residential development of 10 or more dwellings;
- (b) Retail, commercial or industrial development with a total floorspace of 1,000sqm or more.

The plan provided does not have a scale, nor does the form indicate a floor space proposed.

Further discussion on such matters can, of course, be entered into at the time of an application, or as part of any agreed further pre-application submissions.

Required Supporting Documentation

We would encourage you to submit your application electronically via www.gov.wales/planningapplications.

Having regard to the nature of your proposal, it is considered at this stage that in addition to the submission of standard mandatory supporting documentation such as application forms, plans and fee, any application for the above development should also be accompanied by the following additional documentation: -

- Pre-Application Consultation (PAC) Report ('Major' development, so dependant on scale of final proposals)
- Design and Access Statement (see TAN 12 Design, Appendix 1, again dependant on scale of final proposals)

Only applies to: planning applications for “major” development (except for mining; waste; section ‘73’ and applications of a material change in use of land or buildings)

- Welsh Language Impact Assessment (if over 1000 sqm see our [Development and the Welsh Language SPG](#) for guidance)
- Statement of how development complies with TAN15 / Flood Consequences Assessment
- Contaminated Land Desk-top Assessment
- Coal Mining Risk Assessment
- Transport Impact Assessment complies with TAN 18 Transport
- Neath Port Talbot County Borough Council Guide to the Layout of Development Roads.
- Neath Port Talbot County Borough Council Specification for the construction of roads for adoption.
- Sustainable Drainage (SuDS) Statutory Guidance [2019].
- CIRIA (C753) - The SuDS Manual.

If any subsequent application fails to include the information above, there is a chance it may not be registered and, in any event, it is likely that an application will either be refused or will not be able to be progressed until its satisfactory submission.

It is also this Authority's practice to recommend to applicants that detailed information is submitted at application stage to ensure that, in the event of planning permission being granted, that 'pre-commencement' conditions (which require approval of details prior to work starting on site) can be minimised. You are therefore encouraged to ensure that your initial submissions incorporate as much information as possible (for example materials, boundary treatment, ecology mitigation, Construction Management Plan, Travel Plan etc.), and address all matters raised in the advice given above.

Detailed guidance on the use of the national standard application form for planning permission and other associated consent regimes; and the information which must accompany a planning application so that the local planning authority can determine the validity of the application, can be found as follows: -

"Guidance on the use of the standard application form ('1app') and validation of applications":

<http://wales.gov.uk/topics/planning/policy/guidanceandleaflets/1appguidance>

The Town and Country Planning (Development Management Procedure)(Wales) Order 2012: [http://www.legislation.gov.uk/wsi/2012/801/contents/made \(original Order\)](http://www.legislation.gov.uk/wsi/2012/801/contents/made(original%20Order)).

(Note subsequent Amendment Orders: [2014](#) ; [2015](#) ; [2016](#) ; and [2017](#)).

How we will deal with your planning application

As part of its emphasis on 'Delivering Quality Development Quickly', the Planning department prides itself on the service it offers our customers. Once your application has been received, this will include an allocated case officer making contact with you or your appointed agent within the first week and arranging a visit, following which we will contact you by phone or email to advise of any discrepancies with your application. We will also work with you to address any outstanding concerns, including any amendments required to make your proposal acceptable.

Once we are happy with the validity of your application, we will formally consult neighbours and relevant consultees. Provided there are no significant matters of concern resulting from such consultations, we will then seek to determine your application as swiftly as possible after the expiry of the statutory publicity period, and aim to do so within the 8 week statutory period.

While Officers will endeavour to ensure you are aware of the progress of your application, we would encourage you to contact the case officer should you wish to discuss any matter further.

Development Team Approach – Building Control

The Development Management and Building Control teams work closely to assist developers in improving the quality of their development and ensuring compliance with all appropriate conditions and Regulations. In particular, Building Control provide a competitive and highly professional service and seek to actively engage with developer's at the earliest stage of their project. You are therefore encouraged to contact the Building Control team on 01639 686820 or

by emailing building.control@npt.gov.uk to enter into early negotiations and understand the benefits of the Council's Development Team approach.

Requests for Further Advice

Following receipt of this initial advice, should you wish to discuss your scheme prior to formal submission, please contact the case officer on the direct number or email address given above. Further charges may apply.

In this case it is strongly recommended that you provide more details with regard to the layout and design of the development, and the matters raised within this reply, and provide more details on how you propose to address these matters. As a number of these could result in a negative recommendation, unless robustly addressed in any submission.

Yours faithfully

Christopher Davies

If you require this information in larger print, or in an alternative format, please contact the above named officer.

Seeking Pre-Application Advice from External Consultees

Natural Resources Wales (NRW)

Natural Resources Wales has a key role in the planning system and you may wish to hold pre-application consultation with them, utilising their pre-application service, so that environmental considerations are identified and addressed at the earliest opportunity. More information about Natural Resources Wales's pre-application service, including what advice can be sought for free, and what advice is subject to a fee can be found at:

<https://naturalresources.wales/guidance-and-advice/business-sectors/planning-and-development/advice-for-developers/our-service-to-developers/?lang=en>

Dŵr Cymru Welsh Water (DCWW)

Dŵr Cymru Welsh Water has a key role to play in the development and planning process as the services provided are at the forefront of public health and protection of the environment. Dŵr Cymru encourages all developers to engage with them as early as possible in order to address any issues that may arise during the planning/construction process.

To assist, Dŵr Cymru operates a pre-planning service in order to assess the impact of the proposed development. A written response will be provided advising whether the local network(s) can support the proposal, whether off-site water mains and/or sewers will need to be provided, and whether there are any apparatus located within the land you wish to develop and the requirements for these apparatus. This service is provided for a fee of £155+ VAT and can be submitted by post or by completing the online enquiry form at <http://www.dwrcymru.com/en/Developer-Services>. Further information can be obtained from the dedicated team of planning officers on 0800 917 2652.

Coal Authority

In line with many other statutory consultees, the Coal Authority no longer provides responses to pre-application enquiries without a charge. The Coal Authority therefore requests LPAs to direct applicants that are seeking pre-application advice regarding coal mining legacy issues because their site falls within the Development High Risk Area to them, so they may provide a quotation for providing advice.

Should only a small part of your site fall within the High Risk area, we would especially encourage you to engage with the Coal Authority, since they may advise in certain situations that a Coal Mining Risk Assessment is not required.

Further advice may be found at: <https://www.gov.uk/government/organisations/the-coal-authority>

Appendix E Hydrock Transport Scoping Note Correspondence

Lewis Keenan

From: Justin W. Griffiths <j.griffiths4@npt.gov.uk>
Sent: 11 April 2022 09:10
To: Lewis Keenan
Cc: Annie Chapelton; Rory McHugh
Subject: FW: [Hydrock: 15297-TBCA] 15297-TBCA: McDonald's Pontardawe (Transport Scoping Note)
Attachments: 15297-HYD-XX-XX-RP-TP-3001-P01-S4 TSN.pdf
Sensitivity: Confidential
Categories: Scanned by Gekko

CAUTION: This email originated from outside of Hydrock. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Lewis thank you for your email.

Dave Adlam no longer works for the Council, he had retired over a year ago, and I've taken over as SAB & Highway Development Control Manager.

My Line manager Delyth Thomas (Team Leader –West) cover this area and I have copied her in to my response to you.

Can I please advise you to contact our Planning department before submitting the attached scoping formally because this is the correct procedure and ensures that all relevant sections within the Council are notified as we the principle consultee to Planning.

I've copied in Chris Davies (Development Management Manger) on this email also.

Kind regards and best wishes

Cofion cynnes / Kind regards

Justin W. Griffiths

BSc(Hons), MSc, FCABE, C.Build E, FIHE MCI0B.

**SAB & Highway Development Control Manager/ SAB a Rheolwr Rheoli Datblygu Priffyrdd
Neath Port Talbot County Borough Council/ Cyngor Bwrdeistref Sirol Castell-nedd Port Talbot**

Tel/Ffôn: 01639 686397

Email / E-bost: j.griffiths4@npt.gov.uk

**The Quays, Brunel Way, Neath SA11 2GG
Y Ceiau, Ffordd Brunel, Castell-nedd, SA11 2GG**

**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**



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Mae'r e-bost hwn ac unrhyw ffeiliau a drosglwyddir gydag ef yn gyfrinachol ac at ddefnydd yr unigolyn neu'r corff y cyfeiriwyd hwy atynt yn unig. Os ydych wedi derbyn yr e-bost hwn mewn camgymeriad, dylech hysbysu'r person a anfonodd yr e-bost ar unwaith. Hefyd, sylwer nad oes unrhyw sicrwydd nad yw'r e-bost hwn neu unrhyw ymgysylltiad yn rhydd o firws ac nad yw chwaith wedi'i ryng-gipio na'i newid.

From: Lewis Keenan <LewisKeenan@hydrock.com>

Sent: 08 April 2022 16:34

To: Justin W. Griffiths <j.griffiths4@npt.gov.uk>

Cc: Rory McHugh <RoryMcHugh@hydrock.com>; Annie Chapleton <AnnabelleChapleton@hydrock.com>

Subject: FW: [Hydrock: 15297-TBCA] 15297-TBCA: McDonald's Pontardawe (Transport Scoping Note)

Sensitivity: Confidential

Good afternoon Justin,

We received an email bounce-back from David Adlam with your contact details.

Please see the email below regarding the proposals for a new McDonald's drive-thru facility in Pontardawe.

We would be grateful if you could aid in providing the contact details for one of your officers with regard our attached Transport Scoping Note.

Have a great weekend and speak soon.

Kind regards,

Lewis

Lewis Keenan MCIHT

Principal Consultant, Transportation

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Tel: +44 (0)117 945 9225 Ext: 1301 Mob: 07471 408861
hydrock.com

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From: Lewis Keenan

Sent: 08 April 2022 16:27

To: 'd.adlam@npt.gov.uk' <d.adlam@npt.gov.uk>; 't.davies2@npt.gov.uk' <t.davies2@npt.gov.uk>

Cc: Rory McHugh <RoryMcHugh@hydrock.com>; Annie Chapelon <AnnabelleChapleton@hydrock.com>

Subject: [Hydrock: 15297-TBCA] 15297-TBCA: McDonald's Pontardawe (Transport Scoping Note)

Sensitivity: Confidential

Hi David / Terry,

I hope all is well.

I was passed your contact details by my colleague Neil Buckman in our Cardiff office.

We are the appointed transport consultants working on the proposals for a new McDonald's drive-thru in Pontardawe. The site is within the existing Tesco's foodstore car park with access from the A4067.

I have attached our Transport Scoping Note (TSN), which sets out the accessibility, access, analysis, methodology and general principles of the development proposals, which will inform the Transport Assessment to support the proposals. We would welcome your views and comments prior to planning submission, which is intended to be the end of May 2022.

I look forward to hearing from you.

Kind regards,

Lewis

Lewis Keenan MCIHT

Principal Consultant, Transportation

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Appendix F Parking Survey Occupancy Analysis

Tesco Car Park (410 spaces including 379 general, 14 disabled, 15 parent & child, 1 motorcycle, 1 collection)

TIME	Inbound							Outbound								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	1	11	2	0	0	0	14	0	0	9	2	0	0	0	11
07:15 - 07:30	0	0	32	8	1	0	0	41	0	0	15	5	0	0	0	20
07:30 - 07:45	0	0	30	4	0	0	0	34	0	0	25	4	1	0	0	30
07:45 - 08:00	0	1	26	1	0	0	0	28	0	1	31	1	0	0	0	33
Hourly Total	0	2	99	15	1	0	0	117	0	1	80	12	1	0	0	94
08:00 - 08:15	0	0	15	3	0	0	0	18	0	1	21	5	0	0	0	27
08:15 - 08:30	0	0	36	3	0	0	0	39	0	0	14	1	0	0	0	15
08:30 - 08:45	0	0	38	3	0	0	0	41	0	0	32	4	0	0	0	36
08:45 - 09:00	0	0	46	1	0	0	0	47	1	0	39	0	0	0	0	40
Hourly Total	0	0	135	10	0	0	0	145	1	1	106	10	0	0	0	118
09:00 - 09:15	0	0	29	5	0	0	0	34	0	0	34	2	0	0	0	36
09:15 - 09:30	0	0	25	1	0	0	0	26	0	0	29	1	0	0	0	30
09:30 - 09:45	0	0	31	2	0	0	0	33	0	0	29	1	0	0	0	30
09:45 - 10:00	0	0	40	1	0	0	0	41	0	0	33	4	0	0	0	37
Hourly Total	0	0	125	9	0	0	0	134	0	0	125	8	0	0	0	133
10:00 - 10:15	0	0	35	2	0	0	0	37	0	0	31	1	0	0	0	32
10:15 - 10:30	0	0	35	3	0	0	0	38	0	0	38	4	0	0	0	42
10:30 - 10:45	0	0	33	2	0	0	0	35	0	0	26	3	0	0	0	29
10:45 - 11:00	0	0	45	3	0	0	0	48	0	0	26	8	0	0	0	34
Hourly Total	0	0	148	10	0	0	0	158	0	0	121	16	0	0	0	137
11:00 - 11:15	0	0	32	6	0	0	0	38	0	0	42	1	0	0	0	43
11:15 - 11:30	0	0	32	5	0	0	0	37	0	0	33	6	0	0	0	39
11:30 - 11:45	0	0	52	4	0	0	0	56	0	0	36	4	0	0	0	40
11:45 - 12:00	0	0	55	4	1	0	0	60	0	0	45	3	0	0	0	48
Hourly Total	0	0	171	19	1	0	0	191	0	0	156	14	0	0	0	170
12:00 - 12:15	0	0	42	4	0	0	0	46	0	0	59	5	0	0	0	64
12:15 - 12:30	0	0	57	7	0	0	0	64	0	0	42	3	0	0	0	45
12:30 - 12:45	0	0	52	4	0	0	0	56	0	0	59	6	1	0	0	66
12:45 - 13:00	0	0	55	9	0	0	0	64	0	0	54	6	0	0	0	60
Hourly Total	0	0	206	24	0	0	0	230	0	0	214	20	1	0	0	235
13:00 - 13:15	0	0	37	3	0	0	0	40	0	0	53	6	0	0	0	59
13:15 - 13:30	0	1	45	4	1	0	0	51	0	1	45	7	1	0	0	54
13:30 - 13:45	0	0	42	2	0	0	0	44	0	0	50	3	0	0	0	53
13:45 - 14:00	0	1	48	4	0	0	0	53	0	1	45	2	0	0	0	48
Hourly Total	0	2	172	13	1	0	0	188	0	2	193	18	1	0	0	214
14:00 - 14:15	0	0	40	5	0	0	0	45	0	0	39	3	0	0	0	42
14:15 - 14:30	0	0	52	5	0	0	0	57	0	0	46	7	0	0	0	53
14:30 - 14:45	0	0	46	4	0	0	0	50	0	0	41	4	0	0	0	45
14:45 - 15:00	0	0	55	1	0	0	0	56	0	0	64	2	0	0	0	66
Hourly Total	0	0	193	15	0	0	0	208	0	0	190	16	0	0	0	206
15:00 - 15:15	0	0	54	6	0	0	0	60	0	0	45	1	0	0	0	46
15:15 - 15:30	0	0	48	1	0	0	0	49	0	0	74	3	0	0	0	77
15:30 - 15:45	0	0	51	2	1	0	0	54	0	0	40	4	0	0	0	44
15:45 - 16:00	0	0	47	6	0	0	0	53	1	0	45	1	1	0	0	48
Hourly Total	0	0	200	15	1	0	0	216	1	0	204	9	1	0	0	215
16:00 - 16:15	0	0	51	2	0	0	0	53	0	0	49	2	0	0	0	51
16:15 - 16:30	0	0	46	6	1	0	0	53	0	0	50	7	0	0	0	57
16:30 - 16:45	0	1	51	9	0	0	0	61	0	0	56	6	1	0	0	63
16:45 - 17:00	0	1	44	5	0	0	0	50	0	0	46	7	0	0	0	53
Hourly Total	0	2	192	22	1	0	0	217	0	0	201	22	1	0	0	224
17:00 - 17:15	0	0	59	3	0	0	0	62	0	1	46	10	0	0	0	57
17:15 - 17:30	0	0	53	7	0	0	0	60	0	0	50	3	0	0	0	53
17:30 - 17:45	0	0	56	5	0	0	0	61	0	0	62	4	0	0	0	66
17:45 - 18:00	2	0	43	3	0	0	0	48	0	0	61	8	0	0	0	69
Hourly Total	2	0	211	18	0	0	0	231	0	1	219	25	0	0	0	245
18:00 - 18:15	0	0	62	3	0	0	0	65	0	0	41	2	0	0	0	43
18:15 - 18:30	0	0	45	4	0	0	0	49	0	0	53	3	0	0	0	56
18:30 - 18:45	0	0	39	3	0	0	0	42	0	0	46	5	0	0	0	51
18:45 - 19:00	0	1	39	6	0	0	0	46	1	0	48	3	0	0	0	52
Hourly Total	0	1	185	16	0	0	0	202	1	0	188	13	0	0	0	202
TOTAL	2	3	788	71	2	0	0	866	2	1	812	69	2	0	0	886

In at Start							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
2	0	38	6	0	0	0	46

Accumulation							Existing			New Car Park	Proposed			Spare Capacity
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	Total Parking	Spare Spaces		Total Occupancy	Spare Spaces	Total Occupancy	
2	1	40	6	0	0	0	49	410	361	12%	308	259	16%	84%
2	1	57	9	1	0	0	70	410	340	12%	308	238	23%	77%
2	1	62	9	0	0	0	74	410	336	18%	308	234	24%	76%
2	1	57	9	0	0	0	69	410	341	17%	308	239	22%	78%
2	0	51	7	0	0	0	60	410	350	15%	308	248	19%	81%
2	0	73	9	0	0	0	84	410	326	20%	308	224	27%	73%
2	0	79	8	0	0	0	89	410	321	22%	308	219	29%	71%
1	0	86	9	0	0	0	96	410	314	23%	308	212	31%	69%
1	0	81	12	0	0	0	94	410	316	23%	308	214	31%	69%
1	0	77	12	0	0	0	90	410	320	22%	308	218	29%	71%
1	0	79	13	0	0	0	93	410	317	23%	308	215	30%	70%
1	0	86	10	0	0	0	97	410	313	24%	308	211	31%	69%
1	0	90	11	0	0	0	102	410	308	25%	308	206	33%	67%
1	0	87	10	0	0	0	98	410	312	24%	308	210	32%	68%
1	0	94	9	0	0	0	104	410	306	25%	308	204	34%	66%
1	0	113	4	0	0	0	118	410	292	29%	308	190	38%	62%
1	0	103	9	0	0	0	113	410	297	28%	308	195	37%	63%
1	0	102	8	0	0	0	111	410	299	27%	308	197	36%	64%
1	0	118	8	0	0	0	127	410	283	31%	308	181	41%	59%
1	0	128	9	1	0	0	139	410	271	34%	308	169	45%	55%
1	0	111	8	1	0	0	121	410	289	30%	308	187	39%	61%
1	0	126	12	1	0	0	140	410	270	34%	308	168	45%	55%
1	0	119	10	0	0	0	130	410	280	32%	308	178	42%	58%
1	0	120	13	0	0	0	134	410	276	33%	308	174	44%	56%
1	0	104	10	0	0	0	115	410	295	28%	308	193	37%	63%
1	0	104	7	0	0	0	112	410	298	27%	308	196	36%	64%
1	0	96	6	0	0	0	103	410	307	25%	308	205	33%	67%
1	0	99	8	0	0	0	108	410	302	26%	308	200	35%	65%
1	0	100	10	0	0	0	111	410	299	27%	308	197	36%	64%
1	0	106	8	0	0	0	115	410	295	28%	308	193	37%	63%
1	0	111	8	0	0	0	120	410	290	29%	308	188	39%	61%
1	0	102	7	0	0	0	110	410	300	27%	308	198	36%	64%
1	0	111	12	0	0	0	124	410	286	30%	308	184	40%	60%
1	0	85	10	0	0	0	96	410	314	23%	308	212	31%	69%
1	0	96	8	1	0	0	106	410	304	26%	308	202	34%	66%
0	0	98	13	0	0	0	111	410	299	27%	308	197	36%	64%
0	0	100	13	0	0	0	113	410	297	28%	308	195	37%	63%
0	0	96	12	1	0	0	109	410	301	27%	308	199	35%	65%
0	1	91	15	0	0	0	107	410	303	26%	308	201	35%	65%
0	2	89	13	0	0	0	104	410	306	25%	308	204	34%	66%
0	1	102	6	0	0	0	109	410	301	27%	308	199	35%	65%
0	1	105	10	0	0	0	116	410	294	28%	308	192	38%	62%
0	1	99	11	0	0	0	111	410	299	27%	308	197	36%	64%
2	1	81	6	0	0	0	90	410	320	22%	308	218	29%	71%
2	1	102	7	0	0	0	112	410	298	27%	308	196	36%	64%
2	1	94	8	0	0	0	106	410	305	26%	308	203	34%	66%
2	1	87	6	0	0	0	96	410	314	23%	308	212	31%	69%
1	2	78	9	0	0	0	90	410	320	22%	308	218	29%	71%

Tesco Car Park (410 spaces including 379 general, 14 disabled, 15 parent & child, 1 motorcycle, 1 collection)

TIME	Inbound						TOTAL	Outbound						TOTAL
	CYCLE	M/CYCLE	CAR	LGW	OGV1	OGV2		CYCLE	M/CYCLE	CAR	LGW	OGV1	OGV2	
07:00 - 07:15	0	0	11	6	0	0	17	0	0	4	1	0	0	5
07:15 - 07:30	0	0	15	5	0	0	20	0	0	10	6	0	0	16
07:30 - 07:45	0	0	17	5	0	0	22	0	0	23	2	0	0	25
07:45 - 08:00	0	0	21	3	0	0	24	0	0	17	3	0	0	20
Hourly Total	0	0	64	19	0	0	83	0	0	54	12	0	0	66
08:00 - 08:15	0	0	19	5	0	0	24	0	0	22	3	0	0	25
08:15 - 08:30	0	0	19	5	1	0	25	0	0	16	5	0	0	21
08:30 - 08:45	0	0	27	4	1	0	32	1	0	26	5	1	0	33
08:45 - 09:00	0	0	37	7	0	0	44	0	0	19	8	1	0	28
Hourly Total	0	0	102	21	2	0	125	1	0	83	21	2	0	107
09:00 - 09:15	0	0	24	4	0	0	28	0	0	27	3	0	0	30
09:15 - 09:30	0	0	31	5	0	0	36	0	0	20	2	0	0	22
09:30 - 09:45	0	0	31	1	0	0	32	0	0	28	3	0	0	31
09:45 - 10:00	0	0	49	3	0	0	52	0	0	29	2	0	0	31
Hourly Total	0	0	135	13	0	0	148	0	0	104	10	0	0	114
10:00 - 10:15	0	0	29	4	0	0	33	0	0	37	5	0	0	42
10:15 - 10:30	0	0	38	4	0	0	42	0	0	34	4	1	0	39
10:30 - 10:45	0	0	34	1	0	0	35	0	0	25	2	0	0	27
10:45 - 11:00	0	1	38	4	0	0	43	0	1	43	1	0	0	45
Hourly Total	0	1	139	13	0	0	153	0	1	139	12	1	0	153
11:00 - 11:15	0	0	52	3	0	0	55	0	0	47	6	0	0	53
11:15 - 11:30	0	0	50	3	0	0	53	0	0	44	1	0	0	45
11:30 - 11:45	0	0	49	3	0	0	52	0	0	38	2	0	0	40
11:45 - 12:00	0	0	47	2	1	0	50	0	0	57	3	0	0	60
Hourly Total	0	0	198	11	1	0	210	0	0	186	12	0	0	198
12:00 - 12:15	0	0	51	3	0	0	54	0	0	53	3	0	0	56
12:15 - 12:30	0	0	54	4	0	0	58	0	0	51	2	0	0	53
12:30 - 12:45	0	0	43	5	0	0	48	0	0	64	3	0	0	67
12:45 - 13:00	0	0	44	5	0	0	49	0	0	41	8	1	0	50
Hourly Total	0	0	192	17	0	0	209	0	0	209	16	1	0	226
13:00 - 13:15	0	0	43	3	0	0	46	0	0	51	3	0	0	54
13:15 - 13:30	0	0	38	6	0	0	44	0	0	43	2	0	0	45
13:30 - 13:45	0	0	39	3	0	0	42	0	0	35	5	0	0	40
13:45 - 14:00	0	0	48	5	0	0	53	0	0	55	5	0	0	60
Hourly Total	0	0	168	17	0	0	185	0	0	184	15	0	0	199
14:00 - 14:15	0	0	39	3	0	0	42	0	0	39	4	0	0	43
14:15 - 14:30	0	0	53	5	0	0	58	0	0	42	4	0	0	46
14:30 - 14:45	0	1	36	5	0	0	42	0	0	41	8	0	0	49
14:45 - 15:00	0	1	43	3	0	0	47	0	1	48	8	0	0	57
Hourly Total	0	2	171	16	0	0	189	0	1	170	24	0	0	195
15:00 - 15:15	0	0	40	4	0	0	44	0	1	40	1	0	0	42
15:15 - 15:30	0	0	43	3	0	0	46	0	0	46	2	0	0	48
15:30 - 15:45	0	2	58	2	0	0	62	0	0	40	3	0	0	43
15:45 - 16:00	0	1	43	5	0	0	49	0	1	58	4	0	0	63
Hourly Total	0	3	184	14	0	0	201	0	2	184	10	0	0	196
16:00 - 16:15	0	0	44	4	0	0	48	0	1	41	9	0	0	51
16:15 - 16:30	0	0	40	4	0	0	44	0	0	51	2	0	0	53
16:30 - 16:45	0	1	44	6	0	0	51	0	0	45	6	0	0	51
16:45 - 17:00	0	0	48	4	0	0	52	0	0	49	4	0	0	53
Hourly Total	0	1	176	18	0	0	195	0	1	186	21	0	0	208
17:00 - 17:15	0	0	42	6	0	0	48	0	0	41	5	0	0	46
17:15 - 17:30	0	0	57	6	0	0	63	0	0	44	8	0	0	52
17:30 - 17:45	0	0	43	7	0	0	50	0	0	58	9	0	0	67
17:45 - 18:00	0	1	58	7	0	0	66	0	0	52	4	0	0	56
Hourly Total	0	1	200	26	0	0	227	0	0	195	26	0	0	221
18:00 - 18:15	0	0	54	2	0	0	56	0	1	51	6	0	0	58
18:15 - 18:30	0	0	45	3	0	0	48	0	0	56	1	0	0	57
18:30 - 18:45	0	0	46	4	0	0	50	0	0	50	3	0	0	53
18:45 - 19:00	0	0	39	4	0	0	43	0	0	45	3	0	0	48
Hourly Total	0	0	184	13	0	0	197	0	1	202	13	0	0	216
TOTAL	0	8	1913	198	3	0	2122	1	6	1896	192	4	0	2099

In at Start						
CYCLE	M/CYCLE	CAR	LGW	OGV1	OGV2	BUS
1	0	46	4	1	0	0
						52

Accumulation						
CYCLE	M/CYCLE	CAR	LGW	OGV1	OGV2	BUS
1	0	53	9	1	0	0
1	0	58	8	1	0	0
1	0	52	11	1	0	0
1	0	56	11	1	0	0
1	0	53	13	1	0	0
1	0	56	13	2	0	0
0	0	57	12	2	0	0
0	0	75	11	1	0	0
0	0	72	12	1	0	0
0	0	83	15	1	0	0
0	0	86	13	1	0	0
0	0	106	14	1	0	0
0	0	98	13	1	0	0
0	0	102	13	0	0	0
0	0	111	12	0	0	0
0	0	106	15	0	0	0
0	0	111	12	0	0	0
0	0	117	14	0	0	0
0	0	128	15	0	0	0
0	0	118	14	1	0	0
0	0	116	14	1	0	0
0	0	119	16	1	0	0
0	0	98	18	1	0	0
0	0	101	15	0	0	0
0	0	93	15	0	0	0
0	0	88	19	0	0	0
0	0	92	17	0	0	0
0	0	85	17	0	0	0
0	0	85	16	0	0	0
0	0	96	17	0	0	0
0	1	91	14	0	0	0
0	1	86	9	0	0	0
0	0	86	12	0	0	0
0	0	83	13	0	0	0
0	2	101	12	0	0	0
0	2	86	13	0	0	0
0	1	89	8	0	0	0
0	1	78	10	0	0	0
0	2	77	10	0	0	0
0	2	76	10	0	0	0
0	2	77	11	0	0	0
0	2	90	9	0	0	0
0	2	75	7	0	0	0
0	3	81	10	0	0	0
0	2	84	6	0	0	0
0	2	73	8	0	0	0
0	2	69	9	0	0	0
0	2	63	10	0	0	0

In at End						
CYCLE	M/CYCLE	CAR	LGW	OGV1	OGV2	BUS
0	2	63	10	0	0	0
						75

Total Parking	Existing		New Car Park Total	Proposed		Spare Capacity
	Spare Spaces	Total Occupancy		Spare Spaces	Total Occupancy	
410	346	16%	308	244	21%	79%
410	342	17%	308	240	22%	78%
410	345	16%	308	243	21%	79%
410	341	17%	308	239	22%	78%
410	342	17%	308	240	22%	78%
410	338	18%	308	236	23%	77%
410	339	17%	308	237	23%	77%
410	323	21%	308	221	28%	72%
410	325	21%	308	223	28%	72%
410	311	24%	308	209	32%	68%
410	310	24%	308	208	32%	68%
410	289	30%	308	187	39%	61%
410	298	27%	308	196	36%	64%
410	295	28%	308	193	37%	63%
410	287	30%	308	185	40%	60%
410	289	30%	308	187	39%	61%
410	287	30%	308	185	40%	60%
410	279	32%	308	177	43%	57%
410	267	35%	308	165	46%	54%
410	277	32%	308	175	43%	57%
410	279	32%	308	177	43%	57%
410	274	33%	308	172	44%	56%
410	293	29%	308	191	38%	62%
410	294	28%	308	192	38%	62%
410	302	26%	308	200	35%	65%
410	303	26%	308	201	35%	65%
410	301	27%	308	199	35%	65%
410	308	25%	308	206	33%	67%
410	309	25%	308	207	33%	67%
410	297	28%	308	195	37%	63%
410	304	26%	308	202	34%	66%
410	314	23%	308	212	31%	69%
410	312	24%	308	210	32%	68%
410	314	23%	308	212	31%	69%
410	295	28%	308	193	37%	63%
410	309	25%	308	207	33%	67%
410	312	24%	308	210	32%	68%
410	321	22%	308	219	29%	71%
410	321	22%	308	219	29%	71%
410	322	21%	308	220	29%	71%
410	320	22%	308	218	29%	71%
410	309	25%	308	207	33%	67%
410	326	20%	308	224	27%	73%
410	316	23%	308	214	31%	69%
410	318	22%	308	216	30%	70%
410	327	20%	308	225	27%	73%
410	330	20%	308	228	26%	74%
410	335	18%	308	233	24%	76%

Tesco Car Park (410 spaces including 379 general, 14 disabled, 15 parent & child, 1 motorcycle, 1 collection)

TIME	Inbound							Outbound								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	15	3	0	0	0	18	0	0	13	1	0	0	0	14
07:15 - 07:30	0	0	27	5	0	0	0	32	0	0	12	4	0	0	0	16
07:30 - 07:45	0	0	22	4	1	0	0	27	0	0	22	6	1	0	0	29
07:45 - 08:00	0	0	19	4	0	0	0	23	0	0	16	4	0	0	0	20
Hourly Total	0	0	83	16	1	0	0	100	0	0	63	15	1	0	0	79
08:00 - 08:15	0	0	28	3	0	0	0	31	0	0	16	2	0	0	0	18
08:15 - 08:30	0	0	25	4	0	0	0	29	0	0	30	4	0	0	0	34
08:30 - 08:45	0	0	23	3	1	0	0	27	0	0	23	0	1	0	0	24
08:45 - 09:00	0	0	25	6	0	0	0	31	0	0	16	2	0	0	0	18
Hourly Total	0	0	101	16	1	0	0	118	0	0	85	8	1	0	0	94
09:00 - 09:15	0	0	33	2	0	0	0	35	0	0	19	4	0	0	0	23
09:15 - 09:30	0	0	37	2	0	0	0	39	0	0	29	3	0	0	0	32
09:30 - 09:45	0	1	44	4	0	0	0	49	0	0	39	5	0	0	0	44
09:45 - 10:00	0	0	41	8	0	0	0	49	0	0	30	5	0	0	0	35
Hourly Total	0	1	155	16	0	0	0	172	0	0	117	17	0	0	0	134
10:00 - 10:15	0	0	34	1	0	0	0	35	0	0	31	4	0	0	0	35
10:15 - 10:30	0	0	35	2	0	0	0	37	0	0	43	4	0	0	0	47
10:30 - 10:45	0	0	34	6	0	0	0	40	0	0	46	3	0	0	0	49
10:45 - 11:00	0	0	33	2	0	0	0	35	0	0	29	7	0	0	0	36
Hourly Total	0	0	136	11	0	0	0	147	0	0	149	18	0	0	0	167
11:00 - 11:15	0	1	39	4	0	0	0	44	0	1	20	4	0	0	0	25
11:15 - 11:30	0	0	39	3	1	0	0	43	0	0	39	5	0	0	0	44
11:30 - 11:45	0	0	45	2	0	0	0	47	0	0	41	2	1	0	0	44
11:45 - 12:00	0	0	43	6	0	0	0	49	0	0	32	3	0	0	0	35
Hourly Total	0	1	166	15	1	0	0	183	0	1	132	14	1	0	0	148
12:00 - 12:15	0	1	52	3	0	0	0	56	0	0	48	7	0	0	0	55
12:15 - 12:30	0	0	40	8	0	0	0	48	0	0	48	2	0	0	0	50
12:30 - 12:45	0	0	38	3	0	0	0	41	0	0	43	9	0	0	0	52
12:45 - 13:00	0	0	47	5	0	0	0	52	0	0	49	7	0	0	0	56
Hourly Total	0	1	177	19	0	0	0	197	0	0	188	25	0	0	0	213
13:00 - 13:15	0	1	51	4	0	0	0	56	0	1	40	4	0	0	0	45
13:15 - 13:30	0	0	39	4	0	0	0	43	0	0	45	1	0	0	0	46
13:30 - 13:45	0	0	38	2	1	0	0	41	0	0	47	4	0	0	0	51
13:45 - 14:00	0	0	46	4	0	0	0	50	0	0	51	3	1	0	0	55
Hourly Total	0	1	174	14	1	0	0	190	0	1	183	12	1	0	0	197
14:00 - 14:15	0	0	40	4	0	0	0	44	0	0	38	3	0	0	0	41
14:15 - 14:30	0	0	44	6	0	0	0	50	0	0	43	6	0	0	0	49
14:30 - 14:45	0	0	36	1	0	0	0	37	0	0	44	5	0	0	0	49
14:45 - 15:00	0	0	58	2	0	0	0	60	0	1	49	4	0	0	0	54
Hourly Total	0	0	178	13	0	0	0	191	0	1	174	18	0	0	0	193
15:00 - 15:15	0	0	37	1	0	0	0	38	0	0	50	2	0	0	0	52
15:15 - 15:30	0	0	50	2	0	0	0	52	0	0	40	3	0	0	0	43
15:30 - 15:45	0	0	49	3	0	0	0	52	0	0	40	3	0	0	0	43
15:45 - 16:00	0	0	36	3	0	0	0	39	0	0	53	4	0	0	0	57
Hourly Total	0	0	172	9	0	0	0	181	0	0	183	12	0	0	0	195
16:00 - 16:15	0	0	62	3	0	0	0	65	0	0	53	4	0	0	0	57
16:15 - 16:30	0	0	54	4	0	0	0	58	0	1	47	4	0	0	0	52
16:30 - 16:45	0	1	56	7	0	0	0	64	0	0	63	7	0	0	0	70
16:45 - 17:00	0	0	50	2	0	0	0	52	0	1	62	6	0	0	0	69
Hourly Total	0	1	222	16	0	0	0	239	0	2	225	21	0	0	0	248
17:00 - 17:15	0	0	44	5	0	0	0	49	0	0	49	5	0	0	0	54
17:15 - 17:30	0	0	41	4	0	0	0	45	0	0	47	1	0	0	0	48
17:30 - 17:45	0	0	51	2	0	0	0	53	0	0	44	6	0	0	0	50
17:45 - 18:00	0	0	53	5	0	0	0	58	0	0	59	5	0	0	0	64
Hourly Total	0	0	189	16	0	0	0	205	0	0	199	17	0	0	0	216
18:00 - 18:15	0	0	42	4	0	0	0	46	0	0	48	4	0	0	0	52
18:15 - 18:30	0	0	55	4	0	0	0	59	0	0	46	7	0	0	0	53
18:30 - 18:45	0	0	47	3	0	0	0	50	0	0	45	2	0	0	0	47
18:45 - 19:00	0	0	45	4	0	0	0	49	0	0	51	5	0	0	0	56
Hourly Total	0	0	189	15	0	0	0	204	0	0	190	18	0	0	0	208
TOTAL	0	5	1942	176	4	0	0	2127	0	5	1888	195	4	0	0	2092

In at Start						
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
0	0	41	19	0	0	0
TOTAL						60

Accumulation						
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
0	0	43	21	0	0	0
0	0	58	22	0	0	0
0	0	58	20	0	0	0
0	0	61	20	0	0	0
0	0	73	21	0	0	0
0	0	68	21	0	0	0
0	0	68	24	0	0	0
0	0	77	28	0	0	0
0	0	91	26	0	0	0
0	0	99	25	0	0	0
0	1	104	24	0	0	0
0	1	115	27	0	0	0
0	1	118	24	0	0	0
0	1	110	22	0	0	0
0	1	98	25	0	0	0
0	1	102	20	0	0	0
0	1	121	20	0	0	0
0	1	121	18	1	0	0
0	1	125	18	0	0	0
0	1	136	21	0	0	0
0	2	140	17	0	0	0
0	2	132	23	0	0	0
0	2	127	17	0	0	0
0	2	125	15	0	0	0
0	2	136	15	0	0	0
0	2	130	18	0	0	0
0	2	121	16	1	0	0
0	2	116	17	0	0	0
0	2	118	18	0	0	0
0	2	119	18	0	0	0
0	2	111	14	0	0	0
0	1	120	12	0	0	0
0	1	107	11	0	0	0
0	1	117	10	0	0	0
0	1	126	10	0	0	0
0	1	109	9	0	0	0
0	1	118	8	0	0	0
0	0	125	8	0	0	0
0	1	118	8	0	0	0
0	0	106	4	0	0	0
0	0	101	4	0	0	0
0	0	95	7	0	0	0
0	0	102	3	0	0	0
0	0	96	3	0	0	0
0	0	90	3	0	0	0
0	0	99	0	0	0	0
0	0	101	1	0	0	0
0	0	95	0	0	0	0

In at End						
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
0	0	95	0	0	0	0
TOTAL						95

Total Parking	Existing		New Car Park Total	Proposed		Spare Capacity
	Spare Spaces	Total Occupancy		Spare Spaces	Total Occupancy	
410	346	16%	308	244	21%	79%
410	330	20%	308	228	26%	74%
410	332	19%	308	230	25%	75%
410	329	20%	308	227	26%	74%
410	316	23%	308	214	31%	69%
410	321	22%	308	219	29%	71%
410	318	22%	308	216	30%	70%
410	305	26%	308	203	34%	66%
410	293	29%	308	191	38%	62%
410	286	30%	308	184	40%	60%
410	281	31%	308	179	42%	58%
410	267	35%	308	165	46%	54%
410	267	35%	308	165	46%	54%
410	277	32%	308	175	43%	57%
410	286	30%	308	184	40%	60%
410	287	30%	308	185	40%	60%
410	268	35%	308	166	46%	54%
410	269	34%	308	167	46%	54%
410	266	35%	308	164	47%	53%
410	252	39%	308	150	51%	49%
410	251	39%	308	149	52%	48%
410	253	38%	308	151	51%	49%
410	264	36%	308	162	47%	53%
410	268	35%	308	166	46%	54%
410	257	37%	308	155	50%	50%
410	260	37%	308	158	49%	51%
410	270	34%	308	168	45%	55%
410	275	33%	308	173	44%	56%
410	272	34%	308	170	45%	55%
410	271	34%	308	169	45%	55%
410	283	31%	308	181	41%	59%
410	277	32%	308	175	43%	57%
410	291	29%	308	189	39%	61%
410	282	31%	308	180	42%	58%
410	273	33%	308	171	44%	56%
410	291	29%	308	189	39%	61%
410	283	31%	308	181	41%	59%
410	277	32%	308	175	43%	57%
410	283	31%	308	181	41%	59%
410	300	27%	308	198	36%	64%
410	305	26%	308	203	34%	66%
410	308	25%	308	206	33%	67%
410	305	26%	308	203	34%	66%
410	311	24%	308	209	32%	68%
410	317	23%	308	215	30%	70%
410	311	24%	308	209	32%	68%
410	308	25%	308	206	33%	67%
410	315	23%	308	213	31%	69%

Tesco Car Park (410 spaces including 379 general, 14 disabled, 15 parent & child, 1 motorcycle, 1 collection)

TIME	Inbound							Outbound								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	14	3	0	0	0	17	0	0	9	5	2	0	0	16
07:15 - 07:30	0	0	16	4	0	0	0	20	0	0	13	2	0	0	0	15
07:30 - 07:45	0	0	21	2	0	0	0	23	0	0	14	3	0	0	0	17
07:45 - 08:00	0	0	22	5	1	0	0	28	0	0	25	6	1	0	0	32
Hourly Total	0	0	73	14	1	0	0	88	0	0	61	16	3	0	0	80
08:00 - 08:15	0	0	18	6	0	0	0	24	0	0	15	2	0	0	0	17
08:15 - 08:30	0	0	26	6	0	0	0	32	0	0	18	5	0	0	0	23
08:30 - 08:45	0	1	24	3	0	0	0	28	0	0	20	7	0	0	0	27
08:45 - 09:00	0	0	45	4	0	0	0	49	0	1	24	4	0	0	0	29
Hourly Total	0	1	113	19	0	0	0	133	0	1	77	18	0	0	0	96
09:00 - 09:15	0	0	31	3	0	0	0	34	0	0	27	1	0	0	0	28
09:15 - 09:30	0	0	36	2	0	0	0	38	0	0	32	4	0	0	0	36
09:30 - 09:45	0	0	33	0	0	1	0	34	0	0	32	0	0	0	0	32
09:45 - 10:00	0	0	38	4	0	0	0	42	0	0	33	1	0	1	0	35
Hourly Total	0	0	138	9	0	1	0	148	0	0	124	6	0	1	0	131
10:00 - 10:15	0	0	39	5	0	0	0	44	0	0	30	5	0	0	0	35
10:15 - 10:30	0	0	45	3	0	0	0	48	0	0	44	4	0	0	0	48
10:30 - 10:45	0	0	34	2	0	0	0	36	0	0	38	3	0	0	0	41
10:45 - 11:00	0	0	46	5	0	0	0	51	0	0	40	2	0	0	0	42
Hourly Total	0	0	164	15	0	0	0	179	0	0	152	14	0	0	0	166
11:00 - 11:15	0	0	42	3	0	0	0	45	0	0	48	6	0	0	0	54
11:15 - 11:30	0	0	37	4	1	0	0	42	0	0	37	3	0	0	0	40
11:30 - 11:45	0	1	53	3	1	0	0	58	0	0	36	3	1	0	0	40
11:45 - 12:00	0	0	37	5	0	0	0	42	0	1	42	3	0	0	0	46
Hourly Total	0	1	169	15	2	0	0	187	0	1	163	15	1	0	0	180
12:00 - 12:15	0	0	50	4	0	0	0	54	0	0	51	4	1	0	0	56
12:15 - 12:30	0	1	49	5	0	0	0	55	0	0	50	3	0	0	0	53
12:30 - 12:45	0	0	49	3	1	0	0	53	0	0	52	7	0	0	0	60
12:45 - 13:00	0	0	46	2	0	0	0	48	0	0	45	4	0	0	0	49
Hourly Total	0	1	194	14	1	0	0	210	0	1	198	18	1	0	0	218
13:00 - 13:15	0	0	48	5	0	0	0	53	0	0	45	2	0	0	0	47
13:15 - 13:30	0	0	60	6	0	0	0	66	0	0	48	5	1	0	0	54
13:30 - 13:45	0	1	41	2	0	0	0	44	0	1	56	5	0	0	0	62
13:45 - 14:00	0	0	40	6	0	0	0	46	0	0	47	1	0	0	0	48
Hourly Total	0	1	189	19	0	0	0	209	0	1	196	13	1	0	0	211
14:00 - 14:15	0	0	49	6	0	0	0	55	0	0	48	8	0	0	0	56
14:15 - 14:30	0	1	44	2	0	0	0	47	0	0	43	5	0	0	0	49
14:30 - 14:45	0	0	46	5	1	0	0	52	0	0	54	4	1	0	0	59
14:45 - 15:00	0	1	47	3	0	0	0	51	0	0	47	3	0	0	0	50
Hourly Total	0	2	186	16	1	0	0	205	0	1	192	20	1	0	0	214
15:00 - 15:15	0	0	51	5	0	0	0	56	0	1	43	5	0	0	0	49
15:15 - 15:30	0	1	47	3	0	0	0	51	0	0	55	2	0	0	0	57
15:30 - 15:45	0	0	64	3	0	0	0	67	0	1	59	3	0	0	0	63
15:45 - 16:00	0	1	45	5	0	0	0	51	0	1	49	3	0	0	0	53
Hourly Total	0	2	207	16	0	0	0	225	0	3	206	13	0	0	0	222
16:00 - 16:15	0	0	40	8	0	0	0	48	0	0	50	7	0	0	0	57
16:15 - 16:30	0	0	50	4	0	0	0	54	0	0	46	5	0	0	0	51
16:30 - 16:45	0	0	52	4	0	0	0	56	0	0	49	3	0	0	0	52
16:45 - 17:00	0	1	57	6	0	0	0	64	0	1	62	10	0	0	0	73
Hourly Total	0	1	199	22	0	0	0	222	0	1	207	25	0	0	0	233
17:00 - 17:15	0	0	52	7	0	0	0	59	0	0	52	5	0	0	0	57
17:15 - 17:30	0	0	51	6	0	0	0	57	0	0	58	6	0	0	0	64
17:30 - 17:45	0	0	48	5	0	0	0	53	0	0	47	8	0	0	0	55
17:45 - 18:00	0	0	52	4	0	0	0	56	0	0	40	5	0	0	0	45
Hourly Total	0	0	203	22	0	0	0	225	0	0	197	24	0	0	0	221
18:00 - 18:15	0	0	44	2	0	0	0	46	0	0	52	3	0	0	0	55
18:15 - 18:30	0	0	38	1	0	0	0	39	0	0	50	1	0	0	0	51
18:30 - 18:45	0	0	48	8	0	0	0	56	0	0	39	5	0	0	0	44
18:45 - 19:00	0	0	39	4	0	0	0	43	0	0	50	5	0	0	0	55
Hourly Total	0	0	169	15	0	0	0	184	0	0	191	14	0	0	0	205
TOTAL	0	9	2004	196	5	1	0	2215	0	9	1964	196	7	1	0	2177

In at Start							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	0	35	10	2	0	0	47

Accumulation							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	0	40	8	0	0	0	48
0	0	43	10	0	0	0	53
0	0	50	9	0	0	0	59
0	0	47	8	0	0	0	55
0	0	50	12	0	0	0	62
0	0	58	13	0	0	0	71
0	1	62	9	0	0	0	72
0	0	83	9	0	0	0	92
0	0	87	11	0	0	0	98
0	0	91	9	0	0	0	100
0	0	92	9	0	1	0	102
0	0	97	12	0	0	0	109
0	0	106	12	0	0	0	118
0	0	107	11	0	0	0	119
0	0	103	10	0	0	0	113
0	0	109	13	0	0	0	122
0	0	103	10	0	0	0	113
0	0	103	11	1	0	0	115
0	1	120	11	1	0	0	133
0	0	115	13	1	0	0	129
0	0	114	13	0	0	0	127
0	1	113	15	0	0	0	129
0	0	110	11	1	0	0	122
0	0	111	9	1	0	0	121
0	0	114	12	1	0	0	127
0	0	126	13	0	0	0	139
0	0	111	10	0	0	0	121
0	0	104	15	0	0	0	119
0	0	105	13	0	0	0	118
0	0	106	10	0	0	0	116
0	0	98	11	0	0	0	109
0	1	98	11	0	0	0	110
0	0	106	11	0	0	0	117
0	1	98	12	0	0	0	111
0	0	103	12	0	0	0	115
0	0	99	14	0	0	0	113
0	0	89	15	0	0	0	104
0	0	93	14	0	0	0	107
0	0	96	15	0	0	0	111
0	0	91	11	0	0	0	102
0	0	91	13	0	0	0	104
0	0	84	13	0	0	0	97
0	0	85	10	0	0	0	95
0	0	97	9	0	0	0	106
0	0	89	8	0	0	0	97
0	0	77	8	0	0	0	85
0	0	86	11	0	0	0	97
0	0	75	10	0	0	0	85

0	0	75	10	0	0	0	85
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
In at End							

Total Parking	Existing		New Car Park Total	Proposed		
	Spare Spaces	Total Occupancy		Spare Spaces	Total Occupancy	Spare Capacity
410	362	12%	308	260	16%	84%
410	357	13%	308	255	17%	83%
410	351	14%	308	249	19%	81%
410	355	13%	308	253	18%	82%
410	348	15%	308	246	20%	80%
410	339	17%	308	237	23%	77%
410	338	18%	308	236	23%	77%
410	318	22%	308	216	30%	70%
410	312	24%	308	210	32%	68%
410	310	24%	308	208	32%	68%
410	308	25%	308	206	33%	67%
410	301	27%	308	199	35%	65%
410	292	29%	308	190	38%	62%
410	292	29%	308	190	38%	62%
410	297	28%	308	195	37%	63%
410	288	30%	308	186	40%	60%
410	297	28%	308	195	37%	63%
410	295	28%	308	193	37%	63%
410	277	32%	308	175	43%	57%
410	281	31%	308	179	42%	58%
410	283	31%	308	181	41%	59%
410	281	31%	308	179	42%	58%
410	288	30%	308	186	40%	60%
410	289	30%	308	187	39%	61%
410	283	31%	308	181	41%	59%
410	271	34%	308	169	45%	55%
410	289	30%	308	187	39%	61%
410	291	29%	308	189	39%	61%
410	292	29%	308	190	38%	62%
410	294	28%	308	192	38%	62%
410	301	27%	308	199	35%	65%
410	300	27%	308	198	36%	64%
410	293	29%	308	191	38%	62%
410	299	27%	308	197	36%	64%
410	295	28%	308	193	37%	63%
410	297	28%	308	195	37%	63%
410	306	25%	308	204	34%	66%
410	303	26%	308	201	35%	65%
410	299	27%	308	197	36%	64%
410	308	25%	308	206	33%	67%
410	306	25%	308	204	34%	66%
410	313	24%	308	211	31%	69%
410	315	23%	308	213	31%	69%
410	304	26%	308	202	34%	66%
410	313	24%	308	211	31%	69%
410	325	21%	308	223	28%	72%
410	313	24%	308	211	31%	69%
410	325	21%	308	223	28%	72%

Tesco Car Park (410 spaces including 379 general, 14 disabled, 15 parent & child, 1 motorcycle, 1 collection)

TIME	Inbound							Outbound								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	21	1	1	0	0	23	0	0	13	1	1	0	0	15
07:15 - 07:30	0	0	21	3	0	0	0	24	0	0	18	1	0	0	0	19
07:30 - 07:45	0	0	20	2	0	0	0	22	0	0	15	2	0	0	0	17
07:45 - 08:00	0	0	29	10	0	0	0	39	0	0	25	4	0	0	0	29
Hourly Total	0	0	91	16	1	0	0	108	0	0	71	8	1	0	0	80
08:00 - 08:15	0	0	44	3	0	0	0	47	0	0	44	10	0	0	0	54
08:15 - 08:30	0	0	51	1	0	0	0	52	0	0	46	0	0	0	0	46
08:30 - 08:45	0	0	39	1	0	0	0	40	0	0	39	1	0	0	0	40
08:45 - 09:00	0	0	41	6	1	0	0	48	0	0	41	2	0	0	0	43
Hourly Total	0	0	175	11	1	0	0	187	0	0	170	13	0	0	0	183
09:00 - 09:15	0	0	52	3	2	0	0	57	0	0	42	4	0	0	0	46
09:15 - 09:30	0	2	33	3	2	0	0	40	0	0	40	4	1	0	0	45
09:30 - 09:45	0	1	57	4	2	0	0	64	0	3	42	4	3	0	0	52
09:45 - 10:00	0	1	38	6	2	0	0	47	0	0	51	3	2	0	0	56
Hourly Total	0	4	180	16	8	0	0	208	0	3	175	15	6	0	0	199
10:00 - 10:15	0	1	58	3	0	0	0	62	0	0	50	4	1	0	0	55
10:15 - 10:30	0	0	52	3	1	0	0	56	0	0	46	2	1	0	0	49
10:30 - 10:45	0	0	51	5	1	0	0	57	0	1	44	5	2	0	0	52
10:45 - 11:00	0	0	45	2	0	0	0	47	0	1	54	4	1	0	0	60
Hourly Total	0	1	206	13	2	0	0	222	0	2	194	15	5	0	0	215
11:00 - 11:15	0	0	52	3	0	0	0	55	0	0	51	3	0	0	0	54
11:15 - 11:30	0	0	50	3	1	0	0	54	0	0	51	2	0	0	0	53
11:30 - 11:45	0	0	53	3	0	0	0	56	0	0	48	4	0	0	0	52
11:45 - 12:00	0	0	47	3	0	0	0	50	0	0	52	2	0	0	0	54
Hourly Total	0	0	202	12	1	0	0	215	0	0	202	11	0	0	0	213
12:00 - 12:15	0	0	49	3	0	0	0	52	0	0	53	4	1	0	0	58
12:15 - 12:30	0	0	60	4	0	0	0	64	0	0	56	3	0	0	0	59
12:30 - 12:45	0	1	47	3	0	0	0	51	0	0	53	5	0	0	0	58
12:45 - 13:00	0	0	48	8	0	0	0	56	0	0	59	2	0	0	0	61
Hourly Total	0	1	204	18	0	0	0	223	0	0	221	14	1	0	0	236
13:00 - 13:15	0	0	47	5	0	0	0	52	0	0	45	7	0	0	0	52
13:15 - 13:30	0	0	58	7	0	0	0	65	0	0	47	5	0	0	0	52
13:30 - 13:45	0	1	57	4	0	0	0	62	0	0	53	7	0	0	0	60
13:45 - 14:00	0	0	46	8	0	0	0	54	0	1	53	2	0	0	0	56
Hourly Total	0	1	208	24	0	0	0	233	0	1	198	21	0	0	0	220
14:00 - 14:15	0	0	59	4	0	0	0	63	0	0	51	10	0	0	0	61
14:15 - 14:30	0	0	52	4	0	0	0	56	0	0	53	4	0	0	0	57
14:30 - 14:45	0	0	59	7	0	0	0	66	0	0	53	3	0	0	0	56
14:45 - 15:00	0	0	59	6	0	0	0	65	0	0	57	11	0	0	0	68
Hourly Total	0	0	229	21	0	0	0	250	0	0	214	28	0	0	0	242
15:00 - 15:15	0	1	54	6	0	0	0	61	0	1	64	3	0	0	0	68
15:15 - 15:30	0	1	48	5	0	1	0	55	0	0	64	6	0	1	0	71
15:30 - 15:45	0	0	60	4	0	0	0	64	0	1	46	4	0	0	0	51
15:45 - 16:00	0	0	53	2	0	0	0	55	0	0	52	3	0	0	0	55
Hourly Total	0	2	215	17	0	1	0	235	0	2	226	16	0	1	0	245
16:00 - 16:15	0	0	63	1	0	0	0	64	0	0	54	4	0	0	0	58
16:15 - 16:30	1	0	52	4	0	0	0	57	0	0	58	4	0	0	0	62
16:30 - 16:45	0	0	67	7	0	0	0	74	1	0	66	6	0	0	0	73
16:45 - 17:00	0	0	63	7	0	0	0	70	0	0	66	5	0	0	0	71
Hourly Total	1	0	245	19	0	0	0	265	1	0	244	19	0	0	0	264
17:00 - 17:15	0	0	53	5	0	0	0	58	0	0	67	5	0	0	0	72
17:15 - 17:30	0	0	63	6	0	0	0	69	0	0	65	6	0	0	0	71
17:30 - 17:45	0	0	62	10	0	0	0	72	0	0	61	9	0	0	0	70
17:45 - 18:00	0	1	69	4	0	0	0	74	0	1	72	4	0	0	0	77
Hourly Total	0	1	247	25	0	0	0	273	0	1	265	24	0	0	0	290
18:00 - 18:15	0	0	53	5	0	0	0	58	0	0	67	5	0	0	0	72
18:15 - 18:30	0	0	64	7	0	0	0	71	0	0	48	5	0	0	0	53
18:30 - 18:45	0	0	49	2	0	0	0	51	0	0	62	6	0	0	0	68
18:45 - 19:00	0	0	49	0	0	0	0	49	0	0	40	3	0	0	0	43
Hourly Total	0	0	215	14	0	0	0	229	0	0	217	19	0	0	0	236
TOTAL	1	10	2417	206	13	1	0	2648	1	9	2397	203	13	1	0	2624

In at Start						
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
0	0	40	8	0	0	0
						48

Accumulation						
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
0	0	48	8	0	0	0
0	0	51	10	0	0	0
0	0	56	10	0	0	0
0	0	60	16	0	0	0
0	0	60	9	0	0	0
0	0	65	10	0	0	0
0	0	65	10	0	0	0
0	0	65	14	1	0	0
0	0	75	13	3	0	0
0	2	68	12	4	0	0
0	0	83	12	3	0	0
0	1	70	15	3	0	0
0	2	78	14	2	0	0
0	2	84	15	2	0	0
0	1	91	15	1	0	0
0	0	82	13	0	0	0
0	0	83	13	0	0	0
0	0	82	14	1	0	0
0	0	82	14	1	0	0
0	0	78	13	0	0	0
0	0	82	14	0	0	0
0	1	76	12	0	0	0
0	1	65	18	0	0	0
0	1	67	16	0	0	0
0	1	78	18	0	0	0
0	2	82	15	0	0	0
0	1	75	21	0	0	0
0	1	83	15	0	0	0
0	1	82	15	0	0	0
0	1	88	19	0	0	0
0	1	90	14	0	0	0
0	1	80	17	0	0	0
0	2	64	16	0	0	0
0	1	78	16	0	0	0
0	1	79	15	0	0	0
0	1	88	12	0	0	0
1	1	82	12	0	0	0
0	1	83	13	0	0	0
0	1	80	15	0	0	0
0	1	66	15	0	0	0
0	1	64	15	0	0	0
0	1	65	16	0	0	0
0	1	62	16	0	0	0
0	1	48	16	0	0	0
0	1	64	18	0	0	0
0	1	51	14	0	0	0
0	1	60	11	0	0	0

In at End						
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
0	1	60	11	0	0	0
						72

Total Parking	Existing		New Car Park Total	Proposed		
	Spare Spaces	Total Occupancy		Spare Spaces	Total Occupancy	Spare Capacity
410	354	14%	308	252	18%	82%
410	349	15%	308	247	20%	80%
410	344	16%	308	242	21%	79%
410	334	19%	308	232	25%	75%
410	341	17%	308	239	22%	78%
410	335	18%	308	233	24%	76%
410	335	18%	308	233	24%	76%
410	330	20%	308	228	26%	74%
410	319	22%	308	217	30%	70%
410	324	21%	308	222	28%	72%
410	312	24%	308	210	32%	68%
410	321	22%	308	219	29%	71%
410	314	23%	308	212	31%	69%
410	307	25%	308	205	33%	67%
410	302	26%	308	200	35%	65%
410	315	23%	308	213	31%	69%
410	314	23%	308	212	31%	69%
410	313	24%	308	211	31%	69%
410	309	25%	308	207	33%	67%
410	313	24%	308	211	31%	69%
410	319	22%	308	217	30%	70%
410	314	23%	308	212	31%	69%
410	321	22%	308	219	29%	71%
410	326	20%	308	224	27%	73%
410	326	20%	308	224	27%	73%
410	313	24%	308	211	31%	69%
410	311	24%	308	209	32%	68%
410	313	24%	308	211	31%	69%
410	311	24%	308	209	32%	68%
410	312	24%	308	210	32%	68%
410	302	26%	308	200	35%	65%
410	305	26%	308	203	34%	66%
410	312	24%	308	210	32%	68%
410	328	20%	308	226	27%	73%
410	315	23%	308	213	31%	69%
410	315	23%	308	213	31%	69%
410	309	25%	308	207	33%	67%
410	314	23%	308	212	31%	69%
410	313	24%	308	211	31%	69%
410	314	23%	308	212	31%	69%
410	328	20%	308	226	27%	73%
410	330	20%	308	228	26%	74%
410	328	20%	308	226	27%	73%
410	331	19%	308	229	26%	74%
410	345	16%	308	243	21%	79%
410	327	20%	308	225	27%	73%
410	344	16%	308	242	21%	79%
410	338	18%	308	236	23%	77%

Tesco Car Park (410 spaces including 379 general, 14 disabled, 15 parent & child, 1 motorcycle, 1 collection)

TIME	Inbound							Outbound								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	5	1	0	0	0	6	0	0	4	1	0	0	0	5
07:15 - 07:30	0	0	5	1	0	0	0	6	0	0	4	2	0	0	0	6
07:30 - 07:45	0	0	17	1	0	0	0	18	0	0	11	0	0	0	0	11
07:45 - 08:00	0	0	27	3	0	0	0	30	0	0	17	1	1	0	0	19
Hourly Total	0	0	54	6	0	0	0	60	0	0	36	4	1	0	0	41
08:00 - 08:15	0	0	21	2	0	0	0	23	0	0	20	3	0	0	0	23
08:15 - 08:30	0	0	29	6	0	0	0	35	0	0	23	2	0	0	0	25
08:30 - 08:45	0	1	29	5	0	0	0	35	0	1	23	4	0	0	0	28
08:45 - 09:00	0	0	43	2	0	0	0	45	0	0	38	5	0	0	0	43
Hourly Total	0	1	122	15	0	0	0	138	0	1	104	14	0	0	0	115
09:00 - 09:15	0	0	55	3	0	0	0	58	0	0	36	1	0	0	0	37
09:15 - 09:30	0	0	61	5	0	0	0	66	0	0	56	2	0	0	0	58
09:30 - 09:45	0	0	65	2	0	0	0	67	0	0	53	2	0	0	0	55
09:45 - 10:00	0	0	49	2	0	0	0	51	0	0	57	3	0	0	0	60
Hourly Total	0	0	230	12	0	0	0	242	0	0	202	8	0	0	0	210
10:00 - 10:15	0	0	60	8	0	0	0	68	0	0	45	3	0	0	0	48
10:15 - 10:30	0	0	56	5	0	0	0	61	0	0	59	4	0	0	0	63
10:30 - 10:45	0	1	64	2	0	0	0	67	0	1	52	4	0	0	0	57
10:45 - 11:00	0	0	70	2	0	0	1	73	0	0	76	3	0	0	0	79
Hourly Total	0	1	250	17	0	0	1	269	0	1	232	14	0	0	0	247
11:00 - 11:15	0	0	78	5	0	0	0	83	0	0	69	2	0	0	1	72
11:15 - 11:30	0	1	68	4	0	0	0	73	0	0	59	4	0	0	0	63
11:30 - 11:45	0	0	64	6	0	0	0	70	0	1	54	4	0	0	0	59
11:45 - 12:00	0	0	76	2	0	0	0	78	0	0	77	4	0	0	0	81
Hourly Total	0	1	286	17	0	0	0	304	0	1	259	14	0	0	1	275
12:00 - 12:15	0	0	68	3	0	0	0	71	0	0	78	1	0	0	0	79
12:15 - 12:30	0	0	71	5	0	0	0	76	0	0	74	2	0	0	0	76
12:30 - 12:45	0	0	74	2	1	0	0	77	0	1	71	3	0	0	0	75
12:45 - 13:00	0	0	59	6	0	0	0	65	0	0	81	4	0	0	0	86
Hourly Total	0	0	272	16	1	0	0	289	0	1	304	10	1	0	0	316
13:00 - 13:15	0	0	59	1	0	0	0	60	0	0	52	4	0	0	0	56
13:15 - 13:30	0	0	50	1	0	0	0	51	0	0	75	2	0	0	0	77
13:30 - 13:45	0	0	55	2	0	0	0	57	0	0	54	2	0	0	0	56
13:45 - 14:00	0	0	63	9	0	0	0	72	0	0	58	4	0	0	0	62
Hourly Total	0	0	227	13	0	0	0	240	0	0	239	12	0	0	0	251
14:00 - 14:15	0	0	58	3	0	0	0	61	0	0	53	7	0	0	0	60
14:15 - 14:30	0	1	64	6	0	0	0	71	0	0	74	7	0	0	0	81
14:30 - 14:45	0	0	65	4	0	0	0	69	0	0	57	5	0	0	0	62
14:45 - 15:00	0	0	59	3	0	0	0	62	0	0	64	5	0	0	0	69
Hourly Total	0	1	246	16	0	0	0	263	0	0	248	24	0	0	0	272
15:00 - 15:15	0	0	49	3	0	0	0	52	1	0	67	4	0	0	0	72
15:15 - 15:30	0	0	55	4	0	0	0	59	0	0	54	1	0	0	0	55
15:30 - 15:45	0	0	48	2	0	0	0	50	0	0	61	3	0	0	0	64
15:45 - 16:00	0	1	69	1	0	0	0	71	0	0	50	4	0	0	0	54
Hourly Total	0	1	221	10	0	0	0	232	1	0	232	12	0	0	0	245
16:00 - 16:15	0	0	42	2	0	0	0	44	0	1	55	2	0	0	0	58
16:15 - 16:30	0	0	65	3	0	0	0	68	0	0	51	1	0	0	0	52
16:30 - 16:45	0	3	36	2	0	0	0	41	0	1	57	2	0	0	0	59
16:45 - 17:00	0	0	60	5	0	0	0	65	0	0	39	4	0	0	0	43
Hourly Total	0	3	203	12	0	0	0	218	0	2	202	9	0	0	0	213
17:00 - 17:15	0	2	54	4	0	0	0	60	0	0	64	2	0	0	0	66
17:15 - 17:30	0	0	59	4	0	0	0	63	0	2	57	3	0	0	0	62
17:30 - 17:45	0	1	47	4	0	0	0	52	0	0	53	7	0	0	0	60
17:45 - 18:00	0	0	43	2	0	0	0	45	0	1	60	3	0	0	0	64
Hourly Total	0	3	203	14	0	0	0	220	0	3	234	15	0	0	0	252
18:00 - 18:15	0	0	49	2	0	0	0	51	0	0	48	4	0	0	0	52
18:15 - 18:30	0	0	48	6	0	0	0	54	0	0	51	1	0	0	0	52
18:30 - 18:45	0	0	63	1	0	0	0	64	0	0	60	6	0	0	0	66
18:45 - 19:00	0	0	47	4	0	0	0	51	0	0	47	1	0	0	0	48
Hourly Total	0	0	207	13	0	0	0	220	0	0	206	12	0	0	0	218
TOTAL	0	11	2521	161	1	0	1	2695	1	9	2498	148	2	0	1	2659

In at Start							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1	1	31	1	1	0	0	35

Accumulation							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1	1	32	1	1	0	0	36
1	1	33	0	1	0	0	36
1	1	39	1	1	0	0	43
1	1	49	3	0	0	0	54
1	1	50	2	0	0	0	54
1	1	56	6	0	0	0	64
1	1	62	7	0	0	0	71
1	1	67	4	0	0	0	73
1	1	86	6	0	0	0	94
1	1	91	9	0	0	0	102
1	1	103	9	0	0	0	114
1	1	95	8	0	0	0	105
1	1	110	13	0	0	0	125
1	1	107	14	0	0	0	123
1	1	119	12	0	0	0	133
1	1	113	11	0	0	1	127
1	1	122	14	0	0	0	138
1	2	131	14	0	0	0	148
1	1	141	16	0	0	0	159
1	1	140	14	0	0	0	156
1	1	130	16	0	0	0	148
1	1	127	19	0	0	0	148
1	0	130	18	1	0	0	150
1	0	108	20	0	0	0	129
1	0	115	17	0	0	0	133
1	0	90	16	0	0	0	107
1	0	91	16	0	0	0	108
1	0	96	21	0	0	0	118
1	0	101	17	0	0	0	119
1	1	91	16	0	0	0	109
1	1	99	15	0	0	0	116
1	1	94	13	0	0	0	109
0	1	76	12	0	0	0	89
0	1	77	15	0	0	0	93
0	1	64	14	0	0	0	79
0	2	83	11	0	0	0	96
0	1	70	11	0	0	0	82
0	1	84	13	0	0	0	98
0	3	63	13	0	0	0	79
0	3	84	14	0	0	0	101
0	5	74	16	0	0	0	95
0	3	76	17	0	0	0	96
0	4	70	14	0	0	0	88
0	3	53	13	0	0	0	69
0	3	54	11	0	0	0	68
0	3	51	16	0	0	0	70
0	3	54	11	0	0	0	68
0	3	54	14	0	0	0	71

0	3	54	14	0	0	0	71
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
In at End							

Total Parking	Existing		New Car Park	Proposed		Spare Capacity
	Spare Spaces	Total Occupancy		Spare Spaces	Total Occupancy	
410	374	9%	308	272	12%	88%
410	374	9%	308	272	12%	88%
410	367	10%	308	265	14%	86%
410	356	13%	308	254	18%	82%
410	356	13%	308	254	18%	82%
410	346	16%	308	244	21%	79%
410	339	17%	308	237	23%	77%
410	337	18%	308	235	24%	76%
410	316	23%	308	214	31%	69%
410	308	25%	308	206	33%	67%
410	296	28%	308	194	37%	63%
410	305	26%	308	203	34%	66%
410	285	30%	308	183	41%	59%
410	287	30%	308	185	40%	60%
410	277	32%	308	175	43%	57%
410	283	31%	308	181	41%	59%
410	272	34%	308	170	45%	55%
410	262	36%	308	160	48%	51%
410	251	39%	308	149	52%	47%
410	254	38%	308	152	51%	48%
410	262	36%	308	160	48%	51%
410	262	36%	308	160	48%	51%
410	260	37%	308	158	49%	50%
410	281	31%	308	179	42%	56%
410	277	32%	308	175	43%	57%
410	303	26%	308	201	35%	63%
410	302	26%	308	200	35%	63%
410	292	29%	308	190	38%	60%
410	291	29%	308	189	39%	60%
410	301	27%	308	199	35%	63%
410	294	28%	308	192	38%	60%
410	301	27%	308	199	35%	63%
410	321	22%	308	219	29%	71%
410	317	23%	308	215	30%	71%
410	331	19%	308	229	26%	72%
410	314	23%	308	212	31%	67%
410	328	20%	308	226	27%	71%
410	312	24%	308	210	32%	66%
410	331	19%	308	229	26%	72%
410	309	25%	308	207	33%	65%
410	315	23%	308	213	31%	66%
410	314	23%	308	212	31%	66%
410	322	21%	308	220	29%	71%
410	341	17%	308	239	22%	77%
410	342	17%	308	240	22%	77%
410	340	17%	308	238	23%	77%
410	342	17%	308	240	22%	77%
410	339	17%	308	237	23%	77%



Pontardawe, Sunday 21st May 2023

Tesco Car Park (410 spaces including 379 general, 14 disabled, 15 parent & child, 1 motorcycle, 1 collection)

TIME	Inbound							Outbound								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
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	4	2	0	0	0	6	0	0	1	2	0	0	0	3
07:45 - 08:00	0	0	7	1	0	0	0	8	0	0	3	1	0	0	0	4
Hourly Total	0	0	14	3	0	0	0	17	0	0	7	3	0	0	0	10
08:00 - 08:15	0	0	2	0	0	0	0	2	1	0	1	0	0	0	0	2
08:15 - 08:30	0	0	12	0	0	0	0	12	0	0	9	0	0	0	0	9
08:30 - 08:45	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4
08:45 - 09:00	0	0	7	1	0	0	0	8	0	0	3	1	0	0	0	4
Hourly Total	0	0	25	1	0	0	0	26	1	0	17	1	0	0	0	19
09:00 - 09:15	0	0	10	0	0	0	0	10	0	0	9	0	0	0	0	9
09:15 - 09:30	0	0	25	1	0	0	0	26	0	0	20	1	0	0	0	21
09:30 - 09:45	0	0	21	1	0	0	0	22	0	0	17	1	0	0	0	18
09:45 - 10:00	0	0	44	0	0	0	0	44	0	0	29	0	0	0	0	29
Hourly Total	0	0	100	2	0	0	0	102	0	0	75	2	0	0	0	77
10:00 - 10:15	0	0	57	3	0	0	0	60	0	0	48	0	0	0	0	48
10:15 - 10:30	0	0	70	5	0	0	0	75	0	0	46	1	0	0	0	47
10:30 - 10:45	0	0	59	2	0	0	1	62	0	0	55	5	0	0	0	60
10:45 - 11:00	0	1	68	1	0	0	0	70	0	1	68	2	0	0	0	71
Hourly Total	0	1	254	11	0	0	1	267	0	1	217	8	0	0	0	226
11:00 - 11:15	0	0	86	1	0	0	0	87	0	0	64	2	0	0	0	66
11:15 - 11:30	0	0	60	1	0	0	0	61	0	0	67	2	0	0	0	69
11:30 - 11:45	0	0	68	3	0	0	0	71	0	0	69	1	0	0	0	70
11:45 - 12:00	0	0	60	8	0	0	0	68	0	0	70	3	0	0	0	73
Hourly Total	0	0	274	13	0	0	0	287	0	0	270	8	0	0	0	278
12:00 - 12:15	0	1	73	6	0	0	0	80	0	1	87	7	0	0	0	95
12:15 - 12:30	0	0	73	7	0	0	0	80	0	0	61	6	0	0	0	67
12:30 - 12:45	0	2	67	2	0	0	0	71	0	0	66	3	0	0	0	69
12:45 - 13:00	0	0	79	3	0	0	0	82	0	0	66	4	0	0	0	72
Hourly Total	0	3	292	18	0	0	0	313	0	3	280	20	0	0	0	303
13:00 - 13:15	0	1	76	4	0	0	0	81	0	0	83	7	0	0	0	90
13:15 - 13:30	0	0	61	5	0	0	0	66	0	1	74	0	0	0	0	75
13:30 - 13:45	0	0	68	4	0	0	0	72	0	0	60	9	0	0	0	69
13:45 - 14:00	0	0	71	7	0	0	0	78	0	0	74	7	0	0	0	81
Hourly Total	0	1	276	20	0	0	0	297	0	1	291	23	0	0	0	315
14:00 - 14:15	0	1	69	3	0	0	0	73	0	0	69	3	0	0	0	72
14:15 - 14:30	0	1	67	1	0	0	0	69	0	2	65	2	0	0	0	69
14:30 - 14:45	0	1	64	2	0	0	0	67	0	0	73	2	0	0	0	75
14:45 - 15:00	0	1	54	3	0	0	0	58	0	1	57	3	0	0	0	61
Hourly Total	0	4	254	9	0	0	0	267	0	3	264	10	0	0	0	277
15:00 - 15:15	0	0	60	4	0	0	0	64	0	3	51	3	0	0	0	57
15:15 - 15:30	0	0	65	9	0	0	0	74	0	0	60	6	0	0	0	66
15:30 - 15:45	0	0	45	3	0	0	0	48	0	0	60	4	0	0	0	64
15:45 - 16:00	0	1	28	4	0	0	0	33	0	0	62	6	0	0	0	68
Hourly Total	0	1	198	20	0	0	0	219	0	3	233	19	0	0	0	255
16:00 - 16:15	0	0	14	1	0	0	0	15	0	0	43	4	0	0	0	47
16:15 - 16:30	0	0	13	0	0	0	0	13	0	0	21	1	0	0	0	22
16:30 - 16:45	0	0	3	0	0	0	0	3	0	0	6	0	0	0	0	6
16:45 - 17:00	0	0	5	0	0	0	0	5	0	0	3	1	0	0	0	4
Hourly Total	0	0	35	1	0	0	0	36	0	0	73	6	0	0	0	79
17:00 - 17:15	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3
17:15 - 17:30	0	0	5	0	0	0	0	5	0	0	5	0	0	0	0	5
17:30 - 17:45	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	4
17:45 - 18:00	0	0	3	1	0	0	0	4	0	0	7	1	0	0	0	8
Hourly Total	0	0	18	1	0	0	0	19	0	0	19	1	0	0	0	20
18:00 - 18:15	0	0	6	2	0	0	0	8	0	0	6	1	0	0	0	7
18:15 - 18:30	2	0	6	0	0	0	0	8	1	0	5	0	0	0	0	6
18:30 - 18:45	0	0	8	1	0	0	0	9	0	0	8	1	0	0	0	9
18:45 - 19:00	0	0	7	1	0	0	0	8	0	0	5	1	0	0	0	6
Hourly Total	2	0	27	4	0	0	0	33	1	0	24	3	0	0	0	28
TOTAL	2	10	1767	103	0	0	1	1883	2	11	1770	104	0	0	0	1887

In at Start							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1	2	7	2	0	0	0	12

Accumulation							TOTAL
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	
1	2	7	2	0	0	0	12
1	2	7	2	0	0	0	12
1	2	10	2	0	0	0	15
1	2	14	2	0	0	0	19
0	2	15	2	0	0	0	19
0	2	18	2	0	0	0	22
0	2	18	2	0	0	0	22
0	2	22	2	0	0	0	26
0	2	23	2	0	0	0	27
0	2	28	2	0	0	0	32
0	2	32	2	0	0	0	36
0	2	47	2	0	0	0	51
0	2	56	5	0	0	0	63
0	2	80	9	0	0	0	91
0	2	84	6	0	0	1	93
0	2	84	5	0	0	1	92
0	2	106	4	0	0	1	113
0	2	99	3	0	0	1	105
0	2	98	5	0	0	1	106
0	2	88	10	0	0	1	101
0	2	74	9	0	0	1	86
0	2	86	10	0	0	1	99
0	4	87	9	0	0	1	101
0	2	100	8	0	0	1	111
0	3	93	5	0	0	1	102
0	2	80	10	0	0	1	93
0	2	88	5	0	0	1	96
0	2	85	5	0	0	1	93
0	3	85	5	0	0	1	94
0	2	87	4	0	0	1	94
0	3	78	4	0	0	1	86
0	3	75	4	0	0	1	83
0	0	84	5	0	0	1	90
0	0	89	8	0	0	1	98
0	0	74	7	0	0	1	82
0	1	40	5	0	0	1	47
0	1	11	2	0	0	1	15
0	1	3	1	0	0	1	6
0	1	0	1	0	0	1	3
0	1	2	0	0	0	1	4
0	1	4	0	0	0	1	6
0	1	5	0	0	0	1	7
0	1	1	0	0	0	1	3
0	1	1	1	0	0	1	4
1	1	2	1	0	0	1	6
1	1	4	1	0	0	1	8

1	1	4	1	0	0	1	8
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
In at End							

Total Parking	Existing		Proposed		Spare Capacity	
	Spare Spaces	Total Occupancy	New Car Park Spare Spaces	Total Occupancy		
410	398	3%	308	296	4%	96%
410	398	3%	308	296	4%	96%
410	395	4%	308	293	5%	95%
410	391	5%	308	289	6%	94%
410	391	5%	308	289	6%	94%
410	388	5%	308	286	7%	93%
410	388	5%	308	286	7%	93%
410	384	6%	308	282	8%	92%
410	383	7%	308	281	9%	91%
410	378	8%	308	276	10%	90%
410	374	9%	308	272	12%	88%
410	359	12%	308	257	17%	83%
410	347	15%	308	245	20%	80%
410	319	22%	308	217	30%	70%
410	317	23%	308	215	30%	70%
410	318	22%	308	216	30%	70%
410	297	28%	308	195	37%	63%
410	305	26%	308	203	34%	66%
410	304	26%	308	202	34%	66%
410	309	25%	308	207	33%	67%
410	324	21%	308	222	28%	72%
410	311	24%	308	209	32%	68%
410	309	25%	308	207	33%	67%
410	299	27%	308	197	36%	64%
410	308	25%	308	206	33%	67%
410	317	23%	308	215	30%	70%
410	314	23%	308	212	31%	69%
410	317	23%	308	215	30%	70%
410	316	23%	308	214	31%	69%
410	316	23%	308	214	31%	69%
410	324	21%	308	222	28%	72%
410	327	20%	308	225	27%	73%
410	320	22%	308	218	29%	71%
410	312	24%	308	210	32%	68%
410	328	20%	308	226	27%	73%
410	363	11%	308	261	15%	85%
410	395	4%	308	293	5%	95%
410	404	1%	308	302	2%	98%
410	407	1%	308	305	1%	99%
410	406	1%	308	304	1%	99%
410	404	1%	308	302	2%	98%
410	404	1%	308	302	2%	98%
410	403	2%	308	301	2%	98%
410	407	1%	308	305	1%	99%
410	406	1%	308	304	1%	99%
410	404	1%	308	302	2%	98%
410	404	1%	308	302	2%	98%
410	402	2%	308	300	3%	97%

Tesco Car Park (410 spaces including 379 general, 14 disabled, 15 parent & child, 1 motorcycle, 1 collection)

TIME	Inbound							Outbound								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	14	3	0	0	0	17.8	0	0	9.6	2	0.6	0	0	12.2
07:15 - 07:30	0	0	22	5	0	0	0	27.4	0	0	13.6	3.6	0	0	0	17.2
07:30 - 07:45	0	0	22	3	0	0	0	25.6	0	0	19.8	3.4	0.4	0	0	23.6
07:45 - 08:00	0	0	23	5	0	0	0	28.4	0	0.2	22.8	3.6	0.2	0	0	26.8
Hourly Total	0	0.4	82	16	0.8	0	0	99.2	0	0.2	65.8	12.6	1.2	0	0	79.8
08:00 - 08:15	0	0	25	4	0	0	0	28.8	0	0.2	23.6	4.4	0	0	0	28.2
08:15 - 08:30	0	0	31	4	0	0	0	35.4	0	0	24.8	3	0	0	0	27.8
08:30 - 08:45	0	0	30	3	0	0	0	33.6	0.2	0	28	3.4	0.4	0	0	32
08:45 - 09:00	0	0	39	5	0	0	0	43.8	0.2	0.2	27.8	3.2	0.2	0	0	31.6
Hourly Total	0	0.2	125.2	15.4	0.8	0	0	141.6	0.4	0.4	104.2	14	0.6	0	0	119.6
09:00 - 09:15	0	0	34	3	0	0	0	37.6	0	0	29.8	2.8	0	0	0	32.6
09:15 - 09:30	0	0	32	3	0	0	0	35.8	0	0	30	2.8	0.2	0	0	33
09:30 - 09:45	0	0	39	2	0	0	0	42.4	0	0.6	34	2.6	0.6	0	0	37.8
09:45 - 10:00	0	0	41	4	0	0	0	46.2	0	0	35.2	3	0.4	0.2	0	38.8
Hourly Total	0	1	146.6	12.6	1.6	0.2	0	162	0	0.6	129	11.2	1.2	0.2	0	142.2
10:00 - 10:15	0	0	39	3	0	0	0	42.2	0	0	35.8	3.8	0.2	0	0	39.8
10:15 - 10:30	0	0	41	3	0	0	0	44.2	0	0	41	3.6	0.4	0	0	45
10:30 - 10:45	0	0	37	3	0	0	0	40.6	0	0.2	35.8	3.2	0.4	0	0	39.6
10:45 - 11:00	0	0	41	3	0	0	0	44.8	0	0.4	38.4	4.4	0.2	0	0	43.4
Hourly Total	0	0.4	158.6	12.4	0.4	0	0	171.8	0	0.6	151	15	1.2	0	0	167.8
11:00 - 11:15	0	0	43	4	0	0	0	47.4	0	0.2	41.6	4	0	0	0	45.8
11:15 - 11:30	0	0	42	4	1	0	0	45.8	0	0	40.8	3.4	0	0	0	44.2
11:30 - 11:45	0	0	50	3	0	0	0	53.8	0	0	39.8	3	0.4	0	0	43.2
11:45 - 12:00	0	0	46	4	0	0	0	50.2	0	0.2	45.6	2.8	0	0	0	48.6
Hourly Total	0	0.4	181.2	14.4	1.2	0	0	197.2	0	0.4	167.8	13.2	0.4	0	0	181.8
12:00 - 12:15	0	0	49	3	0	0	0	52.4	0	0	52.8	4.6	0.4	0	0	57.8
12:15 - 12:30	0	0	52	6	0	0	0	57.8	0	0	49.4	2.6	0	0	0	60.6
12:30 - 12:45	0	0	46	4	0	0	0	49.8	0	0.2	54.2	6	0.2	0	0	53.2
12:45 - 13:00	0	0	48	6	0	0	0	53.8	0	0	49.6	5.4	0.2	0	0	55.2
Hourly Total	0	0.6	194.6	18.4	0.2	0	0	213.8	0	0.2	206	18.6	0.8	0	0	225.6
13:00 - 13:15	0	0	45	4	0	0	0	49.4	0	0.2	46.8	4.4	0	0	0	51.4
13:15 - 13:30	0	0	48	5	0	0	0	53.8	0	0.2	45.6	4	0.4	0	0	50.2
13:30 - 13:45	0	0	43	3	0	0	0	46.6	0	0.2	48.2	4.8	0	0	0	53.2
13:45 - 14:00	0	0	46	5	0	0	0	51.2	0	0.4	50.2	2.6	0.2	0	0	53.4
Hourly Total	0	1	182.2	17.4	0.4	0	0	201	0	1	190.8	15.8	0.6	0	0	208.2
14:00 - 14:15	0	0	45	4	0	0	0	49.8	0	0	43	5.6	0	0	0	48.6
14:15 - 14:30	0	0	49	4	0	0	0	53.6	0	0.2	45.4	5.2	0	0	0	50.8
14:30 - 14:45	0	0	45	4	0	0	0	49.4	0	0	46.6	4.8	0.2	0	0	51.6
14:45 - 15:00	0	0	52	3	0	0	0	55.8	0	0.4	53	5.6	0	0	0	59
Hourly Total	0	0.8	191.4	16.2	0.2	0	0	208.6	0	0.6	188	21.2	0.2	0	0	210
15:00 - 15:15	0	0	47	4	0	0	0	51.8	0	0.6	48.4	2.4	0	0	0	51.4
15:15 - 15:30	0	0	47	3	0	0	0	50.6	0	0	55.8	3.2	0	0.2	0	59.2
15:30 - 15:45	0	0	56	3	0	0	0	59.8	0	0.4	45	3.4	0	0	0	48.8
15:45 - 16:00	0	0	45	4	0	0	0	49.4	0.2	0.4	51.4	3	0.2	0	0	55.2
Hourly Total	0	1.4	195.6	14.2	0.2	0.2	0	211.6	0.2	1.4	200.6	12	0.2	0.2	0	214.6
16:00 - 16:15	0	0	52	4	0	0	0	56.6	0	0.2	49.4	5.2	0	0	0	54.8
16:15 - 16:30	0	0	48	4	0	0	0	53.2	0	0.2	50.4	4.4	0	0	0	55
16:30 - 16:45	0	1	54	7	0	0	0	61.2	0.2	0	55.8	5.6	0.2	0	0	61.8
16:45 - 17:00	0	0	52	5	0	0	0	57.6	0	0.4	57	6.4	0	0	0	63.8
Hourly Total	0.2	1	206.8	19.4	0.2	0	0	227.6	0.2	0.8	212.6	21.6	0.2	0	0	235.4
17:00 - 17:15	0	0	50	5	0	0	0	55.2	0	0	51	6	0	0	0	57.2
17:15 - 17:30	0	0	53	6	0	0	0	59.8	0	0	52.8	4.8	0	0	0	57.6
17:30 - 17:45	0	0	52	6	0	0	0	57.8	0	0	54.4	7.2	0	0	0	61.6
17:45 - 18:00	0	0	55	5	0	0	0	60.4	0	0.2	56.8	5.2	0	0	0	62.2
Hourly Total	0.4	0.4	210	21.4	0	0	0	232.2	0	0.4	215	23.2	0	0	0	238.6
18:00 - 18:15	0	0	51	3	0	0	0	54.2	0	0.2	51.8	4	0	0	0	56
18:15 - 18:30	0	0	49	4	0	0	0	53.2	0	0	50.6	3.4	0	0	0	54
18:30 - 18:45	0	0	46	4	0	0	0	49.8	0	0	48.4	4.2	0	0	0	52.6
18:45 - 19:00	0	0	42	4	0	0	0	46	0.2	0	46.8	3.8	0	0	0	50.8
Hourly Total	0	0.2	188.4	14.6	0	0	0	203.2	0.2	0.2	197.6	15.4	0	0	0	213.4
TOTAL	0.6	3	800.8	69.6	0.4	0.2	0	874.6	0.6	2.8	825.8	72.2	0.4	0.2	0	902

In at Start							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1	0	40	9	1	0	0	50.6

		Accumulation					
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1	0.2	44.8	10.4	0.2	0	0	55.2
0.6	0.2	53.4	11.8	0.4	0	0	65.4
0.6	0.2	55.6	11.8	0.2	0	0	68.4
0.6	0.2	56.2	12.8	0.2	0	0	70
0.6	0	57.4	12.4	0.2	0	0	70.6
0.6	0	64	13.2	0.4	0	0	78.2
0.4	0.2	66.2	12.6	0.4	0	0	79.8
0.2	0	77.2	14.2	0.4	0	0	92
0.2	0	81.2	14.8	0.8	0	0	97
0.2	0.4	83.6	14.6	1	0	0	99.8
0.2	0.2	88.8	14.2	0.8	0.2	0	104.4
0.2	0.4	94.8	15.6	0.8	0	0	111.8
0.2	0.6	98	14.8	0.6	0	0	114.2
0.2	0.6	98	14.2	0.4	0	0	113.4
0.2	0.4	99.4	14.2	0.2	0	0	114.4
0.2	0.2	102.4	13	2.78E-16	0	0	115.8
0.2	0.2	104.2	12.8	2.78E-16	0	0	117.4
0.2	0.2	105	13	0.6	0	0	119
0.2	0.4	115.6	13	0.4	0	0	129.6
0.2	0.2	115.8	14.2	0.8	0	0	131.2
0.2	0.4	111.8	13	0.4	0	0	125.8
0.2	0.6	114.4	16	0.4	0	0	131.6
0.2	0.6	106	13.6	0.4	0	0	120.8
0.2	0.6	104.4	14	0.2	0	0	119.4
0.2	0.6	102.8	13.6	0.2	0	0	117.4
0.2	0.6	105.2	15	0	0	0	121
0.2	0.8	100.4	12.8	0.2	0	0	114.4
0.2	0.6	95.8	15.6	0	0	0	112.2
0.2	0.6	98.2	14.4	0	0	0	113.4
0.2	0.6	101.8	13.6	0	0	0	116.2
0.2	0.8	99.8	13.2	0	0	0	114
0.2	0.8	99.2	10.6	0	0	0	110.8
0.2	0.4	98	12.6	0	0	0	111.2
0.2	0.8	89.4	12.2	0	0	0	102.6
0.2	0.8	100.8	11.6	0.2	0	0	113.6
0	0.8	94.2	12.8	0	0	0	107.8
0	0.6	96.8	11.2	0	0	0	108.6
0.2	0.4	94.8	11.2	0.2	0	0	106.8
0	1	93	12.2	0	0	0	106.2
0	1	88.4	10.6	0	0	0	100
0	0.8	87.4	9.8	0	0	0	98
0	0.8	87.6	10.8	0	0	0	99.2
0	0.8	85.2	9.4	0	0	0	95.4
0.4	1	83.4	8.8	0	0	0	93.6
0.4	0.8	82.6	8	0	0	0	91.8
0.4	0.8	81.4	8.4	0	0	0	91
0.4	0.8	78.8	8.2	0	0	0	88.2
0.2	1	74.2	8	0	0	0	83.4

0.2	1	74.2	8	0	0	0	83.4
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
In at End							

Tesco Car Park (410 spaces including 379 general, 14 disabled, 15 parent & child, 1 motorcycle, 1 collection)

TIME	Inbound							Outbound								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	4	1	0	0	0	4	0	0	3	1	0	0	0	4
07:15 - 07:30	0	0	3	1	0	0	0	4	0	0	3	1	0	0	0	4
07:30 - 07:45	0	0	11	2	0	0	0	14	0	0	6	1	0	0	0	7
07:45 - 08:00	0	0	17	2	0	0	0	19	0	0	10	1	1	0	0	12
Hourly Total	0	0	34	5	0	0	0	39	0	0	22	4	1	0	0	26
08:00 - 08:15	0	0	12	1	0	0	0	13	1	0	11	2	0	0	0	13
08:15 - 08:30	0	0	21	3	0	0	0	24	0	0	16	1	0	0	0	17
08:30 - 08:45	0	1	17	3	0	0	0	20	0	1	14	2	0	0	0	16
08:45 - 09:00	0	0	25	2	0	0	0	27	0	0	21	3	0	0	0	24
Hourly Total	0	1	74	8	0	0	0	82	1	1	61	8	0	0	0	69
09:00 - 09:15	0	0	33	2	0	0	0	34	0	0	23	1	0	0	0	23
09:15 - 09:30	0	0	43	3	0	0	0	46	0	0	38	2	0	0	0	40
09:30 - 09:45	0	0	43	2	0	0	0	45	0	0	35	2	0	0	0	37
09:45 - 10:00	0	0	47	1	0	0	0	48	0	0	43	2	0	0	0	45
Hourly Total	0	0	165	7	0	0	0	172	0	0	139	5	0	0	0	144
10:00 - 10:15	0	0	59	6	0	0	0	64	0	0	47	2	0	0	0	48
10:15 - 10:30	0	0	63	5	0	0	0	68	0	0	53	3	0	0	0	55
10:30 - 10:45	0	1	62	2	0	0	1	65	0	1	54	5	0	0	0	59
10:45 - 11:00	0	1	69	2	0	0	0	71	0	1	72	3	0	0	0	75
Hourly Total	0	1	252	14	0	0	1	263	0	1	225	11	0	0	0	237
11:00 - 11:15	0	0	82	3	0	0	0	85	0	0	67	2	0	0	1	69
11:15 - 11:30	0	1	64	3	0	0	0	67	0	0	63	3	0	0	0	66
11:30 - 11:45	0	0	66	5	0	0	0	71	0	1	62	3	0	0	0	65
11:45 - 12:00	0	0	68	5	0	0	0	73	0	0	74	4	0	0	0	77
Hourly Total	0	1	280	15	0	0	0	296	0	1	265	11	0	0	1	277
12:00 - 12:15	0	1	71	5	0	0	0	76	0	1	83	4	0	0	0	87
12:15 - 12:30	0	0	72	6	0	0	0	78	0	0	68	4	0	0	0	72
12:30 - 12:45	0	1	71	2	1	0	0	74	0	1	69	3	0	0	0	72
12:45 - 13:00	0	0	69	5	0	0	0	74	0	1	74	4	1	0	0	79
Hourly Total	0	2	282	17	1	0	0	301	0	2	292	15	1	0	0	310
13:00 - 13:15	0	1	68	3	0	0	0	71	0	0	68	6	0	0	0	73
13:15 - 13:30	0	0	56	3	0	0	0	59	0	1	75	1	0	0	0	76
13:30 - 13:45	0	0	62	3	0	0	0	65	0	0	57	6	0	0	0	63
13:45 - 14:00	0	0	67	8	0	0	0	75	0	0	66	6	0	0	0	72
Hourly Total	0	1	252	17	0	0	0	269	0	1	265	18	0	0	0	283
14:00 - 14:15	0	1	64	3	0	0	0	67	0	0	61	5	0	0	0	66
14:15 - 14:30	0	1	66	4	0	0	0	70	0	1	70	5	0	0	0	75
14:30 - 14:45	0	1	65	3	0	0	0	68	0	0	65	4	0	0	0	69
14:45 - 15:00	0	1	57	3	0	0	0	60	0	1	61	4	0	0	0	65
Hourly Total	0	3	250	13	0	0	0	265	0	2	256	17	0	0	0	275
15:00 - 15:15	0	0	55	4	0	0	0	58	1	2	59	4	0	0	0	65
15:15 - 15:30	0	0	60	7	0	0	0	67	0	0	57	4	0	0	0	61
15:30 - 15:45	0	0	47	3	0	0	0	49	0	0	61	4	0	0	0	64
15:45 - 16:00	0	1	49	3	0	0	0	52	0	0	56	5	0	0	0	61
Hourly Total	0	1	210	15	0	0	0	226	1	2	233	16	0	0	0	250
16:00 - 16:15	0	0	28	2	0	0	0	30	0	1	49	3	0	0	0	53
16:15 - 16:30	0	0	39	2	0	0	0	41	0	0	36	1	0	0	0	37
16:30 - 16:45	0	2	20	1	0	0	0	22	0	1	32	1	0	0	0	33
16:45 - 17:00	0	0	33	3	0	0	0	35	0	0	21	3	0	0	0	24
Hourly Total	0	2	119	7	0	0	0	127	0	1	138	8	0	0	0	146
17:00 - 17:15	0	1	30	2	0	0	0	33	0	0	34	1	0	0	0	35
17:15 - 17:30	0	0	32	2	0	0	0	34	0	1	31	2	0	0	0	34
17:30 - 17:45	0	1	26	2	0	0	0	29	0	0	29	4	0	0	0	32
17:45 - 18:00	0	0	23	2	0	0	0	25	0	1	34	2	0	0	0	36
Hourly Total	0	2	111	8	0	0	0	120	0	2	127	8	0	0	0	136
18:00 - 18:15	0	0	28	2	0	0	0	30	0	0	27	3	0	0	0	30
18:15 - 18:30	1	0	27	3	0	0	0	31	1	0	28	1	0	0	0	29
18:30 - 18:45	0	0	36	1	0	0	0	37	0	0	34	4	0	0	0	38
18:45 - 19:00	0	0	27	3	0	0	0	30	0	0	26	1	1	0	0	27
Hourly Total	1	0	117	8.5	0	0	0	127	1	0	115	8	0	0	0	123
TOTAL	1	4	556	37.5	0	0	0	598.5	1	4	611.5	38.5	0	0	0	655

In at Start						
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
1	2	19	2	1	0	0
TOTAL						23.5

Accumulation						
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
1	1.5	19.5	1.5	0.5	0	0
1	1.5	20	1	0.5	0	0
1	1.5	24.5	1.5	0.5	0	0
1	1.5	31.5	2.5	0	0	0
0.5	1.5	32.5	2	0	0	0
0.5	1.5	37	4	0	0	0
0.5	1.5	40	4.5	0	0	0
0.5	1.5	44.5	3	0	0	0
0.5	1.5	54.5	4	0	0	0
0.5	1.5	59.5	5.5	0	0	0
0.5	1.5	67.5	5.5	0	0	0
0.5	1.5	71	5	0	0	0
0.5	1.5	83	9	0	0	0
0.5	1.5	93.5	11.5	0	0	0
0.5	1.5	101.5	9	0	0.5	113
0.5	1.5	98.5	8	0	0	1
0.5	1.5	114	9	0	0.5	125.5
0.5	2	115	8.5	0	0.5	126.5
0.5	1.5	119.5	10.5	0	0.5	132.5
0.5	1.5	114	12	0	0.5	128.5
0.5	1.5	102	12.5	0	0.5	117
0.5	1.5	106.5	14.5	0	0.5	123.5
0.5	2	108.5	13.5	0.5	0.5	125.5
0.5	1	104	14	0	0.5	120
0.5	1.5	104	11	0	0.5	117.5
0.5	1	85	13	0	0.5	100
0.5	1	89.5	10.5	0	0.5	102
0.5	1	90.5	13	0	0.5	105.5
0.5	1.5	93	11	0	0.5	106.5
0.5	1.5	89	10	0	0.5	101.5
0.5	2	88.5	9.5	0	0.5	101
0.5	2	84.5	8.5	0	0.5	96
0	0.5	80	8.5	0	0.5	89.5
0	0.5	83	11.5	0	0.5	95.5
0	0.5	69	10.5	0	0.5	80.5
0	1.5	61.5	8	0	0.5	71.5
0	1	40.5	6.5	0	0.5	48.5
0	1	43.5	7	0	0.5	52
0	2	31.5	7	0	0.5	41
0	2	43	7	0	0.5	52.5
0	3	39	8	0	0.5	50.5
0	2	40	8.5	0	0.5	51
0	2.5	37.5	7	0	0.5	47.5
0	2	27	6.5	0	0.5	36
0	2	27.5	6	0	0.5	36
0.5	2	26.5	8.5	0	0.5	38
0.5	2	28	6	0	0.5	37
0.5	2	29	7.5	0	0.5	39.5

In at End						
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
0.5	2	29	7.5	0	0	0.5
TOTAL						39.5

Total Parking	Existing		New Car Park	Proposed		
	Spare Spaces	Total Occupancy		Spare Spaces	Total Occupancy	Spare Capacity
410	386	6%	308	284	8%	92%
410	386	6%	308	284	8%	92%
410	381	7%	308	279	9%	91%
410	374	9%	308	272	12%	88%
410	374	9%	308	272	12%	88%
410	367	10%	308	265	14%	86%
410	364	11%	308	262	15%	85%
410	361	12%	308	259	16%	84%
410	350	15%	308	248	20%	80%
410	343	16%	308	241	22%	78%
410	335	18%	308	233	24%	76%
410	332	19%	308	230	25%	75%
410	316	23%	308	214	31%	69%
410	303	26%	308	201	35%	65%
410	297	28%	308	195	37%	63%
410	301	27%	308	199	36%	64%
410	285	31%	308	183	41%	59%
410	284	31%	308	182	41%	59%
410	278	32%	308	176	43%	57%
410	282	31%	308	180	42%	58%
410	293	29%	308	191	38%	62%
410	287	30%	308	185	40%	60%
410	285	31%	308	183	41%	59%
410	290	29%	308	188	39%	61%
410	293	29%	308	191	38%	62%
410	310	24%	308	208	32%	68%
410	308	25%	308	206	33%	67%
410	305	26%	308	203	34%	66%
410	304	26%	308	202	35%	65%
410	309	25%	308	207	33%	67%
410	309	25%	308	207	33%	67%
410	314	23%	308	212	31%	69%
410	321	22%	308	219	29%	71%
410	315	23%	308	213	31%	69%
410	330	20%	308	228	26%	74%
410	339	17%	308	237	23%	77%
410	362	12%	308	260	16%	84%
410	358	13%	308	256	17%	83%
410	369	10%	308	267	13%	87%
410	358	13%	308	256	17%	83%
410	360	12%	308	258	16%	84%
410	359	12%	308	257	17%	83%
410	363	12%	308	261	15%	85%
410	374	9%	308	272	12%	88%
410	374	9%	308	272	12%	88%
410	372	9%	308	270	12%	88%
410	373	9%	308	271	12%	88%
410	371	10%	308	269	13%	87%

Appendix G Road Safety Records

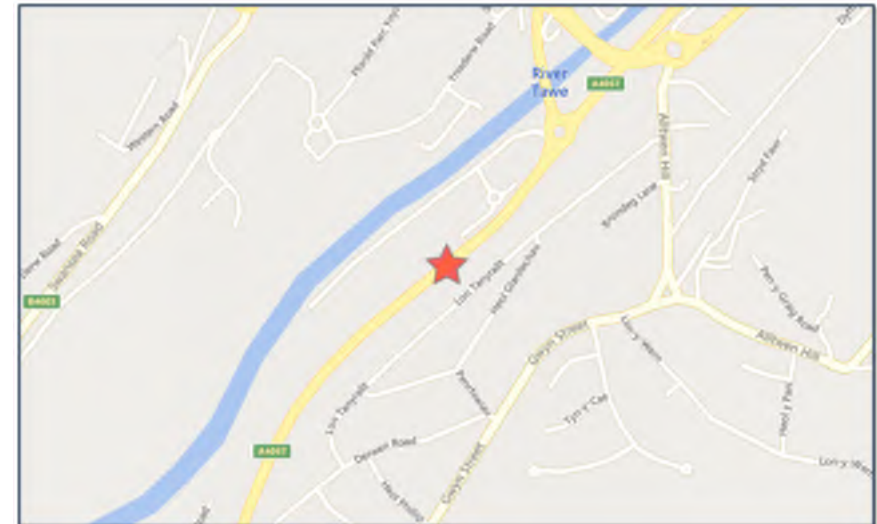


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Validated Data

Crash Date: Saturday, July 21, 2018 **Time of Crash:** 3:28:00 PM **Crash Reference:** 2018621800908

Highest Injury Severity:	Serious	Road Number:	A4067	Number of Casualties:	2
Highway Authority:	Neath Port Talbot	Number of Vehicles:	2	OS Grid Reference:	272263 203402
Local Authority:	Neath Port Talbot County Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		2 Female	46 - 55	Vehicle is performing a U turn	Offside	Unknown	None	None
2	Motorcycle over 500cc		2 Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
2	2	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Tuesday, August 07, 2018 **Time of Crash:** 12:27:00 AM **Crash Reference:** 2018621801004

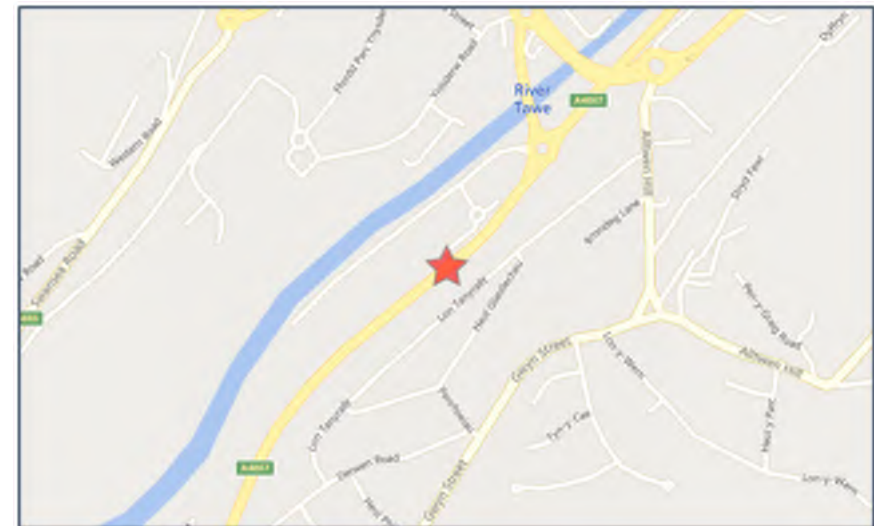
Highest Injury Severity: Serious
Highway Authority: Neath Port Talbot
Local Authority: Neath Port Talbot County Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 40
Light Conditions: Darkness: no street lighting
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: A4067

Number of Casualties: 2

Number of Vehicles: 2

OS Grid Reference: 272289 203424



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	2	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Wednesday, May 15, 2019 **Time of Crash:** 8:57:00 AM **Crash Reference:** 2019621900663

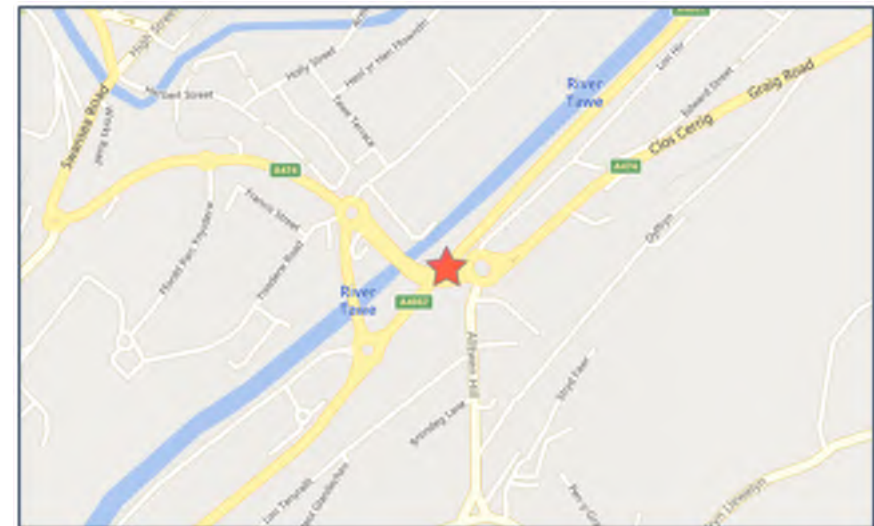
Highest Injury Severity: Slight
Highway Authority: Neath Port Talbot
Local Authority: Neath Port Talbot County Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 40
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: A4067

Number of Casualties: 3

Number of Vehicles: 2

OS Grid Reference: 272558 203722



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under		5 Male	26 - 35	Vehicle is slowing down or stopping	Front	Journey as part of work	None	None
2	Car (excluding private hire)		3 Female	46 - 55	Vehicle is slowing down or stopping	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	46 - 55	Unknown or other	Unknown or other
2	4	Slight	Vehicle or pillion passenger	Male	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Tuesday, January 12, 2021 **Time of Crash:** 2:02:00 PM **Crash Reference:** 2021622100039

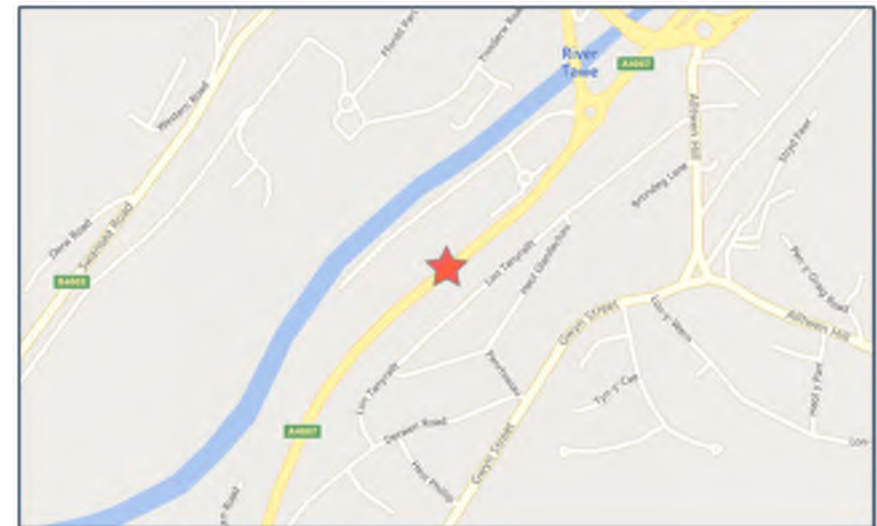
Highest Injury Severity: Slight
Highway Authority: Neath Port Talbot
Local Authority: Neath Port Talbot County Borough
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 60
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: A4067

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 272217 203375



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Car (excluding private hire)	7	Female	46 - 55	Vehicle is slowing down or stopping	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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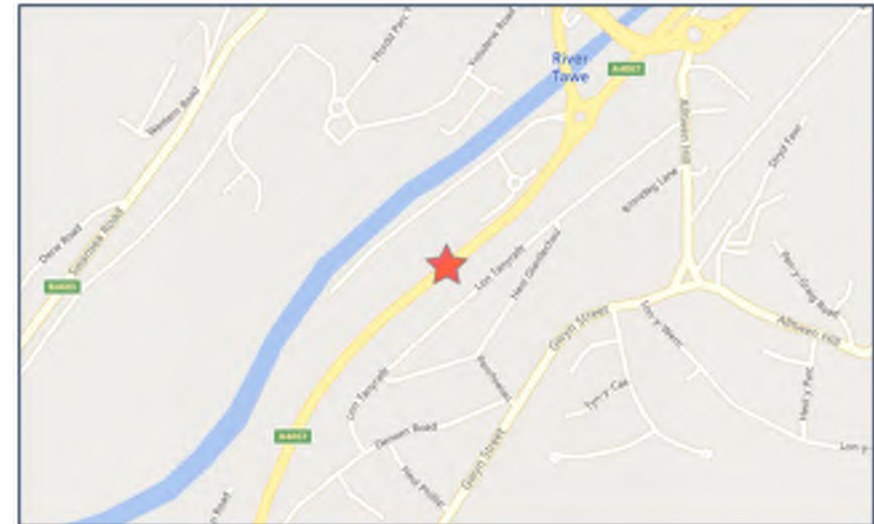


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Validated Data

Crash Date: Sunday, February 28, 2021 **Time of Crash:** 3:01:00 PM **Crash Reference:** 2021622100143

Highest Injury Severity:	Slight	Road Number:	A4067	Number of Casualties:	2
Highway Authority:	Neath Port Talbot	Number of Vehicles:	2	OS Grid Reference:	272231 203380
Local Authority:	Neath Port Talbot County Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc	14	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Pedal cycle	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Tuesday, August 03, 2021 **Time of Crash:** 8:12:00 AM **Crash Reference:** 2021622100587

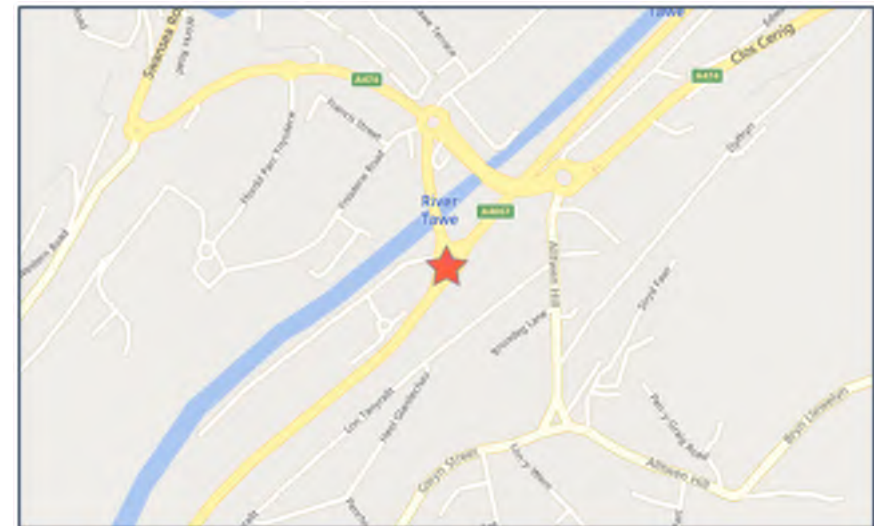
Highest Injury Severity: Slight
Highway Authority: Neath Port Talbot
Local Authority: Neath Port Talbot County Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 60
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Give way or uncontrolled

Road Number: A4067

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 272433 203587



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc	15	Male	46 - 55	Vehicle is passing another vehicle (moving or stationary) on its nearside	Nearside	Commuting to/from work	None	None
2	Car (excluding private hire)	7	Male	36 - 45	Vehicle is in the act of turning right	Offside	Unknown	None	None

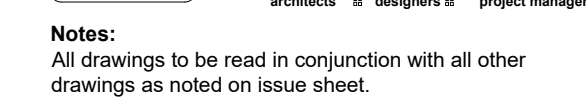
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Appendix H Updated Site Layout



External Fixtures & Fittings:

Aubriam - Range Euroline 3 Mix 2015
Electro galvanised steel structure, PPC RAL 7022. Table
legs made of extruded aluminium, PPC RAL 7022. Table
seats & plate in 12mm HPL panel with 12mm beech
plywood HPL veneer.
Coffee table, single chair, bench, 2 seat table and round
table must be fixed to the ground.

Road Marking Notes:
Golden arch road markings to be yellow thermoplastic.
Drive thru related road markings to be yellow thermoplastic.
Accessible parking bays to be lined in yellow thermoplastic - to current Part M standards.
Parked order bays and numbers to be lined in yellow thermoplastic.
All other road markings to be white thermoplastic material unless otherwise stated.

REV.	DATE	DESCRIPTION	BY	CHECKED
GENERAL NOTES:				
All works are to be undertaken in accordance with the Building Regulations and the latest British Standards All proprietary materials and products are to be used strictly in accordance with the manufacturer's recommendations. All dimensions to be checked on site prior to construction. All risks assessed to comply with the designer's responsibility under the Construction (Design Management) Regulations 2015.				
PROPOSED DEVELOPMENT AT				STORE NO :-
Tesco, Guy's Dr, Portlancade				ST 1744
SWANSEA SA8 3AZ				