

Client: Lidl GB Limited

Proposed Lidl Food Store

Aberystwyth Road, Cardigan

Transport Assessment

Project No. 251021

DATE DECEMBER 2025



SCP GENERAL NOTES

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Client: Lidl GB Limited

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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 in Cardigan within the jurisdiction of Ceredigion County Council (CCC) as highway authority.

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 CCC is that, in terms of highways, the application should therefore receive a positive recommendation for approval, subject to conditions.

CONTENTS

1	INTRODUCTION	4
	Site location	4
	Site background	4
	Proposed Lidl Store development	5
	Scope of This Report	5
	Report structure	5
2	VISION STATEMENT.....	7
3	POLICY CONTEXT	8
	National Policy	8
	Regional Policy	10
	Local policy	10
4	EXISTING SITE CONTEXT.....	12
5	SUSTAINABLE TRANSPORT APPRAISAL.....	17
	Access on Foot	17
	Access on Cycle	18
	Public transport.....	20
	Summary	22
6	PROPOSED DEVELOPMENT	23
	Background.....	23
7	ACCESS STRATEGY	24
8	DELIVERY, SERVICING & WASTE MANAGEMENT PLAN	26
	Servicing and Deliveries	26
	Waste Management.....	27
	In Store Recycling.....	27
9	PARKING	28
	Introduction	28
	Car Parking	28
	Electric Vehicle Parking	28
	Cycle parking	28
10	FUTURE BASELINE TRAFFIC CONDITIONS.....	30
	Introduction	30
	Traffic Growth	30
	Committed Developments	30
11	DEVELOPMENT RELATED TRANSPORT MOVEMENTS	31
	Introduction	31
	Existing B&M Trip Generation	31
	Proposed Food Store Trip Generation	31
	Net Trip Generation	33
	Trip Types	33
	Traffic Distribution and Assignment.....	34
12	ANTICIPATED HIGHWAY IMPACTS.....	35
	Introduction	35
	Assessment Methodology.....	35

Site Access / Aberystwyth Road.....	35
Aberystwyth Road / A487 Traffic Signals	36
Summary.....	36
13 SUMMARY AND CONCLUSIONS.....	38
Conclusion	38

APPENDICES

1	Site Layout Drawing
2	Raw Traffic Survey Data for Junctions within the Study Area
3	Accident Data for Junctions within the Study Area
4	Site Access Proposal
5	Swept Path Analysis
6	Discount Food Store TRICS Reports
7	Picady Assessment Output for the Proposed Site Access

Traffic Flow Figures

1	2025 Survey data
2	Existing B&M Trips
3	Base 2027
4	Base 2032
5	Lidl Trip Distribution
6	Lidl Trip Assignment
7	Net Trip Generation
8	Base 2027 + Lidl
9	Base 2032 + Lidl

1 INTRODUCTION

- 1.1 This Transport Assessment (TA) has been prepared on behalf of Lidl Great Britain Ltd (“Lidl”) to inform the Local Highway Authority, CCC, of the transport and highways implications of the proposed discount food store and associated car parking development at land located north of Aberystwyth Road, Cardigan.

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 on the north-eastern edge of Cardigan, approximately 0.8 miles from the town centre. The site is bordered by the B4548 Aberystwyth Road to the south, C J Industries Garden Centre to the west and residential units to the north and east.
- 1.4 The application site is currently occupied by a B&M Store with Garden Centre and benefits from an existing car park and a separate service yard area, both accessed via simple priority-controlled junctions onto Aberystwyth Road.

Proposed Lidl Store development

- 1.5 The proposals include the demolition of the existing facilities on site and the construction of a Class A1 discount food store with a sales area of 1,347m² within 1,976m² of gross internal floorspace. There will be provision for 100 car parking spaces for Lidl customers only – including six disabled, seven Parent & Child (P&C), and two Electric Vehicle Charing (EVC) spaces of rapid charger type. The site plan is attached in [Appendix 1](#).
- 1.6 It is proposed that vehicular access into the customer car park will be provided via a priority-controlled junction with Aberystwyth Road. The existing bellmouth junction that is used as the access for the B&M store currently occupying the site will be widened to incorporate two egress lanes side by side for left and right turners as per Lidl's preferred specification.
- 1.7 The existing B&M service yard access will be closed and footway will be reinstated across the opening.

Scope of This Report

- 1.8 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

- 1.9 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 Aberystwyth Road site in Cardigan is to ensure that it is aligned with the sustainable transport aspirations of CCC. These sustainable transport principles are interwoven onto 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 Aberystwyth Road. 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 Cardigan and just west of the A487. 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 foodstore 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 Cardigan 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 Cardigan 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 Cardigan.

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

Ceredigion County Council Local Development Plan (2013-2022)

- 3.15 The adopted Local Development Plan (LDP) establishes a strategic approach through which to deal with transport issues and make improvements to the transport network.
- 3.16 All new development will be required to comply with the following ‘Development Management Policies’:

Development Management Policy 03 (DM03): Sustainable Travel

Development should minimize the need to travel, provide opportunity for and promote sustainable modes of transport in Ceredigion. Parking provision for all modes of transport should be in accordance with Ceredigion SPG. based on the Wales Parking Standards 2008 as amended to meet local conditions.

Development Management Policy 05 (DM05): Sustainable Development and Planning Gain

To ensure that development is sustainable, planning obligations securing financial or on site provision will, where appropriate, be sought in relation to:

Sustainable Travel infrastructure proportionate to the needs arising from the development.

Ceredigion Local Development Plan Supplementary Planning Guidance (SPG) – Transport Assessment (TA)

- 3.17 *In addition to the Local Development Plan, the Ceredigion Supplementary Planning Guidance (SPG) - Transport Assessment (TA) supplements policy DM03 and is material to all planning decisions in Ceredigion. It serves as a practical guide for how policy DM03 can be implemented when making planning decisions for new development proposals.*
- 3.18 *The SPG clarifies when and how a TA / Travel Plan (TP) should be prepared for development proposals. It also contextualises policy set out in the Local Development Plan to Ceredigion's rural setting and establishes locally appropriate and generally lower thresholds for requiring TA's.*
- 3.19 *The SPG also promotes sustainable and active travel in line with the Active Travel Act (2013) which requires local authorities to plan, improve, and promote walking and cycling routes to ensure the needs of pedestrians and cyclists are properly considered in new development proposals.*

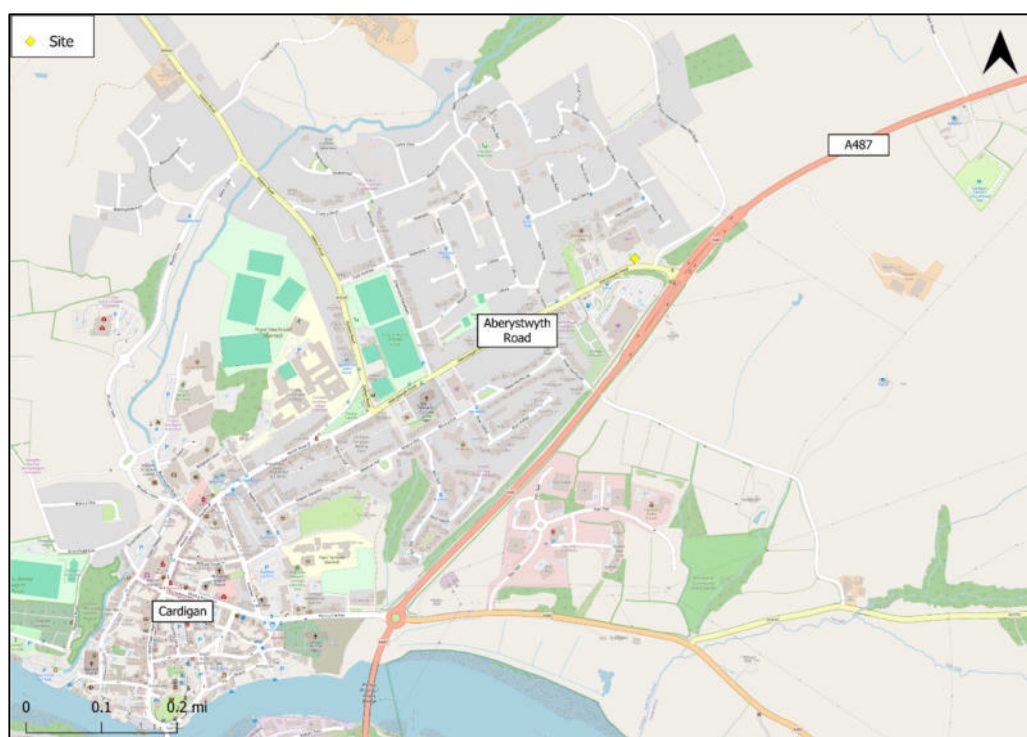
Analysis and Conclusions

- 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 in northeast Cardigan along the B4548 Aberystwyth Road, northwest of its junction with the A487. The existing site comprises of a B&M Store with Garden Centre totalling 2,268m² in Gross Floor Area. Aberystwyth Road borders the site to the south which connects to the A487 to the north east and cardigan town centre to the south west. The site also borders a residential estate to the north/east and a garden centre 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

Aberystwyth Road/B4548

- 4.3 Aberystwyth Road is a single-carriageway road that runs in a northeast to southwest direction adjacent to the southern boundary of the site. The road is subject to a 20mph speed limit.
- 4.4 There is a signalised crossing at the junction with the A487 approximately 100 yards east of the site and another pedestrian crossing along Aberystwyth Road 150 yards south west of the site with a pedestrian refuge island.

- 4.5 There are bus stops located less than 100 yards southwest of the site entrance along Aberystwyth Road. More details about bus routes serving these stops are contained in **Chapter 5**.

A487

- 4.6 The A487 runs in a northeast to southwest direction and is located approximately 100 yards east of the site. The road is comprised of a two-way asymmetrical carriageway consisting of two lanes running northbound and one lane running southbound in the vicinity of the site. On approach to the A487 / Aberystwyth Road junction there is an additional lane for both northbound and southbound traffic to allow turning onto Aberystwyth Road.
- 4.7 The A487 is subject to a 40mph speed limit on approach to the A487 / Aberystwyth Road junction. The speed limit changes to national speed limit approximately 0.2 miles to the south and 0.5 miles to the northeast of the site access. The road has regular street lighting throughout.
- 4.8 There is a signalised pedestrian crossing located at the A487 / Aberystwyth Road junction, approximately 100 yards to the east of the site access. The northbound side of the carriageway has a paved pedestrian footway allowing pedestrian access to and from Cardigan town centre.
- 4.9 Approximately 0.6 miles to the south of the site, the A487 continues south at a 4-arm roundabout connecting to the A484 heading southeast towards Llechryd and Pont-Y-Cleifion heading west towards Cardigan town centre. Beyond this roundabout the A487 transitions into a single-carriageway road.

Traffic Surveys

- 4.10 In order to establish existing traffic conditions on Aberystwyth Road in the vicinity of the site, an Automatic Traffic Counter (ATC) was installed just west of the existing site access. The ATC was installed for one week, beginning Monday 13th October 2025 and captured hourly and daily flow variations and measured vehicle speeds.
- 4.11 A summary of the respective average vehicle flows and average 85th percentile vehicle speeds recorded for the Weekday 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 – Aberystwyth Road, Average Vehicle Flows and 85th Percentile Vehicle Speeds Obtained from ATC Data, October 2025

	Eastbound		Westbound	
	Vehicle Flow	85 th Percentile (mph)	Vehicle Flow	85 th Percentile (mph)
5-day Average PM Peak (15:00 – 16:00)	438	24.5	351	23.7
Saturday Peak (12:00 – 13:00)	473	23.4	408	23

- 4.12 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.
- 4.13 In addition to this, fully classified turning counts, along with queues, were undertaken at the following junctions:
- Aberystwyth Road / Existing B&M Access
 - Aberystwyth Road / A487
 - Aberystwyth Road / Tesco Superstore Access
 - Aberystwyth Road / Aldi Access
- 4.14 Turning counts for the above junctions were carried out on Thursday 16th October 2025 between 15:00 and 19:00, Friday 17th October 2025 between 07:00 and 10:00 and Saturday 18th October 2025 between 11:00 and 14:00.
- 4.15 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**.
- 4.16 In order to determine the Weekday 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 15:00 to 16:00 for the weekday PM peak and 12:00 to 13:00 for the Saturday peak, with the results from this analysis presented in **Figures 4.2** and **4.3**.

Figure 4.2 – Weekday PM Network Peak Hour Analysis

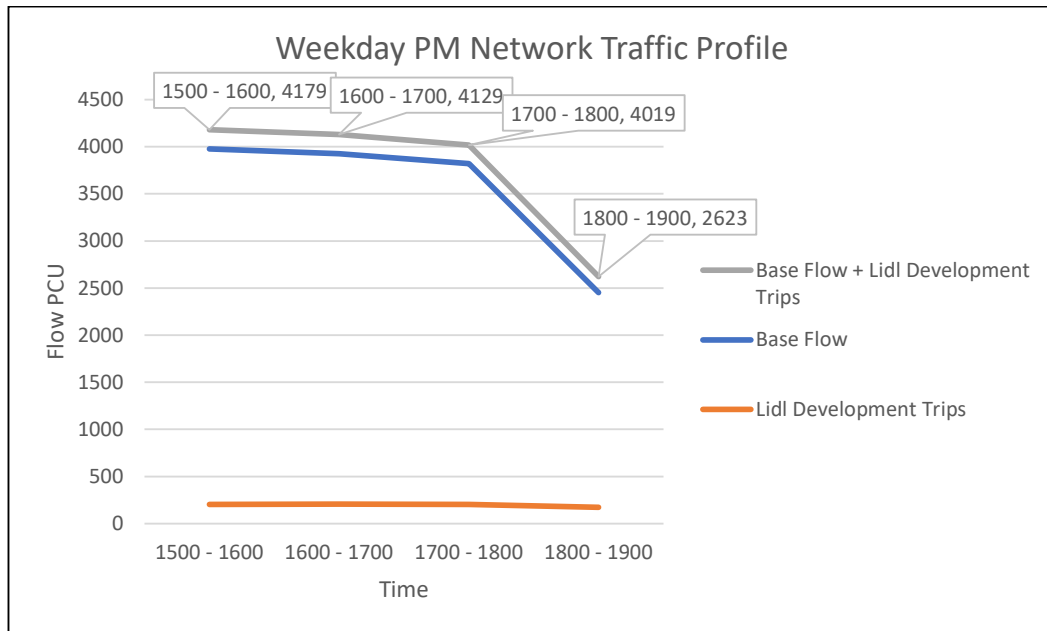
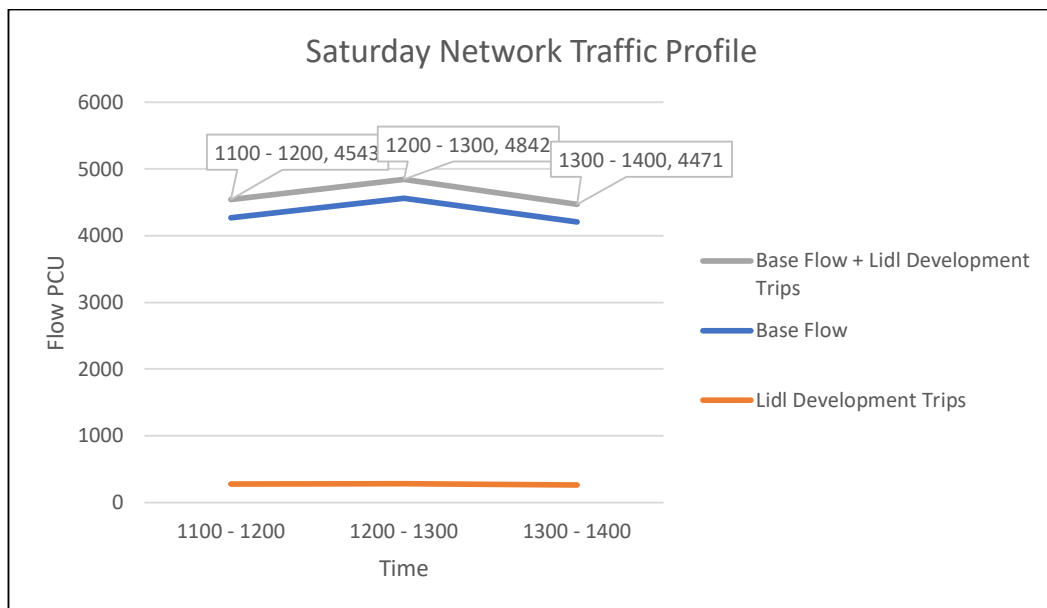


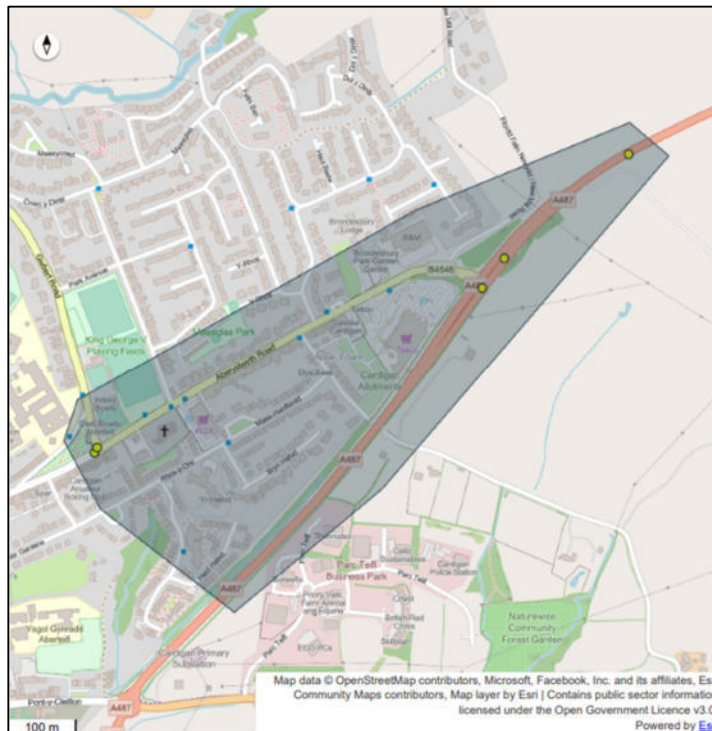
Figure 4.3 – Saturday Network Peak Hour Analysis



Road Safety

- 4.17 Collision data was obtained using Stats19 data for the area surrounding the Application Site for the period 2019-mid 2024. The accident reports provide information on the location and severity of all accidents which took place on the adjoining highway network. The full accident report is attached as **Appendix 3**.
- 4.18 An analysis of the surrounding area and junctions that have been included in the traffic impact assessment has been undertaken. **Figure 4.4** below illustrates the extent of the accident analysis study area.

Figure 4.4: Accident Data Study Area



Source: RSK accident data portal

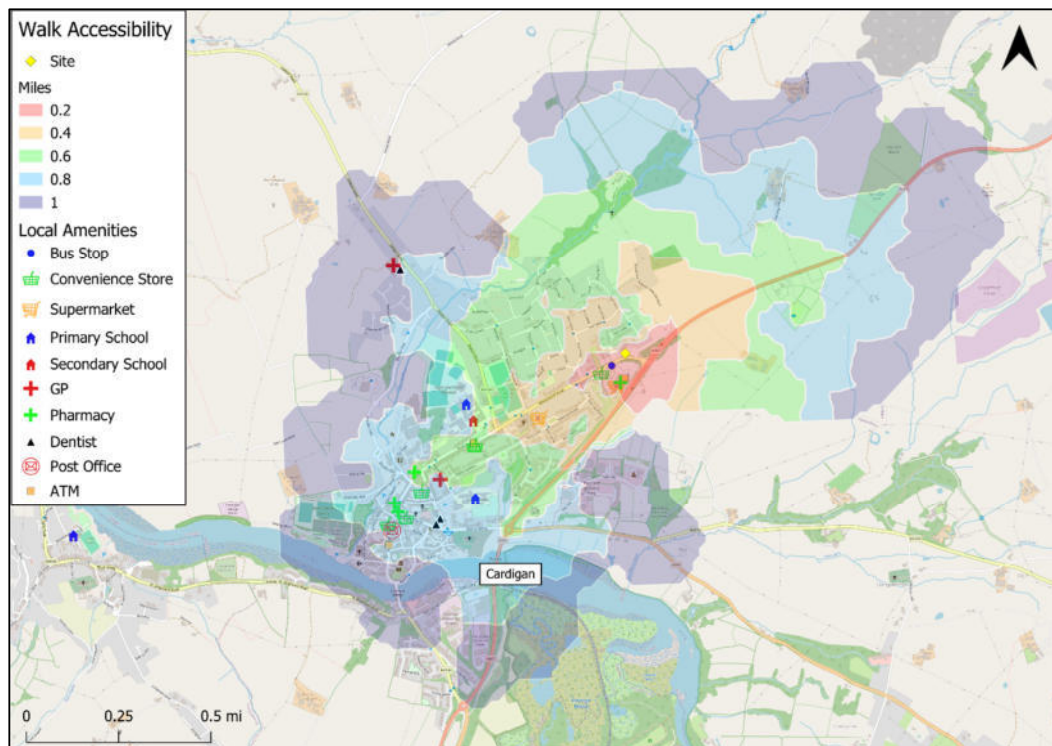
- 4.19 The analysis of the study area demonstrates that there have been a total of 5 accidents during the most recent 5-year period. All 5 of the accidents were recorded as slight in severity. Three of the accidents occurred along the A487, and the other two occurred at the junction of the B4548 Aberystwyth Road, North Road and Gwbert Road.
- 4.20 The two incidents along the B4548 took place in daylight and involved two vehicles. The other three incidents along the A487 occurred on approach to the A487/ Aberystwyth Road junction. One of the incidents, which occurred in 2019 involved 3 vehicles, the other two involved 2 vehicles. All incidents occurred during daylight hours.
- 4.21 There is no evidence of a pattern or clustering of serious accidents, as illustrated in **Figure 4.4**. The accident data therefore suggests that the area in the vicinity of the proposed site does not have any significant highway safety problems that would be exacerbated by the application proposals.

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 1-mile 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 1 mile walk of the site.

Figure 5.1: 1 Mile Walking Accessibility Isochrones



Source: Basemap TRACC

- 5.3 As shown in **Figure 5.1** all of Cardigan is within a 1-mile walking catchment area. This demonstrates that employees from the local area will be able to easily access the site by foot. This also indicates that a significant proportion of potential customers will be within reasonable walking distance of the application site.
- 5.4 A number of local amenities are also within a 1-mile walk of the site (up to 23 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

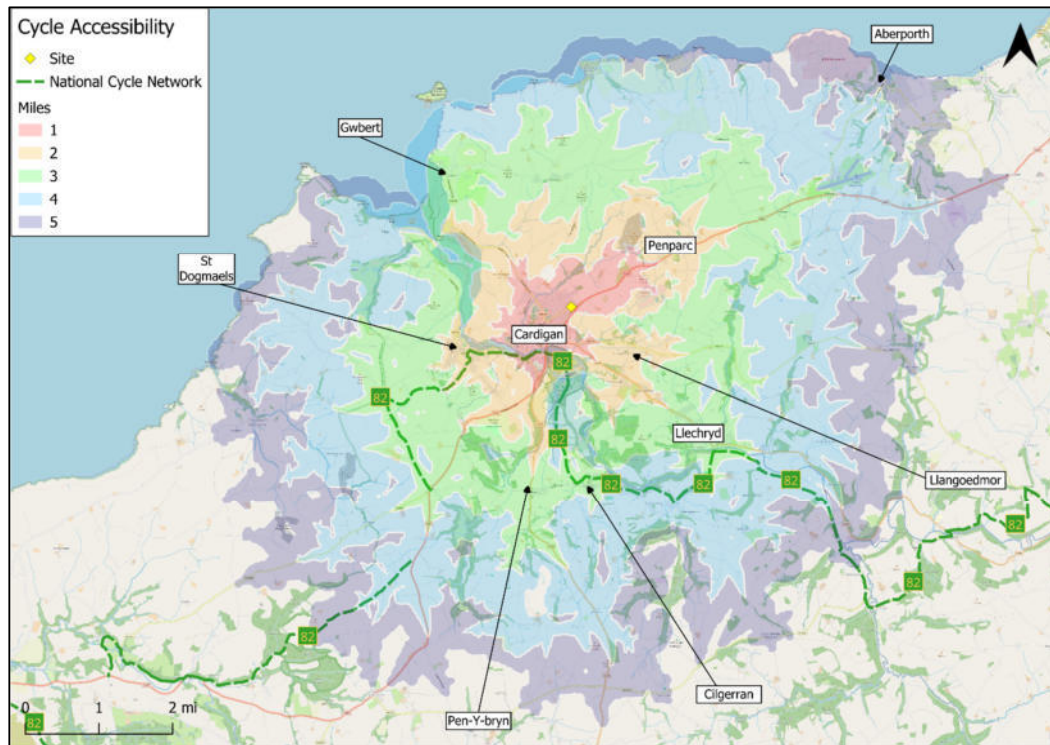
Service	Detail	Distance (Miles)
Bus Stops	Aberystwyth Road opp Tesco, Cardigan	0.1 mi
ATM	Tesco Bank ATM, Aberystwyth Road	0.1 mi
Primary School & Secondary School	Ysgol Uwchradd Aberteifi, North Road	0.5 mi
College	Coleg Ceredigion - Cardigan Campus, North Road	0.5 mi
Pharmacy	Caerleon Pharmacy, Pendre	0.7 mi
Dentist	mydentist, Feidr Fair	0.8 mi
Railway Station	Pembroke Dock Railway Station	0.8 mi
Post Office	Cardigan Post Office, High Street	0.8 mi
GP	Cardigan Health Centre, Maes Y-Dderwen	1.0 mi

- 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 The surrounding area benefits from a good level of pedestrian infrastructure. A paved footway is present on both sides of Aberystwyth Road, with dropped kerbs provided at the majority of junctions when travelling towards Cardigan town centre. This helps to create a conducive walking environment for pedestrians.

Access on Cycle

- 5.7 Transport policy identifies that cycling represents a realistic and healthy option when compared to the private car, for journeys up to 5-miles as a whole journey, or as part of a longer journey by public transport.
- 5.8 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 5-mile cycle of the site.

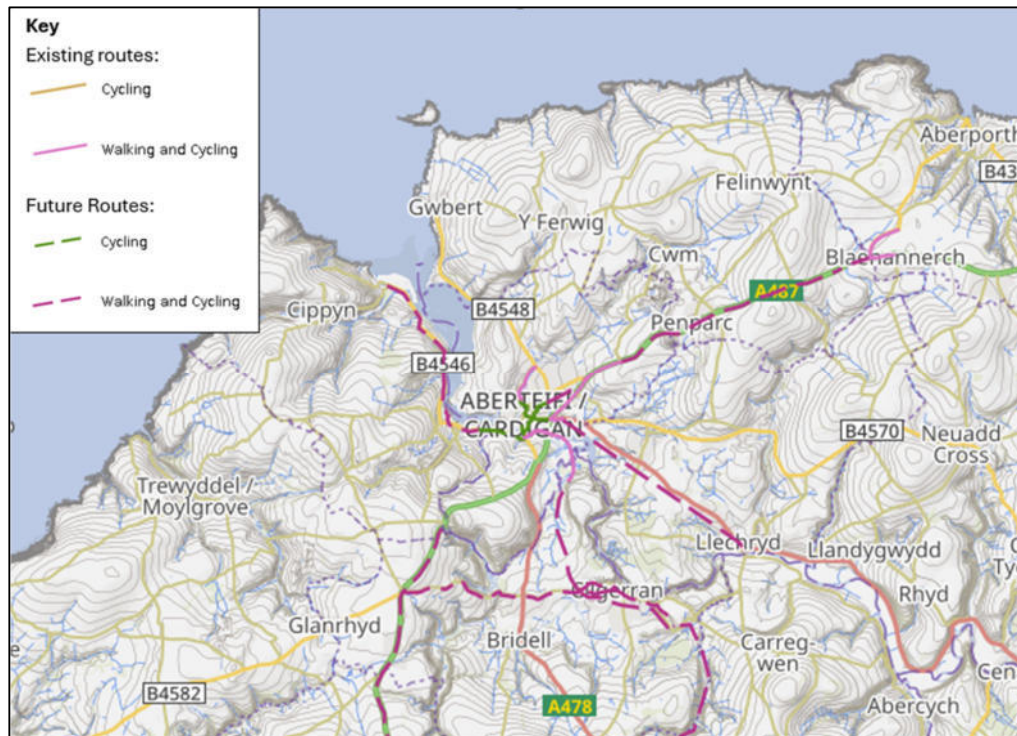
Figure 5.2: 5 Mile Cycling Accessibility Isochrones



Source: Basemap TRACC

- 5.9 As shown by **Figure 5.2**, the entirety of Cardigan along with St Dogmaels, Penparc, Aberporth, Cigerran, and Gwbert, amongst others, are within a 5-mile cycle distance from the site. This demonstrates that employees from the local area will be capable of accessing the site by bike. A significant proportion of potential customers will be within reasonable cycling distance of the application site, though this is relevant really only to the top-up shop undertaken more locally.
- 5.10 National Cycle Route (NCR) 82 is located approximately 1.1 miles to the south of the site. NCR 82 can be accessed from Castle Street bridge via Aberystwyth Road/B4548. The route runs in sections from Bangor to Fishguard. This section of NCR 82 is open between Aberystwyth and Fishguard and is seen as a recreational/scenic route that connects to a range of key destinations.
- 5.11 **Figure 5.3** below shows the existing and future routes for active travel across the study area as set out by Ceredigion Council.

Figure 5.3: Local Active Travel Network



Source: Ceredigion Council

- 5.12 The presence of existing and planned future local and national cycle networks that are accessible within an acceptable cycle distance from the site encourages customers and staff to cycle, decreasing short term car trips and congestion throughout Cardigan and the surrounding areas.
- 5.13 Cycle parking for the site will be located under the canopy and in front of the glazed end to the store, this will provide natural surveillance from the street and car park externally, and from customers at the packing shelf internally. The covered cycle parking provision for cyclists will ensure that employees and customers will be provided with safe and attractive bike storage facilities.
- 5.14 The existing cycle infrastructure combined with the cycle parking provision and topography of the area will ensure that employees and customers will easily be able to access the proposed development by bike.

Public transport

Bus

- 5.15 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."

- 5.16 The nearest accessible bus stops to the site are located on Aberystwyth Road approximately 80 yards west of the site which is equivalent to a 1-minute walk time. The northeast bound bus stop is served by the 408 and T5 services whilst the southwest bound stop is served by the 408, 430, 460 and T5 buses.
- 5.17 The frequency of the different bus services available from these stops is outlined in **Table 5.2**.

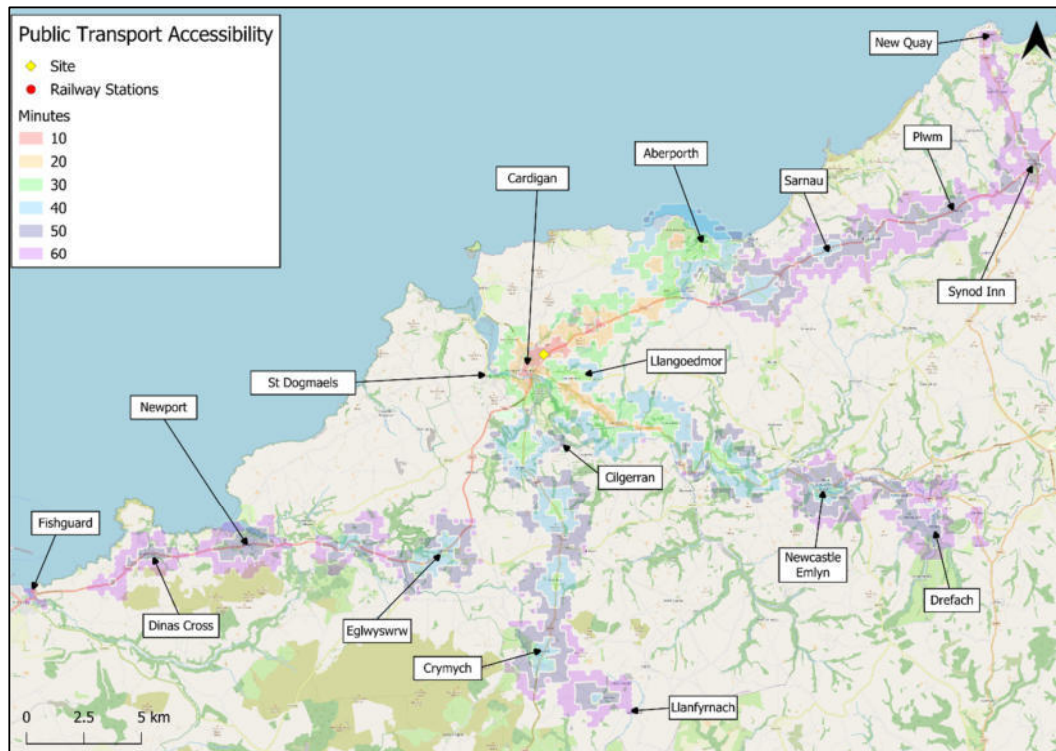
Table 5.2: Bus services within close proximity of the site

No.	Route	M-F		Sat		Sun	
		Start-End	Average Freq.	Start-End	Average Freq.	Start-End	Average Freq.
Aberystwyth Road opposite Tesco, Cardigan							
408	Cardigan - Poppet Sands via St Dogmaels	09:17-16:15	60 mins	09:17-16:15	60 mins	No Service	No Service
430	Cardigan - Narberth	09:27, 13:37, 16:20, 17:35	4 services	09:27, 13:37, 16:20, 17:35	4 services	No Service	No Service
460	Cardigan - Carmarthen Railway Station	07:47-17:41	100 mins	07:47-17:41	100 mins	No Service	No Service
T5	Grounds in University Campus Penglais - Haverfordwest	06:44-23:34	60 mins	06:44-23:34	60 mins	07:44-21:34	120

Source: Traveline / bustimes.org

- 5.18 The above table demonstrates that prospective employees and shoppers at the site will have access to four 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.
- 5.19 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

- 5.20 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 key areas of Fishguard, Newport, Newcastle Emlyn, Aberporth and New Quay, amongst others, are all within an acceptable 60-minute public transport commute.

Summary

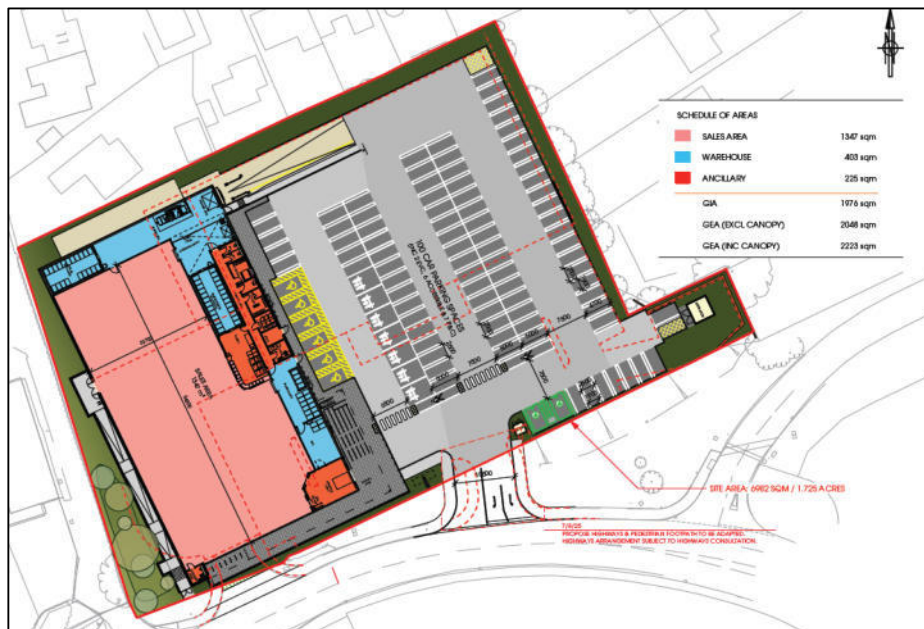
- 5.21 Having regard to the above, it is considered that the site benefits from good levels of accessibility by sustainable transport modes, with opportunities for local customers and staff to walk or cycle to the store. Access to the site by foot and cycle is of a good standard, and bus connections 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.

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 1,347sqm and a gross internal area (GIA) of 1,976sqm. 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 100 car parking spaces will be provided across the site. Of the 100 spaces, seven 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 Dropped kerbs along with tactile paving will be provided at the site access bellmouth, similar to the existing arrangement across the B&M site access, providing safe and direct access to and from the store entrance for pedestrians.
- 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 is also 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:-

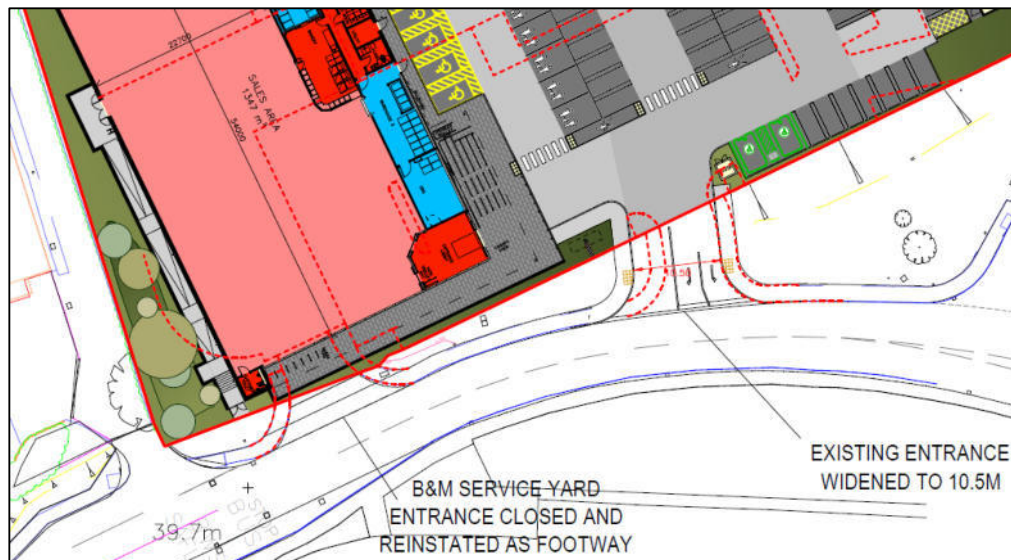
- a) First, priority has been afforded to pedestrian and cycle movements, both within the scheme and within neighbouring areas. To assist in the crossing of the bellmouth, dropped kerbs and tactile paving at each part of the crossing route will be provided in accordance with Ceredigion design guidelines at s278 stage. The existing service yard entrance for B&M will be closed and the bellmouth reinstated as footway and grass verge.

Footway connections will continue into the Lidl site and up to the store entrance via defined, segregated routes with zebra crossings of the car park aisles providing safe and direct access to and from the store entrance. Additional enhancement of the pedestrian route across the bellmouth may be considered at detailed design stage in accordance with the advice of LTN 1/20, but the Highway Code already enshrines the priority that is afforded to pedestrians at side roads over drivers entering or exiting.

- b) The needs of people with disabilities and reduced mobility in relation to all modes of transport are considered in full. Those arriving on foot or by wheelchair or mobility scooter will enjoy a local environment with gradients no greater than 1:21 and wide footways will fully cater for the ability to pass other vulnerable road users. Internally, Lidl's estate is designed with no gradient steeper than 1:50. Blue badge holders arriving by car will be able to park their vehicle adjacent to the store entrance and the area covered by the canopy.
- c) Lidl's estate is designed from the outset to be safe, secure and attractive. Due to the nature of Lidl's operation, there will be constant movement of pedestrians, cyclists and vehicles in and out of and within the site. Lidl have a duty under the Health & Safety at Work Act to ensure that all visitors and employees can access, egress and make use of the site safely and their UK estate is limited to 10mph for all vehicle movements. Car park aisles and bay sizes are materially wider than the UK average and this creates a safe and commodious environment for all users. The provision of sufficient car parking prevents unnecessary congestion from cars circulating in search of a space or waiting in the aisle for spaces to become available.
- d) Lidl allow for the efficient delivery of goods via the customer car park, and this is a strategy that has been routinely adopted for the vast majority of their UK estate. Since the estate has been designed to be easily accessible by a maximum legal articulated vehicle, it follows that access by other service and emergency vehicles is also afforded in full.
- 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 at present is accessed via a priority-controlled junction with Aberystwyth Road.
- 7.3 It is proposed that this access be reconfigured to serve the proposed Lidl, by way of widening the bellmouth to provide left and right turn exit lanes and the provision of a pedestrian crossing point across the bellmouth. The existing bellmouth has ample visibility and will continue to do so with the minor amendments proposed.
- 7.4 The proposals are illustrated in outline below. The full access solution is illustrated at 1:500 scale at **Appendix 4**.

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 access off Aberystwyth Road. Once in position within the site, the HGV will reverse onto the loading bay located in the north-west corner of the site, then leave in forward gear. Drawings provided at **Appendix 5** illustrate the swept path analysis of a 16.5m long articulated lorry entering and leaving the Lidl loading bay area from Aberystwyth Road.
- 8.2 It is anticipated that there will be two dedicated deliveries per average day and up to three deliveries during seasonal peak periods, such as Easter and Christmas. Recycling and waste will be taken away by the delivery vehicles, reducing the number of vehicles visiting the store per day.
- 8.3 Lidl's proposals will operate more safely and efficiently than the current B&M arrangement. There is evidence from Google aerial photography that the existing service yard is not capable of accommodating the turning internally of a full-sized artic. The image below appears to show an artic waiting on Aberystwyth Road presumably for a suitable gap in traffic to reverse into the yard.

Figure 8.1 B&M Service Yard Entrance



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 boast 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' packaging 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 packaging they take home.

9 PARKING

Introduction

- 9.1 CCC's parking standards for Class A1 Food Retail development are based on a zonal approach that takes into consideration the proximity of the site to other key services.

Car Parking

- 9.2 The parking standards would suggest that for a supermarket of circa 2,000sqm gross external floor area, car parking should be provided to the standard of 1 space per 14 sqm. This would equate to a maximum provision of 159 spaces based on a GEA (including canopy) of 2,223sqm. The proposed quantum is 100 spaces which is equivalent to circa 1 space per 23sqm. 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 by those with no intention to visit the foodstore. 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 100 spaces provided, seven will be designed 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, as illustrated in [Appendix 1](#).
- 9.5 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, in accordance with the operator's standard requirements for new stores.

Electric Vehicle Parking

- 9.6 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. 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

- 9.7 CCC's adopted cycle parking standard for supermarkets is '1 short stay stand per 500sqm and 1 long stay stand per 500sqm'. This would require 4 short stay spaces and 4 long stay spaces when applied to the store's GEA of 2,223m².
- 9.8 Six Sheffield stands (i.e., 12 cycle parking spaces) will be provided, these will be located 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. Given the nature of Lidl trips (circa 30 minutes average dwell time per customer), only staff will require long stay provision. This is adequately provided with staff being permitted to park their bikes within the warehouse

area of the food store for additional security and to free up cycle parking spaces for customers.

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 2027 and the future assessment year is therefore 2032.
- 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 Ceredigion 009 area dataset.
- 10.4 The growth factors are summarised in **Table 10.1** below.

Table 10.1 – Temprow Growth Factors

	PM	Saturday
2025 – 2027 (anticipated store opening)	1.0172	1.0203
2025 – 2032 (5 years post store opening)	1.0482	1.0633

- 10.5 The above growth factors are applied to the 2025 surveyed traffic flow data to obtain the 2027 opening year and 2032 future year baseline traffic flows, as shown in **Traffic Flow Figures 3** and **4**.

Committed Developments

- 10.6 There have been no committed developments identified in the vicinity of the site.

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 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 15:00-16:00 during a weekday PM Period and 12:00-13:00 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 2032) are also set out.

Existing B&M Trip Generation

- 11.3 The observed vehicle trip generation in and out of the existing B&M site during the traffic surveys and identified peak hours is presented in **Table 11.1** below.

Table 11.1: Observed Weekday PM and Saturday Peak Hour Trip Generation

Total Vehicles	Weekday PM Peak (15:00 – 16:00)		Saturday Peak (12:00 – 13:00)	
	Arrivals	Departures	Arrivals	Departures
Observed Trip Generation	63	68	115	105

- 11.4 As can be seen from the table above, the B&M store currently generates 131 two-way movements during the weekday PM peak and 220 during the Saturday peak. These peak hour trips can be seen distributed on the local highway network on **Traffic Flow Figure 2**.

Proposed Food Store Trip Generation

- 11.5 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 GFA/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 6**.
- 11.6 **Table 11.2** below provides the peak hour multi-modal trip rates for these stores for the weekday 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 1,347m². The total vehicle trip rates and resulting trip generation calculated on a GFA of 2,223m² is also shown.

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

Discount Food Retail				
Estimated Weekday PM and Saturday Peak Hour Multi-Modal Trip Rates and Trip Generation				
Mode	Weekday PM Peak (15:00 – 16:00)		Saturday Peak (12:00 – 13:00)	
	Arrivals	Departures	Arrivals	Departures
Pedestrians				
Pedestrian Trip Rate RFA	2.157	2.356	3.026	2.796
Pedestrian Trip Generation RFA	29	32	41	38
Cyclists				
Cycling Trip Rate RFA	0.134	0.14	0.197	0.180
Cycling Trip Generation RFA	2	2	3	2
Public Transport				
Public Transport Trip Rate RFA	0.158	0.187	0.426	0.369
Public Transport Trip Generation RFA	2	3	6	5
Total Vehicles				
Vehicle Trip Rate RFA	7.515	7.587	9.997	10.936
Vehicle Trip Generation RFA	101	102	135	147
Vehicle Trip Rate GFA	4.565	4.609	5.991	6.554
Vehicle Trip Generation GFA	101	102	133	146

Net Trip Generation

- 11.7 The additional trips generated as a result of the change of use on the site can be found summarised in **Table 11.3** below.

Table 11.3 Net Trip Generation

Total Vehicles	Weekday PM Peak (15:00 – 16:00)		Saturday Peak (12:00 – 13:00)	
	Arrivals	Departures	Arrivals	Departures
Net Trip Generation	38	34	20	42

- 11.8 As can be seen from the above table, the proposals will result in an additional 72 two-way movements during the weekday PM peak and 62 during the Saturday peak.
- 11.9 In order to provide a robust assessment of the development proposals' impact on the local highway network, the net trip generation shown in **Table 11.3** above has been added onto the baseline traffic observed in the traffic surveys. All Lidl development trips have been assessed as new to the network, although in reality a significant proportion of these will be pass-by trips already present on the network as part of primary journeys.
- 11.10 Notwithstanding the above, the following section provides some typical trip type assumptions for a food store in this locale.

Trip Types

- 11.11 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.
- 11.12 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.
- 11.13 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%

- 11.14 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.
- 11.15 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 30% 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 70% is assumed for this purpose.
- 11.16 These trip types are considered to be appropriate given the vehicle movements already on the network and the proximity of other food retail to the site, such as Tesco and Aldi as well as numerous other smaller convenience stores. The assumption that all of Lidl development traffic is new to the network is therefore extremely robust.

Traffic Distribution and Assignment

- 11.17 The vehicular distribution of the development traffic in and out of the site has been split through reference to the percentage distribution of existing trips turning into and out of the Aldi store to the west of the proposed site. Beyond this, the vehicle trips have been distributed based on the existing turning proportions at each junction. The Lidl trip distribution can be seen in **Traffic Flow Figure 5**.
- 11.18 The development traffic assigned onto the network as per the above distribution is indicated in **Traffic Flow Figure 6**.
- 11.19 Traffic flows for the future years of 2027 and 2032 with Lidl are contained in **Traffic Flow Figures 8 and 9** 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 11 (PICADY). 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 2027 and future assessment year of 2032 with the proposed food store.

Site Access / Aberystwyth Road

- 12.4 The reconfigured site access onto Aberystwyth Road has been modelled using Junctions 11 software.
- 12.5 The capacity assessment results are presented for an opening year of 2027 and a future year of 2032. The full junctions 11 output report is presented in **Appendix 7** with the results summarised in **Table 12.1** below.

Table 12.1 – Junctions 11- Site Access

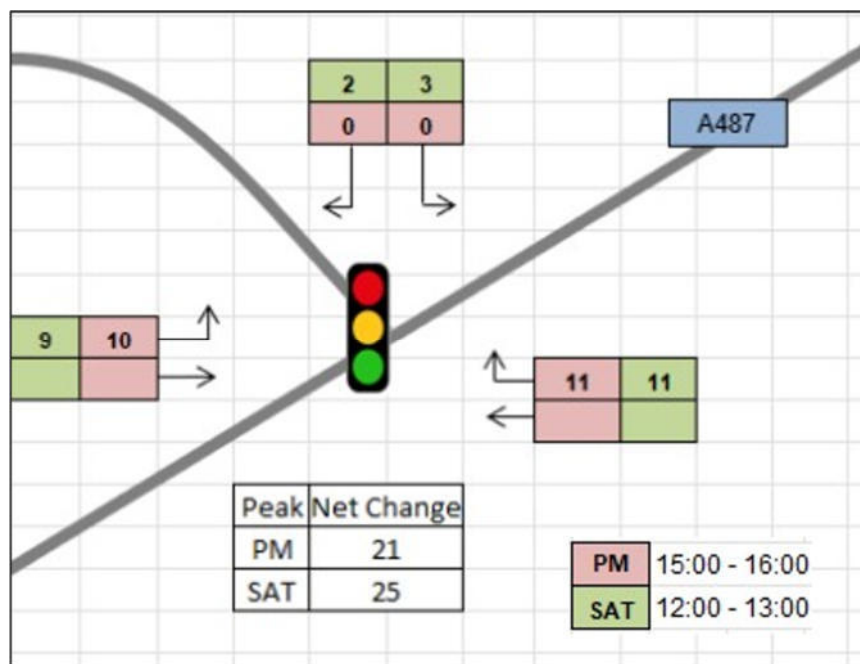
Movement from	WEEKDAY PM PEAK		Saturday Peak	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Base 2027 + Lidl				
Site Access Left	0.1	0.1	0.15	0.2
Site Access Right	0.19	0.2	0.28	0.4
Aberystwyth Road Ahead and Right	0.13	0.3	0.19	0.5
Base 2032 + Lidl				
Site Access Left	0.1	0.1	0.15	0.2
Site Access Right	0.19	0.2	0.28	0.4
Aberystwyth Road Ahead and Right	0.13	0.3	0.19	0.5

- 12.6 The above results demonstrate that the priority junction between Aberystwyth Road and the site access will operate well within capacity in the future assessment years of 2027 and 2032 when the Lidl development is fully operational. A maximum queue of 0.5 PCUs is predicted on the Aberystwyth Road ahead and right turn into the site in the Saturday peak.

Aberystwyth Road / A487 Traffic Signals

- 12.7 **Figure 12.1** below shows the net change in junction inflow at the A487 / Aberystwyth Road traffic signals as a result of the change of use on the site, taking into account the peak hour trips currently generated from the B&M unit.

Figure 12.1 – Net Impact at A487 / Aberystwyth Road Traffic Signals



- 12.8 As can be seen from the above figure, the proposals will result in an overall increase in the total junction inflow during the weekday PM and Saturday peak hours of 21 and 25 vehicles respectively. Both of these figures are below the net increase threshold of 30 two-way vehicle trips per hour that would trigger the requirement for detailed modelling. As a result, no detailed modelling has been undertaken at this junction given the developments proposals are considered to be de minimis.

Summary

- 12.9 In summary, the above assessments have been undertaken on an extremely robust basis given that the trip rates used for the foodstore are all from recent, new-format Lidl store developments and that all of the trips generated by the food store have been assessed as being new to the 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

- 13.1 This Transport Assessment has been prepared on behalf of Lidl Great Britain Limited and it provides Lidl GB's vision-led approach to the redevelopment of the site at land off Aberystwyth Road, Cardigan with regard to accessibility, sustainability and the safe and efficient movement of all users within the study area. It reviews the transport and highway impacts related to the proposed development, at the site access and within the local adopted highway network.
- 13.2 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 approximately 1,347sqm and a gross internal area (GIA) of 1,976sqm.
- 13.3 Following the review of the accessibility options by different modes of transport, it is considered that the site has good levels of accessibility. Access to the site on foot and by cycle is of a good standard, there are bus stops nearby providing access to a range of local destinations. Moreover, the site is also well connected to the adjacent highway network allowing it to maximise the custom it attracts from existing pass-by traffic.
- 13.4 Servicing for the new food store will conform to the typical Lidl model, with an on-site dedicated servicing bay at the northern end of the store accessed from the main vehicular access. The store will be serviced up to two times a day on average (three at Christmas and Easter) by a maximum legal articulated HGV. Swept path analysis drawings provided demonstrate that a 16.5m articulated HGV can safely enter and exit the car park in forward gear and prove that the store can be serviced while fully operational.
- 13.5 A total of 100 car parking spaces will be provided across the site. Of these, seven 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. Two will be EV charging bays. The level of car parking has been found to be sufficient to meet the operational needs of Lidl throughout the year and is in line with current car parking standards. EVC bay usage will be monitored through a Car Park Management Plan condition.
- 13.6 The proposed means of access into the application site has been tested using Junctions 11 and the results have confirmed that it provides more than adequate levels of service for the forecast turning movements in and out of Lidl at peak times for both the store and the local highway network.

Conclusion

- 13.7 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. 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. We therefore consider there to be no highways-related reasons which could preclude the granting of planning permission.

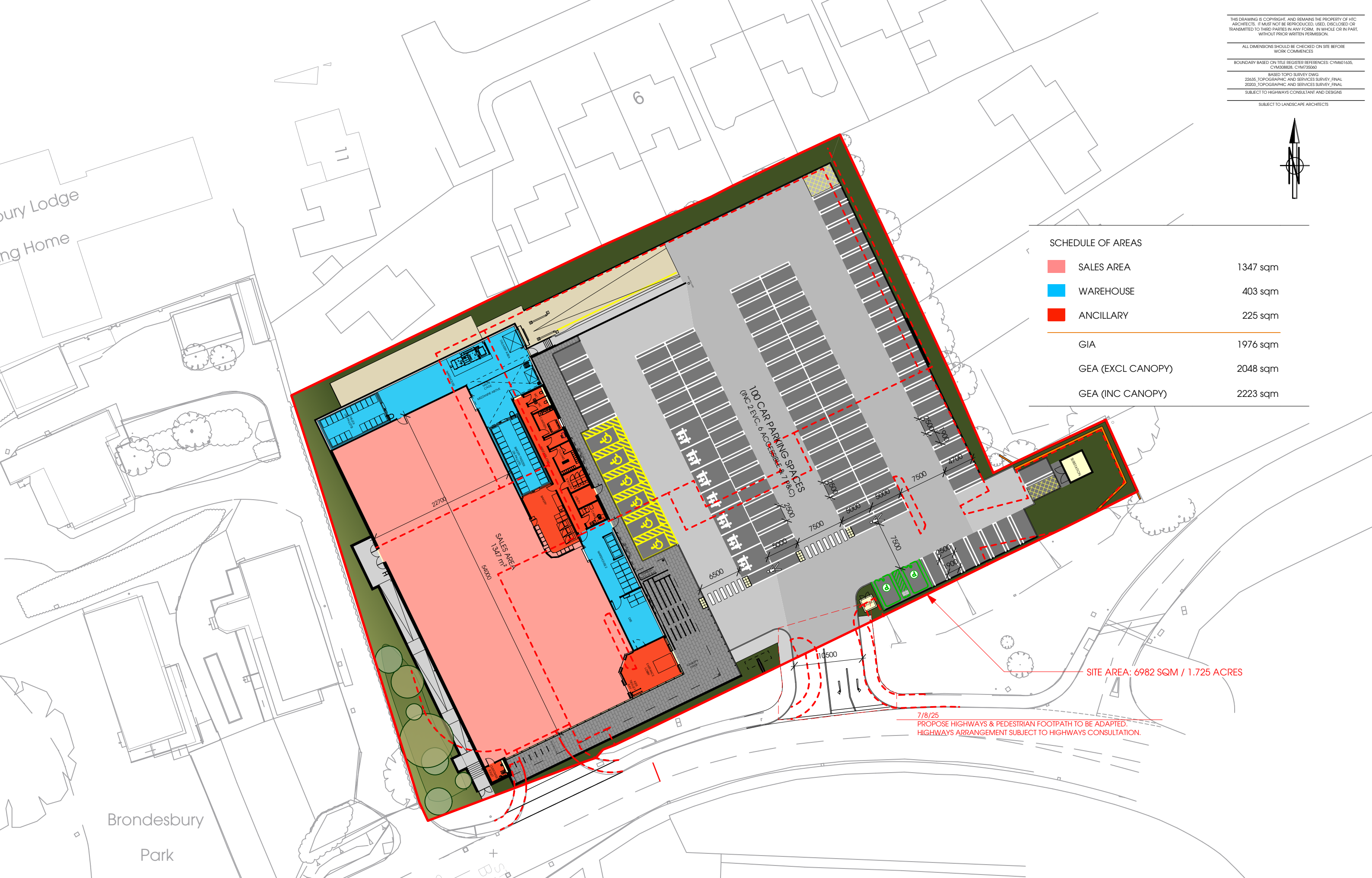


APPENDIX 1



SCHEDULE OF AREAS

SALES AREA	1347 sqm
WAREHOUSE	403 sqm
ANCILLARY	225 sqm
<hr/>	
GIA	1976 sqm
GEA (EXCL CANOPY)	2048 sqm
GEA (INC CANOPY)	2223 sqm



SITE AREA: 6982 SQM / 1.725 ACRES

7/8/25
PROPOSE HIGHWAYS & PEDESTRIAN FOOTPATH TO BE ADAPTED.
HIGHWAYS ARRANGEMENT SUBJECT TO HIGHWAYS CONSULTATION.



SCALE BAR 1:500

CAR PARK MODIFIED AS PER SCREENSHOT SENT VIA EMAIL ON 07.11.25. HGV TRACKING		
F 10/11/2025 REMOVED.	NG	
E 16/10/2025 Tracking added	KA	
D 01/10/2025 Added areas to the drawing	BMS	
C 30/09/2025 Red line adjusted following clients comments	BMS	
Proposed site plan updated. Spec trolley bay added and parking amended. Elevations updated to match.		
B 02/09/2025	KA	
Rev	Date	Description

htcarchitects

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client
Lidl GB Ltd.

project
Aberystwyth Road,
Cardigan

drawing title
Proposed Setting Out Site
Plan

date	August 2025
status	Planning
scale	1:500 @ A3
drawn	KA
checked	BMS
job no.	2806
dwg no.	P412
rev.	F



APPENDIX 2

Cardigan, Wales ATC

Report Id 55025
Site Name Site 1 of 1
Description 84546 Aberystwyth Road, 45m east of Heol Helyg
Direction Eastbound

Monday 13 October 2025

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation			
		00-15	15-30	30-45	45-00					2 Axle Rigid	3 Axle Rigid	4 Axle Rigid	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				MPH 65 <140mph		
0000-0100	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.0	23.0	0.0
0100-0200	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	20.5	3.5	
0200-0300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.0	-	-	
0300-0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.0	-	-	
0400-0500	15	1	2	1	11	0	0	13	0	0	0	0	0	0	1	2	5	3	3	1	0	0	0	0	0	0	0	0	0	0	0	32.7	25.7	6.8	
0500-0600	18	6	3	8	3	0	0	14	0	0	0	0	0	0	0	0	3	7	6	5	1	0	0	0	0	0	0	0	0	0	0	33.7	25.5	7.9	
0600-0700	49	3	7	13	26	0	0	43	0	0	0	0	0	0	0	0	5	18	19	5	2	0	0	0	0	0	0	0	0	0	0	31.0	26.1	4.8	
0700-0800	127	20	15	37	55	0	0	107	0	20	0	0	0	0	3	20	59	29	14	2	0	0	0	0	0	0	0	0	0	0	0	29.5	24.5	5.0	
0800-0900	229	48	59	72	50	0	0	209	0	23	0	0	0	0	8	62	98	45	11	2	0	0	0	0	0	0	0	0	0	0	0	27.8	22.7	4.9	
0900-1000	239	65	52	59	63	0	0	220	3	14	0	2	0	0	0	0	60	111	56	5	0	0	0	0	0	0	0	0	0	0	0	27.3	22.9	4.2	
1000-1100	337	93	76	91	87	0	0	311	4	20	0	1	0	0	2	26	114	114	53	37	5	0	0	0	0	0	0	0	0	0	0	25.6	21.1	4.3	
1100-1200	369	73	97	95	104	1	0	341	3	20	1	2	0	0	0	25	165	161	33	1	0	0	0	0	0	0	0	0	0	0	0	24.6	20.4	4.0	
1200-1300	376	87	126	79	84	2	0	350	2	18	1	2	0	0	6	37	172	124	34	2	1	0	0	0	0	0	0	0	0	0	0	24.6	20.0	4.4	
1300-1400	332	93	78	71	78	0	0	306	3	18	1	2	0	0	0	21	141	116	29	2	0	0	0	0	0	0	0	0	0	0	0	25.5	20.9	4.5	
1400-1500	409	92	101	117	99	1	4	367	6	24	2	2	1	1	0	5	60	178	137	27	2	0	0	0	0	0	0	0	0	0	0	24.0	19.6	4.3	
1500-1600	411	123	107	96	85	1	1	382	1	21	2	1	0	2	0	0	42	163	156	42	2	0	0	0	0	0	0	0	0	0	0	24.9	20.3	4.4	
1600-1700	466	119	119	106	112	1	1	428	1	22	0	1	0	2	0	0	72	203	144	25	2	0	0	0	0	0	0	0	0	0	0	23.7	19.2	4.4	
1700-1800	398	102	98	67	72	1	2	318	1	15	2	1	0	0	0	1	38	115	143	40	2	0	0	0	0	0	0	0	0	0	0	25.3	20.8	4.4	
1800-1900	225	84	54	41	46	1	1	209	0	12	0	1	0	0	0	0	4	73	100	38	8	0	0	0	0	0	0	0	0	0	0	27.1	22.5	4.4	
1900-2000	154	38	46	34	36	0	3	142	0	9	0	0	0	0	0	0	4	41	78	26	4	2	0	0	0	0	0	0	0	0	0	26.9	22.6	4.2	
2000-2100	105	37	27	20	21	0	0	103	0	2	0	0	0	0	0	0	5	25	43	25	7	0	0	0	0	0	0	0	0	0	0	28.2	23.2	4.8	
2100-2200	82	33	21	13	15	0	2	78	0	2	0	0	0	0	0	0	1	17	34	20	7	1	0	0	0	0	0	0	0	0	0	30.1	24.5	5.4	
2200-2300	28	8	9	3	8	0	1	27	0	0	0	0	0	0	0	0	0	3	11	10	3	1	0	0	0	0	0	0	0	0	0	30.8	25.9	4.8	
2300-0000	15	5	2	3	3	0	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.2	32.7	4.4	
0700-1900	3849	999	994	921	935	8	12	3544	24	227	9	12	2	9	0	2	1460	1482	453	56	9	0	0	0	0	0	0	0	0	0	0	2	24.9	20.8	4.6
0800-2200	4238	1110	1085	1061	1033	8	17	3910	24	246	9	12	2	9	0	2	0	353	1554	1655	543	79	14	1	0	0	0	0	0	0	0	0	25.9	21.1	4.7
0800-0000	4282	1123	1109	1006	1044	8	20	3950	24	246	9	12	2	9	0	2	0	353	1557	1667	556	89	19	1	0	0	0	0	0	0	0	0	26.1	21.1	4.7
0000-0000	4321	1126	1120	1012	1063	8	20	3982	24	251	9	12	2	9	1	3	0	41	354	1565	1681	563	93	23	1	0	0	0	0	0	0	0	26.1	21.2	4.8

Tuesday 14 October 2025

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme							4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic						MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000-0100	5	1	2	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	1	0	0	0	0	40.8	34.0	6.5	
0100-0200	3	0	1	1	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	27.7	24.7	2.9	
0200-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0300-0400	2	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	34.2	30.5	3.5	
0400-0500	7	0	2	1	4	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	1	0	40.5	28.7	11.3	
0500-0600	14	0	2	4	8	0	0	10	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	5	3	2	0	0	1	0	34.5	26.2	8.0	
0600-0700	58	2	18	15	23	0	0	48	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	6	16	20	13	3	0	0	0	0	0	0	32.7	27.2	5.3
0700-0800	140	24	21	40	55	0	1	119	1	16	2	0	0	0	0	0	0	0	0	0	0	0	5	33	54	34	10	3	1	0	0	0	0	0	29.5	23.9	5.5
0800-0900	251	59	67	82	43	1	1	221	1	26	0	0	0	0	0	0	0	0	0	0	0	1	15	52	112	58	12	1	0	0	0	0	0	0	28.0	23.0	4.9
0900-1000	241	50	58	67	66	1	1	217	1	18	1	0	0	0	2	0	0	0	0	0	0	1	21	88	77	45	8	0	1	0	0	0	0	0	26.9	21.6	5.2
1000-1100	286	64	74	80	68	1	0	252	2	14	2	0	0	4	0	0	0	0	0	0	0	3	19	116	110	35	3	0	0	0	0	0	0	0	25.4	20.9	4.3
1100-1200	329	67	88	91	83	1	0	303	1	19	3	1	0	0	0	0	0	0	0	0	0	1	3	20	140	125	40	1	0	0	0	0	0				

[illegible]

Time	Hourly	00-15	15 Minute Bin Drops				Cycles	Motor	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation							
			15-30	30-45	45-60	2 Axle Rigid					3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0-10	MPH 10-15	MPH 15-20	MPH 20-25	MPH 25-30	MPH 30-35	MPH 35-40	MPH 40-45	MPH 45-50	MPH 50-55	MPH 55-60	MPH 60-65	MPH 65-70							
0000-0100	3	0	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	32.3	23.0	5.8		
0100-0200	1	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	33.0	23.0	5.8		
0200-0300	2	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	23.0	7.1		
0300-0400	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.0	23.0	7.1		
0400-0500	6	1	2	0	3	0	0	0	4	0	2	0	0	0	0	0	0	0	0	2	1	1	1	1	1	1	0	0	0	0	0	0	0	0	37.2	27.2	9.7	
0500-0600	16	1	2	4	9	0	0	0	13	0	2	0	0	0	0	0	0	0	0	2	2	3	5	1	2	0	0	0	0	0	0	0	0	0	32.4	26.1	8.0	
0600-0700	9	19	8	2	46	1	0	0	57	19	2	0	0	0	0	0	0	0	0	2	7	3	25	6	3	32	9	28	2	0	0	0	0	0	32.9	26.2	8.4	
0700-0800	143	24	24	40	55	0	0	0	1	120	0	21	1	0	0	0	0	0	0	1	3	37	52	32	14	2	2	2	0	0	0	0	0	0	30.0	24.0	5.8	
0800-0900	306	53	17	23	24	0	0	0	237	71	17	0	0	0	0	0	0	0	0	123	123	123	123	11	11	0	0	0	0	0	0	0	0	0	27.3	22.6	4.6	
0900-1000	225	62	53	54	56	0	0	0	200	2	20	0	1	0	0	0	0	0	0	11	68	81	51	12	1	1	0	0	0	0	0	0	0	0	0	28.1	22.8	5.1
1000-1100	300	60	78	85	77	1	1	0	271	3	23	1	0	0	0	0	0	0	0	4	16	118	124	34	4	0	0	0	0	0	0	0	0	0	0	25.4	21.0	4.3
1100-1200	75	13	120	69	75	0	0	0	306	69	75	0	0	0	0	0	0	0	0	22	132	123	38	3	0	0	0	0	0	0	0	0	0	0	0	24.6	20.4	4.1
1200-1300	368	94	94	92	88	0	2	338	3	2	25	1	0	0	0	0	0	0	1	28	169	137	30															

Friday 17 October 2025

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme				4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation	
		00-15	15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	5 Axle Rigid						MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				MPH 65 <70mph
0000-0100	7	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.9	29.4	6.3
0100-0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0200-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0300-0400	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	32.7	29.7	2.9	
0400-0500	8	4	0	2	0	0	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	3	2	1	1	0	0	0	0	0	34.7	25.5	8.9	
0500-0600	19	4	5	6	6	0	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	13	10	2	3	0	0	0	0	0	36.3	23.8	5.3	
0600-0700	47	4	6	12	25	0	0	41	1	5	0	0	0	0	0	0	0	0	0	0	0	8	20	9	7	3	0	0	0	0	31.5	25.6	5.7	
0700-0800	143	23	34	44	42	0	0	123	1	19	0	0	0	0	0	0	0	0	0	0	6	31	57	31	16	0	2	0	0	0	29.8	24.0	5.6	
0800-0900	239	51	64	73	51	0	0	215	0	23	1	0	0	0	0	0	0	0	0	0	11	62	105	60	11	0	0	0	0	0	26.2	23.4	4.6	
0900-1000	260	68	53	69	70	0	0	241	0	19	0	0	0	0	0	0	0	0	0	0	13	82	119	42	3	1	0	0	0	0	26.3	21.9	4.2	
1000-1100	340	82	77	83	82	0	1	315	1	20	1	1	0	0	0	0	0	0	0	6	27	96	177	26	8	0	0	0	0	0	25.8	21.1	4.5	
1100-1200	388	91	89	102	106	0	1	357	4	24	1	1	0	0	0	0	0	0	0	1	15	143	178	45	6	0	0	0	0	0	25.6	21.5	4.0	
1200-1300	380	94	98	103	85	0	2	353	3	21	0	1	0	0	0	0	0	0	3	22	154	157	38	6	0	0	0	0	0	0	25.3	20.9	4.2	
1300-1400	344	85	77	80	93	0	3	313	4	20	0	2	0	1	0	0	0	0	0	19	132	152	38	3	0	0	0	0	0	0	25.2	21.2	3.9	
1400-1500	433	103	102	105	123	2	2	393	4	26	0	0	0	0	2	0	14	49	150	178	39	3	0	0	0	0	0	0	0	0	25.1	20.2	4.7	
1500-1600	475	134	111	116	114	0	1	440	4	29	0	0	0	0	0	1	0	12	87	202	141	29	4	0	0	0	0	0	0	0	23.9	19.1	4.6	
1600-1700	441	122	112	100	107	0	1	406	4	27	0	1	0	0	1	0	0	0	7	48	155	188	42	1	0	0	0	0	0	0	25.0	20.4	4.4	
1700-1800	404	112	119	86	87	0	1	381	3	17	1	0	0	1	0	0	0	0	3	22	161	167	48	3	0	0	0	0	0	0	25.3	21.0	4.1	
1800-1900	254	69	65	65	55	0	1	236	1	12	2	1	0	0	0	0	0	0	5	66	128	46	8	1	0	0	0	0	0	0	27.1	22.8	4.1	
1900-2000	163	43	39	38	43	0	0	156	0	6	0	0	1	0	0	0	0	0	0	0	5	84	35	9	0	0	0	0	0	0	27.7	23.6	4.0	
2000-2100	139	46	27	38	28	0	1	132	0	6	0	0	0	0	0	0	0	0	1	33	65	28	10	1	1	0	0	0	0	0	28.7	23.7	4.8	
2100-2200	116	22	28	28	38	0	1	112	0	2	1	0	0	0	0	0	0	0	0	1	30	50	27	7	1	0	0	0	0	0	28.3	23.5	4.6	
2200-2300	54	23	17	11	3	0	0	52	0	2	0	0	0	0	0	0	0	0	0	0	6	19	20	8	1	0	0	0	0	0	30.9	26.1	4.7	
2300-0000	28	8	6	8	6	0	0	27	0	1	0	0	0	0	0	0	0	0	0	1	4	5	9	6	3	0	0	0	0	0	34.2	27.3	6.6	
0700-1900	4101	1038	1007	1025	1031	2	13	3773	29	257	8	7	0	2	4	6	0	0	46	318	1429	1747	484	72	2	2	1	0	0	0	25.8	21.1	4.5	
0800-2200	4566	1153	1167	1141	1165	2	15	4214	30	276	9	7	1	2	4	6	0	0	46	320	1535	1966	583	105	7	3	1	0	0	0	26.2	21.4	4.6	
0900-0000	4648	1184	1130	1160	1174	2	15	4293	30	279	9	7	1	2	4	6	0	0	46	321	1546	1990	612	119	11	3	1	0	0	0	0	26.3	21.5	4.7
0000-0000	4685	1193	1137	1167	1188	2	15	4322	30	284	10	7	1	2	5	7	0	0	46	322	1551	2005	617	127	12	4	1	0	0	0	0	26.4	21.5	4.7

Saturday 18 October 2025

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme					4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation	
		00-15	15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	4 Axle Artic	5 Axle Artic						6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph
0000-0100	11	7	3	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	31.2	5.1	
0100-0200	3	1	1	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	28.0	5.0	
0200-0300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.0	-	-	
0300-0400	4	1	2	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	28.0	4.1	
0400-0500	5	0	1	1	3	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.2	33.0	13.7	
0500-0600	7	1	1	2	3	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	23.0	11.9	
0600-0700	21	2	2	8	9	0	0	17	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	23.0	6.1	
0700-0800	69	15	16	19	19	0	0	58	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	25.4	5.9	
0800-0900	182	43	50	42	47	0	0	164	1	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	23.9	5.8	
0900-1000	227	39	57	64	67	0	0	207	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	22.8	4.3	
1000-1100	361	79	96	83	103	2	1	339	3	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	21.2	4.3	
1100-1200	426	90	127	96	113	1	1	399	3	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	20.0	4.3	
1200-1300	473	124	106	136	107	1	6	443	2	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	18.4	4.8	
1300-1400	422	107	102	103	110	0	1	396	2	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	20.3	4.2	
1400-1500	458	129	98	110	121	0	0	440	2	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	19.7	4.2	
1500-1600	396	110	79	111	96	0	2	373	3	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	21.2	3.9	
1600-1700	425	91	106	111	106	1	1	395	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.0	20.8	4.0	
1700-1800	347	106	72	89	80	1	1	326	1	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	21.4	4.3	
1800-1900	185	51	53	45	36	0	0	178	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	23.5	4.0	
1900-2000	146	32	33	30	31	0	0	140	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	24.2	4.9	
2000-2100	100	34	29	13	24	0	0	96	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	24.6	4.0	
2100-2200	83	30	18	17	16	0	0	68	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	25.1	4.9	
2200-2300	53	20	15	15	3	0	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	24.0	5.0	
2300-0000	24	6	10	4	4	0	0	20	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	27.0	7.4	
0700-0800	990	307	362	362	372	5	4	372	18	182	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	30.4	4.8	
0800-0900	4321	1168	1843	1978	1992	5	15	4053	18	214	11	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	21.1	4.8
0900-0000	4398	1134	1986	1987	1998	5	15	4126	18	217	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	21.2	4.8
0000-0000	1444	4153	1192	1817	1922	12	42	4152	18	197	12	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	21.2	4.8

Sunday 19 October 2025

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme					4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-00						3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic						6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph			
0000-0100	25	4	10	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	7	4	5	1	0	0	0	0	0	32.7	26.6	5.9
0100-0200	19	7	5	4	3	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	3	4	5	1	0	0	0	0	0	38.4	30.1	8.0
0200-0300	24	9	2	7	3	0	0	24	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	7	6	5	1	0	0	0	0	0	37.2	30.7	6.3
0300-0400	12	11	0	0	1	0	0	11	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	3	3	3	1	0	0	0	0	0	38.7	32.2	6.3
0400-0500	4	0	0	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	26.8	24.3	2.5
0500-0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	3	0	0	0	0	0	0	24.3	21.8	2.5
0600-0700	13	1	1	4	7	0	0	12	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	7	1	1	0	0	0	0	0	32.1	27.6	4.3
0700-0800	24	3	3	10	8	0	0	20	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	1	11	8	2	1	0	0	0	0	0	30.8	25.5	5.1
0800-0900	39	6	5	16	12	0	0	39	6	5	37	0	0	0	0	0	0	0	0	0	0	0	0	8	14	10	4	0	0	0	0	0	0	31.7	6.5	6.5
0900-1000	120	17	24	41	38	0	0	111	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	1	21	63	31	4	0	0	0	0	0	27.6	23.7	3.8
1000-1100	249	67	52	62	68	0	0	240	2	4	1	0	0	0	0	0	0	0	0	0	0	0	5	70	70	112	51	11	0	0	0	0	0	27.3	22.9	4.3
1100-1200	387	104	95	93	95	0	0	376	2	9	0	0	0	0	0	0	0	0	0	0	0	0	4	36	156	145	41	5	0	0	0	0	0	25.2	20.6	4.4
1200-1300	400	101	88	105	106	0	0	385	1	12	2	0	0	0	0	0	0	0	0	0	0	0	4	31	159	174	25	7	0	0	0	0	0	24.9	20.6	4.2
1300-1400	383	108	99	94	82	0	0	369	3	9	0	0	0	0	0	0	0	0	0	0	0	0	12	27	140	163	40	1	0	0	0	0	0	25.2	20.5	4.5
1400-1500	349	93	74	93	89	0	1	326	2	18	0	0	1	0	0	0	0	0	0	0	0	0	10	113	154	98	3	0	0	0	0	0	0	26.3	22.1	4.0
1500-1600	307	98	94	60	55	0	2	289	0	15	1	0	0	0	0	0	0	0	0	0	0	0	6	66	150	74	11	0	0	0	0	0	0	27.6	23.3	4.1
1600-1700	177	57	45	37	38	0	0	168	0	6	0	0	0	0	0	1	0	0	0	0	0	0	0	1	24	39	29	7	4	1	0	0	0	28.7	23.8	4.7
1700-1800	105	32	25	27	21	0	1	94	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	1	24	39	29	7	4	1	0	0	0	30.3	24.6	5.5
1800-1900	98	29	26	24	19	0	0	91	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	3	17	32	34	12	0	0	0	0	0	30.0	24.8	5.0
1900-2000	64	21	14	16	13	0	0	60	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	24	19	6	5	0	1	0	0	32.7	26.2	6.3
2000-2100	36	5	11	12	8	0	2	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	12	14	5	2	0	0	0	0	0	31.9	26.8	5.0
2100-2200	35	15	10	6	4	0	1	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	14	7	5	1	4	0	0	0	35.3	27.6	7.4
2200-2300	12	6	3	2	1	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	1	1	0	0	0	34.6	28.0	6.4
2300-0000	10	5	2	1	2	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	2	0	0	0	0	0	0	37.4	30.0	7.1
0700-1900	2638	715	630	662	631	0	6	2306	11	102	5	3	0	0	0	3	2	0	0	0	0	0	20	123	821	1137	449	76	8	4	0	0	0	26.9	22.1	4.7
0600-2200	2786	757	666	700	663	0	9	2646	11	106	5	3	0	0	0	4	2	0	0	0	0	0	20	124	836	1191	496	83	17	8	1	0	0	27.4	22.6	4.9
0600-0600	268	768	621	703	666	0	10	2666	11	107	5	3	0	0	0	4	2	0	0	0	0	0	20	124	837	1192	496	85	19	8	1	0	0	27.5	22.5	4.8
0600-0600	2896	799	693	723	681	0	10	2750	11	110	5	3	0	0	0	5	2	0	0	0	0	0	20	125	844	1220	527	112	34	13	1	0	0	27.9	22.8	5.1

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme					4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation		
		00-15	15-30	30-45	45-00						3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic						6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				MPH 65 <70mph	
0000-0100	9	3	3	2	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	1	0	0	0	0	-	-	-			
0100-0200	4	1	1	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	-	-	-			
0200-0300	4	1	1	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	-	-	-		
0300-0400	3	2	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	-	-	-		
0400-0500	7	0	1	1	5	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	-	-	-	
0500-0600	13	1	3	3	6	0	0	10	0	2	0	0	0	0	1	0	0	0	0	0	0	1	2	5	2	2	1	0	0	0	0	0	0	0	31.9	24.7	7	
0600-0700	39	3	7	11	18	0	0	34	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	5	15	11	6	2	0	0	0	0	0	0	31.6	25.9	5.5	
0700-0800	114	18	21	34	41	0	0	97	0	16	0	0	0	0	0	0	0	0	0	0	0	0	3	24	46	28	10	2	1	0	0	0	0	0	30	24.4	5.4	
0800-0900	211	46	59	63	63	0	0	167	1	20	1	0	0	0	0	0	0	0	0	0	0	1	9	51	89	47	11	1	1	0	0	0	0	0	0	28.7	23.3	5.2
0900-1000	51	218	51	50	57	0	0	198	1	17	0	0	0	0	1	0	0	0	0	0	0	0	10	67	91	44	6	0	0	0	0	0	0	0	0	27.1	22.4	4.5
1000-1100	315	75	76	80	84	1	0	291	3	18	1	1	0	0	0	0	0	0	0	0	0	3	20	108	143	37	6	0	0	0	0	0	0	0	0	25.8	21.4	4.3
1100-1200	364	81	95	92	96	1	1	339	2	18	1	1	0	0	0	0	0	0	0	0	0	4	28	150	143	36	3	0	0	0	0	0	0	0	0	24.9	20.6	4.2
1200-1300	389	96	103	101	89	1	2	362	2	20	1	0	0	0	0	0	0	0	0	0	0	0	43	168	137	28	4	0	0	0	0	0	0	0	0	24.4	19.9	4.3
1300-1400	359	93	99	91	82	1	2	334	0	20	20	0	0	0	0	0	0	0	0	0	0	3	29	137	143	37	4	0	0	0	0	0	0	0	0	25.1	20.7	4.3
1400-1500	402	101	99	100	102	1	2	372	3	21	1	1	0	0	0	0	0	0	0	0	0	6	40	161	156	37	4	0	0	0	0	0	0	0	0	24.9	20.4	4.3
1500-1600	413	118	104	98	93	0	2	386	3	20	1	0	0	0	1	0	0	0	0	0	0	5	41	158	166	38	0	0	0	0	0	0	0	0	0	25.1	20.7	4.2
1600-1700	381	103	102	98	92	0	0	353	1	10	0	0	0	0	0	0	0	0	0	0	0	37	146	154	43	4	0	0	0	0	0	0	0	0	0	25.5	21	4.4
1700-1800	335	100	90	90	76	0	0	311	2	17	1	0	0	0	0	0	0	0	0	0	0	2	23	112	108	35	5	0	0	0	0	0	0	0	0	26.3	21.7	4.5
1800-1900	222	69	65	54	52	0	0	208	0	12	0	0	0	0	0	0	0	0	0	0	0	6	59	106	45	9	0	0	0	0	0	0	0	0	27.5	21.5	4.4	
1900-2000	161	53	40	36	32	0	1	152	0	7	0	0	0	0	0	0	0	0	0	0	0	3	39	71	39	7	2	0	0	0	0	0	0	0	0	28.6	23.7	4.7
2000-2100	105	37	25	23	20	0	1	100	0	4	0	0	0	0	0	0	0	0	0	0	0	2	19	46	28	9	1	0	0	0	0	0	0	0	29.4	24.5	4.7	
2100-2200	82	26	20	18	18	0	0	77	0	3	0	0	0	0	0	0	0	0	0	0	0	1	20	33	25	7	0	0	0	0	0	0	0	0	30.6	25.1	5.3	
2200-2300	39	15	11	9	4	0	0	38	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	16	11	4	1	0	0	0	0	0	0	31.1	25.6	5.3	
2300-0000	17	6	4	4	4	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	5	4	1	0	0	0	0	0	0	35.4	29	6.2	
0700-1800	3736	953	841	841	841	4	14	3449	8	3	4	220	8	3	4	0	0	0	0	0	0	37	959	1348	1522	462	79	0	0	0	0	0	0	0	26.3	21.6	4.5	
0600-2200	4123	1072	1033	1020	988	4	17	3812	21	239	8	3	0	0	4	1	1	0	0	0	0	39	296	1426	1687	563	99	13	3	0	0	0	0	0	0	27.2	22.4	4.6
0600-1900	4123	1093	1044	1034	1006	4	18	3864	21	241	10	8	3	0	4	1	1	0	0	0	0	39	296	1426	1687	563	99	13	3	0	0	0	0	0	0	27.2	22.4	4.6
0600-0600	4219	1101	1057	1041	1020	4	18	3899	21	244	8	3	0	0	4	2	1	0	0	0	0	39	297	1438	1717	588	115	20	3	0	0	0	0	0	0	28.1	22.1	4.8

Cardigan, Wales ATC

Report Id 55025
Site Name Site 1 of 1
Description 84546 Aberystwyth Road, 45m east of Heol Helyg
Direction Westbound

Monday 13 October 2025

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation	
		00-15	15-30	30-45	45-00					2 Axle Rigid	3 Axle Rigid	4 Axle Rigid	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				MPH 65 <140mph
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 0200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.0	-	-
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300 - 0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.0	-	-
0400 - 0500	4	1	1	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	21.8	11.1	
0500 - 0600	3	0	2	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	19.7	2.9	
0600 - 0700	19	2	2	8	7	0	0	16	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	24.1	7.7	
0700 - 0800	104	10	23	26	45	0	1	86	0	10	2	0	1	1	1	1	0	0	4	4	35	44	14	2	0	0	0	0	0	0	26.9	21.4	5.3
0800 - 0900	324	53	82	80	109	0	0	304	53	82	80	1	0	0	0	0	0	0	3	29	151	109	28	4	0	0	0	0	0	0	24.6	20.2	4.3
0900 - 1000	288	72	84	69	63	0	0	268	1	17	1	1	0	0	0	0	0	0	5	33	119	103	25	2	1	0	0	0	0	0	24.8	20.1	4.6
1000 - 1100	317	71	70	87	89	0	0	297	1	15	2	0	0	0	0	0	0	0	9	25	154	97	19	3	0	0	0	0	0	0	24.0	19.4	4.4
1100 - 1200	365	84	98	86	97	2	0	329	3	26	0	3	1	1	0	0	0	0	9	52	174	106	24	0	0	0	0	0	0	0	23.6	19.2	4.3
1200 - 1300	302	87	48	79	89	1	0	283	0	16	0	2	0	0	0	0	0	0	10	40	156	79	17	0	0	0	0	0	0	0	23.3	18.9	4.3
1300 - 1400	290	74	79	64	76	0	2	273	2	11	0	1	0	0	0	0	0	0	4	49	135	85	16	2	0	0	0	0	0	0	23.5	19.2	4.3
1400 - 1500	321	74	79	68	100	0	2	295	1	17	1	3	0	0	0	2	0	0	3	67	154	80	16	1	0	0	0	0	0	0	23.0	18.7	4.2
1500 - 1600	375	101	85	96	93	0	1	343	2	23	4	2	0	0	0	0	0	0	12	84	148	107	20	1	0	0	0	0	0	0	24.3	18.8	5.3
1600 - 1700	322	65	87	92	78	1	1	297	62	87	92	1	0	0	0	0	0	0	20	96	137	63	5	1	0	0	0	0	0	0	21.7	17.1	4.5
1700 - 1800	331	97	75	77	82	2	3	302	1	21	2	0	0	0	0	0	0	0	13	90	137	73	16	1	1	0	0	0	0	0	22.9	17.9	4.8
1800 - 1900	235	72	67	50	46	0	0	219	1	13	1	1	0	0	0	0	0	0	1	11	117	87	16	3	0	0	0	0	0	0	24.4	20.4	3.8
1900 - 2000	150	39	41	34	36	1	1	141	0	5	0	1	0	1	0	0	0	0	1	14	43	63	27	2	0	0	0	0	0	0	26.4	21.6	4.7
2000 - 2100	75	24	21	13	17	0	1	70	0	4	0	0	0	0	0	0	0	0	2	6	26	24	15	2	0	0	0	0	0	0	26.8	21.3	5.3
2100 - 2200	60	16	17	14	13	0	1	57	0	2	0	0	0	0	0	0	0	0	0	3	20	19	13	5	0	0	0	0	0	0	28.2	22.8	5.2
2200 - 2300	28	8	8	7	5	0	2	24	0	2	0	0	0	0	0	0	0	0	0	0	1	10	8	6	2	0	0	0	0	0	31.7	23.7	7.7
2300 - 0000	13	3	1	5	4	0	1	12	3	0	0	0	0	0	0	0	0	0	0	0	2	3	7	1	0	0	0	0	0	0	30.2	25.7	4.4
0700 - 1900	3574	860	874	873	967	6	10	3299	16	202	14	17	2	3	3	2	16	137	989	1617	1033	216	20	2	2	0	0	0	0	0	23.9	19.1	4.6
0800 - 2200	3678	941	955	942	1040	7	13	3383	16	215	14	18	2	4	3	3	0	0	96	613	1712	1144	276	30	2	1	4	0	0	0	24.2	19.3	4.7
0800 - 0000	3819	952	964	954	1049	7	16	3619	16	217	14	18	2	4	3	3	0	0	96	614	1724	1155	289	33	2	1	4	0	0	0	24.3	19.4	4.8
0000 - 0000	3928	954	968	954	1052	7	16	3625	16	218	14	19	2	4	4	3	0	0	97	614	1727	1158	290	34	2	1	4	0	0	0	24.3	19.4	4.8

Tuesday 14 October 2025

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation		
		00-15	15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph
0000 - 0100	5	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	28.0	5.0	
0100 - 0200	5	3	1	0	0	1	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	24.0	4.2	
0200 - 0300	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.0	23.0	0.0	
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400 - 0500	4	0	1	2	1	0	0	3	0	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	34.2	23.0	10.8	
0500 - 0600	7	1	3	3	0	0	1	4	0	1	1	0	0	0	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	30.2	25.1	4.9	
0600 - 0700	32	4	13	6	9	0	0	28	0	3	1	0	0	0	0	0	0	0	1	3	11	11	4	1	1	1	0	0	0	0	32.5	26.3	6.0	
0700 - 0800	107	9	22	35	41	0	0	94	0	9	1	0	0	1	0	1	0	0	10	33	42	19	3	0	0	0	0	0	0	0	0	26.6	21.7	4.8
0800 - 0900	78	387	74	93	78	4	0	323	0	24	4	0	1	1	0	2	0	3	33	117	156	44	4	0	0	0	0	0	0	0	0	25.6	21.0	4.4
0900 - 1000	304	84	69	70	81	1	0	279	1	20	0	0	1	2	0	0	0	3	36	135	110	17	3	0	0	0	0	0	0	0	0	24.2	19.8	4.2
1000 - 1100	299	58	70	82	89	3	0	257	1	23	0	3	0	1	0	0	0	3	63	126	77	25	1	1	0	0	0	0	0	0	0	24.0	19.1	4.8
1100 - 1200	304	78	79	68	79	1	1	284	1	13	3	1	0	0	0	0	0	3	39	140	91	24	2	1	0	0	0	0	0	0	0	26.7	20.2	6.2
1200 - 1300	306	85	73	73	75	1	0	280	3	19	1	1	0	1	0	0	0	8	86	135	61	11	5	0	0	0	0	0	0	0	0	22.8	17.9	4.7
1300 - 1400	290	80	77	74	96	0	4	290	5	14	2	1	0	0	0	1	0	7	52	131	91	9	0	0	0	0	0	0	0	0	0	23.1	18.7	4.2
1400 - 1500	317	70	77	74	96	0	4	290	5	14	2	1	0	0	0	1	0	1	45	167	83	18	2	1	0	0	0	0	0	0	0	23.6	19.3	4.1
1500 - 1600	332	79	94	81	78	0	1	307	1	20	2	1	0	0	0	0	0	6	37	159	113	15	2	0	0	0	0	0	0	0	0	23.7	19.5	4.1
1600 - 1700	362	94	85	78	93	0	0	312	2	78	3	0	0	0	0	0	0	1	23	168	112	22	3	0	0	0	0	0	0	0	0	24.1	19.4	4.6
1700 - 1800	371	106	88	87	91	0	1	351	2	18	0	0	0	0	0	0	0	5	39	130	165	32	0	0	0	0	0	0	0	0	0	25.0	20.5	4.1
1800 - 1900	321	55	66	44	56	0	0	206	1	13	0	0	0	0	0	0	0	2	15	88	89	22	5	0	0	0	0	0	0	0	0	25.5	20.4	4.4
1900 - 2000	131	37	44	17	23	0	0	126	0	4	1	0	0	0	0	0	0	1	6	51	43	16	2	0	0	0	0	0	0	0	0	25.7	20.0	4.5
2000 - 2100	89	28	24	17	30	0	0	81	0	7	0	0	0	0	0	0	0	1	5	30	40	12	1	0	0	0	0	0	0	0	0	25.8	21.4	4.3
2100 - 2200	5	11	9	18	14	0	0	46	0	9	0	0	0	0	0	0	0	1	15	21	10	1	0	0	0	0	0	0	0	0	0	26.8	21.5	4.5
2200 - 2300	35	16	7	4	8	0	0	34	0	1	0	0	0	0	0	0	0	0	0	2	12	14	6	1	0	0	0	0	0	0	0	26.6	21.9	4.6
2300 - 0000	1	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	0	0	22.8	20.0	2.7
3559 - 0000	3599	869	895	832	117	963	8	16	1256	20	216	17	10	3	6	8	4	6	168	407	1510	1190	2159	30	4	2	0	0	0	0	0	24.6	19.7	4.7
0000 - 0200	3862	956	999	881	1035	8	17	3537	20	234	20	10	3	6	0	0	0	6	1	60	517	1614	1315	308	38	4	2	0	0	0	0	24.8	19.9	4.7
0200 - 0400	3943	973	1048	966	1143	8	19	3573	20	237	20	10	3	6	0	0	0	6	1	519	1628	1331	314	39	4	2	0	0	0	0	0	24.8	19.9	4.7
0400 - 0600	3927	979	1005	958	1048	8	19	3591	20	242	21	10	3	6	0	0	0	61	519	1631	1343	320	43	4	2	0	0	0	0	0	0	24.9	19.9	4.8

Wednesday 15 October 2025

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme					4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
			15-30	30-45							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic																					
0000-0100	3	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	35.7	29.7	5.8	
0100-0200	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	28.0	28.0	-	
0200-0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	29.2	25.5	3.5	
0300-0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	29.1	21.3	7.5	
0400-0500	6	0	1	1	4	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	29.1	21.3	7.5	
0500-0600	1	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	34.2	10.8	23.0	
0600-0700	23	4	3	7	9	0	1	16	0	3	0	0	1	1	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	31.0	25.0	5.8	
0700-0800	111	12	22	31	46	0	1	92	0	16	1	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	27.3	22.4	4.8	
0800-0900	368	64	89	104	111	0	2	337	3	24	0	1	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	25.5	20.9	4.4	
0900-1000	294	80	73	70	71	2	1	259	1	27	2	0	1	1	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	24.2	19.8	4.3	
1000-1100	300	72	72	70	86	0	0	268	0	26	2	0	1	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	24.6	20.2	4.2	
1100-1200	335	79	90	71	95	1	2	308	1	19	2	1	0	1	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	24.2	19.4	4.6	
1200-1300	329	90	85	71	83	0	1	300	1	23	0	1	0	2	1	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	22.5	18.4	4.0	
1300-1400	299	67	78	75	79	2	0	268	2	25	1	1	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	23.1	18.7	4.2	
1400-1500	333	75	71	73	114	1	2	308	1	16	1	0	1	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	23.4	18.9	4.3	
1500-1600	305	63	66	89	87	0	3	290	0	10	2	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	24.0	19.6	4.2	
1600-1700	307	85	77	73	72	2	2	278	3	20	0	1	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	25.1	20.4	4.5	
1700-1800	314	82	77	81	74	0	2	287	3	20	0	1	1	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	24.2	19.7	4.3	
1800-1900	255	72	63	57	63	0	1	241	0	12	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	26.0	20.6	5.2	
1900-2000	153	44	41	39	29	0	2	143	1	7	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	25.6	20.9	4.5	
2000-2100	73	28	17	11	17	0	0	71	0	2	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	26.1	22.3	4.7	
2100-2200	51	17	10	12	12	0	0	50	0	1	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	26.0	21.8	4.1	
2200-2300	36	10	7	11	8	0	0	35	0	1	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	27.3	21.9	5.2	
2300-0000	9	1	3	4	1	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	35.8	26.9	8.2	
0700-1900	3550	841	863	865	981	8	17	3236	15	238	13	11	3	5	4	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	24.4	19.8	4.5	
0800-2200	3850	934	934	934	1048	8	20	3516	16	251	13	12	3	5	5	1	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	24.6	19.9	4.5	
0800-0000	3895	945	944	940	1057	8	20	3559	16	253	13	12	3	5	5	1	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	24.7	20.0	4.5	
0000-0000	3912	947	949	952	1064	8	20	3573	16	254	13	12	3	5	7	1	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<140mph	24.7	20.0	4.5	

Thursday 16 October 2025

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation
			15-30	30-45							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph			MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph						
0000-0100	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.0	-		
0100-0200	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.0	-			
0200-0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.0	-			
0300-0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0400-0500	7	0	2	1	4	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	3	1	0	0	0	0	37.8	27.3			
0500-0600	6	2	2	0	2	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	1	0	0	0	0	0	31.8	25.5			
0600-0700	20	1	2	7	10	0	0	17	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	12	5	2	1	0	0	0	0	0	0	25.6	21.0		
0700-0800	103	16	18	31	38	0	2	89	0	11	0	1	0	0	0	0	0	0	0	0	0	1	5	25	39	26	5	2	0	0	0	0	0	28.8	23.2		
0800-0900	322	56	89	87	90	0	2	295	2	21	1	1	0	0	0	0	0	0	0	0	0	0	32	112	128	43	6	1	0	0	0	0	0	25.9	21.2		
0900-1000	291	71	76	70	74	0	0	270	0	20	0	0	0	1	0	0	0	0	0	0	0	1	20	114	122	34	0	0	0	0	0	0	0	25.0	20.9		
1000-1100	315	76	80	80	79	1	1	285	3	23	2	0	0	0	0	0	0	0	0	0	0	6	45	135	106	22	1	0	0	0	0	0	0	24.1	19.5		
1100-1200	320	56	75	101	88	0	0	296	2	19	2	1	0	0	0	0	0	0	0	0	0	11	53	152	90	12	1	0	1	0	0	0	0	23.4	18.7		
1200-1300	300	77	74	76	73	0	0	285	3	9	1	2	0	0	0	0	0	0	0	0	0	3	38	161	81	16	1	0	0	0	0	0	0	23.3	19.2		
1300-1400	343	86	88	81	82	0	0	313	3	12	0	0	0	0	0	0	0	0	0	0	0	45	156	110	40	1	0	0	0	0	0	0	0	23.6	19.4		
1400-1500	326	85	82	73	86	0	4	308	1	11	0	0	0	0	0	0	0	0	0	0	0	3	49	154	102	16	1	0	1	0	0	0	0	23.8	19.3		
1500-1600	347	88	72	83	104	0	0	318	2	24	0	0	0	0	0	0	0	0	0	0	0	13	60	146	108	19	1	0	0	0	0	0	0	23.7	18.9		
1600-1700	350	110	71	84	75	0	0	313	75	84	1	0	0	0	0	0	0	0	0	0	0	7	53	77	101	17	0	0	0	0	0	0	0	23.9	19.7		
1700-1800	396	114	81	103	98	0	1	363	1	27	1	3	0	0	0	0	0	0	0	0	0	6	57	194	110	28	1	0	0	0	0	0	0	23.7	19.3		
1800-1900	232	54	65	62	51	0	1	217	1	13	0	0	0	0	0	0	0	0	0	0	0	1	24	92	85	27	3	0	0	0	0	0	0	25.3	20.6		
1900-2000	145	20	43	40	40	0	0	131	1	4	0	0	0	0	0	0	0	0	0	0	0	7	40	59	40	17	0	0	0	0	0	0	0	25.9	21.3		
2000-2100	85	29	29	25	12	1	0	79	0	5	0	0	0	0	0	0	0	0	0	0	0	2	7	21	45	8	2	0	0	0	0	0	0	26.1	21.8		
2100-2200	62	16	11	14	11	0	0	33	1	1	0	0	0	0	0	0	0	0	0	0	0	1	24	26	10	0	0	0	0	0	0	0	0	26.0	19.9		
2200-2300	29	7	1	7	5	0	0	27	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	15	7	0	0	0	0	0	0	27.0	22.7		
2300-0000	5	2	1	1	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	31.3	27.0		
3608-0700	858	883	883	823	944	2	2	4	3330	823	7	14	8	0	0	0	0	0	0	0	0	2	481	1602	1158	282	21	2	0	0	0	0	0	244.4	28.7		
0600-2200	3917	949	975	992	1001	3	14	3618	18	232	8	14	1	0	0	0	0	0	0	0	0	59	496	1714	1263	319	27	7	2	0	0	0	0	24.5	19.8		
0600-0000	3951	956	986	1000	1007	3	14	3649	18	239	8	14	1	0	0	0	0	0	0	0	0	59	496	1719	1310	328	28	7	2	0	0	0	0	24.5	19.8		
0000-0000	960	991	1002	1016	1014	2	9	3667	18	244	8	15	1	0	0	0	0	0	0	0	0	6	505	1724	1316	332	28	7	2	0	0	0	0	24.5	19.8		

Friday 17 October 2025

Time	Hourly Totals	00-15				15-30				30-45				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme					Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
		15 Minute Bin Drops				45-00				2 Axle Van Lorry								3 Axle Rigid							4 Axle Artic					5 Axle Artic					6 Axle Artic					MPH 0 <10mph					MPH 10 <15mph					MPH 15 <20mph					MPH 20 <25mph					MPH 25 <30mph					MPH 30 <35mph					MPH 35 <40mph					MPH 40 <45mph					MPH 45 <50mph					MPH 50 <55mph					MPH 55 <60mph					MPH 60 <65mph					MPH 65 <140mph																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							

Saturday 18 October 2025

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme					Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation				
		00-15	15-30	30-45	45-00					3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH															
																		0-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph				50-55mph	55-60mph	60-65mph	65-140mph
0000-0100	6	3	1	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	23.8	4.9	
0100-0200	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.0	-	
0200-0300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	33.0	-	
0300-0400	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	23.0	-	
0400-0500	5	1	0	0	4	1	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	3	1	0	0	0	0	0	0	32.7	27.0	5.5	
0500-0600	4	1	2	0	1	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	35.4	21.8	13.1	
0600-0700	11	1	2	5	3	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	1	7	3	0	0	0	0	0	0	27.0	23.9	3.0	
0700-0800	67	7	16	17	27	0	1	60	0	6	0	0	0	0	0	0	0	0	0	0	2	22	32	9	1	0	1	0	0	27.0	22.2	4.7	
0800-0900	158	27	34	40	57	0	0	145	2	11	0	0	0	0	0	0	0	0	0	0	1	2	54	58	37	6	0	0	0	27.4	22.6	4.6	
0900-1000	218	47	45	62	64	0	0	206	3	9	0	0	0	0	0	0	0	0	0	0	2	15	81	78	37	5	0	0	0	26.3	21.4	4.7	
1000-1100	344	66	90	89	99	1	0	323	3	16	0	0	1	0	0	0	0	0	0	0	3	44	162	109	26	0	0	0	0	23.9	19.6	4.1	
1100-1200	442	103	118	120	101	1	2	418	6	14	1	0	0	0	0	0	0	0	0	0	11	63	218	119	24	7	0	0	0	23.9	19.2	4.5	
1200-1300	408	97	114	104	83	0	3	387	1	14	3	0	0	0	0	0	0	0	0	0	4	50	214	129	10	1	0	0	0	23.0	19.2	3.7	
1300-1400	434	112	97	122	103	0	1	414	2	16	0	1	0	0	0	0	0	0	0	0	3	55	222	127	25	1	0	0	0	23.8	19.4	4.2	
1400-1500	345	84	92	81	88	0	1	326	3	13	0	2	0	0	0	0	0	0	0	0	1	39	144	129	28	3	1	0	0	24.7	20.3	4.3	
1500-1600	301	76	80	70	75	1	1	284	1	14	0	0	0	0	0	0	0	0	0	0	7	32	152	95	14	1	0	0	0	23.5	19.3	4.1	
1600-1700	300	67	86	64	83	1	0	283	1	12	3	0	0	0	0	0	0	0	0	0	5	38	134	103	19	1	0	0	0	24.0	19.6	4.2	
1700-1800	250	70	69	66	45	0	1	237	1	11	0	0	0	0	0	0	0	0	0	0	1	32	128	69	19	1	0	0	0	23.8	19.5	4.1	
1800-1900	185	96	49	63	45	1	0	177	0	0	0	0	0	0	0	0	0	0	0	0	3	16	73	72	17	4	0	0	0	25.3	20.8	4.8	
1900-2000	180	122	32	31	51	0	5	117	0	5	8	0	0	0	0	0	0	0	0	0	0	6	46	45	19	2	0	0	0	26.0	21.2	4.7	
2000-2100	85	19	24	25	17	0	0	84	0	1	0	0	0	0	0	0	0	0	0	0	5	26	37	13	2	1	1	0	0	27.7	22.6	5.2	
2100-2200	42	10	14	11	7	0	0	41	1	1	1	0	0	0	0	0	0	0	0	0	1	15	15	8	8	0	0	0	0	27.7	21.6	4.9	
2200-2300	46	13	13	7	13	0	0	41	0	4	0	1	0	0	0	0	0	0	0	0	2	18	11	1	1	1	0	0	0	26.8	21.8	4.9	
2300-0000	13	3	5	4	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	1	8	3	1	0	0	0	0	0	28.4	24.5	3.8	
0000-0100	812	180	178	180	160	10	340	140	7	340	140	23	140	140	23	140	140	23	140	140	23	160	1120	265	31	2	1	0	0	24.4	24.8	4.8	
0100-0200	3712	874	938	935	945	5	10	3512	23	151	7	3	1	0	0	0	0	0	0	0	43	402	1692	1224	388	38	2	2	1	0	24.6	20.0	4.4
0200-0300	3771	890	976	946	949	5	10	3563	23	158	7	4	1	0	0	0	0	0	0	0	43	404	1711	1226	317	40	3	2	1	0	24.6	20.0	4.4
0300-0400	3768	891	976	946	949	5	10	3577	23	158	8	8	0	0	0	0	0	0	0	0	43	404	1713	1226	317	40	3	2	1	0	24.7	20.1	4.3

[illegible][illegible]

Current Week (7.00)																																				
Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme										Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation						
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van	2 Axle Van Long	3 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <=10mph	MPH 10 <=15mph	MPH 15 <=20mph	MPH 20 <=25mph	MPH 25 <=30mph	MPH 30 <=35mph	MPH 35 <=40mph	MPH 40 <=45mph	MPH 45 <=50mph	MPH 50 <=55mph	MPH 55 <=60mph	MPH 60 <=65mph	MPH 65 <=70mph						
Mon	3928	954	968	954	1052	7	16	3625	16	218	14	19	2	4	4	3	0	97	614	1727	1158	290	34	2	1	4	0	0	0	0	24.3	19.4	4.8			
Tue	3927	919	1005	885	1048	8	19	3591	20	242	21	10	3	6	0	1	0	61	519	1631	1343	320	43	4	2	0	0	0	0	0	24.3	19.9	4.8			
Wed	3912	947	949	982	1094	12	24	3578	16	254	13	12	1	0	0	0	0	68	574	1362	1362	42	6	2	0	0	0	0	0	0	24.7	20.0	4.7			
Thu	3967	960	991	1022	1014	3	15	3660	18	244	9	14	1	0	0	0	3	60	498	1721	1315	331	32	8	0	0	0	0	0	0	24.6	19.9	4.5			
Fri	4138	1000	1056	1015	1063	7	23	3812	10	237	17	20	1	3	4	2	0	32	477	1795	1395	368	60	5	4	0	0	0	0	0	24.9	20.2	4.5			
Sat	3966	984	986	984	1066	1	0	3787	14	260	14	19	0	0	0	8	4	119	1256	1025	1025	40	5	3	0	0	0	0	0	0	24.7	20.1	4.5			
Sun	4126	997	619	619	1025	585	1	5	3917	10	81	9	10	0	0	2	1	16	195	1037	828	296	40	9	2	3	0	0	0	0	25.7	20.8	4.7			

Cardigan
Classified Junction Count

Site 1 of 4
B&M Access
B4548 Aberystwyth Road (East)
B4546 Aberystwyth Road (West)

Lat/Long
lat 52.089914° lon -4.646127°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.1: Left from B&M Access to B4548 Aberystwyth Road (East)								Original Data	
	PICYCLE	MICYCLE	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	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	1	0	1	0	0	0	2	2.00
0830 - 0845	0	0	1	0	1	1	0	0	3	3.50
0845 - 0900	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	6	0	3	1	0	0	10	10.50
Hourly Average	0.00	0.00	1.50	0.00	0.75	0.25	0.00	0.00	2.50	2.63
0900 - 0915	0	0	1	0	1	0	0	0	2	2.00
0915 - 0930	0	0	6	0	0	0	0	0	6	6.00
0930 - 0945	0	0	4	0	0	0	0	0	4	4.00
0945 - 1000	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	0	24	0	2	0	0	0	26	26.00
Hourly Average	0.00	0.00	6.00	0.00	0.50	0.00	0.00	0.00	6.50	6.50
Session Total	0	0	30	0	5	1	0	0	36	36.50
Session Average	0.00	0.00	2.50	0.00	0.42	0.08	0.00	0.00	3.00	3.04

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 1.1: Left from B&M Access to B4548 Aberystwyth Road (East)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	8	0	3	0	0	0	11	11.00
1515 - 1530	0	0	13	0	1	0	0	0	14	14.00
1530 - 1545	0	0	8	0	0	0	0	0	8	8.00
1545 - 1600	0	0	9	0	2	0	0	0	11	11.00
Hourly Total	0	0	38	0	6	0	0	0	44	44.00
Hourly Average	0.00	0.00	9.50	0.00	1.50	0.00	0.00	0.00	11.00	11.00
1600 - 1615	0	0	4	0	0	0	0	0	4	4.00
1615 - 1630	0	0	10	0	2	0	0	0	12	12.00
1630 - 1645	0	0	3	0	3	0	0	0	6	6.00
1645 - 1700	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	27	0	5	0	0	0	32	32.00
Hourly Average	0.00	0.00	6.75	0.00	1.25	0.00	0.00	0.00	8.00	8.00
1700 - 1715	0	0	7	0	0	0	0	0	7	7.00
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	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	28	0	1	0	0	0	29	29.00
Hourly Average	0.00	0.00	7.00	0.00	0.25	0.00	0.00	0.00	7.25	7.25
1800 - 1815	0	0	7	0	0	0	0	0	7	7.00
1815 - 1830	0	0	4	0	0	0	0	0	4	4.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	17	0	0	0	0	0	17	17.00
Hourly Average	0.00	0.00	4.25	0.00	0.00	0.00	0.00	0.00	4.25	4.25
Session Total	0	0	110	0	12	0	0	0	122	122.00
Session Average	0.00	0.00	6.88	0.00	0.75	0.00	0.00	0.00	7.63	7.63

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 1.1: Left from B&M Access to B4548 Aberystwyth Road (East)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	7	0	2	0	0	0	9	9.00
1115 - 1130	0	0	10	0	0	0	0	0	10	10.00
1130 - 1145	0	0	19	0	1	0	0	0	20	20.00
1145 - 1200	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	0	0	47	0	4	0	0	0	51	51.00
Hourly Average	0.00	0.00	11.75	0.00	1.00	0.00	0.00	0.00	12.75	12.75
1200 - 1215	0	0	13	0	1	0	0	0	14	14.00
1215 - 1230	0	0	12	0	4	0	0	0	16	16.00
1230 - 1245	0	1	8	0	2	0	0	0	11	10.40
1245 - 1300	0	0	17	0	4	0	0	0	21	21.00
Hourly Total	0	1	50	0	11	0	0	0	62	61.40
Hourly Average	0.00	0.25	12.50	0.00	2.75	0.00	0.00	0.00	15.50	15.35
1300 - 1315	0	0	22	0	0	0	0	0	22	22.00
1315 - 1330	0	0	15	0	1	0	0	0	16	16.00
1330 - 1345	0	0	16	0	0	0	0	0	16	16.00
1345 - 1400	0	0	10	2	0	0	0	0	12	12.00
Hourly Total	0	0	63	2	1	0	0	0	66	66.00
Hourly Average	0.00	0.00	15.75	0.50	0.25	0.00	0.00	0.00	16.50	16.50
Session Total	0	1	160	2	16	0	0	0	179	178.40
Session Average	0.00	0.08	13.33	0.17	1.33	0.00	0.00	0.00	14.92	14.87

Cardigan
Classified Junction Count

Site 1 of 4
B&M Access
B4548 Aberystwyth Road (East)
B4548 Aberystwyth Road (West)

Lat/Long
lat 52.089914° lon -4.646127°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.2: Right from B&M Access to B4548 Aberystwyth Road (West)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	1	0	0	0	1	1.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
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
0800 - 0815	0	0	1	0	1	0	0	0	2	2.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	3	0	0	0	0	0	3	3.00
0845 - 0900	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	4	0	2	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.00	0.00	0.50	0.00	0.00	0.00	1.50	1.50
0900 - 0915	0	0	5	0	0	0	0	0	5	5.00
0915 - 0930	0	0	5	0	0	0	0	1	6	7.00
0930 - 0945	0	0	4	0	0	0	0	0	4	4.00
0945 - 1000	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	18	0	0	0	0	1	19	20.00
Hourly Average	0.00	0.00	4.50	0.00	0.00	0.00	0.00	0.25	4.75	5.00
Session Total	0	0	24	0	3	0	0	1	28	29.00
Session Average	0.00	0.00	2.00	0.00	0.25	0.00	0.00	0.08	2.33	2.42

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 1.2: Right from B&M Access to B4548 Aberystwyth Road (West)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	6	0	0	0	0	0	6	6.00
1515 - 1530	0	0	3	0	2	0	0	0	5	5.00
1530 - 1545	0	0	11	0	0	0	0	0	11	11.00
1545 - 1600	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	22	0	2	0	0	0	24	24.00
Hourly Average	0.00	0.00	5.50	0.00	0.50	0.00	0.00	0.00	6.00	6.00
1600 - 1615	0	0	6	0	0	0	0	0	6	6.00
1615 - 1630	0	0	1	0	1	0	0	0	2	2.00
1630 - 1645	0	0	4	0	0	0	0	0	4	4.00
1645 - 1700	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	0	19	0	2	0	0	0	21	21.00
Hourly Average	0.00	0.00	4.75	0.00	0.50	0.00	0.00	0.00	5.25	5.25
1700 - 1715	0	0	4	1	0	0	0	0	5	5.00
1715 - 1730	0	0	7	0	0	0	0	0	7	7.00
1730 - 1745	0	0	6	0	0	0	0	0	6	6.00
1745 - 1800	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	0	26	1	0	0	0	0	27	27.00
Hourly Average	0.00	0.00	6.50	0.25	0.00	0.00	0.00	0.00	6.75	6.75
1800 - 1815	0	0	6	0	0	0	0	0	6	6.00
1815 - 1830	0	0	4	0	1	0	0	0	5	5.00
1830 - 1845	0	0	3	1	0	0	0	0	4	4.00
1845 - 1900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	17	1	1	0	0	0	19	19.00
Hourly Average	0.00	0.00	4.25	0.25	0.25	0.00	0.00	0.00	4.75	4.75
Session Total	0	0	84	2	5	0	0	0	91	91.00
Session Average	0.00	0.00	5.25	0.13	0.31	0.00	0.00	0.00	5.69	5.69

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 1.2: Right from B&M Access to B4548 Aberystwyth Road (West)								Original Data	
	PICYCLE	MICYCLE	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	13	0	1	0	0	0	14	14.00
1130 - 1145	0	0	9	0	1	0	0	0	10	10.00
1145 - 1200	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	0	38	0	3	0	0	0	41	41.00
Hourly Average	0.00	0.00	9.50	0.00	0.75	0.00	0.00	0.00	10.25	10.25
1200 - 1215	0	1	2	0	1	0	0	0	11	10.40
1215 - 1230	0	0	10	0	1	0	0	0	11	11.00
1230 - 1245	0	1	9	0	0	0	0	0	10	9.40
1245 - 1300	0	0	11	0	2	0	0	0	13	13.00
Hourly Total	0	2	39	0	4	0	0	0	45	43.80
Hourly Average	0.00	0.50	9.75	0.00	1.00	0.00	0.00	0.00	11.25	10.95
1300 - 1315	0	0	14	0	0	0	0	0	14	14.00
1315 - 1330	0	0	7	0	1	0	0	0	8	8.00
1330 - 1345	0	0	19	0	2	0	0	0	21	21.00
1345 - 1400	0	0	15	0	2	0	0	0	17	17.00
Hourly Total	0	0	55	0	5	0	0	0	60	60.00
Hourly Average	0.00	0.00	13.75	0.00	1.25	0.00	0.00	0.00	15.00	15.00
Session Total	0	2	132	0	12	0	0	0	146	144.80
Session Average	0.00	0.17	11.00	0.00	1.00	0.00	0.00	0.00	12.17	12.07

Cardigan
Classified Junction Count

Site 1 of 4
B&M Access
B4548 Aberystwyth Road (East)
B4546 Aberystwyth Road (West)

Lat/Long
lat 52.089914° lon -4.646127°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.3: Westbound from B4548 Aberystwyth Road (East) to B4546 Aberystwyth Road (West)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	9	0	4	0	0	0	13	13.00
0715 - 0730	0	0	18	0	3	0	0	0	21	21.00
0730 - 0745	0	0	26	2	10	0	0	5	43	48.00
0745 - 0800	0	0	31	0	15	2	0	1	49	51.00
Hourly Total	0	0	84	2	32	2	0	6	126	133.00
Hourly Average	0.00	0.00	21.00	0.50	8.00	0.50	0.00	1.50	31.50	33.25
0800 - 0815	0	0	49	0	5	0	0	1	55	56.00
0815 - 0830	0	1	78	0	7	1	1	0	88	89.20
0830 - 0845	0	1	80	0	8	2	0	1	92	93.40
0845 - 0900	0	1	96	1	8	0	0	2	108	109.40
Hourly Total	0	3	303	1	28	3	1	4	343	348.00
Hourly Average	0.00	0.75	75.75	0.25	7.00	0.75	0.25	1.00	85.75	87.00
0900 - 0915	0	0	70	2	8	0	0	0	80	80.00
0915 - 0930	0	0	73	0	9	0	1	1	84	86.30
0930 - 0945	0	0	70	0	8	2	0	1	81	83.00
0945 - 1000	0	0	72	0	6	0	0	1	79	80.00
Hourly Total	0	0	285	2	31	2	1	3	324	329.30
Hourly Average	0.00	0.00	71.25	0.50	7.75	0.50	0.25	0.75	81.00	82.33
Session Total	0	3	672	5	91	7	2	13	793	810.30
Session Average	0.00	0.25	56.00	0.42	7.58	0.58	0.17	1.08	66.08	67.53

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 1.3: Westbound from B4548 Aberystwyth Road (East) to B4546 Aberystwyth Road (West)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	65	0	7	0	0	4	76	80.00
1515 - 1530	0	0	67	2	13	0	0	0	82	82.00
1530 - 1545	0	0	71	0	10	0	0	0	81	81.00
1545 - 1600	0	1	80	3	9	0	0	2	95	96.40
Hourly Total	0	1	283	5	39	0	0	6	334	339.40
Hourly Average	0.00	0.25	70.75	1.25	9.75	0.00	0.00	1.50	83.50	84.85
1600 - 1615	0	0	66	1	10	0	0	1	78	79.00
1615 - 1630	0	0	53	0	12	0	0	3	68	71.00
1630 - 1645	0	0	52	1	8	1	0	1	63	64.50
1645 - 1700	0	0	71	0	18	0	0	0	89	89.00
Hourly Total	0	0	242	2	48	1	0	5	298	303.50
Hourly Average	0.00	0.00	60.50	0.50	12.00	0.25	0.00	1.25	74.50	75.88
1700 - 1715	1	1	81	0	14	0	1	1	99	99.90
1715 - 1730	0	0	60	0	8	0	0	0	68	68.00
1730 - 1745	0	1	73	2	8	0	0	1	85	85.40
1745 - 1800	0	0	65	1	9	0	0	1	76	77.00
Hourly Total	1	2	279	3	39	0	1	3	328	330.30
Hourly Average	0.25	0.50	69.75	0.75	9.75	0.00	0.25	0.75	82.00	82.58
1800 - 1815	0	0	37	0	4	0	0	1	42	43.00
1815 - 1830	0	0	45	0	4	0	0	1	50	51.30
1830 - 1845	0	0	44	0	4	0	0	2	50	52.00
1845 - 1900	0	0	28	0	4	0	1	0	33	34.30
Hourly Total	0	0	154	0	16	0	2	3	175	180.60
Hourly Average	0.00	0.00	38.50	0.00	4.00	0.00	0.50	0.75	43.75	45.15
Session Total	1	3	958	10	142	1	3	17	1135	1153.80
Session Average	0.06	0.19	59.88	0.63	8.88	0.06	0.19	1.06	70.94	72.11

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 1.3: Westbound from B4548 Aberystwyth Road (East) to B4546 Aberystwyth Road (West)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	79	2	3	0	0	1	85	86.00
1115 - 1130	0	1	78	1	5	0	0	1	86	86.40
1130 - 1145	0	2	85	0	6	1	0	0	94	93.30
1145 - 1200	0	1	79	1	3	0	0	0	84	83.40
Hourly Total	0	4	321	4	17	1	0	2	349	349.10
Hourly Average	0.00	1.00	80.25	1.00	4.25	0.25	0.00	0.50	87.25	87.28
1200 - 1215	0	1	98	0	9	0	0	2	110	111.40
1215 - 1230	0	2	94	0	6	0	1	0	103	103.10
1230 - 1245	0	0	83	1	5	0	0	0	89	89.00
1245 - 1300	0	1	85	0	6	0	0	1	93	93.40
Hourly Total	0	4	360	1	26	0	1	3	395	396.90
Hourly Average	0.00	1.00	90.00	0.25	6.50	0.00	0.25	0.75	98.75	99.23
1300 - 1315	0	0	62	1	13	0	0	2	78	80.00
1315 - 1330	0	1	70	0	2	0	1	2	76	78.70
1330 - 1345	0	0	78	0	10	0	0	0	88	88.00
1345 - 1400	0	0	85	0	5	0	0	1	91	92.00
Hourly Total	0.00	0.25	73.75	0.25	7.50	0.00	0.25	1.25	83.25	84.68
Session Total	0	9	976	6	73	1	2	10	1077	1084.70
Session Average	0.00	0.75	81.33	0.50	6.08	0.08	0.17	0.83	89.75	90.39

Cardigan
Classified Junction Count

Site 1 of 4
B&M Access
B4548 Aberystwyth Road (East)
B4546 Aberystwyth Road (West)

Lat/Long
lat 52.089914° lon -4.646127°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.4: Right from B4548 Aberystwyth Road (East) to B&M Access								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	1	0	0	0	1	1.00
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	1	0	0	0	0	0	1	1.00
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
0800 - 0815	0	0	0	0	1	0	0	0	1	1.00
0815 - 0830	0	0	0	0	1	0	0	0	1	1.00
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	7	0	3	0	0	0	10	10.00
Hourly Average	0.00	0.00	1.75	0.00	0.75	0.00	0.00	0.00	2.50	2.50
0900 - 0915	0	0	5	0	1	0	0	0	6	6.00
0915 - 0930	0	0	3	0	0	0	0	0	3	3.00
0930 - 0945	0	0	4	0	0	0	0	0	4	4.00
0945 - 1000	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	19	0	1	0	0	0	20	20.00
Hourly Average	0.00	0.00	4.75	0.00	0.25	0.00	0.00	0.00	5.00	5.00
Session Total	0	0	27	0	5	0	0	0	32	32.00
Session Average	0.00	0.00	2.25	0.00	0.42	0.00	0.00	0.00	2.67	2.67

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 1.4: Right from B4548 Aberystwyth Road (East) to B&M Access								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	4	0	2	0	0	0	6	6.00
1515 - 1530	0	0	3	0	1	0	0	0	4	4.00
1530 - 1545	0	0	8	0	0	0	0	0	8	8.00
1545 - 1600	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	20	0	3	0	0	0	23	23.00
Hourly Average	0.00	0.00	5.00	0.00	0.75	0.00	0.00	0.00	5.75	5.75
1600 - 1615	0	0	4	0	2	0	0	0	6	6.00
1615 - 1630	0	0	4	0	0	0	0	0	4	4.00
1630 - 1645	0	0	4	0	1	0	0	0	5	5.00
1645 - 1700	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	19	0	3	0	0	0	22	22.00
Hourly Average	0.00	0.00	4.75	0.00	0.75	0.00	0.00	0.00	5.50	5.50
1700 - 1715	0	0	6	0	0	0	0	0	6	6.00
1715 - 1730	0	0	3	0	0	0	0	0	3	3.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	12	0	0	0	0	0	12	12.00
Hourly Average	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	3.00	3.00
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	5	0	0	0	0	0	5	5.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	11	0	0	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.75	0.00	0.00	0.00	0.00	0.00	2.75	2.75
Session Total	0	0	62	0	6	0	0	0	68	68.00
Session Average	0.00	0.00	3.88	0.00	0.38	0.00	0.00	0.00	4.25	4.25

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 1.4: Right from B4548 Aberystwyth Road (East) to B&M Access								Original Data	
	PICYCLE	MICYCLE	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	0	9	0	1	0	0	0	10	10.00
1130 - 1145	0	0	9	0	0	0	0	0	9	9.00
1145 - 1200	0	0	10	0	4	0	0	0	14	14.00
Hourly Total	0	0	38	0	5	0	0	0	43	43.00
Hourly Average	0.00	0.00	9.50	0.00	1.25	0.00	0.00	0.00	10.75	10.75
1200 - 1215	0	0	9	0	0	0	0	0	9	9.00
1215 - 1230	0	0	9	0	1	0	0	0	10	10.00
1230 - 1245	0	1	8	0	1	0	0	0	10	9.40
1245 - 1300	0	0	10	0	2	0	0	0	12	12.00
Hourly Total	0	1	36	0	4	0	0	0	41	40.40
Hourly Average	0.00	0.25	9.00	0.00	1.00	0.00	0.00	0.00	10.25	10.10
1300 - 1315	0	0	6	0	2	0	0	0	8	8.00
1315 - 1330	0	0	10	0	1	0	0	0	11	11.00
1330 - 1345	0	0	8	0	0	0	0	0	8	8.00
1345 - 1400	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	28	0	3	0	0	0	31	31.00
Hourly Average	0.00	0.00	7.00	0.00	0.75	0.00	0.00	0.00	7.75	7.75
Session Total	0	1	102	0	12	0	0	0	115	114.40
Session Average	0.00	0.08	8.50	0.00	1.00	0.00	0.00	0.00	9.58	9.53

Cardigan
Classified Junction Count

Site 1 of 4
B&M Access
B4548 Aberystwyth Road (East)
B4548 Aberystwyth Road (West)

Lat/Long
lat 52.089914° lon -4.646127°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.5: Left from B4548 Aberystwyth Road (West) to B&M Access								Original Data	
	PICYCLE	MICYCLE	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	0	0	1	1.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	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
0800 - 0815	0	0	2	0	1	0	0	0	3	3.00
0815 - 0830	0	0	0	0	1	0	0	1	2	3.00
0830 - 0845	0	0	5	0	0	1	0	0	6	6.50
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	7	0	2	1	0	1	11	12.50
Hourly Average	0.00	0.00	1.75	0.00	0.50	0.25	0.00	0.25	2.75	3.13
0900 - 0915	0	0	9	0	0	0	0	0	9	9.00
0915 - 0930	0	0	7	0	0	0	0	0	7	7.00
0930 - 0945	0	0	9	0	1	0	0	0	10	10.00
0945 - 1000	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	35	0	1	0	0	0	36	36.00
Hourly Average	0.00	0.00	8.75	0.00	0.25	0.00	0.00	0.00	9.00	9.00
Session Total	0	0	45	0	3	1	0	1	50	51.50
Session Average	0.00	0.00	3.75	0.00	0.25	0.08	0.00	0.08	4.17	4.29

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 1.5: Left from B4548 Aberystwyth Road (West) to B&M Access								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	11	0	0	0	0	0	11	11.00
1515 - 1530	0	0	17	0	1	0	0	0	18	18.00
1530 - 1545	0	0	4	0	1	0	0	0	5	5.00
1545 - 1600	0	0	4	0	2	0	0	0	6	6.00
Hourly Total	0	0	36	0	4	0	0	0	40	40.00
Hourly Average	0.00	0.00	9.00	0.00	1.00	0.00	0.00	0.00	10.00	10.00
1600 - 1615	0	0	4	0	3	0	0	0	7	7.00
1615 - 1630	0	0	8	0	0	0	0	0	8	8.00
1630 - 1645	0	1	8	0	0	0	0	0	9	8.40
1645 - 1700	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	1	27	0	3	0	0	0	31	30.40
Hourly Average	0.00	0.25	6.75	0.00	0.75	0.00	0.00	0.00	7.75	7.60
1700 - 1715	0	0	13	0	0	0	0	0	13	13.00
1715 - 1730	0	0	9	0	0	0	0	0	9	9.00
1730 - 1745	0	0	5	1	0	0	0	0	6	6.00
1745 - 1800	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	0	36	1	0	0	0	0	37	37.00
Hourly Average	0.00	0.00	9.00	0.25	0.00	0.00	0.00	0.00	9.25	9.25
1800 - 1815	0	0	10	0	0	0	0	0	10	10.00
1815 - 1830	0	0	3	0	1	0	0	0	4	4.00
1830 - 1845	0	0	6	0	0	0	0	0	6	6.00
1845 - 1900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	23	0	1	0	0	0	24	24.00
Hourly Average	0.00	0.00	5.75	0.00	0.25	0.00	0.00	0.00	6.00	6.00
Session Total	0	1	122	1	8	0	0	0	132	131.40
Session Average	0.00	0.06	7.63	0.06	0.50	0.00	0.00	0.00	8.25	8.21

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 1.5: Left from B4548 Aberystwyth Road (West) to B&M Access								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	12	0	0	0	0	0	12	12.00
1115 - 1130	0	0	14	0	1	0	0	0	15	15.00
1130 - 1145	0	0	12	0	1	0	0	0	13	13.00
1145 - 1200	0	1	18	0	1	0	0	0	20	19.40
Hourly Total	0	1	56	0	3	0	0	0	60	59.40
Hourly Average	0.00	0.25	14.00	0.00	0.75	0.00	0.00	0.00	15.00	14.85
1200 - 1215	0	0	17	0	2	0	0	0	19	19.00
1215 - 1230	0	1	9	0	2	0	0	0	12	11.40
1230 - 1245	0	0	17	0	2	0	0	0	19	19.00
1245 - 1300	0	0	22	2	1	0	0	0	25	25.00
Hourly Total	0	1	65	2	7	0	0	0	75	74.40
Hourly Average	0.00	0.25	16.25	0.50	1.75	0.00	0.00	0.00	18.75	18.60
1300 - 1315	0	0	23	0	0	0	0	0	23	23.00
1315 - 1330	0	0	22	0	0	0	0	0	22	22.00
1330 - 1345	0	0	15	0	1	0	0	0	16	16.00
1345 - 1400	0	0	23	0	1	0	0	0	24	24.00
Hourly Total	0	0	83	0	2	0	0	0	85	85.00
Hourly Average	0.00	0.00	20.75	0.00	0.50	0.00	0.00	0.00	21.25	21.25
Session Total	0	2	204	2	12	0	0	0	220	218.80
Session Average	0.00	0.17	17.00	0.17	1.00	0.00	0.00	0.00	18.33	18.23

Cardigan
Classified Junction Count

Site 1 of 4
B&M Access
B4548 Aberystwyth Road (East)
B4548 Aberystwyth Road (West)

Lat/Long
lat 52.089914° lon -4.646127°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.6: Eastbound from B4548 Aberystwyth Road (West) to B4548 Aberystwyth Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	9	0	9	0	0	0	18	18.00
0715 - 0730	0	0	21	0	6	0	0	0	27	27.00
0730 - 0745	0	0	27	0	17	0	0	0	44	44.00
0745 - 0800	0	0	29	1	14	1	0	2	47	49.50
Hourly Total	0	0	86	1	46	1	0	2	136	138.50
Hourly Average	0.00	0.00	21.50	0.25	11.50	0.25	0.00	0.50	34.00	34.63
0800 - 0815	0	1	38	0	5	0	3	1	48	52.30
0815 - 0830	0	0	40	0	13	1	0	1	55	56.50
0830 - 0845	0	0	45	0	12	0	0	2	59	61.00
0845 - 0900	0	0	34	0	8	0	0	2	44	46.00
Hourly Total	0	1	157	0	38	1	3	6	206	215.80
Hourly Average	0.00	0.25	39.25	0.00	9.50	0.25	0.75	1.50	51.50	53.95
0900 - 0915	0	0	43	0	10	0	0	0	53	53.00
0915 - 0930	0	0	52	0	7	0	0	1	60	61.00
0930 - 0945	0	0	53	1	6	0	0	1	61	62.00
0945 - 1000	0	0	47	0	10	0	0	1	58	59.00
Hourly Total	0	0	195	1	33	0	0	3	232	235.00
Hourly Average	0.00	0.00	48.75	0.25	8.25	0.00	0.00	0.75	58.00	58.75
Session Total	0	1	438	2	117	2	3	11	574	589.30
Session Average	0.00	0.08	36.50	0.17	9.75	0.17	0.25	0.92	47.83	49.11

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 1.6: Eastbound from B4548 Aberystwyth Road (West) to B4548 Aberystwyth Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	86	0	14	0	0	5	105	110.00
1515 - 1530	0	0	91	0	18	1	0	0	110	110.50
1530 - 1545	0	0	63	0	14	0	1	0	78	79.30
1545 - 1600	0	3	81	0	9	1	0	0	94	92.70
Hourly Total	0	3	321	0	55	2	1	5	387	392.50
Hourly Average	0.00	0.75	80.25	0.00	13.75	0.50	0.25	1.25	96.75	98.13
1600 - 1615	0	0	97	0	13	0	0	3	113	116.00
1615 - 1630	0	0	96	0	10	0	0	0	106	106.00
1630 - 1645	0	0	89	0	12	0	0	1	102	103.00
1645 - 1700	0	3	77	0	18	0	0	1	99	98.20
Hourly Total	0	3	359	0	53	0	0	5	420	423.20
Hourly Average	0.00	0.75	89.75	0.00	13.25	0.00	0.00	1.25	105.00	105.80
1700 - 1715	0	0	88	0	13	0	0	0	101	101.00
1715 - 1730	0	0	85	0	11	0	0	1	97	98.00
1730 - 1745	0	1	88	0	10	1	0	0	100	99.90
1745 - 1800	0	1	66	0	6	0	0	0	73	72.40
Hourly Total	0	2	327	0	40	1	0	1	371	371.30
Hourly Average	0.00	0.50	81.75	0.00	10.00	0.25	0.00	0.25	92.75	92.83
1800 - 1815	0	0	65	1	4	0	0	1	71	72.00
1815 - 1830	0	1	45	0	3	0	1	0	50	50.70
1830 - 1845	0	1	69	0	9	0	1	0	80	80.70
1845 - 1900	0	1	43	0	4	0	0	1	49	48.40
Hourly Total	0	3	222	1	20	0	2	2	250	252.80
Hourly Average	0.00	0.75	55.50	0.25	5.00	0.00	0.50	0.50	62.50	63.20
Session Total	0	11	1229	1	168	3	3	13	1428	1439.80
Session Average	0.00	0.69	76.81	0.06	10.50	0.19	0.19	0.81	89.25	89.99

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 1.6: Eastbound from B4548 Aberystwyth Road (West) to B4548 Aberystwyth Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	1	67	1	10	0	0	0	79	78.40
1115 - 1130	0	0	74	1	10	0	0	1	86	87.00
1130 - 1145	0	0	80	0	14	0	0	1	95	96.00
1145 - 1200	0	0	75	0	5	0	0	1	81	82.00
Hourly Total	0	1	296	2	39	0	0	3	341	343.40
Hourly Average	0.00	0.25	74.00	0.50	9.75	0.00	0.00	0.75	85.25	85.85
1200 - 1215	1	0	85	0	8	0	1	1	96	97.50
1215 - 1230	1	4	83	0	11	0	0	2	101	99.80
1230 - 1245	1	2	100	0	7	0	0	0	110	108.00
1245 - 1300	0	0	96	0	4	0	0	1	101	102.00
Hourly Total	3	6	364	0	30	0	1	4	408	407.30
Hourly Average	0.75	1.50	91.00	0.00	7.50	0.00	0.25	1.00	102.00	101.83
1300 - 1315	0	0	91	0	12	0	0	1	104	105.00
1315 - 1330	0	1	77	0	3	0	0	0	81	80.40
1330 - 1345	0	0	68	0	8	0	0	0	76	76.00
1345 - 1400	0	0	82	0	9	0	1	2	94	97.30
Hourly Total	0	1	318	0	32	0	1	3	355	358.70
Hourly Average	0.00	0.25	79.50	0.00	8.00	0.00	0.25	0.75	88.75	89.68
Session Total	3	8	978	2	101	0	2	10	1104	1109.40
Session Average	0.25	0.67	81.50	0.17	8.42	0.00	0.17	0.83	92.00	92.45

Cardigan
Classified Junction Count

Site 2 of 4
A487 (North)
A487 (South)
B4546 Aberystwyth Road

Lat/Long
lat 52.089686° lon -4.644869°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2 1: Southbound from A487 (North) to A487 (South)								Original Data	
	PICYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	16	0	4	2	4	0	26	32.20
0715 - 0730	0	0	15	0	10	0	1	0	26	27.30
0730 - 0745	0	0	17	0	17	1	1	0	36	37.80
0745 - 0800	0	0	22	1	19	2	1	0	45	47.30
Hourly Total	0	0	70	1	50	5	7	0	133	144.60
Hourly Average	0.00	0.00	17.50	0.25	12.50	1.25	1.75	0.00	33.25	36.15
0800 - 0815	0	0	37	0	18	2	0	0	57	58.00
0815 - 0830	0	0	29	0	9	0	2	3	43	48.60
0830 - 0845	0	0	48	0	14	2	2	0	66	69.60
0845 - 0900	0	0	51	0	12	2	3	0	68	72.90
Hourly Total	0	0	165	0	53	6	7	3	234	249.10
Hourly Average	0.00	0.00	41.25	0.00	13.25	1.50	1.75	0.75	58.50	62.28
0900 - 0915	0	0	42	0	6	0	0	0	48	48.00
0915 - 0930	0	0	33	0	7	2	3	0	45	49.90
0930 - 0945	0	0	29	0	15	2	1	0	47	49.30
0945 - 1000	0	0	36	0	7	0	0	0	43	43.00
Hourly Total	0	0	140	0	35	4	4	0	183	190.20
Hourly Average	0.00	0.00	35.00	0.00	8.75	1.00	1.00	0.00	45.75	47.55
Session Total	0	0	375	1	138	15	18	3	550	583.90
Session Average	0.00	0.00	31.25	0.08	11.50	1.25	1.50	0.25	45.83	48.66

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 2 1: Southbound from A487 (North) to A487 (South)								Original Data	
	PICYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	36	0	11	1	3	0	51	55.40
1515 - 1530	0	1	38	0	14	2	3	0	58	62.30
1530 - 1545	0	0	37	1	9	2	2	0	51	54.60
1545 - 1600	0	0	42	2	10	0	6	1	61	69.80
Hourly Total	0	1	153	3	44	5	14	1	221	242.10
Hourly Average	0.00	0.25	38.25	0.75	11.00	1.25	3.50	0.25	55.25	60.53
1600 - 1615	0	0	35	0	7	1	2	1	46	50.10
1615 - 1630	0	0	41	0	18	1	1	2	63	66.80
1630 - 1645	0	0	32	1	15	1	1	1	51	53.80
1645 - 1700	0	0	46	0	16	1	1	0	64	65.80
Hourly Total	0	0	154	1	56	4	5	4	224	236.50
Hourly Average	0.00	0.00	38.50	0.25	14.00	1.00	1.25	1.00	56.00	59.13
1700 - 1715	0	0	40	0	9	0	1	0	50	51.30
1715 - 1730	0	0	39	0	14	1	0	0	54	54.50
1730 - 1745	0	1	34	0	4	0	1	0	40	40.70
1745 - 1800	0	0	33	0	7	1	2	0	43	46.10
Hourly Total	0	1	146	0	34	2	4	0	187	192.60
Hourly Average	0.00	0.25	36.50	0.00	8.50	0.50	1.00	0.00	46.75	48.15
1800 - 1815	0	0	25	1	5	0	0	0	31	31.00
1815 - 1830	0	0	19	0	12	0	0	0	31	31.00
1830 - 1845	0	1	28	0	4	2	1	0	36	37.70
1845 - 1900	0	0	20	1	7	0	0	0	28	28.00
Hourly Total	0	1	92	2	28	2	1	0	126	127.70
Hourly Average	0.00	0.25	23.00	0.50	7.00	0.50	0.25	0.00	31.50	31.93
Session Total	0	3	545	6	162	13	24	5	758	798.90
Session Average	0.00	0.19	34.06	0.38	10.13	0.81	1.50	0.31	47.38	49.93

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 2 1: Southbound from A487 (North) to A487 (South)								Original Data	
	PICYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	59	0	6	0	1	0	66	67.30
1115 - 1130	1	1	68	0	7	0	2	0	79	80.20
1130 - 1145	0	0	47	0	7	0	3	0	57	60.90
1145 - 1200	0	3	60	0	10	0	4	0	77	80.40
Hourly Total	1	4	234	0	30	0	10	0	279	288.80
Hourly Average	0.25	1.00	58.50	0.00	7.50	0.00	2.50	0.00	69.75	72.20
1200 - 1215	0	0	39	0	8	0	0	0	47	47.00
1215 - 1230	0	0	43	0	4	1	4	0	52	57.70
1230 - 1245	1	0	46	0	5	0	1	0	53	53.50
1245 - 1300	0	1	51	0	3	0	0	0	55	54.40
Hourly Total	1	1	179	0	20	1	5	0	207	212.60
Hourly Average	0.25	0.25	44.75	0.00	5.00	0.25	1.25	0.00	51.75	53.15
1300 - 1315	0	0	29	0	7	0	6	0	42	49.80
1315 - 1330	0	0	48	0	3	0	1	0	52	53.30
1330 - 1345	0	2	39	0	10	0	1	0	52	52.10
1345 - 1400	0	2	44	0	5	0	3	0	52	55.90
Hourly Total	0	2	160	0	25	0	11	0	198	211.10
Hourly Average	0.00	0.50	40.00	0.00	6.25	0.00	2.75	0.00	49.50	52.78
Session Total	2	7	573	0	75	1	26	0	684	712.50
Session Average	0.17	0.58	47.75	0.00	6.25	0.08	2.17	0.00	57.00	59.38

Cardigan
Classified Junction Count

Site 2 of 4
A487 (North)
A487 (South)
B4546 Aberystwyth Road

Lat/Long
lat 52.089686° lon -4.644869°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.2: Right from A487 (North) to B4546 Aberystwyth Road								Original Data	
	PICYCLE	MICYCLE	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	13	0	2	0	0	0	15	15.00
0730 - 0745	0	0	12	2	3	0	0	2	19	21.00
0745 - 0800	0	0	18	0	9	0	0	0	27	27.00
Hourly Total	0	0	45	2	15	0	0	2	64	66.00
Hourly Average	0.00	0.00	11.25	0.50	3.75	0.00	0.00	0.50	16.00	16.50
0800 - 0815	0	0	26	0	5	0	0	0	31	31.00
0815 - 0830	0	1	51	0	3	0	0	0	55	54.40
0830 - 0845	0	0	52	0	3	1	0	0	56	56.50
0845 - 0900	0	1	57	0	4	0	0	1	63	63.40
Hourly Total	0	2	186	0	15	1	0	1	205	205.30
Hourly Average	0.00	0.50	46.50	0.00	3.75	0.25	0.00	0.25	51.25	51.33
0900 - 0915	0	0	32	1	7	0	0	0	40	40.00
0915 - 0930	0	0	41	0	6	0	0	0	47	47.00
0930 - 0945	0	0	39	0	3	1	0	1	44	45.50
0945 - 1000	0	0	41	0	3	0	0	0	44	44.00
Hourly Total	0	0	153	1	19	1	0	1	175	176.50
Hourly Average	0.00	0.00	38.25	0.25	4.75	0.25	0.00	0.25	43.75	44.13
Session Total	0	2	384	3	49	2	0	4	444	447.80
Session Average	0.00	0.17	32.00	0.25	4.08	0.17	0.00	0.33	37.00	37.32

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 2.2: Right from A487 (North) to B4546 Aberystwyth Road								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	26	0	4	0	1	1	32	34.30
1515 - 1530	0	0	34	1	8	0	0	0	43	43.00
1530 - 1545	0	0	30	0	3	0	0	0	33	33.00
1545 - 1600	0	0	43	0	4	0	0	1	48	49.00
Hourly Total	0	0	133	1	19	0	1	2	156	159.30
Hourly Average	0.00	0.00	33.25	0.25	4.75	0.00	0.25	0.50	39.00	39.83
1600 - 1615	0	0	39	0	5	0	0	1	45	46.00
1615 - 1630	0	0	25	0	5	0	0	0	30	30.00
1630 - 1645	0	0	27	1	4	1	0	0	33	33.50
1645 - 1700	0	0	33	0	10	0	0	0	43	43.00
Hourly Total	0	0	124	1	24	1	0	1	151	152.50
Hourly Average	0.00	0.00	31.00	0.25	6.00	0.25	0.00	0.25	37.75	38.13
1700 - 1715	0	1	42	0	7	0	0	1	51	51.40
1715 - 1730	0	0	35	0	8	0	0	0	43	43.00
1730 - 1745	0	1	34	0	6	0	0	0	41	40.40
1745 - 1800	0	0	29	0	7	0	0	0	36	36.00
Hourly Total	0	2	140	0	28	0	0	1	171	170.80
Hourly Average	0.00	0.50	35.00	0.00	7.00	0.00	0.00	0.25	42.75	42.70
1800 - 1815	0	0	17	0	2	0	0	1	20	21.00
1815 - 1830	0	0	20	0	1	0	0	0	21	21.00
1830 - 1845	0	0	21	0	3	0	1	0	25	26.30
1845 - 1900	0	0	19	0	3	0	0	0	22	22.00
Hourly Total	0	0	77	0	9	0	1	1	88	90.30
Hourly Average	0.00	0.00	19.25	0.00	2.25	0.00	0.25	0.25	22.00	22.58
Session Total	0	2	474	2	80	1	2	5	566	572.90
Session Average	0.00	0.13	29.63	0.13	5.00	0.06	0.13	0.31	35.38	35.81

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 2.2: Right from A487 (North) to B4546 Aberystwyth Road								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	52	0	2	0	0	1	55	56.00
1115 - 1130	0	0	44	1	3	0	0	0	48	48.00
1130 - 1145	0	1	45	0	1	1	0	0	48	47.90
1145 - 1200	0	0	47	0	3	0	0	0	50	50.00
Hourly Total	0	1	188	1	9	1	0	1	201	201.90
Hourly Average	0.00	0.25	47.00	0.25	2.25	0.25	0.00	0.25	50.25	50.46
1200 - 1215	0	0	57	0	6	1	0	1	65	66.50
1215 - 1230	0	0	50	0	3	0	0	0	53	53.00
1230 - 1245	0	0	49	0	2	0	1	0	52	53.30
1245 - 1300	0	0	61	0	6	0	0	0	67	67.00
Hourly Total	0	0	217	0	17	1	1	1	237	239.80
Hourly Average	0.00	0.00	54.25	0.00	4.25	0.25	0.25	0.25	59.25	59.95
1300 - 1315	0	0	34	1	10	0	0	1	46	47.00
1315 - 1330	0	1	42	0	0	0	1	0	44	44.70
1330 - 1345	0	0	42	0	3	0	0	0	45	45.00
1345 - 1400	0	1	37	0	2	0	0	0	39	39.00
Hourly Total	0	1	155	1	15	0	1	1	174	175.70
Hourly Average	0.00	0.25	38.75	0.25	3.75	0.00	0.25	0.25	43.50	43.93
Session Total	0	2	560	2	41	2	2	3	612	617.40
Session Average	0.00	0.17	46.67	0.17	3.42	0.17	0.17	0.25	51.00	51.45

Cardigan
Classified Junction Count

Site 2 of 4
A487 (North)
A487 (South)
B4548 Aberystwyth Road

Lat/Long
lat 52.089686° lon -4.644869°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.3: Left from A487 (South) to B4548 Aberystwyth Road								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	7	0	4	0	0	0	11	11.00
0715 - 0730	0	0	9	0	4	0	0	1	14	15.00
0730 - 0745	0	0	13	0	6	0	0	2	21	23.00
0745 - 0800	0	0	13	0	4	2	0	1	20	22.00
Hourly Total	0	0	42	0	18	2	0	4	66	71.00
Hourly Average	0.00	0.00	10.50	0.00	4.50	0.50	0.00	1.00	16.50	17.75
0800 - 0815	0	0	23	0	2	0	0	1	26	27.00
0815 - 0830	0	0	32	0	4	1	1	0	38	39.80
0830 - 0845	0	1	29	0	5	1	0	1	37	37.90
0845 - 0900	0	0	45	1	6	0	0	1	53	54.00
Hourly Total	0	1	129	1	17	2	1	3	154	158.70
Hourly Average	0.00	0.25	32.25	0.25	4.25	0.50	0.25	0.75	38.50	39.68
0900 - 0915	0	0	40	1	3	0	0	1	45	46.00
0915 - 0930	0	0	36	0	4	0	1	0	41	42.30
0930 - 0945	0	0	35	0	3	1	0	0	39	39.50
0945 - 1000	0	0	41	0	3	0	0	1	45	46.00
Hourly Total	0	0	152	1	13	1	1	2	170	173.50
Hourly Average	0.00	0.00	38.00	0.25	3.25	0.25	0.25	0.50	42.50	43.45
Session Total	0	1	323	2	48	5	2	9	390	403.50
Session Average	0.00	0.08	26.92	0.17	4.00	0.42	0.17	0.75	32.50	33.63

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 2.3: Left from A487 (South) to B4548 Aberystwyth Road								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	35	0	2	0	0	3	40	43.00
1515 - 1530	0	0	38	1	6	0	0	0	45	45.00
1530 - 1545	0	0	45	1	9	0	0	0	55	55.00
1545 - 1600	0	1	40	2	5	0	0	1	49	49.40
Hourly Total	0	1	158	4	22	0	0	4	189	192.40
Hourly Average	0.00	0.25	39.50	1.00	5.50	0.00	0.00	1.00	47.25	48.10
1600 - 1615	0	0	31	1	7	0	0	1	40	41.00
1615 - 1630	0	0	33	0	6	0	0	2	41	43.00
1630 - 1645	0	0	29	0	5	0	0	1	35	36.00
1645 - 1700	0	0	42	0	9	0	0	0	51	51.00
Hourly Total	0	0	135	1	27	0	0	4	167	171.00
Hourly Average	0.00	0.00	33.75	0.25	6.75	0.00	0.00	1.00	41.75	42.75
1700 - 1715	0	0	50	0	5	0	1	0	56	57.30
1715 - 1730	0	0	34	1	3	0	0	0	38	38.00
1730 - 1745	0	0	38	1	2	0	0	1	42	43.00
1745 - 1800	0	0	35	1	1	0	0	1	38	39.00
Hourly Total	0	0	157	3	11	0	1	2	174	177.30
Hourly Average	0.00	0.00	39.25	0.75	2.75	0.00	0.25	0.50	43.50	44.33
1800 - 1815	0	0	23	0	0	0	0	0	23	23.00
1815 - 1830	0	0	28	0	4	0	1	1	34	36.30
1830 - 1845	0	0	22	0	2	0	0	1	25	26.00
1845 - 1900	0	0	11	0	1	0	1	0	13	14.30
Hourly Total	0	0	84	0	7	0	2	2	95	99.60
Hourly Average	0.00	0.00	21.00	0.00	1.75	0.00	0.50	0.50	23.75	24.90
Session Total	0	1	534	8	67	0	3	12	625	640.30
Session Average	0.00	0.06	33.38	0.50	4.19	0.00	0.19	0.75	39.06	40.02

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 2.3: Left from A487 (South) to B4548 Aberystwyth Road								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	36	2	2	0	0	0	40	40.00
1115 - 1130	0	1	42	0	4	0	0	1	48	48.40
1130 - 1145	0	1	51	0	6	0	0	0	58	57.40
1145 - 1200	0	1	45	1	1	0	0	0	48	47.40
Hourly Total	0	3	174	3	13	0	0	1	194	193.20
Hourly Average	0.00	0.75	43.50	0.75	3.25	0.00	0.00	0.25	48.50	48.30
1200 - 1215	0	1	49	0	4	0	0	1	55	55.40
1215 - 1230	0	2	52	1	3	0	1	0	59	59.10
1230 - 1245	0	1	44	0	3	0	0	0	48	47.40
1245 - 1300	0	1	34	0	3	0	0	1	39	39.40
Hourly Total	0	5	179	1	13	0	1	2	201	201.30
Hourly Average	0.00	1.25	44.75	0.25	3.25	0.00	0.25	0.50	50.25	50.33
1300 - 1315	0	0	33	0	3	0	0	1	37	38.00
1315 - 1330	0	0	39	0	6	0	0	2	47	49.00
1330 - 1345	0	0	44	0	7	0	0	1	52	53.00
1345 - 1400	0	0	51	0	2	0	0	0	53	53.00
Hourly Total	0	0	167	0	18	0	0	4	189	193.00
Hourly Average	0.00	0.00	41.75	0.00	4.50	0.00	0.00	1.00	47.25	48.25
Session Total	0	8	520	4	44	0	1	7	584	587.50
Session Average	0.00	0.67	43.33	0.33	3.67	0.00	0.08	0.58	48.67	48.96

Cardigan
Classified Junction Count

Site 2 of 4
A487 (North)
A487 (South)
B4546 Aberystwyth Road

Lat/Long
lat 52.089686° lon -4.644869°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.4: Northbound from A487 (South) to A487 (North)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	13	0	5	0	4	0	22	27.20
0715 - 0730	0	0	14	0	6	2	1	2	25	29.30
0730 - 0745	0	0	25	0	10	0	0	2	37	39.00
0745 - 0800	0	0	20	0	10	1	0	0	31	31.50
Hourly Total	0	0	72	0	31	3	5	4	115	127.00
Hourly Average	0.00	0.00	18.00	0.00	7.75	0.75	1.25	1.00	28.75	31.75
0800 - 0815	0	0	24	1	8	2	0	0	35	36.00
0815 - 0830	0	1	28	0	13	1	2	0	45	47.50
0830 - 0845	0	0	36	0	6	1	2	0	45	48.10
0845 - 0900	0	1	32	1	8	1	1	0	44	45.20
Hourly Total	0	2	120	2	35	5	5	0	169	176.80
Hourly Average	0.00	0.50	30.00	0.50	8.75	1.25	1.25	0.00	42.25	44.20
0900 - 0915	0	0	29	0	9	2	2	0	42	45.60
0915 - 0930	0	0	23	0	15	3	3	0	44	49.40
0930 - 0945	0	0	22	0	6	0	3	0	31	34.90
0945 - 1000	0	0	26	0	7	4	3	0	40	45.90
Hourly Total	0	0	100	0	37	9	11	0	157	175.80
Hourly Average	0.00	0.00	25.00	0.00	9.25	2.25	2.75	0.00	39.25	43.95
Session Total	0	2	292	2	103	17	21	4	441	479.60
Session Average	0.00	0.17	24.33	0.17	8.58	1.42	1.75	0.33	36.75	39.97

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 2.4: Northbound from A487 (South) to A487 (North)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	35	0	6	2	1	0	44	46.30
1515 - 1530	0	0	16	0	11	3	1	0	31	33.80
1530 - 1545	0	1	32	0	6	2	2	0	43	46.00
1545 - 1600	0	0	34	0	6	0	1	0	41	42.30
Hourly Total	0	1	117	0	29	7	5	0	159	168.40
Hourly Average	0.00	0.25	29.25	0.00	7.25	1.75	1.25	0.00	39.75	42.10
1600 - 1615	0	0	30	1	10	0	2	2	45	49.60
1615 - 1630	0	0	24	1	5	4	2	0	36	40.60
1630 - 1645	0	1	33	0	8	0	2	0	44	46.00
1645 - 1700	0	0	51	0	12	2	2	0	67	70.60
Hourly Total	0	1	138	2	35	6	8	2	192	206.80
Hourly Average	0.00	0.25	34.50	0.50	8.75	1.50	2.00	0.50	48.00	51.70
1700 - 1715	0	0	37	0	15	2	0	1	55	57.00
1715 - 1730	0	0	27	0	4	1	1	0	33	34.80
1730 - 1745	0	0	22	0	14	1	0	0	37	37.50
1745 - 1800	0	0	21	0	5	0	1	0	27	28.30
Hourly Total	0	0	107	0	38	4	2	1	152	157.60
Hourly Average	0.00	0.00	26.75	0.00	9.50	1.00	0.50	0.25	38.00	39.40
1800 - 1815	0	0	19	1	4	0	1	0	25	26.30
1815 - 1830	0	0	18	0	3	1	0	0	22	22.50
1830 - 1845	0	0	16	0	4	0	0	0	20	20.00
1845 - 1900	0	0	10	0	4	0	3	0	17	20.90
Hourly Total	0	0	63	1	15	1	4	0	84	89.70
Hourly Average	0.00	0.00	15.75	0.25	3.75	0.25	1.00	0.00	21.00	22.43
Session Total	0	2	425	3	117	18	19	3	587	622.50
Session Average	0.00	0.13	26.56	0.19	7.31	1.13	1.19	0.19	36.69	38.91

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 2.4: Northbound from A487 (South) to A487 (North)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	23	0	3	1	1	0	28	29.80
1115 - 1130	0	0	35	0	4	0	3	0	42	45.90
1130 - 1145	0	1	28	0	8	0	1	0	38	38.70
1145 - 1200	0	0	27	0	10	0	1	0	38	39.30
Hourly Total	0	1	113	0	25	1	6	0	146	153.10
Hourly Average	0.00	0.25	28.25	0.00	6.25	0.25	1.50	0.00	36.50	38.43
1200 - 1215	0	1	35	0	6	0	2	0	45	47.00
1215 - 1230	0	0	23	0	4	0	4	0	31	36.20
1230 - 1245	0	0	33	0	7	0	2	0	42	44.60
1245 - 1300	0	2	30	0	3	0	2	0	37	38.40
Hourly Total	0	3	122	0	20	0	10	0	155	166.20
Hourly Average	0.00	0.75	30.50	0.00	5.00	0.00	2.50	0.00	38.75	41.55
1300 - 1315	0	1	29	0	2	0	5	0	37	42.90
1315 - 1330	0	0	20	0	6	1	2	0	29	32.10
1330 - 1345	0	0	28	0	2	0	4	0	34	39.20
1345 - 1400	0	3	26	0	2	1	2	0	34	35.30
Hourly Total	0	4	103	0	12	2	13	0	134	149.50
Hourly Average	0.00	1.00	25.75	0.00	3.00	0.50	3.25	0.00	33.50	37.38
Session Total	0	8	338	0	57	3	29	0	435	469.40
Session Average	0.00	0.67	28.17	0.00	4.75	0.25	2.42	0.00	36.25	39.12

Cardigan
Classified Junction Count

Site 2 of 4
A487 (North)
A487 (South)
B4548 Aberystwyth Road

Lat/Long
lat 52.089686° lon -4.644869°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.5: Left from B4548 Aberystwyth Road to A487 (North)								Original Data	
	PICYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	6	0	6	0	0	0	12	12.00
0715 - 0730	0	0	6	0	5	0	0	0	11	11.00
0730 - 0745	0	0	17	0	9	0	0	0	26	26.00
0745 - 0800	0	0	12	1	9	0	0	1	23	24.00
Hourly Total	0	0	41	1	29	0	0	1	72	73.00
Hourly Average	0.00	0.00	10.25	0.25	7.25	0.00	0.00	0.25	18.00	18.25
0800 - 0815	0	0	22	0	4	0	0	0	26	26.00
0815 - 0830	0	0	33	0	8	0	0	1	42	43.00
0830 - 0845	0	0	29	0	7	1	0	0	37	37.50
0845 - 0900	0	0	20	0	8	0	0	1	29	30.00
Hourly Total	0	0	104	0	27	1	0	2	134	136.50
Hourly Average	0.00	0.00	26.00	0.00	6.75	0.25	0.00	0.50	33.50	34.13
0900 - 0915	0	0	22	0	7	0	0	0	29	29.00
0915 - 0930	0	0	38	0	5	0	0	0	43	43.00
0930 - 0945	0	0	30	0	4	0	0	0	34	34.00
0945 - 1000	0	0	31	0	5	0	0	1	37	38.00
Hourly Total	0	0	121	0	21	0	0	1	143	144.00
Hourly Average	0.00	0.00	30.25	0.00	5.25	0.00	0.00	0.25	35.75	36.00
Session Total	0	0	266	1	77	1	0	4	349	353.50
Session Average	0.00	0.00	22.17	0.08	6.42	0.08	0.00	0.33	29.08	29.46

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 2.5: Left from B4548 Aberystwyth Road to A487 (North)								Original Data	
	PICYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	63	0	8	0	0	3	74	77.00
1515 - 1530	0	0	71	0	11	0	0	1	83	84.00
1530 - 1545	0	0	40	0	10	0	1	0	51	52.30
1545 - 1600	0	2	54	0	9	1	0	0	66	65.30
Hourly Total	0	2	228	0	38	1	1	4	274	278.60
Hourly Average	0.00	0.50	57.00	0.00	9.50	0.25	0.25	1.00	68.50	69.65
1600 - 1615	0	0	61	0	9	0	0	2	72	74.00
1615 - 1630	0	0	53	0	8	0	0	0	61	61.00
1630 - 1645	0	0	59	0	14	0	0	1	74	75.00
1645 - 1700	0	2	48	0	12	0	0	1	63	62.80
Hourly Total	0	2	221	0	43	0	0	4	270	272.80
Hourly Average	0.00	0.50	55.25	0.00	10.75	0.00	0.00	1.00	67.50	68.20
1700 - 1715	0	0	59	0	7	0	0	0	66	66.00
1715 - 1730	0	0	61	0	8	0	0	0	69	69.00
1730 - 1745	0	0	45	0	4	1	0	0	50	50.50
1745 - 1800	0	1	47	0	4	0	0	0	52	51.40
Hourly Total	0	1	212	0	23	1	0	0	237	236.90
Hourly Average	0.00	0.25	53.00	0.00	5.75	0.25	0.00	0.00	59.25	59.23
1800 - 1815	0	0	37	0	3	0	0	1	41	42.00
1815 - 1830	0	0	29	1	4	0	0	0	34	34.00
1830 - 1845	0	1	37	0	2	0	0	0	40	38.40
1845 - 1900	0	1	24	0	2	0	0	1	28	28.40
Hourly Total	0	2	127	1	11	0	0	2	143	143.80
Hourly Average	0.00	0.50	31.75	0.25	2.75	0.00	0.00	0.50	35.75	35.95
Session Total	0	7	788	1	115	2	1	10	924	932.10
Session Average	0.00	0.44	49.25	0.06	7.19	0.13	0.06	0.63	57.75	58.26

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 2.5: Left from B4548 Aberystwyth Road to A487 (North)								Original Data	
	PICYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	41	1	6	0	0	0	48	48.00
1115 - 1130	0	0	48	1	9	0	0	0	58	58.00
1130 - 1145	0	0	57	0	9	0	0	0	66	66.00
1145 - 1200	0	0	56	0	7	0	0	1	64	65.00
Hourly Total	0	0	202	2	31	0	0	1	236	237.00
Hourly Average	0.00	0.00	50.50	0.50	7.75	0.00	0.00	0.25	59.00	59.25
1200 - 1215	0	0	69	0	4	0	0	0	73	73.00
1215 - 1230	0	4	55	0	6	0	0	0	65	62.60
1230 - 1245	0	0	70	0	6	1	0	0	77	77.50
1245 - 1300	0	0	69	0	5	0	0	1	75	76.00
Hourly Total	0	4	263	0	21	1	0	1	290	289.10
Hourly Average	0.00	1.00	65.75	0.00	5.25	0.25	0.00	0.25	72.50	72.28
1300 - 1315	0	0	72	0	7	0	0	0	79	79.00
1315 - 1330	0	1	55	0	3	0	0	0	59	58.40
1330 - 1345	0	0	46	0	4	0	0	0	50	50.00
1345 - 1400	0	1	56	2	5	0	0	1	64	65.00
Hourly Total	0	1	229	2	19	0	0	1	252	252.40
Hourly Average	0.00	0.25	57.25	0.50	4.75	0.00	0.00	0.25	63.00	63.10
Session Total	0	5	694	4	71	1	0	3	778	778.50
Session Average	0.00	0.42	57.83	0.33	5.92	0.08	0.00	0.25	64.83	64.88

Cardigan
Classified Junction Count

Site 2 of 4
A487 (North)
A487 (South)
B4548 Aberystwyth Road

Lat/Long
lat 52.089686° lon -4.644869°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement Z.6: Right from B4548 Aberystwyth Road to A487 (South)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	2	0	0	0	5	5.00
0715 - 0730	0	0	14	0	2	0	0	0	16	16.00
0730 - 0745	0	0	14	0	8	0	0	0	22	22.00
0745 - 0800	0	0	17	0	5	1	0	1	24	23.50
Hourly Total	0	0	48	0	17	1	0	1	67	66.50
Hourly Average	0.00	0.00	12.00	0.00	4.25	0.25	0.00	0.25	16.75	17.13
0800 - 0815	0	1	17	0	2	0	3	1	24	28.30
0815 - 0830	0	0	12	0	6	1	0	0	19	19.50
0830 - 0845	0	0	13	0	2	0	0	2	17	19.00
0845 - 0900	0	0	19	0	4	0	0	1	24	25.00
Hourly Total	0	1	61	0	14	1	3	4	84	91.80
Hourly Average	0.00	0.25	15.25	0.00	3.50	0.25	0.75	1.00	21.00	22.95
0900 - 0915	0	0	20	0	3	0	0	0	23	23.00
0915 - 0930	0	0	23	0	3	0	0	0	26	26.00
0930 - 0945	0	0	24	0	6	0	0	2	32	34.00
0945 - 1000	0	0	27	1	2	0	0	0	30	30.00
Hourly Total	0	0	94	1	14	0	0	2	111	113.00
Hourly Average	0.00	0.00	23.50	0.25	3.50	0.00	0.00	0.50	27.75	28.25
Session Total	0	1	203	1	45	2	3	7	262	273.30
Session Average	0.00	0.08	16.92	0.08	3.75	0.17	0.25	0.58	21.83	22.78

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement Z.6: Right from B4548 Aberystwyth Road to A487 (South)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	32	0	8	0	0	1	41	42.00
1515 - 1530	0	0	34	0	7	1	0	0	42	42.50
1530 - 1545	0	0	28	0	5	0	0	0	33	33.00
1545 - 1600	0	1	33	0	3	0	0	0	37	36.40
Hourly Total	0	1	127	0	23	1	0	1	153	153.90
Hourly Average	0.00	0.25	31.75	0.00	5.75	0.25	0.00	0.25	38.25	38.48
1600 - 1615	0	0	40	0	4	0	0	1	45	46.00
1615 - 1630	0	0	51	0	5	0	0	0	56	56.00
1630 - 1645	0	0	34	0	1	0	0	0	35	35.00
1645 - 1700	0	1	39	0	5	0	0	0	45	44.40
Hourly Total	0	1	164	0	15	0	0	1	181	181.40
Hourly Average	0.00	0.25	41.00	0.00	3.75	0.00	0.00	0.25	45.25	45.35
1700 - 1715	0	0	38	0	7	0	0	0	45	45.00
1715 - 1730	0	0	32	0	5	0	0	1	38	39.00
1730 - 1745	0	1	48	0	4	0	0	0	53	52.40
1745 - 1800	0	0	24	0	2	0	0	0	26	26.00
Hourly Total	0	1	142	0	18	0	0	1	162	162.40
Hourly Average	0.00	0.25	35.50	0.00	4.50	0.00	0.00	0.25	40.50	40.60
1800 - 1815	0	0	35	0	3	0	0	0	38	38.00
1815 - 1830	0	1	19	0	0	0	1	0	21	21.70
1830 - 1845	0	0	29	0	5	0	1	0	35	36.30
1845 - 1900	0	0	27	0	1	0	0	0	28	28.00
Hourly Total	0	1	110	0	9	0	2	0	122	124.00
Hourly Average	0.00	0.25	27.50	0.00	2.25	0.00	0.50	0.00	30.50	31.00
Session Total	0	4	543	0	65	1	2	3	618	621.70
Session Average	0.00	0.25	33.94	0.00	4.06	0.06	0.13	0.19	38.63	38.86

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement Z.6: Right from B4548 Aberystwyth Road to A487 (South)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	1	36	0	5	0	0	0	42	41.40
1115 - 1130	0	0	36	0	1	0	0	0	37	37.00
1130 - 1145	0	0	43	0	5	0	0	2	50	52.00
1145 - 1200	0	0	34	0	2	0	0	0	36	36.00
Hourly Total	0	1	149	0	13	0	0	2	165	166.40
Hourly Average	0.00	0.25	37.25	0.00	3.25	0.00	0.00	0.50	41.25	41.60
1200 - 1215	0	0	30	0	4	0	1	0	35	36.30
1215 - 1230	0	0	40	0	6	0	0	3	49	52.00
1230 - 1245	0	3	36	0	7	0	0	0	46	44.20
1245 - 1300	0	0	41	0	3	0	0	0	44	44.00
Hourly Total	0	3	147	0	20	0	1	3	174	176.50
Hourly Average	0.00	0.75	36.75	0.00	5.00	0.00	0.25	0.75	43.50	44.13
1300 - 1315	0	0	42	0	5	0	0	0	47	47.00
1315 - 1330	0	0	36	0	2	0	0	1	39	40.00
1330 - 1345	0	0	36	0	3	0	0	0	39	39.00
1345 - 1400	0	0	39	0	4	0	1	2	45	47.30
Hourly Total	0	0	153	0	14	0	1	2	170	173.30
Hourly Average	0.00	0.00	38.25	0.00	3.50	0.00	0.25	0.50	42.50	43.33
Session Total	0	4	449	0	47	0	2	7	509	516.20
Session Average	0.00	0.33	37.42	0.00	3.92	0.00	0.17	0.58	42.42	43.02

Cardigan
Classified Junction Count

Site 3 of 4
B4548 Aberystwyth Road (East)
Tesco Access
B4548 Aberystwyth Road (West)
Local Road

Lat/Long
lat 52.089452° lon -4.647568°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.1: Left from B4548 Aberystwyth Road (East) to Tesco Access								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	7	0	2	0	0	0	9	9.00
0715 - 0730	0	0	8	0	4	0	0	0	12	12.00
0730 - 0745	0	0	16	0	5	0	0	0	21	21.00
0745 - 0800	0	0	10	0	7	1	0	0	18	18.50
Hourly Total	0	0	41	0	18	1	0	0	60	60.50
Hourly Average	0.00	0.00	10.25	0.00	4.50	0.25	0.00	0.00	15.00	15.13
0800 - 0815	0	0	19	0	2	0	0	0	21	21.00
0815 - 0830	0	0	24	0	3	1	0	0	28	28.50
0830 - 0845	0	0	23	0	4	0	0	0	27	27.00
0845 - 0900	0	0	31	0	3	0	0	0	34	34.00
Hourly Total	0	0	97	0	12	1	0	0	110	110.50
Hourly Average	0.00	0.00	24.25	0.00	3.00	0.25	0.00	0.00	27.50	27.63
0900 - 0915	0	0	31	1	3	0	0	1	36	37.00
0915 - 0930	0	0	23	1	5	0	0	0	29	29.00
0930 - 0945	0	0	27	0	2	0	0	0	29	29.00
0945 - 1000	0	0	34	0	2	0	0	0	36	36.00
Hourly Total	0	0	115	2	12	0	0	1	130	131.00
Hourly Average	0.00	0.00	28.75	0.50	3.00	0.00	0.00	0.25	32.50	32.75
Session Total	0	0	253	2	42	2	0	1	300	302.00
Session Average	0.00	0.00	21.08	0.17	3.50	0.17	0.00	0.08	25.00	25.17

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 3.1: Left from B4548 Aberystwyth Road (East) to Tesco Access								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	29	0	3	0	0	0	32	32.00
1515 - 1530	0	0	26	1	4	0	0	0	31	31.00
1530 - 1545	0	0	30	0	3	0	0	0	33	33.00
1545 - 1600	0	1	29	1	3	0	0	0	34	33.40
Hourly Total	0	1	114	2	13	0	0	0	130	129.40
Hourly Average	0.00	0.25	28.50	0.50	3.25	0.00	0.00	0.00	32.50	32.35
1600 - 1615	0	0	33	1	1	0	0	0	35	35.00
1615 - 1630	0	0	23	0	6	0	0	0	29	29.00
1630 - 1645	0	0	30	1	1	0	0	0	32	32.00
1645 - 1700	0	0	39	0	7	0	0	0	46	46.00
Hourly Total	0	0	125	2	15	0	0	0	142	142.00
Hourly Average	0.00	0.00	31.25	0.50	3.75	0.00	0.00	0.00	35.50	35.50
1700 - 1715	0	0	23	0	5	0	0	0	28	28.00
1715 - 1730	0	0	29	0	4	0	0	0	33	33.00
1730 - 1745	0	1	30	0	5	0	0	0	36	35.40
1745 - 1800	0	0	20	2	3	0	0	0	25	25.00
Hourly Total	0	1	102	2	17	0	0	0	122	121.40
Hourly Average	0.00	0.25	25.50	0.50	4.25	0.00	0.00	0.00	30.50	30.35
1800 - 1815	0	0	20	0	0	0	0	0	20	20.00
1815 - 1830	0	0	17	0	1	0	0	0	18	18.00
1830 - 1845	0	0	18	0	2	0	0	0	20	20.00
1845 - 1900	0	0	12	0	2	0	0	0	14	14.00
Hourly Total	0	0	67	0	5	0	0	0	72	72.00
Hourly Average	0.00	0.00	16.75	0.00	1.25	0.00	0.00	0.00	18.00	18.00
Session Total	0	2	408	6	50	0	0	0	466	464.80
Session Average	0.00	0.13	25.50	0.38	3.13	0.00	0.00	0.00	29.13	29.05

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 3.1: Left from B4548 Aberystwyth Road (East) to Tesco Access								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	41	1	1	0	0	0	43	43.00
1115 - 1130	0	1	43	2	0	0	0	0	46	45.40
1130 - 1145	0	1	32	0	2	0	0	0	35	34.40
1145 - 1200	0	0	37	1	1	0	0	0	39	39.00
Hourly Total	0	2	153	4	4	0	0	0	163	161.80
Hourly Average	0.00	0.50	38.25	1.00	1.00	0.00	0.00	0.00	40.75	40.45
1200 - 1215	0	1	52	0	4	0	0	0	57	56.40
1215 - 1230	0	2	42	0	3	0	0	0	47	45.80
1230 - 1245	0	1	40	0	2	0	0	0	43	42.40
1245 - 1300	0	0	35	1	3	0	0	0	39	39.00
Hourly Total	0	4	169	1	12	0	0	0	186	183.60
Hourly Average	0.00	1.00	42.25	0.25	3.00	0.00	0.00	0.00	46.50	45.90
1300 - 1315	0	0	28	0	4	0	0	0	32	32.00
1315 - 1330	0	1	29	0	3	0	0	0	33	32.40
1330 - 1345	0	0	35	0	4	0	0	0	39	39.00
1345 - 1400	0	1	46	0	1	0	0	0	47	47.00
Hourly Total	0	1	138	0	12	0	0	0	151	150.40
Hourly Average	0.00	0.25	34.50	0.00	3.00	0.00	0.00	0.00	37.75	37.60
Session Total	0	7	460	5	28	0	0	0	500	495.80
Session Average	0.00	0.58	38.33	0.42	2.33	0.00	0.00	0.00	41.67	41.32

Cardigan
Classified Junction Count

Site 3 of 4
B4548 Aberystwyth Road (East)
Tesco Access
B4548 Aberystwyth Road (West)
Local Road

Lat/Long
lat 52.089452° lon -4.647568°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.2: Westbound from B4548 Aberystwyth Road (East) to B4548 Aberystwyth Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	2	0	0	0	5	5.00
0715 - 0730	0	0	10	0	0	0	0	0	10	10.00
0730 - 0745	0	0	10	2	4	0	0	5	21	26.00
0745 - 0800	0	0	22	0	9	1	0	1	33	34.50
Hourly Total	0	0	45	2	15	1	0	6	69	75.50
Hourly Average	0.00	0.00	11.25	0.50	3.75	0.25	0.00	1.50	17.25	18.88
0800 - 0815	0	0	29	0	4	0	0	1	34	35.00
0815 - 0830	0	1	55	0	5	0	1	0	62	62.70
0830 - 0845	0	1	60	0	3	2	0	1	67	68.40
0845 - 0900	0	1	66	1	6	0	0	1	75	75.40
Hourly Total	0	3	210	1	18	2	1	3	238	241.50
Hourly Average	0.00	0.75	52.50	0.25	4.50	0.50	0.25	0.75	59.50	60.38
0900 - 0915	0	0	48	0	4	0	0	0	52	52.00
0915 - 0930	0	0	50	0	7	0	1	2	60	63.30
0930 - 0945	0	0	46	0	5	2	0	0	53	54.00
0945 - 1000	0	0	43	0	3	0	0	2	48	50.00
Hourly Total	0	0	187	0	19	2	1	4	213	219.30
Hourly Average	0.00	0.00	46.75	0.00	4.75	0.50	0.25	1.00	53.25	54.83
Session Total	0	3	442	3	52	5	2	13	520	536.30
Session Average	0.00	0.25	36.83	0.25	4.33	0.42	0.17	1.08	43.33	44.69

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 3.2: Westbound from B4548 Aberystwyth Road (East) to B4548 Aberystwyth Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	43	0	3	0	0	4	50	54.00
1515 - 1530	0	0	44	1	10	0	0	0	55	55.00
1530 - 1545	0	0	51	0	8	0	0	0	59	59.00
1545 - 1600	0	0	53	2	7	0	0	2	64	66.00
Hourly Total	0	0	191	3	28	0	0	6	228	234.00
Hourly Average	0.00	0.00	47.75	0.75	7.00	0.00	0.00	1.50	57.00	58.50
1600 - 1615	0	0	38	0	8	0	0	1	47	48.00
1615 - 1630	0	0	30	0	8	0	0	3	41	44.00
1630 - 1645	0	0	31	0	6	1	0	1	39	40.50
1645 - 1700	0	0	37	0	13	0	0	0	50	50.00
Hourly Total	0	0	136	0	35	1	0	5	177	182.50
Hourly Average	0.00	0.00	34.00	0.00	8.75	0.25	0.00	1.25	44.25	45.63
1700 - 1715	1	1	60	1	8	0	1	1	73	73.90
1715 - 1730	0	0	37	0	2	0	0	0	39	39.00
1730 - 1745	0	0	49	1	4	0	0	1	55	56.00
1745 - 1800	0	0	49	0	7	0	0	1	57	58.00
Hourly Total	1	1	195	2	21	0	1	3	224	226.90
Hourly Average	0.25	0.25	48.75	0.50	5.25	0.00	0.25	0.75	56.00	56.73
1800 - 1815	0	0	26	0	4	0	0	1	31	32.00
1815 - 1830	0	0	31	0	5	0	0	1	37	38.30
1830 - 1845	0	0	28	1	1	0	0	1	31	32.00
1845 - 1900	0	0	22	0	2	0	1	1	26	28.30
Hourly Total	0	0	107	1	12	0	2	3	125	130.60
Hourly Average	0.00	0.00	26.75	0.25	3.00	0.00	0.50	0.75	31.25	32.65
Session Total	1	1	629	6	96	1	3	17	754	774.00
Session Average	0.06	0.06	39.31	0.38	6.00	0.06	0.19	1.06	47.13	48.38

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 3.2: Westbound from B4548 Aberystwyth Road (East) to B4548 Aberystwyth Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	48	0	2	0	0	1	51	52.00
1115 - 1130	0	0	50	0	5	0	0	1	56	57.00
1130 - 1145	0	1	61	0	5	1	0	0	68	67.90
1145 - 1200	0	1	51	0	4	0	0	0	56	55.40
Hourly Total	0	2	210	0	16	1	0	2	231	232.30
Hourly Average	0.00	0.50	52.50	0.00	4.00	0.25	0.00	0.50	57.75	58.08
1200 - 1215	0	1	51	0	7	0	0	2	61	62.40
1215 - 1230	0	0	61	0	4	0	1	0	66	67.30
1230 - 1245	0	0	55	0	4	0	0	0	59	59.00
1245 - 1300	0	1	61	0	3	0	0	1	66	66.40
Hourly Total	0	2	228	0	18	0	1	3	252	255.10
Hourly Average	0.00	0.50	57.00	0.00	4.50	0.00	0.25	0.75	63.00	63.78
1300 - 1315	0	0	49	1	9	0	0	1	60	61.00
1315 - 1330	0	0	44	0	0	0	1	3	48	52.30
1330 - 1345	0	0	65	0	8	0	0	0	73	73.00
1345 - 1400	0	0	53	0	6	0	0	1	60	61.00
Hourly Total	0	0	211	1	23	0	1	5	241	247.30
Hourly Average	0.00	0.00	52.75	0.25	5.75	0.00	0.25	1.25	60.25	61.83
Session Total	0	4	849	1	57	1	2	10	724	734.70
Session Average	0.00	0.33	54.08	0.08	4.75	0.08	0.17	0.83	60.33	61.23

Site 3 of 4
B4548 Aberystwyth Road (East)
Tesco Access
B4548 Aberystwyth Road (West)
Local Road

Date
Friday 17 October 2025

0700 - 1000 (Weekday AM Peak)

Date
Thursday 16 October 2025

1500 - 1900 (Weekday PM Peak)

Date
Saturday 18 October 2025

1100 - 1400 (Saturday 3H Session)

[illegible]

Cardigan
Classified Junction Count

Site 3 of 4
B4548 Aberystwyth Road (East)
Tesco Access
B4548 Aberystwyth Road (West)
Local Road

Lat/Long
lat 52.089452° lon -4.647568°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.4: Left from Tesco Access to B4548 Aberystwyth Road (West)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	7	0	0	0	0	0	7	7.00
0715 - 0730	0	0	7	0	0	0	0	0	7	7.00
0730 - 0745	0	0	7	0	5	0	0	0	12	12.00
0745 - 0800	0	0	10	0	6	0	0	0	16	16.00
Hourly Total	0	0	31	0	11	0	0	0	42	42.00
Hourly Average	0.00	0.00	7.75	0.00	2.75	0.00	0.00	0.00	10.50	10.50
0800 - 0815	0	0	19	0	3	0	0	0	22	22.00
0815 - 0830	0	0	12	0	3	0	0	0	15	15.00
0830 - 0845	0	0	23	0	0	0	0	0	23	23.00
0845 - 0900	0	0	15	0	3	0	0	0	18	18.00
Hourly Total	0	0	69	0	9	0	0	0	78	78.00
Hourly Average	0.00	0.00	17.25	0.00	2.25	0.00	0.00	0.00	19.50	19.50
0900 - 0915	0	0	22	0	2	0	0	0	24	24.00
0915 - 0930	0	0	20	0	2	0	0	0	22	22.00
0930 - 0945	0	0	16	0	2	0	0	0	18	18.00
0945 - 1000	0	0	27	1	4	0	0	0	32	32.00
Hourly Total	0	0	85	1	10	0	0	0	96	96.00
Hourly Average	0.00	0.00	21.25	0.25	2.50	0.00	0.00	0.00	24.00	24.00
Session Total	0	0	185	1	30	0	0	0	216	216.00
Session Average	0.00	0.00	15.42	0.08	2.50	0.00	0.00	0.00	18.00	18.00

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 3.4: Left from Tesco Access to B4548 Aberystwyth Road (West)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	33	0	2	0	0	0	35	35.00
1515 - 1530	0	0	20	1	1	0	0	0	22	22.00
1530 - 1545	0	0	28	0	5	0	0	0	33	33.00
1545 - 1600	0	0	42	0	1	0	0	0	43	43.00
Hourly Total	0	0	123	1	9	0	0	0	133	133.00
Hourly Average	0.00	0.00	30.75	0.25	2.25	0.00	0.00	0.00	33.25	33.25
1600 - 1615	0	0	28	4	1	0	0	0	33	33.00
1615 - 1630	0	0	35	0	3	0	0	0	38	38.00
1630 - 1645	0	1	31	0	2	0	0	0	34	33.40
1645 - 1700	0	0	22	1	3	0	0	0	26	26.00
Hourly Total	0	1	116	5	9	0	0	0	131	130.40
Hourly Average	0.00	0.25	29.00	1.25	2.25	0.00	0.00	0.00	32.75	32.60
1700 - 1715	0	0	29	1	10	0	0	0	40	40.00
1715 - 1730	0	0	26	0	8	0	0	0	34	34.00
1730 - 1745	0	0	39	1	5	0	0	0	45	45.00
1745 - 1800	0	0	29	0	4	0	0	0	33	33.00
Hourly Total	0	0	123	2	27	0	0	0	152	152.00
Hourly Average	0.00	0.00	30.75	0.50	6.75	0.00	0.00	0.00	38.00	38.00
1800 - 1815	0	0	21	1	3	0	0	0	25	25.00
1815 - 1830	0	0	27	0	2	0	0	0	29	29.00
1830 - 1845	0	0	27	0	3	0	0	0	30	30.00
1845 - 1900	0	0	18	0	5	0	0	0	23	23.00
Hourly Total	0	0	93	1	13	0	0	0	107	107.00
Hourly Average	0.00	0.00	23.25	0.25	3.25	0.00	0.00	0.00	26.75	26.75
Session Total	0	1	455	9	58	0	0	0	523	522.40
Session Average	0.00	0.06	28.44	0.56	3.63	0.00	0.00	0.00	32.69	32.65

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 3.4: Left from Tesco Access to B4548 Aberystwyth Road (West)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	1	0	42	1	4	0	0	0	48	47.20
1115 - 1130	0	0	56	0	4	0	0	0	60	60.00
1130 - 1145	1	1	46	1	6	0	0	0	55	53.60
1145 - 1200	0	0	42	0	3	0	0	0	45	45.00
Hourly Total	2	1	186	2	17	0	0	0	208	205.80
Hourly Average	0.50	0.25	46.50	0.50	4.25	0.00	0.00	0.00	52.00	51.45
1200 - 1215	0	1	40	0	2	0	0	0	43	42.40
1215 - 1230	0	0	50	1	4	0	0	0	55	55.00
1230 - 1245	0	0	46	1	2	0	0	0	49	49.00
1245 - 1300	0	1	29	0	3	0	0	0	33	32.40
Hourly Total	0	2	165	2	11	0	0	0	180	178.80
Hourly Average	0.00	0.50	41.25	0.50	2.75	0.00	0.00	0.00	45.00	44.70
1300 - 1315	0	0	41	0	6	0	0	0	47	47.00
1315 - 1330	0	0	43	0	5	0	0	0	48	48.00
1330 - 1345	0	0	41	0	4	0	0	0	45	45.00
1345 - 1400	0	1	36	0	2	0	0	0	39	38.40
Hourly Total	0	1	161	0	17	0	0	0	179	178.40
Hourly Average	0.00	0.25	40.25	0.00	4.25	0.00	0.00	0.00	44.75	44.60
Session Total	2	4	512	4	45	0	0	0	567	563.00
Session Average	0.17	0.33	42.67	0.33	3.75	0.00	0.00	0.00	47.25	46.92

Site 3 of 4
B4548 Aberystwyth Road (East)
Tesco Access
B4548 Aberystwyth Road (West)
Local Road

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

[illegible]

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

[illegible]

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

[illegible]

Cardigan
Classified Junction Count

Site 3 of 4
B4548 Aberystwyth Road (East)
Tesco Access
B4548 Aberystwyth Road (West)
Local Road

Lat/Long
lat 52.089452° lon -4.647568°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.6: Right from Tesco Access to B4548 Aberystwyth Road (East)								Original Data	
	PICYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	4	0	0	0	7	7.00
0715 - 0730	0	0	6	0	3	0	0	0	9	9.00
0730 - 0745	0	0	9	0	3	0	0	0	12	12.00
0745 - 0800	0	0	12	0	4	1	0	0	17	17.50
Hourly Total	0	0	30	0	14	1	0	0	45	45.50
Hourly Average	0.00	0.00	7.50	0.00	3.50	0.25	0.00	0.00	11.25	11.38
0800 - 0815	0	1	12	0	2	0	0	0	15	14.40
0815 - 0830	0	0	11	0	4	0	0	0	15	15.00
0830 - 0845	0	0	13	0	3	1	0	1	18	19.50
0845 - 0900	0	0	10	0	4	0	0	0	14	14.00
Hourly Total	0	1	46	0	13	1	0	1	62	62.90
Hourly Average	0.00	0.25	11.50	0.00	3.25	0.25	0.00	0.25	15.50	15.73
0900 - 0915	0	0	22	0	3	0	0	0	25	25.00
0915 - 0930	0	0	27	0	3	0	0	0	30	30.00
0930 - 0945	0	0	22	0	6	0	0	0	28	28.00
0945 - 1000	0	0	29	0	2	0	0	0	31	31.00
Hourly Total	0	0	100	0	14	0	0	0	114	114.00
Hourly Average	0.00	0.00	25.00	0.00	3.50	0.00	0.00	0.00	28.50	28.50
Session Total	0	1	176	0	41	2	0	1	221	222.40
Session Average	0.00	0.08	14.67	0.00	3.42	0.17	0.00	0.08	18.42	18.53

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 3.6: Right from Tesco Access to B4548 Aberystwyth Road (East)								Original Data	
	PICYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	24	0	4	0	0	0	28	28.00
1515 - 1530	0	0	35	0	5	0	0	0	40	40.00
1530 - 1545	0	0	26	0	4	0	0	0	30	30.00
1545 - 1600	0	2	29	0	1	0	0	0	32	30.80
Hourly Total	0	2	114	0	14	0	0	0	130	128.80
Hourly Average	0.00	0.50	28.50	0.00	3.50	0.00	0.00	0.00	32.50	32.20
1600 - 1615	0	0	35	0	5	0	0	0	40	40.00
1615 - 1630	0	0	40	0	5	0	0	0	45	45.00
1630 - 1645	0	0	40	0	3	0	0	0	43	43.00
1645 - 1700	0	1	27	0	7	0	0	0	35	34.40
Hourly Total	0	1	142	0	20	0	0	0	163	162.40
Hourly Average	0.00	0.25	35.50	0.00	5.00	0.00	0.00	0.00	40.75	40.60
1700 - 1715	0	0	35	0	3	0	0	0	38	38.00
1715 - 1730	0	0	37	0	4	0	0	0	41	41.00
1730 - 1745	0	1	48	0	4	0	0	0	53	52.40
1745 - 1800	0	0	28	0	1	0	0	0	29	29.00
Hourly Total	0	1	148	0	12	0	0	0	161	160.40
Hourly Average	0.00	0.25	37.00	0.00	3.00	0.00	0.00	0.00	40.25	40.10
1800 - 1815	0	0	30	1	3	0	0	0	34	34.00
1815 - 1830	0	0	19	0	1	0	0	0	20	20.00
1830 - 1845	0	0	27	0	2	0	0	0	29	29.00
1845 - 1900	0	0	17	0	1	0	0	0	18	18.00
Hourly Total	0	0	93	1	7	0	0	0	101	101.00
Hourly Average	0.00	0.00	23.25	0.25	1.75	0.00	0.00	0.00	25.25	25.25
Session Total	0	4	497	1	53	0	0	0	555	552.60
Session Average	0.00	0.25	31.06	0.06	3.31	0.00	0.00	0.00	34.69	34.54

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 3.6: Right from Tesco Access to B4548 Aberystwyth Road (East)								Original Data	
	PICYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	37	1	3	0	0	0	41	41.00
1115 - 1130	0	0	37	0	3	0	0	0	40	40.00
1130 - 1145	0	0	44	0	1	0	0	0	45	45.00
1145 - 1200	0	0	38	0	2	0	0	0	40	40.00
Hourly Total	0	0	156	1	9	0	0	0	166	166.00
Hourly Average	0.00	0.00	39.00	0.25	2.25	0.00	0.00	0.00	41.50	41.50
1200 - 1215	0	0	45	0	4	0	0	0	50	51.00
1215 - 1230	0	1	44	0	2	0	0	0	47	46.40
1230 - 1245	0	2	47	1	1	0	0	0	51	49.80
1245 - 1300	0	0	47	0	2	0	0	0	49	49.00
Hourly Total	0	3	183	1	9	0	0	1	197	196.20
Hourly Average	0.00	0.75	45.75	0.25	2.25	0.00	0.00	0.25	49.25	49.05
1300 - 1315	0	0	47	0	2	0	0	0	49	49.00
1315 - 1330	0	0	38	0	1	0	0	0	39	39.00
1330 - 1345	0	0	43	0	0	0	0	0	43	43.00
1345 - 1400	0	0	43	0	2	0	0	0	45	45.00
Hourly Total	0	0	171	0	5	0	0	0	176	176.00
Hourly Average	0.00	0.00	42.75	0.00	1.25	0.00	0.00	0.00	44.00	44.00
Session Total	0	3	510	2	23	0	0	1	539	538.20
Session Average	0.00	0.25	42.50	0.17	1.92	0.00	0.00	0.08	44.92	44.85

Site 3 of 4
B4548 Aberystwyth Road (East)
Tesco Access
B4548 Aberystwyth Road (West)
Local Road

Date
Friday 17 October 2025

0700 - 1000 (Weekday AM Peak)

Date
Thursday 16 October 2025

1500 - 1900 (Weekday PM Peak)

Date
Saturday 18 October 2025

1100 - 1400 (Saturday 3H Session)

[illegible]

Cardigan
Classified Junction Count

Site 3 of 4
B4548 Aberystwyth Road (East)
Tesco Access
B4548 Aberystwyth Road (West)
Local Road

Lat/Long
lat 52.089452° lon -4.647568°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.8: Eastbound from B4548 Aberystwyth Road (West) to B4548 Aberystwyth Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	6	0	5	0	0	0	11	11.00
0715 - 0730	0	0	16	0	5	0	0	0	21	21.00
0730 - 0745	0	0	18	0	13	0	0	0	31	31.00
0745 - 0800	0	0	18	1	9	0	0	2	30	32.00
Hourly Total	0	0	58	1	32	0	0	2	93	95.00
Hourly Average	0.00	0.00	14.50	0.25	8.00	0.00	0.00	0.50	23.25	23.75
0800 - 0815	0	0	27	0	7	0	3	1	38	42.00
0815 - 0830	0	0	32	0	8	1	0	2	43	45.50
0830 - 0845	0	0	38	0	9	0	0	2	49	51.00
0845 - 0900	0	0	23	0	3	0	0	1	27	28.00
Hourly Total	0	0	120	0	27	1	3	6	157	167.40
Hourly Average	0.00	0.00	30.00	0.00	6.75	0.25	0.75	1.50	39.25	41.85
0900 - 0915	0	0	33	0	8	0	0	0	41	41.00
0915 - 0930	0	0	32	1	3	0	0	1	37	38.00
0930 - 0945	0	0	39	0	3	0	0	1	43	44.00
0945 - 1000	0	0	26	0	6	0	0	1	33	34.00
Hourly Total	0	0	130	1	20	0	0	3	154	157.00
Hourly Average	0.00	0.00	32.50	0.25	5.00	0.00	0.00	0.75	38.50	39.25
Session Total	0	0	308	2	79	1	3	11	404	419.40
Session Average	0.00	0.00	25.67	0.17	6.58	0.08	0.25	0.92	33.67	34.95

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 3.8: Eastbound from B4548 Aberystwyth Road (West) to B4548 Aberystwyth Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	73	0	10	0	0	5	88	93.00
1515 - 1530	0	0	71	0	15	0	0	0	86	86.00
1530 - 1545	0	0	43	0	9	0	0	0	52	52.00
1545 - 1600	0	1	54	0	11	0	1	1	68	69.70
Hourly Total	0	1	241	0	45	0	1	6	294	300.70
Hourly Average	0.00	0.25	60.25	0.00	11.25	0.00	0.25	1.50	73.50	75.18
1600 - 1615	0	0	66	0	11	0	0	2	79	81.00
1615 - 1630	0	1	63	0	4	0	0	0	68	67.40
1630 - 1645	0	0	57	0	10	0	0	1	68	69.00
1645 - 1700	0	2	55	0	11	0	0	1	69	68.80
Hourly Total	0	3	241	0	36	0	0	4	284	286.20
Hourly Average	0.00	0.75	60.25	0.00	9.00	0.00	0.00	1.00	71.00	71.55
1700 - 1715	0	0	68	0	11	0	0	0	79	79.00
1715 - 1730	0	0	53	1	7	1	0	1	63	64.50
1730 - 1745	0	0	46	0	4	0	0	0	50	50.00
1745 - 1800	0	1	46	0	6	0	0	0	53	52.40
Hourly Total	0	1	213	1	28	1	0	1	245	245.90
Hourly Average	0.00	0.25	53.25	0.25	7.00	0.25	0.00	0.25	61.25	61.48
1800 - 1815	0	0	45	0	2	0	0	1	48	49.00
1815 - 1830	0	1	29	0	3	0	1	0	34	34.70
1830 - 1845	0	1	49	0	6	0	1	0	57	57.70
1845 - 1900	0	1	30	0	3	0	0	1	35	35.40
Hourly Total	0	3	153	0	14	0	2	2	174	176.80
Hourly Average	0.00	0.75	38.25	0.00	3.50	0.00	0.50	0.50	43.50	44.20
Session Total	0	8	848	1	123	1	3	13	997	1009.60
Session Average	0.00	0.50	53.00	0.06	7.69	0.06	0.19	0.81	62.31	63.10

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 3.8: Eastbound from B4548 Aberystwyth Road (West) to B4548 Aberystwyth Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	1	42	0	6	0	0	0	49	48.40
1115 - 1130	0	0	51	1	8	0	0	2	62	64.00
1130 - 1145	0	0	51	0	13	0	0	0	64	64.00
1145 - 1200	0	1	52	0	6	0	0	1	60	60.40
Hourly Total	0	2	196	1	33	0	0	3	235	236.80
Hourly Average	0.00	0.50	49.00	0.25	8.25	0.00	0.00	0.75	58.75	59.20
1200 - 1215	1	0	54	0	7	0	1	1	64	65.50
1215 - 1230	1	4	52	0	8	0	0	1	66	63.80
1230 - 1245	1	0	77	0	8	0	0	0	86	85.20
1245 - 1300	0	0	66	1	5	0	0	1	73	74.00
Hourly Total	3	4	249	1	28	0	1	3	289	288.50
Hourly Average	0.75	1.00	62.25	0.25	7.00	0.00	0.25	0.75	72.25	72.13
1300 - 1315	0	0	63	0	10	0	0	1	74	75.00
1315 - 1330	0	1	60	0	3	0	0	0	64	63.40
1330 - 1345	0	0	44	0	8	0	0	0	52	52.00
1345 - 1400	0	0	63	0	8	0	1	2	74	77.30
Hourly Total	0	1	230	0	29	0	1	3	264	267.70
Hourly Average	0.00	0.25	57.50	0.00	7.25	0.00	0.25	0.75	66.00	66.93
Session Total	3	7	675	2	90	0	2	9	788	793.00
Session Average	0.25	0.58	56.25	0.17	7.50	0.00	0.17	0.75	65.67	66.08

Cardigan
Classified Junction Count

Site 3 of 4
B4548 Aberystwyth Road (East)
Tesco Access
B4548 Aberystwyth Road (West)
Local Road

Lat/Long
lat 52.089452° lon -4.647568°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.9: Right from B4548 Aberystwyth Road (West) to Tesco Access								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	11	0	2	0	0	0	13	13.00
0715 - 0730	0	0	7	0	7	0	0	0	14	14.00
0730 - 0745	0	0	9	0	2	0	0	0	11	11.00
0745 - 0800	0	0	10	0	2	0	0	0	12	12.00
Hourly Total	0	0	37	0	13	0	0	0	50	50.00
Hourly Average	0.00	0.00	9.25	0.00	3.25	0.00	0.00	0.00	12.50	12.50
0800 - 0815	0	0	12	0	1	0	0	0	13	13.00
0815 - 0830	0	0	17	0	1	0	0	0	18	18.00
0830 - 0845	0	0	20	0	4	0	0	0	24	24.00
0845 - 0900	0	0	19	0	3	0	0	0	22	22.00
Hourly Total	0	0	68	0	9	0	0	0	77	77.00
Hourly Average	0.00	0.00	17.00	0.00	2.25	0.00	0.00	0.00	19.25	19.25
0900 - 0915	0	0	29	0	4	0	0	0	33	33.00
0915 - 0930	0	0	20	0	4	0	0	0	24	24.00
0930 - 0945	0	0	23	0	5	0	0	0	28	28.00
0945 - 1000	0	0	30	1	3	0	0	0	34	34.00
Hourly Total	0	0	102	1	16	0	0	0	119	119.00
Hourly Average	0.00	0.00	25.50	0.25	4.00	0.00	0.00	0.00	29.75	29.75
Session Total	0	0	207	1	38	0	0	0	246	246.00
Session Average	0.00	0.00	17.25	0.08	3.17	0.00	0.00	0.00	20.50	20.50

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 3.9: Right from B4548 Aberystwyth Road (West) to Tesco Access								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	22	0	2	0	0	0	24	24.00
1515 - 1530	0	0	35	0	2	0	0	0	37	37.00
1530 - 1545	0	0	31	0	3	0	0	0	34	34.00
1545 - 1600	0	0	33	1	3	0	0	0	37	37.00
Hourly Total	0	0	121	1	10	0	0	0	132	132.00
Hourly Average	0.00	0.00	30.25	0.25	2.50	0.00	0.00	0.00	33.00	33.00
1600 - 1615	0	0	34	2	2	0	0	0	38	38.00
1615 - 1630	0	0	31	1	4	0	0	0	36	36.00
1630 - 1645	0	0	29	0	5	0	0	0	34	34.00
1645 - 1700	0	0	31	0	2	0	0	0	33	33.00
Hourly Total	0	0	125	3	13	0	0	0	141	141.00
Hourly Average	0.00	0.00	31.25	0.75	3.25	0.00	0.00	0.00	35.25	35.25
1700 - 1715	0	0	38	1	7	0	0	0	46	46.00
1715 - 1730	0	0	45	0	6	0	0	0	51	51.00
1730 - 1745	0	0	29	1	4	0	0	0	34	34.00
1745 - 1800	0	0	24	0	2	0	0	0	26	26.00
Hourly Total	0	0	136	2	19	0	0	0	157	157.00
Hourly Average	0.00	0.00	34.00	0.50	4.75	0.00	0.00	0.00	39.25	39.25
1800 - 1815	0	0	28	0	5	0	0	0	33	33.00
1815 - 1830	0	0	21	0	4	0	0	0	25	25.00
1830 - 1845	0	0	28	0	3	0	0	0	29	29.00
1845 - 1900	0	0	14	0	1	0	0	0	15	15.00
Hourly Total	0	0	89	0	13	0	0	0	102	102.00
Hourly Average	0.00	0.00	22.25	0.00	3.25	0.00	0.00	0.00	25.50	25.50
Session Total	0	0	471	6	55	0	0	0	532	532.00
Session Average	0.00	0.00	29.44	0.38	3.44	0.00	0.00	0.00	33.25	33.25

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 3.9: Right from B4548 Aberystwyth Road (West) to Tesco Access								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	1	0	43	1	5	0	0	0	50	49.20
1115 - 1130	1	0	59	0	4	0	0	0	64	63.20
1130 - 1145	0	0	35	2	5	0	0	0	42	42.00
1145 - 1200	0	0	54	0	4	0	0	0	58	58.00
Hourly Total	2	0	191	3	18	0	0	0	214	212.40
Hourly Average	0.50	0.00	47.75	0.75	4.50	0.00	0.00	0.00	53.50	53.10
1200 - 1215	0	0	52	0	6	0	0	0	58	58.00
1215 - 1230	0	0	36	0	5	0	0	0	41	41.00
1230 - 1245	0	0	54	1	3	0	0	0	58	58.00
1245 - 1300	0	0	38	0	1	0	0	0	39	39.00
Hourly Total	0	0	180	1	15	0	0	0	196	196.00
Hourly Average	0.00	0.00	45.00	0.25	3.75	0.00	0.00	0.00	49.00	49.00
1300 - 1315	0	0	38	0	5	0	0	0	43	43.00
1315 - 1330	0	0	41	0	1	0	0	0	42	42.00
1330 - 1345	0	0	48	0	2	0	0	0	50	50.00
1345 - 1400	0	0	38	0	2	0	0	0	40	40.00
Hourly Total	0	0	165	0	10	0	0	0	175	175.00
Hourly Average	0.00	0.00	41.25	0.00	2.50	0.00	0.00	0.00	43.75	43.75
Session Total	2	0	536	4	43	0	0	0	585	583.40
Session Average	0.17	0.00	44.67	0.33	3.58	0.00	0.00	0.00	48.75	48.62

Site 3 of 4
B4548 Aberystwyth Road (East)
Tesco Access
B4548 Aberystwyth Road (West)
Local Road

Date
Friday 17 October 2025

0700 - 1000 (Weekday AM Peak)

Date
Thursday 16 October 2025

1500 - 1900 (Weekday PM Peak)

Date
Saturday 18 October 2025

1100 - 1400 (Saturday 3H Session)

[illegible]

Site 3 of 4
B4548 Aberystwyth Road (East)
Tesco Access
B4548 Aberystwyth Road (West)
Local Road

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

[illegible]

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

[illegible]

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

[illegible]

Site 3 of 4
B4548 Aberystwyth Road (East)
Tesco Access
B4548 Aberystwyth Road (West)
Local Road

Date
Friday 17 October 2025

0700 - 1000 (Weekday AM Peak)

Date
Thursday 16 October 2025

1500 - 1900 (Weekday PM Peak)

Date
Saturday 18 October 2025

1100 - 1400 (Saturday 3H Session)

[illegible]

Site 3 of 4
B4548 Aberystwyth Road (East)
Tesco Access
B4548 Aberystwyth Road (West)
Local Road

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

[illegible]

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

[illegible]

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

[illegible]

Cardigan
Classified Junction Count

Site 4 of 4
B4548 Aberystwyth Road (East)
Aldi Access
B4548 Aberystwyth Road (West)

Lat/Long
lat 52.087811° lon -4.652379°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.1: Left from B4548 Aberystwyth Road (East) to Aldi Access								Original Data	
	PICYCLE	MICYCLE	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	0	0	1	1.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
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
0800 - 0815	0	0	8	0	1	0	0	0	9	9.00
0815 - 0830	0	0	10	0	1	0	0	0	11	11.00
0830 - 0845	0	0	9	0	0	0	0	0	9	9.00
0845 - 0900	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	35	0	2	0	0	0	37	37.00
Hourly Average	0.00	0.00	8.75	0.00	0.50	0.00	0.00	0.00	9.25	9.25
0900 - 0915	0	0	13	0	0	0	0	0	13	13.00
0915 - 0930	0	0	9	0	0	0	0	0	9	9.00
0930 - 0945	0	0	13	0	1	0	0	0	14	14.00
0945 - 1000	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	0	0	45	0	2	0	0	0	47	47.00
Hourly Average	0.00	0.00	11.25	0.00	0.50	0.00	0.00	0.00	11.75	11.75
Session Total	0	0	83	0	4	0	0	0	87	87.00
Session Average	0.00	0.00	6.92	0.00	0.33	0.00	0.00	0.00	7.25	7.25

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 4.1: Left from B4548 Aberystwyth Road (East) to Aldi Access								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	10	0	1	0	0	0	11	11.00
1515 - 1530	0	0	5	0	2	0	0	0	7	7.00
1530 - 1545	0	0	10	0	5	0	0	0	15	15.00
1545 - 1600	0	0	16	0	0	0	0	0	16	16.00
Hourly Total	0	0	41	0	8	0	0	0	49	49.00
Hourly Average	0.00	0.00	10.25	0.00	2.00	0.00	0.00	0.00	12.25	12.25
1600 - 1615	0	0	11	0	3	0	0	0	14	14.00
1615 - 1630	0	0	11	0	3	0	0	0	14	14.00
1630 - 1645	0	0	8	0	3	0	0	0	11	11.00
1645 - 1700	0	0	10	0	2	0	0	0	12	12.00
Hourly Total	0	0	40	0	11	0	0	0	51	51.00
Hourly Average	0.00	0.00	10.00	0.00	2.75	0.00	0.00	0.00	12.75	12.75
1700 - 1715	0	1	17	0	1	0	1	0	20	20.70
1715 - 1730	0	0	12	0	4	0	0	0	16	16.00
1730 - 1745	0	0	10	0	0	0	0	0	10	10.00
1745 - 1800	0	0	11	0	2	0	0	0	13	13.00
Hourly Total	0	1	50	0	7	0	1	0	59	59.70
Hourly Average	0.00	0.25	12.50	0.00	1.75	0.00	0.25	0.00	14.75	14.93
1800 - 1815	0	0	8	0	2	0	0	0	10	10.00
1815 - 1830	0	0	10	0	0	0	0	0	10	10.00
1830 - 1845	0	0	8	0	0	0	0	0	8	8.00
1845 - 1900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	30	0	2	0	0	0	32	32.00
Hourly Average	0.00	0.00	7.50	0.00	0.50	0.00	0.00	0.00	8.00	8.00
Session Total	0	1	161	0	28	0	1	0	191	191.70
Session Average	0.00	0.06	10.06	0.00	1.75	0.00	0.06	0.00	11.94	11.98

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 4.1: Left from B4548 Aberystwyth Road (East) to Aldi Access								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	19	0	1	0	0	0	20	20.00
1115 - 1130	0	0	10	0	2	0	0	0	12	12.00
1130 - 1145	0	0	10	0	3	0	0	0	13	13.00
1145 - 1200	0	0	21	0	1	0	0	0	22	22.00
Hourly Total	0	0	60	0	7	0	0	0	67	67.00
Hourly Average	0.00	0.00	15.00	0.00	1.75	0.00	0.00	0.00	16.75	16.75
1200 - 1215	0	0	10	0	0	0	0	0	10	10.00
1215 - 1230	0	0	19	0	1	0	0	0	20	20.00
1230 - 1245	0	0	11	0	2	0	0	0	13	13.00
1245 - 1300	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	0	48	0	4	0	0	0	52	52.00
Hourly Average	0.00	0.00	12.00	0.00	1.00	0.00	0.00	0.00	13.00	13.00
1300 - 1315	0	0	15	1	1	0	0	0	17	17.00
1315 - 1330	0	0	17	0	1	0	0	0	18	18.00
1330 - 1345	0	0	21	0	0	0	0	0	21	21.00
1345 - 1400	0	0	17	0	1	0	0	0	18	18.00
Hourly Total	0	0	70	1	3	0	0	0	74	74.00
Hourly Average	0.00	0.00	17.50	0.25	0.75	0.00	0.00	0.00	19.50	19.50
Session Total	0	0	178	1	14	0	0	0	193	193.00
Session Average	0.00	0.00	14.83	0.08	1.17	0.00	0.00	0.00	16.08	16.08

Cardigan
Classified Junction Count

Site 4 of 4
B4548 Aberystwyth Road (East)
Aldi Access
B4548 Aberystwyth Road (West)

Lat/Long
lat 52.087811° lon -4.652379°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.2: Westbound from B4548 Aberystwyth Road (East) to B4548 Aberystwyth Road (West)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	9	0	2	0	0	0	11	11.00
0715 - 0730	0	0	17	0	3	0	0	0	20	20.00
0730 - 0745	0	0	18	1	7	0	0	5	31	36.00
0745 - 0800	0	0	25	1	14	1	0	1	42	43.50
Hourly Total	0	0	69	2	26	1	0	6	104	110.50
Hourly Average	0.00	0.00	17.25	0.50	6.50	0.25	0.00	1.50	26.00	27.63
0800 - 0815	0	0	40	0	10	0	0	1	51	52.00
0815 - 0830	1	1	61	0	8	0	1	0	72	71.90
0830 - 0845	0	0	70	0	1	1	1	2	75	78.80
0845 - 0900	0	2	73	1	6	0	0	1	83	82.80
Hourly Total	1	3	244	1	25	1	2	4	281	285.50
Hourly Average	0.25	0.75	61.00	0.25	6.25	0.25	0.50	1.00	70.25	71.38
0900 - 0915	0	0	59	0	7	0	0	0	66	66.00
0915 - 0930	0	0	65	0	4	0	1	1	71	73.30
0930 - 0945	0	0	42	0	7	2	0	0	51	52.00
0945 - 1000	0	0	59	1	9	0	0	2	71	73.00
Hourly Total	0	0	225	1	27	2	1	3	259	264.30
Hourly Average	0.00	0.00	56.25	0.25	6.75	0.50	0.25	0.75	64.75	66.06
Session Total	1	3	538	4	78	4	3	13	644	660.30
Session Average	0.08	0.25	44.83	0.33	6.50	0.33	0.25	1.08	53.67	55.03

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 4.2: Westbound from B4548 Aberystwyth Road (East) to B4548 Aberystwyth Road (West)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	61	0	4	0	0	4	69	73.00
1515 - 1530	0	0	49	1	5	0	0	0	55	55.00
1530 - 1545	0	0	50	1	9	0	0	0	60	60.00
1545 - 1600	0	0	73	2	7	0	0	1	83	84.00
Hourly Total	0	0	233	4	25	0	0	5	267	272.00
Hourly Average	0.00	0.00	58.25	1.00	6.25	0.00	0.00	1.25	66.75	68.00
1600 - 1615	0	0	51	2	8	0	0	2	63	65.00
1615 - 1630	0	0	45	2	6	0	0	2	55	57.00
1630 - 1645	0	1	41	0	9	1	0	0	52	51.90
1645 - 1700	0	0	40	1	7	0	0	0	48	48.00
Hourly Total	0	1	177	5	30	1	0	4	218	221.90
Hourly Average	0.00	0.25	44.25	1.25	7.50	0.25	0.00	1.00	54.50	55.48
1700 - 1715	1	0	52	2	14	1	0	1	71	71.70
1715 - 1730	0	0	53	0	11	0	0	0	64	64.00
1730 - 1745	1	0	73	2	6	0	0	1	83	83.20
1745 - 1800	0	0	63	0	7	0	0	1	71	72.00
Hourly Total	2	0	241	4	38	1	0	3	289	290.90
Hourly Average	0.50	0.00	60.25	1.00	9.50	0.25	0.00	0.75	72.25	72.73
1800 - 1815	0	0	45	0	5	0	0	0	50	50.00
1815 - 1830	0	0	45	1	5	0	1	1	53	55.30
1830 - 1845	0	0	44	1	6	0	1	0	52	53.30
1845 - 1900	0	0	36	0	7	0	1	1	45	47.30
Hourly Total	0	0	170	2	23	0	3	2	200	205.90
Hourly Average	0.00	0.00	42.50	0.50	5.75	0.00	0.75	0.50	50.00	51.48
Session Total	2	1	821	15	116	2	3	14	974	990.70
Session Average	0.13	0.06	51.31	0.94	7.25	0.13	0.19	0.88	60.88	61.92

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 4.2: Westbound from B4548 Aberystwyth Road (East) to B4548 Aberystwyth Road (West)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	68	1	4	0	0	1	74	75.00
1115 - 1130	1	0	89	0	5	0	0	0	95	94.20
1130 - 1145	1	2	84	1	8	1	0	0	97	95.50
1145 - 1200	0	0	66	0	6	0	0	0	72	72.00
Hourly Total	2	2	307	2	23	1	0	1	338	336.70
Hourly Average	0.50	0.50	76.75	0.50	5.75	0.25	0.00	0.25	84.50	84.16
1200 - 1215	0	3	78	0	5	0	0	1	87	86.20
1215 - 1230	0	0	83	0	4	0	1	0	88	89.30
1230 - 1245	0	0	77	2	5	0	0	0	84	84.00
1245 - 1300	0	2	74	0	8	0	0	1	85	84.80
Hourly Total	0	5	312	2	22	0	1	2	344	344.30
Hourly Average	0.00	1.25	78.00	0.50	5.50	0.00	0.25	0.50	86.00	86.08
1300 - 1315	0	0	67	0	15	0	0	1	83	84.00
1315 - 1330	0	0	74	0	2	0	1	2	79	82.30
1330 - 1345	0	0	81	0	8	0	0	0	89	89.00
1345 - 1400	0	1	64	0	10	0	1	1	76	76.40
Hourly Total	0	1	286	0	35	0	1	4	327	331.70
Hourly Average	0.00	0.25	71.50	0.00	8.75	0.00	0.25	1.00	81.75	82.93
Session Total	2	8	905	4	80	1	2	7	1009	1012.70
Session Average	0.17	0.67	75.42	0.33	6.67	0.08	0.17	0.58	84.08	84.39

Cardigan
Classified Junction Count

Site 4 of 4
B4548 Aberystwyth Road (East)
Aldi Access
B4548 Aberystwyth Road (West)

Lat/Long
lat 52.087811° lon -4.652379°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.3: Left from Aldi Access to B4548 Aberystwyth Road (West)								Original Data	
	PICYCLE	MICYCLE	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	0	0	1	1.00
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	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
0800 - 0815	0	0	5	0	0	0	0	0	5	5.00
0815 - 0830	0	0	5	0	1	0	0	0	6	6.00
0830 - 0845	0	0	5	0	0	0	0	0	5	5.00
0845 - 0900	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	22	0	1	0	0	0	23	23.00
Hourly Average	0.00	0.00	5.50	0.00	0.25	0.00	0.00	0.00	5.75	5.75
0900 - 0915	0	0	5	0	0	0	0	0	5	5.00
0915 - 0930	0	0	5	0	0	0	0	0	5	5.00
0930 - 0945	0	0	6	0	1	0	0	0	7	7.00
0945 - 1000	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	24	0	2	0	0	0	26	26.00
Hourly Average	0.00	0.00	6.00	0.00	0.50	0.00	0.00	0.00	6.50	6.50
Session Total	0	0	47	0	3	0	0	0	50	50.00
Session Average	0.00	0.00	3.92	0.00	0.25	0.00	0.00	0.00	4.17	4.17

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 4.3: Left from Aldi Access to B4548 Aberystwyth Road (West)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	8	0	2	0	0	0	10	10.00
1515 - 1530	0	0	18	0	0	0	0	0	18	18.00
1530 - 1545	0	0	11	0	0	0	0	0	11	11.00
1545 - 1600	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	0	0	50	0	2	0	0	0	52	52.00
Hourly Average	0.00	0.00	12.50	0.00	0.50	0.00	0.00	0.00	13.00	13.00
1600 - 1615	0	0	18	0	0	0	0	0	18	18.00
1615 - 1630	0	0	16	0	0	0	0	0	16	16.00
1630 - 1645	0	0	15	0	1	0	0	0	16	16.00
1645 - 1700	0	0	10	0	4	0	0	0	14	14.00
Hourly Total	0	0	59	0	5	0	0	0	64	64.00
Hourly Average	0.00	0.00	14.75	0.00	1.25	0.00	0.00	0.00	16.00	16.00
1700 - 1715	0	1	15	0	2	0	0	0	18	17.40
1715 - 1730	0	0	18	0	3	1	0	0	22	22.50
1730 - 1745	0	0	16	0	4	0	0	0	20	20.00
1745 - 1800	0	1	11	0	1	0	0	0	13	12.40
Hourly Total	0	2	60	0	10	1	0	0	73	72.30
Hourly Average	0.00	0.50	15.00	0.00	2.50	0.25	0.00	0.00	18.25	18.08
1800 - 1815	0	0	10	0	1	0	0	0	11	11.00
1815 - 1830	0	0	8	0	1	0	0	0	9	9.00
1830 - 1845	0	0	5	0	0	0	0	0	5	5.00
1845 - 1900	0	0	11	0	0	0	0	0	11	11.00
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
Session Total	0	2	206	0	19	1	0	0	228	227.30
Session Average	0.00	0.13	12.88	0.00	1.19	0.06	0.00	0.00	14.25	14.21

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 4.3: Left from Aldi Access to B4548 Aberystwyth Road (West)								Original Data	
	PICYCLE	MICYCLE	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	1	0	0	0	15	15.00
1130 - 1145	0	0	6	0	1	0	0	0	7	7.00
1145 - 1200	0	0	10	0	2	1	0	0	13	13.50
Hourly Total	0	0	44	0	6	1	0	0	51	51.50
Hourly Average	0.00	0.00	11.00	0.00	1.50	0.25	0.00	0.00	12.75	12.88
1200 - 1215	0	0	3	0	0	0	0	0	3	3.00
1215 - 1230	0	0	11	0	1	0	0	0	12	12.00
1230 - 1245	0	0	10	0	1	0	0	0	11	11.00
1245 - 1300	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	0	0	41	0	3	0	0	0	44	44.00
Hourly Average	0.00	0.00	10.25	0.00	0.75	0.00	0.00	0.00	11.00	11.00
1300 - 1315	0	1	16	1	1	0	0	0	19	18.40
1315 - 1330	0	0	11	0	0	0	0	0	11	11.00
1330 - 1345	0	0	8	0	2	0	0	0	10	10.00
1345 - 1400	0	1	10	0	0	0	0	0	10	10.00
Hourly Total	0	1	45	1	3	0	0	0	50	49.40
Hourly Average	0.00	0.25	11.25	0.25	0.75	0.00	0.00	0.00	12.50	12.35
Session Total	0	1	130	1	12	1	0	0	145	144.90
Session Average	0.00	0.08	10.83	0.08	1.00	0.08	0.00	0.00	12.08	12.08

Cardigan
Classified Junction Count

Site 4 of 4
B4548 Aberystwyth Road (East)
Aldi Access
B4548 Aberystwyth Road (West)

Lat/Long
lat 52.087811° lon -4.652379°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.4: Right from Aldi Access to B4548 Aberystwyth Road (East)								Original Data	
	PICYCLE	MICYCLE	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	2	0	2	0	0	0	4	4.00
0815 - 0830	0	0	3	0	0	0	0	0	3	3.00
0830 - 0845	0	0	5	0	2	0	0	0	7	7.00
0845 - 0900	0	0	6	0	0	0	0	0	6	6.00
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
0900 - 0915	0	0	10	0	0	0	0	0	10	10.00
0915 - 0930	0	0	6	1	0	0	0	0	7	7.00
0930 - 0945	0	0	12	0	0	0	0	0	12	12.00
0945 - 1000	0	0	9	0	0	0	0	0	10	10.00
Hourly Total	0	0	37	1	1	0	0	0	39	39.00
Hourly Average	0.00	0.00	9.25	0.25	0.25	0.00	0.00	0.00	9.75	9.75
Session Total	0	0	53	1	5	0	0	0	59	59.00
Session Average	0.00	0.00	4.42	0.08	0.42	0.00	0.00	0.00	4.92	4.92

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 4.4: Right from Aldi Access to B4548 Aberystwyth Road (East)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	13	0	0	0	0	0	13	13.00
1515 - 1530	0	0	9	0	1	0	0	0	10	10.00
1530 - 1545	0	0	9	0	0	0	0	0	9	9.00
1545 - 1600	0	0	20	0	1	0	0	0	21	21.00
Hourly Total	0	0	51	0	2	0	0	0	53	53.00
Hourly Average	0.00	0.00	12.75	0.00	0.50	0.00	0.00	0.00	13.25	13.25
1600 - 1615	0	0	10	0	1	0	0	0	10	10.00
1615 - 1630	0	0	17	0	1	0	0	0	18	18.00
1630 - 1645	0	0	14	0	0	0	0	0	14	14.00
1645 - 1700	0	0	15	0	2	0	0	0	17	17.00
Hourly Total	0	0	56	0	3	0	0	0	59	59.00
Hourly Average	0.00	0.00	14.00	0.00	0.75	0.00	0.00	0.00	14.75	14.75
1700 - 1715	0	0	12	0	1	0	0	0	13	13.00
1715 - 1730	0	0	19	0	0	0	0	0	19	19.00
1730 - 1745	0	0	13	0	0	0	0	0	13	13.00
1745 - 1800	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	53	0	2	0	0	0	55	55.00
Hourly Average	0.00	0.00	13.25	0.00	0.50	0.00	0.00	0.00	13.75	13.75
1800 - 1815	0	0	14	0	1	0	0	0	15	15.00
1815 - 1830	0	0	10	0	2	0	1	0	13	14.30
1830 - 1845	0	0	11	0	0	0	0	0	11	11.00
1845 - 1900	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	0	0	46	0	3	0	1	0	50	51.30
Hourly Average	0.00	0.00	11.50	0.00	0.75	0.00	0.25	0.00	12.50	12.83
Session Total	0	0	206	0	10	0	1	0	217	218.30
Session Average	0.00	0.00	12.88	0.00	0.63	0.00	0.06	0.00	13.56	13.64

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 4.4: Right from Aldi Access to B4548 Aberystwyth Road (East)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	12	0	1	0	0	0	13	13.00
1115 - 1130	0	0	18	0	1	0	0	0	19	19.00
1130 - 1145	0	0	14	0	6	0	0	0	20	20.00
1145 - 1200	0	0	20	0	0	0	0	0	20	20.00
Hourly Total	0	0	64	0	8	0	0	0	72	72.00
Hourly Average	0.00	0.00	16.00	0.00	2.00	0.00	0.00	0.00	18.00	18.00
1200 - 1215	0	0	15	0	2	0	0	0	17	17.00
1215 - 1230	1	0	10	0	3	0	0	0	14	13.20
1230 - 1245	0	0	21	1	1	0	0	0	23	23.00
1245 - 1300	0	0	15	0	2	0	0	0	17	17.00
Hourly Total	1	0	61	1	8	0	0	0	71	70.20
Hourly Average	0.25	0.00	15.25	0.25	2.00	0.00	0.00	0.00	17.75	17.55
1300 - 1315	0	0	15	0	4	0	0	0	19	19.00
1315 - 1330	0	0	16	0	0	0	0	0	16	16.00
1330 - 1345	0	0	16	0	1	0	0	0	17	17.00
1345 - 1400	0	0	20	0	1	0	0	0	21	21.00
Hourly Total	0	0	67	0	6	0	0	0	73	73.00
Hourly Average	0.00	0.00	16.75	0.00	1.50	0.00	0.00	0.00	18.25	18.25
Session Total	1	0	192	1	22	0	0	0	216	215.20
Session Average	0.08	0.00	16.00	0.08	1.83	0.00	0.00	0.00	18.00	17.93

Cardigan
Classified Junction Count

Site 4 of 4
B4548 Aberystwyth Road (East)
Aldi Access
B4548 Aberystwyth Road (West)

Lat/Long
lat 52.087811° lon -4.652379°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.5: Eastbound from B4548 Aberystwyth Road (West) to B4548 Aberystwyth Road (East)								Original Data	
	PICYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	16	0	6	0	0	0	22	22.00
0715 - 0730	0	0	17	0	10	0	0	0	27	27.00
0730 - 0745	0	0	15	0	14	0	0	0	29	29.00
0745 - 0800	0	0	11	1	12	0	0	2	26	28.00
Hourly Total	0	0	59	1	42	0	0	2	104	106.00
Hourly Average	0.00	0.00	14.75	0.25	10.50	0.00	0.00	0.50	26.00	26.50
0800 - 0815	0	0	26	0	6	0	3	1	36	40.90
0815 - 0830	0	0	45	0	9	1	0	2	57	59.50
0830 - 0845	0	0	45	0	8	0	0	3	56	59.00
0845 - 0900	1	0	30	0	6	0	0	1	38	38.20
Hourly Total	1	0	146	0	29	1	3	7	187	197.60
Hourly Average	0.25	0.00	36.50	0.00	7.25	0.25	0.75	1.75	46.75	49.40
0900 - 0915	0	0	45	0	9	0	0	1	55	56.00
0915 - 0930	0	0	41	0	9	0	0	0	50	50.00
0930 - 0945	0	0	43	0	6	0	0	1	50	51.00
0945 - 1000	0	0	41	1	9	0	0	1	52	53.00
Hourly Total	0	0	170	1	33	0	0	3	207	210.00
Hourly Average	0.00	0.00	42.50	0.25	8.25	0.00	0.00	0.75	51.75	52.50
Session Total	1	0	375	2	104	1	3	12	498	513.60
Session Average	0.08	0.00	31.25	0.17	8.67	0.08	0.25	1.00	41.50	42.80

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 4.5: Eastbound from B4548 Aberystwyth Road (West) to B4548 Aberystwyth Road (East)								Original Data	
	PICYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	1	0	76	0	14	0	0	5	96	100.20
1515 - 1530	0	0	95	0	10	0	0	0	105	105.00
1530 - 1545	1	0	64	0	13	0	0	0	78	77.20
1545 - 1600	0	1	65	2	15	1	0	1	85	85.90
Hourly Total	2	1	300	2	52	1	0	6	364	369.30
Hourly Average	0.50	0.25	75.00	0.50	13.00	0.25	0.00	1.50	91.00	92.08
1600 - 1615	0	0	84	1	11	0	0	2	98	100.00
1615 - 1630	0	1	75	1	7	0	0	0	84	83.40
1630 - 1645	0	0	63	0	13	0	0	0	76	76.00
1645 - 1700	0	2	83	1	14	0	0	1	101	100.80
Hourly Total	0	3	305	3	45	0	0	3	359	360.20
Hourly Average	0.00	0.75	76.25	0.75	11.25	0.00	0.00	0.75	89.75	90.05
1700 - 1715	0	0	84	0	17	1	0	0	102	102.50
1715 - 1730	0	0	74	2	11	1	0	1	89	90.50
1730 - 1745	0	0	60	0	8	0	0	0	68	68.00
1745 - 1800	0	1	47	0	6	0	0	0	54	53.40
Hourly Total	0	1	265	2	42	2	0	1	313	314.40
Hourly Average	0.00	0.25	66.25	0.50	10.50	0.50	0.00	0.25	78.25	78.60
1800 - 1815	0	0	59	0	7	0	0	1	67	68.00
1815 - 1830	0	1	36	0	6	0	0	0	43	42.40
1830 - 1845	0	1	58	0	8	0	1	0	68	66.70
1845 - 1900	0	1	34	0	2	0	0	1	38	38.40
Hourly Total	0	3	187	0	23	0	1	2	216	217.50
Hourly Average	0.00	0.75	46.75	0.00	5.75	0.00	0.25	0.50	54.00	54.38
Session Total	2	8	1057	7	162	3	1	12	1252	1260.40
Session Average	0.13	0.50	66.06	0.44	10.13	0.19	0.06	0.75	78.25	78.78

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 4.5: Eastbound from B4548 Aberystwyth Road (West) to B4548 Aberystwyth Road (East)								Original Data	
	PICYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	1	0	70	1	9	0	0	1	82	82.20
1115 - 1130	0	0	77	1	10	0	0	1	89	90.00
1130 - 1145	0	0	63	2	13	0	0	0	78	78.00
1145 - 1200	0	1	75	0	7	0	0	1	84	84.40
Hourly Total	1	1	285	4	39	0	0	3	333	334.60
Hourly Average	0.25	0.25	71.25	1.00	9.75	0.00	0.00	0.75	83.25	83.65
1200 - 1215	1	0	84	0	9	0	1	1	96	97.50
1215 - 1230	0	4	68	0	11	0	0	1	84	82.60
1230 - 1245	0	0	97	0	8	0	0	0	105	105.00
1245 - 1300	0	0	84	1	4	0	0	1	90	91.00
Hourly Total	1	4	333	1	32	0	1	3	375	376.10
Hourly Average	0.25	1.00	83.25	0.25	8.00	0.00	0.25	0.75	93.75	94.03
1300 - 1315	0	0	76	0	8	0	0	1	85	86.00
1315 - 1330	0	1	70	0	8	0	0	0	79	78.40
1330 - 1345	0	0	72	0	7	0	0	0	79	79.00
1345 - 1400	0	0	78	0	7	1	1	2	89	92.80
Hourly Total	0	1	296	0	30	1	1	3	332	336.20
Hourly Average	0.00	0.25	74.00	0.00	7.50	0.25	0.25	0.75	83.00	84.05
Session Total	2	6	914	5	101	1	2	9	1040	1046.90
Session Average	0.17	0.50	76.17	0.42	8.42	0.08	0.17	0.75	86.67	87.24

Cardigan
Classified Junction Count

Site 4 of 4
B4548 Aberystwyth Road (East)
Aldi Access
B4548 Aberystwyth Road (West)

Lat/Long
lat 52.087811° lon -4.652379°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4.6: Right from B4548 Aberystwyth Road (West) to Aldi Access								Original Data	
	PICYCLE	MICYCLE	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	3	0	0	0	0	0	3	3.00
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
0800 - 0815	0	0	6	0	2	0	0	0	8	8.00
0815 - 0830	0	0	3	0	0	0	0	0	3	3.00
0830 - 0845	0	0	5	0	1	0	0	0	6	6.00
0845 - 0900	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	24	0	3	0	0	0	27	27.00
Hourly Average	0.00	0.00	6.00	0.00	0.75	0.00	0.00	0.00	6.75	6.75
0900 - 0915	0	0	5	0	0	0	0	0	5	5.00
0915 - 0930	0	0	4	1	0	0	0	0	5	5.00
0930 - 0945	0	0	3	0	1	0	0	0	4	4.00
0945 - 1000	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	0	0	24	1	1	0	0	0	26	26.00
Hourly Average	0.00	0.00	6.00	0.25	0.25	0.00	0.00	0.00	6.50	6.50
Session Total	0	0	51	1	4	0	0	0	56	56.00
Session Average	0.00	0.00	4.25	0.08	0.33	0.00	0.00	0.00	4.67	4.67

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 4.6: Right from B4548 Aberystwyth Road (West) to Aldi Access								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	12	0	0	0	0	0	12	12.00
1515 - 1530	0	0	19	0	0	0	0	0	19	19.00
1530 - 1545	0	0	15	0	1	0	0	0	16	16.00
1545 - 1600	0	0	17	0	0	0	0	0	17	17.00
Hourly Total	0	0	63	0	1	0	0	0	64	64.00
Hourly Average	0.00	0.00	15.75	0.00	0.25	0.00	0.00	0.00	16.00	16.00
1600 - 1615	0	0	17	0	1	0	0	0	18	18.00
1615 - 1630	0	0	18	0	0	0	0	0	18	18.00
1630 - 1645	3	0	16	0	4	0	0	0	23	20.60
1645 - 1700	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	3	0	65	0	5	0	0	0	73	70.60
Hourly Average	0.75	0.00	16.25	0.00	1.25	0.00	0.00	0.00	18.25	17.65
1700 - 1715	0	0	20	0	2	1	0	0	23	23.50
1715 - 1730	0	0	13	0	0	0	0	0	13	13.00
1730 - 1745	0	0	8	0	0	0	0	0	8	8.00
1745 - 1800	0	1	12	0	0	0	0	0	13	12.40
Hourly Total	0	1	53	0	2	1	0	0	57	56.90
Hourly Average	0.00	0.25	13.25	0.00	0.50	0.25	0.00	0.00	14.25	14.23
1800 - 1815	0	0	13	0	1	0	0	0	14	14.00
1815 - 1830	0	0	11	0	0	0	0	0	11	11.00
1830 - 1845	0	0	9	0	0	0	0	0	9	9.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	34	0	1	0	0	0	35	35.00
Hourly Average	0.00	0.00	8.50	0.00	0.25	0.00	0.00	0.00	8.75	8.75
Session Total	3	1	215	0	9	1	0	0	229	226.50
Session Average	0.19	0.06	13.44	0.00	0.56	0.06	0.00	0.00	14.31	14.16

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	Movement 4.6: Right from B4548 Aberystwyth Road (West) to Aldi Access								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	13	0	1	0	0	0	14	14.00
1115 - 1130	0	0	18	0	0	1	0	0	19	19.50
1130 - 1145	0	0	11	0	5	0	0	0	16	16.00
1145 - 1200	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	0	0	56	0	6	1	0	0	63	63.50
Hourly Average	0.00	0.00	14.00	0.00	1.50	0.25	0.00	0.00	15.75	15.88
1200 - 1215	1	0	9	0	2	0	0	0	11	10.20
1215 - 1230	0	0	17	1	1	0	0	0	19	19.00
1230 - 1245	0	1	16	0	2	0	0	0	19	18.40
1245 - 1300	0	0	15	0	1	0	0	0	16	16.00
Hourly Total	1	1	56	1	6	0	0	0	65	63.60
Hourly Average	0.25	0.25	14.00	0.25	1.50	0.00	0.00	0.00	16.25	15.90
1300 - 1315	0	0	14	0	0	0	0	0	14	14.00
1315 - 1330	0	0	12	0	3	0	0	0	15	15.00
1330 - 1345	0	0	14	0	1	0	0	0	15	15.00
1345 - 1400	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	0	0	51	0	4	0	0	0	55	55.00
Hourly Average	0.00	0.00	12.75	0.00	1.00	0.00	0.00	0.00	13.75	13.75
Session Total	1	1	163	1	16	1	0	0	183	182.10
Session Average	0.08	0.08	13.58	0.08	1.33	0.08	0.00	0.00	15.25	15.18

Cardigan
Pedestrian Survey

Site 2 of 4
A487 (North)
A487 (South)
B4548 Aberystwyth Road

Lat/Long
lat 52.089686° lon -4.644869°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	p2.1	p2.2
0700 - 0715	0	0
0715 - 0730	0	0
0730 - 0745	1	0
0745 - 0800	0	0
Hourly Total	1	0
Hourly Average	0.25	0.00
0800 - 0815	0	0
0815 - 0830	0	0
0830 - 0845	0	0
0845 - 0900	0	0
Hourly Total	0	0
Hourly Average	0.00	0.00
0900 - 0915	0	0
0915 - 0930	0	0
0930 - 0945	0	0
0945 - 1000	0	0
Hourly Total	0	0
Hourly Average	0.00	0.00
Session Total	1	0
Session Average	0.08	0.00

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

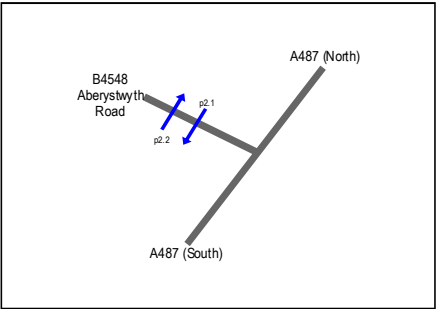
TIME	p2.1	p2.2
1500 - 1515	0	0
1515 - 1530	1	0
1530 - 1545	0	0
1545 - 1600	0	0
Hourly Total	1	0
Hourly Average	0.25	0.00
1600 - 1615	0	0
1615 - 1630	0	0
1630 - 1645	0	0
1645 - 1700	0	0
Hourly Total	0	0
Hourly Average	0.00	0.00
1700 - 1715	0	1
1715 - 1730	0	0
1730 - 1745	0	0
1745 - 1800	0	0
Hourly Total	0	1
Hourly Average	0.00	0.25
1800 - 1815	0	0
1815 - 1830	0	0
1830 - 1845	0	0
1845 - 1900	0	0
Hourly Total	0	0
Hourly Average	0.00	0.00
Session Total	1	1
Session Average	0.06	0.06

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	p2.1	p2.2
1100 - 1115	0	0
1115 - 1130	0	0
1130 - 1145	0	0
1145 - 1200	0	0
Hourly Total	0	0
Hourly Average	0.00	0.00
1200 - 1215	0	0
1215 - 1230	1	0
1230 - 1245	0	0
1245 - 1300	0	0
Hourly Total	1	0
Hourly Average	0.25	0.00
1300 - 1315	0	0
1315 - 1330	0	0
1330 - 1345	0	0
1345 - 1400	0	0
Hourly Total	0	0
Hourly Average	0.00	0.00
Session Total	1	0
Session Average	0.08	0.00



Cardigan
Pedestrian Survey

Site 2 of 4
A487 (North)
A487 (South)
B4548 Aberystwyth Road

Lat/Long
lat 52.089686° lon -4.644869°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	p2.1/p2.2
	Amount of times Pedestrian Signal called
0700 - 0715	0
0715 - 0730	0
0730 - 0745	0
0745 - 0800	0
Hourly Total	0
Hourly Average	0.00
0800 - 0815	0
0815 - 0830	0
0830 - 0845	0
0845 - 0900	0
Hourly Total	0
Hourly Average	0.00
0900 - 0915	0
0915 - 0930	0
0930 - 0945	0
0945 - 1000	0
Hourly Total	0
Hourly Average	0.00
Session Total	0
Session Average	0.00

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

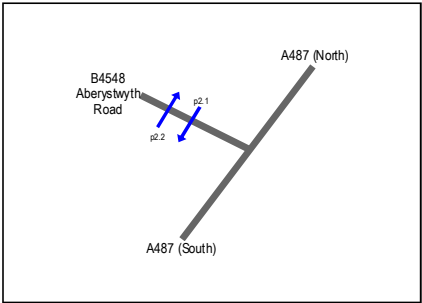
TIME	p2.1/p2.2
	Amount of times Pedestrian Signal called
1500 - 1515	0
1515 - 1530	0
1530 - 1545	0
1545 - 1600	0
Hourly Total	0
Hourly Average	0.00
1600 - 1615	0
1615 - 1630	0
1630 - 1645	0
1645 - 1700	0
Hourly Total	0
Hourly Average	0.00
1700 - 1715	1
1715 - 1730	0
1730 - 1745	0
1745 - 1800	0
Hourly Total	1
Hourly Average	0.25
1800 - 1815	0
1815 - 1830	0
1830 - 1845	0
1845 - 1900	0
Hourly Total	0
Hourly Average	0.00
Session Total	1
Session Average	0.06

Date
Saturday 18 October 2025

Weather
Cloudy
Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	p2.1/p2.2
	Amount of times Pedestrian Signal called
1100 - 1115	0
1115 - 1130	0
1130 - 1145	0
1145 - 1200	0
Hourly Total	0
Hourly Average	0.00
1200 - 1215	0
1215 - 1230	0
1230 - 1245	0
1245 - 1300	0
Hourly Total	0
Hourly Average	0.00
1300 - 1315	0
1315 - 1330	0
1330 - 1345	0
1345 - 1400	0
Hourly Total	0
Hourly Average	0.00
Session Total	0
Session Average	0.00



Cardigan
Queue Length Survey

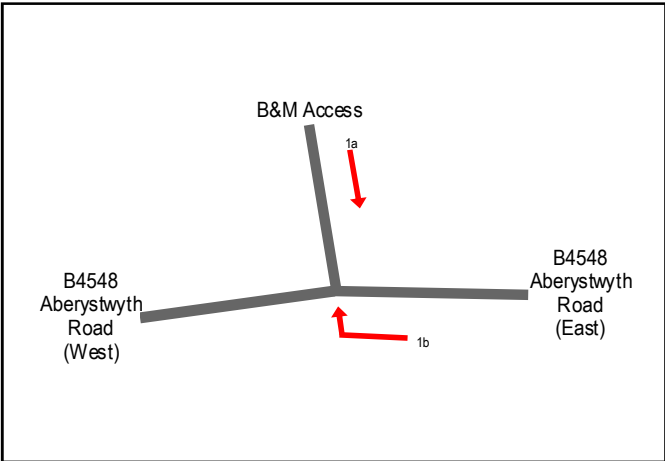
Site 1 of 4
B&M Access
B4548 Aberystwyth Road (East)
B4548 Aberystwyth Road (West)

Lat/Long
lat 52.089914° lon -4.646127°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	1a	1b
0700 - 0705	0	0
0705 - 0710	0	0
0710 - 0715	0	0
0715 - 0720	0	0
0720 - 0725	0	0
0725 - 0730	0	0
0730 - 0735	0	0
0735 - 0740	1	0
0740 - 0745	0	0
0745 - 0750	0	0
0750 - 0755	1	0
0755 - 0800	0	0
Hourly Average	0.17	0.00
0800 - 0805	0	0
0805 - 0810	0	0
0810 - 0815	1	0
0815 - 0820	0	0
0820 - 0825	0	0
0825 - 0830	0	0
0830 - 0835	0	0
0835 - 0840	1	0
0840 - 0845	2	0
0845 - 0850	1	1
0850 - 0855	1	0
0855 - 0900	1	1
Hourly Average	0.58	0.17
0900 - 0905	1	1
0905 - 0910	1	0
0910 - 0915	2	1
0915 - 0920	2	0
0920 - 0925	1	1
0925 - 0930	1	0
0930 - 0935	1	1
0935 - 0940	1	1
0940 - 0945	1	1
0945 - 0950	2	0
0950 - 0955	1	0
0955 - 1000	2	1
Hourly Average	1.33	0.58
Session Total	0.69	0.25

Date

Thursday 16 October 2025

Weather

Cloudy

Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	1a	1b
1500 - 1505	3	0
1505 - 1510	2	2
1510 - 1515	1	0
1515 - 1520	3	0
1520 - 1525	2	0
1525 - 1530	1	0
1530 - 1535	2	1
1535 - 1540	1	1
1540 - 1545	2	0
1545 - 1550	3	1
1550 - 1555	1	0
1555 - 1600	2	0
Hourly Average	1.92	0.42
1600 - 1605	1	1
1605 - 1610	1	1
1610 - 1615	1	1
1615 - 1620	1	0
1620 - 1625	1	0
1625 - 1630	2	1
1630 - 1635	1	0
1635 - 1640	0	1
1640 - 1645	1	0
1645 - 1650	2	1
1650 - 1655	2	1
1655 - 1700	0	1
Hourly Average	1.08	0.67
1700 - 1705	1	0
1705 - 1710	1	1
1710 - 1715	1	1
1715 - 1720	2	1
1720 - 1725	2	0
1725 - 1730	1	1
1730 - 1735	1	0
1735 - 1740	1	0
1740 - 1745	1	0
1745 - 1750	1	0
1750 - 1755	0	1
1755 - 1800	1	1
Hourly Average	1.08	0.50
1800 - 1805	1	0
1805 - 1810	1	0
1810 - 1815	1	0
1815 - 1820	2	0
1820 - 1825	0	0
1825 - 1830	1	0
1830 - 1835	0	0
1835 - 1840	1	1
1840 - 1845	1	1
1845 - 1850	2	0
1850 - 1855	1	0
1855 - 1900	1	0
Hourly Average	1.00	0.17
Session Total	1.27	0.44

Date

Saturday 18 October 2025

Weather

Cloudy

Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	1a	1b
1100 - 1105	3	2
1105 - 1110	2	1
1110 - 1115	1	1
1115 - 1120	2	0
1120 - 1125	3	2
1125 - 1130	1	1
1130 - 1135	3	1
1135 - 1140	2	0
1140 - 1145	2	1
1145 - 1150	3	1
1150 - 1155	1	1
1155 - 1200	1	1
Hourly Average	2.00	1.00
1200 - 1205	3	1
1205 - 1210	2	1
1210 - 1215	2	2
1215 - 1220	1	1
1220 - 1225	3	0
1225 - 1230	3	1
1230 - 1235	1	1
1235 - 1240	1	1
1240 - 1245	1	1
1245 - 1250	1	1
1250 - 1255	5	1
1255 - 1300	4	1
Hourly Average	2.25	1.00
1300 - 1305	2	0
1305 - 1310	4	0
1310 - 1315	2	1
1315 - 1320	1	0
1320 - 1325	2	1
1325 - 1330	2	1
1330 - 1335	2	1
1335 - 1340	5	2
1340 - 1345	2	0
1345 - 1350	2	0
1350 - 1355	2	1
1355 - 1400	2	0
Hourly Average	2.33	0.58
Session Total	2.19	0.86

Cardigan
Queue Length Survey

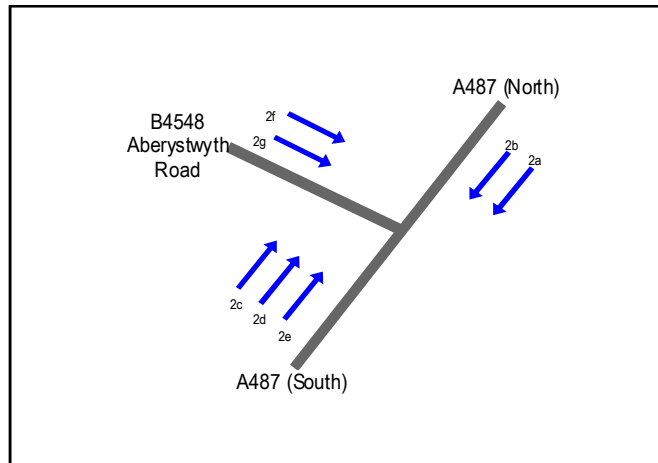
Site 2 of 4
A487 (North)
A487 (South)
B4548 Aberystwyth Road

Lat/Long
lat 52.089686° lon -4.644869°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	2a	2b	2c	2d	2e	2f	2g
0700 - 0705	0	0	2	1	0	1	1
0705 - 0710	2	0	0	1	0	1	1
0710 - 0715	0	0	0	1	0	1	1
0715 - 0720	0	1	1	1	0	1	1
0720 - 0725	0	1	0	2	0	1	2
0725 - 0730	0	2	1	2	2	1	3
0730 - 0735	3	4	0	2	1	1	3
0735 - 0740	0	1	1	3	0	2	2
0740 - 0745	2	1	3	2	1	1	2
0745 - 0750	2	4	2	2	0	2	3
0750 - 0755	0	4	4	1	1	1	3
0755 - 0800	3	2	1	2	0	1	1
Hourly Average	1.00	1.67	1.25	1.67	0.42	1.17	1.92
0800 - 0805	1	2	2	3	1	2	3
0805 - 0810	1	5	1	2	1	3	2
0810 - 0815	1	3	2	3	1	2	2
0815 - 0820	3	4	3	4	2	5	1
0820 - 0825	2	4	2	2	0	5	3
0825 - 0830	2	9	2	2	3	3	1
0830 - 0835	0	4	3	2	0	2	1
0835 - 0840	0	3	2	2	0	2	2
0840 - 0845	5	4	4	4	0	3	1
0845 - 0850	1	2	6	4	1	1	2
0850 - 0855	3	4	2	5	1	1	3
0855 - 0900	3	5	4	2	0	2	5
Hourly Average	1.83	4.08	2.75	2.92	0.83	2.58	2.17
0900 - 0905	3	2	2	3	1	3	2
0905 - 0910	1	5	3	4	1	2	2
0910 - 0915	0	6	2	4	3	2	5
0915 - 0920	2	5	3	5	3	2	4
0920 - 0925	3	7	2	1	1	2	2
0925 - 0930	0	4	1	3	0	2	3
0930 - 0935	2	3	3	3	3	4	4
0935 - 0940	1	2	6	3	0	1	4
0940 - 0945	1	10	2	2	1	2	3
0945 - 0950	1	6	2	2	0	2	1
0950 - 0955	2	3	3	1	1	2	4
0955 - 1000	1	6	2	4	3	3	3
Hourly Average	1.42	4.92	2.58	2.92	1.42	2.25	3.08
Session Total	1.42	3.56	2.19	2.50	0.89	2.00	2.39

Date
Thursday 16 October 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	2a	2b	2c	2d	2e	2f	2g
1500 - 1505	0	3	6	4	0	2	3
1505 - 1510	1	8	4	3	1	7	2
1510 - 1515	0	2	1	2	1	9	3
1515 - 1520	6	5	2	5	0	2	3
1520 - 1525	2	2	2	3	1	5	3
1525 - 1530	5	5	3	2	1	2	10
1530 - 1535	3	7	2	5	1	3	1
1535 - 1540	2	3	2	2	0	2	4
1540 - 1545	1	4	4	4	0	5	3
1545 - 1550	1	8	2	4	0	3	5
1550 - 1555	3	4	6	2	3	2	3
1555 - 1600	2	5	4	3	1	1	5
Hourly Average	2.17	4.67	3.17	3.25	0.75	3.58	3.75
1600 - 1605	0	4	2	3	1	3	4
1605 - 1610	0	5	2	7	1	5	5
1610 - 1615	4	4	1	7	1	6	2
1615 - 1620	4	4	2	2	0	3	6
1620 - 1625	2	1	1	2	3	5	5
1625 - 1630	4	4	3	3	3	1	5
1630 - 1635	1	4	1	1	0	3	4
1635 - 1640	4	3	1	5	0	4	3
1640 - 1645	3	4	2	4	3	6	2
1645 - 1650	3	7	2	3	1	4	3
1650 - 1655	2	8	5	8	3	7	6
1655 - 1700	2	3	3	3	1	6	5
Hourly Average	2.42	4.25	2.08	4.00	1.42	4.42	4.17
1700 - 1705	2	3	3	4	2	4	3
1705 - 1710	1	4	3	4	0	3	5
1710 - 1715	3	5	4	5	1	3	5
1715 - 1720	1	8	3	2	1	4	3
1720 - 1725	1	5	1	2	1	2	5
1725 - 1730	1	2	3	1	2	4	4
1730 - 1735	2	3	3	2	0	3	4
1735 - 1740	1	3	5	3	1	3	3
1740 - 1745	3	4	2	4	1	1	7
1745 - 1750	1	2	7	3	1	4	3
1750 - 1755	1	3	2	3	0	4	3
1755 - 1800	1	0	1	3	0	2	2
Hourly Average	1.50	3.50	3.08	3.00	0.83	3.08	3.92
1800 - 1805	3	2	1	2	0	2	3
1805 - 1810	1	1	2	2	0	2	2
1810 - 1815	1	1	2	2	0	3	2
1815 - 1820	0	5	2	2	0	3	3
1820 - 1825	0	2	2	1	1	1	1
1825 - 1830	1	1	2	2	0	1	2
1830 - 1835	0	2	2	3	0	3	3
1835 - 1840	0	5	2	2	0	2	3
1840 - 1845	1	2	2	2	0	3	3
1845 - 1850	2	1	1	3	1	2	3
1850 - 1855	0	3	1	2	0	1	2
1855 - 1900	0	1	1	0	1	1	1
Hourly Average	0.75	2.17	1.67	1.92	0.25	2.00	2.33
Session Total	1.71	3.65	2.50	3.04	0.81	3.27	3.54

Date

Saturday 18 October 2025

Weather

Cloudy

Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	2a	2b	2c	2d	2e	2f	2g
1100 - 1105	2	4	2	2	0	3	4
1105 - 1110	3	6	3	2	2	2	5
1110 - 1115	1	4	4	2	1	2	2
1115 - 1120	2	3	3	4	3	5	3
1120 - 1125	3	4	5	3	1	3	4
1125 - 1130	6	5	4	2	0	7	4
1130 - 1135	2	3	6	1	0	3	5
1135 - 1140	5	3	4	3	1	3	2
1140 - 1145	1	6	5	5	0	3	12
1145 - 1150	1	4	5	5	1	4	3
1150 - 1155	3	5	0	2	1	6	2
1155 - 1200	4	4	5	4	3	7	3
Hourly Average	2.75	4.25	3.83	2.92	1.08	4.00	4.08
1200 - 1205	1	7	3	5	1	1	4
1205 - 1210	3	5	4	2	1	4	4
1210 - 1215	4	3	5	5	1	5	5
1215 - 1220	1	6	5	4	0	4	3
1220 - 1225	2	1	4	2	0	4	4
1225 - 1230	2	8	6	3	1	1	5
1230 - 1235	1	6	4	5	0	4	6
1235 - 1240	1	3	5	4	0	4	4
1240 - 1245	2	5	3	4	1	5	3
1245 - 1250	2	5	1	2	1	3	4
1250 - 1255	1	6	2	5	0	3	6
1255 - 1300	2	2	2	3	1	5	6
Hourly Average	1.83	4.75	3.67	3.67	0.58	3.58	4.50
1300 - 1305	1	5	4	2	3	4	5
1305 - 1310	1	7	1	2	0	4	4
1310 - 1315	1	3	3	4	1	3	7
1315 - 1320	0	3	6	3	1	2	3
1320 - 1325	1	3	2	1	0	8	4
1325 - 1330	1	6	1	3	0	8	3
1330 - 1335	1	5	6	2	1	4	2
1335 - 1340	2	4	2	2	1	3	4
1340 - 1345	1	2	3	2	0	2	4
1345 - 1350	0	4	3	4	1	7	5
1350 - 1355	2	4	2	2	1	3	3
1355 - 1400	2	3	2	2	1	4	3
Hourly Average	1.08	4.08	2.92	2.42	0.83	4.33	3.92
Session Total	1.89	4.36	3.47	3.00	0.83	3.97	4.17

Cardigan
Queue Length Survey

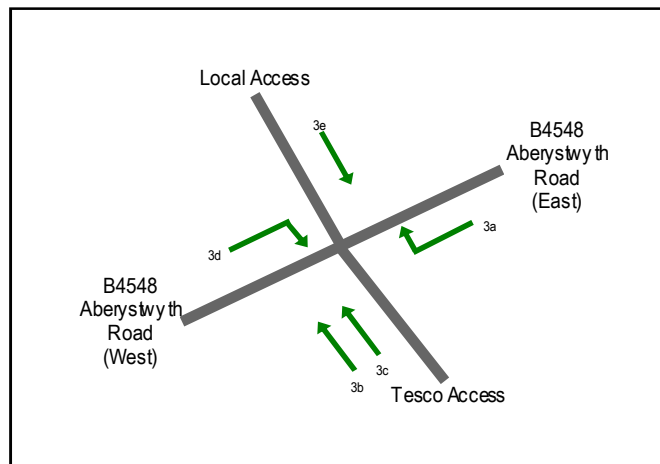
Site 3 of 4
B4548 Aberystwyth Road (East)
Tesco Access
B4548 Aberystwyth Road (West)
Local Road

Lat/Long
lat 52.089452° lon -4.647568°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	3a	3b	3c	3d	3e
0700 - 0705	0	0	0	0	0
0705 - 0710	0	0	1	0	0
0710 - 0715	0	1	1	1	0
0715 - 0720	0	0	1	1	0
0720 - 0725	0	0	1	1	0
0725 - 0730	0	1	1	0	0
0730 - 0735	0	1	1	1	0
0735 - 0740	0	1	1	1	0
0740 - 0745	0	1	1	0	0
0745 - 0750	0	1	2	0	0
0750 - 0755	0	1	1	0	0
0755 - 0800	0	2	1	0	0
Hourly Average	0.00	0.75	1.00	0.42	0.00
0800 - 0805	0	1	2	3	0
0805 - 0810	0	1	2	1	0
0810 - 0815	0	1	1	0	0
0815 - 0820	0	1	1	1	0
0820 - 0825	0	1	1	3	0
0825 - 0830	0	1	2	0	0
0830 - 0835	0	1	1	1	0
0835 - 0840	0	1	1	3	0
0840 - 0845	0	3	2	0	0
0845 - 0850	0	1	1	3	0
0850 - 0855	0	1	2	1	0
0855 - 0900	0	1	1	3	0
Hourly Average	0.00	1.17	1.42	1.58	0.00
0900 - 0905	0	2	2	1	0
0905 - 0910	0	1	1	1	0
0910 - 0915	0	1	4	5	0
0915 - 0920	0	1	3	1	0
0920 - 0925	0	2	2	1	0
0925 - 0930	0	1	1	1	0
0930 - 0935	0	1	3	2	0
0935 - 0940	0	1	1	2	0
0940 - 0945	0	1	3	2	0
0945 - 0950	0	1	1	2	0
0950 - 0955	0	2	3	3	0
0955 - 1000	0	1	2	2	0
Hourly Average	0.00	1.25	2.17	1.92	0.00
Session Total	0.00	1.06	1.53	1.31	0.00

Date

Thursday 16 October 2025

Weather

Cloudy

Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	3a	3b	3c	3d	3e
1500 - 1505	0	3	1	1	0
1505 - 1510	0	1	4	1	0
1510 - 1515	0	1	3	2	0
1515 - 1520	0	2	3	1	0
1520 - 1525	0	1	4	2	0
1525 - 1530	0	1	4	2	0
1530 - 1535	0	1	1	2	0
1535 - 1540	0	1	2	1	0
1540 - 1545	0	2	7	3	0
1545 - 1550	0	2	5	1	0
1550 - 1555	0	2	1	1	1
1555 - 1600	0	3	6	2	0
Hourly Average	0.00	1.67	3.42	1.58	0.08
1600 - 1605	0	2	4	1	0
1605 - 1610	0	1	2	2	0
1610 - 1615	0	2	7	3	0
1615 - 1620	0	3	4	2	0
1620 - 1625	0	1	3	1	0
1625 - 1630	0	2	2	2	0
1630 - 1635	0	2	2	1	0
1635 - 1640	0	2	3	2	0
1640 - 1645	0	1	3	1	0
1645 - 1650	0	1	2	2	0
1650 - 1655	0	1	4	2	0
1655 - 1700	0	1	6	2	0
Hourly Average	0.00	1.58	3.50	1.75	0.00
1700 - 1705	0	2	5	1	0
1705 - 1710	0	2	2	1	0
1710 - 1715	0	3	6	2	0
1715 - 1720	0	3	2	4	0
1720 - 1725	0	2	3	1	0
1725 - 1730	0	2	3	0	0
1730 - 1735	0	3	4	2	0
1735 - 1740	0	3	5	2	0
1740 - 1745	0	1	5	1	0
1745 - 1750	0	1	2	1	0
1750 - 1755	0	2	3	1	0
1755 - 1800	0	3	1	0	0
Hourly Average	0.00	2.25	3.42	1.33	0.00
1800 - 1805	0	1	5	2	0
1805 - 1810	0	1	2	1	0
1810 - 1815	0	1	2	1	0
1815 - 1820	0	1	2	2	0
1820 - 1825	0	2	2	1	0
1825 - 1830	0	1	2	1	0
1830 - 1835	0	1	3	0	0
1835 - 1840	0	2	1	2	0
1840 - 1845	0	1	4	1	0
1845 - 1850	0	1	2	0	0
1850 - 1855	0	1	2	1	0
1855 - 1900	0	1	1	0	0
Hourly Average	0.00	1.17	2.33	1.00	0.00
Session Total	0.00	1.67	3.17	1.42	0.02

Date

Saturday 18 October 2025

Weather

Cloudy

Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	3a	3b	3c	3d	3e
1100 - 1105	0	2	3	2	0
1105 - 1110	0	2	3	4	0
1110 - 1115	0	4	3	2	0
1115 - 1120	0	3	3	5	0
1120 - 1125	0	3	5	7	0
1125 - 1130	0	3	7	4	0
1130 - 1135	0	3	4	2	0
1135 - 1140	0	1	5	1	0
1140 - 1145	0	4	5	1	0
1145 - 1150	0	2	4	3	0
1150 - 1155	0	2	3	3	0
1155 - 1200	0	2	6	4	0
Hourly Average	0.00	2.58	4.25	3.17	0.00
1200 - 1205	0	1	5	6	0
1205 - 1210	0	2	6	2	0
1210 - 1215	0	1	6	3	0
1215 - 1220	0	2	4	2	0
1220 - 1225	0	2	6	2	0
1225 - 1230	0	4	5	5	0
1230 - 1235	0	3	7	2	0
1235 - 1240	0	4	5	3	0
1240 - 1245	0	3	6	6	0
1245 - 1250	0	2	6	2	0
1250 - 1255	0	1	3	1	1
1255 - 1300	0	3	6	5	0
Hourly Average	0.00	2.33	5.42	3.25	0.08
1300 - 1305	0	4	6	3	0
1305 - 1310	0	2	6	2	0
1310 - 1315	0	2	4	3	0
1315 - 1320	0	3	2	4	0
1320 - 1325	0	4	6	2	0
1325 - 1330	0	2	5	2	0
1330 - 1335	0	2	3	3	0
1335 - 1340	0	3	5	2	0
1340 - 1345	0	1	6	4	0
1345 - 1350	0	2	4	7	0
1350 - 1355	0	2	5	1	0
1355 - 1400	0	3	6	2	0
Hourly Average	0.00	2.50	4.83	2.92	0.00
Session Total	0.00	2.47	4.83	3.11	0.03

Cardigan
Queue Length Survey

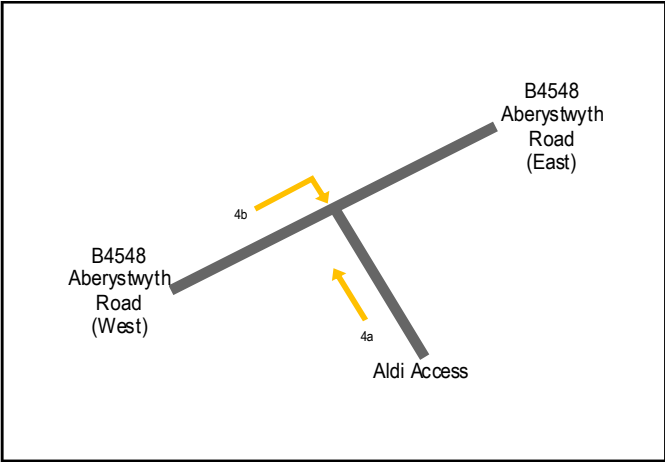
Site 4 of 4
B4548 Aberystwyth Road (East)
Aldi Access
B4548 Aberystwyth Road (West)

Lat/Long
lat 52.087811° lon -4.652379°

Date
Friday 17 October 2025

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	4a	4b
0700 - 0705	0	0
0705 - 0710	0	0
0710 - 0715	0	0
0715 - 0720	0	0
0720 - 0725	0	0
0725 - 0730	1	0
0730 - 0735	0	0
0735 - 0740	0	0
0740 - 0745	0	0
0745 - 0750	0	0
0750 - 0755	0	0
0755 - 0800	0	0
Hourly Average	0.08	0.00
0800 - 0805	0	0
0805 - 0810	1	0
0810 - 0815	1	0
0815 - 0820	1	1
0820 - 0825	1	0
0825 - 0830	1	0
0830 - 0835	1	0
0835 - 0840	1	0
0840 - 0845	1	0
0845 - 0850	1	0
0850 - 0855	1	0
0855 - 0900	1	0
Hourly Average	0.92	0.08
0900 - 0905	1	0
0905 - 0910	2	1
0910 - 0915	1	1
0915 - 0920	1	0
0920 - 0925	1	0
0925 - 0930	1	0
0930 - 0935	1	0
0935 - 0940	2	0
0940 - 0945	1	0
0945 - 0950	1	0
0950 - 0955	2	1
0955 - 1000	2	1
Hourly Average	1.33	0.33
Session Total	0.78	0.14

Date

Thursday 16 October 2025

Weather

Cloudy

Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	4a	4b
1500 - 1505	2	3
1505 - 1510	2	0
1510 - 1515	2	1
1515 - 1520	3	1
1520 - 1525	2	2
1525 - 1530	2	0
1530 - 1535	1	1
1535 - 1540	1	1
1540 - 1545	2	1
1545 - 1550	2	1
1550 - 1555	2	1
1555 - 1600	3	1
Hourly Average	2.00	1.08
1600 - 1605	2	1
1605 - 1610	1	1
1610 - 1615	3	1
1615 - 1620	2	1
1620 - 1625	2	1
1625 - 1630	2	2
1630 - 1635	1	1
1635 - 1640	3	1
1640 - 1645	1	1
1645 - 1650	2	1
1650 - 1655	2	1
1655 - 1700	4	1
Hourly Average	2.08	1.08
1700 - 1705	4	1
1705 - 1710	5	1
1710 - 1715	2	1
1715 - 1720	5	3
1720 - 1725	2	1
1725 - 1730	2	1
1730 - 1735	2	1
1735 - 1740	1	0
1740 - 1745	2	0
1745 - 1750	2	1
1750 - 1755	1	1
1755 - 1800	1	1
Hourly Average	2.42	1.00
1800 - 1805	2	1
1805 - 1810	2	0
1810 - 1815	2	1
1815 - 1820	1	1
1820 - 1825	1	1
1825 - 1830	1	1
1830 - 1835	1	1
1835 - 1840	1	0
1840 - 1845	1	0
1845 - 1850	2	0
1850 - 1855	3	0
1855 - 1900	1	0
Hourly Average	1.50	0.50
Session Total	2.00	0.92

Date

Saturday 18 October 2025

Weather

Cloudy

Temp: 15°C

1100 - 1400 (Saturday 3H Session)

TIME	4a	4b
1100 - 1105	3	1
1105 - 1110	2	1
1110 - 1115	2	1
1115 - 1120	2	1
1120 - 1125	3	1
1125 - 1130	4	1
1130 - 1135	2	1
1135 - 1140	1	2
1140 - 1145	1	1
1145 - 1150	2	2
1150 - 1155	3	1
1155 - 1200	2	1
Hourly Average	2.25	1.17
1200 - 1205	2	1
1205 - 1210	3	0
1210 - 1215	2	1
1215 - 1220	1	1
1220 - 1225	2	0
1225 - 1230	2	1
1230 - 1235	3	2
1235 - 1240	2	2
1240 - 1245	3	1
1245 - 1250	2	1
1250 - 1255	5	1
1255 - 1300	1	1
Hourly Average	2.33	1.00
1300 - 1305	4	1
1305 - 1310	4	1
1310 - 1315	2	0
1315 - 1320	4	1
1320 - 1325	3	2
1325 - 1330	3	1
1330 - 1335	4	2
1335 - 1340	2	1
1340 - 1345	3	1
1345 - 1350	3	0
1350 - 1355	4	1
1355 - 1400	2	1
Hourly Average	3.17	1.00
Session Total	2.58	1.06



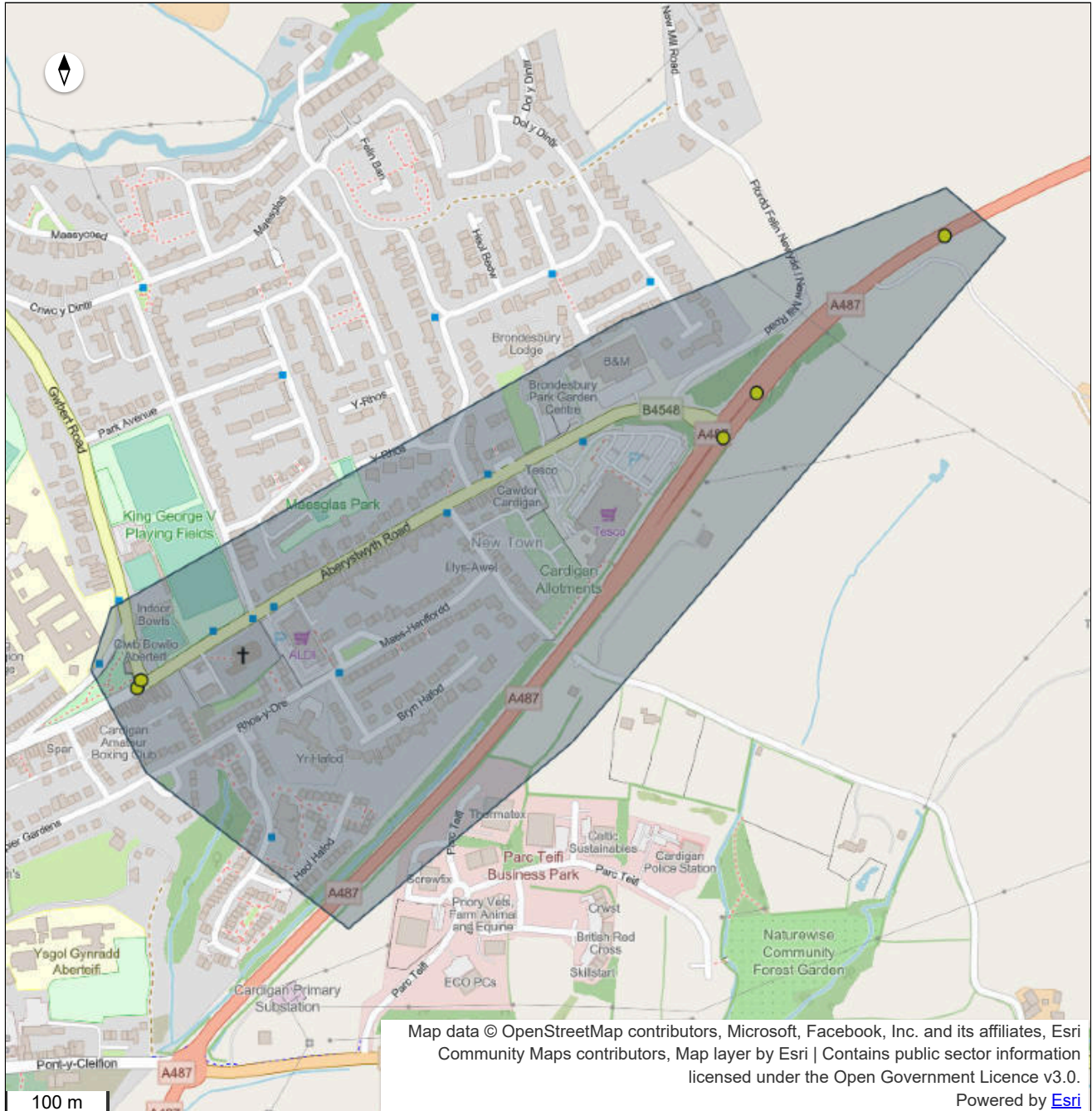
APPENDIX 3

Near Me Report

Area of Interest (AOI) Information

Area:

Date: Mon Nov 03 2025 15:02:45 GMT+0000 (Greenwich Mean Time)



DfT Road Safety Data 2019 to mid 2024

Collisions 2019 - mid 2024

Collision severity



Slight

Vehicles 2019 - mid 2024

Collisions 2019 - mid 2024 | Total count: 6

#	Collision index	Collision reference	Date and time
1	201963B065119	63B065119	25/07/2019, 15:55
2	201963B074919	63B074919	20/08/2019, 15:50
3	201963B078219	63B078219	28/08/2019, 12:30
4	201963B085119	63B085119	14/09/2019, 10:30
5	202063B048020	63B048020	06/08/2020, 21:06
6	2023631369122	631369122	31/10/2023, 11:10

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

#	Enhanced severity collision	Day of week	First road class
1	Data missing or out of range	Thursday	B
2	Data missing or out of range	Tuesday	A
3	Data missing or out of range	Wednesday	B
4	Data missing or out of range	Saturday	A
5	Data missing or out of range	Thursday	A
6	Slight	Tuesday	B

#	Light conditions	Road type	Speed limit
1	Daylight	Single carriageway	30
2	Daylight	Dual carriageway	40
3	Daylight	Single carriageway	30
4	Daylight	Single carriageway	40
5	Daylight	Single carriageway	40
6	Daylight	Single carriageway	30

#	Junction detail	Junction control	Pedestrian crossing human control
1	T or staggered junction	Give way or uncontrolled	None within 50 metres
2	Not at junction or within 20 metres	Data missing or out of range	None within 50 metres
3	T or staggered junction	Give way or uncontrolled	None within 50 metres
4	Not at junction or within 20 metres	Data missing or out of range	None within 50 metres
5	T or staggered junction	Auto traffic signal	None within 50 metres
6	T or staggered junction	Give way or uncontrolled	None within 50 metres

#	Pedestrian crossing physical facilities	Weather conditions	Road surface conditions	Collision year
1	No physical crossing facilities within 50 metres	Fine no high winds	Dry	2019
2	No physical crossing facilities within 50 metres	Fine no high winds	Wet or damp	2019
3	No physical crossing facilities within 50 metres	Fine no high winds	Wet or damp	2019
4	No physical crossing facilities within 50 metres	Fine no high winds	Dry	2019
5	No physical crossing facilities within 50 metres	Raining no high winds	Wet or damp	2020
6	No physical crossing facilities within 50 metres	Fine no high winds	Wet or damp	2023

Vehicles 2019 - mid 2024 | Total count: 13

#	Collision index	Collision reference	Vehicle reference
1	201963B065119	63B065119	1
2	201963B065119	63B065119	2
3	201963B074919	63B074919	1
4	201963B074919	63B074919	2
5	201963B074919	63B074919	3
6	201963B078219	63B078219	1
7	201963B078219	63B078219	2
8	201963B085119	63B085119	1
9	201963B085119	63B085119	2
10	202063B048020	63B048020	1
11	202063B048020	63B048020	2
12	2023631369122	631369122	1
13	2023631369122	631369122	2

#	Vehicle type	Generic make model	Vehicle manoeuvre
1	Van / Goods 3.5 tonnes mgw or under	RENAULT TRAFIC	Turning right
2	Car	VAUXHALL ASTRA	Going ahead other
3	Car	NISSAN QASHQAI	Going ahead left-hand bend
4	Car	FORD FOCUS	Going ahead other
5	Car	RENAULT CAPTUR	Waiting to go - held up
6	Car	DACIA SANDERO	Going ahead other
7	Car	VAUXHALL CORSA	Turning right
8	Car	KIA VENGA	Slowing or stopping
9	Car	Data missing or out of range	Going ahead left-hand bend
10	Car	MERCEDES C CLASS	Slowing or stopping
11	Car	RENAULT TWINGO	Going ahead other
12	Car	Data missing or out of range	Going ahead other
13	Motorcycle 125cc and under	Data missing or out of range	Waiting to turn right

#	First point of impact	Junction location	Skidding and overturning
1	Nearside	Entering roundabout	None
2	Front	Approaching junction or waiting/parked at junction approach	None
3	Front	Not at or within 20 metres of junction	None
4	Back	Not at or within 20 metres of junction	None
5	Back	Not at or within 20 metres of junction	None
6	Front	Approaching junction or waiting/parked at junction approach	None
7	Offside	Entering main road	None
8	Offside	Not at or within 20 metres of junction	None
9	Front	Not at or within 20 metres of junction	None
10	Back	Mid Junction - on roundabout or on main road	None
11	Front	Mid Junction - on roundabout or on main road	None
12	Front	Approaching junction or waiting/parked at junction approach	None
13	Back	Approaching junction or waiting/parked at junction approach	None

#	Vehicle location restricted lane	Hit object in carriageway	Hit object off carriageway
1	On main c'way - not in restricted lane	None	None
2	On main c'way - not in restricted lane	None	None
3	On main c'way - not in restricted lane	None	None
4	On main c'way - not in restricted lane	None	None
5	On main c'way - not in restricted lane	None	None
6	On main c'way - not in restricted lane	None	None
7	On main c'way - not in restricted lane	None	None
8	On main c'way - not in restricted lane	None	None
9	On main c'way - not in restricted lane	None	None
10	On main c'way - not in restricted lane	None	None
11	On main c'way - not in restricted lane	None	None
12	On main c'way - not in restricted lane	None	None
13	On main c'way - not in restricted lane	None	None

#	Vehicle leaving carriageway	Vehicle direction from	Vehicle direction to
1	Did not leave carriageway	North	South West
2	Did not leave carriageway	North East	South West
3	Did not leave carriageway	North East	South
4	Did not leave carriageway	North East	South
5	Did not leave carriageway	North East	South
6	Did not leave carriageway	South West	North East
7	Did not leave carriageway	North	South West
8	Did not leave carriageway	East	South West
9	Did not leave carriageway	East	South West
10	Did not leave carriageway	North East	South West
11	Did not leave carriageway	North East	South West
12	Did not leave carriageway	West	East
13	Did not leave carriageway	West	East

#	Journey purpose of driver	Driver distance banding	Location easting OSGR
1	Journey as part of work	Collision occurred over 100km of drivers home postcode	218230
2	Not known	Collision occurred within 5km of drivers home postcode	218230
3	Not known	Collision occurred within 5km of drivers home postcode	218950
4	Not known	Collision occurred within 5km of drivers home postcode	218950
5	Not known	Collision occurred between 5.001 and 10km of drivers home postcode	218950
6	Not known	Collision occurred between 5.001 and 10km of drivers home postcode	218230
7	Not known	Collision occurred over 100km of drivers home postcode	218230
8	Not known	Collision occurred within 5km of drivers home postcode	219170
9	Not known	Collision occurred within 5km of drivers home postcode	219170
10	Not known	Collision occurred over 100km of drivers home postcode	218910
11	Not known	Collision occurred within 5km of drivers home postcode	218910
12	Not known	Collision occurred between 20.001 and 100km of drivers home postcode	218235
13	Journey as part of work	Collision occurred between 20.001 and 100km of drivers home postcode	218235

#	Location northing OSGR	Collision year	Collision severity
1	246510	2019	Slight
2	246510	2019	Slight
3	246820	2019	Slight
4	246820	2019	Slight
5	246820	2019	Slight
6	246510	2019	Slight
7	246510	2019	Slight
8	246990	2019	Slight
9	246990	2019	Slight
10	246770	2020	Slight
11	246770	2020	Slight
12	246518	2023	Slight
13	246518	2023	Slight

Casualties 2019 - mid 2024 | Total count: 11

#	Collision index	Collision reference	Vehicle reference
1	201963B065119	63B065119	2
2	201963B074919	63B074919	1
3	201963B074919	63B074919	2
4	201963B074919	63B074919	3
5	201963B078219	63B078219	1
6	201963B085119	63B085119	2
7	202063B048020	63B048020	1
8	202063B048020	63B048020	1
9	202063B048020	63B048020	1
10	202063B048020	63B048020	2
11	2023631369122	631369122	2

#	Casualty reference	Casualty severity	Casualty class
1	1	Slight	Driver or rider
2	1	Slight	Passenger
3	2	Slight	Driver or rider
4	3	Slight	Passenger
5	1	Slight	Driver or rider
6	1	Slight	Driver or rider
7	1	Slight	Driver or rider
8	2	Slight	Passenger
9	3	Slight	Passenger
10	4	Slight	Driver or rider
11	1	Slight	Driver or rider

#	Casualty type	Enhanced casualty severity	Car passenger
1	Car occupant	Data missing or out of range	Not car passenger
2	Car occupant	Data missing or out of range	Rear seat passenger
3	Car occupant	Data missing or out of range	Not car passenger
4	Car occupant	Data missing or out of range	Rear seat passenger
5	Car occupant	Data missing or out of range	Not car passenger
6	Car occupant	Data missing or out of range	Not car passenger
7	Car occupant	Data missing or out of range	Not car passenger
8	Car occupant	Data missing or out of range	Front seat passenger
9	Car occupant	Data missing or out of range	Rear seat passenger
10	Car occupant	Data missing or out of range	Not car passenger
11	Motorcycle 125cc and under rider or passenger	Slight	Not car passenger

#	Bus or coach passenger	Pedestrian location	Pedestrian movement
1	Not a bus or coach passenger	Not a Pedestrian	Not a Pedestrian
2	Not a bus or coach passenger	Not a Pedestrian	Not a Pedestrian
3	Not a bus or coach passenger	Not a Pedestrian	Not a Pedestrian
4	Not a bus or coach passenger	Not a Pedestrian	Not a Pedestrian
5	Not a bus or coach passenger	Not a Pedestrian	Not a Pedestrian
6	Not a bus or coach passenger	Not a Pedestrian	Not a Pedestrian
7	Not a bus or coach passenger	Not a Pedestrian	Not a Pedestrian
8	Not a bus or coach passenger	Not a Pedestrian	Not a Pedestrian
9	Not a bus or coach passenger	Not a Pedestrian	Not a Pedestrian
10	Not a bus or coach passenger	Not a Pedestrian	Not a Pedestrian
11	Not a bus or coach passenger	Not a Pedestrian	Not a Pedestrian

#	Casualty distance banding	Collision year	OBJECTID
1	Collision occurred within 5km of casualties home postcode	2019	144656
2	Collision occurred within 5km of casualties home postcode	2019	144675
3	Collision occurred within 5km of casualties home postcode	2019	144676
4	Collision occurred between 5.001 and 10km of casualties home postcode	2019	144677
5	Collision occurred between 5.001 and 10km of casualties home postcode	2019	144682
6	Collision occurred within 5km of casualties home postcode	2019	144686
7	Collision occurred over 100km of casualties home postcode	2020	263189
8	Collision occurred over 100km of casualties home postcode	2020	263190
9	Collision occurred over 100km of casualties home postcode	2020	263191
10	Collision occurred within 5km of casualties home postcode	2020	263192
11	Collision occurred between 20.001 and 100km of casualties home postcode	2023	658965



APPENDIX 4

C:\Users\Ryan.Leach\OneDrive - RSK Group\SCP Job Library 2025 - 251021 - Lidl, Aberystwyth Road, Cardigan\03 Data\Drawings



NOTES

A	NEW SITE LAYOUT UNDERLAID	28.11.25	RL
REV	DESCRIPTION	DATE	BY

REVISIONS

SCP

an RSK company

Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:



Project Title:

NEW LIDL, ABERYSTWYTH ROAD,
CARDIGAN

Drawing Title:

PROPOSED ACCESS ARRANGEMENT

Drawn By:	RL	Date:	04.11.25
Checked:	JRB	Scale@A3:	1:500
Approved:	JRB	Status:	PLANNING

Drawing No.	SCP/251021/SK01	Rev.	A
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APPENDIX 5



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-	-	-	-
-	-	-	-
-	-	-	-
A	NEW SITE LAYOUT P412F	28.11.25	JRB
Rev	Description	Date	By
REVISIONS			

Drawn By:	RL	Date:	30.10.25
Checked:	JRB	Scale@A3:	1:500
Approved:	JRB	Status:	PLANNING

Client Name:



Project Title:

NEW LIDL, ABERYSTWYTH ROAD, CARDIGAN

Drawing Title:

INBOUND SWEEP PATH ANALYSIS -
16.5M ARTICULATED VEHICLE
(Based on 2806 P412F)

Drawing No.	SCP/251021/ATR01
Rev.	A

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-	-	-	-
-	-	-	-
-	-	-	-
A	NEW SITE LAYOUT P412F	28.11.25	JRB
Rev	Description	Date	By
REVISIONS			

Drawn By:	RL	Date:	30.10.25
Checked:	JRB	Scale@A3:	1:500
Approved:	JRB	Status:	PLANNING

Client Name:



Project Title:

NEW LIDL, ABERYSTWYTH ROAD, CARDIGAN

Drawing Title:

OUTBOUND SWEEP PATH ANALYSIS -
16.5M ARTICULATED VEHICLE
(Based on 2806 P412F)

Drawing No.	SCP/251021/ATR02
Rev.	A

SCP

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APPENDIX 6

Calculation Reference: AUDIT-726001-231017-1031

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SO SLOUGH	1 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	2 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	2 days
09	NORTH	
	NB NORTHUMBERLAND	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	SR STIRLING	1 days

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

SCP York Street Manchester

Licence No: 726001

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: Retail floor area
 Actual Range: 900 to 1425 (units: sqm)
 Range Selected by User: 649 to 1331 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/06/16 to 22/09/22

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:

Monday	2 days
Tuesday	5 days
Wednesday	2 days
Thursday	6 days
Friday	2 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

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 Centre	6
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	6
Neighbourhood Centre (PPS6 Local Centre)	2

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:

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

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 Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	10 days - Selected

Secondary Filtering selection:Use Class:

E(a)	17 days
------	---------

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:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

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

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

Population within 5 miles:

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

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	5 days
1.1 to 1.5	12 days

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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	17 days

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:

Not Known	1 days
Yes	6 days
No	10 days

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	17 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	CA-01-C-01	LIDL	CAMBRIDGESHIRE
	CROMWELL ROAD		
	WISBECH		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	913 sqm	
	Survey date: FRIDAY	21/10/16	Survey Type: MANUAL
2	CF-01-C-01	LIDL	CARDIFF
	EAST TYNDALL STREET		
	CARDIFF		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Retail floor area:	1407 sqm	
	Survey date: THURSDAY	29/06/17	Survey Type: MANUAL
3	LN-01-C-01	LIDL	LINCOLNSHIRE
	RICHMOND DRIVE		
	SKEGNESS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: TUESDAY	19/07/16	Survey Type: MANUAL
4	NB-01-C-01	LIDL	NORTHUMBERLAND
	SCHALKSMUHLE ROAD		
	BEDLINGTON		
	Edge of Town Centre		
	No Sub Category		
	Total Retail floor area:	1425 sqm	
	Survey date: MONDAY	12/06/17	Survey Type: MANUAL
5	NN-01-C-02	LIDL	NORTH NORTHAMPTONSHIRE
	MARINERS WAY		
	KETTERING		
	Edge of Town Centre		
	Retail Zone		
	Total Retail floor area:	1375 sqm	
	Survey date: MONDAY	27/06/22	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

6	NN-01-C-04	LIDL		NORTH NORTHAMPTONSHIRE
	NEWTON ROAD			
	RUSHDEN			
	Edge of Town Centre			
	Residential Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: TUESDAY	19/07/16		Survey Type: MANUAL
7	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: FRIDAY	15/07/16		Survey Type: MANUAL
8	SM-01-C-01	LIDL		SOMERSET
	SEAWARD WAY			
	MINEHEAD			
	Edge of Town			
	No Sub Category			
	Total Retail floor area:	1407 sqm		
	Survey date: THURSDAY	22/06/17		Survey Type: MANUAL
9	SO-01-C-01	LIDL		SLOUGH
	BATH ROAD			
	SLOUGH			
	SLOUGH RETAIL PARK			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Retail floor area:	1100 sqm		
	Survey date: THURSDAY	22/09/22		Survey Type: MANUAL
10	SR-01-C-01	LIDL		STIRLING
	PLAYERS ROAD			
	STIRLING			
	Edge of Town Centre			
	Built-Up Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: THURSDAY	01/06/17		Survey Type: MANUAL
11	WM-01-C-01	LIDL		WEST MIDLANDS
	MACKADOWN LANE			
	BIRMINGHAM			
	KITT'S GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Retail floor area:	1341 sqm		
	Survey date: TUESDAY	12/07/16		Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

12	WM-01-C-02	LIDL	WEST MIDLANDS
	HIGH STREET		
	WEST BROMWICH		
	GUNS VILLAGE		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Retail floor area:	1341 sqm	
	Survey date: TUESDAY	12/07/16	Survey Type: MANUAL
13	WO-01-C-01	LIDL	WORCESTERSHIRE
	BLACKPOLE ROAD		
	WORCESTER		
	BRICKFIELDS		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: WEDNESDAY	13/07/16	Survey Type: MANUAL
14	WO-01-C-02	LIDL	WORCESTERSHIRE
	WORCESTER ROAD		
	MALVERN		
	Edge of Town Centre		
	Residential Zone		
	Total Retail floor area:	900 sqm	
	Survey date: TUESDAY	26/06/18	Survey Type: MANUAL
15	WS-01-C-03	LIDL	WEST SUSSEX
	SHRIPNEY ROAD		
	BOGNOR REGIS		
	Edge of Town		
	Industrial Zone		
	Total Retail floor area:	1410 sqm	
	Survey date: THURSDAY	23/09/21	Survey Type: MANUAL
16	WS-01-C-05	LIDL	WEST SUSSEX
	WESTHAMPNETT ROAD		
	CHICHESTER		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	1325 sqm	
	Survey date: THURSDAY	08/09/22	Survey Type: MANUAL
17	WS-01-C-06	LIDL	WEST SUSSEX
	FOUNDRY LANE		
	HORSHAM		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Retail floor area:	1000 sqm	
	Survey date: WEDNESDAY	07/09/22	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.16

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
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	4	1293	0.039	4	1293	0.522
07:00 - 08:00	17	1298	0.866	17	1298	0.272	17	1298	1.138
08:00 - 09:00	17	1298	4.328	17	1298	2.864	17	1298	7.192
09:00 - 10:00	17	1298	5.833	17	1298	5.031	17	1298	10.864
10:00 - 11:00	17	1298	6.762	17	1298	6.105	17	1298	12.867
11:00 - 12:00	17	1298	7.392	17	1298	7.315	17	1298	14.707
12:00 - 13:00	17	1298	7.474	17	1298	7.551	17	1298	15.025
13:00 - 14:00	17	1298	7.342	17	1298	7.791	17	1298	15.133
14:00 - 15:00	17	1298	7.873	17	1298	7.664	17	1298	15.537
15:00 - 16:00	17	1298	7.515	17	1298	7.587	17	1298	15.102
16:00 - 17:00	17	1298	7.437	17	1298	7.664	17	1298	15.101
17:00 - 18:00	17	1298	7.261	17	1298	7.628	17	1298	14.889
18:00 - 19:00	17	1298	6.114	17	1298	6.649	17	1298	12.763
19:00 - 20:00	17	1298	4.541	17	1298	5.194	17	1298	9.735
20:00 - 21:00	17	1298	2.833	17	1298	3.630	17	1298	6.463
21:00 - 22:00	17	1298	1.151	17	1298	1.795	17	1298	2.946
22:00 - 23:00	16	1323	0.043	16	1323	0.369	16	1323	0.412
23:00 - 24:00									
Total Rates:			85.248			85.148			170.396

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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Parameter summary

Trip rate parameter range selected:

900 - 1425 (units: sqm)

Survey date date range:

01/06/16 - 22/09/22

Number of weekdays (Monday-Friday):

17

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

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.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL CYCLISTS
 Calculation factor: **100 sqm**
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
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	4	1293	0.000	4	1293	0.019
07:00 - 08:00	17	1298	0.014	17	1298	0.005	17	1298	0.019
08:00 - 09:00	17	1298	0.113	17	1298	0.073	17	1298	0.186
09:00 - 10:00	17	1298	0.104	17	1298	0.063	17	1298	0.167
10:00 - 11:00	17	1298	0.109	17	1298	0.100	17	1298	0.209
11:00 - 12:00	17	1298	0.059	17	1298	0.118	17	1298	0.177
12:00 - 13:00	17	1298	0.118	17	1298	0.086	17	1298	0.204
13:00 - 14:00	17	1298	0.104	17	1298	0.109	17	1298	0.213
14:00 - 15:00	17	1298	0.122	17	1298	0.118	17	1298	0.240
15:00 - 16:00	17	1298	0.118	17	1298	0.118	17	1298	0.236
16:00 - 17:00	17	1298	0.136	17	1298	0.091	17	1298	0.227
17:00 - 18:00	17	1298	0.109	17	1298	0.177	17	1298	0.286
18:00 - 19:00	17	1298	0.118	17	1298	0.095	17	1298	0.213
19:00 - 20:00	17	1298	0.059	17	1298	0.077	17	1298	0.136
20:00 - 21:00	17	1298	0.073	17	1298	0.095	17	1298	0.168
21:00 - 22:00	17	1298	0.000	17	1298	0.027	17	1298	0.027
22:00 - 23:00	16	1323	0.000	16	1323	0.005	16	1323	0.005
23:00 - 24:00									
Total Rates:			1.375			1.357			2.732

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.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
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	4	1293	0.019	4	1293	0.232
07:00 - 08:00	17	1298	0.204	17	1298	0.027	17	1298	0.231
08:00 - 09:00	17	1298	1.156	17	1298	0.961	17	1298	2.117
09:00 - 10:00	17	1298	1.500	17	1298	1.360	17	1298	2.860
10:00 - 11:00	17	1298	1.736	17	1298	1.573	17	1298	3.309
11:00 - 12:00	17	1298	1.972	17	1298	1.994	17	1298	3.966
12:00 - 13:00	17	1298	2.402	17	1298	2.262	17	1298	4.664
13:00 - 14:00	17	1298	2.035	17	1298	2.185	17	1298	4.220
14:00 - 15:00	17	1298	1.917	17	1298	1.836	17	1298	3.753
15:00 - 16:00	17	1298	1.922	17	1298	2.012	17	1298	3.934
16:00 - 17:00	17	1298	2.126	17	1298	1.949	17	1298	4.075
17:00 - 18:00	17	1298	2.117	17	1298	1.958	17	1298	4.075
18:00 - 19:00	17	1298	1.609	17	1298	1.591	17	1298	3.200
19:00 - 20:00	17	1298	0.757	17	1298	1.129	17	1298	1.886
20:00 - 21:00	17	1298	0.848	17	1298	0.988	17	1298	1.836
21:00 - 22:00	17	1298	0.372	17	1298	0.607	17	1298	0.979
22:00 - 23:00	16	1323	0.000	16	1323	0.113	16	1323	0.113
23:00 - 24:00									
Total Rates:			22.886			22.564			45.450

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.

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
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	4	1293	0.000	4	1293	0.097
07:00 - 08:00	17	1298	0.095	17	1298	0.023	17	1298	0.118
08:00 - 09:00	17	1298	0.344	17	1298	0.159	17	1298	0.503
09:00 - 10:00	17	1298	0.394	17	1298	0.340	17	1298	0.734
10:00 - 11:00	17	1298	0.344	17	1298	0.340	17	1298	0.684
11:00 - 12:00	17	1298	0.381	17	1298	0.358	17	1298	0.739
12:00 - 13:00	17	1298	0.299	17	1298	0.317	17	1298	0.616
13:00 - 14:00	17	1298	0.344	17	1298	0.340	17	1298	0.684
14:00 - 15:00	17	1298	0.322	17	1298	0.326	17	1298	0.648
15:00 - 16:00	17	1298	0.295	17	1298	0.299	17	1298	0.594
16:00 - 17:00	17	1298	0.304	17	1298	0.295	17	1298	0.599
17:00 - 18:00	17	1298	0.236	17	1298	0.344	17	1298	0.580
18:00 - 19:00	17	1298	0.245	17	1298	0.286	17	1298	0.531
19:00 - 20:00	17	1298	0.136	17	1298	0.177	17	1298	0.313
20:00 - 21:00	17	1298	0.113	17	1298	0.122	17	1298	0.235
21:00 - 22:00	17	1298	0.045	17	1298	0.100	17	1298	0.145
22:00 - 23:00	16	1323	0.000	16	1323	0.033	16	1323	0.033
23:00 - 24:00									
Total Rates:			3.994			3.859			7.853

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.*

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

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

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

SCP York Street Manchester

Licence No: 726001

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: Retail floor area
 Actual Range: 1235 to 1690 (units: sqm)
 Range Selected by User: 649 to 1331 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/06/16 to 22/09/22

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 12 days
 Sunday 1 days

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

Selected survey types:

Manual count 13 days
 Directional ATC Count 0 days

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 Centre 5
 Suburban Area (PPS6 Out of Centre) 2
 Edge of Town 3
 Neighbourhood Centre (PPS6 Local Centre) 3

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:

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

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 Vehicles Counts:

Servicing vehicles Included 5 days - Selected
 Servicing vehicles Excluded 8 days - Selected

Secondary Filtering selection:Use Class:

E(a) 13 days

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:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

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

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 days
0.6 to 1.0	3 days
1.1 to 1.5	9 days

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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	13 days

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:

Not Known	1 days
Yes	3 days
No	9 days

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	13 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	AC-01-C-02	LIDL	CHESTER WEST & CHESTER
	CHESTER WAY		
	NORTHWICH		
	Edge of Town Centre		
	Retail Zone		
	Total Retail floor area:	1350 sqm	
	Survey date: SUNDAY	09/06/19	Survey Type: MANUAL
2	CF-01-C-01	LIDL	CARDIFF
	EAST TYNDALL STREET		
	CARDIFF		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Retail floor area:	1407 sqm	
	Survey date: SATURDAY	01/07/17	Survey Type: MANUAL
3	LN-01-C-01	LIDL	LINCOLNSHIRE
	RICHMOND DRIVE		
	SKEGNESS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL
4	LN-01-C-02	LIDL	LINCOLNSHIRE
	DIXON STREET		
	LINCOLN		
	NEW BOULTHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Retail floor area:	1235 sqm	
	Survey date: SATURDAY	28/10/17	Survey Type: MANUAL
5	NB-01-C-01	LIDL	NORTHUMBERLAND
	SCHALKSMUHLE ROAD		
	BEDLINGTON		
	Edge of Town Centre		
	No Sub Category		
	Total Retail floor area:	1425 sqm	
	Survey date: SATURDAY	10/06/17	Survey Type: MANUAL
6	NF-01-C-02	LIDL	NORFOLK
	AYLSHAM ROAD		
	NORWICH		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Retail floor area:	1690 sqm	
	Survey date: SATURDAY	10/09/22	Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

7	NN-01-C-04	LIDL		NORTH NORTHAMPTONSHIRE
	NEWTON ROAD			
	RUSHDEN			
	Edge of Town Centre			
	Residential Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: SATURDAY	16/07/16		Survey Type: MANUAL
8	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: SATURDAY	16/07/16		Survey Type: MANUAL
9	SM-01-C-01	LIDL		SOMERSET
	SEAWARD WAY			
	MINEHEAD			
	Edge of Town			
	No Sub Category			
	Total Retail floor area:	1407 sqm		
	Survey date: SATURDAY	24/06/17		Survey Type: MANUAL
10	SR-01-C-01	LIDL		STIRLING
	PLAYERS ROAD			
	STIRLING			
	Edge of Town Centre			
	Built-Up Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: SATURDAY	03/06/17		Survey Type: MANUAL
11	WM-01-C-01	LIDL		WEST MIDLANDS
	MACKADOWN LANE			
	BIRMINGHAM			
	KITT'S GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Retail floor area:	1341 sqm		
	Survey date: SATURDAY	09/07/16		Survey Type: MANUAL
12	WM-01-C-02	LIDL		WEST MIDLANDS
	HIGH STREET			
	WEST BROMWICH			
	GUNS VILLAGE			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Retail floor area:	1341 sqm		
	Survey date: SATURDAY	09/07/16		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

13	WO-01-C-01	LIDL	WORCESTERSHIRE
	BLACKPOLE ROAD		
	WORCESTER		
	BRICKFIELDS		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.21

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
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	2	1424	0.140	2	1424	0.526
07:00 - 08:00	12	1414	0.849	12	1414	0.183	12	1414	1.032
08:00 - 09:00	12	1414	4.226	12	1414	3.024	12	1414	7.250
09:00 - 10:00	13	1409	6.126	13	1409	5.192	13	1409	11.318
10:00 - 11:00	13	1409	8.654	13	1409	7.403	13	1409	16.057
11:00 - 12:00	13	1409	10.559	13	1409	9.838	13	1409	20.397
12:00 - 13:00	13	1409	9.997	13	1409	10.936	13	1409	20.933
13:00 - 14:00	13	1409	9.975	13	1409	9.489	13	1409	19.464
14:00 - 15:00	13	1409	8.850	13	1409	9.030	13	1409	17.880
15:00 - 16:00	13	1409	8.173	13	1409	8.741	13	1409	16.914
16:00 - 17:00	12	1414	7.851	12	1414	8.334	12	1414	16.185
17:00 - 18:00	12	1414	6.737	12	1414	6.890	12	1414	13.627
18:00 - 19:00	12	1414	4.627	12	1414	5.818	12	1414	10.445
19:00 - 20:00	12	1414	3.436	12	1414	4.250	12	1414	7.686
20:00 - 21:00	12	1414	1.975	12	1414	2.334	12	1414	4.309
21:00 - 22:00	12	1414	0.984	12	1414	1.497	12	1414	2.481
22:00 - 23:00	12	1414	0.059	12	1414	0.312	12	1414	0.371
23:00 - 24:00									
Total Rates:			93.464			93.411			186.875

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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Parameter summary

Trip rate parameter range selected:
 1235 - 1690 (units: sqm)

Survey date date range:
 01/06/16 - 22/09/22

Number of weekdays (Monday-Friday):
 0

Number of Saturdays:
 12

Number of Sundays:
 1

Surveys automatically removed from selection:
 0

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.

SCP York Street Manchester

Licence No: 726001

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

MULTI-MODAL CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
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	2	1424	0.000	2	1424	0.035
07:00 - 08:00	12	1414	0.041	12	1414	0.012	12	1414	0.053
08:00 - 09:00	12	1414	0.083	12	1414	0.065	12	1414	0.148
09:00 - 10:00	13	1409	0.104	13	1409	0.109	13	1409	0.213
10:00 - 11:00	13	1409	0.169	13	1409	0.082	13	1409	0.251
11:00 - 12:00	13	1409	0.180	13	1409	0.158	13	1409	0.338
12:00 - 13:00	13	1409	0.142	13	1409	0.136	13	1409	0.278
13:00 - 14:00	13	1409	0.207	13	1409	0.142	13	1409	0.349
14:00 - 15:00	13	1409	0.142	13	1409	0.175	13	1409	0.317
15:00 - 16:00	13	1409	0.136	13	1409	0.104	13	1409	0.240
16:00 - 17:00	12	1414	0.141	12	1414	0.195	12	1414	0.336
17:00 - 18:00	12	1414	0.130	12	1414	0.206	12	1414	0.336
18:00 - 19:00	12	1414	0.136	12	1414	0.147	12	1414	0.283
19:00 - 20:00	12	1414	0.130	12	1414	0.130	12	1414	0.260
20:00 - 21:00	12	1414	0.106	12	1414	0.112	12	1414	0.218
21:00 - 22:00	12	1414	0.035	12	1414	0.088	12	1414	0.123
22:00 - 23:00	12	1414	0.000	12	1414	0.012	12	1414	0.012
23:00 - 24:00									
Total Rates:			1.917				1.873	3.790	

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.

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
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	2	1424	0.000	2	1424	0.562
07:00 - 08:00	12	1414	0.265	12	1414	0.083	12	1414	0.348
08:00 - 09:00	12	1414	0.961	12	1414	0.825	12	1414	1.786
09:00 - 10:00	13	1409	0.988	13	1409	1.103	13	1409	2.091
10:00 - 11:00	13	1409	1.676	13	1409	1.376	13	1409	3.052
11:00 - 12:00	13	1409	2.086	13	1409	2.189	13	1409	4.275
12:00 - 13:00	13	1409	2.888	13	1409	2.653	13	1409	5.541
13:00 - 14:00	13	1409	2.976	13	1409	2.713	13	1409	5.689
14:00 - 15:00	13	1409	2.948	13	1409	3.030	13	1409	5.978
15:00 - 16:00	13	1409	2.566	13	1409	3.068	13	1409	5.634
16:00 - 17:00	12	1414	2.994	12	1414	2.870	12	1414	5.864
17:00 - 18:00	12	1414	2.812	12	1414	2.646	12	1414	5.458
18:00 - 19:00	12	1414	2.570	12	1414	2.145	12	1414	4.715
19:00 - 20:00	12	1414	1.444	12	1414	1.821	12	1414	3.265
20:00 - 21:00	12	1414	1.379	12	1414	1.580	12	1414	2.959
21:00 - 22:00	12	1414	0.631	12	1414	0.825	12	1414	1.456
22:00 - 23:00	12	1414	0.065	12	1414	0.230	12	1414	0.295
23:00 - 24:00									
Total Rates:			29.811			29.157			58.968

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.*

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
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	2	1424	0.035	2	1424	0.140
07:00 - 08:00	12	1414	0.094	12	1414	0.047	12	1414	0.141
08:00 - 09:00	12	1414	0.324	12	1414	0.224	12	1414	0.548
09:00 - 10:00	13	1409	0.366	13	1409	0.349	13	1409	0.715
10:00 - 11:00	13	1409	0.371	13	1409	0.289	13	1409	0.660
11:00 - 12:00	13	1409	0.377	13	1409	0.311	13	1409	0.688
12:00 - 13:00	13	1409	0.388	13	1409	0.322	13	1409	0.710
13:00 - 14:00	13	1409	0.349	13	1409	0.295	13	1409	0.644
14:00 - 15:00	13	1409	0.399	13	1409	0.360	13	1409	0.759
15:00 - 16:00	13	1409	0.322	13	1409	0.333	13	1409	0.655
16:00 - 17:00	12	1414	0.283	12	1414	0.365	12	1414	0.648
17:00 - 18:00	12	1414	0.242	12	1414	0.324	12	1414	0.566
18:00 - 19:00	12	1414	0.259	12	1414	0.259	12	1414	0.518
19:00 - 20:00	12	1414	0.141	12	1414	0.271	12	1414	0.412
20:00 - 21:00	12	1414	0.083	12	1414	0.153	12	1414	0.236
21:00 - 22:00	12	1414	0.041	12	1414	0.083	12	1414	0.124
22:00 - 23:00	12	1414	0.006	12	1414	0.035	12	1414	0.041
23:00 - 24:00									
Total Rates:			4.150			4.055			8.205

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.



APPENDIX 7

Junctions 11									
PICADY 11 - Priority Intersection Module									
Version: 11.1.0.2307									
© Copyright TRL Software Limited, 2024									
For sales and distribution information, program advice and maintenance, contact TRL Software:									
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com									
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: Aberystwyth_Road_Site_Access.j11

Path: C:\Users\Ryan.Leach\OneDrive - RSK Group\SCP Job Library 2025 - 251021 - Lidl, Aberystwyth Road, Cardigan\03 Data\Traffic modelling\PICADY

Report generation date: 03/11/2025 14:19:33

»D1 - 2027 | Base + Lidl | PM

»D2 - 2027 | Base + Lidl | SAT

»D3 - 2032 | Base + Lidl | PM

»D4 - 2032 | Base + Lidl | SAT

Summary of junction performance

	PM					SAT				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2027 - Base + Lidl									
Stream B-C	D1	0.1	7.85	0.10	A	D2	0.2	8.65	0.15	A
Stream B-A		0.2	13.04	0.19	B		0.4	15.57	0.28	C
Stream C-AB		0.3	5.56	0.13	A		0.5	5.51	0.19	A
	2032 - Base + Lidl									
Stream B-C	D3	0.1	7.91	0.10	A	D4	0.2	8.75	0.15	A
Stream B-A		0.2	13.25	0.19	B		0.4	16.00	0.28	C
Stream C-AB		0.3	5.53	0.13	A		0.5	5.47	0.19	A

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

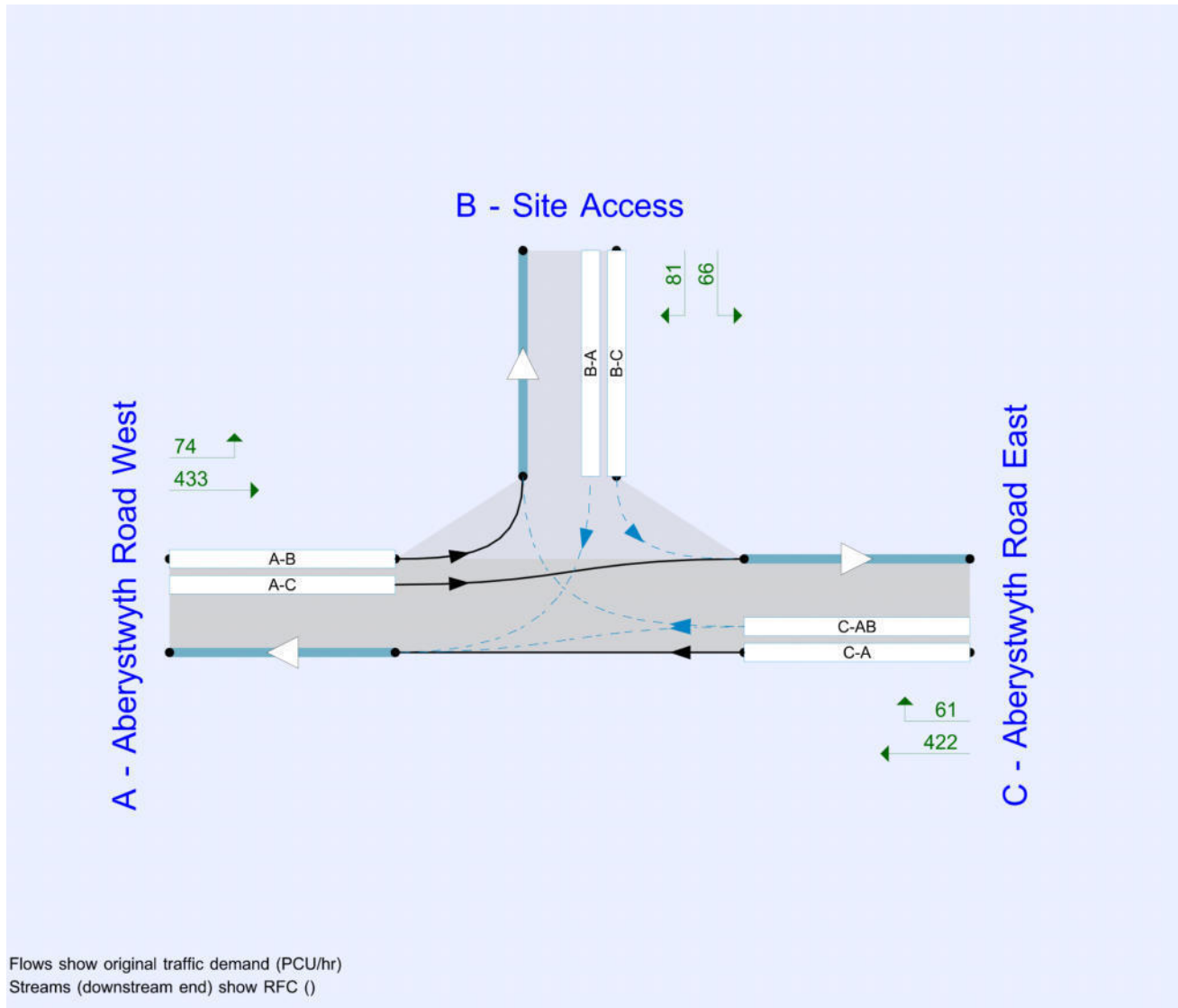
File summary

File Description

Title	
Location	
Site number	
Date	03/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	RSKHELSEBY\Ryan.Leach
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

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2027	Base + Lidl	PM	ONE HOUR	15:15	16:45	15	✓
D2	2027	Base + Lidl	SAT	ONE HOUR	11:45	13:15	15	✓
D3	2032	Base + Lidl	PM	ONE HOUR	15:15	16:45	15	✓
D4	2032	Base + Lidl	SAT	ONE HOUR	11:45	13:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

D1 - 2027 | Base + Lidl | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Aberystwyth Road / Site Access	T-Junction	Two-way	Two-way	Two-way		1.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.63	A

Arms

Arms

Arm	Name	Description	Arm type
A	Aberystwyth Road West		Major
B	Site Access		Minor
C	Aberystwyth Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Aberystwyth Road East	7.96			40.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	Two lanes	3.00	3.00	25	26

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	498	0.081	0.205	0.129	0.293
B-C	640	0.092	0.232	-	-
C-B	597	0.212	0.212	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2027	Base + Lidl	PM	ONE HOUR	15:15	16:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Aberystwyth Road West		ONE HOUR	✓	456	100.000
B - Site Access		ONE HOUR	✓	102	100.000
C - Aberystwyth Road East		ONE HOUR	✓	389	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Aberystwyth Road West	B - Site Access	C - Aberystwyth Road East
From				
	A - Aberystwyth Road West	0	57	399
	B - Site Access	58	0	44
	C - Aberystwyth Road East	345	44	0

Proportions

	To			
		A - Aberystwyth Road West	B - Site Access	C - Aberystwyth Road East
From				
	A - Aberystwyth Road West	0.00	0.13	0.88
	B - Site Access	0.57	0.00	0.43
	C - Aberystwyth Road East	0.89	0.11	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Aberystwyth Road West	B - Site Access	C - Aberystwyth Road East
From				
	A - Aberystwyth Road West	0	0	2
	B - Site Access	0	0	0
	C - Aberystwyth Road East	3	0	0

Average PCU Per Veh

	To			
		A - Aberystwyth Road West	B - Site Access	C - Aberystwyth Road East
From				
	A - Aberystwyth Road West	1.000	1.000	1.020
	B - Site Access	1.000	1.000	1.000
	C - Aberystwyth Road East	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
15:15-15:30	A - Aberystwyth Road West	343	343
	B - Site Access	77	77
	C - Aberystwyth Road East	293	293
15:30-15:45	A - Aberystwyth Road West	410	410
	B - Site Access	92	92
	C - Aberystwyth Road East	350	350
15:45-16:00	A - Aberystwyth Road West	502	502
	B - Site Access	112	112
	C - Aberystwyth Road East	428	428
16:00-16:15	A - Aberystwyth Road West	502	502
	B - Site Access	112	112
	C - Aberystwyth Road East	428	428
16:15-16:30	A - Aberystwyth Road West	410	410
	B - Site Access	92	92
	C - Aberystwyth Road East	350	350
16:30-16:45	A - Aberystwyth Road West	343	343
	B - Site Access	77	77
	C - Aberystwyth Road East	293	293

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	7.85	0.1	A	40	61
B-A	0.19	13.04	0.2	B	53	80
C-AB	0.13	5.56	0.3	A	73	109
C-A					284	427
A-B					52	78
A-C					366	549

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	0.00	550	0.060	33	0.0	0.1	6.952	A
B-A	44	11	0.00	390	0.112	43	0.0	0.1	10.363	B
C-AB	52	13	0.00	709	0.074	52	0.0	0.1	5.540	A
C-A	241	60	0.00			241				
A-B	43	11	0.00			43				
A-C	300	75	0.00			300				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	0.00	532	0.074	39	0.1	0.1	7.305	A
B-A	52	13	0.00	369	0.141	52	0.1	0.2	11.351	B
C-AB	69	17	0.00	733	0.094	69	0.1	0.2	5.489	A
C-A	281	70	0.00			281				
A-B	51	13	0.00			51				
A-C	359	90	0.00			359				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	0.00	507	0.096	48	0.1	0.1	7.848	A
B-A	64	16	0.00	340	0.188	64	0.2	0.2	13.019	B
C-AB	96	24	0.00	767	0.126	96	0.2	0.3	5.443	A
C-A	332	83	0.00			332				
A-B	63	16	0.00			63				
A-C	439	110	0.00			439				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	0.00	507	0.096	48	0.1	0.1	7.853	A
B-A	64	16	0.00	340	0.188	64	0.2	0.2	13.045	B
C-AB	97	24	0.00	768	0.126	97	0.3	0.3	5.454	A
C-A	332	83	0.00			332				
A-B	63	16	0.00			63				
A-C	439	110	0.00			439				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	0.00	532	0.074	40	0.1	0.1	7.310	A
B-A	52	13	0.00	369	0.141	52	0.2	0.2	11.385	B
C-AB	69	17	0.00	733	0.094	69	0.3	0.2	5.508	A
C-A	281	70	0.00			281				
A-B	51	13	0.00			51				
A-C	359	90	0.00			359				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	0.00	550	0.060	33	0.1	0.1	6.963	A
B-A	44	11	0.00	390	0.112	44	0.2	0.1	10.407	B
C-AB	53	13	0.00	709	0.074	53	0.2	0.1	5.560	A
C-A	240	60	0.00			240				
A-B	43	11	0.00			43				
A-C	300	75	0.00			300				

D2 - 2027 | Base + Lidl | SAT

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Aberystwyth Road / Site Access	T-Junction	Two-way	Two-way	Two-way		2.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.27	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2027	Base + Lidl	SAT	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Aberystwyth Road West		ONE HOUR	✓	490	100.000
B - Site Access		ONE HOUR	✓	147	100.000
C - Aberystwyth Road East		ONE HOUR	✓	466	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Aberystwyth Road West	B - Site Access	C - Aberystwyth Road East
From	A - Aberystwyth Road West	0	74	416
	B - Site Access	81	0	66
	C - Aberystwyth Road East	405	61	0

Proportions

	To			
		A - Aberystwyth Road West	B - Site Access	C - Aberystwyth Road East
From	A - Aberystwyth Road West	0.00	0.15	0.85
	B - Site Access	0.55	0.00	0.45
	C - Aberystwyth Road East	0.87	0.13	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Aberystwyth Road West	B - Site Access	C - Aberystwyth Road East
	A - Aberystwyth Road West	0	0	1
	B - Site Access	0	0	0
	C - Aberystwyth Road East	1	0	0

Average PCU Per Veh

From	To			
		A - Aberystwyth Road West	B - Site Access	C - Aberystwyth Road East
	A - Aberystwyth Road West	1.000	1.000	1.010
	B - Site Access	1.000	1.000	1.000
	C - Aberystwyth Road East	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
11:45-12:00	A - Aberystwyth Road West	369	369
	B - Site Access	111	111
	C - Aberystwyth Road East	351	351
12:00-12:15	A - Aberystwyth Road West	440	440
	B - Site Access	132	132
	C - Aberystwyth Road East	419	419
12:15-12:30	A - Aberystwyth Road West	540	540
	B - Site Access	162	162
	C - Aberystwyth Road East	513	513
12:30-12:45	A - Aberystwyth Road West	540	540
	B - Site Access	162	162
	C - Aberystwyth Road East	513	513
12:45-13:00	A - Aberystwyth Road West	440	440
	B - Site Access	132	132
	C - Aberystwyth Road East	419	419
13:00-13:15	A - Aberystwyth Road West	369	369
	B - Site Access	111	111
	C - Aberystwyth Road East	351	351

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	8.65	0.2	A	61	91
B-A	0.28	15.57	0.4	C	74	111
C-AB	0.19	5.51	0.5	A	111	167
C-A					316	474
A-B					68	102
A-C					382	573

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	12	0.00	539	0.092	49	0.0	0.1	7.338	A
B-A	61	15	0.00	377	0.162	60	0.0	0.2	11.343	B
C-AB	78	20	0.00	736	0.107	78	0.0	0.2	5.489	A
C-A	272	68	0.00			272				
A-B	56	14	0.00			56				
A-C	313	78	0.00			313				

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	0.00	519	0.114	59	0.1	0.1	7.836	A
B-A	73	18	0.00	353	0.206	73	0.2	0.3	12.821	B
C-AB	105	26	0.00	766	0.137	105	0.2	0.3	5.470	A
C-A	314	78	0.00			314				
A-B	67	17	0.00			67				
A-C	374	93	0.00			374				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	18	0.00	489	0.149	72	0.1	0.2	8.637	A
B-A	89	22	0.00	320	0.278	89	0.3	0.4	15.500	C
C-AB	150	38	0.00	810	0.186	150	0.3	0.4	5.494	A
C-A	363	91	0.00			363				
A-B	81	20	0.00			81				
A-C	458	115	0.00			458				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	18	0.00	489	0.149	73	0.2	0.2	8.648	A
B-A	89	22	0.00	320	0.278	89	0.4	0.4	15.570	C
C-AB	151	38	0.00	810	0.186	151	0.4	0.5	5.503	A
C-A	362	91	0.00			362				
A-B	81	20	0.00			81				
A-C	458	115	0.00			458				

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	0.00	518	0.114	60	0.2	0.1	7.852	A
B-A	73	18	0.00	353	0.206	73	0.4	0.3	12.897	B
C-AB	105	26	0.00	767	0.137	106	0.5	0.3	5.491	A
C-A	314	78	0.00			314				
A-B	67	17	0.00			67				
A-C	374	93	0.00			374				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	12	0.00	539	0.092	50	0.1	0.1	7.359	A
B-A	61	15	0.00	377	0.162	61	0.3	0.2	11.428	B
C-AB	79	20	0.00	736	0.107	79	0.3	0.2	5.512	A
C-A	272	68	0.00			272				
A-B	56	14	0.00			56				
A-C	313	78	0.00			313				

D3 - 2032 | Base + Lidl | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Aberystwyth Road / Site Access	T-Junction	Two-way	Two-way	Two-way		1.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.61	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2032	Base + Lidl	PM	ONE HOUR	15:15	16:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Aberystwyth Road West		ONE HOUR	✓	468	100.000
B - Site Access		ONE HOUR	✓	102	100.000
C - Aberystwyth Road East		ONE HOUR	✓	400	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Aberystwyth Road West	B - Site Access	C - Aberystwyth Road East
From	A - Aberystwyth Road West	0	57	411
	B - Site Access	58	0	44
	C - Aberystwyth Road East	356	44	0

Proportions

	To			
		A - Aberystwyth Road West	B - Site Access	C - Aberystwyth Road East
From	A - Aberystwyth Road West	0.00	0.12	0.88
	B - Site Access	0.57	0.00	0.43
	C - Aberystwyth Road East	0.89	0.11	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Aberystwyth Road West	B - Site Access	C - Aberystwyth Road East
	A - Aberystwyth Road West	0	0	2
	B - Site Access	0	0	0
	C - Aberystwyth Road East	3	0	0

Average PCU Per Veh

From	To			
		A - Aberystwyth Road West	B - Site Access	C - Aberystwyth Road East
	A - Aberystwyth Road West	1.000	1.000	1.020
	B - Site Access	1.000	1.000	1.000
	C - Aberystwyth Road East	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
15:15-15:30	A - Aberystwyth Road West	352	352
	B - Site Access	77	77
	C - Aberystwyth Road East	301	301
15:30-15:45	A - Aberystwyth Road West	421	421
	B - Site Access	92	92
	C - Aberystwyth Road East	360	360
15:45-16:00	A - Aberystwyth Road West	515	515
	B - Site Access	112	112
	C - Aberystwyth Road East	440	440
16:00-16:15	A - Aberystwyth Road West	515	515
	B - Site Access	112	112
	C - Aberystwyth Road East	440	440
16:15-16:30	A - Aberystwyth Road West	421	421
	B - Site Access	92	92
	C - Aberystwyth Road East	360	360
16:30-16:45	A - Aberystwyth Road West	352	352
	B - Site Access	77	77
	C - Aberystwyth Road East	301	301

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	7.91	0.1	A	40	61
B-A	0.19	13.25	0.2	B	53	80
C-AB	0.13	5.53	0.3	A	74	111
C-A					293	439
A-B					52	78
A-C					377	566

Main Results for each time segment

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	0.00	548	0.060	33	0.0	0.1	6.981	A
B-A	44	11	0.00	387	0.113	43	0.0	0.1	10.451	B
C-AB	53	13	0.00	713	0.074	53	0.0	0.1	5.512	A
C-A	248	62	0.00			248				
A-B	43	11	0.00			43				
A-C	309	77	0.00			309				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	0.00	530	0.075	39	0.1	0.1	7.343	A
B-A	52	13	0.00	365	0.143	52	0.1	0.2	11.478	B
C-AB	70	18	0.00	738	0.095	70	0.1	0.2	5.458	A
C-A	289	72	0.00			289				
A-B	51	13	0.00			51				
A-C	369	92	0.00			369				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	0.00	504	0.096	48	0.1	0.1	7.904	A
B-A	64	16	0.00	336	0.190	64	0.2	0.2	13.221	B
C-AB	99	25	0.00	774	0.127	98	0.2	0.3	5.407	A
C-A	342	85	0.00			342				
A-B	63	16	0.00			63				
A-C	453	113	0.00			453				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	0.00	504	0.096	48	0.1	0.1	7.909	A
B-A	64	16	0.00	336	0.190	64	0.2	0.2	13.250	B
C-AB	99	25	0.00	774	0.128	99	0.3	0.3	5.418	A
C-A	342	85	0.00			342				
A-B	63	16	0.00			63				
A-C	453	113	0.00			453				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	0.00	530	0.075	40	0.1	0.1	7.352	A
B-A	52	13	0.00	365	0.143	52	0.2	0.2	11.512	B
C-AB	70	18	0.00	738	0.095	71	0.3	0.2	5.480	A
C-A	289	72	0.00			289				
A-B	51	13	0.00			51				
A-C	369	92	0.00			369				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	0.00	548	0.060	33	0.1	0.1	6.992	A
B-A	44	11	0.00	387	0.113	44	0.2	0.1	10.497	B
C-AB	53	13	0.00	713	0.075	54	0.2	0.1	5.531	A
C-A	248	62	0.00			248				
A-B	43	11	0.00			43				
A-C	309	77	0.00			309				

D4 - 2032 | Base + Lidl | SAT

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Aberystwyth Road / Site Access	T-Junction	Two-way	Two-way	Two-way		2.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.25	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2032	Base + Lidl	SAT	ONE HOUR	11:45	13:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Aberystwyth Road West		ONE HOUR	✓	507	100.000
B - Site Access		ONE HOUR	✓	147	100.000
C - Aberystwyth Road East		ONE HOUR	✓	483	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Aberystwyth Road West	B - Site Access	C - Aberystwyth Road East
From	A - Aberystwyth Road West	0	74	433
	B - Site Access	81	0	66
	C - Aberystwyth Road East	422	61	0

Proportions

	To			
		A - Aberystwyth Road West	B - Site Access	C - Aberystwyth Road East
From	A - Aberystwyth Road West	0.00	0.15	0.85
	B - Site Access	0.55	0.00	0.45
	C - Aberystwyth Road East	0.87	0.13	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Aberystwyth Road West	B - Site Access	C - Aberystwyth Road East
	A - Aberystwyth Road West	0	0	1
	B - Site Access	0	0	0
	C - Aberystwyth Road East	1	0	0

Average PCU Per Veh

From	To			
		A - Aberystwyth Road West	B - Site Access	C - Aberystwyth Road East
	A - Aberystwyth Road West	1.000	1.000	1.010
	B - Site Access	1.000	1.000	1.000
	C - Aberystwyth Road East	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
11:45-12:00	A - Aberystwyth Road West	382	382
	B - Site Access	111	111
	C - Aberystwyth Road East	364	364
12:00-12:15	A - Aberystwyth Road West	456	456
	B - Site Access	132	132
	C - Aberystwyth Road East	434	434
12:15-12:30	A - Aberystwyth Road West	558	558
	B - Site Access	162	162
	C - Aberystwyth Road East	532	532
12:30-12:45	A - Aberystwyth Road West	558	558
	B - Site Access	162	162
	C - Aberystwyth Road East	532	532
12:45-13:00	A - Aberystwyth Road West	456	456
	B - Site Access	132	132
	C - Aberystwyth Road East	434	434
13:00-13:15	A - Aberystwyth Road West	382	382
	B - Site Access	111	111
	C - Aberystwyth Road East	364	364

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	8.75	0.2	A	61	91
B-A	0.28	16.00	0.4	C	74	111
C-AB	0.19	5.47	0.5	A	115	172
C-A					328	493
A-B					68	102
A-C					397	596

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	12	0.00	536	0.093	49	0.0	0.1	7.385	A
B-A	61	15	0.00	373	0.164	60	0.0	0.2	11.498	B
C-AB	80	20	0.00	743	0.108	79	0.0	0.2	5.448	A
C-A	283	71	0.00			283				
A-B	56	14	0.00			56				
A-C	326	81	0.00			326				

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	0.00	515	0.115	59	0.1	0.1	7.901	A
B-A	73	18	0.00	348	0.209	73	0.2	0.3	13.056	B
C-AB	108	27	0.00	775	0.139	108	0.2	0.3	5.428	A
C-A	326	82	0.00			326				
A-B	67	17	0.00			67				
A-C	389	97	0.00			389				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	18	0.00	484	0.150	72	0.1	0.2	8.737	A
B-A	89	22	0.00	314	0.284	89	0.3	0.4	15.925	C
C-AB	156	39	0.00	820	0.190	155	0.3	0.5	5.451	A
C-A	376	94	0.00			376				
A-B	81	20	0.00			81				
A-C	477	119	0.00			477				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	18	0.00	484	0.150	73	0.2	0.2	8.749	A
B-A	89	22	0.00	314	0.284	89	0.4	0.4	16.002	C
C-AB	156	39	0.00	821	0.190	156	0.5	0.5	5.461	A
C-A	376	94	0.00			376				
A-B	81	20	0.00			81				
A-C	477	119	0.00			477				

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	0.00	514	0.115	60	0.2	0.1	7.917	A
B-A	73	18	0.00	348	0.209	73	0.4	0.3	13.140	B
C-AB	108	27	0.00	775	0.140	109	0.5	0.3	5.448	A
C-A	326	81	0.00			326				
A-B	67	17	0.00			67				
A-C	389	97	0.00			389				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	12	0.00	536	0.093	50	0.1	0.1	7.407	A
B-A	61	15	0.00	372	0.164	61	0.3	0.2	11.586	B
C-AB	81	20	0.00	743	0.109	81	0.3	0.2	5.470	A
C-A	283	71	0.00			283				
A-B	56	14	0.00			56				
A-C	326	81	0.00			326				



S|C|P

TRAFFIC FLOW FIGURES

