

Client: Lidl GB Limited

Proposed Lidl Food Store

Kings Meadows, Brecon

Transport Assessment

Project No. 260350

DATE OCTOBER 2026



SCP GENERAL NOTES

Project No.: 260350

Title: Proposed Lidl Food Store, Kings Meadows, Brecon, Transport Assessment

Client: Lidl GB Limited

Date: 07 October 2026

Office: Edinburgh

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

EXECUTIVE/NON-TECHNICAL SUMMARY

SCP have been commissioned by Lidl GB Ltd to provide highways and transportation advice in association with their planning application for a new store located on the edge of Brecon within the jurisdiction of Bannau Brycheiniog National Park Authority (BBNPA). Welsh Government act as highway authority for the roads associated with the site.

Lidl GB is committed to the provision of sustainable access to all of its stores. As such, the site layout has been designed to be attractive to pedestrians and cyclists who reside within easy walking and cycling distance of the store, whether they are staff or customers. Cycle storage is conveniently located under the canopy at the front of the store and overlooked by customers inside at the packing shelf. Safe pedestrian routes have been defined into and through the store car park.

In recognition that the car will be the main choice of mode for those doing a bulk food shop, Lidl's specification for the layout of their car park incorporates wider aisles and more spacious bays for a safer and more commodious experience for their customers.

Within the assessment study area, we have examined the site's accessibility by all modes, investigated personal injury accident trends and considered the effect of other committed development in terms of additional peak hour trips. We have looked at the existing operation of the local highway network in the network peak hours on both weekdays and a weekend and have reported the baseline levels of service that users of the local highway network are currently experiencing and will expect to experience five years post store opening within the study area.

The assessment of the impact of the Lidl store on the local highway network has allowed for growth in traffic to a point five years beyond the anticipated year of store opening. Capacity testing has been undertaken for the weekday evening peak and for a Saturday midday peak.

Within the study area, our investigations have confirmed that the impact of Lidl's proposals is de minimis and that there is no evidence of any unacceptable impact on highway safety, or of any residual cumulative impact on the road network that might be considered to be severe. As a result, our advice to PCC is that, in terms of highways, the application should therefore receive a positive recommendation for approval, subject to conditions.

Further to the above, this updated Transport Assessment aims to address the consultation comments provided by the Welsh Government (WG) (dated 15th May 2026) and by the BBNPA (dated 23rd June 2026) following the first submission of the Transport Assessment Scoping Note. Each concern raised by the WG and the NPA is outlined in the following schedule alongside the chapter (where appropriate) within this Transport Assessment, which addresses each concern.

Item	WG Comment (15 th May 2026)	SCP Response
1.	A detailed Transport Assessment (TA) and Travel Plan which clearly identifies both existing and anticipated queuing at the A40/A470 roundabout at seasonal peak periods.	Accepted – this document
2.	Drawings and brief report of the A470 access junction demonstrating compliance with DMRB Standards some of which are mentioned below and where if any there is non-compliance. The layout shall minimise any queuing back into the development.	See Chapter 7
3.	The maximum achievable junction visibility splays (in both the horizontal and vertical plane) at the access.	See Chapter 7
4.	The maximum achievable mainline forward visibility on the approaches to the junction.	See Chapter 7
5.	Road Safety Audit Stage 1 and 2.	Provided separately

Item	Bannau Brycheiniog National Park Authority Comment (23 rd June 2026)	SCP Response
1.	Active travel – BNPA will not accept traffic lights or pedestrian crossing at the roundabout; need to explore options.	Accepted. The site access proposal is a ghost-island right turn solution. See Chapter 7.
2.	Need to balance highways requirements against landscape impact on the hedgerows and the approach into Brecon.	Accepted. The site access proposals have been designed to limit the degree to which boundary vegetation needs to be removed.

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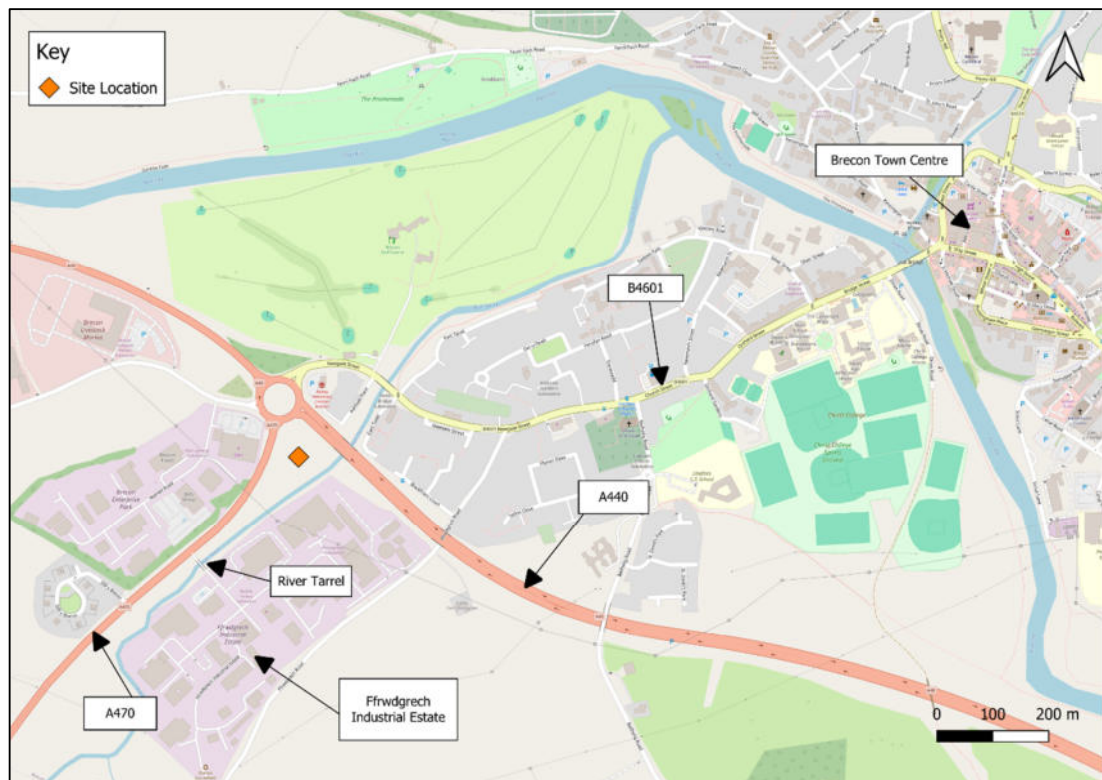
1 INTRODUCTION

- 1.1 This Transport Assessment (TA) has been prepared on behalf of Lidl Great Britain Ltd (“Lidl”) to inform the strategic highway authority, Welsh Government, and the BBNPA and local highway authority, Powys County Council (PCC), of the transport and highways implications of the proposed discount food store and associated car parking development at land located east of the A470, Brecon.

Site location

- 1.2 The location of the Application Site and the surrounding highway network is shown below in **Figure 1.1**.

Figure 1.1 Site Location Plan



Source: QGIS

Site background

- 1.3 The site is located to the southwest of Brecon, approximately 1 mile from the town centre. The site is bordered by the A40 / A470 / B4601 roundabout to the north, the A40 to the east, the River Tarell and Ffrwdgrech Industrial Estate to the south, and the A470 to the west.

- 1.4 The application site is currently comprised of vacant land.

Proposed Lidl Store development

- 1.5 The proposals include the construction of a Class A1 discount food store with a sales floor area of 1530m², with 2185m² of gross floor space and associated car parking for 103 cars for Lidl customers only, including six disabled, nine Parent & Child (P&C), and two Electric Vehicle Charging (EVC) spaces of rapid charger type. The site plan is attached in [Appendix 1](#).
- 1.6 It is proposed that a vehicular access into the customer car park will be provided via a new priority-controlled junction with the A470.

Scope of This Report

- 1.7 This report seeks to demonstrate that the proposed redevelopment of the site can be accommodated without detriment to the operational capacity or safety of the local highway network, and that it can be readily accessed on foot, by bicycle and by local public transport.

Report structure

- 1.8 After this introductory section, the report is set out as follows:
- **Chapter 2 – Vision Statement** – This provides the transport vision for the development;
 - **Chapter 3 – Policy Context**. This provides an overview of the relevant national, regional and local transport policy and its relationship to the proposed development;
 - **Chapter 4 – Existing Site Context**. This describes the site in relation to the local highway network, its current traffic levels and the road safety record of the area;
 - **Chapter 5 – Sustainable Transport Appraisal**. This sets out the site's accessibility in terms of walking, cycling and public transport;
 - **Chapter 6 – Proposed Development**. This details the proposals for the application site;
 - **Chapter 7 – Access Strategy**. This sets out how the site will be accessed via all modes;
 - **Chapter 8 – Delivery, Service and Waste Management Plan**. This summarises Lidl's standard approach to deliveries and servicing adopted across the majority of its UK estate, and how such a strategy will be adopted at the application site;
 - **Chapter 9 – Car Parking**. This reports on the car parking and cycle parking standards to confirm that the proposals are sufficient to meet the required provision for the store;
 - **Chapter 10 – Future Baseline Traffic Conditions**. This reports on network conditions that may materialise given the anticipated growth in traffic over a circa five-year period, together with traffic associated with local committed development.

- **Chapter 11 – Development Related Transport Movements.** This reports on the anticipated level of additional traffic expected to be generated by the new Lidl store. It is based upon survey evidence of other Lidl's within the nationally adopted and industry standard TRICS database.
- **Chapter 12 – Anticipated Highway Impacts.** This reports on the combination of Lidl traffic with future-year baseline conditions and on the levels of service that are expected to materialise across the study area.
- **Chapter 13 – Conclusions.** This provides our overall conclusions and summarises our advice to the LHA.

2 VISION STATEMENT

- i) Lidl GB's vision for the Kings Meadows site in Brecon is to ensure that it is aligned with the sustainable transport aspirations of the BBNPA, PCC and WG. These sustainable transport principles are interwoven into the entire transport design approach. The travel needs of both pedestrians and cyclists have been fully considered, taking into account the constraints imposed by the existing transport network configuration. The approach routes into the site have been designed to be attractive and easy to use for all active travel users. Improvements will be made to the existing adopted highway network locally and where necessary, relevant, and reasonable in all other respects with regard to the application site.
- ii) For those travelling from further afield, this vision will also serve the needs of those staff and customers for whom public transport is the mode of choice. Frequent bus services are available on nearby Newgate Street. These will connect the store to neighbouring residential areas and local town centres from stops that are within easy walking distance along routes which are safe and attractive to use.
- iii) The application site is positioned along a key route into and out of Brecon and access is via the A470. This provides the store with excellent visibility for those customers that are already car-borne and are using the local highway network in the vicinity of the new store.
- iv) A typical Lidl food store attracts around 2,000 to 2,500 two-way vehicle movements per average day from customers undertaking a bulk food shop by car. However, new food stores do not generate new trips by private car; they merely redistribute existing food retail trips that are already being made as customers seek to minimise their travel costs. For customers that are already car-borne, the store's location close to an already well-trafficked route will ensure that the re-distribution of such movements is localised. Vehicular traffic will then be retained within roads that are either already designed to cater for such movements, or which can easily, and cost-effectively, be adapted to suit.
- v) The re-distribution of existing food-retail trips being made by car may lead to some trips appearing as new to the network in the immediate vicinity of the store. However, a store location like this one, adjacent to an already well-trafficked corridor, maximises the degree to which car-borne trade can be generated from journeys that are already being made and minimises the degree to which any new trips to the vicinity will need to appear.
- vi) More discount food retail choice for existing and new Brecon residents will reduce the distance that car-borne customers need to travel to undertake their bulk-food shop, thereby also reducing total vehicle mileage on the road network. However, just as importantly, the proximity of the store to neighbouring residential and commercial development, which is easily accessible by modes other than the private car, will lead to a reduction in the use of the private car for top-up shopping.
- vii) Lidl's vision, underpinned by their accompanying Travel Plan for employees, is that high turnover at their Brecon store will not be driven by or result from higher than average volumes of car-borne customers. Lidl want the store to be safe and attractive for all users. This will ensure that staff are provided with the greatest opportunities to choose active-travel modes and that customers make the right choice in terms of how to travel more sustainably to the store when the car is not an essential part of that single-purpose visit.

3 POLICY CONTEXT

- 3.1 This chapter provides a summary of relevant national, regional and local transport policies and provides a brief analysis of how the proposed development contributes towards the aims and objectives of these policies.

National Policy

Planning Policy Wales (PPW)

- 3.2 *In terms of the national transport policy that is relevant to the Transport Implementation Strategy, the latest 12th edition of PPW was published in February 2024 by the Welsh Government and sets out a framework for the Welsh planning authorities to prepare their development plans. Chapter 4 of PPW sets out the approach to Transport.*
- 3.3 *Paragraph 4.1.1 of PPW states that “The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:*
- Enabling More Sustainable Travel Choices – measures to increase walking, cycling and public transport, reduce dependency on the car for daily travel;*
 - Network Management – measures to make best use of the available capacity, supported by targeted new infrastructure; and,*
 - Demand Management – the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles”.*
- 3.4 *Paragraph 4.1.8 of PPW states that “The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. 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.”*
- 3.5 *With reference to the Active Travel (Wales) Act 2013, Paragraph 4.1.27 of PPW states that walking and cycling should be promoted for shorter journeys, particularly everyday journeys to work and education establishments or to other local services and facilities. “The Active Travel Act requires local authorities to produce Integrated Network Maps, identifying the walking and cycling routes required to create fully integrated networks for walking and cycling to access work, education, services and facilities”.*

- 3.6 *In reference to supporting documentation with planning applications, paragraph 4.1.56 of PPW states that “Transport Assessments are an important mechanism for setting out the scale of anticipated impacts of a proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for appropriately.”*

Future Wales: The National Plan

- 3.7 Future Wales is the national development plan for Wales that sets strategic spatial/land-use priorities over the next 20+ years. As a high-level plan, it shapes where and how growth and development should occur, which includes applying transport and connectivity considerations to ensure sustainable development. Future Wales underlines the importance of development being supported by appropriate transport infrastructure and services, especially public transport and active travel (walking/cycling), to reduce reliance on private vehicles.
- 3.8 The key transport-related policies and principles set out are as follows:
- Future Wales promotes locating development in sustainable places — i.e. those accessible by “active travel and public transport infrastructure and services” — with the aim of enabling people to “live active and healthy lives”;
 - A key objective is to reduce the need to travel by private car, and encourage a modal shift towards walking, cycling, and public transport; and
 - In recognition of this, Future Wales (through its transport-related policies) prioritises investment in active travel routes, public transport infrastructure and services, and connectivity that supports sustainable modes.

TAN 18

- 3.9 TAN 18 supplements Planning Policy Wales (PPW), providing detailed guidance on how land-use planning should integrate with transport planning. It is material to the preparation of Local Development Plans (LDPs) and may influence decisions on planning applications and appeals.
- 3.10 Its aim is to support a sustainable, efficient, inclusive transport system while minimising negative impacts (e.g. on air quality, congestion, environment).
- 3.11 TAN 18 promotes a development and transport planning strategy built around a “sustainable development” approach:
- Land-use planning and transport should be integrated: transport infrastructure and services need to support development, and development locations and designs should facilitate sustainable travel;
 - New developments should aim to maximise access by sustainable modes (public transport, walking, cycling) and reduce dependence on private cars; and
 - Planning should consider environmental, social and economic objectives — including climate change mitigation, health, social inclusion, economic development.
- 3.12 TAN 18 defines when and how a development should be accompanied by a Transport Assessment (TA), and what that should include. It also highlights the need for an accompanying Transport Implementation Strategy (TIS) where relevant.

3.13 The key considerations include:

- Assessing transport impacts (traffic, mode share, demand, parking demand, public transport capacity, walking/cycling capacity);
- Considering environmental impacts (e.g. air quality, emissions, noise) as part of broader sustainability and health objectives;
- Where appropriate, including “mitigation measures”: e.g. contributions to transport infrastructure or improvements; travel demand management; provision or enhancement of walking, cycling, public transport, and parking management;
- Considering travel plans for larger developments or where car use restrictions applied (e.g. car-free housing), including mechanisms to promote sustainable travel behaviour (public transport, walking, cycling); and
- Safeguarding land for future transport infrastructure (roads, public transport, freight, interchanges, etc.) in development plans and ensuring development proposals do not prejudice strategic transport schemes.

Regional Policy

Mid Wales Regional Transport Plan (MWRTP)

- 3.14 The Mid Wales Regional Transport Plan (MWRTP) is a policy document that supports national planning policy for Wales. The MWRTP applies the policies set out in the Welsh Government’s National Transport Strategy in the local context of the regions of Powys and Ceredigion and therefore applies to developments in Brecon.

The following policies from the MRTWP relate directly to the proposed development:

Land Use Planning Policy 3

Ensure all new developments, including new school and health facilities, design for walking and cycling from the outset and contribute to the delivery of ATNMs.

Accessibility Policy 1

Improve access to key services and employment by sustainable transport and ensure accessibility is planned as part of service delivery, e.g. investigate potential for integrated ‘combined services’ transport provision; increased availability of mobile services to rural areas; incentives for workplace car sharing; e-bike loans.

Local policy

Bannau Brycheiniog National Park Authority Local Development Plan 2007-2022

- 3.15 The Bannau Brycheiniog National Park Authority (BBNPA) is currently preparing a new Local Development Plan (LDP) for the period 2025-2045. A consultation on the emerging plan was undertaken between 1st May and 26th June 2026 in relation to the Delivery Agreement. The 2007-2022 LDP, adopted in 2013, remains the adopted Development Plan for the National Park
- 3.16 The adopted LDP sets out the Authority’s policies and procedures for guiding development within the National Park.

- 3.17 The LDP's vision is for the National Park to continue to be a living and working landscape supporting a range of uses, where development is sustainable and compatible with the statutory purposes of the National Park.
- 3.18 The LDP identifies a number of key objectives to support this vision, including SE4: Transport, which seeks to promote development supported by sustainable transport initiatives and reduce reliance on private motor vehicles, and SE8: Sustainable Communities, which seeks to promote integrated communities with sustainable access to a wide range of facilities and services.
- 3.19 The LDP also contains a number of policies relevant to the proposed development, including Policy 59: Impacts of Traffic. This policy seeks to ensure that new development is well designed and provides appropriate access for pedestrians and cyclists. It also states that proposals will be refused where transport impacts cannot be satisfactorily mitigated or where there would be an unacceptable impact on road safety. In addition, the policy states that a full Transport Assessment will be required for proposals likely to generate significant numbers of trips, and that all development proposals defined as Major Development must be accompanied by a Travel Plan prepared to the satisfaction of the National Park Authority.

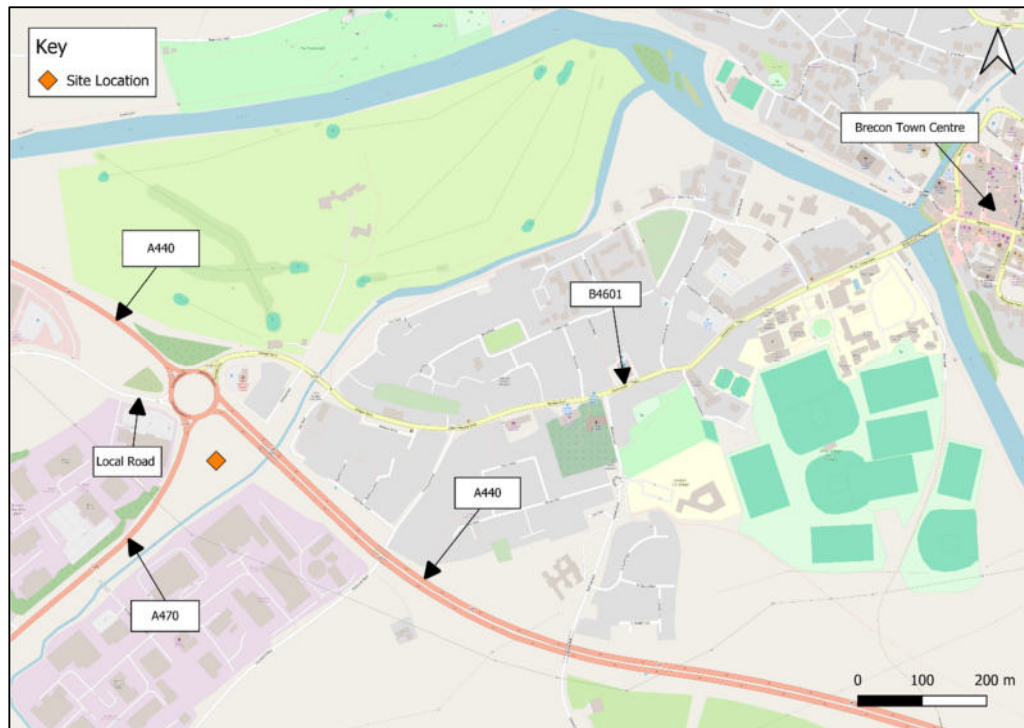
Analysis and Conclusions

- 3.20 In general, the national and local transport policies set out above follow similar themes and promote common aims. These are to provide sustainable development with good access to jobs and facilities, to encourage non-car modes of transport, to ensure that the highways impact of new developments is acceptable or mitigated against and to promote good site design with appropriate parking levels.
- 3.21 This TA demonstrates that these general transport policy aims can be met at the proposed Lidl store.

4 EXISTING SITE CONTEXT

- 4.1 The site is located to the southwest of Brecon adjacent to the A470. The site comprises vacant land and is bordered by the A40/B4601/A470/local road roundabout to the north, the A40 to the east, the River Tarrel and Ffrwdgrech Industrial Estate to the south, and the A470 to the west.
- 4.2 The location of the site in the context of the local highway network is illustrated in **Figure 4.1** below.

Figure 4.1 – Site location – Local Context Plan



Source: QGIS

Surrounding Highway Network

A470

- 4.3 The A470 is a single carriageway trunk road forming the western boundary of the site and the site access road. In the vicinity of the site, the A470 connects with the A40 and B4601 via a five arm roundabout located immediately north of the site. The road is subject to a 40mph speed limit.
- 4.4 The A470 also provides access to the Ffrwdgrech Industrial Estate, which is accessed via a priority junction location to the south of the proposed development site access.
- 4.5 A footway is provided on the western side of the A470 in the vicinity of the site. Street lighting is also present along both sides of the road.

A40

- 4.6 The A40 forms part of the strategic highway network serving Brecon and the wider region. To the east of the roundabout, the A40 operates as a dual carriageway subject to the national speed limit, whilst to the west it continues as a single carriageway road towards the village of Llanspyddid and the wider rural area.
- 4.7 Street lighting is provided on both sides of the road. There is no dedicated pedestrian infrastructure in present along the sections of the road approaching the junction.

B4601

- 4.8 The B4601 provides a principal route between the site and Brecon town centre, extending in a north easterly direction from the roundabout. The road is a single carriageway subject to a 20mph speed limit and serves surrounding residential areas and local facilities.
- 4.9 Footways are provided on the eastern side of the road in the vicinity of the roundabout. Further northeast, footways are available on both sides of the carriageway, providing connectivity to nearby residential areas and Brecon town centre. Street lighting is also present on both sides of the road.
- 4.10 Two bus stops, known as St David's Church, are located on opposite sides of the road, approximately 0.5 miles from the site, providing access to local and regional bus services.

Traffic Surveys

- 4.11 In order to establish existing traffic conditions on the A470 in the vicinity of the site, an Automatic Traffic Counter (ATC) was installed just 100m south of the roundabout on the A470 near the proposed site access. The ATC was installed for one week, beginning Friday 8th May 2026 and captured hourly and daily flow variations and measured vehicle speeds.
- 4.12 A summary of the respective average vehicle flows and average 85th percentile vehicle speeds recorded for the Weekday AM and PM and Saturday peak hours is presented in **Table 4.1** below. The full raw data from the ATC can be found attached as **Appendix 2**.

Table 4.1 – A470, Average Vehicle Flows and 85th Percentile Vehicle Speeds Obtained from ATC Data, May 2026

	Northbound		Southbound	
	Vehicle Flow	85 th Percentile (mph)	Vehicle Flow	85 th Percentile (mph)
5-day Average AM Peak (08:00-09:00)	439	41	381	40
5-day Average PM Peak (16:00-17:00)	440	40	459	41
Saturday Peak (12:00-13:00)	518	39	440	40

- 4.13 The results shown in the above table have informed the proposed access design and will ensure that the solution presented later in this report does not cause an unacceptable impact to highway safety.
- 4.14 In addition to this, fully classified turning counts, along with queues, were undertaken at the A40/A470/B4601/local road roundabout immediately north of the site. The surveys recorded turning movements for all approaches to the junction.
- 4.15 Turning counts for the above junctions were carried out on Saturday 9th May 2026 between 11:00 and 14:00 and Tuesday 12th May 2026 between 07:00 and 10:00 and 16:00 and 19:00.
- 4.16 The raw traffic data for these junctions is provided at **Appendix 2** and is summarised at the end of this document in **Traffic Flow Figure 1**
- 4.17 In order to determine the Weekday AM, PM and Saturday peak hours, reference has been made to the aggregate traffic volume of the junctions subject to surveys. The Lidl development traffic has then been added to this in order to derive a combined network peak hour. Analysis of this data highlighted that the peak hours occurred during 08:00 to 09:00 for the weekday AM, 16:00 to 17:00 for the weekday PM peak and 11:00 to 12:00 for the Saturday peak, with the results from this analysis presented in **Figures 4.2, 4.3 and 4.4.**

Figure 4.2 – Weekday AM Network Peak Hour Analysis

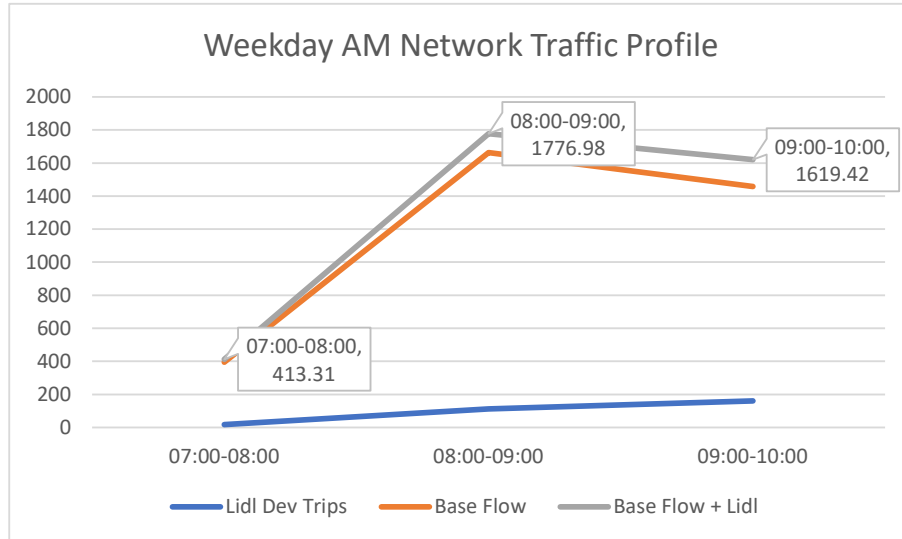


Figure 4.3 – Weekday PM Network Peak Hour Analysis

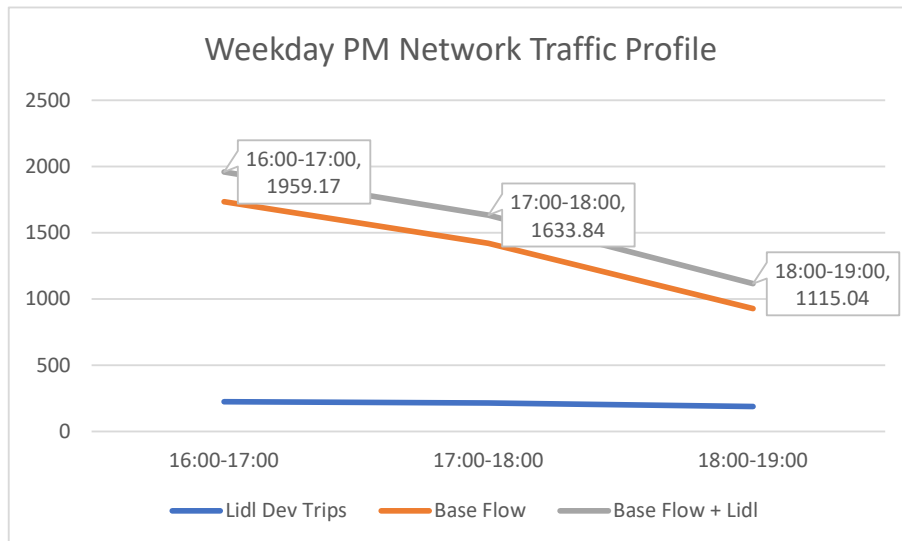
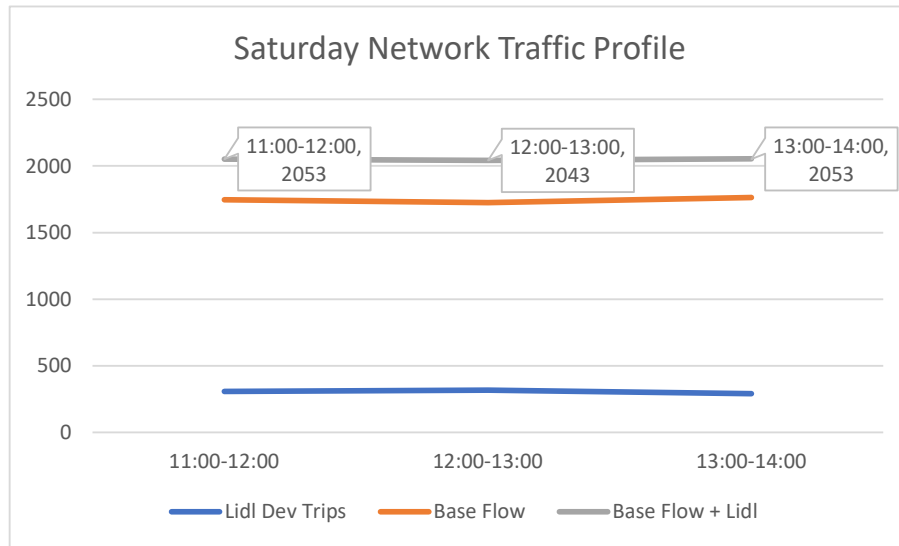


Figure 4.4 – Saturday Network Peak Hour Analysis



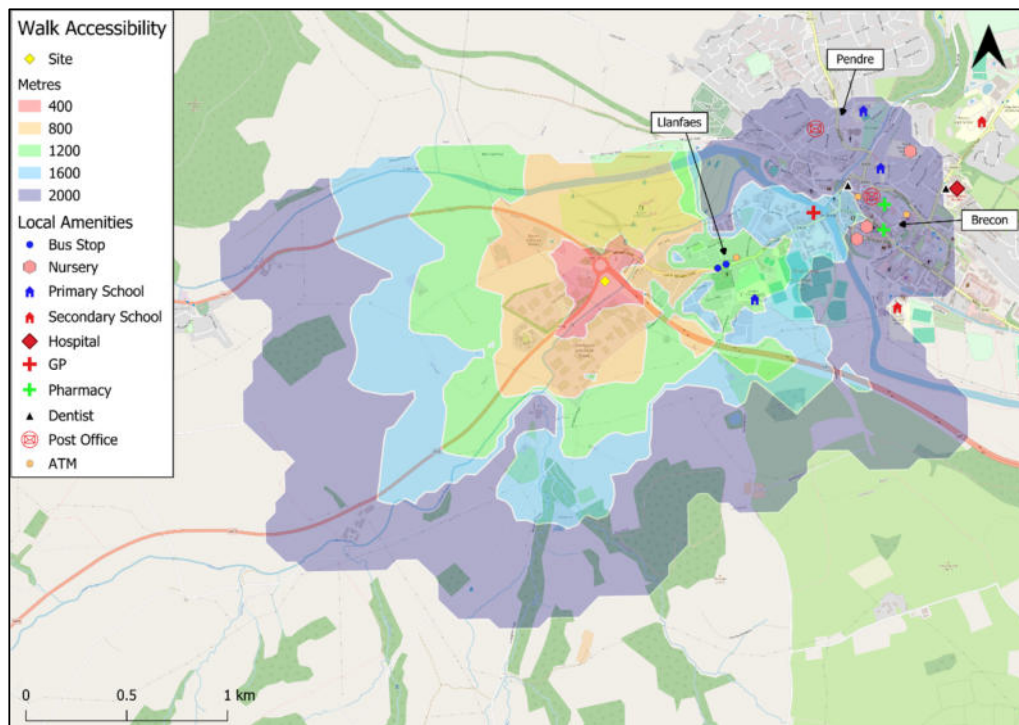
- 4.21 Analysis of the slight injury collisions does not reveal a single dominant causation factor. However, the recorded accidents are consistent with typical roundabout-related conflicts, including vehicle interactions on the circulatory carriageway and entering roundabout-manoevres. Motorcycles feature predominantly within the collision record, being involved in half of all recorded collisions.
- 4.22 Importantly, the results show that no pedestrian collisions were recorded during the study period, with all casualties identified as vehicle drivers.
- 4.23 Despite the clustering of incidents at the roundabout, the low number of collisions over the five-year period and the absence of any pedestrian incidents does not indicate the presence of an unusual highway safety issue.

5 SUSTAINABLE TRANSPORT APPRAISAL

Access on Foot

- 5.1 Walking is recognised as the most important mode of travel at a local level and offers the greatest potential to replace short car trips, particularly those within a 2km walk from the site.
- 5.2 TRACC software has been used to assess the accessibility of the development by foot, as shown on **Figure 5.1** below. The plan shows the areas within a 2km walk of the site.

Figure 5.1: 2km Walking Accessibility Isochrones



Source: Basemap TRACC

- 5.3 As shown in **Figure 5.1**, the south-western parts of Brecon, including the residential areas of Pendre and Llanfaes, fall within the site's pedestrian catchment. The site is therefore accessible on foot from nearby residential areas and employment catchments, providing opportunities for both customers and staff to travel by walking.
- 5.4 A number of local amenities are also within a 2km walk of the site (up to 30 minutes' walk) which will promote linked trips on foot; as shown in **Table 5.1**.

Table 5.1: Accessibility to Local Facilities from the Development Site

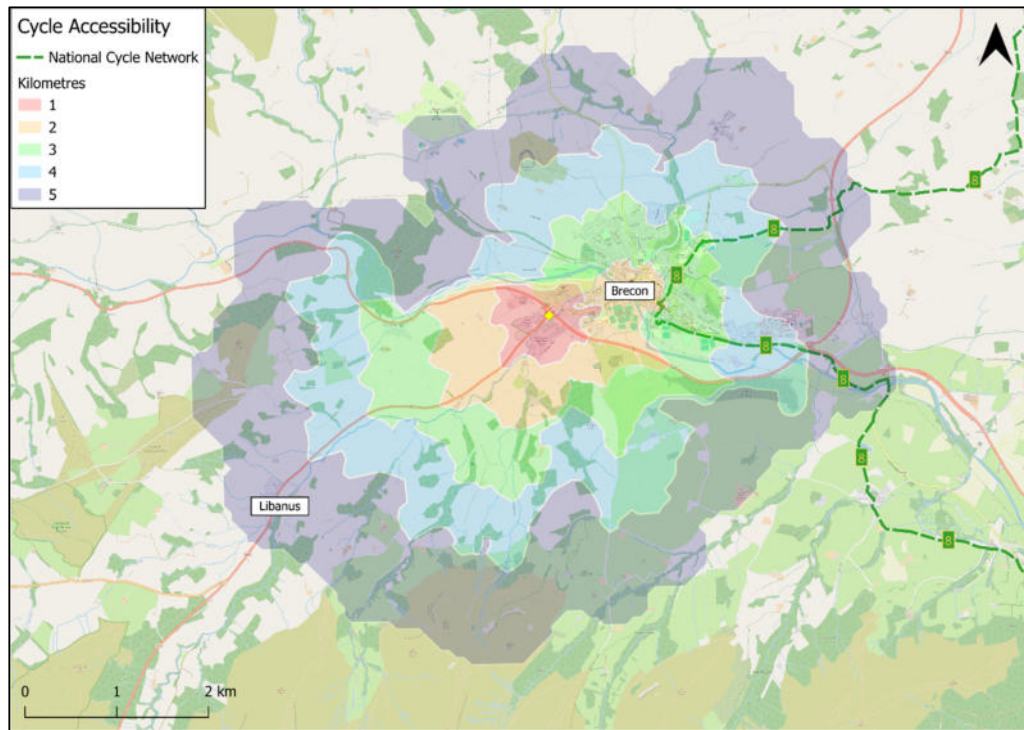
Service	Detail	Distance (Miles)
Bus stops	St David's Church, Church Street	0.4
ATM	Gulf Petrol Station, Church Street	0.5
Primary School	Llanfaes Primary School, Bailhelig Road	0.6
Secondary School	Penmaes Secondary School, Canal Road	1.3
Pharmacy	Well Pharmacy, Bulwark Street	1.0
Dentist	Brecon Dental, Castle Street	1.0
Post Office	Pendre Post Office, Bryn De Winton	1.1
GP	Brecon Medical Group Practice, Bridge Street	0.8

- 5.5 **Table 5.1** demonstrates that the site is in close proximity to a number of local amenities and public transport facilities that may promote pass-by / linked trips.
- 5.6 In addition, the following active-travel infrastructure improvements are proposed to enhance connectivity between the proposed development and Brecon town centre:
- A new footway along the eastern side of the A470 adjacent to the proposed store as far as the roundabout junction to the north with the A40 and B4601,
 - New uncontrolled pedestrian crossing facilities of the entry from and exit to the A40 east of the roundabout junction with the A470 to provide a safe connection to the B4601 Newgate Street.
 - A new footway on the southern side of the B4601 roundabout approach, extending around the bend to proposed new eastbound and westbound bus stops,
 - An uncontrolled pedestrian crossing on the B4601 between the two new bus stops.
- 5.7 Collectively, these improvements will strengthen pedestrian links between the site and surrounding residential areas, local facilities and bus services.

Access on Cycle

- 5.8 Transport policy identifies that cycling represents a realistic and healthy option when compared to the private car, for journeys up to 5km as a whole journey, or as part of a longer journey by public transport.
- 5.9 TRACC software has again been used to assess the accessibility of the development by bicycle as shown on **Figure 5.2** below. The plan shows the areas within a 5km cycle of the site.

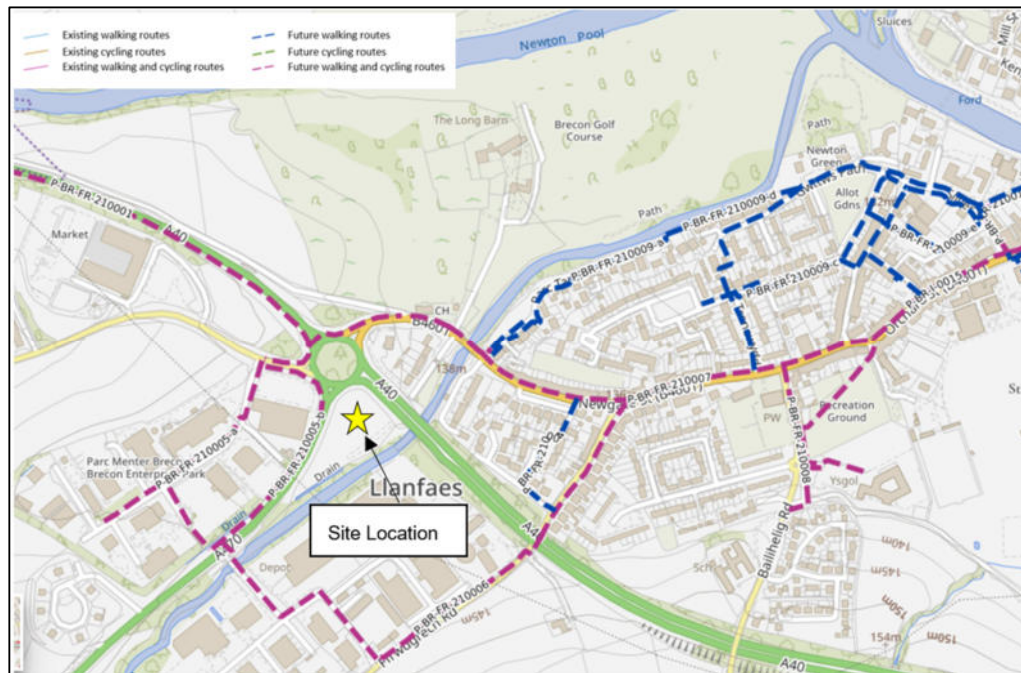
Figure 5.2: 5km Cycling Accessibility Isochrones



Source: Basemap TRACC

- 5.10 Figure 5.2 demonstrates that Brecon and surrounding residential areas, including Libanus, are located within a reasonable cycling distance of the site. The development is therefore accessible by bicycle for a significant proportion of the local population, including staff and potential customers, though this is relevant really only to the top-up shop undertaken more locally.
- 5.11 National Cycle Route (NCR) 8 is located approximately 1.2 miles to the east of the site. NCR 8 can be accessed via the B4601, across the canal, then to the NCR 8 via a cycle path. The route runs in sections down the whole length of Wales.
- 5.12 **Figure 5.3** below shows the existing and future routes for active travel across the study area.

Figure 5.3: Existing and Proposed Active Travel Routes in the Vicinity of the Site



Source: DataMapWales

- 5.13 As can be seen on the above figure, there are a number of future active travel routes in the vicinity of the site. A future walking route and cycling route is planned (reference: P-BR-FR-210005-b) just west of the application site, which will run along the outside of the existing Ffrwdgrech industrial estate, providing a new walking route that will lead into Brecon either via the roundabout to the north or via the A40 underpass.
- 5.14 The presence of future walking and cycling routes in the vicinity of the site encourages customers and staff to travel by active travel modes, decreasing short term car trips and congestion throughout Brecon and the surrounding areas.
- 5.15 Six Sheffield stands, providing 12 cycle parking spaces for customers, are proposed under the store canopy for shelter and in front of the glazed elevation of the store. They are overlooked by customers at the packing shelf and are therefore under constant surveillance for maximum security. Secure staff cycle parking will also be provided for employees within the warehouse.

Public transport

Bus

- 5.16 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."

- 5.17 The nearest bus stops to the site are the St David's Church stops located on Church Street, approximately 0.4 miles north-east of the site. The stops are accessible via pedestrian footways and are served by the T4, T6 and X80 bus services.
- 5.18 Given the nearest bus stops at St David's Church are located approximately 650m from the site, enquiries have been made with Powys County Council regarding the potential provision of an additional bus stop either adjacent to the proposed Lidl store on the A470, or at a suitable location along Newgate Street closer to the roundabout connecting to the A470. The objective of this request is to improve public transport accessibility and reduce walking distances between the site and local bus services. A copy of the correspondence issued to Powys County Council is provided in **Appendix 10**. At the time of writing, no response has been received.
- 5.19 The frequency of the different bus services available from these stops is outlined in **Table 5.2**.

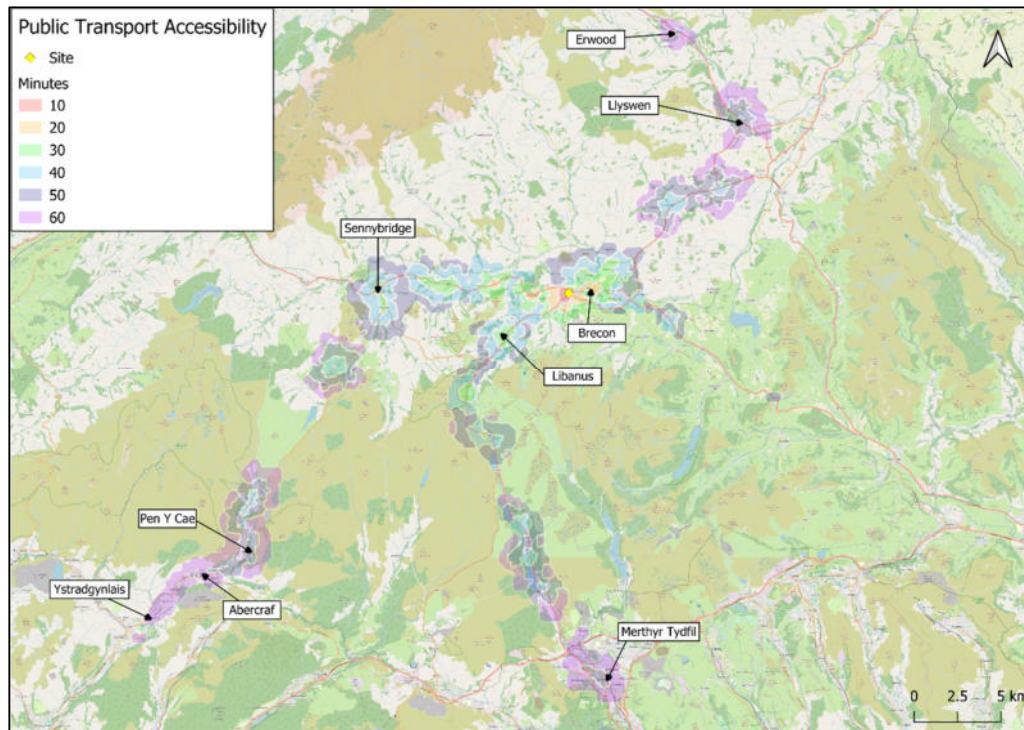
Table 5.2: Bus services within close proximity of the site

No.	Route	M-F		Sat		Sun	
		Start-End	Average Freq.	Start-End	Average Freq.	Start-End	Average Freq.
St David's Church							
T4	Newtown-Merthyr Tydfil	06:24-23:51	Hourly	06:36-22:21	Hourly	07:20-21:20	Hourly
T6	Brecon-Swansea	06:58-20:23	Hourly	06:58-20:18	Hourly	09:10-19:20	Every 2 hours
X80	Brecon-Llandovery	09:43-17:13	Every 2 hours	07:08-17:13	Every 2 hours	N/A	N/A

Source: Traveline / bustimes.org

- 5.20 The available services provide regular connections to Brecon, Merthyr Tydfil, Swansea, Llandovery and a range of intermediate settlements, demonstrating that prospective employees and shoppers at the site will have access to three bus services which provide access to and from the site during the majority of shopping hours, seven days a week. They also provide access to a range of further destinations.
- 5.21 The level of accessibility by public transport has been analysed using TRACC software to assess the accessibility of the site and is shown on **Figure 5.4** below. The figure illustrates the area that can be travelled within 60 minutes by public transport to and from the site.

Figure 5.4 – 60 Minute Public Transport Accessibility Isochrones



Source: Basemap TRACC

- 5.22 The above figure demonstrates that the site is within close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that keys areas of Llyswn, Sennybridge, Libanus, Merthyr Tydfil and Abercraf, amongst others, are well within an acceptable 60-minute public transport commute.

Summary

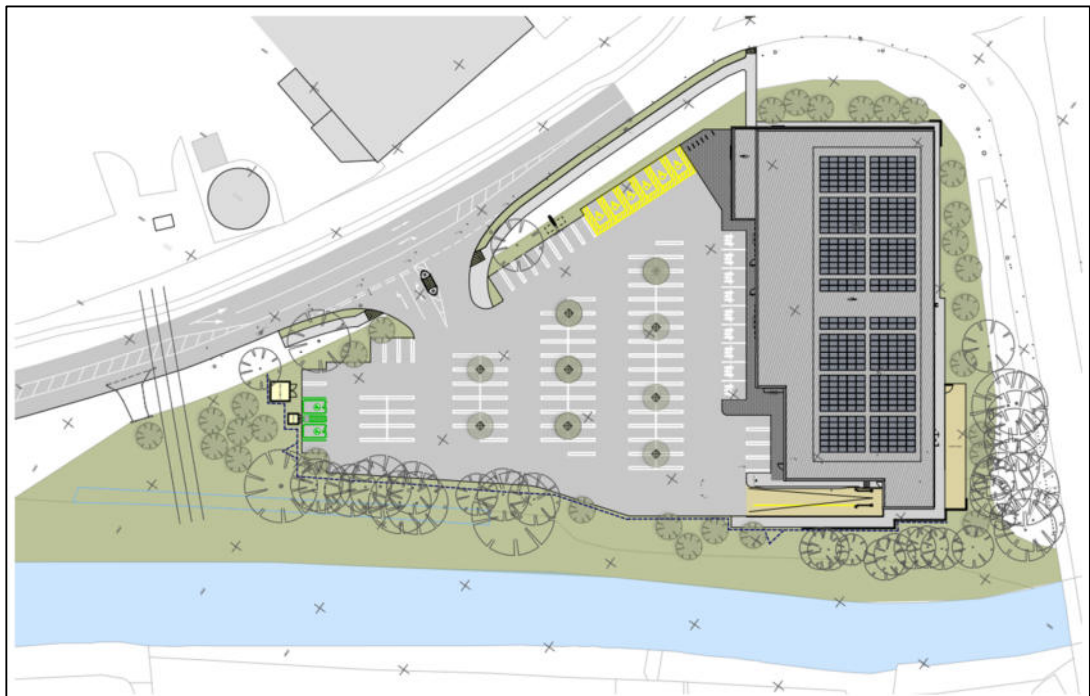
- 5.23 Having regard to the above, it is considered that the site benefits from good levels of accessibility by sustainable transport modes, with opportunities for local customers and staff to walk or cycle to the store. Access to the site by foot and cycle is of a good standard, and bus connections are also available within close proximity, thereby enabling access to the site from a range of local destinations. These findings demonstrate that prospective customers and staff will not be wholly reliant on the private car.
- 5.24 There is scope for improved active travel facilities and uncontrolled crossings for pedestrians of the A470 and A40 roundabout entries and exits. These facilities would link the site to additional new footway provision along the south side of Newgate Street and potentially an additional pair of east and westbound bus stops much closer to both the application site and the existing industrial estate. Illustrative proposals in this regard are provided at **Appendix 4**.

6 PROPOSED DEVELOPMENT

Background

- 6.1 The proposals for the application site include the construction of a discount food retail unit (Use Class A1) with a total retail floor area (RFA) of 1530sqm and a gross internal area (GIA) of 2185sqm. The proposed site layout plan is shown below and is attached to scale in **Appendix 1**.

Figure 6.1 – Proposed site layout



Source: HTC Architects

- 6.2 A total of 103 car parking spaces will be provided across the site. Of the 103 spaces, nine will be designated to parent and child standard and six will be DDA compliant. These spaces will be clearly marked and positioned close to the store entrance and trolley bays for customers' convenience. There will also be two electric vehicle charging points of rapid charger type, each of which are the equivalent of 5 to 6 fast chargers.
- 6.3 It is proposed that vehicular access for the proposed food store will be provided via a new access from the A470 for both Lidl customers and deliveries. This will be designed in accordance with DMRB CD123 for a ghost-island right turn solution onto a 40mph road.
- 6.4 A loading bay will be provided on site to accommodate delivery vehicles up to the size of a maximum legal articulated HGV.
- 6.5 Six Sheffield stands, providing 12 cycle parking spaces for customers, are proposed under the store canopy for shelter and in front of the glazed elevation of the store. They are overlooked by customers at the packing shelf and are therefore under constant

surveillance for maximum security. Secure staff cycle parking will also be provided for employees within the warehouse.

7 ACCESS STRATEGY

7.1 The approach taken with regard to the access strategy for the site follows the hierarchy enshrined within national, regional and local transport policy. As a result the scheme has been developed as follows:

- a) Priority has been afforded to pedestrian and cycle movements. A dedicated footway is proposed along the site frontage on the A470, with connections provided into the Lidl site and up to the store via clearly defined pedestrian routes.

Pedestrian movements across the site will be accommodated via dropped kerbs and tactile paving, to be secured at Section 278 stage in accordance with relevant design guidance.

The internal arrangement has been designed to be legible and segregated where possible, minimising conflict between pedestrians, cyclists and vehicles.

- b) The needs of people with disabilities and reduced mobility have been fully considered. Step-free pedestrian routes are provided throughout the site, with appropriate gradients and widths to accommodate wheelchair and mobility scooter users.

Accessible parking spaces are also located in close proximity to the store entrance to provide convenient access.

- c) The site has been designed to be safe, secure and attractive for all users. Lidl's standard operational approach ensures frequent activity within the site, which assists with natural surveillance.

Vehicle speeds within the car park are controlled, and the layout incorporates relatively generous aisle widths and turning radii, improving manoeuvrability and overall safety. The provision of an appropriate level of parking reduces the likelihood of circulation and queuing within the site.

- d) Servicing is undertaken via the main customer access, which is consistent with typical Lidl operational arrangements across the UK. Swept path analysis confirms that a 16.5m articulated HGV can safely enter, manoeuvre within, and exit the site in both directions.

As the site is designed to accommodate the largest anticipated delivery vehicle, it follows that other service, and emergency vehicles can be accommodated without constraint.

- e) The site has been designed to enable the charging of plug-in and other ultra-low emission vehicles in a safe, accessible and convenient location.

7.2 The site will be accessed via a new priority-controlled junction onto the A470.

7.3 The proposed access comprises a ghost island right-turn facility on the A470, incorporating dedicated left-turn and right-turn lanes into the site. This design improves safety and efficiency by removing turning vehicles from the through carriageway.

The access geometry has been designed in accordance with CD 123 standards, ensuring that vehicles can safely slow down and wait to turn right into the site without impeding through the traffic on the A470.

- 7.4 Visibility at the site access has been carefully considered. The drawings demonstrate that visibility splays of 2.4m x 120m can be achieved, which are appropriate for the design speed of the A470.

These splays ensure that vehicles emerging from the site will have adequate lateral visibility of approaching traffic.

- 7.5 The proposed access arrangement also includes a 1.5m verge and improved frontage footway provision, enhancing the streetscape and providing a buffer between pedestrians and the carriageway. The scheme has been designed to integrate with the existing highway, with all works to be delivered via a Section 278 agreement.

- 7.6 The proposals are illustrated in outline below. The full access solution is illustrated at 1:500 scale at [Appendix 5](#).

Figure 7.1 Site Access Proposal



8 DELIVERY, SERVICING & WASTE MANAGEMENT PLAN

Servicing and Deliveries

- 8.1 Servicing for the new food store will conform to the typical Lidl model. Deliveries to the store will be made by 16.5m articulated lorry via the main vehicular access off the A470. Servicing for the Lidl store will be carried out via an enclosed loading bay to the south of the store. Vehicles will reverse into the loading bay and all deliveries of goods, and the collection of waste, will be carried out within the building.
- 8.2 Once in position within the site, the HGV will reverse into the loading bay located to the south of the site, then leave in forward gear. Drawings provided in [Appendix 6](#) illustrate the swept path analysis of a 16.5m long articulated lorry entering and leaving the Lidl loading bay area from the A470.
- 8.3 It is anticipated that there will be 1 to 2 HGV deliveries per day. These deliveries take waste back to the regional distribution centre, helping to reduce the number of traffic movements at Lidl sites and reducing emissions as a consequence.

Waste Management

- 8.4 Waste is stored within the building close to the loading bay to enable easy collection by the drivers of the HGVs servicing the site. There is no external storage of either stock or waste.
- 8.5 Lidl operates a policy of reloading empty delivery HGVs with store waste to return to the depot for recycling. This reduces the number of on-site vehicle movements required. Empty pallets and TKT boxes along with waste and recycling are returned to the warehouse on the same HGV.
- 8.6 Lidl are committed to developing innovative ways to effectively manage waste streams to ensure that packaging requirements are reduced, more is recycled and surplus food is redistributed to charity.
- 8.7 Lidl boasts an award-winning recycling and waste management programme. In-store and warehouse waste management concepts are integral to Lidl's Zero Waste Commitment. Through the commitment of Lidl's logistics and procurement teams and all store and warehouse employees, Lidl achieved Zero Waste to Landfill and are working hard to maintain this. Much of Lidl's waste is cardboard, which is reused for paper and packaging. Segregation is key to the programme's success by increasing Lidl's recycling streams and reducing their environmental impact.

In Store Recycling

- 8.8 Plastic packaging serves important functions – such as containing product, protecting goods in transport, preserving the product and extending its shelf life and communicating product information to customers.

- 8.9 However, Lidl are very aware of the need to reduce the use of plastics in products' packing and replacing them with more sustainable alternatives. Lidl are also working on increasing the recyclability of the materials. For this reason, Lidl have made ambitious packaging commitments to support the circular economy.
- 8.10 While Lidl continue to reduce and improve their plastic packaging, Lidl want to support their customers by reducing the amount of packing they take home.

9 PARKING

Introduction

- 9.1 BBNPA do not currently have their own local parking standards, however, their parking requirements are currently assessed against the CSS Wales Parking Standards (January 2008).

Car Parking

- 9.2 For Use Class A1 Shops: Supermarkets and superstores (predominately food) Over 2000m², the strict application of CSS Wales car parking standards of 1 space per 14m² of gross floor area would allow for circa 156 spaces to be provided on site (based on a Gross Internal Area of 2185m²). The proposed quantum is 103 spaces which is equivalent to circa 1 space per 21sqm. This strikes an appropriate balance between meeting the operational needs of the store whilst not overproviding to a level that would encourage a reliance on cars.
- 9.3 Lidl will manage the use of the car park to prevent long stay car parking or its use of those with no intention to visit the food store. The quantum of car parking has been found by Lidl to provide suitable levels of car parking during typical periods of operation and to address the needs of peak trading times such as Easter and Christmas.
- 9.4 Of the 103 spaces provided, nine will be designed to parent and child standard and six will be DDA compliant. For disabled parking, the standards state that 5% of the total car parking capacity should be allocated for accessible bays. Combined, the Parent & Child spaces, which are also DDA compliant and available for disabled users, plus the disabled spaces, equate to over 15% of the total parking provision.
- 9.5 These spaces will be clearly marked and positioned close to the store entrance and trolley bays for customers' convenience, as illustrated in [Appendix 1](#).
- 9.6 All car park aisles are a minimum of 6.5m wide and car parking spaces are 2.7m wide by 5.2m in length; spaces around the boundary where cars can overhang landscaping or kerbing are 4.7m in length as they allow for a 0.5m overhang. These standards are in accordance with the operator's specification for new stores and are routinely accepted by planning and highway authorities across the UK.

Electric Vehicle Parking

- 9.7 Lidl's standard approach is to provide two active rapid charging bays (the equivalent of 5 to 6 fast chargers) plus ducting and cabling to up to 10% of the car park to allow for future expansion in response to customer demand.
- 9.8 Future Wales: The National Plan 2040 (2021) states that, where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points. The proposed provision therefore aligns with this requirement, with infrastructure also provided to facilitate future expansion.

- 9.9 Any future expansion could be secured via condition within a Car Park Management Plan, and any monitoring could form part of the Travel Plan survey process. This could be conditioned also.

Cycle parking

- 9.10 The CSS Wales standards of cycle parking state 1 space per 500m², therefore requiring 4 spaces for the proposed development. The allocation of six stands and 12 spaces exceed this standard.

10 FUTURE BASELINE TRAFFIC CONDITIONS

Introduction

- 10.1 This chapter describes the future baseline traffic conditions on the local highway network in relation to traffic growth and committed development traffic flows.

Traffic Growth

- 10.2 Capacity assessments have been undertaken in the predicted year of opening and five years hence. The anticipated year of opening of the development is 2028, and the future assessment year is therefore 2033.
- 10.3 In order to quantify the level of background traffic growth that could occur on the local network, National Traffic Model (NTM) growth factors, modified by TEMPRO local growth factors, have been used for the Powys 017 area dataset.
- 10.4 The growth factors are summarised in **Table 10.1** below.

Table 10.1 – Temprow Growth Factors

	AM	PM	Saturday
2026 – 2028 (anticipated store opening)	1.0184	1.0191	1.0203
2026 – 2033 (5 years post store opening)	1.0599	1.0616	1.0654

- 10.5 The above growth factors are applied to the 2026 surveyed traffic flow data to obtain the 2028 opening year and 2033 future year baseline traffic flows, as shown in **Traffic Flow Figures 2 and 3**.

Committed Developments

- 10.6 A planning application was originally submitted in June 2018 for a residential development on land to the north of Camden Crescent, Brecon, comprising 30 dwellings. Outline planning permission was subsequently granted in September 2020 (Ref: 18/16268/OUT). A Section 73 application (Ref. 23/22200/CON) was subsequently submitted to extend the timeframe associated with the outline permission, which has now been extended to June 2026. Given the relatively small scale of the development, comprising 30 dwellings, it has not been included within the traffic analysis.

11 DEVELOPMENT RELATED TRANSPORT MOVEMENTS

Introduction

- 11.1 This chapter provides an estimation of the likely trip-generating potential of the proposed development during the weekday AM, PM and Saturday peak hours. The assessment is based on those peak hours when the combination of the development-related traffic and local highway peak traffic are highest, in order to present a robust, worst-case scenario. In this case, the peak hours from the development are 08:00-09:00 during a weekday AM Period, 16:00-17:00 during a weekday PM Period and 11:00-12:00 on a Saturday.
- 11.2 The estimated distribution and assignment of development related traffic and background traffic growth forecasts (to the future assessment year of 2033) are also set out.

Proposed Food Store Trip Generation

- 11.3 In order to present a robust set of capacity assessments later in this TA, trip rates based on other existing Lidl stores within the TRICS database with a similar RFA have been used. Only stores surveyed after July 2016 have been included. The average trip rate was calculated from the TRICS outputs for a weekday and Saturday. The TRICS reports are provided at [Appendix 7](#).
- 11.4 **Table 11.2** below provides the peak hour multi-modal trip rates for these stores for the weekday AM, PM and Saturday midday peak periods. It also shows the estimated trip generation associated with the proposed discount food store calculated on a RFA of 1530m².

Table 11.2 – Weekday AM, PM and Saturday Peak Hour Multi-Modal Trip Rates and Trip Generation (per 100m² RFA)

Discount Food Retail						
Estimated Weekday AM, PM and Saturday Peak Hour Multi-Modal Trip Rates and Trip Generation						
Mode	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (16:00 – 17:00)		Saturday Peak (11:00-12:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Pedestrians						
Pedestrian Trip Rate	1.428	1.208	2.699	2.639	1.998	2.066
Pedestrian Trip Generation	22	18	41	40	31	32

Cyclists						
Cycling Trip Rate	0.106	0.071	0.124	0.092	0.175	0.16
Cycling Trip Generation	2	1	2	1	3	2
Public Transport						
Public Transport Trip Rate	0.372	0.163	0.56	0.496	0.379	0.321
Public Transport Trip Generation	6	2	9	8	6	5
Total Vehicles						
Vehicle Trip Rate	4.464	2.951	7.199	7.436	10.434	9.681
Vehicle Trip Generation	68	45	110	114	160	148

Vehicular Trip Generation

- 11.5 The trips generated as a result of the proposed discount food retail use on the site can be found summarised in **Table 11.3** below.

Table 11.3 Vehicular Trip Generation

Total Vehicles	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (16:00 – 17:00)		Saturday Peak (11:00-12:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Net Trip Generation	68	45	110	114	160	148

- 11.6 As can be seen from the above table, the proposals will generate in and out of the site access onto the A470 113 two-way movements during the weekday AM, 224 two-way movements during the weekday PM peak and 308 during the Saturday peak.
- 11.7 In order to provide a robust assessment of the development proposals' impact on the local highway network, the trip generation shown in **Table 11.3** above has been added onto the baseline traffic observed in the traffic surveys.

Trip Types

- 11.8 The latest research on trip types is set out within the TRICS Research Report 14/1 and supersedes TRICS Research Report 95/2. This has shown that the vast majority of trips associated with new food retail developments are not 'new' but are a 'secondary' trip as part of an existing journey. The secondary trips can be split into two types; 'linked' to other shops and 'pass-by' where trips are already on the main road past the site.
- 11.9 The research does not specifically mention trips 'diverted' from other stores (although this may come under the linked umbrella) or 'transferred' from another store (using the new store instead of an existing food store). The research relating to linked trips do not differentiate between trips to other stores on the same site or trips to other stores off-site.
- 11.10 From established research, typical proportions of trip types are summarised in **Table 11.4**.

Table 11.4 Typical Trip Type Proportions

Research Source	Range of Each Trip Type (%)	
	Linked	Pass-By
Somerfield 1996	46%	
Benison et al 2000 for Tesco	40%	
Tesco 2001	49%	
Harrison et al 2012	57-67%	
Ghezani et al 2012		72%
Wrigley 2006	60%	
Alsop Verrill	20%	
MacIver 1999		15-35%

- 11.11 The general consensus from the research is that those stores located in Town Centres or on commuter routes will experience higher levels of pass-by and linked trips. Stores with floor areas of less than 4000m² GFA are more likely to act as a convenience store and a convenience store is likely to experience much higher rates of pass-by traffic.
- 11.12 In light of this research and given the scale of the study area, the following trip type assumptions are likely to be more realistic:
- New (primary) trips – Circa 50% of trips will be new to the local highway network in this location.
 - Pass-by/diverted/linked trips – These are trips that are already on the network as part of a primary trip. A proportion of 50% is assumed for this purpose (40% pass-by and 10% diverted).
- 11.13 These trip types are considered to be appropriate given the vehicle movements already on the network. The assumption that all of Lidl development traffic is new to the network is therefore extremely robust.

Traffic Distribution and Assignment

- 11.14 The distribution of development traffic has been informed by the location of the proposed Lidl store and the observed traffic movements recorded during the traffic surveys.
- 11.15 It is anticipated that the majority of the primary trips will originate from Brecon and the surrounding residential areas, accessing the site via the B4601, through the roundabout to the A470. A proportion of trips have been assumed to comprise diverted traffic from the A40 corridor, where vehicles currently travelling towards existing food retail destinations in Brecon would instead access the proposed Lidl store. Pass-by trips have been distributed in accordance with the existing turning movement proportions recorded during the ATC surveys.
- 11.16 The Lidl trip distribution can be seen in **Traffic Flow Figure 4**.

- 11.17 The development traffic assigned onto the network as per the above distribution is indicated in **Traffic Flow Figure 5**.
- 11.18 Traffic flows for the future years of 2028 and 2033 with Lidl are contained in **Traffic Flow Figures 7** and **8** respectively.

12 ANTICIPATED HIGHWAY IMPACTS

Introduction

- 12.1 This Chapter describes the impact of the additional trips generated by the proposed development on the operation of the local highway network.

Assessment Methodology

- 12.2 Assessments have been undertaken using Junctions 9 (PICADY and ARCADY). The results generated provide a Ratio of Flow to Capacity (RFC) along with an estimate of the likely traffic queues. RFC values between 0.00 and 0.85 are generally accepted as representing stable and acceptable operating conditions. Values between 0.85 and one represent variable operation (i.e. possible queues building up at the junction during the period under consideration and increases in vehicular delay moving through the junction). RFC values in excess of one represents overloaded conditions (i.e. congested conditions).
- 12.3 Assessments have been undertaken in the opening base year of 2028 and future assessment year of 2033 with the proposed food store.

Site Access / A470

- 12.4 The proposed site access onto the A470 has been modelled using Junctions 9 software.
- 12.5 The capacity assessment results are presented for an opening year of 2028 and a future year of 2033. The full junctions 9 output report is presented in **Appendix 8** with the results summarised in **Table 12.1** below.

Table 12.1 – Junctions 9 Report for the Site Access

Movement from	Weekday AM Peak		Weekday PM Peak		Saturday Peak	
	RFC	Queue (PCU)	RFC	Queue (PCU)	RFC	Queue (PCU)
Base 2028 + Lidl						
Site access right to A470	0.02	0.0	0.20	0.2	0.24	0.3
Site access left to A470	0.11	0.1	0.30	0.4	0.36	0.6
A470 northbound	0.03	0.0	0.04	0.0	0.07	0.1
Base 2033 + Lidl						
Site access right to A470	0.02	0.0	0.20	0.3	0.25	0.3
Site access left to A470	0.11	0.1	0.31	0.4	0.37	0.6
A470 northbound	0.03	0.0	0.05	0.0	0.07	0.1

A470/A40/B4601/Local Road Roundabout

- 12.6 The roundabout directly north of the site has been modelled using Junctions 9 software.
- 12.7 The capacity assessment results are presented for an opening year of 2028 and a future year of 2033. The full junctions 9 output report is presented in **Appendix 9** with the results summarised in **Table 12.2** below.

Table 12.2 – Junctions 9 Report for the A40/A470 Roundabout

Movement from	Weekday AM Peak		Weekday PM Peak		Saturday Peak	
	RFC	Queue (PCU)	RFC	Queue (PCU)	RFC	Queue (PCU)
Base 2028 + Lidl						
A40 (east)	0.2	0.3	0.24	0.3	0.19	0.2
A470	0.36	0.6	0.37	0.6	0.42	0.7
Local Road	0.06	0.1	0.15	0.2	0.14	0.2
A40 (west)	0.26	0.4	0.17	0.2	0.21	0.3
B4601	0.32	0.5	0.35	0.6	0.39	0.6
Base 2033 + Lidl						
A40 (east)	0.21	0.3	0.25	0.3	0.20	0.3
A470	0.37	0.6	0.39	0.7	0.44	0.8
Local Road	0.07	0.1	0.15	0.2	0.14	0.2
A40 (west)	0.26	0.4	0.17	0.2	0.21	0.3
B4601	0.33	0.5	0.31	0.6	0.39	0.7

Summary

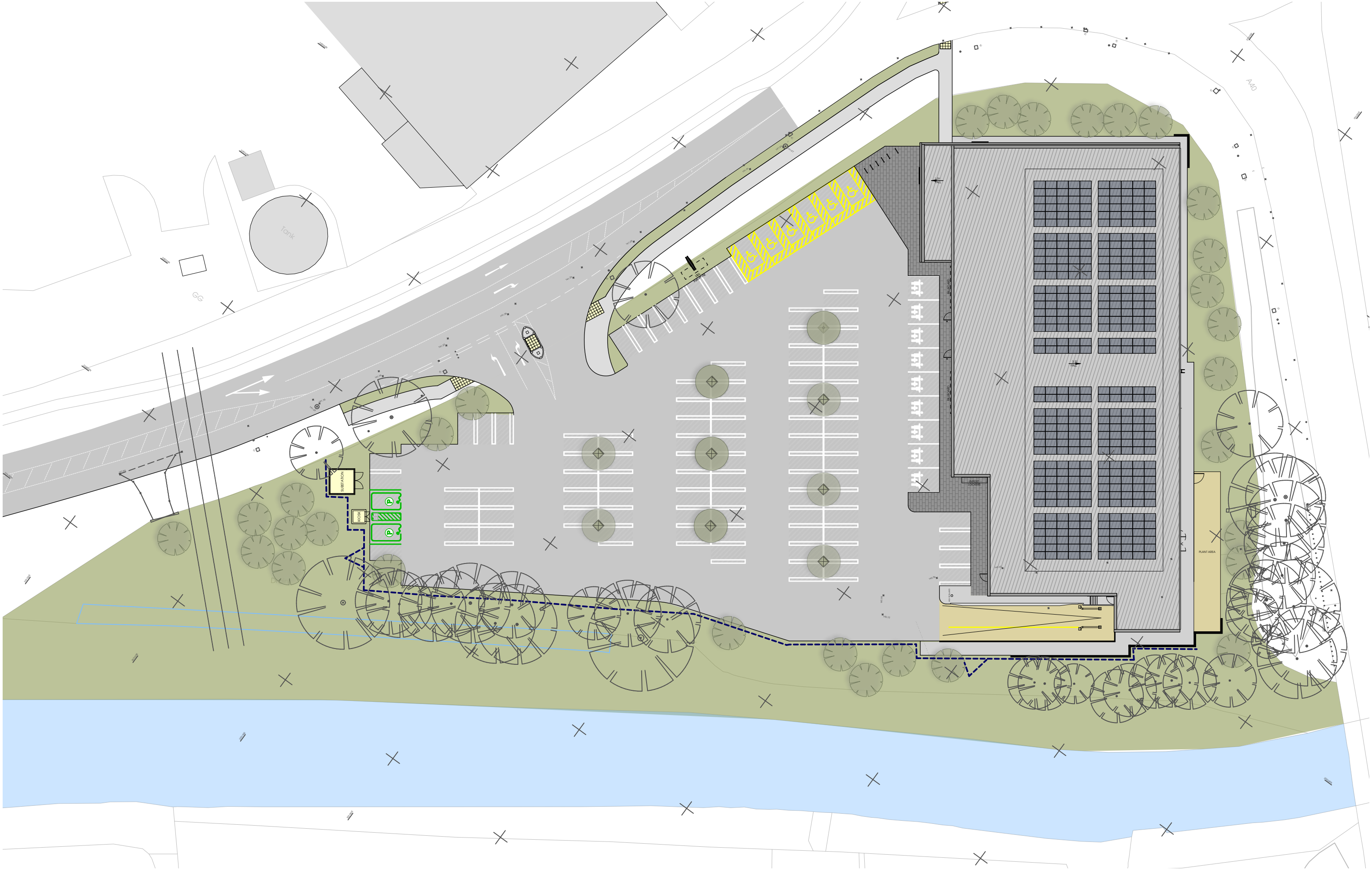
- 12.8 Both of the capacity assessments reported above demonstrate that there will be substantial spare capacity both at the site access and at the A40/A470 roundabout with Lidl generating vehicular traffic at typical levels even five years beyond anticipated store opening.
- 12.9 In summary, the above assessments have been undertaken on an extremely robust basis given that the trip rates used for the food store are all from recent, new-format Lidl store developments and that 50% of the trips generated by the food store have been assessed as being new to the local highway network.
- 12.10 In reality, new food stores do not generate new trips by private car; they merely redistribute existing food retail trips that are already being made as customers seek to minimise their travel costs. For customers that are already car-borne, the store's location close to an already well-trafficked corridor will ensure that the re-distribution of such movements is localised. Vehicular traffic will then be retained within roads that are either already designed to cater for such movements, or which can easily, and cost-effectively, be adapted to suit.

13 SUMMARY AND CONCLUSIONS

Conclusion

- 13.1 With all of the above in mind, it is concluded that the proposed development meets local, regional and national transport policy objectives in terms of accessibility, sustainability and highway safety.
- 13.2 There is no evidence of any severe impact to the interests of the free flow of traffic or of any unacceptable impact to highway safety resulting from the proposals.
- 13.3 We therefore consider there to be no highways-related reasons which could preclude the granting of planning permission.

APPENDIX 1 – SITE LAYOUT DRAWING

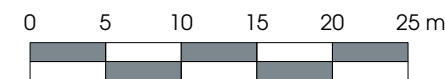


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ALL DIMENSIONS SHOULD BE CHECKED ON SITE BEFORE WORK COMMENCES

SUBJECT TO RECEIPT OF TITLE DEED

DESIGN SUBJECT TO FURTHER SURVEYS AND CONSULTANT INFORMATION



Rev.	Date	Description	Drawn
B	18/09/2026	2nd. EV spaces repositioned at next to the substation. 1.1m Conservation fence added as per landscape design proposal. Trees and planting amended to suit the latest landscape design.	MS
A	10/09/2026	Site Boundary removed from the drawing.	

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Lidl GB Ltd.



project
Kings Meadow -
Brecon LD3 8LQ

drawing title
Proposed GA Site Plan

date August 2026

status Planning

scale 1:500 @ ISO A3

drawn BMS checked -

job no. 3223 dwg no. P413 rev. B

APPENDIX 2 – RAW TRAFFIC SURVEY DATA FOR JUNCTIONS WITHIN THE STUDY AREA

[illegible]

[illegible]

Brecon
Classified Junction Count

Site 1 of 1
B4601
A40 (East)
A470
Local Road
A40 (North)

Lat/Long
lat 51.945366° lon -3.410262°

Date
Saturday 09 May 2026

Weather
Sunny Intervals
Temp: 16°C

1100 - 1400 (Saturday 3H Session)

Movement 1.1: Left from B4601 to A40 (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	10	0	0	0	0	0	10	10.00
1115 - 1130	0	2	9	0	1	0	0	0	12	10.80
1130 - 1145	0	0	14	0	1	0	0	0	15	15.00
1145 - 1200	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	2	46	0	3	0	0	0	51	49.80
Hourly Average	0.00	0.50	11.50	0.00	0.75	0.00	0.00	0.00	12.75	12.45
1200 - 1215	0	2	17	0	3	0	0	0	22	20.80
1215 - 1230	0	0	11	0	2	0	0	0	13	13.00
1230 - 1245	0	0	16	0	2	1	0	0	19	19.50
1245 - 1300	0	1	20	0	0	0	0	0	21	20.40
Hourly Total	0	3	64	0	7	1	0	0	75	73.70
Hourly Average	0.00	0.75	16.00	0.00	1.75	0.25	0.00	0.00	18.75	18.43
1300 - 1315	0	1	21	0	0	1	1	0	24	25.20
1315 - 1330	0	0	22	0	2	0	0	0	24	24.00
1330 - 1345	0	0	21	0	2	0	0	0	23	23.00
1345 - 1400	0	1	19	0	1	0	0	0	21	20.40
Hourly Total	0	2	83	0	5	1	1	0	92	92.60
Hourly Average	0.00	0.50	20.75	0.00	1.25	0.25	0.25	0.00	23.00	23.15
Session Total	0	7	193	0	15	2	1	0	218	216.10
Session Average	0.00	0.58	16.08	0.00	1.25	0.17	0.08	0.00	18.17	18.01

Date
Tuesday 12 May 2026

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

Movement 1.1: Left from B4601 to A40 (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	5	0	2	1	0	0	8	8.50
0715 - 0730	0	0	5	0	3	0	0	0	8	8.00
0730 - 0745	0	0	4	0	2	0	0	0	6	6.00
0745 - 0800	0	0	10	0	1	2	0	0	13	14.00
Hourly Total	0	0	24	0	8	3	0	0	35	36.50
Hourly Average	0.00	0.00	6.00	0.00	2.00	0.75	0.00	0.00	8.75	9.13
0800 - 0815	0	0	25	0	1	0	0	0	26	26.00
0815 - 0830	0	0	25	0	3	0	0	0	28	28.00
0830 - 0845	0	0	12	0	1	1	0	0	14	14.50
0845 - 0900	0	0	17	0	4	1	0	0	22	22.50
Hourly Total	0	0	79	0	9	2	0	0	90	91.00
Hourly Average	0.00	0.00	19.75	0.00	2.25	0.50	0.00	0.00	22.50	22.75
0900 - 0915	0	0	7	0	3	0	1	0	11	12.30
0915 - 0930	0	0	10	0	0	0	0	0	10	10.00
0930 - 0945	0	0	10	0	0	0	0	0	10	10.00
0945 - 1000	0	0	6	0	3	0	0	0	9	9.00
Hourly Total	0	0	33	0	6	0	1	0	40	41.30
Hourly Average	0.00	0.00	8.25	0.00	1.50	0.00	0.25	0.00	10.00	10.33
Session Total	0	0	136	0	23	5	1	0	165	168.80
Session Average	0.00	0.00	11.33	0.00	1.92	0.42	0.08	0.00	13.75	14.07

Date
Tuesday 12 May 2026

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Weekday PM Peak)

Movement 1.1: Left from B4601 to A40 (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	16	0	1	0	0	0	17	17.00
1615 - 1630	0	0	13	0	2	1	0	0	16	16.50
1630 - 1645	0	0	12	0	1	0	0	0	13	13.00
1645 - 1700	0	0	17	0	3	0	0	0	20	20.00
Hourly Total	0	0	58	0	7	1	0	0	66	66.50
Hourly Average	0.00	0.00	14.50	0.00	1.75	0.25	0.00	0.00	16.50	16.63
1700 - 1715	0	0	17	0	2	0	0	0	19	19.00
1715 - 1730	0	0	12	0	2	0	0	0	14	14.00
1730 - 1745	0	0	10	0	1	0	0	0	11	11.00
1745 - 1800	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	0	52	0	6	0	0	0	58	58.00
Hourly Average	0.00	0.00	13.00	0.00	1.50	0.00	0.00	0.00	14.50	14.50
1800 - 1815	0	0	16	0	2	0	0	0	18	18.00
1815 - 1830	0	0	5	0	0	0	0	0	5	5.00
1830 - 1845	0	0	7	0	2	0	0	0	9	9.00
1845 - 1900	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	35	0	4	0	0	0	39	39.00
Hourly Average	0.00	0.00	8.75	0.00	1.00	0.00	0.00	0.00	9.75	9.75
Session Total	0	0	145	0	17	1	0	0	163	163.50
Session Average	0.00	0.00	12.08	0.00	1.42	0.08	0.00	0.00	13.58	13.63

Brecon
Classified Junction Count

Site 1 of 1
B4601
A40 (East)
A470
Local Road
A40 (North)

Lat/Long
lat 51.945366° lon -3.410262°

Date
Saturday 09 May 2026

Weather
Sunny Intervals
Temp: 16°C

1100 - 1400 (Saturday 3H Session)

Movement 1.2: Southbound from B4601 to A470									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	2	46	0	7	0	0	0	55	53.80
1115 - 1130	0	1	36	0	5	0	0	1	43	43.40
1130 - 1145	0	3	40	0	7	0	0	0	50	48.20
1145 - 1200	0	0	41	0	10	0	0	0	51	51.00
Hourly Total	0	6	163	0	29	0	0	1	199	196.40
Hourly Average	0.00	1.50	40.75	0.00	7.25	0.00	0.00	0.25	49.75	49.10
1200 - 1215	0	3	43	0	7	0	0	0	53	51.20
1215 - 1230	0	0	33	0	3	0	0	1	37	38.00
1230 - 1245	0	10	37	0	4	0	0	0	51	45.00
1245 - 1300	0	2	31	0	5	0	0	0	38	36.80
Hourly Total	0	15	144	0	19	0	0	1	179	171.00
Hourly Average	0.00	3.75	36.00	0.00	4.75	0.00	0.00	0.25	44.75	42.75
1300 - 1315	0	3	28	0	8	0	0	0	39	37.20
1315 - 1330	0	2	52	0	3	1	0	1	59	59.30
1330 - 1345	0	0	36	0	4	0	0	0	40	40.00
1345 - 1400	0	3	32	0	4	1	0	0	40	38.70
Hourly Total	0	8	148	0	19	2	0	1	178	175.20
Hourly Average	0.00	2.00	37.00	0.00	4.75	0.50	0.00	0.25	44.50	43.80
Session Total	0	29	455	0	67	2	0	3	556	542.60
Session Average	0.00	2.42	37.92	0.00	5.58	0.17	0.00	0.25	46.33	45.22

Date
Tuesday 12 May 2026

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

Movement 1.2: Southbound from B4601 to A470									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	12	0	10	1	0	0	23	23.50
0715 - 0730	0	0	25	0	6	0	0	1	32	33.00
0730 - 0745	0	0	25	0	6	1	0	0	32	32.50
0745 - 0800	0	0	34	0	5	1	0	0	40	40.50
Hourly Total	0	0	96	0	27	3	0	1	127	129.50
Hourly Average	0.00	0.00	24.00	0.00	6.75	0.75	0.00	0.25	31.75	32.38
0800 - 0815	0	0	24	0	7	0	0	0	31	31.00
0815 - 0830	2	0	43	0	7	1	0	1	54	53.90
0830 - 0845	0	0	23	0	3	0	0	0	26	26.00
0845 - 0900	2	0	31	0	3	1	0	1	36	37.50
Hourly Total	2	0	121	0	20	2	0	2	147	148.40
Hourly Average	0.50	0.00	30.25	0.00	5.00	0.50	0.00	0.50	36.75	37.10
0900 - 0915	0	0	27	0	5	1	0	0	33	33.50
0915 - 0930	0	0	28	0	7	0	0	0	35	35.00
0930 - 0945	0	0	19	0	12	0	0	0	31	31.00
0945 - 1000	0	0	37	0	5	2	0	0	44	45.00
Hourly Total	0	0	111	0	29	3	0	0	143	144.50
Hourly Average	0.00	0.00	27.75	0.00	7.25	0.75	0.00	0.00	35.75	36.13
Session Total	2	0	328	0	76	8	0	3	417	422.40
Session Average	0.17	0.00	27.33	0.00	6.33	0.67	0.00	0.25	34.75	35.20

Date
Tuesday 12 May 2026

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Weekday PM Peak)

Movement 1.2: Southbound from B4601 to A470									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	44	0	16	0	0	0	60	60.00
1615 - 1630	0	0	31	0	12	1	0	0	44	44.50
1630 - 1645	0	0	26	1	8	0	0	1	36	37.00
1645 - 1700	0	0	25	0	6	0	0	0	31	31.00
Hourly Total	0	0	126	1	42	1	0	1	171	172.50
Hourly Average	0.00	0.00	31.50	0.25	10.50	0.25	0.00	0.25	42.75	43.13
1700 - 1715	0	0	31	1	4	0	0	0	36	36.00
1715 - 1730	0	0	28	0	5	0	1	1	35	37.30
1730 - 1745	0	0	19	0	4	0	0	0	23	23.00
1745 - 1800	0	0	19	0	4	1	0	0	24	24.50
Hourly Total	0	0	97	1	17	1	1	1	118	120.80
Hourly Average	0.00	0.00	24.25	0.25	4.25	0.25	0.25	0.25	29.50	30.20
1800 - 1815	0	0	28	0	4	0	0	0	32	32.00
1815 - 1830	0	0	18	0	3	0	0	1	22	23.00
1830 - 1845	0	0	19	0	0	0	0	0	19	19.00
1845 - 1900	0	1	9	0	3	0	0	0	13	12.40
Hourly Total	0	1	74	0	10	0	0	1	86	86.40
Hourly Average	0.00	0.25	18.50	0.00	2.50	0.00	0.00	0.25	21.50	21.60
Session Total	0	1	297	2	69	2	1	3	375	379.70
Session Average	0.00	0.08	24.75	0.17	5.75	0.17	0.08	0.25	31.25	31.64

Brecon
Classified Junction Count

Site 1 of 1
B4601
A40 (East)
A470
Local Road
A40 (North)

Lat/Long
lat 51.945366° lon -3.410262°

Date
Saturday 09 May 2026

Weather
Sunny Intervals
Temp: 16°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 1.3: Right from B4601 to Local Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	14	0	1	0	0	0	15	15.00
1115 - 1130	3	0	16	0	3	0	0	0	22	19.60
1130 - 1145	0	0	29	0	1	0	0	0	30	30.00
1145 - 1200	7	0	24	1	3	0	0	0	35	29.40
Hourly Total	10	0	83	1	8	0	0	0	102	94.00
Hourly Average	2.50	0.00	20.75	0.25	2.00	0.00	0.00	0.00	25.50	23.50
1200 - 1215	0	0	27	1	1	0	0	0	29	29.00
1215 - 1230	2	0	14	0	1	0	0	0	17	15.40
1230 - 1245	1	0	26	0	5	0	0	0	32	31.20
1245 - 1300	0	1	22	0	0	0	0	0	23	22.40
Hourly Total	3	1	89	1	7	0	0	0	101	98.00
Hourly Average	0.75	0.25	22.25	0.25	1.75	0.00	0.00	0.00	25.25	24.50
1300 - 1315	0	0	25	0	4	0	0	0	29	29.00
1315 - 1330	0	0	20	0	0	0	0	0	20	20.00
1330 - 1345	0	0	20	0	3	0	0	0	23	23.00
1345 - 1400	2	0	15	0	1	0	0	0	18	16.40
Hourly Total	2	0	80	0	8	0	0	0	90	88.40
Hourly Average	0.50	0.00	20.00	0.00	2.00	0.00	0.00	0.00	22.50	22.10
Session Total	15	1	252	2	23	0	0	0	293	280.40
Session Average	1.25	0.08	21.00	0.17	1.92	0.00	0.00	0.00	24.42	23.37

Date
Tuesday 12 May 2026

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.3: Right from B4601 to Local Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	0	0	3	3.00
0715 - 0730	0	1	4	0	0	0	0	0	5	4.40
0730 - 0745	0	0	7	0	3	0	0	0	10	10.00
0745 - 0800	0	0	15	0	1	0	0	0	16	16.00
Hourly Total	0	1	29	0	4	0	0	0	34	33.40
Hourly Average	0.00	0.25	7.25	0.00	1.00	0.00	0.00	0.00	8.50	8.35
0800 - 0815	0	0	5	0	1	0	0	0	6	6.00
0815 - 0830	0	0	12	0	3	0	0	0	15	15.00
0830 - 0845	0	0	17	1	4	0	1	0	23	24.30
0845 - 0900	0	0	11	0	6	0	1	0	17	17.00
Hourly Total	0	0	45	1	14	0	1	0	61	62.30
Hourly Average	0.00	0.00	11.25	0.25	3.50	0.00	0.25	0.00	15.25	15.58
0900 - 0915	0	1	26	0	4	0	0	0	31	30.40
0915 - 0930	0	0	24	0	1	0	0	0	25	25.00
0930 - 0945	0	0	22	0	1	0	0	0	23	23.00
0945 - 1000	0	0	17	0	1	0	0	0	18	18.00
Hourly Total	0	1	89	0	7	0	0	0	97	96.40
Hourly Average	0.00	0.25	22.25	0.00	1.75	0.00	0.00	0.00	24.25	24.10
Session Total	0	2	163	1	25	0	1	0	192	192.10
Session Average	0.00	0.17	13.58	0.08	2.08	0.00	0.08	0.00	16.00	16.01

Date
Tuesday 12 May 2026

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1.3: Right from B4601 to Local Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	11	0	1	0	0	0	12	12.00
1615 - 1630	0	0	17	0	2	0	0	0	19	19.00
1630 - 1645	0	0	14	0	2	0	0	0	16	16.00
1645 - 1700	0	0	7	0	3	0	0	0	10	10.00
Hourly Total	0	0	49	0	8	0	0	0	57	57.00
Hourly Average	0.00	0.00	12.25	0.00	2.00	0.00	0.00	0.00	14.25	14.25
1700 - 1715	0	0	11	0	1	0	0	0	12	12.00
1715 - 1730	0	0	8	0	1	0	0	0	9	9.00
1730 - 1745	0	0	8	0	0	0	0	0	8	8.00
1745 - 1800	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	37	0	2	0	0	0	39	39.00
Hourly Average	0.00	0.00	9.25	0.00	0.50	0.00	0.00	0.00	9.75	9.75
1800 - 1815	0	0	8	0	1	0	0	0	9	9.00
1815 - 1830	0	0	5	0	0	0	0	0	5	5.00
1830 - 1845	0	0	7	0	0	0	0	0	7	7.00
1845 - 1900	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	25	0	1	0	0	0	26	26.00
Hourly Average	0.00	0.00	6.25	0.00	0.25	0.00	0.00	0.00	6.50	6.50
Session Total	0	0	111	0	11	0	0	0	122	122.00
Session Average	0.00	0.00	9.25	0.00	0.92	0.00	0.00	0.00	10.17	10.17

Brecon
Classified Junction Count

Site 1 of 1
B4601
A40 (East)
A470
Local Road
A40 (North)

Lat/Long
lat 51.945366° lon -3.410262°

Date
Saturday 09 May 2026

Weather
Sunny Intervals
Temp: 16°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 1.4: Right from B4601 to A40 (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	4	7	0	3	0	0	0	14	11.60
1115 - 1130	0	1	12	0	4	0	0	1	18	18.40
1130 - 1145	0	1	14	0	1	0	0	1	17	17.40
1145 - 1200	0	1	10	0	2	0	0	0	13	12.40
Hourly Total	0	7	43	0	10	0	0	2	62	59.80
Hourly Average	0.00	1.75	10.75	0.00	2.50	0.00	0.00	0.50	15.50	14.95
1200 - 1215	0	1	15	0	2	0	0	0	18	17.40
1215 - 1230	0	0	9	0	2	0	0	1	12	13.00
1230 - 1245	0	0	15	0	2	0	0	0	17	17.00
1245 - 1300	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	1	52	0	7	0	0	1	61	61.40
Hourly Average	0.00	0.25	13.00	0.00	1.75	0.00	0.00	0.25	15.25	15.35
1300 - 1315	1	1	17	0	1	0	0	0	20	18.60
1315 - 1330	1	1	14	1	1	0	0	2	20	20.60
1330 - 1345	0	1	20	0	3	0	0	0	24	23.40
1345 - 1400	0	2	19	0	3	0	0	0	24	22.80
Hourly Total	2	5	70	1	8	0	0	2	88	85.40
Hourly Average	0.50	1.25	17.50	0.25	2.00	0.00	0.00	0.50	22.00	21.35
Session Total	2	13	165	1	25	0	0	5	211	206.60
Session Average	0.17	1.08	13.75	0.08	2.08	0.00	0.00	0.42	17.58	17.22

Date
Tuesday 12 May 2026

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.4: Right from B4601 to A40 (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	2	0	0	1	7	8.00
0715 - 0730	0	0	5	0	3	0	0	0	8	8.00
0730 - 0745	0	0	14	0	6	0	0	1	21	22.00
0745 - 0800	0	0	12	0	6	1	0	0	19	19.50
Hourly Total	0	0	35	0	17	1	0	2	55	57.50
Hourly Average	0.00	0.00	8.75	0.00	4.25	0.25	0.00	0.50	13.75	14.38
0800 - 0815	0	0	13	0	1	0	0	0	14	14.00
0815 - 0830	0	0	10	0	1	0	0	0	11	11.00
0830 - 0845	0	0	9	0	2	1	0	0	12	12.50
0845 - 0900	0	0	13	0	2	1	0	0	16	16.50
Hourly Total	0	0	45	0	6	2	0	0	53	54.00
Hourly Average	0.00	0.00	11.25	0.00	1.50	0.50	0.00	0.00	13.25	13.50
0900 - 0915	0	0	7	0	2	0	0	1	10	11.00
0915 - 0930	0	0	13	1	5	0	0	0	19	19.00
0930 - 0945	0	0	12	0	3	1	0	0	15	15.00
0945 - 1000	0	1	6	0	3	1	0	1	12	12.90
Hourly Total	0	1	38	1	13	1	0	2	56	57.90
Hourly Average	0.00	0.25	9.50	0.25	3.25	0.25	0.00	0.50	14.00	14.48
Session Total	0	1	118	1	36	4	0	4	164	169.40
Session Average	0.00	0.08	9.83	0.08	3.00	0.33	0.00	0.33	13.67	14.12

Date
Tuesday 12 May 2026

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1.4: Right from B4601 to A40 (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	22	0	2	1	0	0	25	25.50
1615 - 1630	0	0	22	0	3	0	0	0	25	25.00
1630 - 1645	0	1	15	0	9	0	0	1	26	26.40
1645 - 1700	1	1	17	0	4	0	0	0	23	21.60
Hourly Total	1	2	76	0	18	1	0	1	99	98.50
Hourly Average	0.25	0.50	19.00	0.00	4.50	0.25	0.00	0.25	24.75	24.63
1700 - 1715	0	0	19	0	5	0	0	0	24	24.00
1715 - 1730	0	2	26	0	5	0	0	2	35	35.80
1730 - 1745	0	0	26	0	3	1	0	0	30	30.50
1745 - 1800	0	0	18	0	1	0	0	0	19	19.00
Hourly Total	0	2	89	0	14	1	0	2	108	109.30
Hourly Average	0.00	0.50	22.25	0.00	3.50	0.25	0.00	0.50	27.00	27.33
1800 - 1815	0	0	22	0	2	0	0	0	24	24.00
1815 - 1830	0	0	18	0	2	0	0	1	21	22.00
1830 - 1845	0	0	7	0	1	0	0	0	8	8.00
1845 - 1900	0	0	13	0	2	0	0	0	15	15.00
Hourly Total	0	0	60	0	7	0	0	1	68	69.00
Hourly Average	0.00	0.00	15.00	0.00	1.75	0.00	0.00	0.25	17.00	17.25
Session Total	1	4	225	0	39	2	0	4	275	276.80
Session Average	0.08	0.33	18.75	0.00	3.25	0.17	0.00	0.33	22.92	23.07

Brecon
Classified Junction Count

Site 1 of 1
B4601
A40 (East)
A470
Local Road
A40 (North)

Lat/Long
lat 51.945366° lon -3.410262°

Date
Saturday 09 May 2026

Weather
Sunny Intervals
Temp: 16°C

1100 - 1400 (Saturday 3H Session)

Movement 1.5: U-Turn from B4601 to B4601									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	1	0	1	0	0	0	2	2.00
1115 - 1130	0	0	1	0	0	0	0	0	1	1.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	1	0	1	0	0	0	2	2.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	4	0	2	0	0	0	6	6.00
Session Average	0.00	0.00	0.33	0.00	0.17	0.00	0.00	0.00	0.50	0.50

Date
Tuesday 12 May 2026

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

Movement 1.5: U-Turn from B4601 to B4601									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	1	0	0	0	2	2.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	1	0	1	0	0	0	2	2.00
Session Average	0.00	0.00	0.08	0.00	0.08	0.00	0.00	0.00	0.17	0.17

Date
Tuesday 12 May 2026

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Weekday PM Peak)

Movement 1.5: U-Turn from B4601 to B4601									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	2	1	0	0	0	0	3	3.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	1	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.25	0.00	0.00	0.00	0.00	1.00	1.00
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
Session Total	0	0	7	1	0	0	0	0	8	8.00
Session Average	0.00	0.00	0.58	0.08	0.00	0.00	0.00	0.00	0.67	0.67

Brecon
Classified Junction Count

Site 1 of 1
B4601
A40 (East)
A470
Local Road
A40 (North)

Lat/Long
lat 51.945366° lon -3.410262°

Date
Saturday 09 May 2026

Weather
Sunny Intervals
Temp: 16°C

1100 - 1400 (Saturday 3H Session)

Movement 1.6: Left from A40 (East) to A470									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	2	48	0	5	1	0	0	56	55.30
1115 - 1130	0	0	49	0	1	0	0	0	50	50.00
1130 - 1145	0	4	41	0	3	1	0	0	49	47.10
1145 - 1200	0	3	60	0	4	0	0	1	68	67.20
Hourly Total	0	9	198	0	13	2	0	1	223	219.60
Hourly Average	0.00	2.25	49.50	0.00	3.25	0.50	0.00	0.25	55.75	54.90
1200 - 1215	0	4	33	0	5	0	1	0	43	41.90
1215 - 1230	0	3	41	0	4	0	0	0	48	46.20
1230 - 1245	0	1	43	0	2	0	0	0	46	45.40
1245 - 1300	0	3	50	0	7	0	0	0	60	58.20
Hourly Total	0	11	167	0	18	0	1	0	197	191.70
Hourly Average	0.00	2.75	41.75	0.00	4.50	0.00	0.25	0.00	49.25	47.93
1300 - 1315	0	5	41	0	1	0	0	0	47	44.00
1315 - 1330	0	6	45	0	5	1	0	0	57	53.90
1330 - 1345	0	6	38	0	5	0	0	0	49	45.40
1345 - 1400	1	10	38	0	3	1	0	1	54	48.70
Hourly Total	1	27	162	0	14	2	0	1	207	192.00
Hourly Average	0.25	6.75	40.50	0.00	3.50	0.50	0.00	0.25	51.75	48.00
Session Total	1	47	527	0	45	4	1	2	627	603.30
Session Average	0.08	3.92	43.92	0.00	3.75	0.33	0.08	0.17	52.25	50.28

Date
Tuesday 12 May 2026

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

Movement 1.6: Left from A40 (East) to A470									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	29	0	8	0	5	0	42	48.50
0715 - 0730	0	0	20	0	14	1	1	0	36	37.80
0730 - 0745	0	0	26	0	8	1	9	0	44	56.20
0745 - 0800	0	1	35	0	8	1	2	1	48	51.50
Hourly Total	0	1	110	0	38	3	17	1	170	194.00
Hourly Average	0.00	0.25	27.50	0.00	9.50	0.75	4.25	0.25	42.50	48.50
0800 - 0815	0	0	28	0	17	2	6	0	53	61.80
0815 - 0830	0	0	36	0	7	3	2	0	48	52.10
0830 - 0845	0	0	32	0	7	2	4	0	45	51.20
0845 - 0900	0	1	37	0	6	4	6	0	54	63.20
Hourly Total	0	1	133	0	37	11	18	0	200	228.30
Hourly Average	0.00	0.25	33.25	0.00	9.25	2.75	4.50	0.00	50.00	57.08
0900 - 0915	0	0	19	1	9	1	0	0	30	30.50
0915 - 0930	0	0	24	0	9	2	1	0	36	38.30
0930 - 0945	0	0	41	0	12	1	7	0	61	70.60
0945 - 1000	0	3	32	0	9	2	6	1	53	61.00
Hourly Total	0	3	116	1	39	6	14	1	180	200.40
Hourly Average	0.00	0.75	29.00	0.25	9.75	1.50	3.50	0.25	45.00	50.10
Session Total	0	5	359	1	114	20	49	2	550	622.70
Session Average	0.00	0.42	29.92	0.08	9.50	1.67	4.08	0.17	45.83	51.89

Date
Tuesday 12 May 2026

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Weekday PM Peak)

Movement 1.6: Left from A40 (East) to A470									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	40	0	14	1	1	0	56	57.80
1615 - 1630	0	0	66	0	16	2	0	0	84	85.00
1630 - 1645	0	0	49	0	12	1	1	1	64	66.80
1645 - 1700	0	1	47	0	15	1	1	0	65	66.20
Hourly Total	0	1	202	0	57	5	3	1	269	275.80
Hourly Average	0.00	0.25	50.50	0.00	14.25	1.25	0.75	0.25	67.25	68.95
1700 - 1715	0	0	27	0	4	0	2	0	33	35.60
1715 - 1730	0	0	44	0	23	0	0	0	67	67.00
1730 - 1745	0	1	24	0	6	0	0	0	31	30.40
1745 - 1800	0	0	30	0	4	1	0	0	35	35.50
Hourly Total	0	1	125	0	37	1	2	0	166	168.50
Hourly Average	0.00	0.25	31.25	0.00	9.25	0.25	0.50	0.00	41.50	42.13
1800 - 1815	0	3	24	0	8	1	2	0	38	39.30
1815 - 1830	0	2	33	0	7	1	1	0	44	44.60
1830 - 1845	0	1	17	0	6	0	0	0	24	23.40
1845 - 1900	0	0	20	0	2	0	2	0	24	26.60
Hourly Total	0	6	94	0	23	2	5	0	130	133.90
Hourly Average	0.00	1.50	23.50	0.00	5.75	0.50	1.25	0.00	32.50	33.48
Session Total	0	8	421	0	117	8	10	1	565	578.20
Session Average	0.00	0.67	35.08	0.00	9.75	0.67	0.83	0.08	47.08	48.18

Brecon
Classified Junction Count

Site 1 of 1
B4601
A40 (East)
A470
Local Road
A40 (North)

Lat/Long
lat 51.945366° lon -3.410262°

Date
Saturday 09 May 2026

Weather
Sunny Intervals
Temp: 16°C

1100 - 1400 (Saturday 3H Session)

Movement 1.7: Westbound from A40 (East) to Local Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	22	0	1	0	0	0	23	23.00
1115 - 1130	0	0	21	0	1	0	0	0	22	22.00
1130 - 1145	0	0	16	0	2	0	0	0	18	18.00
1145 - 1200	0	0	18	0	1	0	0	0	19	19.00
Hourly Total	0	0	77	0	5	0	0	0	82	82.00
Hourly Average	0.00	0.00	19.25	0.00	1.25	0.00	0.00	0.00	20.50	20.50
1200 - 1215	0	0	12	0	0	0	0	0	12	12.00
1215 - 1230	0	0	10	0	0	0	0	0	10	10.00
1230 - 1245	0	2	12	0	1	0	0	0	15	13.80
1245 - 1300	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	0	2	47	0	1	0	0	0	50	48.80
Hourly Average	0.00	0.50	11.75	0.00	0.25	0.00	0.00	0.00	12.50	12.20
1300 - 1315	0	1	15	0	1	0	0	0	17	16.40
1315 - 1330	0	0	13	0	0	0	0	0	13	13.00
1330 - 1345	0	0	14	0	1	0	0	0	15	15.00
1345 - 1400	0	0	13	0	3	0	0	0	16	16.00
Hourly Total	0	1	55	0	5	0	0	0	61	60.40
Hourly Average	0.00	0.25	13.75	0.00	1.25	0.00	0.00	0.00	15.25	15.10
Session Total	0	3	179	0	11	0	0	0	193	191.20
Session Average	0.00	0.25	14.92	0.00	0.92	0.00	0.00	0.00	16.08	15.93

Date
Tuesday 12 May 2026

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

Movement 1.7: Westbound from A40 (East) to Local Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	0	0	0	0	4	4.00
0715 - 0730	0	0	6	0	2	0	0	0	8	8.00
0730 - 0745	0	0	9	0	0	0	1	0	10	11.30
0745 - 0800	0	0	14	0	3	0	0	0	17	17.00
Hourly Total	0	0	33	0	5	0	1	0	39	40.30
Hourly Average	0.00	0.00	8.25	0.00	1.25	0.00	0.25	0.00	9.75	10.08
0800 - 0815	0	0	8	0	5	0	0	0	13	13.00
0815 - 0830	0	0	6	0	3	0	0	0	9	9.00
0830 - 0845	0	0	10	0	7	0	0	0	17	17.00
0845 - 0900	0	0	13	0	1	1	0	0	15	15.50
Hourly Total	0	0	37	0	16	1	0	0	54	54.50
Hourly Average	0.00	0.00	9.25	0.00	4.00	0.25	0.00	0.00	13.50	13.63
0900 - 0915	0	0	14	0	0	0	0	0	14	14.00
0915 - 0930	0	0	9	0	2	0	1	0	12	13.30
0930 - 0945	0	0	10	0	2	0	0	0	12	12.00
0945 - 1000	0	0	12	0	3	0	1	0	16	17.30
Hourly Total	0	0	45	0	7	0	2	0	54	56.60
Hourly Average	0.00	0.00	11.25	0.00	1.75	0.00	0.50	0.00	13.50	14.15
Session Total	0	0	115	0	28	1	3	0	147	151.40
Session Average	0.00	0.00	9.58	0.00	2.33	0.08	0.25	0.00	12.25	12.62

Date
Tuesday 12 May 2026

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Weekday PM Peak)

Movement 1.7: Westbound from A40 (East) to Local Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	9	0	3	0	0	0	12	12.00
1615 - 1630	0	0	11	0	1	0	0	0	12	12.00
1630 - 1645	0	0	7	0	2	0	0	0	9	9.00
1645 - 1700	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	0	0	38	0	7	0	0	0	45	45.00
Hourly Average	0.00	0.00	9.50	0.00	1.75	0.00	0.00	0.00	11.25	11.25
1700 - 1715	0	0	6	0	0	0	0	0	6	6.00
1715 - 1730	0	0	9	0	2	0	0	0	11	11.00
1730 - 1745	0	0	4	0	0	0	0	0	4	4.00
1745 - 1800	0	0	2	0	3	0	0	0	5	5.00
Hourly Total	0	0	21	0	5	0	0	0	26	26.00
Hourly Average	0.00	0.00	5.25	0.00	1.25	0.00	0.00	0.00	6.50	6.50
1800 - 1815	0	0	5	0	2	0	0	0	7	7.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	4	0	2	0	0	0	6	6.00
1845 - 1900	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	16	0	4	0	0	0	20	20.00
Hourly Average	0.00	0.00	4.00	0.00	1.00	0.00	0.00	0.00	5.00	5.00
Session Total	0	0	75	0	16	0	0	0	91	91.00
Session Average	0.00	0.00	6.25	0.00	1.33	0.00	0.00	0.00	7.58	7.58

Brecon
Classified Junction Count

Site 1 of 1
B4601
A40 (East)
A470
Local Road
A40 (North)

Lat/Long
lat 51.945366° lon -3.410262°

Date
Saturday 09 May 2026

Weather
Sunny Intervals
Temp: 16°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 1.8: Right from A40 (East) to A40 (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	21	8	0	0	0	0	0	29	16.40
1115 - 1130	0	2	16	0	2	0	0	0	20	18.80
1130 - 1145	0	4	23	0	1	0	0	0	28	25.60
1145 - 1200	0	10	20	0	2	0	1	1	34	30.30
Hourly Total	0	37	67	0	5	0	1	1	111	91.10
Hourly Average	0.00	9.25	16.75	0.00	1.25	0.00	0.25	0.25	27.75	22.78
1200 - 1215	0	0	21	0	3	0	1	0	25	26.30
1215 - 1230	1	7	19	0	3	1	1	0	32	28.80
1230 - 1245	0	2	22	0	2	0	1	0	27	27.10
1245 - 1300	0	0	12	0	4	0	0	0	16	16.00
Hourly Total	1	9	74	0	12	1	3	0	100	98.20
Hourly Average	0.25	2.25	18.50	0.00	3.00	0.25	0.75	0.00	25.00	24.55
1300 - 1315	0	0	13	0	3	1	0	0	17	17.50
1315 - 1330	0	2	16	0	1	1	0	0	20	19.30
1330 - 1345	0	8	5	0	0	0	0	0	13	8.20
1345 - 1400	0	2	15	0	3	5	0	0	25	26.30
Hourly Total	0	12	49	0	7	7	0	0	75	71.30
Hourly Average	0.00	3.00	12.25	0.00	1.75	1.75	0.00	0.00	18.75	17.83
Session Total	1	58	190	0	24	8	4	1	286	260.60
Session Average	0.08	4.83	15.83	0.00	2.00	0.67	0.33	0.08	23.83	21.72

Date
Tuesday 12 May 2026

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.8: Right from A40 (East) to A40 (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	3	0	2	0	8	10.60
0715 - 0730	0	0	13	0	4	0	1	0	18	19.30
0730 - 0745	0	0	14	0	9	1	1	0	25	26.80
0745 - 0800	0	0	9	0	6	1	3	0	19	23.40
Hourly Total	0	0	39	0	22	2	7	0	70	80.10
Hourly Average	0.00	0.00	9.75	0.00	5.50	0.50	1.75	0.00	17.50	20.03
0800 - 0815	0	0	12	0	3	1	2	0	18	21.10
0815 - 0830	0	0	13	0	5	5	1	1	25	29.80
0830 - 0845	0	1	11	0	3	0	0	0	15	14.40
0845 - 0900	0	0	8	0	2	1	1	1	13	15.80
Hourly Total	0	1	44	0	13	7	4	2	71	81.10
Hourly Average	0.00	0.25	11.00	0.00	3.25	1.75	1.00	0.50	17.75	20.28
0900 - 0915	0	0	19	0	1	0	1	0	21	22.30
0915 - 0930	0	0	9	0	8	1	0	0	18	18.50
0930 - 0945	0	0	14	1	4	2	0	0	21	22.90
0945 - 1000	0	0	11	0	4	0	3	0	18	21.90
Hourly Total	0	0	53	1	17	3	4	0	78	84.70
Hourly Average	0.00	0.00	13.25	0.25	4.25	0.75	1.00	0.00	19.50	21.18
Session Total	0	1	136	1	52	12	15	2	219	245.90
Session Average	0.00	0.08	11.33	0.08	4.33	1.00	1.25	0.17	18.25	20.49

Date
Tuesday 12 May 2026

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1.8: Right from A40 (East) to A40 (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	22	0	5	0	0	0	27	27.00
1615 - 1630	0	1	27	0	3	1	0	0	32	31.90
1630 - 1645	1	6	15	0	5	0	2	0	29	27.20
1645 - 1700	0	0	16	0	4	0	0	1	21	22.00
Hourly Total	1	7	80	0	17	1	2	1	109	108.10
Hourly Average	0.25	1.75	20.00	0.00	4.25	0.25	0.50	0.25	27.25	27.03
1700 - 1715	0	0	24	0	5	0	0	0	29	29.00
1715 - 1730	0	1	22	0	5	0	0	0	28	27.40
1730 - 1745	0	0	23	0	2	0	1	0	26	27.30
1745 - 1800	0	0	12	0	2	0	1	0	15	16.30
Hourly Total	0	1	81	0	14	0	2	0	98	100.00
Hourly Average	0.00	0.25	20.25	0.00	3.50	0.00	0.50	0.00	24.50	25.00
1800 - 1815	0	1	16	0	2	0	1	0	20	20.70
1815 - 1830	0	0	16	0	3	0	2	0	21	23.60
1830 - 1845	0	1	13	0	2	0	0	0	16	15.40
1845 - 1900	0	2	6	0	6	0	0	0	14	12.80
Hourly Total	0	4	51	0	13	0	3	0	71	72.50
Hourly Average	0.00	1.00	12.75	0.00	3.25	0.00	0.75	0.00	17.75	18.13
Session Total	1	12	212	0	44	1	7	1	278	280.60
Session Average	0.08	1.00	17.67	0.00	3.67	0.08	0.58	0.08	23.17	23.38

Brecon
Classified Junction Count

Site 1 of 1
B4601
A40 (East)
A470
Local Road
A40 (North)

Lat/Long
lat 51.945366° lon -3.410262°

Date
Saturday 09 May 2026

Weather
Sunny Intervals
Temp: 16°C

1100 - 1400 (Saturday 3H Session)

Movement 1.9: Right from A40 (East) to B4601									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	14	0	2	0	0	0	16	16.00
1115 - 1130	0	0	14	0	3	0	0	0	17	17.00
1130 - 1145	0	0	11	0	1	0	0	0	12	12.00
1145 - 1200	0	1	17	0	2	1	0	0	21	20.90
Hourly Total	0	1	56	0	8	1	0	0	66	65.90
Hourly Average	0.00	0.25	14.00	0.00	2.00	0.25	0.00	0.00	16.50	16.48
1200 - 1215	0	1	12	0	5	0	0	0	18	17.40
1215 - 1230	0	3	9	0	0	0	0	0	12	10.20
1230 - 1245	0	0	17	0	3	0	0	0	20	20.00
1245 - 1300	0	0	10	0	3	0	0	0	13	13.00
Hourly Total	0	4	48	0	11	0	0	0	63	60.60
Hourly Average	0.00	1.00	12.00	0.00	2.75	0.00	0.00	0.00	15.75	15.15
1300 - 1315	0	2	13	0	1	0	0	0	16	14.80
1315 - 1330	0	0	7	0	0	0	0	0	7	7.00
1330 - 1345	0	1	15	0	1	0	0	0	17	16.40
1345 - 1400	0	0	14	0	1	0	0	0	15	15.00
Hourly Total	0	3	49	0	3	0	0	0	55	53.20
Hourly Average	0.00	0.75	12.25	0.00	0.75	0.00	0.00	0.00	13.75	13.30
Session Total	0	8	153	0	22	1	0	0	184	179.70
Session Average	0.00	0.67	12.75	0.00	1.83	0.08	0.00	0.00	15.33	14.98

Date
Tuesday 12 May 2026

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

Movement 1.9: Right from A40 (East) to B4601									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	1	0	0	0	3	3.00
0715 - 0730	0	0	2	0	1	1	0	0	4	4.50
0730 - 0745	0	0	3	0	3	1	0	0	7	7.50
0745 - 0800	0	0	3	0	5	0	0	0	8	8.00
Hourly Total	0	0	10	0	10	2	0	0	22	23.00
Hourly Average	0.00	0.00	2.50	0.00	2.50	0.50	0.00	0.00	5.50	5.75
0800 - 0815	0	0	21	0	1	1	0	0	23	23.50
0815 - 0830	0	0	12	0	1	0	0	0	13	13.00
0830 - 0845	0	0	14	0	1	0	0	0	15	15.00
0845 - 0900	0	0	21	0	2	0	0	0	23	23.00
Hourly Total	0	0	68	0	5	1	0	0	74	74.50
Hourly Average	0.00	0.00	17.00	0.00	1.25	0.25	0.00	0.00	18.50	18.63
0900 - 0915	0	0	8	0	3	0	0	0	11	11.00
0915 - 0930	0	0	9	1	5	0	0	0	15	15.00
0930 - 0945	0	0	7	0	0	1	0	0	8	8.50
0945 - 1000	0	0	10	0	3	1	0	0	13	13.00
Hourly Total	0	0	34	1	11	1	0	0	47	47.50
Hourly Average	0.00	0.00	8.50	0.25	2.75	0.25	0.00	0.00	11.75	11.88
Session Total	0	0	112	1	26	4	0	0	143	145.00
Session Average	0.00	0.00	9.33	0.08	2.17	0.33	0.00	0.00	11.92	12.08

Date
Tuesday 12 May 2026

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Weekday PM Peak)

Movement 1.9: Right from A40 (East) to B4601									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	10	0	3	0	0	0	13	13.00
1615 - 1630	0	0	11	0	1	0	0	0	12	12.00
1630 - 1645	0	0	10	0	3	0	0	0	13	13.00
1645 - 1700	0	0	17	0	4	0	0	0	21	21.00
Hourly Total	0	0	48	0	11	0	0	0	59	59.00
Hourly Average	0.00	0.00	12.00	0.00	2.75	0.00	0.00	0.00	14.75	14.75
1700 - 1715	0	0	14	0	1	0	0	0	15	15.00
1715 - 1730	0	0	11	0	3	0	0	0	14	14.00
1730 - 1745	0	0	12	0	2	0	0	0	14	14.00
1745 - 1800	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	0	0	51	0	6	0	0	0	57	57.00
Hourly Average	0.00	0.00	12.75	0.00	1.50	0.00	0.00	0.00	14.25	14.25
1800 - 1815	0	0	3	0	0	0	0	0	3	3.00
1815 - 1830	0	0	6	0	2	0	1	0	9	10.30
1830 - 1845	0	0	5	0	1	0	0	0	6	6.00
1845 - 1900	0	0	12	0	3	0	0	0	15	15.00
Hourly Total	0	0	26	0	6	0	1	0	33	34.30
Hourly Average	0.00	0.00	6.50	0.00	1.50	0.00	0.25	0.00	8.25	8.58
Session Total	0	0	125	0	23	0	1	0	149	150.30
Session Average	0.00	0.00	10.42	0.00	1.92	0.00	0.08	0.00	12.42	12.53

Site 1 of 1
B4601
A40 (East)
A470
Local Road
A40 (North)

Date
Saturday 09 May 2026

1100 - 1400 (Saturday 3H Session)

Date
Tuesday 12 May 2026

0700 - 1000 (Weekday AM Peak)

Date
Tuesday 12 May 2026

1600 - 1900 (Weekday PM Peak)

[illegible]

Brecon
Classified Junction Count

Site 1 of 1
B4601
A40 (East)
A470
Local Road
A40 (North)

Lat/Long
lat 51.945366° lon -3.410262°

Date
Saturday 09 May 2026

Weather
Sunny Intervals
Temp: 16°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 1.11: Left from A470 to Local Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	8	0	0	0	0	0	8	8.00
1115 - 1130	0	0	5	0	1	0	0	0	6	6.00
1130 - 1145	0	0	3	0	1	0	0	0	4	4.00
1145 - 1200	0	0	17	0	0	0	0	0	17	17.00
Hourly Total	0	0	33	0	2	0	0	0	35	35.00
Hourly Average	0.00	0.00	8.25	0.00	0.50	0.00	0.00	0.00	8.75	8.75
1200 - 1215	0	0	7	0	1	0	0	0	8	8.00
1215 - 1230	0	1	5	0	0	0	0	0	6	5.40
1230 - 1245	0	0	6	0	0	0	0	0	6	6.00
1245 - 1300	0	0	11	0	0	1	0	0	12	12.50
Hourly Total	0	1	29	0	1	1	0	0	32	31.90
Hourly Average	0.00	0.25	7.25	0.00	0.25	0.25	0.00	0.00	8.00	7.98
1300 - 1315	0	0	9	0	0	0	0	0	9	9.00
1315 - 1330	0	0	5	0	1	0	0	0	6	6.00
1330 - 1345	0	0	4	0	2	0	0	0	6	6.00
1345 - 1400	0	0	6	0	0	0	1	0	7	8.30
Hourly Total	0	0	24	0	3	0	1	0	28	29.30
Hourly Average	0.00	0.00	6.00	0.00	0.75	0.00	0.25	0.00	7.00	7.33
Session Total	0	1	86	0	6	1	1	0	95	96.20
Session Average	0.00	0.08	7.17	0.00	0.50	0.08	0.08	0.00	7.92	8.02

Date
Tuesday 12 May 2026

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.11: Left from A470 to Local Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	1	0	0	0	1	0	2	3.30
0730 - 0745	0	0	0	0	1	1	0	0	2	2.50
0745 - 0800	0	0	3	0	1	0	1	0	4	4.00
Hourly Total	0	0	4	0	2	1	1	0	8	9.80
Hourly Average	0.00	0.00	1.00	0.00	0.50	0.25	0.25	0.00	2.00	2.45
0800 - 0815	0	0	4	0	0	1	2	0	7	10.10
0815 - 0830	0	0	3	0	4	1	1	0	9	10.80
0830 - 0845	0	0	6	0	1	0	0	0	7	7.00
0845 - 0900	0	0	10	0	1	0	3	0	11	11.00
Hourly Total	0	0	23	0	6	2	3	0	34	38.90
Hourly Average	0.00	0.00	5.75	0.00	1.50	0.50	0.75	0.00	8.50	9.73
0900 - 0915	0	0	10	0	2	0	0	0	12	12.00
0915 - 0930	0	0	4	0	1	0	0	0	5	5.00
0930 - 0945	0	0	4	0	0	1	0	0	5	5.50
0945 - 1000	0	0	8	0	2	1	2	0	12	14.50
Hourly Total	0	0	26	0	5	1	2	0	34	37.10
Hourly Average	0.00	0.00	6.50	0.00	1.25	0.25	0.50	0.00	8.50	9.28
Session Total	0	0	53	0	13	4	6	0	76	85.80
Session Average	0.00	0.00	4.42	0.00	1.08	0.33	0.50	0.00	6.33	7.15

Date
Tuesday 12 May 2026

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1.11: Left from A470 to Local Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	6	0	1	0	0	0	7	7.00
1630 - 1645	0	0	5	0	0	0	0	0	5	5.00
1645 - 1700	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	16	0	2	0	0	0	18	18.00
Hourly Average	0.00	0.00	4.00	0.00	0.50	0.00	0.00	0.00	4.50	4.50
1700 - 1715	0	0	2	0	2	0	0	0	4	4.00
1715 - 1730	0	0	6	0	1	0	0	0	7	7.00
1730 - 1745	0	0	2	0	1	0	0	0	3	3.00
1745 - 1800	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	17	0	4	0	0	0	21	21.00
Hourly Average	0.00	0.00	4.25	0.00	1.00	0.00	0.00	0.00	5.25	5.25
1800 - 1815	0	0	5	0	0	0	0	0	5	5.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	3	0	0	0	0	0	3	3.00
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	13	0	0	0	0	0	13	13.00
Hourly Average	0.00	0.00	3.25	0.00	0.00	0.00	0.00	0.00	3.25	3.25
Session Total	0	0	46	0	6	0	0	0	52	52.00
Session Average	0.00	0.00	3.83	0.00	0.50	0.00	0.00	0.00	4.33	4.33

Brecon
Classified Junction Count

Site 1 of 1
B4601
A40 (East)
A470
Local Road
A40 (North)

Lat/Long
lat 51.945366° lon -3.410262°

Date
Saturday 09 May 2026

Weather
Sunny Intervals
Temp: 16°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 1.12: Left from A470 to A40 (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	2	0	0	0	0	0	2	2.00
1115 - 1130	0	0	5	0	0	0	0	0	5	5.00
1130 - 1145	0	0	8	0	0	0	0	0	8	8.00
1145 - 1200	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	17	0	1	0	0	0	18	18.00
Hourly Average	0.00	0.00	4.25	0.00	0.25	0.00	0.00	0.00	4.50	4.50
1200 - 1215	0	0	5	0	1	0	0	0	6	6.00
1215 - 1230	0	0	4	0	0	0	0	0	4	4.00
1230 - 1245	0	0	8	0	0	0	0	0	8	8.00
1245 - 1300	0	3	5	0	0	0	0	0	8	6.20
Hourly Total	0	3	22	0	1	0	0	0	26	24.20
Hourly Average	0.00	0.75	5.50	0.00	0.25	0.00	0.00	0.00	6.50	6.05
1300 - 1315	0	0	3	0	1	0	0	0	4	4.00
1315 - 1330	0	0	7	0	0	0	0	0	7	7.00
1330 - 1345	0	1	12	0	0	0	0	0	13	12.40
1345 - 1400	0	2	3	0	0	0	0	0	5	3.80
Hourly Total	0	3	25	0	1	0	0	0	29	27.20
Hourly Average	0.00	0.75	6.25	0.00	0.25	0.00	0.00	0.00	7.25	6.80
Session Total	0	6	64	0	3	0	0	0	73	69.40
Session Average	0.00	0.50	5.33	0.00	0.25	0.00	0.00	0.00	6.08	5.78

Date
Tuesday 12 May 2026

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.12: Left from A470 to A40 (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	3	3	0	0	6	7.50
0730 - 0745	0	0	0	0	1	3	0	0	4	5.50
0745 - 0800	0	0	0	0	0	1	0	0	1	1.50
Hourly Total	0	0	0	0	4	7	0	0	11	14.50
Hourly Average	0.00	0.00	0.00	0.00	1.00	1.75	0.00	0.00	2.75	3.63
0800 - 0815	0	0	0	0	3	0	0	0	3	3.00
0815 - 0830	0	0	0	0	1	0	1	0	2	3.30
0830 - 0845	0	0	0	0	2	0	0	0	2	2.00
0845 - 0900	0	0	3	0	2	2	1	0	7	8.00
Hourly Total	0	0	3	0	8	2	1	0	14	16.30
Hourly Average	0.00	0.00	0.75	0.00	2.00	0.50	0.25	0.00	3.50	4.03
0900 - 0915	0	0	1	0	0	1	1	0	3	4.80
0915 - 0930	0	0	4	0	0	0	0	0	4	4.00
0930 - 0945	0	0	2	0	1	0	0	0	3	3.00
0945 - 1000	0	0	1	0	2	0	0	0	3	3.00
Hourly Total	0	0	8	0	3	1	1	0	13	14.80
Hourly Average	0.00	0.00	2.00	0.00	0.75	0.25	0.25	0.00	3.25	3.70
Session Total	0	0	11	0	15	10	2	0	38	45.60
Session Average	0.00	0.00	0.92	0.00	1.25	0.83	0.17	0.00	3.17	3.80

Date
Tuesday 12 May 2026

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1.12: Left from A470 to A40 (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	4	0	3	0	0	0	7	7.00
1615 - 1630	0	0	5	0	1	0	1	0	7	8.30
1630 - 1645	0	0	8	0	1	0	0	0	9	9.00
1645 - 1700	0	0	5	0	3	0	0	0	8	8.00
Hourly Total	0	0	22	0	8	0	1	0	31	32.30
Hourly Average	0.00	0.00	5.50	0.00	2.00	0.00	0.25	0.00	7.75	8.08
1700 - 1715	0	0	4	0	1	0	0	0	5	5.00
1715 - 1730	0	0	4	0	0	0	0	0	4	4.00
1730 - 1745	0	0	4	0	0	0	0	0	4	4.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	13	0	1	0	0	0	14	14.00
Hourly Average	0.00	0.00	3.25	0.00	0.25	0.00	0.00	0.00	3.50	3.50
1800 - 1815	0	0	4	0	0	0	0	0	4	4.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	1	0	1	0	0	0	2	2.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	6	0	1	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.50	0.00	0.25	0.00	0.00	0.00	1.75	1.75
Session Total	0	0	41	0	10	0	1	0	52	53.30
Session Average	0.00	0.00	3.42	0.00	0.83	0.00	0.08	0.00	4.33	4.44

Brecon
Classified Junction Count

Site 1 of 1
B4601
A40 (East)
A470
Local Road
A40 (North)

Lat/Long
lat 51.945366° lon -3.410262°

Date
Saturday 09 May 2026

Weather
Sunny Intervals
Temp: 16°C

1100 - 1400 (Saturday 3H Session)

Movement 1.13: Northbound from A470 to B4601									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	11	38	0	8	0	0	0	57	50.40
1115 - 1130	0	6	34	0	3	0	0	0	43	39.40
1130 - 1145	0	2	32	0	3	0	0	0	37	35.80
1145 - 1200	0	3	35	0	5	0	0	1	44	43.20
Hourly Total	0	22	139	0	19	0	0	1	181	168.80
Hourly Average	0.00	5.50	34.75	0.00	4.75	0.00	0.00	0.25	45.25	42.20
1200 - 1215	0	2	48	0	3	0	0	0	53	51.80
1215 - 1230	0	2	33	0	8	0	0	0	43	41.80
1230 - 1245	0	3	42	0	0	0	0	0	45	43.20
1245 - 1300	0	1	47	0	1	1	0	1	51	51.90
Hourly Total	0	8	170	0	12	1	0	1	192	188.70
Hourly Average	0.00	2.00	42.50	0.00	3.00	0.25	0.00	0.25	48.00	47.18
1300 - 1315	0	1	29	0	2	0	0	0	32	31.40
1315 - 1330	0	1	28	0	4	0	0	0	33	32.40
1330 - 1345	0	4	25	0	1	0	0	0	30	27.60
1345 - 1400	0	4	45	0	2	0	0	1	52	50.60
Hourly Total	0	10	127	0	9	0	0	1	147	142.00
Hourly Average	0.00	2.50	31.75	0.00	2.25	0.00	0.00	0.25	36.75	35.50
Session Total	0	40	436	0	40	1	0	3	520	499.50
Session Average	0.00	3.33	36.33	0.00	3.33	0.08	0.00	0.25	43.33	41.63

Date
Tuesday 12 May 2026

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

Movement 1.13: Northbound from A470 to B4601									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	10	0	4	1	0	0	15	15.50
0715 - 0730	0	0	9	0	14	1	0	0	24	24.50
0730 - 0745	1	0	15	0	2	2	0	1	21	22.20
0745 - 0800	0	0	16	1	8	4	0	0	29	31.00
Hourly Total	1	0	50	1	28	8	0	1	89	93.20
Hourly Average	0.25	0.00	12.50	0.25	7.00	2.00	0.00	0.25	22.25	23.30
0800 - 0815	0	0	23	0	13	0	0	0	36	36.00
0815 - 0830	0	0	18	1	9	0	1	0	29	30.30
0830 - 0845	0	0	36	0	4	0	0	1	41	42.00
0845 - 0900	0	0	25	0	10	0	1	0	35	35.00
Hourly Total	0	0	102	1	36	0	1	1	141	143.30
Hourly Average	0.00	0.00	25.50	0.25	9.00	0.00	0.25	0.25	35.25	35.83
0900 - 0915	0	0	24	0	6	1	0	0	31	31.50
0915 - 0930	0	1	30	0	6	1	0	0	38	37.90
0930 - 0945	0	0	22	0	10	1	0	0	33	33.50
0945 - 1000	0	2	13	0	9	2	1	1	28	30.10
Hourly Total	0	3	99	0	31	5	1	1	130	133.00
Hourly Average	0.00	0.75	22.25	0.00	7.75	1.25	0.25	0.25	32.50	33.25
Session Total	1	3	241	2	95	13	2	3	360	369.50
Session Average	0.08	0.25	20.08	0.17	7.92	1.08	0.17	0.25	30.00	30.79

Date
Tuesday 12 May 2026

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Weekday PM Peak)

Movement 1.13: Northbound from A470 to B4601									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	4	43	0	3	1	0	0	51	49.10
1615 - 1630	0	1	43	0	9	1	1	0	55	56.20
1630 - 1645	0	2	49	0	7	0	0	1	59	58.80
1645 - 1700	0	0	32	0	7	0	0	1	40	41.00
Hourly Total	0	7	167	0	26	2	1	2	205	205.10
Hourly Average	0.00	1.75	41.75	0.00	6.50	0.50	0.25	0.50	51.25	51.28
1700 - 1715	0	1	34	0	7	0	0	0	42	41.40
1715 - 1730	0	0	45	0	6	0	0	0	51	51.00
1730 - 1745	0	0	32	0	6	0	0	0	38	38.00
1745 - 1800	0	0	23	1	5	0	0	1	30	31.00
Hourly Total	0	1	134	1	24	0	0	1	161	161.40
Hourly Average	0.00	0.25	33.50	0.25	6.00	0.00	0.00	0.25	40.25	40.35
1800 - 1815	0	0	22	0	2	0	1	0	25	26.30
1815 - 1830	0	0	22	0	1	0	0	0	23	23.00
1830 - 1845	0	1	17	0	1	0	0	0	19	18.40
1845 - 1900	0	0	26	0	1	0	0	1	28	29.00
Hourly Total	0	1	87	0	5	0	1	1	95	96.70
Hourly Average	0.00	0.25	21.75	0.00	1.25	0.00	0.25	0.25	23.75	24.18
Session Total	0	9	388	1	55	2	2	4	461	463.20
Session Average	0.00	0.75	32.33	0.08	4.58	0.17	0.17	0.33	38.42	38.60

Brecon
Classified Junction Count

Site 1 of 1
B4601
A40 (East)
A470
Local Road
A40 (North)

Lat/Long
lat 51.945366° lon -3.410262°

Date
Saturday 09 May 2026

Weather
Sunny Intervals
Temp: 16°C

1100 - 1400 (Saturday 3H Session)

Movement 1.14: Right from A470 to A40 (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	58	0	3	0	1	0	62	63.30
1115 - 1130	0	4	64	0	13	0	0	0	81	78.60
1130 - 1145	0	9	48	0	4	0	0	0	61	55.60
1145 - 1200	0	3	54	0	18	0	0	0	75	73.20
Hourly Total	0	16	224	0	38	0	1	0	279	270.70
Hourly Average	0.00	4.00	56.00	0.00	9.50	0.00	0.25	0.00	69.75	67.68
1200 - 1215	0	1	63	0	6	0	1	0	71	71.70
1215 - 1230	0	4	54	0	12	0	0	0	70	67.60
1230 - 1245	0	6	48	0	12	1	1	0	68	66.20
1245 - 1300	0	6	45	0	11	0	0	0	62	58.40
Hourly Total	0	17	210	0	41	1	2	0	271	263.90
Hourly Average	0.00	4.25	52.50	0.00	10.25	0.25	0.50	0.00	67.75	65.98
1300 - 1315	1	5	79	0	8	0	0	0	93	89.20
1315 - 1330	0	2	49	0	8	0	0	0	59	57.80
1330 - 1345	0	2	47	0	5	2	0	0	56	55.80
1345 - 1400	0	3	50	0	5	0	0	0	58	56.20
Hourly Total	1	12	225	0	26	2	0	0	266	259.00
Hourly Average	0.25	3.00	56.25	0.00	6.50	0.50	0.00	0.00	66.50	64.75
Session Total	1	45	659	0	105	3	3	0	816	793.60
Session Average	0.08	3.75	54.92	0.00	8.75	0.25	0.25	0.00	68.00	66.13

Date
Tuesday 12 May 2026

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

Movement 1.14: Right from A470 to A40 (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	19	0	18	1	3	0	41	45.40
0715 - 0730	0	0	31	0	17	3	2	0	53	57.10
0730 - 0745	0	0	22	0	17	5	6	0	50	60.30
0745 - 0800	0	1	42	0	18	4	4	0	69	75.60
Hourly Total	0	1	114	0	70	13	15	0	213	238.40
Hourly Average	0.00	0.25	28.50	0.00	17.50	3.25	3.75	0.00	53.25	59.60
0800 - 0815	0	0	31	0	15	2	3	0	51	55.90
0815 - 0830	0	0	42	0	17	1	7	1	68	78.60
0830 - 0845	0	0	41	0	24	2	3	0	70	74.90
0845 - 0900	0	0	37	0	15	5	3	0	60	66.40
Hourly Total	0	0	151	0	71	10	16	1	249	275.80
Hourly Average	0.00	0.00	37.75	0.00	17.75	2.50	4.00	0.25	62.25	68.95
0900 - 0915	0	0	28	0	9	1	6	0	44	52.30
0915 - 0930	0	0	31	0	6	2	2	0	41	44.60
0930 - 0945	0	0	27	0	18	1	2	0	48	51.10
0945 - 1000	0	0	20	0	10	1	4	0	35	40.70
Hourly Total	0	0	106	0	43	5	14	0	168	188.70
Hourly Average	0.00	0.00	26.50	0.00	10.75	1.25	3.50	0.00	42.00	47.18
Session Total	0	1	371	0	184	28	45	1	630	702.90
Session Average	0.00	0.08	30.92	0.00	15.33	2.33	3.75	0.08	52.50	58.58

Date
Tuesday 12 May 2026

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Weekday PM Peak)

Movement 1.14: Right from A470 to A40 (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	32	0	9	1	2	1	45	49.10
1615 - 1630	0	1	35	0	6	0	0	0	42	41.40
1630 - 1645	0	0	33	0	10	1	1	0	45	46.80
1645 - 1700	0	1	53	0	12	0	1	0	67	67.70
Hourly Total	0	2	153	0	37	2	4	1	199	205.00
Hourly Average	0.00	0.50	38.25	0.00	9.25	0.50	1.00	0.25	49.75	51.25
1700 - 1715	0	0	43	0	6	0	1	0	50	51.30
1715 - 1730	0	0	40	0	6	1	1	0	48	49.80
1730 - 1745	0	1	31	0	7	0	1	0	40	40.70
1745 - 1800	0	0	26	0	5	0	2	0	33	35.60
Hourly Total	0	1	140	0	24	1	5	0	171	177.40
Hourly Average	0.00	0.25	35.00	0.00	6.00	0.25	1.25	0.00	42.75	44.35
1800 - 1815	0	0	31	0	5	0	0	0	36	36.00
1815 - 1830	0	0	17	0	4	0	1	0	22	23.30
1830 - 1845	0	0	22	0	4	0	0	0	26	26.00
1845 - 1900	0	0	22	0	3	0	0	0	25	25.00
Hourly Total	0	0	92	0	16	0	1	0	109	110.30
Hourly Average	0.00	0.00	23.00	0.00	4.00	0.00	0.25	0.00	27.25	27.58
Session Total	0	3	385	0	77	3	10	1	479	492.70
Session Average	0.00	0.25	32.08	0.00	6.42	0.25	0.83	0.08	39.92	41.06

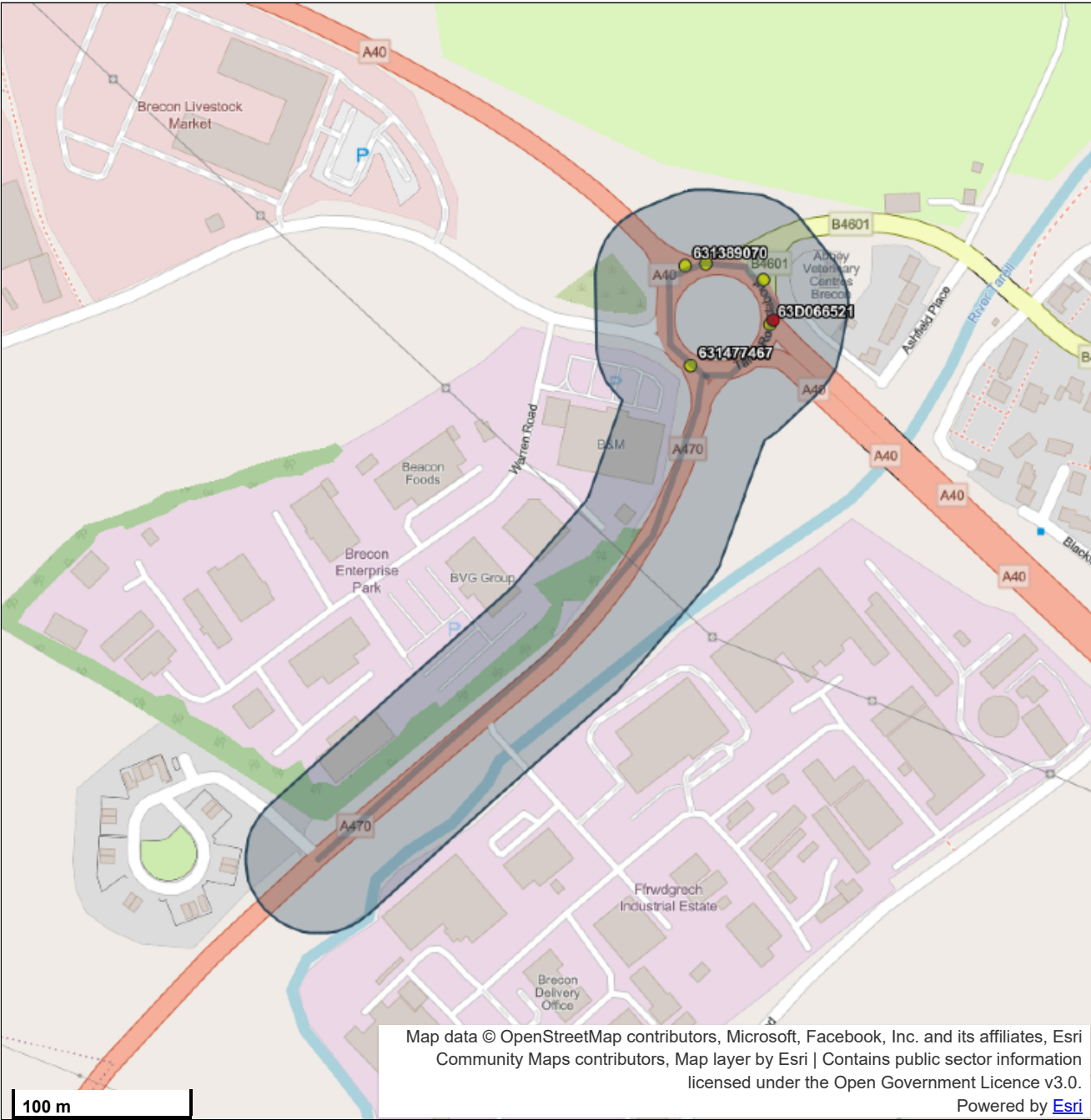
APPENDIX 3 – ACCIDENT DATA FOR JUNCTIONS WITHIN THE STUDY AREA

Near Me Report

Area of Interest (AOI) Information

Area: 66,738.17 m²

Date: Thu Jun 11 2026 13:56:32 GMT+0100 (British Summer Time)



DfT Road Safety Data 2020 to 2024

Collisions 2020 - 2024

- Serious
- Slight

Collisions 2020 - 2024 | Total count: 6

#	Collision index	Collision year	Collision reference
1	202263D059922	2022	63D059922
2	202163D066521	2021	63D066521
3	2024631467439	2024	631467439
4	2024631477467	2024	631477467
5	2023631389070	2023	631389070
6	202163D037421	2021	63D037421

#	Collision severity	Number of vehicles	Number of casualties
1	Slight	1	1
2	Slight	2	1
3	Serious	2	1
4	Slight	2	2
5	Slight	2	1
6	Slight	2	1

#	Day of the week	First road class	Road type
1	Monday	A	Roundabout
2	Friday	A	Roundabout
3	Saturday	A	Roundabout
4	Thursday	A	Roundabout
5	Saturday	A	Roundabout
6	Saturday	B	Roundabout

#	Speed limit	Junction detail (historic)	Junction detail
1	30	Roundabout	Not at junction or within 20 metres
2	40	Roundabout	Not at junction or within 20 metres
3	30	Data missing or out of range	Data missing or out of range
4	40	Data missing or out of range	Data missing or out of range
5	40	Roundabout	Not at junction or within 20 metres
6	30	Roundabout	Not at junction or within 20 metres

#	Junction control	Pedestrian crossing human control (historic)	Pedestrian crossing physical facilities (historic)
1	Give way or uncontrolled	None within 50 metres	No physical crossing facilities within 50 metres
2	Give way or uncontrolled	None within 50 metres	No physical crossing facilities within 50 metres
3	Give way or uncontrolled	Data missing or out of range	Data missing or out of range
4	Give way or uncontrolled	Data missing or out of range	Data missing or out of range
5	Give way or uncontrolled	None within 50 metres	No physical crossing facilities within 50 metres
6	Give way or uncontrolled	None within 50 metres	No physical crossing facilities within 50 metres

#	Pedestrian crossing	Light conditions	Weather conditions
1	No physical crossing facility within 50m	Daylight	Fine no high winds
2	No physical crossing facility within 50m	Daylight	Fine no high winds
3	No physical crossing facility within 50m	Daylight	Fine no high winds
4	No physical crossing facility within 50m	Daylight	Fine no high winds
5	No physical crossing facility within 50m	Daylight	Fine no high winds
6	No physical crossing facility within 50m	Daylight	Fine no high winds

#	Road surface conditions	Enhanced severity collision	Collision injury based
1	Wet or damp	Data missing or out of range	Based on severity reporting
2	Dry	Data missing or out of range	Based on severity reporting
3	Dry	Moderately Serious	Based on Injury code reporting
4	Wet or damp	Slight	Based on Injury code reporting
5	Dry	Slight	Based on Injury code reporting
6	Dry	Data missing or out of range	Based on severity reporting

#	Collision adjusted severity serious	Collision adjusted severity slight	Date and time
1	0.197230	0.802770	25/07/2022, 08:00 am
2	0.184400	0.815600	27/08/2021, 02:37 pm
3	1.000000	0.000000	13/07/2024, 06:15 pm
4	0.000000	1.000000	08/08/2024, 04:20 pm
5	0.000000	1.000000	16/12/2023, 12:30 pm
6	0.010027	0.989973	12/06/2021, 12:35 pm

Vehicles 2020 - 2024 | Total count: 11

#	Collision index	Collision year	Collision reference
1	202263D059922	2022	63D059922
2	202163D066521	2021	63D066521
3	202163D066521	2021	63D066521
4	2024631467439	2024	631467439
5	2024631467439	2024	631467439
6	2024631477467	2024	631477467
7	2024631477467	2024	631477467
8	2023631389070	2023	631389070
9	2023631389070	2023	631389070
10	202163D037421	2021	63D037421
11	202163D037421	2021	63D037421

#	Vehicle reference	Vehicle type	Vehicle manoeuvre (historic)
1	1	Motorcycle 125cc and under	Going ahead other
2	2	Motorcycle over 500cc	Turning left
3	1	Car	Going ahead other
4	1	Car	Data missing or out of range
5	2	Motorcycle over 500cc	Data missing or out of range
6	2	Car	Data missing or out of range
7	1	Car	Data missing or out of range
8	2	Car	Moving off
9	1	Car	Moving off
10	2	Van / Goods 3.5 tonnes mgw or under	Slowing or stopping
11	1	Car	Going ahead other

#	Vehicle manoeuvre	Vehicle direction from	Vehicle direction to
1	Going ahead	West	East
2	Turning left	North	South East
3	Going ahead	North	South West
4	Going ahead	North	South West
5	Turning left	North	South East
6	Slowing or stopping	South	North West
7	Going ahead	South	North West
8	Moving off	East	East
9	Moving off	East	East
10	Slowing or stopping	North East	South
11	Going ahead	North East	South

#	Vehicle location restricted lane (historic)	Vehicle location restricted lane	Junction location
1	On main c'way - not in restricted lane	On main carriageway (not in restricted lane)	Mid Junction - on roundabout or on main road
2	On main c'way - not in restricted lane	On main carriageway (not in restricted lane)	Mid Junction - on roundabout or on main road
3	On main c'way - not in restricted lane	On main carriageway (not in restricted lane)	Mid Junction - on roundabout or on main road
4	Data missing or out of range	On main carriageway (not in restricted lane)	Mid Junction - on roundabout or on main road
5	Data missing or out of range	On main carriageway (not in restricted lane)	Mid Junction - on roundabout or on main road
6	Data missing or out of range	On main carriageway (not in restricted lane)	Approaching junction or waiting/parked at junction approach
7	Data missing or out of range	On main carriageway (not in restricted lane)	Approaching junction or waiting/parked at junction approach
8	On main c'way - not in restricted lane	On main carriageway (not in restricted lane)	Entering roundabout
9	On main c'way - not in restricted lane	On main carriageway (not in restricted lane)	Entering roundabout
10	On main c'way - not in restricted lane	On main carriageway (not in restricted lane)	Approaching junction or waiting/parked at junction approach
11	On main c'way - not in restricted lane	On main carriageway (not in restricted lane)	Approaching junction or waiting/parked at junction approach

#	Skidding and overturning	Hit object in carriageway	Vehicle leaving carriageway
1	Skidded	None	Nearside
2	Skidded	None	Did not leave carriageway
3	None	None	Did not leave carriageway
4	None	None	Did not leave carriageway
5	None	None	Did not leave carriageway
6	None	None	Did not leave carriageway
7	None	None	Did not leave carriageway
8	None	None	Did not leave carriageway
9	None	None	Did not leave carriageway
10	None	None	Did not leave carriageway
11	None	None	Did not leave carriageway

#	Hit object off carriageway	First point of impact	Vehicle left hand drive
1	Other permanent object	Front	No
2	None	Nearside	No
3	None	Offside	No
4	None	Back	No
5	None	Front	No
6	None	Back	No
7	None	Front	No
8	None	Back	No
9	None	Front	No
10	None	Back	No
11	None	Front	No

#	Journey purpose of driver (historic)	Journey purpose of driver	Generic make model	Driver distance banding	Collision Severity
1	Not known	Not known or not requested	HONDA CBF	Data missing or out of range	Slight
2	Not known	Not known or not requested	HARLEY-DAVIDSON XL	Data missing or out of range	Slight
3	Not known	Not known or not requested	VAUXHALL ZAFIRA	Data missing or out of range	Slight
4	Data missing or out of range	Not known or not requested	FORD PUMA	Collision occurred over 100km of drivers home postcode	Serious
5	Data missing or out of range	Personal business or leisure	Data missing or out of range	Collision occurred between 20.001 and 100km of drivers home postcode	Serious
6	Data missing or out of range	Personal business or leisure	PEUGEOT 108	Collision occurred over 100km of drivers home postcode	Slight
7	Data missing or out of range	Personal business or leisure	VOLKSWAGEN TIGUAN	Collision occurred over 100km of drivers home postcode	Slight
8	Other	Not known or not requested	MINI PACEMAN	Data missing or out of range	Slight
9	Other	Not known or not requested	MINI ONE	Data missing or out of range	Slight
10	Not known	Not known or not requested	Data missing or out of range	Data missing or out of range	Slight
11	Not known	Not known or not requested	Data missing or out of range	Data missing or out of range	Slight

Casualties 2020 - 2024 | Total count: 7

#	Collision index	Collision year	Collision reference
1	202263D059922	2022	63D059922
2	202163D066521	2021	63D066521
3	2024631467439	2024	631467439
4	2024631477467	2024	631477467
5	2024631477467	2024	631477467
6	2023631389070	2023	631389070
7	202163D037421	2021	63D037421

#	Vehicle reference	Casualty reference	Casualty class
1	1	1	Driver or rider
2	2	1	Driver or rider
3	2	1	Driver or rider
4	2	1	Passenger
5	2	2	Driver or rider
6	1	1	Driver or rider
7	2	1	Driver or rider

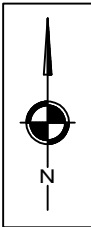
#	Casualty severity	Pedestrian location	Pedestrian movement
1	Slight	Not a Pedestrian	Not a Pedestrian
2	Slight	Not a Pedestrian	Not a Pedestrian
3	Serious	Not a Pedestrian	Not a Pedestrian
4	Slight	Not a Pedestrian	Not a Pedestrian
5	Slight	Not a Pedestrian	Not a Pedestrian
6	Slight	Not a Pedestrian	Not a Pedestrian
7	Slight	Not a Pedestrian	Not a Pedestrian

#	Car passenger	Bus or coach passenger	Casualty type
1	Not car passenger	Not a bus or coach passenger	Motorcycle 125cc and under rider or passenger
2	Not car passenger	Not a bus or coach passenger	Motorcycle over 500cc rider or passenger
3	Not car passenger	Not a bus or coach passenger	Motorcycle over 500cc rider or passenger
4	Front seat passenger	Not a bus or coach passenger	Car occupant
5	Not car passenger	Not a bus or coach passenger	Car occupant
6	Not car passenger	Not a bus or coach passenger	Car occupant
7	Not car passenger	Not a bus or coach passenger	Van / Goods vehicle (3.5 tonnes mgw or under) occupant

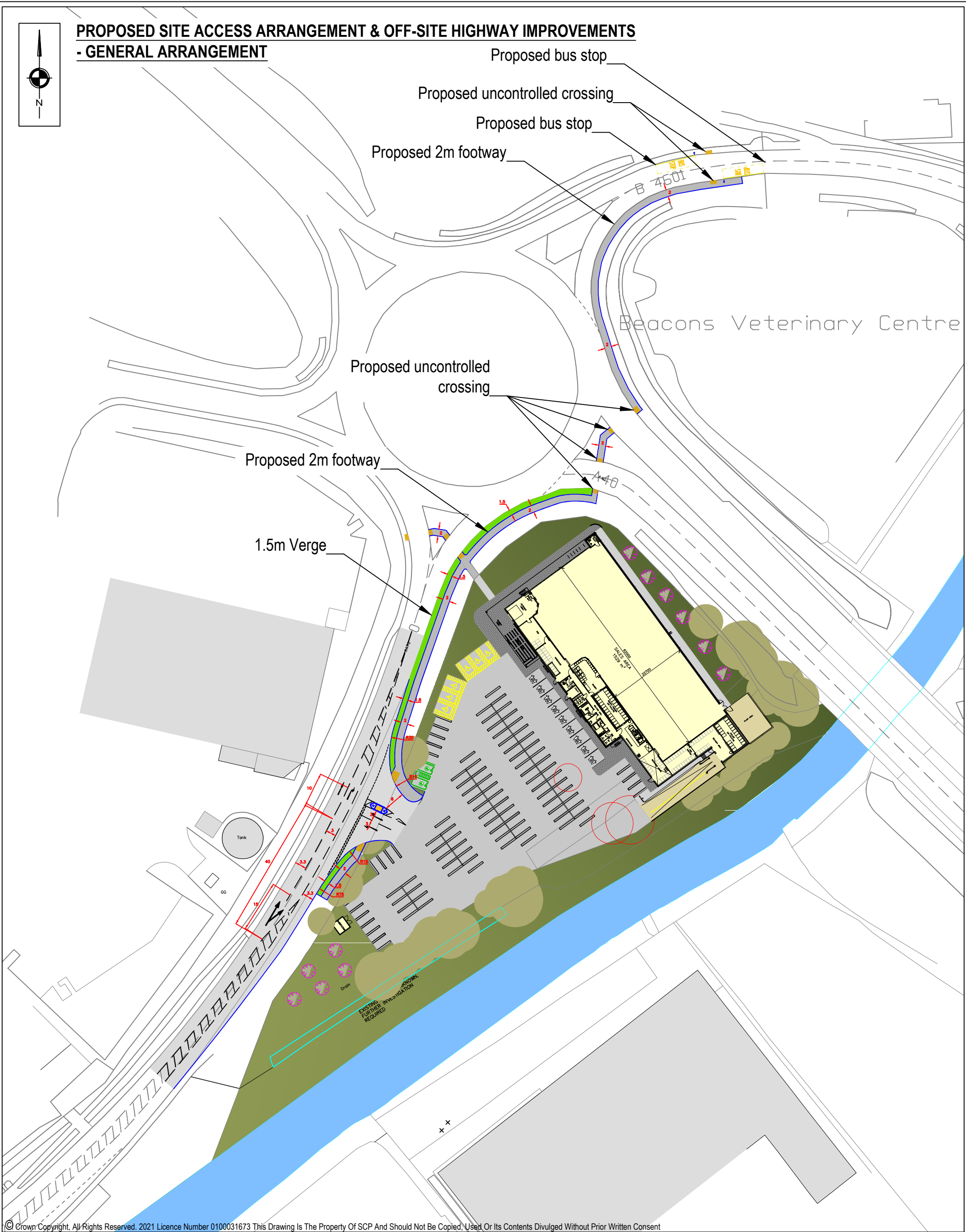
#	Enhanced casualty severity	Casualty injury based	Casualty adjusted severity serious
1	Data missing or out of range	Based on severity reporting	0.197230
2	Data missing or out of range	Based on severity reporting	0.184400
3	Moderately Serious	Based on Injury code reporting	1.000000
4	Slight	Based on Injury code reporting	0.000000
5	Slight	Based on Injury code reporting	0.000000
6	Slight	Based on Injury code reporting	0.000000
7	Data missing or out of range	Based on severity reporting	0.010030

#	Casualty adjusted severity slight	Casualty distance banding	Closest Approximate Distance
1	0.802770	Data missing or out of range	0.02 m
2	0.815600	Data missing or out of range	0.28 m
3	0.000000	Collision occurred between 20.001 and 100km of casualties home postcode	1.09 m
4	1.000000	Collision occurred over 100km of casualties home postcode	1.3 m
5	1.000000	Collision occurred over 100km of casualties home postcode	1.3 m
6	1.000000	Data missing or out of range	3.44 m
7	0.989970	Data missing or out of range	4.39 m

APPENDIX 4 – OFF-SITE HIGHWAY IMPROVEMENT PROPOSALS



PROPOSED SITE ACCESS ARRANGEMENT & OFF-SITE HIGHWAY IMPROVEMENTS
- GENERAL ARRANGEMENT



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-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
Rev	Description	Date	By
REVISIONS			

Client Name:			
Drawn By:	LD	Date:	02.09.2026
Checked:	JRB	Scale@A3:	1:1000
Approved:	JRB	Status:	PLANNING

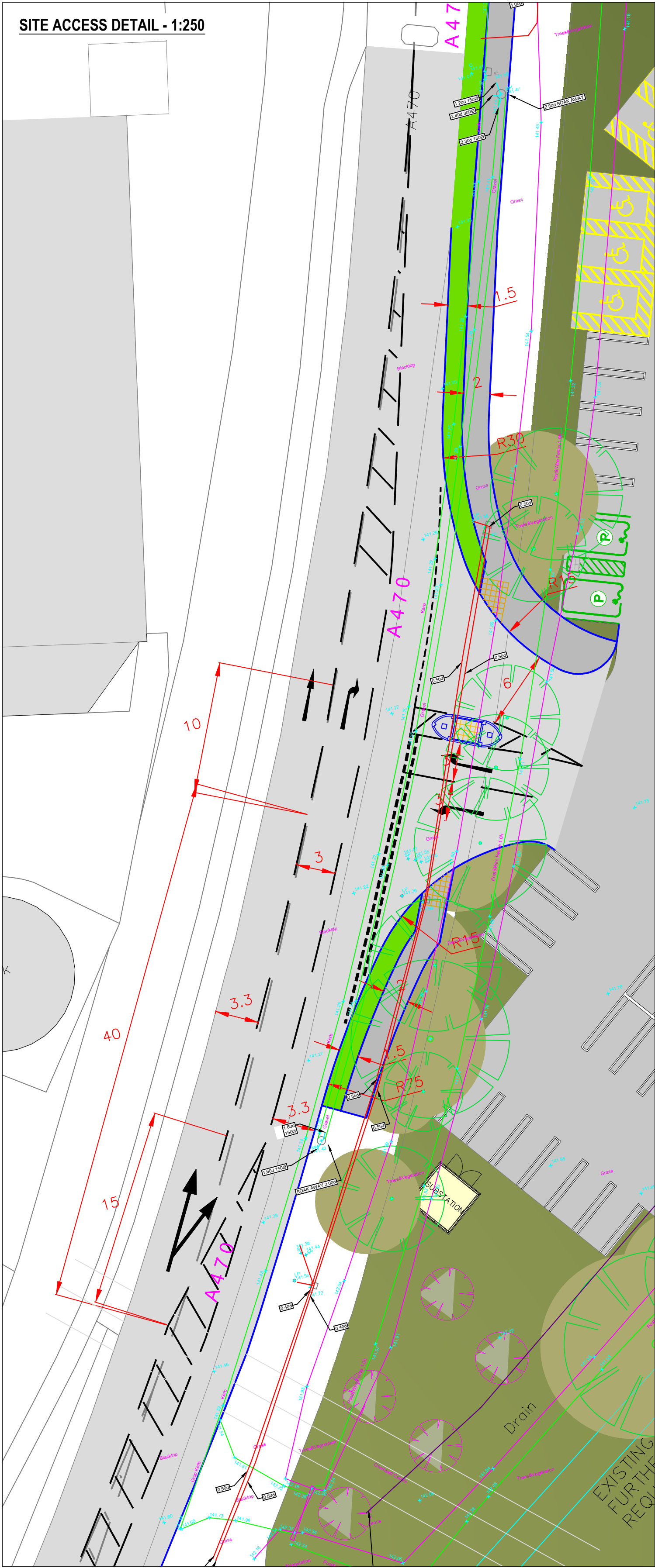
Project Title:		LIDL, 1 KINGS MEADOW, BRECON	
Drawing Title:		PROPOSED SITE ACCESS ARRANGEMENT & OFF-SITE HIGHWAY IMPROVEMENTS	
Drawing No.		SCP/260350/SK02	Rev. -



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APPENDIX 5 – SITE ACCESS PROPOSAL



NOTES			
GEOMETRY DESIGN CHECK			
CD 123: GEOMETRIC DESIGN OF AT-GRADE PRIORITY AND SIGNAL-CONTROLLER JUNCTIONS / SECTION 6: GEOMETRIC DESIGN OF MAJOR ROAD CENTRAL TREATMENTS. (70KPH DESIGN SPEED)			
DEFINITIONS	REFERENCE	STANDARD TO BE ACHIEVED	A470 GHOST ISLAND
THROUGH LANE WIDTH (c)	6.8	3.0 - 3.65m	3.3m
TURNING LENGTH (a)	6.4	10m minimum	10m
TURNING LANE WIDTH (d)	6.10	2.5 - 3.5m	3m
CENTRAL ISLAND TAPER (NORTH)	6.1.1	1 in 20	1 in 20
CENTRAL ISLAND TAPER (SOUTH)	6.1.1	1 in 20	FROM SOURCE
DIRECT TAPER LENGTH (e)	6.6 & 5.22	15m	15m
DECELERATION LENGTH (b)	6.6 & 5.22	40m	40m

REVISIONS			
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
C	FOOTWAY INSTALLMENT FROM THE SITE TO B4601	02.09.26	LD
B	UTILITIES IMPACT AGAINST PROPOSED ACCESS ARRANGEMENT	05.08.26	LD
A	FOOTWAY EXTENSION SOUTHBOUND	16.07.26	LD
REV	DESCRIPTION	DATE	BY
Drawn By:	LD	Date: 15.06.2026	
Checked:	LC	Scale@A2: AS STATED	
Approved:	JI	Status: PLANNING	

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Client Name:



Project Title:

LIDL, KINGS MEADOW, BRECON

Drawing Title:

PROPOSED SITE ACCESS ARRANGEMENT Based on 3223 P403B Proposed Setting Out Plan

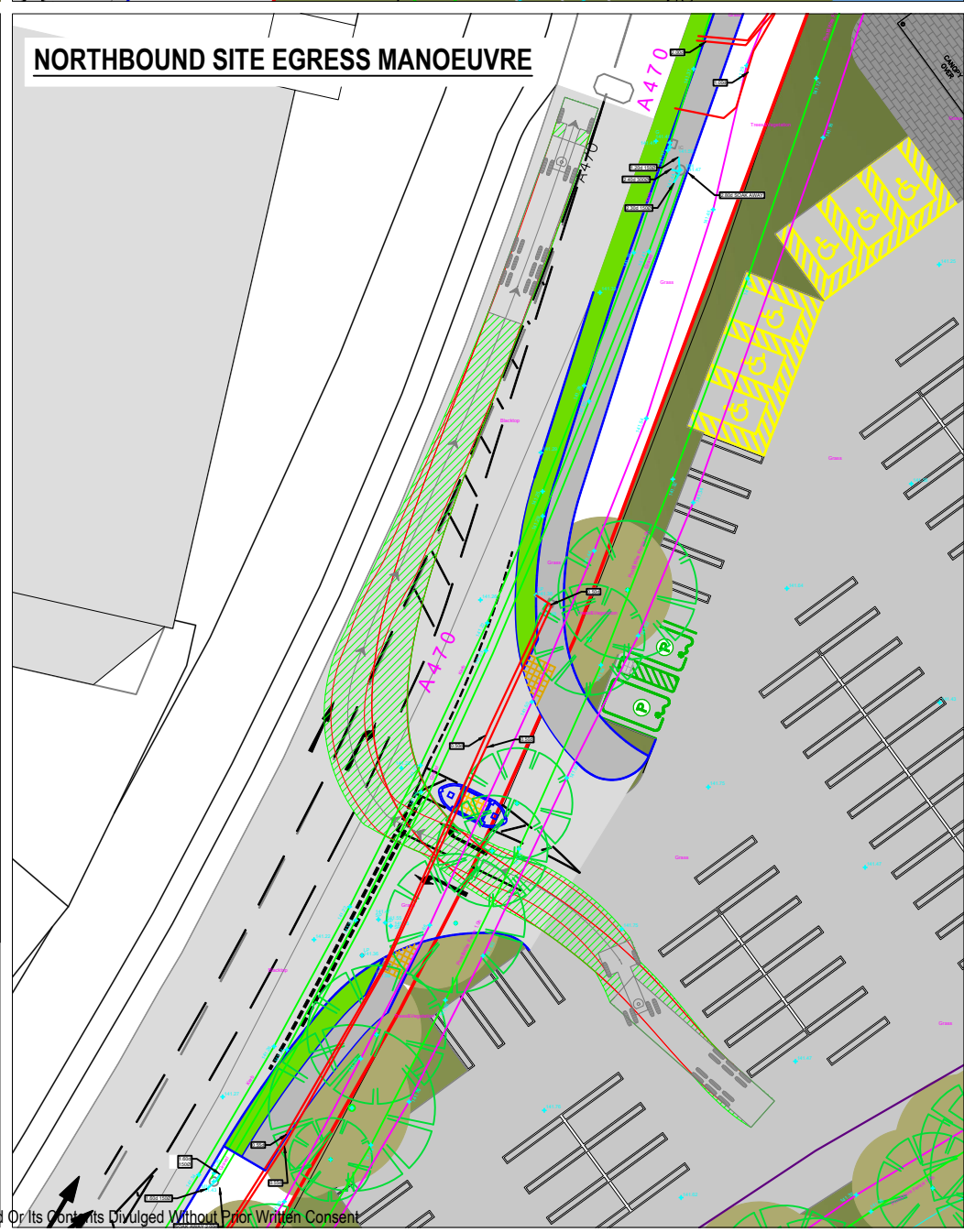
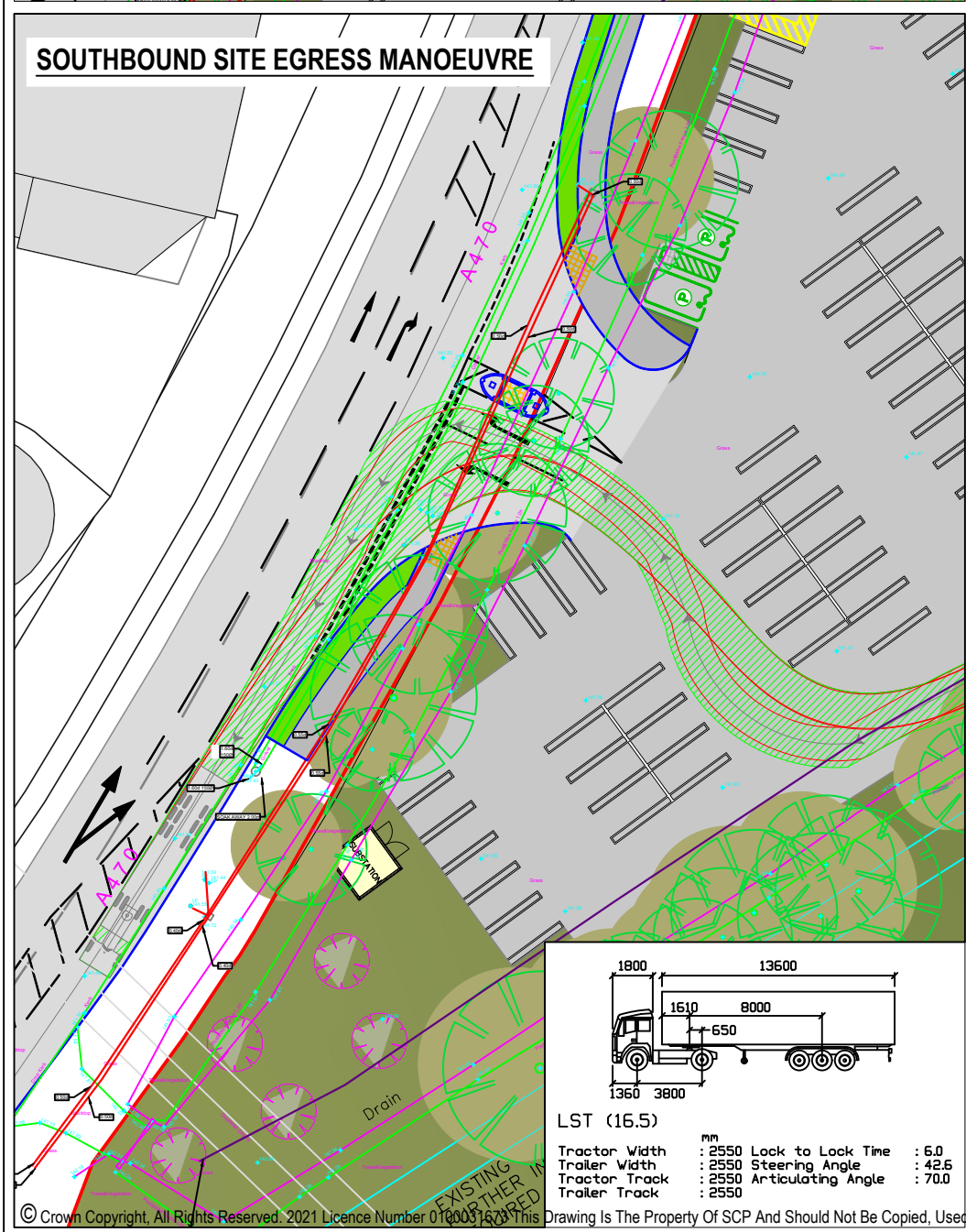
Drawing No.

SCP/260350/SK01

Rev.

C

APPENDIX 6 – SWEPT PATH ANALYSIS



Rev	Description	Date	By
B	UTILITIES IMPACT AGAINST PROPOSED ACCESS ARRANGEMENT	05.08.26	LD
A	FOOTWAY EXTENSION SOUTHBOUND	16.07.26	LD
REVISIONS			

Client Name:			
Drawn By:	LD	Date:	15.06.2026
Checked:	LC	Scale@A3:	1:500
Approved:	JI	Status:	PLANNING

Project Title:		LIDL, KINGS MEADOW, BRECON	
Drawing Title:		SWEPT PATH ANALYSIS - 16.5m ARTICULATED HGV Based on 3223 P403B Proposed Setting Out Plan	
Drawing No.	SCP/260350/ATR01	Rev.	B

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APPENDIX 7 – DISCOUNT FOOD STORE TRICS REPORTS

Audit Code: f2574929-af71-417d-bc9d-fedf5bd8e0b4

Filtering Summary:

Land Use: 01/C RETAIL/DISCOUNT FOOD STORES

Selected Trip Rate Calculation Parameter Range: 900 - 1690 sqm RFA

Actual Trip Rate Calculation Parameter Range: 390 - 1690 sqm RFA

Date Range: Minimum: 30/06/2016 Maximum: 23/06/2024

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 75 7113

Days of the week selected:

Friday	3
Monday	2
Thursday	6
Tuesday	6
Wednesday	4

Main Location Types selected:

Edge of Town	7
Edge of Town Centre	6
Neighbourhood Centre	4
Suburban Area	4

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	11
Servicing Vehicles Included	10

Population <1 Mile ranges selected:

1,001 to 5,000	1
10,001 to 15,000	5
15,001 to 20,000	2
20,001 to 25,000	3
25,001 to 50,000	6
5,001 to 10,000	2
50,001 to 100,000	2

Audit Code: f2574929-af71-417d-bc9d-fedf5bd8e0b4

Population <5 Mile ranges selected:

125,001 to 250,000	4
25,001 to 50,000	2
250,001 to 500,000	2
5,001 to 25,000	1
50,001 to 75,000	3
500,001 or More	4
75,001 to 100,000	5

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	8
1.1 to 1.5	13

PTAL Rating:

1b - Very poor	1
3 - Moderate	1
No PTAL Present	19

Audit Code: f2574929-af71-417d-bc9d-fedf5bd8e0b4

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: C - DISCOUNT FOOD STORES

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BE	BEXLEY
	MR	MERTON
02	SOUTH EAST	
	SO	SLOUGH
	WS	WEST SUSSEX
03	SOUTH WEST	
	SM	SOMERSET
	WL	WILTSHIRE
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE
	NF	NORFOLK
05	EAST MIDLANDS	
	LN	LINCOLNSHIRE
	NN	NORTH NORTHAMPTONSHIRE
	NT	NOTTINGHAMSHIRE
06	WEST MIDLANDS	
	WM	WEST MIDLANDS
	WO	WORCESTERSHIRE
09	NORTH	
	NB	NORTHUMBERLAND
10	WALES	
	CF	CARDIFF
11	SCOTLAND	
	SR	STIRLING

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: f2574929-af71-417d-bc9d-fedf5bd8e0b4

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	RFA
Actual Range:	390 to 1690 (units:sqm)
Range Selected by User:	900 to 1690 (units:sqm)
Parking Spaces Range:	1 - 230

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	30/06/16 to 23/06/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	3 days
Monday	2 days
Thursday	6 days
Tuesday	6 days
Wednesday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	21
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	7 days
Edge of Town Centre	6 days
Neighbourhood Centre	4 days
Suburban Area	4 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	2 days
Development Zone	1 days
High Street	1 days
Industrial Zone	4 days
No Sub Category	4 days
Residential Zone	4 days
Retail Zone	5 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	10 days
Servicing vehicles Unknown	11 days

Audit Code: f2574929-af71-417d-bc9d-fedf5bd8e0b4

Secondary Filtering Selection:

Use Class:

E(a)	21 surveys
------	------------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

75 - 7113

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	5 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	3 surveys
25,001 to 50,000	6 surveys
5,001 to 10,000	2 surveys
50,001 to 100,000	2 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	4 surveys
25,001 to 50,000	2 surveys
250,001 to 500,000	2 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	3 surveys
500,001 or More	4 surveys
75,001 to 100,000	5 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	8 surveys
1.1 to 1.5	13 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: f2574929-af71-417d-bc9d-fedf5bd8e0b4

Petrol filling station:

PFS is present at the site but is excluded from the count	21 surveys
---	------------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	17 surveys
Yes	4 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

2 - Poor	1 surveys
4 - Good	1 surveys
No PTAL Present	19 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: f2574929-af71-417d-bc9d-fedf5bd8e0b4

LIST OF SITES relevant to selection parameters:

Site 1:	BE-01-C-01	Gross floor area:	2145 sqm
Development Name:	LIDL	Retail floor area:	1650 sqm
Location:	BELVEDERE	Parking Spaces:	115.00
Postcode:	DA17 6FD	Number of employees:	46.00
Main Location Type:	Edge of Town	Survey Date:	06/11/2019
Sub Location Type:	Industrial Zone	Survey Day:	Wednesday
PTAL:	2		
Site 2:	CA-01-C-01	Gross floor area:	1466 sqm
Development Name:	LIDL	Retail floor area:	913 sqm
Location:	WISBECH	Parking Spaces:	96.00
Postcode:	PE14 0RG	Number of employees:	19.00
Main Location Type:	Edge of Town	Survey Date:	21/10/2016
Sub Location Type:	Retail Zone	Survey Day:	Friday
PTAL:	n/a		
Site 3:	CF-01-C-01	Gross floor area:	2568 sqm
Development Name:	LIDL	Retail floor area:	1407 sqm
Location:	CARDIFF	Parking Spaces:	104.00
Postcode:	CF24 5EH	Number of employees:	60.00
Main Location Type:	Suburban Area	Survey Date:	29/06/2017
Sub Location Type:	Development Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 4:	LN-01-C-01	Gross floor area:	2398 sqm
Development Name:	LIDL	Retail floor area:	1424 sqm
Location:	SKEGNESS	Parking Spaces:	106.00
Postcode:	PE25 3PQ	Number of employees:	35.00
Main Location Type:	Edge of Town Centre	Survey Date:	16/07/2016
Sub Location Type:	Built-Up Zone	Survey Day:	Saturday
PTAL:	n/a		
Site 5:	MR-01-C-01	Gross floor area:	2400 sqm
Development Name:	LIDL	Retail floor area:	1476 sqm
Location:	MITCHAM	Parking Spaces:	94.00
Postcode:	CR4 2AD	Number of employees:	33.00
Main Location Type:	Neighbourhood Centre	Survey Date:	06/11/2019
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	4		
Site 6:	NB-01-C-01	Gross floor area:	2450 sqm
Development Name:	LIDL	Retail floor area:	1425 sqm
Location:	BEDLINGTON	Parking Spaces:	136.00
Postcode:	NE22 6BP	Number of employees:	20.00
Main Location Type:	Edge of Town Centre	Survey Date:	10/06/2017
Sub Location Type:	No Sub Category	Survey Day:	Saturday
PTAL:	n/a		
Site 7:	NF-01-C-01	Gross floor area:	2555 sqm
Development Name:	LIDL	Retail floor area:	1690 sqm
Location:	NORWICH	Parking Spaces:	167.00
Postcode:	NR3 2RY	Number of employees:	28.00
Main Location Type:	Neighbourhood Centre	Survey Date:	29/11/2019
Sub Location Type:	No Sub Category	Survey Day:	Friday
PTAL:	n/a		
Site 8:	NN-01-C-02	Gross floor area:	1850 sqm
Development Name:	LIDL	Retail floor area:	1375 sqm
Location:	KETTERING	Parking Spaces:	82.00
Postcode:	NN16 8AR	Number of employees:	24.00
Main Location Type:	Edge of Town Centre	Survey Date:	
Sub Location Type:	Retail Zone	Survey Day:	
PTAL:	n/a		

Audit Code: f2574929-af71-417d-bc9d-fedf5bd8e0b4

Site 9:	NN-01-C-04	Gross floor area:	2624 sqm
Development Name:	LIDL	Retail floor area:	1424 sqm
Location:	RUSHDEN	Parking Spaces:	105.00
Postcode:	NN10 0HD	Number of employees:	35.00
Main Location Type:	Edge of Town Centre	Survey Date:	16/07/2016
Sub Location Type:	Residential Zone	Survey Day:	Saturday
PTAL:	n/a		
Site 10:	NT-01-C-01	Gross floor area:	2440 sqm
Development Name:	LIDL	Retail floor area:	1424 sqm
Location:	BINGHAM	Parking Spaces:	164.00
Postcode:	NG13 8GF	Number of employees:	23.00
Main Location Type:	Edge of Town	Survey Date:	15/07/2016
Sub Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a		
Site 11:	SM-01-C-01	Gross floor area:	2247 sqm
Development Name:	LIDL	Retail floor area:	1407 sqm
Location:	MINEHEAD	Parking Spaces:	101.00
Postcode:	TA24 5BY	Number of employees:	22.00
Main Location Type:	Edge of Town	Survey Date:	22/06/2017
Sub Location Type:	No Sub Category	Survey Day:	Thursday
PTAL:	n/a		
Site 12:	SO-01-C-01	Gross floor area:	1920 sqm
Development Name:	LIDL	Retail floor area:	1123 sqm
Location:	SLOUGH	Parking Spaces:	35.00
Postcode:	SL1 5AL	Number of employees:	16.00
Main Location Type:	Suburban Area	Survey Date:	22/09/2022
Sub Location Type:	Retail Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 13:	SR-01-C-01	Gross floor area:	2442 sqm
Development Name:	LIDL	Retail floor area:	1424 sqm
Location:	STIRLING	Parking Spaces:	128.00
Postcode:	FK7 7SH	Number of employees:	28.00
Main Location Type:	Edge of Town Centre	Survey Date:	01/06/2017
Sub Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 14:	WL-01-C-02	Gross floor area:	2125 sqm
Development Name:	LIDL	Retail floor area:	1325 sqm
Location:	CHIPPENHAM	Parking Spaces:	165.00
Postcode:	SN14 0UY	Number of employees:	29.00
Main Location Type:	Suburban Area	Survey Date:	09/05/2023
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 15:	WM-01-C-01	Gross floor area:	2085 sqm
Development Name:	LIDL	Retail floor area:	1341 sqm
Location:	BIRMINGHAM	Parking Spaces:	95.00
Postcode:	B33 0NG	Number of employees:	35.00
Main Location Type:	Neighbourhood Centre	Survey Date:	09/07/2016
Sub Location Type:	No Sub Category	Survey Day:	Saturday
PTAL:	n/a		
Site 16:	WM-01-C-02	Gross floor area:	2085 sqm
Development Name:	LIDL	Retail floor area:	1341 sqm
Location:	WEST BROMWICH	Parking Spaces:	114.00
Postcode:	B70 9QL	Number of employees:	35.00
Main Location Type:	Neighbourhood Centre	Survey Date:	09/07/2016
Sub Location Type:	High Street	Survey Day:	Saturday
PTAL:	n/a		

Audit Code: f2574929-af71-417d-bc9d-fedf5bd8e0b4

Site 17:	WO-01-C-01	Gross floor area:	2417 sqm
Development Name:	LIDL	Retail floor area:	1424 sqm
Location:	WORCESTER	Parking Spaces:	91.00
Postcode:	WR3 8SQ	Number of employees:	35.00
Main Location Type:	Edge of Town	Survey Date:	13/07/2016
Sub Location Type:	Retail Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 18:	WO-01-C-02	Gross floor area:	1471 sqm
Development Name:	LIDL	Retail floor area:	900 sqm
Location:	MALVERN	Parking Spaces:	53.00
Postcode:	WR14 1AG	Number of employees:	30.00
Main Location Type:	Edge of Town Centre	Survey Date:	26/06/2018
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 19:	WS-01-C-05	Gross floor area:	2125 sqm
Development Name:	LIDL	Retail floor area:	1325 sqm
Location:	CHICHESTER	Parking Spaces:	135.00
Postcode:	PO19 6EX	Number of employees:	23.00
Main Location Type:	Edge of Town	Survey Date:	08/09/2022
Sub Location Type:	Retail Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 20:	WS-01-C-06	Gross floor area:	1563 sqm
Development Name:	LIDL	Retail floor area:	1000 sqm
Location:	HORSHAM	Parking Spaces:	55.00
Postcode:	RH13 5PX	Number of employees:	37.00
Main Location Type:	Suburban Area	Survey Date:	07/09/2022
Sub Location Type:	Industrial Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 21:	WS-01-C-07	Gross floor area:	2159 sqm
Development Name:	LIDL	Retail floor area:	1410 sqm
Location:	BOGNOR REGIS	Parking Spaces:	159.00
Postcode:	PO22 9FJ	Number of employees:	17.00
Main Location Type:	Edge of Town	Survey Date:	21/09/2023
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AD-01-C-02	09-06-2021	COVID
AN-01-C-02	12-10-2016	IRELAND
AN-01-C-04	21-06-2024	IRELAND
CD-01-C-01	06-06-2024	ALDI
DE-01-C-01	22-06-2021	COVID
DH-01-C-01	06-04-2017	ALDI
DL-01-C-01	20-06-2018	IRELAND
DN-01-C-01	29-05-2019	ALDI
GT-01-C-01	15-04-2021	COVID
LU-01-C-02	22-09-2021	COVID
MG-01-C-01	16-11-2016	IRELAND
NN-01-C-01	14-06-2022	ALDI
NY-01-C-03	20-05-2022	ALDI
TW-01-C-01	30-04-2019	ALDI
TW-01-C-02	17-05-2022	ALDI
WX-01-C-01	20-04-2023	ALDI

Audit Code: f2574929-af71-417d-bc9d-fedf5bd8e0b4

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Period	Trips per 100 sqm RFA		
	Inbound	Outbound	Total
08:00-09:00	4.464	2.951	7.415
17:00-18:00	6.798	7.227	14.025

Time Range	No. Days	Ave. RFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	4	1293	0.483	0.039	0.522
07:00-08:00	21	1344	0.871	0.294	1.165
08:00-09:00	21	1344	4.464	2.951	7.415
09:00-10:00	21	1344	5.672	4.885	10.557
10:00-11:00	21	1344	6.479	5.867	12.346
11:00-12:00	21	1344	6.901	6.798	13.699
12:00-13:00	21	1344	7.039	7.057	14.096
13:00-14:00	21	1344	6.929	7.390	14.319
14:00-15:00	21	1344	7.167	7.206	14.373
15:00-16:00	21	1344	7.174	7.177	14.351
16:00-17:00	21	1344	7.199	7.436	14.635
17:00-18:00	21	1344	6.798	7.227	14.025
18:00-19:00	21	1344	5.941	6.285	12.226
19:00-20:00	21	1344	4.308	4.967	9.275
20:00-21:00	21	1344	2.795	3.472	6.267
21:00-22:00	21	1344	1.286	1.956	3.242
22:00-23:00	20	1366	0.055	0.399	0.454
23:00-00:00					
Total Rates:			81.561	81.406	162.967

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: f2574929-af71-417d-bc9d-fedf5bd8e0b4

Parameter Summary:

Trip rate parameter range selected:	900 - 1690 (units: sqm)
Survey date date range:	12/07/2016 - 21/09/2023
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	19
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: f2574929-af71-417d-bc9d-fedf5bd8e0b4

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. RFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	4	1293	0.019	0.000	0.019
07:00-08:00	21	1344	0.014	0.004	0.018
08:00-09:00	21	1344	0.106	0.071	0.177
09:00-10:00	21	1344	0.106	0.074	0.180
10:00-11:00	21	1344	0.110	0.099	0.209
11:00-12:00	21	1344	0.096	0.106	0.202
12:00-13:00	21	1344	0.117	0.120	0.237
13:00-14:00	21	1344	0.096	0.099	0.195
14:00-15:00	21	1344	0.106	0.110	0.216
15:00-16:00	21	1344	0.120	0.117	0.237
16:00-17:00	21	1344	0.124	0.092	0.216
17:00-18:00	21	1344	0.142	0.174	0.316
18:00-19:00	21	1344	0.120	0.099	0.219
19:00-20:00	21	1344	0.057	0.078	0.135
20:00-21:00	21	1344	0.064	0.092	0.156
21:00-22:00	21	1344	0.007	0.046	0.053
22:00-23:00	20	1366	0.004	0.018	0.022
23:00-00:00					
Total Rates:			1.408	1.399	2.807

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: f2574929-af71-417d-bc9d-fedf5bd8e0b4

Parameter Summary:

Trip rate parameter range selected:	900 - 1690 (units: sqm)
Survey date date range:	12/07/2016 - 21/09/2023
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	19
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: f2574929-af71-417d-bc9d-fedf5bd8e0b4

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

Pedestrians

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. RFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	4	1293	0.213	0.019	0.232
07:00-08:00	21	1344	0.301	0.074	0.375
08:00-09:00	21	1344	1.428	1.208	2.636
09:00-10:00	21	1344	1.803	1.584	3.387
10:00-11:00	21	1344	2.048	1.846	3.894
11:00-12:00	21	1344	2.250	2.189	4.439
12:00-13:00	21	1344	2.590	2.607	5.197
13:00-14:00	21	1344	2.359	2.381	4.740
14:00-15:00	21	1344	2.239	2.115	4.354
15:00-16:00	21	1344	2.345	2.469	4.814
16:00-17:00	21	1344	2.699	2.639	5.338
17:00-18:00	21	1344	2.490	2.423	4.913
18:00-19:00	21	1344	2.009	2.023	4.032
19:00-20:00	21	1344	1.095	1.438	2.533
20:00-21:00	21	1344	0.964	1.151	2.115
21:00-22:00	21	1344	0.542	0.790	1.332
22:00-23:00	20	1366	0.004	0.146	0.150
23:00-00:00					
Total Rates:			27.379	27.102	54.481

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: f2574929-af71-417d-bc9d-fedf5bd8e0b4

Parameter Summary:

Trip rate parameter range selected:	900 - 1690 (units: sqm)
Survey date date range:	12/07/2016 - 21/09/2023
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	19
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: f2574929-af71-417d-bc9d-fedf5bd8e0b4

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

Public Transport Users

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. RFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	4	1293	0.097	0.000	0.097
07:00-08:00	21	1344	0.117	0.039	0.156
08:00-09:00	21	1344	0.372	0.163	0.535
09:00-10:00	21	1344	0.404	0.376	0.780
10:00-11:00	21	1344	0.425	0.422	0.847
11:00-12:00	21	1344	0.446	0.404	0.850
12:00-13:00	21	1344	0.368	0.372	0.740
13:00-14:00	21	1344	0.457	0.485	0.942
14:00-15:00	21	1344	0.507	0.528	1.035
15:00-16:00	21	1344	0.500	0.478	0.978
16:00-17:00	21	1344	0.560	0.496	1.056
17:00-18:00	21	1344	0.507	0.592	1.099
18:00-19:00	21	1344	0.549	0.595	1.144
19:00-20:00	21	1344	0.280	0.368	0.648
20:00-21:00	21	1344	0.230	0.241	0.471
21:00-22:00	21	1344	0.103	0.149	0.252
22:00-23:00	20	1366	0.000	0.044	0.044
23:00-00:00					
Total Rates:			5.922	5.752	11.674

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: f2574929-af71-417d-bc9d-fedf5bd8e0b4

Parameter Summary:

Trip rate parameter range selected:	900 - 1690 (units: sqm)
Survey date date range:	12/07/2016 - 21/09/2023
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	19
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: b7fd43dc-01b2-4160-a32f-741677e8a264

Filtering Summary:

Land Use: 01/C RETAIL/DISCOUNT FOOD STORES

Selected Trip Rate Calculation Parameter Range: 900 - 1690 sqm RFA

Actual Trip Rate Calculation Parameter Range: 390 - 1690 sqm RFA

Date Range: Minimum: 30/06/2016 Maximum: 23/06/2024

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 1250 5859

Days of the week selected:

Saturday	13
Sunday	2

Main Location Types selected:

Edge of Town	3
Edge of Town Centre	6
Neighbourhood Centre	4
Suburban Area	2

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	8
Servicing Vehicles Included	7

Population <1 Mile ranges selected:

10,001 to 15,000	4
15,001 to 20,000	2
20,001 to 25,000	1
25,001 to 50,000	5
5,001 to 10,000	2
50,001 to 100,000	1

Audit Code: b7fd43dc-01b2-4160-a32f-741677e8a264

Population <5 Mile ranges selected:

100,001 to 125,000	1
125,001 to 250,000	4
25,001 to 50,000	1
250,001 to 500,000	2
5,001 to 25,000	1
50,001 to 75,000	2
500,001 or More	2
75,001 to 100,000	2

Car Ownership <5 Mile ranges selected:

0.5 or Less	1
0.6 to 1.0	4
1.1 to 1.5	10

PTAL Rating:

No PTAL Present	15
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Audit Code: b7fd43dc-01b2-4160-a32f-741677e8a264

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: C - DISCOUNT FOOD STORES

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 day
03	SOUTH WEST		
	SM	SOMERSET	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	2 days
	NN	NORTH NORTHAMPTONSHIRE	1 day
	NT	NOTTINGHAMSHIRE	1 day
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	1 day
08	NORTH WEST		
	AC	CESHIRE WEST & CHESTER	1 day
09	NORTH		
	NB	NORTHUMBERLAND	1 day
10	WALES		
	CF	CARDIFF	1 day
	WR	WREXHAM	1 day
11	SCOTLAND		
	SR	STIRLING	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: b7fd43dc-01b2-4160-a32f-741677e8a264

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	RFA
Actual Range:	390 to 1690 (units:sqm)
Range Selected by User:	900 to 1690 (units:sqm)
Parking Spaces Range:	1 - 230

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	30/06/16 to 23/06/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday	13 days
Sunday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	15
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	3 days
Edge of Town Centre	6 days
Neighbourhood Centre	4 days
Suburban Area	2 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	2 days
Development Zone	1 days
High Street	1 days
Industrial Zone	1 days
No Sub Category	5 days
Residential Zone	2 days
Retail Zone	3 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	7 days
Servicing vehicles Unknown	8 days

Audit Code: b7fd43dc-01b2-4160-a32f-741677e8a264

Secondary Filtering Selection:

Use Class:

E(a)	15 surveys
------	------------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

85 - 9000

Population within 1 mile:

10,001 to 15,000	4 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	5 surveys
5,001 to 10,000	2 surveys
50,001 to 100,000	1 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	4 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	2 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	2 surveys
500,001 or More	2 surveys
75,001 to 100,000	2 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	4 surveys
1.1 to 1.5	10 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.



Audit Code: b7fd43dc-01b2-4160-a32f-741677e8a264

Petrol filling station:

PFS is present at the site but is excluded from the count 15 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 15 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 15 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: b7fd43dc-01b2-4160-a32f-741677e8a264

LIST OF SITES relevant to selection parameters:

Site 1:	AC-01-C-02	Gross floor area:	1800 sqm
Development Name:	LIDL	Retail floor area:	1350 sqm
Location:	NORTHWICH	Parking Spaces:	104.00
Postcode:	CW9 5JF	Number of employees:	21.00
Main Location Type:	Edge of Town Centre	Survey Date:	
Sub Location Type:	Retail Zone	Survey Day:	
PTAL:	n/a		
Site 2:	CF-01-C-01	Gross floor area:	2568 sqm
Development Name:	LIDL	Retail floor area:	1407 sqm
Location:	CARDIFF	Parking Spaces:	104.00
Postcode:	CF24 5EH	Number of employees:	60.00
Main Location Type:	Suburban Area	Survey Date:	
Sub Location Type:	Development Zone	Survey Day:	
PTAL:	n/a		
Site 3:	ES-01-C-02	Gross floor area:	1493 sqm
Development Name:	LIDL	Retail floor area:	926 sqm
Location:	EASTBOURNE	Parking Spaces:	64.00
Postcode:	BN23 6NJ	Number of employees:	32.00
Main Location Type:	Neighbourhood Centre	Survey Date:	
Sub Location Type:	Residential Zone	Survey Day:	
PTAL:	n/a		
Site 4:	LN-01-C-01	Gross floor area:	2398 sqm
Development Name:	LIDL	Retail floor area:	1424 sqm
Location:	SKEGNESS	Parking Spaces:	106.00
Postcode:	PE25 3PQ	Number of employees:	35.00
Main Location Type:	Edge of Town Centre	Survey Date:	
Sub Location Type:	Built-Up Zone	Survey Day:	
PTAL:	n/a		
Site 5:	LN-01-C-02	Gross floor area:	2233 sqm
Development Name:	LIDL	Retail floor area:	1235 sqm
Location:	LINCOLN	Parking Spaces:	80.00
Postcode:	LN6 7SA	Number of employees:	40.00
Main Location Type:	Suburban Area	Survey Date:	
Sub Location Type:	No Sub Category	Survey Day:	
PTAL:	n/a		
Site 6:	NB-01-C-01	Gross floor area:	2450 sqm
Development Name:	LIDL	Retail floor area:	1425 sqm
Location:	BEDLINGTON	Parking Spaces:	136.00
Postcode:	NE22 6BP	Number of employees:	20.00
Main Location Type:	Edge of Town Centre	Survey Date:	12/06/2017
Sub Location Type:	No Sub Category	Survey Day:	Monday
PTAL:	n/a		
Site 7:	NF-01-C-02	Gross floor area:	2773 sqm
Development Name:	LIDL	Retail floor area:	1690 sqm
Location:	NORWICH	Parking Spaces:	167.00
Postcode:	NR3 2RY	Number of employees:	29.00
Main Location Type:	Neighbourhood Centre	Survey Date:	
Sub Location Type:	No Sub Category	Survey Day:	
PTAL:	n/a		
Site 8:	NN-01-C-04	Gross floor area:	2624 sqm
Development Name:	LIDL	Retail floor area:	1424 sqm
Location:	RUSHDEN	Parking Spaces:	105.00
Postcode:	NN10 0HD	Number of employees:	35.00
Main Location Type:	Edge of Town Centre	Survey Date:	
Sub Location Type:	Residential Zone	Survey Day:	
PTAL:	n/a		

Audit Code: b7fd43dc-01b2-4160-a32f-741677e8a264

Site 9:	NT-01-C-01	Gross floor area:	2440 sqm
Development Name:	LIDL	Retail floor area:	1424 sqm
Location:	BINGHAM	Parking Spaces:	164.00
Postcode:	NG13 8GF	Number of employees:	23.00
Main Location Type:	Edge of Town	Survey Date:	
Sub Location Type:	Industrial Zone	Survey Day:	
PTAL:	n/a		
Site 10:	SM-01-C-01	Gross floor area:	2247 sqm
Development Name:	LIDL	Retail floor area:	1407 sqm
Location:	MINEHEAD	Parking Spaces:	101.00
Postcode:	TA24 5BY	Number of employees:	22.00
Main Location Type:	Edge of Town	Survey Date:	
Sub Location Type:	No Sub Category	Survey Day:	
PTAL:	n/a		
Site 11:	SR-01-C-01	Gross floor area:	2442 sqm
Development Name:	LIDL	Retail floor area:	1424 sqm
Location:	STIRLING	Parking Spaces:	128.00
Postcode:	FK7 7SH	Number of employees:	28.00
Main Location Type:	Edge of Town Centre	Survey Date:	
Sub Location Type:	Built-Up Zone	Survey Day:	
PTAL:	n/a		
Site 12:	WM-01-C-01	Gross floor area:	2085 sqm
Development Name:	LIDL	Retail floor area:	1341 sqm
Location:	BIRMINGHAM	Parking Spaces:	95.00
Postcode:	B33 0NG	Number of employees:	35.00
Main Location Type:	Neighbourhood Centre	Survey Date:	
Sub Location Type:	No Sub Category	Survey Day:	
PTAL:	n/a		
Site 13:	WM-01-C-02	Gross floor area:	2085 sqm
Development Name:	LIDL	Retail floor area:	1341 sqm
Location:	WEST BROMWICH	Parking Spaces:	114.00
Postcode:	B70 9QL	Number of employees:	35.00
Main Location Type:	Neighbourhood Centre	Survey Date:	
Sub Location Type:	High Street	Survey Day:	
PTAL:	n/a		
Site 14:	WO-01-C-01	Gross floor area:	2417 sqm
Development Name:	LIDL	Retail floor area:	1424 sqm
Location:	WORCESTER	Parking Spaces:	91.00
Postcode:	WR3 8SQ	Number of employees:	35.00
Main Location Type:	Edge of Town	Survey Date:	
Sub Location Type:	Retail Zone	Survey Day:	
PTAL:	n/a		
Site 15:	WR-01-C-01	Gross floor area:	1900 sqm
Development Name:	LIDL	Retail floor area:	1325 sqm
Location:	WREXHAM	Parking Spaces:	120.00
Postcode:	LL12 7AG	Number of employees:	17.00
Main Location Type:	Edge of Town Centre	Survey Date:	
Sub Location Type:	Retail Zone	Survey Day:	
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-01-C-01	09-06-2019	ALDI
GM-01-C-10	25-09-2016	ALDI
LN-01-C-03	28-10-2017	ALDI
MS-01-C-04	17-04-2021	COVID

Audit Code: b7fd43dc-01b2-4160-a32f-741677e8a264

Site Ref	Survey Date	Reason for Deselection
MS-01-C-05	24-04-2021	COVID
NG-01-C-01	01-07-2018	ALDI
PO-01-C-01	23-06-2019	ALDI
SF-01-C-01	26-06-2021	COVID
SF-01-C-02	26-06-2021	COVID
WC-01-C-01	05-10-2019	ALDI
WF-01-C-01	07-03-2020	ALDI

Audit Code: b7fd43dc-01b2-4160-a32f-741677e8a264

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Period	Trips per 100 sqm RFA		
	Inbound	Outbound	Total
08:00-09:00	4.443	3.236	7.679
17:00-18:00	6.634	6.808	13.442

Time Range	No. Days	Ave. RFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	2	1424	0.386	0.140	0.526
07:00-08:00	13	1376	0.872	0.173	1.045
08:00-09:00	13	1376	4.443	3.236	7.679
09:00-10:00	15	1371	5.956	5.032	10.988
10:00-11:00	15	1371	8.713	7.488	16.201
11:00-12:00	15	1371	10.434	9.681	20.115
12:00-13:00	15	1371	9.924	10.823	20.747
13:00-14:00	15	1371	9.637	9.311	18.948
14:00-15:00	15	1371	8.674	8.786	17.460
15:00-16:00	15	1371	7.930	8.548	16.478
16:00-17:00	14	1373	7.197	7.691	14.888
17:00-18:00	13	1376	6.634	6.808	13.442
18:00-19:00	13	1376	4.611	5.757	10.368
19:00-20:00	13	1376	3.448	4.242	7.690
20:00-21:00	13	1376	2.040	2.414	4.454
21:00-22:00	13	1376	1.006	1.526	2.532
22:00-23:00	13	1376	0.056	0.319	0.375
23:00-00:00					
Total Rates:			91.961	91.975	183.936

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: b7fd43dc-01b2-4160-a32f-741677e8a264

Parameter Summary:

Trip rate parameter range selected:	900 - 1690 (units: sqm)
Survey date date range:	09/07/2016 - 19/05/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	13
Number of Sundays:	2
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: b7fd43dc-01b2-4160-a32f-741677e8a264

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. RFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	2	1424	0.035	0.000	0.035
07:00-08:00	13	1376	0.039	0.011	0.050
08:00-09:00	13	1376	0.095	0.073	0.168
09:00-10:00	15	1371	0.112	0.122	0.234
10:00-11:00	15	1371	0.190	0.107	0.297
11:00-12:00	15	1371	0.175	0.160	0.335
12:00-13:00	15	1371	0.141	0.136	0.277
13:00-14:00	15	1371	0.209	0.146	0.355
14:00-15:00	15	1371	0.136	0.170	0.306
15:00-16:00	15	1371	0.136	0.107	0.243
16:00-17:00	14	1373	0.125	0.172	0.297
17:00-18:00	13	1376	0.123	0.196	0.319
18:00-19:00	13	1376	0.134	0.145	0.279
19:00-20:00	13	1376	0.129	0.129	0.258
20:00-21:00	13	1376	0.101	0.106	0.207
21:00-22:00	13	1376	0.034	0.084	0.118
22:00-23:00	13	1376	0.000	0.011	0.011
23:00-00:00					
Total Rates:			1.914	1.875	3.789

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	900 - 1690 (units: sqm)
Survey date date range:	09/07/2016 - 19/05/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	13
Number of Sundays:	2
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: b7fd43dc-01b2-4160-a32f-741677e8a264

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

Pedestrians

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. RFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	2	1424	0.562	0.000	0.562
07:00-08:00	13	1376	0.252	0.078	0.330
08:00-09:00	13	1376	0.956	0.822	1.778
09:00-10:00	15	1371	0.958	1.041	1.999
10:00-11:00	15	1371	1.605	1.327	2.932
11:00-12:00	15	1371	1.998	2.066	4.064
12:00-13:00	15	1371	2.805	2.533	5.338
13:00-14:00	15	1371	2.733	2.592	5.325
14:00-15:00	15	1371	2.776	2.854	5.630
15:00-16:00	15	1371	2.392	2.825	5.217
16:00-17:00	14	1373	2.680	2.555	5.235
17:00-18:00	13	1376	2.700	2.543	5.243
18:00-19:00	13	1376	2.470	2.062	4.532
19:00-20:00	13	1376	1.397	1.749	3.146
20:00-21:00	13	1376	1.319	1.503	2.822
21:00-22:00	13	1376	0.604	0.788	1.392
22:00-23:00	13	1376	0.061	0.218	0.279
23:00-00:00					
Total Rates:			28.268	27.556	55.824

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Number of Sundays:	2
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Surveys manually removed from selection:	0

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TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

Public Transport Users

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. RFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	2	1424	0.105	0.035	0.140
07:00-08:00	13	1376	0.101	0.045	0.146
08:00-09:00	13	1376	0.330	0.235	0.565
09:00-10:00	15	1371	0.370	0.355	0.725
10:00-11:00	15	1371	0.374	0.316	0.690
11:00-12:00	15	1371	0.379	0.321	0.700
12:00-13:00	15	1371	0.389	0.340	0.729
13:00-14:00	15	1371	0.340	0.311	0.651
14:00-15:00	15	1371	0.389	0.345	0.734
15:00-16:00	15	1371	0.297	0.326	0.623
16:00-17:00	14	1373	0.260	0.349	0.609
17:00-18:00	13	1376	0.240	0.324	0.564
18:00-19:00	13	1376	0.252	0.257	0.509
19:00-20:00	13	1376	0.145	0.274	0.419
20:00-21:00	13	1376	0.078	0.151	0.229
21:00-22:00	13	1376	0.039	0.078	0.117
22:00-23:00	13	1376	0.006	0.034	0.040
23:00-00:00					
Total Rates:			4.094	4.096	8.190

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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APPENDIX 8 – PICADY ASSESSMENT OUTPUT FOR THE PROPOSED SITE ACCESS

Junctions 9																	
PICADY 9 - Priority Intersection Module																	
Version: 9.5.2.1013 © Copyright TRL Limited, 2019																	
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk																	
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution																	

Filename: lidl site access.j9
Path: C:\Users\Lucy.Corbett\OneDrive - RSK Group\Documents
Report generation date: 22/06/2026 15:30:52

«2033 + dev, Saturday
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	AM						PM						Saturday					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2026 Baseline																	
Stream B-C	D1	0.0	0.00	0.00	A	900 %	D2	0.0	0.00	0.00	A	900 %	D3	0.0	0.00	0.00	A	900 %
Stream B-A		0.0	0.00	0.00	A			0.0	0.00	0.00	A			0.0	0.00	0.00	A	
Stream C-B		0.0	0.00	0.00	A	□		0.0	0.00	0.00	A	□		0.0	0.00	0.00	A	□
	2028 + dev																	
Stream B-C	D4	0.0	6.57	0.02	A	90 %	D5	0.2	8.90	0.20	A	41 %	D6	0.3	9.14	0.24	A	36 %
Stream B-A		0.1	11.01	0.11	B	[Stream B-A]		0.4	15.08	0.30	C	[Stream B-A]		0.6	15.89	0.36	C	[Stream B-A]
Stream C-B		0.0	6.74	0.03	A			0.0	7.28	0.04	A			0.1	7.22	0.07	A	
	2033 + dev																	
Stream B-C	D7	0.0	6.64	0.02	A	84 %	D8	0.3	9.06	0.20	A	37 %	D9	0.3	9.29	0.25	A	32 %
Stream B-A		0.1	11.30	0.11	B	[Stream B-A]		0.4	15.70	0.31	C	[Stream B-A]		0.6	16.58	0.37	C	[Stream B-A]
Stream C-B		0.0	6.80	0.03	A			0.0	7.36	0.05	A			0.1	7.30	0.07	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Lidl Site Access Junction (260350)
Location	
Site number	
Date	22/06/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	RSKHELSEBY\Lucy.Corbett
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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

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

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

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 + dev	Saturday	ONE HOUR	10:45	12:15	15

2033 + dev, 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		2.47	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	32	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	A470 North		Major
B	Lidl Site Access		Minor
C	A470 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.79		✓	3.00	91.4		-

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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	3.00	3.00	120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	578	0.102	0.257	0.162	0.367
B-C	699	0.104	0.262	-	-
C-B	682	0.255	0.255	-	-

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

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

Demand overview (Traffic)

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Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	534	100.000
B		✓	230	100.000
C		✓	542	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	124	410
	B	115	0	115
From	C	507	35	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.25	9.29	0.3	A
B-A	0.37	16.58	0.6	C
C-A				
C-B	0.07	7.30	0.1	A
A-B				
A-C				

Main Results for each time segment

10:45 - 11:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	577	0.150	86	0.2	7.312	A
B-A	87	418	0.207	86	0.3	10.800	B
C-A	382			382			
C-B	26	579	0.046	26	0.0	6.511	A
A-B	93			93			
A-C	309			309			

11:00 - 11:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	552	0.187	103	0.2	8.024	A
B-A	103	387	0.267	103	0.4	12.671	B
C-A	456			456			
C-B	31	559	0.056	31	0.1	6.822	A
A-B	111			111			

A-C	369			369			
-----	-----	--	--	-----	--	--	--

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	127	514	0.246	126	0.3	9.266	A
B-A	127	344	0.368	126	0.6	16.457	C
C-A	558			558			
C-B	39	532	0.072	38	0.1	7.301	A
A-B	137			137			
A-C	451			451			

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	127	514	0.246	127	0.3	9.292	A
B-A	127	344	0.368	127	0.6	16.579	C
C-A	558			558			
C-B	39	532	0.072	39	0.1	7.301	A
A-B	137			137			
A-C	451			451			

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	551	0.188	104	0.2	8.056	A
B-A	103	387	0.267	104	0.4	12.784	B
C-A	456			456			
C-B	31	559	0.056	32	0.1	6.826	A
A-B	111			111			
A-C	369			369			

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	577	0.150	87	0.2	7.350	A
B-A	87	418	0.207	87	0.3	10.899	B
C-A	382			382			
C-B	26	579	0.046	26	0.0	6.517	A
A-B	93			93			
A-C	309			309			

APPENDIX 9 – ARCADY ASSESSMENT OF THE A40/A470 ROUNDABOUT

Junctions 9																
ARCADY 9 - Roundabout Module																
Version: 9.5.2.1013 © Copyright TRL Limited, 2019																
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk																
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution																

Filename: LIDL Brecon roundabout.j9

Path: C:\Users\Lucy.Corbett\OneDrive - RSK Group\Documents

Report generation date: 22/06/2026 11:29:48

«2033 + dev, AM

»Junction Network

»Arms

»Traffic Demand

»Origin-Destination Data

»Vehicle Mix

»Results

Summary of junction performance

	AM						PM						Saturday					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Baseline																	
Arm 1	D1	0.3	2.05	0.19	A	130 % [Arm 5]	D2	0.3	2.00	0.23	A	133 % [Arm 2]	D3	0.2	1.85	0.18	A	117 % [Arm 2]
Arm 2		0.5	3.71	0.33	A			0.5	3.55	0.33	A			0.6	3.68	0.36	A	
Arm 3		0.1	2.87	0.06	A			0.2	2.96	0.14	A			0.1	2.84	0.13	A	
Arm 4		0.3	3.55	0.25	A			0.2	3.36	0.17	A			0.2	3.32	0.19	A	
Arm 5		0.4	3.75	0.28	A			0.4	3.66	0.31	A			0.5	3.81	0.32	A	
	2028																	
Arm 1	D4	0.3	2.06	0.20	A	126 % [Arm 5]	D5	0.3	2.02	0.23	A	129 % [Arm 2]	D6	0.2	1.87	0.19	A	113 % [Arm 2]
Arm 2		0.6	3.76	0.34	A			0.5	3.60	0.33	A			0.6	3.71	0.37	A	
Arm 3		0.1	2.89	0.06	A			0.2	2.99	0.14	A			0.2	2.87	0.13	A	
Arm 4		0.4	3.59	0.25	A			0.2	3.40	0.17	A			0.3	3.36	0.20	A	
Arm 5		0.4	3.80	0.29	A			0.5	3.70	0.31	A			0.5	3.86	0.33	A	
	2033																	
Arm 1	D7	0.3	2.10	0.21	A	117 % [Arm 5]	D8	0.3	2.06	0.25	A	119 % [Arm 2]	D9	0.2	1.90	0.20	A	104 % [Arm 2]
Arm 2		0.6	3.87	0.35	A			0.6	3.72	0.35	A			0.6	3.84	0.39	A	
Arm 3		0.1	2.93	0.07	A			0.2	3.06	0.15	A			0.2	2.93	0.14	A	
Arm 4		0.4	3.69	0.27	A			0.2	3.47	0.18	A			0.3	3.45	0.21	A	
Arm 5		0.4	3.91	0.30	A			0.5	3.82	0.33	A			0.5	3.99	0.34	A	
	2028 + dev																	
Arm 1	D10	0.3	2.10	0.20	A	113 % [Arm 5]	D11	0.3	2.07	0.24	A	109 % [Arm 5]	D12	0.2	1.94	0.19	A	91 % [Arm 5]
Arm 2		0.6	3.85	0.36	A			0.6	3.83	0.37	A			0.7	4.05	0.42	A	
Arm 3		0.1	2.91	0.06	A			0.2	3.07	0.15	A			0.2	2.97	0.14	A	
Arm 4		0.4	3.63	0.26	A			0.2	3.47	0.17	A			0.3	3.46	0.21	A	
Arm 5		0.5	3.97	0.32	A			0.6	3.95	0.35	A			0.6	4.30	0.39	A	
	2033 + dev																	
Arm 1	D13	0.3	2.13	0.21	A	106 % [Arm 5]	D14	0.3	2.11	0.25	A	102 % [Arm 2]	D15	0.3	1.96	0.20	A	86 % [Arm 2]
Arm 2		0.6	3.96	0.37	A			0.7	3.96	0.39	A			0.8	4.20	0.44	A	
Arm 3		0.1	2.96	0.07	A			0.2	3.14	0.15	A			0.2	3.03	0.14	A	
Arm 4		0.4	3.68	0.26	A			0.2	3.52	0.17	A			0.3	3.52	0.21	A	

Arm 5	0.5	4.07	0.33	A		0.6	4.09	0.37	A		0.7	4.34	0.39	A
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Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	18/06/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	RSKHELSEBY\Lucy.Corbett
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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

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

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

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 + dev	AM	ONE HOUR	07:45	09:15	15

2033 + dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	3.42	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	106	Arm 5

Arms

Arms

Arm	Name	Description
1	A40 East	
2	A470	
3	Brecon Enterprise Park Access	
4	A40 West	
5	B4601	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	7.39	8.63	16.1	27.0	76.7	19.5	
2	3.80	6.20	19.0	44.5	76.7	22.0	
3	3.94	7.37	17.9	16.2	74.7	23.0	
4	3.55	6.89	12.1	46.9	74.7	17.5	
5	4.62	5.20	21.7	31.5	74.7	14.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.636	2665
2	0.502	1760
3	0.515	1861
4	0.508	1728
5	0.501	1676

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

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 (PCU/hr)	Scaling Factor (%)
1		✓	455	100.000
2		✓	525	100.000
3		✓	92	100.000
4		✓	326	100.000
5		✓	410	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1	2	3	4	5
From	1	0	242	48	86	79
	2	292	0	41	22	170
	3	32	24	0	14	22
	4	165	37	24	0	100
	5	96	191	66	57	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1	2	3	4	5
From	1	0	15	2	18	1
	2	11	0	15	21	1
	3	7	22	0	30	0
	4	7	7	0	0	1
	5	2	3	2	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.21	2.13	0.3	A
2	0.37	3.96	0.6	A
3	0.07	2.96	0.1	A
4	0.26	3.68	0.4	A
5	0.33	4.07	0.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	343	299	2475	0.138	342	0.2	1.879	A
2	395	270	1625	0.243	394	0.3	3.162	A
3	69	530	1588	0.044	69	0.1	2.646	A
4	245	465	1492	0.164	245	0.2	3.015	A
5	309	431	1461	0.211	308	0.3	3.204	A

08:00 - 08:15

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Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	409	358	2437	0.168	409	0.2	1.976	A
2	472	323	1598	0.295	472	0.5	3.458	A
3	83	634	1535	0.054	83	0.1	2.769	A
4	293	556	1446	0.203	293	0.3	3.264	A
5	369	516	1418	0.260	368	0.4	3.522	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	501	439	2386	0.210	501	0.3	2.126	A
2	578	396	1561	0.370	577	0.6	3.956	A
3	101	776	1461	0.069	101	0.1	2.956	A
4	359	681	1382	0.260	359	0.4	3.673	A
5	451	631	1360	0.332	451	0.5	4.063	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	501	439	2386	0.210	501	0.3	2.126	A
2	578	396	1561	0.370	578	0.6	3.961	A
3	101	777	1461	0.069	101	0.1	2.957	A
4	359	682	1382	0.260	359	0.4	3.678	A
5	451	632	1360	0.332	451	0.5	4.070	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	409	359	2437	0.168	409	0.2	1.977	A
2	472	324	1598	0.295	473	0.5	3.463	A
3	83	636	1534	0.054	83	0.1	2.770	A
4	293	557	1445	0.203	293	0.3	3.268	A
5	369	517	1418	0.260	369	0.4	3.531	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	343	301	2474	0.138	343	0.2	1.880	A
2	395	271	1624	0.243	396	0.3	3.173	A
3	69	532	1587	0.044	69	0.1	2.651	A
4	245	466	1491	0.165	246	0.2	3.021	A
5	309	433	1460	0.211	309	0.3	3.216	A

APPENDIX 10 – CORRESPONDANCE WITH POWYS COUNCIL REGARDING PUBLIC TRANSPORT PROPOSALS



Potential Additional Bus Stop on Newgate Street / A470

From Lucy Corbett <Lucy.Corbett@SCPTransport.co.uk>

Date Wed 8/5/2026 2:38 PM

To buses@powys.gov.uk <buses@powys.gov.uk>

Dear Powys Council/Williams Coaches,

I hope you are well.

I am currently undertaking transport planning work in relation to a potential food retail development in Brecon, Wales. As part of the work, we are reviewing existing public transport provision and opportunities to improve accessibility to the site located on the A470 close to the roundabout with the A40/Newgate Street.

We note that your X80 and T4 services currently operate along Newgate Street. We were therefore interested in understanding whether there may be potential to introduce an additional bus stop further along Newgate Street, closer to the Tarrell Roundabout, or potentially on the A470 adjacent to the proposed development site located to the east of the A470 near the roundabout.

At this stage, we would be grateful for any initial comments you may have regarding the feasibility of either option. We would also welcome the opportunity to discuss the proposals further if helpful

Thank you for your time,

Kind regards,

Lucy Corbett
Graduate Transport Planner

SCP Exchange Tower • 19 Canning Street • Edinburgh • EH3 8EG
Telephone: 0161 832 4400 • Direct dial: +44 (0) 131 563 6471 Ext 37112 • email:
lucy.corbett@scptransport.co.uk
TRANSPORT PLANNING
INFRASTRUCTURE DESIGN
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Registered number: 03761340

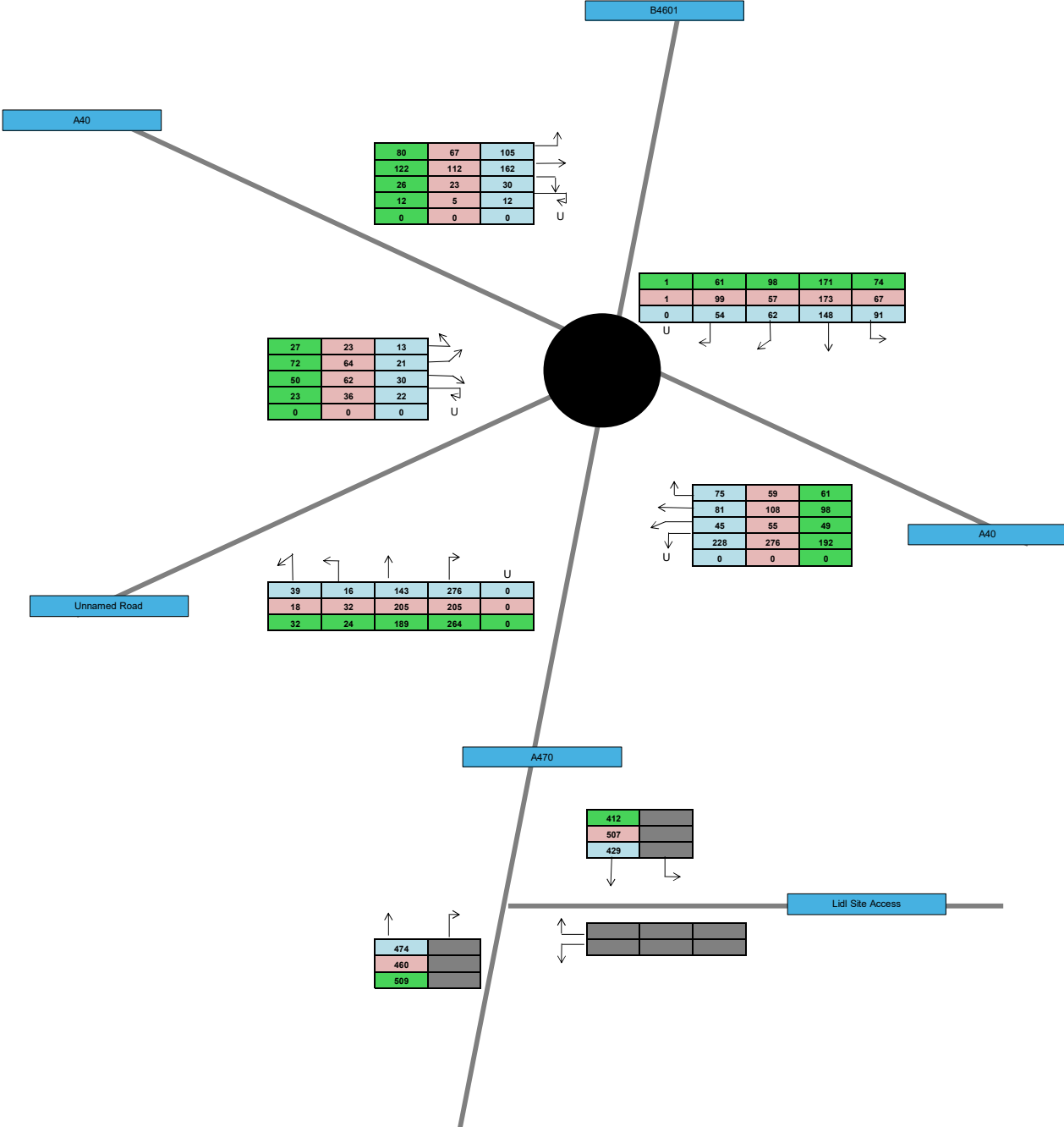
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Before printing think about your responsibility and commitment to the **ENVIRONMENT!**

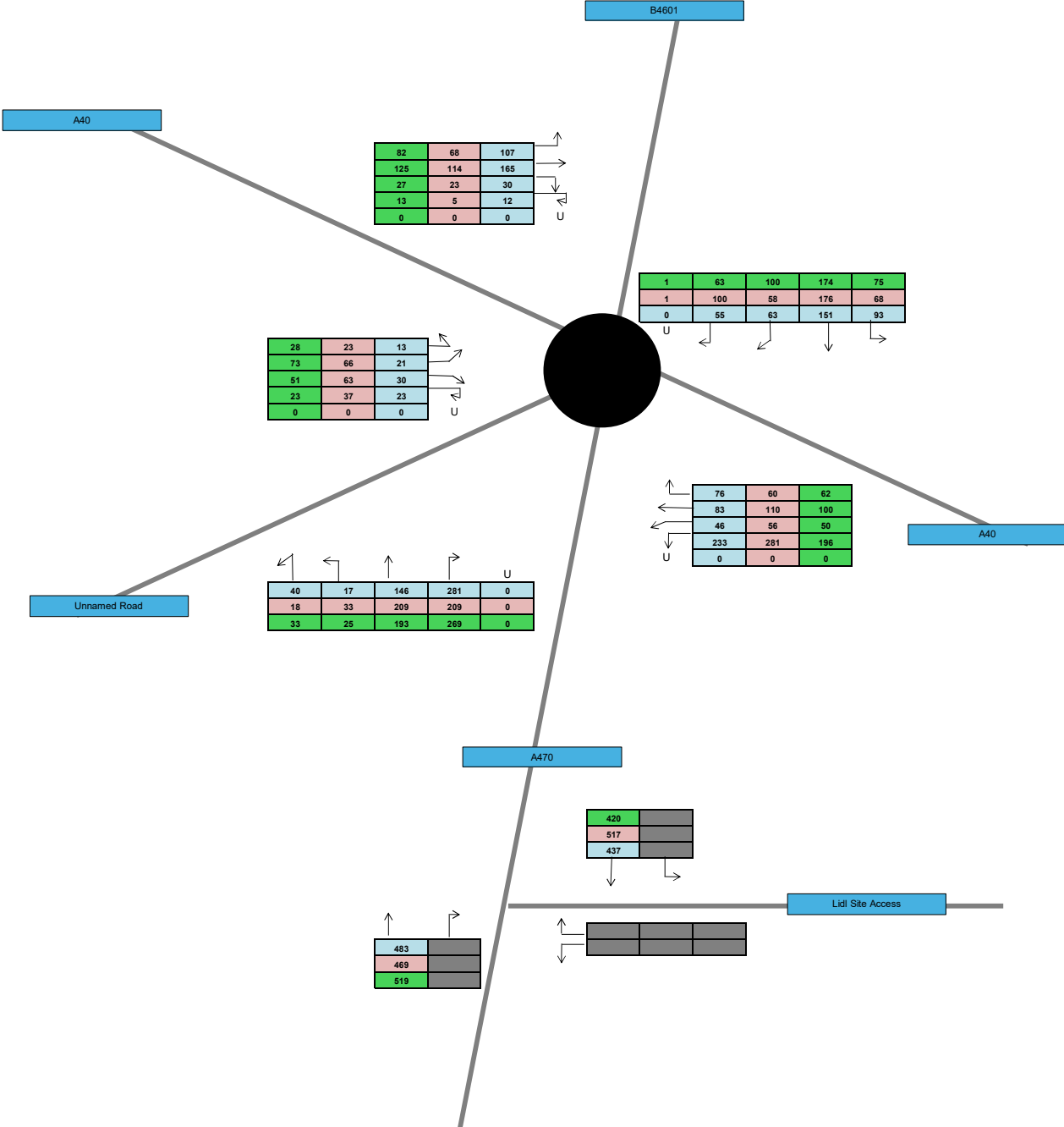
TRAFFIC FLOW FIGURE 1 – 2026 SURVEY DATA

AM peak 8:00-9:00
PM peak 16:00-17:00
Sat peak 11:00-12:00



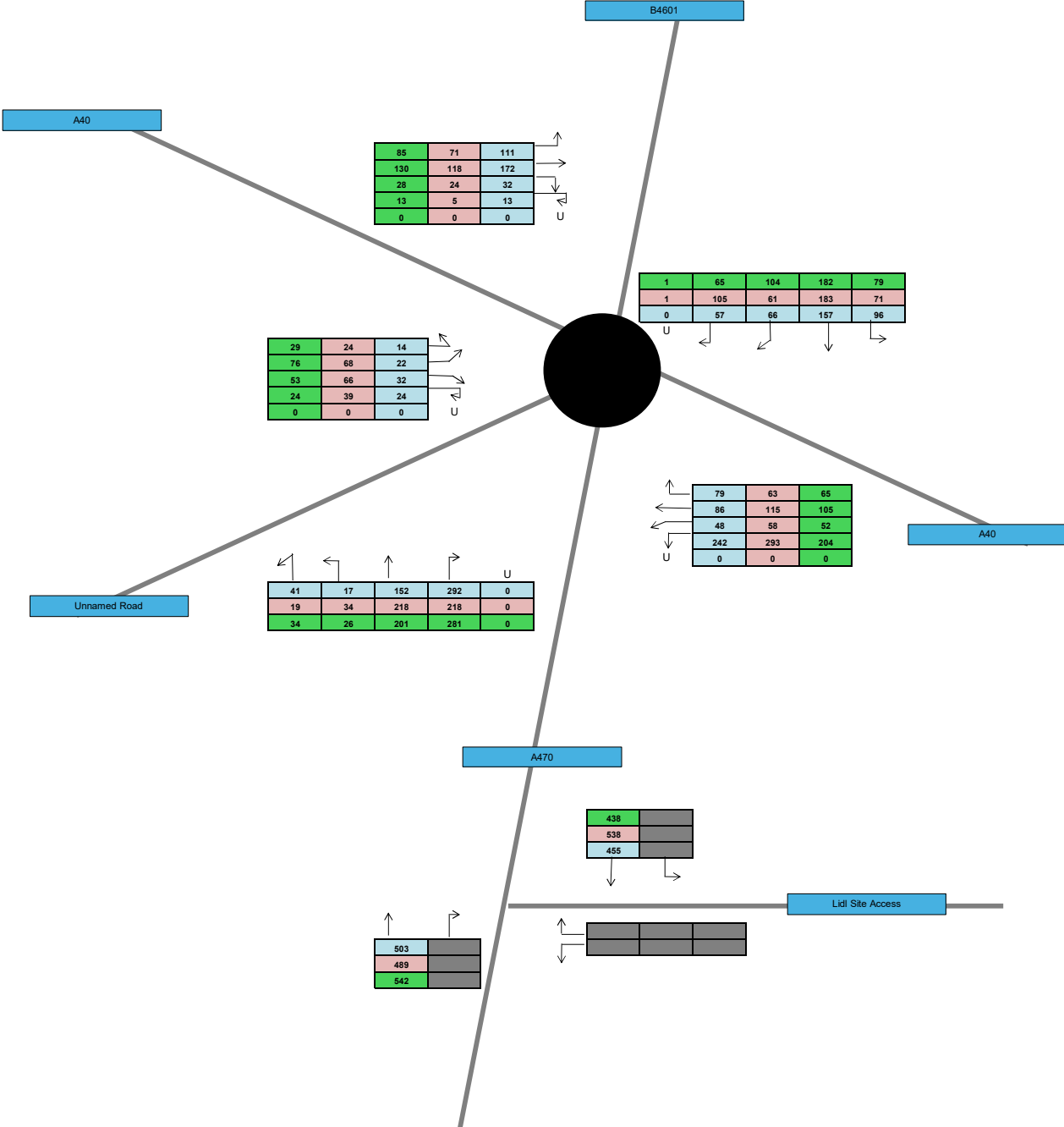
TRAFFIC FLOW FIGURE 2 – BASE 2028

1.0184 AM peak 8:00-9:00
1.0191 PM peak 16:00-17:00
1.0203 Sat peak 11:00-12:00



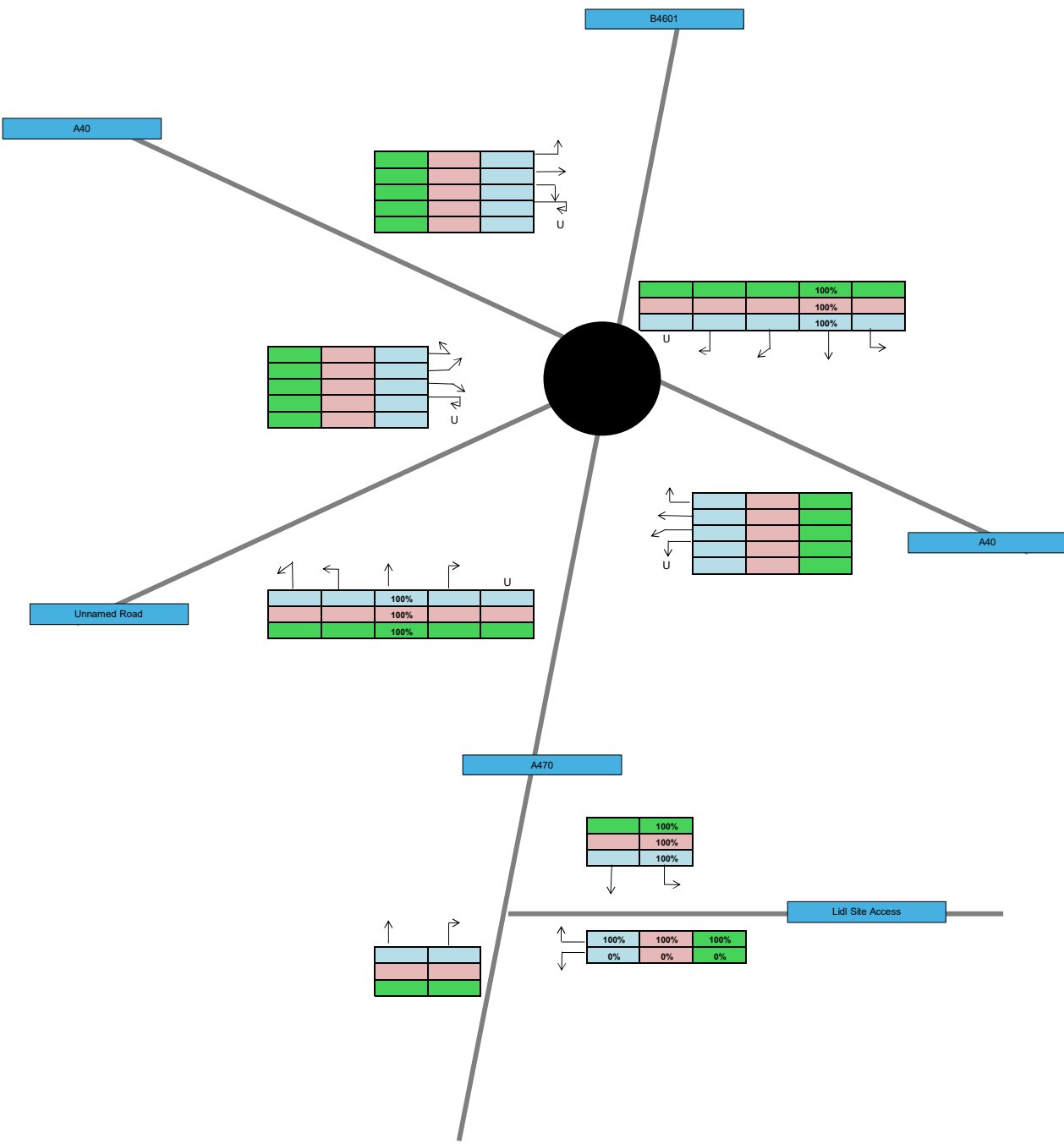
TRAFFIC FLOW FIGURE 3 – BASE 2033

1.0599 AM peak 8:00-9:00
1.0616 PM peak 16:00-17:00
1.0654 Sat peak 11:00-12:00



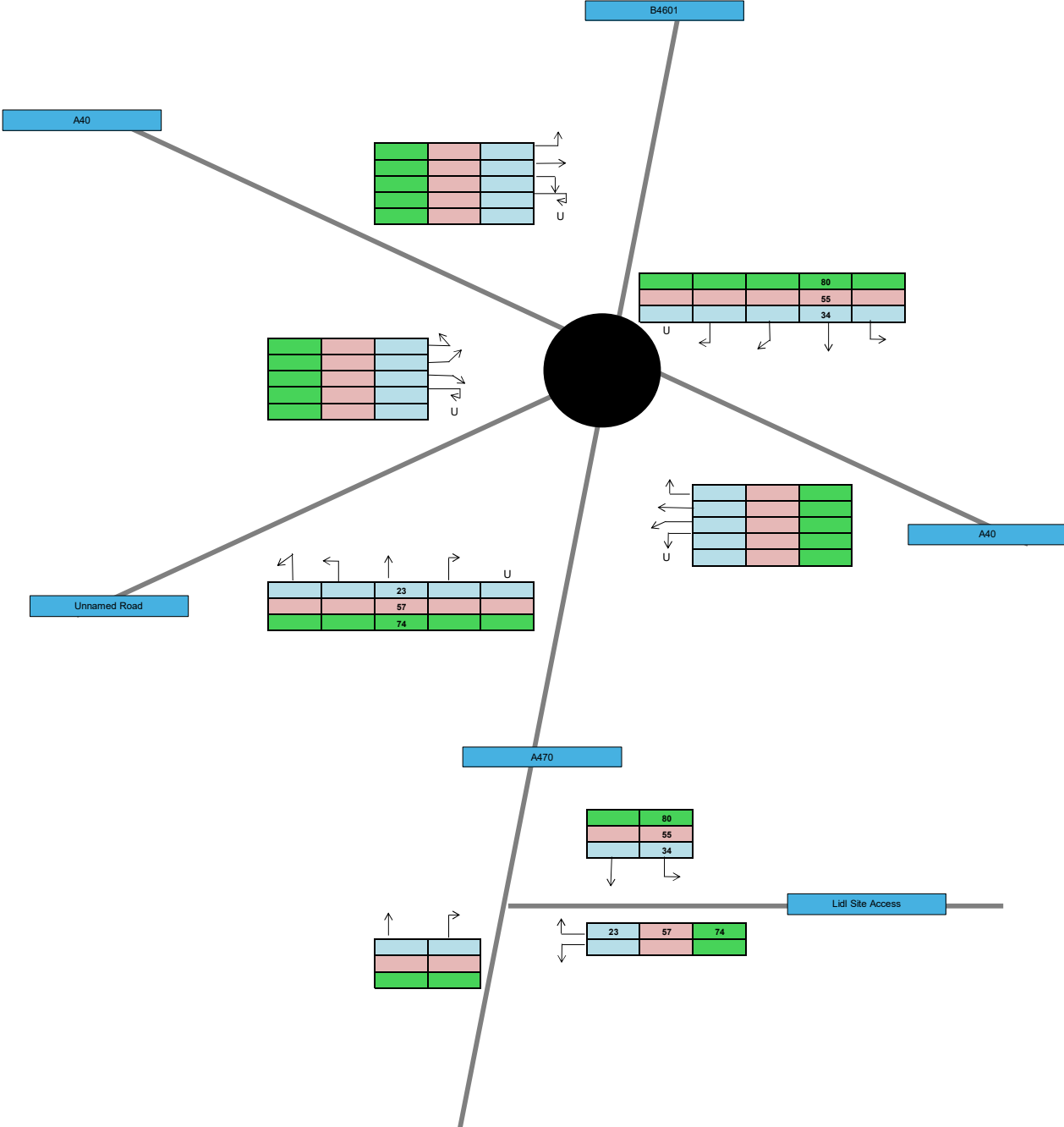
TRAFFIC FLOW FIGURE 4 – LIDL TRIP DISTRIBUTION

AM peak 8:00-9:00
 PM peak 16:00-17:00
 Sat peak 11:00-12:00



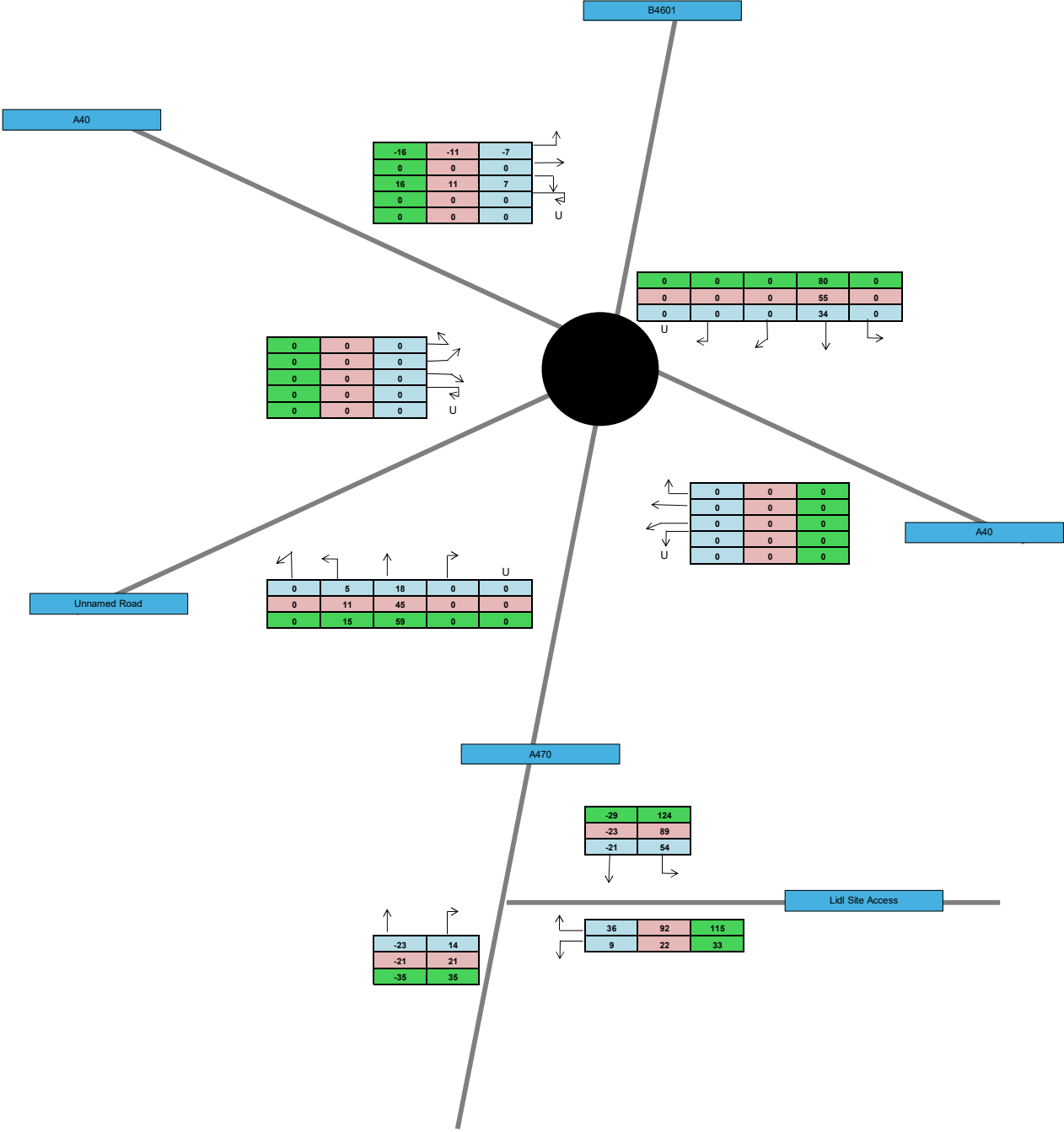
TRAFFIC FLOW FIGURE 5 – LIDL TRIP ASSIGNMENT

AM peak 8:00-9:00
 PM peak 16:00-17:00
 Sat peak 11:00-12:00



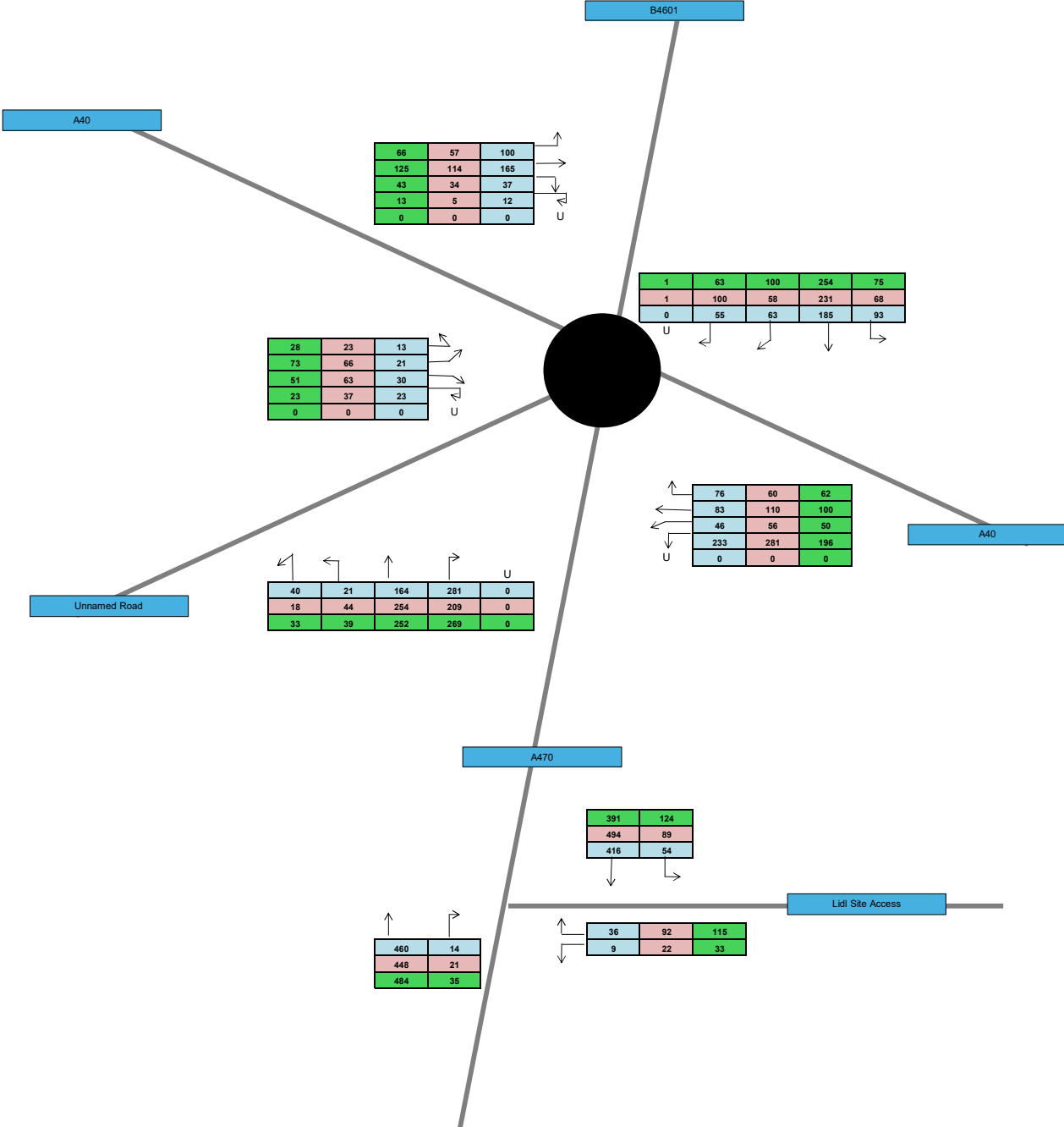
TRAFFIC FLOW FIGURE 6 – NET TRIP GENERATION

AM peak 8:00-9:00
 PM peak 16:00-17:00
 Sat peak 11:00-12:00



TRAFFIC FLOW FIGURE 7 – BASE 2028 + LIDL

AM peak 8:00-9:00
PM peak 16:00-17:00
Sat peak 11:00-12:00



TRAFFIC FLOW FIGURE 8 – BASE 2033 + LIDL

AM peak 8:00-9:00
PM peak 16:00-17:00
Sat peak 11:00-12:00

