LIDL GREAT BRITAIN LTD

PROPOSED LIDL FOODSTORE RE-DEVELOPMENT
BRITON FERRY ROAD, NEATH

TRANSPORT NOTE

21-00738/TN/03

April 2024

CORUN
Transport and Highway Engineering

1.1 Introduction

This Transport Note (TN) has been prepared by Corun Associates in support of a proposed Lidl foodstore (Class A1) re-development at Briton Ferry Road, Neath. The proposed on-site replacement store will have a Gross External Area (GEA) of 2,097m^2 with a total of 130 parking spaces. The proposed layout in contained in **Appendix A**.

1.2 Planning History

Transport Assessment (TA) (ref. 21-00738/TA/01) prepared by Corun and contained in **Appendix B**, previously considered the potential impact of a slightly larger on-site store, with a GEA of 2,399m^2 and 151 parking spaces.

The above TA was prepared in January 2022 and submitted with the application to NPTCBC (application ref: N/3/22/0002/00). NPTCBC Highways reviewed the submitted TA and provided comments in an email dated 27th April 2022.

Transport Note (TN) (ref. 21-00738/TN/01) was subsequently produced by Corun in June 2022, in response to the comments raised by NPTCBC Highways. Transport Note 21-00738/TN/01 is contained in **Appendix C**.

In summary, the above TN included the following:

- New traffic data obtained in a neutral month (May 2022) and subsequent analysis of the two junctions under test for an assummed opening year of 2023 and future year assessment in 2033 (10-years after opening).
- Active Travel improvements, including retention and improvement of the existing stepped pedestrian access in the south of the site, connecting directly with the existing footway running along the northern edge of the A474 Briton Ferry Road.
- Retention and improvement of the existing footway located along the northern edge of the site access junction, connecting directly with the existing footway running along the western edge of the retail park access road.
- Production of a Delivery Management Statement, to control HGV delivery vehicle movements to and from site.
- Commentary on the proposed parking level and parking accumulation study, which assertained the maximum occupation of the proposed car park.

1.3 Summary

As the proposed development GEA (2,097m^2) is less than that previously considered in the original Transport Assessment (21-00738/TA/01) and subsequent Technical Note (21-00738/TN/01) prepared in response to Highway Authority comments, the conclusions reached in each report remain valid.

The slight reduction in parking numbers, from 151 to 130, does not raise concern, as the previous parking accumulation study for the slightly larger store, suggested a maximum occupancy of just 37 and 48 spaces during a typical weekday and Saturday peak respectively.

The previous Transport Assessment analysis work considered an opening year of 2023 and a future year of 2033. The revised opening year is likely to be 2024, with the future year assessment of 2034 (+10 years). The minimal increase in baseline traffic growth between 2023 and 2024 will not lead to either of the two junctions under test experiencing capacity issues. The previous analysis work, based on May 2022 traffic data, confirmed that both junctions will experience minimal queuing and delay, with substantial spare capacity in the opening and future year assessments.

1.4 Conclusion

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

Appendix A

Proposed Development Layout

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

SITE AREA = 11203 SQM OR 2.76 ACRES

EXISTING GATED ACCESS FROM TRACKS TO REMAIN IN PLACE

NEW STEPPED ACCESS SUBJECT TO LEVELS

130 PARKING SPACES
INCLUDING 6 DISABLED, 10 P&C AND 8EVCP

SALES AREA 1334 m²

22700

5600

10500

EXISTING SUBSTATION TO REMAIN

EXISTING STAIRED ACCESS ONTO SITE TO BE FIXED / MADE GOOD WITH NEW FINISHES TO MATCH EXISTING

BRITON FERRY ROAD (A474)

SCHOOL ROAD

5.9m

6.4m

T1 T2 T3 T4 T5 T6 T7 T8 T9 T10 T11 T12 T13 T14 T15

Scale Bar 1:500
0m 10m 20m 30m 40m 50m

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project
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drawing title
Proposed Lidl Site Plan

date March 2024
status Planning
scale 1:500 @ A3
drawn NG checked LS
job no. 2782 dwg no. P4403 rev.

Appendix B

Transport Assessment (21-00738/TA/01)

LIDL GREAT BRITAIN LIMITED

PROPOSED LIDL FOODSTORE RE-DEVELOPMENT

BRITON FERRY ROAD, NEATH

TRANSPORT ASSESSMENT

21-00738/TA/01

JANUARY 2022

CORUN
Transport and Highway Engineering

DOCUMENT SIGNATURE AND MODIFICATION SHEET

Project Details

Project Title:	Proposed Lidl Foodstore Re-Development, Briton Ferry Road, Neath		
Project No:	21-00738	**Document No:**	TA/01
Client:	Lidl Great Britain Limited		
-	**Name**	**Signature**	**Date**
Prepared by	Mark Murawski		January 2022
Checked and Approved for Issue by	Matthew Anderson		January 2022

Modification Details

Rev	Date	Description	Checked By

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1 INTRODUCTION

1.1 Background

1.1.1 This Transport Assessment (TA) has been produced by Corun Associates Ltd (Corun) on behalf of Lidl Great Britain Limited, the applicant, to examine the highway and transportation issues associated with the re-development of an existing Lidl foodstore (Class A1) unit on Briton Ferry Road, Neath.

1.1.2 The proposed development site covers the area of both the existing Lidl foodstore unit (1,153m^2 GEA), and the neighbouring Castle Retail Park unit (1,389m^2 GIA) to the north. The re-development proposals involve the demolition of both these existing units, and then the development of a new Lidl foodstore unit on the site, with a GEA of 2,399m^2. This new Lidl unit would have an increase in GEA of 1,246m^2 from the existing store, but when also considering the demolition of the Castle Retail Park unit, the proposals would result in a slight net decrease in total floorspace across the site (approximately 143m^2).

1.1.3 The proposed development plans are contained at **Appendix A**.

1.1.4 The aim of this report is to demonstrate that there are no reasons, in highway and transportation terms, why the proposed re-development site should not be allocated planning permission.

1.2 Scope

1.2.1 This report will discuss the following key transportation issues arising from the proposals:

(i) the existing site location and transport infrastructure;

(ii) analysis of personal injury traffic accident data;

(iii) the site's compliance with applicable transport policy;

(iv) the development proposal in detail;

(v) development-generated vehicular traffic; and

(vi) development impact on the surrounding highway network.

1.2.2 With due consideration of the scale of the proposed development, the following assessment junctions along the access road network have been included in the development impact assessment (please also see **Figure 1.1**):

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

Figure 1.1: Capacity Assessment Junctions



2 EXISTING CONDITIONS

2.1 Site Summary

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

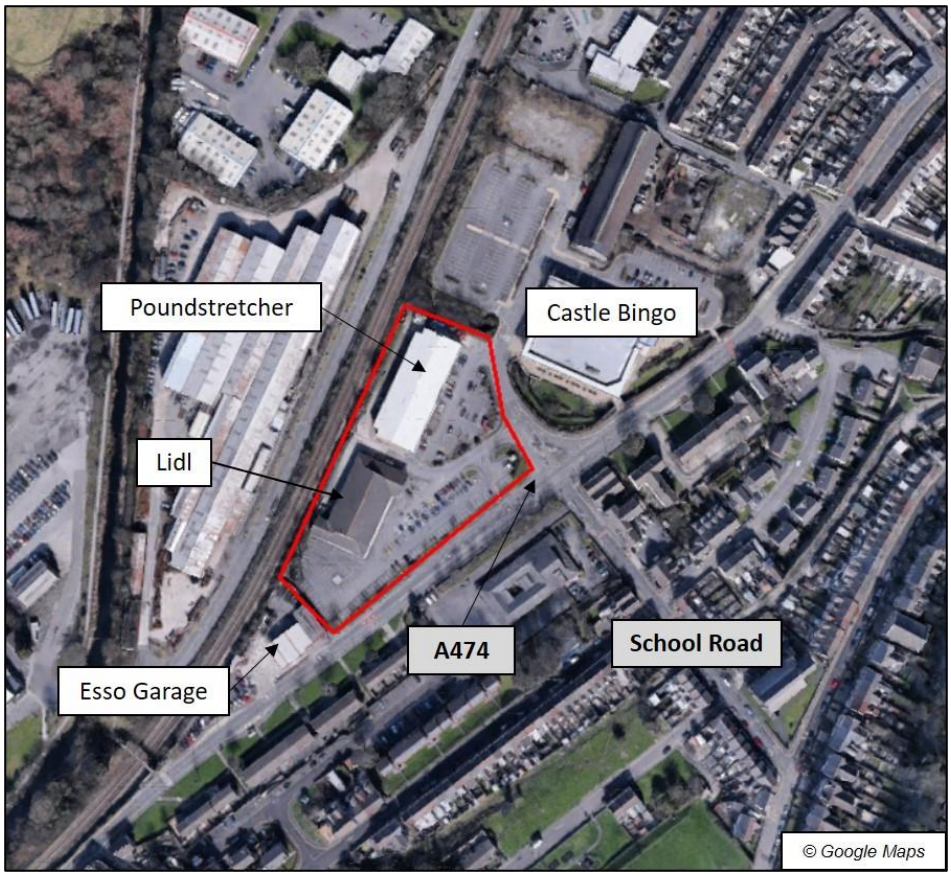
- An existing Lidl foodtsore unit (1,153m^2 GEA) with associated parking area (141 spaces); and
- Castle Retail Park unit (currently occupied by both a Poundstrecther and Gym use) with a total GIA of 1,389m^2, and associated parking area (48 spaces).

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

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

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

Figure 2.1: Site location in Local Context



Note – Site boundary line indicative only

2.2 Local Highway Network

2.2.1 Vehicular access to both the Lidl and Castle Retail Park units on the proposed site is provided via separate priority T-junction arrangements along the unnamed Castle Retail Park access road. This access road is approximately 150m in length, and provides access to both units on the site, the Castle Bingo unit, and the Industrial unit at its northern point. At its southern point, the un-named access road connects to the A474 Briton Ferry Road via a 4-arm signalised junction (also including the School Road arm).

2.2.2 The A474 Briton Ferry Road forms part of a key strategic route running through the Neath and Briton Ferry areas. In the vicinity of the Castle Retail Park access junction, the A474 Briton Ferry Road is approximately 8m in width and subject to a 20mph speed limit. This 20mph speed limit continues north towards Neath. To the south, the 20mph speed limit continues for approximately 120m, where it increases to 30mph.

2.2.3 To the north, the A474 provides a connecting route into wider Neath and Neath town centre area (approximately 1km), and also provides a direct route to the A465 dual carriageway. South from the site, the A474 routes through Briton Ferry, connecting directly to the A48 (approximately 2.8km).

2.2.4 The A465 is the Neath to Abergavenny trunk road, which in the vicinity of the site routes between the M4 J43 to the south (approximately 2.7km), through towns such as Glynneath (approximately 19km), and Merthyr Tydfil to the north (approximately 32km).

2.2.5 The A48 provides the key strategic route through the Baglan and Port Talbot area to the south, and also provides a direct connection into the A483 which routes towards Swansea city centre to the west (approximately 8km). The A48 also offers a connecting route to the M4 (Junctions J38 to J42).

2.2.6 The site is shown in a wider strategic context in **Figure 2.2**.

Figure 2.2: Site Location in Wider Strategic Context



2.3 Pedestrian Facilities

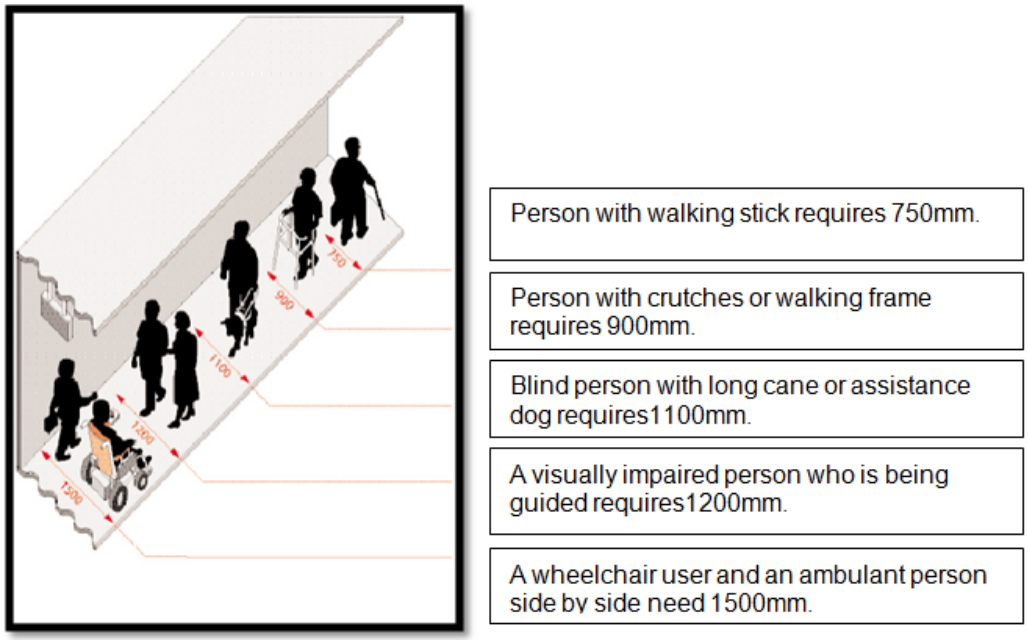
2.3.1 In the vicinity of the site, street lit footways of approximately 2m in width are present on both sides of both the Castle Retail Park access road, and the A474 Briton Ferry Road. The site connects directly into these footways at points to the east and south.

2.3.2 Pedestrian connections are provided into these footways from points to the south and east of the site.

2.3.3 The A474 signalised junction to the south of the site provides dedicated signalised and central island crossing points allowing safe pedestrian movement across the A474, School Road, and Castle Retail Park access road carriageways. A further signalised crossing point is also provided across the A474 carriageway at a point approximately 110m north of the site.

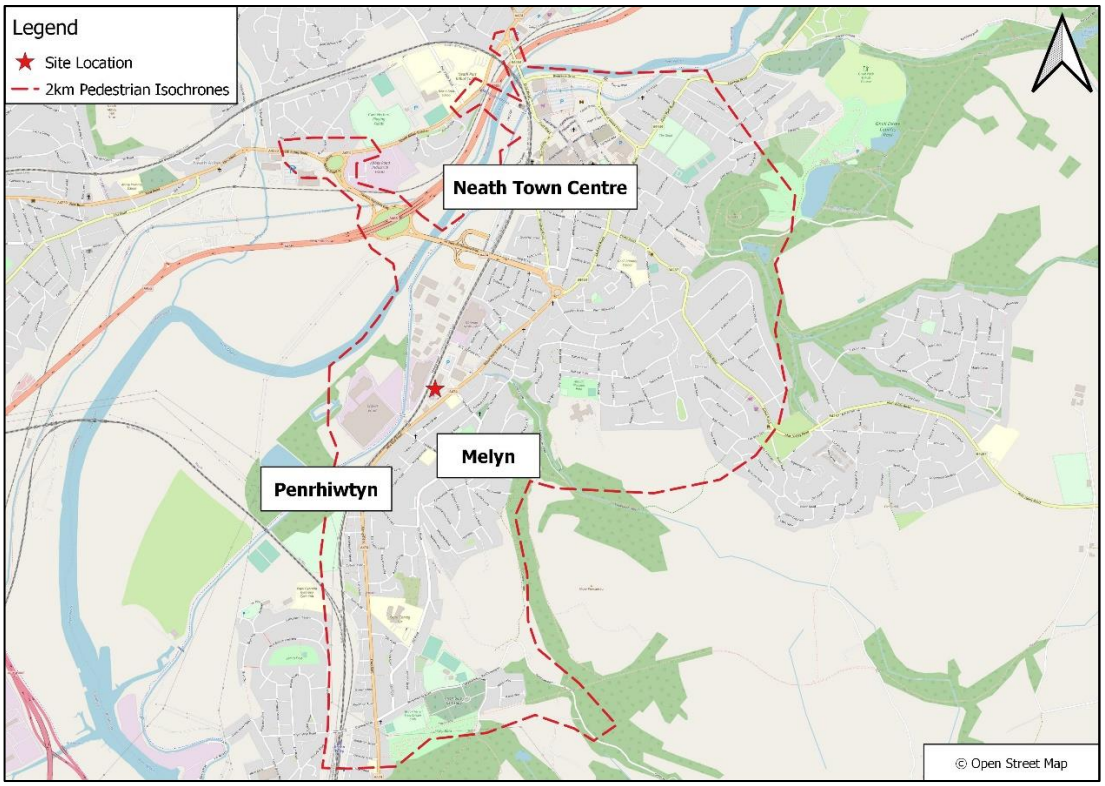
2.3.4 As shown in **Extract 2.1** from DfT's 'Inclusive Mobility' document (2002), the aforementioned footway widths of approximately 2m are more than suitable for a variety of users, including a wheelchair user and an ambulant person side by side.

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



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

Figure 2.3: Indicative 2km walking catchment from the site



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

2.4 Cycle Facilities

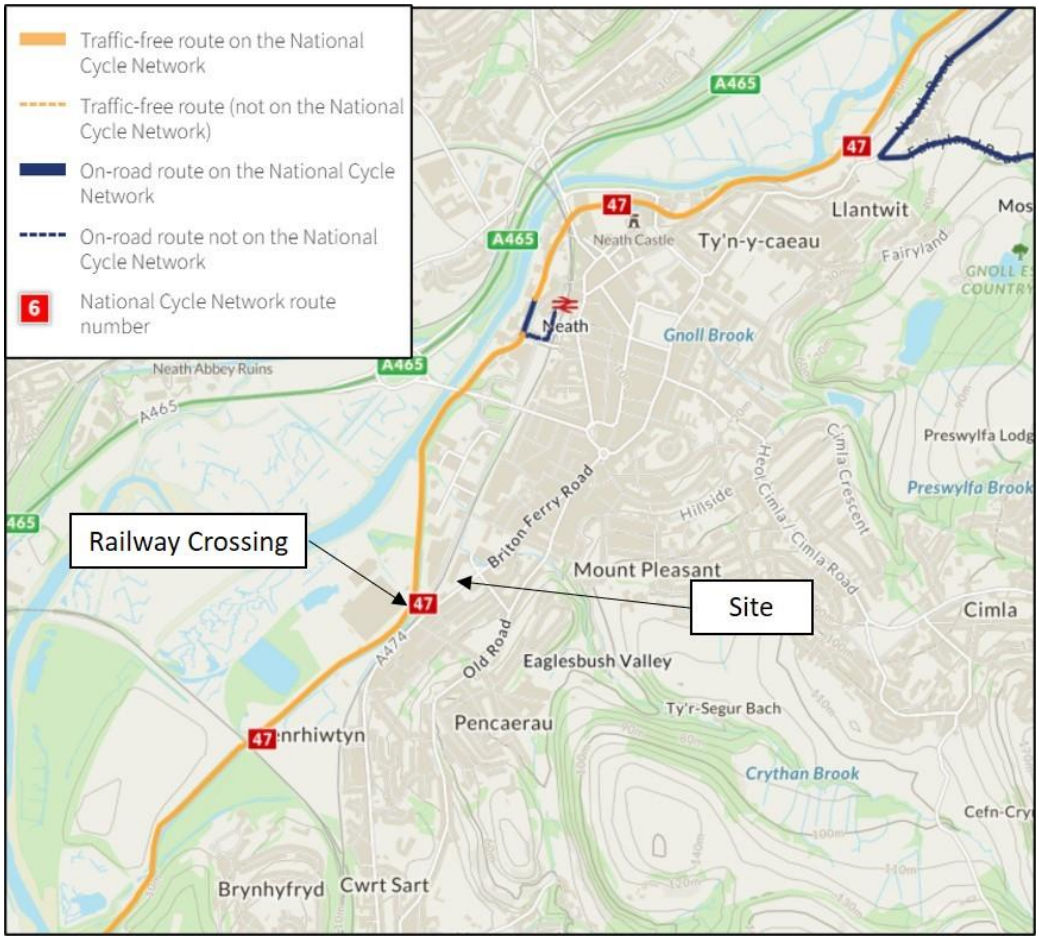
2.4.1 Cycling in the immediate vicinity of the site is accommodated on-carriageway, with limited off-road routes available. The lack of traffic-free routes in the vicinity however is not considered a barrier to cycle travel, as advocated by the walking and cycling charity Sustrans, providing simple road safety advice is adhered to, on-road cycling is safe.

2.4.2 As shown on **Figure 2.4** however, the site is located in close proximity of national cycle route 47, which routes between Newport and Fishguard, and through Neath is a predominantly off-road route. This route can be accessed within Neath town centre to the north (approximately 1.5km) or via a connected route on the pedestrian footbridge over the railway line to the south of the site (approximately 300m).

2.4.3 LTN1/04 identifies that the mean average length for cycling journeys is 4km (2.4 miles) although journeys of up to three times these distances are not uncommon for regular commuters. As such, a maximum 12km (7.4 miles) commuter distance applies.

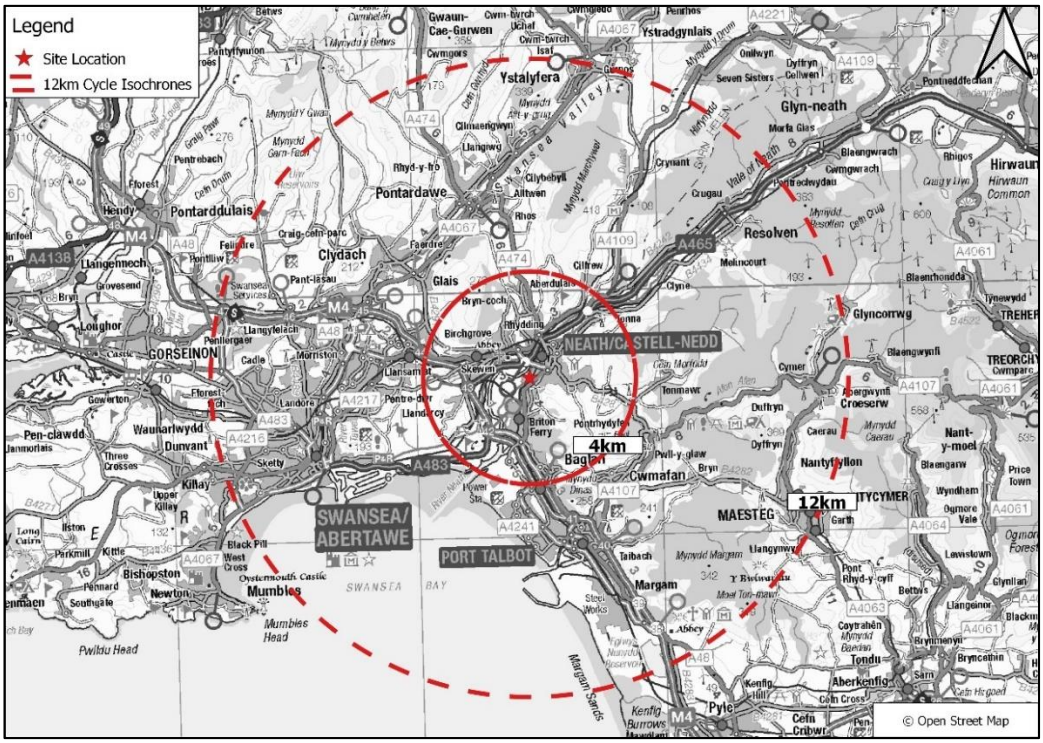
2.4.4 **Figure 2.5** displays cycling isochrones for a 4km and 12km distance (approximately 20 and 60 minutes respectively based on a conservative cycle speed of 12km per hour). This shows that the whole of Neath and Briton Ferry are within the 4km cycle catchment area, with the areas of Port Talbot, Maesteg, and Swansea also within the wider 12km cycle catchment area.

Figure 2.4: National Cycle Route



Source: Sustrans

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



2.5 Public Transport Facilities

Bus

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

> *"'new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop …".*

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

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

Table 2.1 – Castle Bingo Stop regular bus service summary

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

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

2.5.4 **Table 2.1** identifies that regular bus services (up to every 20-minutes) are available from the Castle Bingo stop over the Monday to Saturday period, offering convenient bus travel options between Neath and the surrounding areas of Briton Ferry, Port Talbot, and Swansea. Sunday services however are much more limited.

2.5.5 The site is therefore considered to be in a good location to offer staff and visitors to the site opportunities to travel via bus.

Rail

2.5.6 The nearest train station to the site is Neath, approximately a 1.3km walk from the site.

2.5.7 Neath station is operated by Transport for Wales (TfW) providing access to Great Western Railway services between London Paddington and Swansea, as well as the Transport for Wales service between Manchester Piccadilly and Carmarthen.

2.5.8 Potential commuter stations within a short rail journey time to Neath include Swansea (16-minutes), Gowerton (30-minutes), and Llanelli (35-minutes) to the west, and Briton Ferry (5-minutes), Port Talbot (11-minutes), and Bridgend (25-minutes) to the east.

2.5.9 The site is therefore considered to be in a good location to offer staff and customers to the site opportunities to travel via rail.

Summary

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

2.6 Local Highway Safety

2.6.1 A review has been carried out on local highway network safety in order to establish whether there are any current accident clusters or blackspots in the vicinity of the site that may be exacerbated by the development proposal. In this instance, a cluster is identified as a closely defined area of five or more accidents.

2.6.2 The website www.crashmap.co.uk has been interrogated to provide a review of accidents in the surrounding area.

2.6.3 CrashMap uses data collected by the police about road traffic crashes occurring on British roads where someone has been injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. The website uses data obtained directly from official sources and compiled in an easy-to-use format showing each incident on a map. Incidents are plotted to within 10 metres of their location and the data includes all incidents up to the end of 2020.

2.6.4 **Figure 2.6** provides an extract of all PIAs identified on CrashMap along the A474 Briton Ferry Road in the vicinity of the site over the 5-year period between 2016 and 2020. A total of 5 PIAs are identified, 3 being classed with a slight severity, and 2 with a serious severity. This equates to an average of just 1 PIA per year. None of these accidents appear to be directly attributed to movements at the existing site access junction.

2.6.5 Analysis of the vehicles involved in the identified PIAs identifies that four of the five identified PIAs involved young drivers. These include the two serios severity PIAs identified. No further patterns of casualties or vehicles involved were identified from the CrashMap data.

2.6.6 Although all accidents are regrettable, the accident data does not therefore appear to identify any significant highway safety issue within the immediate area of the development site, and the minor increase in traffic generated by the proposed development (as discussed later in this report) is highly unlikely to exacerbate the existing safety record to a significant enough level to warrant concern.

Figure 2.6: PIA plot extract



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

3 LOCAL AND NATIONAL PLANNING GUIDANCE

3.1 Overview

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

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

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

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

3.2 Overall Policy Objective

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

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

3.3 Planning Policy Wales (February 2021)

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

3.3.2 For placemaking in rural areas, PPW states that:

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

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

> *• 'enable sustainable access to housing, employment, shopping, education, health, community, leisure and sports facilities and green*

infrastructure, maximising opportunities for community development and social welfare;

• develop sustainable transportation infrastructure to keep Wales moving and connect people with jobs, housing and leisure. Ensure that the chosen locations and resulting design of new developments reduces reliance on the private car for daily travel, supports sustainable modes of travel and assists in improving the environment, public health and community life;

• require developments to encourage modal shift and be easily accessible by walking, cycling and public transport, by virtue of their location, design and provision of on and off site sustainable transport infrastructure'.

3.3.4 Under the sustainable transport category, PPW identifies that:

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

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

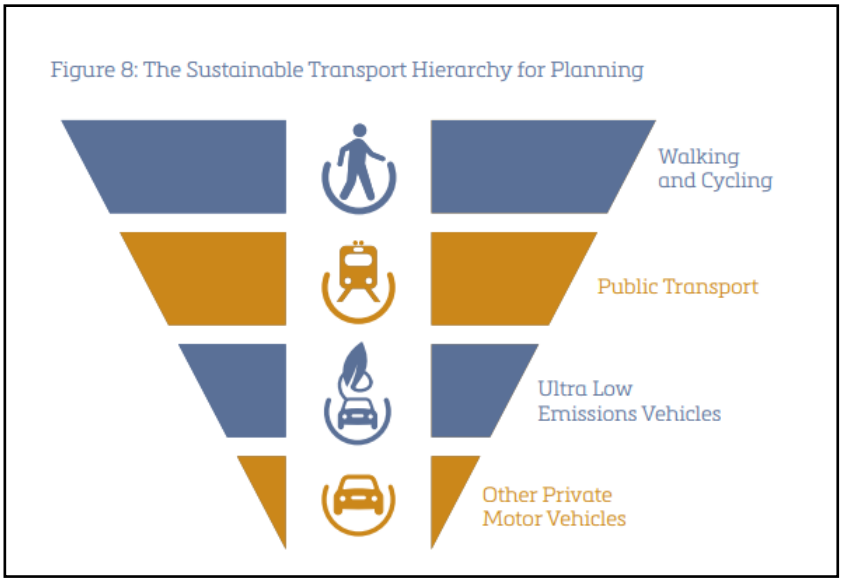
• are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;

• are designed in a way which integrates them with existing land uses and neighbourhoods; and

• make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.

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

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



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

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

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

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

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

3.3.6 It continues that:

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

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

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

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

3.4 Technical Advice Note (TAN 18)

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

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

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

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

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

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

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

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

> *"Outcome 7 – A Wales where people live in place where travel is sustainable. All methods of travel will have low environmental impact and low emissions, with increased use of public transport and ultra-low emission vehicles replacing today's petrol and diesel vehicles.*
>
> *Sustainable transport infrastructure will be embedded within development to enable easy and convenient access from one place to another for commuting, business, tourism and leisure purposes. Development will focus on active travel and public transport, allied with a reduced reliance on private vehicles."*

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

> *"The Welsh Government will embrace the adoption of electric vehicles in an inclusive manner, supported by the necessary investment in charging infrastructure"*
>
> *"Battery electric vehicles currently offer the most immediate route to the transition away from petrol and diesel vehicles to zero and ultra-low emission vehicles. It is important that we plan and deliver the infrastructure, and in particular the charging infrastructure, that electric vehicles will rely on. We expect business and industry to drive much of the roll-out of charging infrastructure."*
>
> *"The provision of electric vehicle charging infrastructure points should be planned as part of the overall design of a development."*

3.6 Electric Vehicle Charging Strategy for Wales (March 2021)

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

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

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

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

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

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

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

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

3.7.2 The LDP outlines aims regarding transport as follows:

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

3.8 Conclusion

3.8.1 As identified in **Section 2** of this report, the site is well located to encourage travel by sustainable modes for both staff and visitors of the proposed development.

3.8.2 The development proposals will also include provision of two electric vehicle charging points on the site, which support the Welsh Government's ambition to promote the use of these vehicles, and develop a network of accessible charging points across the country.

3.8.3 The site is therefore concluded to comply with transport planning policy at local and national level.

4 DEVELOPMENT PROPOSAL

4.1 Proposed Re-Development

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

4.1.2 The proposed development plans are contained at **Appendix A**.

4.2 Access

4.2.1 Vehicle access to the re-developed site will be provided via a single priority T-junction to the east of the site, along the Castle Retail Park access road (the same point as the existing Lidl unit access).

4.2.2 Swept path analysis for a max legal 16.5m articulated vehicle accessing the proposed site is shown on the layout plan at **Appendix A**. This shows that there is sufficient room for a vehicle of this size to manoeuvre within the site, and safely enter and exit the site in a forward gear.

4.2.3 Pedestrian access to the proposed development will also be provided at the new access.

4.3 Parking Provision

4.3.1 The development proposal includes 151 parking spaces, made up of 129 (~85%) standard parking spaces, 9 (~6%) for disabled customers, 11 (~7%) parent and child spaces, and 2 (~1%) electric vehicle charging spaces.

4.3.2 The NPTCBC parking standards are set out in the LDP Supplementary Planning Guidance (SPG) document 'Parking Standards (October 2016)'. This document sets out detailed parking requirements according to land use and type of development across the county. These parking standards differ across distinct zones identified within the document. The proposed development falls within 'Zone 3'.

4.3.3 The parking standards aim to set a maximum level of parking to be provided at developments, in line with national and regional policies to encourage a move to more sustainable modes of transport.

4.3.4 Parking standards for supermarkets are identified at section 4.3 of the guidance. The Zone 3 parking standards for the 'Supermarkets and Superstores' category with a GFA greater than 2,000m^2, identify that a maximum of 1 space per 14 m^2 (GFA) should be provided. For the proposed development this equates to a maximum of 170 car parking spaces.

4.3.5 As outlined in Section 3 of the document, the parking standards aim to set a maximum level of parking to be provided at developments, in line with national and regional policies to encourage a move to more sustainable modes of transport. The SPG was also published before the more recent 'Future Wales – The National Plan 2040 (February 2021)' and 'Planning Policy Wales (Edition 11, February 2021)' documents which identify the following with regards to parking provision at non-residential developments:

Planning Policy Wales - Edition 11

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

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

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

4.3.6 The 151 parking spaces proposed for the Lidl unit is within the SPG maximum provision suggested, and in line with national policy to reduce reliance on car provision at developments, the good accessibility of the site to non-car modes of travel, and the operator's extensive experience of demand at stores throughout the UK, this parking level is considered appropriate for the intended food store use.

4.3.7 To further justify the parking provision, a parking accumulation assessment was undertaken based on an MCC survey undertaken at the existing Lidl unit on the site over the 12-hour period (07:00 to 19:00) on both Friday 19th November 2021 and Saturday 20th November 2021 (described in more detail in **Section 5** of this report). This parking accumulation also includes for a Covid factor increase applied to the observed November MCC survey movements (again as described in **Section 5** of this report). This parking accumulation was developed for both the existing and proposed Lidl unit on the site. Flows for the proposed Lidl unit accumulation were estimated using a 33% growth factor applied to the existing Lidl unit flows. This growth factor represents the anticipated increase in trips as a result of the increase in GFA at the proposed Lidl unit (again as described in more detail at **Section 5** of this report). A summary of the parking accumulation is contained at **Appendix B**.

4.3.8 The parking accumulation identifies that including a Covid factor increase in movements, the existing Lidl unit (which has a total of 135 parking spaces) would be expected to achieve maximum car park occupancies of approximately just 46 (34%) and 56 (42%) vehicles over the surveyed Weekday and Saturday periods respectively. This suggests that the existing Lidl unit on the site does not experience any capacity issues within the car park, and has significant spare capacity even during its busiest periods.

4.3.9 The parking accumulation for the proposed Lidl unit with 151 parking spaces, suggests that maximum car park occupancies of approximately just 60 (40%) and 75 (50%) vehicles over the surveyed Weekday and Saturday periods respectively. This further suggests that the proposed provision of 151 car parking spaces would be sufficient to cater for demand at the proposed development, and not lead to any capacity issues within the car park area, even during its busiest periods.

4.3.10 The NPTCBC parking standards provide recommended minimum dimensions of car park space of 4.8m x 2.6m, with at least 6.0m provided between each opposing bay. The proposed layout includes car parking spaces of dimensions 5.2m x 2.7m, with at least 7.0m provided between each opposing bay. These generous spaces will allow easy and safe manoeuvring of vehicles into the spaces and through the car park area.

4.3.11 The NPTCBC parking standards identify that 3 parking spaces should be provided for commercial vehicles. The proposals include 1 loading bay space for vehicles at the northern edge of the store. Based on the operator's extensive experience throughout the UK, this is deemed sufficient for the site's needs, and this loading bay will be managed to ensure that no more than one articulated vehicle is scheduled to arrive and park within the site at any one time. This is also the arrangement at the existing Lidl unit on the site.

4.3.12 As shown on the swept path analysis contained at **Appendix A**, there is sufficient room within the site for a max legal 16.5m articulated vehicle to manoeuvre in and out of the loading bay safely.

Enhanced Access Parking Bays

4.3.13 The NPTCBC parking standards require retail sites to provide a minimum of 6% of the total car park capacity for disabled motorists. These spaces are preferably located within 50m of the facility served by the car park and designed with minimum dimensions of car park space of 4.8m x 3.6m.

4.3.14 A total of 9 disabled parking bays are proposed at the site, representing 6% of the total 151 spaces proposed.

4.3.15 The proposed disabled bays will be reserved for vulnerable and impaired users and will measure 6.0m x 3.6m in size including a 1.2m buffer strip around each space to assist with access, especially for wheelchair users.

4.3.16 In addition to the disabled parking allocation, a further 11 enhanced parent and toddler parking bays are proposed.

4.3.17 All enhanced bays are conveniently located near the proposed entrance and within the parking guidelines recommended 50m distance.

Bicycle Parking

4.3.18 The NPTCBC parking standards require both 1 long-stay and 1 short-stay cycle stand per 500m^2 (GFA) at supermarket developments. This equates to a total of 5 long-stay and 5 short-stay cycle parking spaces at the proposed site.

4.3.19 Long-stay spaces addresses the needs of customers and other visitors, whereas long-stay spaces represent the needs of staff at the proposed Lidl unit.

4.3.20 A total of 6 Sheffield cycle stands are included within the site proposals, which will allow parking for up to 12 bicycles. These are located near the main customer entrance at the east of the store. This position is in a prominent and convenient location, and this generous provision will help encourage this mode of travel at the proposed unit.

4.4 Sustainable Transport Enhancements

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

4.4.2 To further promote this mode of travel, an internal pedestrian route which includes pedestrian priority crossing points is also to be provided routing between the site access point, and the store customer entrance.

4.4.3 To promote the use of electric vehicles to the site, 2 electric vehicle charging parking spaces are also included within the proposals. This provision will therefore support the Welsh Government's ambition to promote the use of these vehicles, and develop a network of accessible charging points across the country.

4.4.4 A Travel Plan will also be created as part of the proposals, in line with an appropriately worded planning condition. This is a document that will be produced with the intention of promoting and increasing sustainable modes of travel to the site. This Travel Plan will be primarily targeted at trips made by staff of the proposed development.

5 DEVELOPMENT TRAFFIC GENERATION

5.1 Introduction

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

5.2 Existing Site Use Trip Generation

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

Existing Lidl Unit Trip Generation

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

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

Time Period	Observed flows at existing Lidl unit (as per MCC survey undertaken at site access junction on 19th November 2021)			Calculated trip rate per 100m² GEA (based on existing Lidl unit of 1,153m² GEA)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	6	2	8	0.520	0.173	0.694
08:00 - 09:00	47	38	85	4.076	3.296	7.372
09:00 - 10:00	41	41	82	3.556	3.556	7.112
10:00 - 11:00	44	45	89	3.816	3.903	7.719
11:00 - 12:00	66	64	130	5.724	5.551	11.275
12:00 - 13:00	50	49	99	4.337	4.250	8.586
13:00 - 14:00	59	59	118	5.117	5.117	10.234
14:00 - 15:00	69	62	131	5.984	5.377	11.362
15:00 - 16:00	82	83	165	7.112	7.199	14.310
16:00 - 17:00	71	81	152	6.158	7.025	13.183
17:00 - 18:00	55	52	107	4.770	4.510	9.280
18:00 - 19:00	42	53	95	3.643	4.597	8.239
12-Hour Total	**632**	**629**	**1,261**	**54.814**	**54.553**	**109.367**

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

5.2.3 **Table 5.1** shows that the existing Lidl store unit generated a total of 1,261 two-way vehicular trips over the surveyed 12-hour Weekday period between 07:00 to 19:00. The Weekday peak hour in total two-way trips was observed between 15:00 to 16:00, with 165 trips.

5.2.4 **Table 5.2** shows that the existing Lidl store unit generated a total of 1,174 two-way vehicular trips over the surveyed 12-hour Saturday period between 07:00 to 19:00. The Saturday peak hour in total two-way trips was observed between 12:00 to 13:00, with 155 trips.

5.2.5 The MCC surveys identified a very similar profile of trips over both the Weekday and Saturday periods at the existing Lidl unit, with the Weekday period generating just +87 more total two-way trips over the total 12-hour survey period than the Saturday period.

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

Time Period	Observed flows at existing Lidl unit (as per MCC survey undertaken at site access junction on 20th November 2021)			Calculated trip rate per 100m² GEA (based on existing Lidl unit of 1,153m² GEA)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	7	3	10	0.607	0.260	0.867
08:00 - 09:00	30	28	58	2.602	2.428	5.030
09:00 - 10:00	42	32	74	3.643	2.775	6.418
10:00 - 11:00	56	60	116	4.857	5.204	10.061
11:00 - 12:00	71	60	131	6.158	5.204	11.362
12:00 - 13:00	73	82	155	6.331	7.112	13.443
13:00 - 14:00	75	66	141	6.505	5.724	12.229
14:00 - 15:00	64	64	128	5.551	5.551	11.101
15:00 - 16:00	64	68	132	5.551	5.898	11.448
16:00 - 17:00	52	56	108	4.510	4.857	9.367
17:00 - 18:00	36	39	75	3.122	3.382	6.505
18:00 - 19:00	22	24	46	1.908	2.082	3.990
12-Hour Total	**592**	**582**	**1,174**	**51.344**	**50.477**	**101.821**

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

Existing Castle Retail Park Unit Trip Generation

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

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

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

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

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

Existing Site Use Total Trip Generation

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

Table 5.4: Existing site use total observed vehicular trip generation

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

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

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

5.3 Existing Site Use Trip Generation Covid Factor

5.3.1 The November 2021 MCC surveys were undertaken during the ongoing Covid-19 pandemic period, which has had a significant impact on travel patterns across the country. Although the surveys were undertaken during a period when no local lockdowns were in place, the traffic patterns in the area may still have been affected by the Covid-19 pandemic impacts.

5.3.2 To understand how the November 2021 observed MCC flows compare to flows from a pre-Covid period, a March 2020 survey at the existing Lidl access junction has been utilised. This survey was undertaken over the period between 16:00 to 19:00 on Wednesday 26th February 2020, and between 10:00 to 14:00 on Saturday 1st March 2020, and therefore represents traffic flows at the existing Lidl unit during a period before any major Covid restrictions were implemented across the country. A copy of these surveys is contained at **Appendix D**.

5.3.3 A summary comparing the existing Lidl unit flows observed during both the March 2020 and November 2021 surveys is provided at **Appendix E**. This shows that over the total comparable survey periods, the March 2020 total two-way observed flows were 35.6% and 56.5% greater than the November 2021 observed total two-way flows over the Weekday and Saturday periods respectively. This suggests that flows at the existing Lidl unit may currently be impacted by the ongoing Covid-19 pandemic situation, and may not be representative of 'normal' pre-covid conditions.

5.3.4 Although the long-term traffic impact of the pandemic is still not fully understood (and it is not known if or when traffic behaviour across the country will return to pre-pandemic levels), to provide a robust assessment, the November 2021 existing Lidl unit trips have been increased by 35.6% in the Weekday period, and 56.5% in the Saturday period.

5.3.5 As no traffic flows from a pre-covid period are available at the Castle Retail Park unit junction, no Covid factors have been applied to the flows observed at this part of the site.

5.3.6 The increased trips are summarised in **Table 5.5** and represent the anticipated total site trip generation, including for a robust Covid factor uplift at the Lidl unit.

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

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

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

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

5.4 Proposed Lidl Unit Trip Generation

5.4.1 The proposals new Lidl unit on the site will have a GEA of 2,399m^2. This is a GEA of 1,246m^2 greater than the existing Lidl unit on the site, equating to an increase of 108% in GEA.

5.4.2 When considering the trip generation of the proposed new Lidl unit, it is unlikely that trips would increase in a linear nature to the increase in GEA from the existing unit. This is supported in the CSS Wales 'Parking Standards 2014' document (which forms the basis for the NPTCBC 'Parking Standards' SPG), which states the following at Note 5 within the supermarkets parking standards section:

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

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

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

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

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

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

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

5.5 Proposed Development Total Trip Generation Difference

5.5.1 **Table 5.7** and **Table 5.8** identify the difference in the total two-way trip generation predicted at the site as a result of the proposed re-development, over both a Weekday and Saturday period respectively. This difference includes for both the increase in trips expected as a result of the increase in Lidl unit floorspace, and also the decrease in trips expected as a result of the Castle Retail Park unit demolition.

5.5.2 **Table 5.7** shows that the proposed re-development of the site is predicted to generate a reduction of -60 total two-way vehicular trips over the 12-hour (07:00 to 19:00) Weekday period. The hour between 17:00 to 18:00 is expected to see the greatest decrease, with -23 less trips generated from the site. Some hour periods however are expected to see an increase in total two-way trips generated from the site after re-development, with the hour between 16:00 to 17:00 anticipated to generate the greatest increase (+12 trips).

5.5.3 **Table 5.8** shows that the proposed re-development of the site is predicted to generate an increase of just +85 total two-way vehicular trips over the 12-hour (07:00 to 19:00) Saturday period. The hour between 08:00 to 09:00 is expected to see the greatest increase, with just +20 extra trips generated from the site. Some hour periods however are expected to see a decrease in total two-way trips generated from the site after re-development, with the hour between 17:00 to 18:00 anticipated to generate the greatest decrease (-11 trips).

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

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

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

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

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

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

5.5.4 It should be noted that the predicted increases in trips identified in **Table 5.7** and **Table 5.8** assumes all additional trips generated by the proposed Lidl unit are 'primary' trips, with no reductions applied for 'secondary' trips.

5.5.5 Primary trips are those which are new to the road network and occur only as a result of the new development. Secondary trips however are those which already exist on the road network, but would include a visit to the new development as part of the existing trip (whether as part of a pass-by, diverted, or transferred trip). Although part of the total trip generation, these secondary trips therefore do not generate additional vehicles on the road network, and can be excluded when identifying the total vehicular impact of a development.

5.5.6 Although there is not currently any definitive guidance available providing levels of secondary trip reductions to be applied at certain developments, the 'TRICS Research Report 14/1 (2014)' provides a review on the subject. The report identifies that levels of secondary trips at any development will be dependent on variables such as its location, range of services offered, and size, and that a site-by-site approach should be taken in calculating these trip levels. The report also includes summaries of previous commercial and academic research on the subject, with one study identifying convenience stores experiencing secondary trip proportions up to 85%, with rates showing a positive relationship to adjacent street volumes.

5.5.7 As a retail store situated along a key strategic route through the Neath area, it is not considered unreasonable to expect a large proportion (at least 50%) of trips from the proposed development to be secondary trips, and already exist on the road network.

5.5.8 As such, if only considering primary trip attractions to the development (i.e. completely new trips on the network) the actual impact on the local highway network would likely to be significantly lower than identified in **Table 5.7** and **Table 5.8,** and these represent a very robust 'worst case' scenario highway impact for the proposed re-development of the site.

5.5.9 No Covid factor has also been applied to the existing Castle Retail Park unit on the site. Should trips to these units currently be reduced due to the ongoing pandemic situation, in a similar manor observed at the existing Lidl unit on the site, this would also further mitigate the impact of the re-development proposals on the site (as a greater number of existing trips would be removed in the flow difference comparison).

5.5.10 In summary, a very robust analysis has been undertaken that shows the proposed re-development would be anticipated to generate a negligible impact to total traffic flow on the local highway network from the site over both a Weekday and Saturday period, with some hour periods even anticipating a reduction in total flows from the existing site use.

6 CAPACITY ASSESSMENT METHODOLOGY

6.1 Introduction

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

6.2 Assessment Network and Existing Traffic Flows

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

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

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

6.3 Existing Traffic Flows

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

6.4 Assessment Hours

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

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

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

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

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

6.5 Forecast Years

6.5.1 Forecast scenarios have been prepared to represent anticipated traffic conditions over the expected proposed development site opening year, and for a period 5-years after. These years are expected to be 2022 and 2027 respectively.

6.5.2 To provide an understanding of anticipated background traffic growth in each forecast year, factors have been identified using the TEMPRO V7.2 computer program.

6.5.3 To represent growth factors anticipated for the local highway network, the Neath Port Talbot TEMPRO zone was selected, with the NTEM 7.2 datasets and RTF 2018 forecasts applied, for the 'All Roads' category. Factors were derived for the periods between 2021 to 2022, and 2021 to 2027 to be applied to the 2021 base year flows. A summary of the calculated growth factors is provided in **Table 6.1**.

Table 6.1: TEMPRO Growth Factors

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

6.5.4 It should be noted that the growth factors represent a reference case and simply indicate traffic projections if all things remain constant. There are many factors that can influence these projections, such as the saturation of a local network, significant changes to petrol/car/road use prices, the economic situation, new government legislation and/or changes to social travel habits. No allowance is made for this in this assessment.

6.5.5 It is again important to note that this report has been produced during the Covid-19 pandemic which has had a significant impact on travel patterns across the country. The long-term traffic impact of the pandemic is still not fully understood. However, until industry accepted evidence is produced to identify otherwise, the TEMPRO growth factors still represent the most accurate and reliable prediction of future traffic growth for the area. On this basis, no Covid-19 adjustment factors have been deemed necessary to forecast year factors.

6.6 Without Development Scenario

6.6.1 To provide a consistent assessment, a forecast 'Without Development' scenario was developed which represents the basis from which all future 'With Development' scenarios can be compared and developed. In this instance, the Without Development scenario is calculated by factoring all observed 2021 traffic survey data (non-site movements) to represent a 2022 (opening year) and 2027 (5-year after opening) forecast year respectively.

6.6.2 The Without Development flows for both the 2022 and 2027 forecast years are shown on the traffic flow diagrams contained at **Appendix F (Diagrams 5 to 12)**.

6.7 With Development Scenario

6.7.1 A forecast 'With Development' scenario has been developed to assess the impact that the proposed development will have on the local highway network.

6.7.2 The anticipated trip generation of the proposed new Lidl unit has previously been described in **Section 5 (Tables 5.6)**.

6.7.3 Again, as was previously identified in **Section 5**, it would not be unreasonable to expect that a significant proportion of the proposed development generated traffic may consist of vehicles already on the local highway network (i.e. secondary trips). The exact levels of such trips are difficult and complex to fully model, and as such no reductions for secondary trips have been applied, allowing for a robust assessment.

6.7.4 The distribution of all development generated trips through the study network has been based on the total proportions of traffic entering and exiting at the extents of the study network observed during the MCC surveys (i.e. vehicles entering or exiting each assessment junction). These proportions are shown at **Appendix F (Diagram 13)**.

6.7.5 Applying a 33% growth rate to the existing Lidl unit trips, the increase in trips anticipated at the proposed Lidl unit is shown at **Appendix F (Diagram 14)**.

6.7.6 During the MCC surveys a number of movements were identified routing between the existing Lidl and Castle Retail Park unit sites. These are identified at **Appendix F (Diagram 15)**. As the Castle Retail Park unit is to be demolished in the re-development proposals, these trips would no longer be possible in the With Development scenarios and have therefore been subtracted from the anticipated proposed Lidl unit trip increase values, as shown at **Appendix F (Diagram 16)**.

6.7.7 The demolition of the existing Castle Retail Park unit will also result in the removal of all associated existing trips through the modelled network in the With Development scenarios. The MCC observed flows to the Castle retail park have been used to identify the total number of trips generated by the Castle Retail Park unit. **Appendix F (Diagrams 17 to 19)** identifies the calculated distribution and volume of these trips through the modelled network.

6.7.8 Subtracting the existing Castle Retail Park unit trips from the proposed new Lidl unit trips, the total site re-development anticipated trip generation flow change is shown at **Appendix F (Diagrams 20 to 22)**.

6.7.9 The total site re-development anticipated trip generation flow change values have then been added to the Without Development flows, to generate the final With Development flows for both the 2022 and 2027 forecast years, are shown at **Appendix F (Diagrams 23 to 30)**.

7 CAPACITY ANALYSIS

7.1 Junction Modelling Software

7.1.1 Capacity analysis of assessment junction J1 has been undertaken using the PICADY computer modelling tool within Junctions 9. Capacity analysis of assessment junction J2 has been undertaken using the LinSig computer modelling tool.

7.1.2 The output from the PICADY program provides measurements informing a junction's operation. These relate to the 'Ratio of Flow to Capacity' (RFC), maximum queue length in PCUs, and delay in minutes per vehicle. The main indication of the performance of a junction is given by the RFC for each arm of the junction. The peak capacity is realised when the demand flow at the entry is great enough to cause a continuous queue of vehicles to wait in the approach. This is reached when the RFC attains a value of 1. An RFC value of 0.85 is normally accepted as being within capacity as this reduces the risk of delays due to traffic count inaccuracies and analytical and modelling assumptions.

7.1.3 The output from LINSIG provides a number of measurements relating a junction's operation, with the 'Degree of Saturation' (DoS), and 'Practical Reserve Capacity' (PRC), being two of the key indicators. A summary of each is as follows:

- **Degree of Saturation (%)** - This is defined as the ratio of Flow to Capacity. A value of 90% is generally taken as the maximum acceptable DoS for a Lane to avoid significant performance issues (on that lane).
- **Practical Reserve Capacity (%)** - The PRC is calculated from the maximum degree of saturation on a Lane and is a measure of how much additional traffic could pass through a junction whilst maintaining a maximum degree of saturation of 90% on all Lanes. A value above 0% is generally accepted as identifying that a junction is operating within capacity.

7.1.4 All traffic flow data has been converted to Passenger Car Units (PCUs) prior to entry in the LinSig models using the conversion factors of 1 PCU for light vehicles, and 2.5 PCUs for heavy vehicles.

7.1.5 The signal timings in the LinSig model have been based on those observed from the MCC video footage. LinSig models work with a fixed stage sequences and cycle time, and are then optimised for best performance. In reality however the MCC survey footage identified that the existing junction operates more efficiently than this, with both the stage sequence and cycle times operating on a variable demand basis, with certain stages (i.e. pedestrian crossing stages) only called when demand requires (which in the case of the pedestrian crossings is infrequently). The LinSig model has been developed assuming the maximum number of signal stages are called each cycle, and therefore provides the most robust approach to modelling junction operation and capacity.

7.1.6 A summary of the capacity assessments at each assessment junction for both the Without Development and With Development scenarios are provided in the next sections. Models for each assessment period have been based on the flows identified in the network flow diagrams contained at **Appendix E**.

7.1.7 A copy of all PICADY junction modelling outputs are provided at **Appendix G,** and a copy of all LinSig model outputs are contained at **Appendix H**.

7.2 Assessment Junction 1 – Lidl Site Access Junction

7.2.1 A PICADY model was developed based on the anticipated site access junction layout as shown on the plans contained at **Appendix A**.

7.2.2 **Table 7.1** and **Table 7.2** provide the results of the Junction 1 assessment for both the 2022 and 2027 forecast years respectively for both the With Development and Without Development scenarios.

7.2.3 **Tables 7.1** and **7.2** identify that assessment junction J1 would be expected to operate well within theoretical capacity in all three modelled peak periods, for both the 2022 and 2027 With Development and Without Development scenarios.

Table 7.1: Assessment J1 Capacity Analysis - 2022 Forecast Year

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

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

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

Table 7.2: Assessment J1 Capacity Analysis - 2027 Forecast Year

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

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

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

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

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

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

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

Table 7.3: Assessment J2 Capacity Analysis - 2022 Forecast Year

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

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

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

Table 7.4: Assessment J2 Capacity Analysis - 2027 Forecast Year

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

7.3.5 In the 2027 Without Development scenario, a maximum DoS on any arm of just 71.4% is again identified along the School Road approach arm during the Weekday PM peak hour. In the 2027 With Development scenario, this maximum DoS increases to 71.5% (an increase in DoS of just -0.1%), which is still well within theoretical capacity.

7.3.6 In the 2027 Without Development scenario the total junction PRC values are 37.2% in the Weekday AM peak, 26.0% in the Weekday PM peak, and 45.2% in the Saturday peak. These values are all well within theoretical capacity. In the 2027 With Development scenario, the total junction PRC values are 38.0% in the Weekday AM peak, 25.9% in the Weekday PM peak, and 42.4% in the Saturday peak. As such the proposed development is anticipated to increase overall junction capacity slightly during the Weekday AM and PM periods (by +0.8% and +0.1% respectively), and decrease overall junction capacity slightly during the Saturday peak (by just -2.8%).

7.3.7 In summary, the modelling has identified that the assessment junction J2 would be expected to operate well within theoretical capacity with the proposed development in operation.

7.4 Capacity Assessment Summary

7.4.1 The junction capacity assessments have identified that both the assessment junctions J1 and J2 would be anticipated to operate well within capacity during all With Development modelled scenarios.

7.4.2 The re-development of the site (and resultant trip generation change) would also be anticipated to generate a slight increase in capacity at assessment junction J2 during the Weekday AM and PM highway peak periods.

7.4.3 The proposed development, therefore, is not anticipated to cause any significant capacity issues on the local highway network.

8 SUMMARY AND CONCLUSION

8.1 Summary

8.1.1 This Transport Assessment (TA) has been produced by Corun Associates Ltd (Corun) on behalf of Lidl Great Britain Limited, the applicant, to examine the highway and transportation issues associated with the re-development of an existing Lidl foodstore (Class A1) unit on Briton Ferry Road, Neath.

8.1.2 The development site covers the area of both the existing Lidl foodstore unit (1,153m^2 GEA), and the neighbouring Castle Retail Park unit (1,389m^2 GIA) to the north. The re-development proposals involve the demolition of both these existing units, and then the development of a new Lidl foodstore unit on the site, with a GEA of 2,399m^2. This new Lidl unit would have an increase in GEA of 1,246m^2 from the existing store, but when also considering the demolition of the Castle Retail Park unit, the proposals would result in a slight net decrease in total floorspace across the site (approximately 143m^2).

8.1.3 The site is well located to encourage sustainable modes of travel for staff and visitors living in the surrounding residential areas of Neath. The extended cycling, bus, and rail networks through the local area will also allow opportunities for sustainable travel for longer distance, or multi-modal trips.

8.1.4 Vehicle access to the re-developed site will provided via a single priority T-junction in the east of the site, along the Castle Retail Park access road (the same point as the existing Lidl unit access). Swept path analysis for a max legal 16.5m articulated vehicle accessing the proposed site shows that there is sufficient room for a vehicle of this size to manoeuvre within the site, and safely enter and exit this junction in a forward gear.

8.1.5 Pedestrian access to the proposed development will also be provided at the new access. An internal pedestrian route which includes pedestrian priority crossing points is also to be provided routing between the site access point, and the store customer entrance.

8.1.6 The development proposal includes 151 parking spaces, made up of 129 (~85%) standard parking spaces, 9 (~6%) for disabled customers, 11 (~7%) parent and child spaces, and 2 (~1%) electric vehicle charging spaces. These are within the maximum guidelines set out by NPTCBC, and based on the existing Lidl unit car park use, is considered to be appropriate for the intended food store use.

8.1.7 A total of 6 Sheffield cycle stands (allowing parking for up to 12 bicycles), and 2 electric vehicle charging spaces are also included within the proposals. These will help encourage these more sustainable modes of travel to the site.

8.1.8 The re-development of the site is predicted to generate a reduction of -60 total two-way vehicular trips over the 12-hour (07:00 to 19:00) Weekday period, and an increase of just +85 total two-way vehicular trips over the 12-hour (07:00 to 19:00) Saturday period.

8.1.9 Junction modelling assessments have also been undertaken at both the site access junction, and the A474 Briton Ferry Road / Castle Retail Park access road / School Road Signalised Junction to understand the capacity impact of the proposed development in 2022 and 2027 forecast assessment years. The junction capacity assessments identified that both the assessment junctions would be anticipated to operate well within capacity with the proposed development in operation, and that the proposed new site access arrangement is also anticipated to operate satisfactory, with no capacity issues. The re-development of the site (and resultant trip generation change) would also be anticipated to generate a slight increase in capacity at the signalised assessment junction during the Weekday AM and PM highway peak periods. The proposed development, therefore, is not anticipated to cause any significant capacity issues on the local highway network.

8.1.10 A review of the accident record in the vicinity of the site does not appear to identify any significant highway safety issue within the immediate area of the development site, and the minor increase in traffic generated by the proposed development (as discussed later in this report) is highly unlikely to exacerbate the existing safety record to a significant enough level to warrant concern.

8.1.11 A Travel Plan will also be developed as part of the proposals, which aims to maximise active modes of travel and public transport use associated with the site.

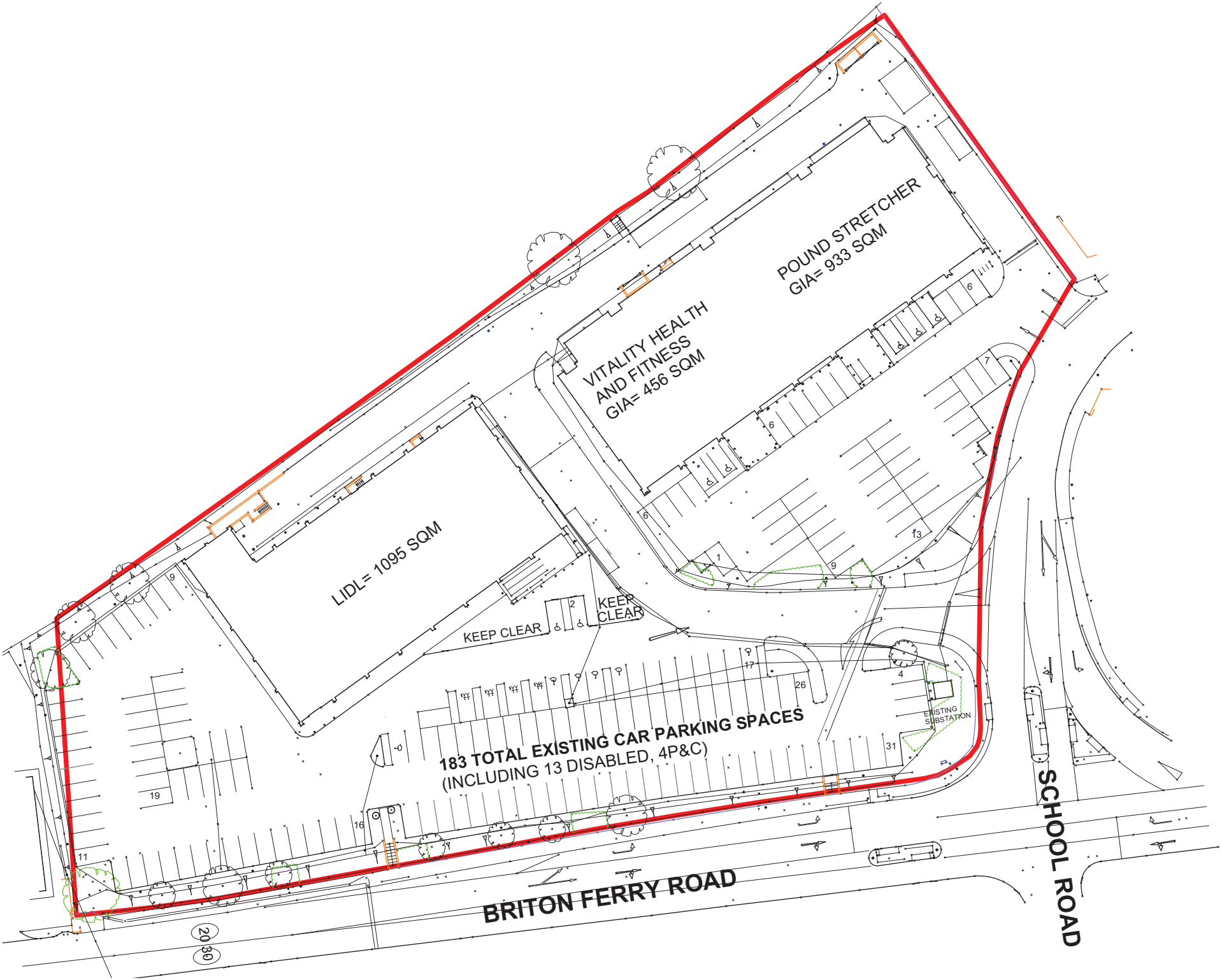
8.2 Conclusion

8.2.1 This Transport Assessment has demonstrated that the development should be considered acceptable in terms of highways and transportation.

8.2.2 There are no reasons in highway and transportation terms why the proposed development should not be granted consent.

APPENDIX A

Proposed Development Plan



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ALL DIMENSIONS SHOULD BE CHECKED ON SITE BEFORE WORK COMMENCES

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

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project
Briton Ferry

drawing title
Existing Site Plan

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

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

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

KEY

1. NEW FLAGPOLE SIGN
2. EXISTING ENTRANCE ADAPTED AND WIDENED IN ACCORDANCE WITH HIGHWAYS CONSULTANTS DESIGN AND DETAILS
3. EXISTING BUILDINGS TO BE DEMOLISHED

SHEDULE OF AREAS (2021 T1400 SPEC)

SALES AREA	= 1411m²
WAREHOUSE AREA	= 609m²
ANCILLARY	= 278m²
GIA	= 2298m²
GEA (INC. CANOPY)	= 2575m²
GEA (EXC. CANOPY)	= 2399m²

SITE AREA = 11,204 sq m / 2.768 acres

EXISTING BUILDING TO BE DEMOLISHED

EXISTING BUILDING TO BE DEMOLISHED

+0m RETAINING

+1.25m RETAINING

+0m RETAINING

+0.7m RETAINING

+0m RETAINING

+0m RETAINING

+0.4m RETAINING

+0m RETAINING

SALES AREA= 1411 sqm
GIA= 2298 sqm

151 CAR PARKING SPACES
(INCLUDING 6 DISABLED, 11 P&C, 2 EVC SPACES)

EXISTING SUBSTATION

PROPOSED FLAGPOLE

DIRECTION OF BRITON FERRY TOWN CENTRE

BRITON FERRY ROAD

SCHOOL ROAD

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

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client: Lidl GB Ltd

project: Briton Ferry

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

date	August 2021		
status	Feasibility/ Planning		
scale	1:500 @ A3		
drawn	LS	checked	PH
job no.	/	dwg no.	PSK411 Rev. L

APPENDIX B

Existing and Proposed Lidl Unit Parking Accumulation Assessment

21-00738 Briton Ferry Road, Lidl

Existing and Proposed Lidl Unit Anticipated Parking Accumulation

CORUN
Transport and Highway Engineering

EXISTING LIDL - WEEKDAY ACCUMULATION

Starting Accumulation Value - 1

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

Max Accumulation Value - 36

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

EXISTING LIDL - SATURDAY ACCUMULATION

Starting Accumulation Value -* 1

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

Max Accumulation Value - 35

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

PROPOSED LIDL - WEEKDAY ACCUMULATION

Starting Accumulation Value - 2

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

Max Accumulation Value - 47

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

PROPOSED LIDL - SATURDAY ACCUMULATION

Starting Accumulation Value -* 1

	TRIPS OUT	TRIPS IN	ACCUM
07:00 - 07:15	1	0	0
07:15 - 07:30	0	0	0
07:30 - 07:45	0	1	1
07:45 - 08:00	3	8	6
08:00 - 08:15	3	11	14
08:15 - 08:30	15	8	7
08:30 - 08:45	7	9	9
08:45 - 09:00	13	11	7
09:00 - 09:15	9	11	9
09:15 - 09:30	7	13	15
09:30 - 09:45	16	17	16
09:45 - 10:00	9	15	22
10:00 - 10:15	20	25	27
10:15 - 10:30	21	13	19
10:30 - 10:45	19	17	17
10:45 - 11:00	20	19	16
11:00 - 11:15	17	21	20
11:15 - 11:30	15	17	22
11:30 - 11:45	27	23	18
11:45 - 12:00	21	33	30
12:00 - 12:15	25	32	37
12:15 - 12:30	28	23	32
12:30 - 12:45	31	23	24
12:45 - 13:00	25	20	19
13:00 - 13:15	16	33	36
13:15 - 13:30	29	17	24
13:30 - 13:45	19	28	33
13:45 - 14:00	24	21	30
14:00 - 14:15	24	20	26
14:15 - 14:30	23	20	23
14:30 - 14:45	27	24	20
14:45 - 15:00	12	21	29
15:00 - 15:15	24	15	20
15:15 - 15:30	11	35	44
15:30 - 15:45	31	19	32
15:45 - 16:00	25	17	24
16:00 - 16:15	20	21	25
16:15 - 16:30	20	23	28
16:30 - 16:45	17	11	22
16:45 - 17:00	17	15	20
17:00 - 17:15	12	13	21
17:15 - 17:30	20	16	17
17:30 - 17:45	11	7	13
17:45 - 18:00	9	12	16
18:00 - 18:15	9	12	19
18:15 - 18:30	9	8	18
18:30 - 18:45	7	3	14
18:45 - 19:00	7	7	14

Max Accumulation Value - 44

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

Notes:

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

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

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

January 2022

21-00738 Briton Ferry Road, Lidl

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

CORUN
Transport and Highway Engineering

EXISTING LIDL - WEEKDAY ACCUMULATION

Starting Accumulation Value - 1

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

Max Accumulation Value - 46

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

EXISTING LIDL - SATURDAY ACCUMULATION

Starting Accumulation Value -* 2

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

Max Accumulation Value - 56

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

PROPOSED LIDL - WEEKDAY ACCUMULATION

Starting Accumulation Value - 1

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

Max Accumulation Value - 60

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

PROPOSED LIDL - SATURDAY ACCUMULATION

Starting Accumulation Value -* 3

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

Max Accumulation Value - 75

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

Notes:

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

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

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

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

January 2022

APPENDIX C

November 2021 MCC Surveys Summary

Briton Ferry, Friday 19th November 2021

Traffic Information Consultancy

Junction: 1
Approach: Access Road North

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

Briton Ferry, Friday 19th November 2021

Traffic Information Consultancy

Junction: 1
Approach: Poundstretcher

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

Briton Ferry, Friday 19th November 2021

Traffic Information Consultancy

Junction: 1
Approach: Access Road South

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

Briton Ferry, Saturday 20th November 2021

Traffic Information Consultancy

Junction: 1
Approach: Access Road North

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

Briton Ferry, Saturday 20th November 2021

Traffic Information Consultancy

Junction: 1
Approach: Access Road South

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

Briton Ferry, Saturday 20th November 2021

Junction: 1
Approach: Poundstretcher

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

TOTAL	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**2**	**1**	**243**	**11**	**0**	**0**	**0**	**257**

Briton Ferry, Friday 19th November 2021

Traffic Information Consultancy

Junction: 2
Approach: Access Road North

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

Briton Ferry, Friday 19th November 2021

Traffic Information Consultancy

Junction: 2
Approach: Access Road South

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

Briton Ferry, Friday 19th November 2021

Traffic Information Consultancy

Junction: 2
Approach: Lidl

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

Briton Ferry, Saturday 20th November 2021

Junction: 2
Approach: Access Road North

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

Briton Ferry, Saturday 20th November 2021

Traffic Information Consultancy

Junction: 2
Approach: Access Road South

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

TOTAL	**1**	**3**	**542**	**27**	**0**	**1**	**0**	**574**	**2**	**1**	**419**	**14**	**0**	**0**	**0**	**436**	**2**	**0**	**13**	**2**	**0**	**0**	**0**	**17**

Briton Ferry, Saturday 20th November 2021

Traffic Information Consultancy

Junction: 2
Approach: Lidl

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

Briton Ferry, Friday 19th November 2021

Traffic Information Consultancy

Junction: 3
Approach: Access Road

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

Briton Ferry, Friday 19th November 2021

Traffic Information Consultancy

Junction: 3
Approach: A474 East

	To School Road								To A474 (W)								To Access Road								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	1	0	0	0	2	1	1	58	8	2	0	1	71	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	4	0	0	0	0	4	0	5	70	13	1	0	1	90	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	4	1	0	0	0	5	0	1	78	18	3	0	1	101	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	7	0	0	0	0	7	0	0	76	19	2	0	1	98	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**16**	**2**	**0**	**0**	**0**	**18**	**1**	**7**	**282**	**58**	**8**	**0**	**4**	**360**	**0**	**0**	**7**	**0**	**0**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	5	1	0	0	0	6	0	0	98	21	0	0	0	119	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	6	4	0	0	0	10	0	0	88	17	1	0	4	110	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	9	2	0	0	0	11	0	0	85	17	1	0	1	104	0	0	10	0	0	1	0	11	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	6	1	0	0	1	8	0	0	91	15	2	2	5	115	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**26**	**8**	**0**	**0**	**1**	**35**	**0**	**0**	**362**	**70**	**4**	**2**	**10**	**448**	**0**	**0**	**42**	**1**	**0**	**1**	**0**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	2	2	0	0	0	4	0	0	123	26	0	0	2	151	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	6	2	0	0	0	8	0	0	137	23	3	0	1	164	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	2	0	0	0	0	2	0	0	78	23	4	0	2	107	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	3	1	0	0	1	5	0	0	76	15	0	0	1	92	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**13**	**5**	**0**	**0**	**1**	**19**	**0**	**0**	**414**	**87**	**7**	**0**	**6**	**514**	**0**	**0**	**35**	**1**	**0**	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	3	1	0	0	0	4	0	0	90	17	3	0	0	110	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	6	0	0	0	0	6	0	0	63	19	1	2	1	86	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	1	82	9	1	0	1	94	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	4	2	0	0	1	7	0	0	86	19	0	0	1	106	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**13**	**3**	**0**	**0**	**1**	**17**	**0**	**1**	**321**	**64**	**5**	**2**	**3**	**396**	**0**	**0**	**40**	**0**	**0**	**0**	**0**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	5	1	0	0	0	6	0	3	82	11	2	0	0	98	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	8	3	0	0	0	11	0	0	76	15	1	0	1	93	0	0	21	0	1	0	0	22	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	4	0	0	0	0	4	0	1	87	8	0	0	1	97	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	4	0	0	0	1	5	0	0	77	13	1	0	1	92	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**21**	**4**	**0**	**0**	**1**	**26**	**0**	**4**	**322**	**47**	**4**	**0**	**3**	**380**	**0**	**0**	**55**	**2**	**1**	**0**	**0**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	4	1	0	0	0	5	1	0	96	13	2	1	2	115	0	0	21	0	0	0	0	21	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	7	0	0	0	0	7	0	1	90	19	0	0	0	110	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	8	0	0	0	0	8	0	1	93	7	2	0	1	104	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	5	0	0	0	0	5	0	0	80	15	1	0	1	97	0	0	9	2	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**24**	**1**	**0**	**0**	**0**	**25**	**1**	**2**	**359**	**54**	**5**	**1**	**4**	**426**	**0**	**0**	**47**	**3**	**0**	**0**	**0**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	3	1	0	0	0	4	0	2	74	11	2	1	1	91	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	5	0	0	0	0	5	0	0	82	16	1	0	0	99	0	0	11	3	0	0	0	14	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	2	2	0	0	0	4	0	0	97	12	2	0	0	111	0	0	15	0	1	0	0	16	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	3	1	0	0	1	5	0	0	86	17	2	0	2	107	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**13**	**4**	**0**	**0**	**1**	**18**	**0**	**2**	**339**	**56**	**7**	**1**	**3**	**408**	**0**	**0**	**44**	**5**	**1**	**0**	**0**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	0	0	8	1	0	0	0	9	0	0	95	13	1	0	1	110	0	0	14	3	0	0	0	17	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	8	0	0	0	0	8	1	0	88	15	0	0	0	104	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	3	2	0	0	1	6	0	3	98	18	1	0	0	120	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	8	1	0	0	0	9	0	0	99	15	1	0	2	117	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**27**	**4**	**0**	**0**	**1**	**32**	**1**	**3**	**380**	**61**	**3**	**0**	**3**	**451**	**0**	**0**	**36**	**5**	**0**	**0**	**0**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	7	0	0	0	0	7	0	0	105	15	0	0	0	120	0	0	13	1	0	0	1	15	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	8	2	0	0	0	10	0	2	109	9	1	0	1	122	0	0	15	2	0	0	0	17	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	4	0	0	0	0	4	0	0	114	7	0	0	0	121	0	0	14	1	0	0	0	15	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	6	0	0	0	1	7	0	0	87	14	0	0	4	105	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**25**	**2**	**0**	**0**	**1**	**28**	**0**	**2**	**415**	**45**	**1**	**0**	**5**	**468**	**0**	**0**	**49**	**4**	**0**	**0**	**1**	**54**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	7	1	0	0	0	8	0	1	89	12	1	1	0	104	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	7	2	0	0	0	9	0	0	112	13	0	1	1	127	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	6	0	0	0	0	6	0	0	104	9	0	0	1	114	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	9	1	0	0	0	10	0	1	115	7	0	0	2	125	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**29**	**4**	**0**	**0**	**0**	**33**	**0**	**2**	**420**	**41**	**1**	**2**	**4**	**470**	**0**	**0**	**47**	**1**	**0**	**0**	**0**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	7	1	0	0	0	8	0	3	107	12	0	0	1	123	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	4	2	0	0	0	6	0	0	99	14	0	0	1	114	0	0	15	1	0	0	0	16	0	0	1	0	0	0	0	1
17:30 - 17:45	0	0	3	0	0	0	0	3	0	1	94	9	0	0	0	104	0	0	27	0	0	0	0	27	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	6	2	0	0	0	8	1	1	98	10	0	0	1	111	0	0	20	0	0	0	0	20	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**20**	**5**	**0**	**0**	**0**	**25**	**1**	**5**	**398**	**45**	**0**	**0**	**3**	**452**	**0**	**0**	**70**	**1**	**0**	**0**	**0**	**71**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
18:00 - 18:15	0	0	3	0	0	0	0	3	0	1	98	6	0	0	0	105	0	0	14	0	0	0	0	14	0	0	1	0	0	0	0	1
18:15 - 18:30	0	0	9	0	0	0	0	9	0	0	87	4	0	0	1	92	0	0	11	0	0	0	0	11	0	0	1	0	0	0	0	1
18:30 - 18:45	0	0	6	0	0	0	0	6	0	1	89	7	0	0	0	97	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	8	0	0	0	0	8	0	1	70	3	0	0	0	74	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**26**	**0**	**3**	**344**	**20**	**0**	**0**	**1**	**368**	**0**	**0**	**39**	**1**	**0**	**0**	**0**	**40**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
TOTAL	**0**	**0**	**253**	**42**	**0**	**0**	**7**	**302**	**4**	**31**	**4356**	**648**	**45**	**8**	**49**	**5141**	**0**	**0**	**511**	**24**	**2**	**1**	**2**	**540**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**

Briton Ferry, Friday 19th November 2021

Traffic Information Consultancy

Junction: 3
Approach: School Road

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

Briton Ferry, Friday 19th November 2021

Traffic Information Consultancy

Junction: 3
Approach: A474 West

	To Access Road								To A474 (E)								To School Road							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	36	6	0	0	0	42	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	1	31	5	2	0	1	40	0	0	1	0	0	0	0	1
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	57	16	0	0	2	75	0	0	1	0	0	0	0	1
07:45 - 08:00	0	0	2	0	0	0	0	2	0	1	67	14	1	0	1	84	0	0	0	0	1	0	0	1
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**2**	**191**	**41**	**3**	**0**	**4**	**241**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**3**
08:00 - 08:15	0	0	7	0	0	0	0	7	0	0	79	18	0	1	1	99	0	0	3	0	0	0	0	3
08:15 - 08:30	0	0	6	0	0	0	0	6	0	0	126	16	2	0	3	147	0	0	2	0	0	0	0	2
08:30 - 08:45	0	0	4	0	0	0	0	4	0	1	120	9	2	0	5	137	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	8	1	0	0	0	9	0	1	116	19	1	0	0	137	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**25**	**1**	**0**	**0**	**0**	**26**	**0**	**2**	**441**	**62**	**5**	**1**	**9**	**520**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**
09:00 - 09:15	0	0	6	0	0	0	0	6	0	4	103	12	3	0	1	123	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	9	0	0	0	0	9	0	0	114	25	1	0	0	140	0	0	1	2	0	0	0	3
09:30 - 09:45	0	0	7	0	0	0	0	7	0	0	70	14	0	0	0	84	0	0	3	0	0	0	0	3
09:45 - 10:00	0	0	8	0	0	0	0	8	0	0	65	15	0	0	0	80	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**30**	**0**	**0**	**0**	**0**	**30**	**0**	**4**	**352**	**66**	**4**	**0**	**1**	**427**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**6**
10:00 - 10:15	0	0	7	0	0	0	0	7	0	1	79	16	2	0	0	98	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	9	0	0	0	0	9	0	0	80	17	1	0	0	98	0	0	2	0	0	0	0	2
10:30 - 10:45	0	0	5	0	0	0	0	5	0	2	94	17	1	0	1	115	0	0	2	1	0	0	0	3
10:45 - 11:00	0	0	5	0	0	0	0	5	0	0	93	18	1	0	2	114	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**26**	**0**	**3**	**346**	**68**	**5**	**0**	**3**	**425**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**
11:00 - 11:15	0	0	6	0	0	0	0	6	0	0	78	17	0	0	1	96	0	0	1	0	0	0	0	1
11:15 - 11:30	0	0	16	1	0	0	0	17	1	0	93	15	1	0	0	110	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	7	0	0	0	0	7	0	2	91	18	1	0	1	113	0	0	0	1	0	0	0	1
11:45 - 12:00	0	0	12	4	0	0	0	16	0	0	121	16	1	1	1	140	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**41**	**5**	**0**	**0**	**0**	**46**	**1**	**2**	**383**	**66**	**3**	**1**	**3**	**459**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
12:00 - 12:15	0	0	18	0	0	0	0	18	0	0	95	10	1	0	0	106	0	0	2	0	0	0	0	2
12:15 - 12:30	0	0	9	1	0	0	0	10	0	0	105	12	1	0	0	118	0	0	1	0	0	0	0	1
12:30 - 12:45	0	0	6	0	0	0	0	6	1	1	100	13	0	0	1	116	0	0	1	0	0	0	0	1
12:45 - 13:00	0	0	13	0	0	0	0	13	0	0	98	13	0	0	2	113	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**46**	**1**	**0**	**0**	**0**	**47**	**1**	**1**	**398**	**48**	**2**	**0**	**3**	**453**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
13:00 - 13:15	0	0	13	0	0	0	0	13	0	3	95	16	4	0	1	119	0	0	2	0	0	0	0	2
13:15 - 13:30	0	0	5	1	0	0	0	6	0	2	98	12	2	0	0	114	0	0	1	0	0	0	0	1
13:30 - 13:45	0	0	6	1	0	0	0	7	0	0	90	9	1	0	1	101	0	0	3	0	0	0	0	3
13:45 - 14:00	0	0	12	0	0	0	0	12	0	1	106	13	1	0	1	122	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**36**	**2**	**0**	**0**	**0**	**38**	**0**	**6**	**389**	**50**	**8**	**0**	**3**	**456**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**
14:00 - 14:15	0	0	11	0	0	0	0	11	0	3	96	13	1	0	0	113	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	9	0	0	0	0	9	1	2	125	23	2	0	0	153	0	0	2	0	0	0	0	2
14:30 - 14:45	0	0	12	0	0	0	0	12	0	0	115	16	0	0	1	132	0	0	2	1	0	0	0	3
14:45 - 15:00	0	0	10	0	0	0	0	10	0	0	134	17	2	0	2	155	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**42**	**0**	**0**	**0**	**0**	**42**	**1**	**5**	**470**	**69**	**5**	**0**	**3**	**553**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**
15:00 - 15:15	0	0	22	1	0	0	0	23	1	2	96	12	0	0	0	111	0	0	1	0	0	0	0	1
15:15 - 15:30	0	0	10	0	0	0	0	10	0	1	104	18	0	0	0	123	0	0	2	0	0	0	0	2
15:30 - 15:45	0	0	6	1	0	0	0	7	0	1	112	12	1	0	1	127	0	0	1	1	0	0	0	2
15:45 - 16:00	0	1	16	1	0	0	0	18	0	1	141	16	1	0	0	159	0	0	2	0	0	0	0	2
Hourly Total	**0**	**1**	**54**	**3**	**0**	**0**	**0**	**58**	**1**	**5**	**453**	**58**	**2**	**0**	**1**	**520**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**
16:00 - 16:15	0	0	12	1	0	0	0	13	0	0	133	14	1	0	1	149	0	0	1	0	0	0	0	1
16:15 - 16:30	0	0	10	0	0	0	0	10	0	0	127	12	1	0	0	140	0	0	1	0	0	0	0	1
16:30 - 16:45	0	0	13	0	0	0	0	13	0	1	126	20	0	0	1	148	0	0	1	0	0	0	0	1
16:45 - 17:00	0	0	13	2	0	0	0	15	0	1	121	15	1	0	2	140	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**48**	**3**	**0**	**0**	**0**	**51**	**0**	**2**	**507**	**61**	**3**	**0**	**4**	**577**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
17:00 - 17:15	0	0	14	2	0	0	0	16	0	3	96	9	1	0	1	110	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	11	1	0	0	0	12	0	1	100	16	1	0	1	119	0	0	3	0	0	0	0	3
17:30 - 17:45	0	0	19	1	0	0	0	20	0	1	110	7	0	0	0	118	0	0	1	0	0	0	0	1
17:45 - 18:00	0	0	17	2	0	0	0	19	0	0	110	6	0	0	0	116	0	0	3	0	0	0	0	3
Hourly Total	**0**	**0**	**61**	**6**	**0**	**0**	**0**	**67**	**0**	**5**	**416**	**38**	**2**	**0**	**2**	**463**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**
18:00 - 18:15	0	0	7	1	0	0	0	8	2	0	80	4	0	0	1	87	0	0	1	0	0	0	0	1
18:15 - 18:30	0	0	15	1	0	0	0	16	0	0	118	10	0	0	0	128	0	0	1	0	0	0	0	1
18:30 - 18:45	0	0	6	1	0	0	0	7	0	1	92	5	0	0	0	98	0	0	1	0	0	0	0	1
18:45 - 19:00	0	0	6	0	0	0	0	6	0	1	98	3	0	0	1	103	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**34**	**3**	**0**	**0**	**0**	**37**	**2**	**2**	**388**	**22**	**0**	**0**	**2**	**416**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
TOTAL	**0**	**1**	**446**	**24**	**0**	**0**	**0**	**471**	**6**	**39**	**4734**	**649**	**42**	**2**	**38**	**5510**	**0**	**0**	**56**	**6**	**1**	**0**	**0**	**63**

Briton Ferry, Saturday 20th November 2021

Traffic Information Consultancy

Junction: 3
Approach: Access Road

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

Briton Ferry, Saturday 20th November 2021

Junction: 3
Approach: A474 East

	To School Road								To A474 (W)								To Access Road								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	2	0	0	0	0	2	2	0	12	1	3	1	1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	2	25	5	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	1	20	2	0	0	2	25	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	1	1	0	0	0	2	0	0	25	10	1	0	1	37	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**2**	**3**	**82**	**18**	**4**	**1**	**4**	**114**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	27	6	1	0	1	35	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	3	0	0	0	0	3	0	0	35	6	1	0	2	44	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	3	0	0	0	0	3	0	0	36	9	2	0	0	47	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	3	0	0	0	0	3	0	0	54	12	0	0	2	68	0	0	9	0	0	1	0	10	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**152**	**33**	**4**	**0**	**5**	**194**	**0**	**0**	**18**	**0**	**0**	**1**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0	1	0	51	11	0	1	0	64	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	5	1	0	0	0	6	0	0	60	7	0	0	1	68	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	4	1	0	0	0	5	1	0	57	5	1	0	0	64	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	4	0	0	0	0	4	10	0	92	14	1	0	2	119	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**13**	**2**	**0**	**0**	**0**	**15**	**12**	**0**	**260**	**37**	**2**	**1**	**3**	**315**	**0**	**0**	**30**	**2**	**0**	**0**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	5	1	0	0	0	6	0	0	80	4	0	1	1	86	0	0	18	1	0	0	0	19	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	4	0	0	0	0	4	0	1	60	6	0	0	0	67	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	1	1	0	0	0	2	1	0	101	4	0	0	0	106	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	2	0	0	0	0	2	2	2	82	8	1	0	2	97	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**12**	**2**	**0**	**0**	**0**	**14**	**3**	**3**	**323**	**22**	**1**	**1**	**3**	**356**	**0**	**0**	**57**	**1**	**0**	**0**	**0**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	2	0	0	0	0	2	0	0	84	4	0	0	1	89	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	3	2	0	0	0	5	0	1	100	8	1	0	0	110	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	2	1	0	0	0	3	0	1	80	5	2	0	0	88	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	2	1	0	0	0	3	0	0	86	3	0	0	2	91	0	0	22	1	0	0	0	23	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**9**	**4**	**0**	**0**	**0**	**13**	**0**	**2**	**350**	**20**	**3**	**0**	**3**	**378**	**0**	**0**	**55**	**2**	**0**	**0**	**0**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	5	1	0	0	0	6	4	0	109	5	1	0	0	119	0	0	22	1	0	0	0	23	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	5	0	0	0	0	5	3	0	90	3	0	0	1	97	0	0	17	1	0	0	0	18	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	2	0	0	0	0	2	0	0	93	14	1	0	0	108	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	2	0	0	0	0	2	1	1	115	7	0	0	2	126	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**14**	**1**	**0**	**0**	**0**	**15**	**8**	**1**	**407**	**29**	**2**	**0**	**3**	**450**	**0**	**0**	**65**	**2**	**0**	**0**	**0**	**67**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	3	0	0	0	0	3	0	0	102	10	0	0	0	112	0	0	15	1	0	0	0	16	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	7	2	0	0	0	9	1	0	90	7	0	0	1	99	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	3	0	0	0	0	3	0	1	98	11	0	0	0	110	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	1	1	0	0	0	2	1	1	75	6	0	0	2	85	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**14**	**3**	**0**	**0**	**0**	**17**	**2**	**2**	**365**	**34**	**0**	**0**	**3**	**406**	**0**	**0**	**39**	**2**	**0**	**0**	**0**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	0	0	1	1	0	0	0	2	0	0	77	8	0	0	0	85	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	10	0	0	0	0	10	0	1	81	10	0	0	1	93	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	4	0	0	0	0	4	0	2	79	5	0	0	1	87	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	91	9	1	0	1	102	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**15**	**1**	**0**	**0**	**0**	**16**	**0**	**3**	**328**	**32**	**1**	**0**	**3**	**367**	**0**	**0**	**44**	**0**	**0**	**0**	**0**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	6	0	0	0	0	6	0	0	82	7	0	0	0	89	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	5	0	0	0	0	5	0	1	84	5	0	0	1	91	0	0	12	2	0	0	0	14	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	6	0	0	0	0	6	0	3	90	7	0	0	0	100	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	4	0	0	0	0	4	0	0	92	7	0	0	2	101	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**21**	**0**	**4**	**348**	**26**	**0**	**0**	**3**	**381**	**0**	**0**	**36**	**3**	**0**	**0**	**0**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	9	2	0	0	0	11	1	1	83	7	0	0	0	92	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	6	0	0	0	0	6	0	0	83	4	0	0	1	88	0	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	4	0	0	0	0	4	0	1	78	7	0	0	1	87	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	3	0	0	0	0	3	0	1	77	4	0	0	1	83	0	1	7	1	0	0	0	9	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**22**	**2**	**0**	**0**	**0**	**24**	**1**	**3**	**321**	**22**	**0**	**0**	**3**	**350**	**0**	**1**	**30**	**3**	**0**	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	5	1	0	0	0	6	0	0	82	5	0	0	0	87	0	0	12	0	0	0	0	12	0	0	1	0	0	0	0	1
17:15 - 17:30	0	0	4	1	1	0	0	6	0	2	80	4	0	0	1	87	0	0	16	0	0	0	0	16	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	5	1	0	0	0	6	0	1	86	1	0	0	1	89	0	0	17	1	0	0	0	18	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	5	0	0	0	0	5	1	0	66	1	0	0	1	69	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**19**	**3**	**1**	**0**	**0**	**23**	**1**	**3**	**314**	**11**	**0**	**0**	**3**	**332**	**0**	**0**	**54**	**1**	**0**	**0**	**0**	**55**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
18:00 - 18:15	0	0	2	1	0	0	0	3	0	0	53	1	0	0	0	54	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	3	0	0	0	0	3	0	3	65	0	0	0	1	69	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	3	0	0	0	0	3	0	1	70	1	0	0	0	72	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	6	0	0	0	0	6	0	0	42	1	0	0	1	44	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**14**	**1**	**0**	**0**	**0**	**15**	**0**	**4**	**230**	**3**	**0**	**0**	**2**	**239**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**0**	**0**	**165**	**20**	**1**	**0**	**0**	**186**	**29**	**28**	**3480**	**287**	**17**	**3**	**38**	**3882**	**0**	**1**	**454**	**18**	**0**	**1**	**0**	**474**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**

Briton Ferry, Saturday 20th November 2021

Traffic Information Consultancy

Junction: 3
Approach: School Road

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

Briton Ferry, Saturday 20th November 2021

Traffic Information Consultancy

Junction: 3
Approach: A474 West

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

Traffic Information Consultancy

Briton Ferry, Friday 19th November 2021

Lidl - Poundstretcher

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

Briton Ferry, Saturday 20th November 2021

Traffic Information Consultancy

Lidl - Poundstretcher

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

APPENDIX D

March 2020 Surveys Summary

Neath, Wednesday 26th February 2020

Junction: Access Road / Lidl

Approach: Lidl

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



Neath, Wednesday 26th February 2020

Junction: Access Road / Lidl

Approach: Access Road (North)

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

Neath, Wednesday 26th February 2020

Junction: Access Road / Lidl

Approach: Access Road (South)

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

Neath, Saturday 1st March 2020

Lidl Car Park

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

IN AT START			
LIGHT	HEAVY	BUS	**TOTAL**
35	0	0	**35**

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

33	0	0	**33**
LIGHT	HEAVY	BUS	**TOTAL**
IN AT START			

APPENDIX E

March 2020 and November 2021 Survey Comparison

21-00738 Briton Ferry Road, Lidl

Lidl Trip Rates Covid Factor Calculation

CORUN
Transport and Highway Engineering

	Existing Lidl: November 2021 Survey						Existing Lidl: March 2020 Survey						DIFFERENCE (March - November)					
	WEEKDAY			SATURDAY			WEEKDAY			SATURDAY			WEEKDAY			SATURDAY		
	TRIPS OUT	TRIPS IN	TWO-WAY	TRIPS OUT	TRIPS IN	TWO-WAY	TRIPS OUT	TRIPS IN	TWO-WAY	TRIPS OUT	TRIPS IN	TWO-WAY	TRIPS OUT	TRIPS IN	TWO-WAY	TRIPS OUT	TRIPS IN	TWO-WAY
07:00 - 07:15	1	0	1	1	0	1												
07:15 - 07:30	0	1	1	0	0	0												
07:30 - 07:45	1	1	2	0	1	1												
07:45 - 08:00	0	4	4	2	6	8												
08:00 - 08:15	4	10	14	2	8	10												
08:15 - 08:30	10	15	25	11	6	17												
08:30 - 08:45	9	8	17	5	7	12												
08:45 - 09:00	15	13	28	10	8	18												
09:00 - 09:15	9	7	16	7	8	15												
09:15 - 09:30	11	15	26	5	10	15												
09:30 - 09:45	13	12	25	12	13	25												
09:45 - 10:00	7	7	14	7	11	18												
10:00 - 10:15	11	15	26	15	19	34				21	25	46				+6	+6	+12
10:15 - 10:30	11	9	20	16	10	26				28	19	47				+12	+9	+21
10:30 - 10:45	11	10	21	14	13	27				22	27	49				+8	+14	+22
10:45 - 11:00	12	10	22	15	14	29				26	22	48				+11	+8	+19
11:00 - 11:15	9	13	22	13	16	29				22	30	52				+9	+14	+23
11:15 - 11:30	18	25	43	11	13	24				29	27	56				+18	+14	+32
11:30 - 11:45	19	12	31	20	17	37				31	32	63				+11	+15	+26
11:45 - 12:00	18	16	34	16	25	41				24	24	48				+8	-1	+7
12:00 - 12:15	11	20	31	19	24	43				31	29	60				+12	+5	+17
12:15 - 12:30	13	9	22	21	17	38				28	23	51				+7	+6	+13
12:30 - 12:45	15	7	22	23	17	40				23	27	50				0	+10	+10
12:45 - 13:00	10	14	24	19	15	34				25	31	56				+6	+16	+22
13:00 - 13:15	15	15	30	12	25	37				29	26	55				+17	+1	+18
13:15 - 13:30	13	13	26	22	13	35				27	29	56				+5	+16	+21
13:30 - 13:45	14	19	33	14	21	35				30	24	54				+16	+3	+19
13:45 - 14:00	17	12	29	18	16	34				30	29	59				+12	+13	+25
14:00 - 14:15	16	21	37	18	15	33												
14:15 - 14:30	22	17	39	17	15	32												
14:30 - 14:45	11	12	23	20	18	38												
14:45 - 15:00	13	19	32	9	16	25												
15:00 - 15:15	13	26	39	18	11	29												
15:15 - 15:30	32	17	49	8	26	34												
15:30 - 15:45	19	23	42	23	14	37												
15:45 - 16:00	19	16	35	19	13	32												
16:00 - 16:15	21	19	40	15	16	31	28	17	45				+7	-2	+5			
16:15 - 16:30	19	20	39	15	17	32	25	19	44				+6	-1	+5			
16:30 - 16:45	20	17	37	13	8	21	18	21	39				-2	+4	+2			
16:45 - 17:00	21	15	36	13	11	24	15	22	37				-6	+7	+1			
17:00 - 17:15	8	16	24	9	10	19	29	19	48				+21	+3	+24			
17:15 - 17:30	17	12	29	15	12	27	8	28	36				-9	+16	+7			
17:30 - 17:45	9	13	22	8	5	13	22	17	39				+13	+4	+17			
17:45 - 18:00	18	14	32	7	9	16	25	17	42				+7	+3	+10			
18:00 - 18:15	13	13	26	7	9	16	16	21	37				+3	+8	+11			
18:15 - 18:30	18	14	32	7	6	13	23	19	42				+5	+5	+10			
18:30 - 18:45	12	6	18	5	2	7	17	20	37				+5	+14	+19			
18:45 - 19:00	10	9	19	5	5	10	22	12	34				+12	+3	+15			

Weekday PM Period Two-Way Total -	354
Saturday Period Two-Way Total -	543

Weekday PM Period Two-Way Total -	480
Saturday Period Two-Way Total -	850

	count	*% Diff*
Weekday PM Period Two-Way Total -	126	35.6%
Saturday Period Two-Way Total -	307	56.5%

Notes:

January 2022

21-00738 Briton Ferry Road, Lidl

Existing Lidl Unit Covid Factor Increase

CORUN
Transport and Highway Engineering

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

AM Weekday Peak	11:00 to 12:00
PM Weekday Peak	15:15 to 16:15
Saturday Peak	11:45 to 12:45

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

Notes:

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

21-00738 Briton Ferry Road, Lidl

Existing Site Total Trip Generation (Including Covid Factor Uplift)

CORUN
Transport and Highway Engineering

	CASTLE RETAIL PARK UNIT						EXISTING LIDL + COVID FACTOR INCREASE						EXISTING SITE TOTAL					
	FRIDAY			SATURDAY			FRIDAY			SATURDAY			FRIDAY			SATURDAY		
	TRIPS OUT	TRIPS IN	TWO-WAY	TRIPS OUT	TRIPS IN	TWO-WAY	TRIPS OUT	TRIPS IN	TWO-WAY	TRIPS OUT	TRIPS IN	TWO-WAY	TRIPS OUT	TRIPS IN	TWO-WAY	TRIPS OUT	TRIPS IN	TWO-WAY
07:00 to 08:00	8	8	16	0	2	2	3	8	11	5	11	16	11	16	27	5	13	18
07:15 to 08:15	9	7	16	0	3	3	7	22	29	6	23	29	16	29	45	6	26	32
07:30 to 08:30	7	9	16	1	4	5	20	41	61	23	33	56	27	50	77	24	37	61
07:45 to 08:45	8	10	18	3	3	6	31	52	83	31	42	73	39	62	101	34	45	79
08:00 to 09:00	13	22	35	3	6	9	52	64	116	44	47	91	65	86	151	47	53	100
08:15 to 09:15	16	29	45	4	9	13	60	60	120	53	47	100	76	89	165	57	56	113
08:30 to 09:30	21	32	53	8	16	24	61	60	121	44	53	97	82	92	174	52	69	121
08:45 to 09:45	21	34	55	11	22	33	66	64	130	55	63	118	87	98	185	66	85	151
09:00 to 10:00	21	28	49	17	24	41	56	56	112	50	66	116	77	84	161	67	90	157
09:15 to 10:15	25	24	49	19	23	42	57	66	123	61	83	144	82	90	172	80	106	186
09:30 to 10:30	25	21	46	19	27	46	57	58	115	78	83	161	82	79	161	97	110	207
09:45 to 10:45	27	22	49	24	29	53	54	56	110	81	83	164	81	78	159	105	112	217
10:00 to 11:00	28	21	49	25	29	54	61	60	121	94	88	182	89	81	170	119	117	236
10:15 to 11:15	25	22	47	32	32	64	58	57	115	91	83	174	83	79	162	123	115	238
10:30 to 11:30	29	28	57	34	26	60	68	79	147	83	88	171	97	107	204	117	114	231
10:45 to 11:45	36	31	67	28	21	49	79	81	160	92	94	186	115	112	227	120	115	235
11:00 to 12:00	34	29	63	26	27	53	87	89	176	94	111	205	121	118	239	120	138	258
11:15 to 12:15	34	33	67	22	27	49	89	99	188	103	124	227	123	132	255	125	151	276
11:30 to 12:30	31	30	61	25	32	57	83	77	160	119	130	249	114	107	221	144	162	306
11:45 to 12:45	25	29	54	30	37	67	77	71	148	124	130	254	102	100	202	154	167	321
12:00 to 13:00	27	32	59	33	32	65	66	68	134	128	114	242	93	100	193	161	146	307
12:15 to 13:15	29	34	63	33	29	62	72	61	133	117	116	233	101	95	196	150	145	295
12:30 to 13:30	31	31	62	32	24	56	72	66	138	119	110	229	103	97	200	151	134	285
12:45 to 13:45	29	28	57	29	21	50	71	83	154	105	116	221	100	111	211	134	137	271
13:00 to 14:00	26	27	53	29	23	52	80	80	160	103	117	220	106	107	213	132	140	272
13:15 to 14:15	24	25	49	29	26	55	81	88	169	113	102	215	105	113	218	142	128	270
13:30 to 14:30	21	23	44	29	28	57	94	94	188	105	105	210	115	117	232	134	133	267
13:45 to 14:45	23	30	53	31	31	62	89	84	173	114	100	214	112	114	226	145	131	276
14:00 to 15:00	28	31	59	32	28	60	84	94	178	100	100	200	112	125	237	132	128	260
14:15 to 15:15	32	33	65	33	30	63	80	100	180	100	94	194	112	133	245	133	124	257
14:30 to 15:30	34	42	76	32	32	64	94	100	194	86	111	197	128	142	270	118	143	261
14:45 to 15:45	38	35	73	36	29	65	104	115	219	91	105	196	142	150	292	127	134	261
15:00 to 16:00	42	37	79	33	34	67	113	111	224	106	100	206	155	148	303	139	134	273
15:15 to 16:15	35	35	70	34	32	66	123	102	225	102	108	210	158	137	295	136	140	276
15:30 to 16:30	37	31	68	33	28	61	106	106	212	113	94	207	143	137	280	146	122	268
15:45 to 16:45	34	31	65	30	26	56	107	98	205	97	85	182	141	129	270	127	111	238
16:00 to 17:00	27	28	55	28	25	53	110	96	206	88	81	169	137	124	261	116	106	222
16:15 to 17:15	31	27	58	28	27	55	92	92	184	78	72	150	123	119	242	106	99	205
16:30 to 17:30	30	30	60	27	29	56	89	81	170	78	64	142	119	111	230	105	93	198
16:45 to 17:45	26	38	64	25	30	55	75	76	151	70	59	129	101	114	215	95	89	184
17:00 to 18:00	28	43	71	26	23	49	71	75	146	61	56	117	99	118	217	87	79	166
17:15 to 18:15	23	35	58	20	16	36	77	71	148	58	55	113	100	106	206	78	71	149
17:30 to 18:30	23	29	52	15	12	27	79	73	152	45	45	90	102	102	204	60	57	117
17:45 to 18:45	22	19	41	10	9	19	83	64	147	41	41	82	105	83	188	51	50	101
18:00 to 19:00	20	13	33	5	7	12	72	57	129	38	34	72	92	70	162	43	41	84
12-Hour Total	302	319	621	257	260	517	629	632	1,261	582	592	1,174	931	951	1,882	839	852	1,691

AM Weekday Peak	10:45 to 11:45	11:00 to 12:00	11:00 to 12:00
PM Weekday Peak	15:00 to 16:00	15:15 to 16:15	15:00 to 16:00
Saturday Peak	11:45 to 12:45	11:45 to 12:45	11:45 to 12:45
	15:00 to 16:00		

Notes:

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

21-00738 Briton Ferry Road, Lidl

Proposed Lidl Total Trip Generation (Including Covid Factor Uplift)

CORUN
Transport and Highway Engineering

	EXISTING LIDL + COVID FACTOR INCREASE						PROPOSED LIDL UNIT (EXISTING + NON-LINEAR GROWTH FACTOR)					
	FRIDAY			SATURDAY			FRIDAY			SATURDAY		
	TRIPS OUT	TRIPS IN	TWO-WAY	TRIPS OUT	TRIPS IN	TWO-WAY	TRIPS OUT	TRIPS IN	TWO-WAY	TRIPS OUT	TRIPS IN	TWO-WAY
07:00 to 08:00	3	8	11	5	11	16	4	11	15	7	15	22
07:15 to 08:15	7	22	29	6	23	29	9	29	38	8	31	39
07:30 to 08:30	20	41	61	23	33	56	27	54	81	31	44	75
07:45 to 08:45	31	52	83	31	42	73	41	69	110	41	56	97
08:00 to 09:00	52	64	116	44	47	91	69	85	154	58	62	120
08:15 to 09:15	60	60	120	53	47	100	80	80	160	70	62	132
08:30 to 09:30	61	60	121	44	53	97	81	80	161	58	70	128
08:45 to 09:45	66	64	130	55	63	118	88	85	173	73	84	157
09:00 to 10:00	56	56	112	50	66	116	74	74	148	66	88	154
09:15 to 10:15	57	66	123	61	83	144	76	88	164	81	110	191
09:30 to 10:30	57	58	115	78	83	161	76	77	153	104	110	214
09:45 to 10:45	54	56	110	81	83	164	72	74	146	108	110	218
10:00 to 11:00	61	60	121	94	88	182	81	80	161	125	117	242
10:15 to 11:15	58	57	115	91	83	174	77	76	153	121	110	231
10:30 to 11:30	68	79	147	83	88	171	90	105	195	110	117	227
10:45 to 11:45	79	81	160	92	94	186	105	108	213	122	125	247
11:00 to 12:00	87	89	176	94	111	205	115	118	233	125	147	272
11:15 to 12:15	89	99	188	103	124	227	118	131	249	137	165	302
11:30 to 12:30	83	77	160	119	130	249	110	102	212	158	173	331
11:45 to 12:45	77	71	148	124	130	254	102	94	196	165	173	338
12:00 to 13:00	66	68	134	128	114	242	88	90	178	170	151	321
12:15 to 13:15	72	61	133	117	116	233	96	81	177	155	154	309
12:30 to 13:30	72	66	138	119	110	229	96	88	184	158	146	304
12:45 to 13:45	71	83	154	105	116	221	94	110	204	139	154	293
13:00 to 14:00	80	80	160	103	117	220	106	106	212	137	155	292
13:15 to 14:15	81	88	169	113	102	215	108	117	225	150	135	285
13:30 to 14:30	94	94	188	105	105	210	125	125	250	139	139	278
13:45 to 14:45	89	84	173	114	100	214	118	112	230	151	133	284
14:00 to 15:00	84	94	178	100	100	200	112	125	237	133	133	266
14:15 to 15:15	80	100	180	100	94	194	106	133	239	133	125	258
14:30 to 15:30	94	100	194	86	111	197	125	133	258	114	147	261
14:45 to 15:45	104	115	219	91	105	196	138	153	291	121	139	260
15:00 to 16:00	113	111	224	106	100	206	150	147	297	141	133	274
15:15 to 16:15	123	102	225	102	108	210	163	135	298	135	143	278
15:30 to 16:30	106	106	212	113	94	207	141	141	282	150	125	275
15:45 to 16:45	107	98	205	97	85	182	142	130	272	129	113	242
16:00 to 17:00	110	96	206	88	81	169	146	127	273	117	108	225
16:15 to 17:15	92	92	184	78	72	150	122	122	244	104	96	200
16:30 to 17:30	89	81	170	78	64	142	118	108	226	104	85	189
16:45 to 17:45	75	76	151	70	59	129	100	101	201	93	78	171
17:00 to 18:00	71	75	146	61	56	117	94	100	194	81	74	155
17:15 to 18:15	77	71	148	58	55	113	102	94	196	77	73	150
17:30 to 18:30	79	73	152	45	45	90	105	97	202	60	60	120
17:45 to 18:45	83	64	147	41	41	82	110	85	195	54	54	108
18:00 to 19:00	72	57	129	38	34	72	96	76	172	50	45	95
12-Hour Total	628	631	1,259	581	591	1,172	1,135	1,139	2,274	1,210	1,228	2,438

AM Weekday Peak	11:00 to 12:00
PM Weekday Peak	15:15 to 16:15
Saturday Peak	11:45 to 12:45

Non-Linear Growth Applied to Existing Lidl Trips - 32.7%

Notes:

January 2022

21-00738 Briton Ferry Road, Lidl

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

CORUN
Transport and Highway Engineering

EXISTING SITE CALCULATED TOTAL TRIPS

	FRIDAY			SATURDAY		
	TRIPS OUT	TRIPS IN	TWO-WAY	TRIPS OUT	TRIPS IN	TWO-WAY
07:00 to 08:00	11	16	27	5	13	18
07:15 to 08:15	16	29	45	6	26	32
07:30 to 08:30	27	50	77	24	37	61
07:45 to 08:45	39	62	101	34	45	79
08:00 to 09:00	65	86	151	47	53	100
08:15 to 09:15	76	89	165	57	56	113
08:30 to 09:30	82	92	174	52	69	121
08:45 to 09:45	87	98	185	66	85	151
09:00 to 10:00	77	84	161	67	90	157
09:15 to 10:15	82	90	172	80	106	186
09:30 to 10:30	82	79	161	97	110	207
09:45 to 10:45	81	78	159	105	112	217
10:00 to 11:00	89	81	170	119	117	236
10:15 to 11:15	83	79	162	123	115	238
10:30 to 11:30	97	107	204	117	114	231
10:45 to 11:45	115	112	227	120	115	235
11:00 to 12:00	121	118	239	120	138	258
11:15 to 12:15	123	132	255	125	151	276
11:30 to 12:30	114	107	221	144	162	306
11:45 to 12:45	102	100	202	154	167	321
12:00 to 13:00	93	100	193	161	146	307
12:15 to 13:15	101	95	196	150	145	295
12:30 to 13:30	103	97	200	151	134	285
12:45 to 13:45	100	111	211	134	137	271
13:00 to 14:00	106	107	213	132	140	272
13:15 to 14:15	105	113	218	142	128	270
13:30 to 14:30	115	117	232	134	133	267
13:45 to 14:45	112	114	226	145	131	276
14:00 to 15:00	112	125	237	132	128	260
14:15 to 15:15	112	133	245	133	124	257
14:30 to 15:30	128	142	270	118	143	261
14:45 to 15:45	142	150	292	127	134	261
15:00 to 16:00	155	148	303	139	134	273
15:15 to 16:15	158	137	295	136	140	276
15:30 to 16:30	143	137	280	146	122	268
15:45 to 16:45	141	129	270	127	111	238
16:00 to 17:00	137	124	261	116	106	222
16:15 to 17:15	123	119	242	106	99	205
16:30 to 17:30	119	111	230	105	93	198
16:45 to 17:45	101	114	215	95	89	184
17:00 to 18:00	99	118	217	87	79	166
17:15 to 18:15	100	106	206	78	71	149
17:30 to 18:30	102	102	204	60	57	117
17:45 to 18:45	105	83	188	51	50	101
18:00 to 19:00	92	70	162	43	41	84
12-Hour Total	1,157	1,177	2,334	1,168	1,185	2,353

AM Weekday Peak	11:00 to 12:00
PM Weekday Peak	15:00 to 16:00
Saturday Peak	11:45 to 12:45

PROPOSED SITE CALCULATED TOTAL TRIPS

	FRIDAY			SATURDAY		
	TRIPS OUT	TRIPS IN	TWO-WAY	TRIPS OUT	TRIPS IN	TWO-WAY
07:00 to 08:00	4	11	15	7	15	22
07:15 to 08:15	9	29	38	8	31	39
07:30 to 08:30	27	54	81	31	44	75
07:45 to 08:45	41	69	110	41	56	97
08:00 to 09:00	69	85	154	58	62	120
08:15 to 09:15	80	80	160	70	62	132
08:30 to 09:30	81	80	161	58	70	128
08:45 to 09:45	88	85	173	73	84	157
09:00 to 10:00	74	74	148	66	88	154
09:15 to 10:15	76	88	164	81	110	191
09:30 to 10:30	76	77	153	104	110	214
09:45 to 10:45	72	74	146	108	110	218
10:00 to 11:00	81	80	161	125	117	242
10:15 to 11:15	77	76	153	121	110	231
10:30 to 11:30	90	105	195	110	117	227
10:45 to 11:45	105	108	213	122	125	247
11:00 to 12:00	115	118	233	125	147	272
11:15 to 12:15	118	131	249	137	165	302
11:30 to 12:30	110	102	212	158	173	331
11:45 to 12:45	102	94	196	165	173	338
12:00 to 13:00	88	90	178	170	151	321
12:15 to 13:15	96	81	177	155	154	309
12:30 to 13:30	96	88	184	158	146	304
12:45 to 13:45	94	110	204	139	154	293
13:00 to 14:00	106	106	212	137	155	292
13:15 to 14:15	108	117	225	150	135	285
13:30 to 14:30	125	125	250	139	139	278
13:45 to 14:45	118	112	230	151	133	284
14:00 to 15:00	112	125	237	133	133	266
14:15 to 15:15	106	133	239	133	125	258
14:30 to 15:30	125	133	258	114	147	261
14:45 to 15:45	138	153	291	121	139	260
15:00 to 16:00	150	147	297	141	133	274
15:15 to 16:15	163	135	298	135	143	278
15:30 to 16:30	141	141	282	150	125	275
15:45 to 16:45	142	130	272	129	113	242
16:00 to 17:00	146	127	273	117	108	225
16:15 to 17:15	122	122	244	104	96	200
16:30 to 17:30	118	108	226	104	85	189
16:45 to 17:45	100	101	201	93	78	171
17:00 to 18:00	94	100	194	81	74	155
17:15 to 18:15	102	94	196	77	73	150
17:30 to 18:30	105	97	202	60	60	120
17:45 to 18:45	110	85	195	54	54	108
18:00 to 19:00	96	76	172	50	45	95
12-Hour Total	1,135	1,139	2,274	1,210	1,228	2,438

11:00 to 12:00	
15:15 to 16:15	
11:45 to 12:45	

DIFFERENCE (PROPOSED - EXISTING)

	FRIDAY			SATURDAY		
	TRIPS OUT	TRIPS IN	TWO-WAY	TRIPS OUT	TRIPS IN	TWO-WAY
07:00 to 08:00	-7	-5	-12	+2	+2	4
07:15 to 08:15	-7	0	-7	+2	+5	7
07:30 to 08:30	0	+4	4	+7	+7	14
07:45 to 08:45	+2	+7	9	+7	+11	18
08:00 to 09:00	+4	-1	3	+11	+9	20
08:15 to 09:15	+4	-9	-5	+13	+6	19
08:30 to 09:30	-1	-12	-13	+6	+1	7
08:45 to 09:45	+1	-13	-12	+7	-1	6
09:00 to 10:00	-3	-10	-13	-1	-2	-3
09:15 to 10:15	-6	-2	-8	+1	+4	5
09:30 to 10:30	-6	-2	-8	+7	0	7
09:45 to 10:45	-9	-4	-13	+3	-2	1
10:00 to 11:00	-8	-1	-9	+6	0	6
10:15 to 11:15	-6	-3	-9	-2	-5	-7
10:30 to 11:30	-7	-2	-9	-7	+3	-4
10:45 to 11:45	-10	-4	-14	+2	+10	12
11:00 to 12:00	-6	0	-6	+5	+9	14
11:15 to 12:15	-5	-1	-6	+12	+14	26
11:30 to 12:30	-4	-5	-9	+14	+11	25
11:45 to 12:45	0	-6	-6	+11	+6	17
12:00 to 13:00	-5	-10	-15	+9	+5	14
12:15 to 13:15	-5	-14	-19	+5	+9	14
12:30 to 13:30	-7	-9	-16	+7	+12	19
12:45 to 13:45	-6	-1	-7	+5	+17	22
13:00 to 14:00	0	-1	-1	+5	+15	20
13:15 to 14:15	+3	+4	7	+8	+7	15
13:30 to 14:30	+10	+8	18	+5	+6	11
13:45 to 14:45	+6	-2	4	+6	+2	8
14:00 to 15:00	0	0	0	+1	+5	6
14:15 to 15:15	-6	0	-6	0	+1	1
14:30 to 15:30	-3	-9	-12	-4	+4	0
14:45 to 15:45	-4	+3	-1	-6	+5	-1
15:00 to 16:00	-5	-1	-6	+2	-1	1
15:15 to 16:15	+5	-2	3	-1	+3	2
15:30 to 16:30	-2	+4	2	+4	+3	7
15:45 to 16:45	+1	+1	2	+2	+2	4
16:00 to 17:00	+9	+3	12	+1	+2	3
16:15 to 17:15	-1	+3	2	-2	-3	-5
16:30 to 17:30	-1	-3	-4	-1	-8	-9
16:45 to 17:45	-1	-13	-14	-2	-11	-13
17:00 to 18:00	-5	-18	-23	-6	-5	-11
17:15 to 18:15	+2	-12	-10	-1	+2	1
17:30 to 18:30	+3	-5	-2	0	+3	3
17:45 to 18:45	+5	+2	7	+3	+4	7
18:00 to 19:00	+4	+6	10	+7	+4	11
12-Hour Total	-22	-38	-60	+42	+43	+85

Max Increase

	Time Period	Count
AM Weekday Peak	07:45 to 08:45	+9
PM Weekday Peak	13:30 to 14:30	+18
Saturday Peak	11:15 to 12:15	+26

Max Decrease

Time Period	Count
10:45 to 11:45	-14
17:00 to 18:00	-23
16:45 to 17:45	-13

Notes:

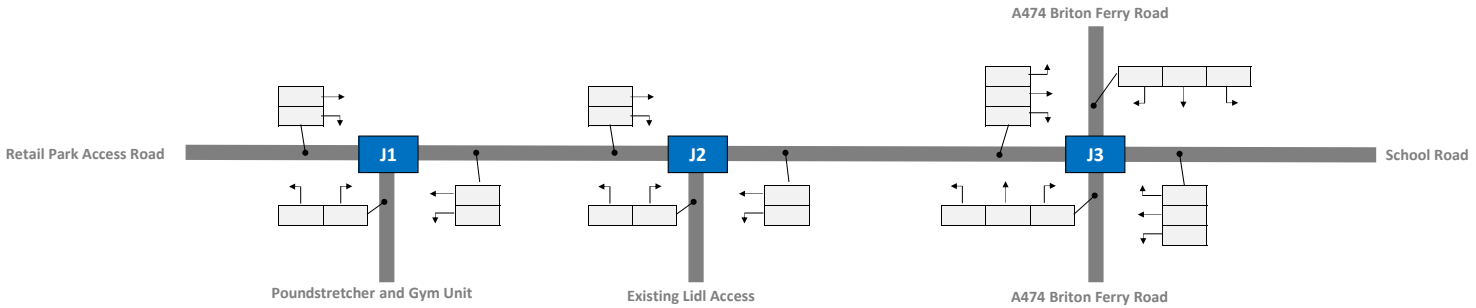
APPENDIX F

Network Flow Diagrams

21-00738 Briton Ferry Road, Lidl

Network Peak Traffic Periods

CORUN
Transport and Highway Engineering



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

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

Network Peak Flow Periods

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

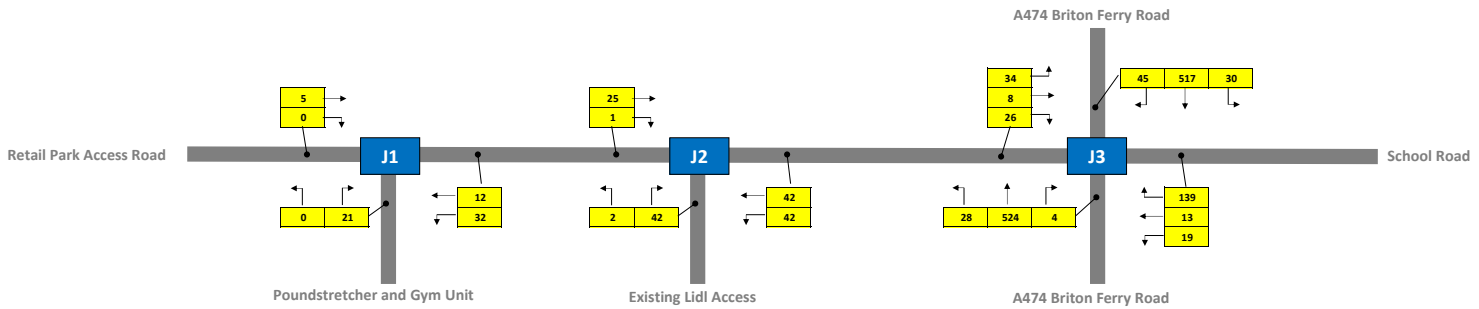
Note: Flows exclude cyclists and U-turn movements

21-00738 Briton Ferry Road, Lidl

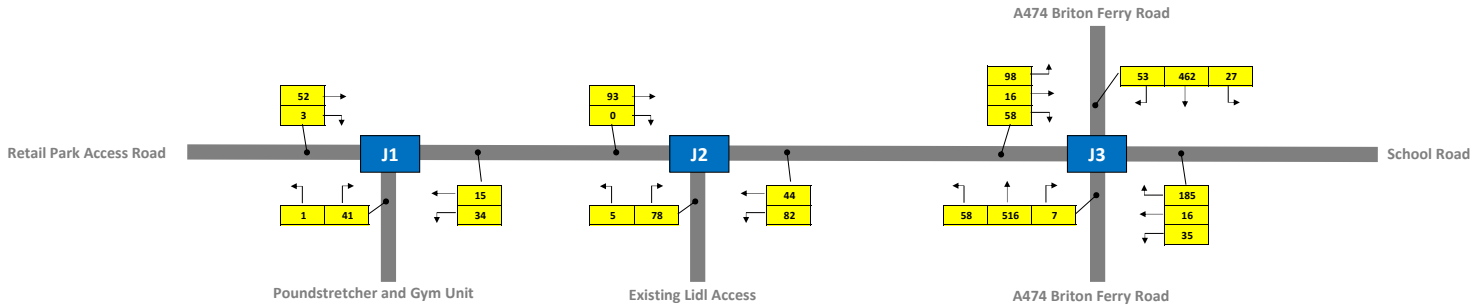
November 2021 Surveyed Flows - Light Vehicles

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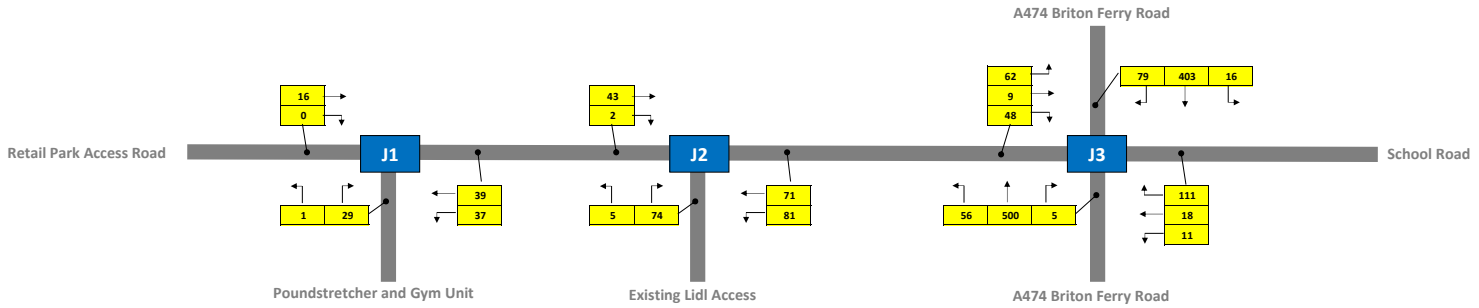
Weekday AM Peak Hour Period (08:30 to 09:30)



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



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



Notes:

Flows as per MCC surveys undertaken on Friday 19th November 2021 and Saturday 20th November 2021

Light Vehicles = Motorcycle + Car + LGV

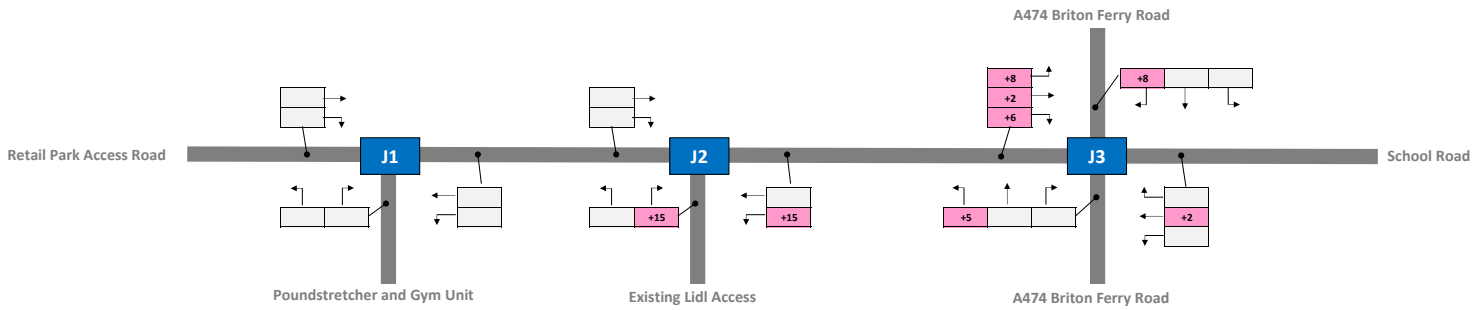
x - **Light Vehicles**

21-00738 Briton Ferry Road, Lidl

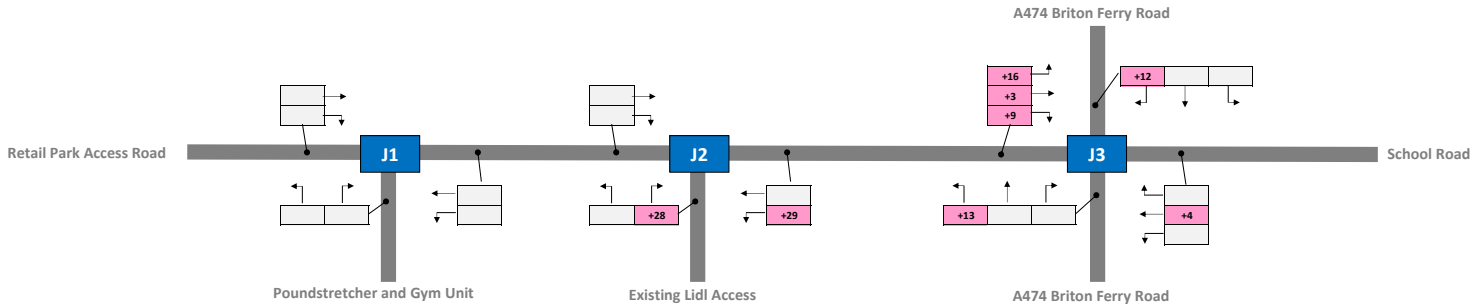
Covid Factor flow increase to and From Existing Lidl Unit (Light Vehicles Only)

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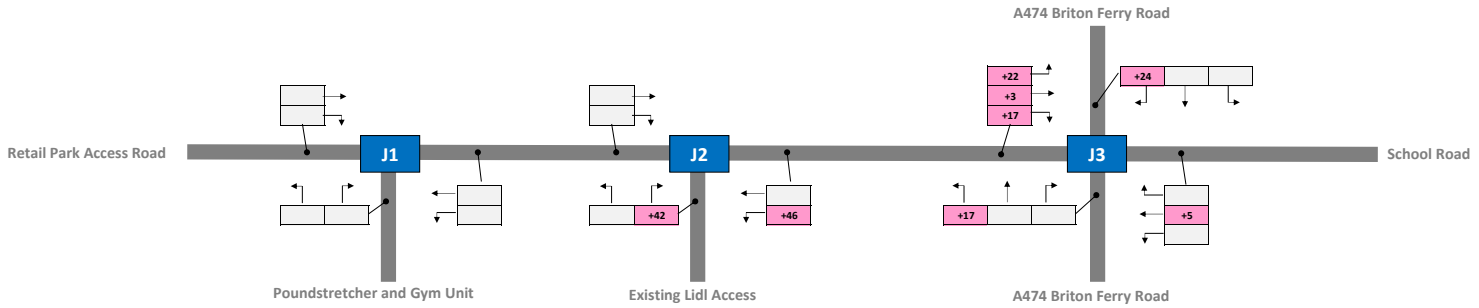
Weekday AM Peak Hour Period (08:30 to 09:30)



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



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



Notes:

Weekday Covid Factor = +35.6%

Saturday Covid Factor = +56.5%

Factors applied only to Lidl flows to / from J3

x - **Covid Factor Flow Increase**

January 2022

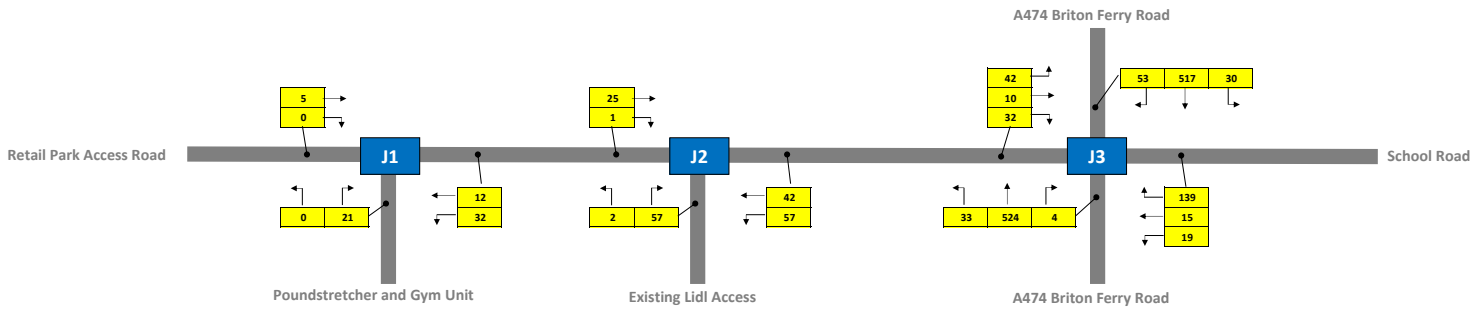
Diagram Ref No.2b

21-00738 Briton Ferry Road, Lidl

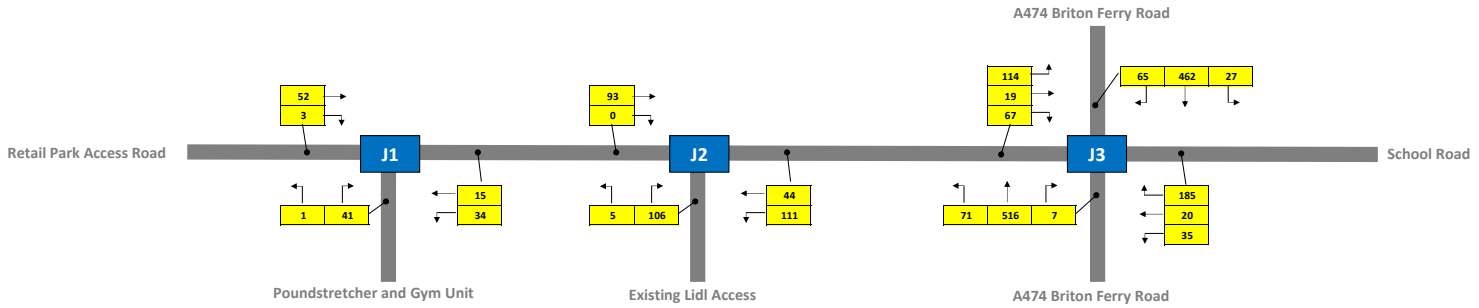
November 2021 Surveyed Flows + Lidl Unit Covid Factor Increase - Light Vehicles

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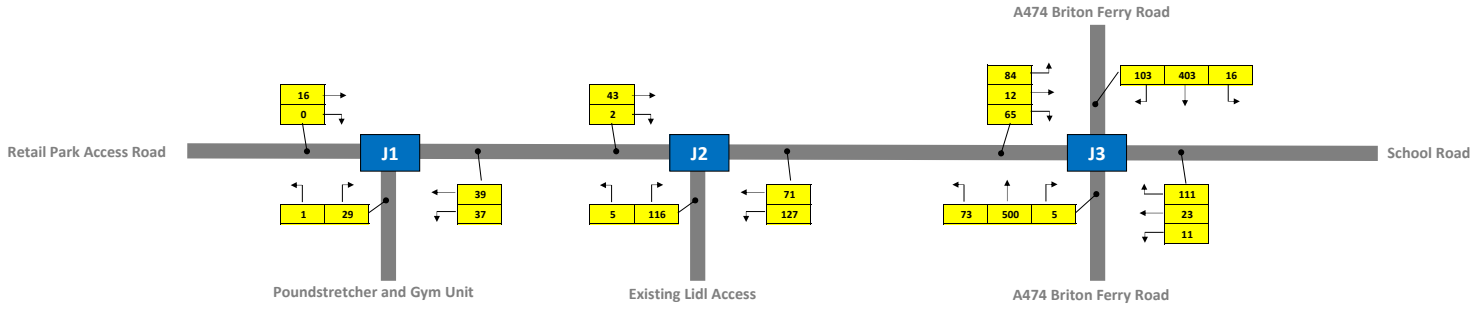
Weekday AM Peak Hour Period (08:30 to 09:30)



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



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



Notes:

Flows as per MCC surveys undertaken on Friday 19th November 2021 and Saturday 20th November 2021

Light Vehicles = Motorcycle + Car + LGV

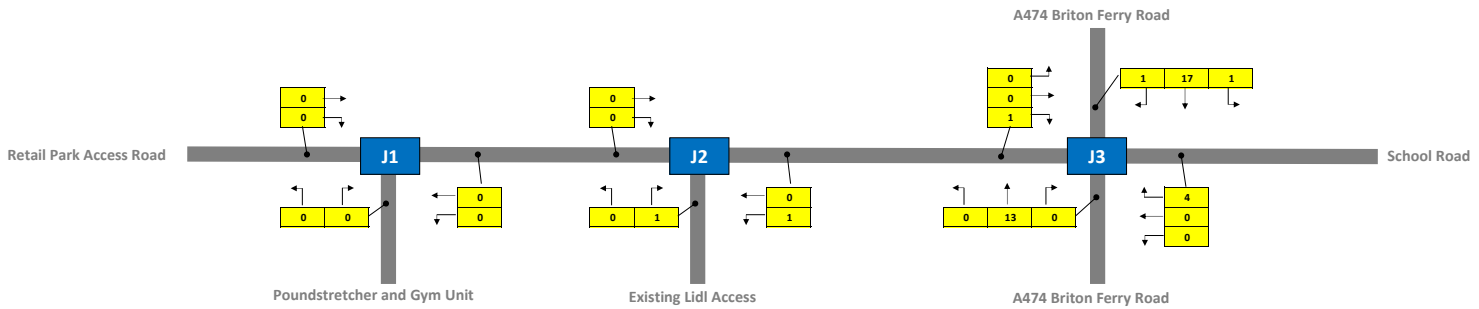
x - **Light Vehicles**

21-00738 Briton Ferry Road, Lidl

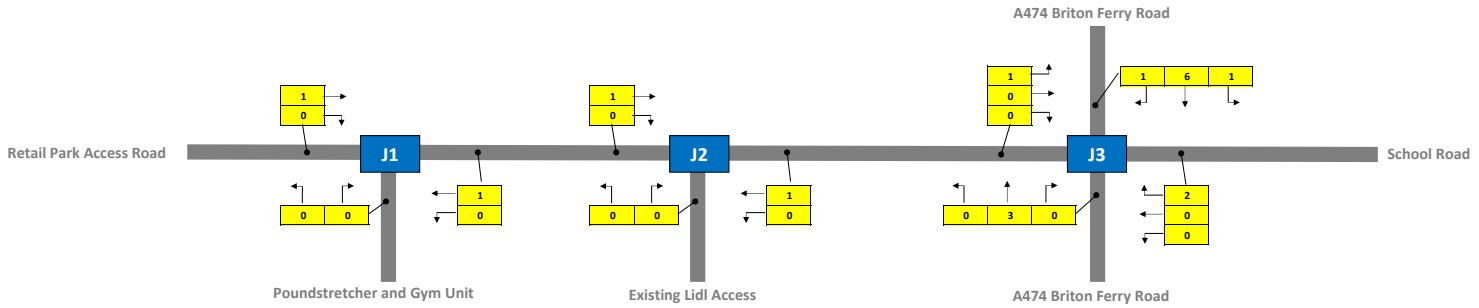
November 2021 Surveyed Flows - Heavy Vehicles

CORUN Transport and Highway Engineering

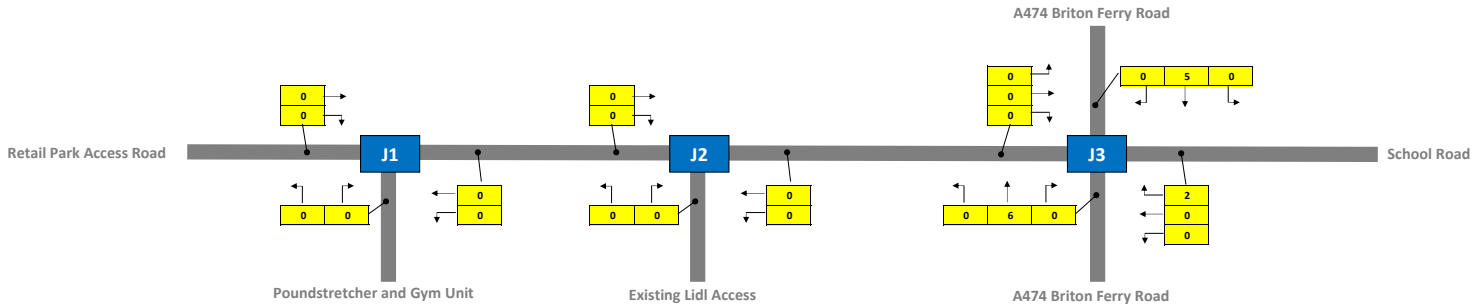
Weekday AM Peak Hour Period (08:30 to 09:30)



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



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



Notes:

Flows as per MCC surveys undertaken on Friday 19th November 2021 and Saturday 20th November 2021

Heavy Vehicles = OGV1 + OGV2 + Bus

No Covid factor applied to observed heavy vehicle flows

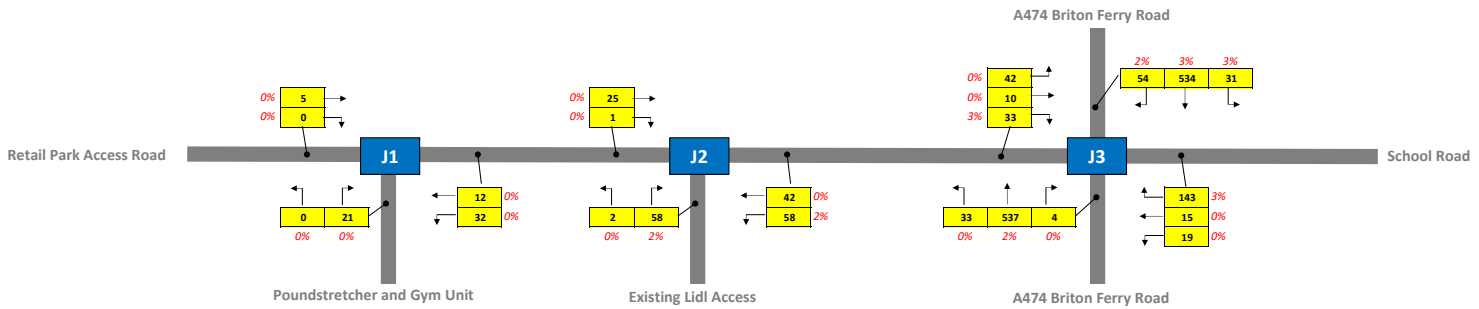
x - **Heavy Vehicles**

21-00738 Briton Ferry Road, Lidl

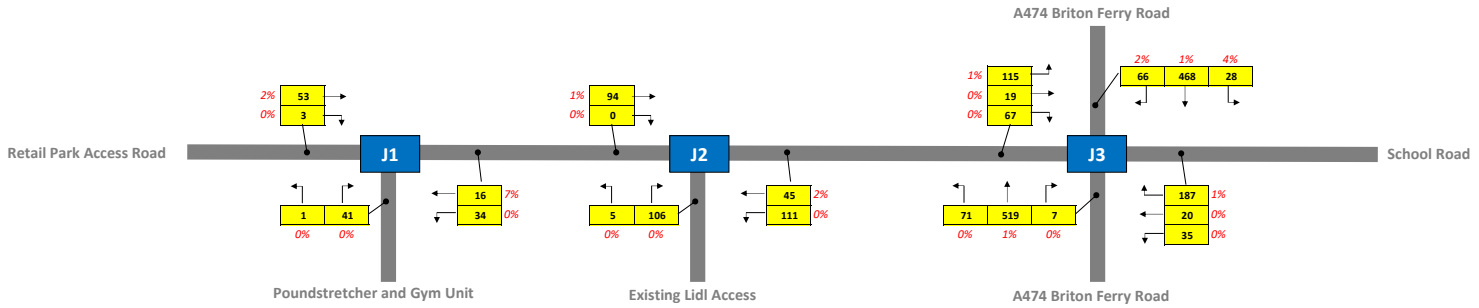
November 2021 Surveyed Flows (Including for Covid factor uplift) - All Vehicles

CORUN Transport and Highway Engineering

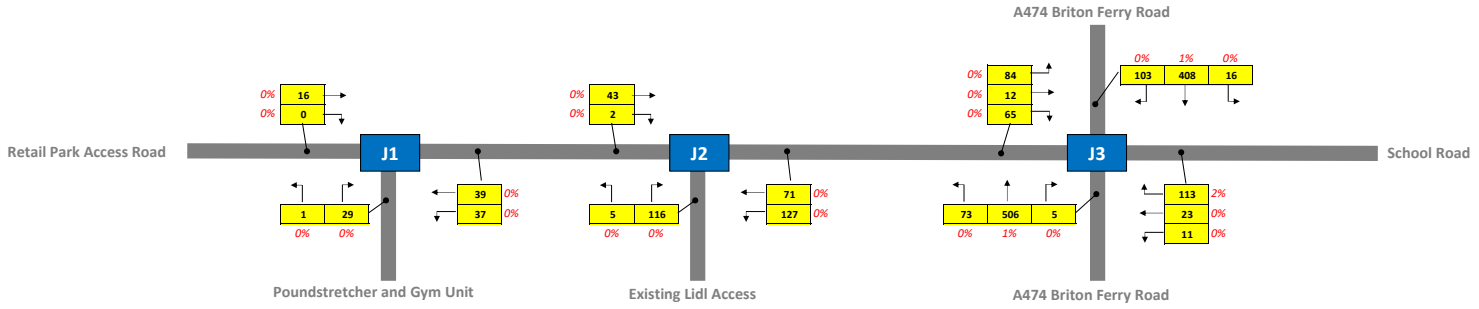
Weekday AM Peak Hour Period (08:30 to 09:30)



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



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



Notes:

Flows as per MCC surveys undertaken on Friday 19th November 2021 and Saturday 20th November 2021, with Covid factor applied to Lidl unit movements to / from J3

Light Vehicles = Motorcycle + Car + LGV

Heavy Vehicles = OGV1 + OGV2 + Bus

X - **All Vehicles**

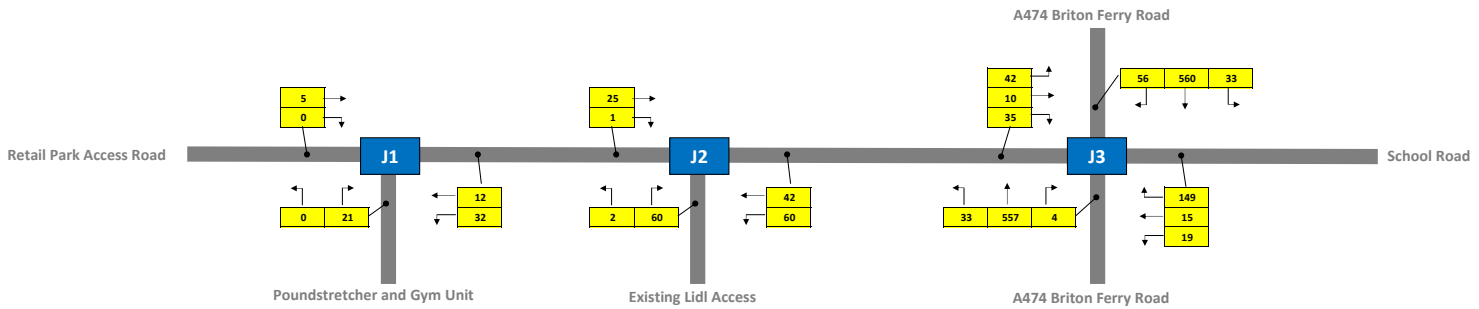
X% - **% Heavy Vehicles**

21-00738 Briton Ferry Road, Lidl

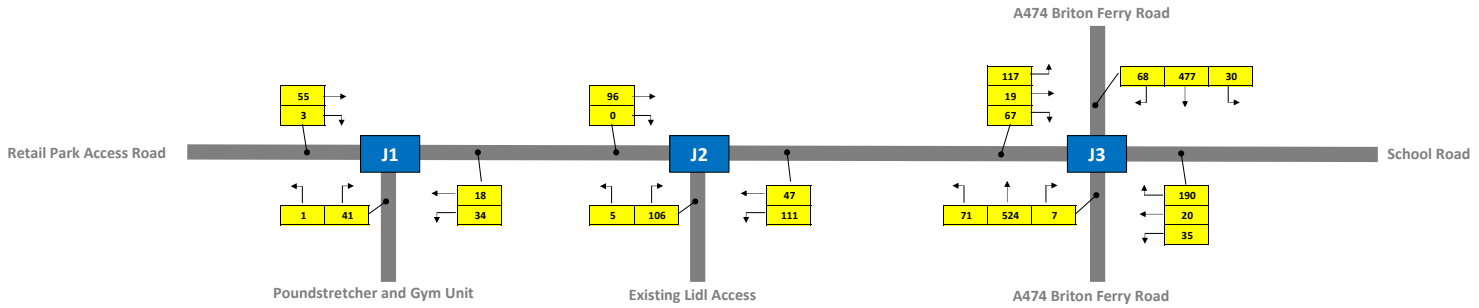
November 2021 Surveyed Flows (Including for Covid factor uplift) - PCU

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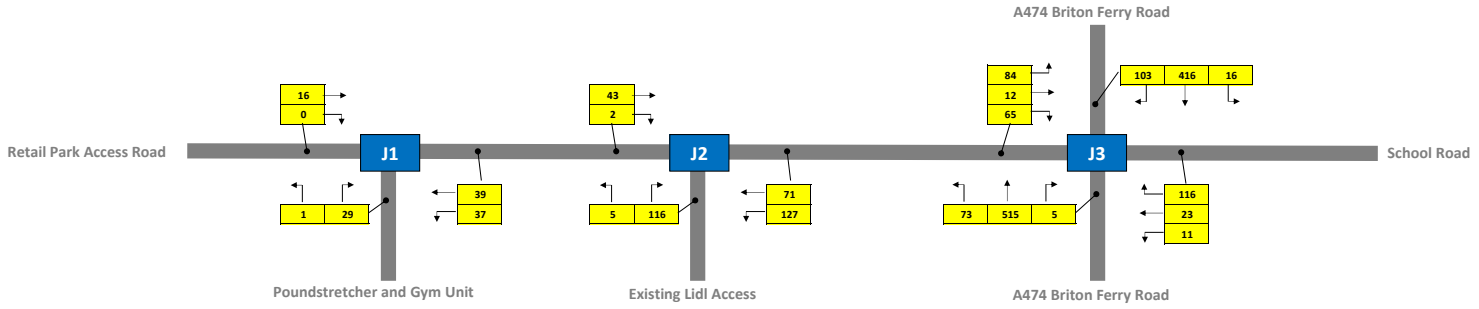
Weekday AM Peak Hour Period (08:30 to 09:30)



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



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



Notes:

Flows as per MCC surveys undertaken on Friday 19th November 2021 and Saturday 20th November 2021, with Covid factor applied to Lidl unit movements to / from J3

Light Vehicle PCU Value = 1

Heavy Vehicle PCU Value = 2.5

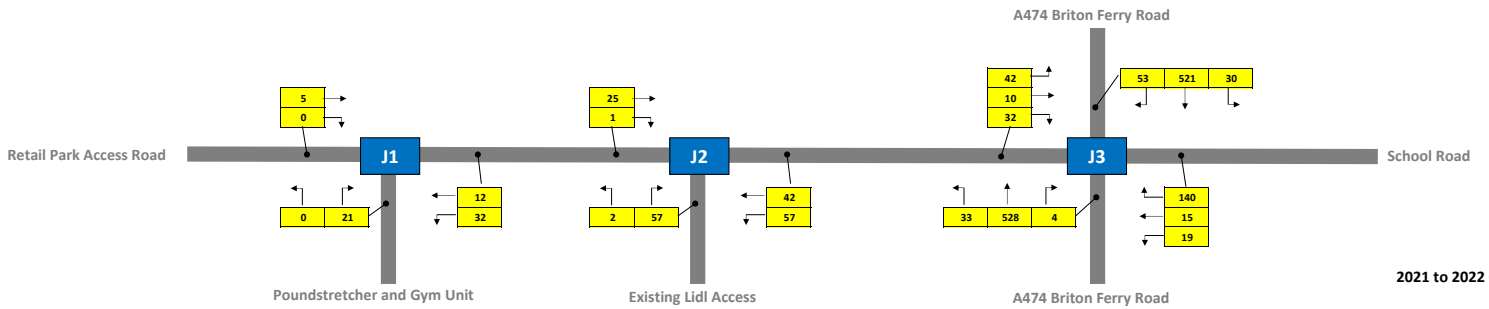
X - PCU

20-00721 Great North Road, Milford Haven

2022 Forecast Year, No Development - Light Vehicles

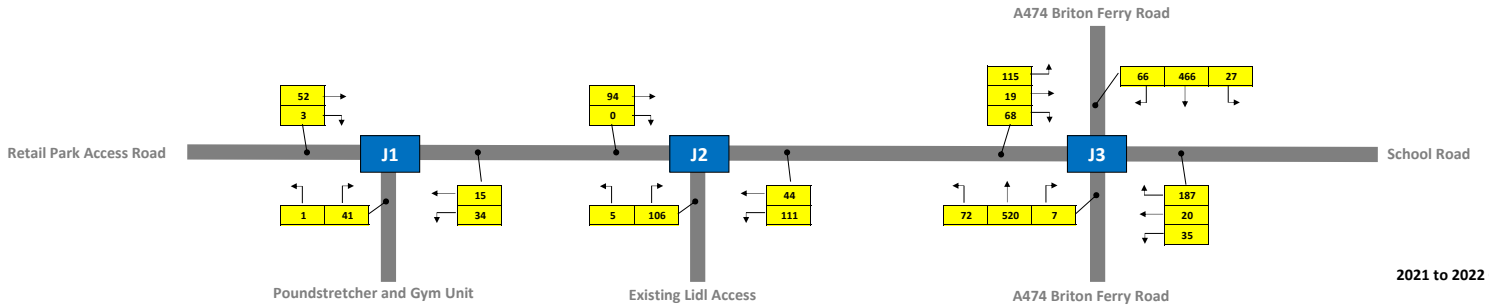
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Weekday AM Peak Hour Period (08:15 to 09:15)



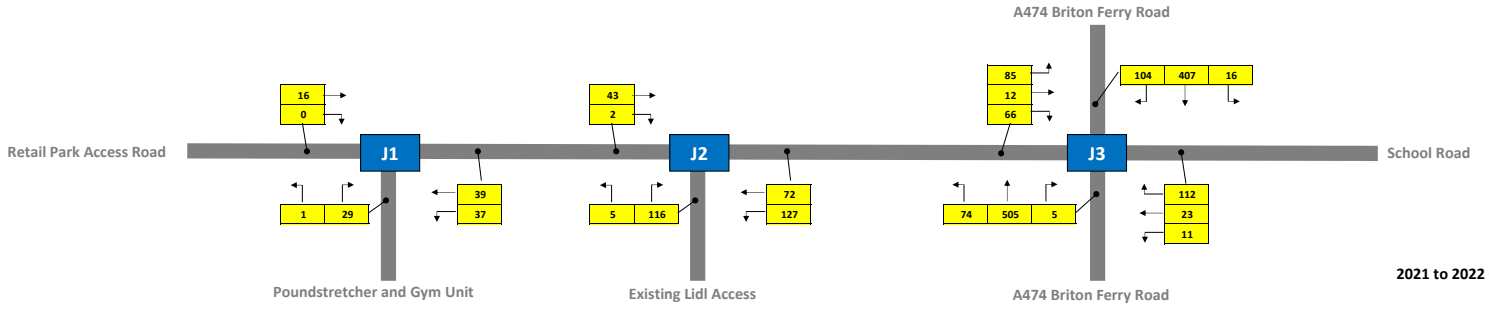
2021 to 2022 Growth Factor = 1.0084

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



2021 to 2022 Growth Factor = 1.0083

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



2021 to 2022 Growth Factor = 1.0092

Notes:

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

No growth has been applied to existing site arrival and departure flows at J1 and J2. Growth has been applied to the full movement flows at J3 for robustness (i.e. site trips will also be growthed in these movements)

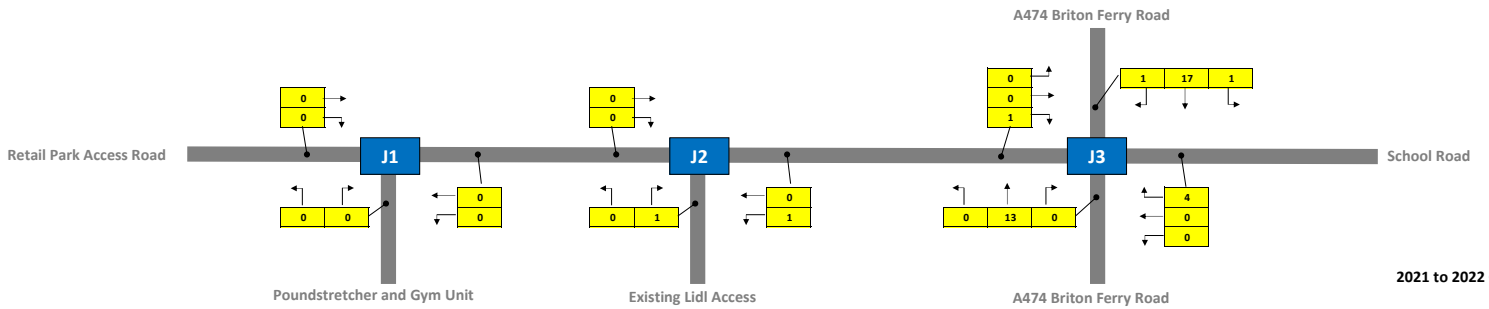
x - Light Vehicles

20-00721 Great North Road, Milford Haven

2022 Forecast Year, No Development - Heavy Vehicles

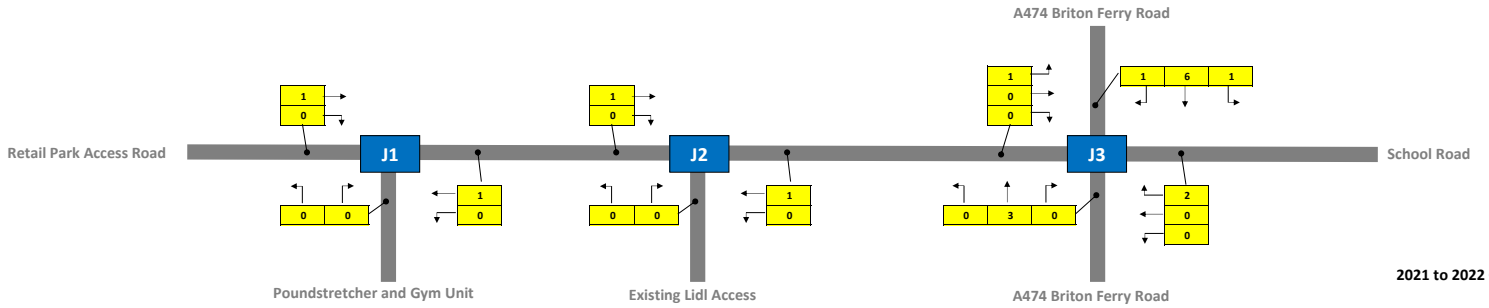
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Weekday AM Peak Hour Period (08:15 to 09:15)



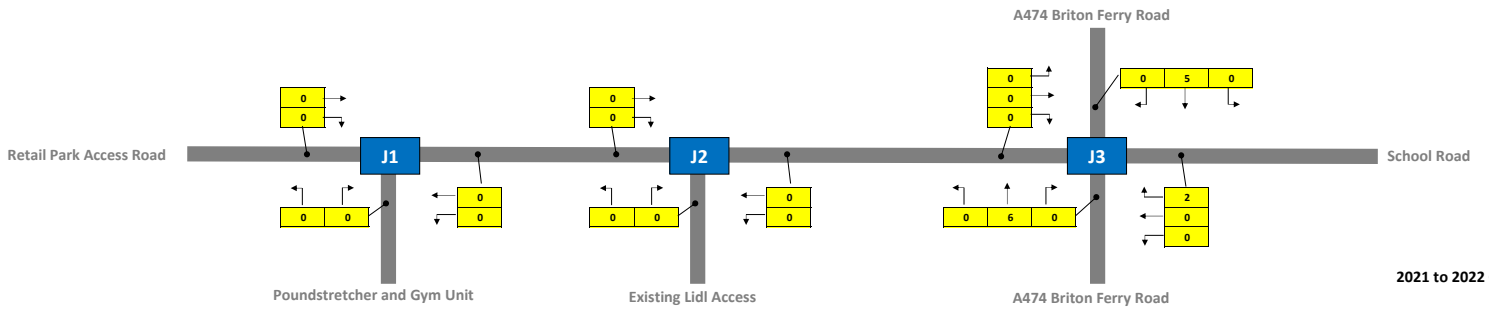
2021 to 2022 Growth Factor = 1.0084

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



2021 to 2022 Growth Factor = 1.0083

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



2021 to 2022 Growth Factor = 1.0092

Notes:

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

No growth has been applied to existing site arrival and departure flows at J1 and J2. Growth has been applied to the full movement flows at J3 for robustness (i.e. site trips will also be growthed in these movements)

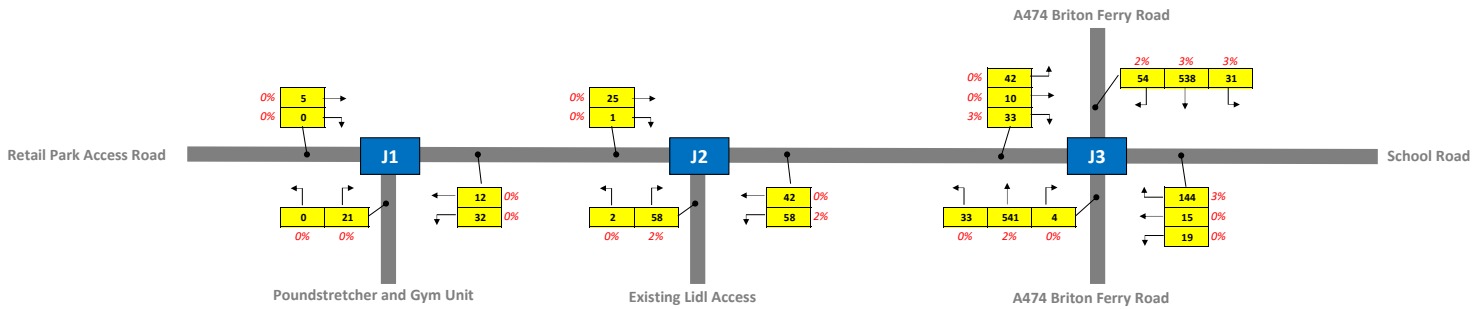
x - Heavy Vehicles

20-00721 Great North Road, Milford Haven

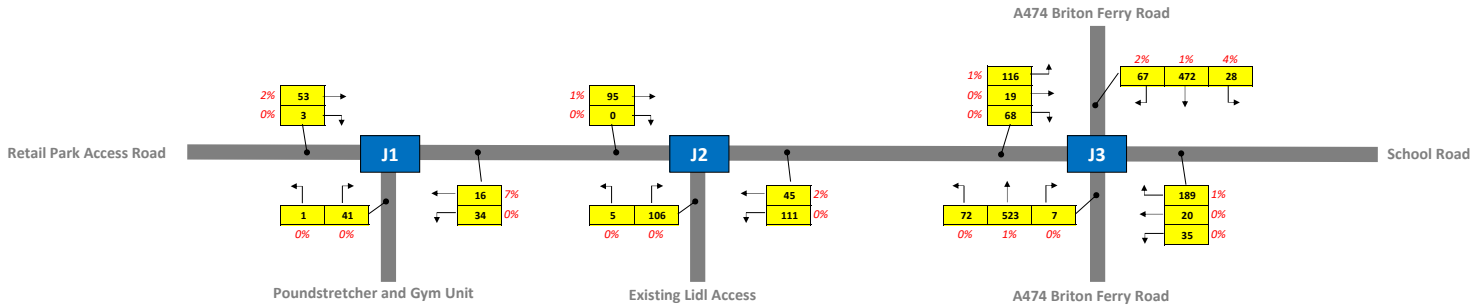
2022 Forecast Year, No Development - All Vehicles

CORUN
Transport and Highway Engineering

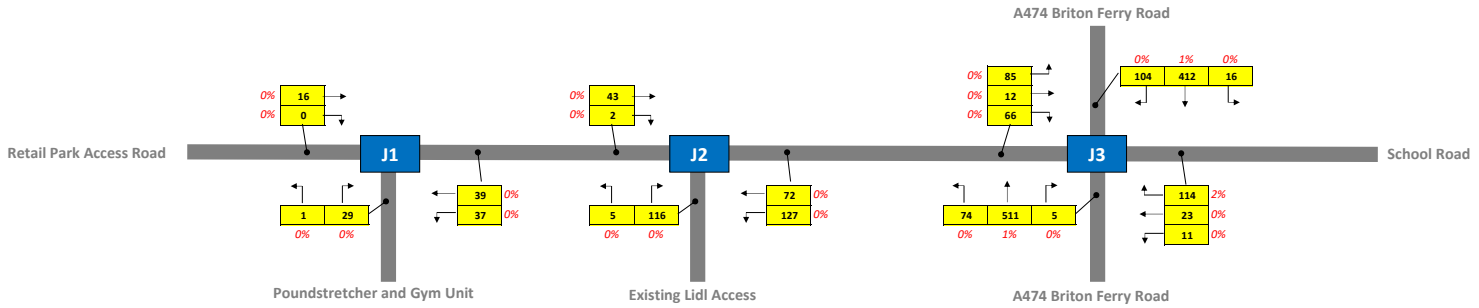
Weekday AM Peak Hour Period (08:15 to 09:15)



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



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



Notes:

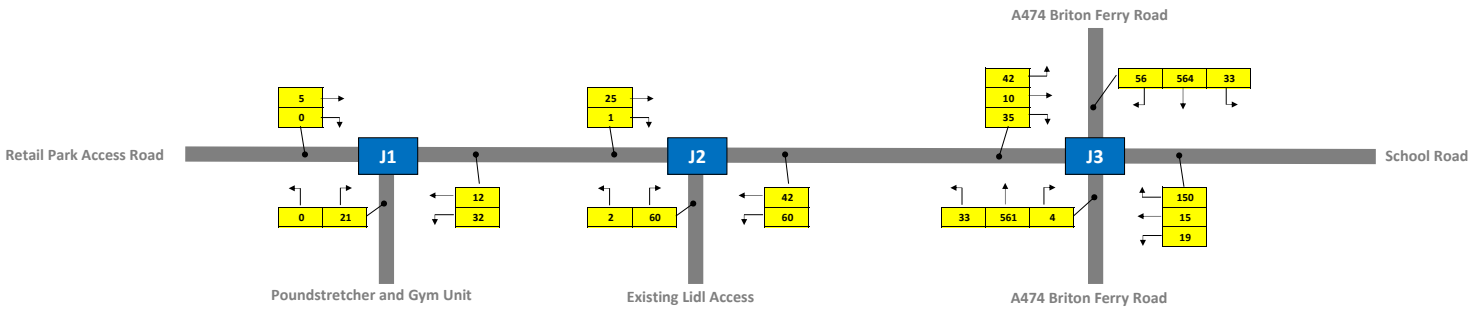
X - All Vehicles
X% - % Heavy Vehicles

20-00721 Great North Road, Milford Haven

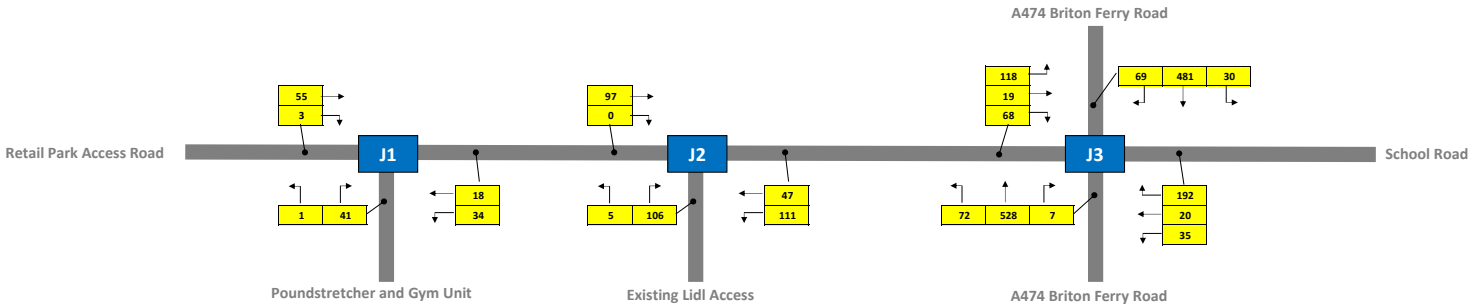
2022 Forecast Year, No Development - PCU

CORUN
Transport and Highway Engineering

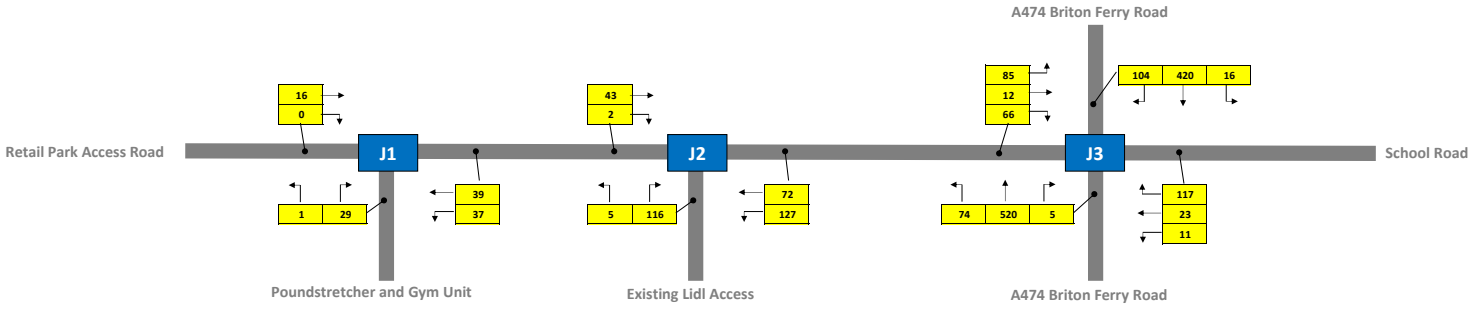
Weekday AM Peak Hour Period (08:15 to 09:15)



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



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



Notes:

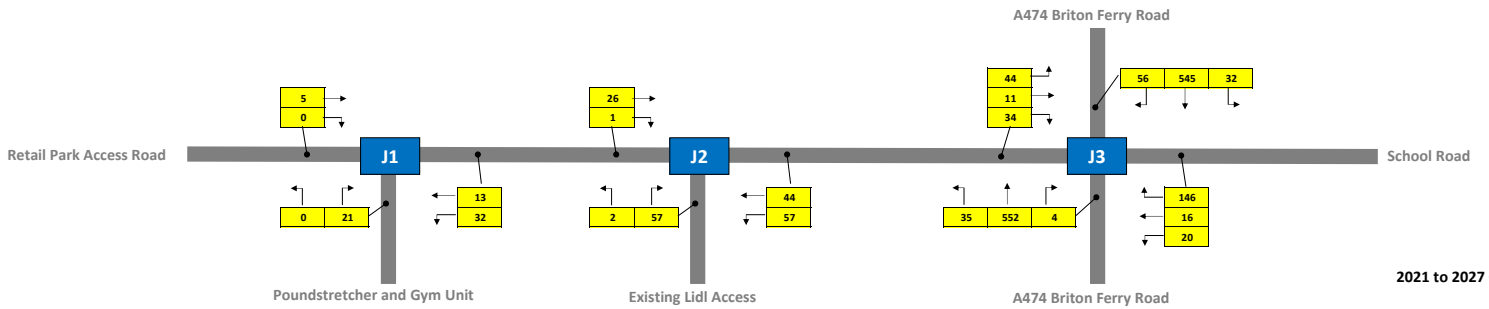
X - PCU

20-00721 Great North Road, Milford Haven

2027 Forecast Year, No Development - Light Vehicles

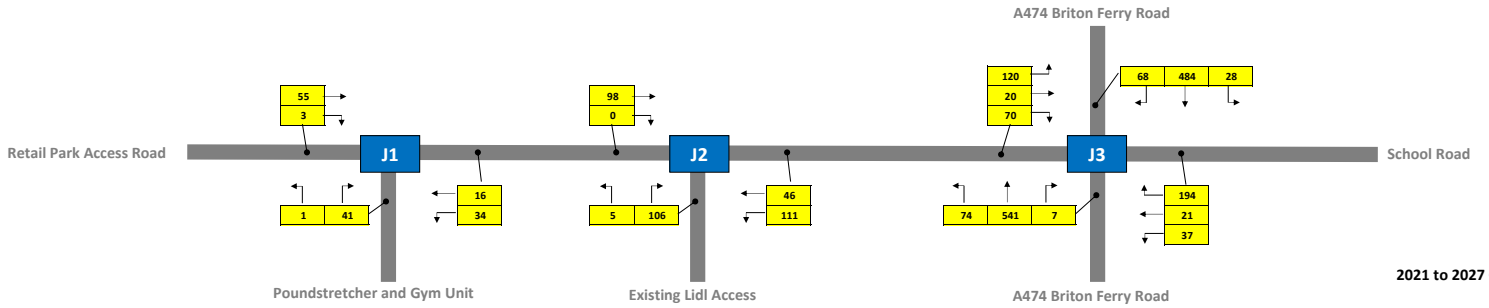
CORUN
Transport and Highway Engineering

Weekday AM Peak Hour Period (08:15 to 09:15)



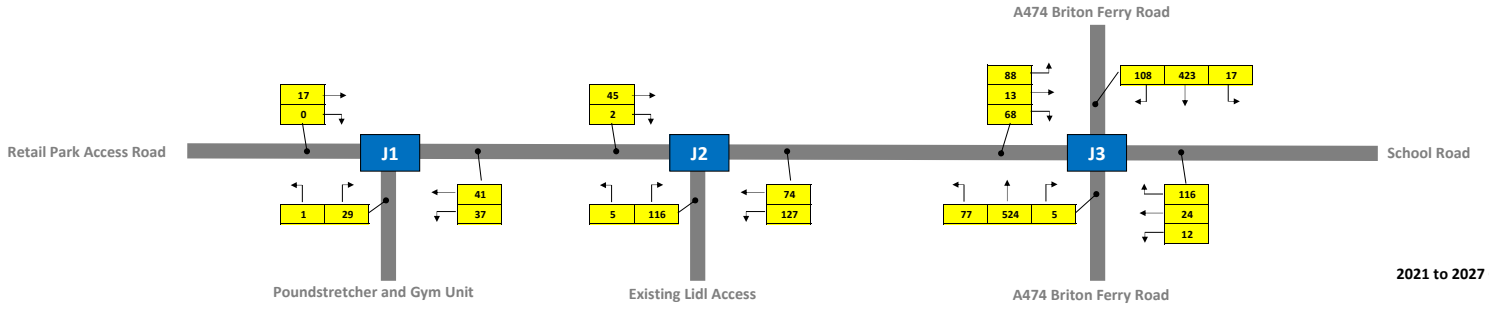
2021 to 2027 Growth Factor = 1.0535

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



2021 to 2027 Growth Factor = 1.0486

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



2021 to 2027 Growth Factor = 1.0486

Notes:

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

No growth has been applied to existing site arrival and departure flows at J1 and J2. Growth has been applied to the full movement flows at J3 for robustness (i.e. site trips will also be growthed in these movements)

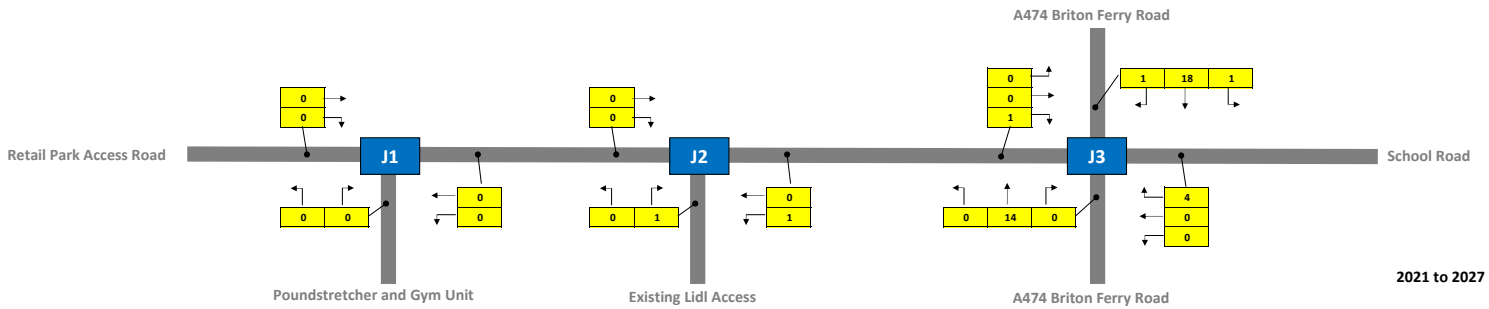
x - Light Vehicles

20-00721 Great North Road, Milford Haven

2027 Forecast Year, No Development - Heavy Vehicles

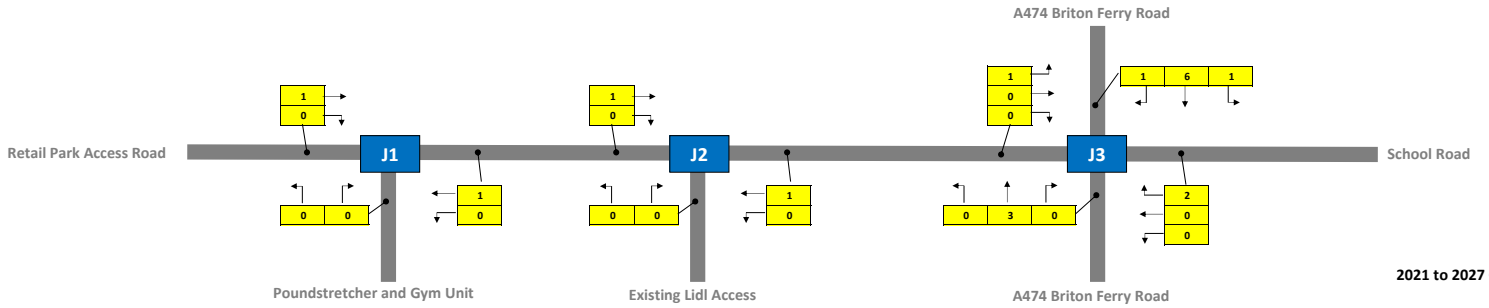
CORUN
Transport and Highway Engineering

Weekday AM Peak Hour Period (08:15 to 09:15)



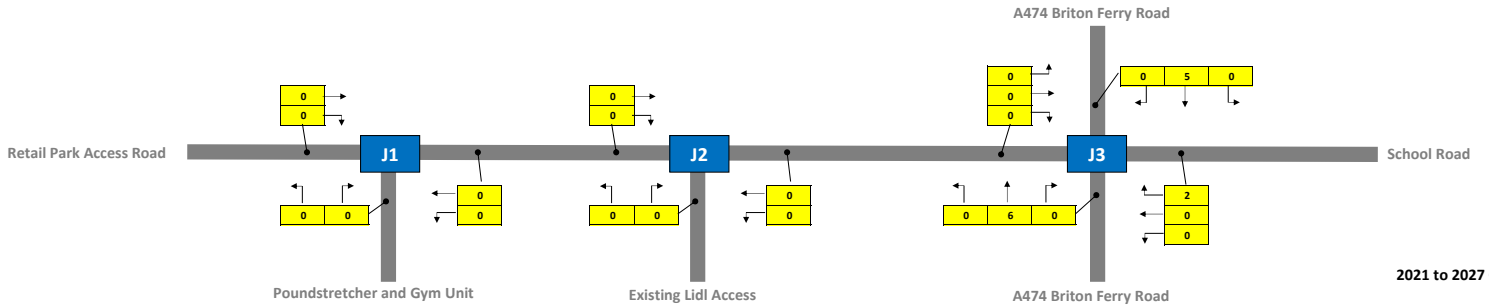
2021 to 2027 Growth Factor = 1.0535

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



2021 to 2027 Growth Factor = 1.0486

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



2021 to 2027 Growth Factor = 1.0486

Notes:

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

No growth has been applied to existing site arrival and departure flows at J1 and J2. Growth has been applied to the full movement flows at J3 for robustness (i.e. site trips will also be growthed in these movements)

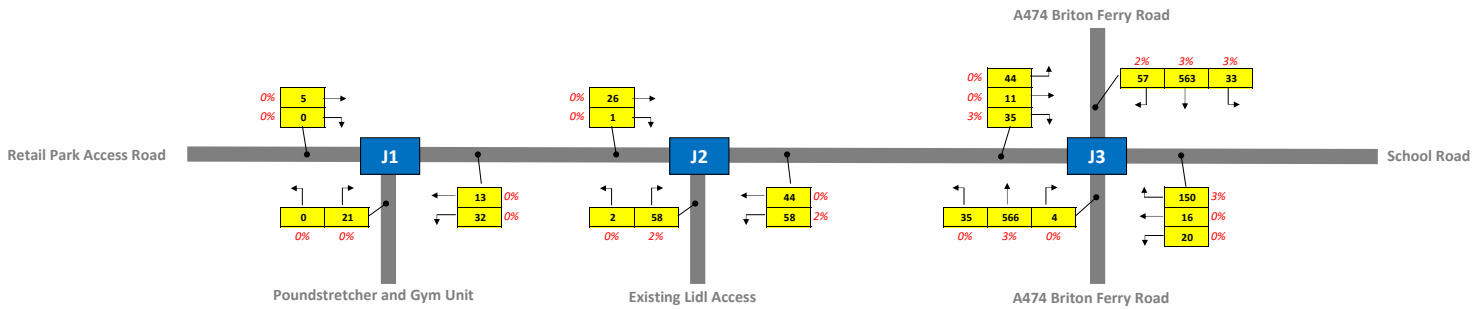
← x - Heavy Vehicles

20-00721 Great North Road, Milford Haven

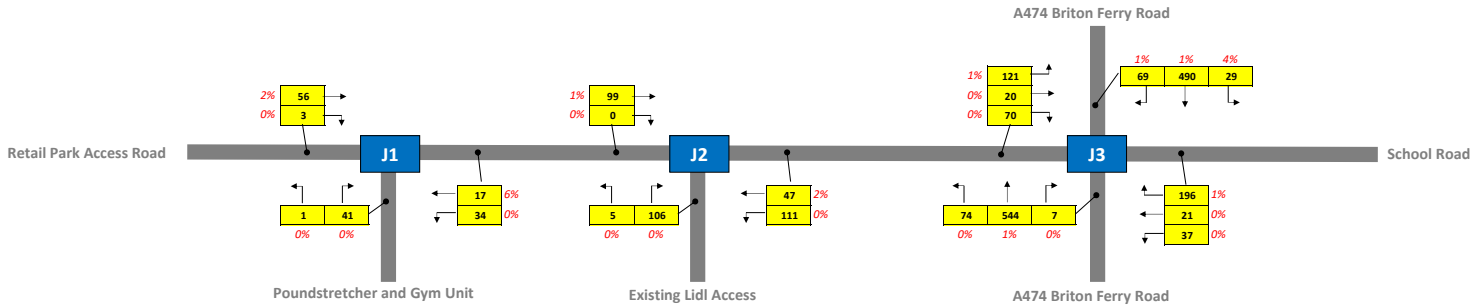
2027 Forecast Year, No Development - All Vehicles

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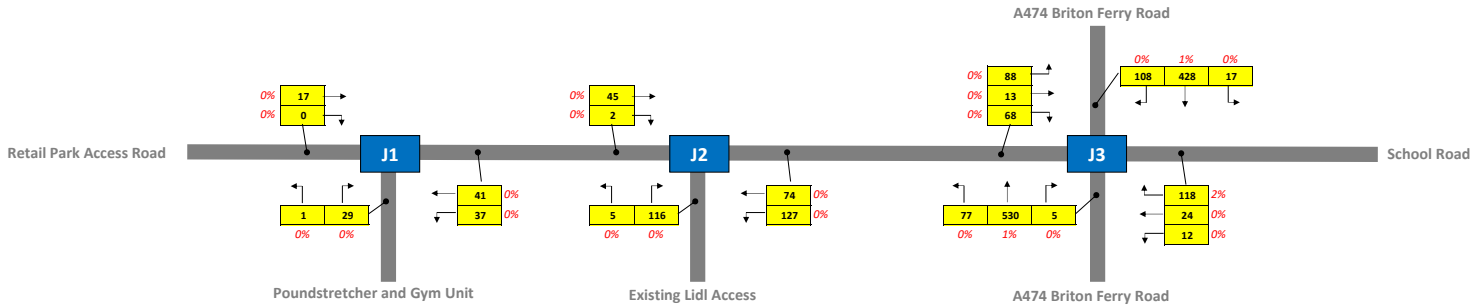
Weekday AM Peak Hour Period (08:15 to 09:15)



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



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



Notes:

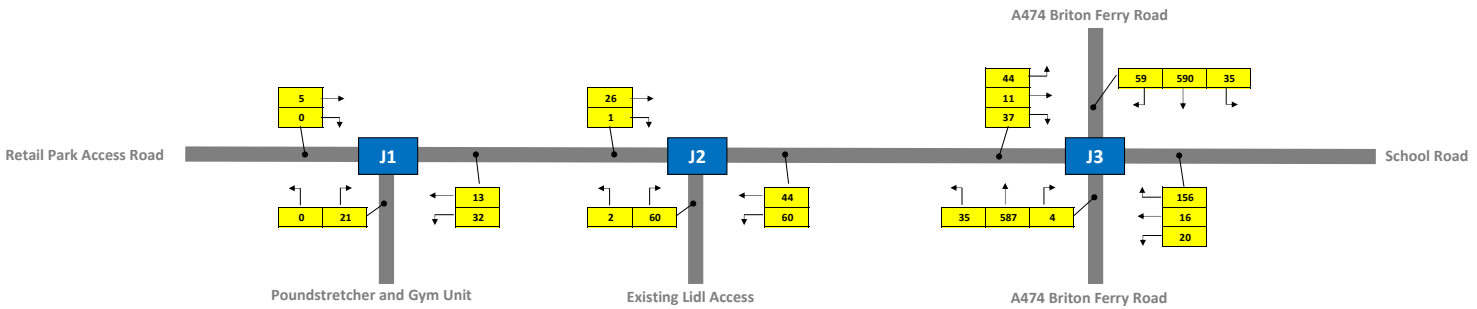
X - All Vehicles
X% - % Heavy Vehicles

20-00721 Great North Road, Milford Haven

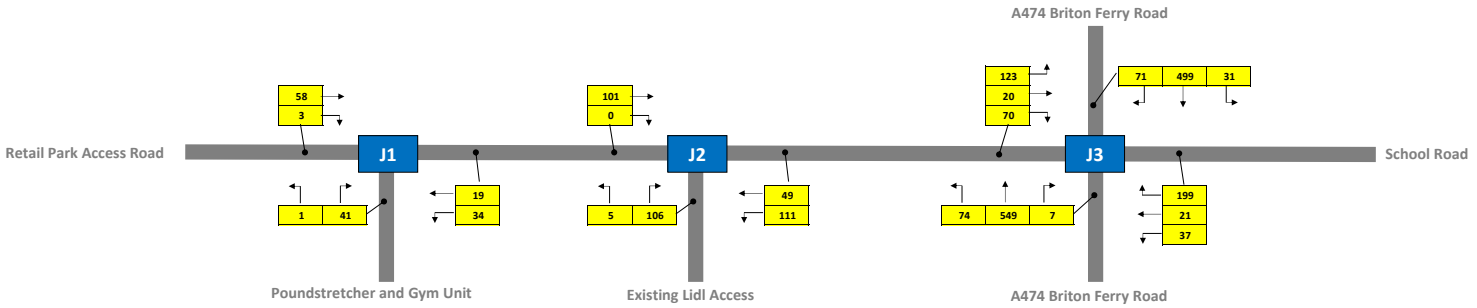
2027 Forecast Year, No Development - PCU

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Transport and Highway Engineering

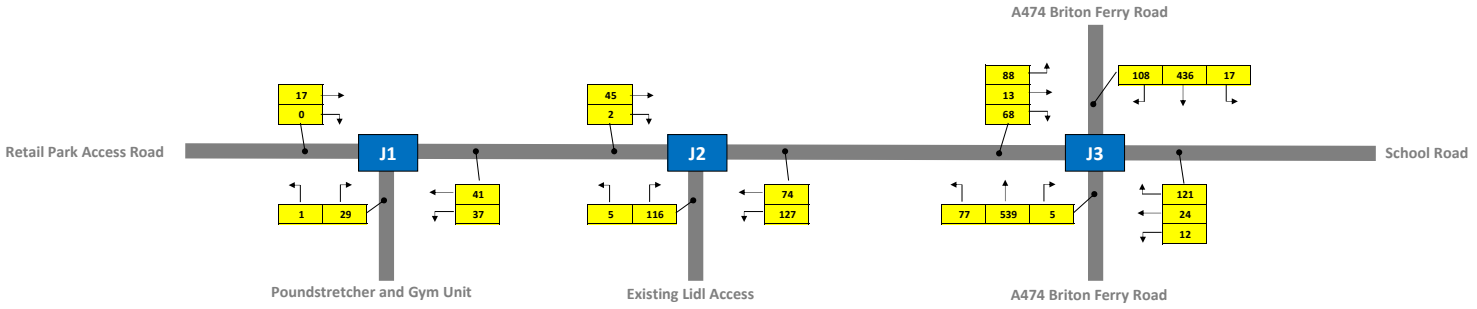
Weekday AM Peak Hour Period (08:15 to 09:15)



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



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



Notes:

X - PCU

January 2022

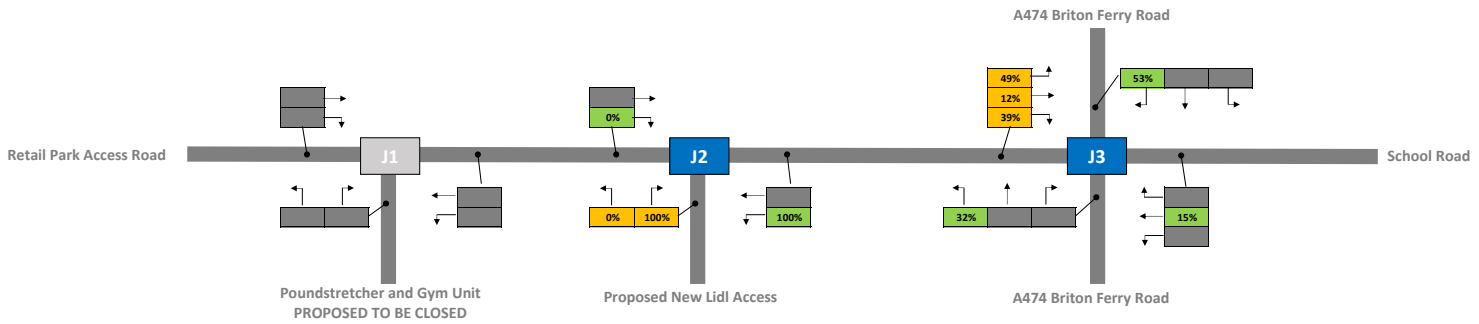
Diagram Ref No.12

20-00721 Great North Road, Milford Haven

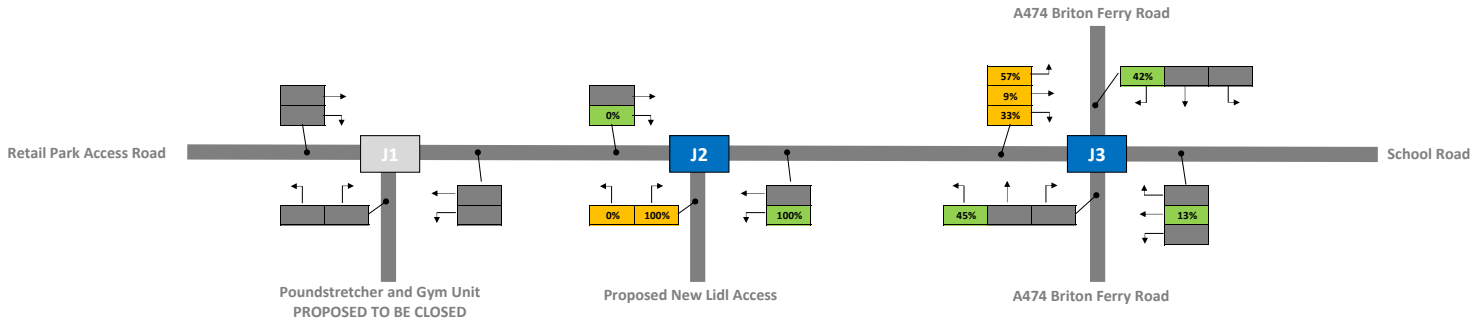
Proposed Development Trips Distribution

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Transport and Highway Engineering

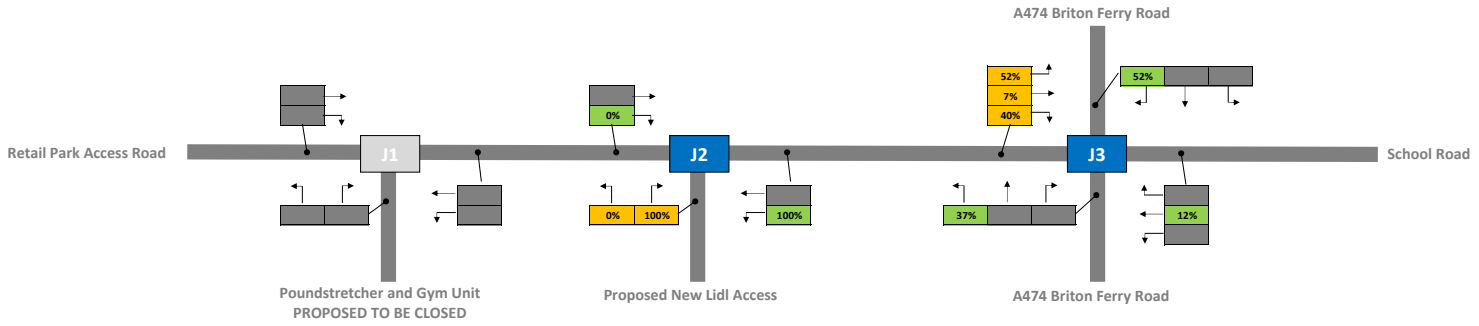
Weekday AM Peak Hour Period (08:15 to 09:15)



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



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



Notes:

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

All development trips assumed to route through the A474 signalised junction (J3)

x - **Departure Proportions**

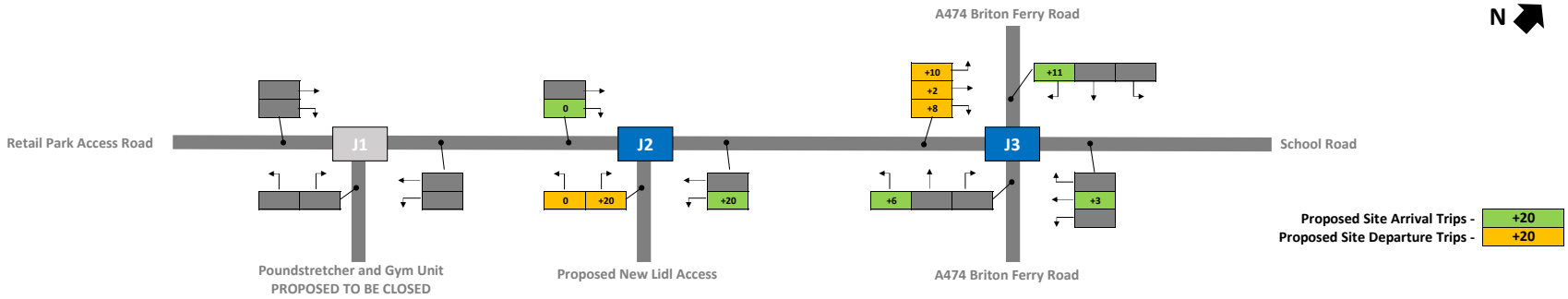
x - **Arrival Proportions**

20-00721 Great North Road, Milford Haven

Proposed Development Trips Increase (compared to existing Lidl unit)

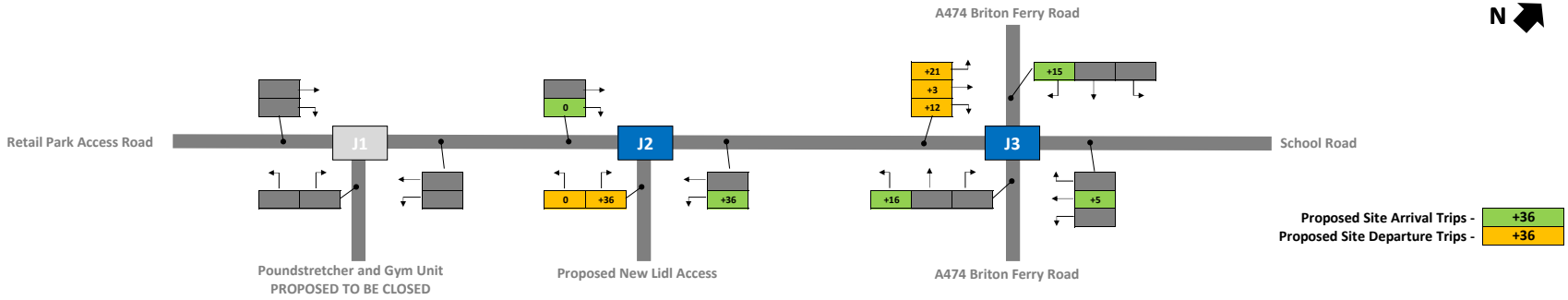
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Weekday AM Peak Hour Period (08:15 to 09:15)



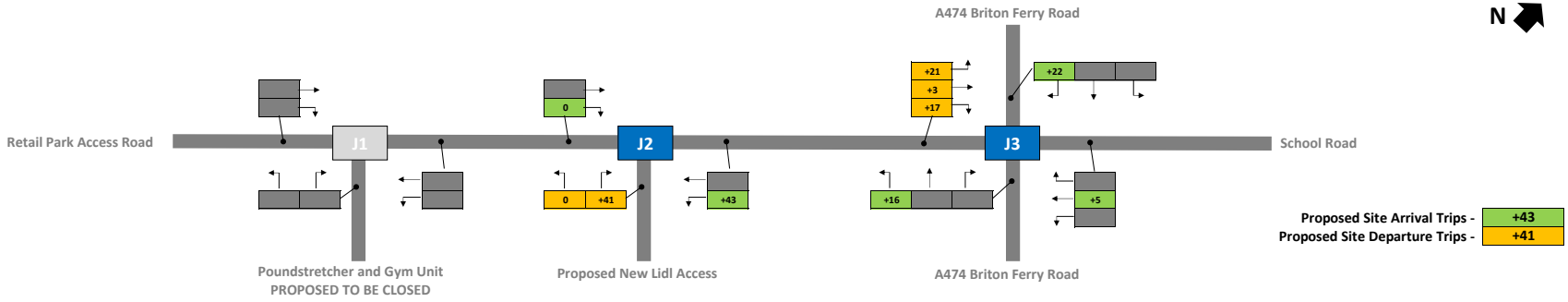
Proposed Site Arrival Trips -	+20
Proposed Site Departure Trips -	+20

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



Proposed Site Arrival Trips -	+36
Proposed Site Departure Trips -	+36

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



Proposed Site Arrival Trips -	+43
Proposed Site Departure Trips -	+41

Notes:

Development Arrivals and Departures based on a 32.1% increase in observed arrivals and departures at the existing Lidl unit (at J2)

Growth applied to observed Light vehicle movements only, as delivery method and schedule expected to remain the same at proposed development

The Covid uplift factor has been included within these claculations

x - Departure Trips

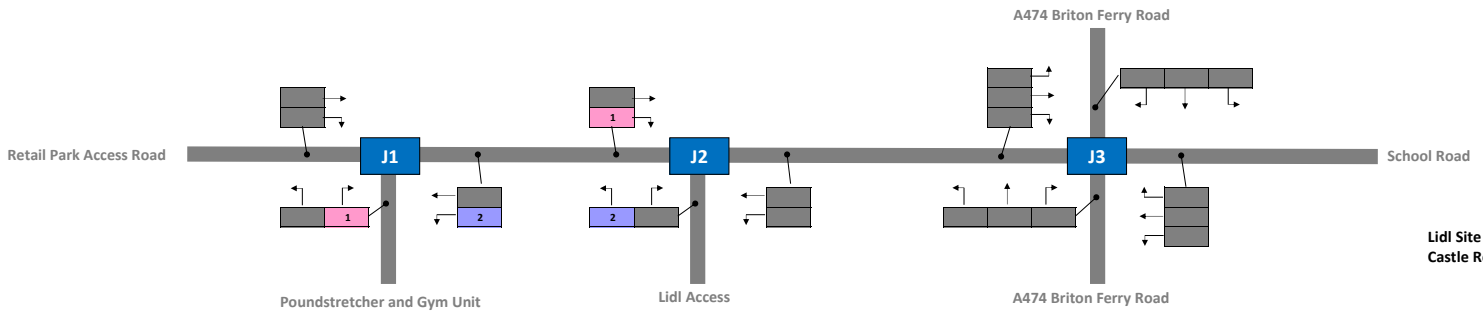
x - Arrival Trips

20-00721 Great North Road, Milford Haven

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

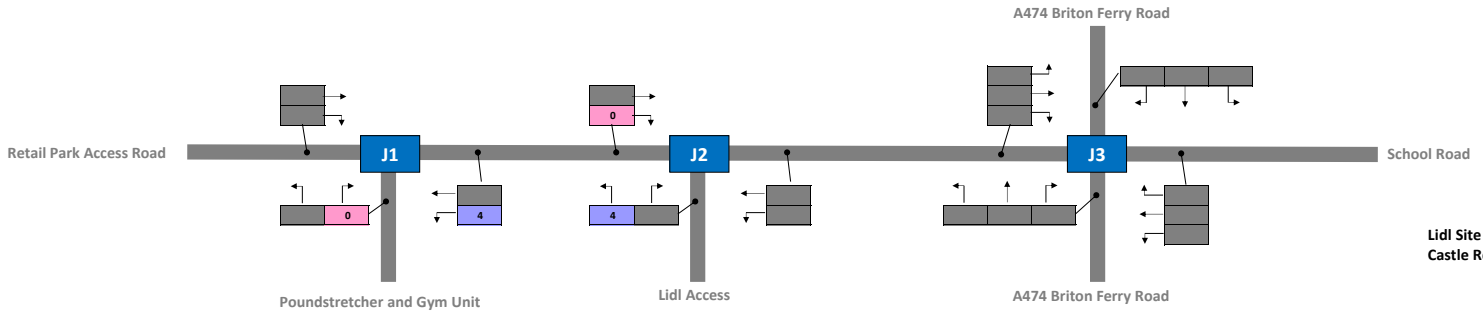
CORUN Transport and Highway Engineering

Weekday AM Peak Hour Period (08:15 to 09:15)



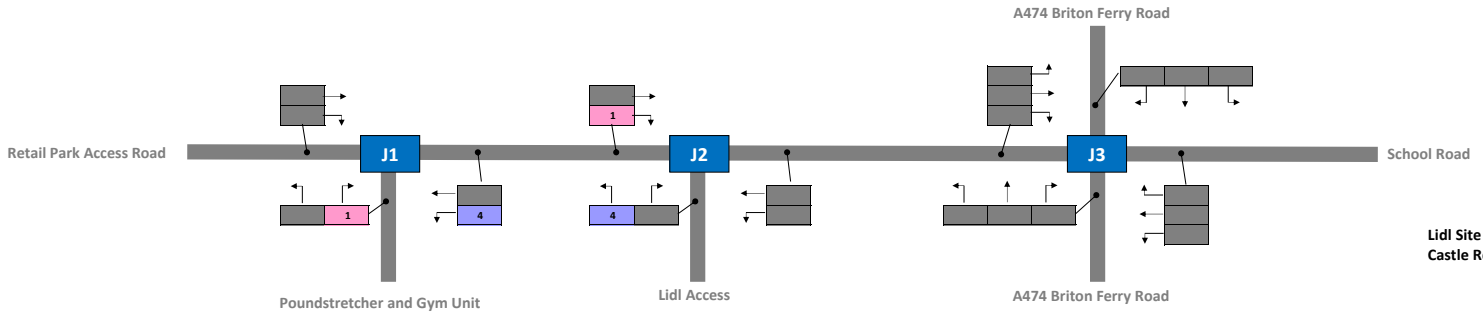
Lidl Site to Castle Retail Park Unit Site Trips - 2
Castle Retail Park Unit Site to Lidl Site Trips - 1

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



Lidl Site to Castle Retail Park Unit Site Trips - 4
Castle Retail Park Unit Site to Lidl Site Trips - 0

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



Lidl Site to Castle Retail Park Unit Site Trips - 4
Castle Retail Park Unit Site to Lidl Site Trips - 1

Notes:

Only light vehicles (Car or LGV) were observed making these linked trip movements

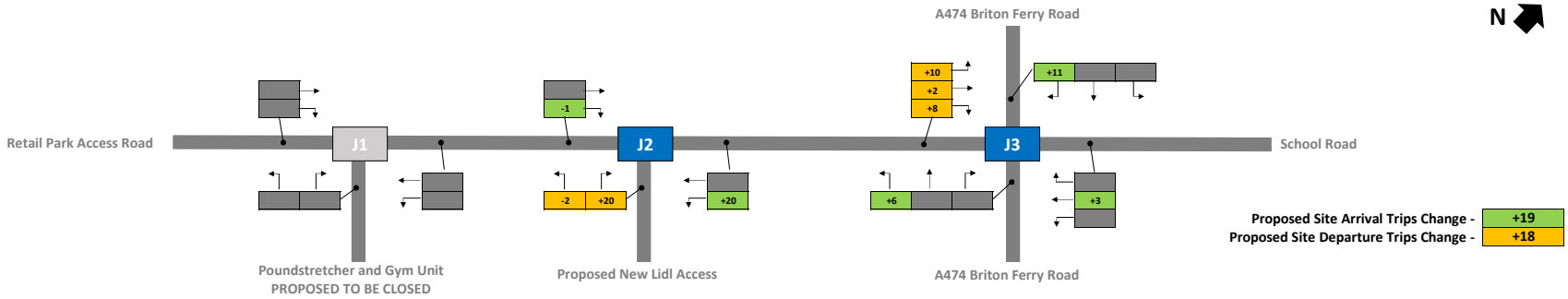
Flows as observed during MCC surveys on Friday 19th and Saturday 20th November 2021. No Covid uplift factor has been applied to these flows

20-00721 Great North Road, Milford Haven

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

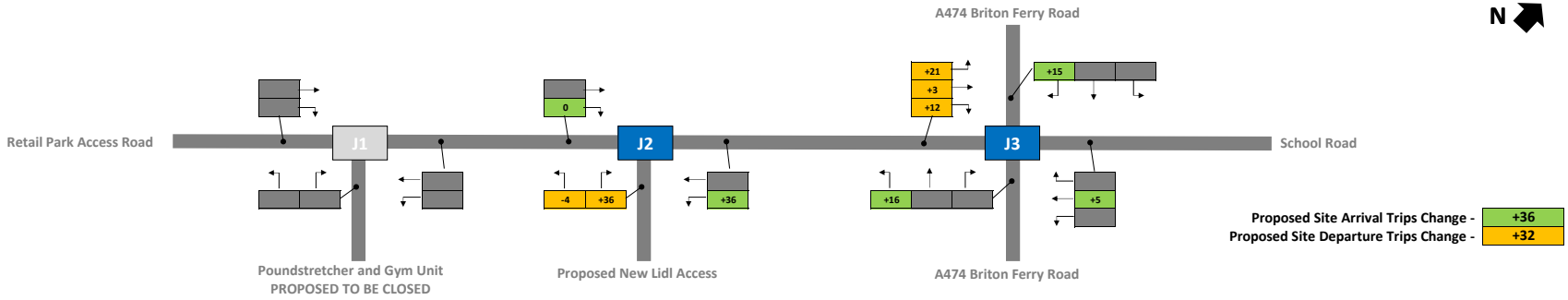
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Weekday AM Peak Hour Period (08:15 to 09:15)



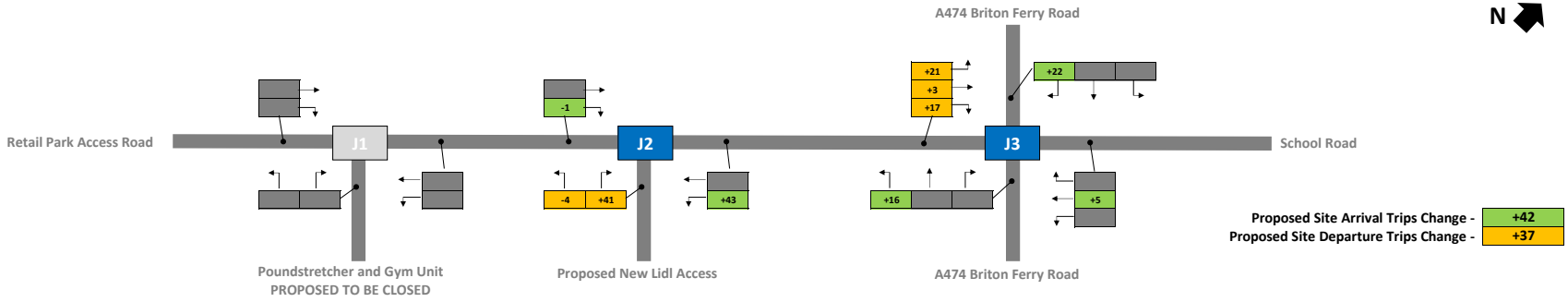
Proposed Site Arrival Trips Change - +19
Proposed Site Departure Trips Change - +18

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



Proposed Site Arrival Trips Change - +36
Proposed Site Departure Trips Change - +32

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



Proposed Site Arrival Trips Change - +42
Proposed Site Departure Trips Change - +37

Notes:

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

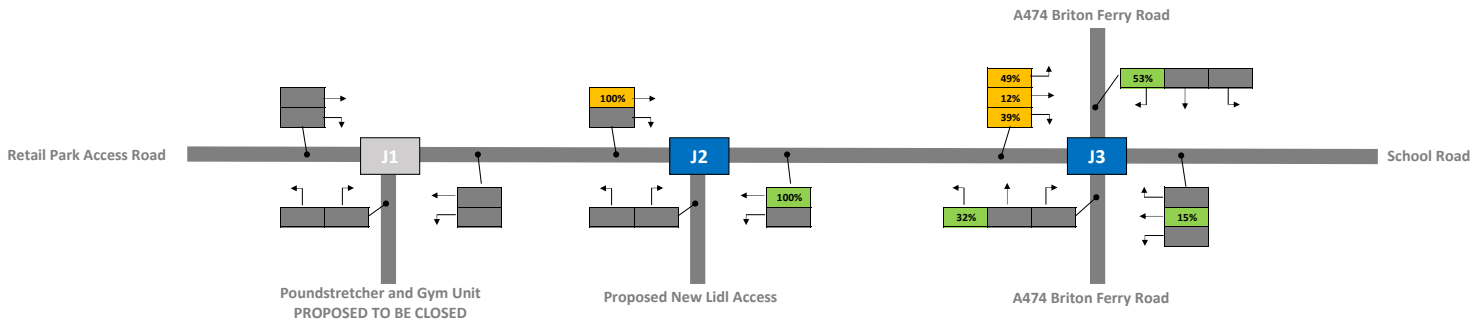
x - Departure Trips
x - Arrival Trips

20-00721 Great North Road, Milford Haven

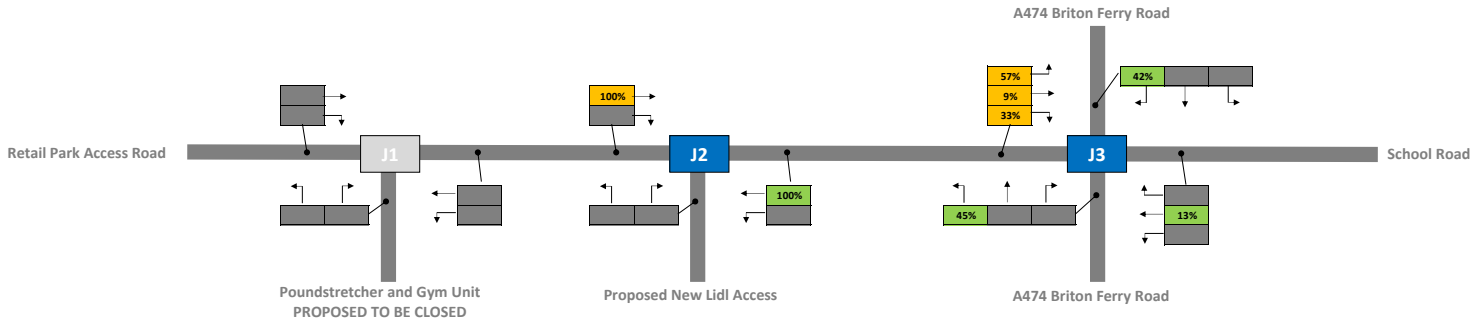
Existing Castle Retail Park Unit Trip Distribution through J2 and J3

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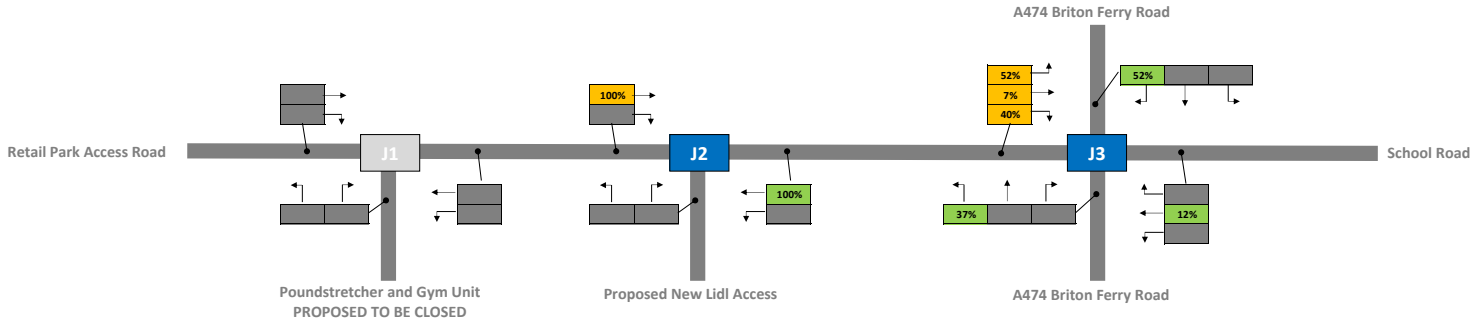
Weekday AM Peak Hour Period (08:15 to 09:15)



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



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



Notes:

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

X - **Departure Proportions**
X - **Arrival Proportions**

January 2022

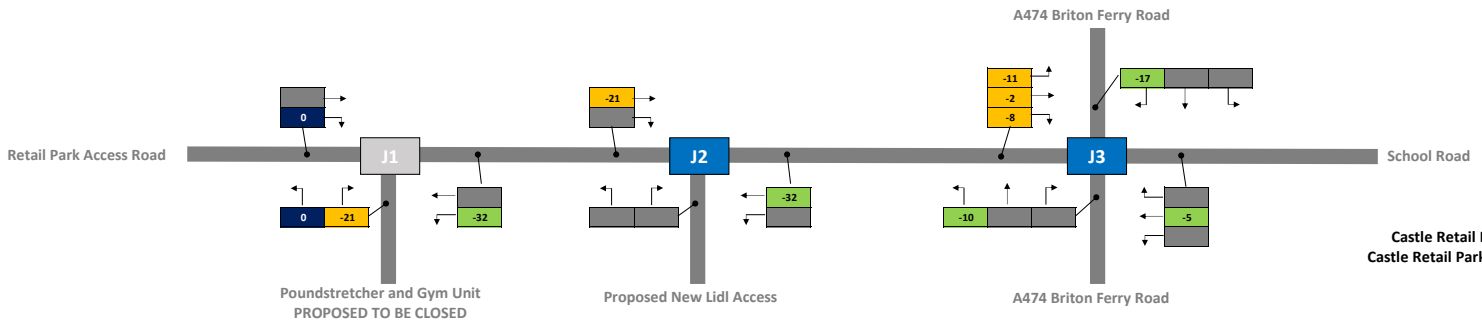
Diagram Ref No.17

20-00721 Great North Road, Milford Haven

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

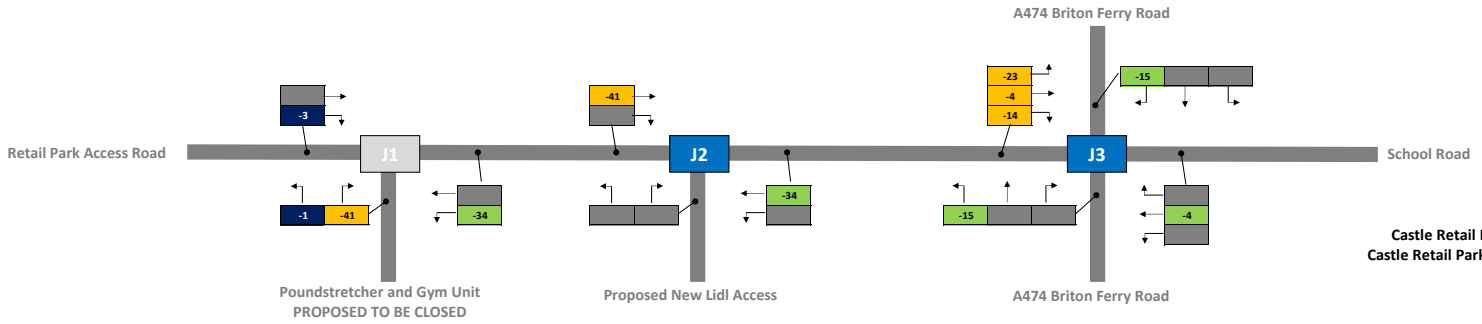
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Weekday AM Peak Hour Period (08:15 to 09:15)



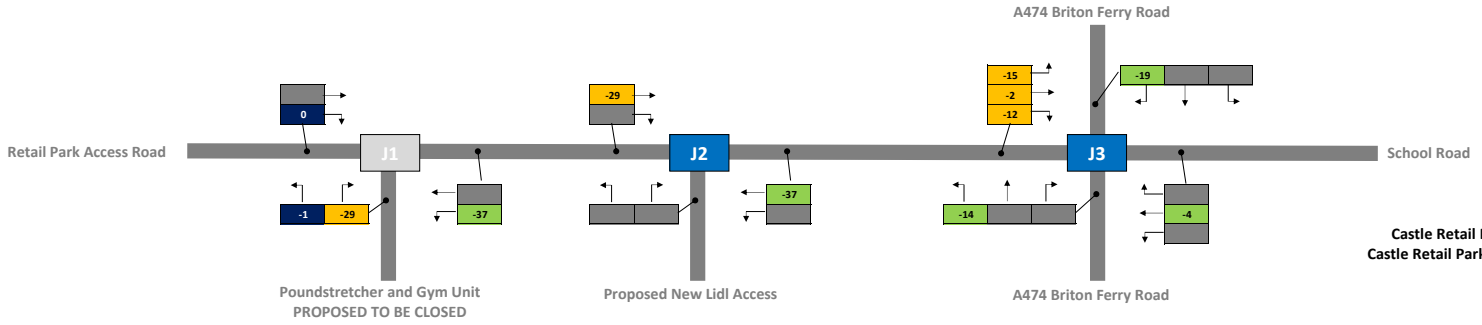
Castle Retail Park Unit Site Arrival Trip Removals - -32
Castle Retail Park Unit Site Departure Trip Removals - -21

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



Castle Retail Park Unit Site Arrival Trip Removals - -34
Castle Retail Park Unit Site Departure Trip Removals - -41

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



Castle Retail Park Unit Site Arrival Trip Removals - -37
Castle Retail Park Unit Site Departure Trip Removals - -29

Notes:

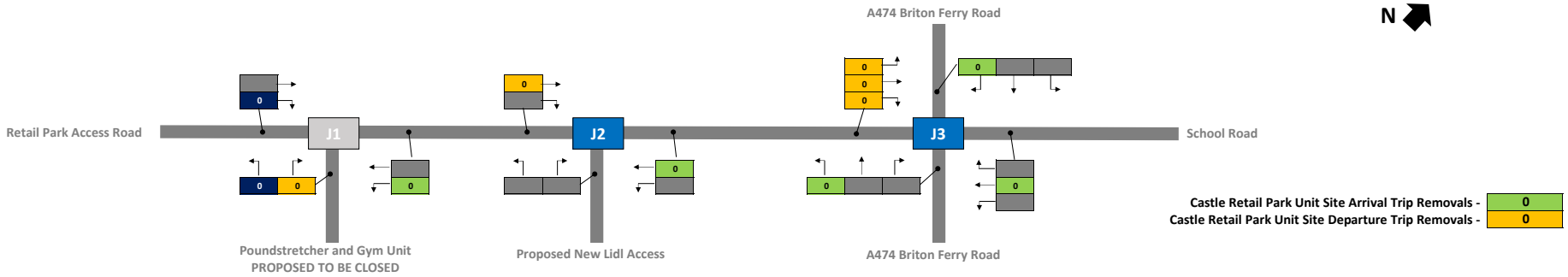
x - Departure Trips
x - Arrival Trips
x - Removed Movements

20-00721 Great North Road, Milford Haven

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

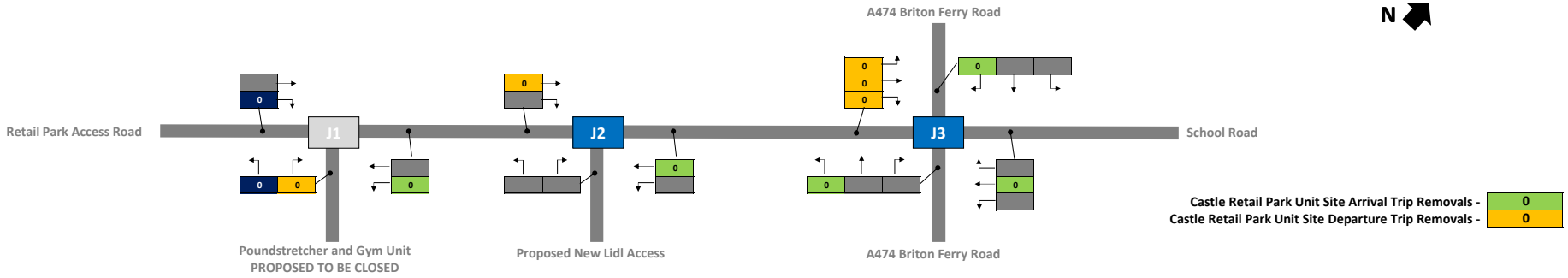
CORUN
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Weekday AM Peak Hour Period (08:15 to 09:15)



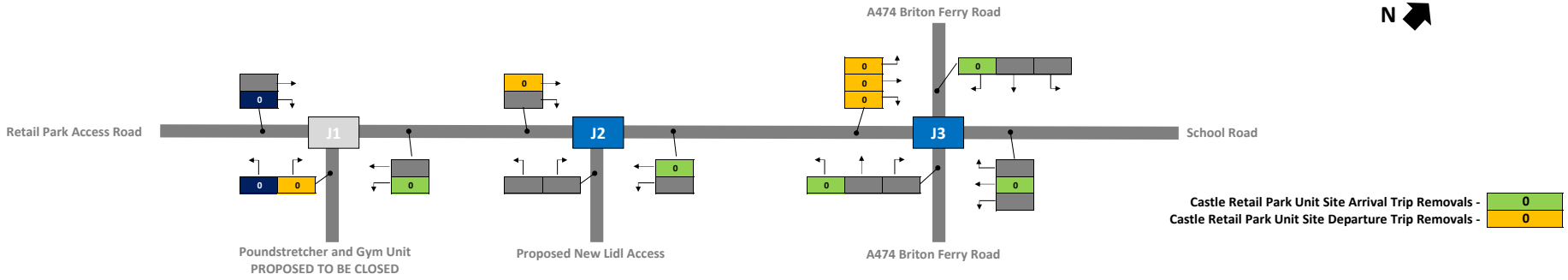
Castle Retail Park Unit Site Arrival Trip Removals - 0
Castle Retail Park Unit Site Departure Trip Removals - 0

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



Castle Retail Park Unit Site Arrival Trip Removals - 0
Castle Retail Park Unit Site Departure Trip Removals - 0

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



Castle Retail Park Unit Site Arrival Trip Removals - 0
Castle Retail Park Unit Site Departure Trip Removals - 0

Notes:

x - Departure Trips
x - Arrival Trips
x - Removed Movements

January 2022

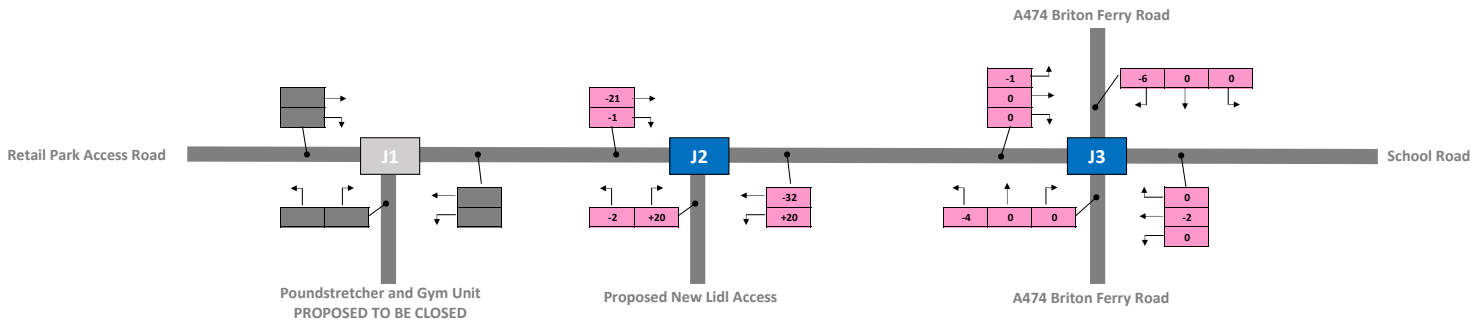
Diagram Ref No.19

20-00721 Great North Road, Milford Haven

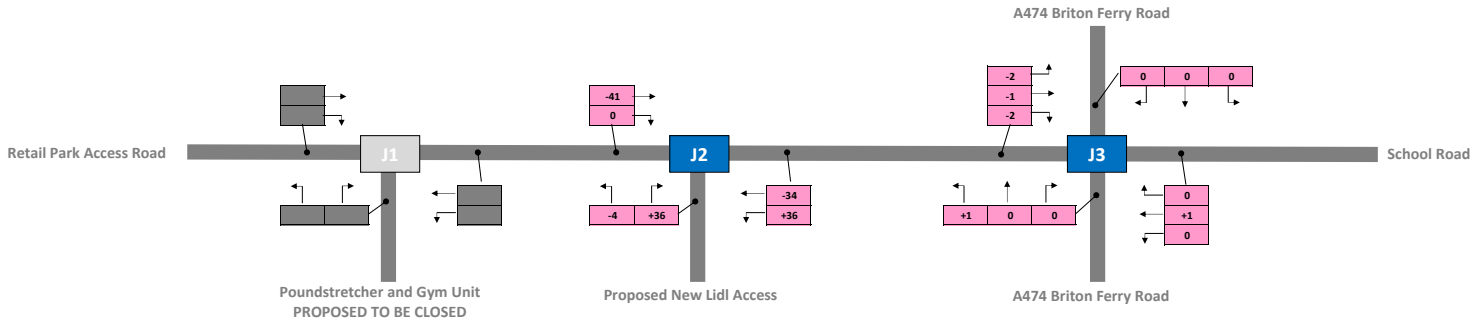
Proposed Site Re-Development Total Anticipated Trip Change - Light Vehicles

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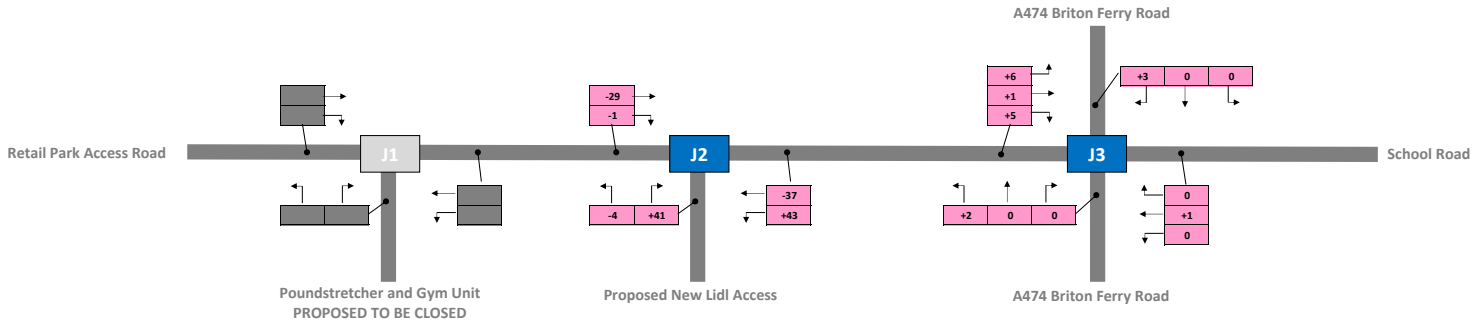
Weekday AM Peak Hour Period (08:15 to 09:15)



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



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



Notes:

x - Development Trip Change

January 2022

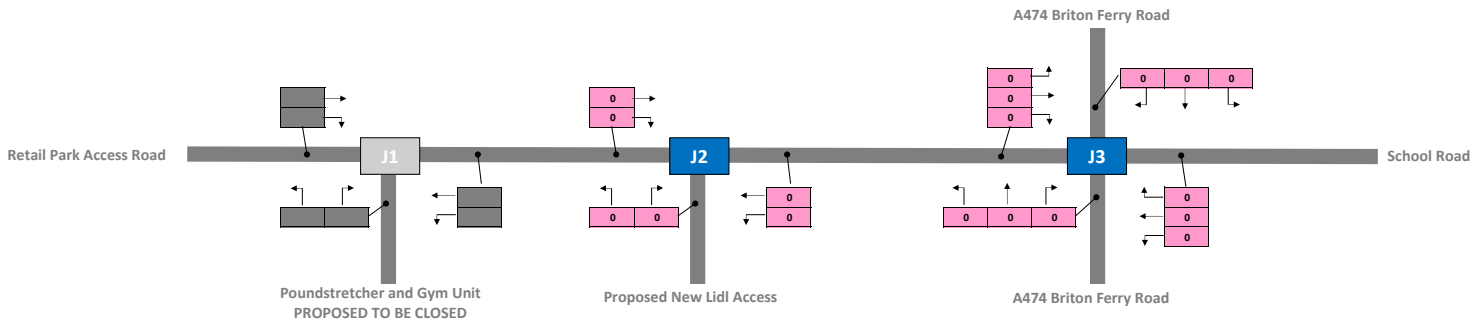
Diagram Ref No.20

20-00721 Great North Road, Milford Haven

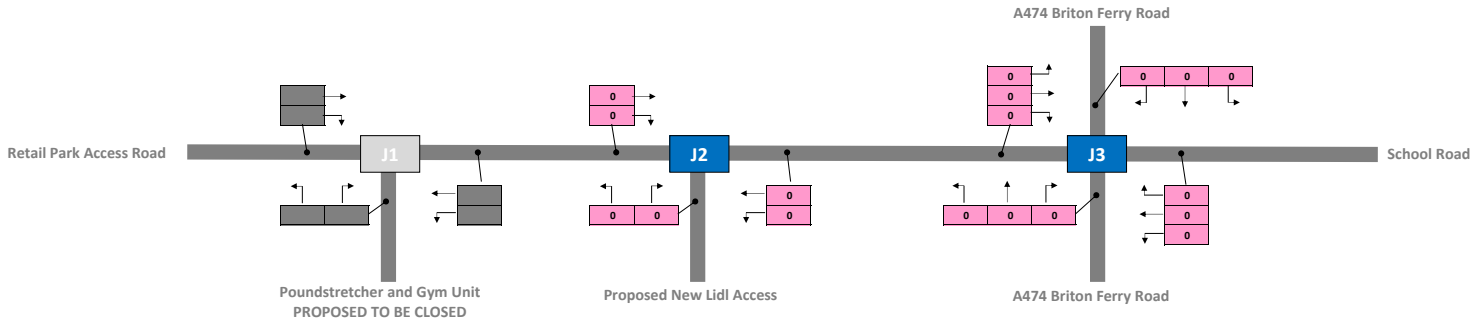
Proposed Site Re-Development Total Anticipated Trip Change - Heavy Vehicles

CORUN
Transport and Highway Engineering

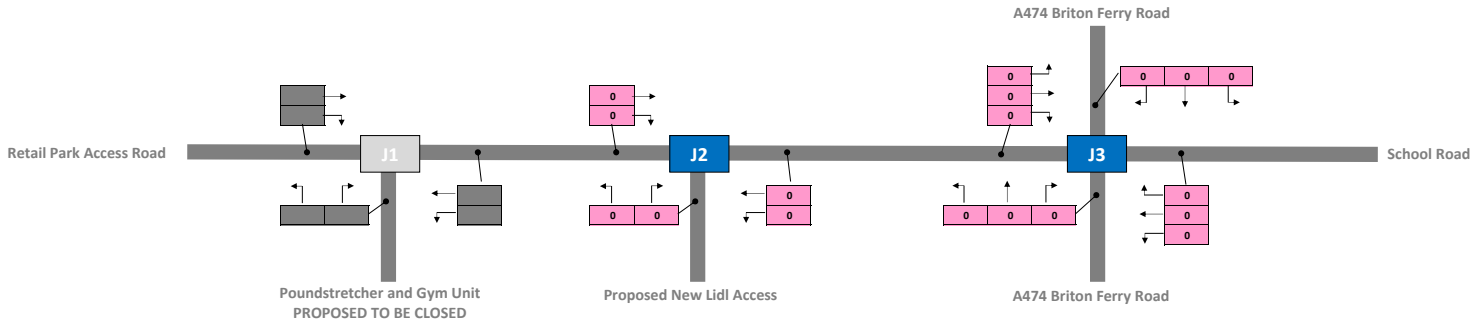
Weekday AM Peak Hour Period (08:15 to 09:15)



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



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



Notes:

x - Development Trip Change

January 2022

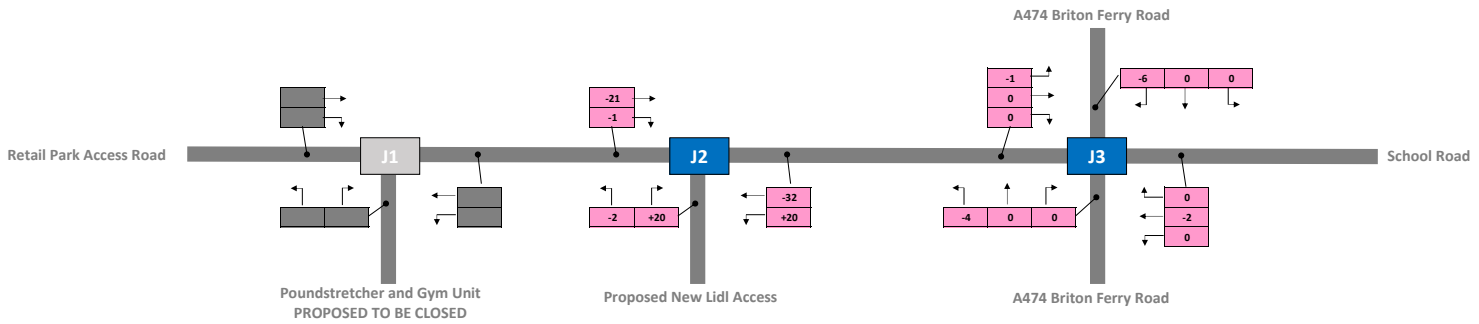
Diagram Ref No.21

20-00721 Great North Road, Milford Haven

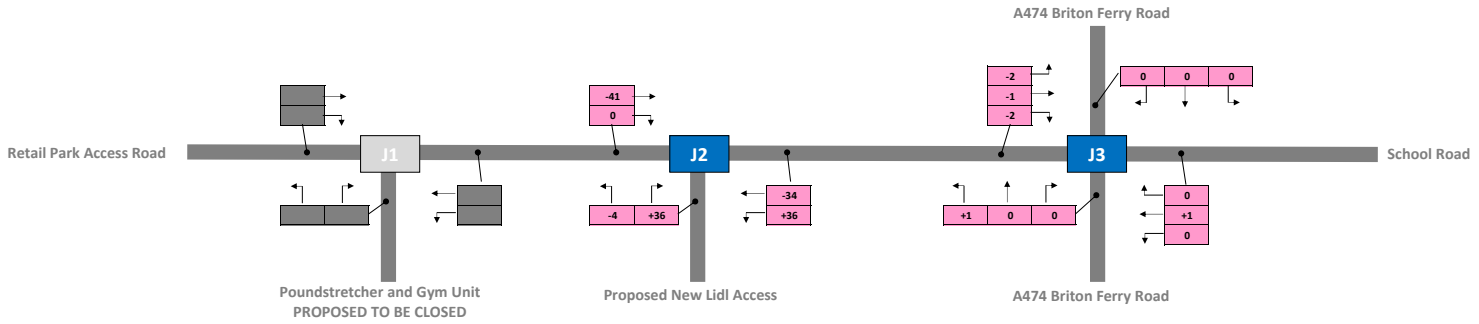
Proposed Site Re-Development Total Anticipated Trip Change - PCU's

CORUN
Transport and Highway Engineering

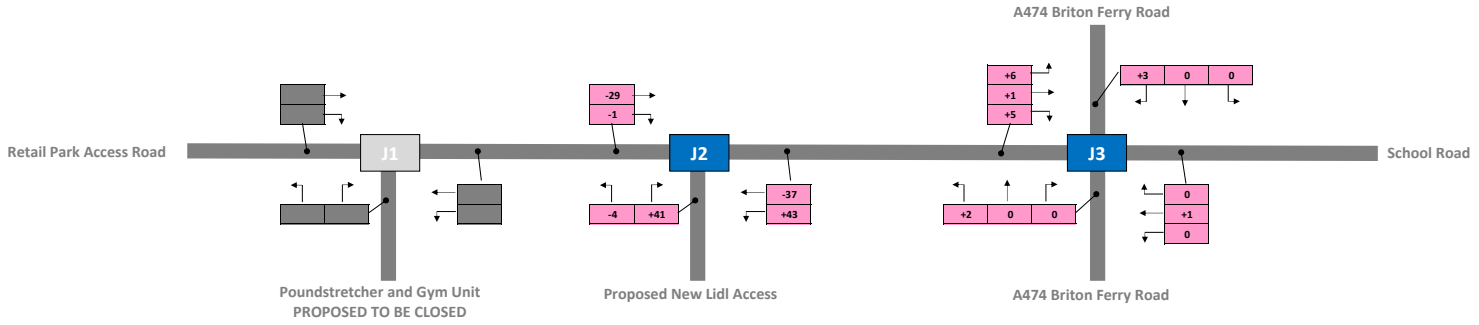
Weekday AM Peak Hour Period (08:15 to 09:15)



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



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



Notes:

x - Development Trip Change

January 2022

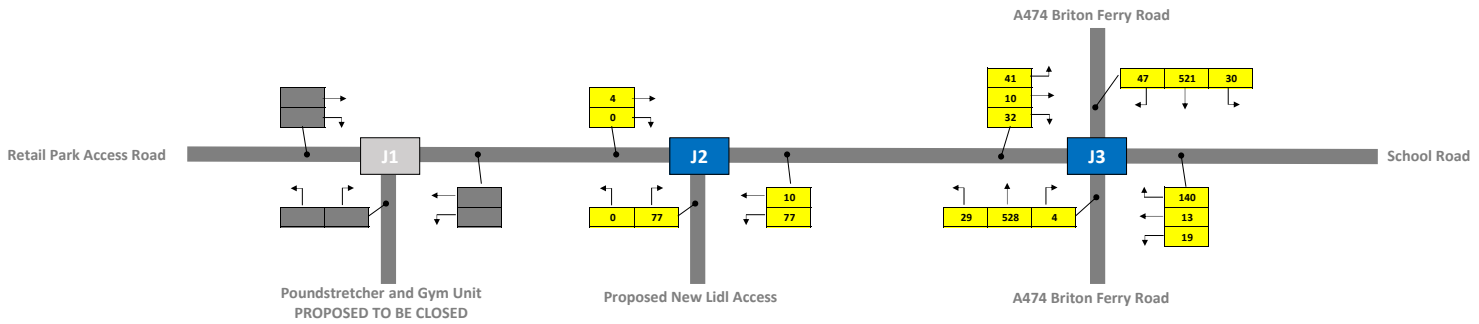
Diagram Ref No.22

20-00721 Great North Road, Milford Haven

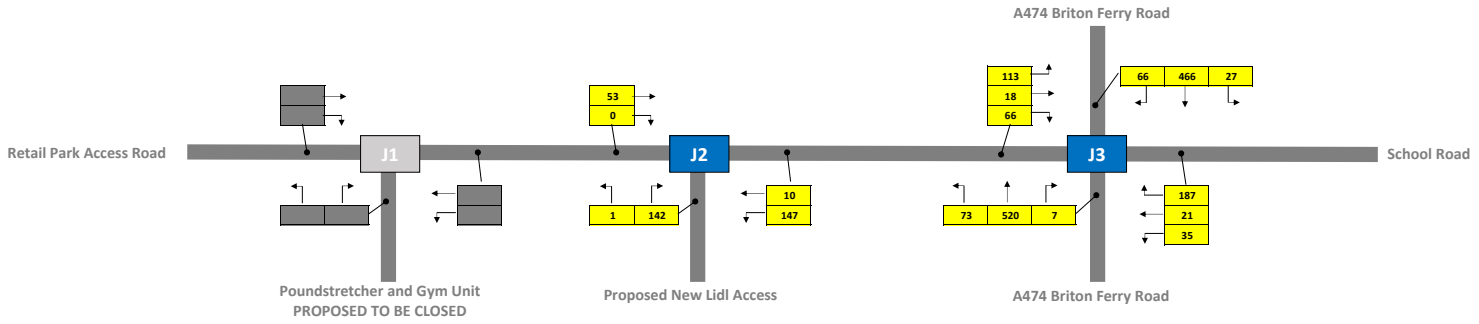
2022 Forecast Year, With Development - Light Vehicles

CORUN
Transport and Highway Engineering

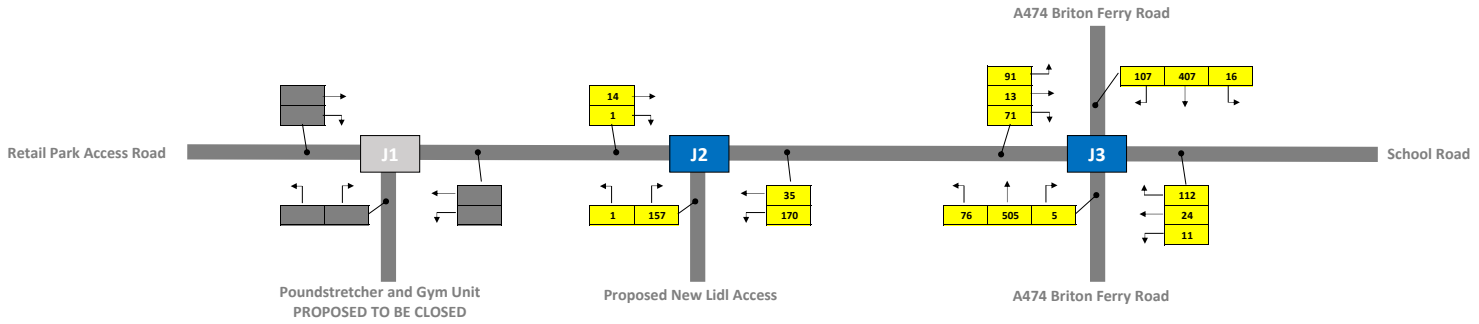
Weekday AM Peak Hour Period (08:15 to 09:15)



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



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



Notes:

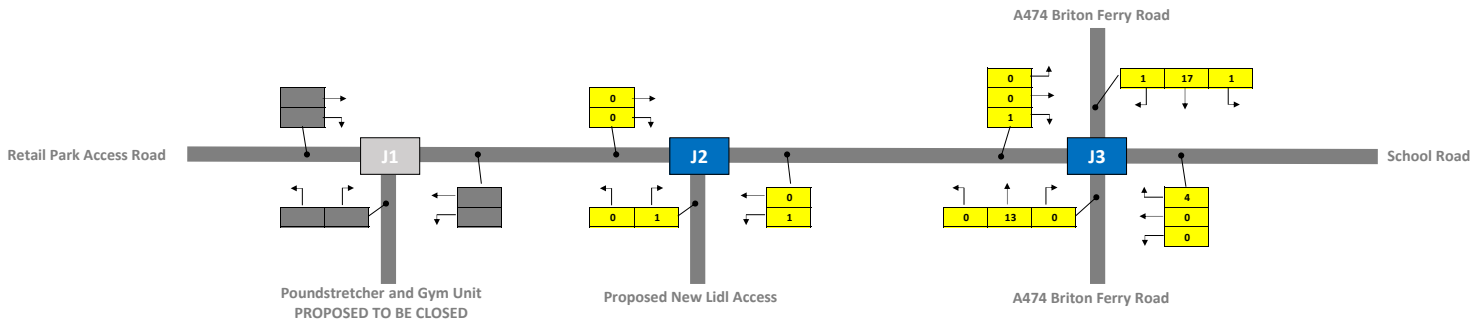
X - Light Vehicles

20-00721 Great North Road, Milford Haven

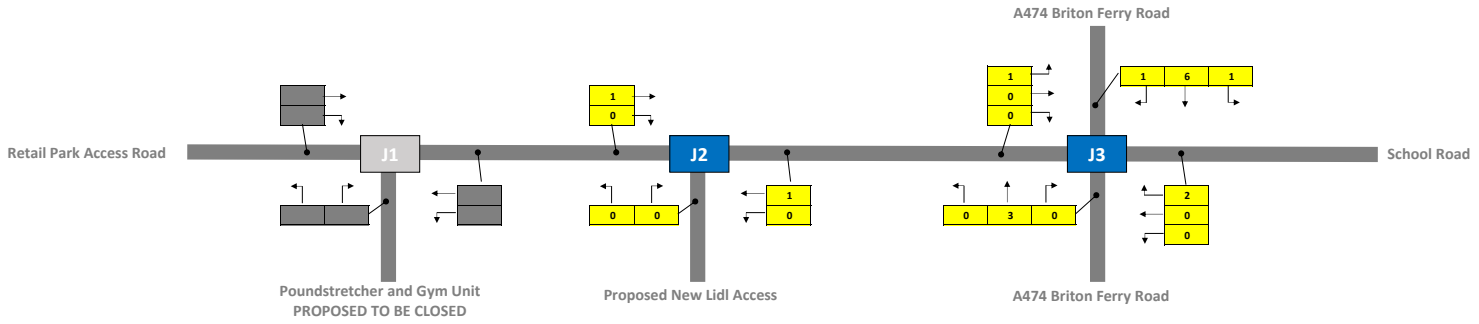
2022 Forecast Year, With Development - Heavy Vehicles

CORUN
Transport and Highway Engineering

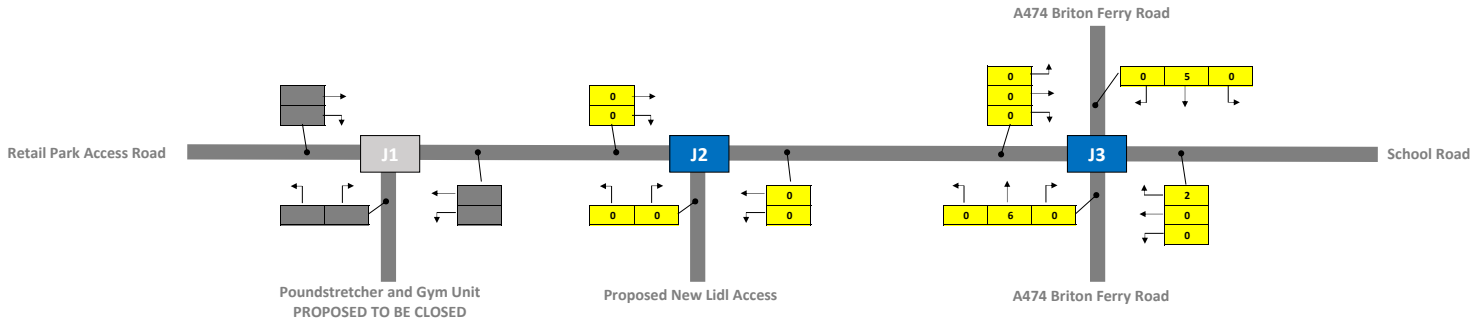
Weekday AM Peak Hour Period (08:15 to 09:15)



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



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



Notes:

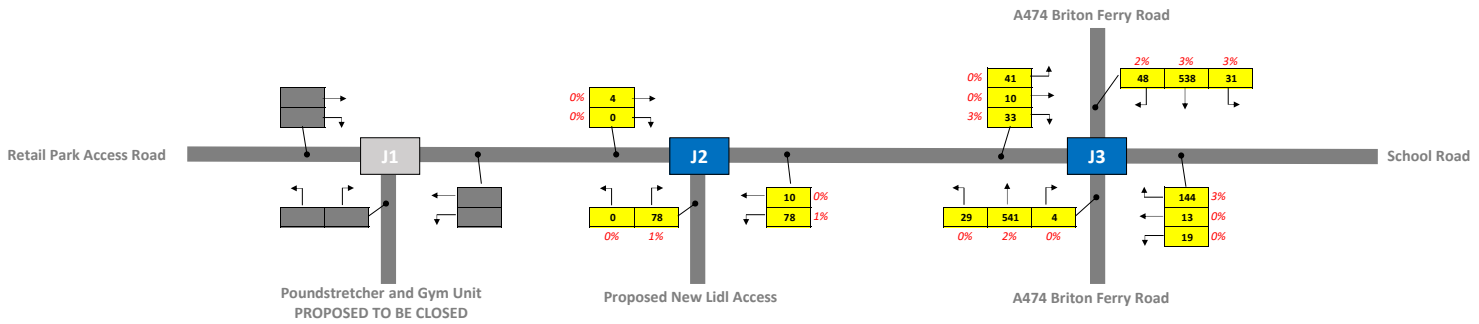
X - Heavy Vehicles

20-00721 Great North Road, Milford Haven

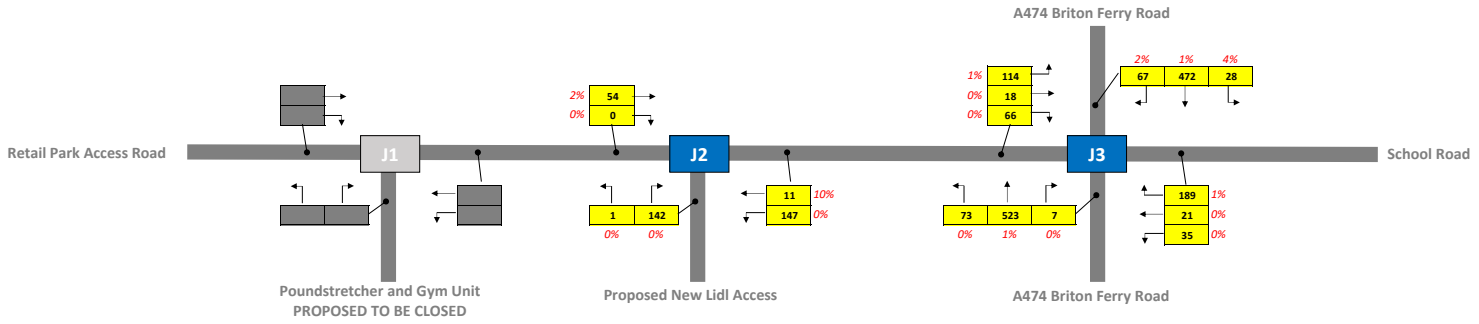
2022 Forecast Year, With Development - All Vehicles

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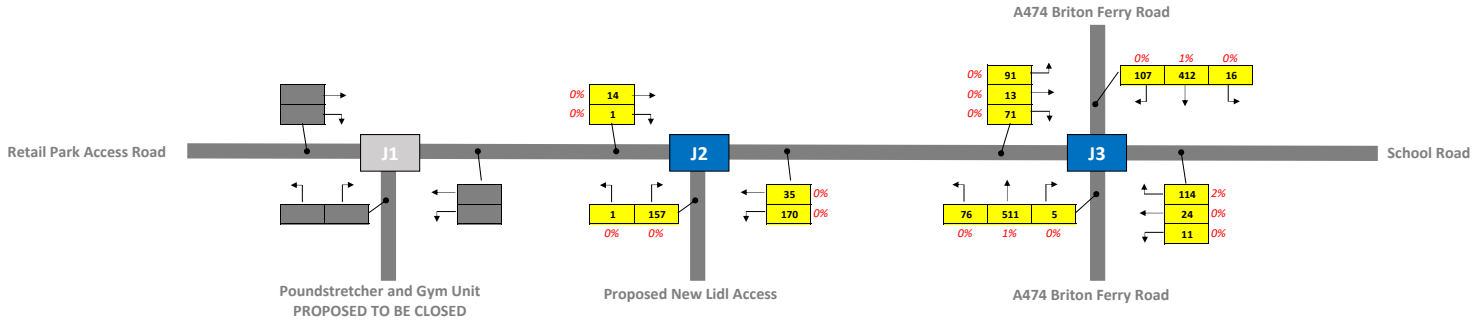
Weekday AM Peak Hour Period (08:15 to 09:15)



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



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



Notes:

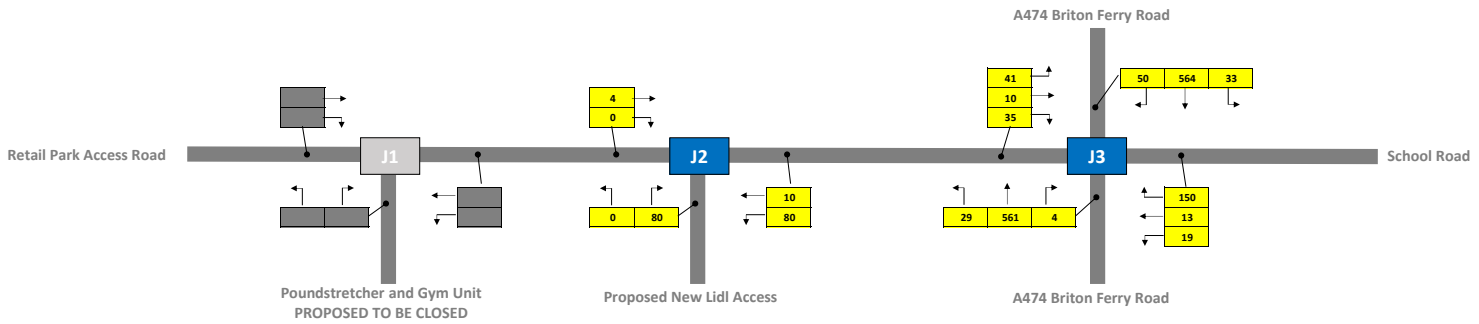
X - All Vehicles
X% - % Heavy Vehicles

20-00721 Great North Road, Milford Haven

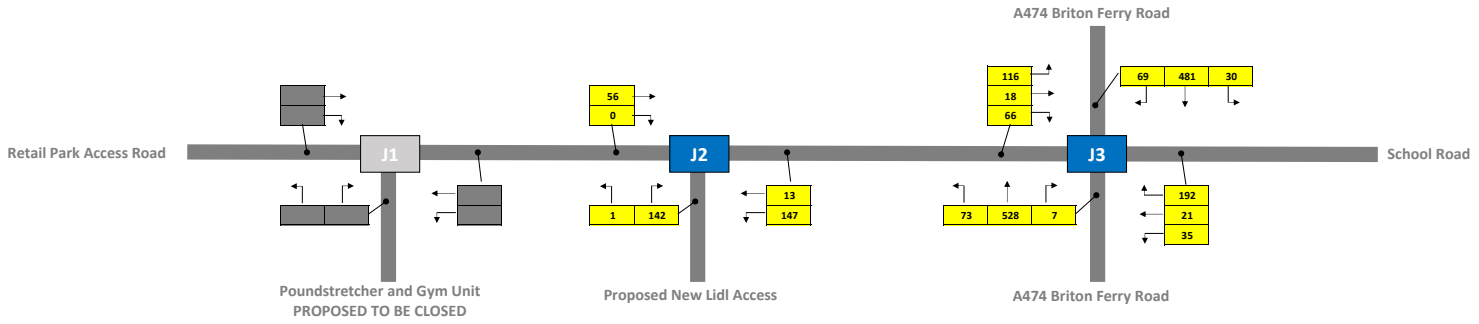
2022 Forecast Year, With Development - PCU's

CORUN
Transport and Highway Engineering

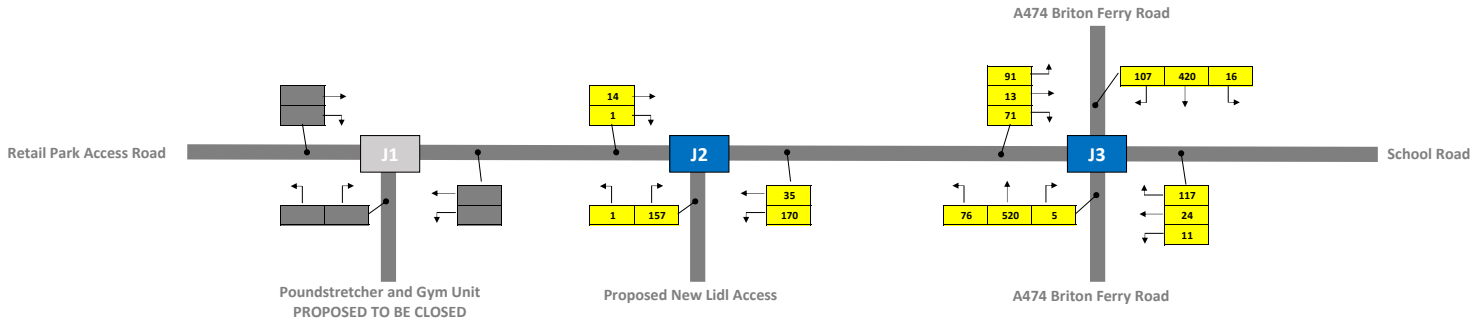
Weekday AM Peak Hour Period (08:15 to 09:15)



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



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



Notes:

X - PCU

January 2022

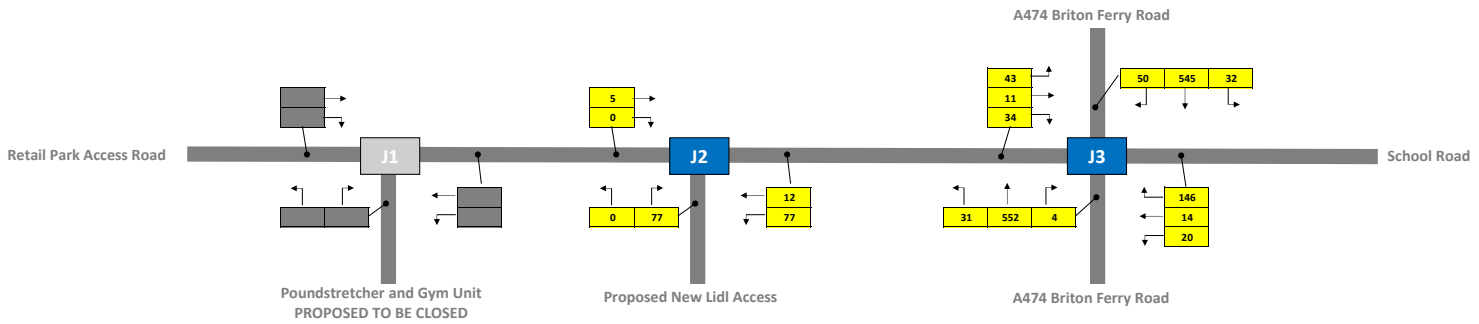
Diagram Ref No.26

20-00721 Great North Road, Milford Haven

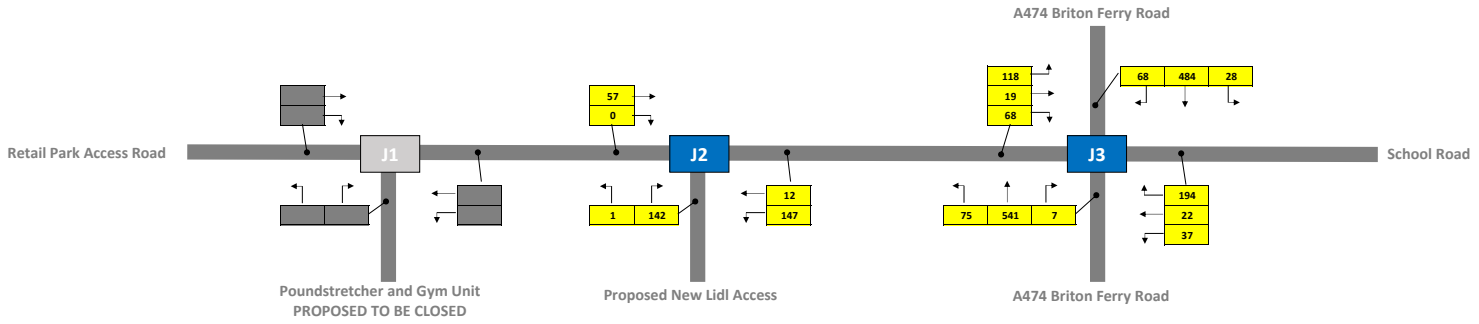
2027 Forecast Year, With Development - Light Vehicles

CORUN
Transport and Highway Engineering

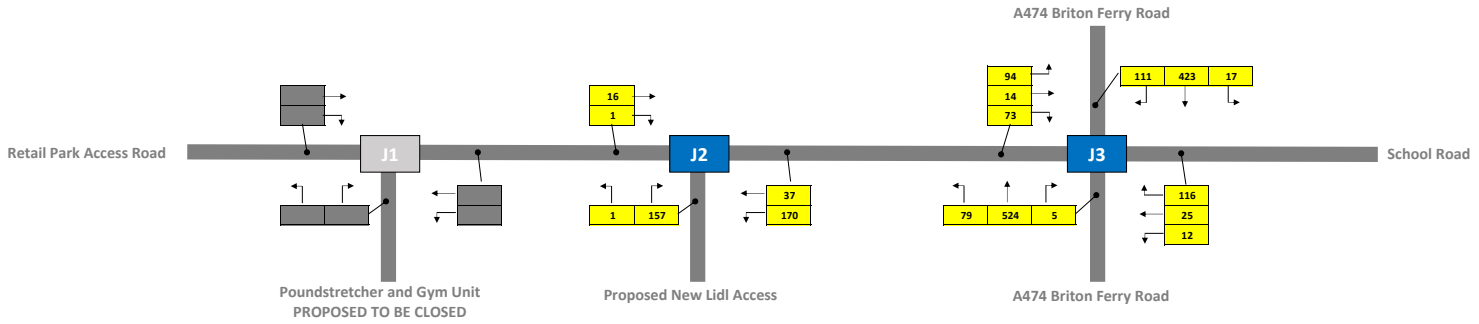
Weekday AM Peak Hour Period (08:15 to 09:15)



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



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



Notes:

x - Light Vehicles

January 2022

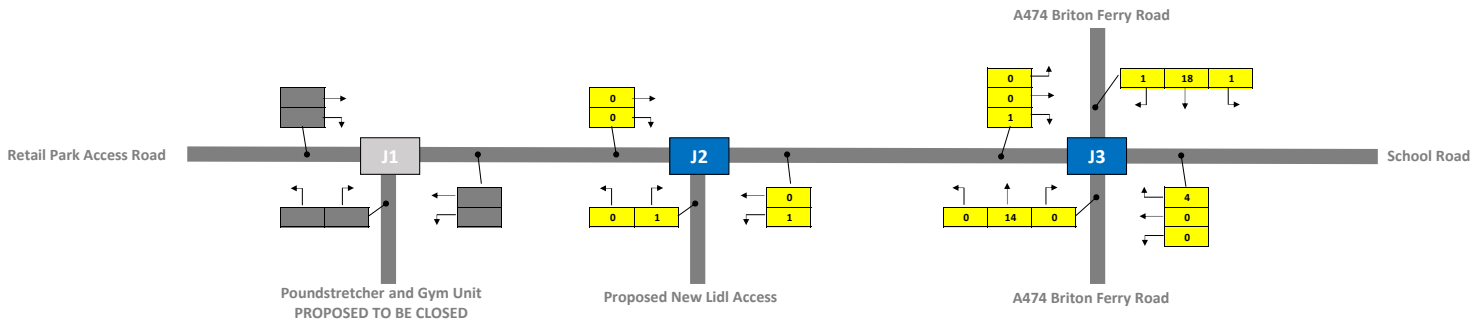
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20-00721 Great North Road, Milford Haven

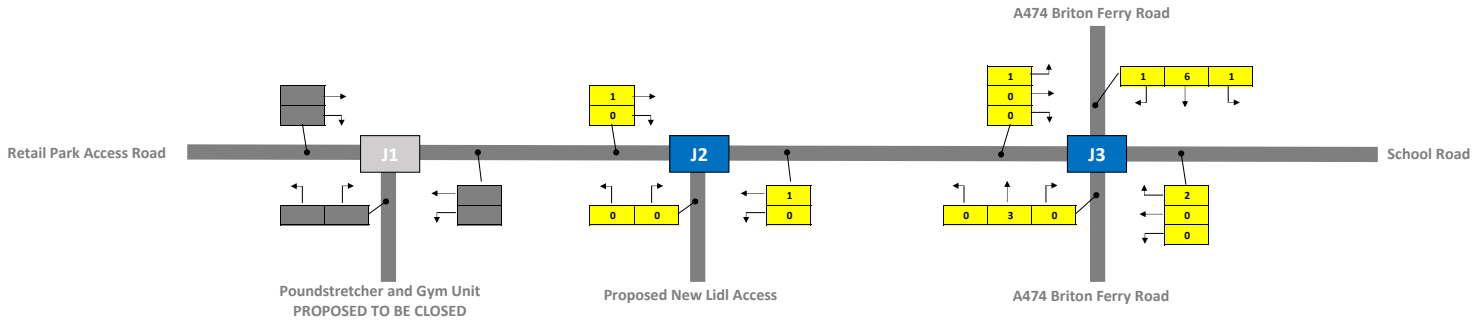
2027 Forecast Year, With Development - Heavy Vehicles

CORUN
Transport and Highway Engineering

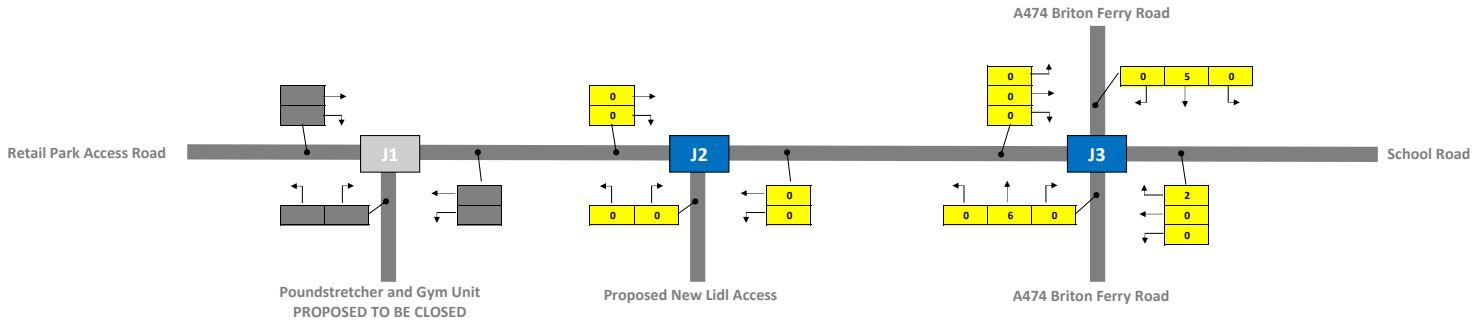
Weekday AM Peak Hour Period (08:15 to 09:15)



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



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



Notes:

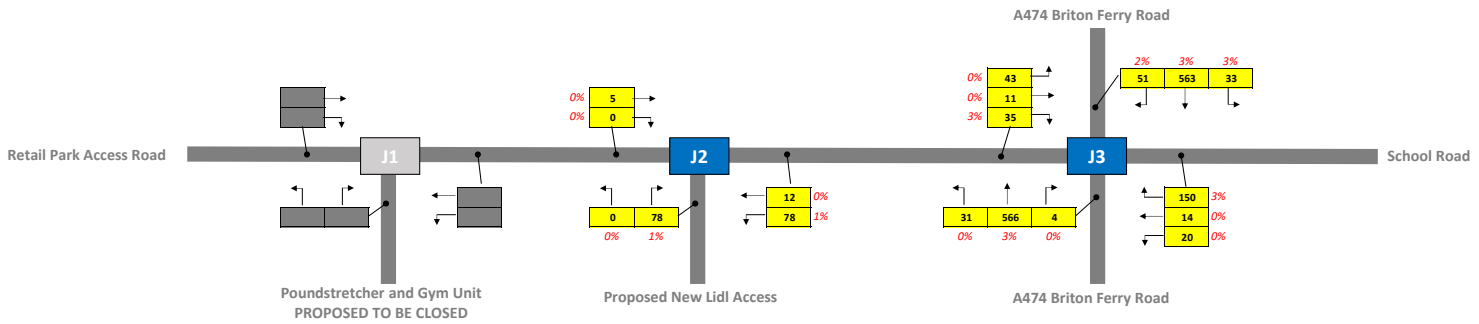
X - Heavy Vehicles

20-00721 Great North Road, Milford Haven

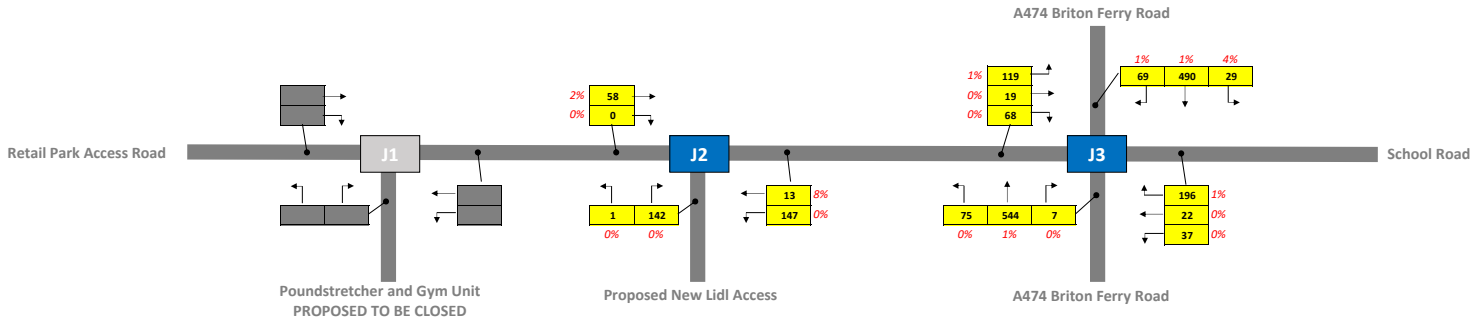
2027 Forecast Year, With Development - All Vehicles

CORUN
Transport and Highway Engineering

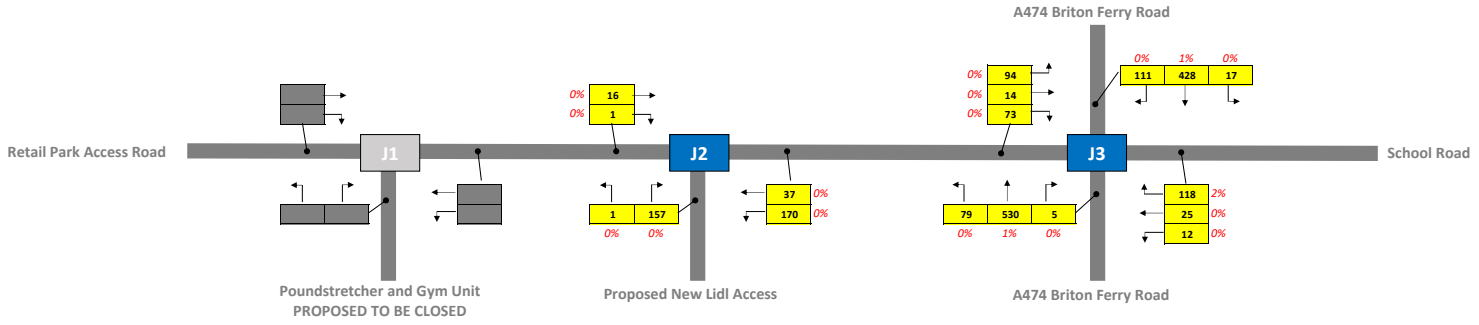
Weekday AM Peak Hour Period (08:15 to 09:15)



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



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



Notes:

X - All Vehicles
X% - % Heavy Vehicles

January 2022

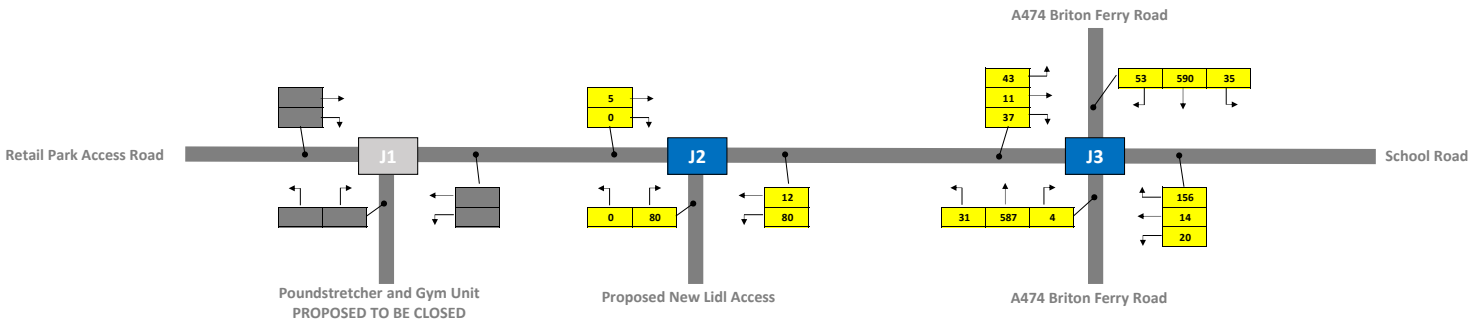
Diagram Ref No.29

20-00721 Great North Road, Milford Haven

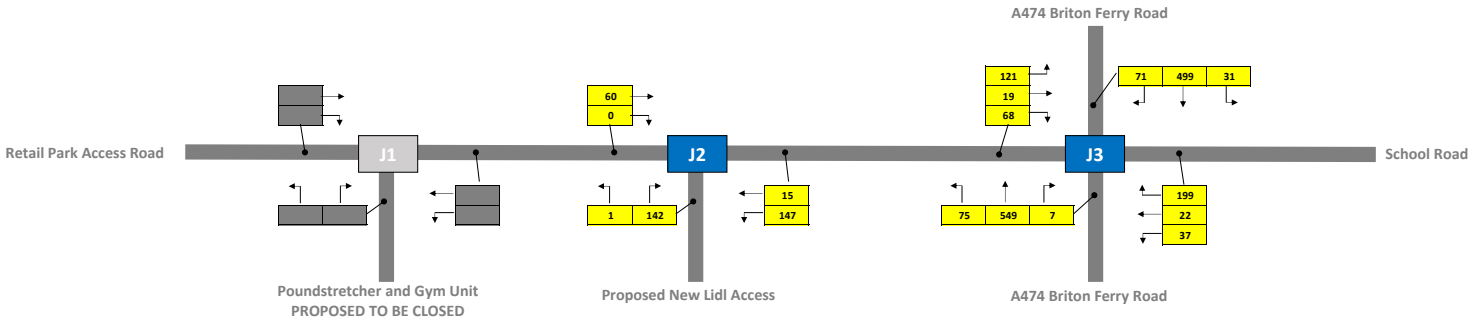
2027 Forecast Year, With Development - PCU's

CORUN
Transport and Highway Engineering

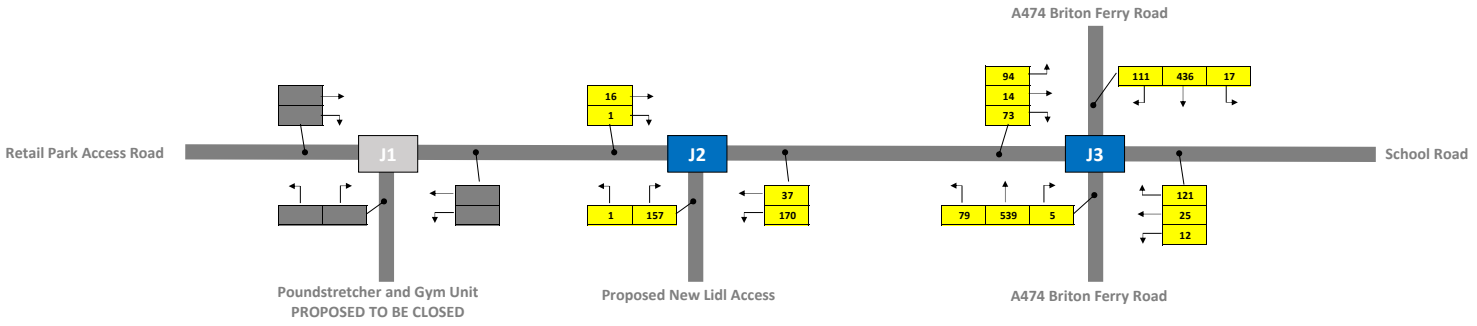
Weekday AM Peak Hour Period (08:15 to 09:15)



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



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



Notes:

X - PCU

January 2022

Diagram Ref No.30

APPENDIX G

PICADY Model Outputs

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Proposed Site Access Junction.j9
Path: C:\OneDrive\21-00738 - Briton Ferry Road, Lidl\Capacity Analysis\PICADY
Report generation date: 12/01/2022 15:20:09

»2021 Surveyed Flows, AM
»2021 Surveyed Flows, PM
»2021 Surveyed Flows, Saturday
»2022 Without Development, AM
»2022 Without Development, PM
»2022 Without Development, Saturday
»2027 Without Development, AM
»2027 Without Development, PM
»2027 Without Development, Saturday
»2022 With Development, AM
»2022 With Development, PM
»2022 With Development, Saturday
»2027 With Development, AM
»2027 With Development, PM
»2027 With Development, Saturday

Summary of junction performance

	AM					PM					Saturday				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2021 Surveyed Flows														
Stream B-AC	D1	0.2	8.45	0.13	A	D2	0.3	9.89	0.25	A	D3	0.4	10.23	0.27	B
Stream C-AB		0.0	6.06	0.00	A		0.0	0.00	0.00	A		0.0	6.15	0.00	A
	2022 Without Development														
Stream B-AC	D4	0.2	8.45	0.13	A	D5	0.3	9.89	0.25	A	D6	0.4	10.23	0.27	B
Stream C-AB		0.0	6.06	0.00	A		0.0	0.00	0.00	A		0.0	6.16	0.00	A
	2027 Without Development														
Stream B-AC	D7	0.2	8.46	0.13	A	D8	0.3	9.92	0.25	A	D9	0.4	10.25	0.28	B
Stream C-AB		0.0	6.05	0.00	A		0.0	0.00	0.00	A		0.0	6.15	0.00	A
	2022 With Development														
Stream B-AC	D10	0.2	8.70	0.17	A	D11	0.5	10.75	0.32	B	D12	0.5	11.37	0.35	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A		0.0	6.40	0.00	A
	2027 With Development														
Stream B-AC	D13	0.2	8.72	0.17	A	D14	0.5	10.78	0.32	B	D15	0.5	11.40	0.36	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A		0.0	6.39	0.00	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

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

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Surveyed Flows	AM	ONE HOUR	08:15	09:45	15
D2	2021 Surveyed Flows	PM	ONE HOUR	14:45	16:15	15
D3	2021 Surveyed Flows	Saturday	ONE HOUR	11:30	13:00	15
D4	2022 Without Development	AM	ONE HOUR	08:15	09:45	15
D5	2022 Without Development	PM	ONE HOUR	14:45	16:15	15
D6	2022 Without Development	Saturday	ONE HOUR	11:30	13:00	15
D7	2027 Without Development	AM	ONE HOUR	08:15	09:45	15
D8	2027 Without Development	PM	ONE HOUR	14:45	16:15	15
D9	2027 Without Development	Saturday	ONE HOUR	11:30	13:00	15
D10	2022 With Development	AM	ONE HOUR	08:15	09:45	15
D11	2022 With Development	PM	ONE HOUR	14:45	16:15	15
D12	2022 With Development	Saturday	ONE HOUR	11:30	13:00	15
D13	2027 With Development	AM	ONE HOUR	08:15	09:45	15
D14	2027 With Development	PM	ONE HOUR	14:45	16:15	15
D15	2027 With Development	Saturday	ONE HOUR	11:30	13:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 Surveyed Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

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

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

Minor Arm Geometry

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

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Surveyed Flows	AM	ONE HOUR	08:15	09:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	100	100.000
B		✓	60	100.000
C		✓	26	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	58	42
	B	58	0	2
	C	25	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.13	8.45	0.2	A
C-AB	0.00	6.06	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	498	0.091	45	0.1	7.938	A
C-AB	0.78	597	0.001	0.77	0.0	6.037	A
C-A	19			19			
A-B	44			44			
A-C	32			32			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	495	0.109	54	0.1	8.150	A
C-AB	0.93	596	0.002	0.93	0.0	6.045	A
C-A	22			22			
A-B	52			52			
A-C	38			38			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	492	0.134	66	0.2	8.447	A
C-AB	1	596	0.002	1	0.0	6.055	A
C-A	27			27			
A-B	64			64			
A-C	46			46			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	492	0.134	66	0.2	8.452	A
C-AB	1	596	0.002	1	0.0	6.057	A
C-A	27			27			
A-B	64			64			
A-C	46			46			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	495	0.109	54	0.1	8.159	A
C-AB	0.93	596	0.002	0.94	0.0	6.045	A
C-A	22			22			
A-B	52			52			
A-C	38			38			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	498	0.091	45	0.1	7.953	A
C-AB	0.78	597	0.001	0.78	0.0	6.040	A
C-A	19			19			
A-B	44			44			
A-C	32			32			

2021 Surveyed Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021 Surveyed Flows	PM	ONE HOUR	14:45	16:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	156	100.000
B		✓	111	100.000
C		✓	94	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	111	45
	B	106	0	5
	C	94	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.25	9.89	0.3	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	497	0.168	83	0.2	8.671	A
C-AB	0	572	0.000	0	0.0	0.000	A
C-A	71			71			
A-B	84			84			
A-C	34			34			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	493	0.203	100	0.3	9.155	A
C-AB	0	568	0.000	0	0.0	0.000	A
C-A	85			85			
A-B	100			100			
A-C	40			40			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	486	0.251	122	0.3	9.872	A
C-AB	0	561	0.000	0	0.0	0.000	A
C-A	103			103			
A-B	122			122			
A-C	50			50			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	486	0.251	122	0.3	9.890	A
C-AB	0	561	0.000	0	0.0	0.000	A
C-A	103			103			
A-B	122			122			
A-C	50			50			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	493	0.203	100	0.3	9.181	A
C-AB	0	568	0.000	0	0.0	0.000	A
C-A	85			85			
A-B	100			100			
A-C	40			40			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	497	0.168	84	0.2	8.714	A
C-AB	0	572	0.000	0	0.0	0.000	A
C-A	71			71			
A-B	84			84			
A-C	34			34			

2021 Surveyed Flows, Saturday

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2021 Surveyed Flows	Saturday	ONE HOUR	11:30	13:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	198	100.000
B		✓	121	100.000
C		✓	45	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	127	71
	B	116	0	5
	C	43	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.27	10.23	0.4	B
C-AB	0.00	6.15	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:30 - 11:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	496	0.184	90	0.2	8.842	A
C-AB	2	591	0.003	2	0.0	6.105	A
C-A	32			32			
A-B	96			96			
A-C	53			53			

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	492	0.221	109	0.3	9.389	A
C-AB	2	590	0.003	2	0.0	6.124	A
C-A	39			39			
A-B	114			114			
A-C	64			64			

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	485	0.275	133	0.4	10.204	B
C-AB	2	587	0.004	2	0.0	6.152	A
C-A	47			47			
A-B	140			140			
A-C	78			78			

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	485	0.275	133	0.4	10.226	B
C-AB	2	587	0.004	2	0.0	6.154	A
C-A	47			47			
A-B	140			140			
A-C	78			78			

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	492	0.221	109	0.3	9.418	A
C-AB	2	590	0.003	2	0.0	6.125	A
C-A	39			39			
A-B	114			114			
A-C	64			64			

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	496	0.184	91	0.2	8.892	A
C-AB	2	591	0.003	2	0.0	6.107	A
C-A	32			32			
A-B	96			96			
A-C	53			53			

2022 Without Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 Without Development	AM	ONE HOUR	08:15	09:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	100	100.000
B		✓	60	100.000
C		✓	26	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	58	42
	B	58	0	2
	C	25	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.13	8.45	0.2	A
C-AB	0.00	6.06	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	498	0.091	45	0.1	7.938	A
C-AB	0.78	597	0.001	0.77	0.0	6.037	A
C-A	19			19			
A-B	44			44			
A-C	32			32			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	495	0.109	54	0.1	8.150	A
C-AB	0.93	596	0.002	0.93	0.0	6.045	A
C-A	22			22			
A-B	52			52			
A-C	38			38			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	492	0.134	66	0.2	8.447	A
C-AB	1	596	0.002	1	0.0	6.055	A
C-A	27			27			
A-B	64			64			
A-C	46			46			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	492	0.134	66	0.2	8.452	A
C-AB	1	596	0.002	1	0.0	6.057	A
C-A	27			27			
A-B	64			64			
A-C	46			46			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	495	0.109	54	0.1	8.159	A
C-AB	0.93	596	0.002	0.94	0.0	6.045	A
C-A	22			22			
A-B	52			52			
A-C	38			38			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	498	0.091	45	0.1	7.953	A
C-AB	0.78	597	0.001	0.78	0.0	6.040	A
C-A	19			19			
A-B	44			44			
A-C	32			32			

2022 Without Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2022 Without Development	PM	ONE HOUR	14:45	16:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	156	100.000
B		✓	111	100.000
C		✓	95	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	111	45
	B	106	0	5
	C	95	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.25	9.89	0.3	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	497	0.168	83	0.2	8.673	A
C-AB	0	572	0.000	0	0.0	0.000	A
C-A	72			72			
A-B	84			84			
A-C	34			34			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	492	0.203	100	0.3	9.158	A
C-AB	0	568	0.000	0	0.0	0.000	A
C-A	85			85			
A-B	100			100			
A-C	40			40			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	486	0.251	122	0.3	9.876	A
C-AB	0	561	0.000	0	0.0	0.000	A
C-A	105			105			
A-B	122			122			
A-C	50			50			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	486	0.251	122	0.3	9.893	A
C-AB	0	561	0.000	0	0.0	0.000	A
C-A	105			105			
A-B	122			122			
A-C	50			50			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	492	0.203	100	0.3	9.182	A
C-AB	0	568	0.000	0	0.0	0.000	A
C-A	85			85			
A-B	100			100			
A-C	40			40			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	497	0.168	84	0.2	8.716	A
C-AB	0	572	0.000	0	0.0	0.000	A
C-A	72			72			
A-B	84			84			
A-C	34			34			

2022 Without Development, Saturday

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2022 Without Development	Saturday	ONE HOUR	11:30	13:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	199	100.000
B		✓	121	100.000
C		✓	45	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	127	72
	B	116	0	5
	C	43	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.27	10.23	0.4	B
C-AB	0.00	6.16	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:30 - 11:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	496	0.184	90	0.2	8.847	A
C-AB	2	591	0.003	2	0.0	6.106	A
C-A	32			32			
A-B	96			96			
A-C	54			54			

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	492	0.221	109	0.3	9.394	A
C-AB	2	589	0.003	2	0.0	6.126	A
C-A	39			39			
A-B	114			114			
A-C	65			65			

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	485	0.275	133	0.4	10.211	B
C-AB	2	587	0.004	2	0.0	6.154	A
C-A	47			47			
A-B	140			140			
A-C	79			79			

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	485	0.275	133	0.4	10.233	B
C-AB	2	587	0.004	2	0.0	6.156	A
C-A	47			47			
A-B	140			140			
A-C	79			79			

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	492	0.221	109	0.3	9.424	A
C-AB	2	589	0.003	2	0.0	6.129	A
C-A	39			39			
A-B	114			114			
A-C	65			65			

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	496	0.184	91	0.2	8.898	A
C-AB	2	591	0.003	2	0.0	6.106	A
C-A	32			32			
A-B	96			96			
A-C	54			54			

2027 Without Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2027 Without Development	AM	ONE HOUR	08:15	09:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	102	100.000
B		✓	60	100.000
C		✓	27	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	58	44
	B	58	0	2
	C	26	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.13	8.46	0.2	A
C-AB	0.00	6.05	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	498	0.091	45	0.1	7.945	A
C-AB	0.78	597	0.001	0.77	0.0	6.035	A
C-A	20			20			
A-B	44			44			
A-C	33			33			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	495	0.109	54	0.1	8.159	A
C-AB	0.94	597	0.002	0.93	0.0	6.042	A
C-A	23			23			
A-B	52			52			
A-C	40			40			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	491	0.134	66	0.2	8.459	A
C-AB	1	596	0.002	1	0.0	6.052	A
C-A	29			29			
A-B	64			64			
A-C	48			48			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	491	0.134	66	0.2	8.464	A
C-AB	1	596	0.002	1	0.0	6.054	A
C-A	29			29			
A-B	64			64			
A-C	48			48			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	495	0.109	54	0.1	8.169	A
C-AB	0.94	597	0.002	0.94	0.0	6.045	A
C-A	23			23			
A-B	52			52			
A-C	40			40			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	498	0.091	45	0.1	7.961	A
C-AB	0.78	597	0.001	0.78	0.0	6.038	A
C-A	20			20			
A-B	44			44			
A-C	33			33			

2027 Without Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2027 Without Development	PM	ONE HOUR	14:45	16:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	158	100.000
B		✓	111	100.000
C		✓	99	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	111	47
	B	106	0	5
	C	99	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.25	9.92	0.3	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	496	0.168	83	0.2	8.688	A
C-AB	0	572	0.000	0	0.0	0.000	A
C-A	75			75			
A-B	84			84			
A-C	35			35			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	492	0.203	100	0.3	9.178	A
C-AB	0	567	0.000	0	0.0	0.000	A
C-A	89			89			
A-B	100			100			
A-C	42			42			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	485	0.252	122	0.3	9.904	A
C-AB	0	561	0.000	0	0.0	0.000	A
C-A	109			109			
A-B	122			122			
A-C	52			52			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	485	0.252	122	0.3	9.922	A
C-AB	0	561	0.000	0	0.0	0.000	A
C-A	109			109			
A-B	122			122			
A-C	52			52			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	492	0.203	100	0.3	9.202	A
C-AB	0	567	0.000	0	0.0	0.000	A
C-A	89			89			
A-B	100			100			
A-C	42			42			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	496	0.168	84	0.2	8.731	A
C-AB	0	572	0.000	0	0.0	0.000	A
C-A	75			75			
A-B	84			84			
A-C	35			35			

2027 Without Development, Saturday

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2027 Without Development	Saturday	ONE HOUR	11:30	13:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	201	100.000
B		✓	121	100.000
C		✓	47	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	127	74
	B	116	0	5
	C	45	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.28	10.25	0.4	B
C-AB	0.00	6.15	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:30 - 11:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	496	0.184	90	0.2	8.858	A
C-AB	2	592	0.003	2	0.0	6.099	A
C-A	34			34			
A-B	96			96			
A-C	56			56			

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	491	0.222	109	0.3	9.409	A
C-AB	2	590	0.003	2	0.0	6.117	A
C-A	40			40			
A-B	114			114			
A-C	67			67			

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	484	0.275	133	0.4	10.233	B
C-AB	2	588	0.004	2	0.0	6.143	A
C-A	49			49			
A-B	140			140			
A-C	81			81			

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	484	0.275	133	0.4	10.255	B
C-AB	2	588	0.004	2	0.0	6.145	A
C-A	49			49			
A-B	140			140			
A-C	81			81			

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	491	0.222	109	0.3	9.438	A
C-AB	2	590	0.003	2	0.0	6.117	A
C-A	40			40			
A-B	114			114			
A-C	67			67			

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	496	0.184	91	0.2	8.907	A
C-AB	2	592	0.003	2	0.0	6.099	A
C-A	34			34			
A-B	96			96			
A-C	56			56			

2022 With Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2022 With Development	AM	ONE HOUR	08:15	09:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	88	100.000
B		✓	78	100.000
C		✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	78	10
	B	78	0	0
	C	4	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.17	8.70	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	503	0.117	58	0.1	8.093	A
C-AB	0	586	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	59			59			
A-C	8			8			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	501	0.140	70	0.2	8.343	A
C-AB	0	583	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	70			70			
A-C	9			9			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	86	500	0.172	86	0.2	8.692	A
C-AB	0	580	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	86			86			
A-C	11			11			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	86	500	0.172	86	0.2	8.699	A
C-AB	0	580	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	86			86			
A-C	11			11			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	501	0.140	70	0.2	8.353	A
C-AB	0	583	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	70			70			
A-C	9			9			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	503	0.117	59	0.1	8.112	A
C-AB	0	586	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	59			59			
A-C	8			8			

2022 With Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2022 With Development	PM	ONE HOUR	14:45	16:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	158	100.000
B		✓	143	100.000
C		✓	54	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	147	11
	B	142	0	1
	C	54	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	10
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.32	10.75	0.5	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	108	500	0.215	107	0.3	9.126	A
C-AB	0	570	0.000	0	0.0	0.000	A
C-A	41			41			
A-B	111			111			
A-C	8			8			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	129	497	0.259	128	0.3	9.761	A
C-AB	0	565	0.000	0	0.0	0.000	A
C-A	49			49			
A-B	132			132			
A-C	10			10			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	492	0.320	157	0.5	10.722	B
C-AB	0	558	0.000	0	0.0	0.000	A
C-A	59			59			
A-B	162			162			
A-C	12			12			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	492	0.320	157	0.5	10.751	B
C-AB	0	558	0.000	0	0.0	0.000	A
C-A	59			59			
A-B	162			162			
A-C	12			12			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	129	497	0.259	129	0.4	9.801	A
C-AB	0	565	0.000	0	0.0	0.000	A
C-A	49			49			
A-B	132			132			
A-C	10			10			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	108	500	0.215	108	0.3	9.191	A
C-AB	0	570	0.000	0	0.0	0.000	A
C-A	41			41			
A-B	111			111			
A-C	8			8			

2022 With Development, Saturday

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2022 With Development	Saturday	ONE HOUR	11:30	13:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	205	100.000
B		✓	158	100.000
C		✓	15	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	170	35
	B	157	0	1
	C	14	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.35	11.37	0.5	B
C-AB	0.00	6.40	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:30 - 11:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	119	499	0.239	118	0.3	9.420	A
C-AB	0.77	575	0.001	0.76	0.0	6.266	A
C-A	11			11			
A-B	128			128			
A-C	26			26			

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	142	495	0.287	142	0.4	10.173	B
C-AB	0.92	570	0.002	0.92	0.0	6.320	A
C-A	13			13			
A-B	153			153			
A-C	31			31			

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	174	490	0.355	173	0.5	11.334	B
C-AB	1	564	0.002	1	0.0	6.397	A
C-A	15			15			
A-B	187			187			
A-C	39			39			

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	174	490	0.355	174	0.5	11.374	B
C-AB	1	564	0.002	1	0.0	6.397	A
C-A	15			15			
A-B	187			187			
A-C	39			39			

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	142	495	0.287	143	0.4	10.224	B
C-AB	0.92	570	0.002	0.92	0.0	6.323	A
C-A	13			13			
A-B	153			153			
A-C	31			31			

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	119	499	0.239	119	0.3	9.500	A
C-AB	0.77	575	0.001	0.77	0.0	6.266	A
C-A	11			11			
A-B	128			128			
A-C	26			26			

2027 With Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2027 With Development	AM	ONE HOUR	08:15	09:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	90	100.000
B		✓	78	100.000
C		✓	5	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	78	12
	B	78	0	0
	C	5	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.17	8.72	0.2	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	502	0.117	58	0.1	8.108	A
C-AB	0	586	0.000	0	0.0	0.000	A
C-A	4			4			
A-B	59			59			
A-C	9			9			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	500	0.140	70	0.2	8.361	A
C-AB	0	583	0.000	0	0.0	0.000	A
C-A	4			4			
A-B	70			70			
A-C	11			11			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	86	498	0.172	86	0.2	8.717	A
C-AB	0	579	0.000	0	0.0	0.000	A
C-A	6			6			
A-B	86			86			
A-C	13			13			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	86	498	0.172	86	0.2	8.724	A
C-AB	0	579	0.000	0	0.0	0.000	A
C-A	6			6			
A-B	86			86			
A-C	13			13			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	500	0.140	70	0.2	8.373	A
C-AB	0	583	0.000	0	0.0	0.000	A
C-A	4			4			
A-B	70			70			
A-C	11			11			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	502	0.117	59	0.1	8.129	A
C-AB	0	586	0.000	0	0.0	0.000	A
C-A	4			4			
A-B	59			59			
A-C	9			9			

2027 With Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2027 With Development	PM	ONE HOUR	14:45	16:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	160	100.000
B		✓	143	100.000
C		✓	58	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	147	13
	B	142	0	1
	C	58	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.32	10.78	0.5	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	108	499	0.216	107	0.3	9.143	A
C-AB	0	570	0.000	0	0.0	0.000	A
C-A	44			44			
A-B	111			111			
A-C	10			10			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	129	496	0.259	128	0.3	9.784	A
C-AB	0	565	0.000	0	0.0	0.000	A
C-A	52			52			
A-B	132			132			
A-C	12			12			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	491	0.321	157	0.5	10.755	B
C-AB	0	558	0.000	0	0.0	0.000	A
C-A	64			64			
A-B	162			162			
A-C	14			14			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	491	0.321	157	0.5	10.785	B
C-AB	0	558	0.000	0	0.0	0.000	A
C-A	64			64			
A-B	162			162			
A-C	14			14			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	129	496	0.259	129	0.4	9.825	A
C-AB	0	565	0.000	0	0.0	0.000	A
C-A	52			52			
A-B	132			132			
A-C	12			12			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	108	499	0.216	108	0.3	9.206	A
C-AB	0	570	0.000	0	0.0	0.000	A
C-A	44			44			
A-B	111			111			
A-C	10			10			

2027 With Development, Saturday

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D15	2027 With Development	Saturday	ONE HOUR	11:30	13:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	207	100.000
B		✓	158	100.000
C		✓	17	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	170	37
	B	157	0	1
	C	16	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.36	11.40	0.5	B
C-AB	0.00	6.39	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:30 - 11:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	119	498	0.239	118	0.3	9.433	A
C-AB	0.77	576	0.001	0.76	0.0	6.258	A
C-A	12			12			
A-B	128			128			
A-C	28			28			

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	142	495	0.287	142	0.4	10.190	B
C-AB	0.92	571	0.002	0.92	0.0	6.311	A
C-A	14			14			
A-B	153			153			
A-C	33			33			

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	174	490	0.355	173	0.5	11.361	B
C-AB	1	565	0.002	1	0.0	6.384	A
C-A	18			18			
A-B	187			187			
A-C	41			41			

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	174	490	0.355	174	0.5	11.401	B
C-AB	1	565	0.002	1	0.0	6.387	A
C-A	18			18			
A-B	187			187			
A-C	41			41			

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	142	495	0.287	143	0.4	10.245	B
C-AB	0.92	571	0.002	0.92	0.0	6.311	A
C-A	14			14			
A-B	153			153			
A-C	33			33			

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	119	498	0.239	119	0.3	9.511	A
C-AB	0.77	576	0.001	0.77	0.0	6.258	A
C-A	12			12			
A-B	128			128			
A-C	28			28			

APPENDIX H

LinSig Model Outputs

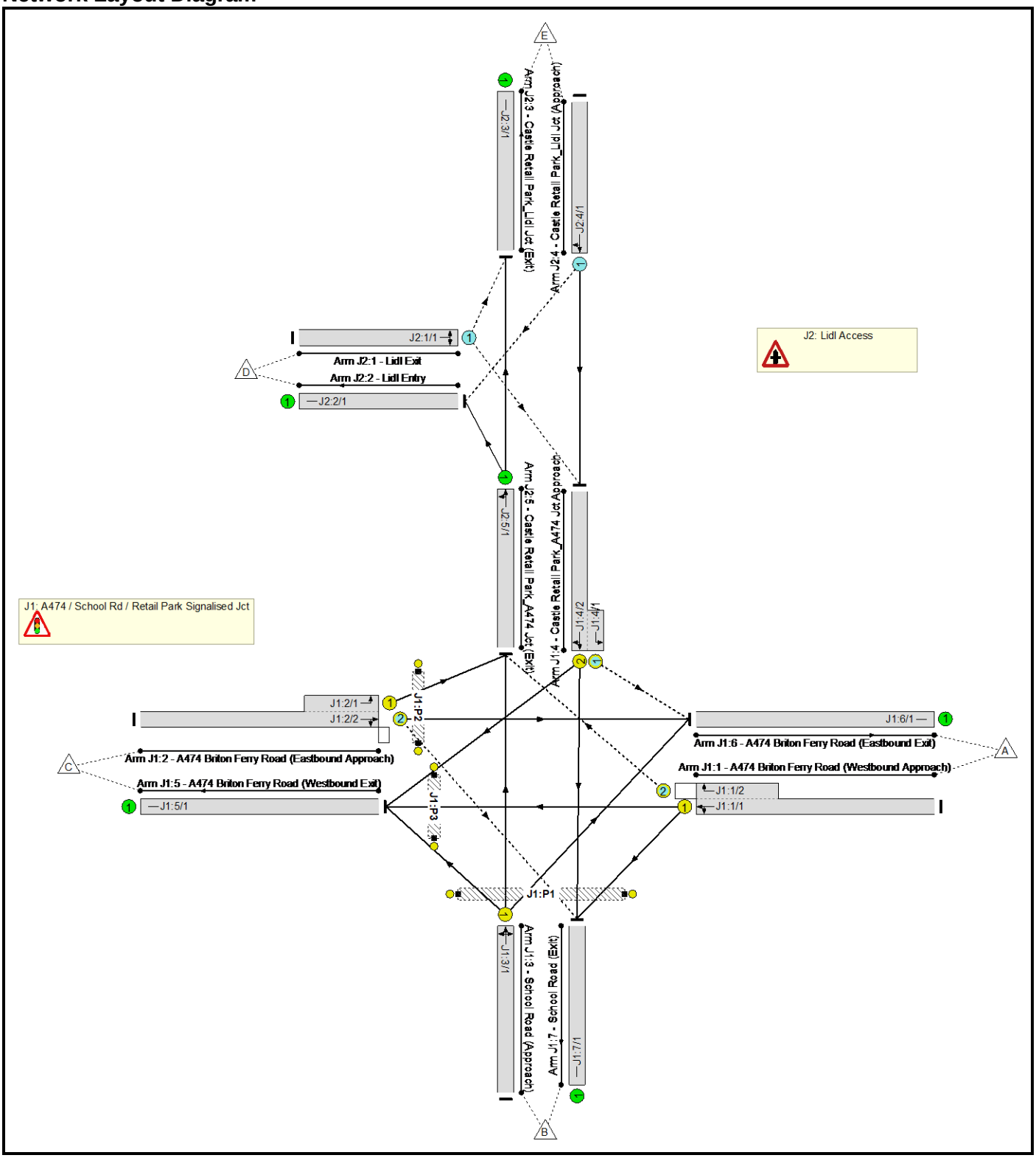
Full Input Data And Results

User and Project Details

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

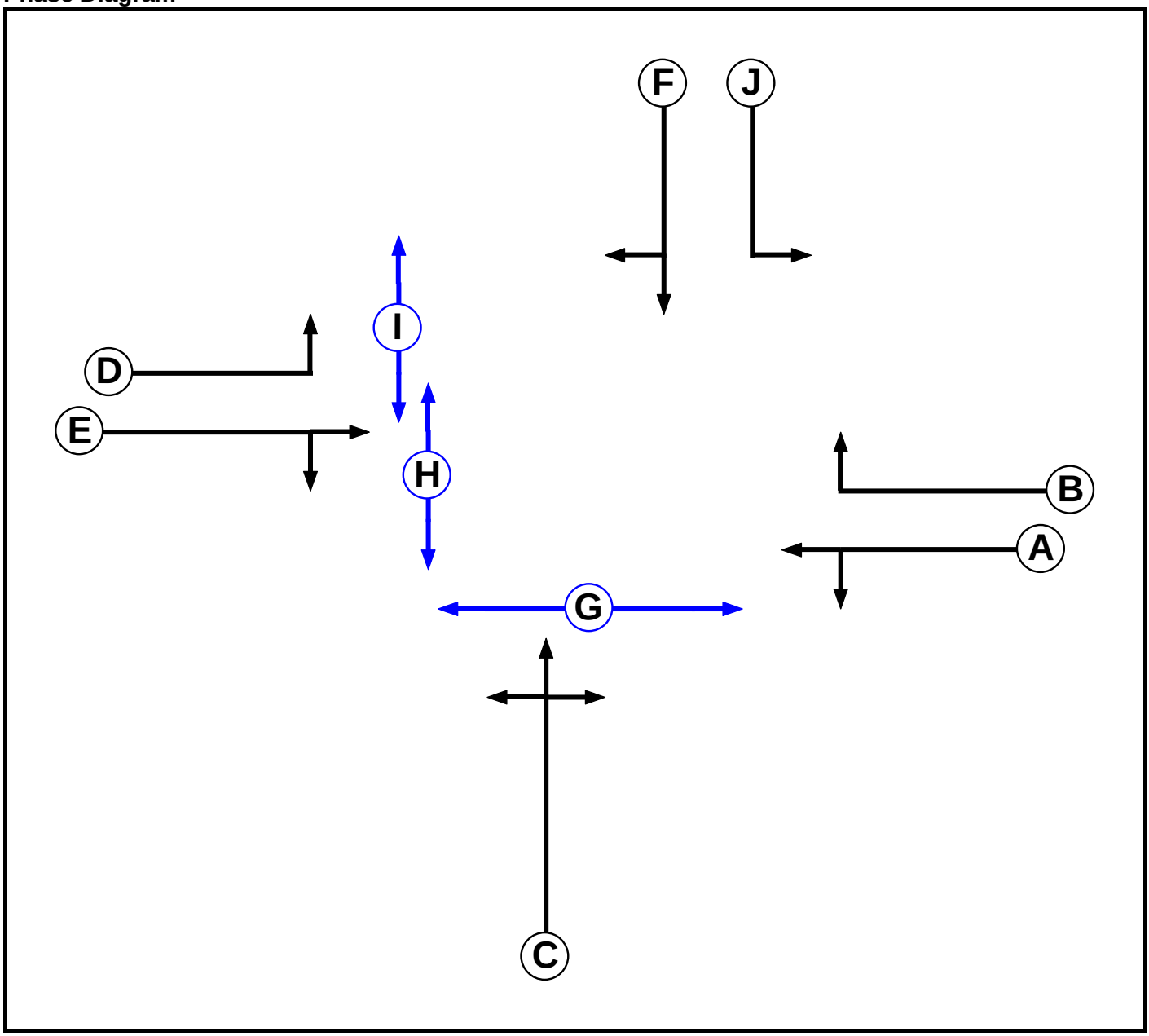
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

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

Full Input Data And Results

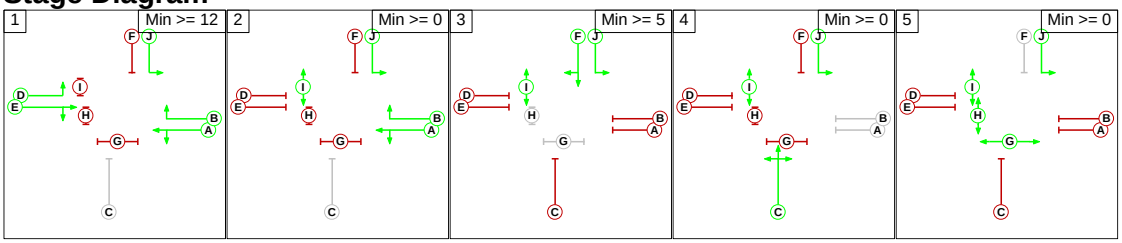
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

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

Full Input Data And Results

Give-Way Lane Input Data

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

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

Full Input Data And Results

Lane Input Data

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

Full Input Data And Results

Junction: J2: Lidl Access

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

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Weekday AM - Surveyed'	08:30	09:30	01:00	
2: 'Weekday PM - Surveyed'	15:00	16:00	01:00	
3: 'Saturday Peak - Surveyed'	11:45	12:45	01:00	
4: 'Weekday AM - 2022 No Dev'	08:30	09:30	01:00	
5: 'Weekday PM - 2022 No Dev'	15:00	16:00	01:00	
6: 'Saturday Peak - 2022 No Dev'	11:45	12:45	01:00	
7: 'Weekday AM - 2027 No Dev'	08:30	09:30	01:00	
8: 'Weekday PM - 2027 No Dev'	15:00	16:00	01:00	
9: 'Saturday Peak - 2027 No Dev'	11:45	12:45	01:00	
10: 'Weekday AM - 2022 With Dev'	08:30	09:30	01:00	
11: 'Weekday PM - 2022 With Dev'	15:00	16:00	01:00	
12: 'Saturday Peak - 2022 With Dev'	11:45	12:45	01:00	
13: 'Weekday AM - 2027 With Dev'	08:30	09:30	01:00	
14: 'Weekday PM - 2027 With Dev'	15:00	16:00	01:00	
15: 'Saturday Peak - 2027 With Dev'	11:45	12:45	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	33	560	33	24	650
	B	149	0	19	9	7	184
	C	557	4	0	20	14	595
	D	29	7	25	0	2	63
	E	13	3	11	1	0	28
	Tot.	748	47	615	63	47	1520

Traffic Lane Flows

Lane	Scenario 1: Weekday AM_Surveyed
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	642(In) 593(Out)
J1:1/2 (short)	49
J1:2/1 (short)	29
J1:2/2 (with short)	590(In) 561(Out)
J1:3/1	182
J1:4/1 (short)	34
J1:4/2 (with short)	73(In) 39(Out)
J1:5/1	609
J1:6/1	740
J1:7/1	46
Junction: J2: Lidl Access	
J2:1/1	49
J2:2/1	48
J2:3/1	47
J2:4/1	27
J2:5/1	92

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	94.4 %	1915	1915
				Arm J1:7 Left	Inf	5.6 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	99.3 %	2055	2055
				Arm J1:7 Right	Inf	0.7 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	10.4 %	1965	1965
				Arm J1:6 Right	Inf	81.9 %		
				Arm J2:5 Ahead	Inf	7.7 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	76.9 %	2105	2105
				Arm J1:7 Ahead	Inf	23.1 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	95.9 %	2015	2015
				Arm J2:3 Left	Inf	4.1 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	96.3 %	2015	2015
				Arm J2:2 Right	Inf	3.7 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	51.1 %	2015	2015
				Arm J2:3 Ahead	Inf	48.9 %		

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

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	30	477	48	21	576
	B	190	0	35	15	6	246
	C	524	7	0	50	22	603
	D	62	10	35	0	5	112
	E	56	9	32	0	0	97
	Tot.	832	56	579	113	54	1634

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Weekday PM_Surveyed
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	564(In) 507(Out)
J1:1/2 (short)	57
J1:2/1 (short)	59
J1:2/2 (with short)	590(In) 531(Out)
J1:3/1	242
J1:4/1 (short)	102
J1:4/2 (with short)	177(In) 75(Out)
J1:5/1	570
J1:6/1	816
J1:7/1	54
Junction: J2: Lidl Access	
J2:1/1	85
J2:2/1	84
J2:3/1	54
J2:4/1	97
J2:5/1	133

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	94.1 %	1915	1915
				Arm J1:7 Left	Inf	5.9 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	98.7 %	2055	2055
				Arm J1:7 Right	Inf	1.3 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	14.5 %	1965	1965
				Arm J1:6 Right	Inf	78.5 %		
				Arm J2:5 Ahead	Inf	7.0 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	77.3 %	2105	2105
				Arm J1:7 Ahead	Inf	22.7 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	94.1 %	2015	2015
				Arm J2:3 Left	Inf	5.9 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
				Arm J2:2 Right	Inf	0.0 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	63.2 %	2015	2015
				Arm J2:3 Ahead	Inf	36.8 %		

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

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	16	416	67	37	536
	B	116	0	11	15	9	151
	C	515	5	0	47	27	594
	D	61	9	47	0	5	122
	E	23	4	18	2	0	47
	Tot.	715	34	492	131	78	1450

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Saturday_Surveyed
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	536(In) 432(Out)
J1:1/2 (short)	104
J1:2/1 (short)	74
J1:2/2 (with short)	594(In) 520(Out)
J1:3/1	151
J1:4/1 (short)	84
J1:4/2 (with short)	162(In) 78(Out)
J1:5/1	492
J1:6/1	715
J1:7/1	34
Junction: J2: Lidl Access	
J2:1/1	122
J2:2/1	131
J2:3/1	78
J2:4/1	47
J2:5/1	202

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	96.3 %	1915	1915
				Arm J1:7 Left	Inf	3.7 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	99.0 %	2055	2055
				Arm J1:7 Right	Inf	1.0 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	7.3 %	1965	1965
				Arm J1:6 Right	Inf	76.8 %		
				Arm J2:5 Ahead	Inf	15.9 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	83.3 %	2105	2105
				Arm J1:7 Ahead	Inf	16.7 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	95.9 %	2015	2015
				Arm J2:3 Left	Inf	4.1 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	95.7 %	2015	2015
				Arm J2:2 Right	Inf	4.3 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	63.9 %	2015	2015
				Arm J2:3 Ahead	Inf	36.1 %		

Scenario 4: 'Weekday AM_2022 No Dev' (FG4: 'Weekday AM - 2022 No Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	33	564	33	24	654
	B	150	0	19	9	7	185
	C	561	4	0	20	14	599
	D	29	7	25	0	2	63
	E	13	3	11	1	0	28
	Tot.	753	47	619	63	47	1529

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: Weekday AM_2022 No Dev
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	654(In) 597(Out)
J1:1/2 (short)	57
J1:2/1 (short)	34
J1:2/2 (with short)	599(In) 565(Out)
J1:3/1	185
J1:4/1 (short)	42
J1:4/2 (with short)	88(In) 46(Out)
J1:5/1	619
J1:6/1	753
J1:7/1	47
Junction: J2: Lidl Access	
J2:1/1	63
J2:2/1	63
J2:3/1	47
J2:4/1	28
J2:5/1	107

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	94.5 %	1915	1915
				Arm J1:7 Left	Inf	5.5 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	99.3 %	2055	2055
				Arm J1:7 Right	Inf	0.7 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	10.3 %	1965	1965
				Arm J1:6 Right	Inf	81.1 %		
				Arm J2:5 Ahead	Inf	8.6 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	78.3 %	2105	2105
				Arm J1:7 Ahead	Inf	21.7 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	96.8 %	2015	2015
				Arm J2:3 Left	Inf	3.2 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	96.4 %	2015	2015
				Arm J2:2 Right	Inf	3.6 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	57.9 %	2015	2015
				Arm J2:3 Ahead	Inf	42.1 %		

Scenario 5: 'Weekday PM_2022 No Dev' (FG5: 'Weekday PM - 2022 No Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	30	481	49	21	581
	B	192	0	35	15	6	248
	C	528	7	0	51	22	608
	D	62	10	36	0	5	113
	E	56	9	33	0	0	98
	Tot.	838	56	585	115	54	1648

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: Weekday PM_2022 No Dev
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	581(In) 511(Out)
J1:1/2 (short)	70
J1:2/1 (short)	73
J1:2/2 (with short)	608(In) 535(Out)
J1:3/1	248
J1:4/1 (short)	118
J1:4/2 (with short)	206(In) 88(Out)
J1:5/1	585
J1:6/1	838
J1:7/1	56
Junction: J2: Lidl Access	
J2:1/1	113
J2:2/1	115
J2:3/1	54
J2:4/1	98
J2:5/1	164

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	94.1 %	1915	1915
				Arm J1:7 Left	Inf	5.9 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	98.7 %	2055	2055
				Arm J1:7 Right	Inf	1.3 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	14.1 %	1965	1965
				Arm J1:6 Right	Inf	77.4 %		
				Arm J2:5 Ahead	Inf	8.5 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	78.4 %	2105	2105
				Arm J1:7 Ahead	Inf	21.6 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	95.6 %	2015	2015
				Arm J2:3 Left	Inf	4.4 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
				Arm J2:2 Right	Inf	0.0 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	70.1 %	2015	2015
				Arm J2:3 Ahead	Inf	29.9 %		

Scenario 6: 'Saturday_2022 No Dev' (FG6: 'Saturday Peak - 2022 No Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	16	420	67	38	541
	B	117	0	11	15	9	152
	C	520	5	0	48	27	600
	D	61	9	47	0	5	122
	E	23	4	18	2	0	47
	Tot.	721	34	496	132	79	1462

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: Saturday_2022 No Dev
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	541(In) 436(Out)
J1:1/2 (short)	105
J1:2/1 (short)	75
J1:2/2 (with short)	600(In) 525(Out)
J1:3/1	152
J1:4/1 (short)	84
J1:4/2 (with short)	162(In) 78(Out)
J1:5/1	496
J1:6/1	721
J1:7/1	34
Junction: J2: Lidl Access	
J2:1/1	122
J2:2/1	132
J2:3/1	79
J2:4/1	47
J2:5/1	204

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	96.3 %	1915	1915
				Arm J1:7 Left	Inf	3.7 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	99.0 %	2055	2055
				Arm J1:7 Right	Inf	1.0 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	7.2 %	1965	1965
				Arm J1:6 Right	Inf	77.0 %		
				Arm J2:5 Ahead	Inf	15.8 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	83.3 %	2105	2105
				Arm J1:7 Ahead	Inf	16.7 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	95.9 %	2015	2015
				Arm J2:3 Left	Inf	4.1 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	95.7 %	2015	2015
				Arm J2:2 Right	Inf	4.3 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	63.7 %	2015	2015
				Arm J2:3 Ahead	Inf	36.3 %		

Scenario 7: 'Weekday AM_2027 No Dev' (FG7: 'Weekday AM - 2027 No Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	35	590	35	25	685
	B	156	0	20	10	7	193
	C	587	4	0	21	15	627
	D	29	8	25	0	2	64
	E	13	4	11	1	0	29
	Tot.	785	51	646	67	49	1598

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: Weekday AM_2027 No Dev
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	685(In) 625(Out)
J1:1/2 (short)	60
J1:2/1 (short)	36
J1:2/2 (with short)	627(In) 591(Out)
J1:3/1	193
J1:4/1 (short)	42
J1:4/2 (with short)	90(In) 48(Out)
J1:5/1	646
J1:6/1	785
J1:7/1	51
Junction: J2: Lidl Access	
J2:1/1	64
J2:2/1	67
J2:3/1	49
J2:4/1	29
J2:5/1	113

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	94.4 %	1915	1915
				Arm J1:7 Left	Inf	5.6 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	99.3 %	2055	2055
				Arm J1:7 Right	Inf	0.7 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	10.4 %	1965	1965
				Arm J1:6 Right	Inf	80.8 %		
				Arm J2:5 Ahead	Inf	8.8 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	75.0 %	2105	2105
				Arm J1:7 Ahead	Inf	25.0 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	96.9 %	2015	2015
				Arm J2:3 Left	Inf	3.1 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	96.6 %	2015	2015
				Arm J2:2 Right	Inf	3.4 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	58.4 %	2015	2015
				Arm J2:3 Ahead	Inf	41.6 %		

Scenario 8: 'Weekday PM_2027 No Dev' (FG8: 'Weekday PM - 2027 No Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	31	499	50	22	602
	B	199	0	37	15	7	258
	C	549	7	0	52	23	631
	D	62	10	35	0	5	112
	E	59	10	34	0	0	103
	Tot.	869	58	605	117	57	1706

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: Weekday PM_2027 No Dev
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	602(In) 530(Out)
J1:1/2 (short)	72
J1:2/1 (short)	75
J1:2/2 (with short)	631(In) 556(Out)
J1:3/1	258
J1:4/1 (short)	121
J1:4/2 (with short)	210(In) 89(Out)
J1:5/1	605
J1:6/1	869
J1:7/1	58
Junction: J2: Lidl Access	
J2:1/1	112
J2:2/1	117
J2:3/1	57
J2:4/1	103
J2:5/1	169

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	94.2 %	1915	1915
				Arm J1:7 Left	Inf	5.8 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	98.7 %	2055	2055
				Arm J1:7 Right	Inf	1.3 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	14.3 %	1965	1965
				Arm J1:6 Right	Inf	77.1 %		
				Arm J2:5 Ahead	Inf	8.5 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	77.5 %	2105	2105
				Arm J1:7 Ahead	Inf	22.5 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	95.5 %	2015	2015
				Arm J2:3 Left	Inf	4.5 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
				Arm J2:2 Right	Inf	0.0 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	69.2 %	2015	2015
				Arm J2:3 Ahead	Inf	30.8 %		

Scenario 9: 'Saturday_2027 No Dev' (FG9: 'Saturday Peak - 2027 No Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	17	436	69	40	562
	B	121	0	12	16	9	158
	C	539	5	0	49	29	622
	D	61	9	47	0	5	122
	E	24	4	19	2	0	49
	Tot.	745	35	514	136	83	1513

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: Saturday_2027 No Dev
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	562(In) 453(Out)
J1:1/2 (short)	109
J1:2/1 (short)	78
J1:2/2 (with short)	622(In) 544(Out)
J1:3/1	158
J1:4/1 (short)	85
J1:4/2 (with short)	164(In) 79(Out)
J1:5/1	514
J1:6/1	745
J1:7/1	35
Junction: J2: Lidl Access	
J2:1/1	122
J2:2/1	136
J2:3/1	83
J2:4/1	49
J2:5/1	212

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	96.2 %	1915	1915
				Arm J1:7 Left	Inf	3.8 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	99.1 %	2055	2055
				Arm J1:7 Right	Inf	0.9 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	7.6 %	1965	1965
				Arm J1:6 Right	Inf	76.6 %		
				Arm J2:5 Ahead	Inf	15.8 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	83.5 %	2105	2105
				Arm J1:7 Ahead	Inf	16.5 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	95.9 %	2015	2015
				Arm J2:3 Left	Inf	4.1 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	95.9 %	2015	2015
				Arm J2:2 Right	Inf	4.1 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	63.2 %	2015	2015
				Arm J2:3 Ahead	Inf	36.8 %		

Scenario 10: 'Weekday AM_2022 With Dev' (FG10: 'Weekday AM - 2022 With Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	33	564	45	6	648
	B	150	0	19	12	2	183
	C	561	4	0	26	4	595
	D	39	10	33	0	0	82
	E	2	1	2	0	0	5
	Tot.	752	48	618	83	12	1513

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: Weekday AM_2022 With Dev
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	648(In) 597(Out)
J1:1/2 (short)	51
J1:2/1 (short)	30
J1:2/2 (with short)	595(In) 565(Out)
J1:3/1	183
J1:4/1 (short)	41
J1:4/2 (with short)	87(In) 46(Out)
J1:5/1	618
J1:6/1	752
J1:7/1	48
Junction: J2: Lidl Access	
J2:1/1	82
J2:2/1	83
J2:3/1	12
J2:4/1	5
J2:5/1	95

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	94.5 %	1915	1915
				Arm J1:7 Left	Inf	5.5 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	99.3 %	2055	2055
				Arm J1:7 Right	Inf	0.7 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	10.4 %	1965	1965
				Arm J1:6 Right	Inf	82.0 %		
				Arm J2:5 Ahead	Inf	7.7 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	76.1 %	2105	2105
				Arm J1:7 Ahead	Inf	23.9 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	100.0 %	2015	2015
				Arm J2:3 Left	Inf	0.0 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
				Arm J2:2 Right	Inf	0.0 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	87.4 %	2015	2015
				Arm J2:3 Ahead	Inf	12.6 %		

Scenario 11: 'Weekday PM_2022 With Dev' (FG11: 'Weekday PM - 2022 With Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	30	481	64	6	581
	B	192	0	35	20	2	249
	C	528	7	0	68	6	609
	D	83	13	47	0	1	144
	E	33	6	19	0	0	58
	Tot.	836	56	582	152	15	1641

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: Weekday PM_2022 With Dev
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	581(In) 511(Out)
J1:1/2 (short)	70
J1:2/1 (short)	74
J1:2/2 (with short)	609(In) 535(Out)
J1:3/1	249
J1:4/1 (short)	116
J1:4/2 (with short)	201(In) 85(Out)
J1:5/1	582
J1:6/1	836
J1:7/1	56
Junction: J2: Lidl Access	
J2:1/1	144
J2:2/1	152
J2:3/1	15
J2:4/1	58
J2:5/1	166

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	94.1 %	1915	1915
				Arm J1:7 Left	Inf	5.9 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	98.7 %	2055	2055
				Arm J1:7 Right	Inf	1.3 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	14.1 %	1965	1965
				Arm J1:6 Right	Inf	77.1 %		
				Arm J2:5 Ahead	Inf	8.8 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	77.6 %	2105	2105
				Arm J1:7 Ahead	Inf	22.4 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	99.3 %	2015	2015
				Arm J2:3 Left	Inf	0.7 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
				Arm J2:2 Right	Inf	0.0 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	91.6 %	2015	2015
				Arm J2:3 Ahead	Inf	8.4 %		

Scenario 12: 'Saturday_2022 With Dev' (FG12: 'Saturday Peak - 2022 With Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	16	420	89	19	544
	B	117	0	11	20	5	153
	C	520	5	0	64	13	602
	D	82	12	64	0	1	159
	E	8	2	6	1	0	17
	Tot.	727	35	501	174	38	1475

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: Saturday_2022 With Dev
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	544(In) 436(Out)
J1:1/2 (short)	108
J1:2/1 (short)	77
J1:2/2 (with short)	602(In) 525(Out)
J1:3/1	153
J1:4/1 (short)	90
J1:4/2 (with short)	174(In) 84(Out)
J1:5/1	501
J1:6/1	727
J1:7/1	35
Junction: J2: Lidl Access	
J2:1/1	159
J2:2/1	174
J2:3/1	38
J2:4/1	17
J2:5/1	210

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	96.3 %	1915	1915
				Arm J1:7 Left	Inf	3.7 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	99.0 %	2055	2055
				Arm J1:7 Right	Inf	1.0 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	7.2 %	1965	1965
				Arm J1:6 Right	Inf	76.5 %		
				Arm J2:5 Ahead	Inf	16.3 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	83.3 %	2105	2105
				Arm J1:7 Ahead	Inf	16.7 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	99.4 %	2015	2015
				Arm J2:3 Left	Inf	0.6 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	94.1 %	2015	2015
				Arm J2:2 Right	Inf	5.9 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	82.4 %	2015	2015
				Arm J2:3 Ahead	Inf	17.6 %		

Scenario 13: 'Weekday AM_2027 With Dev' (FG13: 'Weekday AM - 2027 With Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	35	590	47	7	679
	B	156	0	20	13	2	191
	C	587	4	0	27	5	623
	D	38	10	33	0	0	81
	E	3	1	3	0	0	7
	Tot.	784	50	646	87	14	1581

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: Weekday AM_2027 With Dev
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	679(In) 625(Out)
J1:1/2 (short)	54
J1:2/1 (short)	32
J1:2/2 (with short)	623(In) 591(Out)
J1:3/1	191
J1:4/1 (short)	41
J1:4/2 (with short)	88(In) 47(Out)
J1:5/1	646
J1:6/1	784
J1:7/1	50
Junction: J2: Lidl Access	
J2:1/1	81
J2:2/1	87
J2:3/1	14
J2:4/1	7
J2:5/1	101

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	94.4 %	1915	1915
				Arm J1:7 Left	Inf	5.6 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	99.3 %	2055	2055
				Arm J1:7 Right	Inf	0.7 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	10.5 %	1965	1965
				Arm J1:6 Right	Inf	81.7 %		
				Arm J2:5 Ahead	Inf	7.9 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	76.6 %	2105	2105
				Arm J1:7 Ahead	Inf	23.4 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	100.0 %	2015	2015
				Arm J2:3 Left	Inf	0.0 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
				Arm J2:2 Right	Inf	0.0 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	86.1 %	2015	2015
				Arm J2:3 Ahead	Inf	13.9 %		

Scenario 14: 'Weekday PM_2027 With Dev' (FG14: 'Weekday PM - 2027 With Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	31	499	65	7	602
	B	199	0	37	20	3	259
	C	549	7	0	69	7	632
	D	83	13	47	0	1	144
	E	35	6	20	0	0	61
	Tot.	866	57	603	154	18	1698

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: Weekday PM_2027 With Dev
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	602(In) 530(Out)
J1:1/2 (short)	72
J1:2/1 (short)	76
J1:2/2 (with short)	632(In) 556(Out)
J1:3/1	259
J1:4/1 (short)	118
J1:4/2 (with short)	204(In) 86(Out)
J1:5/1	603
J1:6/1	866
J1:7/1	57
Junction: J2: Lidl Access	
J2:1/1	144
J2:2/1	154
J2:3/1	18
J2:4/1	61
J2:5/1	171

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	94.2 %	1915	1915
				Arm J1:7 Left	Inf	5.8 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	98.7 %	2055	2055
				Arm J1:7 Right	Inf	1.3 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	14.3 %	1965	1965
				Arm J1:6 Right	Inf	76.8 %		
				Arm J2:5 Ahead	Inf	8.9 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	77.9 %	2105	2105
				Arm J1:7 Ahead	Inf	22.1 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	99.3 %	2015	2015
				Arm J2:3 Left	Inf	0.7 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
				Arm J2:2 Right	Inf	0.0 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	90.1 %	2015	2015
				Arm J2:3 Ahead	Inf	9.9 %		

Scenario 15: 'Saturday_2027 With Dev' (FG15: 'Saturday Peak - 2027 With Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	17	436	92	20	565
	B	121	0	12	21	5	159
	C	539	5	0	65	15	624
	D	82	13	64	0	1	160
	E	9	2	7	1	0	19
	Tot.	751	37	519	179	41	1527

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: Saturday_2027 With Dev
Junction: J1: A474 / School Rd / Retail Park Signalised Jct	
J1:1/1 (with short)	565(In) 453(Out)
J1:1/2 (short)	112
J1:2/1 (short)	80
J1:2/2 (with short)	624(In) 544(Out)
J1:3/1	159
J1:4/1 (short)	91
J1:4/2 (with short)	177(In) 86(Out)
J1:5/1	519
J1:6/1	751
J1:7/1	37
Junction: J2: Lidl Access	
J2:1/1	160
J2:2/1	179
J2:3/1	41
J2:4/1	19
J2:5/1	218

Full Input Data And Results

Lane Saturation Flows

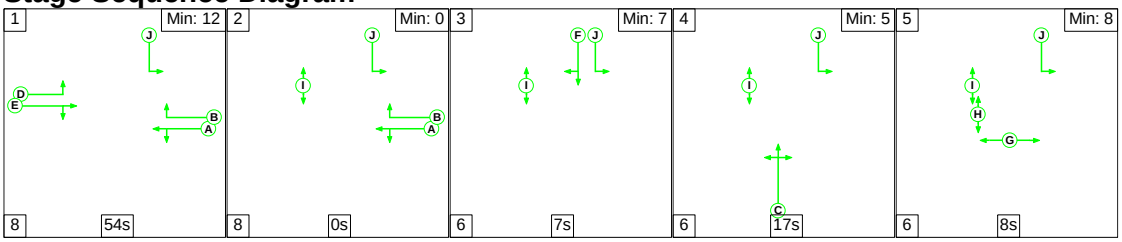
Junction: J1: A474 / School Rd / Retail Park Signalised Jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	96.2 %	1915	1915
				Arm J1:7 Left	Inf	3.8 %		
J1:1/2 (A474 Briton Ferry Road (Westbound Approach))	3.00	0.00	N	Arm J2:5 Right	Inf	100.0 %	2055	2055
J1:2/1 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	Y	Arm J2:5 Left	Inf	100.0 %	1915	1915
J1:2/2 (A474 Briton Ferry Road (Eastbound Approach))	3.00	0.00	N	Arm J1:6 Ahead	Inf	99.1 %	2055	2055
				Arm J1:7 Right	Inf	0.9 %		
J1:3/1 (School Road (Approach))	3.50	0.00	Y	Arm J1:5 Left	Inf	7.5 %	1965	1965
				Arm J1:6 Right	Inf	76.1 %		
				Arm J2:5 Ahead	Inf	16.4 %		
J1:4/1 (Castle Retail Park_A474 Jct Approach)	4.00	0.00	Y	Arm J1:6 Left	Inf	100.0 %	2015	2015
J1:4/2 (Castle Retail Park_A474 Jct Approach)	3.50	0.00	N	Arm J1:5 Right	Inf	82.6 %	2105	2105
				Arm J1:7 Ahead	Inf	17.4 %		
J1:5/1 (A474 Briton Ferry Road (Westbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A474 Briton Ferry Road (Eastbound Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (School Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Lidl Access								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Lidl Exit)	4.00	0.00	Y	Arm J1:4 Right	Inf	99.4 %	2015	2015
				Arm J2:3 Left	Inf	0.6 %		
J2:2/1 (Lidl Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Castle Retail Park_Lidl Jct (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Castle Retail Park_Lidl Jct (Approach))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	94.7 %	2015	2015
				Arm J2:2 Right	Inf	5.3 %		
J2:5/1 (Castle Retail Park_A474 Jct (Exit))	4.00	0.00	Y	Arm J2:2 Left	Inf	81.7 %	2015	2015
				Arm J2:3 Ahead	Inf	18.3 %		

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

Stage Sequence Diagram

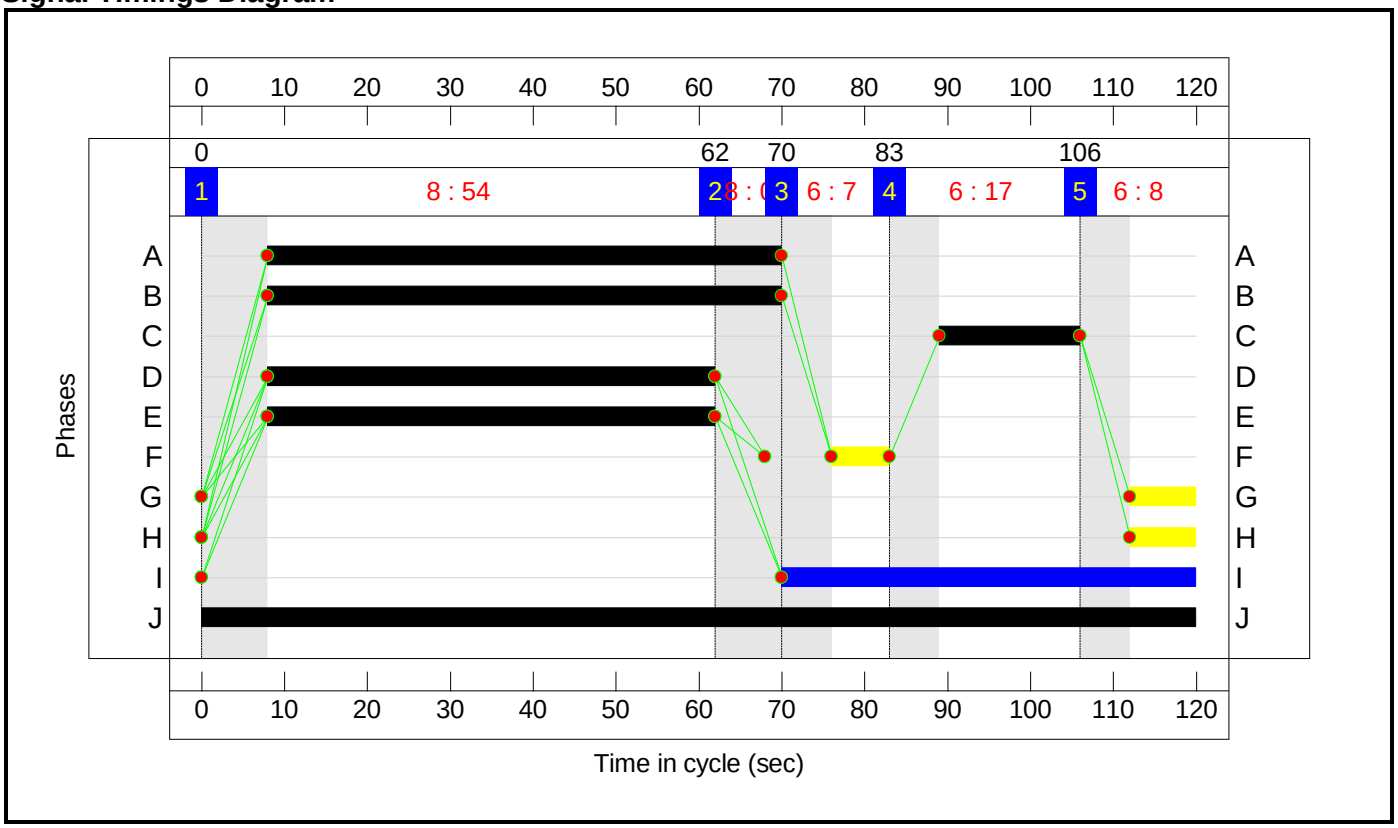


Stage Timings

Stage	1	2	3	4	5
Duration	54	0	7	17	8
Change Point	0	62	70	83	106

Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.8%**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.8%**
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	62	-	642	1915:2055	963+80	61.6 : 61.6%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	54	-	590	2055:1915	908+47	61.8 : 61.8%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	17	-	182	1965	295	61.7%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	73	2105:2015	135+118	28.8 : 28.8%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	740	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	46	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	50	-	0	-	0	0.0%
J2: Lidl Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**4.6%**
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	49	2015	1362	3.6%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	47	Inf	Inf	0.0%

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	27	2015	1981	1.4%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	92	2015	2015	4.6%

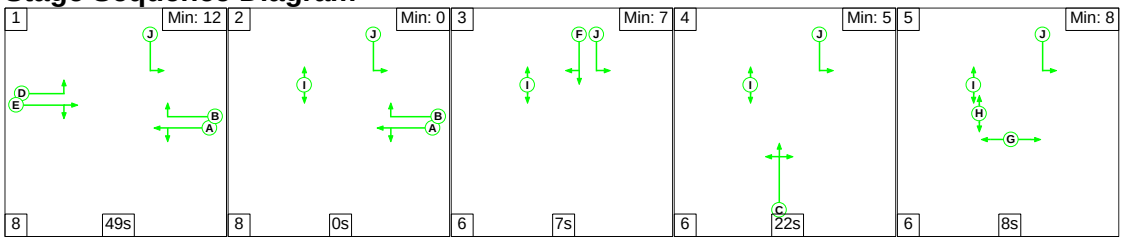
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**120**	**16**	**1**	**10.4**	**2.7**	**0.2**	**13.3**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**70**	**16**	**1**	**10.4**	**2.6**	**0.2**	**13.2**	**-**	**-**	**-**	**-**
1/1+1/2	642	642	46	2	1	3.5	0.8	0.2	4.4	24.9	14.0	0.8	14.8
2/2+2/1	590	590	4	0	0	4.0	0.8	0.0	4.8	29.2	14.2	0.8	15.0
3/1	182	182	-	-	-	2.4	0.8	-	3.2	63.5	5.7	0.8	6.5
4/2+4/1	73	73	21	13	0	0.6	0.2	-	0.8	39.9	1.2	0.2	1.4
5/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	46	46	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**50**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
1/1	49	49	49	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
2/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	27	27	1	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	92	92	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 45.6 Total Delay for Signalled Lanes (pcuHr): 13.24 Cycle Time (s): 120
PRC Over All Lanes (%): 45.6 Total Delay Over All Lanes(pcuHr): 13.28

Full Input Data And Results

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

Stage Sequence Diagram

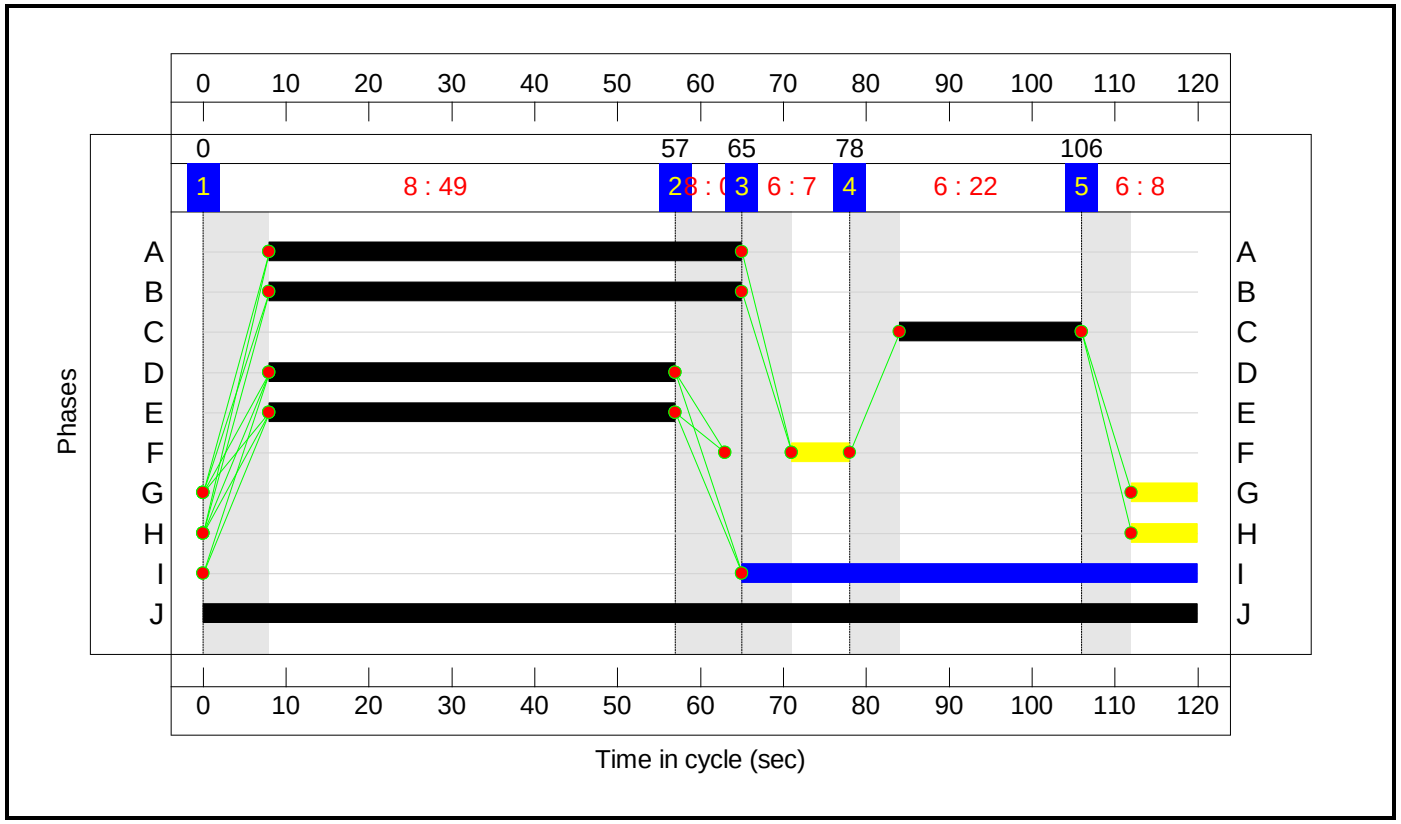


Stage Timings

Stage	1	2	3	4	5
Duration	49	0	7	22	8
Change Point	0	57	65	78	106

Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.1%**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.1%**
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	57	-	564	1915:2055	873+98	58.1 : 58.1%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	49	-	590	2055:1915	791+88	67.1 : 67.1%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	22	-	242	1965	377	64.3%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	177	2105:2015	131+178	57.2 : 57.2%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	570	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	816	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	54	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	55	-	0	-	0	0.0%
J2: Lidl Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**6.6%**
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	85	2015	1286	6.6%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	84	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	54	Inf	Inf	0.0%

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	97	2015	2015	4.8%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	133	2015	2015	6.6%

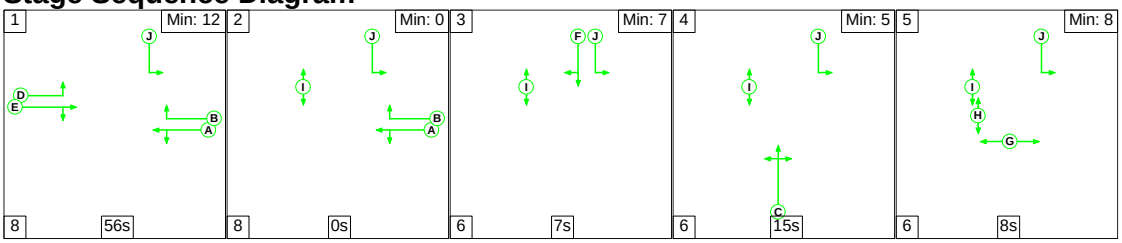
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**207**	**43**	**1**	**12.1**	**3.3**	**0.3**	**15.7**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**122**	**43**	**1**	**12.1**	**3.3**	**0.3**	**15.7**	**-**	**-**	**-**	**-**
1/1+1/2	564	564	53	3	1	3.4	0.7	0.3	4.3	27.5	12.3	0.7	13.0
2/2+2/1	590	590	7	0	0	4.5	1.0	0.0	5.5	33.8	15.0	1.0	16.0
3/1	242	242	-	-	-	3.0	0.9	-	3.9	57.9	7.4	0.9	8.3
4/2+4/1	177	177	62	40	0	1.2	0.7	-	1.9	38.7	2.4	0.7	3.1
5/1	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	816	816	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	54	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**85**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	85	85	85	0	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
2/1	84	84	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	54	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	97	97	0	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	133	133	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 34.1 Total Delay for Signalled Lanes (pcuHr): 15.65 Cycle Time (s): 120
PRC Over All Lanes (%): 34.1 Total Delay Over All Lanes(pcuHr): 15.75

Full Input Data And Results

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

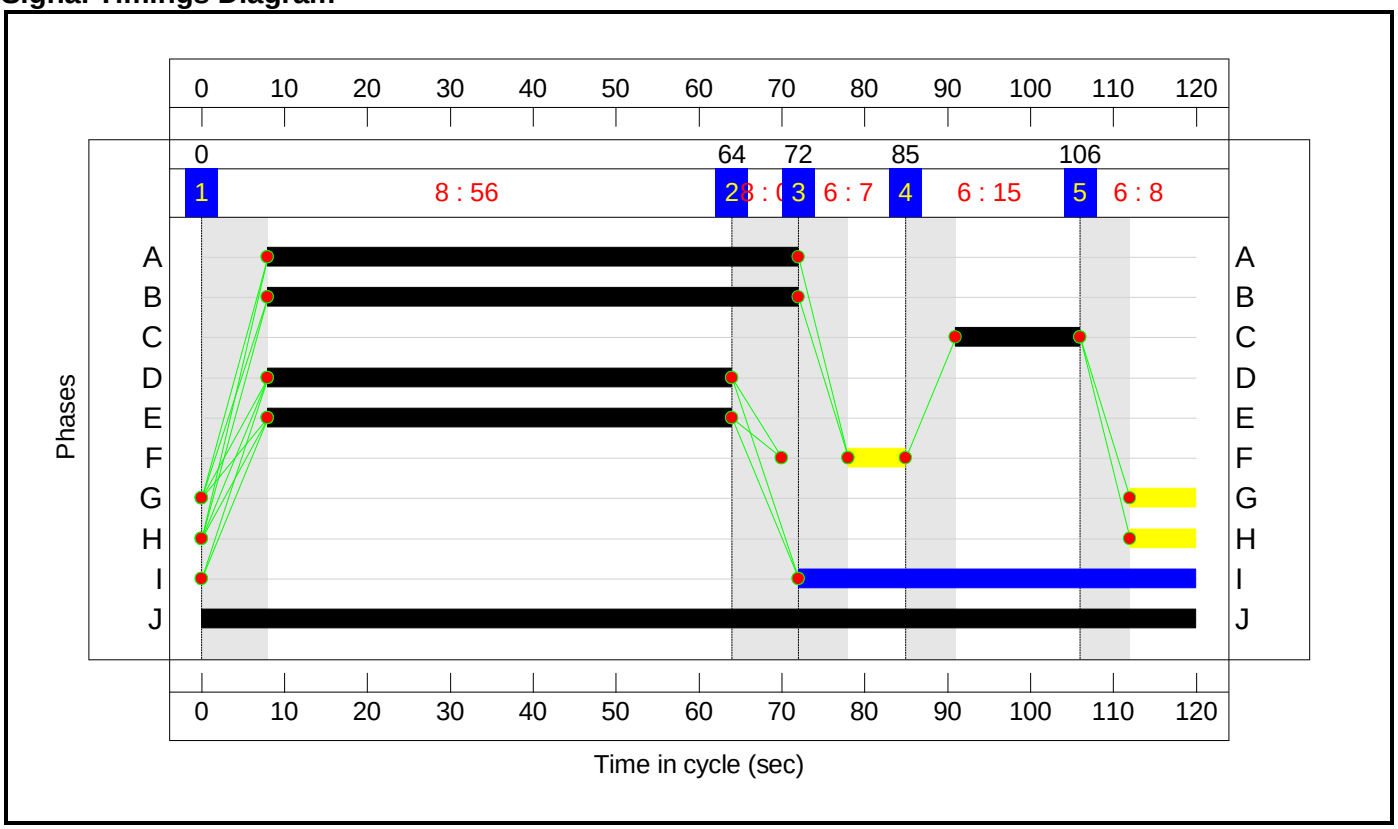
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	56	0	7	15	8
Change Point	0	64	72	85	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.2%**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.2%**
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	64	-	536	1915:2055	902+217	47.9 : 47.9%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	56	-	594	2055:1915	879+125	59.2 : 59.2%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	15	-	151	1965	262	57.6%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	162	2105:2015	133+144	58.5 : 58.5%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	492	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	715	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	34	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	48	-	0	-	0	0.0%
J2: Lidl Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**10.0%**
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	122	2015	1310	9.3%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	78	Inf	Inf	0.0%

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	47	2015	1974	2.4%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	202	2015	2015	10.0%

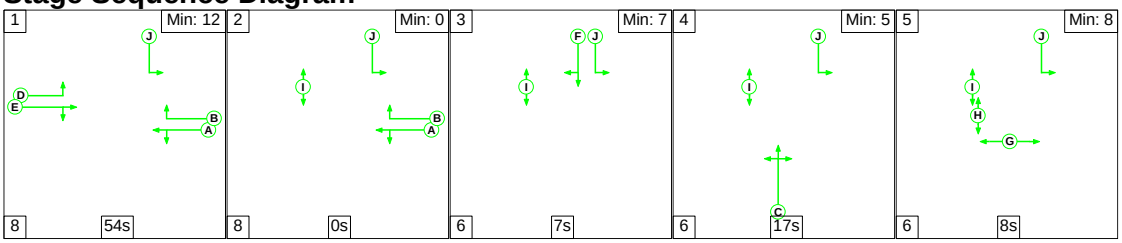
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**277**	**38**	**2**	**9.3**	**2.7**	**0.4**	**12.4**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**153**	**38**	**2**	**9.3**	**2.5**	**0.4**	**12.3**	**-**	**-**	**-**	**-**
1/1+1/2	536	536	97	5	2	2.4	0.5	0.4	3.3	21.9	8.7	0.5	9.2
2/2+2/1	594	594	5	0	0	3.6	0.7	0.0	4.4	26.5	13.0	0.7	13.8
3/1	151	151	-	-	-	2.0	0.7	-	2.7	64.9	4.7	0.7	5.4
4/2+4/1	162	162	51	33	0	1.2	0.7	-	1.9	43.1	2.5	0.7	3.2
5/1	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	715	715	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	34	34	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**124**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	122	122	122	0	0	0.0	0.1	-	0.1	1.5	0.0	0.1	0.1
2/1	131	131	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	78	78	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	47	47	2	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	202	202	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 52.1 Total Delay for Signalled Lanes (pcuHr): 12.28 Cycle Time (s): 120
PRC Over All Lanes (%): 52.1 Total Delay Over All Lanes(pcuHr): 12.40

Full Input Data And Results

Scenario 4: 'Weekday AM_2022 No Dev' (FG4: 'Weekday AM - 2022 No Dev', Plan 1: 'Network Control Plan 1')

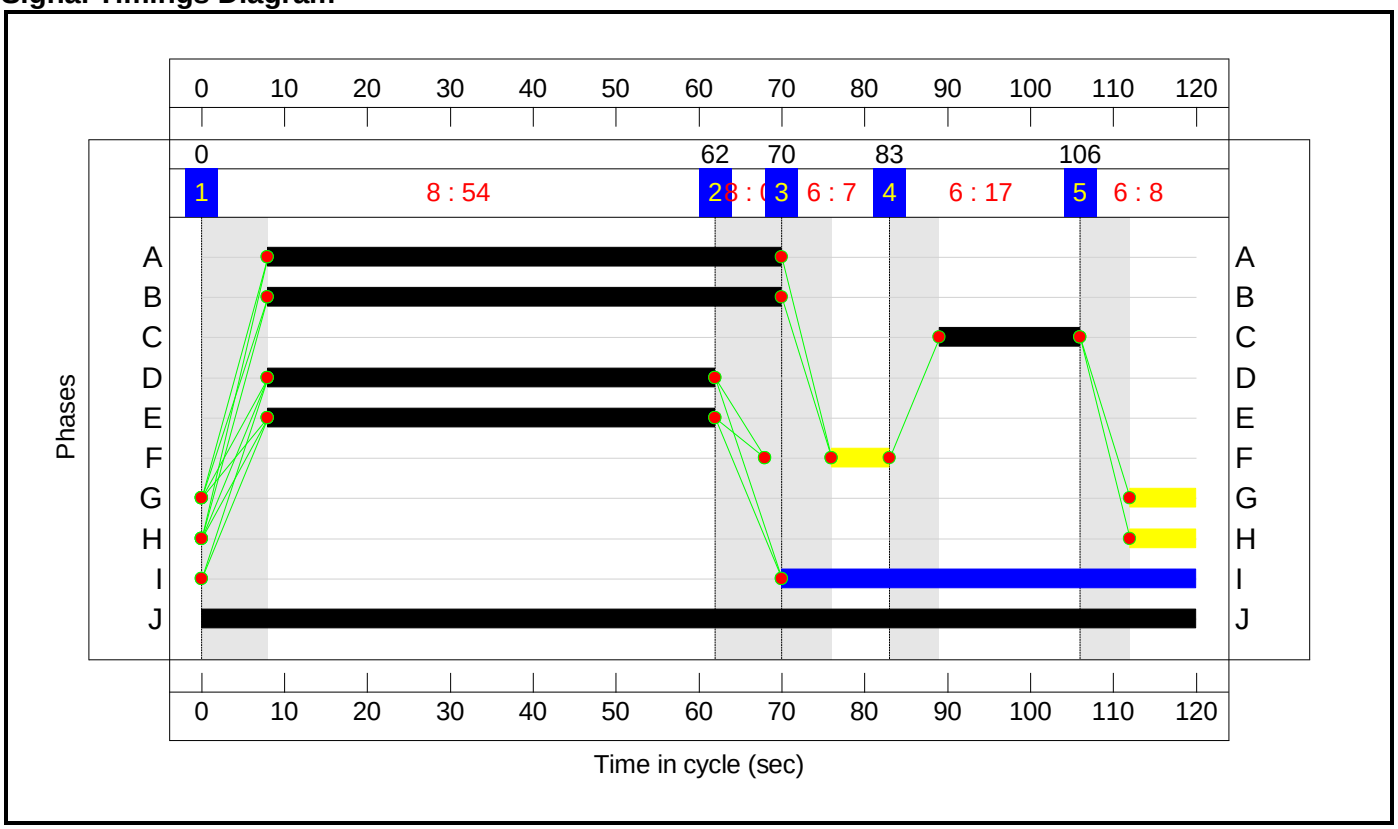
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	54	0	7	17	8
Change Point	0	62	70	83	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.8%**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.8%**
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	62	-	654	1915:2055	955+91	62.5 : 62.5%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	54	-	599	2055:1915	902+54	62.7 : 62.7%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	17	-	185	1965	295	62.8%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	88	2105:2015	135+123	34.1 : 34.1%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	619	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	753	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	47	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	50	-	0	-	0	0.0%
J2: Lidl Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**5.3%**
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	63	2015	1360	4.6%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	63	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	47	Inf	Inf	0.0%

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	28	2015	1983	1.4%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	107	2015	2015	5.3%

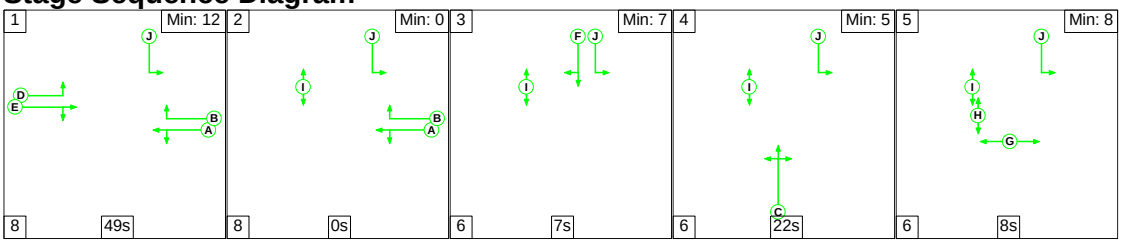
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**147**	**19**	**1**	**10.7**	**2.8**	**0.2**	**13.8**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**83**	**19**	**1**	**10.7**	**2.8**	**0.2**	**13.7**	**-**	**-**	**-**	**-**
1/1+1/2	654	654	53	3	1	3.5	0.8	0.2	4.6	25.2	14.2	0.8	15.0
2/2+2/1	599	599	4	0	0	4.0	0.8	0.0	4.9	29.3	14.6	0.8	15.4
3/1	185	185	-	-	-	2.5	0.8	-	3.3	64.0	5.8	0.8	6.6
4/2+4/1	88	88	26	16	0	0.7	0.3	-	1.0	40.1	1.5	0.3	1.7
5/1	619	619	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	753	753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**64**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	63	63	63	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
2/1	63	63	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	28	28	1	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	107	107	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 43.4 Total Delay for Signalled Lanes (pcuHr): 13.73 Cycle Time (s): 120
PRC Over All Lanes (%): 43.4 Total Delay Over All Lanes(pcuHr): 13.79

Full Input Data And Results

Scenario 5: 'Weekday PM_2022 No Dev' (FG5: 'Weekday PM - 2022 No Dev', Plan 1: 'Network Control Plan 1')

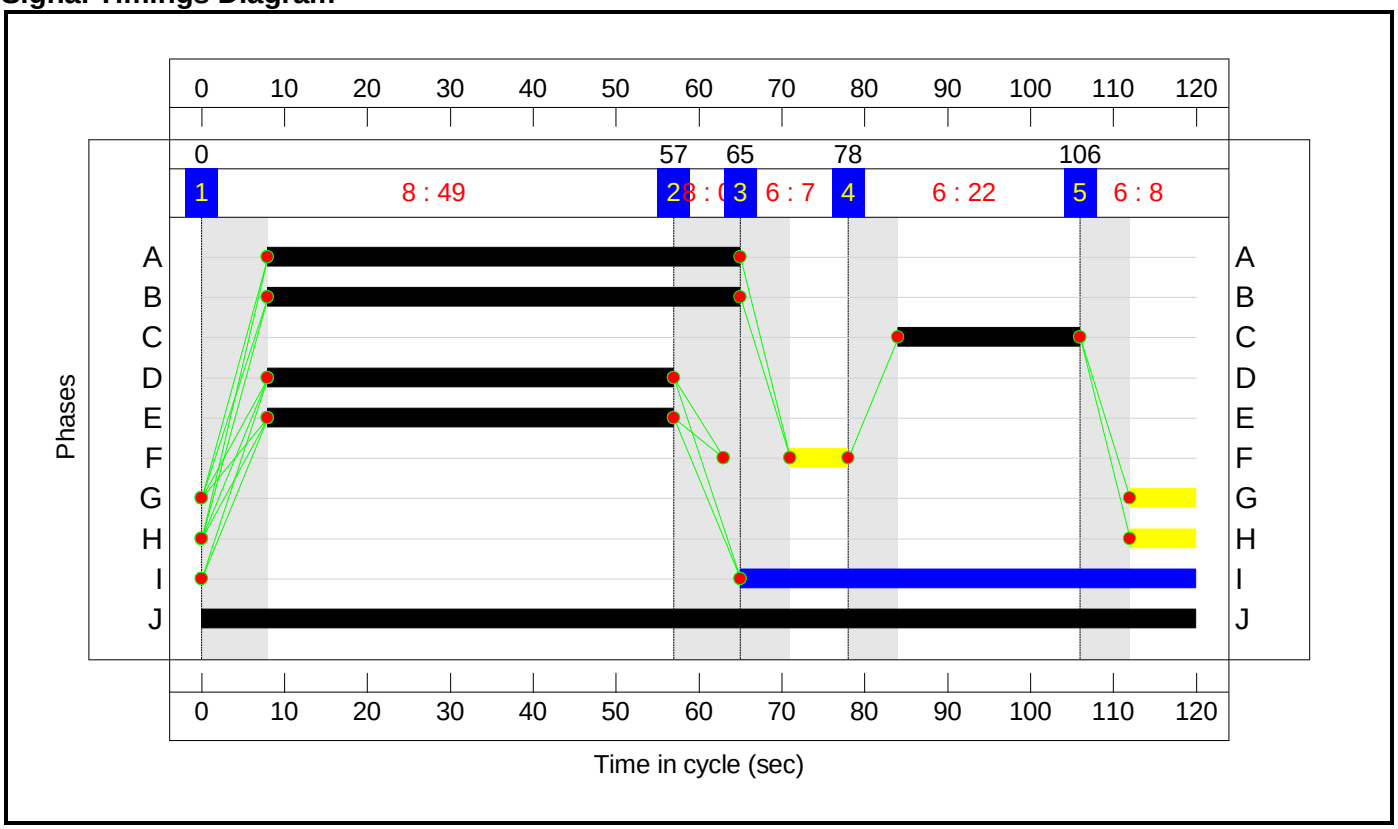
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	49	0	7	22	8
Change Point	0	57	65	78	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.8%**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.8%**
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	57	-	581	1915:2055	860+118	59.4 : 59.4%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	49	-	608	2055:1915	778+106	68.8 : 68.8%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	22	-	248	1965	377	65.8%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	206	2105:2015	131+176	67.0 : 67.0%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	55	-	0	-	0	0.0%
J2: Lidl Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**8.8%**
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	113	2015	1283	8.8%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	115	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	54	Inf	Inf	0.0%

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	98	2015	2015	4.9%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	164	2015	2015	8.1%

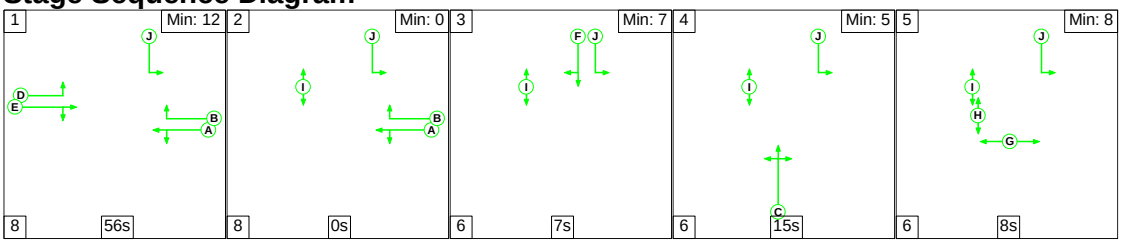
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**257**	**50**	**1**	**12.7**	**3.9**	**0.4**	**17.0**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**144**	**50**	**1**	**12.7**	**3.8**	**0.4**	**16.8**	**-**	**-**	**-**	**-**
1/1+1/2	581	581	65	3	1	3.5	0.7	0.3	4.5	28.1	12.5	0.7	13.2
2/2+2/1	608	608	7	0	0	4.7	1.1	0.0	5.8	34.2	15.3	1.1	16.4
3/1	248	248	-	-	-	3.1	1.0	-	4.0	58.7	7.6	1.0	8.6
4/2+4/1	206	206	72	46	0	1.5	1.0	-	2.5	43.2	2.8	1.0	3.8
5/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**113**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	113	113	113	0	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
2/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	54	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	98	98	0	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	164	164	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 30.8 Total Delay for Signalled Lanes (pcuHr): 16.84 Cycle Time (s): 120
PRC Over All Lanes (%): 30.8 Total Delay Over All Lanes(pcuHr): 16.96

Full Input Data And Results

Scenario 6: 'Saturday_2022 No Dev' (FG6: 'Saturday Peak - 2022 No Dev', Plan 1: 'Network Control Plan 1')

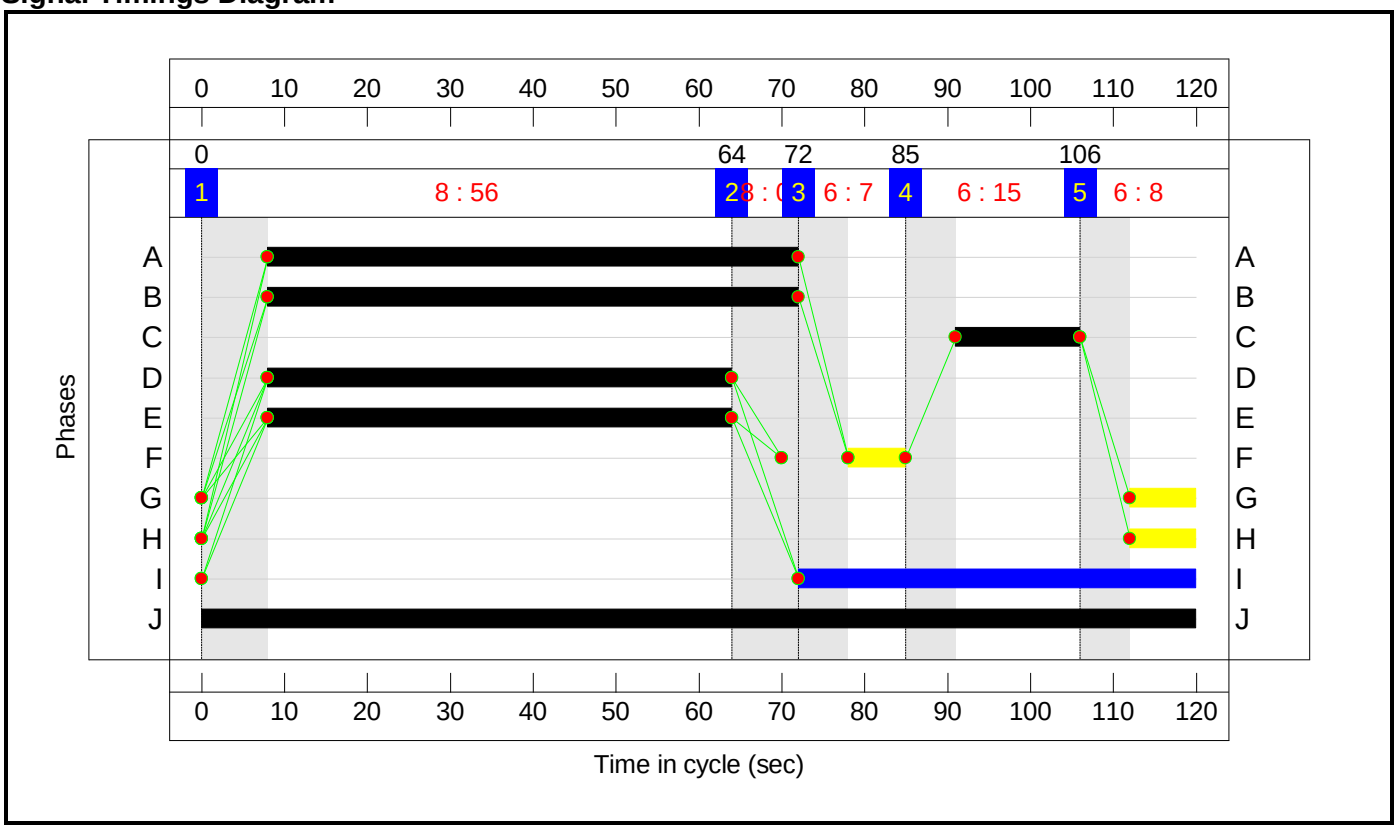
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	56	0	7	15	8
Change Point	0	64	72	85	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.8%**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.8%**
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	64	-	541	1915:2055	902+217	48.4 : 48.4%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	56	-	600	2055:1915	878+125	59.8 : 59.8%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	15	-	152	1965	262	58.0%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	162	2105:2015	133+144	58.5 : 58.5%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	34	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	48	-	0	-	0	0.0%
J2: Lidl Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**10.1%**
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	122	2015	1309	9.3%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	79	Inf	Inf	0.0%

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	47	2015	1973	2.4%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	204	2015	2015	10.1%

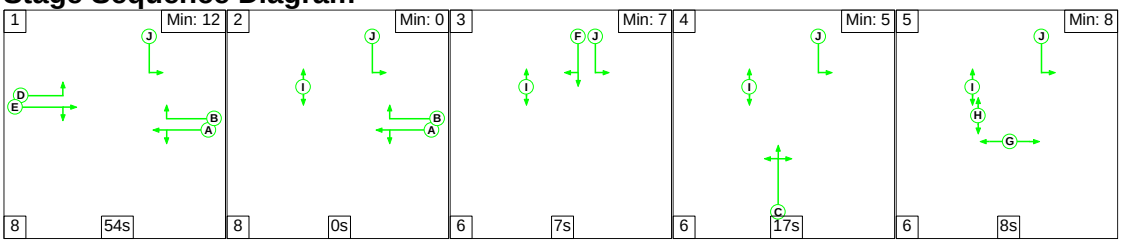
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**278**	**38**	**2**	**9.4**	**2.7**	**0.5**	**12.6**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**154**	**38**	**2**	**9.4**	**2.6**	**0.5**	**12.4**	**-**	**-**	**-**	**-**
1/1+1/2	541	541	98	5	2	2.4	0.5	0.5	3.3	22.1	8.7	0.5	9.2
2/2+2/1	600	600	5	0	0	3.7	0.7	0.0	4.4	26.6	13.3	0.7	14.1
3/1	152	152	-	-	-	2.1	0.7	-	2.7	65.0	4.7	0.7	5.4
4/2+4/1	162	162	51	33	0	1.2	0.7	-	1.9	43.1	2.5	0.7	3.2
5/1	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	34	34	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**124**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	122	122	122	0	0	0.0	0.1	-	0.1	1.5	0.0	0.1	0.1
2/1	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	79	79	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	47	47	2	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	204	204	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 50.5 Total Delay for Signalled Lanes (pcuHr): 12.43 Cycle Time (s): 120
PRC Over All Lanes (%): 50.5 Total Delay Over All Lanes(pcuHr): 12.55

Full Input Data And Results

Scenario 7: 'Weekday AM_2027 No Dev' (FG7: 'Weekday AM - 2027 No Dev', Plan 1: 'Network Control Plan 1')

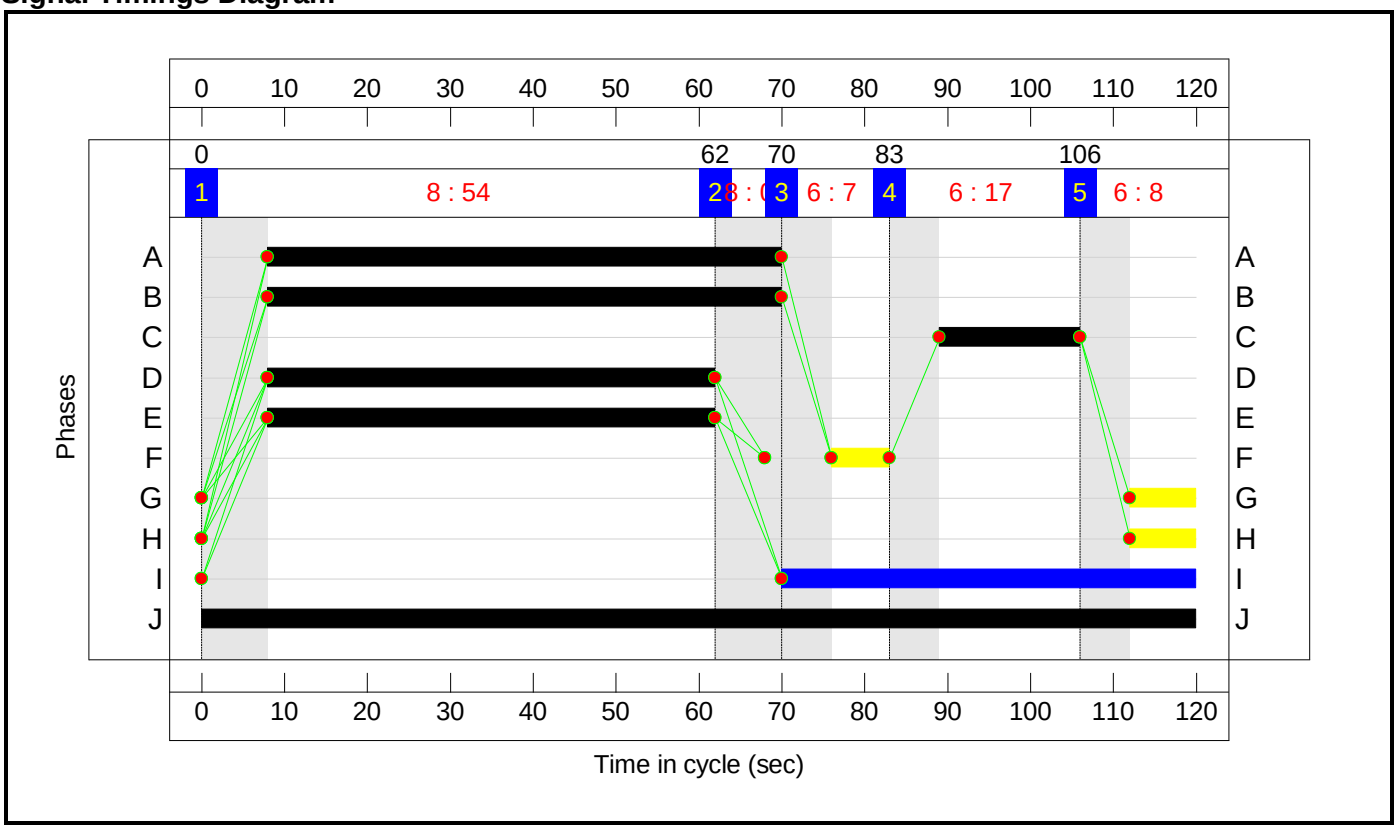
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	54	0	7	17	8
Change Point	0	62	70	83	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.6%**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.6%**
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	62	-	685	1915:2055	955+92	65.5 : 65.5%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	54	-	627	2055:1915	901+55	65.6 : 65.6%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	17	-	193	1965	295	65.5%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	90	2105:2015	135+118	35.5 : 35.5%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	785	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	51	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	50	-	0	-	0	0.0%
J2: Lidl Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**5.6%**
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	64	2015	1357	4.7%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	67	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	49	Inf	Inf	0.0%

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	29	2015	1984	1.5%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	113	2015	2015	5.6%

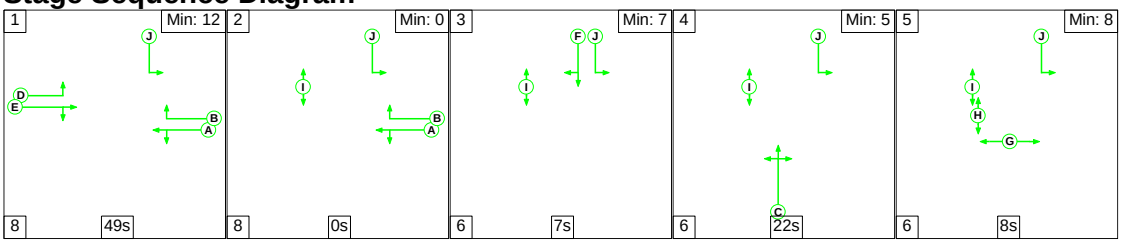
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**151**	**19**	**1**	**11.4**	**3.2**	**0.3**	**14.8**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**86**	**19**	**1**	**11.4**	**3.1**	**0.3**	**14.8**	**-**	**-**	**-**	**-**
1/1+1/2	685	685	56	3	1	3.8	0.9	0.2	5.0	26.1	15.4	0.9	16.4
2/2+2/1	627	627	4	0	0	4.3	0.9	0.0	5.3	30.2	15.6	0.9	16.5
3/1	193	193	-	-	-	2.6	0.9	-	3.5	65.4	6.1	0.9	7.0
4/2+4/1	90	90	26	16	0	0.8	0.3	-	1.0	41.3	1.5	0.3	1.8
5/1	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	785	785	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	51	51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**65**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	64	64	64	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
2/1	67	67	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	29	29	1	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	113	113	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 37.2 Total Delay for Signalled Lanes (pcuHr): 14.78 Cycle Time (s): 120
PRC Over All Lanes (%): 37.2 Total Delay Over All Lanes(pcuHr): 14.84

Full Input Data And Results

Scenario 8: 'Weekday PM_2027 No Dev' (FG8: 'Weekday PM - 2027 No Dev', Plan 1: 'Network Control Plan 1')

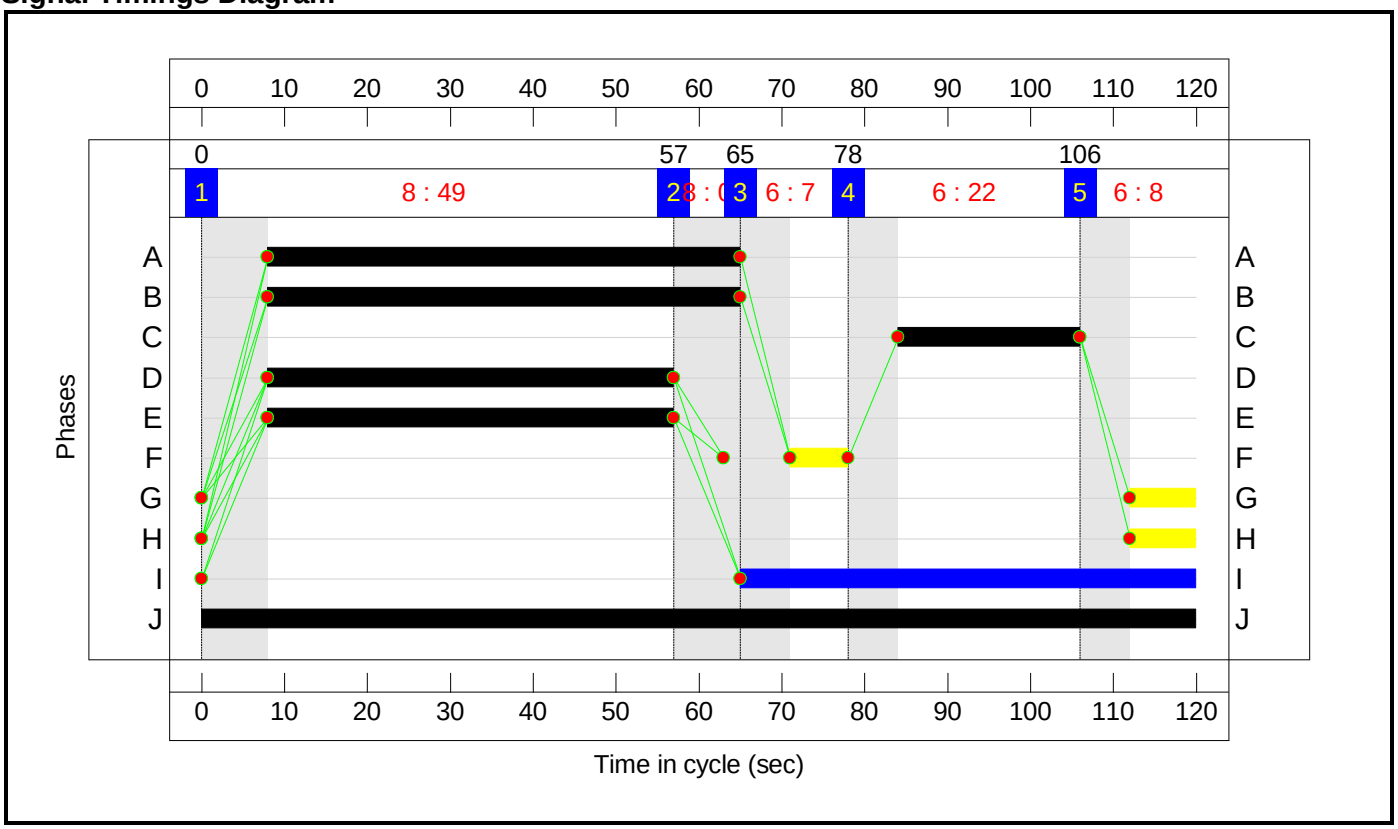
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	49	0	7	22	8
Change Point	0	57	65	78	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.4%**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.4%**
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	57	-	602	1915:2055	860+117	61.6 : 61.6%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	49	-	631	2055:1915	778+105	71.4 : 71.4%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	22	-	258	1965	377	68.5%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	210	2105:2015	131+178	67.8 : 67.8%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	869	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	55	-	0	-	0	0.0%
J2: Lidl Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**8.8%**
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	112	2015	1275	8.8%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	117	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	57	Inf	Inf	0.0%

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	103	2015	2015	5.1%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	169	2015	2015	8.4%

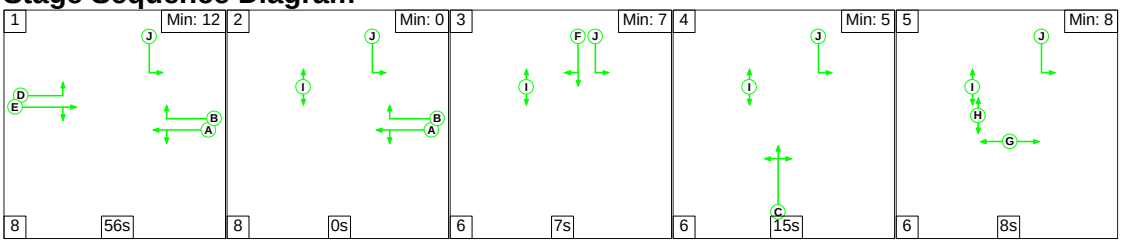
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**260**	**51**	**1**	**13.3**	**4.3**	**0.4**	**18.0**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**148**	**51**	**1**	**13.3**	**4.1**	**0.4**	**17.9**	**-**	**-**	**-**	**-**
1/1+1/2	602	602	67	4	1	3.6	0.8	0.4	4.8	28.9	13.3	0.8	14.1
2/2+2/1	631	631	7	0	0	4.9	1.2	0.0	6.2	35.3	16.2	1.2	17.5
3/1	258	258	-	-	-	3.2	1.1	-	4.3	60.0	8.0	1.1	9.0
4/2+4/1	210	210	74	47	0	1.5	1.0	-	2.6	43.7	2.9	1.0	3.9
5/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	869	869	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**112**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	112	112	112	0	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
2/1	117	117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	57	57	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	103	103	0	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	169	169	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 26.0 Total Delay for Signalled Lanes (pcuHr): 17.86 Cycle Time (s): 120
PRC Over All Lanes (%): 26.0 Total Delay Over All Lanes(pcuHr): 17.98

Full Input Data And Results

Scenario 9: 'Saturday_2027 No Dev' (FG9: 'Saturday Peak - 2027 No Dev', Plan 1: 'Network Control Plan 1')

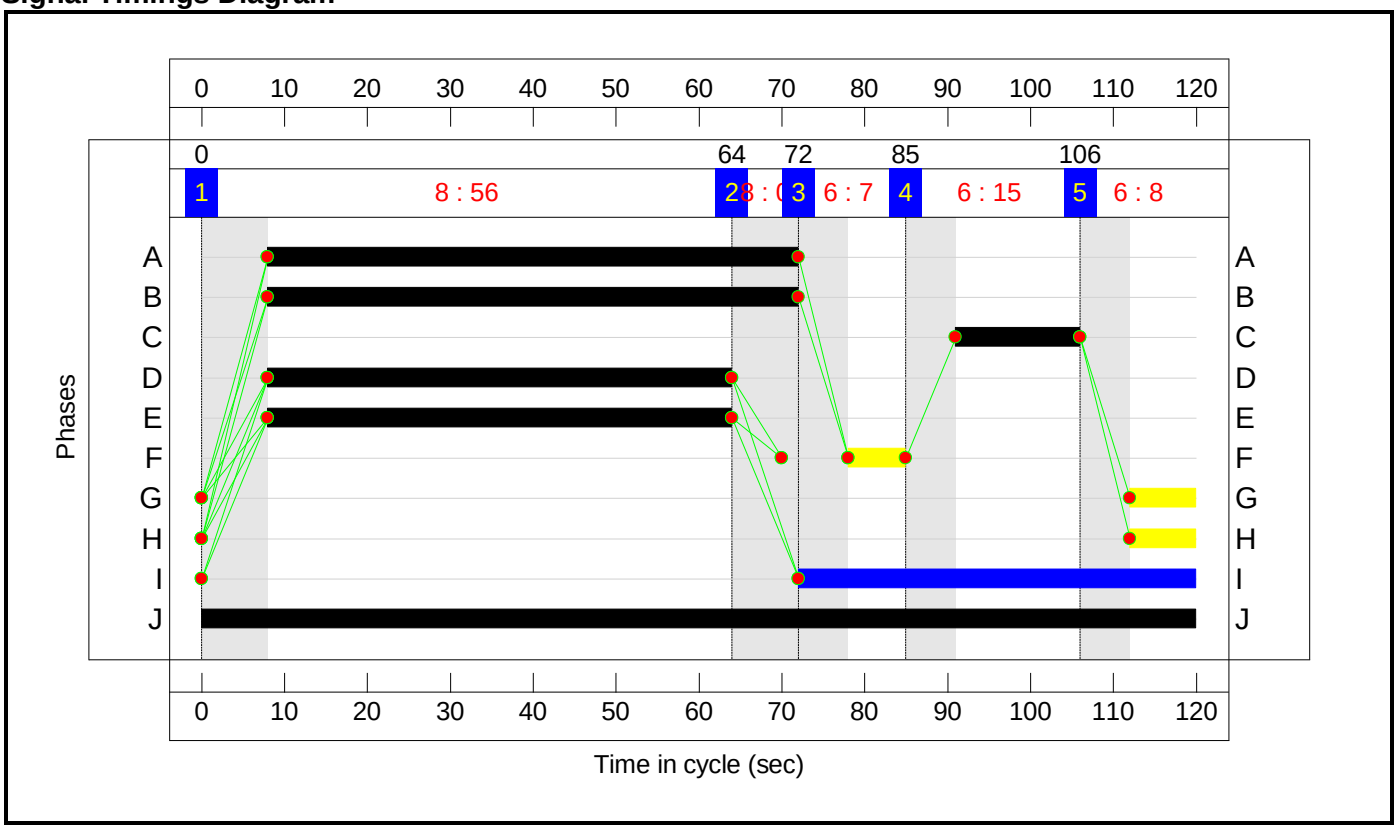
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	56	0	7	15	8
Change Point	0	64	72	85	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.0%**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.0%**
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	64	-	562	1915:2055	902+217	50.2 : 50.2%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	56	-	622	2055:1915	878+126	62.0 : 62.0%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	15	-	158	1965	262	60.3%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	164	2105:2015	133+144	59.2 : 59.2%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	35	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	48	-	0	-	0	0.0%
J2: Lidl Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**10.5%**
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	122	2015	1303	9.4%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	136	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	83	Inf	Inf	0.0%

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	49	2015	1975	2.5%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	212	2015	2015	10.5%

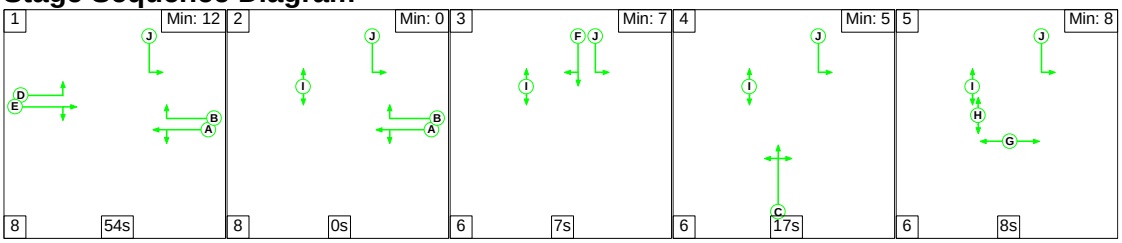
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**282**	**39**	**2**	**9.8**	**2.9**	**0.5**	**13.2**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**158**	**39**	**2**	**9.8**	**2.8**	**0.5**	**13.1**	**-**	**-**	**-**	**-**
1/1+1/2	562	562	102	5	2	2.5	0.5	0.5	3.5	22.6	9.4	0.5	9.9
2/2+2/1	622	622	5	0	0	3.9	0.8	0.0	4.7	27.2	14.0	0.8	14.8
3/1	158	158	-	-	-	2.2	0.7	-	2.9	66.1	5.0	0.7	5.7
4/2+4/1	164	164	52	33	0	1.3	0.7	-	2.0	43.6	2.5	0.7	3.3
5/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**124**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	122	122	122	0	0	0.0	0.1	-	0.1	1.5	0.0	0.1	0.1
2/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	83	83	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	49	49	2	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	212	212	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 45.2 Total Delay for Signalled Lanes (pcuHr): 13.11 Cycle Time (s): 120
PRC Over All Lanes (%): 45.2 Total Delay Over All Lanes(pcuHr): 13.23

Full Input Data And Results

Scenario 10: 'Weekday AM_2022 With Dev' (FG10: 'Weekday AM - 2022 With Dev', Plan 1: 'Network Control Plan 1')

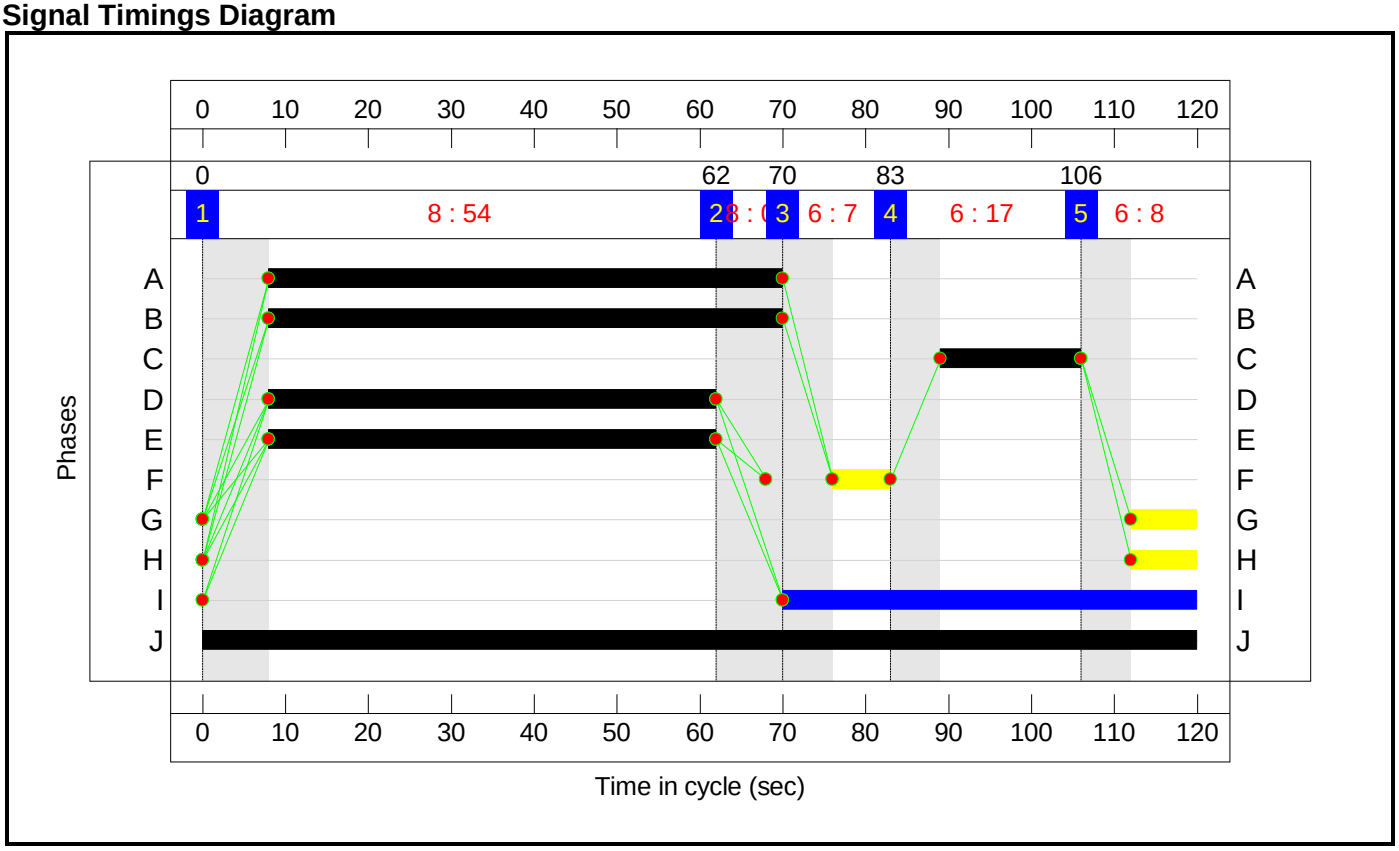
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	54	0	7	17	8
Change Point	0	62	70	83	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.3%**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.3%**
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	62	-	648	1915:2055	961+82	62.1 : 62.1%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	54	-	595	2055:1915	907+48	62.3 : 62.3%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	17	-	183	1965	295	62.1%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	87	2105:2015	135+120	34.0 : 34.0%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	50	-	0	-	0	0.0%
J2: Lidl Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**5.8%**
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	82	2015	1420	5.8%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	83	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	12	Inf	Inf	0.0%

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	5	2015	2015	0.2%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	95	2015	2015	4.7%

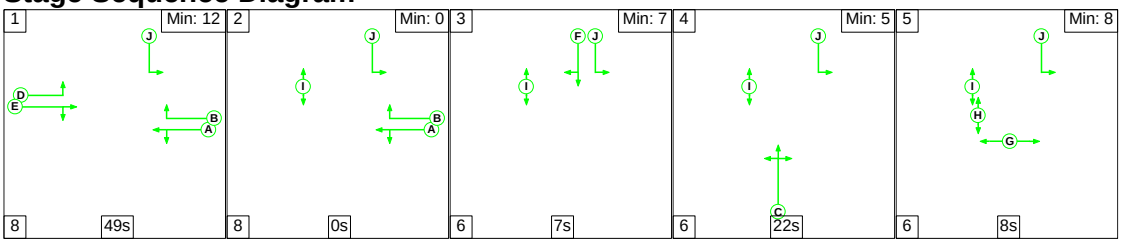
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**159**	**19**	**1**	**10.7**	**2.8**	**0.2**	**13.6**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**77**	**19**	**1**	**10.7**	**2.7**	**0.2**	**13.6**	**-**	**-**	**-**	**-**
1/1+1/2	648	648	48	3	1	3.5	0.8	0.2	4.5	25.0	14.1	0.8	14.9
2/2+2/1	595	595	4	0	0	4.0	0.8	0.0	4.8	29.3	14.5	0.8	15.3
3/1	183	183	-	-	-	2.4	0.8	-	3.2	63.7	5.7	0.8	6.5
4/2+4/1	87	87	25	16	0	0.7	0.3	-	1.0	40.5	1.5	0.3	1.7
5/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**82**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	82	82	82	0	0	0.0	0.0	-	0.0	1.3	0.0	0.0	0.0
2/1	83	83	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	5	5	0	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	95	95	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 44.4 Total Delay for Signalled Lanes (pcuHr): 13.57 Cycle Time (s): 120
PRC Over All Lanes (%): 44.4 Total Delay Over All Lanes(pcuHr): 13.62

Full Input Data And Results

Scenario 11: 'Weekday PM_2022 With Dev' (FG11: 'Weekday PM - 2022 With Dev', Plan 1: 'Network Control Plan 1')

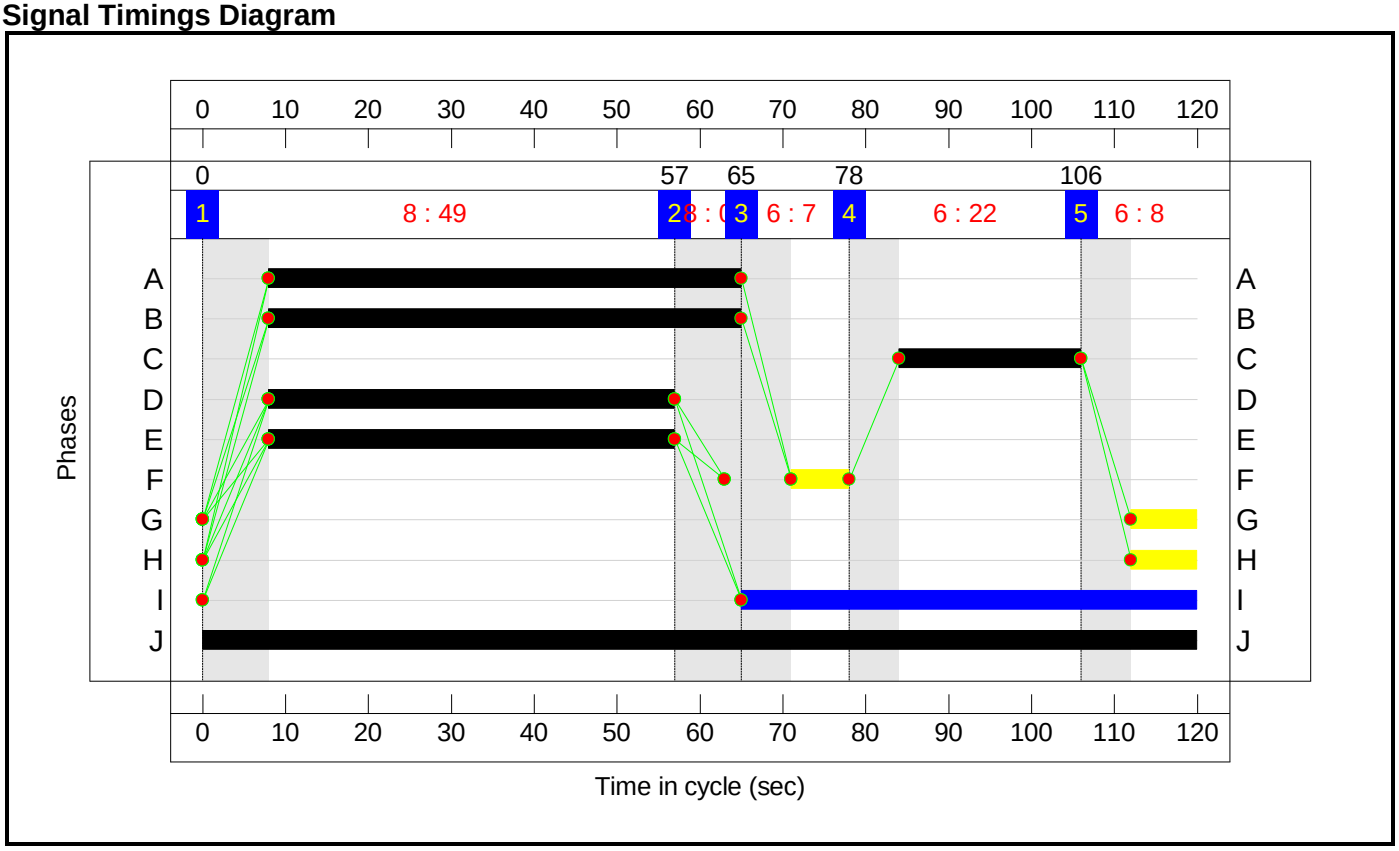
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	49	0	7	22	8
Change Point	0	57	65	78	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.9%**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.9%**
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	57	-	581	1915:2055	860+118	59.4 : 59.4%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	49	-	609	2055:1915	777+107	68.9 : 68.9%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	22	-	249	1965	377	66.1%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	201	2105:2015	131+179	64.8 : 64.8%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	836	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	55	-	0	-	0	0.0%
J2: Lidl Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**10.6%**
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	144	2015	1361	10.6%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	152	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	15	Inf	Inf	0.0%

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	58	2015	2015	2.9%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	166	2015	2015	8.2%

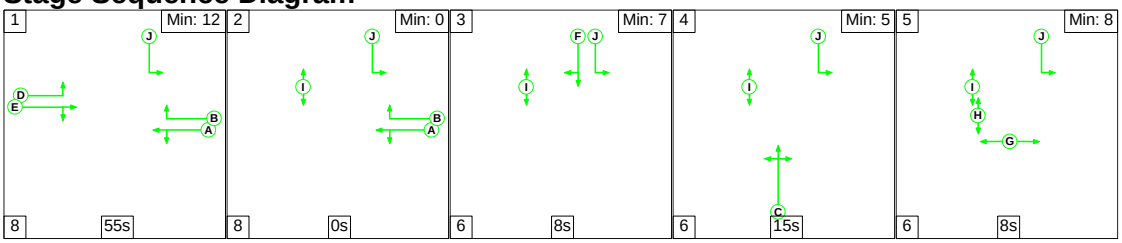
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**287**	**49**	**1**	**12.7**	**3.8**	**0.4**	**16.9**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**143**	**49**	**1**	**12.7**	**3.7**	**0.4**	**16.7**	**-**	**-**	**-**	**-**
1/1+1/2	581	581	65	3	1	3.5	0.7	0.3	4.5	28.1	12.5	0.7	13.2
2/2+2/1	609	609	7	0	0	4.7	1.1	0.0	5.8	34.3	15.3	1.1	16.4
3/1	249	249	-	-	-	3.1	1.0	-	4.1	58.8	7.7	1.0	8.6
4/2+4/1	201	201	71	45	0	1.4	0.9	-	2.3	41.8	2.7	0.9	3.6
5/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**144**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	144	144	144	0	0	0.0	0.1	-	0.1	1.5	0.0	0.1	0.1
2/1	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	15	15	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	58	58	0	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	166	166	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 30.7 Total Delay for Signalled Lanes (pcuHr): 16.74 Cycle Time (s): 120
PRC Over All Lanes (%): 30.7 Total Delay Over All Lanes(pcuHr): 16.85

Full Input Data And Results

Scenario 12: 'Saturday_2022 With Dev' (FG12: 'Saturday Peak - 2022 With Dev', Plan 1: 'Network Control Plan 1')

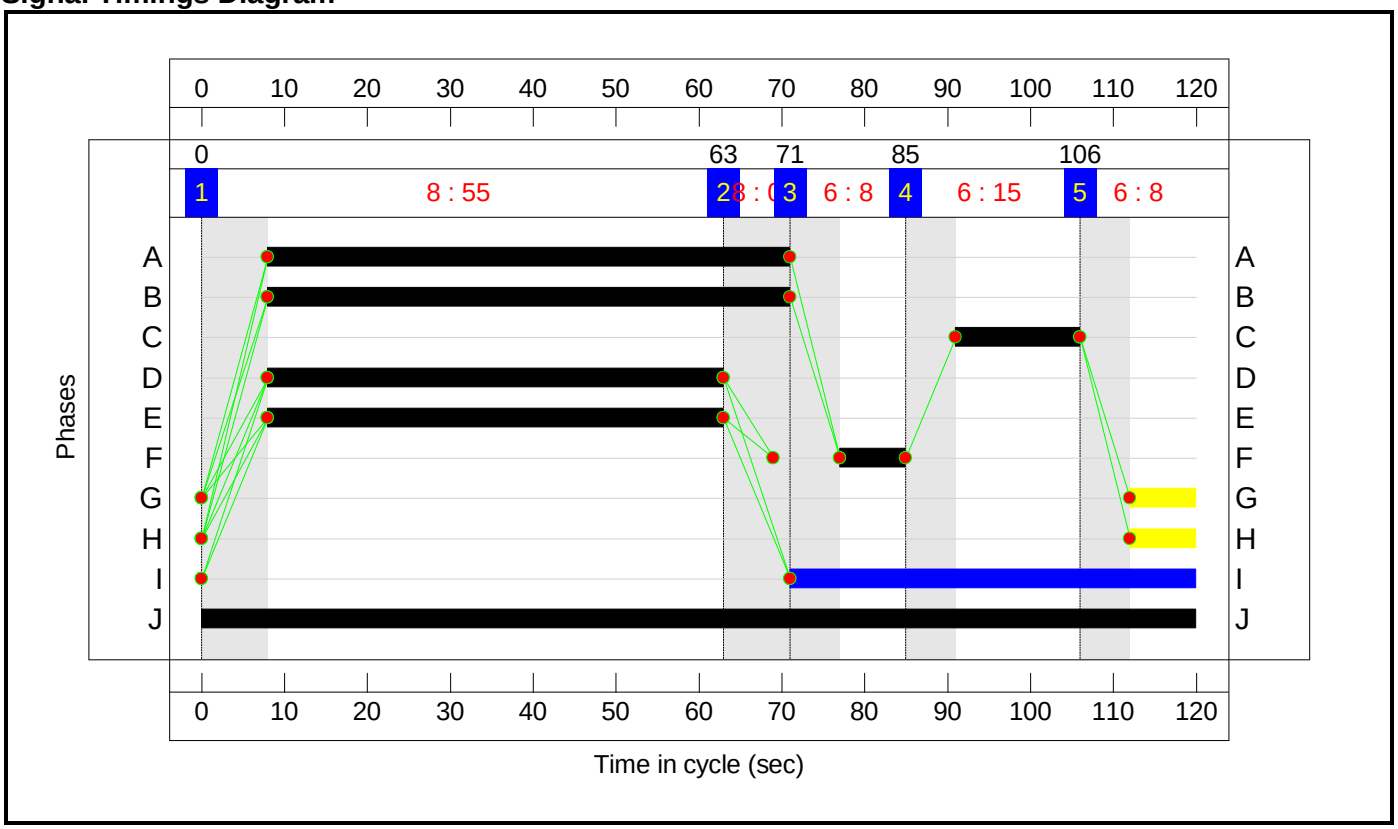
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	55	0	8	15	8
Change Point	0	63	71	85	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.0%**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.0%**
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	63	-	544	1915:2055	885+219	49.2 : 49.2%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	55	-	602	2055:1915	861+126	61.0 : 61.0%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	15	-	153	1965	262	58.4%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	8:120	-	174	2105:2015	142+152	59.3 : 59.3%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	727	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	35	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	49	-	0	-	0	0.0%
J2: Lidl Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**11.5%**
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	159	2015	1380	11.5%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	174	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	17	2015	1964	0.9%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	210	2015	2015	10.4%

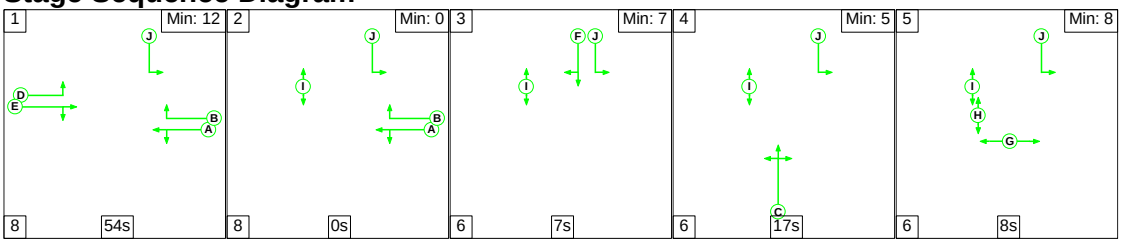
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**320**	**41**	**2**	**9.7**	**2.8**	**0.5**	**13.0**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**160**	**41**	**2**	**9.7**	**2.7**	**0.5**	**12.9**	**-**	**-**	**-**	**-**
1/1+1/2	544	544	101	5	2	2.5	0.5	0.5	3.5	22.9	8.9	0.5	9.3
2/2+2/1	602	602	5	0	0	3.8	0.8	0.0	4.6	27.5	13.5	0.8	14.3
3/1	153	153	-	-	-	2.1	0.7	-	2.8	65.2	4.8	0.7	5.5
4/2+4/1	174	174	54	36	0	1.3	0.7	-	2.0	42.3	2.7	0.7	3.4
5/1	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	727	727	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**160**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	159	159	159	0	0	0.0	0.1	-	0.1	1.5	0.0	0.1	0.1
2/1	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	17	17	1	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	210	210	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 47.6 Total Delay for Signalled Lanes (pcuHr): 12.89 Cycle Time (s): 120
PRC Over All Lanes (%): 47.6 Total Delay Over All Lanes(pcuHr): 13.01

Full Input Data And Results

Scenario 13: 'Weekday AM_2027 With Dev' (FG13: 'Weekday AM - 2027 With Dev', Plan 1: 'Network Control Plan 1')

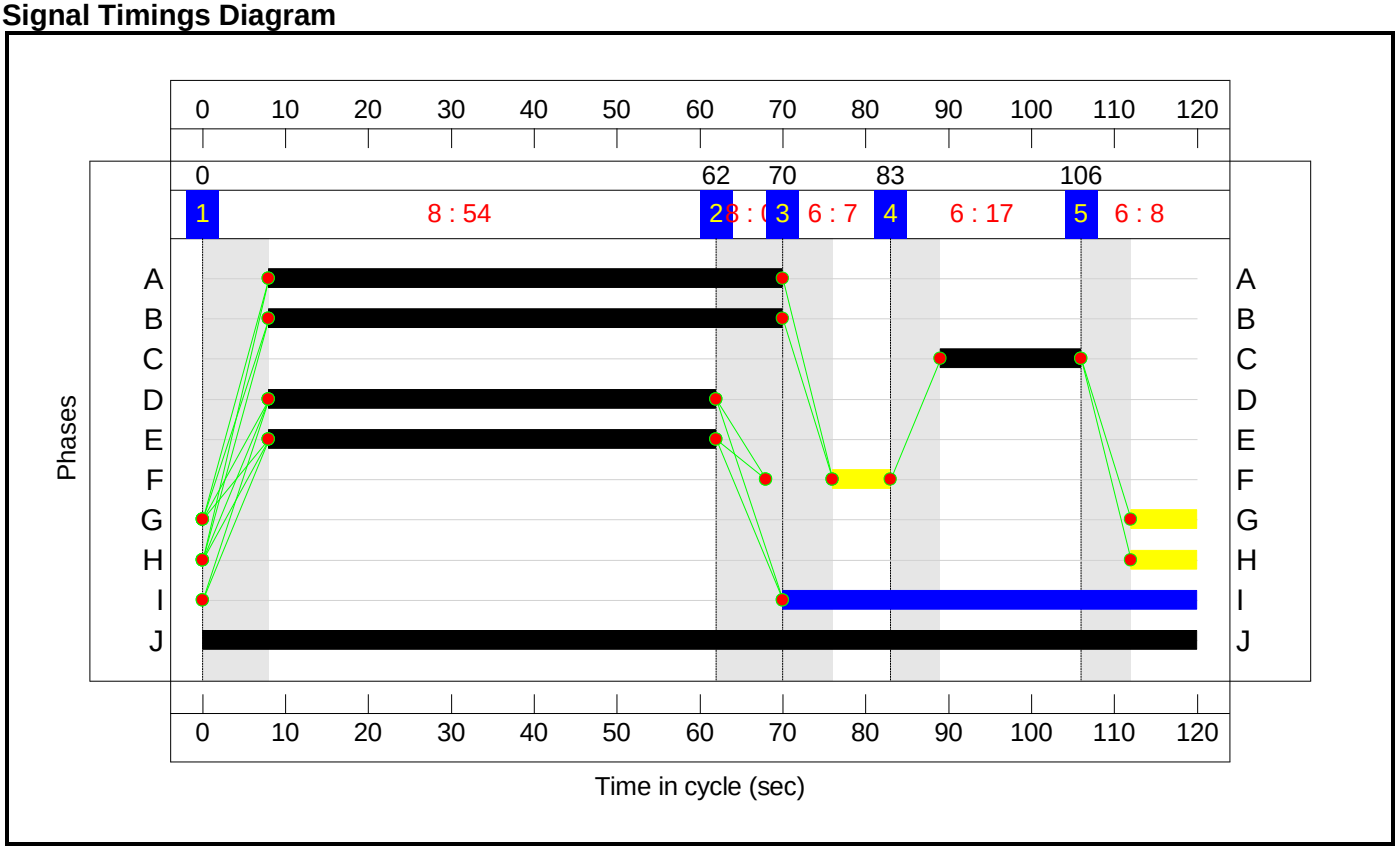
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	54	0	7	17	8
Change Point	0	62	70	83	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.2%**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.2%**
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	62	-	679	1915:2055	961+83	65.0 : 65.0%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	54	-	623	2055:1915	906+49	65.2 : 65.2%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	17	-	191	1965	295	64.8%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	88	2105:2015	135+118	34.7 : 34.7%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	784	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	50	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	50	-	0	-	0	0.0%
J2: Lidl Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**5.7%**
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	81	2015	1416	5.7%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	14	Inf	Inf	0.0%

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	7	2015	2015	0.3%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	101	2015	2015	5.0%

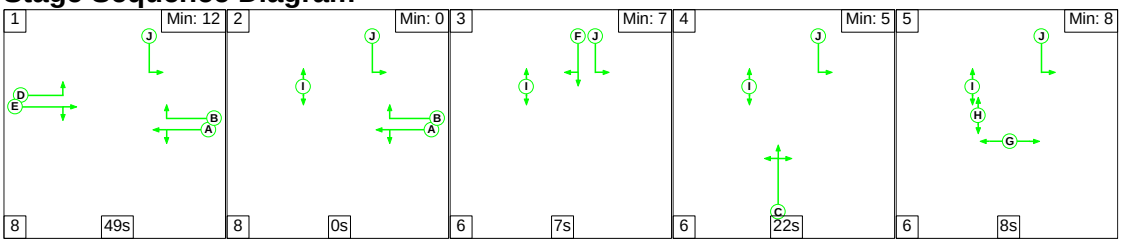
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**160**	**19**	**1**	**11.3**	**3.1**	**0.2**	**14.6**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**79**	**19**	**1**	**11.3**	**3.0**	**0.2**	**14.6**	**-**	**-**	**-**	**-**
1/1+1/2	679	679	50	3	1	3.8	0.9	0.2	4.9	25.9	15.2	0.9	16.1
2/2+2/1	623	623	4	0	0	4.3	0.9	0.0	5.2	30.2	15.5	0.9	16.5
3/1	191	191	-	-	-	2.5	0.9	-	3.5	65.1	5.9	0.9	6.8
4/2+4/1	88	88	25	16	0	0.7	0.3	-	1.0	41.2	1.5	0.3	1.8
5/1	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	784	784	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**81**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	81	81	81	0	0	0.0	0.0	-	0.0	1.3	0.0	0.0	0.0
2/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	14	14	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	7	7	0	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	101	101	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 38.0 Total Delay for Signalled Lanes (pcuHr): 14.57 Cycle Time (s): 120
PRC Over All Lanes (%): 38.0 Total Delay Over All Lanes(pcuHr): 14.63

Full Input Data And Results

Scenario 14: 'Weekday PM_2027 With Dev' (FG14: 'Weekday PM - 2027 With Dev', Plan 1: 'Network Control Plan 1')

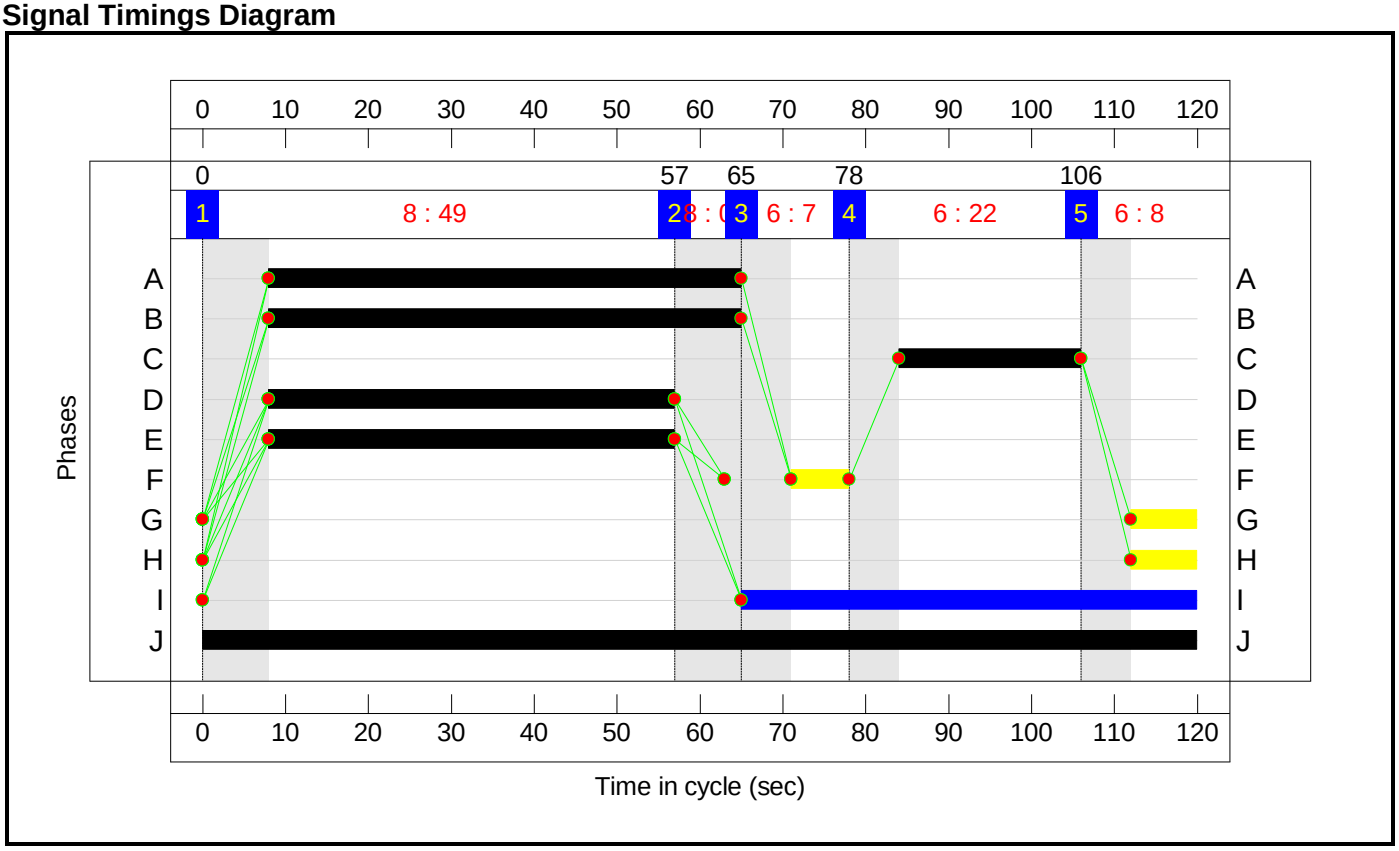
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	49	0	7	22	8
Change Point	0	57	65	78	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.5%**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.5%**
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	57	-	602	1915:2055	860+117	61.6 : 61.6%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	49	-	632	2055:1915	778+106	71.5 : 71.5%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	22	-	259	1965	377	68.8%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	7:120	-	204	2105:2015	131+180	65.6 : 65.6%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	603	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	866	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	57	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	55	-	0	-	0	0.0%
J2: Lidl Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**10.6%**
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	144	2015	1354	10.6%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	154	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	18	Inf	Inf	0.0%

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	61	2015	2015	3.0%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	171	2015	2015	8.5%

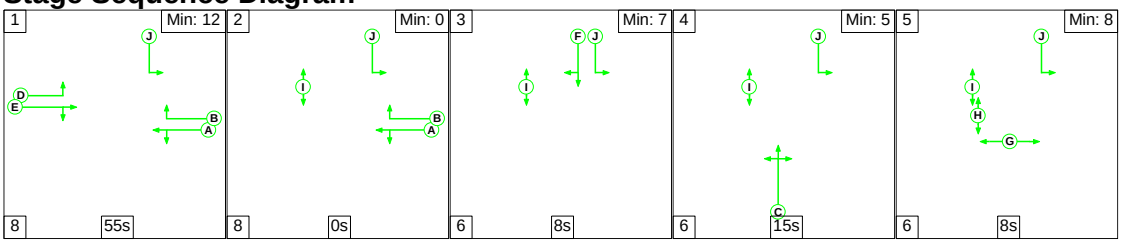
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**290**	**50**	**1**	**13.3**	**4.2**	**0.4**	**17.9**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**146**	**50**	**1**	**13.3**	**4.1**	**0.4**	**17.8**	**-**	**-**	**-**	**-**
1/1+1/2	602	602	67	4	1	3.6	0.8	0.4	4.8	28.9	13.3	0.8	14.1
2/2+2/1	632	632	7	0	0	4.9	1.2	0.0	6.2	35.3	16.2	1.2	17.5
3/1	259	259	-	-	-	3.2	1.1	-	4.3	60.2	8.0	1.1	9.1
4/2+4/1	204	204	72	46	0	1.5	0.9	-	2.4	42.4	2.8	0.9	3.7
5/1	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	57	57	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**144**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	144	144	144	0	0	0.0	0.1	-	0.1	1.5	0.0	0.1	0.1
2/1	154	154	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	18	18	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	61	61	0	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	171	171	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 25.9 Total Delay for Signalled Lanes (pcuHr): 17.76 Cycle Time (s): 120
PRC Over All Lanes (%): 25.9 Total Delay Over All Lanes(pcuHr): 17.88

Full Input Data And Results

Scenario 15: 'Saturday_2027 With Dev' (FG15: 'Saturday Peak - 2027 With Dev', Plan 1: 'Network Control Plan 1')

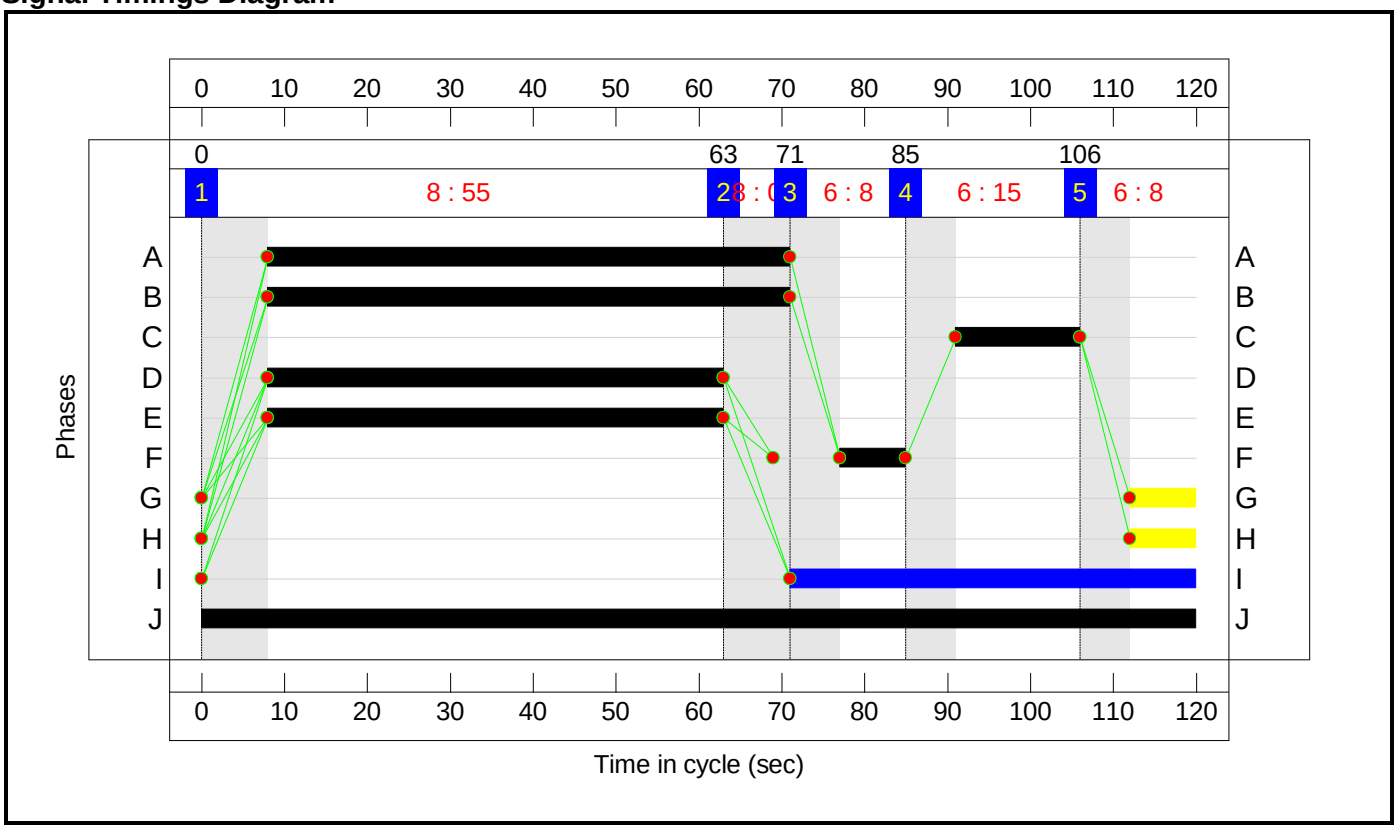
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	55	0	8	15	8
Change Point	0	63	71	85	106

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A474 Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.2%**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.2%**
1/1+1/2	A474 Briton Ferry Road (Westbound Approach) Ahead Left Right	U+O	N/A	N/A	A B		1	63	-	565	1915:2055	886+219	51.2 : 51.2%
2/2+2/1	A474 Briton Ferry Road (Eastbound Approach) Ahead Right Left	O+U	N/A	N/A	E D		1	55	-	624	2055:1915	861+127	63.2 : 63.2%
3/1	School Road (Approach) Left Right Ahead	U	N/A	N/A	C		1	15	-	159	1965	262	60.7%
4/2+4/1	Castle Retail Park_A474 Jct Approach Right Left Ahead	U+O	N/A	N/A	F J		1	8:120	-	177	2105:2015	142+150	60.6 : 60.6%
5/1	A474 Briton Ferry Road (Westbound Exit)	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
6/1	A474 Briton Ferry Road (Eastbound Exit)	U	N/A	N/A	-		-	-	-	751	Inf	Inf	0.0%
7/1	School Road (Exit)	U	N/A	N/A	-		-	-	-	37	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	49	-	0	-	0	0.0%
J2: Lidl Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**11.6%**
1/1	Lidl Exit Right Left	O	N/A	N/A	-		-	-	-	160	2015	1375	11.6%
2/1	Lidl Entry	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
3/1	Castle Retail Park_Lidl Jct (Exit)	U	N/A	N/A	-		-	-	-	41	Inf	Inf	0.0%

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	19	2015	1969	1.0%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	218	2015	2015	10.8%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**325**	**42**	**2**	**10.2**	**3.0**	**0.5**	**13.7**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**164**	**42**	**2**	**10.2**	**2.9**	**0.5**	**13.6**	**-**	**-**	**-**	**-**
1/1+1/2	565	565	105	6	2	2.6	0.5	0.5	3.7	23.5	9.4	0.5	9.9
2/2+2/1	624	624	5	0	0	4.0	0.9	0.0	4.9	28.2	14.4	0.9	15.3
3/1	159	159	-	-	-	2.2	0.8	-	2.9	66.3	5.0	0.8	5.8
4/2+4/1	177	177	55	36	0	1.4	0.8	-	2.1	43.2	2.7	0.8	3.5
5/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	37	37	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**161**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	160	160	160	0	0	0.0	0.1	-	0.1	1.5	0.0	0.1	0.1
2/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	41	41	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	19	19	1	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	218	218	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 42.4 Total Delay for Signalled Lanes (pcuHr): 13.62 Cycle Time (s): 120
PRC Over All Lanes (%): 42.4 Total Delay Over All Lanes(pcuHr): 13.75

Appendix C

Technical Note (21-00738/TN/01)

LIDL GREAT BRITAIN LTD

PROPOSED LIDL FOODSTORE RE-DEVELOPMENT
BRITON FERRY ROAD, NEATH

RESPONSE TO HIGHWAY COMMENTS

21-00738/TN/01

June 2022

CORUN
Transport and Highway Engineering

TRANSPORT NOTE

CORUN
Transport and Highway Engineering

Introduction

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

The proposed development site covers the area of both the existing Lidl foodstore unit (1,153m^2 GEA), and the neighbouring Castle Retail Park unit (1,389m^2 GIA) to the north. The re-development proposals involve the demolition of both these existing units, and then the development of a new Lidl foodstore unit on the site, with a GEA of 2,399m^2. This new Lidl unit would have an increase in GEA of 1,246m^2 from the existing store, but when also considering the demolition of the Castle Retail Park unit, the proposals would result in a slight net decrease in total floorspace across the site (approximately 143m^2).

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

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

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

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

Response to NPTBC Comments

Comment 1

1. *Transport Statement*

    a. *In reference to the Transport Assessment (January 2022) Page 27 Section 5.2 Existing Site Use Trip Generation, it is noted that there was a MMC survey undertake on Friday 19th November and Saturday 20th November for 12 hours each day only. The "Transport evidence bases in plan making and decision taking" government guidance document on traffic survey neutral months state it is "recommended periods of data collection are spring and autumn, which include neutral months of April, May, June, September and October" these dates of course coincide with schools and all other educational establishments being fully operational and at full capacity. The survey you have undertaken is outside the recommended neutral months. Your survey is therefore invalid.*

    b. *Furthermore, you have undertaken the traffic survey count for 12 hours on two days only - again this is invalid because this does not show a true reflection on weekly traffic movements/trips. Therefore, the council will not accept this survey a valid data and will NOT agree with your modelling results. We would require a full 7-day traffic survey within a neutral month before making comment on the data modelling. Restrictions for COVID have now been relaxed further so more accurate data can be collated.*

    c. *Growth factors are predicted over 5 years we would require a minimum of 10 years.*

    d. *A management Plan is to be provided – to ensure the timings of deliveries do not conflicting with patrons/consumers. In addition, the delivery bay is located to the rear of the building at the furthest point away from the entrance to the site, how will this be managed safely?* (addressed under Comment 5e)

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

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

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

Table 1: TEMPRO Growth Factors

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

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

Table 2: Assessment J1 Capacity Analysis - 2033 Forecast Year

Movement	Without Development			With Development		
	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC
Weekday AM Peak Hour (08:15 to 09:15)						
Stream B - AC	0.1	8.13	0.12	0.2	8.33	0.14
Stream C - AB	0.0	6.06	0.01	0.0	6.19	0.01
Weekday PM Peak Hour (16:15 to 17:15)						
Stream B - AC	0.2	9.18	0.20	0.3	9.83	0.26
Stream C - AB	0.0	5.78	0.01	0.0	5.92	0.00
Saturday Peak Hour (11:45 to 12:45)						
Stream B - AC	0.2	8.93	0.19	0.3	9.24	0.22
Stream C - AB	0.0	5.96	0.00	0.0	0.00	0.00

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

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

maximum RFC increases to just 0.26, which is still well within theoretical capacity. In summary, the modelling has identified that the assessment junction J1 would be expected to operate well within capacity with the proposed development in operation.

Table 3: Assessment J2 Capacity Analysis - 2033 Forecast Year

Link and Approach Arm	Without Development			With Development		
	DoS	Mean Max Queue (PCU)	Total Jct PRC	DoS	Mean Max Queue (PCU)	Total Jct PRC
Weekday AM Peak Hour (08:15 to 09:15)						
Briton Ferry Road (Wbound)	50.0%	10.4	55.3%	49.7%	10.4	55.9%
School Road	56.8%	5.6		56.0%	5.4	
Briton Ferry Road (Ebound)	58.0%	13.7		57.7%	13.7	
Castle Retail Park Access Rd	31.2%	1.6		29.0%	1.4	
Weekday PM Peak Hour (16:15 to 17:15)						
Briton Ferry Road (Wbound)	60.7%	14.2	17.8%	60.9%	14.3	17.3%
School Road	76.2%	9.0		79.5%	9.1	
Briton Ferry Road (Ebound)	76.4%	20.8		76.7%	21.1	
Castle Retail Park Access Rd	65.1%	3.7		65.1%	3.7	
Saturday Peak Hour (11:45 to 12:45)						
Briton Ferry Road (Wbound)	48.8%	9.7	57.0%	48.3%	9.7	57.9%
School Road	56.4%	5.5		56.0%	5.4	
Briton Ferry Road (Ebound)	57.3%	13.1		57.0%	13.1	
Castle Retail Park Access Rd	49.4%	2.6		42.8%	2.2	

In the 2033 Without Development scenario the total junction PRC values are 55.3% in the Weekday AM peak hour, 17.8% in the Weekday PM peak hour, and 57.0% in the Saturday peak hour. These values are all well within theoretical capacity. In the 2033 With Development scenario, the total junction PRC values are 55.9% in the Weekday AM peak hour, 17.3% in the Weekday PM peak hour, and 57.9% in the Saturday peak hour. As such the proposed development is anticipated to increase overall junction capacity slightly during the Weekday AM and Saturday peak hour periods (by +0.6% and +0.9% respectively), and decrease overall junction capacity slightly during the Weekday PM peak hour (by just -0.5%). In summary, the modelling has identified that the assessment junction J2 would be expected to operate well within theoretical capacity with the proposed development in operation.

Comment 2

2. Active Travel must be considered

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

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

- Retention and improvement of the existing footway located along the north edge of the site access junction, connecting directly with the existing footway running along the western edge of the retail park access road.

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

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

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

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

Comment 3

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

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

Comment 4

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

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

Comment 5

5. *No development shall commence (including any site clearance), until a Demolition & Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Environmental Management Plan shall be in accordance with the requirements of British Standard BS5228-1:2009 - "Code of practice for noise and vibration control on construction and open sites". The approved Statement shall be adhered to throughout the demolition and construction phases. The Statement shall provide for:*

   a. Construction methods: details of the extent and phasing of development; details for the storage and management of plant and materials used in constructing the development

   b. Drainage: Details of drainage measures during construction phases to ensure that the drainage of any adjoining land, and land downstream is not interrupted or otherwise adversely affected by the development.

   c. General Site Management: details of the construction programme including timetable; details of site clearance; details for erection and maintenance of security hoarding including decorative displays and facilities for public viewing.

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

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

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

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

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

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

Comment 6

6. *It is noted in terms of the parking allocation proposed, the justification for the number of spaces is acceptable, however I would request the following alterations are made:*

   a. *The disabled parking bays increased to 10 spaces*

   b. *EV charging bays should be based upon 10% of parking spaces therefore increased to 15 spaces in accordance with Planning Policy Wales Edition 10, Section 6.5*

   c. *Motorcycle parking provision of 5%*

The development proposals within the TA included for 151 parking spaces, made up of 129 (~85%) standard parking spaces, 9 (~6%) for disabled customers, 11 (~7%) parent and child spaces, and 2 (~1%) electric vehicle charging spaces.

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

In line with the updated traffic surveys undertaken, an updated parking accumulation for the proposed development (with 149 parking spaces) has also been undertaken. A copy if this accumulation assessment is contained at **Appendix H**. This updated parking accumulation suggests that maximum car park occupancies of approximately just 37 (25%) and 48 (32%) vehicles would be reached over the Weekday and Saturday periods at the proposed development respectively. This further suggests that the proposed provision of 149 car parking spaces would be sufficient to cater for demand at the proposed development, and not lead to any capacity issues within the car park area, even during its busiest periods.

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

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

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

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

Comment 7

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

Tree planting on site will adhere to this comment.

Conclusion

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

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

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

Appendix A

NPTCBC 'Head of Engineering & Transport Observations' Response Note

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

Dear Peter,

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

'The following Highway concerns have been identified:

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

2. Active Travel must be considered.

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

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

5. No development shall commence (including any site clearance), until a Demolition & Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Environmental Management Plan shall be in accordance with the requirements of British Standard BS5228-1:2009 - "Code of practice for noise and vibration control on construction and open sites". The approved Statement shall be adhered to throughout the demolition and construction phases. The Statement shall provide for:

   a. **Construction methods:** details of the extent and phasing of development; details for the storage and management of plant and materials used in constructing the development
   b. **Drainage:** Details of drainage measures during construction phases to ensure that the drainage of any adjoining land, and land downstream is not interrupted or otherwise adversely affected by the development.
   c. **General Site Management:** details of the construction programme including timetable; details of site clearance; details for erection and maintenance of security hoarding including decorative displays and facilities for public viewing.
   d. **Control of Nuisances:** Wheel washing facilities and measures to control light spill.
   e. **Traffic Management**: details of site deliveries including routes of vehicles, plus delivery and construction times, taking into account the proximity of residential dwellings and school opposite, there shall be no deliveries in excess of 3.5 tonnes shall access or leave the site via any route during the hours of 8am to 9.30am and 2.30pm to 4pm during school term times; details for the loading and unloading of plant and materials; details for the parking of vehicles of site operatives and visitors; scheme for the erection of temporary/semi-temporary signage warning drivers of the presence of children and speed restrictions;

Measures to prevent stacking of vehicles onto the public highway; The frequency and size of vehicles used to transport the waste material arising from the demolition works;

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

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

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

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

NOTES TO APPLICANT

1. Active Travel

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

Kind regards,

Jessica King

Swyddog Cynllunio - Rheolaeth Datblygu / Planning Officer – Development Management
Cyngor Bwrdeistref Sirol Castell-nedd Port Talbot / Neath Port Talbot County Borough Council
We welcome correspondence in Welsh and will deal with Welsh and English correspondence to the same standards and timescales.
Croesewir gohebiaeth yn y Gymraeg a byddwn yn ymdrin â gohebiaeth Gymraeg a Saesneg i'r un safonau ac amserlenni

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Os hoffech ddefnyddio'r Gymraeg wrth ddelio â'r Cyngor os gwelwch yn dda cliciwch yma

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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.

Appendix B

Updated Site Layout Plan

KEY:

1. NEW FLAGPOLE SIGN
2. EXISTING ENTRANCE ADAPTED AND WIDENED IN ACCORDANCE WITH HIGHWAYS CONSULTANTS DESIGN AND DETAILS
3. EXISTING BUILDINGS TO BE DEMOLISHED
4. RAIN GARDEN LOCATIONS
5. EXISTING STEPS RETAINED AND 2 NEW STEPS

SCHEDULE OF AREAS (ADAPTED 2021 T1400 SPEC):

SALES AREA	= 1411m²
WAREHOUSE AREA	= 609m²
ANCILLARY	= 278m²
GIA	= 2298m²
GEA (INC. CANOPY)	= 2575m²
GEA (EXC. CANOPY)	= 2399m²

SOFT LANDSCAPING KEY:

- EXISTING TREES TO BE RETAINED
- ROOT PROTECTION AREAS
- EXISTING TREES TO BE REMOVED
- EXISTING HEDGE TO BE RETAINED
- EXISTING HEDGE TO BE REMOVED

SITE AREA = 11,204 sq m / 2.768 acres

EXISTING BUILDING TO BE DEMOLISHED

EXISTING BUILDING TO BE DEMOLISHED

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

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

EXISTING SUBSTATION

PROPOSED FLAGPOLE

+0m RETAINING

+0.7m RETAINING

+0m RETAINING

+1.25m RETAINING

RETAINING PART OF BUILDING

+0m RETAINING

+1.1m RETAINING

+0m RETAINING

+0m RETAINING

+0.4m RETAINING

+0m RETAINING

DIRECTION OF BRITON [illegible] CENTRE

A474

SCHOOL ROAD

6.4m

5.9m

0m 5m 10m 15m 20m 25m 30m

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

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

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

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client: Lidl GB Ltd

project: Briton Ferry

drawing title: Proposed Site Plan

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

Appendix C

May 2022 MCC Surveys

Briton Ferry, Friday 13th May 2022

Traffic Information Consultancy

Junction: 1
Approach: Access Road North

	To Access Road (S)								To Poundstretcher							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**9**	**2**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	4	0	1	0	0	5	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	3	0	1	0	0	4	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**13**	**0**	**2**	**0**	**0**	**15**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
13:00 - 13:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	39	1	0	0	1	41	0	0	2	0	0	0	0	2
15:15 - 15:30	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**51**	**2**	**0**	**0**	**1**	**54**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
16:00 - 16:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**22**	**1**	**0**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

TOTAL	**0**	**0**	**152**	**8**	**3**	**0**	**2**	**165**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**

Briton Ferry, Friday 13th May 2022

Traffic Information Consultancy

Junction: 1
Approach: Access Road South

	To Poundstretcher								To Access Road (N)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**3**
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15 - 08:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
08:45 - 09:00	0	0	3	0	1	0	0	4	0	0	3	1	0	0	0	4
Hourly Total	**0**	**0**	**4**	**1**	**1**	**0**	**0**	**6**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**
09:00 - 09:15	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4
09:15 - 09:30	0	0	8	0	0	0	0	8	0	0	3	2	0	0	0	5
09:30 - 09:45	0	0	4	0	0	0	0	4	0	0	5	0	0	0	0	5
09:45 - 10:00	0	0	2	0	0	0	0	2	0	1	3	0	0	0	0	4
Hourly Total	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**16**	**0**	**1**	**15**	**2**	**0**	**0**	**0**	**18**
10:00 - 10:15	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	4	0	0	0	0	4	0	0	3	0	0	0	0	3
10:30 - 10:45	0	0	5	0	0	0	0	5	0	0	2	0	0	0	0	2
10:45 - 11:00	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**
11:00 - 11:15	0	0	6	0	0	0	0	6	0	0	5	0	0	0	0	5
11:15 - 11:30	0	0	9	0	0	0	0	9	0	0	5	0	0	0	0	5
11:30 - 11:45	0	0	5	0	0	0	0	5	0	0	8	0	0	0	0	8
11:45 - 12:00	0	1	3	0	0	0	0	4	0	0	11	0	1	0	0	12
Hourly Total	**0**	**1**	**23**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**29**	**0**	**1**	**0**	**0**	**30**
12:00 - 12:15	0	0	8	0	0	0	0	8	0	0	17	0	1	0	0	18
12:15 - 12:30	0	0	8	1	0	0	0	9	0	0	7	0	0	0	0	7
12:30 - 12:45	0	0	7	1	0	0	0	8	0	0	5	0	0	0	0	5
12:45 - 13:00	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	4
Hourly Total	**0**	**0**	**28**	**2**	**0**	**0**	**0**	**30**	**0**	**0**	**33**	**0**	**1**	**0**	**0**	**34**
13:00 - 13:15	0	0	3	0	0	0	0	3	0	0	1	0	1	0	0	2
13:15 - 13:30	0	0	4	1	0	0	0	5	0	0	3	0	0	0	0	3
13:30 - 13:45	0	0	10	0	0	0	0	10	0	0	1	0	0	0	0	1
13:45 - 14:00	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**23**	**1**	**0**	**0**	**0**	**24**	**0**	**0**	**5**	**0**	**1**	**0**	**0**	**6**
14:00 - 14:15	0	0	2	1	0	0	0	3	0	0	4	1	0	0	0	5
14:15 - 14:30	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	3
14:30 - 14:45	0	0	11	1	0	0	0	12	0	0	1	0	0	0	0	1
14:45 - 15:00	0	0	6	1	0	0	0	7	0	0	1	1	0	0	0	2
Hourly Total	**0**	**0**	**22**	**3**	**0**	**0**	**0**	**25**	**0**	**0**	**9**	**2**	**0**	**0**	**0**	**11**
15:00 - 15:15	0	0	3	0	0	0	0	3	0	0	3	1	0	0	1	5
15:15 - 15:30	1	0	4	0	0	0	0	5	0	0	4	0	0	0	0	4
15:30 - 15:45	0	0	9	1	0	0	0	10	0	0	1	0	0	0	0	1
15:45 - 16:00	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
Hourly Total	**1**	**0**	**20**	**1**	**0**	**0**	**0**	**22**	**0**	**0**	**9**	**1**	**0**	**0**	**1**	**11**
16:00 - 16:15	0	0	7	0	0	0	0	7	0	0	3	0	0	0	0	3
16:15 - 16:30	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	2	1	0	0	0	3	0	0	3	1	0	0	0	4
16:45 - 17:00	0	0	4	0	0	0	0	4	0	0	6	1	0	0	0	7
Hourly Total	**0**	**0**	**19**	**1**	**0**	**0**	**0**	**20**	**0**	**0**	**12**	**2**	**0**	**0**	**0**	**14**
17:00 - 17:15	0	0	7	1	0	0	0	8	0	0	7	0	0	0	0	7
17:15 - 17:30	0	0	4	0	0	0	0	4	0	0	15	0	0	0	0	15
17:30 - 17:45	0	0	5	0	0	0	0	5	0	0	12	0	0	0	0	12
17:45 - 18:00	0	0	6	0	0	0	0	6	0	0	10	1	0	0	0	11
Hourly Total	**0**	**0**	**22**	**1**	**0**	**0**	**0**	**23**	**0**	**0**	**44**	**1**	**0**	**0**	**0**	**45**
18:00 - 18:15	0	0	4	0	0	0	0	4	0	0	14	0	0	0	0	14
18:15 - 18:30	0	0	1	1	0	0	0	2	0	0	17	0	0	0	0	17
18:30 - 18:45	0	0	4	2	0	0	0	6	0	0	11	0	0	0	0	11
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
Hourly Total	**0**	**0**	**9**	**3**	**0**	**0**	**0**	**12**	**0**	**0**	**49**	**0**	**0**	**0**	**0**	**49**

TOTAL	**1**	**1**	**205**	**13**	**1**	**0**	**0**	**221**	**0**	**1**	**219**	**9**	**3**	**0**	**2**	**234**

Briton Ferry, Friday 13th May 2022

Traffic Information Consultancy

Junction: 1
Approach: Poundstretcher

	To Access Road (N)								To Access Road (S)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	5
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**1**	**0**	**0**	**5**
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**14**
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**1**	**0**	**0**	**0**	**17**
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
11:15 - 11:30	0	0	1	0	0	0	0	1	0	0	5	0	0	0	0	5
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**20**
12:00 - 12:15	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	5
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**27**	**1**	**0**	**0**	**0**	**29**
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**1**	**0**	**0**	**0**	**24**
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**2**	**0**	**0**	**0**	**26**
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**2**	**0**	**0**	**0**	**27**
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**2**	**0**	**0**	**0**	**20**
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
17:30 - 17:45	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
17:45 - 18:00	0	0	1	0	0	0	0	1	0	0	8	0	0	0	0	8
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**18**	**2**	**0**	**0**	**0**	**20**
18:00 - 18:15	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**9**	**4**	**0**	**0**	**0**	**13**

TOTAL	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**1**	**197**	**16**	**1**	**0**	**0**	**215**

Briton Ferry, Saturday 14th May 2022

Traffic Information Consultancy

Junction: 1
Approach: Access Road North

	To Access Road (S)								To Poundstretcher							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	3	0	1	0	0	4	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**11**	**0**	**1**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
13:00 - 13:15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	43	0	0	0	0	43	0	0	1	0	0	0	0	1
15:15 - 15:30	0	0	13	2	0	0	0	15	0	0	1	0	0	0	0	1
15:30 - 15:45	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**63**	**2**	**0**	**0**	**0**	**65**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
16:00 - 16:15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	2	0	0	1	0	3	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**9**	**0**	**0**	**1**	**0**	**10**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
17:00 - 17:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
17:15 - 17:30	0	0	2	0	0	1	0	3	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	3	0	1	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**6**	**0**	**1**	**1**	**0**	**8**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
18:00 - 18:15	0	0	2	0	1	1	0	4	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**4**	**0**	**1**	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

TOTAL	**0**	**1**	**128**	**5**	**3**	**3**	**0**	**140**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**

Briton Ferry, Saturday 14th May 2022

Traffic Information Consultancy

Junction: 1
Approach: Access Road South

	To Poundstretcher								To Access Road (N)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	3
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**0**	**3**	**0**	**6**
08:00 - 08:15	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	1
08:15 - 08:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1
08:45 - 09:00	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3
Hourly Total	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**5**
09:00 - 09:15	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
09:15 - 09:30	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
09:30 - 09:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
09:45 - 10:00	0	0	6	0	0	0	0	6	0	0	6	0	0	0	0	6
Hourly Total	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**
10:00 - 10:15	0	0	5	1	0	0	0	6	0	0	6	0	0	0	0	6
10:15 - 10:30	0	0	4	0	0	0	0	4	0	0	5	1	0	0	0	6
10:30 - 10:45	0	0	4	1	0	0	0	5	0	0	7	0	0	0	0	7
10:45 - 11:00	0	0	6	0	0	0	0	6	0	0	7	1	0	0	0	8
Hourly Total	**0**	**0**	**19**	**2**	**0**	**0**	**0**	**21**	**0**	**0**	**25**	**2**	**0**	**0**	**0**	**27**
11:00 - 11:15	0	0	10	0	0	0	0	10	0	0	5	0	0	0	0	5
11:15 - 11:30	0	0	6	1	0	0	0	7	0	0	3	0	0	0	0	3
11:30 - 11:45	0	0	10	0	0	0	0	10	0	0	6	0	1	0	0	7
11:45 - 12:00	0	0	14	0	0	0	0	14	0	0	7	0	0	0	0	7
Hourly Total	**0**	**0**	**40**	**1**	**0**	**0**	**0**	**41**	**0**	**0**	**21**	**0**	**1**	**0**	**0**	**22**
12:00 - 12:15	0	0	5	1	0	0	0	6	0	0	14	0	0	0	0	14
12:15 - 12:30	0	0	5	0	0	0	0	5	0	0	7	0	0	0	0	7
12:30 - 12:45	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4
12:45 - 13:00	0	0	11	0	0	0	0	11	0	0	5	0	0	0	0	5
Hourly Total	**0**	**0**	**25**	**1**	**0**	**0**	**0**	**26**	**0**	**0**	**30**	**0**	**0**	**0**	**0**	**30**
13:00 - 13:15	0	0	9	0	0	0	0	9	0	0	6	0	0	0	0	6
13:15 - 13:30	1	0	6	0	0	0	0	7	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	6	0	0	0	0	6	0	0	0	1	0	0	0	1
13:45 - 14:00	0	0	8	1	0	0	0	9	0	0	1	0	0	0	0	1
Hourly Total	**1**	**0**	**29**	**1**	**0**	**0**	**0**	**31**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**
14:00 - 14:15	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	9	0	0	0	0	9	0	1	1	0	0	0	0	2
14:30 - 14:45	0	0	8	1	0	0	0	9	0	0	2	0	0	0	0	2
14:45 - 15:00	0	0	6	1	0	0	0	7	0	0	6	0	0	0	0	6
Hourly Total	**0**	**0**	**33**	**2**	**0**	**0**	**0**	**35**	**0**	**1**	**9**	**0**	**0**	**0**	**0**	**10**
15:00 - 15:15	0	0	10	0	0	0	0	10	0	0	6	0	0	0	0	6
15:15 - 15:30	0	0	5	0	0	0	0	5	0	0	2	0	0	0	0	2
15:30 - 15:45	0	0	8	0	0	0	0	8	0	0	2	0	0	0	0	2
15:45 - 16:00	0	0	4	0	0	0	0	4	0	0	3	0	0	0	0	3
Hourly Total	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**27**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**13**
16:00 - 16:15	0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	1
16:15 - 16:30	0	0	7	0	0	0	0	7	0	0	5	0	0	0	0	5
16:30 - 16:45	0	0	4	0	0	0	0	4	0	0	3	0	0	0	0	3
16:45 - 17:00	0	0	3	0	0	0	0	3	0	0	5	0	0	0	0	5
Hourly Total	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**14**
17:00 - 17:15	0	0	5	0	0	0	0	5	0	0	8	0	0	0	0	8
17:15 - 17:30	0	0	2	1	0	0	0	3	0	0	13	0	0	0	0	13
17:30 - 17:45	0	0	3	0	0	0	0	3	0	0	10	0	0	0	0	10
17:45 - 18:00	0	0	4	0	0	0	0	4	0	0	7	0	0	0	0	7
Hourly Total	**0**	**0**	**14**	**1**	**0**	**0**	**0**	**15**	**0**	**0**	**38**	**0**	**0**	**0**	**0**	**38**
18:00 - 18:15	0	0	4	1	0	0	0	5	0	0	4	0	0	0	0	4
18:15 - 18:30	0	0	4	0	0	0	0	4	0	0	10	0	0	0	0	10
18:30 - 18:45	0	0	2	0	0	0	0	2	0	0	9	1	0	0	0	10
18:45 - 19:00	0	0	3	0	0	0	0	3	0	0	9	0	0	0	0	9
Hourly Total	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**14**	**0**	**0**	**32**	**1**	**0**	**0**	**0**	**33**

TOTAL	**1**	**0**	**244**	**9**	**0**	**0**	**0**	**254**	**0**	**1**	**204**	**5**	**2**	**3**	**0**	**215**

Briton Ferry, Saturday 14th May 2022

Traffic Information Consultancy

Junction: 1
Approach: Poundstretcher

	To Access Road (N)								To Access Road (S)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**14**
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
10:15 - 10:30	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**17**	**1**	**0**	**0**	**0**	**18**
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11
11:45 - 12:00	0	0	2	0	0	0	0	2	0	0	5	0	0	0	0	5
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**28**	**1**	**0**	**0**	**0**	**29**
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**1**	**0**	**0**	**0**	**35**
13:00 - 13:15	0	0	1	0	0	0	0	1	0	0	6	0	0	0	0	6
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**26**
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**3**	**0**	**0**	**0**	**36**
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**1**	**0**	**0**	**0**	**32**
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**21**
17:00 - 17:15	0	0	2	0	0	0	0	2	0	0	5	0	0	0	0	5
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**14**
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**1**	**0**	**0**	**0**	**15**

TOTAL	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**236**	**9**	**0**	**0**	**0**	**245**

Briton Ferry, Friday 13th May 2022

Traffic Information Consultancy

Junction: 2
Approach: Access Road North

	To Access Road (S)								To Lidl							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	3	2	1	0	0	6	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**4**	**2**	**1**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**23**	**2**	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	10	0	0	0	0	10	0	0	1	0	0	0	0	1
10:30 - 10:45	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2
10:45 - 11:00	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**25**	**1**	**0**	**0**	**0**	**26**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
11:00 - 11:15	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1
11:15 - 11:30	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1
11:30 - 11:45	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	8	0	0	0	0	8	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**28**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
12:00 - 12:15	0	1	8	0	0	0	0	9	0	0	1	0	0	0	0	1
12:15 - 12:30	0	0	12	0	1	0	0	13	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	11	0	1	0	0	12	0	0	1	0	0	0	0	1
12:45 - 13:00	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**38**	**1**	**2**	**0**	**0**	**42**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
13:00 - 13:15	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1
13:15 - 13:30	0	0	4	1	1	0	0	6	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	1
13:45 - 14:00	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**25**	**1**	**1**	**0**	**0**	**27**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
14:00 - 14:15	0	0	9	0	0	0	0	9	0	0	1	1	0	0	0	2
14:15 - 14:30	0	0	7	1	0	0	0	8	0	0	2	0	0	0	0	2
14:30 - 14:45	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	9	1	0	0	0	10	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**29**	**2**	**0**	**0**	**0**	**31**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**
15:00 - 15:15	0	0	45	2	0	0	1	48	0	0	1	0	0	0	0	1
15:15 - 15:30	0	0	12	0	0	0	0	12	0	0	1	0	0	0	0	1
15:30 - 15:45	0	0	8	1	0	0	0	9	0	0	0	1	0	0	0	1
15:45 - 16:00	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**74**	**3**	**0**	**0**	**1**	**78**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**
16:00 - 16:15	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
16:15 - 16:30	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**23**	**2**	**0**	**0**	**0**	**25**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
17:00 - 17:15	0	0	7	3	0	0	0	10	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	1
17:30 - 17:45	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	17	0	0	0	0	17	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**38**	**3**	**0**	**0**	**0**	**41**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
18:00 - 18:15	0	0	6	0	0	0	0	6	0	0	2	0	0	0	0	2
18:15 - 18:30	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2
18:30 - 18:45	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	7	0	0	0	0	7	0	0	0	1	0	0	0	1
Hourly Total	**0**	**0**	**17**	**4**	**0**	**0**	**0**	**21**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**

TOTAL	**0**	**1**	**326**	**21**	**4**	**0**	**2**	**354**	**0**	**0**	**23**	**3**	**0**	**0**	**0**	**26**

Briton Ferry, Friday 13th May 2022

Traffic Information Consultancy

Junction: 2
Approach: Access Road South

	To Lidl								To Access Road (N)								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:15 - 07:30	0	0	2	0	0	0	0	**2**	0	0	2	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
07:30 - 07:45	0	0	0	0	0	0	0	**0**	0	0	2	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
07:45 - 08:00	0	0	4	1	0	0	0	**5**	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	12	1	0	0	0	**13**	0	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**
08:15 - 08:30	0	0	10	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
08:30 - 08:45	0	0	9	0	0	1	0	**10**	0	0	2	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
08:45 - 09:00	0	0	12	2	0	0	0	**14**	0	0	6	1	1	0	0	**8**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**43**	**3**	**0**	**1**	**0**	**47**	**0**	**0**	**9**	**1**	**1**	**0**	**0**	**11**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
09:00 - 09:15	0	0	14	0	0	0	0	**14**	0	0	6	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**
09:15 - 09:30	1	0	9	0	0	0	0	**10**	0	0	10	2	0	0	0	**12**	0	0	0	0	0	0	0	**0**
09:30 - 09:45	0	0	15	0	0	0	0	**15**	0	0	7	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**
09:45 - 10:00	0	0	11	0	0	0	0	**11**	0	1	4	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**49**	**0**	**0**	**0**	**0**	**50**	**0**	**1**	**27**	**2**	**0**	**0**	**0**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	11	0	0	0	0	**11**	0	0	4	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**
10:15 - 10:30	0	1	7	1	0	0	0	**9**	0	0	7	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**
10:30 - 10:45	0	0	10	0	0	0	0	**10**	0	0	6	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**
10:45 - 11:00	0	0	9	0	0	0	0	**9**	0	0	5	0	0	0	0	**5**	0	1	1	0	0	0	0	**2**
Hourly Total	**0**	**1**	**37**	**1**	**0**	**0**	**0**	**39**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**22**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**
11:00 - 11:15	0	0	10	2	0	0	0	**12**	0	0	11	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**
11:15 - 11:30	0	0	9	2	0	0	0	**11**	0	0	13	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**
11:30 - 11:45	0	0	21	0	0	0	0	**21**	0	0	11	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**
11:45 - 12:00	0	0	9	1	0	0	0	**10**	0	1	13	0	1	0	0	**15**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**49**	**5**	**0**	**0**	**0**	**54**	**0**	**1**	**48**	**0**	**1**	**0**	**0**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	1	0	17	2	0	0	0	**20**	0	0	22	0	1	0	0	**23**	0	0	0	0	0	0	0	**0**
12:15 - 12:30	0	0	23	1	0	0	0	**24**	0	0	14	1	0	0	0	**15**	0	0	2	1	0	0	0	**3**
12:30 - 12:45	0	0	12	0	0	0	0	**12**	0	0	10	1	0	0	0	**11**	0	0	0	0	0	0	0	**0**
12:45 - 13:00	0	0	10	0	0	0	0	**10**	0	0	8	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**62**	**3**	**0**	**0**	**0**	**66**	**0**	**0**	**54**	**2**	**1**	**0**	**0**	**57**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**
13:00 - 13:15	1	0	11	0	0	0	0	**12**	0	0	4	0	1	0	0	**5**	0	0	0	0	0	0	0	**0**
13:15 - 13:30	0	0	16	1	0	0	0	**17**	0	0	7	1	0	0	0	**8**	0	0	0	0	0	0	0	**0**
13:30 - 13:45	0	0	15	2	0	0	0	**17**	0	0	11	0	0	0	0	**11**	0	0	0	0	1	0	0	**1**
13:45 - 14:00	0	0	17	1	0	0	0	**18**	0	0	5	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**59**	**4**	**0**	**0**	**0**	**64**	**0**	**0**	**27**	**1**	**1**	**0**	**0**	**29**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
14:00 - 14:15	0	0	19	0	0	0	0	**19**	0	0	6	2	0	0	0	**8**	0	0	1	0	0	0	0	**1**
14:15 - 14:30	1	0	11	0	0	0	0	**12**	0	0	6	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**
14:30 - 14:45	0	0	14	0	0	0	0	**14**	0	0	10	1	0	0	0	**11**	0	0	0	0	0	0	0	**0**
14:45 - 15:00	0	0	12	3	0	0	0	**15**	0	0	6	2	0	0	0	**8**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**56**	**3**	**0**	**0**	**0**	**60**	**0**	**0**	**28**	**5**	**0**	**0**	**0**	**33**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
15:00 - 15:15	0	0	24	0	0	0	0	**24**	0	0	5	1	0	0	1	**7**	0	0	1	0	0	0	0	**1**
15:15 - 15:30	0	0	22	2	0	0	0	**24**	1	0	8	0	0	0	0	**9**	0	0	1	0	0	0	0	**1**
15:30 - 15:45	0	0	18	1	0	0	0	**19**	0	0	9	1	0	0	0	**10**	0	0	2	0	0	0	0	**2**
15:45 - 16:00	0	0	19	0	0	0	0	**19**	0	0	5	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**83**	**3**	**0**	**0**	**0**	**86**	**1**	**0**	**27**	**2**	**0**	**0**	**1**	**31**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**
16:00 - 16:15	0	0	15	2	0	0	0	**17**	0	0	8	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**
16:15 - 16:30	1	0	18	4	0	0	0	**23**	0	0	5	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**
16:30 - 16:45	0	0	12	0	0	0	0	**12**	0	0	5	2	0	0	0	**7**	0	0	1	0	0	0	0	**1**
16:45 - 17:00	0	0	13	3	0	0	0	**16**	0	0	9	1	0	0	0	**10**	0	0	1	0	0	0	0	**1**
Hourly Total	**1**	**0**	**58**	**9**	**0**	**0**	**0**	**68**	**0**	**0**	**27**	**3**	**0**	**0**	**0**	**30**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
17:00 - 17:15	0	0	14	2	0	0	0	**16**	0	0	13	1	0	0	0	**14**	0	0	0	0	0	0	0	**0**
17:15 - 17:30	0	0	13	1	0	0	0	**14**	0	0	18	0	0	0	0	**18**	0	0	2	0	0	0	0	**2**
17:30 - 17:45	0	1	12	1	0	0	0	**14**	0	0	16	0	0	0	0	**16**	0	0	1	0	0	0	0	**1**
17:45 - 18:00	0	0	20	0	0	0	0	**20**	0	0	15	1	0	0	0	**16**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**59**	**4**	**0**	**0**	**0**	**64**	**0**	**0**	**62**	**2**	**0**	**0**	**0**	**64**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
18:00 - 18:15	0	0	20	2	0	0	0	**22**	0	0	18	0	0	0	0	**18**	0	0	1	0	0	0	0	**1**
18:15 - 18:30	0	0	6	1	0	0	0	**7**	0	0	18	1	0	0	0	**19**	0	0	0	0	0	0	0	**0**
18:30 - 18:45	0	0	5	0	0	0	0	**5**	0	0	15	1	0	0	0	**16**	0	0	3	0	0	0	0	**3**
18:45 - 19:00	0	0	4	0	0	0	0	**4**	0	0	7	0	0	0	0	**7**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**35**	**3**	**0**	**0**	**0**	**38**	**0**	**0**	**58**	**2**	**0**	**0**	**0**	**60**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**

TOTAL	**5**	**2**	**596**	**39**	**0**	**1**	**0**	**643**	**1**	**2**	**393**	**20**	**4**	**0**	**2**	**422**	**0**	**1**	**19**	**1**	**1**	**0**	**0**	**22**

Briton Ferry, Friday 13th May 2022

Traffic Information Consultancy

Junction: 2
Approach: Lidl

	To Access Road (N)								To Access Road (S)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
08:15 - 08:30	0	0	0	1	0	0	0	1	0	0	11	1	0	0	0	12
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	11	3	0	1	0	15
Hourly Total	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**32**	**4**	**0**	**1**	**0**	**37**
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10
09:15 - 09:30	0	0	1	0	0	0	0	1	0	0	14	0	0	0	0	14
09:30 - 09:45	0	0	2	0	0	0	0	2	1	0	8	0	0	0	0	9
09:45 - 10:00	0	0	1	0	0	0	0	1	0	0	12	0	0	0	0	12
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**44**	**0**	**0**	**0**	**0**	**45**
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
10:30 - 10:45	0	0	1	0	0	0	0	1	0	0	9	0	0	0	0	9
10:45 - 11:00	0	0	1	0	0	0	0	1	0	1	9	1	0	0	0	11
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**37**	**2**	**0**	**0**	**0**	**40**
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11
11:15 - 11:30	0	0	1	0	0	0	0	1	0	0	6	2	0	0	0	8
11:30 - 11:45	0	0	2	0	0	0	0	2	0	0	15	2	0	0	0	17
11:45 - 12:00	0	0	1	0	0	0	0	1	0	0	13	0	0	0	0	13
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**45**	**4**	**0**	**0**	**0**	**49**
12:00 - 12:15	0	0	3	0	0	0	0	3	1	0	15	0	0	0	0	16
12:15 - 12:30	0	0	1	0	0	0	0	1	0	0	17	2	0	0	0	19
12:30 - 12:45	0	0	2	0	0	0	0	2	0	0	12	2	0	0	0	14
12:45 - 13:00	0	0	1	0	0	0	0	1	0	0	16	0	0	0	0	16
Hourly Total	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**	**1**	**0**	**60**	**4**	**0**	**0**	**0**	**65**
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13
13:15 - 13:30	0	0	0	0	0	0	0	0	1	0	13	1	0	0	0	15
13:30 - 13:45	0	0	0	0	0	0	0	0	1	0	15	2	0	0	0	18
13:45 - 14:00	0	0	1	0	0	0	0	1	0	0	10	0	0	0	0	10
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**51**	**3**	**0**	**0**	**0**	**56**
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	22
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	20
14:30 - 14:45	0	0	2	0	0	0	0	2	0	0	11	0	0	0	0	11
14:45 - 15:00	0	0	1	0	0	0	0	1	0	0	13	1	0	0	0	14
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**64**	**3**	**0**	**0**	**0**	**67**
15:00 - 15:15	0	0	1	0	0	0	0	1	0	0	15	1	0	0	0	16
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	26
15:30 - 15:45	0	0	1	0	0	0	0	1	0	0	23	0	0	0	0	23
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	17	4	0	0	0	21
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**81**	**5**	**0**	**0**	**0**	**86**
16:00 - 16:15	0	0	2	0	0	0	0	2	0	0	20	0	0	0	0	20
16:15 - 16:30	0	0	1	0	0	0	0	1	0	0	17	3	0	0	0	20
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	18
16:45 - 17:00	0	0	1	0	0	0	0	1	0	0	9	1	0	0	0	10
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**64**	**4**	**0**	**0**	**0**	**68**
17:00 - 17:15	0	0	1	0	0	0	0	1	0	0	10	2	0	0	0	12
17:15 - 17:30	0	0	1	0	0	0	0	1	0	0	16	3	0	0	0	19
17:30 - 17:45	0	0	1	0	0	0	0	1	0	1	11	2	0	0	0	14
17:45 - 18:00	0	0	1	0	0	0	0	1	0	0	12	1	0	0	0	13
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**1**	**49**	**8**	**0**	**0**	**0**	**58**
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	22
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15
18:30 - 18:45	0	0	0	1	0	0	0	1	0	0	13	0	0	0	0	13
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
Hourly Total	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**57**	**1**	**0**	**0**	**0**	**58**

TOTAL	**0**	**0**	**31**	**2**	**0**	**0**	**0**	**33**	**4**	**2**	**586**	**38**	**0**	**1**	**0**	**631**

Briton Ferry, Saturday 14th May 2022

Traffic Information Consultancy

Junction: 2
Approach: Access Road North

	To Access Road (S)								To Lidl							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
08:45 - 09:00	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
09:00 - 09:15	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1
10:30 - 10:45	0	0	7	1	0	0	0	8	0	0	1	0	0	0	0	1
10:45 - 11:00	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**24**	**2**	**0**	**0**	**0**	**26**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
11:00 - 11:15	0	0	10	0	0	0	0	10	0	0	2	0	0	0	0	2
11:15 - 11:30	0	0	5	1	0	0	0	6	0	0	1	0	0	0	0	1
11:30 - 11:45	0	0	14	0	1	0	0	15	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**36**	**1**	**1**	**0**	**0**	**38**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
12:00 - 12:15	0	0	19	0	0	0	0	19	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	6	2	0	0	0	8	0	0	2	0	0	0	0	2
12:30 - 12:45	0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	1
12:45 - 13:00	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**40**	**2**	**0**	**0**	**0**	**42**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
13:00 - 13:15	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
13:45 - 14:00	0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**28**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
14:00 - 14:15	0	0	9	1	0	0	0	10	0	0	1	0	0	0	0	1
14:15 - 14:30	0	1	8	1	0	0	0	10	0	0	2	0	0	0	0	2
14:30 - 14:45	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**36**	**3**	**0**	**0**	**0**	**40**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
15:00 - 15:15	0	0	51	1	0	0	0	52	0	0	2	0	0	0	0	2
15:15 - 15:30	0	0	20	1	0	0	0	21	0	0	0	1	0	0	0	1
15:30 - 15:45	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	10	0	0	0	0	10	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**91**	**2**	**0**	**0**	**0**	**93**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**
16:00 - 16:15	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1
16:15 - 16:30	0	0	11	0	0	0	0	11	0	0	1	0	0	0	0	1
16:30 - 16:45	0	0	8	0	0	1	0	9	0	0	1	0	0	0	0	1
16:45 - 17:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**26**	**0**	**0**	**1**	**0**	**27**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**
17:00 - 17:15	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	6	1	0	1	0	8	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	6	0	1	0	0	7	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**18**	**1**	**1**	**1**	**0**	**21**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
18:00 - 18:15	0	0	7	0	1	1	0	9	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**17**	**1**	**1**	**1**	**0**	**20**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**

TOTAL	**0**	**1**	**341**	**13**	**3**	**3**	**0**	**361**	**0**	**0**	**23**	**1**	**0**	**0**	**0**	**24**

Briton Ferry, Saturday 14th May 2022

Traffic Information Consultancy

Junction: 2
Approach: Access Road South

	To Lidl								To Access Road (N)								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
07:15 - 07:30	0	0	0	0	0	0	0	**0**	0	0	0	1	0	1	0	**2**	0	0	0	0	0	0	0	**0**
07:30 - 07:45	0	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
07:45 - 08:00	0	0	2	1	0	0	0	**3**	0	0	1	0	0	2	0	**3**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**3**	**1**	**0**	**3**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	22	0	0	0	0	**22**	0	0	1	0	1	0	0	**2**	0	0	0	0	0	0	0	**0**
08:15 - 08:30	3	0	11	1	0	1	0	**16**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
08:30 - 08:45	5	0	6	0	0	0	0	**11**	0	0	4	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**
08:45 - 09:00	0	0	7	1	0	0	0	**8**	0	0	5	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**
Hourly Total	**8**	**0**	**46**	**2**	**0**	**1**	**0**	**57**	**0**	**0**	**11**	**0**	**1**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	7	1	0	0	0	**8**	0	0	2	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
09:15 - 09:30	0	0	4	1	0	0	0	**5**	0	0	5	0	0	0	0	**5**	0	0	1	0	0	0	0	**1**
09:30 - 09:45	0	0	12	1	0	0	0	**13**	0	0	2	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
09:45 - 10:00	0	0	8	0	0	0	0	**8**	0	0	10	0	0	0	0	**10**	0	0	0	1	0	0	0	**1**
Hourly Total	**0**	**0**	**31**	**3**	**0**	**0**	**0**	**34**	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**19**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
10:00 - 10:15	0	0	14	2	0	0	0	**16**	0	0	11	1	0	0	0	**12**	0	0	0	0	0	0	0	**0**
10:15 - 10:30	0	0	17	2	0	0	0	**19**	0	0	9	1	0	0	0	**10**	0	0	0	0	0	0	0	**0**
10:30 - 10:45	0	0	17	0	0	0	0	**17**	0	0	9	1	0	0	0	**10**	0	0	0	0	0	0	0	**0**
10:45 - 11:00	0	0	20	1	1	0	0	**22**	0	0	12	1	0	0	0	**13**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**68**	**5**	**1**	**0**	**0**	**74**	**0**	**0**	**41**	**4**	**0**	**0**	**0**	**45**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	12	0	0	0	0	**12**	0	0	14	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**
11:15 - 11:30	0	0	19	0	0	0	0	**19**	0	0	8	1	0	0	0	**9**	0	0	0	0	0	0	0	**0**
11:30 - 11:45	1	0	17	0	0	0	0	**18**	0	0	12	0	1	0	0	**13**	0	0	1	0	0	0	0	**1**
11:45 - 12:00	0	0	19	0	0	0	0	**19**	0	0	18	0	0	0	0	**18**	0	0	1	0	0	0	0	**1**
Hourly Total	**1**	**0**	**67**	**0**	**0**	**0**	**0**	**68**	**0**	**0**	**52**	**1**	**1**	**0**	**0**	**54**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
12:00 - 12:15	0	0	17	3	0	0	0	**20**	0	0	16	1	0	0	0	**17**	0	0	1	0	0	0	0	**1**
12:15 - 12:30	0	0	15	4	0	0	0	**19**	0	0	12	0	0	0	0	**12**	1	0	0	0	0	0	0	**1**
12:30 - 12:45	0	0	11	1	0	0	0	**12**	0	0	7	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**
12:45 - 13:00	0	0	15	2	0	0	0	**17**	0	0	15	0	0	0	0	**15**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**58**	**10**	**0**	**0**	**0**	**68**	**0**	**0**	**50**	**1**	**0**	**0**	**0**	**51**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**3**
13:00 - 13:15	0	0	15	1	0	0	0	**16**	0	0	14	0	0	0	0	**14**	0	0	1	0	0	0	0	**1**
13:15 - 13:30	0	0	11	1	0	0	0	**12**	1	0	5	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**
13:30 - 13:45	0	0	13	0	0	0	0	**13**	0	0	5	1	0	0	0	**6**	0	0	0	0	0	0	0	**0**
13:45 - 14:00	0	0	12	0	0	0	0	**12**	0	0	9	1	0	0	0	**10**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**51**	**2**	**0**	**0**	**0**	**53**	**1**	**0**	**33**	**2**	**0**	**0**	**0**	**36**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
14:00 - 14:15	1	0	23	0	0	0	0	**24**	0	0	9	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**
14:15 - 14:30	0	0	22	2	0	0	0	**24**	0	1	8	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**
14:30 - 14:45	0	0	17	2	0	0	0	**19**	0	0	7	1	0	0	0	**8**	0	0	0	0	0	0	0	**0**
14:45 - 15:00	0	0	9	0	0	0	0	**9**	0	0	10	1	0	0	0	**11**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**71**	**4**	**0**	**0**	**0**	**76**	**0**	**1**	**34**	**2**	**0**	**0**	**0**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	1	0	15	0	0	0	0	**16**	0	0	16	0	0	0	0	**16**	0	0	1	0	0	0	0	**1**
15:15 - 15:30	0	0	10	2	0	0	0	**12**	0	0	6	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**
15:30 - 15:45	0	0	14	0	0	0	0	**14**	0	0	10	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**
15:45 - 16:00	0	0	22	2	0	0	0	**24**	0	0	7	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**61**	**4**	**0**	**0**	**0**	**66**	**0**	**0**	**39**	**0**	**0**	**0**	**0**	**39**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
16:00 - 16:15	0	0	13	1	0	0	0	**14**	0	0	8	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**
16:15 - 16:30	0	0	12	0	0	0	0	**12**	0	0	12	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**
16:30 - 16:45	0	0	14	0	0	0	0	**14**	0	0	7	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**
16:45 - 17:00	0	0	17	0	0	0	0	**17**	0	0	7	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**56**	**1**	**0**	**0**	**0**	**57**	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	13	0	0	0	0	**13**	0	0	12	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**
17:15 - 17:30	0	0	10	0	0	0	0	**10**	0	0	15	1	0	0	0	**16**	0	0	0	0	0	0	0	**0**
17:30 - 17:45	0	0	15	2	0	0	0	**17**	0	0	13	0	0	0	0	**13**	0	0	1	0	0	0	0	**1**
17:45 - 18:00	0	0	8	0	0	0	0	**8**	0	0	11	0	0	0	0	**11**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**46**	**2**	**0**	**0**	**0**	**48**	**0**	**0**	**51**	**1**	**0**	**0**	**0**	**52**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
18:00 - 18:15	0	0	15	0	0	0	0	**15**	0	0	8	1	0	0	0	**9**	0	0	0	0	0	0	0	**0**
18:15 - 18:30	0	0	9	1	0	0	0	**10**	0	0	12	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**
18:30 - 18:45	0	0	2	0	0	0	0	**2**	0	0	11	1	0	0	0	**12**	0	0	0	0	0	0	0	**0**
18:45 - 19:00	0	0	3	0	0	0	0	**3**	0	0	12	0	0	0	0	**12**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**29**	**1**	**0**	**0**	**0**	**30**	**0**	**0**	**43**	**2**	**0**	**0**	**0**	**45**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**

TOTAL	**11**	**0**	**587**	**35**	**1**	**1**	**0**	**635**	**1**	**1**	**410**	**14**	**2**	**3**	**0**	**431**	**1**	**0**	**10**	**1**	**0**	**0**	**0**	**12**

Briton Ferry, Saturday 14th May 2022

Traffic Information Consultancy

Junction: 2
Approach: Lidl

	To Access Road (N)								To Access Road (S)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16
08:30 - 08:45	0	0	0	0	0	0	0	0	9	0	16	0	0	1	0	26
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**43**	**2**	**0**	**1**	**0**	**55**
09:00 - 09:15	0	0	3	0	0	0	0	3	0	0	4	2	0	0	0	6
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
09:45 - 10:00	0	0	2	0	0	0	0	2	0	0	8	1	0	0	0	9
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**22**	**3**	**0**	**0**	**0**	**25**
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	15	3	0	0	0	18
10:30 - 10:45	0	0	2	0	0	0	0	2	0	0	16	1	0	0	0	17
10:45 - 11:00	0	0	1	0	0	0	0	1	0	0	10	1	0	0	0	11
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**50**	**7**	**0**	**0**	**0**	**57**
11:00 - 11:15	0	0	1	0	0	0	0	1	0	0	20	2	1	0	0	23
11:15 - 11:30	0	0	1	0	0	0	0	1	0	0	7	0	0	0	0	7
11:30 - 11:45	0	0	4	0	0	0	0	4	0	0	30	0	0	0	0	30
11:45 - 12:00	0	0	3	0	0	0	0	3	0	0	10	0	0	0	0	10
Hourly Total	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**67**	**2**	**1**	**0**	**0**	**70**
12:00 - 12:15	0	0	3	0	0	0	0	3	0	0	17	2	0	0	0	19
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17
12:30 - 12:45	0	0	1	0	0	0	0	1	0	0	10	2	0	0	0	12
12:45 - 13:00	0	0	1	0	0	0	0	1	0	0	12	3	0	0	0	15
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**54**	**9**	**0**	**0**	**0**	**63**
13:00 - 13:15	0	0	1	0	0	0	0	1	0	0	16	1	0	0	0	17
13:15 - 13:30	0	0	1	0	0	0	0	1	0	0	15	0	0	0	0	15
13:30 - 13:45	0	0	1	0	0	0	0	1	0	0	12	1	0	0	0	13
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**56**	**4**	**0**	**0**	**0**	**60**
14:00 - 14:15	0	0	1	0	0	0	0	1	0	0	13	0	0	0	0	13
14:15 - 14:30	0	0	2	0	0	0	0	2	1	0	18	0	0	0	0	19
14:30 - 14:45	0	0	3	0	0	0	0	3	0	0	20	2	0	0	0	22
14:45 - 15:00	0	0	2	0	0	0	0	2	0	0	19	1	0	0	0	20
Hourly Total	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**	**1**	**0**	**70**	**3**	**0**	**0**	**0**	**74**
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13
15:15 - 15:30	0	0	1	0	0	0	0	1	1	0	10	1	0	0	0	12
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	19
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**53**	**2**	**0**	**0**	**0**	**56**
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	20	3	0	0	0	23
16:15 - 16:30	0	0	0	0	0	0	0	0	1	0	10	0	0	0	0	11
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17
16:45 - 17:00	0	0	1	0	0	0	0	1	0	0	18	0	0	0	0	18
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**65**	**3**	**0**	**0**	**0**	**69**
17:00 - 17:15	0	0	1	0	0	0	0	1	0	0	12	1	0	0	0	13
17:15 - 17:30	0	0	0	0	0	0	0	0	1	0	16	0	0	0	0	17
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**50**	**2**	**0**	**0**	**0**	**53**
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11
18:15 - 18:30	0	0	2	0	0	0	0	2	0	0	11	0	0	0	0	11
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**44**	**3**	**0**	**0**	**0**	**47**

TOTAL	**0**	**0**	**38**	**0**	**0**	**0**	**0**	**38**	**13**	**0**	**574**	**41**	**1**	**1**	**0**	**630**

Briton Ferry, Friday 13th May 2022

Traffic Information Consultancy

Junction: 3
Approach: Access Road

	To A474 (E)								To School Road								To A474 (W)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 - 08:00	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
08:00 - 08:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15 - 08:30	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
08:30 - 08:45	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
08:45 - 09:00	0	0	7	3	0	0	0	10	0	0	0	0	0	0	0	0	0	0	7	2	1	1	0	11
Hourly Total	**0**	**0**	**22**	**4**	**0**	**0**	**0**	**26**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**14**	**2**	**1**	**1**	**0**	**18**
09:00 - 09:15	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3	0	0	9	0	0	0	0	9
09:15 - 09:30	0	0	6	0	0	0	0	6	0	0	4	0	0	0	0	4	0	0	9	0	0	0	0	9
09:30 - 09:45	0	0	7	0	0	0	0	7	0	0	2	0	0	0	0	2	1	0	10	0	0	0	0	11
09:45 - 10:00	0	0	7	0	0	0	0	7	0	0	2	0	0	0	0	2	0	0	4	2	0	0	0	6
Hourly Total	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**25**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**11**	**1**	**0**	**32**	**2**	**0**	**0**	**0**	**35**
10:00 - 10:15	0	0	12	1	0	0	0	13	0	0	1	0	0	0	0	1	0	0	3	1	0	0	0	4
10:15 - 10:30	0	0	12	0	0	0	0	12	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
10:30 - 10:45	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
10:45 - 11:00	0	0	8	0	0	0	0	8	0	1	1	0	0	0	0	2	0	1	8	1	0	0	0	10
Hourly Total	**0**	**0**	**41**	**1**	**0**	**0**	**0**	**42**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**4**	**0**	**1**	**18**	**2**	**0**	**0**	**0**	**21**
11:00 - 11:15	0	0	9	0	0	0	0	9	0	0	2	0	0	0	0	2	0	0	6	0	0	0	0	6
11:15 - 11:30	0	0	5	1	0	0	0	6	0	0	1	1	0	0	0	2	0	0	6	0	0	0	0	6
11:30 - 11:45	0	0	14	2	0	0	0	16	0	0	2	0	0	0	0	2	0	0	7	0	0	0	0	7
11:45 - 12:00	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13
Hourly Total	**0**	**0**	**34**	**3**	**0**	**0**	**0**	**37**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**0**	**0**	**32**	**0**	**0**	**0**	**0**	**32**
12:00 - 12:15	0	0	15	0	0	0	0	15	0	0	2	0	0	0	0	2	1	1	9	0	0	0	0	11
12:15 - 12:30	0	0	18	0	0	0	0	18	0	0	3	1	0	0	0	4	0	0	10	2	1	0	0	13
12:30 - 12:45	0	0	11	1	1	0	0	13	0	0	1	0	0	0	0	1	0	0	11	1	0	0	0	12
12:45 - 13:00	0	0	14	1	0	0	0	15	0	0	2	0	0	0	0	2	0	0	8	0	0	0	0	8
Hourly Total	**0**	**0**	**58**	**2**	**1**	**0**	**0**	**61**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**	**1**	**1**	**38**	**3**	**1**	**0**	**0**	**44**
13:00 - 13:15	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1	0	0	11	0	0	0	0	11
13:15 - 13:30	1	0	12	2	1	0	0	16	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
13:30 - 13:45	0	0	10	2	1	0	0	13	0	0	1	0	0	0	0	1	0	0	10	0	0	0	0	10
13:45 - 14:00	0	0	13	0	0	0	0	13	0	0	1	0	0	0	0	1	0	0	5	0	0	0	0	5
Hourly Total	**1**	**0**	**41**	**4**	**2**	**0**	**0**	**48**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**31**	**0**	**0**	**0**	**0**	**31**
14:00 - 14:15	0	0	18	0	0	0	0	18	0	0	3	0	0	0	0	3	0	0	10	1	0	0	0	11
14:15 - 14:30	0	0	15	1	0	0	0	16	0	0	2	0	0	0	0	2	0	0	8	1	0	0	0	9
14:30 - 14:45	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
14:45 - 15:00	0	0	14	1	0	0	0	15	0	0	3	0	0	0	0	3	0	0	5	1	0	0	0	6
Hourly Total	**0**	**0**	**59**	**2**	**0**	**0**	**0**	**61**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**28**	**3**	**0**	**0**	**0**	**31**
15:00 - 15:15	0	0	29	0	0	0	1	30	0	0	6	0	0	0	0	6	0	0	23	3	0	0	0	26
15:15 - 15:30	0	0	17	0	0	0	0	17	0	0	5	0	0	0	0	5	0	0	18	0	0	0	0	18
15:30 - 15:45	0	0	18	1	0	0	0	19	0	0	4	0	0	0	0	4	0	0	11	0	0	0	0	11
15:45 - 16:00	0	0	17	2	0	0	0	19	0	0	2	0	0	0	0	2	0	0	9	1	0	0	0	10
Hourly Total	**0**	**0**	**81**	**3**	**0**	**0**	**1**	**85**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**61**	**4**	**0**	**0**	**0**	**65**
16:00 - 16:15	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15
16:15 - 16:30	0	0	13	0	0	0	0	13	0	0	3	2	0	0	0	5	0	0	6	2	0	0	0	8
16:30 - 16:45	0	0	10	0	0	0	0	10	0	0	3	0	0	0	0	3	0	0	15	0	0	0	0	15
16:45 - 17:00	0	0	7	1	0	0	0	8	0	0	3	0	0	0	0	3	0	0	4	1	0	0	0	5
Hourly Total	**0**	**0**	**40**	**1**	**0**	**0**	**0**	**41**	**0**	**0**	**9**	**2**	**0**	**0**	**0**	**11**	**0**	**0**	**39**	**4**	**0**	**0**	**0**	**43**
17:00 - 17:15	0	0	10	3	0	0	0	13	0	0	4	0	0	0	0	4	0	0	4	1	0	0	0	5
17:15 - 17:30	0	0	12	1	0	0	0	13	0	0	3	1	0	0	0	4	0	0	6	2	0	0	0	8
17:30 - 17:45	0	0	12	2	0	0	0	14	0	1	4	0	0	0	0	5	0	0	5	0	0	0	0	5
17:45 - 18:00	0	0	19	0	0	0	0	19	0	0	1	0	0	0	0	1	0	0	10	1	0	0	0	11
Hourly Total	**0**	**0**	**53**	**6**	**0**	**0**	**0**	**59**	**0**	**1**	**12**	**1**	**0**	**0**	**0**	**14**	**0**	**0**	**25**	**4**	**0**	**0**	**0**	**29**
18:00 - 18:15	0	0	17	1	0	0	0	18	0	0	3	0	0	0	0	3	0	0	7	0	0	0	0	7
18:15 - 18:30	0	0	9	0	0	0	0	9	0	0	4	0	0	0	0	4	0	0	5	0	0	0	0	5
18:30 - 18:45	0	0	10	2	0	0	0	12	0	0	2	2	0	0	0	4	0	0	5	0	0	0	0	5
18:45 - 19:00	0	0	10	0	0	0	0	10	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3
Hourly Total	**0**	**0**	**46**	**3**	**0**	**0**	**0**	**49**	**0**	**0**	**11**	**2**	**0**	**0**	**0**	**13**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**20**
TOTAL	**1**	**0**	**502**	**29**	**3**	**0**	**2**	**537**	**0**	**2**	**89**	**7**	**0**	**0**	**0**	**98**	**2**	**2**	**340**	**24**	**2**	**1**	**0**	**371**

Briton Ferry, Friday 13th May 2022

Traffic Information Consultancy

Junction: 3
Approach: A474 East

	To School Road								To A474 (W)								To Access Road							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	3	0	0	0	0	**3**	1	1	55	18	0	0	1	**76**	0	0	0	0	0	0	0	**0**
07:15 - 07:30	0	0	0	1	0	0	0	**1**	0	3	66	18	0	0	0	**87**	0	0	2	0	0	0	0	**2**
07:30 - 07:45	0	0	3	1	0	0	0	**4**	0	3	80	20	0	0	1	**104**	0	0	2	0	0	0	0	**2**
07:45 - 08:00	0	0	4	2	0	0	0	**6**	0	0	95	24	2	0	2	**123**	0	0	1	1	0	0	1	**3**
Hourly Total	**0**	**0**	**10**	**4**	**0**	**0**	**0**	**14**	**1**	**7**	**296**	**80**	**2**	**0**	**4**	**390**	**0**	**0**	**5**	**1**	**0**	**0**	**1**	**7**
08:00 - 08:15	0	0	6	2	0	0	0	**8**	0	0	106	24	1	0	1	**132**	0	0	7	1	0	0	0	**8**
08:15 - 08:30	0	0	6	0	0	0	0	**6**	0	1	101	18	1	0	4	**125**	0	0	6	0	0	0	0	**6**
08:30 - 08:45	0	0	9	2	0	0	0	**11**	1	1	74	18	2	0	1	**97**	0	0	6	0	0	1	0	**7**
08:45 - 09:00	0	0	3	0	0	0	1	**4**	0	0	89	14	1	0	3	**107**	0	0	9	2	1	0	0	**12**
Hourly Total	**0**	**0**	**24**	**4**	**0**	**0**	**1**	**29**	**1**	**2**	**370**	**74**	**5**	**0**	**9**	**461**	**0**	**0**	**28**	**3**	**1**	**1**	**0**	**33**
09:00 - 09:15	0	0	4	2	1	0	0	**7**	0	0	98	12	0	0	1	**111**	0	0	9	0	0	0	0	**9**
09:15 - 09:30	0	0	3	0	0	0	0	**3**	1	2	74	16	2	0	1	**96**	0	0	11	1	0	0	0	**12**
09:30 - 09:45	0	0	3	1	0	0	0	**4**	1	0	78	15	1	0	1	**96**	0	0	14	0	0	0	0	**14**
09:45 - 10:00	0	0	2	1	0	0	1	**4**	0	0	63	9	0	1	0	**73**	0	1	4	0	0	0	0	**5**
Hourly Total	**0**	**0**	**12**	**4**	**1**	**0**	**1**	**18**	**2**	**2**	**313**	**52**	**3**	**1**	**3**	**376**	**0**	**1**	**38**	**1**	**0**	**0**	**0**	**40**
10:00 - 10:15	0	0	3	0	0	0	0	**3**	0	1	100	18	1	2	1	**123**	0	0	8	0	0	0	0	**8**
10:15 - 10:30	0	0	8	0	0	0	0	**8**	0	0	69	13	1	1	1	**85**	0	0	6	1	0	0	0	**7**
10:30 - 10:45	0	0	2	1	0	0	0	**3**	0	1	77	20	1	0	2	**101**	0	0	11	0	0	0	0	**11**
10:45 - 11:00	0	0	3	1	0	0	1	**5**	0	1	83	10	2	1	1	**98**	0	0	8	0	0	0	0	**8**
Hourly Total	**0**	**0**	**16**	**2**	**0**	**0**	**1**	**19**	**0**	**3**	**329**	**61**	**5**	**4**	**5**	**407**	**0**	**0**	**33**	**1**	**0**	**0**	**0**	**34**
11:00 - 11:15	0	0	3	2	0	0	0	**5**	0	1	73	14	2	0	0	**90**	0	0	7	1	0	0	0	**8**
11:15 - 11:30	0	0	7	0	0	0	0	**7**	0	0	90	16	1	1	1	**109**	0	0	8	0	0	0	0	**8**
11:30 - 11:45	0	0	6	1	0	0	0	**7**	0	0	86	14	1	0	1	**102**	0	0	20	0	0	0	0	**20**
11:45 - 12:00	0	0	1	0	0	0	1	**2**	2	0	89	10	0	0	2	**103**	0	1	13	0	1	0	0	**15**
Hourly Total	**0**	**0**	**17**	**3**	**0**	**0**	**1**	**21**	**2**	**1**	**338**	**54**	**4**	**1**	**4**	**404**	**0**	**1**	**48**	**1**	**1**	**0**	**0**	**51**
12:00 - 12:15	0	0	3	0	0	0	0	**3**	0	1	87	14	3	0	0	**105**	1	0	17	1	1	0	0	**20**
12:15 - 12:30	0	0	3	0	0	0	0	**3**	0	1	89	13	0	0	0	**103**	0	0	27	1	0	0	0	**28**
12:30 - 12:45	0	0	8	0	0	0	0	**8**	1	0	79	15	1	0	1	**97**	0	0	12	1	0	0	0	**13**
12:45 - 13:00	0	0	6	2	0	0	0	**8**	0	0	93	11	1	0	1	**106**	0	0	7	0	0	0	0	**7**
Hourly Total	**0**	**0**	**20**	**2**	**0**	**0**	**0**	**22**	**1**	**2**	**348**	**53**	**5**	**0**	**2**	**411**	**1**	**0**	**63**	**3**	**1**	**0**	**0**	**68**
13:00 - 13:15	0	0	4	2	0	0	0	**6**	0	0	99	12	0	0	1	**112**	1	0	4	0	1	0	0	**6**
13:15 - 13:30	0	0	1	1	0	0	0	**2**	0	1	86	8	0	0	0	**95**	0	0	9	1	0	0	0	**10**
13:30 - 13:45	0	0	3	1	0	0	0	**4**	0	0	89	14	0	0	2	**105**	0	0	14	0	0	0	0	**14**
13:45 - 14:00	0	0	7	0	0	0	1	**8**	0	2	102	11	6	0	1	**122**	0	0	8	0	0	0	0	**8**
Hourly Total	**0**	**0**	**15**	**4**	**0**	**0**	**1**	**20**	**0**	**3**	**376**	**45**	**6**	**0**	**4**	**434**	**1**	**0**	**35**	**1**	**1**	**0**	**0**	**38**
14:00 - 14:15	0	0	4	1	1	0	0	**6**	0	1	90	12	1	1	0	**105**	0	0	11	2	0	0	0	**13**
14:15 - 14:30	0	0	4	0	0	0	0	**4**	1	0	79	17	0	0	1	**98**	0	0	8	0	0	0	0	**8**
14:30 - 14:45	0	0	4	1	0	1	1	**7**	0	2	96	12	1	0	1	**112**	0	0	11	1	0	0	0	**12**
14:45 - 15:00	0	0	3	1	0	0	0	**4**	0	0	81	15	1	0	2	**99**	0	0	6	3	0	0	0	**9**
Hourly Total	**0**	**0**	**15**	**3**	**1**	**1**	**1**	**21**	**1**	**3**	**346**	**56**	**3**	**1**	**4**	**414**	**0**	**0**	**36**	**6**	**0**	**0**	**0**	**42**
15:00 - 15:15	0	0	8	2	0	0	0	**10**	0	3	87	14	0	0	0	**104**	0	0	13	0	0	0	1	**14**
15:15 - 15:30	0	0	5	1	0	0	0	**6**	0	0	104	11	0	0	1	**116**	0	0	8	2	0	0	0	**10**
15:30 - 15:45	0	0	8	0	0	0	0	**8**	0	3	105	8	2	0	0	**118**	0	0	14	0	0	0	0	**14**
15:45 - 16:00	0	0	3	1	0	0	1	**5**	0	0	117	16	0	0	3	**136**	0	0	14	0	0	0	0	**14**
Hourly Total	**0**	**0**	**24**	**4**	**0**	**0**	**1**	**29**	**0**	**6**	**413**	**49**	**2**	**0**	**4**	**474**	**0**	**0**	**49**	**2**	**0**	**0**	**1**	**52**
16:00 - 16:15	0	0	5	0	0	0	0	**5**	1	2	115	16	0	0	2	**136**	0	0	10	1	0	0	0	**11**
16:15 - 16:30	0	0	12	0	0	0	0	**12**	0	2	135	9	1	0	1	**148**	0	0	12	1	0	0	0	**13**
16:30 - 16:45	0	0	5	0	0	0	0	**5**	0	1	108	19	0	0	1	**129**	0	0	9	1	0	0	0	**10**
16:45 - 17:00	0	0	5	0	0	0	0	**5**	0	4	127	9	0	0	1	**141**	0	0	7	1	0	0	0	**8**
Hourly Total	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**27**	**1**	**9**	**485**	**53**	**1**	**0**	**5**	**554**	**0**	**0**	**38**	**4**	**0**	**0**	**0**	**42**
17:00 - 17:15	0	0	8	1	0	0	0	**9**	0	0	108	7	0	0	1	**116**	0	0	11	1	0	0	0	**12**
17:15 - 17:30	0	0	3	3	0	0	0	**6**	0	0	109	15	1	0	0	**125**	0	0	12	1	0	0	0	**13**
17:30 - 17:45	0	0	2	0	0	0	0	**2**	0	0	109	15	0	0	3	**127**	0	1	15	0	0	0	0	**16**
17:45 - 18:00	0	0	7	0	0	0	0	**7**	0	2	84	6	0	0	2	**94**	0	0	17	0	0	0	0	**17**
Hourly Total	**0**	**0**	**20**	**4**	**0**	**0**	**0**	**24**	**0**	**2**	**410**	**43**	**1**	**0**	**6**	**462**	**0**	**1**	**55**	**2**	**0**	**0**	**0**	**58**
18:00 - 18:15	0	0	7	0	0	0	0	**7**	1	3	114	6	0	0	1	**125**	0	0	19	1	0	0	0	**20**
18:15 - 18:30	0	0	10	0	0	0	0	**10**	1	0	97	6	0	0	1	**105**	0	0	8	0	0	0	0	**8**
18:30 - 18:45	0	0	3	1	0	0	0	**4**	0	1	81	7	0	0	0	**89**	0	0	10	1	0	0	0	**11**
18:45 - 19:00	0	0	2	0	0	0	0	**2**	0	0	91	0	0	0	1	**92**	0	0	6	0	0	0	0	**6**
Hourly Total	**0**	**0**	**22**	**1**	**0**	**0**	**0**	**23**	**2**	**4**	**383**	**19**	**0**	**0**	**3**	**411**	**0**	**0**	**43**	**2**	**0**	**0**	**0**	**45**

TOTAL	**0**	**0**	**222**	**35**	**2**	**1**	**7**	**267**	**11**	**44**	**4407**	**639**	**37**	**7**	**53**	**5198**	**2**	**3**	**471**	**27**	**4**	**1**	**2**	**510**

Briton Ferry, Friday 13th May 2022

Traffic Information Consultancy

Junction: 3
Approach: School Road

	To A474 (W)								To Access Road								To A474 (E)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	12	4	0	0	0	16
07:15 - 07:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8
07:30 - 07:45	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	19	4	0	0	0	23
07:45 - 08:00	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	1	16	1	0	0	1	19
Hourly Total	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**54**	**10**	**0**	**0**	**1**	**66**
08:00 - 08:15	0	0	5	1	0	0	0	6	0	0	1	0	0	0	0	1	0	1	33	2	1	0	0	37
08:15 - 08:30	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	42	1	0	0	0	43
08:30 - 08:45	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	38	3	0	0	1	42
08:45 - 09:00	0	0	11	2	0	0	0	13	0	0	2	0	0	0	0	2	0	1	46	3	0	0	0	50
Hourly Total	**0**	**0**	**20**	**3**	**0**	**0**	**0**	**23**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**0**	**2**	**159**	**9**	**1**	**0**	**1**	**172**
09:00 - 09:15	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	24	8	0	0	1	33
09:15 - 09:30	0	0	3	1	0	0	0	4	0	0	2	0	0	0	0	2	0	0	18	4	0	0	0	22
09:30 - 09:45	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1	0	0	25	5	0	0	1	31
09:45 - 10:00	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	12	4	0	0	0	16
Hourly Total	**0**	**0**	**9**	**2**	**0**	**0**	**0**	**11**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**79**	**21**	**0**	**0**	**2**	**102**
10:00 - 10:15	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	11	2	0	0	1	14
10:15 - 10:30	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	0	0	20	6	0	0	0	26
10:30 - 10:45	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	14	2	0	0	1	17
10:45 - 11:00	0	0	5	1	0	0	0	6	0	0	2	0	0	0	0	2	0	0	22	4	0	0	0	26
Hourly Total	**0**	**0**	**15**	**2**	**0**	**0**	**0**	**17**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**67**	**14**	**0**	**0**	**2**	**83**
11:00 - 11:15	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3	0	0	26	3	0	0	1	30
11:15 - 11:30	0	0	3	1	0	0	0	4	0	0	7	0	0	0	0	7	0	0	29	3	0	0	0	32
11:30 - 11:45	0	0	2	0	0	0	0	2	0	0	7	0	0	0	0	7	0	3	21	1	0	0	1	26
11:45 - 12:00	0	0	5	2	0	0	0	7	0	0	3	0	0	0	0	3	0	0	18	1	0	0	0	19
Hourly Total	**0**	**0**	**12**	**3**	**0**	**0**	**0**	**15**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**20**	**0**	**3**	**94**	**8**	**0**	**0**	**2**	**107**
12:00 - 12:15	0	0	3	0	0	1	0	4	0	0	4	0	0	0	0	4	0	0	19	1	0	0	1	21
12:15 - 12:30	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	1	15	2	0	0	0	18
12:30 - 12:45	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1	0	0	21	2	0	0	1	24
12:45 - 13:00	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	27	4	0	0	0	31
Hourly Total	**0**	**0**	**10**	**1**	**0**	**1**	**0**	**12**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**	**0**	**1**	**82**	**9**	**0**	**0**	**2**	**94**
13:00 - 13:15	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	14	2	0	0	1	17
13:15 - 13:30	0	0	2	0	0	0	0	2	0	0	3	1	0	0	0	4	0	0	23	4	0	0	0	27
13:30 - 13:45	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	0	0	18	5	0	0	0	23
13:45 - 14:00	0	1	3	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	24	3	0	0	0	27
Hourly Total	**0**	**1**	**6**	**1**	**0**	**0**	**0**	**8**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**	**0**	**0**	**79**	**14**	**0**	**0**	**1**	**94**
14:00 - 14:15	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	28	3	1	0	1	33
14:15 - 14:30	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1	25	1	0	0	0	27
14:30 - 14:45	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	0	0	19	5	0	0	1	25
14:45 - 15:00	0	0	2	0	1	0	0	3	0	0	5	0	0	0	0	5	0	0	32	3	1	1	1	38
Hourly Total	**0**	**0**	**9**	**0**	**1**	**0**	**0**	**10**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**	**0**	**1**	**104**	**12**	**2**	**1**	**3**	**123**
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	40	3	0	0	0	43
15:15 - 15:30	0	0	5	0	0	0	0	5	0	0	7	0	0	0	0	7	0	0	38	6	0	0	1	45
15:30 - 15:45	0	0	9	1	0	0	0	10	0	0	4	0	0	0	0	4	0	0	32	4	0	0	1	37
15:45 - 16:00	0	0	8	0	0	0	0	8	0	0	2	0	0	0	0	2	0	0	39	5	0	0	0	44
Hourly Total	**0**	**0**	**22**	**1**	**0**	**0**	**0**	**23**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**20**	**0**	**0**	**149**	**18**	**0**	**0**	**2**	**169**
16:00 - 16:15	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	2	0	0	19	1	0	0	1	21
16:15 - 16:30	0	0	3	1	0	0	0	4	0	0	4	1	0	0	0	5	0	0	25	3	0	0	1	29
16:30 - 16:45	0	0	7	1	0	0	0	8	0	0	1	1	0	0	0	2	0	0	26	2	0	0	0	28
16:45 - 17:00	0	0	3	0	0	0	0	3	0	0	3	1	0	0	0	4	0	0	33	3	0	0	0	36
Hourly Total	**0**	**0**	**13**	**3**	**0**	**0**	**0**	**16**	**0**	**0**	**10**	**3**	**0**	**0**	**0**	**13**	**0**	**0**	**103**	**9**	**0**	**0**	**2**	**114**
17:00 - 17:15	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2	0	0	29	2	0	0	0	31
17:15 - 17:30	0	0	1	0	0	0	0	1	0	0	3	1	0	0	0	4	0	1	40	5	0	0	1	47
17:30 - 17:45	0	0	1	1	0	0	0	2	0	0	4	0	0	0	0	4	0	0	18	6	0	0	0	24
17:45 - 18:00	0	0	3	0	0	0	0	3	0	0	4	0	0	0	0	4	0	0	30	3	0	0	0	33
Hourly Total	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**	**0**	**0**	**12**	**2**	**0**	**0**	**0**	**14**	**0**	**1**	**117**	**16**	**0**	**0**	**1**	**135**
18:00 - 18:15	0	0	3	0	0	0	0	3	0	0	5	0	0	0	0	5	0	0	23	3	0	0	0	26
18:15 - 18:30	0	0	1	1	0	0	0	2	0	0	0	1	0	0	0	1	0	0	22	3	0	0	0	25
18:30 - 18:45	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	0	0	21	3	0	0	0	24
18:45 - 19:00	0	0	2	2	0	0	0	4	0	0	1	0	0	0	0	1	0	0	31	2	0	0	0	33
Hourly Total	**0**	**0**	**7**	**3**	**0**	**0**	**0**	**10**	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**11**	**0**	**0**	**97**	**11**	**0**	**0**	**0**	**108**
TOTAL	**0**	**1**	**137**	**21**	**1**	**1**	**0**	**161**	**0**	**0**	**110**	**8**	**0**	**0**	**0**	**118**	**0**	**9**	**1184**	**151**	**3**	**1**	**19**	**1367**

Briton Ferry, Friday 13th May 2022

Traffic Information Consultancy

Junction: 3
Approach: A474 West

	To Access Road								To A474 (E)								To School Road							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	**0**	0	0	27	7	2	0	0	**36**	0	0	1	0	0	0	0	**1**
07:15 - 07:30	0	0	2	0	0	0	0	**2**	1	0	41	6	0	0	1	**49**	0	0	0	0	0	0	0	**0**
07:30 - 07:45	0	0	0	0	0	0	0	**0**	0	2	61	15	1	2	0	**81**	0	0	0	0	0	0	0	**0**
07:45 - 08:00	0	0	2	0	0	0	0	**2**	0	2	77	16	1	0	1	**97**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**1**	**4**	**206**	**44**	**4**	**2**	**2**	**263**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
08:00 - 08:15	0	0	6	0	0	0	0	**6**	0	1	83	30	3	0	2	**119**	0	0	2	0	0	0	0	**2**
08:15 - 08:30	0	0	4	0	0	0	0	**4**	0	0	94	10	1	0	2	**107**	0	0	5	0	0	0	0	**5**
08:30 - 08:45	0	0	4	0	0	0	0	**4**	0	1	126	17	2	0	3	**149**	0	0	0	0	0	0	0	**0**
08:45 - 09:00	0	0	8	0	0	0	0	**8**	0	0	111	26	0	0	0	**137**	0	0	2	0	0	0	0	**2**
Hourly Total	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**22**	**0**	**2**	**414**	**83**	**6**	**0**	**7**	**512**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**
09:00 - 09:15	0	0	8	0	0	0	0	**8**	0	0	80	12	1	0	0	**93**	0	0	0	1	0	0	0	**1**
09:15 - 09:30	1	0	6	1	0	0	0	**8**	0	1	82	10	1	0	0	**94**	0	0	0	0	0	0	0	**0**
09:30 - 09:45	0	0	7	0	0	0	0	**7**	0	2	91	11	2	0	1	**107**	0	0	0	1	0	0	0	**1**
09:45 - 10:00	0	0	11	0	0	0	0	**11**	1	3	92	15	1	0	2	**114**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**32**	**1**	**0**	**0**	**0**	**34**	**1**	**6**	**345**	**48**	**5**	**0**	**3**	**408**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**
10:00 - 10:15	0	0	7	0	0	0	0	**7**	0	2	71	10	0	0	0	**83**	0	0	1	1	0	0	0	**2**
10:15 - 10:30	0	1	6	0	0	0	0	**7**	1	0	83	15	1	0	1	**101**	0	0	1	0	0	0	0	**1**
10:30 - 10:45	0	0	5	0	0	0	0	**5**	1	0	90	16	1	1	1	**110**	0	0	0	0	0	0	0	**0**
10:45 - 11:00	0	1	5	0	0	0	0	**6**	0	2	82	18	1	1	1	**105**	0	0	2	0	0	0	0	**2**
Hourly Total	**0**	**2**	**23**	**0**	**0**	**0**	**0**	**25**	**2**	**4**	**326**	**59**	**3**	**2**	**3**	**399**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**
11:00 - 11:15	0	0	11	1	0	0	0	**12**	0	0	94	15	2	1	1	**113**	0	0	1	0	0	0	0	**1**
11:15 - 11:30	0	0	7	2	0	0	0	**9**	1	0	101	11	0	0	0	**113**	0	0	1	1	0	0	0	**2**
11:30 - 11:45	0	0	6	0	0	0	0	**6**	0	0	100	11	1	0	1	**113**	0	0	2	0	0	0	0	**2**
11:45 - 12:00	0	0	5	1	0	0	0	**6**	1	1	102	20	1	0	1	**126**	0	0	4	0	0	0	0	**4**
Hourly Total	**0**	**0**	**29**	**4**	**0**	**0**	**0**	**33**	**2**	**1**	**397**	**57**	**4**	**1**	**3**	**465**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**
12:00 - 12:15	0	0	18	1	0	0	0	**19**	0	2	98	12	2	0	0	**114**	0	0	1	0	0	0	0	**1**
12:15 - 12:30	0	0	12	2	0	0	0	**14**	0	0	110	14	0	0	1	**125**	0	0	0	0	0	0	0	**0**
12:30 - 12:45	0	0	9	0	0	0	0	**9**	0	0	101	19	1	0	1	**122**	0	0	3	0	0	0	0	**3**
12:45 - 13:00	0	0	10	0	0	0	0	**10**	0	2	125	8	1	0	2	**138**	0	0	2	1	0	0	0	**3**
Hourly Total	**0**	**0**	**49**	**3**	**0**	**0**	**0**	**52**	**0**	**4**	**434**	**53**	**4**	**0**	**4**	**499**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**
13:00 - 13:15	0	0	10	0	0	0	0	**10**	0	1	104	11	1	0	0	**117**	0	0	0	0	0	0	0	**0**
13:15 - 13:30	0	0	11	1	0	0	0	**12**	0	1	131	15	0	1	1	**149**	0	0	3	0	0	0	0	**3**
13:30 - 13:45	0	0	9	1	1	0	0	**11**	0	0	97	23	0	0	1	**121**	0	0	0	0	0	0	0	**0**
13:45 - 14:00	0	0	13	1	0	0	0	**14**	0	0	102	12	1	0	1	**116**	0	0	2	0	0	0	0	**2**
Hourly Total	**0**	**0**	**43**	**3**	**1**	**0**	**0**	**47**	**0**	**2**	**434**	**61**	**2**	**1**	**3**	**503**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
14:00 - 14:15	0	0	14	0	0	0	0	**14**	0	3	101	15	1	0	0	**120**	0	0	1	2	0	0	0	**3**
14:15 - 14:30	0	0	8	0	0	0	0	**8**	0	3	114	20	0	0	0	**137**	0	0	2	0	0	0	0	**2**
14:30 - 14:45	0	0	11	0	0	0	0	**11**	0	0	123	10	1	0	0	**134**	0	0	4	0	0	0	0	**4**
14:45 - 15:00	0	0	7	2	0	0	0	**9**	0	3	106	22	0	0	2	**133**	0	0	1	1	0	0	0	**2**
Hourly Total	**0**	**0**	**40**	**2**	**0**	**0**	**0**	**42**	**0**	**9**	**444**	**67**	**2**	**0**	**2**	**524**	**0**	**0**	**8**	**3**	**0**	**0**	**0**	**11**
15:00 - 15:15	0	0	10	1	0	0	0	**11**	1	1	109	13	0	0	0	**124**	0	0	0	1	0	0	0	**1**
15:15 - 15:30	0	0	16	0	0	0	0	**16**	1	1	120	9	0	0	0	**131**	0	0	1	1	0	0	0	**2**
15:30 - 15:45	0	0	11	2	0	0	0	**13**	0	4	133	22	0	0	6	**165**	0	0	1	0	0	0	0	**1**
15:45 - 16:00	0	0	8	0	0	0	0	**8**	0	0	160	11	0	0	1	**172**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**45**	**3**	**0**	**0**	**0**	**48**	**2**	**6**	**522**	**55**	**0**	**0**	**7**	**592**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**5**
16:00 - 16:15	0	0	12	1	0	0	0	**13**	0	4	129	15	0	1	2	**151**	0	0	1	0	0	0	0	**1**
16:15 - 16:30	1	0	6	2	0	0	0	**9**	1	0	135	13	0	0	0	**149**	0	0	2	1	0	0	0	**3**
16:30 - 16:45	0	0	8	0	0	0	0	**8**	0	1	143	13	0	0	1	**158**	0	0	1	0	0	0	0	**1**
16:45 - 17:00	0	0	12	2	0	0	0	**14**	1	1	154	20	0	0	1	**177**	0	0	3	0	0	0	0	**3**
Hourly Total	**1**	**0**	**38**	**5**	**0**	**0**	**0**	**44**	**2**	**6**	**561**	**61**	**0**	**1**	**4**	**635**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**
17:00 - 17:15	0	0	16	1	0	0	0	**17**	0	0	129	21	0	0	1	**151**	0	0	1	0	0	0	0	**1**
17:15 - 17:30	0	0	15	0	0	0	0	**15**	0	0	124	13	1	0	0	**138**	0	0	3	0	1	0	0	**4**
17:30 - 17:45	0	0	11	1	0	0	0	**12**	0	1	158	21	0	0	1	**181**	0	0	5	0	0	0	0	**5**
17:45 - 18:00	0	0	15	0	0	0	0	**15**	1	2	111	12	0	0	1	**127**	0	0	7	0	0	0	0	**7**
Hourly Total	**0**	**0**	**57**	**2**	**0**	**0**	**0**	**59**	**1**	**3**	**522**	**67**	**1**	**0**	**3**	**597**	**0**	**0**	**16**	**0**	**1**	**0**	**0**	**17**
18:00 - 18:15	0	0	16	1	0	0	0	**17**	2	2	105	6	0	0	1	**116**	0	0	1	0	0	0	0	**1**
18:15 - 18:30	0	0	16	1	0	0	0	**17**	0	1	118	12	0	0	0	**131**	0	0	3	1	0	0	0	**4**
18:30 - 18:45	0	0	9	0	0	0	0	**9**	0	0	98	11	0	0	2	**111**	0	0	0	0	0	0	0	**0**
18:45 - 19:00	0	0	5	0	0	0	0	**5**	0	0	85	7	0	0	0	**92**	0	0	2	0	0	0	0	**2**
Hourly Total	**0**	**0**	**46**	**2**	**0**	**0**	**0**	**48**	**2**	**3**	**406**	**36**	**0**	**0**	**3**	**450**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**
TOTAL	**2**	**2**	**428**	**25**	**1**	**0**	**0**	**458**	**13**	**50**	**5011**	**691**	**31**	**7**	**44**	**5847**	**0**	**0**	**73**	**12**	**1**	**0**	**0**	**86**

Briton Ferry, Saturday 14th May 2022

Traffic Information Consultancy

Junction: 3
Approach: Access Road

	To A474 (E)								To Lidl								To A474 (W)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	**1**
07:15 - 07:30	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
07:30 - 07:45	0	0	0	1	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:45 - 08:00	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
08:00 - 08:15	0	0	2	1	0	0	0	**3**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**
08:15 - 08:30	0	0	6	1	0	0	0	**7**	0	0	2	0	0	0	0	**2**	0	0	7	0	0	0	0	**7**
08:30 - 08:45	0	0	7	0	0	0	0	**7**	0	0	4	0	0	0	0	**4**	9	0	6	0	0	1	0	**16**
08:45 - 09:00	0	0	5	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	0	0	8	0	0	0	0	**8**
Hourly Total	**0**	**0**	**20**	**2**	**0**	**0**	**0**	**22**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**9**	**0**	**22**	**0**	**0**	**1**	**0**	**32**
09:00 - 09:15	0	0	5	0	0	0	0	**5**	0	0	0	1	0	0	0	**1**	0	0	3	1	0	0	0	**4**
09:15 - 09:30	0	0	4	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	2	0	0	0	0	**2**
09:30 - 09:45	0	0	4	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	7	0	0	0	0	**7**
09:45 - 10:00	0	0	9	0	0	0	0	**9**	0	0	2	0	0	0	0	**2**	0	0	4	2	0	0	0	**6**
Hourly Total	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**22**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**16**	**3**	**0**	**0**	**0**	**19**
10:00 - 10:15	0	0	3	1	0	0	0	**4**	0	0	1	0	0	0	0	**1**	0	0	7	1	0	0	0	**8**
10:15 - 10:30	0	0	10	1	0	0	0	**11**	0	0	4	1	0	0	0	**5**	0	0	6	1	0	0	0	**7**
10:30 - 10:45	0	0	11	1	0	0	0	**12**	0	0	4	0	0	0	0	**4**	0	0	8	1	0	0	0	**9**
10:45 - 11:00	0	0	10	1	0	0	0	**11**	0	0	2	0	0	0	0	**2**	0	0	8	1	0	0	0	**9**
Hourly Total	**0**	**0**	**34**	**4**	**0**	**0**	**0**	**38**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**12**	**0**	**0**	**29**	**4**	**0**	**0**	**0**	**33**
11:00 - 11:15	0	0	13	1	1	0	0	**15**	0	0	1	0	0	0	0	**1**	0	0	14	1	0	0	0	**15**
11:15 - 11:30	0	0	3	0	0	0	0	**3**	0	0	1	0	0	0	0	**1**	0	0	10	1	0	0	0	**11**
11:30 - 11:45	0	0	23	0	1	0	0	**24**	0	0	8	0	0	0	0	**8**	0	0	14	0	0	0	0	**14**
11:45 - 12:00	0	0	9	0	0	0	0	**9**	0	0	1	0	0	0	0	**1**	0	0	8	0	0	0	0	**8**
Hourly Total	**0**	**0**	**48**	**1**	**2**	**0**	**0**	**51**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**46**	**2**	**0**	**0**	**0**	**48**
12:00 - 12:15	0	0	21	1	0	0	0	**22**	0	0	5	1	0	0	0	**6**	0	0	12	0	0	0	0	**12**
12:15 - 12:30	0	0	11	0	0	0	0	**11**	0	0	1	1	0	0	0	**2**	0	0	9	3	0	0	0	**12**
12:30 - 12:45	0	0	8	2	0	0	0	**10**	0	0	3	0	0	0	0	**3**	0	0	6	0	0	0	0	**6**
12:45 - 13:00	0	0	13	2	0	0	0	**15**	0	0	2	1	0	0	0	**3**	0	0	6	0	0	0	0	**6**
Hourly Total	**0**	**0**	**53**	**5**	**0**	**0**	**0**	**58**	**0**	**0**	**11**	**3**	**0**	**0**	**0**	**14**	**0**	**0**	**33**	**3**	**0**	**0**	**0**	**36**
13:00 - 13:15	0	0	15	1	0	0	0	**16**	0	0	3	0	0	0	0	**3**	0	0	6	0	0	0	0	**6**
13:15 - 13:30	0	0	6	0	0	0	0	**6**	0	0	2	0	0	0	0	**2**	0	0	15	0	0	0	0	**15**
13:30 - 13:45	0	0	8	1	0	0	0	**9**	0	0	2	0	0	0	0	**2**	0	0	7	0	0	0	0	**7**
13:45 - 14:00	0	0	11	0	0	0	0	**11**	0	0	2	1	0	0	0	**3**	0	0	8	1	0	0	0	**9**
Hourly Total	**0**	**0**	**40**	**2**	**0**	**0**	**0**	**42**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**	**0**	**0**	**36**	**1**	**0**	**0**	**0**	**37**
14:00 - 14:15	0	0	8	0	0	0	0	**8**	0	0	1	0	0	0	0	**1**	0	0	11	1	0	0	0	**12**
14:15 - 14:30	0	1	13	1	0	0	0	**15**	0	0	5	0	0	0	0	**5**	0	0	10	0	0	0	0	**10**
14:30 - 14:45	0	0	20	2	0	0	0	**22**	0	0	4	0	0	0	0	**4**	0	0	9	0	0	0	0	**9**
14:45 - 15:00	0	0	16	0	0	0	0	**16**	0	0	0	1	0	0	0	**1**	0	0	9	1	0	0	0	**10**
Hourly Total	**0**	**1**	**57**	**3**	**0**	**0**	**0**	**61**	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**11**	**0**	**0**	**39**	**2**	**0**	**0**	**0**	**41**
15:00 - 15:15	0	0	34	1	0	0	0	**35**	0	0	2	0	0	0	0	**2**	0	0	23	1	0	0	0	**24**
15:15 - 15:30	0	0	21	0	0	0	0	**21**	1	0	1	0	0	0	0	**2**	0	0	13	1	0	0	0	**14**
15:30 - 15:45	0	0	9	1	0	0	0	**10**	0	0	5	0	0	0	0	**5**	0	0	6	0	0	0	0	**6**
15:45 - 16:00	0	0	14	0	0	0	0	**14**	0	0	5	0	0	0	0	**5**	0	0	11	0	0	0	0	**11**
Hourly Total	**0**	**0**	**78**	**2**	**0**	**0**	**0**	**80**	**1**	**0**	**13**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**53**	**2**	**0**	**0**	**0**	**55**
16:00 - 16:15	0	0	10	2	0	0	0	**12**	0	0	5	0	0	0	0	**5**	0	0	12	1	0	0	0	**13**
16:15 - 16:30	1	0	9	0	0	0	0	**10**	0	0	2	0	0	0	0	**2**	0	0	10	0	0	0	0	**10**
16:30 - 16:45	0	0	15	0	0	1	0	**16**	0	0	4	0	0	0	0	**4**	0	0	6	0	0	0	0	**6**
16:45 - 17:00	0	0	8	0	0	0	0	**8**	0	0	3	0	0	0	0	**3**	0	0	7	0	0	0	0	**7**
Hourly Total	**1**	**0**	**42**	**2**	**0**	**1**	**0**	**46**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**35**	**1**	**0**	**0**	**0**	**36**
17:00 - 17:15	0	0	9	1	0	0	0	**10**	0	0	1	0	0	0	0	**1**	0	0	9	0	0	0	0	**9**
17:15 - 17:30	0	0	14	0	0	1	0	**15**	0	0	0	1	0	0	0	**1**	1	0	8	0	0	0	0	**9**
17:30 - 17:45	0	0	7	1	0	0	0	**8**	0	0	2	0	0	0	0	**2**	0	0	4	0	0	0	0	**4**
17:45 - 18:00	0	0	8	0	1	0	0	**9**	0	0	6	0	0	0	0	**6**	0	0	3	0	0	0	0	**3**
Hourly Total	**0**	**0**	**38**	**2**	**1**	**1**	**0**	**42**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**	**1**	**0**	**24**	**0**	**0**	**0**	**0**	**25**
18:00 - 18:15	0	0	13	0	1	1	0	**15**	0	0	3	0	0	0	0	**3**	0	0	2	1	0	0	0	**3**
18:15 - 18:30	0	0	7	0	0	0	0	**7**	0	0	2	0	0	0	0	**2**	0	0	7	1	0	0	0	**8**
18:30 - 18:45	0	0	4	1	0	0	0	**5**	0	0	2	0	0	0	0	**2**	0	0	3	0	0	0	0	**3**
18:45 - 19:00	0	0	11	1	0	0	0	**12**	0	0	5	0	0	0	0	**5**	0	0	4	0	0	0	0	**4**
Hourly Total	**0**	**0**	**35**	**2**	**1**	**1**	**0**	**39**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**16**	**2**	**0**	**0**	**0**	**18**
TOTAL	**1**	**1**	**467**	**26**	**4**	**3**	**0**	**502**	**1**	**0**	**109**	**8**	**0**	**0**	**0**	**118**	**10**	**0**	**349**	**21**	**0**	**1**	**0**	**381**

Briton Ferry, Saturday 14th May 2022

Traffic Information Consultancy

Junction: 3
Approach: A474 East

	To Lidl								To A474 (W)								To Access Road							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	**0**	1	0	7	8	1	0	1	**18**	0	0	0	0	0	0	0	**0**
07:15 - 07:30	0	0	1	0	0	0	0	**1**	0	0	21	6	0	0	0	**27**	0	0	0	1	0	1	0	**2**
07:30 - 07:45	0	0	1	0	0	0	0	**1**	9	1	17	6	0	0	1	**34**	0	0	2	0	0	0	0	**2**
07:45 - 08:00	0	0	4	0	0	0	0	**4**	3	0	30	6	0	0	1	**40**	0	0	1	1	0	2	0	**4**
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**13**	**1**	**75**	**26**	**1**	**0**	**3**	**119**	**0**	**0**	**3**	**2**	**0**	**3**	**0**	**8**
08:00 - 08:15	0	0	0	0	0	0	0	**0**	0	0	29	7	0	0	0	**36**	0	0	17	0	1	0	0	**18**
08:15 - 08:30	0	0	4	0	0	0	0	**4**	0	0	34	5	0	0	1	**40**	3	0	5	0	0	1	0	**9**
08:30 - 08:45	0	0	3	0	0	0	0	**3**	0	0	48	9	0	0	1	**58**	4	0	4	0	0	0	0	**8**
08:45 - 09:00	0	0	4	1	0	0	0	**5**	5	0	44	17	1	0	1	**68**	0	0	6	0	0	0	0	**6**
Hourly Total	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**12**	**5**	**0**	**155**	**38**	**1**	**0**	**3**	**202**	**7**	**0**	**32**	**0**	**1**	**1**	**0**	**41**
09:00 - 09:15	0	0	0	1	0	0	0	**1**	2	1	51	8	2	0	0	**64**	0	0	1	1	0	0	0	**2**
09:15 - 09:30	0	0	5	0	0	0	0	**5**	3	1	59	6	0	0	1	**70**	0	0	9	0	0	0	0	**9**
09:30 - 09:45	0	0	2	0	0	0	0	**2**	2	4	62	11	0	0	2	**81**	0	0	5	0	0	0	0	**5**
09:45 - 10:00	0	0	3	0	0	0	0	**3**	8	1	65	12	0	0	0	**86**	0	0	9	0	0	0	0	**9**
Hourly Total	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**11**	**15**	**7**	**237**	**37**	**2**	**0**	**3**	**301**	**0**	**0**	**24**	**1**	**0**	**0**	**0**	**25**
10:00 - 10:15	0	0	8	1	0	0	0	**9**	21	0	92	5	1	0	0	**119**	0	0	7	1	0	0	0	**8**
10:15 - 10:30	0	0	2	0	0	0	0	**2**	3	3	95	9	0	1	1	**112**	0	0	12	1	0	0	0	**13**
10:30 - 10:45	0	0	2	0	0	0	0	**2**	1	0	87	7	0	0	2	**97**	0	0	14	0	0	0	0	**14**
10:45 - 11:00	0	0	0	1	0	0	0	**1**	0	1	79	11	0	0	0	**91**	0	0	19	2	0	0	0	**21**
Hourly Total	**0**	**0**	**12**	**2**	**0**	**0**	**0**	**14**	**25**	**4**	**353**	**32**	**1**	**1**	**3**	**419**	**0**	**0**	**52**	**4**	**0**	**0**	**0**	**56**
11:00 - 11:15	0	0	9	0	0	0	0	**9**	1	0	95	10	0	0	0	**106**	0	0	11	0	0	0	0	**11**
11:15 - 11:30	0	0	4	0	0	0	0	**4**	2	0	82	8	1	0	1	**94**	0	0	13	1	0	0	0	**14**
11:30 - 11:45	0	0	4	0	0	0	0	**4**	1	1	86	7	0	0	0	**95**	0	0	15	0	0	0	0	**15**
11:45 - 12:00	0	0	8	0	0	0	0	**8**	0	0	89	10	0	0	2	**101**	0	0	16	0	0	0	0	**16**
Hourly Total	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**25**	**4**	**1**	**352**	**35**	**1**	**0**	**3**	**396**	**0**	**0**	**55**	**1**	**0**	**0**	**0**	**56**
12:00 - 12:15	0	0	3	1	0	0	0	**4**	0	1	87	8	0	0	0	**96**	0	0	23	2	0	0	0	**25**
12:15 - 12:30	0	0	4	0	0	0	0	**4**	2	0	89	5	0	0	1	**97**	0	0	12	3	0	0	0	**15**
12:30 - 12:45	0	0	4	0	0	0	0	**4**	1	0	98	10	1	0	2	**112**	0	0	10	1	0	0	0	**11**
12:45 - 13:00	0	0	4	0	0	0	0	**4**	3	1	91	10	0	0	0	**105**	0	0	17	1	0	0	0	**18**
Hourly Total	**0**	**0**	**15**	**1**	**0**	**0**	**0**	**16**	**6**	**2**	**365**	**33**	**1**	**0**	**3**	**410**	**0**	**0**	**62**	**7**	**0**	**0**	**0**	**69**
13:00 - 13:15	0	0	7	0	0	0	0	**7**	0	0	93	13	0	0	0	**106**	0	0	14	0	0	0	0	**14**
13:15 - 13:30	0	0	3	0	0	0	0	**3**	0	1	83	3	0	0	1	**88**	0	0	11	1	0	0	0	**12**
13:30 - 13:45	0	0	5	0	0	0	0	**5**	2	2	76	5	0	0	0	**85**	0	0	8	0	0	0	0	**8**
13:45 - 14:00	0	0	5	0	0	0	0	**5**	0	1	92	5	0	0	1	**99**	0	0	6	1	0	0	0	**7**
Hourly Total	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**20**	**2**	**4**	**344**	**26**	**0**	**0**	**2**	**378**	**0**	**0**	**39**	**2**	**0**	**0**	**0**	**41**
14:00 - 14:15	0	0	3	0	0	0	0	**3**	0	0	91	10	0	0	0	**101**	0	0	12	0	0	0	0	**12**
14:15 - 14:30	0	0	4	0	0	0	0	**4**	0	6	89	2	0	0	1	**98**	0	1	13	1	0	0	0	**15**
14:30 - 14:45	0	0	6	1	0	0	0	**7**	0	0	89	4	0	0	0	**93**	0	0	10	1	0	0	0	**11**
14:45 - 15:00	0	0	1	0	0	0	0	**1**	2	1	101	7	0	0	2	**113**	0	0	13	0	0	0	0	**13**
Hourly Total	**0**	**0**	**14**	**1**	**0**	**0**	**0**	**15**	**2**	**7**	**370**	**23**	**0**	**0**	**3**	**405**	**0**	**1**	**48**	**2**	**0**	**0**	**0**	**51**
15:00 - 15:15	0	0	2	0	0	0	0	**2**	0	3	78	5	0	0	0	**86**	1	0	13	1	0	0	0	**15**
15:15 - 15:30	0	0	2	0	0	0	0	**2**	1	0	77	5	0	0	1	**84**	0	0	5	1	0	0	0	**6**
15:30 - 15:45	0	0	4	3	0	0	0	**7**	1	1	94	5	0	0	1	**102**	0	0	13	0	0	0	0	**13**
15:45 - 16:00	0	0	6	0	0	0	0	**6**	1	0	81	4	0	0	1	**87**	0	0	10	1	0	0	0	**11**
Hourly Total	**0**	**0**	**14**	**3**	**0**	**0**	**0**	**17**	**3**	**4**	**330**	**19**	**0**	**0**	**3**	**359**	**1**	**0**	**41**	**3**	**0**	**0**	**0**	**45**
16:00 - 16:15	0	0	4	0	0	0	0	**4**	2	3	75	6	0	0	0	**86**	0	0	6	0	0	0	0	**6**
16:15 - 16:30	0	0	4	0	0	0	0	**4**	0	4	80	7	0	0	1	**92**	0	0	10	0	0	0	0	**10**
16:30 - 16:45	0	0	1	0	0	0	0	**1**	0	0	72	3	0	0	0	**75**	0	0	8	0	0	0	0	**8**
16:45 - 17:00	0	0	2	1	0	0	0	**3**	0	1	85	5	0	0	1	**92**	0	0	13	0	0	0	0	**13**
Hourly Total	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**12**	**2**	**8**	**312**	**21**	**0**	**0**	**2**	**345**	**0**	**0**	**37**	**0**	**0**	**0**	**0**	**37**
17:00 - 17:15	0	0	9	0	0	0	0	**9**	0	0	77	7	0	0	1	**85**	0	0	9	0	0	0	0	**9**
17:15 - 17:30	0	0	3	0	0	0	0	**3**	0	5	65	9	0	0	0	**79**	0	0	16	1	0	0	0	**17**
17:30 - 17:45	0	0	1	0	0	0	0	**1**	0	0	83	1	0	0	0	**84**	0	0	13	0	0	0	0	**13**
17:45 - 18:00	0	0	4	0	0	0	0	**4**	0	0	67	8	0	0	1	**76**	0	0	11	0	0	0	0	**11**
Hourly Total	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**17**	**0**	**5**	**292**	**25**	**0**	**0**	**2**	**324**	**0**	**0**	**49**	**1**	**0**	**0**	**0**	**50**
18:00 - 18:15	0	0	2	0	0	0	0	**2**	0	0	71	4	0	0	0	**75**	0	0	5	0	0	0	0	**5**
18:15 - 18:30	0	0	4	1	0	0	0	**5**	0	0	86	3	0	0	1	**90**	0	0	14	1	0	0	0	**15**
18:30 - 18:45	0	0	1	0	0	0	0	**1**	1	3	60	6	0	0	0	**70**	0	0	6	0	0	0	0	**6**
18:45 - 19:00	0	0	6	0	0	0	0	**6**	0	0	59	9	0	0	0	**68**	0	0	7	0	0	0	0	**7**
Hourly Total	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**14**	**1**	**3**	**276**	**22**	**0**	**0**	**1**	**303**	**0**	**0**	**32**	**1**	**0**	**0**	**0**	**33**
TOTAL	**0**	**0**	**168**	**11**	**0**	**0**	**0**	**179**	**78**	**46**	**3461**	**337**	**7**	**1**	**31**	**3961**	**8**	**1**	**474**	**24**	**1**	**4**	**0**	**512**

Briton Ferry, Saturday 14th May 2022

Traffic Information Consultancy

Junction: 3
Approach: Lidl

	To A474 (W)								To Access Road								To A474 (E)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	7
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	13
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**25**	**4**	**0**	**0**	**0**	**30**
08:00 - 08:15	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	0	0	3	1	0	0	0	4
08:15 - 08:30	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3	0	0	17	3	1	0	0	21
08:30 - 08:45	0	0	3	0	0	0	0	3	1	0	0	0	0	0	0	1	0	1	11	1	0	0	1	14
08:45 - 09:00	0	0	6	2	0	0	0	8	0	0	0	1	0	0	0	1	0	0	14	1	0	0	0	15
Hourly Total	**0**	**0**	**12**	**2**	**0**	**0**	**0**	**14**	**1**	**0**	**7**	**1**	**0**	**0**	**0**	**9**	**0**	**1**	**45**	**6**	**1**	**0**	**1**	**54**
09:00 - 09:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	15	3	0	0	0	18
09:15 - 09:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24	3	0	0	0	28
09:30 - 09:45	0	0	2	0	0	0	0	2	0	0	5	0	0	0	0	5	0	0	18	0	0	0	1	19
09:45 - 10:00	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2	0	0	19	4	0	0	0	23
Hourly Total	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**	**0**	**1**	**76**	**10**	**0**	**0**	**1**	**88**
10:00 - 10:15	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4	0	0	12	1	0	0	0	13
10:15 - 10:30	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	0	0	13	2	1	0	0	16
10:30 - 10:45	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	18	2	0	0	1	21
10:45 - 11:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1	16	2	0	0	0	19
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**11**	**0**	**1**	**59**	**7**	**1**	**0**	**1**	**69**
11:00 - 11:15	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	4	0	0	20	0	0	0	0	20
11:15 - 11:30	0	0	3	1	0	0	0	4	0	0	3	0	0	0	0	3	0	0	19	2	0	0	1	22
11:30 - 11:45	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	0	0	30	1	0	0	0	31
11:45 - 12:00	0	0	4	0	0	0	0	4	0	0	5	1	0	0	0	6	0	0	33	2	0	0	0	35
Hourly Total	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**14**	**0**	**0**	**15**	**1**	**0**	**0**	**0**	**16**	**0**	**0**	**102**	**5**	**0**	**0**	**1**	**108**
12:00 - 12:15	0	0	2	0	0	0	0	2	0	0	3	1	0	0	0	4	0	0	14	2	0	0	0	16
12:15 - 12:30	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	0	0	34	1	0	0	0	35
12:30 - 12:45	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2	0	0	22	4	0	0	1	27
12:45 - 13:00	0	0	1	2	0	0	0	3	0	0	3	1	0	0	0	4	0	0	21	3	0	0	0	24
Hourly Total	**0**	**0**	**10**	**2**	**0**	**0**	**0**	**12**	**0**	**0**	**10**	**2**	**0**	**0**	**0**	**12**	**0**	**0**	**91**	**10**	**0**	**0**	**1**	**102**
13:00 - 13:15	0	0	3	0	0	0	0	3	0	0	3	1	0	0	0	4	0	0	19	3	0	0	0	22
13:15 - 13:30	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	28	2	0	0	0	30
13:30 - 13:45	0	0	3	1	0	0	0	4	0	0	3	0	0	0	0	3	0	0	28	2	0	0	0	30
13:45 - 14:00	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3	0	0	20	4	0	0	0	24
Hourly Total	**0**	**0**	**15**	**1**	**0**	**0**	**0**	**16**	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**11**	**0**	**0**	**95**	**11**	**0**	**0**	**0**	**106**
14:00 - 14:15	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	0	0	23	1	0	0	0	24
14:15 - 14:30	0	0	8	0	0	0	0	8	0	0	4	0	0	0	0	4	0	0	25	2	0	0	0	27
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	16	0	0	0	1	17
14:45 - 15:00	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4	0	0	18	1	0	0	0	19
Hourly Total	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**82**	**4**	**0**	**0**	**1**	**87**
15:00 - 15:15	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1	0	0	16	0	0	0	0	16
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	20	1	0	0	0	21
15:30 - 15:45	0	0	0	1	0	0	0	1	0	0	3	0	0	0	0	3	0	0	12	1	0	0	1	14
15:45 - 16:00	0	0	2	0	0	0	0	2	0	0	5	0	0	0	0	5	0	0	14	0	0	0	0	14
Hourly Total	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**62**	**2**	**0**	**0**	**1**	**65**
16:00 - 16:15	0	0	3	0	0	0	0	3	0	0	4	0	0	0	0	4	0	0	21	5	0	0	0	26
16:15 - 16:30	0	0	1	0	0	0	0	1	0	0	5	0	0	0	0	5	1	0	17	3	0	0	0	21
16:30 - 16:45	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1	0	0	20	5	0	0	1	26
16:45 - 17:00	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	18	0	0	0	0	18
Hourly Total	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**11**	**1**	**0**	**76**	**13**	**0**	**0**	**1**	**91**
17:00 - 17:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	14	4	0	0	0	18
17:15 - 17:30	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	22	0	0	0	1	23
17:30 - 17:45	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4	0	0	14	1	0	0	0	15
17:45 - 18:00	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3	0	0	20	0	0	0	0	20
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**70**	**5**	**0**	**0**	**1**	**76**
18:00 - 18:15	0	0	3	0	0	0	0	3	0	0	4	0	0	0	0	4	0	0	17	3	0	0	0	20
18:15 - 18:30	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4	0	0	19	0	0	0	0	19
18:30 - 18:45	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1	0	0	17	1	0	0	0	18
18:45 - 19:00	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	24	1	0	0	0	25
Hourly Total	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**11**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**77**	**5**	**0**	**0**	**0**	**82**
TOTAL	**0**	**0**	**111**	**10**	**0**	**0**	**0**	**121**	**1**	**0**	**116**	**5**	**0**	**0**	**0**	**122**	**1**	**4**	**860**	**82**	**2**	**0**	**9**	**958**

Briton Ferry, Saturday 14th May 2022

Traffic Information Consultancy

Junction: 3
Approach: A474 West

	To Access Road								To A474 (E)								To Lidl							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	0	0	0	0	**1**	1	0	24	3	1	0	1	**30**	0	0	0	0	0	0	0	**0**
07:15 - 07:30	0	0	0	0	0	0	0	**0**	0	0	21	3	0	0	0	**24**	0	0	0	1	1	0	0	**2**
07:30 - 07:45	0	0	0	0	0	0	0	**0**	4	0	26	3	0	0	0	**33**	0	0	0	0	0	0	0	**0**
07:45 - 08:00	0	0	2	0	0	0	0	**2**	0	0	16	3	0	0	1	**20**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**5**	**0**	**87**	**12**	**1**	**0**	**2**	**107**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**
08:00 - 08:15	0	0	2	0	0	0	0	**2**	0	1	32	7	1	0	0	**41**	0	0	0	0	0	0	0	**0**
08:15 - 08:30	0	0	4	1	0	0	0	**5**	2	1	45	5	0	0	1	**54**	0	0	0	0	0	0	0	**0**
08:30 - 08:45	0	0	6	0	0	0	0	**6**	1	0	60	10	1	0	1	**73**	0	0	1	0	0	0	0	**1**
08:45 - 09:00	0	0	6	0	0	0	0	**6**	22	0	59	4	0	0	1	**86**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**18**	**1**	**0**	**0**	**0**	**19**	**25**	**2**	**196**	**26**	**2**	**0**	**3**	**254**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
09:00 - 09:15	0	0	8	0	0	0	0	**8**	3	0	65	9	0	0	0	**77**	0	0	0	0	0	0	0	**0**
09:15 - 09:30	0	0	1	1	0	0	0	**2**	0	0	66	6	0	0	0	**72**	0	0	1	0	0	0	0	**1**
09:30 - 09:45	0	0	5	1	0	0	0	**6**	1	7	76	3	0	0	1	**88**	0	0	0	0	1	0	0	**1**
09:45 - 10:00	0	0	6	1	0	0	0	**7**	0	1	71	11	0	0	1	**84**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**20**	**3**	**0**	**0**	**0**	**23**	**4**	**8**	**278**	**29**	**0**	**0**	**2**	**321**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**2**
10:00 - 10:15	0	0	14	2	0	0	0	**16**	1	0	92	8	0	0	1	**102**	0	0	0	0	0	0	0	**0**
10:15 - 10:30	0	0	11	1	0	0	0	**12**	1	2	90	13	0	0	0	**106**	0	0	0	0	0	0	0	**0**
10:30 - 10:45	0	0	10	1	0	0	0	**11**	0	1	89	8	0	0	1	**99**	0	0	1	0	0	0	0	**1**
10:45 - 11:00	0	0	11	1	1	0	0	**13**	1	1	102	8	0	0	1	**113**	0	0	2	0	0	0	0	**2**
Hourly Total	**0**	**0**	**46**	**5**	**1**	**0**	**0**	**52**	**3**	**4**	**373**	**37**	**0**	**0**	**3**	**420**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
11:00 - 11:15	0	0	12	0	0	0	0	**12**	2	0	109	6	0	0	1	**118**	0	0	2	0	0	0	0	**2**
11:15 - 11:30	0	0	10	0	0	0	0	**10**	1	0	103	9	0	0	0	**113**	0	0	0	0	0	0	0	**0**
11:30 - 11:45	1	0	11	0	1	0	0	**13**	13	0	90	9	0	0	0	**112**	0	0	2	0	0	0	0	**2**
11:45 - 12:00	0	0	17	0	0	0	0	**17**	0	0	123	11	1	0	2	**137**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**50**	**0**	**1**	**0**	**0**	**52**	**16**	**0**	**425**	**35**	**1**	**0**	**3**	**480**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**
12:00 - 12:15	0	0	8	0	0	0	0	**8**	1	2	111	6	0	0	1	**121**	0	0	4	0	0	0	0	**4**
12:15 - 12:30	0	0	13	1	0	0	0	**14**	0	0	79	12	0	0	0	**91**	0	0	1	1	0	0	0	**2**
12:30 - 12:45	0	0	7	0	0	0	0	**7**	2	3	121	10	0	1	1	**138**	0	0	1	2	0	0	0	**3**
12:45 - 13:00	0	0	11	0	0	0	0	**11**	1	0	105	8	0	0	1	**115**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**39**	**1**	**0**	**0**	**0**	**40**	**4**	**5**	**416**	**36**	**0**	**1**	**3**	**465**	**0**	**0**	**6**	**3**	**0**	**0**	**0**	**9**
13:00 - 13:15	0	0	13	0	0	0	0	**13**	3	3	91	9	0	0	0	**106**	0	0	1	0	0	0	0	**1**
13:15 - 13:30	0	0	4	0	0	0	0	**4**	1	0	120	7	0	0	0	**128**	0	0	0	0	0	0	0	**0**
13:30 - 13:45	0	0	7	1	0	0	0	**8**	0	0	130	10	0	0	0	**140**	0	0	1	0	0	0	0	**1**
13:45 - 14:00	0	0	12	0	0	0	0	**12**	0	3	96	4	0	0	2	**105**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**36**	**1**	**0**	**0**	**0**	**37**	**4**	**6**	**437**	**30**	**0**	**0**	**2**	**479**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
14:00 - 14:15	0	0	18	0	0	0	0	**18**	0	2	88	8	0	0	1	**99**	0	0	0	0	0	0	0	**0**
14:15 - 14:30	0	0	13	1	0	0	0	**14**	0	0	109	6	0	0	0	**115**	0	0	0	0	0	0	0	**0**
14:30 - 14:45	0	0	10	1	0	0	0	**11**	0	0	92	4	0	0	0	**96**	0	0	0	0	0	0	0	**0**
14:45 - 15:00	0	0	4	1	0	0	0	**5**	0	4	97	6	0	0	2	**109**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**45**	**3**	**0**	**0**	**0**	**48**	**0**	**6**	**386**	**24**	**0**	**0**	**3**	**419**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
15:00 - 15:15	0	0	15	0	0	0	0	**15**	0	2	71	7	1	0	1	**82**	0	0	0	0	0	0	0	**0**
15:15 - 15:30	0	0	8	1	0	0	0	**9**	0	1	99	7	0	0	0	**107**	0	0	0	0	0	0	0	**0**
15:30 - 15:45	0	0	7	0	0	0	0	**7**	0	7	80	9	0	0	1	**97**	0	0	2	0	0	0	0	**2**
15:45 - 16:00	0	0	14	1	0	0	0	**15**	0	1	94	7	0	0	1	**103**	0	0	0	1	0	0	0	**1**
Hourly Total	**0**	**0**	**44**	**2**	**0**	**0**	**0**	**46**	**0**	**11**	**344**	**30**	**1**	**0**	**3**	**389**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**
16:00 - 16:15	0	0	12	1	0	0	0	**13**	0	0	105	7	0	0	0	**112**	1	0	0	0	0	0	0	**1**
16:15 - 16:30	0	0	9	0	0	0	0	**9**	0	1	72	6	0	0	0	**79**	0	0	0	0	0	0	0	**0**
16:30 - 16:45	0	0	12	0	0	0	0	**12**	0	3	115	4	0	0	0	**122**	0	0	0	0	0	0	0	**0**
16:45 - 17:00	0	0	10	0	0	0	0	**10**	0	0	90	5	0	0	2	**97**	0	0	4	0	0	0	0	**4**
Hourly Total	**0**	**0**	**43**	**1**	**0**	**0**	**0**	**44**	**0**	**4**	**382**	**22**	**0**	**0**	**2**	**410**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**5**
17:00 - 17:15	0	0	16	0	0	0	0	**16**	2	0	91	5	0	0	1	**99**	0	0	0	0	0	0	0	**0**
17:15 - 17:30	0	0	8	0	0	0	0	**8**	0	1	81	4	0	0	1	**87**	0	0	1	0	0	0	0	**1**
17:30 - 17:45	0	0	12	2	0	0	0	**14**	0	2	62	5	0	0	1	**70**	0	0	0	0	0	0	0	**0**
17:45 - 18:00	0	0	6	0	0	0	0	**6**	0	3	80	4	0	0	1	**88**	0	0	3	0	0	0	0	**3**
Hourly Total	**0**	**0**	**42**	**2**	**0**	**0**	**0**	**44**	**2**	**6**	**314**	**18**	**0**	**0**	**4**	**344**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**
18:00 - 18:15	0	0	14	1	0	0	0	**15**	1	1	86	4	0	0	1	**93**	0	0	2	0	0	0	0	**2**
18:15 - 18:30	0	0	3	0	0	0	0	**3**	1	0	80	4	0	0	0	**85**	0	0	0	0	0	0	0	**0**
18:30 - 18:45	0	0	7	1	0	0	0	**8**	1	1	83	3	1	0	0	**89**	0	0	1	0	0	0	0	**1**
18:45 - 19:00	0	0	7	0	0	0	0	**7**	0	2	68	3	0	0	0	**73**	0	0	2	0	0	0	0	**2**
Hourly Total	**0**	**0**	**31**	**2**	**0**	**0**	**0**	**33**	**3**	**4**	**317**	**14**	**1**	**0**	**1**	**340**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
TOTAL	**1**	**0**	**417**	**21**	**2**	**0**	**0**	**441**	**66**	**56**	**3955**	**313**	**6**	**1**	**31**	**4428**	**1**	**0**	**34**	**5**	**2**	**0**	**0**	**42**

Briton Ferry, Friday 13th May 2022

Traffic Information Consultancy

Lidl - Poundstretcher

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

TOTAL	**0**	**0**	**17**	**1**	**0**	**0**	**0**	**18**	**0**	**0**	**27**	**2**	**0**	**0**	**0**	**29**

Briton Ferry, Saturday 14th May 2022

Traffic Information Consultancy

Lidl - Poundstretcher

	From Poundstretcher To Lidl								From Lidl To Poundstretcher							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
11:00 - 11:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
12:15 - 12:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
13:30 - 13:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
14:00 - 14:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
14:15 - 14:30	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
16:00 - 16:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
TOTAL	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**34**

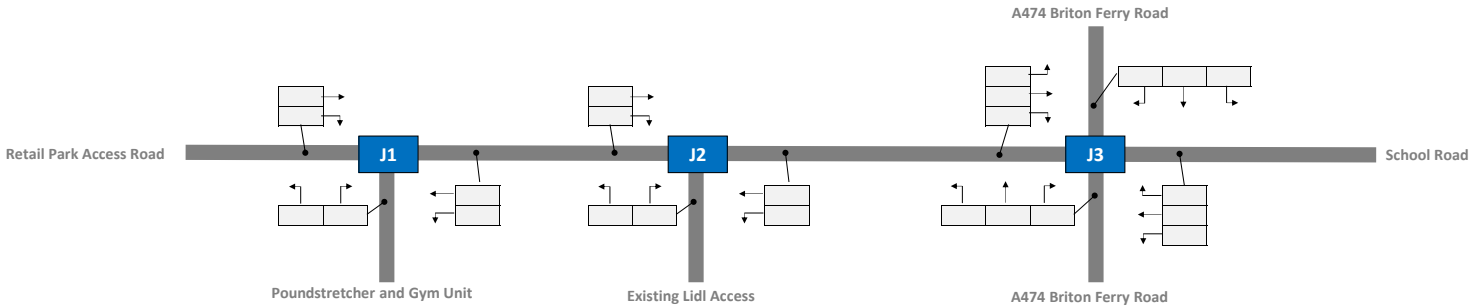
Appendix D

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

21-00738 Briton Ferry Road, Lidl

Network Peak Traffic Periods

CORUN
Transport and Highway Engineering



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

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

Network Peak Flow Periods

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

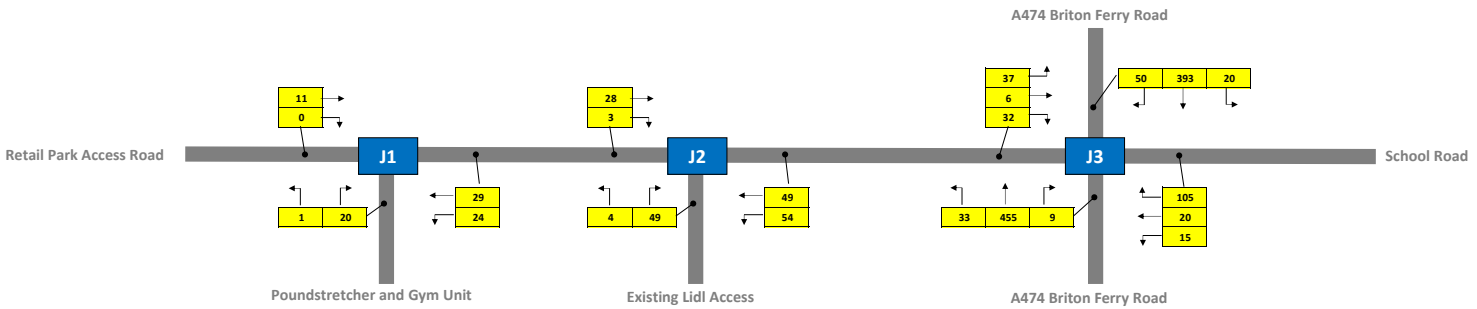
Note: Flows exclude cyclists and U-turn movements

21-00738 Briton Ferry Road, Lidl

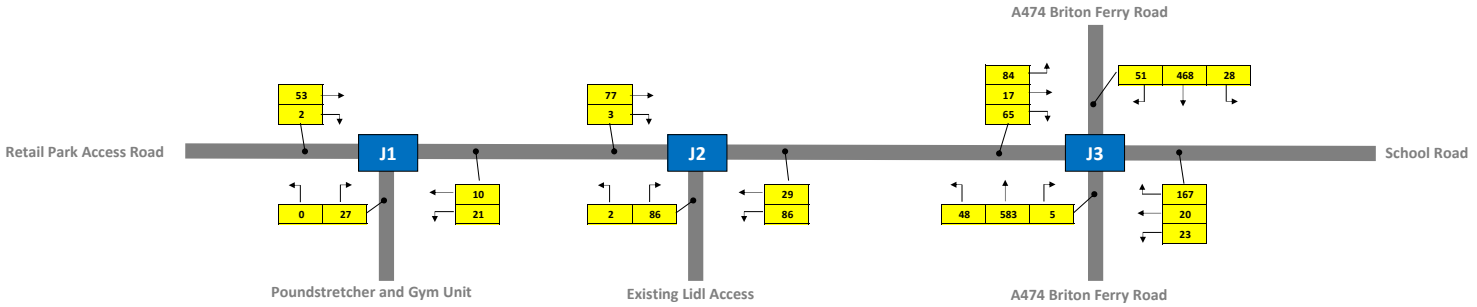
May 2022 Surveyed Flows - Light Vehicles

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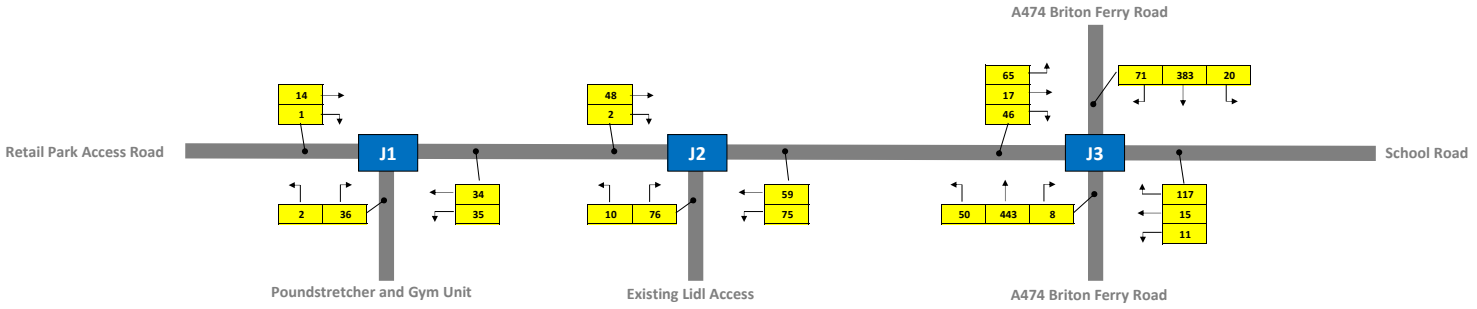
Weekday AM Peak Hour Period (11:00 to 12:00)



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



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



Notes:

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

Light Vehicles = Motorcycle + Car + LGV

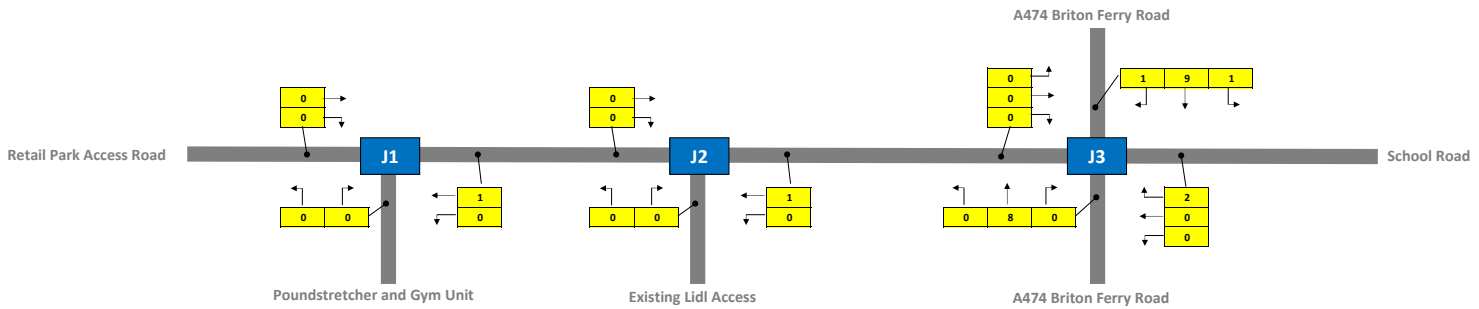
x - **Light Vehicles**

21-00738 Briton Ferry Road, Lidl

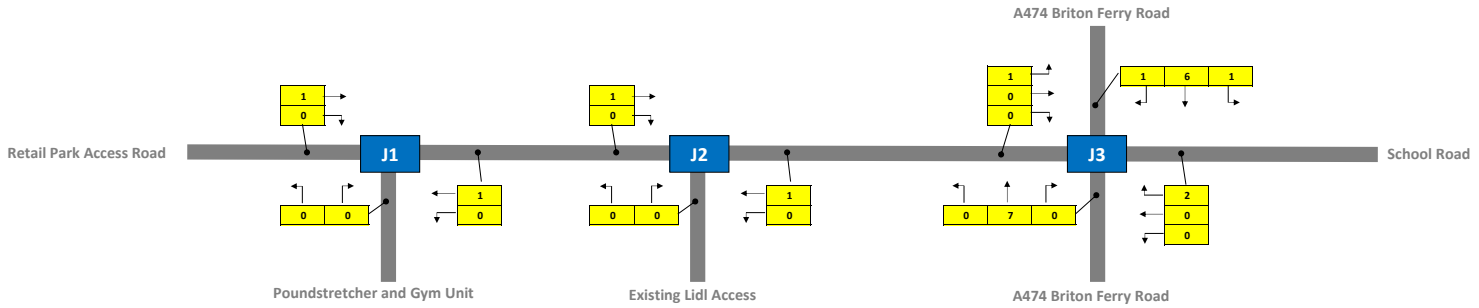
May 2022 Surveyed Flows - Heavy Vehicles

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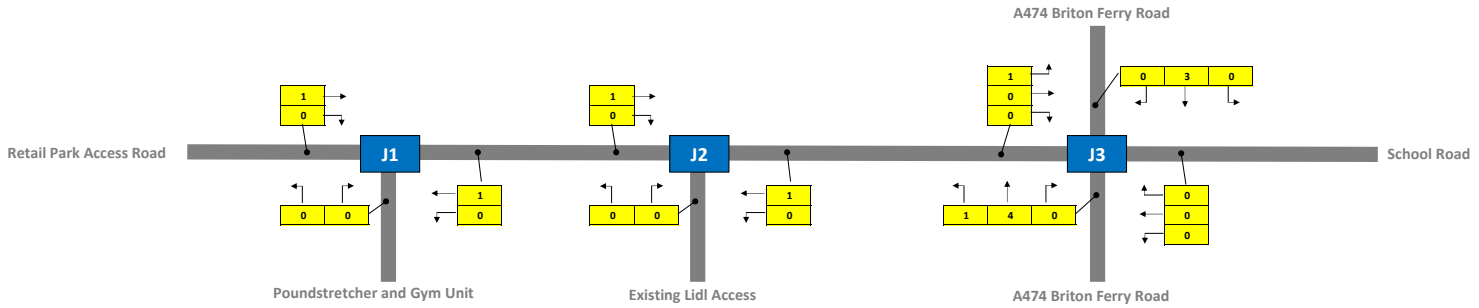
Weekday AM Peak Hour Period (11:00 to 12:00)



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



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



Notes:

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

Heavy Vehicles = OGV1 + OGV2 + Bus

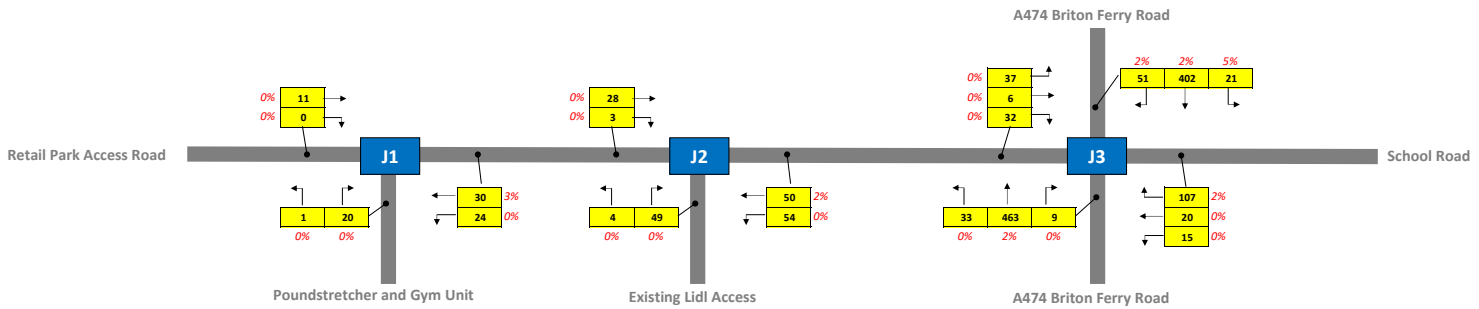
x - **Heavy Vehicles**

21-00738 Briton Ferry Road, Lidl

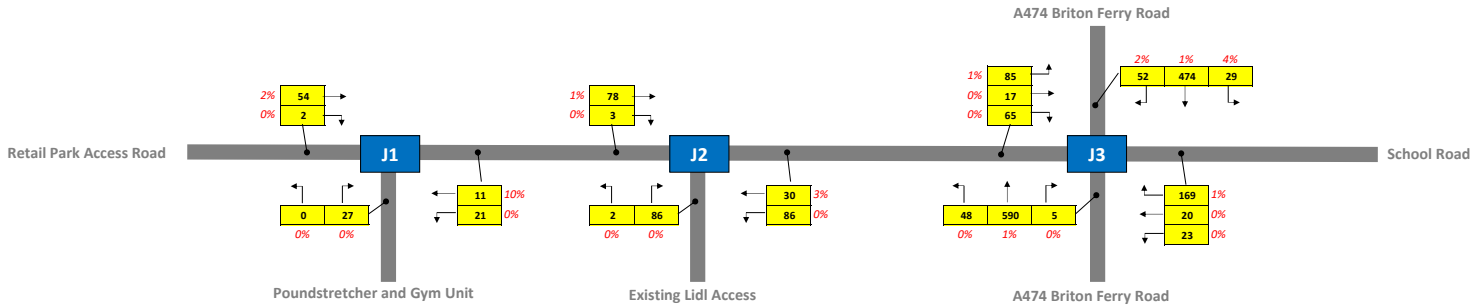
May 2022 Surveyed Flows - All Vehicles

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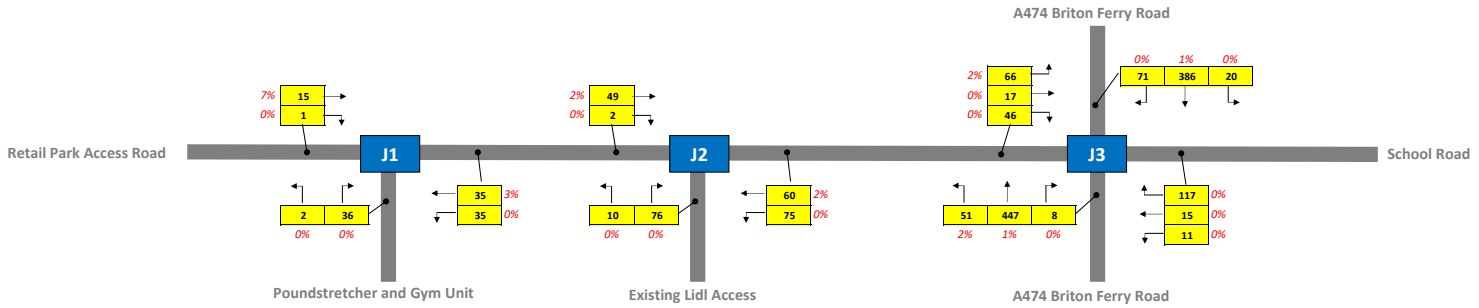
Weekday AM Peak Hour Period (11:00 to 12:00)



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



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



Notes:

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

Light Vehicles = Motorcycle + Car + LGV

Heavy Vehicles = OGV1 + OGV2 + Bus

X - **All Vehicles**

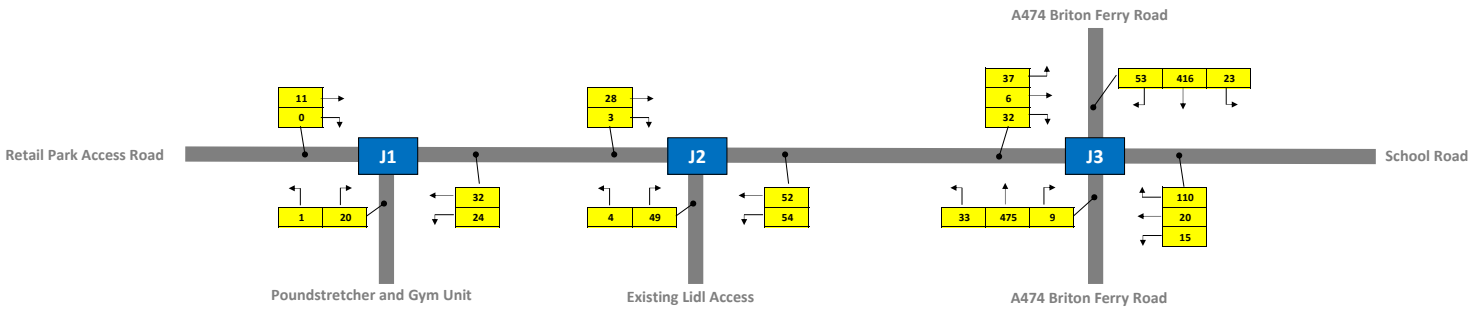
X% - **% Heavy Vehicles**

21-00738 Briton Ferry Road, Lidl

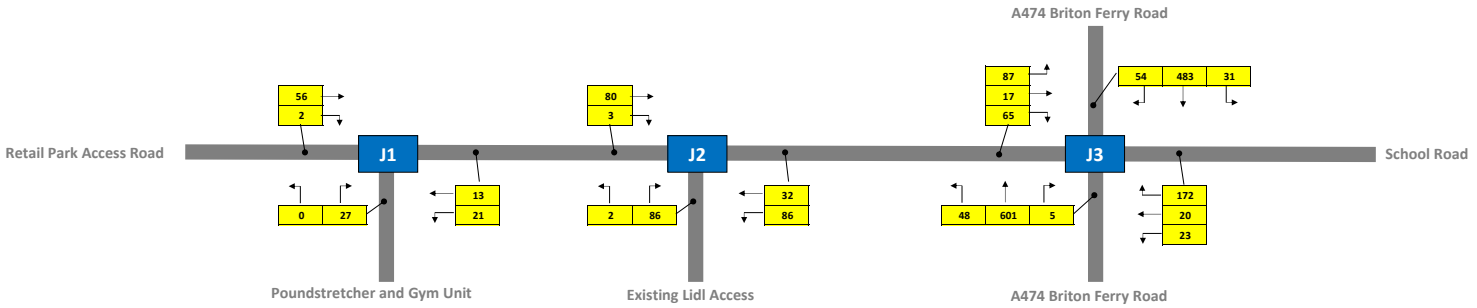
May 2022 Surveyed Flows - PCU

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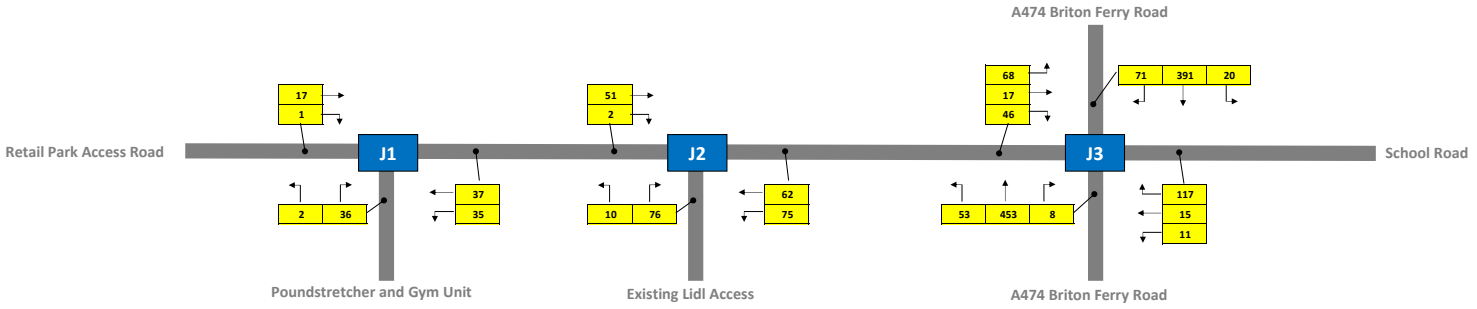
Weekday AM Peak Hour Period (11:00 to 12:00)



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



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



Notes:

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

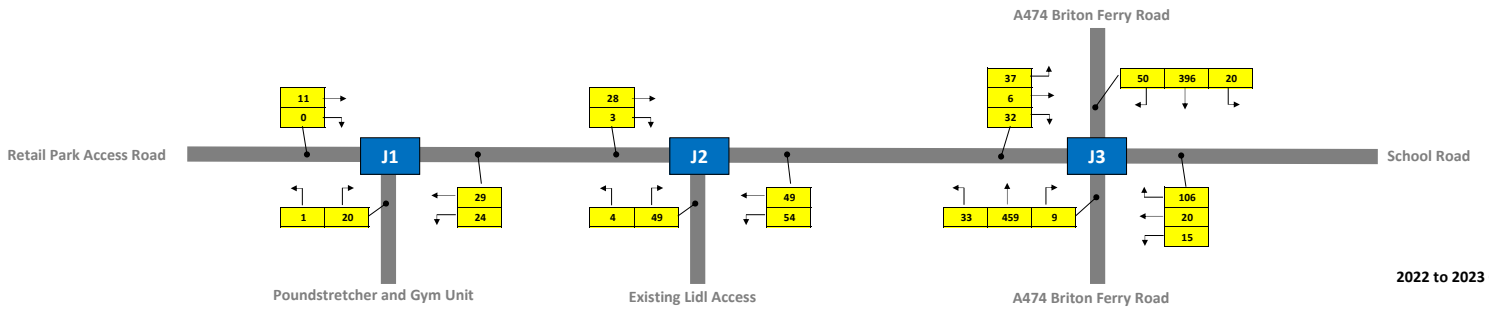
X - PCU

21-00738 Briton Ferry Road, Lidl

2023 Forecast Year, No Development - Light Vehicles

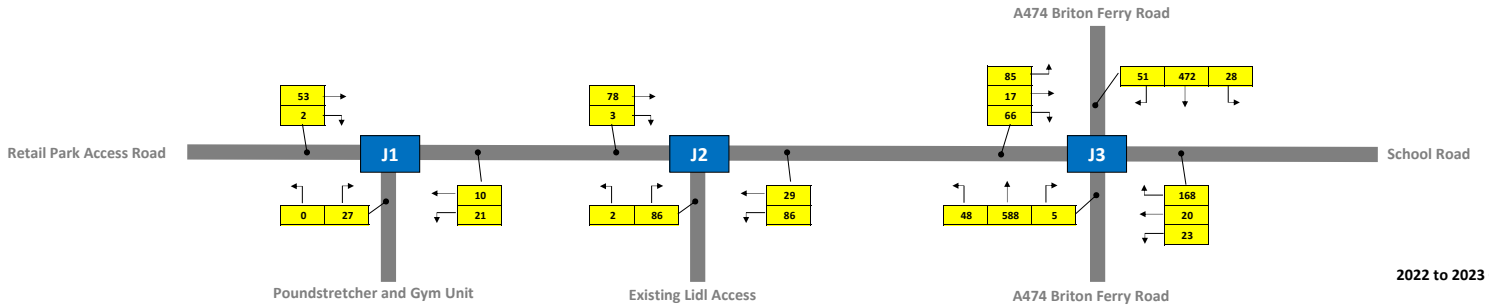
CORUN Transport and Highway Engineering

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



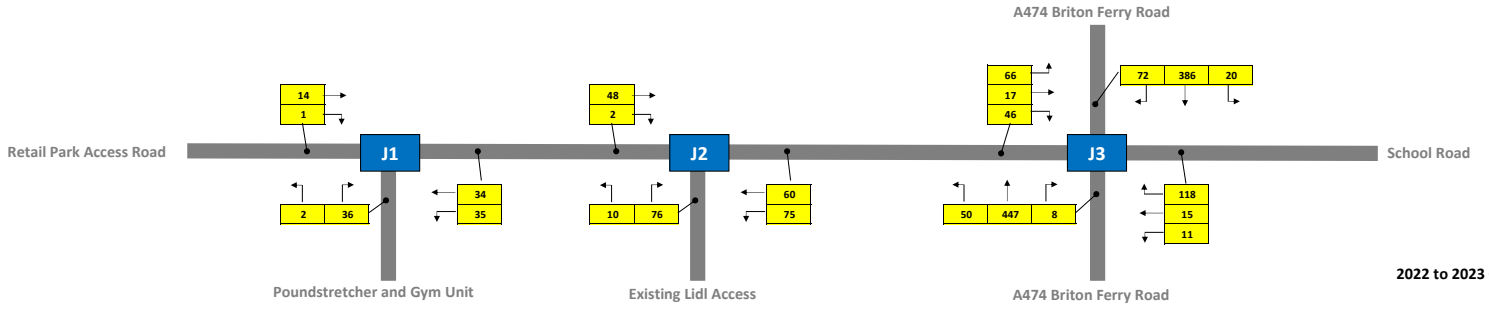
2022 to 2023 Growth Factor = 1.0083

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



2022 to 2023 Growth Factor = 1.0083

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



2022 to 2023 Growth Factor = 1.0090

Notes:

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

No growth has been applied to existing site arrival and departure flows at J1 and J2. Growth has been applied to the full movement flows at J3 for robustness (i.e. site trips will also be growthed in these movements)

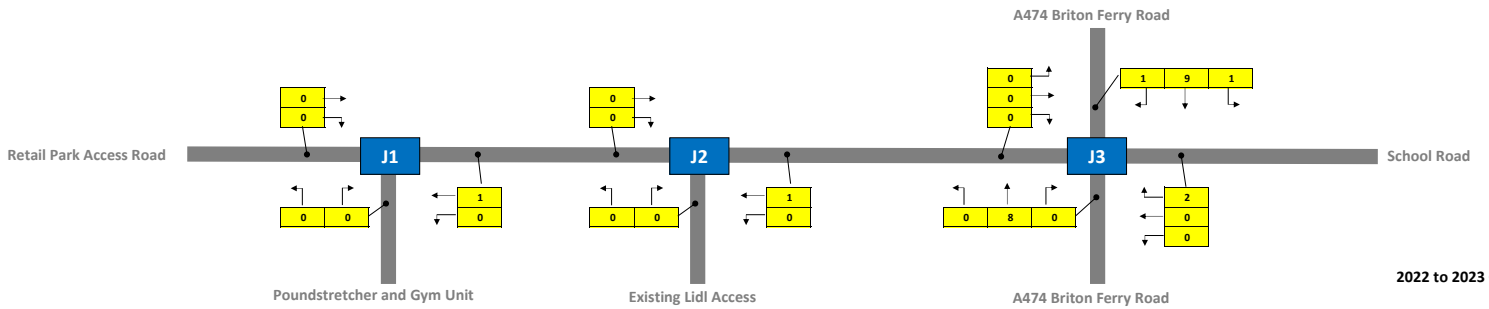
x - Light Vehicles

21-00738 Briton Ferry Road, Lidl

2023 Forecast Year, No Development - Heavy Vehicles

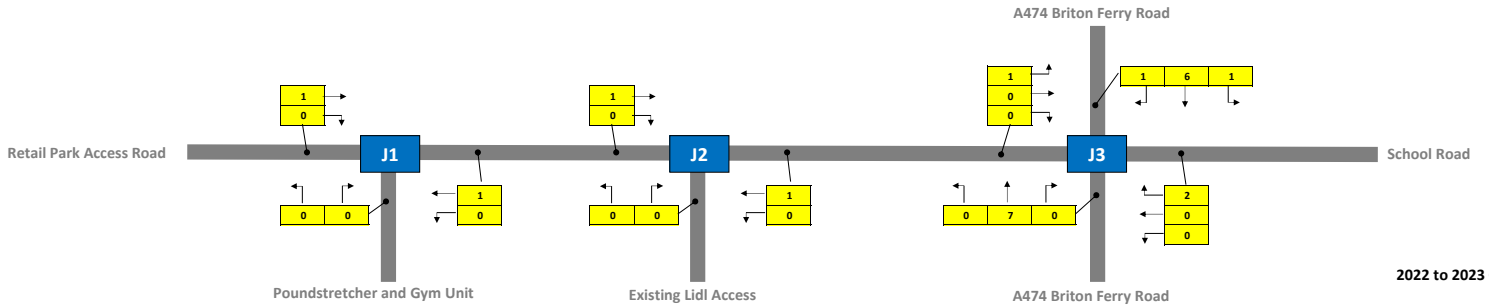
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Weekday AM Peak Hour Period (11:00 to 12:00)



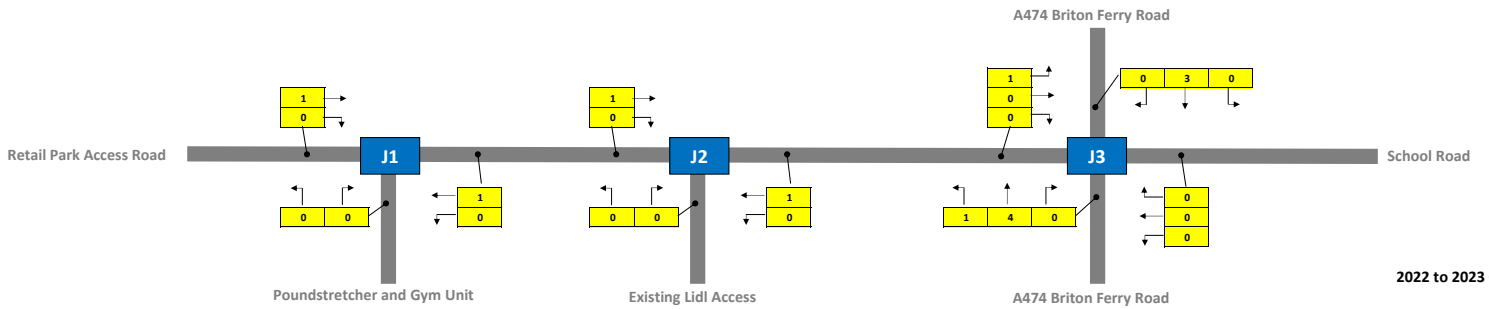
2022 to 2023 Growth Factor = 1.0083

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



2022 to 2023 Growth Factor = 1.0083

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



2022 to 2023 Growth Factor = 1.0090

Notes:

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

No growth has been applied to existing site arrival and departure flows at J1 and J2. Growth has been applied to the full movement flows at J3 for robustness (i.e. site trips will also be growthed in these movements)

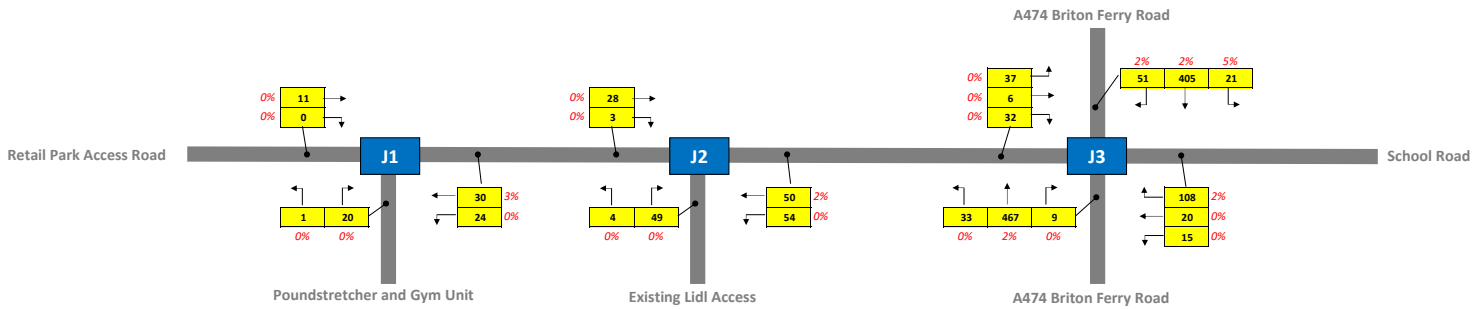
x - Heavy Vehicles

21-00738 Briton Ferry Road, Lidl

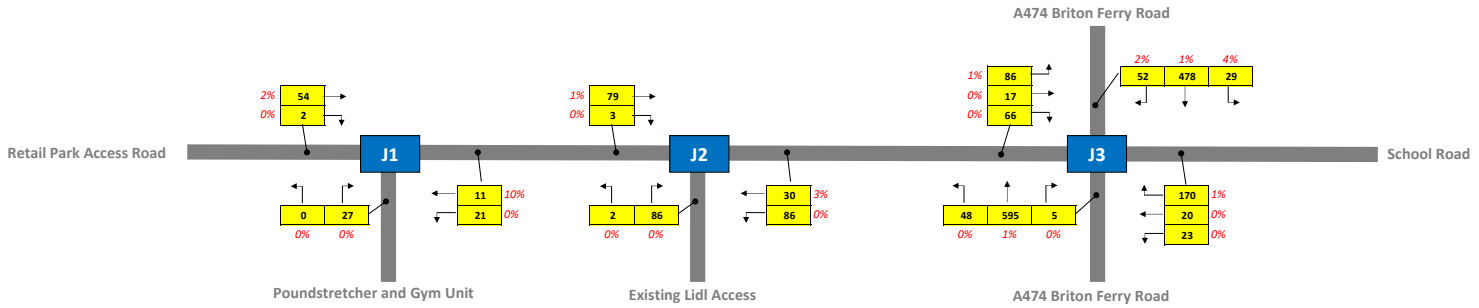
2023 Forecast Year, No Development - All Vehicles

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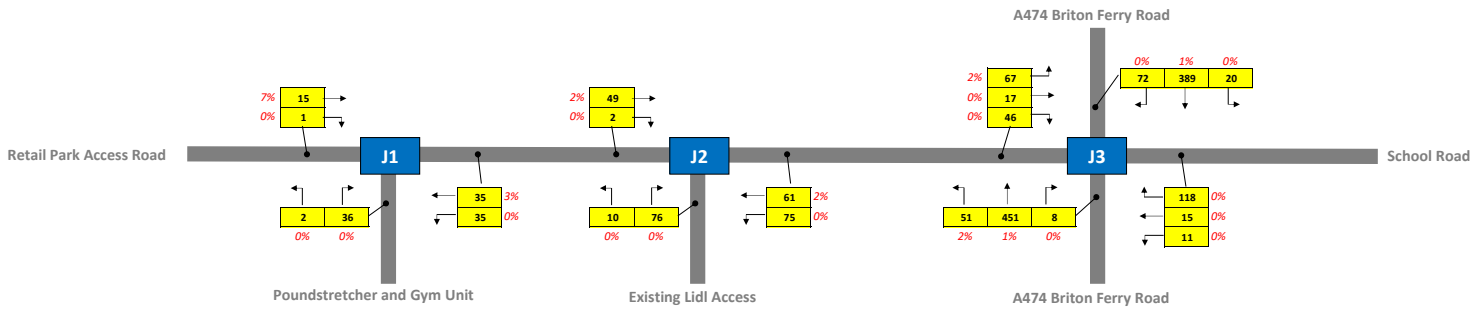
Weekday AM Peak Hour Period (11:00 to 12:00)



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



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



Notes:

X - All Vehicles
X% - % Heavy Vehicles

June 2022

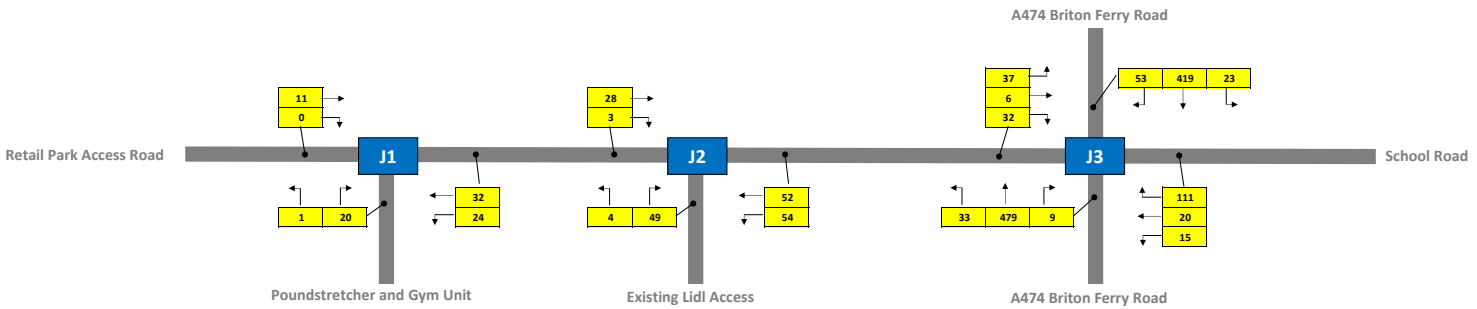
Diagram Ref No.7

21-00738 Briton Ferry Road, Lidl

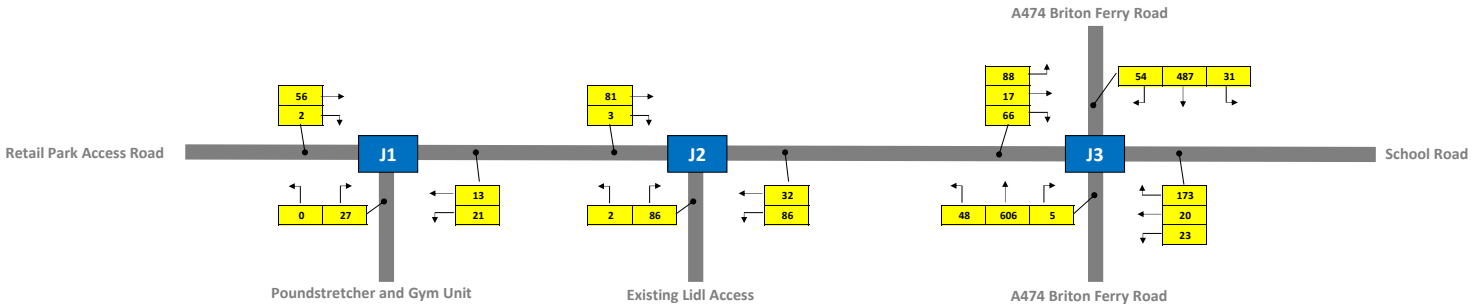
2023 Forecast Year, No Development - PCU

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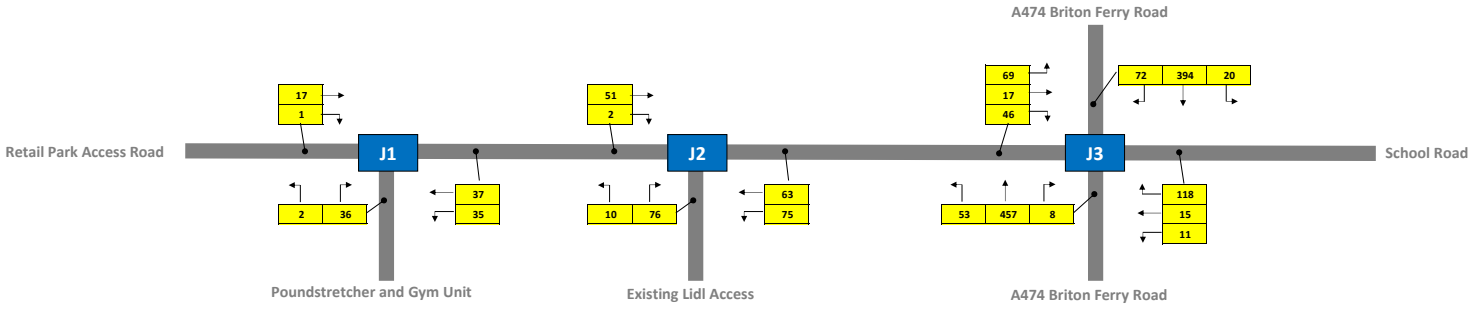
Weekday AM Peak Hour Period (11:00 to 12:00)



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



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



Notes:

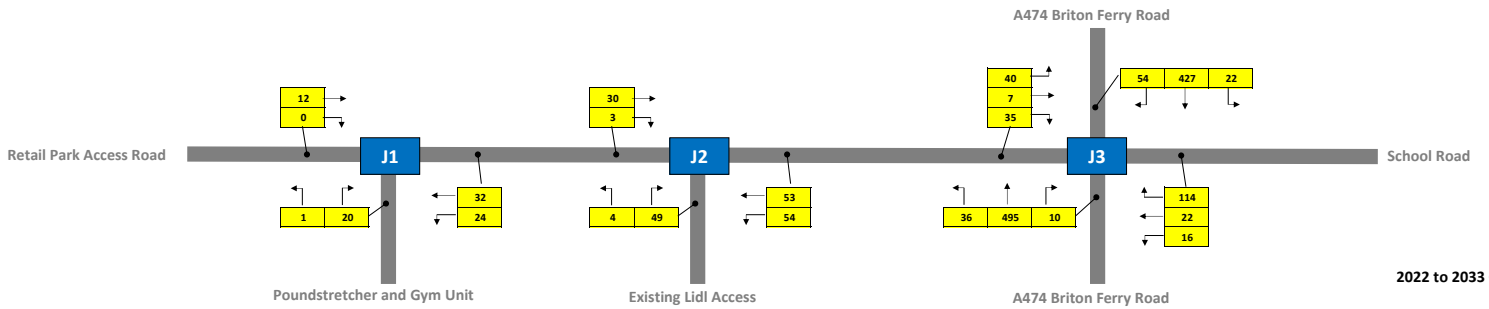
X - PCU

21-00738 Briton Ferry Road, Lidl

2033 Forecast Year, No Development - Light Vehicles

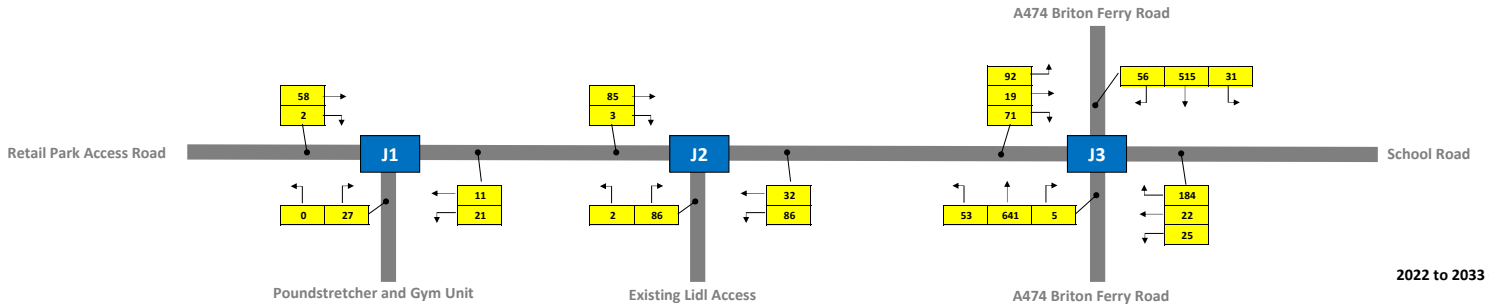
CORUN Transport and Highway Engineering

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



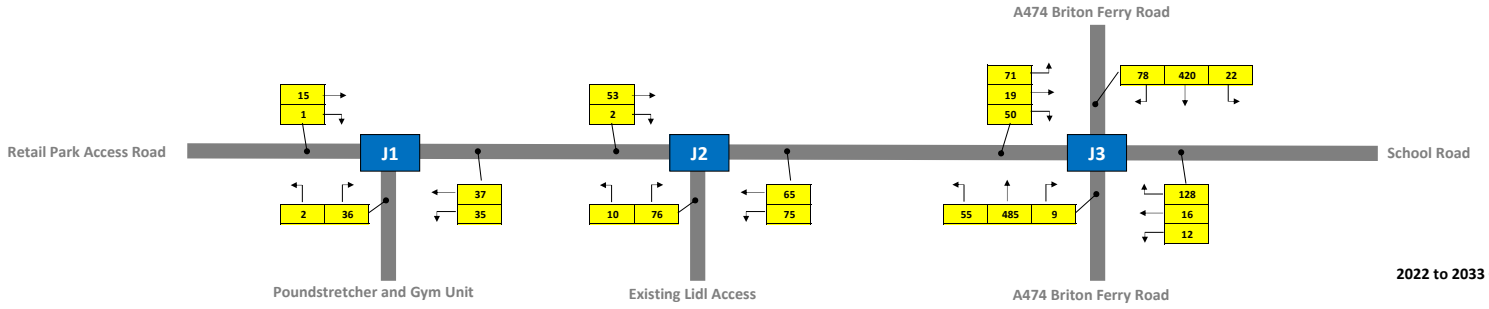
2022 to 2033 Growth Factor = 1.0871

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



2022 to 2033 Growth Factor = 1.0996

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



2022 to 2033 Growth Factor = 1.0958

Notes:

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

No growth has been applied to existing site arrival and departure flows at J1 and J2. Growth has been applied to the full movement flows at J3 for robustness (i.e. site trips will also be growthed in these movements)

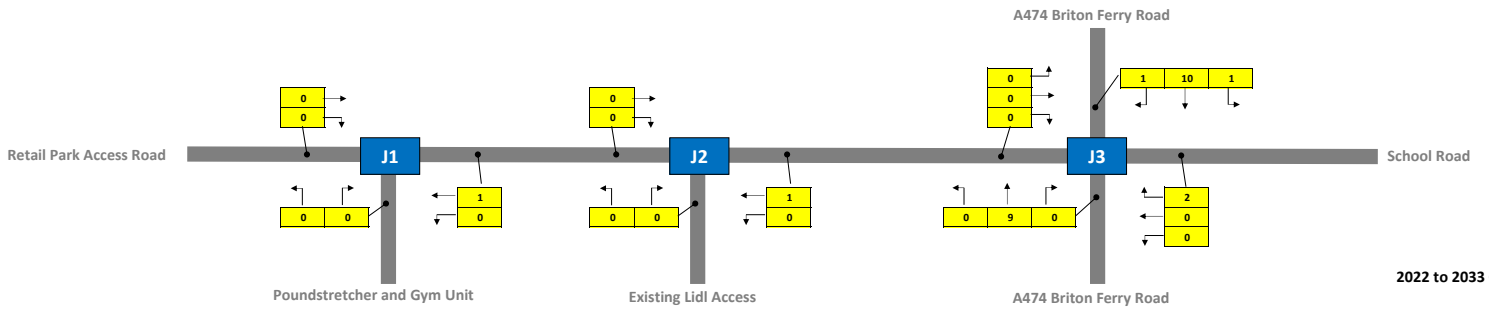
x - Light Vehicles

21-00738 Briton Ferry Road, Lidl

2033 Forecast Year, No Development - Heavy Vehicles

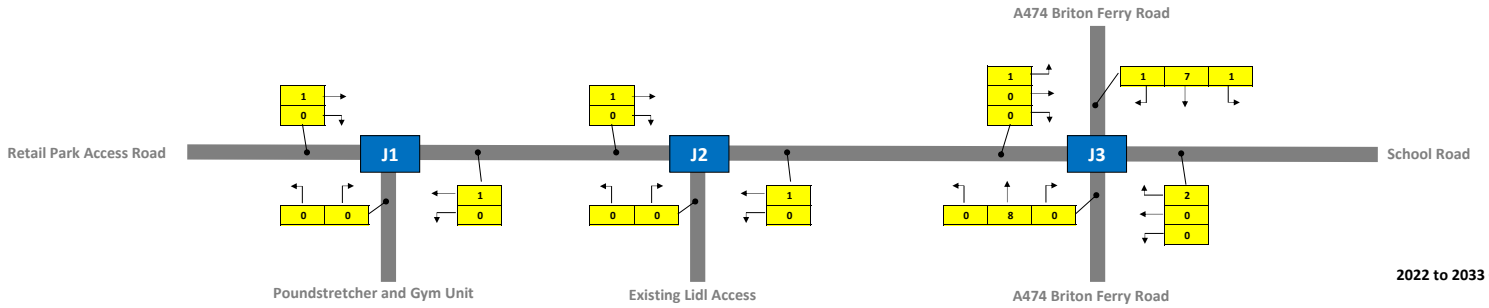
CORUN Transport and Highway Engineering

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



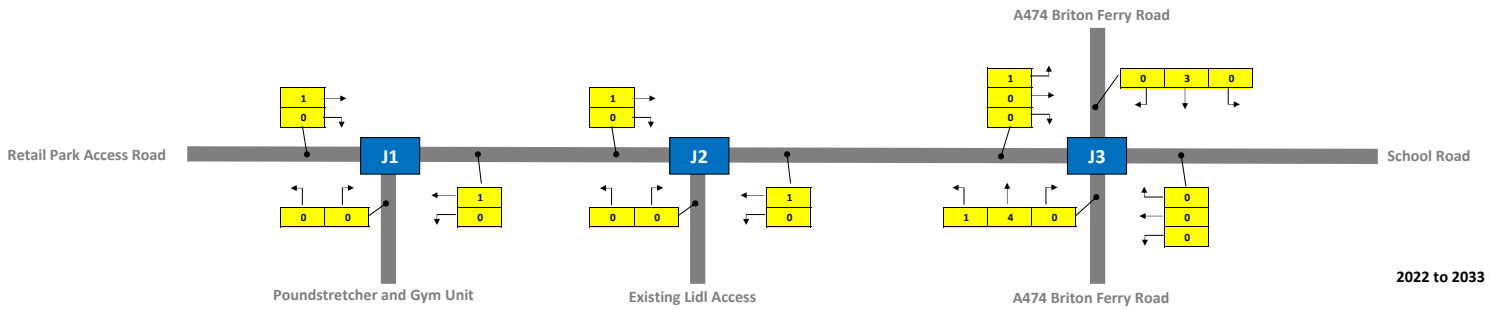
2022 to 2033 Growth Factor = 1.0871

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



2022 to 2033 Growth Factor = 1.0996

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



2022 to 2033 Growth Factor = 1.0958

Notes:

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

No growth has been applied to existing site arrival and departure flows at J1 and J2. Growth has been applied to the full movement flows at J3 for robustness (i.e. site trips will also be growthed in these movements)

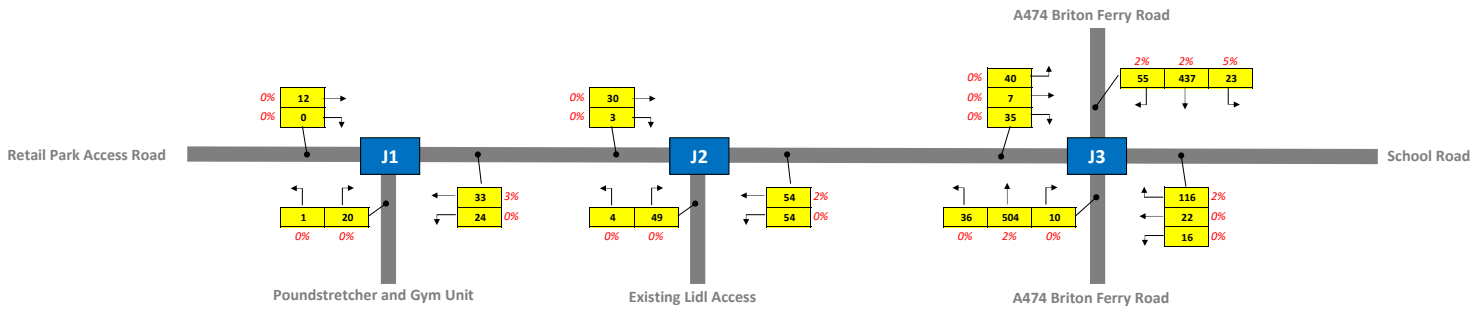
x - Heavy Vehicles

21-00738 Briton Ferry Road, Lidl

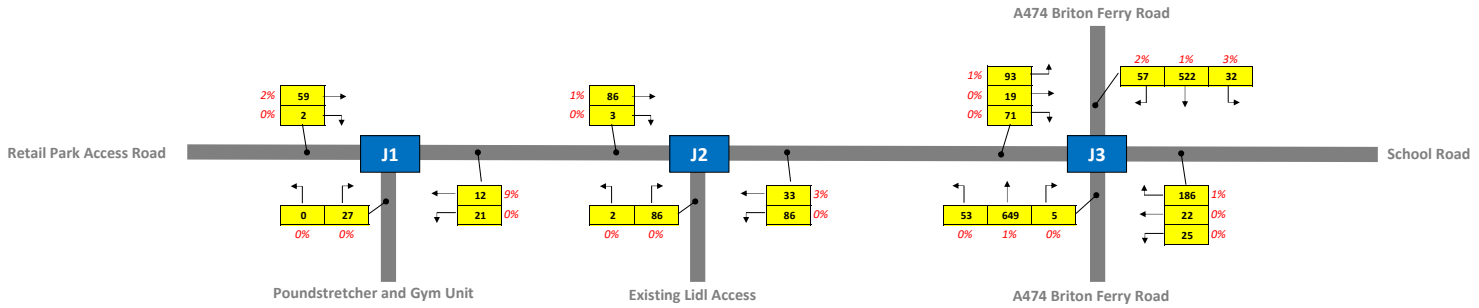
2033 Forecast Year, No Development - All Vehicles

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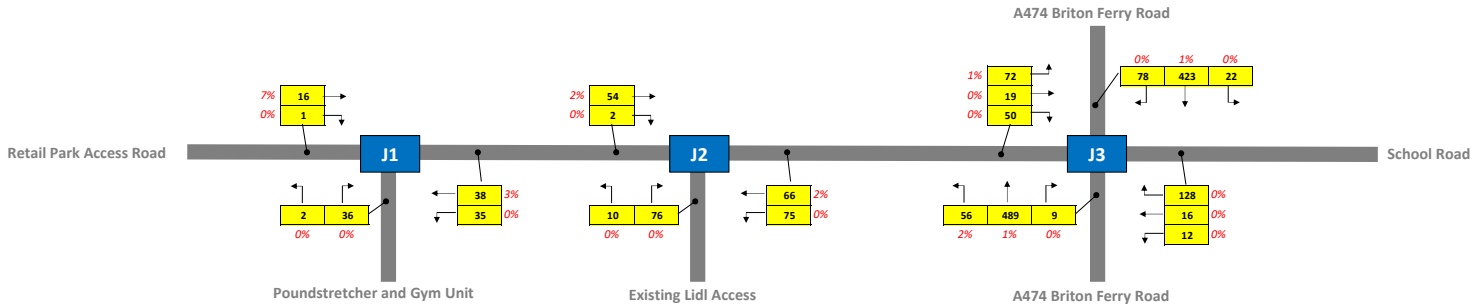
Weekday AM Peak Hour Period (11:00 to 12:00)



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



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



Notes:

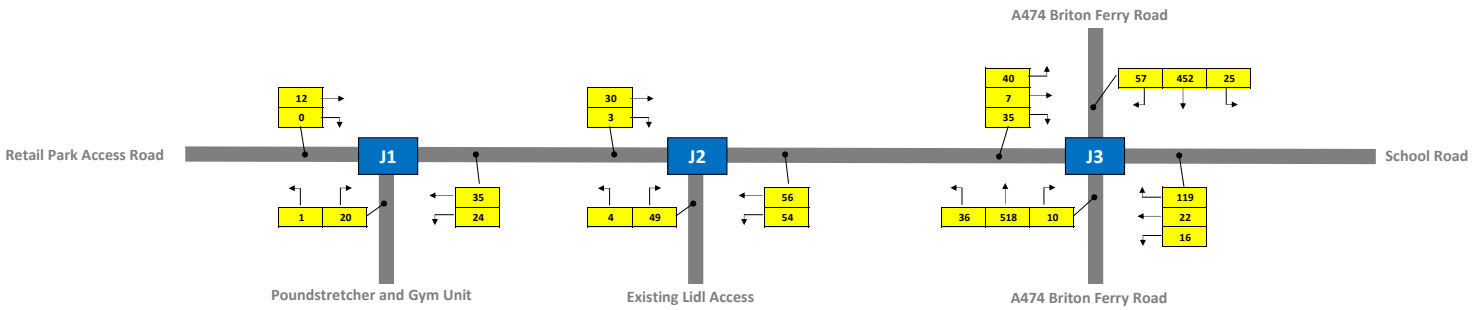
X - All Vehicles
X% - % Heavy Vehicles

21-00738 Briton Ferry Road, Lidl

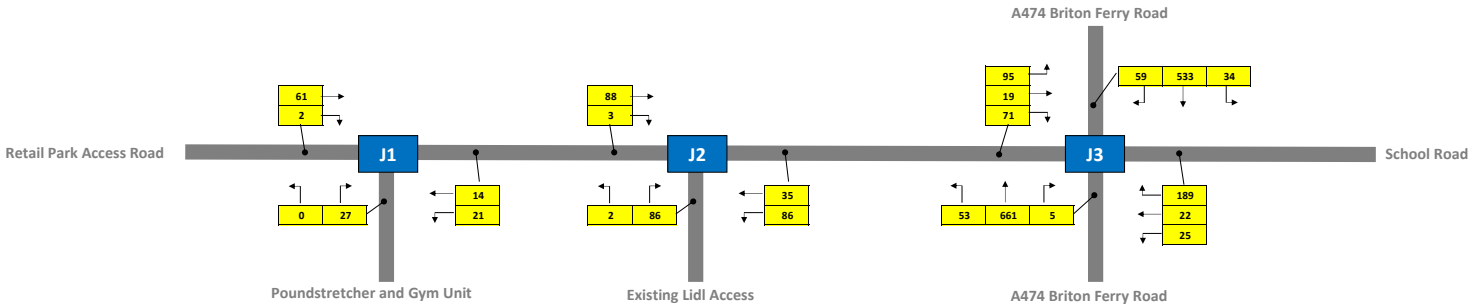
2033 Forecast Year, No Development - PCU

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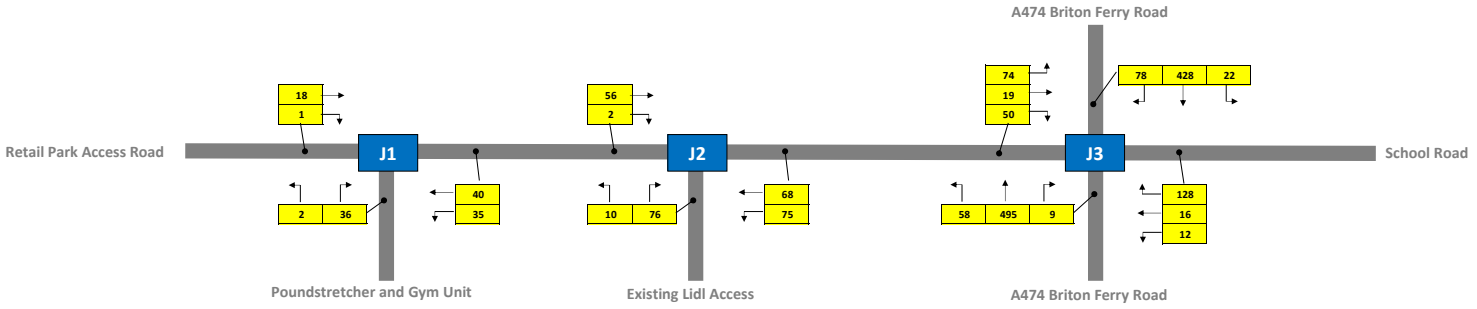
Weekday AM Peak Hour Period (11:00 to 12:00)



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



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



Notes:

X - PCU

June 2022

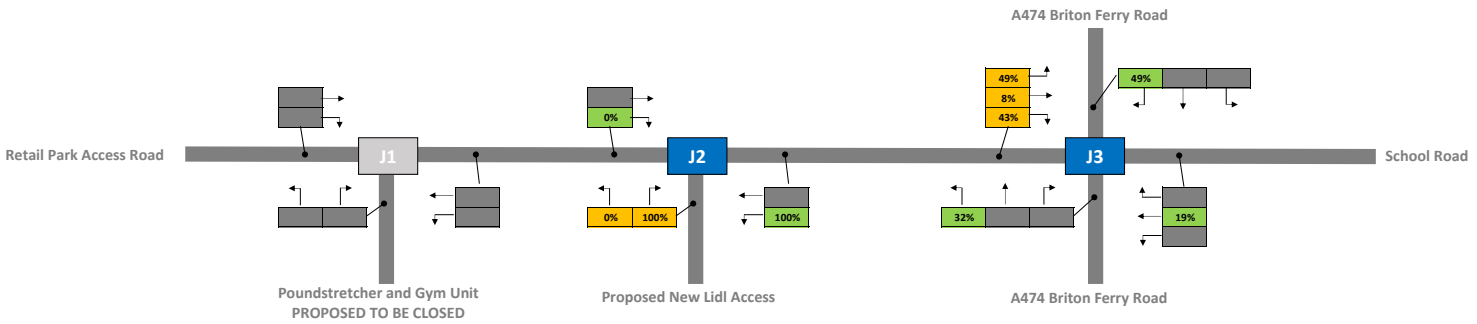
Diagram Ref No.12

21-00738 Briton Ferry Road, Lidl

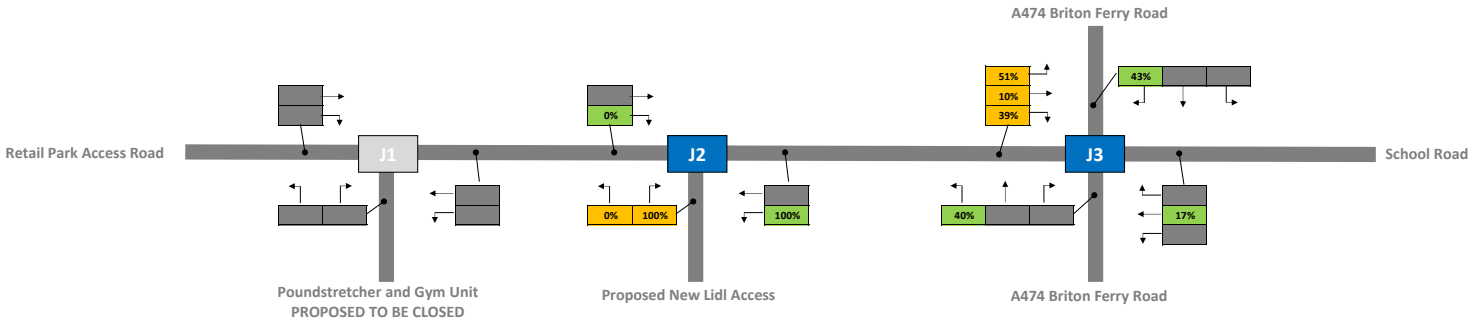
Proposed Development Trips Distribution

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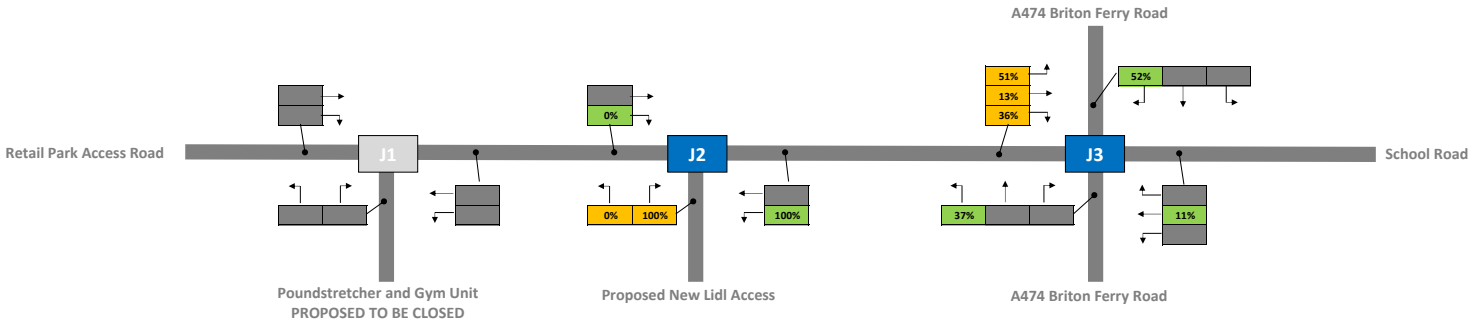
Weekday AM Peak Hour Period (11:00 to 12:00)



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



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



Notes:

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

All development trips assumed to route through the A474 signalised junction (J3)

x - **Departure Proportions**

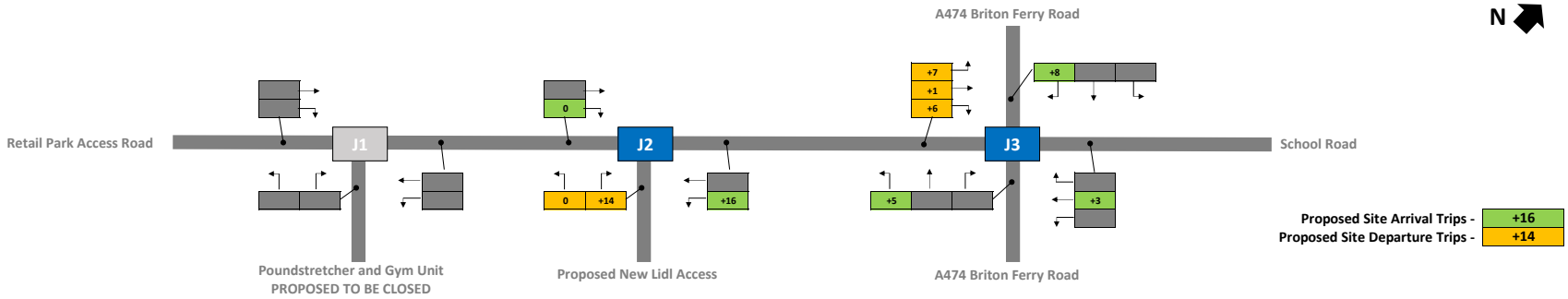
x - **Arrival Proportions**

21-00738 Briton Ferry Road, Lidl

Proposed Development Trips Increase (compared to existing Lidl unit)

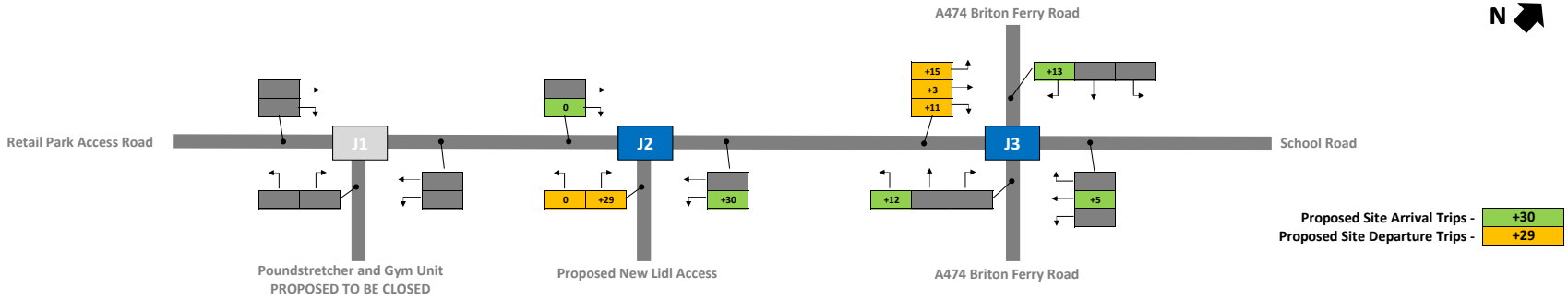
CORUN
Transport and Highway Engineering

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



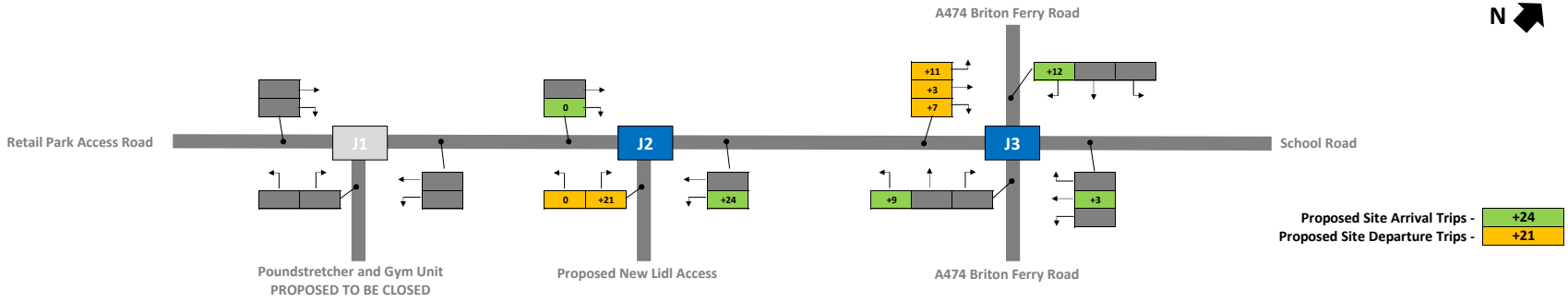
Proposed Site Arrival Trips - +16
Proposed Site Departure Trips - +14

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



Proposed Site Arrival Trips - +30
Proposed Site Departure Trips - +29

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



Proposed Site Arrival Trips - +24
Proposed Site Departure Trips - +21

Notes:

Development Arrivals and Departures based on a 32.1% increase in observed arrivals and departures at the existing Lidl unit (at J2)

Growth applied to observed Light vehicle movements only, as delivery method and schedule expected to remain the same at proposed development

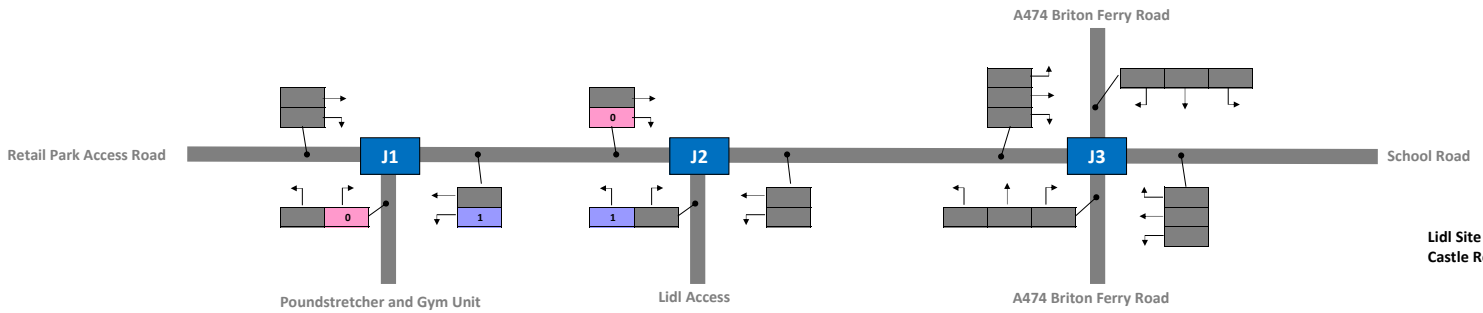
x - Departure Trips
x - Arrival Trips

21-00738 Briton Ferry Road, Lidl

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

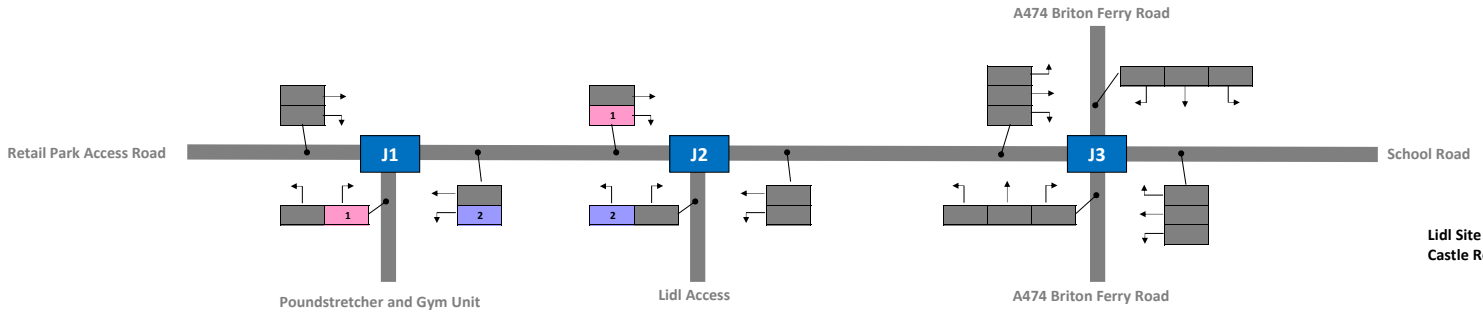
CORUN
Transport and Highway Engineering

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



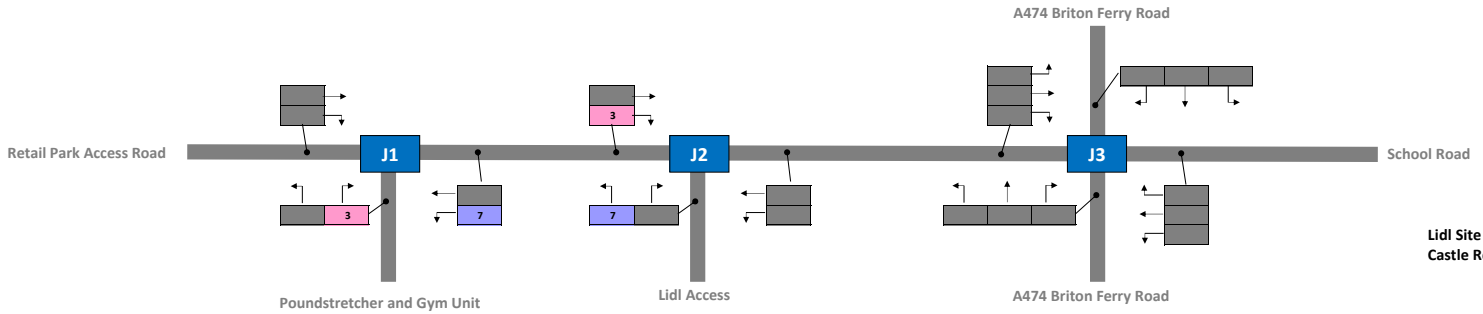
Lidl Site to Castle Retail Park Unit Site Trips - 1
Castle Retail Park Unit Site to Lidl Site Trips - 0

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



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

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



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

Notes:

Only light vehicles (Car or LGV) were observed making these linked trip movements

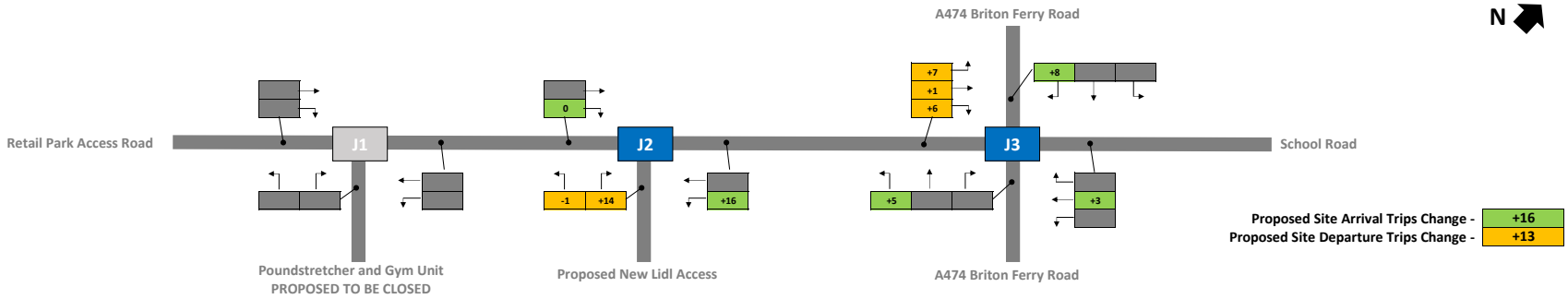
Flows as per MCC surveys undertaken on Friday 13th May 2022 and Saturday 14th May 2022

21-00738 Briton Ferry Road, Lidl

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

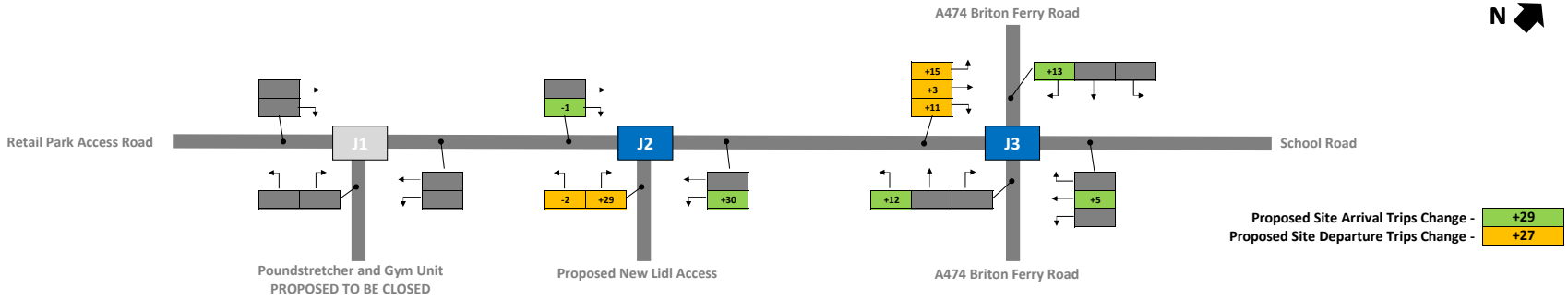
CORUN Transport and Highway Engineering

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



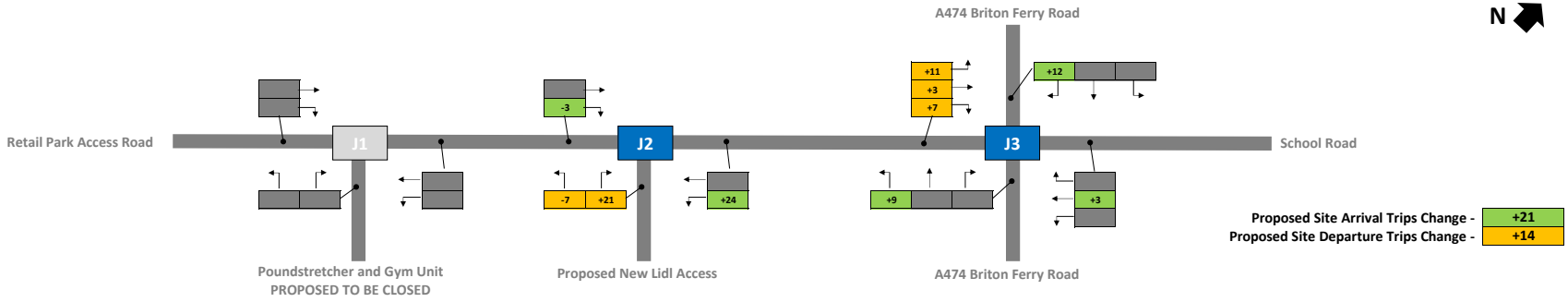
Proposed Site Arrival Trips Change - +16
Proposed Site Departure Trips Change - +13

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



Proposed Site Arrival Trips Change - +29
Proposed Site Departure Trips Change - +27

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



Proposed Site Arrival Trips Change - +21
Proposed Site Departure Trips Change - +14

Notes:

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

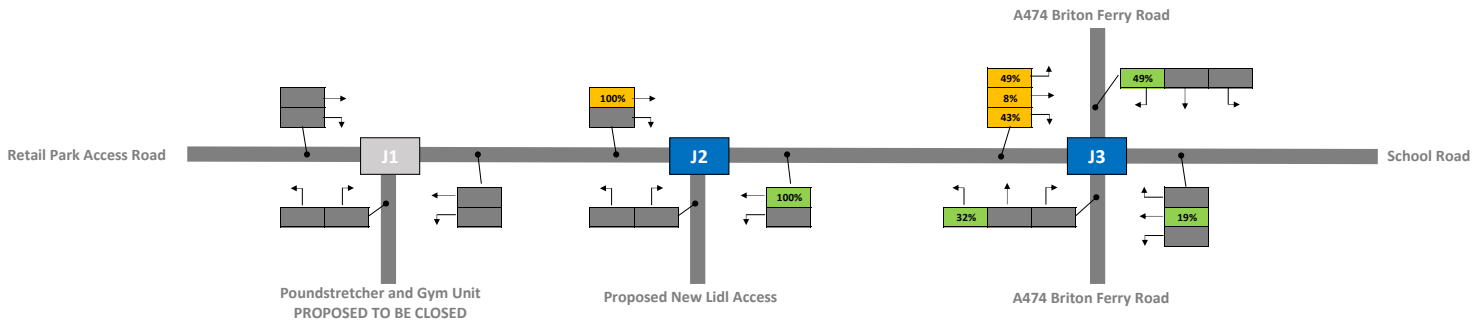
x - Departure Trips
x - Arrival Trips

21-00738 Briton Ferry Road, Lidl

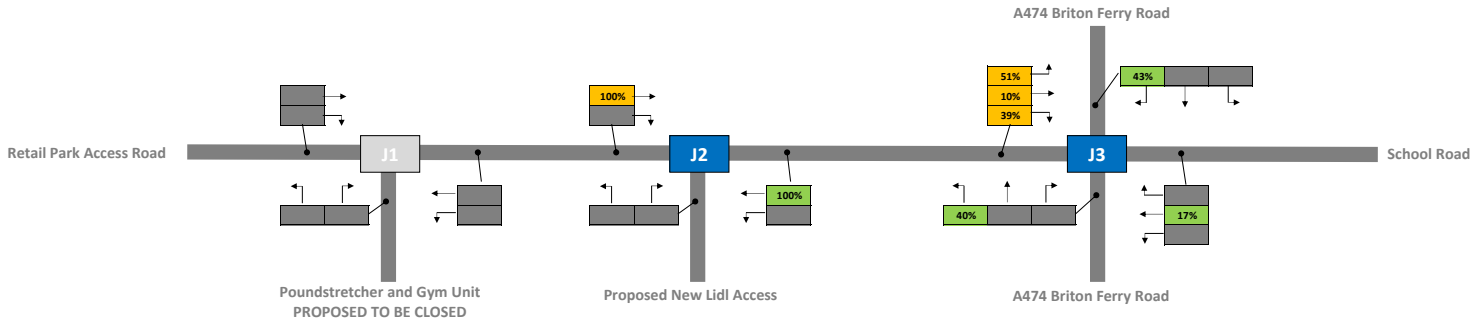
Existing Castle Retail Park Unit Trip Distribution through J2 and J3

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Transport and Highway Engineering

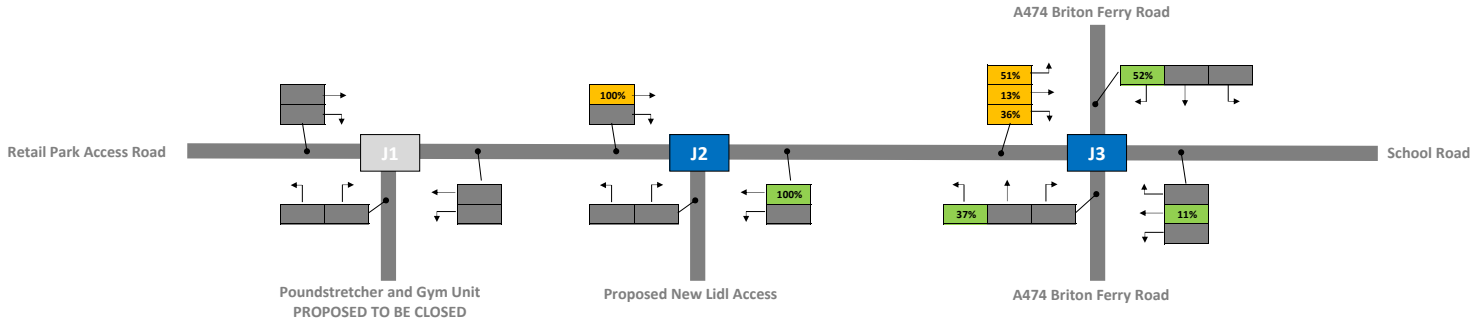
Weekday AM Peak Hour Period (11:00 to 12:00)



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



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



Notes:

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

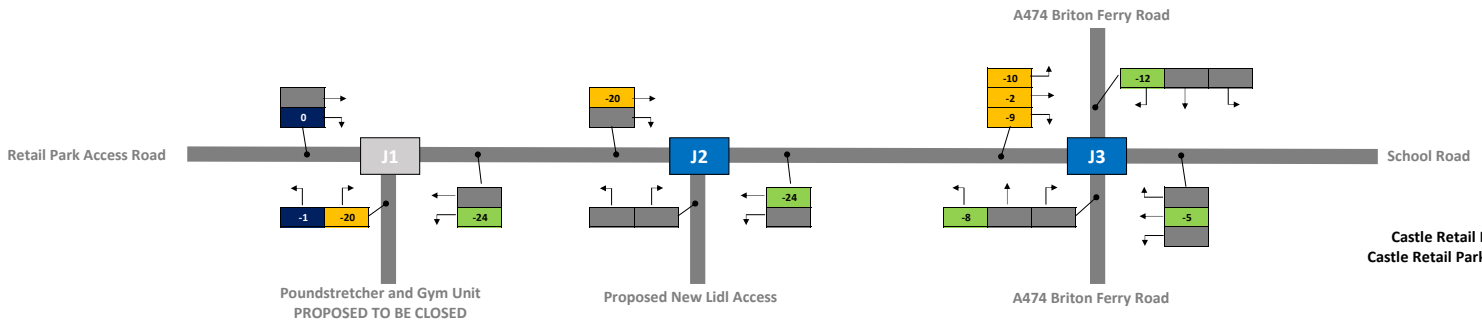
X - **Departure Proportions**
X - **Arrival Proportions**

21-00738 Briton Ferry Road, Lidl

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

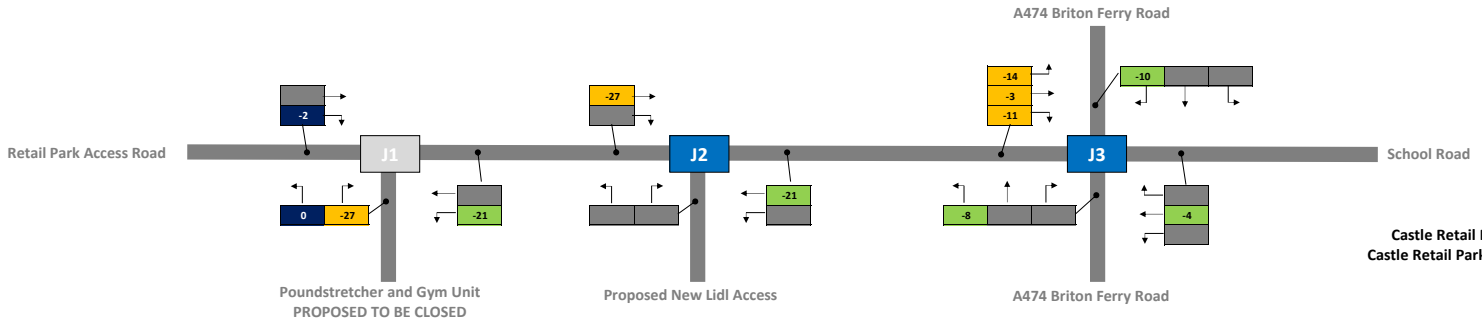
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Weekday AM Peak Hour Period (11:00 to 12:00)



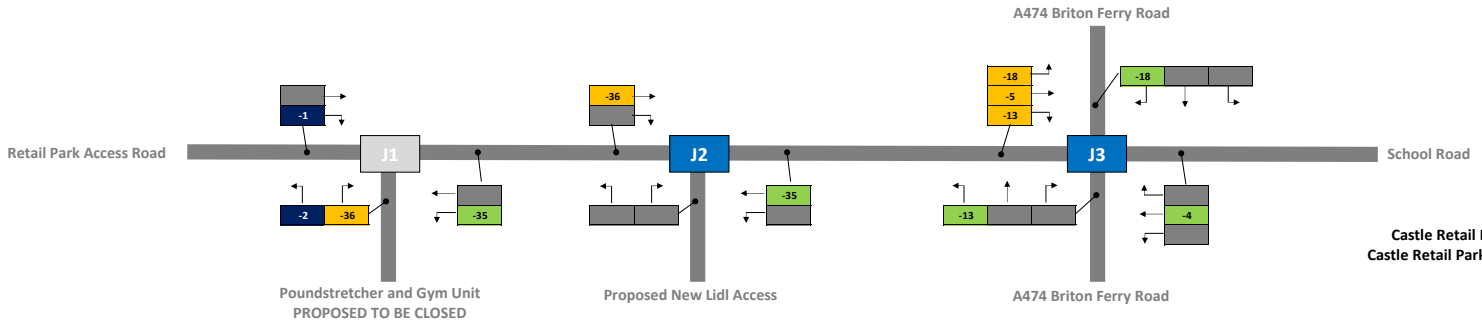
Castle Retail Park Unit Site Arrival Trip Removals - -24
Castle Retail Park Unit Site Departure Trip Removals - -20

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



Castle Retail Park Unit Site Arrival Trip Removals - -21
Castle Retail Park Unit Site Departure Trip Removals - -27

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



Castle Retail Park Unit Site Arrival Trip Removals - -35
Castle Retail Park Unit Site Departure Trip Removals - -36

Notes:

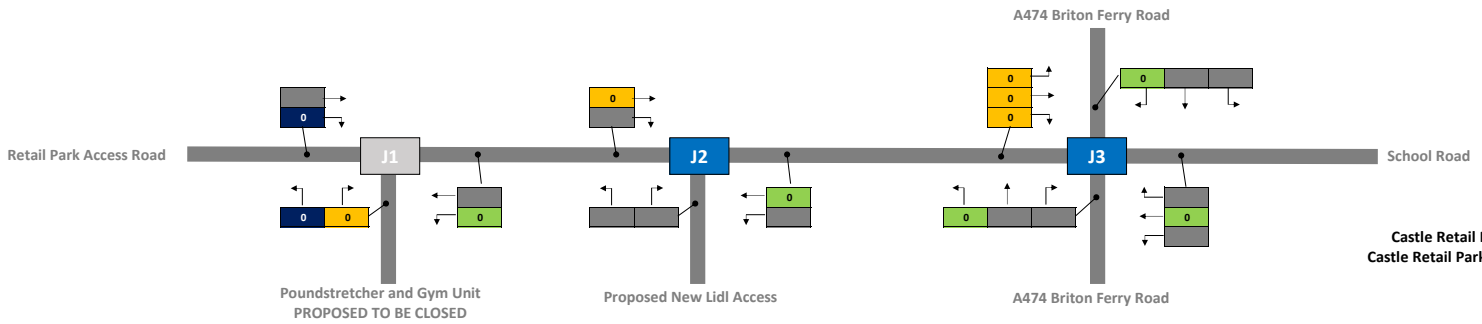
x - Departure Trips
x - Arrival Trips
x - Removed Movements

21-00738 Briton Ferry Road, Lidl

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

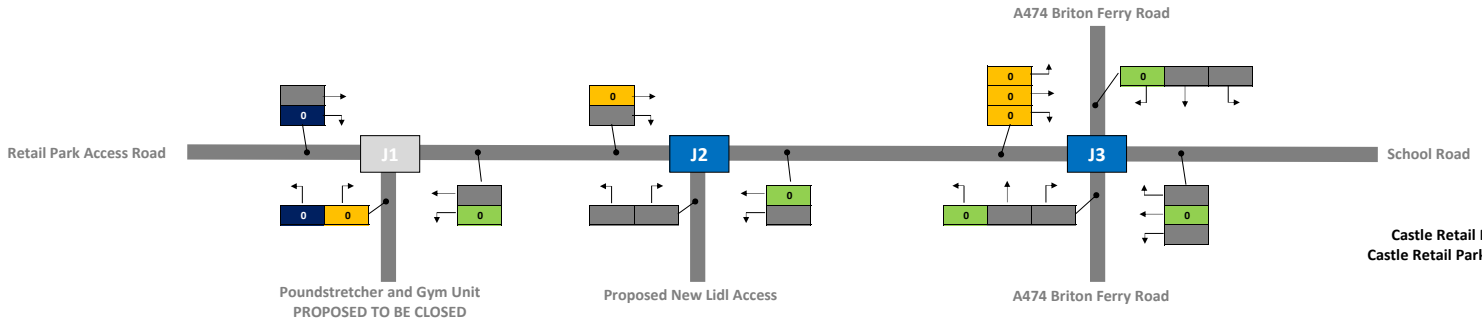
CORUN Transport and Highway Engineering

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



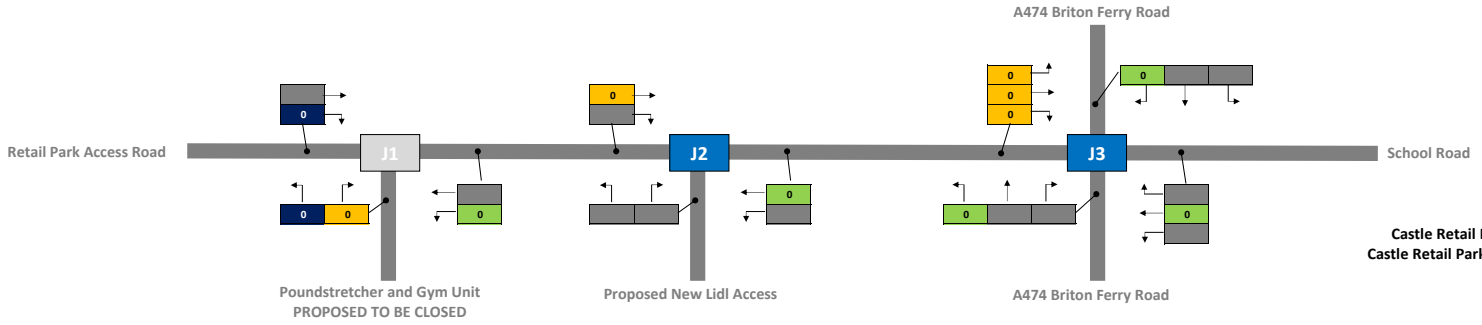
Castle Retail Park Unit Site Arrival Trip Removals - 0
Castle Retail Park Unit Site Departure Trip Removals - 0

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



Castle Retail Park Unit Site Arrival Trip Removals - 0
Castle Retail Park Unit Site Departure Trip Removals - 0

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



Castle Retail Park Unit Site Arrival Trip Removals - 0
Castle Retail Park Unit Site Departure Trip Removals - 0

Notes:

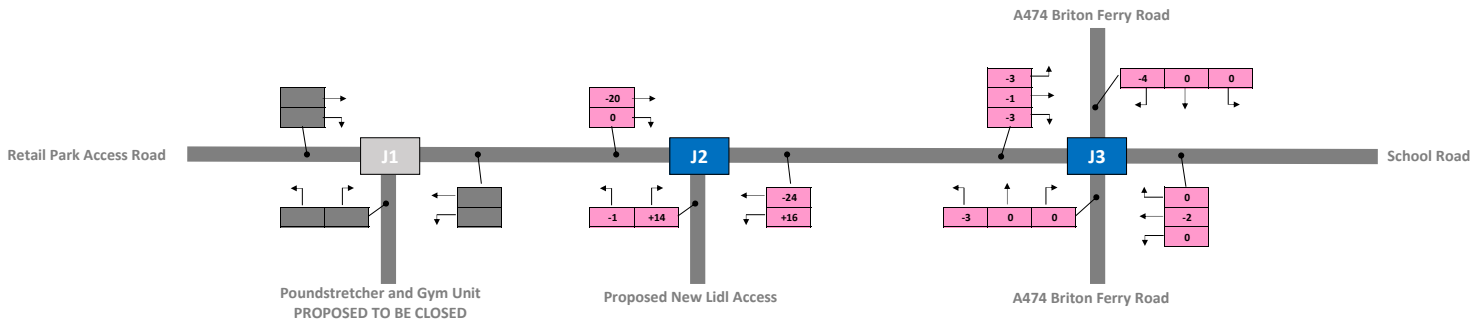
x - Departure Trips
x - Arrival Trips
x - Removed Movements

21-00738 Briton Ferry Road, Lidl

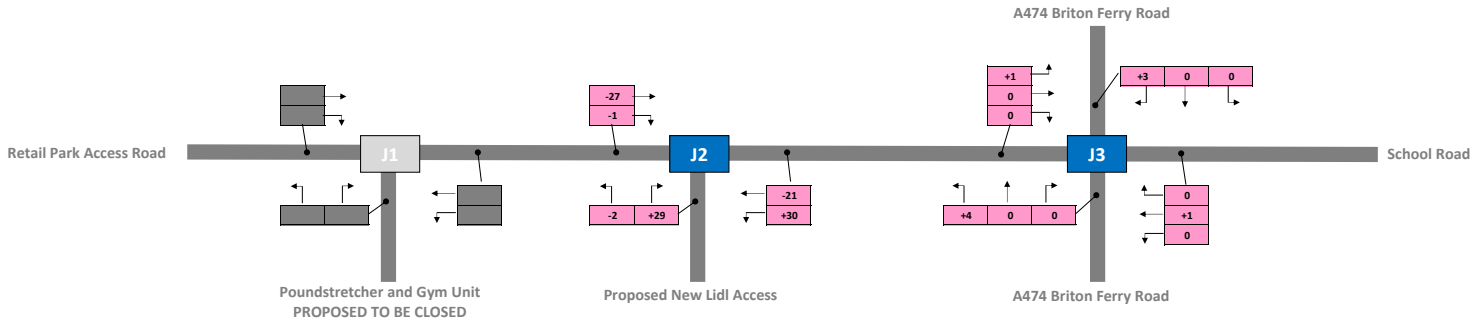
Proposed Site Re-Development Total Anticipated Trip Change - Light Vehicles

CORUN
Transport and Highway Engineering

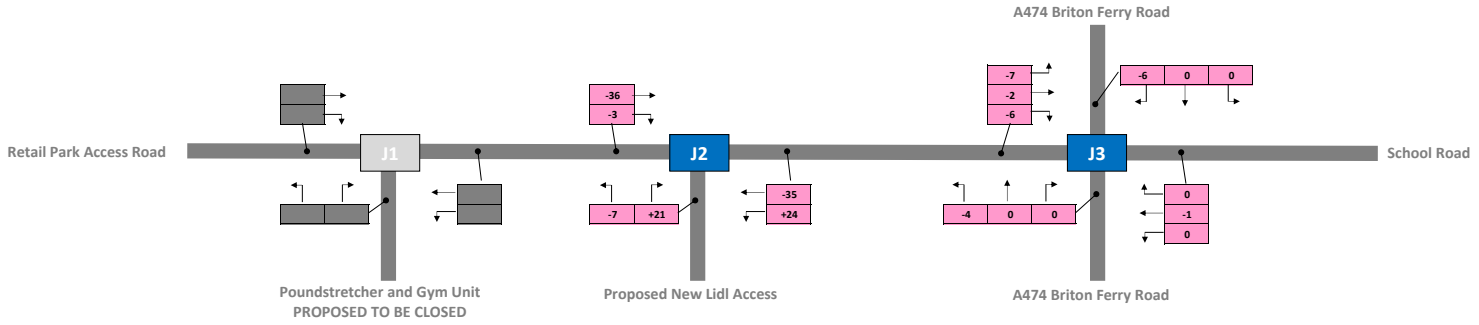
Weekday AM Peak Hour Period (11:00 to 12:00)



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



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



Notes:

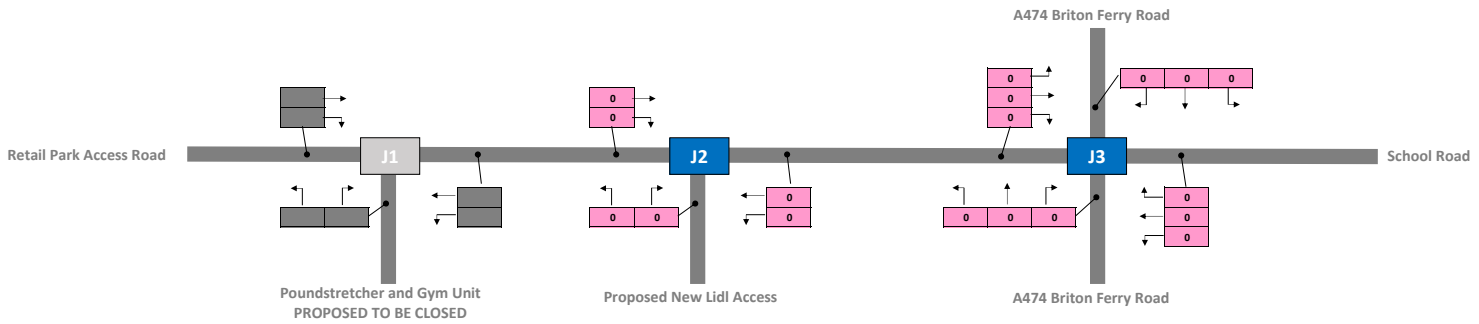
x - Development Trip Change

21-00738 Briton Ferry Road, Lidl

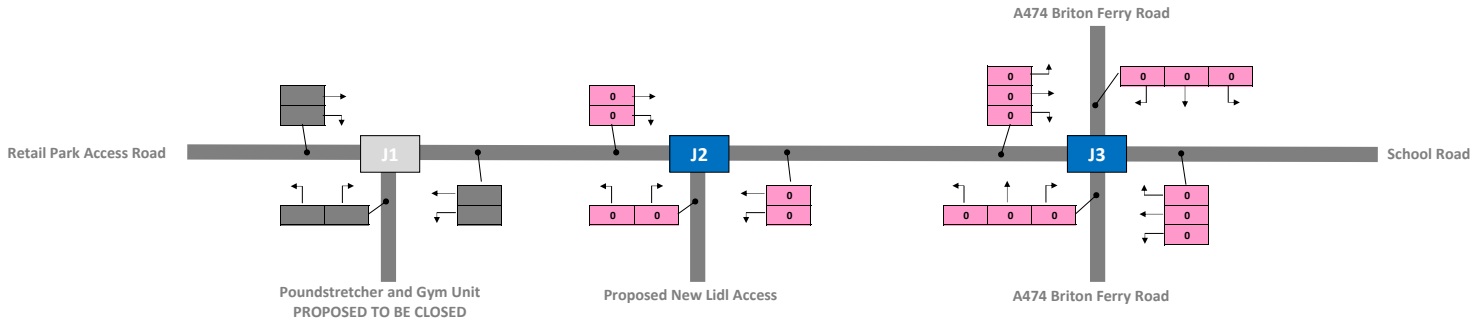
Proposed Site Re-Development Total Anticipated Trip Change - Heavy Vehicles

CORUN
Transport and Highway Engineering

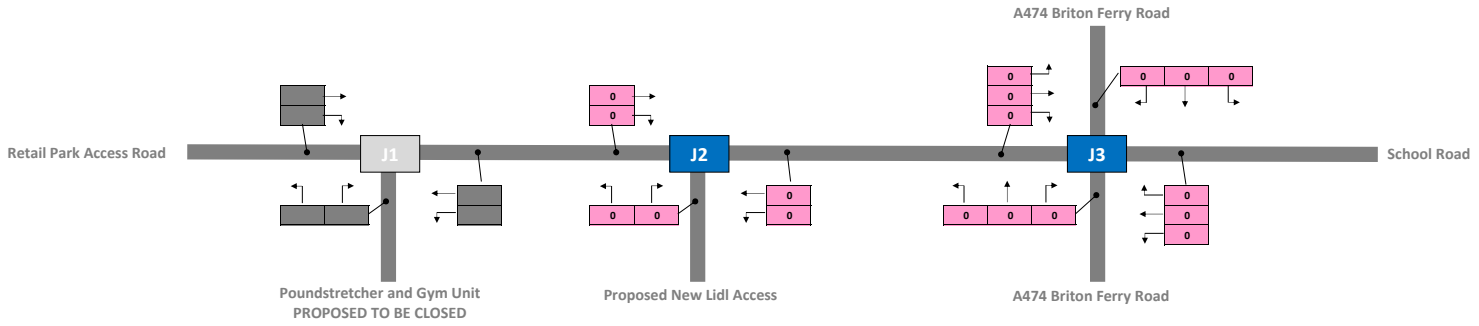
Weekday AM Peak Hour Period (11:00 to 12:00)



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



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



Notes:

x - Development Trip Change

June 2022

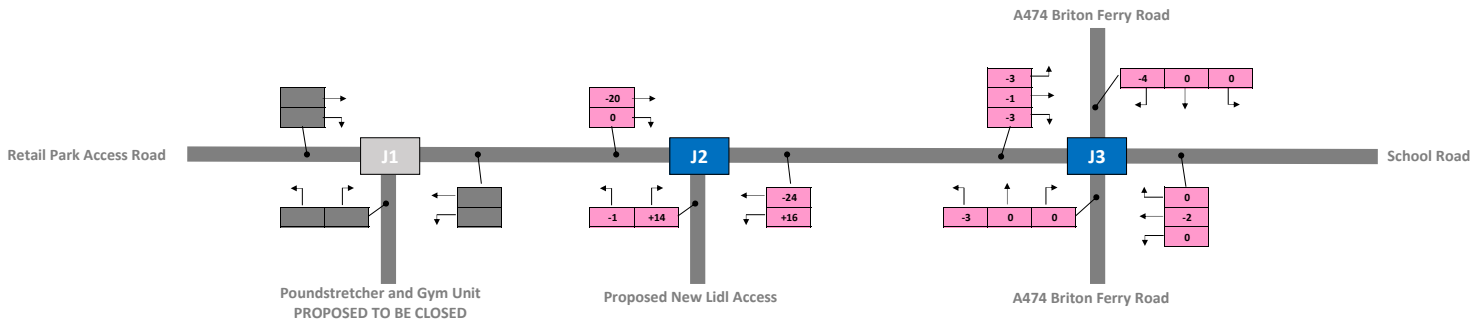
Diagram Ref No.21

21-00738 Briton Ferry Road, Lidl

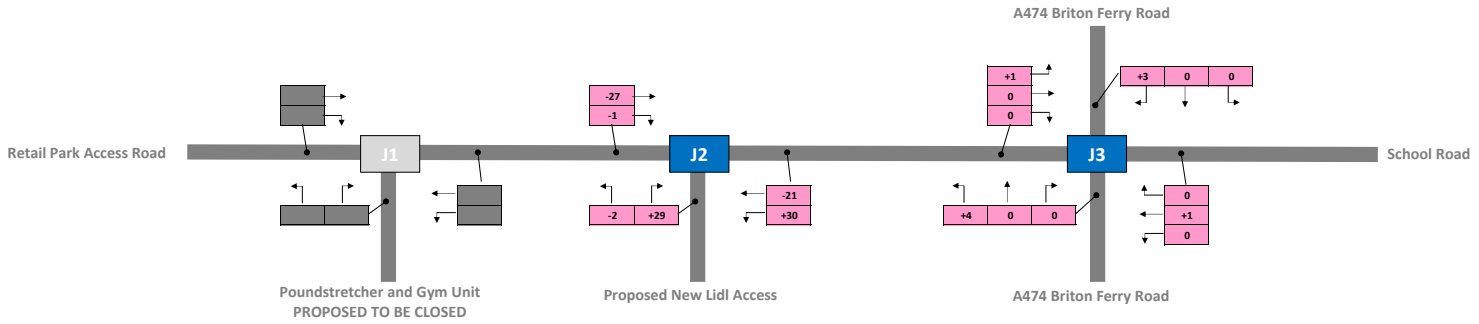
Proposed Site Re-Development Total Anticipated Trip Change - PCU's

CORUN
Transport and Highway Engineering

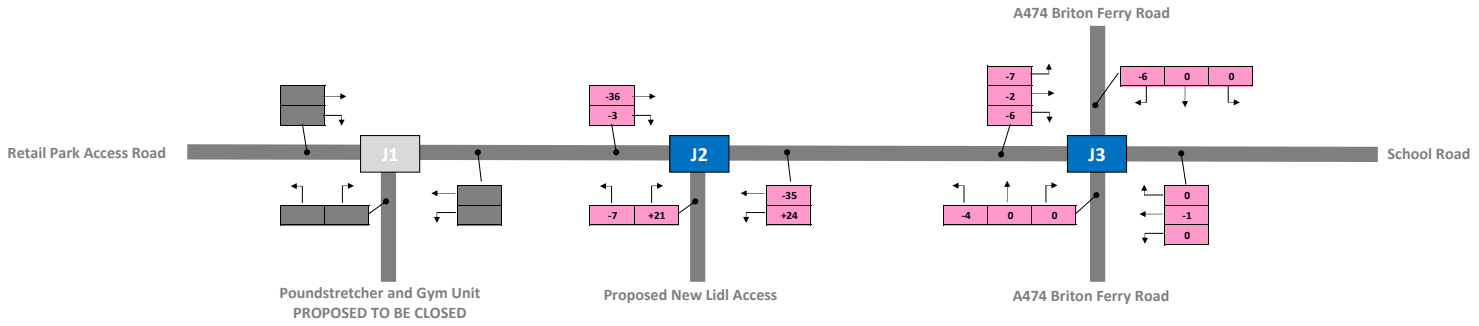
Weekday AM Peak Hour Period (11:00 to 12:00)



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



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



Notes:

x - Development Trip Change

June 2022

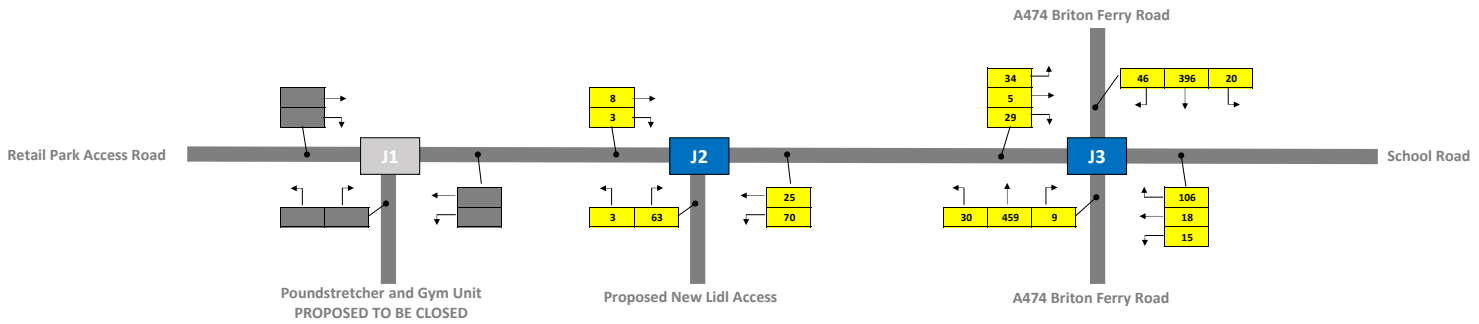
Diagram Ref No.22

21-00738 Briton Ferry Road, Lidl

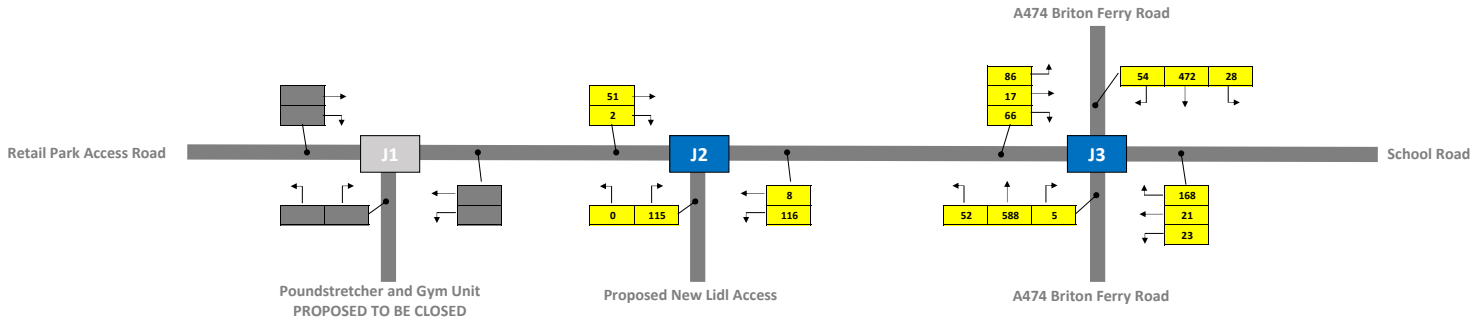
2023 Forecast Year, With Development - Light Vehicles

CORUN
Transport and Highway Engineering

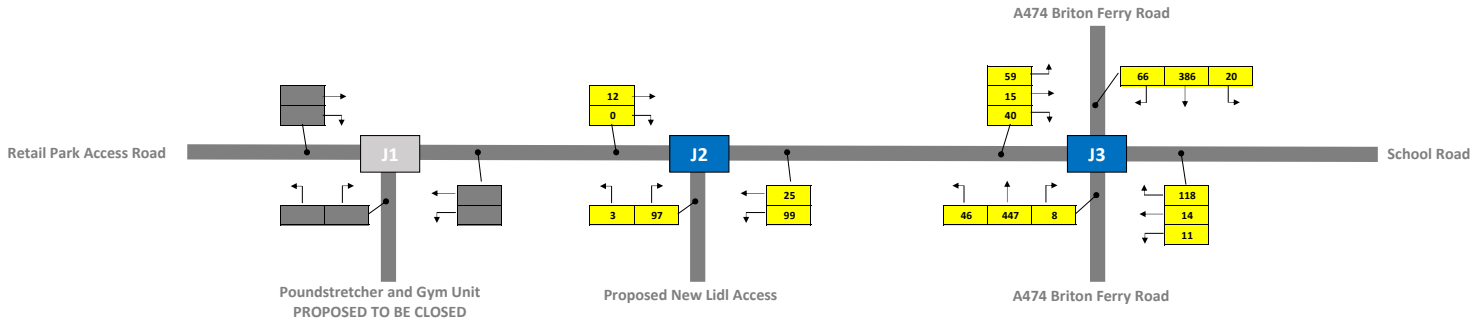
Weekday AM Peak Hour Period (11:00 to 12:00)



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



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



Notes:

X - Light Vehicles

June 2022

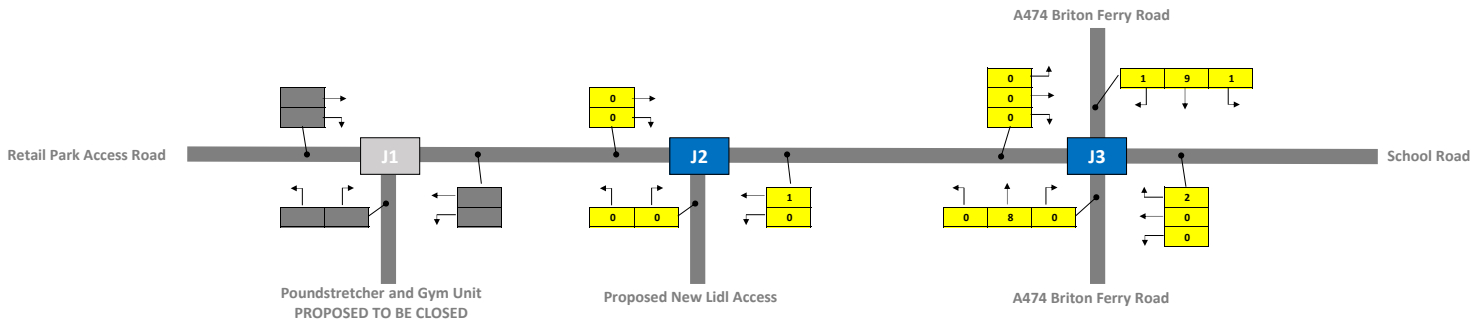
Diagram Ref No.23

21-00738 Briton Ferry Road, Lidl

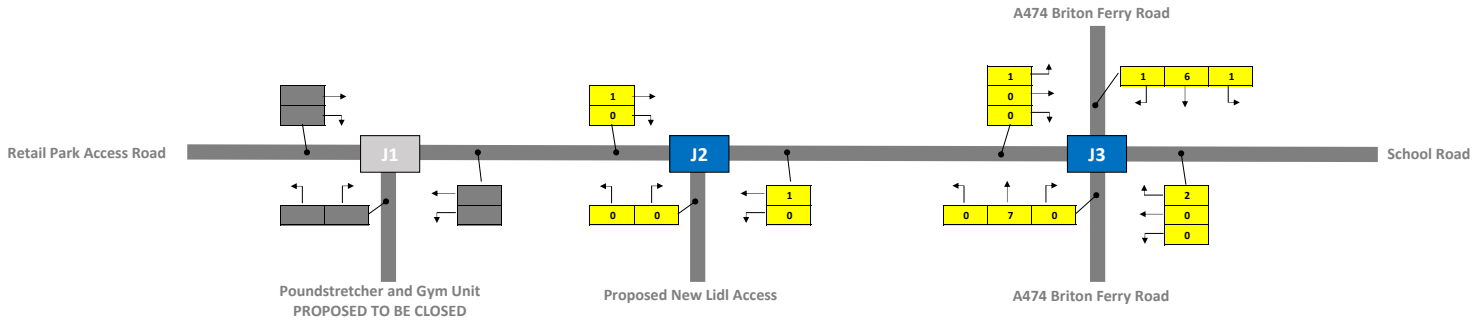
2023 Forecast Year, With Development - Heavy Vehicles

CORUN
Transport and Highway Engineering

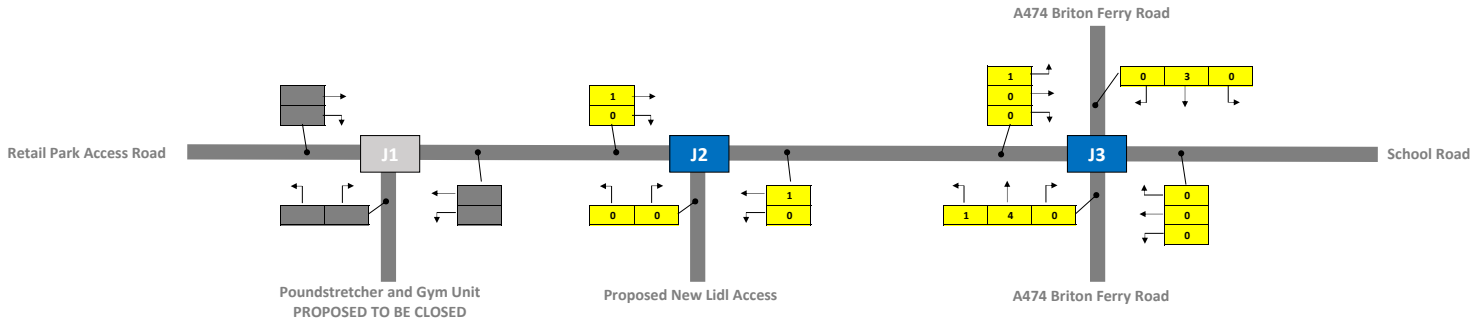
Weekday AM Peak Hour Period (11:00 to 12:00)



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



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



Notes:

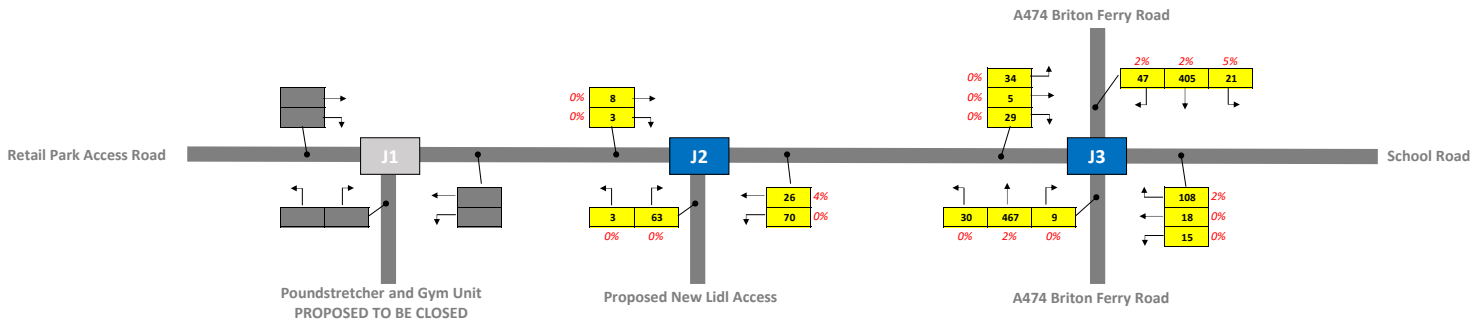
x - Heavy Vehicles

21-00738 Briton Ferry Road, Lidl

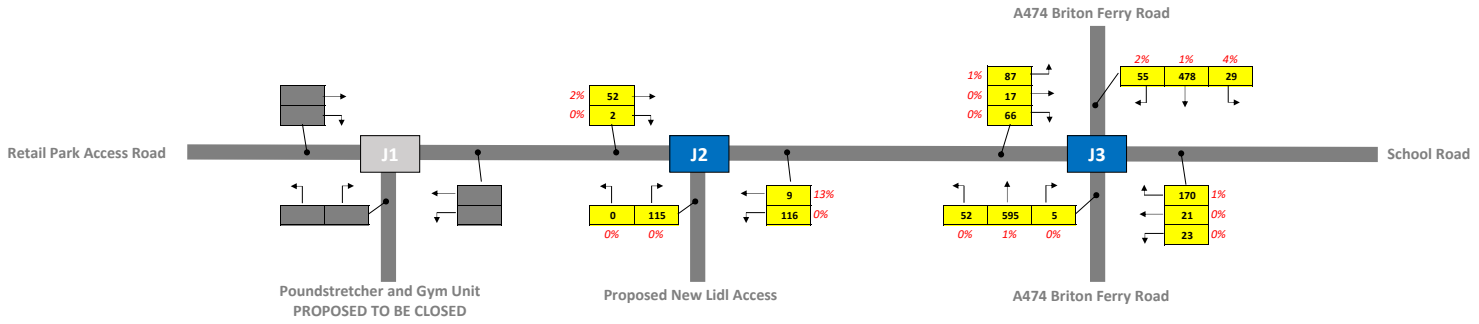
2023 Forecast Year, With Development - All Vehicles

CORUN
Transport and Highway Engineering

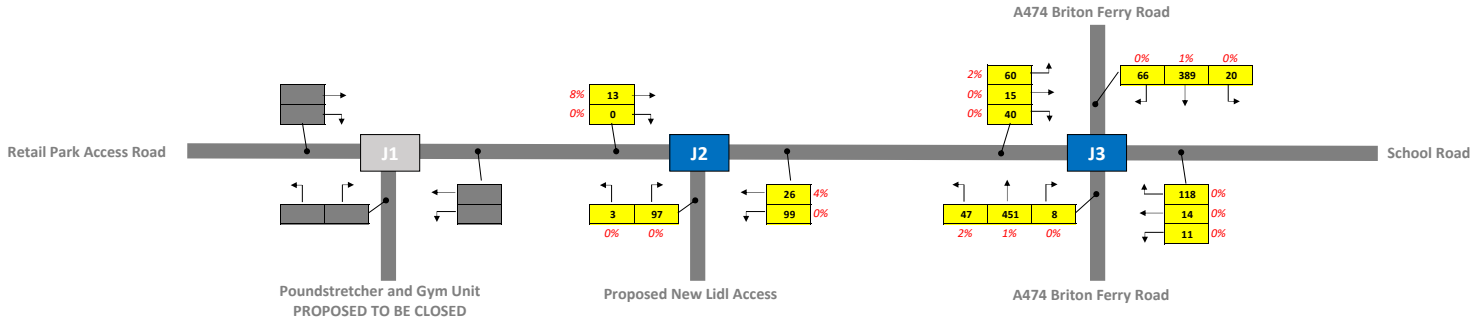
Weekday AM Peak Hour Period (11:00 to 12:00)



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



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



Notes:

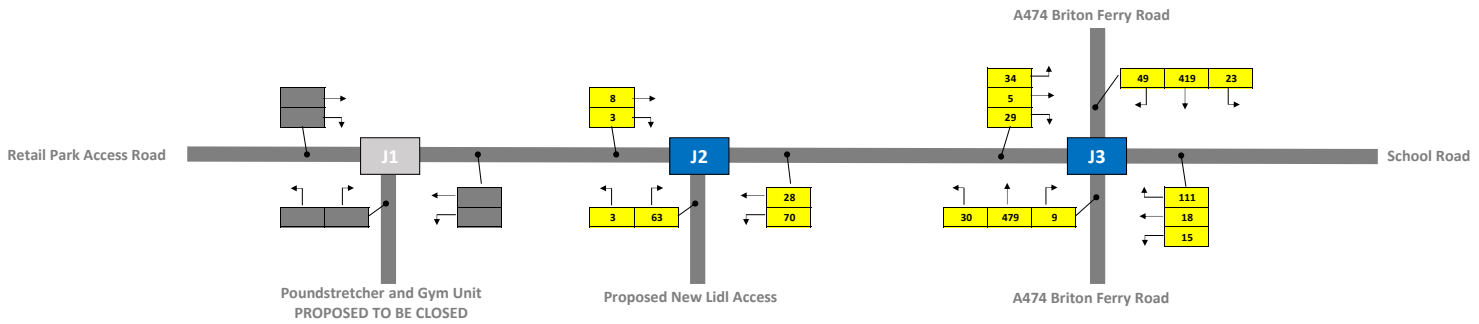
X - All Vehicles
X% - % Heavy Vehicles

21-00738 Briton Ferry Road, Lidl

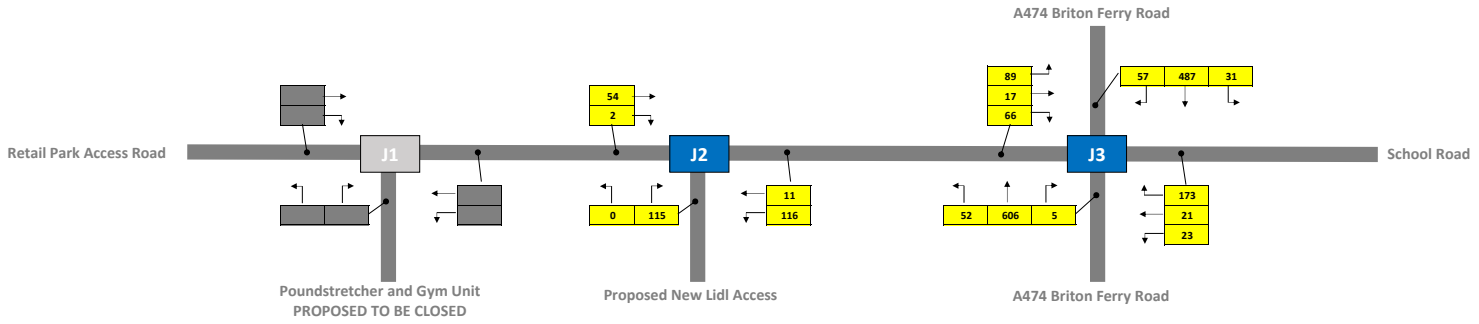
2023 Forecast Year, With Development - PCU's

CORUN
Transport and Highway Engineering

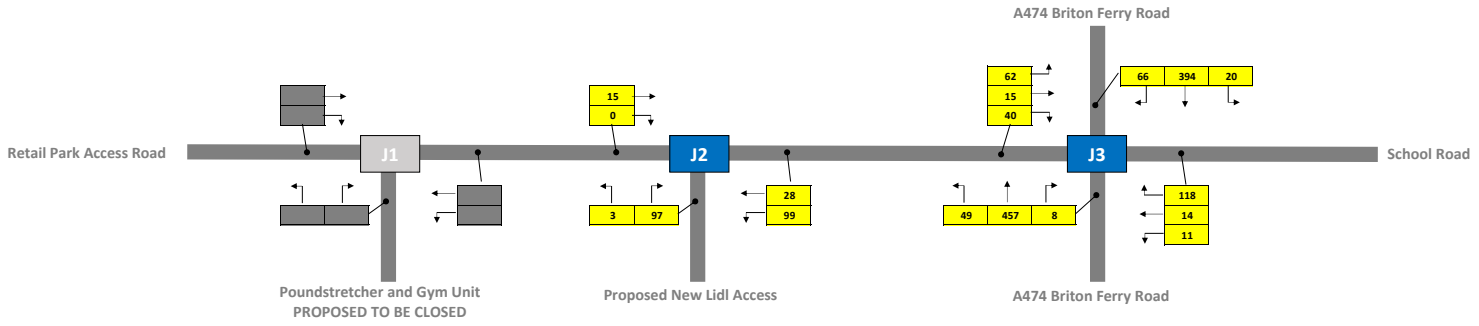
Weekday AM Peak Hour Period (11:00 to 12:00)



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



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



Notes:

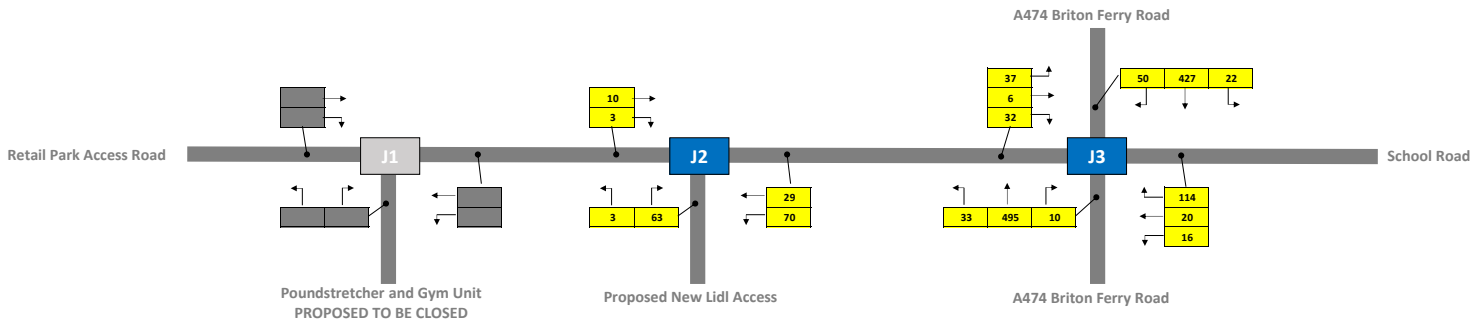
X - PCU

21-00738 Briton Ferry Road, Lidl

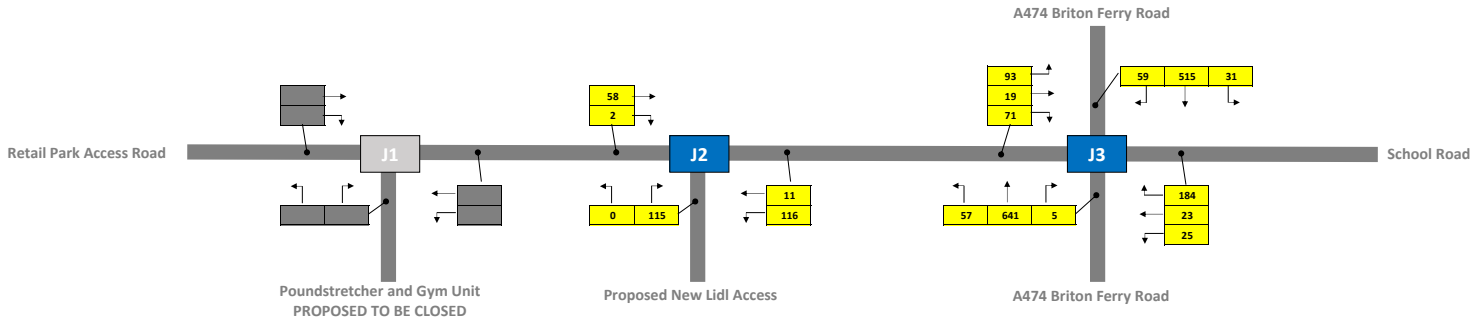
2033 Forecast Year, With Development - Light Vehicles

CORUN
Transport and Highway Engineering

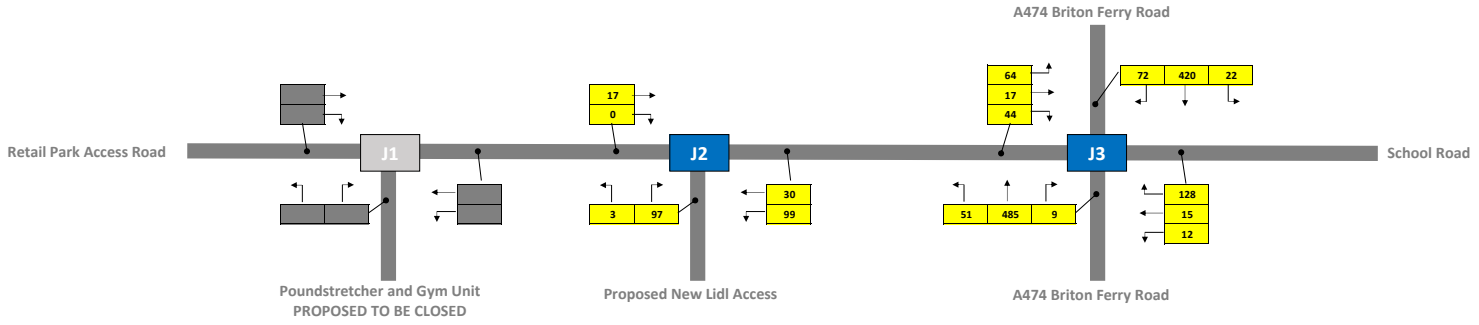
Weekday AM Peak Hour Period (11:00 to 12:00)



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



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



Notes:

x - Light Vehicles

June 2022

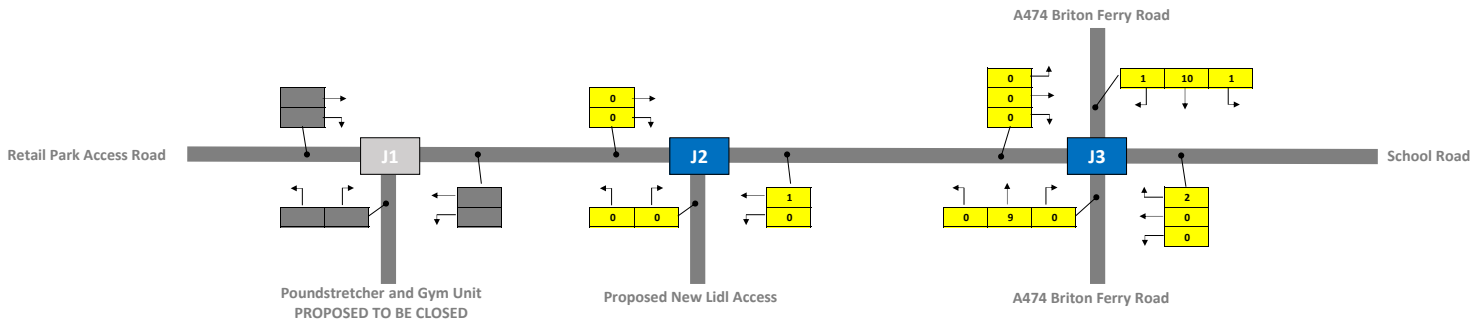
Diagram Ref No.27

21-00738 Briton Ferry Road, Lidl

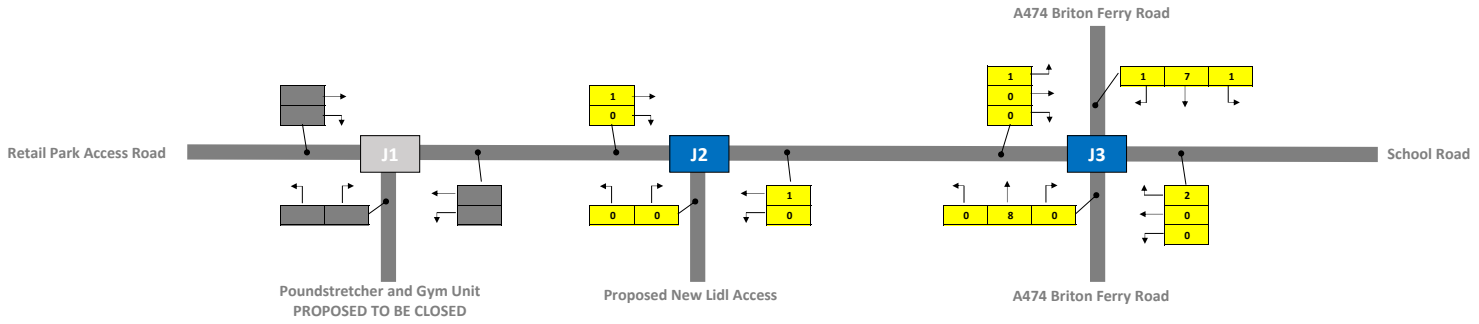
2033 Forecast Year, With Development - Heavy Vehicles

CORUN
Transport and Highway Engineering

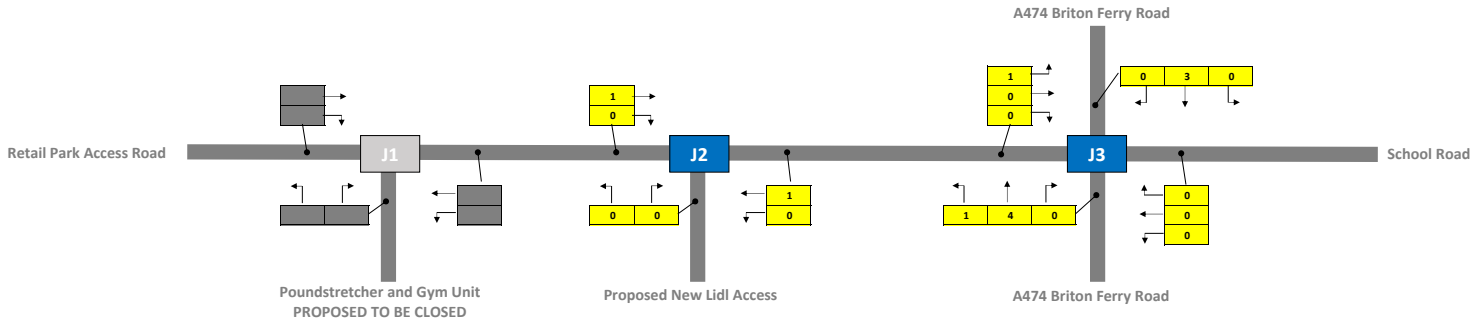
Weekday AM Peak Hour Period (11:00 to 12:00)



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



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



Notes:

X - Heavy Vehicles

June 2022

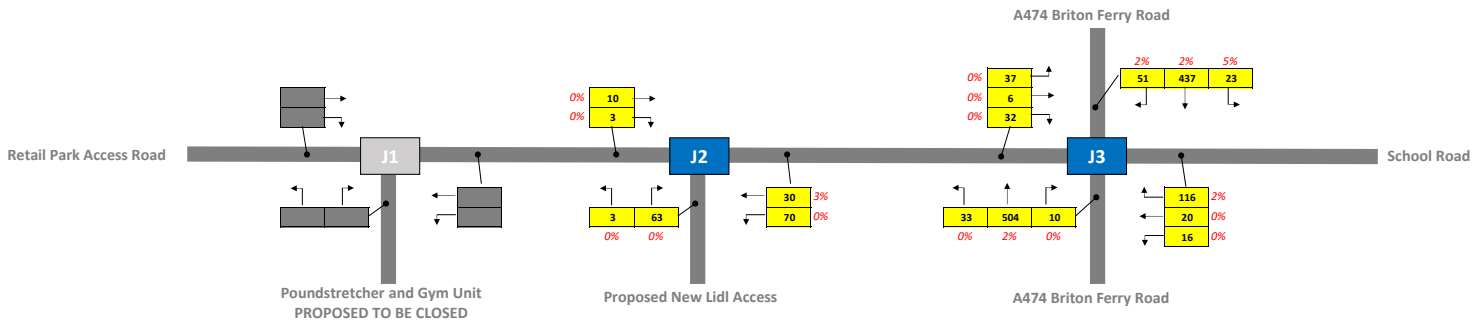
Diagram Ref No.28

21-00738 Briton Ferry Road, Lidl

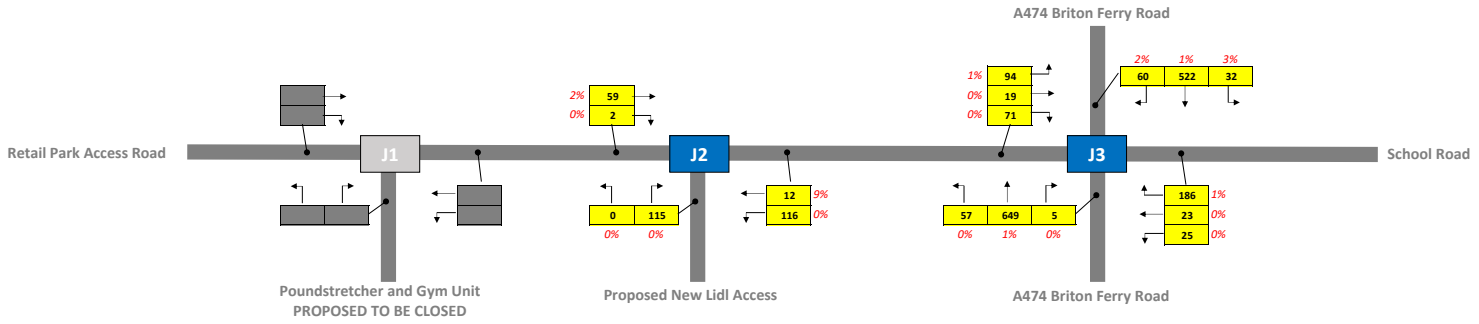
2033 Forecast Year, With Development - All Vehicles

CORUN
Transport and Highway Engineering

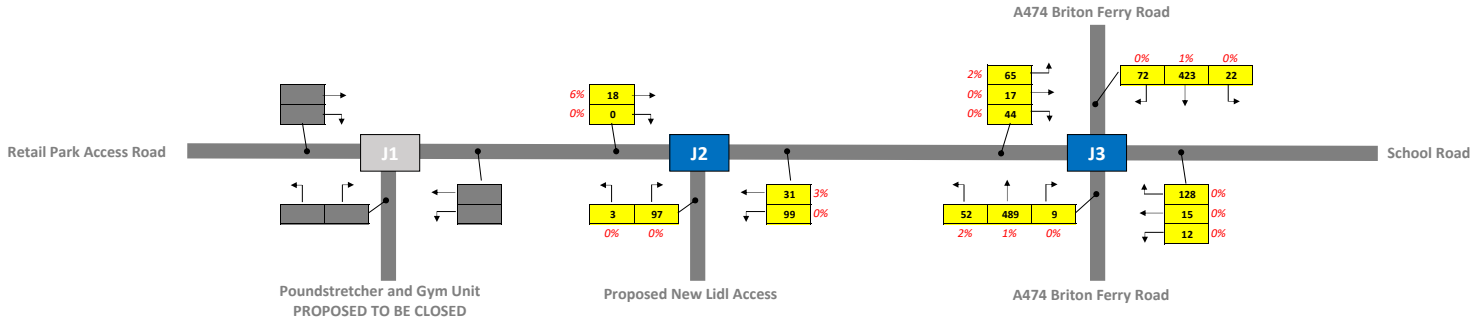
Weekday AM Peak Hour Period (11:00 to 12:00)



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



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



Notes:

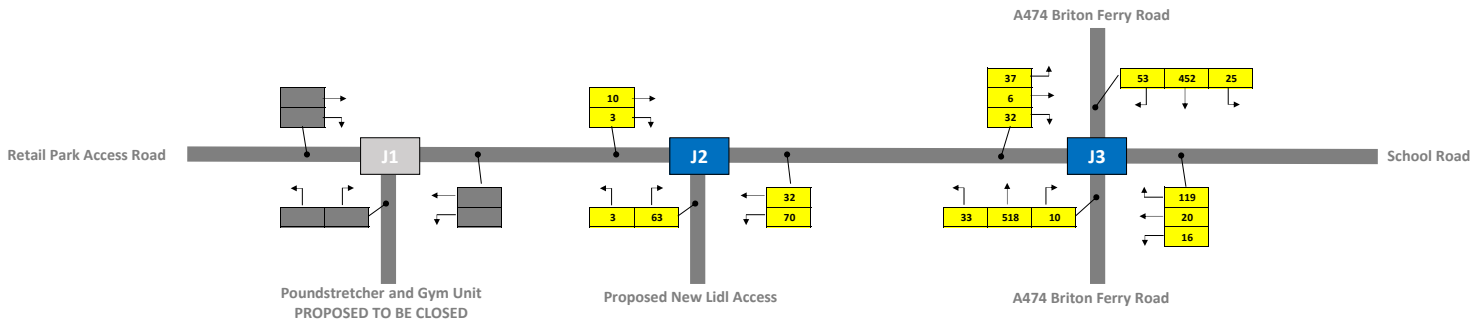
X - All Vehicles
X% - % Heavy Vehicles

21-00738 Briton Ferry Road, Lidl

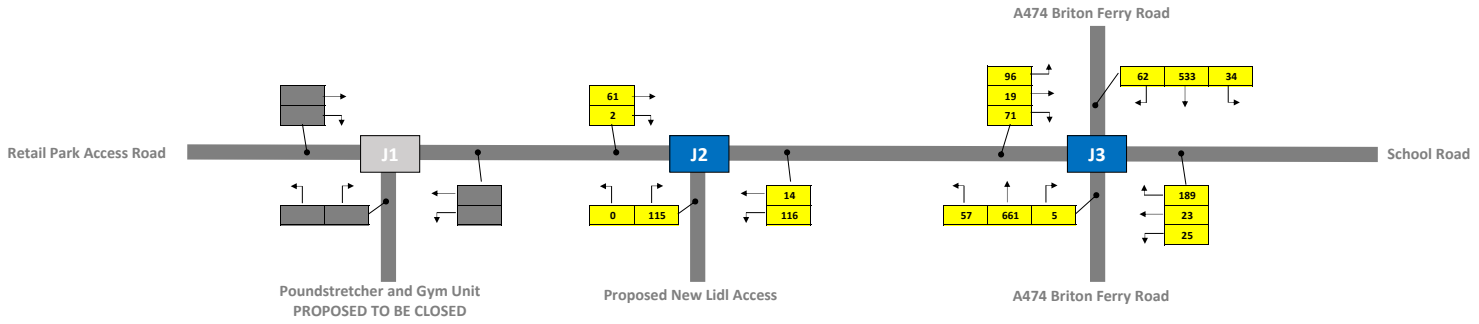
2033 Forecast Year, With Development - PCU's

CORUN
Transport and Highway Engineering

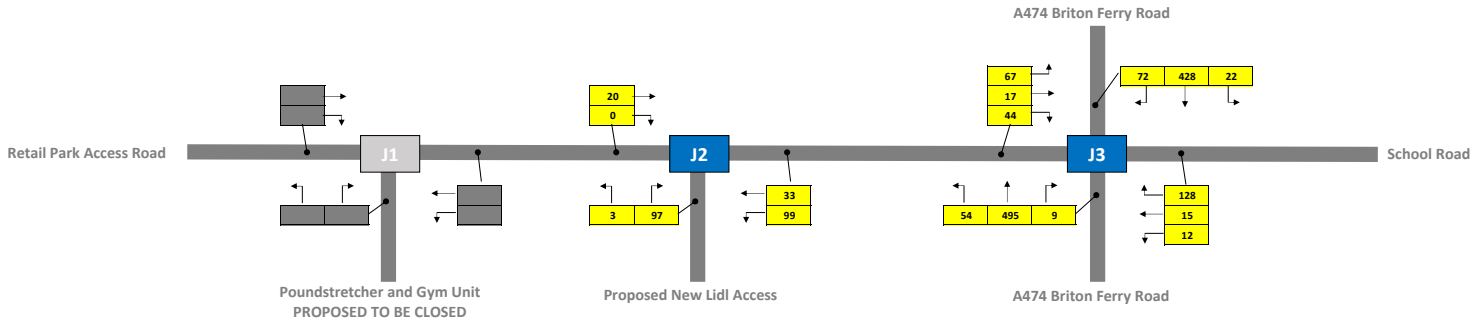
Weekday AM Peak Hour Period (11:00 to 12:00)



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



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



Notes:

X - PCU

Appendix E

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

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Proposed Site Access Junction.j9
Path: C:\Users\lloyd\Corun Associates Ltd\Communication site - Documents\21-00738 - Briton Ferry Road, Lidl\Capacity Analysis\PICADY
Report generation date: 13/06/2022 16:08:36

»2022 Surveyed Flows, AM
»2022 Surveyed Flows, PM
»2022 Surveyed Flows, Saturday
»2023 Without Development, AM
»2023 Without Development, PM
»2023 Without Development, Saturday
»2033 Without Development, AM
»2033 Without Development, PM
»2033 Without Development, Saturday
»2023 With Development, AM
»2023 With Development, PM
»2023 With Development, Saturday
»2033 With Development, AM
»2033 With Development, PM
»2033 With Development, Saturday

Summary of junction performance

	AM					PM					Saturday				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2022 Surveyed Flows														
Stream B-AC	D1	0.1	8.11	0.12	A	D2	0.2	9.14	0.20	A	D3	0.2	8.88	0.19	A
Stream C-AB		0.0	6.06	0.01	A		0.0	5.82	0.01	A		0.0	5.98	0.00	A
	2023 Without Development														
Stream B-AC	D4	0.1	8.11	0.12	A	D5	0.2	9.14	0.20	A	D6	0.2	8.89	0.19	A
Stream C-AB		0.0	6.06	0.01	A		0.0	5.82	0.01	A		0.0	5.98	0.00	A
	2033 Without Development														
Stream B-AC	D7	0.1	8.13	0.12	A	D8	0.2	9.18	0.20	A	D9	0.2	8.93	0.19	A
Stream C-AB		0.0	6.06	0.01	A		0.0	5.78	0.01	A		0.0	5.96	0.00	A
	2023 With Development														
Stream B-AC	D10	0.2	8.31	0.14	A	D11	0.3	9.79	0.26	A	D12	0.3	9.19	0.22	A
Stream C-AB		0.0	6.20	0.01	A		0.0	5.95	0.00	A		0.0	0.00	0.00	A
	2033 With Development														
Stream B-AC	D13	0.2	8.33	0.14	A	D14	0.3	9.83	0.26	A	D15	0.3	9.24	0.22	A
Stream C-AB		0.0	6.19	0.01	A		0.0	5.92	0.00	A		0.0	0.00	0.00	A

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

File summary

File Description

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

Units

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

Analysis Options

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

Demand Set Summary

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

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Surveyed Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

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

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

Minor Arm Geometry

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

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

08:15 - 08:30

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

08:30 - 08:45

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

08:45 - 09:00

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

09:00 - 09:15

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

09:15 - 09:30

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

09:30 - 09:45

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

2022 Surveyed Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

14:45 - 15:00

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

15:00 - 15:15

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

15:15 - 15:30

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

15:30 - 15:45

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

15:45 - 16:00

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

16:00 - 16:15

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

2022 Surveyed Flows, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

11:30 - 11:45

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

11:45 - 12:00

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

12:00 - 12:15

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

12:15 - 12:30

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

12:30 - 12:45

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

12:45 - 13:00

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

2023 Without Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

08:15 - 08:30

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

08:30 - 08:45

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

08:45 - 09:00

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

09:00 - 09:15

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

09:15 - 09:30

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

09:30 - 09:45

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

2023 Without Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

14:45 - 15:00

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

15:00 - 15:15

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

15:15 - 15:30

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

15:30 - 15:45

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

15:45 - 16:00

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

16:00 - 16:15

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

2023 Without Development, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

11:30 - 11:45

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

11:45 - 12:00

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

12:00 - 12:15

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

12:15 - 12:30

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

12:30 - 12:45

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

12:45 - 13:00

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

2033 Without Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	54	54
	B	49	0	4
	C	30	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

08:15 - 08:30

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

08:30 - 08:45

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

08:45 - 09:00

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

09:00 - 09:15

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

09:15 - 09:30

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

09:30 - 09:45

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

2033 Without Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

14:45 - 15:00

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

15:00 - 15:15

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

15:15 - 15:30

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

15:30 - 15:45

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

15:45 - 16:00

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

16:00 - 16:15

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

2033 Without Development, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

11:30 - 11:45

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

11:45 - 12:00

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

12:00 - 12:15

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

12:15 - 12:30

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

12:30 - 12:45

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

12:45 - 13:00

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

2023 With Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

08:15 - 08:30

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

08:30 - 08:45

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

08:45 - 09:00

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

09:00 - 09:15

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

09:15 - 09:30

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

09:30 - 09:45

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

2023 With Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

14:45 - 15:00

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

15:00 - 15:15

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

15:15 - 15:30

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

15:30 - 15:45

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

15:45 - 16:00

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

16:00 - 16:15

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

2023 With Development, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

11:30 - 11:45

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

11:45 - 12:00

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

12:00 - 12:15

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

12:15 - 12:30

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

12:30 - 12:45

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

12:45 - 13:00

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

2033 With Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

08:15 - 08:30

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

08:30 - 08:45

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

08:45 - 09:00

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

09:00 - 09:15

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

09:15 - 09:30

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

09:30 - 09:45

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

2033 With Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

14:45 - 15:00

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

15:00 - 15:15

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

15:15 - 15:30

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

15:30 - 15:45

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

15:45 - 16:00

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

16:00 - 16:15

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

2033 With Development, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

11:30 - 11:45

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

11:45 - 12:00

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

12:00 - 12:15

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

12:15 - 12:30

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

12:30 - 12:45

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

12:45 - 13:00

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

Appendix F

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

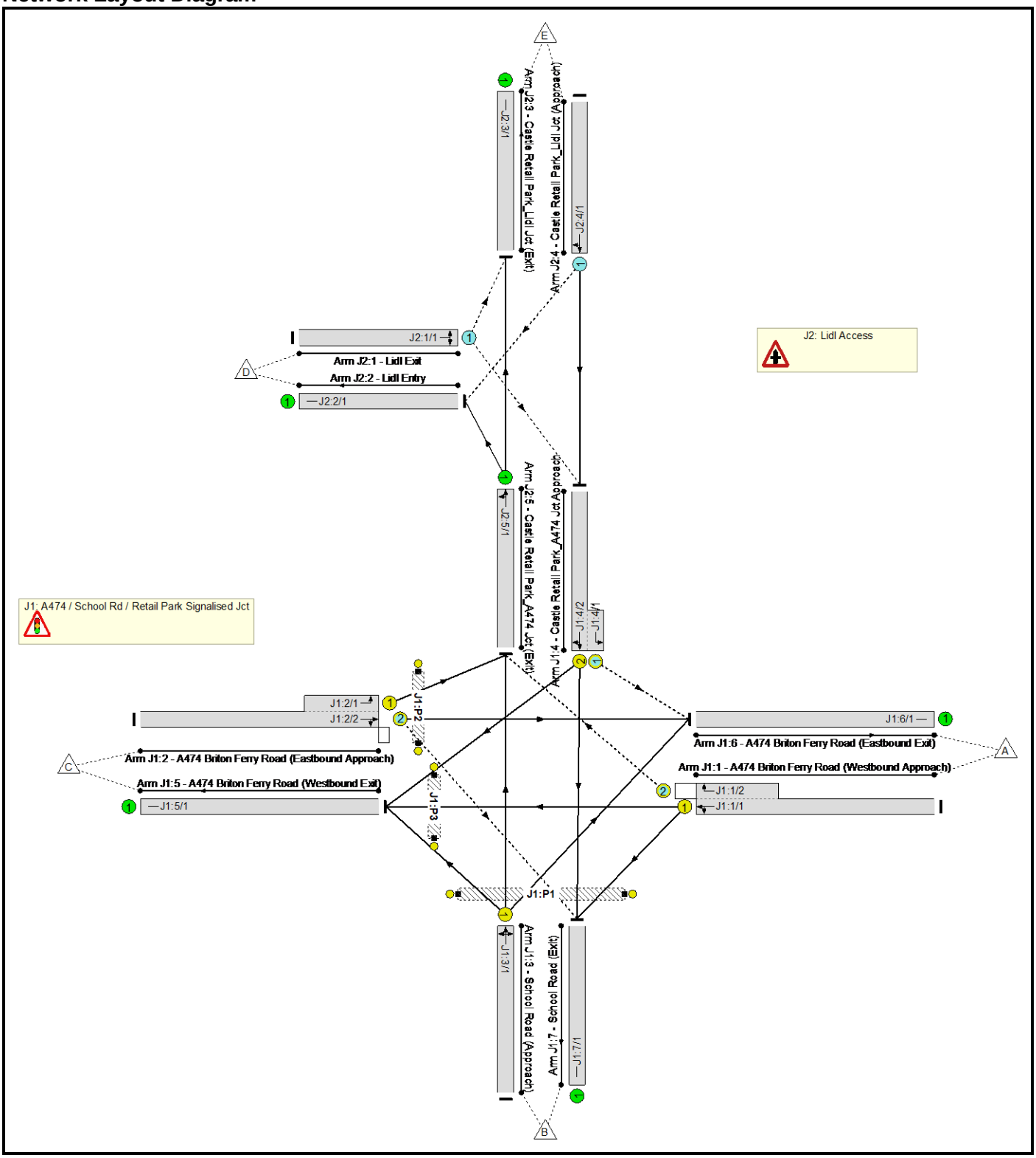
Full Input Data And Results

User and Project Details

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

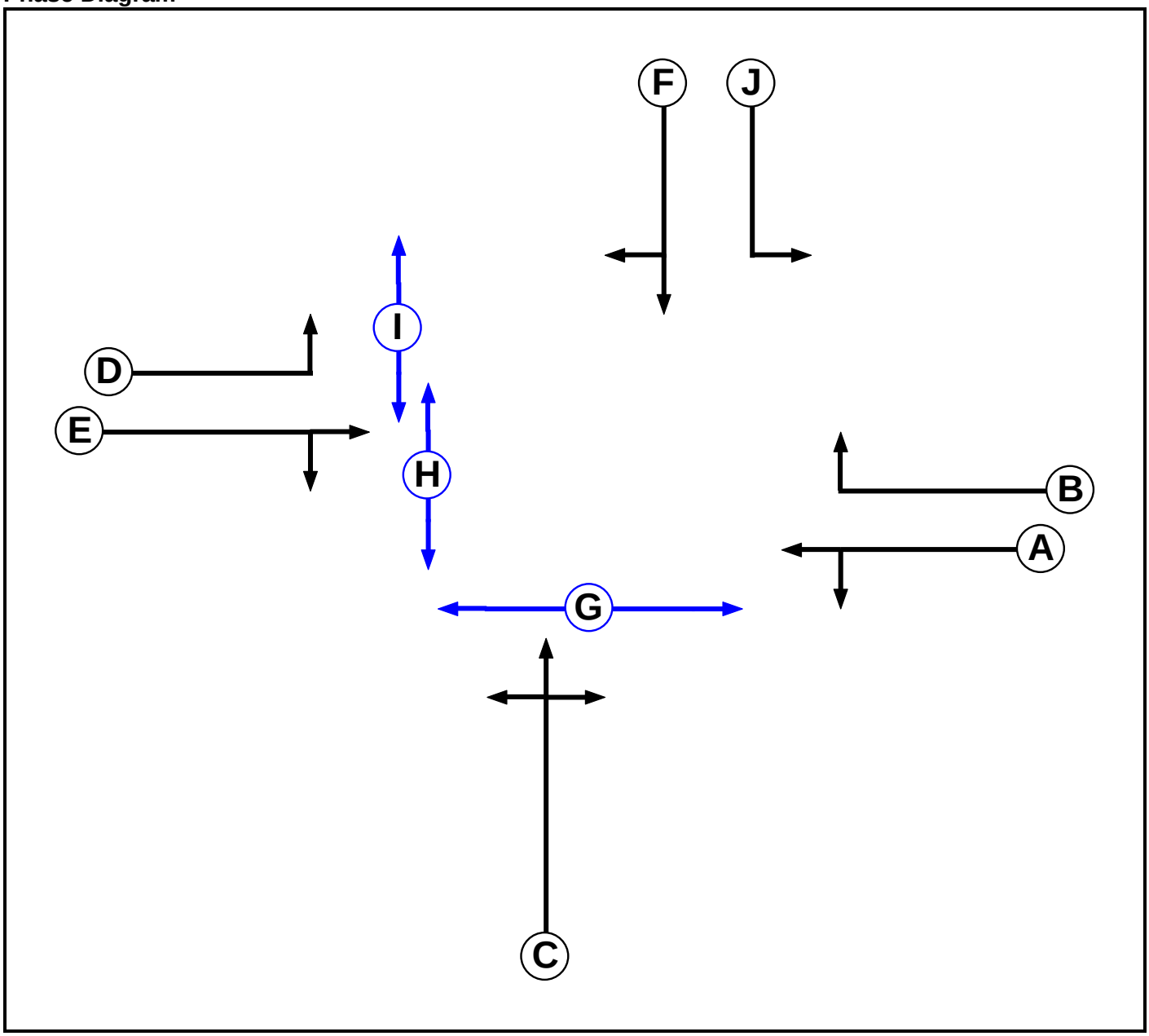
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

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

Full Input Data And Results

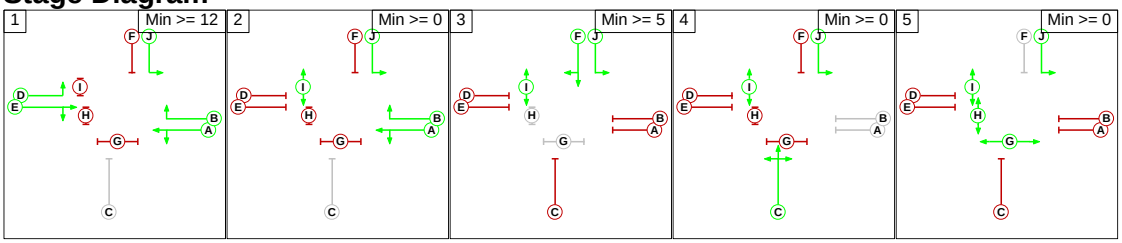
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

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

Full Input Data And Results

Give-Way Lane Input Data

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

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

Full Input Data And Results

Lane Input Data

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

Full Input Data And Results

Junction: J2: Lidl Access

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

Traffic Flow Groups

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

Traffic Flows, Desired

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

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

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

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

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

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

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

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

Full Input Data And Results

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

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

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

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

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

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

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

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

Full Input Data And Results

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

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

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

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

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

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

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

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

Full Input Data And Results

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

Desired Flow :

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

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

Desired Flow :

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

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

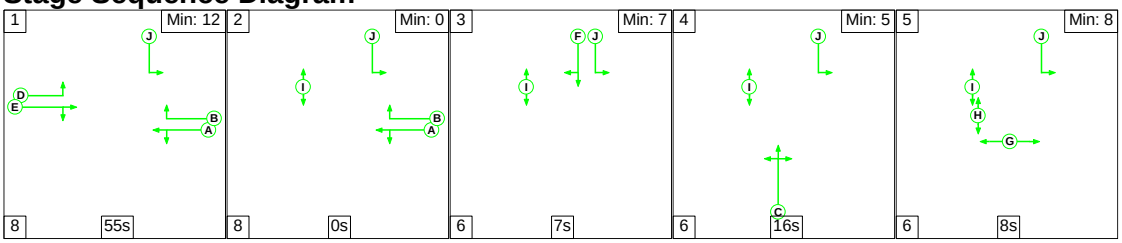
Desired Flow :

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

Full Input Data And Results

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

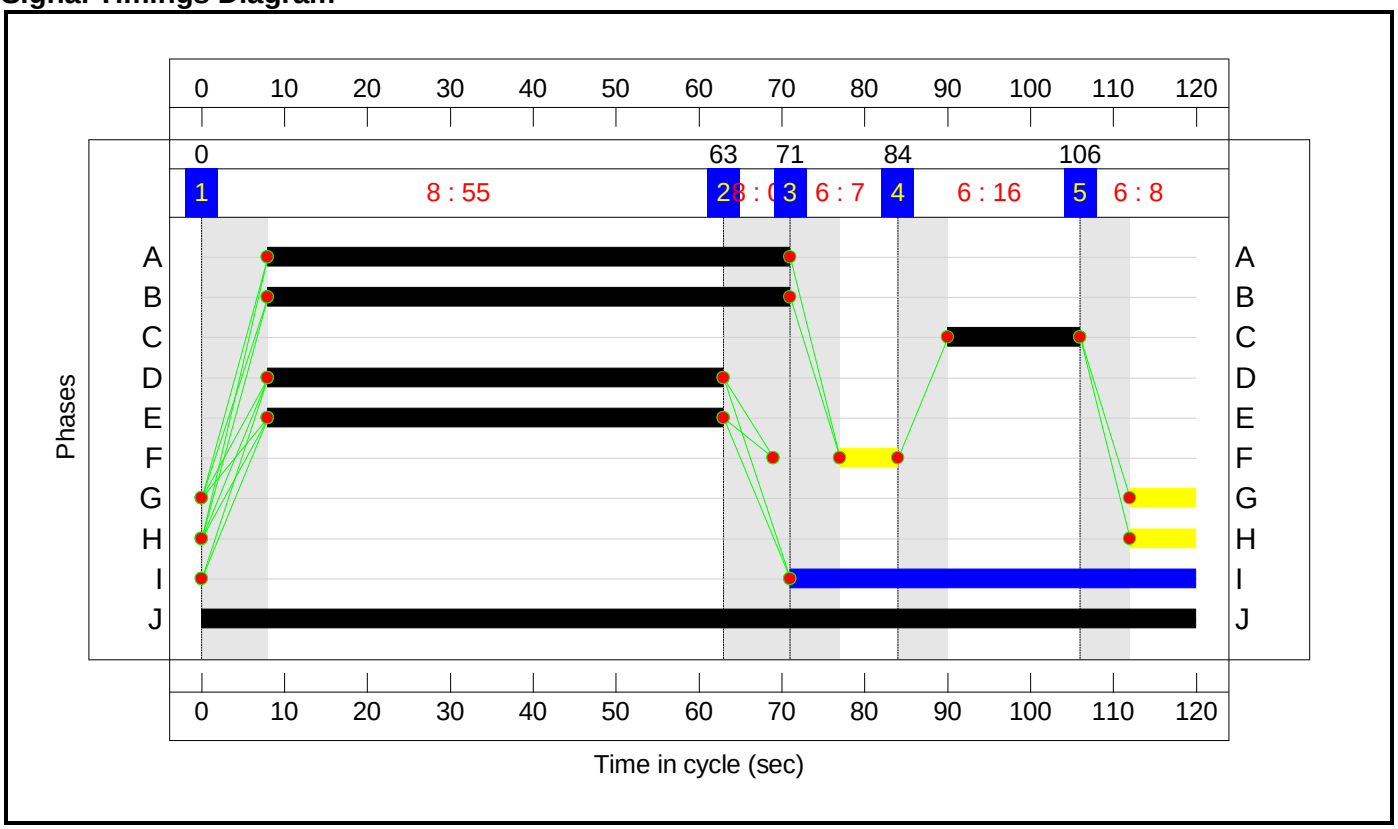
Stage Sequence Diagram



Stage Timings

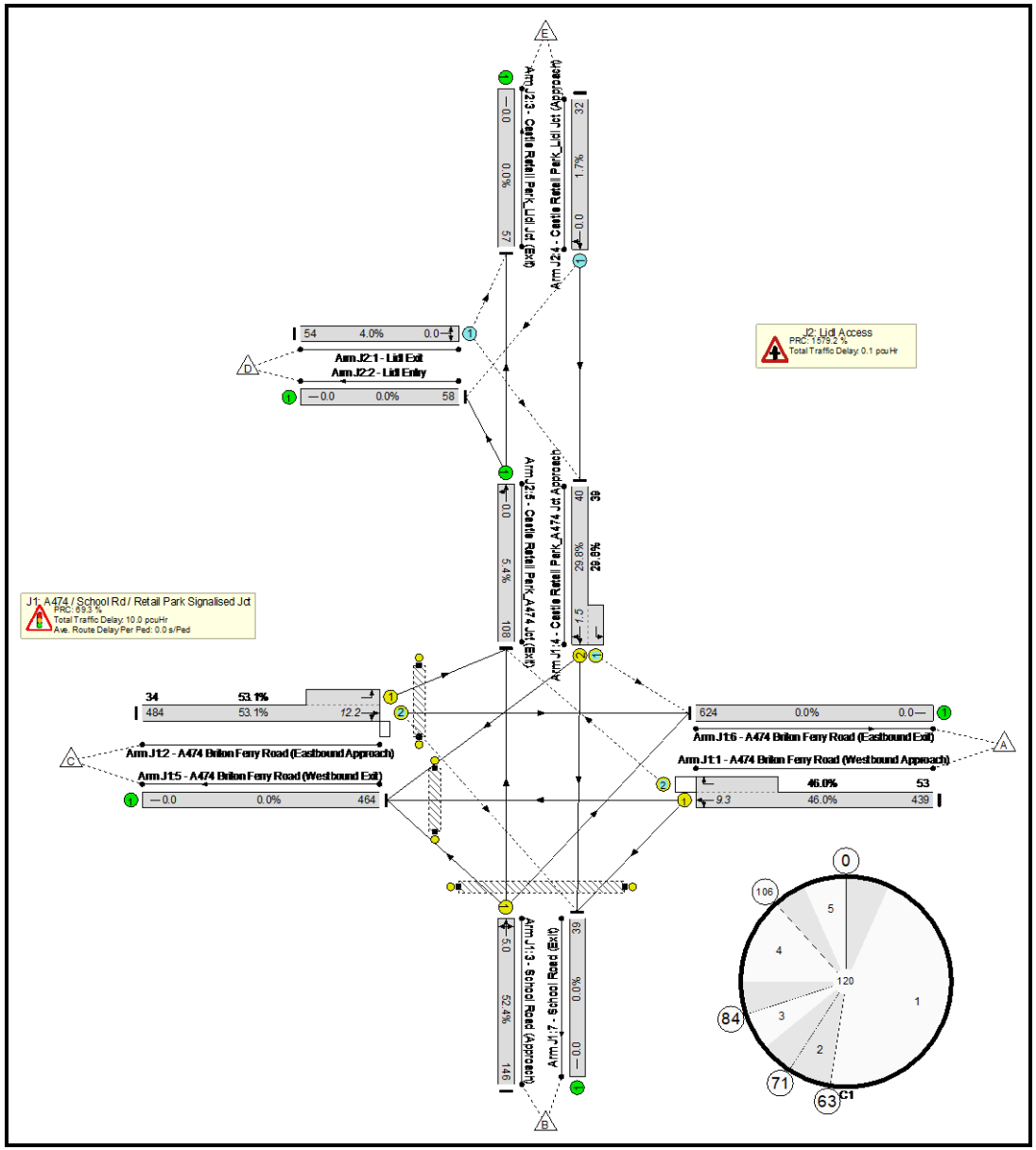
Stage	1	2	3	4	5
Duration	55	0	7	16	8
Change Point	0	63	71	84	106

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	32	2015	1930	1.7%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	108	2015	2015	5.4%

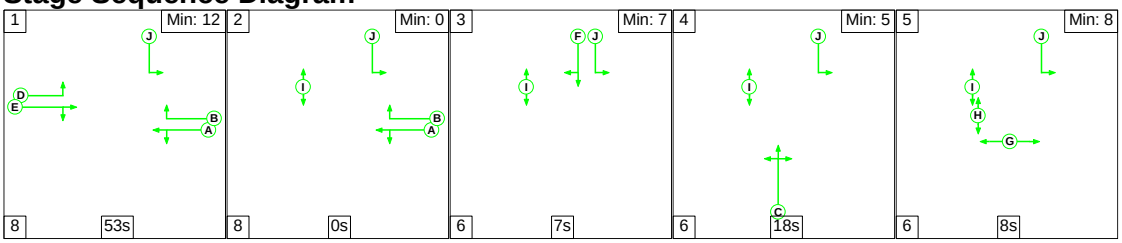
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**139**	**18**	**1**	**8.0**	**1.8**	**0.2**	**10.0**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**82**	**18**	**1**	**8.0**	**1.7**	**0.2**	**10.0**	**-**	**-**	**-**	**-**
1/1+1/2	492	492	49	3	1	2.3	0.4	0.2	2.9	21.0	8.9	0.4	9.3
2/2+2/1	518	518	9	0	0	3.2	0.6	0.0	3.8	26.2	11.6	0.6	12.2
3/1	146	146	-	-	-	1.9	0.5	-	2.5	61.2	4.5	0.5	5.0
4/2+4/1	79	79	24	15	0	0.6	0.2	-	0.8	37.7	1.3	0.2	1.5
5/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**57**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	54	54	54	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
2/1	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	57	57	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	32	32	3	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	108	108	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

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

Full Input Data And Results

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

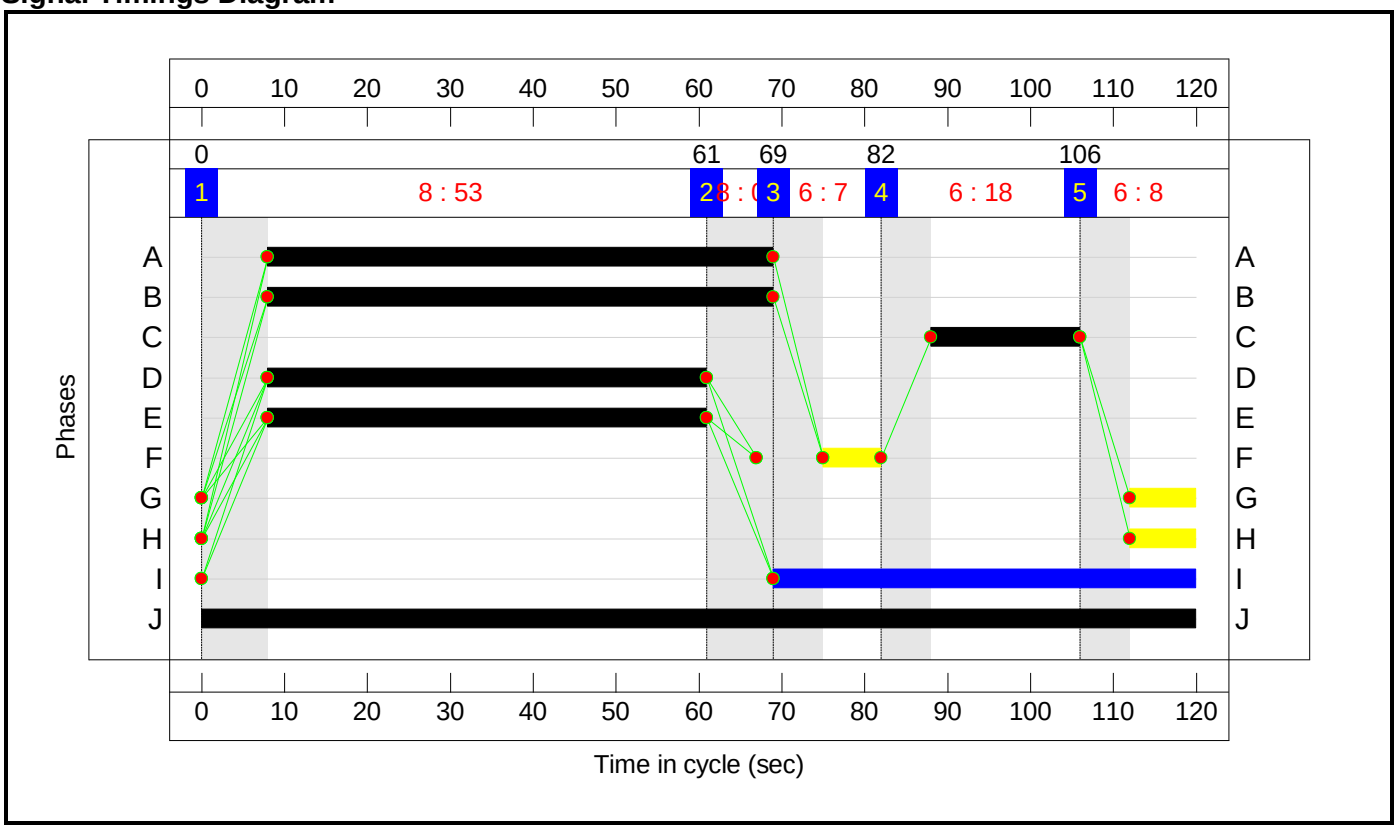
Stage Sequence Diagram



Stage Timings

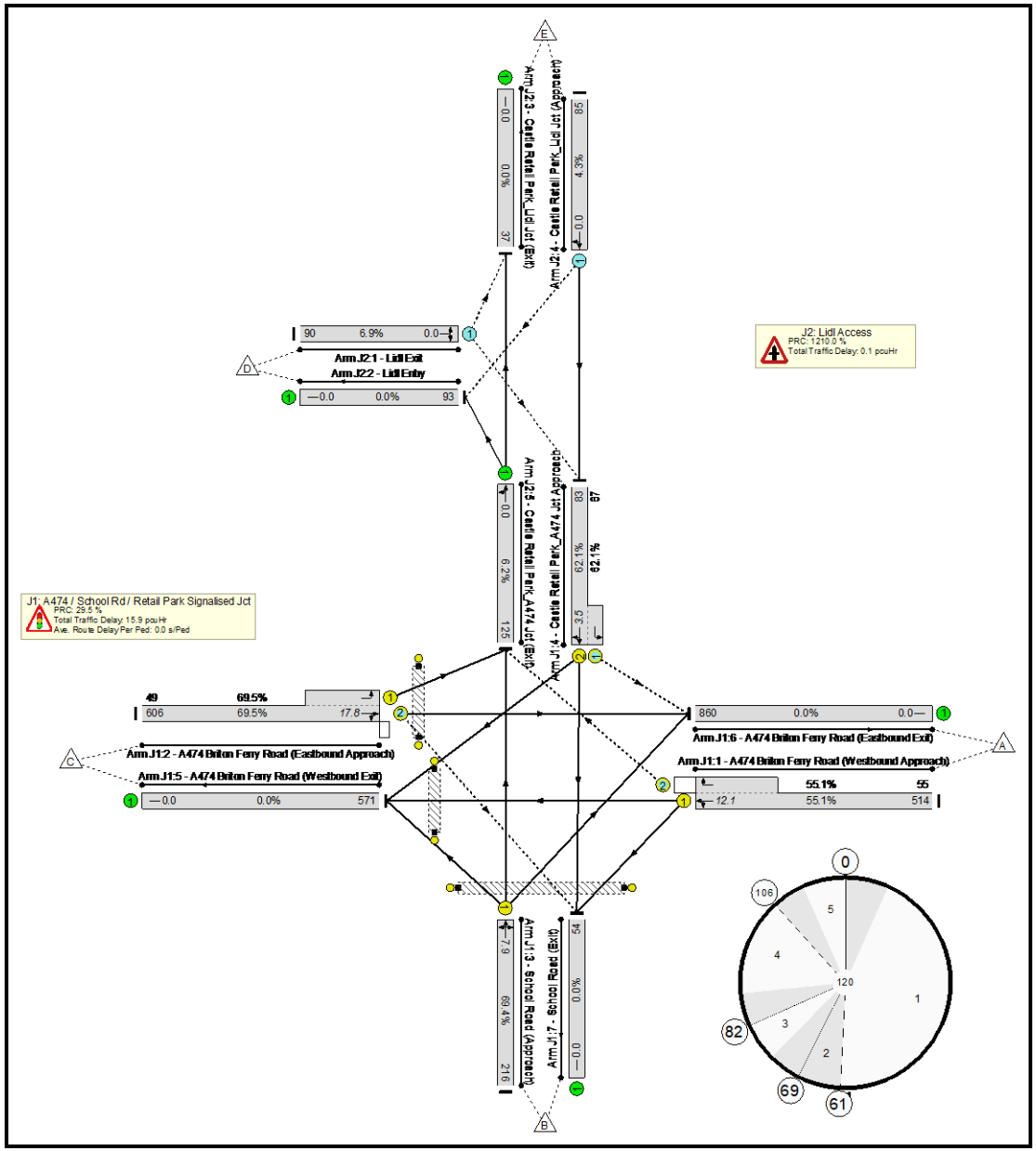
Stage	1	2	3	4	5
Duration	53	0	7	18	8
Change Point	0	61	69	82	106

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	85	2015	1984	4.3%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	125	2015	2015	6.2%

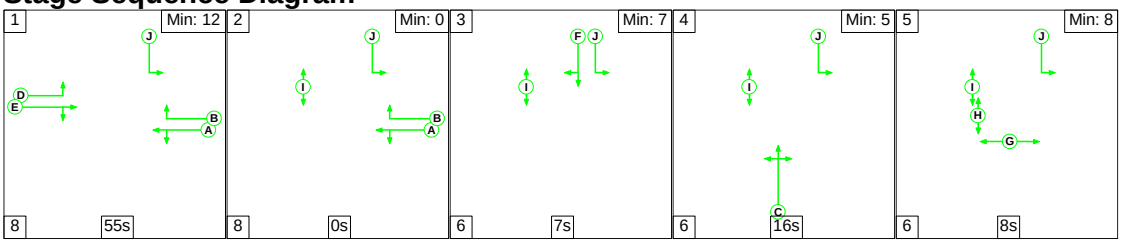
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**202**	**37**	**1**	**11.9**	**3.8**	**0.3**	**16.0**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**109**	**37**	**1**	**11.9**	**3.7**	**0.3**	**15.9**	**-**	**-**	**-**	**-**
1/1+1/2	569	569	51	3	1	3.0	0.6	0.3	3.9	24.5	11.5	0.6	12.1
2/2+2/1	655	655	5	0	0	4.7	1.1	0.0	5.8	32.1	16.7	1.1	17.8
3/1	216	216	-	-	-	2.9	1.1	-	4.0	66.3	6.8	1.1	7.9
4/2+4/1	170	170	53	34	0	1.4	0.8	-	2.2	46.1	2.7	0.8	3.5
5/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	860	860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	54	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**93**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	90	90	90	0	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
2/1	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	37	37	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	85	85	3	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	125	125	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 29.5 Total Delay for Signalled Lanes (pcuHr): 15.86 Cycle Time (s): 120
PRC Over All Lanes (%): 29.5 Total Delay Over All Lanes(pcuHr): 15.95

Full Input Data And Results

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

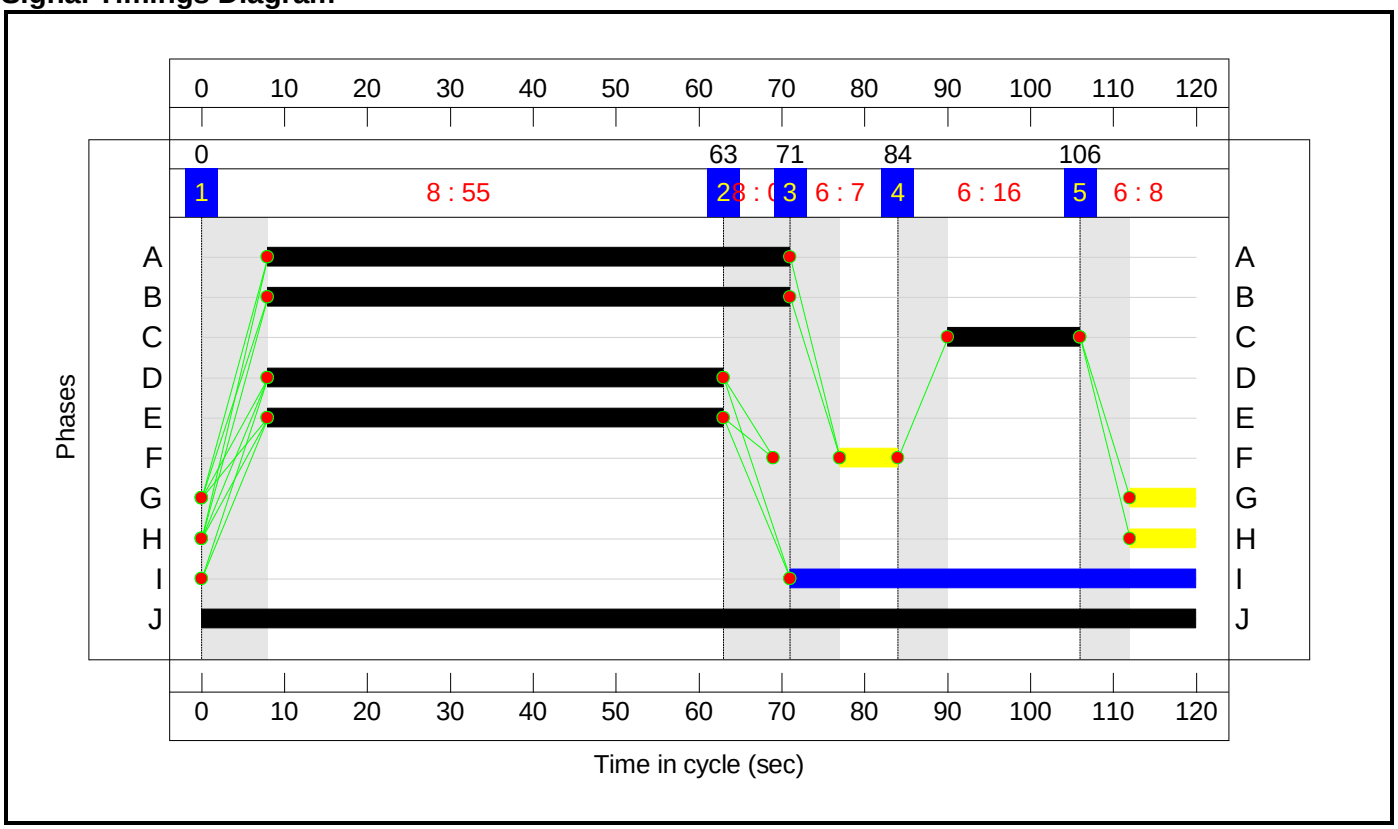
Stage Sequence Diagram



Stage Timings

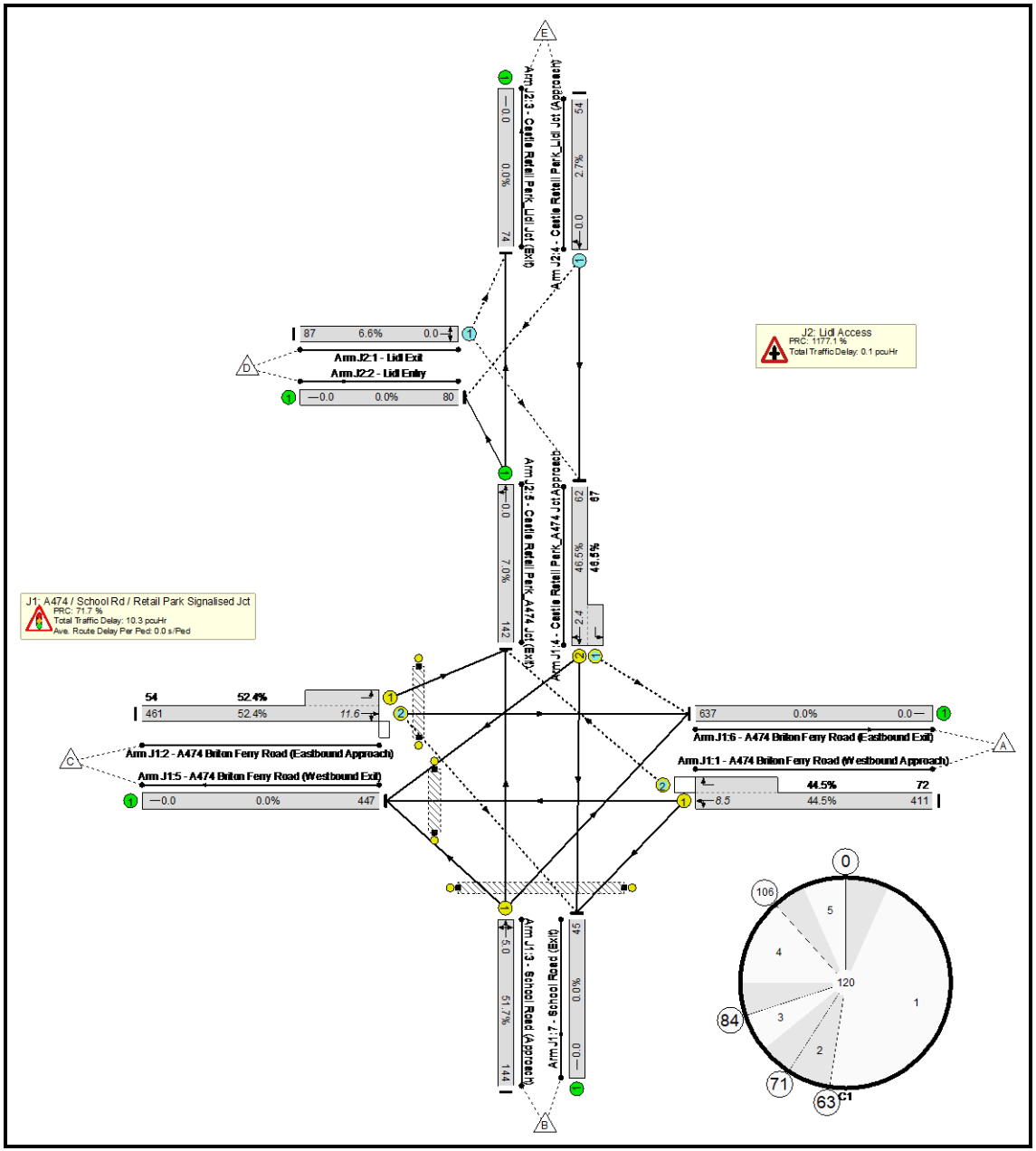
Stage	1	2	3	4	5
Duration	55	0	7	16	8
Change Point	0	63	71	84	106

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	54	2015	1979	2.7%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	142	2015	2015	7.0%

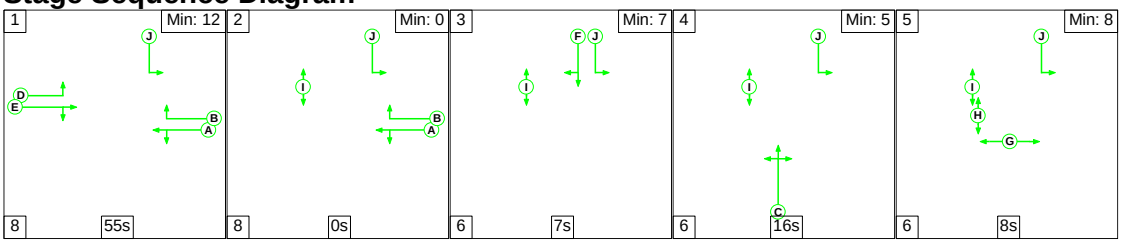
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**205**	**30**	**1**	**8.2**	**2.0**	**0.3**	**10.4**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**116**	**30**	**1**	**8.2**	**1.9**	**0.3**	**10.3**	**-**	**-**	**-**	**-**
1/1+1/2	483	483	67	4	1	2.2	0.4	0.2	2.8	21.0	8.1	0.4	8.5
2/2+2/1	515	515	8	0	0	3.1	0.5	0.0	3.7	25.7	11.1	0.5	11.6
3/1	144	144	-	-	-	1.9	0.5	-	2.4	61.0	4.4	0.5	5.0
4/2+4/1	129	129	41	26	0	1.0	0.4	-	1.4	39.0	2.0	0.4	2.4
5/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**89**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	87	87	87	0	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
2/1	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	74	74	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	54	54	2	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	142	142	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 71.7 Total Delay for Signalled Lanes (pcuHr): 10.34 Cycle Time (s): 120
PRC Over All Lanes (%): 71.7 Total Delay Over All Lanes(pcuHr): 10.42

Full Input Data And Results

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

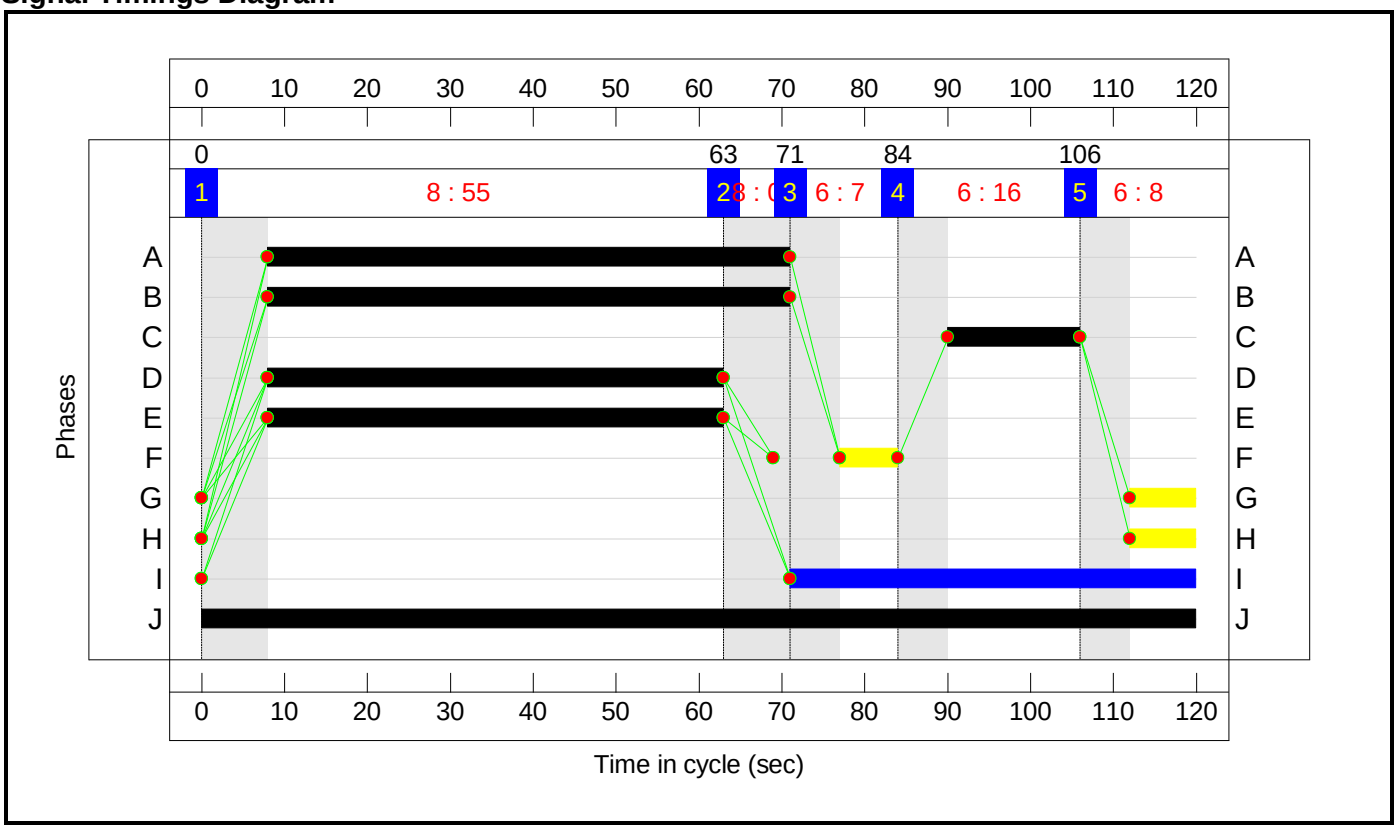
Stage Sequence Diagram



Stage Timings

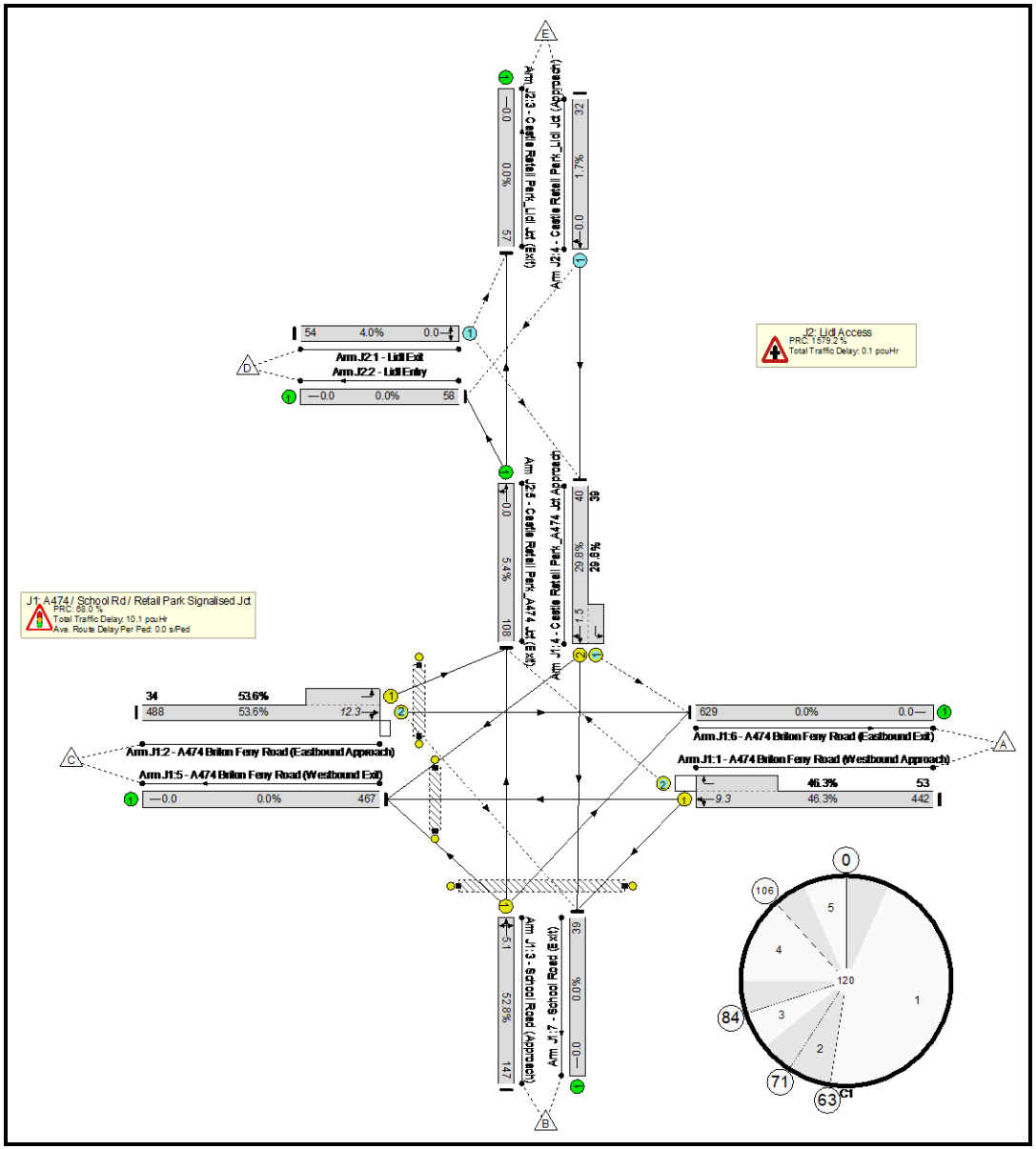
Stage	1	2	3	4	5
Duration	55	0	7	16	8
Change Point	0	63	71	84	106

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	32	2015	1930	1.7%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	108	2015	2015	5.4%

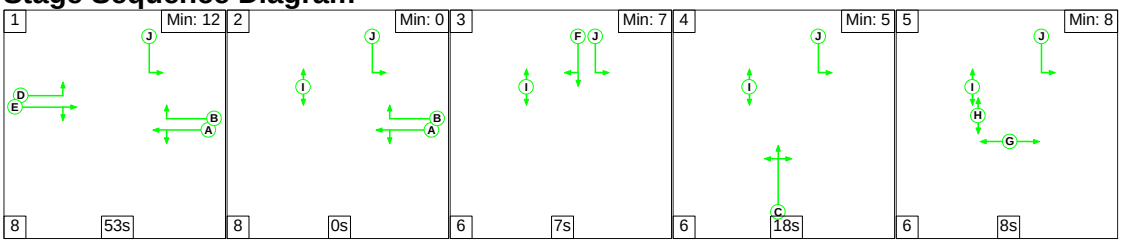
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**139**	**18**	**1**	**8.1**	**1.8**	**0.2**	**10.1**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**82**	**18**	**1**	**8.1**	**1.8**	**0.2**	**10.1**	**-**	**-**	**-**	**-**
1/1+1/2	495	495	49	3	1	2.3	0.4	0.2	2.9	21.1	8.9	0.4	9.3
2/2+2/1	522	522	9	0	0	3.2	0.6	0.0	3.8	26.3	11.7	0.6	12.3
3/1	147	147	-	-	-	2.0	0.6	-	2.5	61.4	4.5	0.6	5.1
4/2+4/1	79	79	24	15	0	0.6	0.2	-	0.8	37.7	1.3	0.2	1.5
5/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**57**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	54	54	54	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
2/1	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	57	57	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	32	32	3	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	108	108	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

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

Full Input Data And Results

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

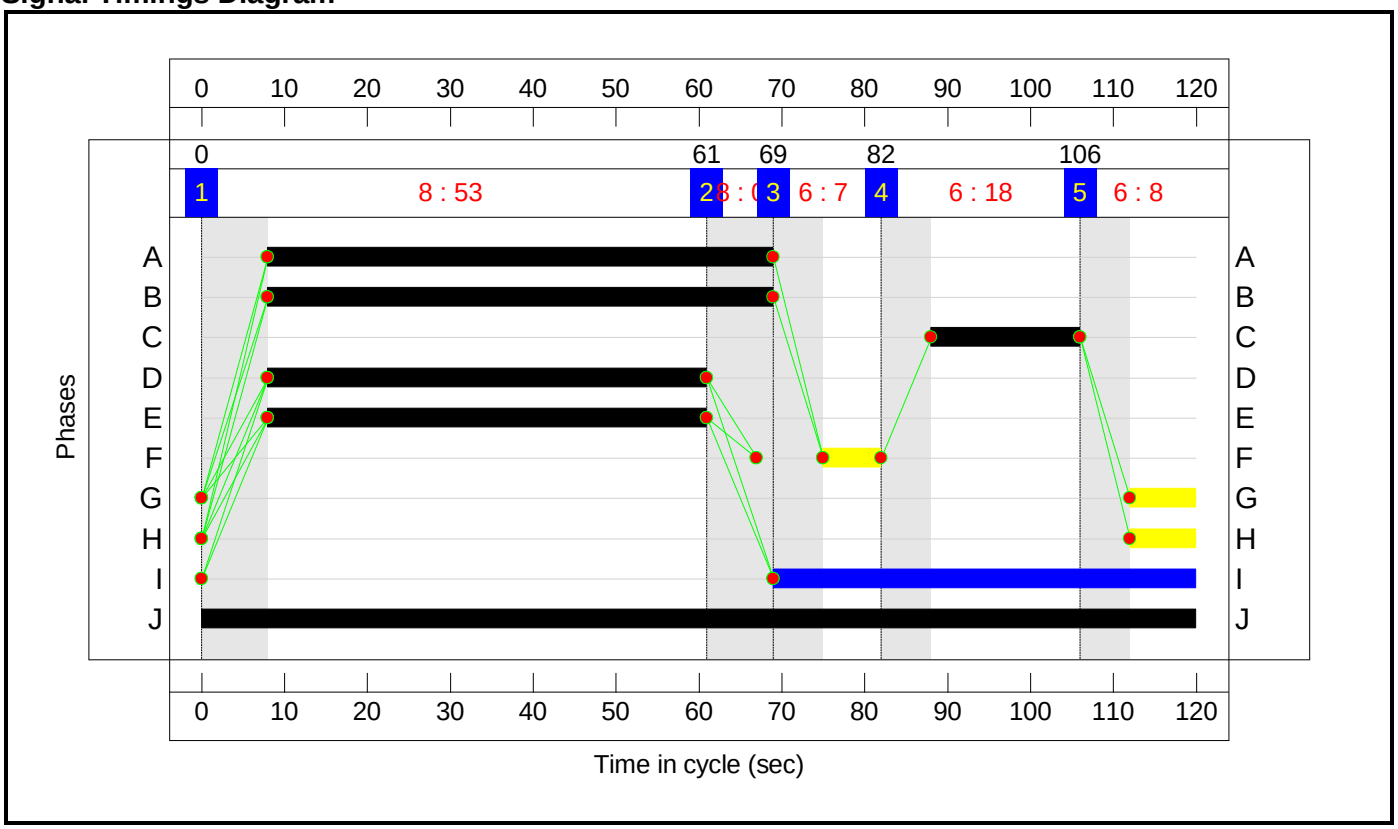
Stage Sequence Diagram



Stage Timings

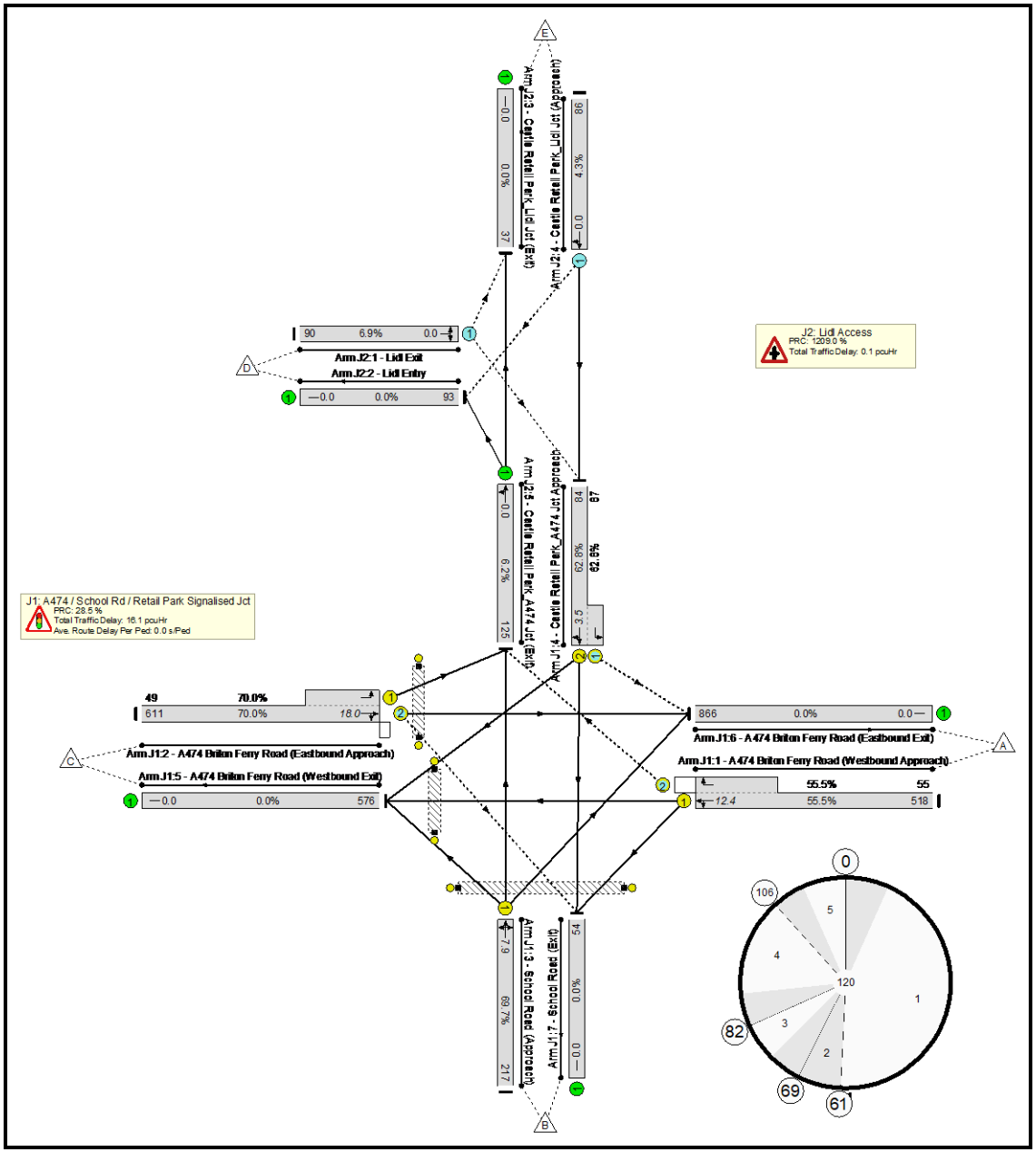
Stage	1	2	3	4	5
Duration	53	0	7	18	8
Change Point	0	61	69	82	106

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	86	2015	1984	4.3%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	125	2015	2015	6.2%

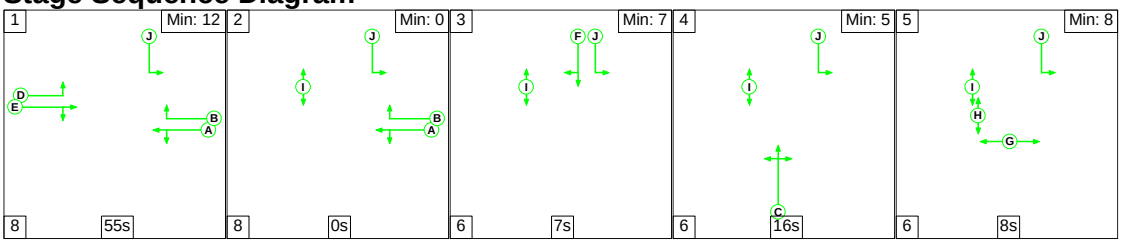
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**202**	**37**	**1**	**12.0**	**3.8**	**0.3**	**16.2**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**109**	**37**	**1**	**12.0**	**3.7**	**0.3**	**16.1**	**-**	**-**	**-**	**-**
1/1+1/2	573	573	51	3	1	3.0	0.6	0.3	3.9	24.6	11.7	0.6	12.4
2/2+2/1	660	660	5	0	0	4.7	1.2	0.0	5.9	32.3	16.9	1.2	18.0
3/1	217	217	-	-	-	2.9	1.1	-	4.0	66.5	6.8	1.1	7.9
4/2+4/1	171	171	53	34	0	1.4	0.8	-	2.2	46.8	2.7	0.8	3.5
5/1	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	54	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**93**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	90	90	90	0	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
2/1	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	37	37	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	86	86	3	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	125	125	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

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

Full Input Data And Results

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

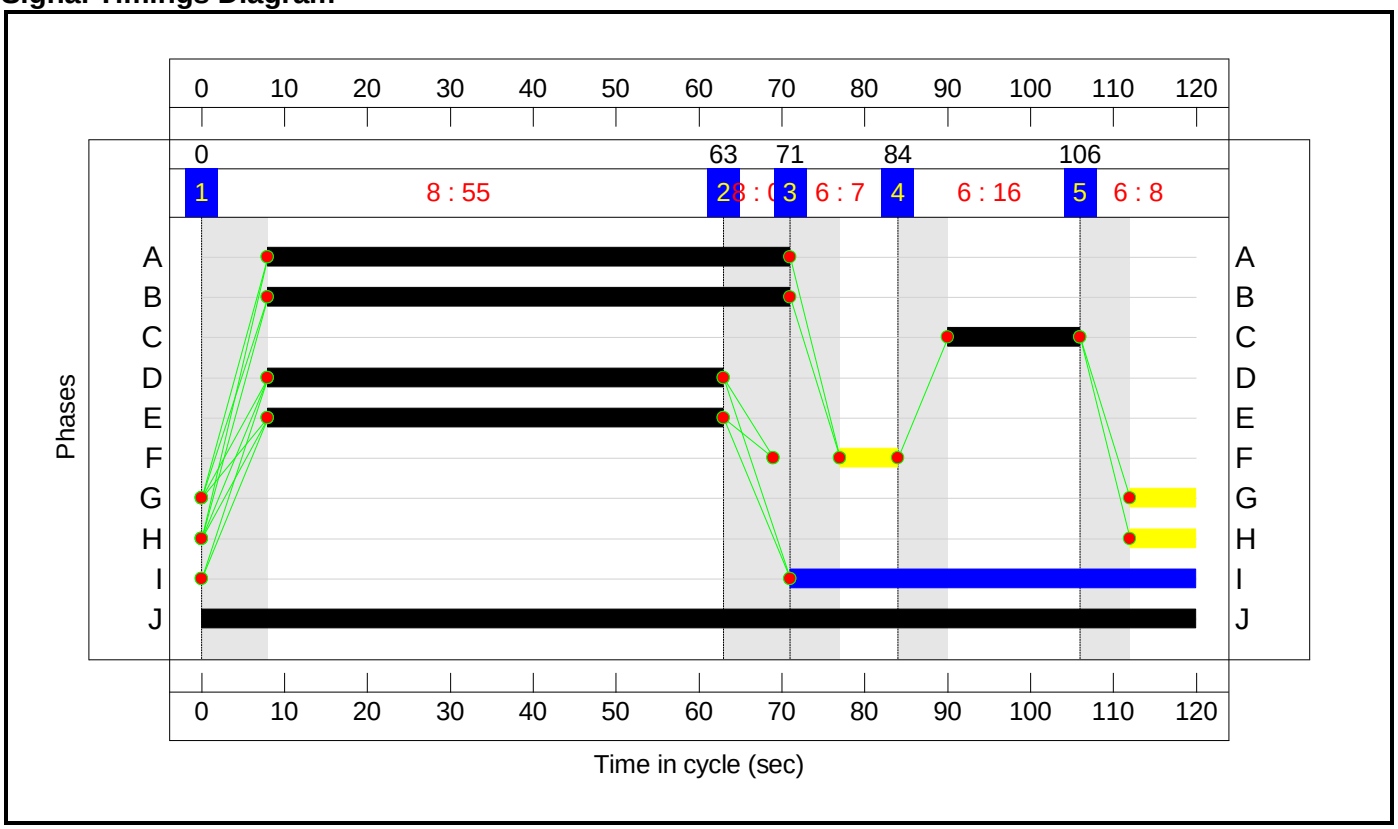
Stage Sequence Diagram



Stage Timings

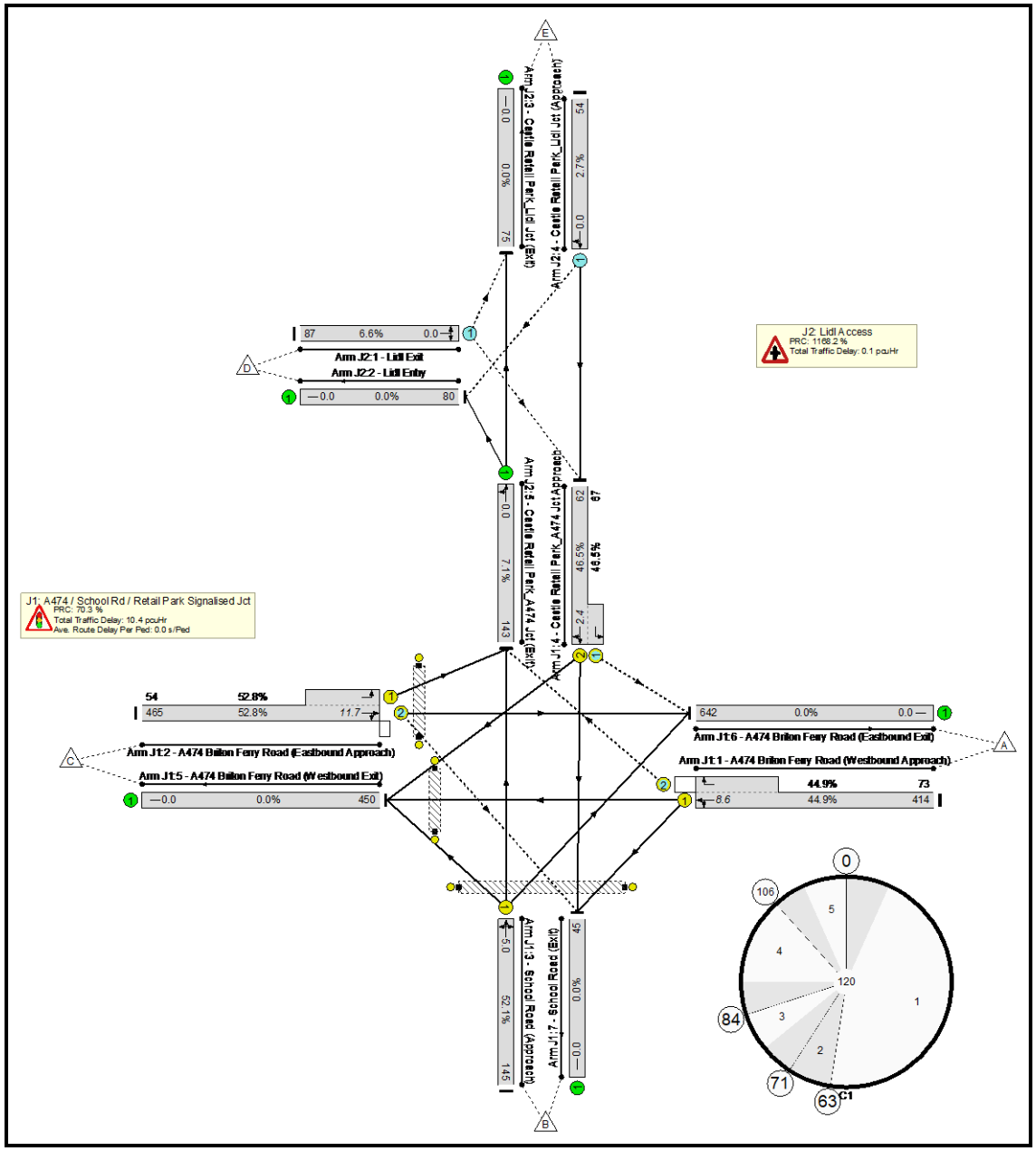
Stage	1	2	3	4	5
Duration	55	0	7	16	8
Change Point	0	63	71	84	106

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	54	2015	1979	2.7%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	143	2015	2015	7.1%

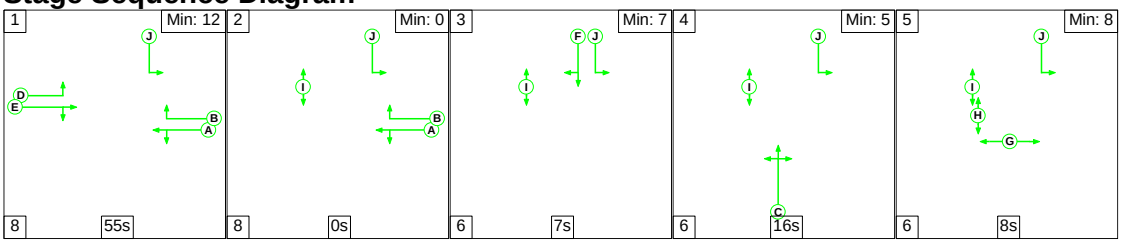
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**206**	**30**	**1**	**8.2**	**2.0**	**0.3**	**10.5**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**117**	**30**	**1**	**8.2**	**1.9**	**0.3**	**10.4**	**-**	**-**	**-**	**-**
1/1+1/2	487	487	68	4	1	2.2	0.4	0.3	2.9	21.1	8.2	0.4	8.6
2/2+2/1	519	519	8	0	0	3.2	0.6	0.0	3.7	25.8	11.2	0.6	11.7
3/1	145	145	-	-	-	1.9	0.5	-	2.5	61.1	4.5	0.5	5.0
4/2+4/1	129	129	41	26	0	1.0	0.4	-	1.4	39.0	2.0	0.4	2.4
5/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**89**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	87	87	87	0	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
2/1	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	75	75	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	54	54	2	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	143	143	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

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

Full Input Data And Results

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

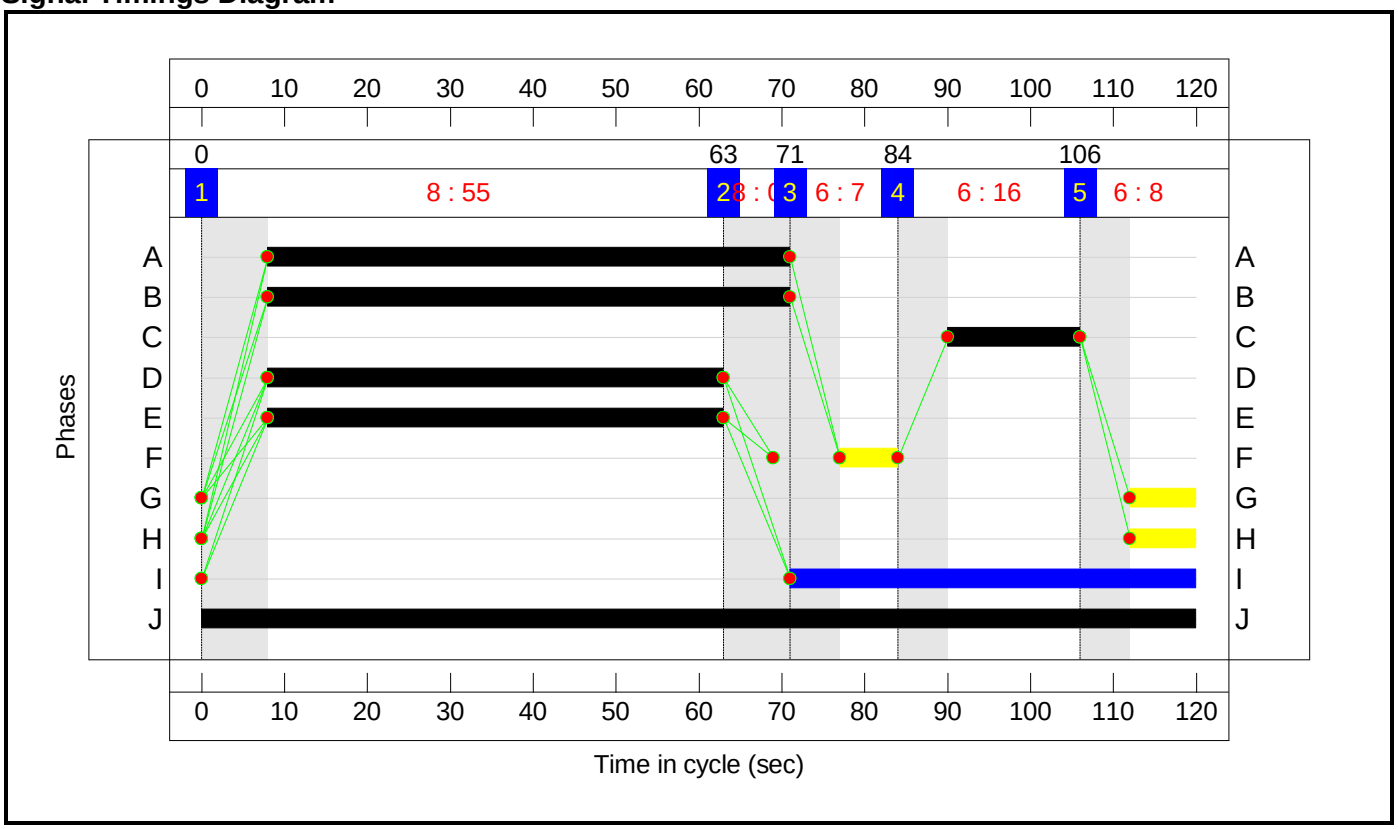
Stage Sequence Diagram



Stage Timings

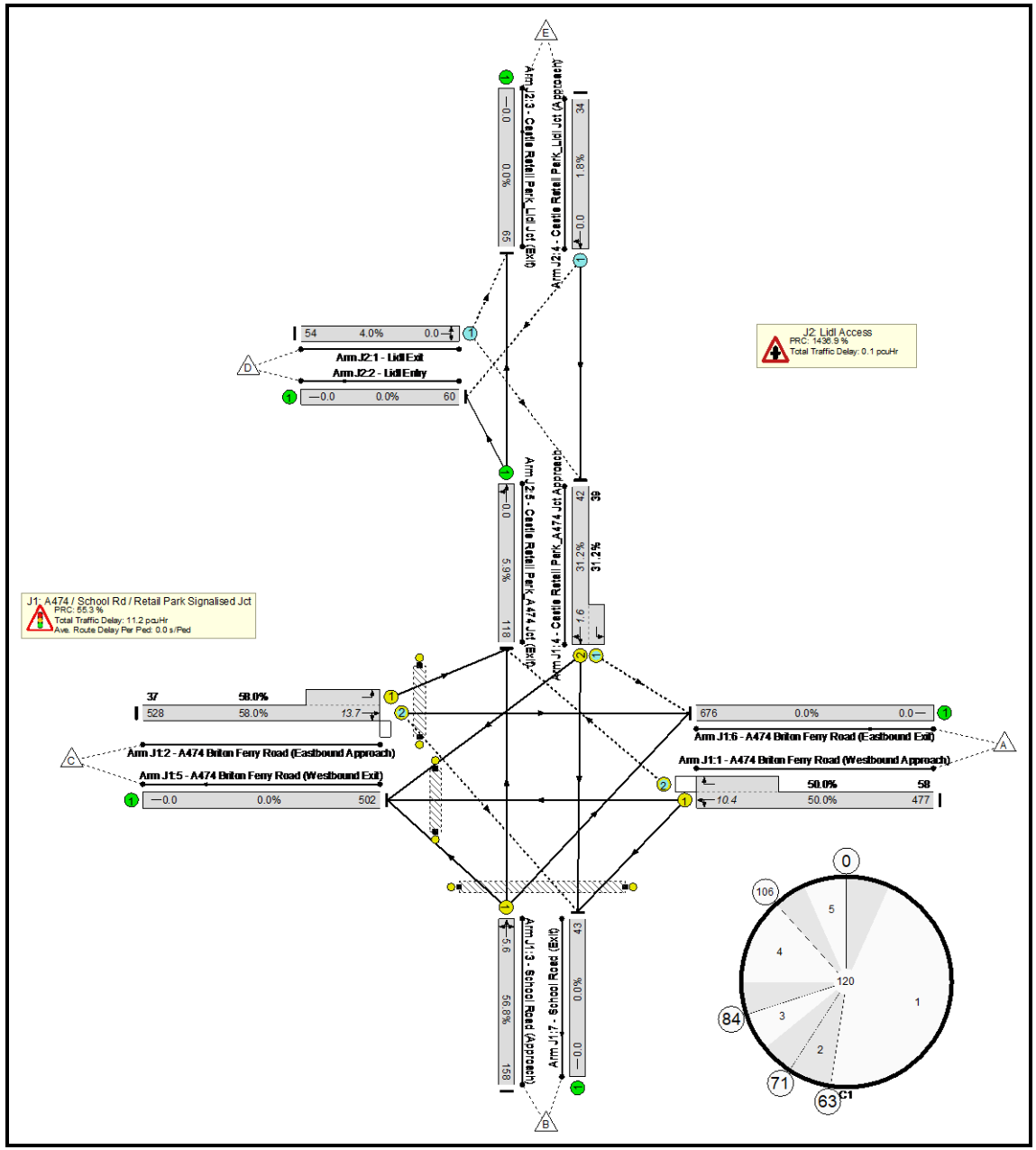
Stage	1	2	3	4	5
Duration	55	0	7	16	8
Change Point	0	63	71	84	106

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	34	2015	1933	1.8%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	118	2015	2015	5.9%

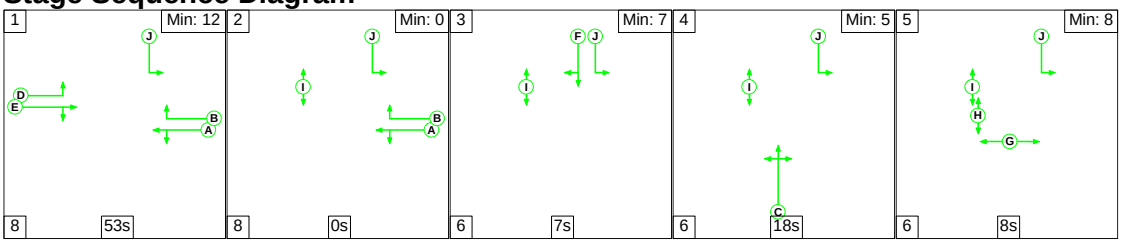
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**145**	**18**	**1**	**8.9**	**2.1**	**0.2**	**11.3**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**88**	**18**	**1**	**8.9**	**2.1**	**0.2**	**11.2**	**-**	**-**	**-**	**-**
1/1+1/2	535	535	54	3	1	2.5	0.5	0.2	3.3	21.9	9.9	0.5	10.4
2/2+2/1	565	565	10	0	0	3.6	0.7	0.0	4.3	27.4	13.0	0.7	13.7
3/1	158	158	-	-	-	2.1	0.6	-	2.8	62.9	4.9	0.6	5.6
4/2+4/1	81	81	24	15	0	0.7	0.2	-	0.9	39.0	1.3	0.2	1.6
5/1	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**57**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	54	54	54	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
2/1	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	65	65	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	34	34	3	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	118	118	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 55.3 Total Delay for Signalled Lanes (pcuHr): 11.19 Cycle Time (s): 120
PRC Over All Lanes (%): 55.3 Total Delay Over All Lanes(pcuHr): 11.25

Full Input Data And Results

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

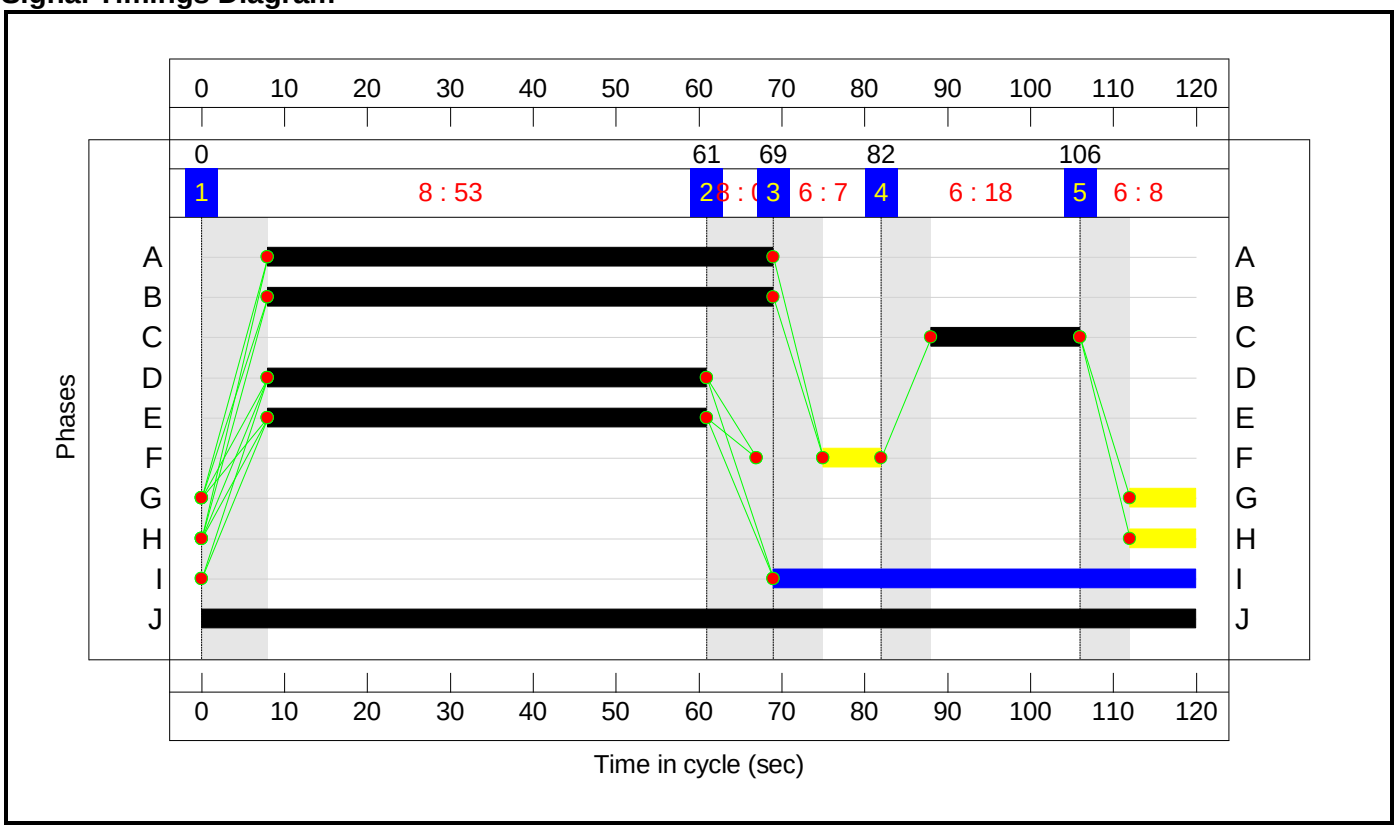
Stage Sequence Diagram



Stage Timings

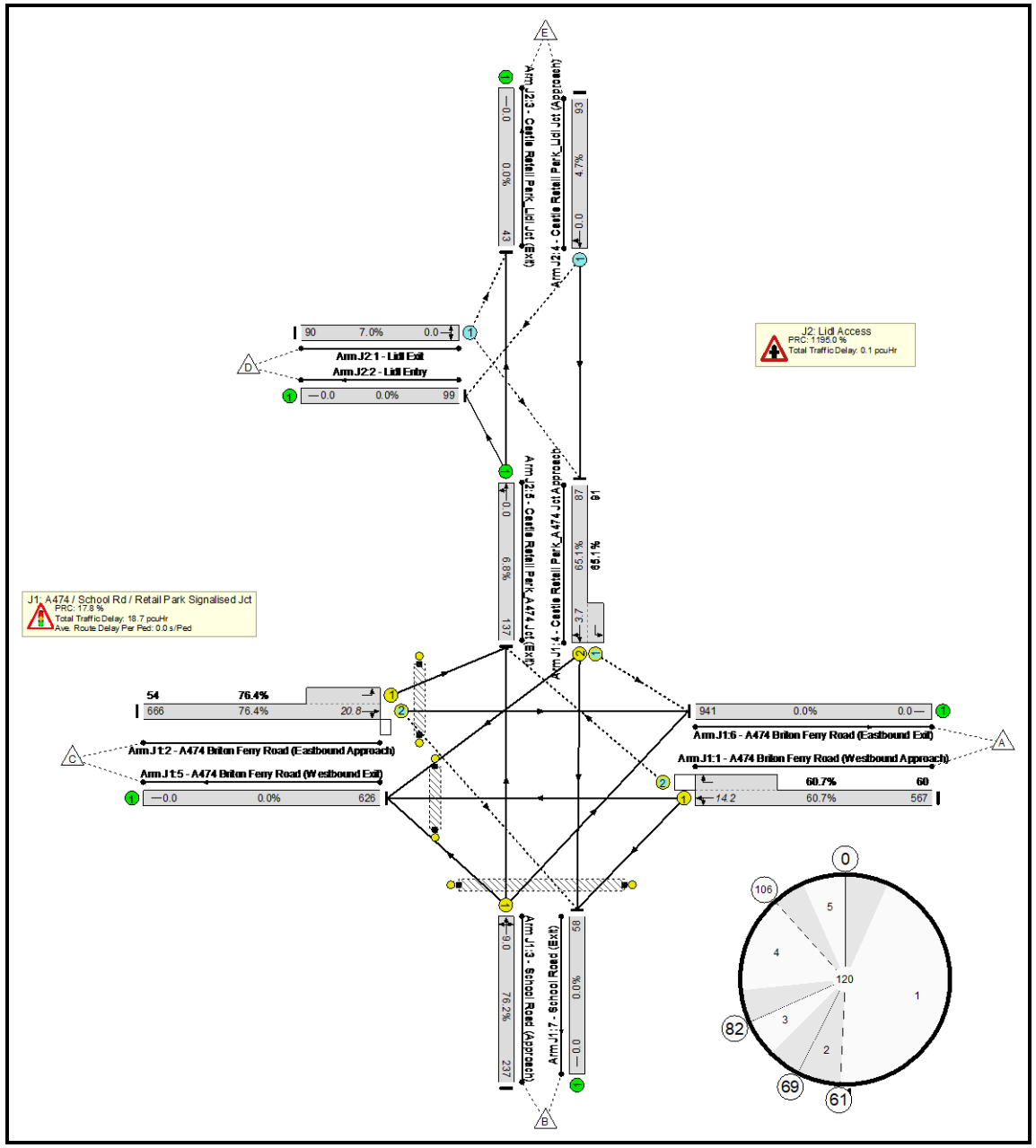
Stage	1	2	3	4	5
Duration	53	0	7	18	8
Change Point	0	61	69	82	106

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	93	2015	1986	4.7%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	137	2015	2015	6.8%

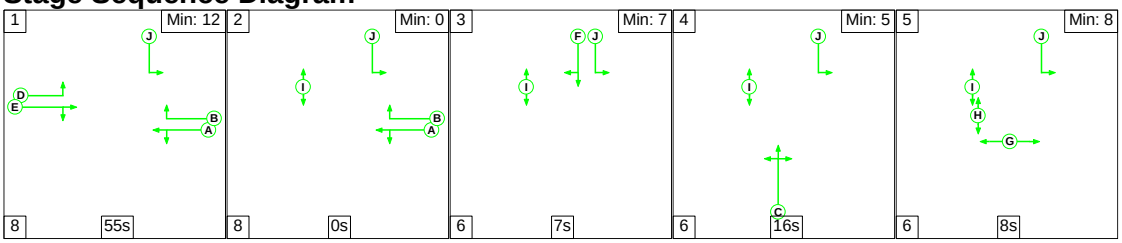
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**209**	**39**	**1**	**13.5**	**4.9**	**0.4**	**18.8**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**116**	**39**	**1**	**13.5**	**4.8**	**0.4**	**18.7**	**-**	**-**	**-**	**-**
1/1+1/2	627	627	56	3	1	3.4	0.8	0.4	4.6	26.1	13.5	0.8	14.2
2/2+2/1	720	720	5	0	0	5.4	1.6	0.0	7.0	35.1	19.2	1.6	20.8
3/1	237	237	-	-	-	3.2	1.5	-	4.7	71.7	7.5	1.5	9.0
4/2+4/1	178	178	55	36	0	1.5	0.9	-	2.4	48.4	2.8	0.9	3.7
5/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	941	941	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**93**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	90	90	90	0	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
2/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	93	93	3	0	0	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
5/1	137	137	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 17.8 Total Delay for Signalled Lanes (pcuHr): 18.68 Cycle Time (s): 120
PRC Over All Lanes (%): 17.8 Total Delay Over All Lanes(pcuHr): 18.78

Full Input Data And Results

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

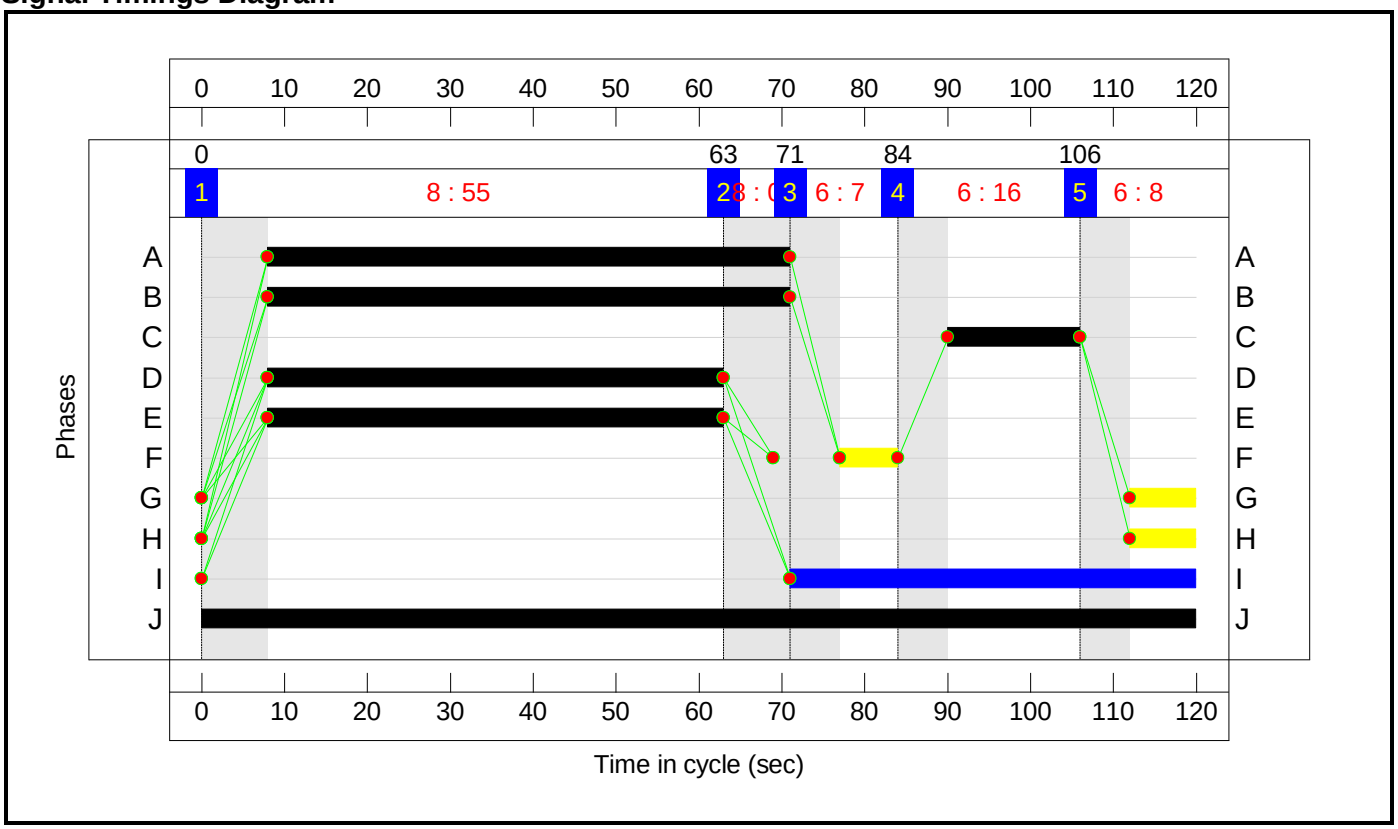
Stage Sequence Diagram



Stage Timings

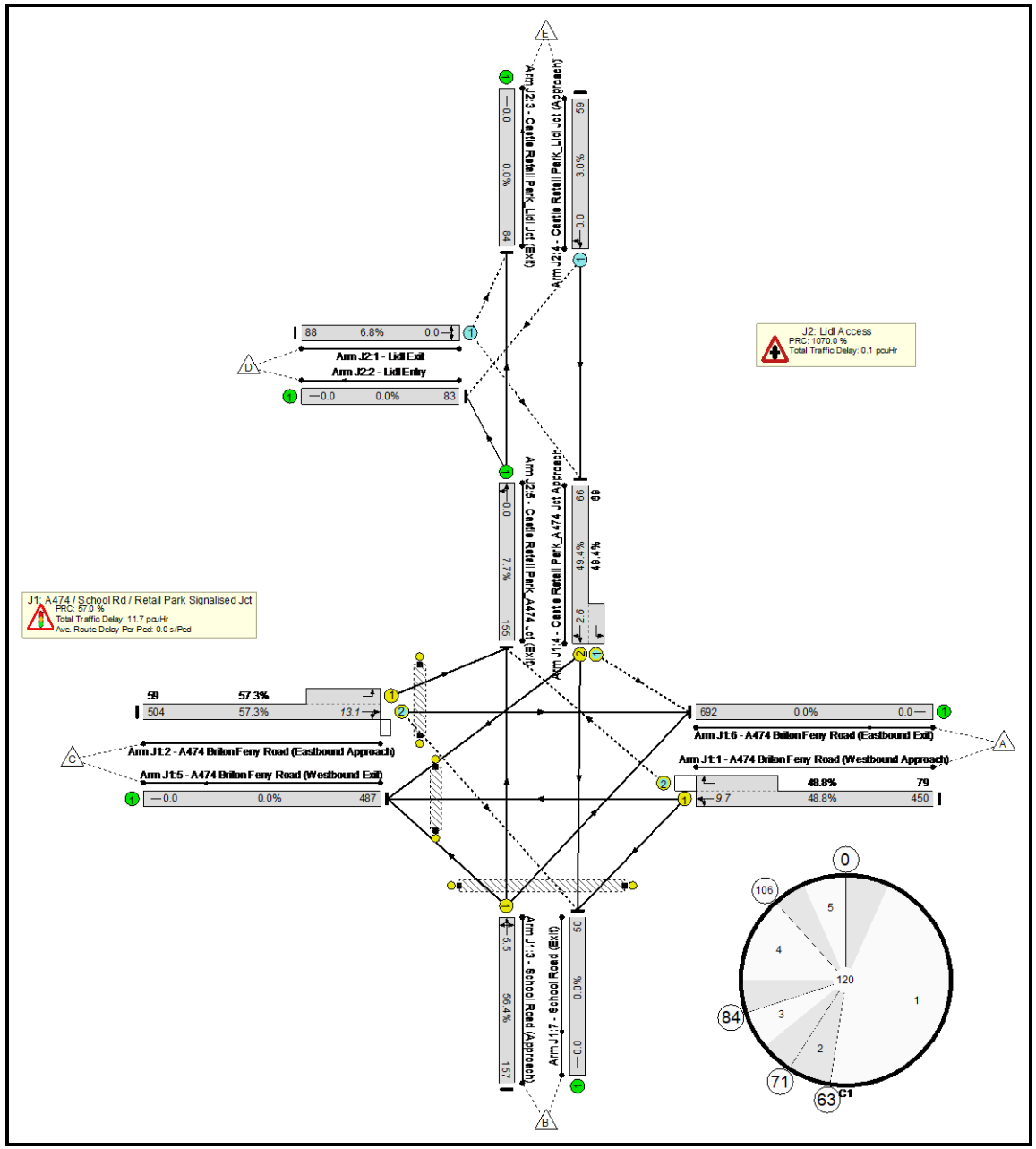
Stage	1	2	3	4	5
Duration	55	0	7	16	8
Change Point	0	63	71	84	106

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	59	2015	1981	3.0%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	155	2015	2015	7.7%

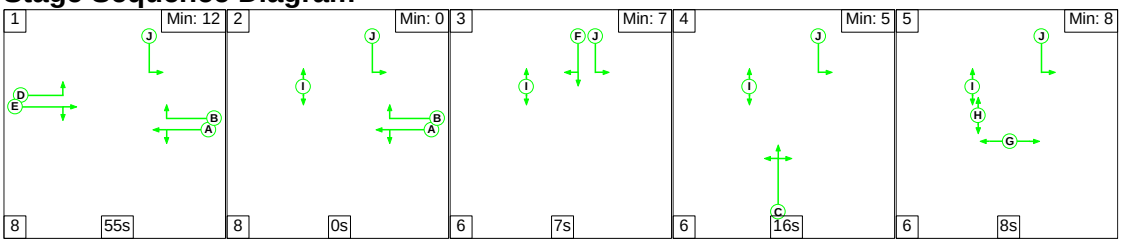
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**215**	**31**	**1**	**9.1**	**2.4**	**0.3**	**11.8**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**125**	**31**	**1**	**9.1**	**2.3**	**0.3**	**11.7**	**-**	**-**	**-**	**-**
1/1+1/2	529	529	74	4	1	2.4	0.5	0.3	3.2	22.0	9.3	0.5	9.7
2/2+2/1	563	563	9	0	0	3.5	0.7	0.0	4.2	26.9	12.5	0.7	13.1
3/1	157	157	-	-	-	2.1	0.6	-	2.7	62.7	4.8	0.6	5.5
4/2+4/1	135	135	42	27	0	1.0	0.5	-	1.5	40.6	2.1	0.5	2.6
5/1	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	692	692	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**90**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	88	88	88	0	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
2/1	83	83	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	84	84	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	59	59	2	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	155	155	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 57.0 Total Delay for Signalled Lanes (pcuHr): 11.69 Cycle Time (s): 120
PRC Over All Lanes (%): 57.0 Total Delay Over All Lanes(pcuHr): 11.78

Full Input Data And Results

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

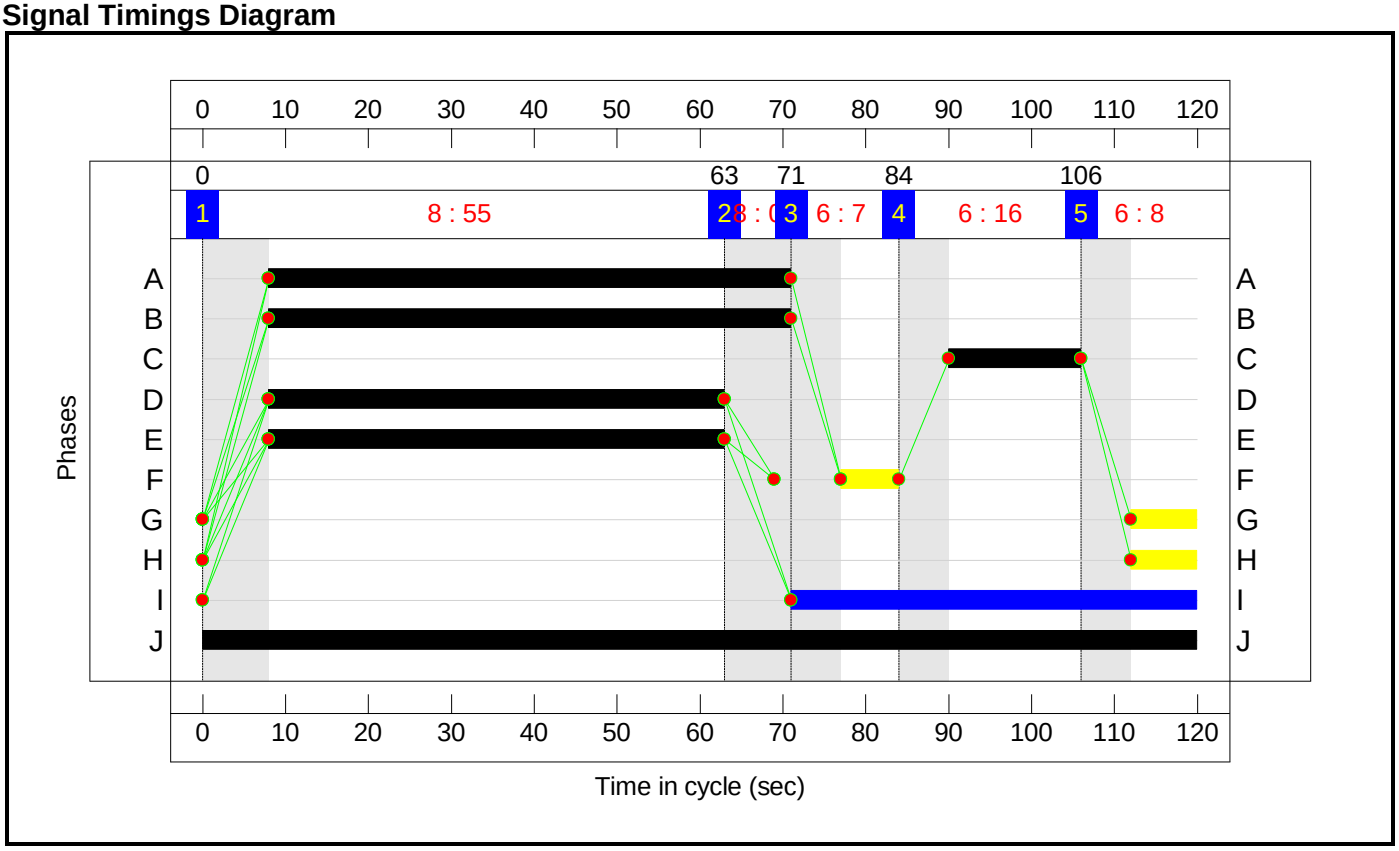
Stage Sequence Diagram



Stage Timings

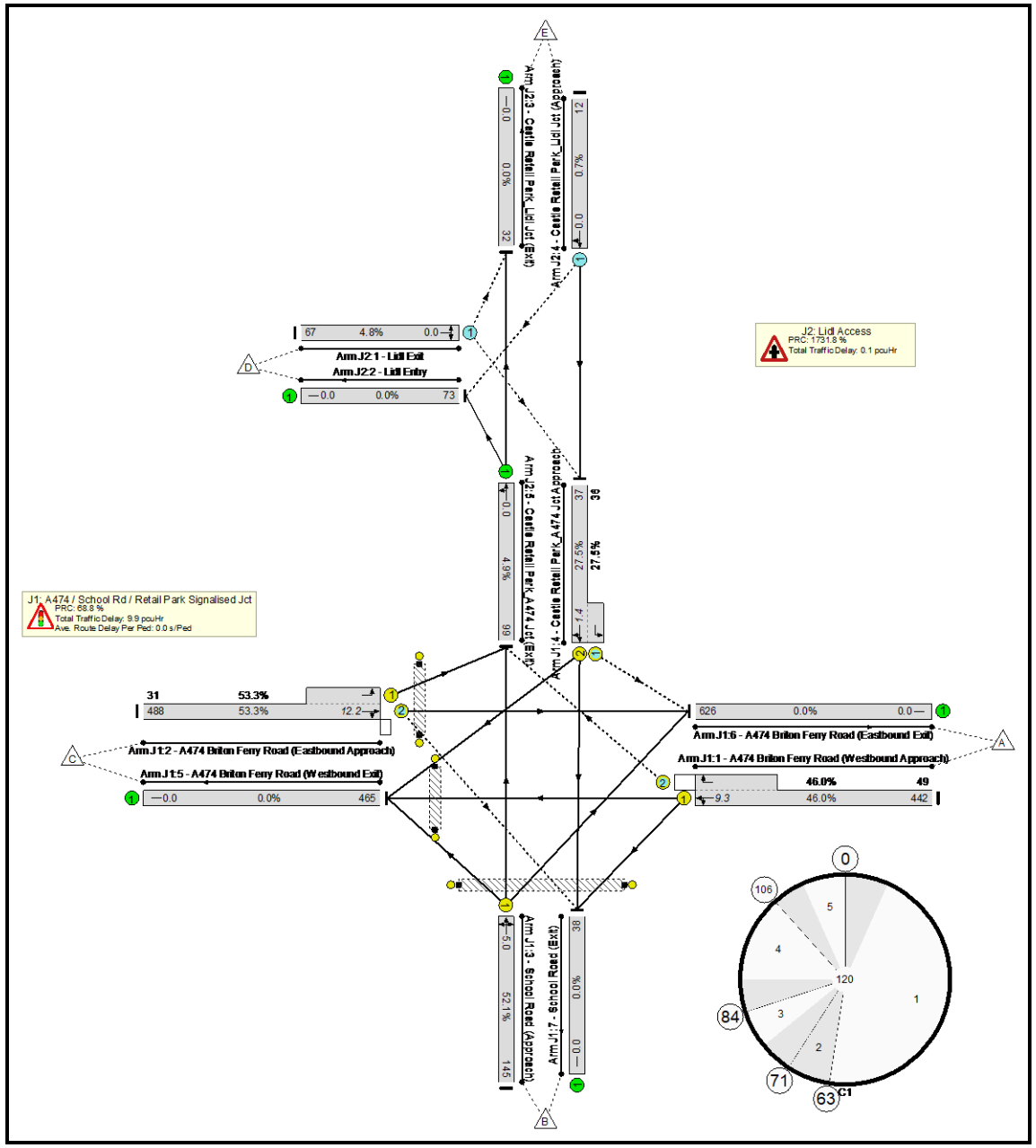
Stage	1	2	3	4	5
Duration	55	0	7	16	8
Change Point	0	63	71	84	106

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	12	2015	1818	0.7%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	99	2015	2015	4.9%

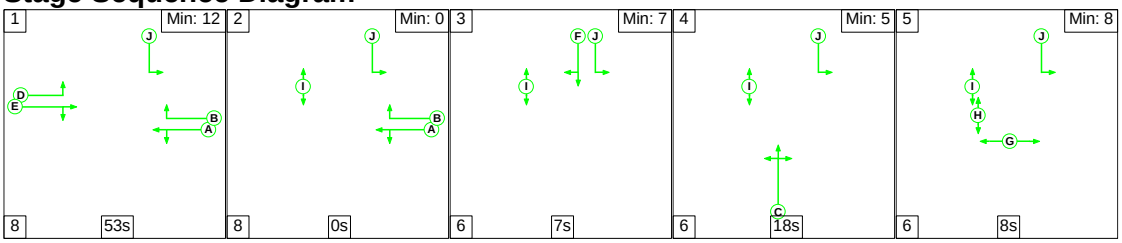
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**147**	**17**	**1**	**8.0**	**1.8**	**0.2**	**9.9**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**77**	**17**	**1**	**8.0**	**1.7**	**0.2**	**9.9**	**-**	**-**	**-**	**-**
1/1+1/2	491	491	46	2	1	2.3	0.4	0.2	2.9	21.0	8.9	0.4	9.3
2/2+2/1	519	519	9	0	0	3.2	0.6	0.0	3.8	26.3	11.7	0.6	12.2
3/1	145	145	-	-	-	1.9	0.5	-	2.5	61.1	4.5	0.5	5.0
4/2+4/1	73	73	22	14	0	0.6	0.2	-	0.8	37.4	1.2	0.2	1.4
5/1	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**70**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	67	67	67	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
2/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	12	12	3	0	0	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
5/1	99	99	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

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

Full Input Data And Results

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

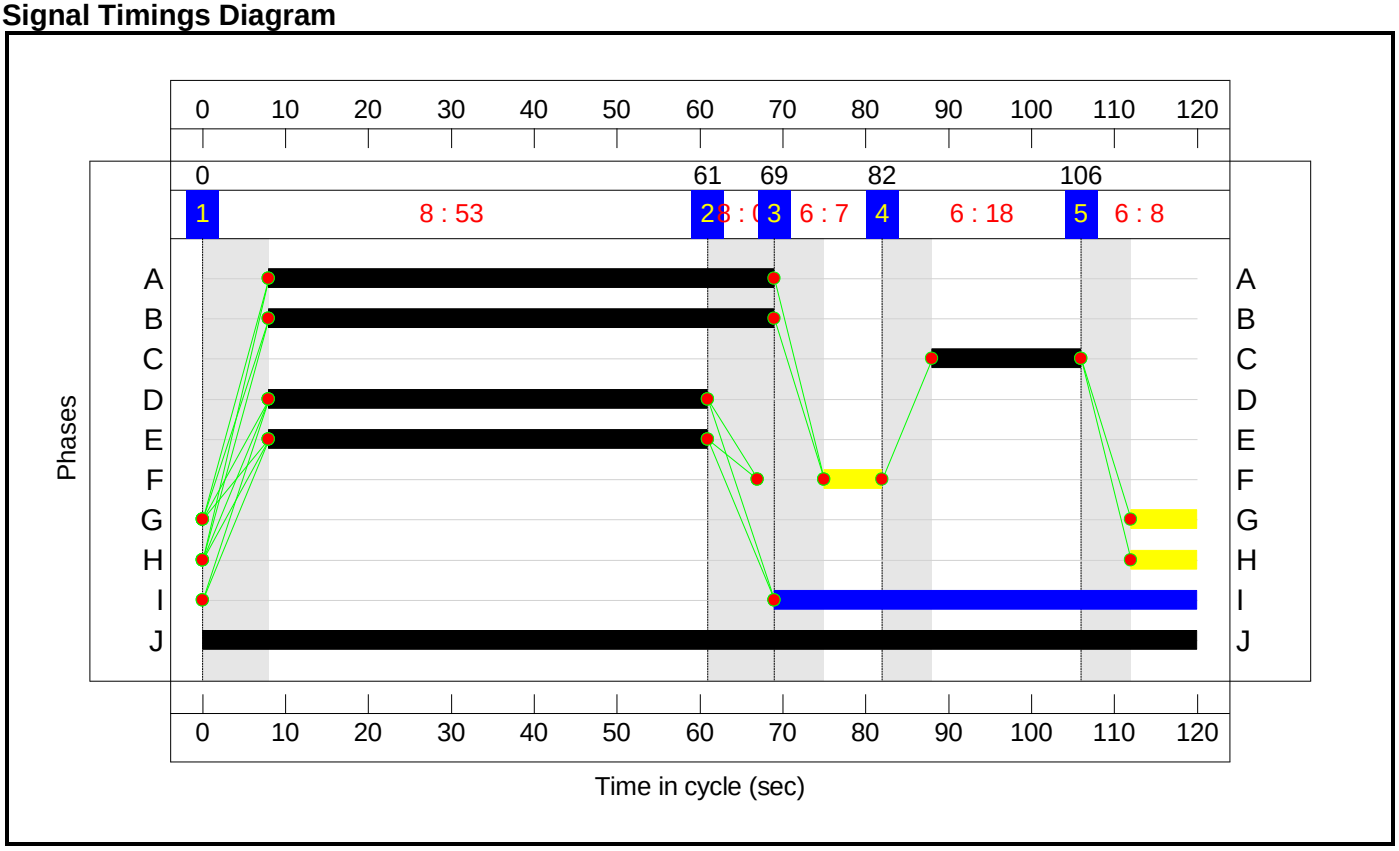
Stage Sequence Diagram



Stage Timings

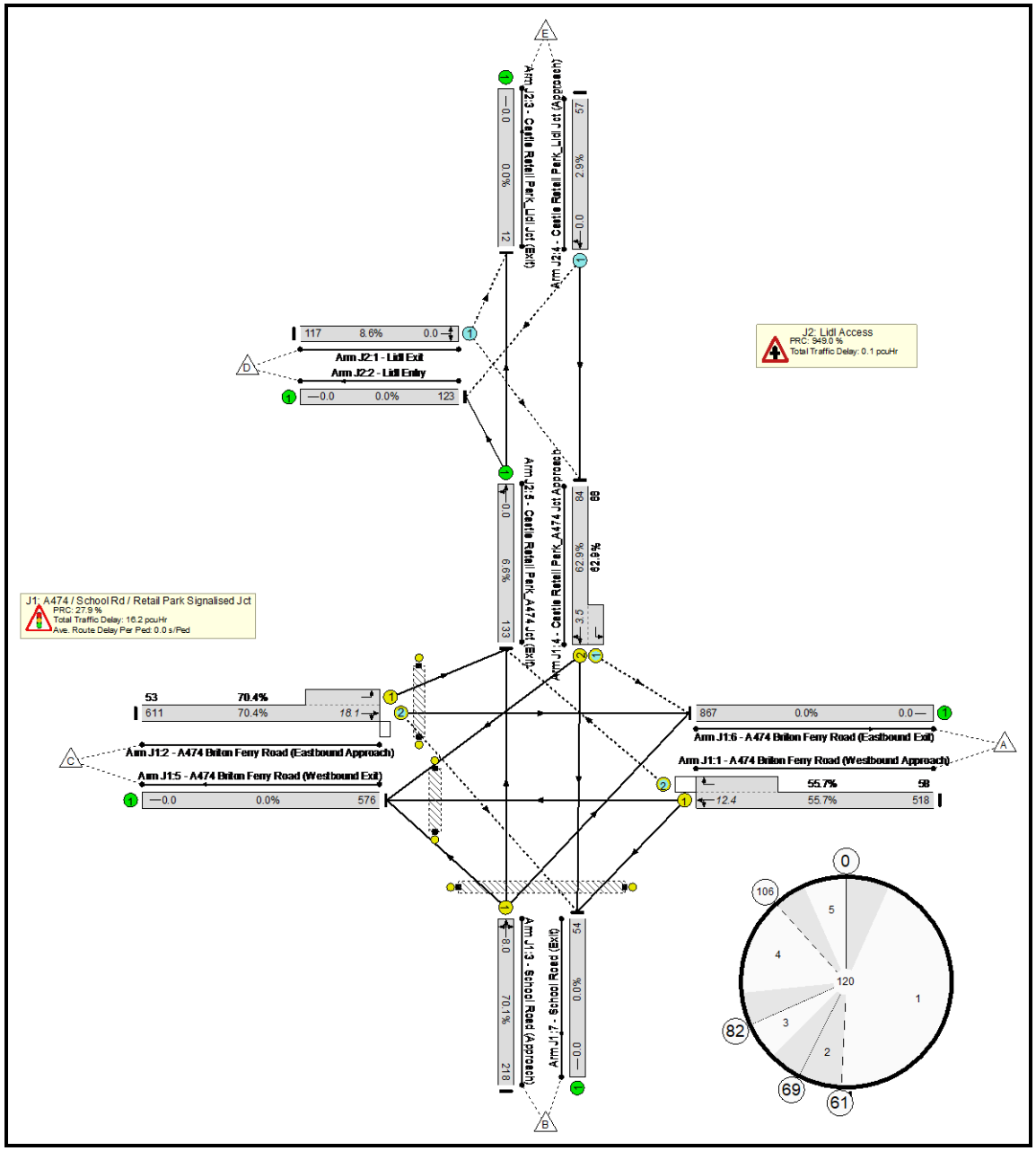
Stage	1	2	3	4	5
Duration	53	0	7	18	8
Change Point	0	61	69	82	106

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	57	2015	1986	2.9%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	133	2015	2015	6.6%

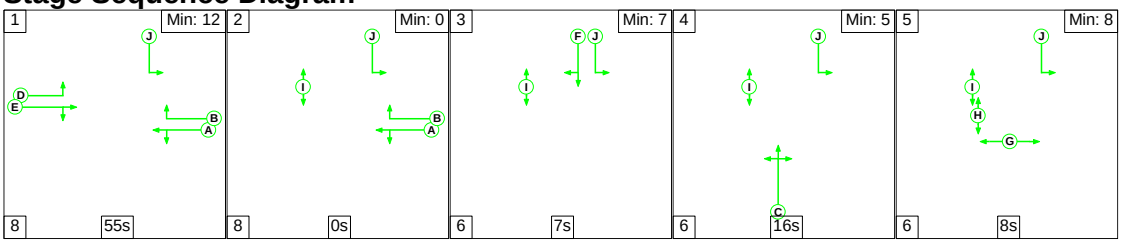
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**232**	**37**	**1**	**12.1**	**3.9**	**0.3**	**16.3**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**113**	**37**	**1**	**12.1**	**3.8**	**0.3**	**16.2**	**-**	**-**	**-**	**-**
1/1+1/2	576	576	54	3	1	3.0	0.6	0.3	4.0	24.7	11.8	0.6	12.4
2/2+2/1	664	664	5	0	0	4.8	1.2	0.0	6.0	32.4	16.9	1.2	18.1
3/1	218	218	-	-	-	2.9	1.1	-	4.0	66.7	6.8	1.1	8.0
4/2+4/1	172	172	54	34	0	1.4	0.8	-	2.2	46.6	2.7	0.8	3.5
5/1	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	867	867	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	54	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**119**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	117	117	117	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
2/1	123	123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	12	12	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	57	57	2	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	133	133	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

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

Full Input Data And Results

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

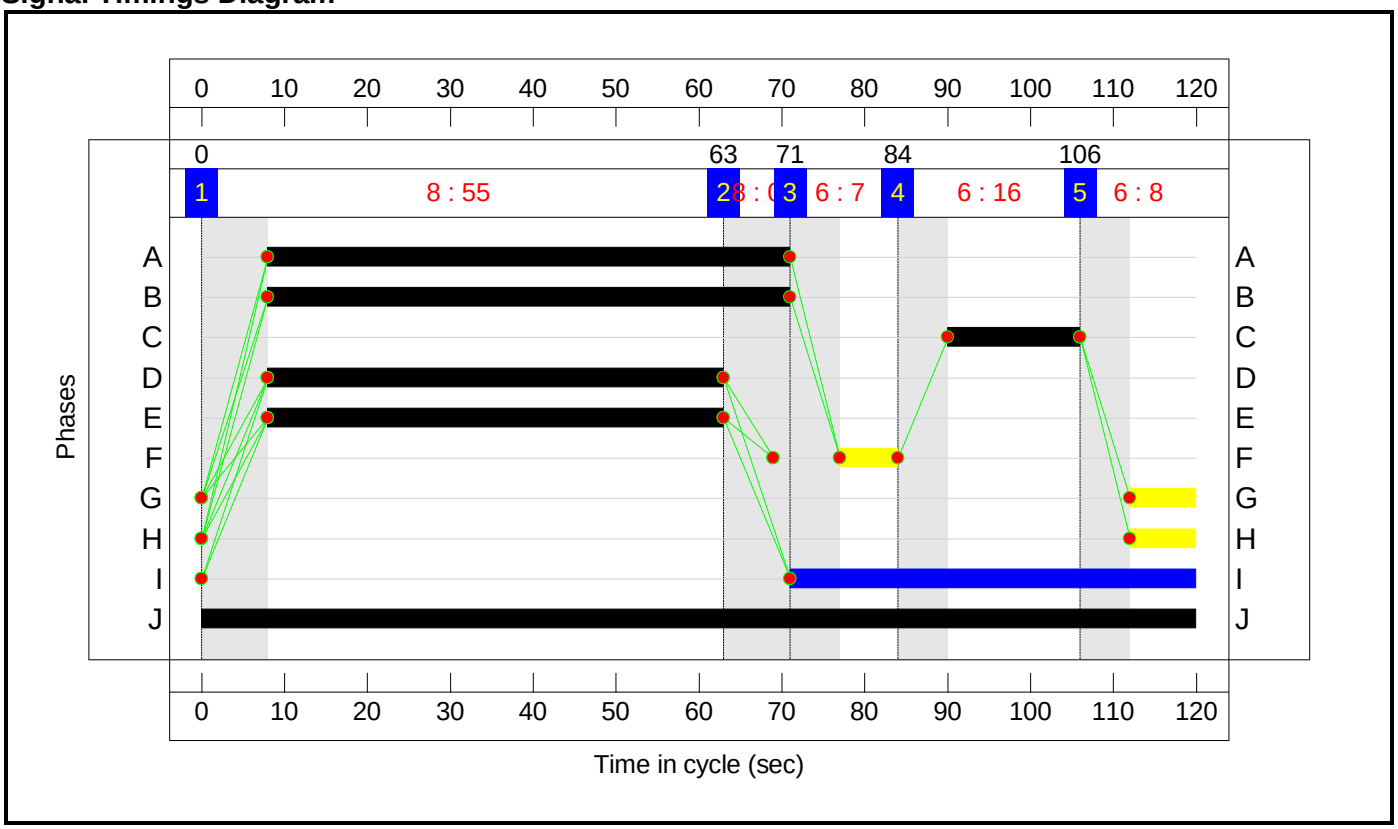
Stage Sequence Diagram



Stage Timings

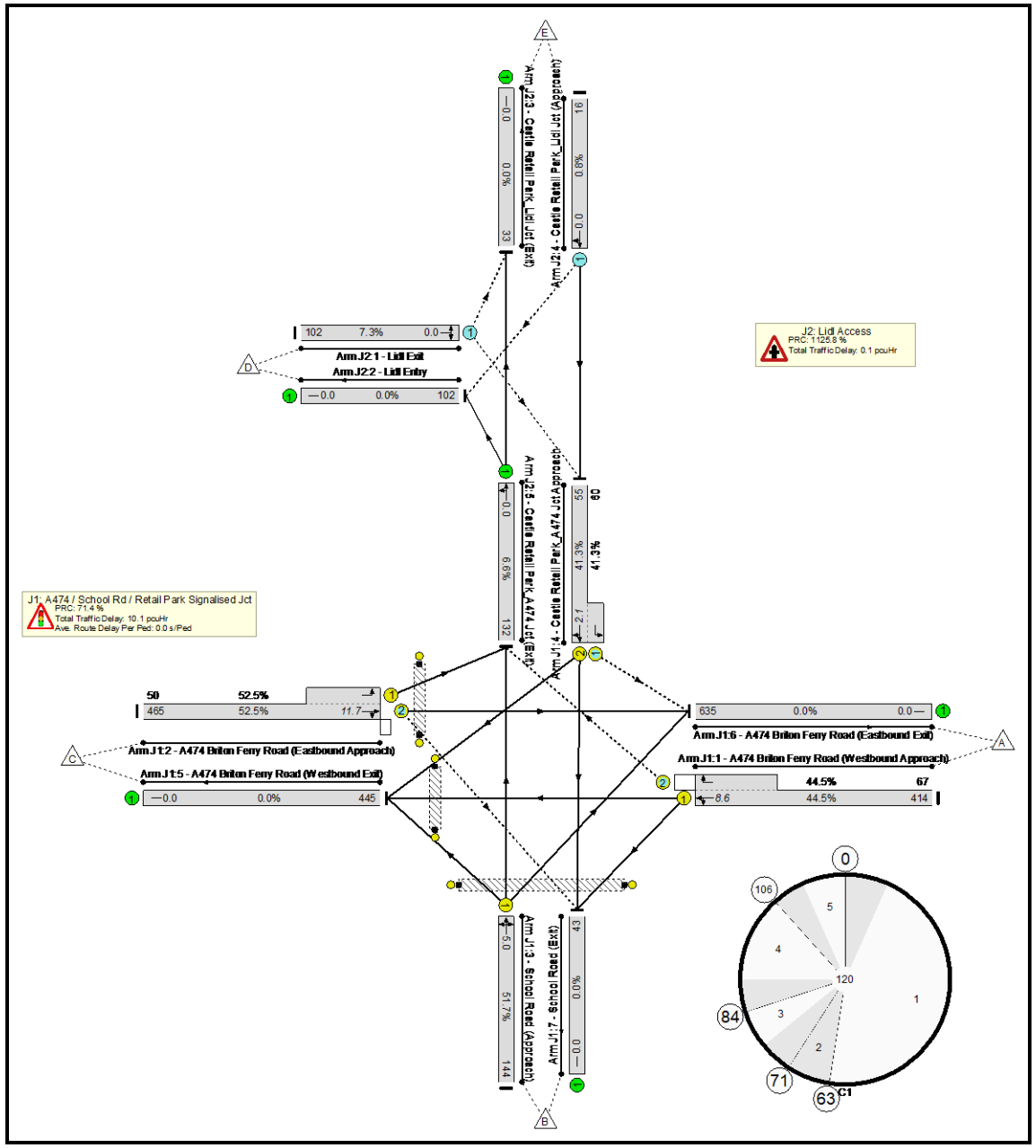
Stage	1	2	3	4	5
Duration	55	0	7	16	8
Change Point	0	63	71	84	106

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	16	2015	2015	0.8%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	132	2015	2015	6.6%

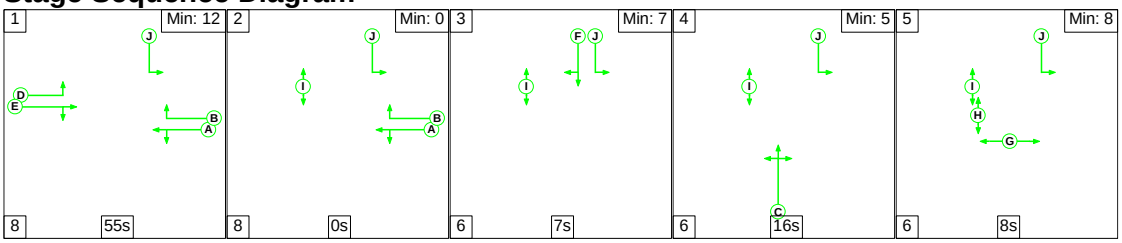
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**209**	**27**	**1**	**8.1**	**1.9**	**0.2**	**10.2**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**107**	**27**	**1**	**8.1**	**1.8**	**0.2**	**10.1**	**-**	**-**	**-**	**-**
1/1+1/2	481	481	63	3	1	2.2	0.4	0.2	2.8	21.0	8.2	0.4	8.6
2/2+2/1	515	515	8	0	0	3.1	0.6	0.0	3.7	25.8	11.1	0.6	11.7
3/1	144	144	-	-	-	1.9	0.5	-	2.4	61.0	4.4	0.5	5.0
4/2+4/1	115	115	36	23	0	0.9	0.3	-	1.2	37.7	1.8	0.3	2.1
5/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**102**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	102	102	102	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
2/1	102	102	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	33	33	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	16	16	0	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	132	132	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 71.4 Total Delay for Signalled Lanes (pcuHr): 10.14 Cycle Time (s): 120
PRC Over All Lanes (%): 71.4 Total Delay Over All Lanes(pcuHr): 10.21

Full Input Data And Results

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

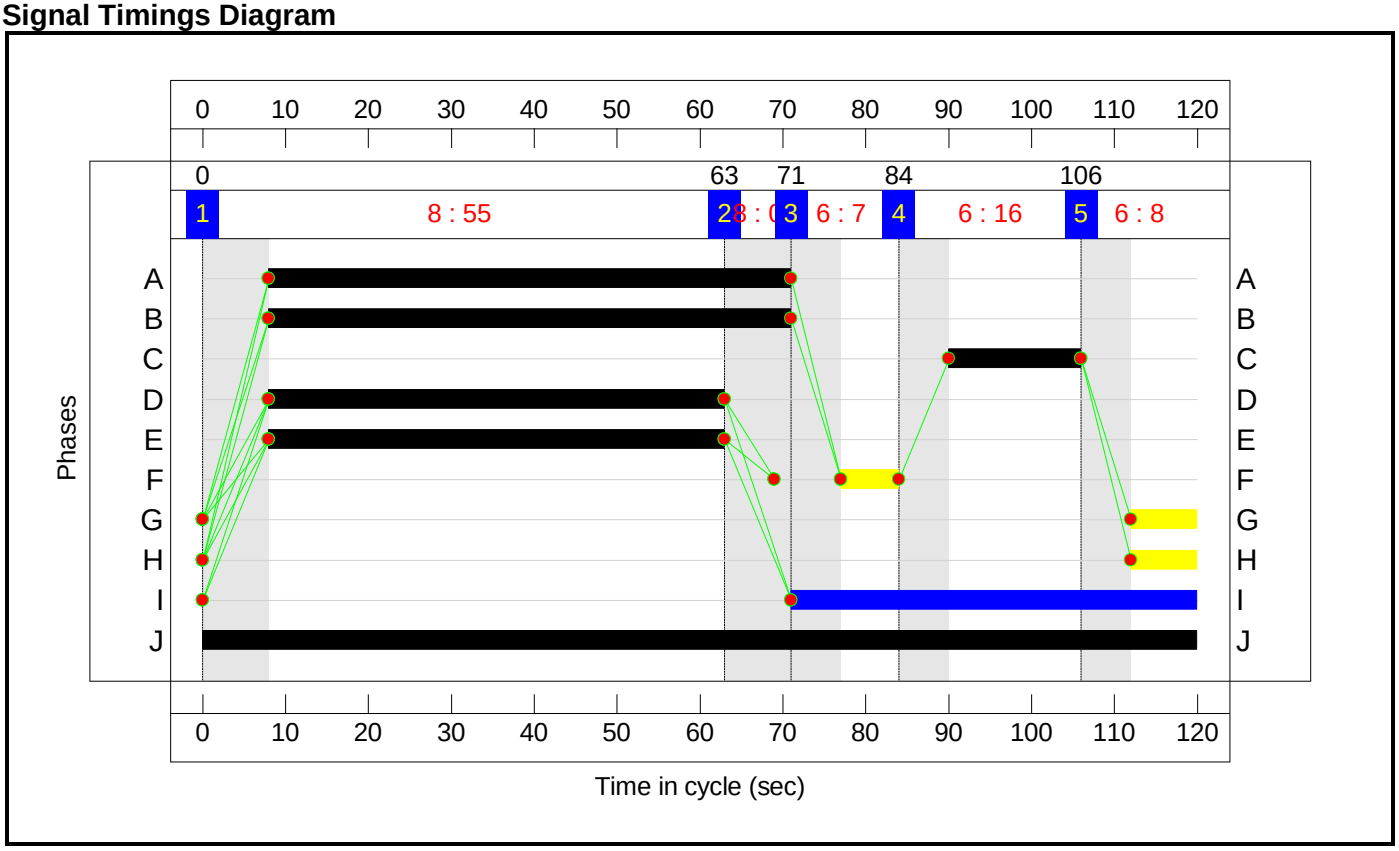
Stage Sequence Diagram



Stage Timings

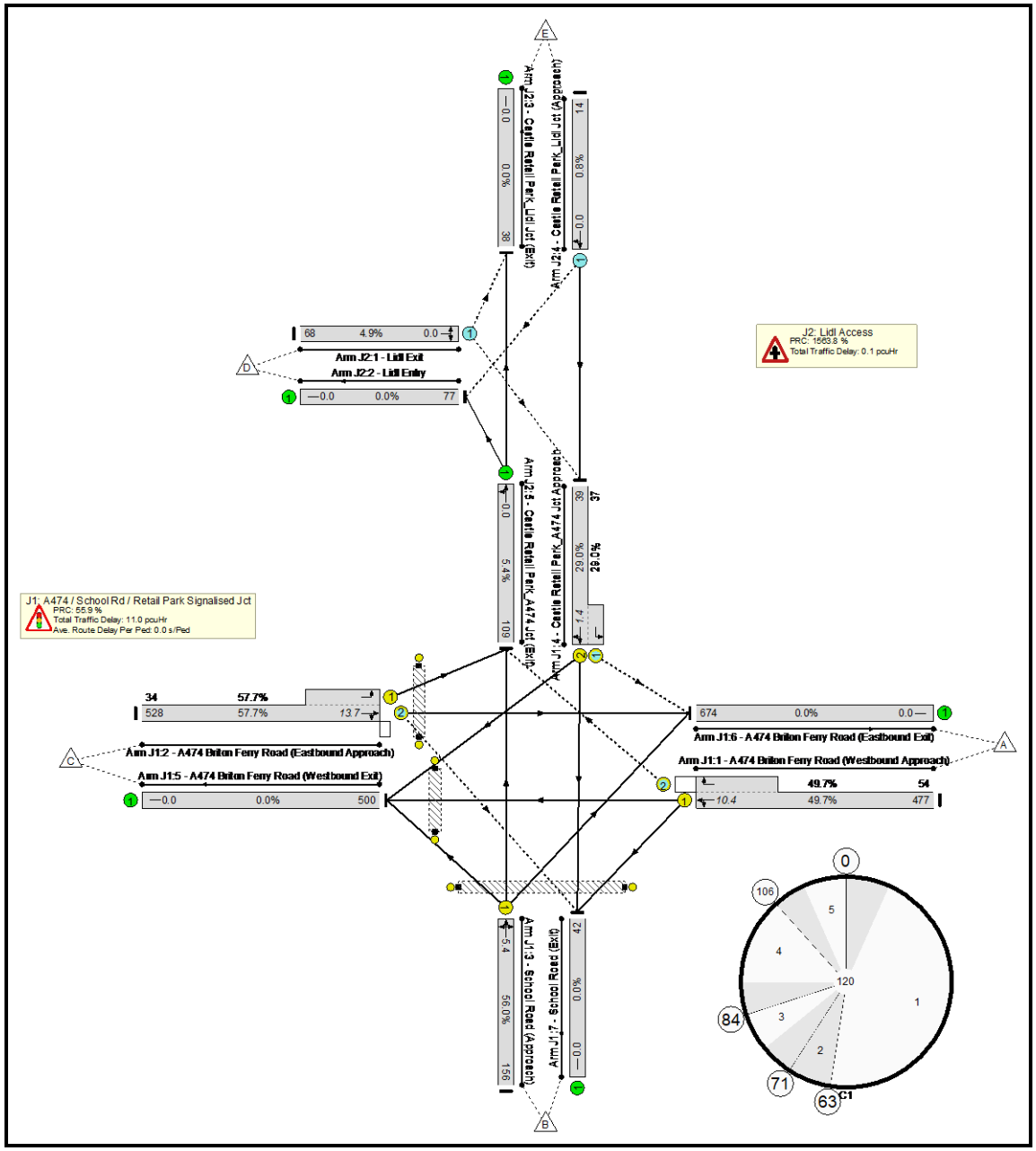
Stage	1	2	3	4	5
Duration	55	0	7	16	8
Change Point	0	63	71	84	106

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	14	2015	1841	0.8%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	109	2015	2015	5.4%

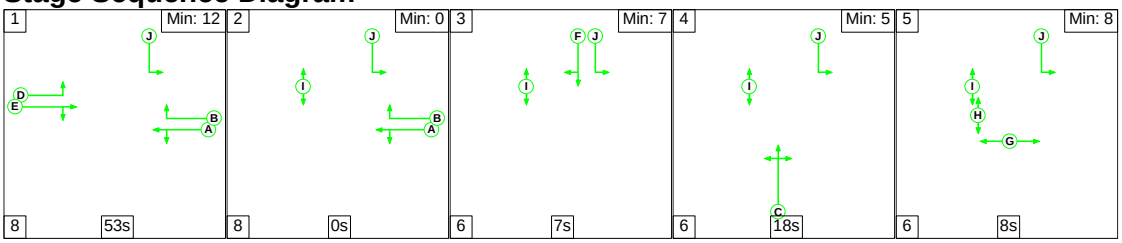
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**154**	**17**	**1**	**8.8**	**2.1**	**0.2**	**11.1**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**83**	**17**	**1**	**8.8**	**2.0**	**0.2**	**11.0**	**-**	**-**	**-**	**-**
1/1+1/2	531	531	50	3	1	2.5	0.5	0.2	3.2	21.8	9.9	0.5	10.4
2/2+2/1	562	562	10	0	0	3.6	0.7	0.0	4.3	27.4	13.0	0.7	13.7
3/1	156	156	-	-	-	2.1	0.6	-	2.7	62.6	4.8	0.6	5.4
4/2+4/1	76	76	23	14	0	0.6	0.2	-	0.8	38.3	1.2	0.2	1.4
5/1	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**71**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	68	68	68	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
2/1	77	77	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	14	14	3	0	0	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
5/1	109	109	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 55.9 Total Delay for Signalled Lanes (pcuHr): 11.01 Cycle Time (s): 120
PRC Over All Lanes (%): 55.9 Total Delay Over All Lanes(pcuHr): 11.07

Full Input Data And Results

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

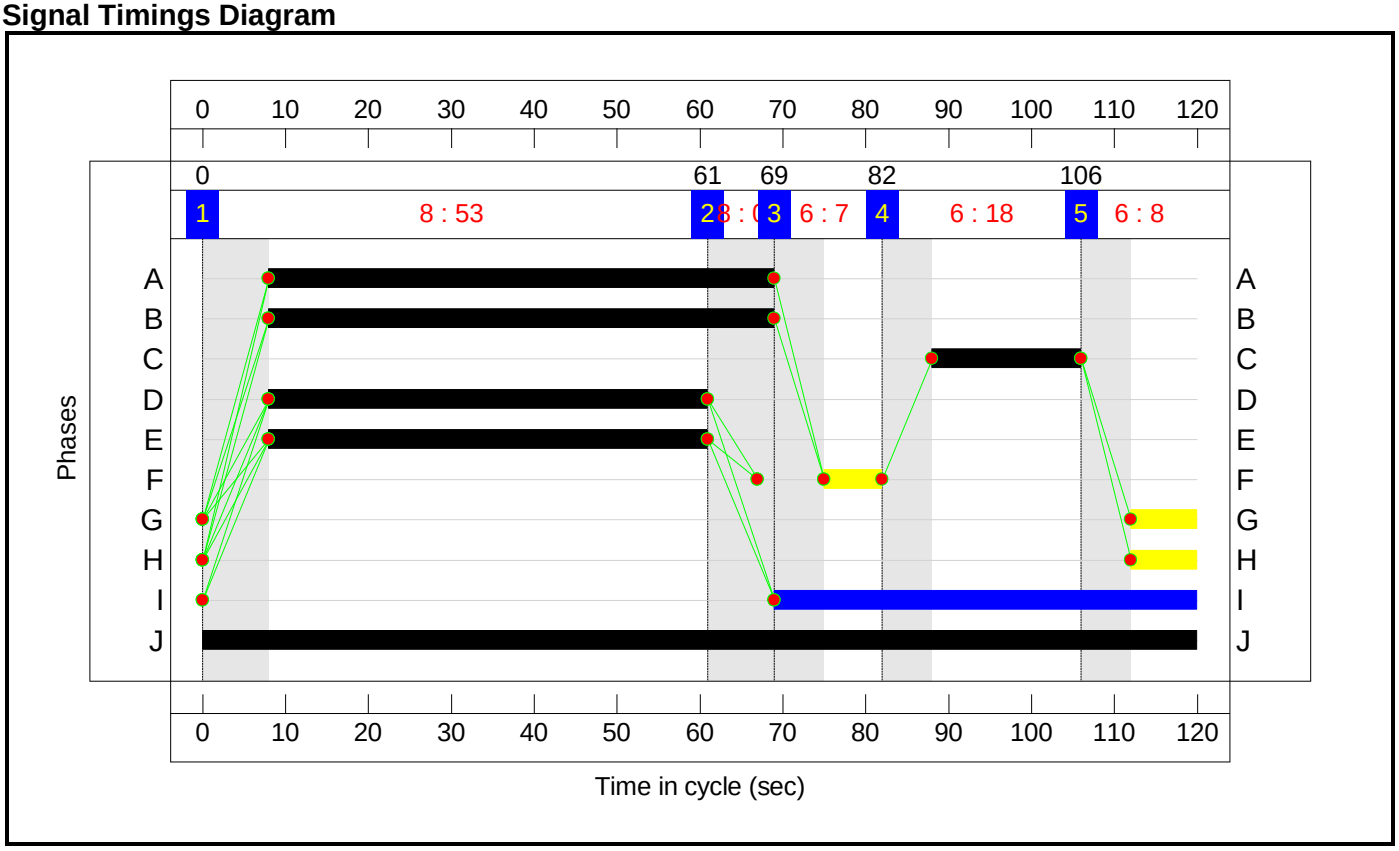
Stage Sequence Diagram



Stage Timings

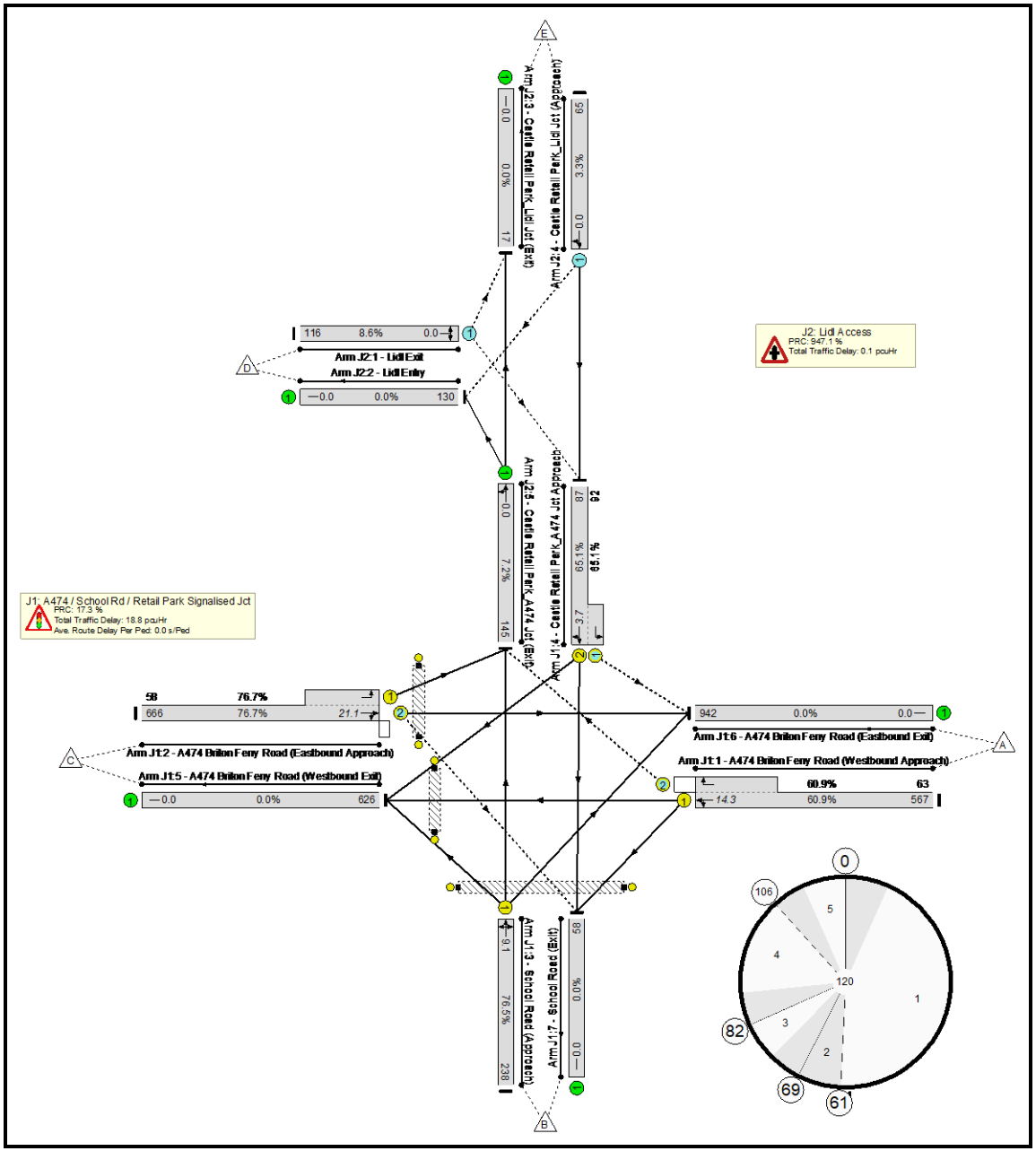
Stage	1	2	3	4	5
Duration	53	0	7	18	8
Change Point	0	61	69	82	106

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	65	2015	1989	3.3%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	145	2015	2015	7.2%

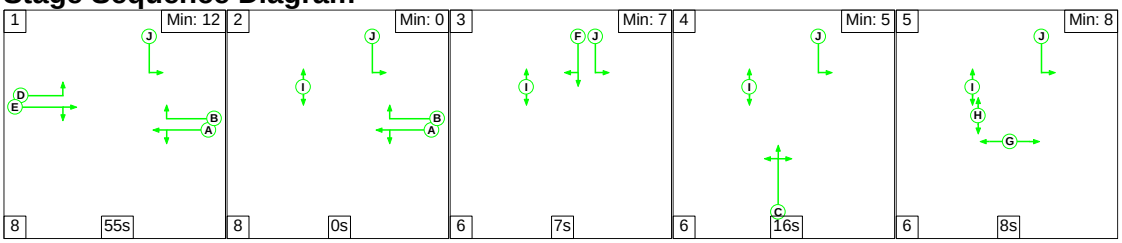
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**238**	**39**	**1**	**13.6**	**5.0**	**0.4**	**18.9**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**120**	**39**	**1**	**13.6**	**4.9**	**0.4**	**18.8**	**-**	**-**	**-**	**-**
1/1+1/2	630	630	59	3	1	3.4	0.8	0.4	4.6	26.3	13.5	0.8	14.3
2/2+2/1	724	724	5	0	0	5.4	1.6	0.0	7.1	35.2	19.5	1.6	21.1
3/1	238	238	-	-	-	3.2	1.6	-	4.8	72.0	7.5	1.6	9.1
4/2+4/1	179	179	56	36	0	1.5	0.9	-	2.4	48.3	2.8	0.9	3.7
5/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	942	942	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**118**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	116	116	116	0	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
2/1	130	130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	17	17	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	65	65	2	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	145	145	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

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

Full Input Data And Results

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

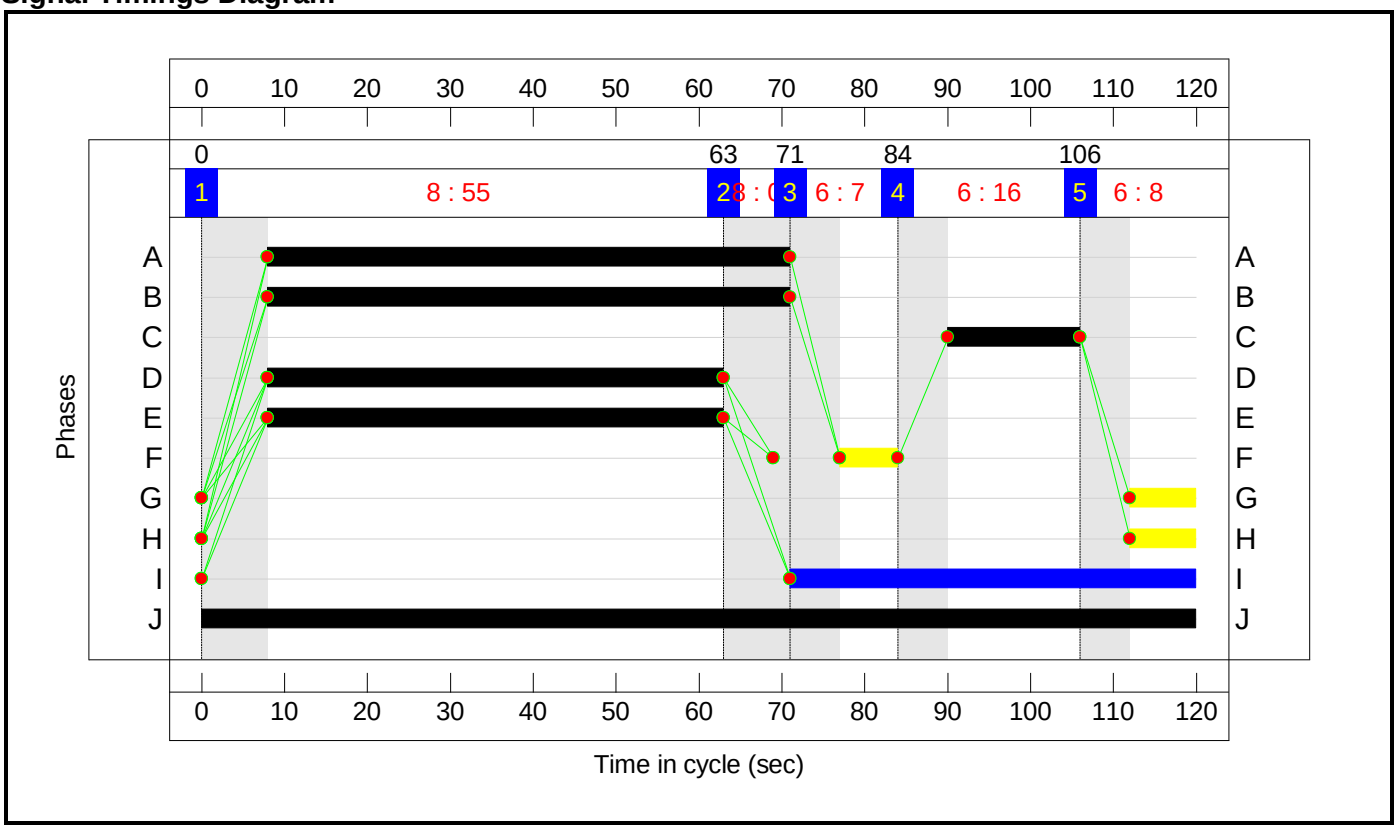
Stage Sequence Diagram



Stage Timings

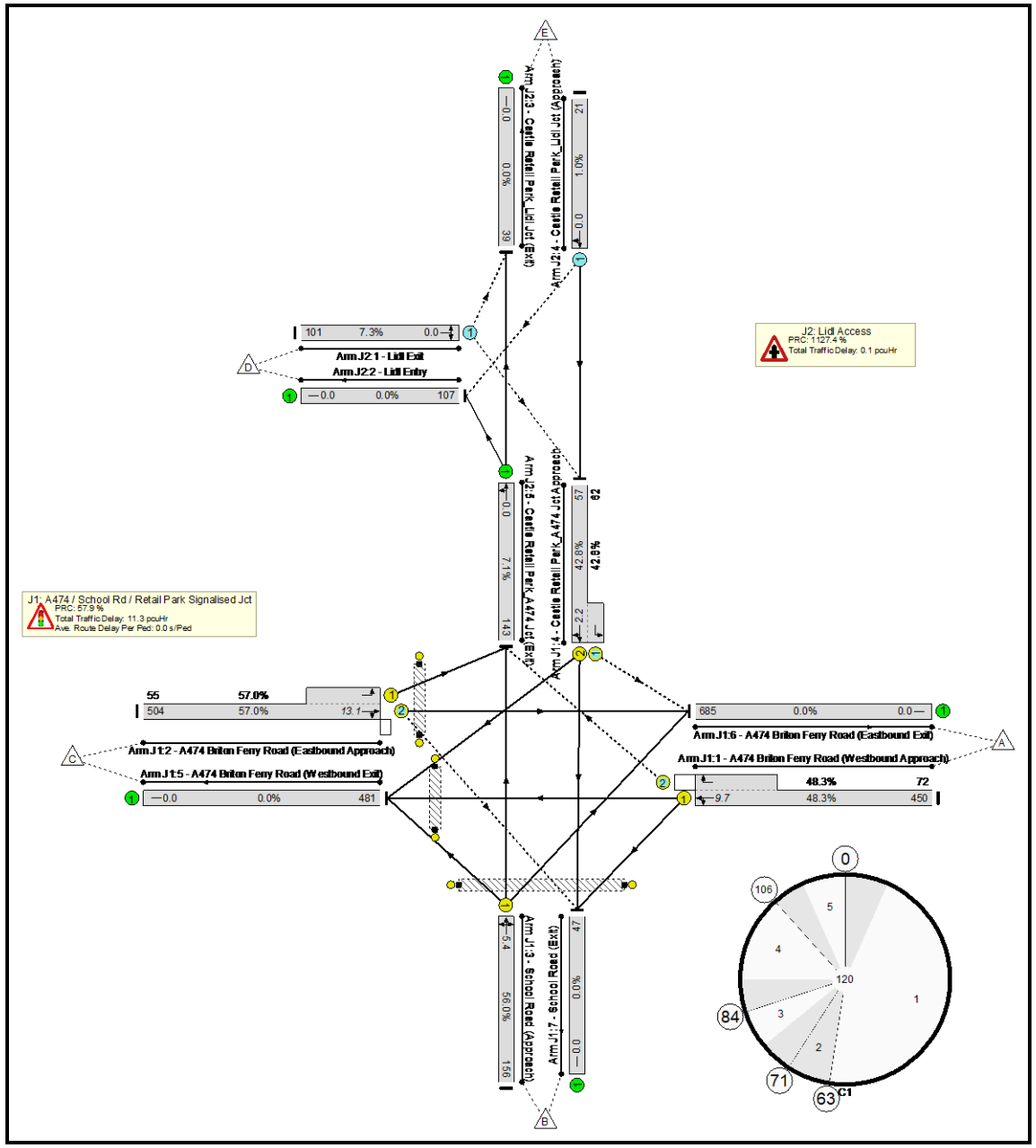
Stage	1	2	3	4	5
Duration	55	0	7	16	8
Change Point	0	63	71	84	106

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

4/1	Castle Retail Park_Lidl Jct (Approach) Ahead Right	O	N/A	N/A	-		-	-	-	21	2015	2015	1.0%
5/1	Castle Retail Park_A474 Jct (Exit) Left Ahead	U	N/A	N/A	-		-	-	-	143	2015	2015	7.1%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A474 Signalised Jct	**-**	**-**	**215**	**28**	**1**	**8.9**	**2.2**	**0.3**	**11.4**	**-**	**-**	**-**	**-**
J1: A474 / School Rd / Retail Park Signalised Jct	**-**	**-**	**114**	**28**	**1**	**8.9**	**2.1**	**0.3**	**11.3**	**-**	**-**	**-**	**-**
1/1+1/2	522	522	67	4	1	2.4	0.5	0.3	3.2	21.8	9.3	0.5	9.7
2/2+2/1	559	559	9	0	0	3.5	0.7	0.0	4.2	26.8	12.4	0.7	13.1
3/1	156	156	-	-	-	2.1	0.6	-	2.7	62.6	4.8	0.6	5.4
4/2+4/1	119	119	38	24	0	0.9	0.4	-	1.3	38.3	1.8	0.4	2.2
5/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Lidl Access	**-**	**-**	**101**	**0**	**0**	**0.0**	**0.1**	**0.0**	**0.1**	**-**	**-**	**-**	**-**
1/1	101	101	101	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
2/1	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	21	21	0	0	0	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/1	143	143	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 57.9 Total Delay for Signalled Lanes (pcuHr): 11.30 Cycle Time (s): 120
PRC Over All Lanes (%): 57.9 Total Delay Over All Lanes(pcuHr): 11.39

Appendix G

Delivery Management Statement

Delivery Management Statement

1.1 This Delivery Management Statement (DMS) has been prepared in response to comments received from Neath Port Talbot County Borough Council (NPTCBC) regarding the Transport Assessment (TA) submitted in support of a proposed Lidl foodstore (Class A1) re-development at Briton Ferry Road, Neath.

1.2 The DMS is applicable to all Lidl delivery vehicles and will be reviewed on a periodic basis. All Lidl direct suppliers will also be made aware of the measures/controls within the DMS.

1.3 Compliance and implementation of the DMS will be monitored by the store manager and Lidl regional management team, with regular training undertaken with Lidl drivers and staff members as and when required.

Delivery Vehicle Type

1.4 Lidl typically delivers using 16.5m articulated vehicles, which serve a number of stores on each delivery run to ensure both efficiency of operation and sustainability of the business.

1.5 Lidl store deliveries include all frozen, chilled and ambient goods, with the same delivery vehicle taking away store waste and recycling.

Routing of Vehicles

1.6 The site has a single vehicle access point along the Castle Retail Park access road, with access to the wider highway network provided from the A474 Briton Ferry Road / School Road / Castle Retail Park access road signalised junction, located directly to the south. All delivery vehicles will route through these junctions.

1.7 Deliveries to the site will originate from the regional distribution centre at Waterton Industrial Estate, Bridgend, and arrive and depart the site via the A474 Briton Ferry Road.

Service Vehicle Accessibility

1.8 The delivery vehicle loading bay is located along the northern edge of the unit. This loading bay has been designed to accommodate a 16.5m articulated vehicle. Lidl will ensure the loading bay remains clear of non-authorised vehicles.

1.9 Delivery vehicles will enter the site in a forward gear, turn within the car park area, and reverse into the loading bay. After offloading the goods, they would then exit the site in a forward gear. Experience at other stores, where the service vehicle has to pass through the car park, as well as reversing into the loading bay, shows that the manoeuvre can be undertaken entirely safely.

1.10 The internal site car park layout has been designed to allow sufficient space for a 16.5m articulated vehicle to safely make these movements. In particular, the site is laid out so that there are no car parking spaces which will have to be "free" so as to allow the delivery vehicles to successfully execute its standard manoeuvres.

1.11 Delivery drivers will be briefed to ensure that they are aware that the route to the loading bay is through the customer car park, including a reversing manoeuvre.

1.12 Suitable lighting within the car park will be provided to ensure good visibility for all vehicles within the site at all times of the day.

1.13 The store manager will be informed on a daily basis of anticipated delivery schedules, and kept updated to any delays or changes in expected delivery vehicle arrival times.

1.14 As necessary, Lidl will make an appointed member of staff available to be deployed as a banksman, to provide a further aid to the driver in terms of maximising visibility.

Delivery Arrangements

1.15 It is anticipated that the store would generate between 1 and 2 deliveries per day on average. This could potentially increase to 3 deliveries per day during the busiest periods such as Christmas and Easter. The proposed frequency of deliveries is consistent with other similar store operations, and is considered minimal in terms of impact upon the local highway network.

1.16 Deliveries will be managed to ensure that there is never more than one delivery vehicle on site at the site time, so there will be no opportunity or need for vehicles to wait outside of the loading bay.

1.17 Where feasible, Lidl will endeavour to undertake deliveries outside of store trading hours, local highway peak periods, and local school peak periods, to minimise disruption to customers, and minimise disruption to other pedestrian and vehicle traffic on the network.

Good Neighbour and Considerate Behaviour

1.18 In addition to the management of delivery numbers and scheduling, mitigation measures will be in place in order to minimise the impact to the surrounding area, including:

- Vehicle reversing ‘audible warning’ to be used within the site, but switched off after 9pm, if this can be done without compromising safety;
- At all times, deliveries to be undertaken with minimal noise in terms of vehicle manoeuvring, engine noise (“revving”), gear changes and application of brakes, moving goods to / from the vehicle, and considerate closing of doors (no ‘slamming’);

- Switch of the engine, radio, and headlights of vehicles when parked in the delivery bay;

Safety Practices

1.19 All delivery vehicle drivers servicing the yard will be highly trained and well-practised in undertaking the required manoeuvres.

1.20 The following safety practices will also be adhered to when deliveries are taking place:

- All involved delivery staff to wear relevant PPE and high visibility clothing;
- All involved delivery staff to undergo relevant safety training, and be made aware of all potential risks;
- Only trained persons to be involved; and
- Undertake monthly servicing and maintenance checks of the service yard.

1.21 To ensure high safety standards are maintained and prioritised, all involved delivery staff will be encouraged to report any potential issues, observed incidents, or potential improvement measures in the delivery process to the store manager.

Appendix H

Updated Parking Accumulation (based on May 2022 traffic surveys)

21-00738 Briton Ferry Road, Lidl

Existing and Proposed Lidl Unit Anticipated Parking Accumulation

CORUN
Transport and Highway Engineering

EXISTING LIDL - WEEKDAY ACCUMULATION

Starting Accumulation Value - 0

	TRIPS OUT	TRIPS IN	ACCUM
07:00 - 07:15	0	0	1
07:15 - 07:30	0	2	3
07:30 - 07:45	1	0	2
07:45 - 08:00	1	5	6
08:00 - 08:15	2	13	17
08:15 - 08:30	13	10	14
08:30 - 08:45	8	9	15
08:45 - 09:00	14	14	15
09:00 - 09:15	10	14	19
09:15 - 09:30	15	9	13
09:30 - 09:45	10	15	18
09:45 - 10:00	13	11	16
10:00 - 10:15	13	11	14
10:15 - 10:30	7	10	17
10:30 - 10:45	10	12	19
10:45 - 11:00	12	9	16
11:00 - 11:15	11	13	18
11:15 - 11:30	9	12	21
11:30 - 11:45	19	21	23
11:45 - 12:00	14	11	20
12:00 - 12:15	18	20	22
12:15 - 12:30	20	24	26
12:30 - 12:45	16	13	23
12:45 - 13:00	17	10	16
13:00 - 13:15	13	12	15
13:15 - 13:30	14	17	18
13:30 - 13:45	17	18	19
13:45 - 14:00	11	18	26
14:00 - 14:15	22	21	25
14:15 - 14:30	20	13	18
14:30 - 14:45	13	14	19
14:45 - 15:00	15	16	20
15:00 - 15:15	17	25	28
15:15 - 15:30	26	25	27
15:30 - 15:45	24	20	23
15:45 - 16:00	21	19	21
16:00 - 16:15	22	18	17
16:15 - 16:30	21	22	18
16:30 - 16:45	18	12	12
16:45 - 17:00	11	16	17
17:00 - 17:15	13	16	20
17:15 - 17:30	20	15	15
17:30 - 17:45	15	14	14
17:45 - 18:00	14	21	21
18:00 - 18:15	22	24	23
18:15 - 18:30	15	9	17
18:30 - 18:45	14	5	8
18:45 - 19:00	8	5	5

Max Accumulation Value - 28

Existing Lidl Parking Spaces - 135
Existing Lidl Min Spare Capacity - +107
Max Capacity Reached - 20.7%

EXISTING LIDL - SATURDAY ACCUMULATION

Starting Accumulation Value -* 7

	TRIPS OUT	TRIPS IN	ACCUM
07:00 - 07:15	1	0	6
07:15 - 07:30	0	0	6
07:30 - 07:45	0	1	7
07:45 - 08:00	0	3	10
08:00 - 08:15	4	22	28
08:15 - 08:30	16	12	24
08:30 - 08:45	16	7	15
08:45 - 09:00	9	8	14
09:00 - 09:15	9	8	13
09:15 - 09:30	2	5	16
09:30 - 09:45	8	13	21
09:45 - 10:00	11	8	18
10:00 - 10:15	11	16	23
10:15 - 10:30	18	20	25
10:30 - 10:45	19	18	24
10:45 - 11:00	12	21	33
11:00 - 11:15	23	14	24
11:15 - 11:30	8	20	36
11:30 - 11:45	34	17	19
11:45 - 12:00	13	19	25
12:00 - 12:15	22	20	23
12:15 - 12:30	17	21	27
12:30 - 12:45	13	13	27
12:45 - 13:00	16	17	28
13:00 - 13:15	18	16	26
13:15 - 13:30	16	12	22
13:30 - 13:45	14	14	22
13:45 - 14:00	15	13	20
14:00 - 14:15	14	24	30
14:15 - 14:30	20	26	36
14:30 - 14:45	25	19	30
14:45 - 15:00	22	9	17
15:00 - 15:15	13	17	21
15:15 - 15:30	12	13	22
15:30 - 15:45	12	14	24
15:45 - 16:00	19	25	30
16:00 - 16:15	23	15	22
16:15 - 16:30	10	13	25
16:30 - 16:45	17	15	23
16:45 - 17:00	19	18	22
17:00 - 17:15	14	13	21
17:15 - 17:30	16	10	15
17:30 - 17:45	12	17	20
17:45 - 18:00	11	9	18
18:00 - 18:15	11	15	22
18:15 - 18:30	13	10	19
18:30 - 18:45	9	2	12
18:45 - 19:00	16	4	0

Max Accumulation Value - 36

Existing Lidl Parking Spaces - 135
Existing Lidl Min Spare Capacity - +99
Max Capacity Reached - 26.7%

PROPOSED LIDL - WEEKDAY ACCUMULATION

Starting Accumulation Value - 0

	TRIPS OUT	TRIPS IN	ACCUM
07:00 - 07:15	0	0	0
07:15 - 07:30	0	3	3
07:30 - 07:45	1	0	2
07:45 - 08:00	1	7	8
08:00 - 08:15	3	17	22
08:15 - 08:30	17	13	18
08:30 - 08:45	11	12	19
08:45 - 09:00	19	19	19
09:00 - 09:15	13	19	25
09:15 - 09:30	20	12	17
09:30 - 09:45	13	20	24
09:45 - 10:00	17	15	22
10:00 - 10:15	17	15	20
10:15 - 10:30	9	13	24
10:30 - 10:45	13	16	27
10:45 - 11:00	16	12	23
11:00 - 11:15	15	17	25
11:15 - 11:30	12	16	29
11:30 - 11:45	25	28	32
11:45 - 12:00	19	15	28
12:00 - 12:15	24	27	31
12:15 - 12:30	27	32	36
12:30 - 12:45	21	17	32
12:45 - 13:00	23	13	22
13:00 - 13:15	17	16	21
13:15 - 13:30	19	23	25
13:30 - 13:45	23	24	26
13:45 - 14:00	15	24	35
14:00 - 14:15	29	28	34
14:15 - 14:30	27	17	24
14:30 - 14:45	17	19	26
14:45 - 15:00	20	21	27
15:00 - 15:15	23	33	37
15:15 - 15:30	35	33	35
15:30 - 15:45	32	27	30
15:45 - 16:00	28	25	27
16:00 - 16:15	29	24	22
16:15 - 16:30	28	29	23
16:30 - 16:45	24	16	15
16:45 - 17:00	15	21	21
17:00 - 17:15	17	21	25
17:15 - 17:30	27	20	18
17:30 - 17:45	20	19	17
17:45 - 18:00	19	28	26
18:00 - 18:15	29	32	29
18:15 - 18:30	20	12	21
18:30 - 18:45	19	7	9
18:45 - 19:00	11	7	5

Max Accumulation Value - 37

Proposed Lidl Parking Spaces - 149
Proposed Lidl Min Spare Capacity - +112
Max Capacity Reached - 24.8%

PROPOSED LIDL - SATURDAY ACCUMULATION

Starting Accumulation Value -* 8

	TRIPS OUT	TRIPS IN	ACCUM
07:00 - 07:15	1	0	7
07:15 - 07:30	0	0	7
07:30 - 07:45	0	1	8
07:45 - 08:00	0	4	12
08:00 - 08:15	5	29	36
08:15 - 08:30	21	16	31
08:30 - 08:45	21	9	19
08:45 - 09:00	12	11	18
09:00 - 09:15	12	11	17
09:15 - 09:30	3	7	21
09:30 - 09:45	11	17	27
09:45 - 10:00	15	11	23
10:00 - 10:15	15	21	29
10:15 - 10:30	24	27	32
10:30 - 10:45	25	24	31
10:45 - 11:00	16	28	43
11:00 - 11:15	31	19	31
11:15 - 11:30	11	27	47
11:30 - 11:45	45	23	25
11:45 - 12:00	17	25	33
12:00 - 12:15	29	27	31
12:15 - 12:30	23	28	36
12:30 - 12:45	17	17	36
12:45 - 13:00	21	23	38
13:00 - 13:15	24	21	35
13:15 - 13:30	21	16	30
13:30 - 13:45	19	19	30
13:45 - 14:00	20	17	27
14:00 - 14:15	19	32	40
14:15 - 14:30	27	35	48
14:30 - 14:45	33	25	40
14:45 - 15:00	29	12	23
15:00 - 15:15	17	23	29
15:15 - 15:30	16	17	30
15:30 - 15:45	16	19	33
15:45 - 16:00	25	33	41
16:00 - 16:15	31	20	30
16:15 - 16:30	13	17	34
16:30 - 16:45	23	20	31
16:45 - 17:00	25	24	30
17:00 - 17:15	19	17	28
17:15 - 17:30	21	13	20
17:30 - 17:45	16	23	27
17:45 - 18:00	15	12	24
18:00 - 18:15	15	20	29
18:15 - 18:30	17	13	25
18:30 - 18:45	12	3	16
18:45 - 19:00	21	5	0

Max Accumulation Value - 48

Proposed Lidl Parking Spaces - 149
Proposed Lidl Min Spare Capacity - +101
Max Capacity Reached - 32.2%

Notes:

Existing Lidl accumulations calculated from Lidl entry and exit movements from MCC surveys undertaken on Friday 13th May 2022 and Saturday 14th May 2022. Values represent observed light vehicles only

* Starting accumulation values set to a level to prevent negative accumulation values (if value = 0 it is assumed that no vehicles were already within car park before survey period)

Proposed accumulation assumes a 32.1% increase in all observed Lidl Traffic movements

June 2022