



## **APPENDIX E**

### **TRAFFIC COUNT SURVEY DATA**



# Wrexham, Wednesday 29th June 2022

Junction: 1  
Approach: Site Access

TIME	Left to Davy Way (E)								Right to Davy Way (W)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
15:30 - 15:45	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1
15:45 - 16:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
16:00 - 16:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:00 - 17:15	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	6	1	0	0	0	7	0	0	0	0	0	1	0	1
17:45 - 18:00	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
18:00 - 18:15	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>



Wrexham, Wednesday 29th June 2022

Junction: 1

Approach: Davy Way East

TIME	Ahead to Davy Way (W)								Right to Site Access								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	9	3	0	3	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	17	4	1	0	0	22	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
07:30 - 07:45	1	0	32	2	0	1	0	36	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	46	5	4	2	0	57	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>104</b>	<b>14</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>130</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
08:00 - 08:15	0	0	16	4	2	0	0	22	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	7	6	0	1	0	14	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	12	5	2	0	0	19	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	33	7	0	2	0	42	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>22</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
09:00 - 09:15	0	0	16	6	0	1	0	23	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	15	3	2	1	0	21	0	0	3	1	0	1	0	5	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	7	4	1	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	2	1	3	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
10:00 - 10:15	0	0	11	3	0	2	0	16	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	4	3	0	1	0	8	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>227</b>	<b>56</b>	<b>15</b>	<b>14</b>	<b>0</b>	<b>313</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
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15:30 - 15:45	0	0	6	4	0	1	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	12	3	3	4	0	22	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
16:00 - 16:15	0	0	3	3	0	3	0	9	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
16:15 - 16:30	0	0	16	4	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	9	4	1	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	1	0	7	3	1	0	0	12	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>14</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
17:00 - 17:15	0	0	8	2	0	1	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	7	2	0	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	4	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	1	7	0	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
18:00 - 18:15	0	0	1	1	1	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>TOTAL</b>	<b>1</b>	<b>1</b>	<b>93</b>	<b>30</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>142</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
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# Wrexham, Wednesday 29th June 2022

Junction: 1

Approach: Davy Way West

TIME	Left to Site Access								Ahead to Davy Way (E)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	1	5	0	1	0	7
07:15 - 07:30	0	0	0	0	0	1	0	1	0	0	1	2	1	2	0	6
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	5	4	2	1	1	13
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	8	4	1	1	0	14
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>40</b>
08:00 - 08:15	0	0	0	0	0	0	0	0	0	1	6	6	4	1	0	18
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	1	3	0	4	0	8
08:30 - 08:45	0	0	0	0	0	1	0	1	0	0	2	7	3	1	0	13
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	10	4	3	1	0	18
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>20</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>57</b>
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	5	10	1	2	0	18
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	5	8	1	0	0	14
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	9	3	2	2	0	16
09:45 - 10:00	0	0	0	0	0	1	0	1	0	0	10	4	1	0	0	15
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>25</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>63</b>
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7
10:15 - 10:30	0	0	0	1	0	0	0	1	0	0	11	4	2	1	0	18
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>25</b>
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>66</b>	<b>21</b>	<b>17</b>	<b>1</b>	<b>185</b>
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	7	2	1	1	0	11
15:45 - 16:00	0	0	0	0	0	1	0	1	0	0	20	4	0	5	0	29
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>6</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>40</b>
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	19	4	2	3	0	28
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	29	11	0	1	1	42
16:30 - 16:45	0	0	1	0	0	0	0	1	0	0	59	7	1	1	0	68
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	29	13	0	3	0	45
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>136</b>	<b>35</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>183</b>
17:00 - 17:15	0	0	0	0	0	0	0	0	1	1	72	5	0	0	0	79
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	17	2	0	0	0	19
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	23	5	0	0	0	28
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>126</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>140</b>
18:00 - 18:15	0	0	0	0	0	0	0	0	0	1	26	4	0	0	0	31
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	8	0	0	1	0	9
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>51</b>
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>332</b>	<b>58</b>	<b>4</b>	<b>16</b>	<b>1</b>	<b>414</b>





# Wrexham, Wednesday 29th June 2022

Junction: 2

Approach: B5373 Rackery Lane South

TIME	Left to Davy Way								Ahead to B5373 Rackery Lane (N)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	20	2	1	0	0	23	0	0	35	4	1	1	0	41
07:15 - 07:30	1	0	30	1	0	1	0	33	0	0	30	6	1	2	0	39
07:30 - 07:45	1	0	43	1	0	1	0	46	0	0	26	15	0	6	0	47
07:45 - 08:00	2	0	37	3	1	2	0	45	0	0	28	6	0	1	0	35
<b>Hourly Total</b>	<b>4</b>	<b>0</b>	<b>130</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>147</b>	<b>0</b>	<b>0</b>	<b>119</b>	<b>31</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>162</b>
08:00 - 08:15	0	0	15	2	1	0	0	18	0	0	35	12	0	1	0	48
08:15 - 08:30	0	0	9	1	0	1	0	11	0	0	50	15	1	4	0	70
08:30 - 08:45	0	0	12	1	0	0	0	13	0	0	54	10	4	6	1	75
08:45 - 09:00	0	0	22	1	1	1	0	25	0	1	46	15	0	1	0	63
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>1</b>	<b>185</b>	<b>52</b>	<b>5</b>	<b>12</b>	<b>1</b>	<b>256</b>
09:00 - 09:15	0	0	9	1	0	1	0	11	0	0	27	9	2	3	0	41
09:15 - 09:30	0	0	13	2	1	2	0	18	1	0	33	4	2	5	0	45
09:30 - 09:45	0	0	2	4	1	0	0	7	0	0	29	6	3	2	0	40
09:45 - 10:00	0	0	2	0	1	0	0	3	0	0	17	4	1	5	0	27
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>1</b>	<b>0</b>	<b>106</b>	<b>23</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>153</b>
10:00 - 10:15	0	0	4	3	0	4	0	11	0	0	18	5	2	1	0	26
10:15 - 10:30	0	0	5	2	0	0	0	7	0	0	26	7	2	5	0	40
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>12</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>66</b>

<b>TOTAL</b>	<b>4</b>	<b>0</b>	<b>223</b>	<b>24</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>271</b>	<b>1</b>	<b>1</b>	<b>454</b>	<b>118</b>	<b>19</b>	<b>43</b>	<b>1</b>	<b>637</b>
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15:30 - 15:45	0	0	3	3	0	1	0	7	0	0	44	8	3	2	0	57
15:45 - 16:00	0	0	6	1	0	5	0	12	0	0	39	17	1	4	0	61
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>25</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>118</b>
16:00 - 16:15	0	0	4	2	0	2	0	8	0	0	52	11	3	3	0	69
16:15 - 16:30	0	0	13	3	0	0	0	16	0	1	58	13	1	4	1	78
16:30 - 16:45	0	0	5	2	0	1	0	8	0	1	84	16	2	2	0	105
16:45 - 17:00	0	0	4	0	0	0	0	4	0	1	55	6	0	0	0	62
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>3</b>	<b>249</b>	<b>46</b>	<b>6</b>	<b>9</b>	<b>1</b>	<b>314</b>
17:00 - 17:15	0	0	2	1	0	0	0	3	0	2	104	12	0	0	0	118
17:15 - 17:30	0	0	3	0	0	1	0	4	2	1	89	5	0	1	0	98
17:30 - 17:45	0	0	2	2	0	0	0	4	0	2	65	5	0	1	0	73
17:45 - 18:00	0	0	7	0	1	0	0	8	0	1	65	4	0	0	0	70
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>6</b>	<b>323</b>	<b>26</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>359</b>
18:00 - 18:15	0	0	1	1	1	0	0	3	0	0	57	5	0	0	0	62
18:15 - 18:30	0	0	7	0	0	0	0	7	1	1	49	2	0	2	0	55
18:30 - 18:45	0	0	2	0	0	0	0	2	0	0	40	3	1	0	0	44
18:45 - 19:00	0	0	4	0	0	0	0	4	0	0	37	2	0	0	0	39
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>183</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>200</b>

<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>10</b>	<b>838</b>	<b>109</b>	<b>11</b>	<b>19</b>	<b>1</b>	<b>991</b>
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# Wrexham, Wednesday 29th June 2022

Junction: 2  
Approach: Davy Way

TIME	Left to B5373 Rackery Lane (N)								Right to B5373 Rackery Lane (S)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	0	0	0	0	1	0	0	2	4	0	1	0	7
07:15 - 07:30	0	0	1	1	1	1	0	4	0	0	1	2	0	1	0	4
07:30 - 07:45	0	0	3	2	1	1	0	7	0	0	5	2	0	0	0	7
07:45 - 08:00	0	0	5	3	1	0	0	9	0	0	10	3	1	2	1	17
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>11</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>35</b>
08:00 - 08:15	0	0	1	5	2	0	0	8	0	1	6	1	2	0	0	10
08:15 - 08:30	0	0	0	0	1	1	0	2	0	0	1	2	0	4	0	7
08:30 - 08:45	0	0	1	3	0	0	0	4	0	0	3	5	3	0	0	11
08:45 - 09:00	0	0	4	1	3	0	0	8	0	0	6	2	0	2	0	10
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>38</b>
09:00 - 09:15	0	0	4	5	0	1	0	10	0	0	5	5	1	2	0	13
09:15 - 09:30	0	0	0	2	0	0	0	2	0	0	4	6	1	3	0	14
09:30 - 09:45	0	0	5	4	1	0	0	10	0	0	5	2	1	3	0	11
09:45 - 10:00	0	0	3	5	0	0	0	8	0	0	4	1	1	2	0	8
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>14</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>46</b>
10:00 - 10:15	0	0	4	0	0	0	0	4	0	0	5	1	0	0	0	6
10:15 - 10:30	0	0	5	4	0	0	0	9	0	0	6	1	2	3	0	12
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>18</b>
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>35</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>37</b>	<b>12</b>	<b>23</b>	<b>1</b>	<b>137</b>
15:30 - 15:45	0	0	7	2	0	0	0	9	0	0	14	4	1	1	0	20
15:45 - 16:00	0	0	14	3	0	1	0	18	0	0	16	1	0	4	0	21
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>41</b>
16:00 - 16:15	0	0	15	1	2	0	0	18	0	0	18	4	0	3	0	25
16:15 - 16:30	0	0	13	11	1	1	0	26	0	0	18	1	0	1	0	20
16:30 - 16:45	0	0	98	4	1	1	0	104	0	0	48	1	0	0	1	50
16:45 - 17:00	0	0	33	9	0	1	0	43	1	0	20	4	0	3	0	28
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>159</b>	<b>25</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>191</b>	<b>1</b>	<b>0</b>	<b>104</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>123</b>
17:00 - 17:15	0	0	61	6	0	0	0	67	1	1	28	0	0	0	0	30
17:15 - 17:30	0	0	15	2	0	0	0	17	0	0	12	0	0	0	0	12
17:30 - 17:45	0	0	25	3	0	0	0	28	0	0	14	1	0	0	0	15
17:45 - 18:00	0	0	7	0	0	0	0	7	0	0	13	0	0	0	0	13
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>119</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>
18:00 - 18:15	0	1	19	1	0	0	0	21	0	0	29	1	0	0	0	30
18:15 - 18:30	0	0	4	0	0	1	0	5	0	0	8	0	0	0	0	8
18:30 - 18:45	0	0	9	0	0	0	0	9	0	0	5	0	0	0	0	5
18:45 - 19:00	0	0	1	1	0	0	0	2	0	0	3	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>
<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>321</b>	<b>43</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>374</b>	<b>2</b>	<b>1</b>	<b>246</b>	<b>17</b>	<b>1</b>	<b>12</b>	<b>1</b>	<b>280</b>



Wrexham, Tuesday 19th July 2022

Junction: 1  
Approach: Chapel Lane

TIME	To B5102 Striaght Mile								To B5373 Gresford Road								To Llay Road								To B5373 Rackery Lane							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	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		
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45 - 08:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1		
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>			
08:00 - 08:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	1		
08:15 - 08:30	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	2	0	1	0	0	3	0	0	0	0	0	0		
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>		
09:00 - 09:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0		
09:15 - 09:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	0	0	0	0		
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:45 - 10:00	0	0	2	1	0	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		
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	0		
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0		
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1		
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0		
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>		
16:00 - 16:15	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		
16:15 - 16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0		
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0		
17:15 - 17:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0		
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0	0		
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0		
18:15 - 18:30	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0		
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0		
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0		
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>		









Wrexham, Tuesday 19th July 2022

Junction: 1  
Approach: Llay Road

TIME	To B5373 Rackery Lane								To Chapel Lane								To B5102 Striaght Mile								To B5373 Gresford Road							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	1	3	30	7	1	0	0	42	1	0	0	0	0	0	0	1	0	1	13	3	0	1	0	18	0	0	0	0	0	0	0	
07:15 - 07:30	1	0	50	10	1	3	0	65	0	0	0	0	0	0	0	0	0	0	21	2	0	1	0	24	0	0	4	0	0	0	4	
07:30 - 07:45	2	2	66	11	0	0	1	82	0	0	0	0	0	0	0	0	0	0	26	6	0	0	0	32	0	0	2	1	0	1	4	
07:45 - 08:00	1	1	71	10	0	4	0	87	0	0	0	0	0	0	0	0	0	0	12	4	0	3	0	19	0	0	2	0	0	1	3	
Hourly Total	5	6	217	38	2	7	1	276	1	0	0	0	0	0	1	0	1	72	15	0	5	0	93	0	0	8	1	0	2	0	11	
08:00 - 08:15	1	1	40	13	2	3	0	60	0	0	0	0	0	0	0	0	0	0	12	5	0	2	0	19	0	0	8	0	0	0	8	
08:15 - 08:30	0	1	48	10	1	2	0	62	0	0	0	0	0	0	0	1	0	0	20	6	0	0	0	27	0	0	3	1	0	0	4	
08:30 - 08:45	0	1	28	9	2	2	0	42	0	0	0	0	0	0	0	0	0	0	18	3	1	1	1	24	0	0	10	1	0	0	11	
08:45 - 09:00	0	0	30	8	1	4	0	43	0	0	0	0	0	0	0	0	0	0	18	5	0	1	0	24	0	0	5	2	0	0	7	
Hourly Total	1	3	146	40	6	11	0	207	0	0	0	0	0	0	0	1	0	68	19	1	4	1	94	0	0	26	4	0	0	30		
09:00 - 09:15	0	0	20	14	0	2	0	36	0	0	0	0	0	0	0	0	0	0	17	8	1	0	0	26	0	0	13	2	1	0	16	
09:15 - 09:30	0	0	15	18	2	2	0	37	0	0	1	0	1	0	0	2	0	0	15	2	0	5	0	22	0	0	11	3	1	0	15	
09:30 - 09:45	0	0	24	3	1	2	0	30	0	0	0	0	0	0	0	0	0	0	19	8	1	4	0	32	0	0	12	0	0	0	12	
09:45 - 10:00	1	0	20	10	1	0	0	32	0	0	1	0	0	0	0	1	0	0	17	3	2	1	0	23	0	0	17	2	0	0	19	
Hourly Total	1	0	79	45	4	6	0	135	0	0	2	0	1	0	0	3	0	0	68	21	4	10	0	103	0	0	53	7	2	0	62	
10:00 - 10:15	0	0	20	9	1	4	0	34	0	0	0	0	0	0	0	0	0	0	12	2	0	1	0	15	0	0	14	0	0	0	14	
10:15 - 10:30	0	0	19	9	1	1	0	30	0	0	0	0	0	0	0	0	0	0	15	3	0	0	0	18	1	0	18	3	0	0	22	
Hourly Total	0	0	39	18	2	5	0	64	0	0	0	0	0	0	0	0	0	0	27	5	0	1	0	33	1	0	32	3	0	0	36	
<b>TOTAL</b>	<b>7</b>	<b>9</b>	<b>481</b>	<b>141</b>	<b>14</b>	<b>29</b>	<b>1</b>	<b>682</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>235</b>	<b>60</b>	<b>5</b>	<b>20</b>	<b>1</b>	<b>323</b>	<b>1</b>	<b>0</b>	<b>119</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>139</b>
15:30 - 15:45	0	0	32	10	3	2	0	47	0	0	0	0	0	0	0	0	0	0	20	4	1	1	0	26	0	0	14	2	0	0	0	16
15:45 - 16:00	0	0	27	6	2	3	0	38	0	0	0	0	0	0	0	0	0	0	21	4	0	0	0	25	0	0	16	3	0	0	0	19
Hourly Total	0	0	59	16	5	5	0	85	0	0	0	0	0	0	0	0	0	0	41	8	1	1	0	51	0	0	30	5	0	0	0	35
16:00 - 16:15	0	1	30	10	0	0	1	42	0	0	0	0	0	0	0	0	0	0	17	3	0	0	0	20	0	0	13	3	0	0	0	16
16:15 - 16:30	0	0	41	8	0	1	0	50	0	0	1	0	0	0	0	1	0	0	15	2	0	0	0	17	0	0	10	1	0	0	0	11
16:30 - 16:45	0	0	42	7	0	0	0	49	0	0	0	0	0	0	0	0	0	0	14	4	0	1	0	19	0	0	11	3	0	0	0	14
16:45 - 17:00	0	1	30	2	1	0	0	34	0	0	0	0	0	0	0	0	1	0	18	0	0	0	0	19	1	0	12	4	0	0	0	17
Hourly Total	0	2	143	27	1	1	1	175	0	0	1	0	0	0	1	1	1	64	9	0	1	0	75	1	0	46	11	0	0	0	58	
17:00 - 17:15	0	0	53	5	0	0	0	58	0	0	0	0	0	0	0	0	0	1	18	2	1	1	0	23	0	0	15	4	0	0	0	19
17:15 - 17:30	0	1	36	0	0	0	0	37	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	0	0	13	3	0	0	0	16
17:30 - 17:45	2	0	35	1	0	0	0	38	0	0	0	0	0	0	0	0	0	0	19	3	0	0	0	22	0	0	14	1	0	0	0	15
17:45 - 18:00	2	0	26	4	0	0	0	32	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	22	0	0	11	1	0	0	0	13
Hourly Total	4	1	150	10	0	0	0	165	0	0	0	0	0	0	0	0	0	1	73	7	1	1	0	83	0	1	53	9	0	0	0	63
18:00 - 18:15	0	0	34	2	0	0	0	36	0	0	0	0	0	0	0	0	0	0	14	1	0	1	0	16	2	0	11	1	0	0	0	14
18:15 - 18:30	0	0	26	2	1	0	0	29	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	0	0	14	1	0	0	0	15
18:30 - 18:45	0	0	19	3	0	0	0	22	1	0	0	0	0	0	0	1	0	0	12	0	0	0	0	12	0	0	10	1	0	0	0	11
18:45 - 19:00	0	0	19	1	0	1	0	21	0	0	0	0	0	0	0	0	1	0	16	1	0	0	0	18	0	0	9	1	0	0	0	10
Hourly Total	0	0	98	8	1	1	0	108	1	0	0	0	0	0	0	1	1	0	54	2	0	1	0	58	2	0	44	4	0	0	0	50
<b>TOTAL</b>	<b>4</b>	<b>3</b>	<b>450</b>	<b>61</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>533</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>232</b>	<b>26</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>267</b>	<b>3</b>	<b>1</b>	<b>173</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>206</b>



Junction: 1
Approach: B5373 Rackery Lane

Table with columns for TIME, direction (To Chapel Lane, To B5102 Striaght Mile, To B5373 Gresford Road, To Llay Road), and traffic counts (CYCLE, M/CYCLE, CAR, LGV, OGV1, OGV2, BUS, TOTAL). Includes a grand TOTAL row at the bottom.



# B5373 Rackery Lane ATC

Site No. 589601

Site Ref. 589601

Site 1

Vehicle Count Report

Week Begin: 29 June 2022

Channel: Eastbound

	Wed Jun 29	Thu Jun 30	Fri Jul 01	Sat Jul 02	Sun Jul 03	Mon Jul 04	Tue Jul 05	5-Day Ave.	7-Day Ave.
00:00	6	9	15	14	24	6	6	8	11
01:00	6	7	10	7	7	7	8	8	7
02:00	5	9	3	7	6	5	11	7	7
03:00	5	6	6	4	6	6	5	6	5
04:00	13	12	15	11	8	15	21	15	14
05:00	79	82	81	47	34	85	81	82	70
06:00	156	151	166	81	46	155	170	160	132
07:00	455	429	387	84	39	405	406	416	315
08:00	410	410	349	115	69	351	377	379	297
09:00	209	230	211	145	79	223	205	216	186
10:00	171	183	165	169	116	166	187	174	165
11:00	199	213	228	209	148	192	198	206	198
12:00	201	210	218	119	151	208	180	203	184
13:00	191	219	223	149	147	217	205	211	193
14:00	190	216	221	186	162	193	184	201	193
15:00	213	249	264	156	144	239	225	238	213
16:00	196	240	191	146	130	206	233	213	192
17:00	201	237	188	176	136	202	205	207	192
18:00	190	227	163	120	122	151	173	181	164
19:00	117	113	109	91	77	106	121	113	105
20:00	89	101	91	58	64	63	120	93	84
21:00	64	69	51	64	33	66	64	63	59
22:00	39	41	38	52	36	29	43	38	40
23:00	22	34	33	25	19	16	14	24	23
<b>Total</b>									
<b>12H(7-19)</b>	2826	3063	2808	1774	1443	2753	2778	2846	2492
<b>16H(6-22)</b>	3252	3497	3225	2068	1663	3143	3253	3274	2872
<b>18H(6-24)</b>	3313	3572	3296	2145	1718	3188	3310	3336	2935
<b>24H(0-24)</b>	3427	3697	3426	2235	1803	3312	3442	3461	3049
<b>AM Peak</b>	07:00	07:00	07:00	11:00	11:00	07:00	07:00	07:00	07:00
	455	429	387	209	148	405	406	416	315
<b>PM Peak</b>	15:00	15:00	15:00	14:00	14:00	15:00	16:00	15:00	15:00
	213	249	264	186	162	239	233	238	213

Site No. 589601

Site Ref. 589601

Site 1

Vehicle Count Report

Week Begin: 29 June 2022

Channel: Westbound

	Wed Jun 29	Thu Jun 30	Fri Jul 01	Sat Jul 02	Sun Jul 03	Mon Jul 04	Tue Jul 05	5-Day Ave.	7-Day Ave.
00:00	7	9	17	5	20	4	11	10	10
01:00	4	2	9	12	8	6	8	6	7
02:00	4	10	4	6	4	3	5	5	5
03:00	5	6	7	3	5	7	9	7	6
04:00	12	12	9	7	7	16	12	12	11
05:00	72	60	59	21	8	38	46	55	43
06:00	95	91	98	53	25	84	96	93	77
07:00	197	193	196	62	34	167	193	189	149
08:00	289	280	247	82	42	271	268	271	211
09:00	190	200	201	115	74	168	165	185	159
10:00	167	162	185	175	128	171	195	176	169
11:00	179	197	211	195	145	185	188	192	186
12:00	211	225	229	217	151	213	191	214	205
13:00	178	203	322	173	155	202	175	216	201
14:00	209	239	284	143	166	217	225	235	212
15:00	255	262	335	171	113	285	262	280	240
16:00	513	485	363	150	141	458	508	465	374
17:00	477	453	275	170	140	443	487	427	349
18:00	237	264	202	149	139	207	244	231	206
19:00	148	146	133	115	94	134	156	143	132
20:00	110	107	81	66	61	90	117	101	90
21:00	77	79	54	53	46	59	81	70	64
22:00	47	50	36	46	29	55	72	52	48
23:00	18	24	39	26	11	21	22	25	23
<b>Total</b>									
12H(7-19)	3102	3163	3050	1802	1428	2987	3101	3081	2662
16H(6-22)	3532	3586	3416	2089	1654	3354	3551	3488	3026
18H(6-24)	3597	3660	3491	2161	1694	3430	3645	3565	3097
24H(0-24)	3701	3759	3596	2215	1746	3504	3736	3659	3180
<b>AM Peak</b>	08:00	08:00	08:00	11:00	11:00	08:00	08:00	08:00	08:00
	289	280	247	195	145	271	268	271	211
<b>PM Peak</b>	16:00	16:00	16:00	12:00	14:00	16:00	16:00	16:00	16:00
	513	485	363	217	166	458	508	465	374

Site No. 589601

Site Ref. 589601

Site 1

Vehicle Count Report

Week Begin: 29 June 2022

Channel: Total Flow

	Wed Jun 29	Thu Jun 30	Fri Jul 01	Sat Jul 02	Sun Jul 03	Mon Jul 04	Tue Jul 05	5-Day Ave.	7-Day Ave.
00:00	13	18	32	19	44	10	17	18	22
01:00	10	9	19	19	15	13	16	13	14
02:00	9	19	7	13	10	8	16	12	12
03:00	10	12	13	7	11	13	14	12	11
04:00	25	24	24	18	15	31	33	27	24
05:00	151	142	140	68	42	123	127	137	113
06:00	251	242	264	134	71	239	266	252	210
07:00	652	622	583	146	73	572	599	606	464
08:00	699	690	596	197	111	622	645	650	509
09:00	399	430	412	260	153	391	370	400	345
10:00	338	345	350	344	244	337	382	350	334
11:00	378	410	439	404	293	377	386	398	384
12:00	412	435	447	336	302	421	371	417	389
13:00	369	422	545	322	302	419	380	427	394
14:00	399	455	505	329	328	410	409	436	405
15:00	468	511	599	327	257	524	487	518	453
16:00	709	725	554	296	271	664	741	679	566
17:00	678	690	463	346	276	645	692	634	541
18:00	427	491	365	269	261	358	417	412	370
19:00	265	259	242	206	171	240	277	257	237
20:00	199	208	172	124	125	153	237	194	174
21:00	141	148	105	117	79	125	145	133	123
22:00	86	91	74	98	65	84	115	90	88
23:00	40	58	72	51	30	37	36	49	46
<b>Total</b>									
12H(7-19)	5928	6226	5858	3576	2871	5740	5879	5926	5154
16H(6-22)	6784	7083	6641	4157	3317	6497	6804	6762	5898
18H(6-24)	6910	7232	6787	4306	3412	6618	6955	6900	6031
24H(0-24)	7128	7456	7022	4450	3549	6816	7178	7120	6228
<b>AM Peak</b>	08:00 699	08:00 690	08:00 596	11:00 404	11:00 293	08:00 622	08:00 645	08:00 650	08:00 509
<b>PM Peak</b>	16:00 709	16:00 725	15:00 599	17:00 346	14:00 328	16:00 664	16:00 741	16:00 679	16:00 566



# B5373 Rackery Lane ATC

Site No. 589601

Site Ref. 589601

Site 1

Classification Report

Week Begin: 29 June 2022

Channel: Eastbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Wed 29 Jun	3427	26	2779	435	175	12
Thu 30 Jun	3697	28	3055	414	192	8
Fri 1 Jul	3426	39	2747	428	192	20
Sat 2 Jul	2235	35	1964	196	40	0
Sun 3 Jul	1803	30	1631	108	33	1
Mon 4 Jul	3312	37	2660	428	176	11
Tue 5 Jul	3442	40	2827	416	150	9
5 Day Ave.	3461	34	2814	424	177	12
7 Day Ave.	3049	34	2523	346	137	9

PCC Traffic Information Consultancy Ltd.

Site No. 589601

Site Ref. 589601

Site 1

Classification Report

Week Begin: 29 June 2022

Channel: Westbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Wed 29 Jun	3701	27	3159	353	155	7
Thu 30 Jun	3759	29	3290	226	209	5
Fri 1 Jul	3596	30	3054	339	167	6
Sat 2 Jul	2215	21	1987	161	46	0
Sun 3 Jul	1746	25	1603	84	34	0
Mon 4 Jul	3504	29	2968	350	153	4
Tue 5 Jul	3736	39	3198	370	118	11
5 Day Ave.	3659	31	3134	328	160	7
7 Day Ave.	3180	29	2751	269	126	5

PCC Traffic Information Consultancy Ltd.



Site No. 589601

Site Ref. 589601

Site 1

Classification I Site No.

Week Begin: 29 June 2022

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Wed 29 Jun	7128	53	5938	788	330	19
Thu 30 Jun	7456	57	6345	640	401	13
Fri 1 Jul	7022	69	5801	767	359	26
Sat 2 Jul	4450	56	3951	357	86	0
Sun 3 Jul	3549	55	3234	192	67	1
Mon 4 Jul	6816	66	5628	778	329	15
Tue 5 Jul	7178	79	6025	786	268	20
5 Day Ave.	7120	65	5947	752	337	19
7 Day Ave.	6228	62	5275	615	263	13

PCC Traffic Information Consultancy Ltd.



# B5373 Rackery Lane ATC

Site No. 589601 Site Ref. 589601

Site 1

Speed Report (Speed Limit 40 Mph)

Week Begin: 29 June 2022

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Wed 29 Jun	3427	47	41	6	6	10	13	14	52	329	1249	1099	452	138	47	11	7
Thu 30 Jun	3697	47	41	6	0	1	5	10	68	382	1287	1234	509	145	35	14	7
Fri 1 Jul	3426	47	41	6	5	8	4	4	45	338	1211	1069	505	163	56	14	4
Sat 2 Jul	2235	48	42	6	1	2	2	2	13	155	708	779	385	137	35	9	7
Sun 3 Jul	1803	48	42	7	1	1	11	4	21	157	558	579	302	108	35	20	6
Mon 4 Jul	3312	46	41	6	0	8	10	11	41	365	1177	1084	449	119	34	8	6
Tue 5 Jul	3442	47	41	6	1	3	2	15	55	366	1241	1111	433	147	42	20	6
5 Day Ave.	3461	47	41	6	2	6	7	11	52	356	1233	1119	470	142	43	13	6
7 Day Ave.	3049	47	41	6	2	5	7	9	42	299	1062	994	434	137	41	14	6

PCC Traffic Information Consultancy Ltd.

Site No. 589601 Site Ref. 589601

Site 1

Speed Report (Speed Limit 40 Mph)

Week Begin: 29 June 2022

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Wed 29 Jun	3701	47	41	6	1	2	5	4	54	312	1121	1439	571	137	38	10	7
Thu 30 Jun	3759	47	41	5	0	1	2	11	48	329	1221	1425	528	145	31	11	7
Fri 1 Jul	3596	47	42	6	0	0	1	4	31	257	1038	1450	582	167	38	20	8
Sat 2 Jul	2215	48	43	6	0	1	0	3	14	133	552	862	468	122	34	15	11
Sun 3 Jul	1746	49	43	6	2	0	1	3	15	90	429	687	365	107	35	8	4
Mon 4 Jul	3504	47	41	6	0	0	4	10	44	275	1066	1344	568	133	36	16	8

<b>Tue 5 Jul</b>	3736	47	41	6	0	3	2	8	81	339	1038	1426	639	157	26	13	4
<b>5 Day Ave.</b>	3659	47	41	6	0	1	3	7	52	302	1097	1417	578	148	34	14	7
<b>7 Day Ave.</b>	3180	47	42	6	0	1	2	6	41	248	924	1233	532	138	34	13	7

PCC Traffic Information Consultancy Ltd.

Site No. 589601

Site Ref. 589601

Site 1

Speed Report (Speed Limit 40 Mph)

Week Begin: 29 June 2022

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Wed 29 Jun	7128	47	41	6	7	12	18	18	106	641	2370	2538	1023	275	85	21	14
Thu 30 Jun	7456	47	41	6	0	2	7	21	116	711	2508	2659	1037	290	66	25	14
Fri 1 Jul	7022	47	41	6	5	8	5	8	76	595	2249	2519	1087	330	94	34	12
Sat 2 Jul	4450	48	42	6	1	3	2	5	27	288	1260	1641	853	259	69	24	18
Sun 3 Jul	3549	49	42	6	3	1	12	7	36	247	987	1266	667	215	70	28	10
Mon 4 Jul	6816	47	41	6	0	8	14	21	85	640	2243	2428	1017	252	70	24	14
Tue 5 Jul	7178	47	41	6	1	6	4	23	136	705	2279	2537	1072	304	68	33	10
5 Day Ave.	7120	47	41	6	3	7	10	18	104	658	2330	2536	1047	290	77	27	13
7 Day Ave.	6228	47	41	6	2	6	9	15	83	547	1985	2227	965	275	75	27	13

PCC Traffic Information Consultancy Ltd.



# B5373 Rackery Lane ATC

Site No. 589601

Site Ref. 589601

Site 1

Vehicle Count Report

Week Begin: 19 July 2022

Channel: Eastbound

	Tue Jul 19	Wed Jul 20	Thu Jul 21	Fri Jul 22	Sat Jul 23	Sun Jul 24	Mon Jul 25	5-Day Ave.	7-Day Ave.
00:00	15	7	5	7	16	16	11	9	11
01:00	7	3	9	6	10	12	2	5	7
02:00	3	3	2	3	4	6	2	3	3
03:00	2	5	3	7	13	5	11	6	7
04:00	15	14	19	12	6	9	14	15	13
05:00	74	78	75	79	38	32	83	78	66
06:00	178	175	160	152	64	43	144	162	131
07:00	341	348	372	347	102	36	288	339	262
08:00	339	353	365	310	155	48	359	345	276
09:00	199	198	206	217	144	87	187	201	177
10:00	162	200	173	181	150	144	154	174	166
11:00	192	201	208	203	202	195	198	200	200
12:00	218	208	210	221	177	209	185	208	204
13:00	191	233	207	228	197	178	197	211	204
14:00	181	195	193	235	181	172	224	206	197
15:00	171	255	229	221	142	164	233	222	202
16:00	203	243	269	235	161	148	225	235	212
17:00	209	263	267	203	150	133	256	240	212
18:00	147	202	186	182	148	95	171	178	162
19:00	119	131	101	91	81	83	105	109	102
20:00	74	110	98	93	59	68	83	92	84
21:00	60	80	66	44	49	32	57	61	55
22:00	35	46	45	46	50	16	27	40	38
23:00	19	19	24	25	32	20	20	21	23
<b>Total</b>									
12H(7-19)	2553	2899	2885	2783	1909	1609	2677	2759	2474
16H(6-22)	2984	3395	3310	3163	2162	1835	3066	3184	2845
18H(6-24)	3038	3460	3379	3234	2244	1871	3113	3245	2906
24H(0-24)	3154	3570	3492	3348	2331	1951	3236	3360	3012
<b>AM Peak</b>	07:00 341	08:00 353	07:00 372	07:00 347	11:00 202	11:00 195	08:00 359	08:00 345	08:00 276
<b>PM Peak</b>	12:00 218	17:00 263	16:00 269	16:00 235	13:00 197	12:00 209	17:00 256	17:00 240	16:00 212

Site No. 589601

Site Ref. 589601

Site 1

Vehicle Count Report

Week Begin: 19 July 2022

Channel: Westbound

	Tue Jul 19	Wed Jul 20	Thu Jul 21	Fri Jul 22	Sat Jul 23	Sun Jul 24	Mon Jul 25	5-Day Ave.	7-Day Ave.
00:00	12	9	7	11	19	12	8	9	11
01:00	6	1	4	3	14	18	4	4	7
02:00	2	3	5	3	5	10	5	4	5
03:00	9	6	10	5	8	5	4	7	7
04:00	7	7	11	11	9	10	13	10	10
05:00	48	54	45	62	23	14	45	51	42
06:00	104	92	90	86	49	31	83	91	76
07:00	193	186	203	184	59	39	210	195	153
08:00	229	216	256	200	102	50	204	221	180
09:00	182	189	218	173	139	95	167	186	166
10:00	183	206	169	184	195	118	168	182	175
11:00	188	185	200	205	212	155	181	192	189
12:00	219	201	223	233	200	221	220	219	217
13:00	210	206	204	315	162	227	201	227	218
14:00	215	233	228	263	182	184	250	238	222
15:00	271	241	251	316	164	175	245	265	238
16:00	421	462	483	350	164	152	414	426	349
17:00	341	447	441	361	172	130	407	399	328
18:00	202	246	229	206	130	127	231	223	196
19:00	125	182	169	141	130	87	148	153	140
20:00	77	123	127	69	58	71	102	100	90
21:00	56	84	77	86	57	44	58	72	66
22:00	52	39	46	57	49	37	42	47	46
23:00	20	18	26	43	34	10	14	24	24
<b>Total</b>									
12H(7-19)	2854	3018	3105	2990	1881	1673	2898	2973	2631
16H(6-22)	3216	3499	3568	3372	2175	1906	3289	3389	3004
18H(6-24)	3288	3556	3640	3472	2258	1953	3345	3460	3073
24H(0-24)	3372	3636	3722	3567	2336	2022	3424	3544	3154
<b>AM Peak</b>	08:00	08:00	08:00	11:00	11:00	11:00	07:00	08:00	11:00
	229	216	256	205	212	155	210	221	189
<b>PM Peak</b>	16:00	16:00	16:00	17:00	12:00	13:00	16:00	16:00	16:00
	421	462	483	361	200	227	414	426	349

Site No. 589601

Site Ref. 589601

Site 1

Vehicle Count Report

Week Begin: 19 July 2022

Channel: Total Flow

	Tue Jul 19	Wed Jul 20	Thu Jul 21	Fri Jul 22	Sat Jul 23	Sun Jul 24	Mon Jul 25	5-Day Ave.	7-Day Ave.
00:00	27	16	12	18	35	28	19	18	22
01:00	13	4	13	9	24	30	6	9	14
02:00	5	6	7	6	9	16	7	6	8
03:00	11	11	13	12	21	10	15	12	13
04:00	22	21	30	23	15	19	27	25	22
05:00	122	132	120	141	61	46	128	129	107
06:00	282	267	250	238	113	74	227	253	207
07:00	534	534	575	531	161	75	498	534	415
08:00	568	569	621	510	257	98	563	566	455
09:00	381	387	424	390	283	182	354	387	343
10:00	345	406	342	365	345	262	322	356	341
11:00	380	386	408	408	414	350	379	392	389
12:00	437	409	433	454	377	430	405	428	421
13:00	401	439	411	543	359	405	398	438	422
14:00	396	428	421	498	363	356	474	443	419
15:00	442	496	480	537	306	339	478	487	440
16:00	624	705	752	585	325	300	639	661	561
17:00	550	710	708	564	322	263	663	639	540
18:00	349	448	415	388	278	222	402	400	357
19:00	244	313	270	232	211	170	253	262	242
20:00	151	233	225	162	117	139	185	191	173
21:00	116	164	143	130	106	76	115	134	121
22:00	87	85	91	103	99	53	69	87	84
23:00	39	37	50	68	66	30	34	46	46
<b>Total</b>									
12H(7-19)	5407	5917	5990	5773	3790	3282	5575	5732	5105
16H(6-22)	6200	6894	6878	6535	4337	3741	6355	6572	5849
18H(6-24)	6326	7016	7019	6706	4502	3824	6458	6705	5979
24H(0-24)	6526	7206	7214	6915	4667	3973	6660	6904	6166
<b>AM Peak</b>	08:00	08:00	08:00	07:00	11:00	11:00	08:00	08:00	08:00
	568	569	621	531	414	350	563	566	455
<b>PM Peak</b>	16:00	17:00	16:00	16:00	12:00	12:00	17:00	16:00	16:00
	624	710	752	585	377	430	663	661	561



# B5373 Rackery Lane ATC

Site No. 589601

Site Ref. 589601

Site 1

Classification Report

Week Begin: 19 July 2022

Channel: Eastbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Tue 19 Jul	3154	40	2534	398	172	10
Wed 20 Jul	3570	44	2914	442	156	14
Thu 21 Jul	3492	40	2831	406	205	10
Fri 22 Jul	3348	21	2750	406	167	4
Sat 23 Jul	2331	23	2067	204	37	0
Sun 24 Jul	1951	20	1768	124	39	0
Mon 25 Jul	3236	19	2643	394	169	11
5 Day Ave.	3360	33	2734	409	174	10
7 Day Ave.	3012	30	2501	339	135	7

PCC Traffic Information Consultancy Ltd.

Site No. 589601

Site Ref. 589601

Site 1

Classification Report

Week Begin: 19 July 2022

Channel: Westbound

	Total Volume	Bin 1 M/Cycle	255	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Tue 19 Jul	3372	45	2642	462	205	18
Wed 20 Jul	3636	46	2927	508	146	9
Thu 21 Jul	3722	45	2982	473	208	14
Fri 22 Jul	3567	29	2889	483	161	5
Sat 23 Jul	2336	21	2051	230	34	0
Sun 24 Jul	2022	28	1819	141	33	1
Mon 25 Jul	3424	27	2761	473	155	8
5 Day Ave.	3544	38	2840	480	175	11
7 Day Ave.	3154	34	2582	396	135	8

PCC Traffic Information Consultancy Ltd.



Site No. 589601

Site Ref. 589601

Site 1

Classification I Site No.

Week Begin: 19 July 2022

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Tue 19 Jul	6526	85	5176	860	377	28
Wed 20 Jul	7206	90	5841	950	302	23
Thu 21 Jul	7214	85	5813	879	413	24
Fri 22 Jul	6915	50	5639	889	328	9
Sat 23 Jul	4667	44	4118	434	71	0
Sun 24 Jul	3973	48	3587	265	72	1
Mon 25 Jul	6660	46	5404	867	324	19
5 Day Ave.	6904	71	5575	889	349	21
7 Day Ave.	6166	64	5083	735	270	15

PCC Traffic Information Consultancy Ltd.



# B5373 Rackery Lane ATC

Site No. 589601

Site Ref. 589601

Site 1

Speed Report (Speed Limit 40 Mph)

Week Begin: 19 July 2022

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Tue 19 Jul	3154	47	41	6	0	0	7	7	31	327	1124	1045	439	128	34	8	4
Wed 20 Jul	3570	46	40	6	4	10	6	17	94	505	1378	968	426	108	41	11	2
Thu 21 Jul	3492	45	39	6	0	3	12	19	74	648	1464	831	311	100	21	5	4
Fri 22 Jul	3348	44	38	6	3	10	14	29	133	766	1364	726	209	68	19	4	3
Sat 23 Jul	2331	46	40	6	2	3	5	4	33	331	920	646	261	83	31	8	4
Sun 24 Jul	1951	45	40	5	0	3	1	3	25	252	765	594	219	62	17	8	2
Mon 25 Jul	3236	45	39	6	1	2	8	19	131	504	1264	839	322	111	24	8	3
5 Day Ave.	3360	45	39	6	2	5	9	18	93	550	1319	882	341	103	28	7	3
7 Day Ave.	3012	45	39	6	1	4	8	14	74	476	1183	807	312	94	27	7	3

PCC Traffic Information Consultancy Ltd.

Site No. 589601

Site Ref. 589601

Site 1

Speed Report (Speed Limit 40 Mph)

Week Begin: 19 July 2022

Channel: Westbound

	Total Volume	85th Percentile	255	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Tue 19 Jul	3372	48	42	6	1	1	3	1	35	283	943	1181	656	192	49	15	12
Wed 20 Jul	3636	48	42	6	1	6	4	10	50	277	1060	1381	618	161	41	14	13
Thu 21 Jul	3722	47	41	6	1	6	6	2	45	345	1166	1318	610	171	40	4	8
Fri 22 Jul	3567	47	41	6	1	1	3	6	42	284	1123	1287	627	136	41	8	8
Sat 23 Jul	2336	49	42	6	1	3	4	6	23	136	595	879	475	155	44	10	5
Sun 24 Jul	2022	48	42	6	0	3	5	11	10	135	582	753	352	123	32	12	4

<b>Mon 25 Jul</b>	3424	48	42	6	1	3	3	7	48	280	992	1272	600	165	37	11	5
<b>5 Day Ave.</b>	3544	48	42	6	1	3	4	5	44	294	1057	1288	622	165	42	10	9
<b>7 Day Ave.</b>	3154	48	42	6	1	3	4	6	36	249	923	1153	563	158	41	11	8

PCC Traffic Information Consultancy Ltd.

Site No. 589601

Site Ref. 589601

Site 1

Speed Report (Speed Limit 40 Mph)

Week Begin: 19 July 2022

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Tue 19 Jul	6526	48	41	6	1	1	10	8	66	610	2067	2226	1095	320	83	23	16
Wed 20 Jul	7206	47	41	6	5	16	10	27	144	782	2438	2349	1044	269	82	25	15
Thu 21 Jul	7214	46	40	6	1	9	18	21	119	993	2630	2149	921	271	61	9	12
Fri 22 Jul	6915	46	40	6	4	11	17	35	175	1050	2487	2013	836	204	60	12	11
Sat 23 Jul	4667	48	41	6	3	6	9	10	56	467	1515	1525	736	238	75	18	9
Sun 24 Jul	3973	47	41	6	0	6	6	14	35	387	1347	1347	571	185	49	20	6
Mon 25 Jul	6660	47	40	6	2	5	11	26	179	784	2256	2111	922	276	61	19	8
5 Day Ave.	6904	47	40	6	3	8	13	23	137	844	2376	2170	964	268	69	18	12
7 Day Ave.	6166	47	41	6	2	8	12	20	111	725	2106	1960	875	252	67	18	11

PCC Traffic Information Consultancy Ltd.



## **APPENDIX F**

### **TRICS DATA**

Land Use : 02 - EMPLOYMENT  
Category : F - WAREHOUSING (COMMERCIAL)  
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	KC KENT	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
10	WALES	
	BG BRIDGEND	1 days

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

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: Gross floor area  
Actual Range: 3050 to 11200 (units: sqm)  
Range Selected by User: 3000 to 30000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 27/09/21

*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	3 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	8 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	8
--------------	---

*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	7
Commercial Zone	1

*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.*

Secondary Filtering selection:

Use Class:

n/a	1 days
B8	7 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
25,001 to 50,000	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
75,001 to 100,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days
500,001 or More	1 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	2 days
1.1 to 1.5	6 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.*

Travel Plan:

No	8 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	8 days
-----------------	--------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BD-02-F-02 CAMBRIDGE ROAD BEDFORD	DRINKS WHOLESALER	BEDFORDSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	3500 sqm	
	<i>Survey date: THURSDAY</i>	<i>15/10/20</i>	<i>Survey Type: MANUAL</i>
2	BG-02-F-01 PARC CRESCENT BRIDGEND WATERTON IND. EST.	LOGISTICS COMPANY	BRIDGEND
	Edge of Town Industrial Zone Total Gross floor area:	3050 sqm	
	<i>Survey date: MONDAY</i>	<i>13/10/14</i>	<i>Survey Type: MANUAL</i>
3	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK	SPORTS SUPPLEMENTS	ESSEX
	Edge of Town Industrial Zone Total Gross floor area:	6560 sqm	
	<i>Survey date: FRIDAY</i>	<i>18/05/18</i>	<i>Survey Type: MANUAL</i>
4	HC-02-F-03 WARSASH ROAD PARK GATE	PPE DISTRIBUTION	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	3665 sqm	
	<i>Survey date: MONDAY</i>	<i>27/09/21</i>	<i>Survey Type: MANUAL</i>
5	KC-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD	COMMERCIAL WAREHOUSING	KENT
	Edge of Town Industrial Zone Total Gross floor area:	11200 sqm	
	<i>Survey date: FRIDAY</i>	<i>22/09/17</i>	<i>Survey Type: MANUAL</i>
6	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH	ROAD HAULAGE	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area:	4700 sqm	
	<i>Survey date: FRIDAY</i>	<i>18/09/15</i>	<i>Survey Type: MANUAL</i>
7	WM-02-F-02 SOVEREIGN ROAD BIRMINGHAM KINGS NORTON	LOGISTICS FIRM	WEST MIDLANDS
	Edge of Town Commercial Zone Total Gross floor area:	3625 sqm	
	<i>Survey date: MONDAY</i>	<i>09/11/15</i>	<i>Survey Type: MANUAL</i>
8	WY-02-F-02 STAITHGATE LANE BRADFORD NEWHALL	DISTRIBUTION COMPANY	WEST YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	10446 sqm	
	<i>Survey date: THURSDAY</i>	<i>14/03/19</i>	<i>Survey Type: MANUAL</i>

*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.*



## TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	6973	0.093	2	6973	0.043	2	6973	0.136
05:30 - 06:00	2	6973	0.229	2	6973	0.093	2	6973	0.322
06:00 - 06:30	2	6973	0.158	2	6973	0.136	2	6973	0.294
06:30 - 07:00	2	6973	0.316	2	6973	0.079	2	6973	0.395
07:00 - 07:30	8	5843	0.148	8	5843	0.103	8	5843	0.251
07:30 - 08:00	8	5843	0.165	8	5843	0.090	8	5843	0.255
08:00 - 08:30	8	5843	0.116	8	5843	0.107	8	5843	0.223
08:30 - 09:00	8	5843	0.163	8	5843	0.077	8	5843	0.240
09:00 - 09:30	8	5843	0.126	8	5843	0.064	8	5843	0.190
09:30 - 10:00	8	5843	0.103	8	5843	0.064	8	5843	0.167
10:00 - 10:30	8	5843	0.077	8	5843	0.088	8	5843	0.165
10:30 - 11:00	8	5843	0.101	8	5843	0.079	8	5843	0.180
11:00 - 11:30	8	5843	0.083	8	5843	0.105	8	5843	0.188
11:30 - 12:00	8	5843	0.094	8	5843	0.086	8	5843	0.180
12:00 - 12:30	8	5843	0.096	8	5843	0.086	8	5843	0.182
12:30 - 13:00	8	5843	0.092	8	5843	0.060	8	5843	0.152
13:00 - 13:30	8	5843	0.086	8	5843	0.103	8	5843	0.189
13:30 - 14:00	8	5843	0.116	8	5843	0.079	8	5843	0.195
14:00 - 14:30	8	5843	0.083	8	5843	0.122	8	5843	0.205
14:30 - 15:00	8	5843	0.103	8	5843	0.107	8	5843	0.210
15:00 - 15:30	8	5843	0.105	8	5843	0.163	8	5843	0.268
15:30 - 16:00	8	5843	0.088	8	5843	0.118	8	5843	0.206
16:00 - 16:30	8	5843	0.113	8	5843	0.167	8	5843	0.280
16:30 - 17:00	8	5843	0.075	8	5843	0.143	8	5843	0.218
17:00 - 17:30	8	5843	0.098	8	5843	0.205	8	5843	0.303
17:30 - 18:00	8	5843	0.066	8	5843	0.135	8	5843	0.201
18:00 - 18:30	8	5843	0.039	8	5843	0.126	8	5843	0.165
18:30 - 19:00	8	5843	0.039	8	5843	0.073	8	5843	0.112
19:00 - 19:30	2	6973	0.043	2	6973	0.143	2	6973	0.186
19:30 - 20:00	2	6973	0.029	2	6973	0.050	2	6973	0.079
20:00 - 20:30	2	6973	0.014	2	6973	0.036	2	6973	0.050
20:30 - 21:00	2	6973	0.065	2	6973	0.029	2	6973	0.094
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.322			3.159			6.481

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

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

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#### Parameter summary

Trip rate parameter range selected:	3050 - 11200 (units: sqm)
Survey date date range:	01/01/14 - 27/09/21
Number of weekdays (Monday-Friday):	8
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.*

## OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	6973	0.022	2	6973	0.022	2	6973	0.044
05:30 - 06:00	2	6973	0.043	2	6973	0.072	2	6973	0.115
06:00 - 06:30	2	6973	0.029	2	6973	0.079	2	6973	0.108
06:30 - 07:00	2	6973	0.036	2	6973	0.057	2	6973	0.093
07:00 - 07:30	8	5843	0.032	8	5843	0.068	8	5843	0.100
07:30 - 08:00	8	5843	0.024	8	5843	0.047	8	5843	0.071
08:00 - 08:30	8	5843	0.028	8	5843	0.058	8	5843	0.086
08:30 - 09:00	8	5843	0.032	8	5843	0.041	8	5843	0.073
09:00 - 09:30	8	5843	0.026	8	5843	0.032	8	5843	0.058
09:30 - 10:00	8	5843	0.032	8	5843	0.017	8	5843	0.049
10:00 - 10:30	8	5843	0.036	8	5843	0.045	8	5843	0.081
10:30 - 11:00	8	5843	0.041	8	5843	0.028	8	5843	0.069
11:00 - 11:30	8	5843	0.051	8	5843	0.060	8	5843	0.111
11:30 - 12:00	8	5843	0.026	8	5843	0.034	8	5843	0.060
12:00 - 12:30	8	5843	0.049	8	5843	0.032	8	5843	0.081
12:30 - 13:00	8	5843	0.034	8	5843	0.015	8	5843	0.049
13:00 - 13:30	8	5843	0.024	8	5843	0.043	8	5843	0.067
13:30 - 14:00	8	5843	0.043	8	5843	0.019	8	5843	0.062
14:00 - 14:30	8	5843	0.036	8	5843	0.017	8	5843	0.053
14:30 - 15:00	8	5843	0.039	8	5843	0.030	8	5843	0.069
15:00 - 15:30	8	5843	0.051	8	5843	0.039	8	5843	0.090
15:30 - 16:00	8	5843	0.047	8	5843	0.036	8	5843	0.083
16:00 - 16:30	8	5843	0.062	8	5843	0.047	8	5843	0.109
16:30 - 17:00	8	5843	0.045	8	5843	0.028	8	5843	0.073
17:00 - 17:30	8	5843	0.047	8	5843	0.015	8	5843	0.062
17:30 - 18:00	8	5843	0.045	8	5843	0.043	8	5843	0.088
18:00 - 18:30	8	5843	0.019	8	5843	0.026	8	5843	0.045
18:30 - 19:00	8	5843	0.030	8	5843	0.013	8	5843	0.043
19:00 - 19:30	2	6973	0.007	2	6973	0.036	2	6973	0.043
19:30 - 20:00	2	6973	0.007	2	6973	0.007	2	6973	0.014
20:00 - 20:30	2	6973	0.014	2	6973	0.022	2	6973	0.036
20:30 - 21:00	2	6973	0.007	2	6973	0.014	2	6973	0.021
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			1.064			1.142			2.206

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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)  
CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	6973	0.000	2	6973	0.000	2	6973	0.000
05:30 - 06:00	2	6973	0.000	2	6973	0.000	2	6973	0.000
06:00 - 06:30	2	6973	0.007	2	6973	0.000	2	6973	0.007
06:30 - 07:00	2	6973	0.007	2	6973	0.000	2	6973	0.007
07:00 - 07:30	8	5843	0.000	8	5843	0.000	8	5843	0.000
07:30 - 08:00	8	5843	0.002	8	5843	0.000	8	5843	0.002
08:00 - 08:30	8	5843	0.002	8	5843	0.000	8	5843	0.002
08:30 - 09:00	8	5843	0.013	8	5843	0.000	8	5843	0.013
09:00 - 09:30	8	5843	0.000	8	5843	0.000	8	5843	0.000
09:30 - 10:00	8	5843	0.000	8	5843	0.002	8	5843	0.002
10:00 - 10:30	8	5843	0.002	8	5843	0.000	8	5843	0.002
10:30 - 11:00	8	5843	0.000	8	5843	0.000	8	5843	0.000
11:00 - 11:30	8	5843	0.002	8	5843	0.002	8	5843	0.004
11:30 - 12:00	8	5843	0.000	8	5843	0.000	8	5843	0.000
12:00 - 12:30	8	5843	0.002	8	5843	0.000	8	5843	0.002
12:30 - 13:00	8	5843	0.000	8	5843	0.000	8	5843	0.000
13:00 - 13:30	8	5843	0.000	8	5843	0.000	8	5843	0.000
13:30 - 14:00	8	5843	0.000	8	5843	0.000	8	5843	0.000
14:00 - 14:30	8	5843	0.000	8	5843	0.000	8	5843	0.000
14:30 - 15:00	8	5843	0.002	8	5843	0.002	8	5843	0.004
15:00 - 15:30	8	5843	0.000	8	5843	0.006	8	5843	0.006
15:30 - 16:00	8	5843	0.000	8	5843	0.006	8	5843	0.006
16:00 - 16:30	8	5843	0.000	8	5843	0.000	8	5843	0.000
16:30 - 17:00	8	5843	0.000	8	5843	0.002	8	5843	0.002
17:00 - 17:30	8	5843	0.000	8	5843	0.004	8	5843	0.004
17:30 - 18:00	8	5843	0.000	8	5843	0.006	8	5843	0.006
18:00 - 18:30	8	5843	0.000	8	5843	0.002	8	5843	0.002
18:30 - 19:00	8	5843	0.000	8	5843	0.000	8	5843	0.000
19:00 - 19:30	2	6973	0.000	2	6973	0.000	2	6973	0.000
19:30 - 20:00	2	6973	0.000	2	6973	0.000	2	6973	0.000
20:00 - 20:30	2	6973	0.000	2	6973	0.000	2	6973	0.000
20:30 - 21:00	2	6973	0.000	2	6973	0.000	2	6973	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			0.039			0.032			0.071

*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 G**

### **DEVELOPMENT DISTRIBUTION**

**WF02EW - Location of usual residence and place of work (with outside UK collapsed) (OA  
ONS Crown Copyright Reserved [from Nomis on 27 June 2022]**

**Population : All usual residents ages 16 and over in employment the week before the cens**

**Units: Persons:**

**Date: 2011**

currently residing in : 2011 super output area - middle layer	place of work W02000420 : Wrexham 020		Route
	Count	Percentage	
E02000046 : Barnet 023	1	0.01%	A483 (s)
E02000074 : Bexley 010	1	0.01%	A483 (s)
E02000319 : Greenwich 007	3	0.02%	A483 (s)
E02000323 : Greenwich 011	4	0.03%	A483 (s)
E02000327 : Greenwich 015	2	0.01%	A483 (s)
E02000512 : Hillingdon 019	2	0.01%	A483 (s)
E02000725 : Newham 012	1	0.01%	A483 (s)
E02000736 : Newham 023	1	0.01%	A483 (s)
E02000769 : Redbridge 019	1	0.01%	A483 (s)
E02000852 : Sutton 013	1	0.01%	A483 (s)
E02000989 : Bolton 006	1	0.01%	A483 (n)
E02001013 : Bolton 030	1	0.01%	A483 (n)
E02001018 : Bolton 035	1	0.01%	A483 (n)
E02001020 : Bury 002	2	0.01%	A483 (n)
E02001021 : Bury 003	1	0.01%	A483 (n)
E02001022 : Bury 004	1	0.01%	A483 (n)
E02001030 : Bury 012	1	0.01%	A483 (n)
E02001036 : Bury 018	1	0.01%	A483 (n)
E02001038 : Bury 020	2	0.01%	A483 (n)
E02001043 : Bury 025	1	0.01%	A483 (n)
E02001051 : Manchester 007	1	0.01%	A483 (n)
E02001052 : Manchester 008	1	0.01%	A483 (n)
E02001061 : Manchester 017	1	0.01%	A483 (n)
E02001081 : Manchester 037	1	0.01%	A483 (n)
E02001083 : Manchester 039	3	0.02%	A483 (n)
E02001087 : Manchester 043	2	0.01%	A483 (n)
E02001088 : Manchester 044	1	0.01%	A483 (n)
E02001093 : Manchester 049	1	0.01%	A483 (n)
E02001103 : Oldham 006	1	0.01%	A483 (n)
E02001104 : Oldham 007	1	0.01%	A483 (n)
E02001110 : Oldham 013	2	0.01%	A483 (n)
E02001113 : Oldham 016	1	0.01%	A483 (n)
E02001114 : Oldham 017	1	0.01%	A483 (n)
E02001133 : Rochdale 002	1	0.01%	A483 (n)
E02001136 : Rochdale 005	1	0.01%	A483 (n)
E02001146 : Rochdale 015	1	0.01%	A483 (n)
E02001159 : Salford 003	1	0.01%	A483 (n)
E02001162 : Salford 006	1	0.01%	A483 (n)
E02001168 : Salford 012	1	0.01%	A483 (n)
E02001169 : Salford 013	1	0.01%	A483 (n)

E02001170 : Salford 014	1	0.01%	A483 (n)
E02001172 : Salford 016	2	0.01%	A483 (n)
E02001174 : Salford 018	1	0.01%	A483 (n)
E02001182 : Salford 026	1	0.01%	A483 (n)
E02001186 : Salford 030	1	0.01%	A483 (n)
E02001199 : Stockport 013	1	0.01%	A483 (n)
E02001214 : Stockport 028	1	0.01%	A483 (n)
E02001232 : Tameside 004	1	0.01%	A483 (n)
E02001238 : Tameside 010	1	0.01%	A483 (n)
E02001248 : Tameside 020	1	0.01%	A483 (n)
E02001258 : Tameside 030	1	0.01%	A483 (n)
E02001268 : Trafford 010	1	0.01%	A483 (n)
E02001272 : Trafford 014	2	0.01%	A483 (n)
E02001279 : Trafford 021	2	0.01%	A483 (n)
E02001281 : Trafford 023	1	0.01%	A483 (n)
E02001282 : Trafford 024	1	0.01%	A483 (n)
E02001283 : Trafford 025	2	0.01%	A483 (n)
E02001284 : Trafford 026	2	0.01%	A483 (n)
E02001285 : Trafford 027	1	0.01%	A483 (n)
E02001286 : Trafford 028	3	0.02%	A483 (n)
E02001290 : Wigan 004	1	0.01%	A483 (n)
E02001300 : Wigan 014	1	0.01%	A483 (n)
E02001303 : Wigan 017	1	0.01%	A483 (n)
E02001305 : Wigan 019	1	0.01%	A483 (n)
E02001306 : Wigan 020	1	0.01%	A483 (n)
E02001318 : Wigan 032	1	0.01%	A483 (n)
E02001322 : Wigan 036	1	0.01%	A483 (n)
E02001323 : Wigan 037	1	0.01%	A483 (n)
E02001325 : Wigan 039	1	0.01%	A483 (n)
E02001326 : Wigan 040	1	0.01%	A483 (n)
E02001329 : Knowsley 003	1	0.01%	A483 (n)
E02001335 : Knowsley 009	3	0.02%	A483 (n)
E02001337 : Knowsley 011	1	0.01%	A483 (n)
E02001338 : Knowsley 012	1	0.01%	A483 (n)
E02001339 : Knowsley 013	3	0.02%	A483 (n)
E02001340 : Knowsley 014	1	0.01%	A483 (n)
E02001343 : Knowsley 017	4	0.03%	A483 (n)
E02001344 : Knowsley 018	2	0.01%	A483 (n)
E02001346 : Knowsley 020	1	0.01%	A483 (n)
E02001347 : Liverpool 001	1	0.01%	A483 (n)
E02001349 : Liverpool 003	2	0.01%	A483 (n)
E02001352 : Liverpool 006	3	0.02%	A483 (n)
E02001355 : Liverpool 009	1	0.01%	A483 (n)
E02001357 : Liverpool 011	1	0.01%	A483 (n)
E02001359 : Liverpool 013	1	0.01%	A483 (n)
E02001360 : Liverpool 014	2	0.01%	A483 (n)
E02001361 : Liverpool 015	1	0.01%	A483 (n)
E02001364 : Liverpool 018	1	0.01%	A483 (n)
E02001372 : Liverpool 026	2	0.01%	A483 (n)
E02001376 : Liverpool 030	2	0.01%	A483 (n)
E02001377 : Liverpool 031	1	0.01%	A483 (n)
E02001380 : Liverpool 034	1	0.01%	A483 (n)
E02001381 : Liverpool 035	1	0.01%	A483 (n)

E02001382 : Liverpool 036	1	0.01%	A483 (n)
E02001384 : Liverpool 038	3	0.02%	A483 (n)
E02001387 : Liverpool 041	1	0.01%	A483 (n)
E02001388 : Liverpool 042	1	0.01%	A483 (n)
E02001389 : Liverpool 043	2	0.01%	A483 (n)
E02001392 : Liverpool 046	3	0.02%	A483 (n)
E02001394 : Liverpool 048	1	0.01%	A483 (n)
E02001395 : Liverpool 049	1	0.01%	A483 (n)
E02001398 : Liverpool 052	2	0.01%	A483 (n)
E02001401 : Liverpool 055	2	0.01%	A483 (n)
E02001402 : Liverpool 056	2	0.01%	A483 (n)
E02001407 : St. Helens 002	1	0.01%	A483 (n)
E02001408 : St. Helens 003	1	0.01%	A483 (n)
E02001411 : St. Helens 006	1	0.01%	A483 (n)
E02001412 : St. Helens 007	1	0.01%	A483 (n)
E02001413 : St. Helens 008	1	0.01%	A483 (n)
E02001414 : St. Helens 009	2	0.01%	A483 (n)
E02001417 : St. Helens 012	2	0.01%	A483 (n)
E02001418 : St. Helens 013	2	0.01%	A483 (n)
E02001420 : St. Helens 015	4	0.03%	A483 (n)
E02001423 : St. Helens 018	3	0.02%	A483 (n)
E02001424 : St. Helens 019	3	0.02%	A483 (n)
E02001425 : St. Helens 020	1	0.01%	A483 (n)
E02001426 : St. Helens 021	4	0.03%	A483 (n)
E02001427 : St. Helens 022	2	0.01%	A483 (n)
E02001428 : St. Helens 023	1	0.01%	A483 (n)
E02001441 : Sefton 013	2	0.01%	A483 (n)
E02001445 : Sefton 017	2	0.01%	A483 (n)
E02001447 : Sefton 019	1	0.01%	A483 (n)
E02001448 : Sefton 020	1	0.01%	A483 (n)
E02001454 : Sefton 026	1	0.01%	A483 (n)
E02001458 : Sefton 030	1	0.01%	A483 (n)
E02001461 : Sefton 033	2	0.01%	A483 (n)
E02001467 : Wirral 001	1	0.01%	A483 (n)
E02001468 : Wirral 002	1	0.01%	A483 (n)
E02001469 : Wirral 003	5	0.04%	A483 (n)
E02001470 : Wirral 004	2	0.01%	A483 (n)
E02001471 : Wirral 005	3	0.02%	A483 (n)
E02001472 : Wirral 006	4	0.03%	A483 (n)
E02001473 : Wirral 007	7	0.05%	A483 (n)
E02001476 : Wirral 010	3	0.02%	A483 (n)
E02001477 : Wirral 011	1	0.01%	A483 (n)
E02001478 : Wirral 012	5	0.04%	A483 (n)
E02001479 : Wirral 013	6	0.04%	A483 (n)
E02001480 : Wirral 014	8	0.06%	A483 (n)
E02001481 : Wirral 015	1	0.01%	A483 (n)
E02001483 : Wirral 017	1	0.01%	A483 (n)
E02001484 : Wirral 018	1	0.01%	A483 (n)
E02001485 : Wirral 019	1	0.01%	A483 (n)
E02001486 : Wirral 020	5	0.04%	A483 (n)
E02001487 : Wirral 021	1	0.01%	A483 (n)
E02001488 : Wirral 022	3	0.02%	A483 (n)
E02001489 : Wirral 023	4	0.03%	A483 (n)



E02001490 : Wirral 024	1	0.01%	A483 (n)
E02001491 : Wirral 025	4	0.03%	A483 (n)
E02001492 : Wirral 026	3	0.02%	A483 (n)
E02001493 : Wirral 027	3	0.02%	A483 (n)
E02001494 : Wirral 028	2	0.01%	A483 (n)
E02001495 : Wirral 029	2	0.01%	A483 (n)
E02001496 : Wirral 030	6	0.04%	A483 (n)
E02001497 : Wirral 031	2	0.01%	A483 (n)
E02001498 : Wirral 032	7	0.05%	A483 (n)
E02001499 : Wirral 033	3	0.02%	A483 (n)
E02001500 : Wirral 034	4	0.03%	A483 (n)
E02001501 : Wirral 035	5	0.04%	A483 (n)
E02001502 : Wirral 036	3	0.02%	A483 (n)
E02001503 : Wirral 037	7	0.05%	A483 (n)
E02001504 : Wirral 038	6	0.04%	A483 (n)
E02001505 : Wirral 039	5	0.04%	A483 (n)
E02001506 : Wirral 040	4	0.03%	A483 (n)
E02001507 : Wirral 041	9	0.07%	A483 (n)
E02001508 : Wirral 042	8	0.06%	A483 (n)
E02001535 : Barnsley 027	1	0.01%	Rackery Lane (n)
E02001561 : Doncaster 023	2	0.01%	Rackery Lane (n)
E02001565 : Doncaster 027	1	0.01%	Rackery Lane (n)
E02001753 : North Tyneside 016	1	0.01%	Rackery Lane (n)
E02001771 : South Tyneside 004	2	0.01%	Rackery Lane (n)
E02001780 : South Tyneside 013	1	0.01%	Rackery Lane (n)
E02001807 : Sunderland 017	1	0.01%	Rackery Lane (n)
E02001852 : Birmingham 026	2	0.01%	A483 (s)
E02001918 : Birmingham 092	2	0.01%	A483 (s)
E02001987 : Coventry 030	2	0.01%	A483 (s)
E02001988 : Coventry 031	1	0.01%	A483 (s)
E02001993 : Coventry 036	1	0.01%	A483 (s)
E02002002 : Dudley 003	1	0.01%	A483 (s)
E02002009 : Dudley 010	1	0.01%	A483 (s)
E02002014 : Dudley 015	1	0.01%	A483 (s)
E02002048 : Sandwell 006	1	0.01%	A483 (s)
E02002105 : Solihull 025	1	0.01%	A483 (s)
E02002158 : Wolverhampton 010	2	0.01%	A483 (s)
E02002166 : Wolverhampton 018	2	0.01%	A483 (s)
E02002271 : Kirklees 001	1	0.01%	A483 (n)
E02002327 : Kirklees 057	1	0.01%	A483 (n)
E02002332 : Leeds 003	1	0.01%	Rackery Lane (n)
E02002367 : Leeds 038	1	0.01%	Rackery Lane (n)
E02002369 : Leeds 040	1	0.01%	Rackery Lane (n)
E02002376 : Leeds 047	1	0.01%	Rackery Lane (n)
E02002379 : Leeds 050	1	0.01%	Rackery Lane (n)
E02002406 : Leeds 077	1	0.01%	Rackery Lane (n)
E02002574 : Halton 001	1	0.01%	A483 (n)
E02002575 : Halton 002	2	0.01%	A483 (n)
E02002577 : Halton 004	4	0.03%	A483 (n)
E02002578 : Halton 005	1	0.01%	A483 (n)
E02002579 : Halton 006	4	0.03%	A483 (n)
E02002580 : Halton 007	1	0.01%	A483 (n)
E02002581 : Halton 008	1	0.01%	A483 (n)

E02002582 : Halton 009	11	0.08%	A483 (n)
E02002583 : Halton 010	3	0.02%	A483 (n)
E02002584 : Halton 011	11	0.08%	A483 (n)
E02002585 : Halton 012	9	0.07%	A483 (n)
E02002586 : Halton 013	5	0.04%	A483 (n)
E02002587 : Halton 014	5	0.04%	A483 (n)
E02002588 : Halton 015	7	0.05%	A483 (n)
E02002589 : Halton 016	9	0.07%	A483 (n)
E02002591 : Warrington 002	2	0.01%	A483 (n)
E02002594 : Warrington 005	1	0.01%	A483 (n)
E02002596 : Warrington 007	3	0.02%	A483 (n)
E02002597 : Warrington 008	2	0.01%	A483 (n)
E02002598 : Warrington 009	5	0.04%	A483 (n)
E02002599 : Warrington 010	4	0.03%	A483 (n)
E02002602 : Warrington 013	5	0.04%	A483 (n)
E02002603 : Warrington 014	1	0.01%	A483 (n)
E02002605 : Warrington 016	5	0.04%	A483 (n)
E02002606 : Warrington 017	1	0.01%	A483 (n)
E02002607 : Warrington 018	6	0.04%	A483 (n)
E02002608 : Warrington 019	2	0.01%	A483 (n)
E02002609 : Warrington 020	2	0.01%	A483 (n)
E02002610 : Warrington 021	3	0.02%	A483 (n)
E02002611 : Warrington 022	1	0.01%	A483 (n)
E02002612 : Warrington 023	8	0.06%	A483 (n)
E02002613 : Warrington 024	5	0.04%	A483 (n)
E02002614 : Warrington 025	3	0.02%	A483 (n)
E02002701 : East Riding of Yorkshire 018	1	0.01%	A483 (n)
E02002709 : East Riding of Yorkshire 026	1	0.01%	A483 (n)
E02002867 : Rutland 005	1	0.01%	Gresford Road (s)
E02002874 : Nottingham 007	1	0.01%	Gresford Road (s)
E02002889 : Nottingham 022	1	0.01%	Gresford Road (s)
E02002914 : Herefordshire 010	3	0.02%	A483 (s)
E02002915 : Herefordshire 011	1	0.01%	A483 (s)
E02002917 : Herefordshire 013	1	0.01%	A483 (s)
E02002920 : Herefordshire 016	1	0.01%	A483 (s)
E02002928 : Telford and Wrekin 001	3	0.02%	Gresford Road (s)
E02002931 : Telford and Wrekin 004	1	0.01%	Gresford Road (s)
E02002933 : Telford and Wrekin 006	1	0.01%	Gresford Road (s)
E02002934 : Telford and Wrekin 007	1	0.01%	Gresford Road (s)
E02002937 : Telford and Wrekin 010	4	0.03%	Gresford Road (s)
E02002939 : Telford and Wrekin 012	2	0.01%	Gresford Road (s)
E02002940 : Telford and Wrekin 013	1	0.01%	Gresford Road (s)
E02002947 : Telford and Wrekin 020	1	0.01%	Gresford Road (s)
E02002951 : Stoke-on-Trent 001	2	0.01%	Gresford Road (s)
E02002960 : Stoke-on-Trent 010	1	0.01%	Gresford Road (s)
E02002963 : Stoke-on-Trent 013	1	0.01%	Gresford Road (s)
E02002979 : Stoke-on-Trent 029	1	0.01%	Gresford Road (s)
E02003012 : Bristol 001	1	0.01%	A483 (s)
E02003051 : Bristol 040	1	0.01%	A483 (s)
E02003094 : South Gloucestershire 005	1	0.01%	A483 (s)
E02003103 : South Gloucestershire 014	4	0.03%	A483 (s)
E02003108 : South Gloucestershire 019	1	0.01%	A483 (s)
E02003113 : South Gloucestershire 024	1	0.01%	A483 (s)

E02003219 : Swindon 008	1	0.01%	A483 (s)
E02003223 : Swindon 012	1	0.01%	A483 (s)
E02003226 : Swindon 015	3	0.02%	A483 (s)
E02003267 : Luton 010	1	0.01%	A483 (s)
E02003325 : Medway 012	2	0.01%	A483 (s)
E02003334 : Medway 021	1	0.01%	A483 (s)
E02003335 : Medway 022	4	0.03%	A483 (s)
E02003468 : Milton Keynes 010	2	0.01%	A483 (s)
E02003473 : Milton Keynes 015	1	0.01%	A483 (s)
E02003477 : Milton Keynes 019	1	0.01%	A483 (s)
E02003487 : Milton Keynes 029	1	0.01%	A483 (s)
E02003766 : Huntingdonshire 014	1	0.01%	A483 (s)
E02003794 : Cheshire West and Chester 022	32	0.23%	A483 (n)
E02003795 : Cheshire West and Chester 025	17	0.12%	A483 (n)
E02003796 : Cheshire West and Chester 027	20	0.15%	A483 (n)
E02003797 : Cheshire West and Chester 028	32	0.23%	A483 (n)
E02003798 : Cheshire West and Chester 029	9	0.07%	A483 (n)
E02003799 : Cheshire West and Chester 031	25	0.18%	A483 (n)
E02003800 : Cheshire West and Chester 030	26	0.19%	A483 (n)
E02003801 : Cheshire West and Chester 032	32	0.23%	A483 (n)
E02003802 : Cheshire West and Chester 033	35	0.26%	A483 (n)
E02003803 : Cheshire West and Chester 034	41	0.30%	A483 (n)
E02003804 : Cheshire West and Chester 036	33	0.24%	A483 (n)
E02003805 : Cheshire West and Chester 039	33	0.24%	A483 (n)
E02003806 : Cheshire West and Chester 041	26	0.19%	A483 (n)
E02003807 : Cheshire West and Chester 043	50	0.37%	A483 (n)
E02003808 : Cheshire West and Chester 044	26	0.19%	A483 (n)
E02003809 : Cheshire West and Chester 046	65	0.48%	A483 (n)
E02003810 : Cheshire West and Chester 047	132	0.97%	A483 (n)
E02003811 : Cheshire East 022	1	0.01%	A483 (n)
E02003812 : Cheshire East 023	1	0.01%	A483 (n)
E02003813 : Cheshire East 024	2	0.01%	A483 (n)
E02003814 : Cheshire East 025	4	0.03%	A483 (n)
E02003815 : Cheshire East 026	1	0.01%	A483 (n)
E02003820 : Cheshire East 031	6	0.04%	A483 (n)
E02003823 : Cheshire East 040	1	0.01%	A483 (n)
E02003824 : Cheshire East 042	2	0.01%	A483 (n)
E02003825 : Cheshire East 034	5	0.04%	A483 (n)
E02003826 : Cheshire East 035	5	0.04%	A483 (n)
E02003827 : Cheshire East 036	3	0.02%	A483 (n)
E02003828 : Cheshire East 037	5	0.04%	A483 (n)
E02003829 : Cheshire East 038	4	0.03%	A483 (n)
E02003830 : Cheshire East 039	4	0.03%	A483 (n)
E02003831 : Cheshire East 041	5	0.04%	A483 (n)
E02003832 : Cheshire East 043	8	0.06%	A483 (n)
E02003833 : Cheshire East 044	7	0.05%	A483 (n)
E02003834 : Cheshire East 045	4	0.03%	A483 (n)
E02003835 : Cheshire East 046	2	0.01%	A483 (n)
E02003836 : Cheshire East 047	4	0.03%	A483 (n)
E02003837 : Cheshire East 049	14	0.10%	A483 (n)
E02003838 : Cheshire East 048	3	0.02%	A483 (n)
E02003839 : Cheshire East 050	9	0.07%	A483 (n)
E02003840 : Cheshire East 051	18	0.13%	A483 (n)

E02003841 : Cheshire West and Chester 001	11	0.08%	A483 (n)
E02003842 : Cheshire West and Chester 004	4	0.03%	A483 (n)
E02003843 : Cheshire West and Chester 005	5	0.04%	A483 (n)
E02003844 : Cheshire West and Chester 006	7	0.05%	A483 (n)
E02003845 : Cheshire West and Chester 007	14	0.10%	A483 (n)
E02003846 : Cheshire West and Chester 008	16	0.12%	A483 (n)
E02003847 : Cheshire West and Chester 009	13	0.10%	A483 (n)
E02003848 : Cheshire West and Chester 010	4	0.03%	A483 (n)
E02003849 : Cheshire West and Chester 011	11	0.08%	A483 (n)
E02003850 : Cheshire West and Chester 013	15	0.11%	A483 (n)
E02003851 : Cheshire West and Chester 014	9	0.07%	A483 (n)
E02003852 : Cheshire West and Chester 016	19	0.14%	A483 (n)
E02003853 : Cheshire East 001	1	0.01%	A483 (n)
E02003855 : Cheshire East 003	3	0.02%	A483 (n)
E02003856 : Cheshire East 004	1	0.01%	A483 (n)
E02003857 : Cheshire East 005	1	0.01%	A483 (n)
E02003859 : Cheshire East 007	3	0.02%	A483 (n)
E02003866 : Cheshire East 014	1	0.01%	A483 (n)
E02003868 : Cheshire East 016	1	0.01%	A483 (n)
E02003871 : Cheshire East 019	1	0.01%	A483 (n)
E02003874 : Cheshire West and Chester 002	9	0.07%	A483 (n)
E02003875 : Cheshire West and Chester 003	8	0.06%	A483 (n)
E02003876 : Cheshire West and Chester 012	5	0.04%	A483 (n)
E02003877 : Cheshire West and Chester 015	16	0.12%	A483 (n)
E02003878 : Cheshire West and Chester 017	3	0.02%	A483 (n)
E02003879 : Cheshire West and Chester 018	6	0.04%	A483 (n)
E02003880 : Cheshire West and Chester 019	6	0.04%	A483 (n)
E02003881 : Cheshire West and Chester 020	3	0.02%	A483 (n)
E02003882 : Cheshire West and Chester 021	6	0.04%	A483 (n)
E02003883 : Cheshire West and Chester 023	10	0.07%	A483 (n)
E02003884 : Cheshire West and Chester 024	7	0.05%	A483 (n)
E02003885 : Cheshire West and Chester 026	4	0.03%	A483 (n)
E02003886 : Cheshire West and Chester 035	2	0.01%	A483 (n)
E02003887 : Cheshire West and Chester 037	6	0.04%	A483 (n)
E02003888 : Cheshire West and Chester 038	5	0.04%	A483 (n)
E02003889 : Cheshire West and Chester 040	2	0.01%	A483 (n)
E02003890 : Cheshire West and Chester 042	7	0.05%	A483 (n)
E02003891 : Cheshire West and Chester 045	13	0.10%	A483 (n)
E02003968 : Allerdale 004	1	0.01%	A483 (n)
E02004035 : Amber Valley 007	1	0.01%	Gresford Road (s)
E02004044 : Amber Valley 016	1	0.01%	Gresford Road (s)
E02004048 : Bolsover 004	1	0.01%	A483 (n)
E02004069 : Derbyshire Dales 002	1	0.01%	A483 (n)
E02004092 : Erewash 015	1	0.01%	Gresford Road (s)
E02004097 : High Peak 005	1	0.01%	A483 (n)
E02004100 : High Peak 008	1	0.01%	A483 (n)
E02004102 : High Peak 010	1	0.01%	A483 (n)
E02004430 : Basildon 007	1	0.01%	A483 (s)
E02004634 : Forest of Dean 009	1	0.01%	A483 (s)
E02004650 : Gloucester 015	1	0.01%	A483 (s)
E02004729 : Fareham 003	1	0.01%	A483 (s)
E02004743 : Gosport 003	1	0.01%	A483 (s)
E02004890 : East Hertfordshire 013	2	0.01%	A483 (s)

E02004901 : Hertsmere 006	1	0.01%	A483 (s)
E02004935 : St Albans 012	1	0.01%	A483 (s)
E02004989 : Welwyn Hatfield 010	1	0.01%	A483 (s)
E02005020 : Canterbury 011	1	0.01%	A483 (s)
E02005032 : Dartford 005	4	0.03%	A483 (s)
E02005033 : Dartford 006	3	0.02%	A483 (s)
E02005035 : Dartford 008	12	0.09%	A483 (s)
E02005057 : Gravesham 003	2	0.01%	A483 (s)
E02005058 : Gravesham 004	1	0.01%	A483 (s)
E02005059 : Gravesham 005	4	0.03%	A483 (s)
E02005069 : Maidstone 002	1	0.01%	A483 (s)
E02005071 : Maidstone 004	1	0.01%	A483 (s)
E02005075 : Maidstone 008	1	0.01%	A483 (s)
E02005079 : Maidstone 012	1	0.01%	A483 (s)
E02005121 : Swale 007	1	0.01%	A483 (s)
E02005179 : Burnley 004	1	0.01%	A483 (n)
E02005192 : Chorley 004	1	0.01%	A483 (n)
E02005197 : Chorley 009	1	0.01%	A483 (n)
E02005198 : Chorley 010	1	0.01%	A483 (n)
E02005213 : Hyndburn 002	1	0.01%	A483 (n)
E02005222 : Lancaster 002	1	0.01%	A483 (n)
E02005225 : Lancaster 005	1	0.01%	A483 (n)
E02005253 : Preston 001	2	0.01%	A483 (n)
E02005263 : Preston 011	1	0.01%	A483 (n)
E02005264 : Preston 012	1	0.01%	A483 (n)
E02005269 : Preston 017	1	0.01%	A483 (n)
E02005290 : South Ribble 004	1	0.01%	A483 (n)
E02005295 : South Ribble 009	1	0.01%	A483 (n)
E02005307 : West Lancashire 004	1	0.01%	A483 (n)
E02005309 : West Lancashire 006	1	0.01%	A483 (n)
E02005311 : West Lancashire 008	1	0.01%	A483 (n)
E02005318 : West Lancashire 015	1	0.01%	A483 (n)
E02005375 : Harborough 009	1	0.01%	A483 (s)
E02005394 : Melton 004	1	0.01%	Gresford Road (s)
E02005449 : Lincoln 008	1	0.01%	A483 (n)
E02005570 : North Norfolk 001	1	0.01%	A483 (s)
E02005571 : North Norfolk 002	1	0.01%	A483 (s)
E02005575 : North Norfolk 006	1	0.01%	A483 (s)
E02005580 : North Norfolk 011	1	0.01%	A483 (s)
E02005672 : Northampton 023	1	0.01%	A483 (s)
E02005674 : Northampton 025	1	0.01%	A483 (s)
E02005694 : Wellingborough 003	1	0.01%	A483 (s)
E02005695 : Wellingborough 004	3	0.02%	A483 (s)
E02005741 : Northumberland 021	1	0.01%	A483 (n)
E02005829 : Ashfield 011	1	0.01%	Gresford Road (s)
E02005830 : Ashfield 012	1	0.01%	Gresford Road (s)
E02005837 : Bassetlaw 003	1	0.01%	A483 (n)
E02005842 : Bassetlaw 008	1	0.01%	A483 (n)
E02005843 : Bassetlaw 009	1	0.01%	A483 (n)
E02005861 : Broxtowe 012	1	0.01%	Gresford Road (s)
E02005869 : Gedling 005	1	0.01%	Gresford Road (s)
E02005881 : Mansfield 002	1	0.01%	Gresford Road (s)
E02005885 : Mansfield 006	2	0.01%	Gresford Road (s)

E02005889 : Mansfield 010	1	0.01%	Gresford Road (s)
E02005890 : Mansfield 011	1	0.01%	Gresford Road (s)
E02005892 : Mansfield 013	1	0.01%	Gresford Road (s)
E02005894 : Newark and Sherwood 002	1	0.01%	Gresford Road (s)
E02005899 : Newark and Sherwood 007	2	0.01%	Gresford Road (s)
E02005901 : Newark and Sherwood 009	1	0.01%	Gresford Road (s)
E02005904 : Newark and Sherwood 012	1	0.01%	Gresford Road (s)
E02005906 : Rushcliffe 001	2	0.01%	Gresford Road (s)
E02005908 : Rushcliffe 003	1	0.01%	Gresford Road (s)
E02005928 : Cherwell 008	1	0.01%	A483 (s)
E02005936 : Cherwell 016	1	0.01%	A483 (s)
E02006008 : Shropshire 025	3	0.02%	A483 (s)
E02006009 : Shropshire 027	1	0.01%	A483 (s)
E02006013 : Shropshire 034	1	0.01%	A483 (s)
E02006014 : Shropshire 035	1	0.01%	A483 (s)
E02006015 : Shropshire 001	40	0.29%	A483 (s)
E02006016 : Shropshire 002	13	0.10%	A483 (s)
E02006017 : Shropshire 004	63	0.46%	A483 (s)
E02006018 : Shropshire 005	1	0.01%	A483 (s)
E02006019 : Shropshire 008	6	0.04%	A483 (s)
E02006020 : Shropshire 009	4	0.03%	A483 (s)
E02006021 : Shropshire 010	13	0.10%	A483 (s)
E02006022 : Shropshire 013	9	0.07%	A483 (s)
E02006023 : Shropshire 003	124	0.91%	A483 (s)
E02006024 : Shropshire 006	46	0.34%	A483 (s)
E02006025 : Shropshire 007	45	0.33%	A483 (s)
E02006026 : Shropshire 011	23	0.17%	A483 (s)
E02006027 : Shropshire 012	23	0.17%	A483 (s)
E02006028 : Shropshire 014	1	0.01%	A483 (s)
E02006029 : Shropshire 015	2	0.01%	A483 (s)
E02006030 : Shropshire 016	1	0.01%	A483 (s)
E02006031 : Shropshire 017	5	0.04%	A483 (s)
E02006033 : Shropshire 019	2	0.01%	A483 (s)
E02006034 : Shropshire 020	2	0.01%	A483 (s)
E02006035 : Shropshire 021	4	0.03%	A483 (s)
E02006036 : Shropshire 022	1	0.01%	A483 (s)
E02006037 : Shropshire 023	2	0.01%	A483 (s)
E02006038 : Shropshire 024	2	0.01%	A483 (s)
E02006042 : Shropshire 032	1	0.01%	A483 (s)
E02006043 : Shropshire 036	4	0.03%	A483 (s)
E02006044 : Shropshire 037	1	0.01%	A483 (s)
E02006045 : Shropshire 038	1	0.01%	A483 (s)
E02006046 : Shropshire 039	2	0.01%	A483 (s)
E02006071 : Sedgemoor 011	1	0.01%	A483 (s)
E02006074 : Sedgemoor 014	1	0.01%	A483 (s)
E02006123 : Cannock Chase 006	1	0.01%	A483 (s)
E02006127 : Cannock Chase 010	1	0.01%	A483 (s)
E02006134 : East Staffordshire 004	1	0.01%	A483 (s)
E02006158 : Newcastle-under-Lyme 001	1	0.01%	A483 (s)
E02006160 : Newcastle-under-Lyme 003	3	0.02%	A483 (s)
E02006162 : Newcastle-under-Lyme 005	1	0.01%	A483 (s)
E02006165 : Newcastle-under-Lyme 008	1	0.01%	A483 (s)
E02006166 : Newcastle-under-Lyme 009	1	0.01%	A483 (s)

E02006182 : South Staffordshire 009	1	0.01%	A483 (s)
E02006190 : Stafford 003	1	0.01%	A483 (s)
E02006195 : Stafford 008	1	0.01%	A483 (s)
E02006206 : Staffordshire Moorlands 003	2	0.01%	A483 (s)
E02006207 : Staffordshire Moorlands 004	1	0.01%	A483 (s)
E02006212 : Staffordshire Moorlands 009	1	0.01%	A483 (s)
E02006215 : Staffordshire Moorlands 012	1	0.01%	A483 (s)
E02006216 : Staffordshire Moorlands 013	1	0.01%	A483 (s)
E02006243 : Forest Heath 006	1	0.01%	A483 (s)
E02006261 : Mid Suffolk 001	1	0.01%	A483 (s)
E02006274 : St Edmundsbury 002	1	0.01%	A483 (s)
E02006399 : Runnymede 007	1	0.01%	A483 (s)
E02006459 : Woking 004	1	0.01%	A483 (s)
E02006494 : Rugby 003	1	0.01%	A483 (s)
E02006498 : Rugby 007	1	0.01%	A483 (s)
E02006505 : Stratford-on-Avon 002	1	0.01%	A483 (s)
E02006514 : Stratford-on-Avon 011	1	0.01%	A483 (s)
E02006523 : Warwick 005	1	0.01%	A483 (s)
E02006644 : Wiltshire 001	1	0.01%	A483 (s)
E02006683 : Wiltshire 030	1	0.01%	A483 (s)
E02006704 : Bromsgrove 009	1	0.01%	A483 (s)
E02006741 : Worcester 008	2	0.01%	A483 (s)
E02006749 : Wychavon 002	1	0.01%	A483 (s)
E02006776 : Wyre Forest 010	1	0.01%	A483 (s)
E02006780 : Wyre Forest 014	1	0.01%	A483 (s)
E02006897 : Birmingham 136	2	0.01%	A483 (s)
E02006899 : Birmingham 138	3	0.02%	A483 (s)
E02006915 : Manchester 058	1	0.01%	A483 (n)
E02006919 : South Derbyshire 012	1	0.01%	Gresford Road (s)
E02006925 : Redbridge 036	1	0.01%	A483 (s)
E02006927 : Greenwich 034	1	0.01%	A483 (s)
E02006934 : Liverpool 062	3	0.02%	A483 (n)
W02000001 : Isle of Anglesey 001	2	0.01%	Rackery Lane (n)
W02000003 : Isle of Anglesey 003	1	0.01%	Rackery Lane (n)
W02000005 : Isle of Anglesey 005	1	0.01%	Rackery Lane (n)
W02000006 : Isle of Anglesey 006	2	0.01%	Rackery Lane (n)
W02000009 : Isle of Anglesey 009	1	0.01%	Rackery Lane (n)
W02000010 : Gwynedd 001	3	0.02%	Llay Road (w)
W02000012 : Gwynedd 003	1	0.01%	Llay Road (w)
W02000019 : Gwynedd 010	1	0.01%	Llay Road (w)
W02000020 : Gwynedd 011	1	0.01%	Llay Road (w)
W02000021 : Gwynedd 012	1	0.01%	Llay Road (w)
W02000023 : Gwynedd 014	1	0.01%	Llay Road (w)
W02000024 : Gwynedd 015	2	0.01%	Llay Road (w)
W02000026 : Gwynedd 017	2	0.01%	Llay Road (w)
W02000027 : Conwy 001	6	0.04%	Rackery Lane (n)
W02000028 : Conwy 002	3	0.02%	Rackery Lane (n)
W02000029 : Conwy 003	3	0.02%	Rackery Lane (n)
W02000030 : Conwy 004	2	0.01%	Rackery Lane (n)
W02000031 : Conwy 005	14	0.10%	Rackery Lane (n)
W02000032 : Conwy 006	7	0.05%	Rackery Lane (n)
W02000033 : Conwy 007	5	0.04%	Rackery Lane (n)
W02000034 : Conwy 008	1	0.01%	Rackery Lane (n)

W02000035 : Conwy 009	10	0.07%	Rackery Lane (n)
W02000036 : Conwy 010	5	0.04%	Rackery Lane (n)
W02000037 : Conwy 011	8	0.06%	Rackery Lane (n)
W02000038 : Conwy 012	3	0.02%	Rackery Lane (n)
W02000039 : Conwy 013	5	0.04%	Rackery Lane (n)
W02000040 : Conwy 014	13	0.10%	Rackery Lane (n)
W02000041 : Conwy 015	4	0.03%	Rackery Lane (n)
W02000042 : Denbighshire 001	10	0.07%	Rackery Lane (n)
W02000043 : Denbighshire 002	6	0.04%	Rackery Lane (n)
W02000044 : Denbighshire 003	13	0.10%	Rackery Lane (n)
W02000045 : Denbighshire 004	4	0.03%	Rackery Lane (n)
W02000047 : Denbighshire 006	6	0.04%	Rackery Lane (n)
W02000049 : Denbighshire 008	11	0.08%	Rackery Lane (n)
W02000050 : Denbighshire 009	6	0.04%	Rackery Lane (n)
W02000051 : Denbighshire 010	7	0.05%	Rackery Lane (n)
W02000052 : Denbighshire 011	6	0.04%	Rackery Lane (n)
W02000053 : Denbighshire 012	13	0.10%	Rackery Lane (n)
W02000054 : Denbighshire 013	52	0.38%	Rackery Lane (n)
W02000055 : Denbighshire 014	11	0.08%	Rackery Lane (n)
W02000056 : Denbighshire 015	27	0.20%	Rackery Lane (n)
W02000057 : Denbighshire 016	97	0.71%	Rackery Lane (n)
W02000058 : Flintshire 001	18	0.13%	Rackery Lane (n)
W02000059 : Flintshire 002	43	0.32%	Rackery Lane (n)
W02000060 : Flintshire 003	48	0.35%	Rackery Lane (n)
W02000061 : Flintshire 004	30	0.22%	Rackery Lane (n)
W02000062 : Flintshire 005	36	0.26%	Rackery Lane (n)
W02000063 : Flintshire 006	48	0.35%	Rackery Lane (n)
W02000064 : Flintshire 007	44	0.32%	Rackery Lane (n)
W02000065 : Flintshire 008	51	0.37%	Rackery Lane (n)
W02000066 : Flintshire 009	71	0.52%	Rackery Lane (n)
W02000067 : Flintshire 010	47	0.34%	Rackery Lane (n)
W02000068 : Flintshire 011	52	0.38%	Rackery Lane (n)
W02000069 : Flintshire 012	51	0.37%	Rackery Lane (n)
W02000070 : Flintshire 013	83	0.61%	Rackery Lane (n)
W02000071 : Flintshire 014	78	0.57%	Rackery Lane (n)
W02000072 : Flintshire 015	82	0.60%	Rackery Lane (n)
W02000073 : Flintshire 016	74	0.54%	Rackery Lane (n)
W02000074 : Flintshire 017	108	0.79%	Rackery Lane (n)
W02000075 : Flintshire 018	113	0.83%	Rackery Lane (n)
W02000076 : Flintshire 019	81	0.59%	Rackery Lane (n)
W02000077 : Flintshire 020	282	2.07%	Rackery Lane (n)
W02000080 : Wrexham 003	805	5.90%	Llay Road (w)
W02000081 : Wrexham 004	474	3.48%	Llay Road (w)
W02000082 : Wrexham 005	540	3.96%	Llay Road (w)
W02000083 : Wrexham 006	600	4.40%	Llay Road (w)
W02000084 : Wrexham 007	425	3.12%	Llay Road (w)
W02000085 : Wrexham 008	694	5.09%	Llay Road (w)
W02000086 : Wrexham 009	364	2.67%	Llay Road (w)
W02000087 : Wrexham 010	524	3.84%	Llay Road (w)
W02000088 : Wrexham 011	730	5.35%	Llay Road (w)
W02000089 : Wrexham 012	900	6.60%	Llay Road (w)
W02000090 : Wrexham 013	355	2.60%	Llay Road (w)
W02000091 : Wrexham 014	417	3.06%	A483 (s)



W02000092 : Wrexham 015	410	3.01%	Llay Road (w)
W02000093 : Wrexham 016	405	2.97%	A483 (s)
W02000094 : Wrexham 017	371	2.72%	Llay Road (w)
W02000095 : Wrexham 018	252	1.85%	Gresford Road (s)
W02000096 : Wrexham 019	169	1.24%	A483 (s)
W02000097 : Powys 001	17	0.12%	A483 (s)
W02000098 : Powys 002	7	0.05%	A483 (s)
W02000099 : Powys 003	2	0.01%	A483 (s)
W02000102 : Powys 006	1	0.01%	A483 (s)
W02000106 : Powys 010	2	0.01%	A483 (s)
W02000107 : Powys 011	1	0.01%	A483 (s)
W02000114 : Powys 018	4	0.03%	A483 (s)
W02000117 : Ceredigion 002	5	0.04%	A483 (s)
W02000136 : Pembrokeshire 011	2	0.01%	A483 (s)
W02000176 : Swansea 009	1	0.01%	A483 (s)
W02000284 : Merthyr Tydfil 002	2	0.01%	A483 (s)
W02000288 : Merthyr Tydfil 006	1	0.01%	A483 (s)
W02000293 : Caerphilly 004	2	0.01%	A483 (s)
W02000300 : Caerphilly 011	1	0.01%	A483 (s)
W02000309 : Caerphilly 020	1	0.01%	A483 (s)
W02000337 : Monmouthshire 002	1	0.01%	A483 (s)
W02000340 : Monmouthshire 005	2	0.01%	A483 (s)
W02000359 : Newport 013	1	0.01%	A483 (s)
W02000371 : Cardiff 005	1	0.01%	A483 (s)
W02000377 : Cardiff 011	1	0.01%	A483 (s)
W02000402 : Cardiff 036	1	0.01%	A483 (s)
W02000419 : Denbighshire 017	19	0.14%	Rackery Lane (n)
W02000420 : Wrexham 020	1139	8.35%	Turning Proportions

13637	100%
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### Summary

<b>Route</b>	<b>Proportion</b>
A483 (n) via Straight Mile	10.96%
A483 (s) via Straight Mile	12.19%
Rackery Lane (n)	13.49%
Llay Road (w)	52.83%
Gresford Road (s)	2.18%
Turning Proportions	8.35%
<b>Total</b>	<b>100.00%</b>



## **APPENDIX H**

### **DAVY WAY/ SITE ACCESS – MODEL OUTPUTS**

# Junctions 8

## PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]  
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For sales and distribution information, program advice and maintenance, contact TRL:  
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**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: Davy Way\_Existing Site Access.arc8

Path: D:\Cameron Rose Associates\Projects\735\_H Pack. New High bay Warehouse Llay  
Wrexham\ANALYSIS\PICADY

Report generation date: 14/07/2022 13:32:07

### Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
<b>A1 - 2022 Base</b>								
Stream B-AC	0.00	0.00	0.00	A	0.02	5.80	0.02	A
Stream C-AB	0.01	5.82	0.01	A	0.00	6.21	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
<b>A1 - 2022 Base + Committed</b>								
Stream B-AC	0.00	0.00	0.00	A	0.03	5.84	0.02	A
Stream C-AB	0.01	5.83	0.01	A	0.00	6.24	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
<b>A1 - 2022 Base + Committed + Development</b>								
Stream B-AC	0.02	5.39	0.02	A	0.02	5.78	0.02	A
Stream C-AB	0.02	5.83	0.02	A	0.03	6.38	0.03	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - 2022 Base, AM" model duration: 08:00 - 09:30

"D2 - 2022 Base, PM" model duration: 17:00 - 18:30

"D3 - 2022 Base + Committed, AM" model duration: 08:00 - 09:30

"D4 - 2022 Base + Committed, PM" model duration: 17:00 - 18:30

"D5 - 2022 Base + Committed + Development, AM" model duration: 08:00 - 09:30

"D6 - 2022 Base + Committed + Development, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.2.316 at 14/07/2022 13:31:31

### File summary

### File Description

Title	Davy Way/ Existing Site Access
Location	Llay
Site Number	
Date	04/07/2022
Version	
Status	(new file)
Identifier	
Client	H-Pack Packaging UK Ltd/ Liberty Properties
Jobnumber	735
Enumerator	Cameron Rose Associates
Description	

### Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

### 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

## (Default Analysis Set) - 2022 Base, AM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2022 Base, AM	2022 Base	AM		ONE HOUR	08:00	09:30	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	5.82	A

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms



B-AC	0.00	0.00	0.00	590.62	0.000	0.00	0.000	A
C-AB	6.03	5.99	0.00	632.35	0.010	0.01	5.747	A
C-A	102.68	102.68	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	49.69	49.69	0.00	-	-	-	-	-

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	585.97	0.000	0.00	0.000	A
C-AB	7.21	7.20	0.00	630.35	0.011	0.01	5.776	A
C-A	122.60	122.60	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	59.33	59.33	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	579.53	0.000	0.00	0.000	A
C-AB	8.84	8.83	0.00	627.66	0.014	0.01	5.816	A
C-A	150.15	150.15	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	72.67	72.67	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	579.53	0.000	0.00	0.000	A
C-AB	8.84	8.84	0.00	627.66	0.014	0.01	5.816	A
C-A	150.15	150.15	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	72.67	72.67	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	585.97	0.000	0.00	0.000	A
C-AB	7.21	7.22	0.00	630.35	0.011	0.01	5.779	A
C-A	122.60	122.60	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	59.33	59.33	0.00	-	-	-	-	-

### Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	590.61	0.000	0.00	0.000	A
C-AB	6.03	6.04	0.00	632.35	0.010	0.01	5.749	A
C-A	102.68	102.68	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	49.69	49.69	0.00	-	-	-	-	-

## (Default Analysis Set) - 2022 Base, PM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2022 Base, PM	2022 Base	PM		ONE HOUR	17:00	18:30	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	5.83	A

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm Type
A	Davy Way (w)		Major
B	Existing Site Access		Minor
C	Davy Way (e)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.20		0.00		2.20	120.00	✓	1.00

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

### Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.00										17	25

### Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

### Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	544.994	0.094	0.238	0.150	0.340
1	B-C	703.717	0.102	0.258	-	-
1	C-B	643.457	0.236	0.236	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.  
Streams may be combined, in which case capacity will be adjusted.  
Values are shown for the first time segment only; they may differ for subsequent time segments.

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	241.60	100.000
B	ONE HOUR	✓	13.60	100.000
C	ONE HOUR	✓	59.50	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	1.000	240.600
	B	0.000	0.000	13.600
	C	58.500	1.000	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.98	0.02	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000

	C	1.000	1.000	1.000
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### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	5.80	0.02	A
C-AB	0.00	6.21	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	10.24	10.18	0.00	656.83	0.016	0.02	5.567	A
C-AB	0.75	0.75	0.00	600.51	0.001	0.00	6.001	A
C-A	44.04	44.04	0.00	-	-	-	-	-
A-B	0.75	0.75	0.00	-	-	-	-	-
A-C	181.14	181.14	0.00	-	-	-	-	-

#### Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	12.23	12.21	0.00	647.73	0.019	0.02	5.664	A
C-AB	0.90	0.90	0.00	592.19	0.002	0.00	6.087	A
C-A	52.59	52.59	0.00	-	-	-	-	-
A-B	0.90	0.90	0.00	-	-	-	-	-
A-C	216.29	216.29	0.00	-	-	-	-	-

#### Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	14.97	14.95	0.00	635.15	0.024	0.02	5.804	A
C-AB	1.10	1.10	0.00	580.68	0.002	0.00	6.210	A
C-A	64.41	64.41	0.00	-	-	-	-	-
A-B	1.10	1.10	0.00	-	-	-	-	-
A-C	264.91	264.91	0.00	-	-	-	-	-

#### Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	14.97	14.97	0.00	635.15	0.024	0.02	5.804	A
C-AB	1.10	1.10	0.00	580.68	0.002	0.00	6.210	A
C-A	64.41	64.41	0.00	-	-	-	-	-
A-B	1.10	1.10	0.00	-	-	-	-	-
A-C	264.91	264.91	0.00	-	-	-	-	-

#### Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	12.23	12.24	0.00	647.73	0.019	0.02	5.664	A
C-AB	0.90	0.90	0.00	592.19	0.002	0.00	6.087	A
C-A	52.59	52.59	0.00	-	-	-	-	-
A-B	0.90	0.90	0.00	-	-	-	-	-
A-C	216.29	216.29	0.00	-	-	-	-	-

#### Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	10.24	10.25	0.00	656.83	0.016	0.02	5.567	A
C-AB	0.75	0.75	0.00	600.51	0.001	0.00	6.001	A
C-A	44.04	44.04	0.00	-	-	-	-	-
A-B	0.75	0.75	0.00	-	-	-	-	-
A-C	181.14	181.14	0.00	-	-	-	-	-

## (Default Analysis Set) - 2027 Base + Committed, AM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2027 Base + Committed, AM	2027 Base + Committed	AM		ONE HOUR	08:00	09:30	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	5.83	A

### Junction Network Options

Driving Side	Lighting
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Left	Normal/unknown
------	----------------

## Arms

### Arms

Arm	Name	Description	Arm Type
A	Davy Way (w)		Major
B	Existing Site Access		Minor
C	Davy Way (e)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.20		0.00		2.20	120.00	✓	1.00

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

### Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.00										17	25

### Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	544.994	0.094	0.238	0.150	0.340
1	B-C	703.717	0.102	0.258	-	-
1	C-B	643.457	0.236	0.236	-	-

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

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

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	68.92	100.000
B	ONE HOUR	✓	2.40	100.000
C	ONE HOUR	✓	150.78	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.000	0.000	68.917
B	0.000	0.000	2.402
C	142.429	8.354	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.00	0.00	1.00
B	0.00	0.00	1.00
C	0.94	0.06	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

From	To		
	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.000
C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.000	0.000	0.000
B	0.000	0.000	0.000
C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.00	A
C-AB	0.01	5.83	0.01	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	589.56	0.000	0.00	0.000	A
C-AB	6.30	6.26	0.00	631.89	0.010	0.01	5.753	A
C-A	107.22	107.22	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	51.88	51.88	0.00	-	-	-	-	-

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	584.71	0.000	0.00	0.000	A
C-AB	7.53	7.52	0.00	629.81	0.012	0.01	5.784	A
C-A	128.02	128.02	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	61.96	61.96	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	577.97	0.000	0.00	0.000	A
C-AB	9.23	9.22	0.00	627.03	0.015	0.01	5.826	A
C-A	156.78	156.78	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	75.88	75.88	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	577.97	0.000	0.00	0.000	A
C-AB	9.23	9.23	0.00	627.03	0.015	0.01	5.826	A
C-A	156.78	156.78	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	75.88	75.88	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	584.70	0.000	0.00	0.000	A
C-AB	7.53	7.54	0.00	629.81	0.012	0.01	5.786	A
C-A	128.02	128.02	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	61.96	61.96	0.00	-	-	-	-	-

### Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	589.55	0.000	0.00	0.000	A
C-AB	6.30	6.31	0.00	631.89	0.010	0.01	5.756	A
C-A	107.22	107.22	0.00	-	-	-	-	-



A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	51.88	51.88	0.00	-	-	-	-	-

## (Default Analysis Set) - 2027 Base + Committed, PM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2027 Base + Committed, PM	2027 Base + Committed	PM		ONE HOUR	17:00	18:30	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	5.87	A

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm Type
A	Davy Way (w)		Major
B	Existing Site Access		Minor
C	Davy Way (e)		Major

### Major Arm Geometry

Arm	Width of carrieway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.20		0.00		2.20	120.00	✓	1.00

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

### Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.00										17	25

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	544.994	0.094	0.238	0.150	0.340
1	B-C	703.717	0.102	0.258	-	-
1	C-B	643.457	0.236	0.236	-	-

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

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

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	252.23	100.000
B	ONE HOUR	✓	14.20	100.000
C	ONE HOUR	✓	62.12	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
	A	B	C	
From	A	0.000	1.044	251.186
	B	0.000	0.000	14.198
	C	61.074	1.044	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
	A	B	C	
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.98	0.02	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

From	To		
	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.000
C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.000	0.000	0.000
B	0.000	0.000	0.000
C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	5.84	0.03	A
C-AB	0.00	6.24	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	10.69	10.62	0.00	654.77	0.016	0.02	5.588	A
C-AB	0.79	0.78	0.00	598.63	0.001	0.00	6.021	A
C-A	45.98	45.98	0.00	-	-	-	-	-
A-B	0.79	0.79	0.00	-	-	-	-	-
A-C	189.11	189.11	0.00	-	-	-	-	-

### Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	12.76	12.75	0.00	645.27	0.020	0.02	5.691	A
C-AB	0.94	0.94	0.00	589.94	0.002	0.00	6.111	A
C-A	54.90	54.90	0.00	-	-	-	-	-
A-B	0.94	0.94	0.00	-	-	-	-	-
A-C	225.81	225.81	0.00	-	-	-	-	-

### Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	15.63	15.61	0.00	632.13	0.025	0.03	5.838	A
C-AB	1.15	1.15	0.00	577.93	0.002	0.00	6.240	A
C-A	67.24	67.24	0.00	-	-	-	-	-
A-B	1.15	1.15	0.00	-	-	-	-	-
A-C	276.56	276.56	0.00	-	-	-	-	-

B-AC	15.63	15.61	0.00	632.13	0.025	0.03	5.838	A
C-AB	1.15	1.15	0.00	577.93	0.002	0.00	6.240	A
C-A	67.24	67.24	0.00	-	-	-	-	-
A-B	1.15	1.15	0.00	-	-	-	-	-
A-C	276.56	276.56	0.00	-	-	-	-	-

### Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	15.63	15.63	0.00	632.13	0.025	0.03	5.838	A
C-AB	1.15	1.15	0.00	577.93	0.002	0.00	6.240	A
C-A	67.24	67.24	0.00	-	-	-	-	-
A-B	1.15	1.15	0.00	-	-	-	-	-
A-C	276.56	276.56	0.00	-	-	-	-	-

### Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	12.76	12.78	0.00	645.27	0.020	0.02	5.691	A
C-AB	0.94	0.94	0.00	589.94	0.002	0.00	6.111	A
C-A	54.90	54.90	0.00	-	-	-	-	-
A-B	0.94	0.94	0.00	-	-	-	-	-
A-C	225.81	225.81	0.00	-	-	-	-	-

### Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	10.69	10.70	0.00	654.77	0.016	0.02	5.589	A
C-AB	0.79	0.79	0.00	598.63	0.001	0.00	6.023	A
C-A	45.98	45.98	0.00	-	-	-	-	-
A-B	0.79	0.79	0.00	-	-	-	-	-
A-C	189.11	189.11	0.00	-	-	-	-	-

# (Default Analysis Set) - 2027 Base + Committed + Development, AM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2027 Base + Committed + Development, AM	2027 Base + Committed + Development	AM		ONE HOUR	08:00	09:30	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	5.56	A

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm Type
A	Davy Way (w)		Major
B	Existing Site Access		Minor
C	Davy Way (e)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.20		0.00		2.20	120.00	✓	1.00

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

### Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.00										17	25

### Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	544.994	0.094	0.238	0.150	0.340
1	B-C	703.717	0.102	0.258	-	-
1	C-B	643.457	0.236	0.236	-	-

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

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

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry

		✓	✓	HV Percentages	2.00			✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	68.92	100.000
B	ONE HOUR	✓	15.00	100.000
C	ONE HOUR	✓	151.43	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.000	0.000	68.917
B	0.000	0.000	15.000
C	142.429	9.000	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.00	0.00	1.00
B	0.00	0.00	1.00
C	0.94	0.06	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

From	To		
	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.000
C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.000	0.000	0.000
B	0.000	0.000	0.000
C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	5.39	0.02	A
C-AB	0.02	5.83	0.02	A

C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	11.29	11.23	0.00	690.31	0.016	0.02	5.301	A
C-AB	6.79	6.74	0.00	631.94	0.011	0.01	5.757	A
C-A	107.22	107.22	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	51.88	51.88	0.00	-	-	-	-	-

#### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	13.48	13.47	0.00	687.71	0.020	0.02	5.338	A
C-AB	8.11	8.10	0.00	629.89	0.013	0.01	5.789	A
C-A	128.02	128.02	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	61.96	61.96	0.00	-	-	-	-	-

#### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	16.52	16.50	0.00	684.11	0.024	0.02	5.391	A
C-AB	9.95	9.94	0.00	627.15	0.016	0.02	5.832	A
C-A	156.78	156.78	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	75.88	75.88	0.00	-	-	-	-	-

#### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	16.52	16.52	0.00	684.11	0.024	0.02	5.391	A
C-AB	9.95	9.95	0.00	627.15	0.016	0.02	5.832	A
C-A	156.78	156.78	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	75.88	75.88	0.00	-	-	-	-	-

#### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	13.48	13.50	0.00	687.71	0.020	0.02	5.341	A
C-AB	8.11	8.12	0.00	629.89	0.013	0.01	5.791	A
C-A	128.02	128.02	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	61.96	61.96	0.00	-	-	-	-	-

#### Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	11.29	11.31	0.00	690.31	0.016	0.02	5.303	A
C-AB	6.79	6.80	0.00	631.94	0.011	0.01	5.760	A
C-A	107.22	107.22	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	51.88	51.88	0.00	-	-	-	-	-

## (Default Analysis Set) - 2027 Base + Committed + Development, PM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2027 Base + Committed + Development, PM	2027 Base + Committed + Development	PM		ONE HOUR	17:00	18:30	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	6.15	A

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm Type
A	Davy Way (w)		Major
B	Existing Site Access		Minor
C	Davy Way (e)		Major

### Major Arm Geometry

Arm	Width of carrieway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.20		0.00		2.20	120.00	✓	1.00

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

### Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.00										17	25

### Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	544.994	0.094	0.238	0.150	0.340
1	B-C	703.717	0.102	0.258	-	-
1	C-B	643.457	0.236	0.236	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.

## Traffic Flows

#### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

#### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	251.19	100.000
B	ONE HOUR	✓	9.00	100.000
C	ONE HOUR	✓	75.07	100.000

## Turning Proportions

#### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.000	0.000	251.186
B	0.000	0.000	9.000
C	61.074	14.000	0.000

#### Turning Proportions (PCU) - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.00	0.00	1.00
B	0.00	0.00	1.00
C	0.81	0.19	0.00

## Vehicle Mix

#### Average PCU Per Vehicle - Junction 1 (for whole period)

From	To		
	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.000
C	1.000	1.000	1.000

#### Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.000	0.000	0.000
B	0.000	0.000	0.000
C	0.000	0.000	0.000

## Results

#### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	5.78	0.02	A
C-AB	0.03	6.38	0.03	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

#### Main Results for each time segment

##### Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	6.78	6.73	0.00	654.85	0.010	0.01	5.554	A
C-AB	10.55	10.48	0.00	599.31	0.018	0.02	6.113	A
C-A	45.97	45.97	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	189.11	189.11	0.00	-	-	-	-	-

##### Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	8.09	8.08	0.00	645.36	0.013	0.01	5.648	A
C-AB	12.61	12.60	0.00	590.89	0.021	0.02	6.224	A

C-A	54.88	54.88	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	225.81	225.81	0.00	-	-	-	-	-

**Main results: (17:30-17:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	9.91	9.90	0.00	632.25	0.016	0.02	5.784	A
C-AB	15.46	15.44	0.00	579.32	0.027	0.03	6.383	A
C-A	67.20	67.20	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	276.56	276.56	0.00	-	-	-	-	-

**Main results: (17:45-18:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	9.91	9.91	0.00	632.25	0.016	0.02	5.784	A
C-AB	15.46	15.46	0.00	579.32	0.027	0.03	6.383	A
C-A	67.20	67.20	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	276.56	276.56	0.00	-	-	-	-	-

**Main results: (18:00-18:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	8.09	8.10	0.00	645.36	0.013	0.01	5.650	A
C-AB	12.61	12.63	0.00	590.89	0.021	0.02	6.227	A
C-A	54.88	54.88	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	225.81	225.81	0.00	-	-	-	-	-

**Main results: (18:15-18:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	6.78	6.78	0.00	654.85	0.010	0.01	5.554	A
C-AB	10.55	10.57	0.00	599.31	0.018	0.02	6.116	A
C-A	45.97	45.97	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	189.11	189.11	0.00	-	-	-	-	-



## **APPENDIX I**

### **B5373 RACKERY LANE/ PROPOSED SITE ACCESS – MODEL OUTPUTS**





## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	541.025	0.098	0.247	0.155	0.353
1	B-C	698.592	0.106	0.269	-	-
1	C-B	649.248	0.250	0.250	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.  
Streams may be combined, in which case capacity will be adjusted.  
Values are shown for the first time segment only; they may differ for subsequent time segments.

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	324.43	100.000
B	ONE HOUR	✓	14.40	100.000
C	ONE HOUR	✓	561.60	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.000	30.924	293.507
B	11.489	0.000	2.912
C	552.174	9.429	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.00	0.10	0.90
B	0.80	0.00	0.20
C	0.98	0.02	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

From	To		
	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.000
C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.000	0.000	0.000
B	0.000	0.000	0.000
C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	9.57	0.04	A
C-AB	0.02	6.46	0.02	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	10.84	10.74	0.00	448.30	0.024	0.02	8.225	A
C-AB	7.16	7.11	0.00	591.65	0.012	0.01	6.158	A
C-A	415.65	415.65	0.00	-	-	-	-	-
A-B	23.28	23.28	0.00	-	-	-	-	-
A-C	220.97	220.97	0.00	-	-	-	-	-

#### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	12.95	12.92	0.00	424.80	0.030	0.03	8.740	A
C-AB	8.58	8.57	0.00	581.40	0.015	0.02	6.284	A
C-A	496.29	496.29	0.00	-	-	-	-	-
A-B	27.80	27.80	0.00	-	-	-	-	-
A-C	263.86	263.86	0.00	-	-	-	-	-

#### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
--------	-----------------------	---------------------	----------------------------	-------------------	-----	-----------------	-----------	-----

B-AC	15.86	15.81	0.00	392.03	0.040	0.04	9.567	A
C-AB	10.59	10.57	0.00	567.81	0.019	0.02	6.459	A
C-A	607.75	607.75	0.00	-	-	-	-	-
A-B	34.05	34.05	0.00	-	-	-	-	-
A-C	323.16	323.16	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	15.86	15.86	0.00	392.03	0.040	0.04	9.569	A
C-AB	10.59	10.59	0.00	567.81	0.019	0.02	6.459	A
C-A	607.75	607.75	0.00	-	-	-	-	-
A-B	34.05	34.05	0.00	-	-	-	-	-
A-C	323.16	323.16	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	12.95	12.99	0.00	424.79	0.030	0.03	8.744	A
C-AB	8.58	8.60	0.00	581.40	0.015	0.02	6.286	A
C-A	496.29	496.29	0.00	-	-	-	-	-
A-B	27.80	27.80	0.00	-	-	-	-	-
A-C	263.86	263.86	0.00	-	-	-	-	-

### Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	10.84	10.87	0.00	448.28	0.024	0.03	8.232	A
C-AB	7.16	7.17	0.00	591.65	0.012	0.01	6.161	A
C-A	415.65	415.65	0.00	-	-	-	-	-
A-B	23.28	23.28	0.00	-	-	-	-	-
A-C	220.97	220.97	0.00	-	-	-	-	-

## (Default Analysis Set) - 2027 Base + Committed + Development, PM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2027 Base + Committed + Development, PM	2027 Base + Committed + Development	PM		ONE HOUR	17:00	18:30	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	12.38	B

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm Type
A	Rackery Lane (s)		Major
B	Proposed Site Access		Minor
C	Rackery Lane (n)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.18		0.00		2.20	130.00	✓	1.00

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

### Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.00										17	18

### Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	541.025	0.098	0.247	0.155	0.353
1	B-C	698.592	0.106	0.269	-	-
1	C-B	649.248	0.250	0.250	-	-

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

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

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
---------------------	------------------------------	------------------------------	-------------------------------	--------------------	---------------------------	-----------------------------	---------------------------------	------------------------------------	------------------------------------	-------------------------------------

		✓	✓	HV Percentages	2.00			✓	✓
--	--	---	---	----------------	------	--	--	---	---

C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	700.25	100.000
B	ONE HOUR	✓	57.20	100.000
C	ONE HOUR	✓	245.89	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.000	10.404	689.849
B	39.840	0.000	17.358
C	243.248	2.640	0.000

## Turning Proportions (PCU) - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.00	0.01	0.99
B	0.70	0.00	0.30
C	0.99	0.01	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

From	To		
	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.000
C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.000	0.000	0.000
B	0.000	0.000	0.000
C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.18	12.59	0.22	B
C-AB	0.01	7.91	0.01	A

## Main Results for each time segment

### Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	43.06	42.61	0.00	423.12	0.102	0.11	9.454	A
C-AB	1.99	1.98	0.00	518.17	0.004	0.00	6.973	A
C-A	183.13	183.13	0.00	-	-	-	-	-
A-B	7.83	7.83	0.00	-	-	-	-	-
A-C	519.35	519.35	0.00	-	-	-	-	-

### Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	51.42	51.27	0.00	392.14	0.131	0.15	10.557	B
C-AB	2.38	2.37	0.00	492.90	0.005	0.00	7.338	A
C-A	218.67	218.67	0.00	-	-	-	-	-
A-B	9.35	9.35	0.00	-	-	-	-	-
A-C	620.16	620.16	0.00	-	-	-	-	-

### Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.98	62.71	0.00	349.00	0.180	0.22	12.563	B
C-AB	2.92	2.91	0.00	458.09	0.006	0.01	7.908	A
C-A	267.81	267.81	0.00	-	-	-	-	-
A-B	11.45	11.45	0.00	-	-	-	-	-
A-C	759.54	759.54	0.00	-	-	-	-	-

### Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	62.98	62.97	0.00	349.00	0.180	0.22	12.585	B
C-AB	2.92	2.92	0.00	458.09	0.006	0.01	7.908	A
C-A	267.81	267.81	0.00	-	-	-	-	-
A-B	11.45	11.45	0.00	-	-	-	-	-
A-C	759.54	759.54	0.00	-	-	-	-	-

### Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	51.42	51.68	0.00	392.13	0.131	0.15	10.583	B
C-AB	2.38	2.38	0.00	492.90	0.005	0.00	7.338	A
C-A	218.67	218.67	0.00	-	-	-	-	-
A-B	9.35	9.35	0.00	-	-	-	-	-
A-C	620.16	620.16	0.00	-	-	-	-	-

**Main results: (18:15-18:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	43.06	43.22	0.00	423.11	0.102	0.11	9.481	A
C-AB	1.99	1.99	0.00	518.17	0.004	0.00	6.976	A
C-A	183.13	183.13	0.00	-	-	-	-	-
A-B	7.83	7.83	0.00	-	-	-	-	-
A-C	519.35	519.35	0.00	-	-	-	-	-



## **APPENDIX J**

**B5373 RACKERY LANE/ DAVY WAY – MODEL OUTPUTS**

# Junctions 8

## PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]  
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**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: Rackery Lane\_Davy Way.arc8

Path: D:\Cameron Rose Associates\Projects\735\_H Pack. New High bay Warehouse Llay

Wrexham\ANALYSIS\PICADY

Report generation date: 14/07/2022 14:02:23

### Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
<b>A1 - 2022 Base</b>								
Stream B-C	0.06	5.97	0.05	A	0.77	10.34	0.44	B
Stream B-A	0.14	9.29	0.13	A	0.49	12.20	0.33	B
Stream C-AB	0.55	8.28	0.33	A	0.08	6.76	0.07	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
<b>A1 - 2027 Base + Committed</b>								
Stream B-C	0.06	6.09	0.06	A	0.88	11.42	0.47	B
Stream B-A	0.16	9.76	0.14	A	0.57	13.60	0.36	B
Stream C-AB	0.61	8.55	0.36	A	0.08	6.90	0.07	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
<b>A1 - 2027 Base + Committed + Development</b>								
Stream B-C	0.06	6.26	0.06	A	0.85	11.37	0.46	B
Stream B-A	0.20	10.26	0.17	B	0.60	14.06	0.38	B
Stream C-AB	0.61	8.58	0.36	A	0.09	6.95	0.08	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - 2022 Base, AM" model duration: 08:00 - 09:30

"D2 - 2022 Base, PM" model duration: 17:00 - 18:30

"D3 - 2027 Base + Committed, AM" model duration: 08:00 - 09:30

"D4 - 2027 Base + Committed, PM" model duration: 17:00 - 18:30

"D5 - 2027 Base + Committed + Development, AM" model duration: 08:00 - 09:30

"D6 - 2027 Base + Committed + Development, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.2.316 at 14/07/2022 14:01:55

### File summary

### File Description

Title	Rackery Lane/ Davy Way
Location	Llay
Site Number	
Date	04/07/2022
Version	
Status	(new file)
Identifier	
Client	H-Pack Packaging UK Ltd/ Liberty Properties
Jobnumber	735
Enumerator	Cameron Rose Associates
Description	

### Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

### 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

## (Default Analysis Set) - 2022 Base, AM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2022 Base, AM	2022 Base	AM		ONE HOUR	08:00	09:30	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	8.20	A

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

Arm	Name	Description	Arm Type
A	Rackery Lane (s)		Major
B	Davy Way		Minor
C	Rackery Lane (n)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	12.70		0.00		2.20	120.00	✓	1.00

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

### Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	8.10	4.65	3.40	✓	2.00	29	70

### Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	598.144	0.077	0.195	0.123	0.279
1	B-C	715.954	0.078	0.197	-	-
1	C-B	643.457	0.177	0.177	-	-

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

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

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	339.90	100.000
B	ONE HOUR	✓	81.80	100.000

C	ONE HOUR	✓	511.20	100.000
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## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

From		To		
		A	B	C
A		0.000	123.800	216.100
B		50.700	0.000	31.100
C		346.900	164.300	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

From		To		
		A	B	C
A		0.00	0.36	0.64
B		0.62	0.00	0.38
C		0.68	0.32	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

From		To		
		A	B	C
A		1.000	1.000	1.000
B		1.000	1.000	1.000
C		1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

From		To		
		A	B	C
A		0.000	0.000	0.000
B		0.000	0.000	0.000
C		0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	5.97	0.06	A
B-A	0.13	9.29	0.14	A
C-AB	0.33	8.28	0.55	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

**Main results: (08:00-08:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	23.41	23.27	0.00	663.61	0.035	0.04	5.620	A
B-A	38.17	37.84	0.00	492.68	0.077	0.08	7.909	A
C-AB	134.86	133.74	0.00	633.26	0.213	0.28	7.194	A
C-A	250.00	250.00	0.00	-	-	-	-	-
A-B	93.20	93.20	0.00	-	-	-	-	-
A-C	162.69	162.69	0.00	-	-	-	-	-

**Main results: (08:15-08:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	27.96	27.93	0.00	652.77	0.043	0.04	5.761	A
B-A	45.58	45.49	0.00	471.93	0.097	0.11	8.440	A
C-AB	167.28	166.91	0.00	639.85	0.261	0.37	7.608	A
C-A	292.28	292.28	0.00	-	-	-	-	-
A-B	111.29	111.29	0.00	-	-	-	-	-
A-C	194.27	194.27	0.00	-	-	-	-	-

**Main results: (08:30-08:45)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	34.24	34.19	0.00	637.56	0.054	0.06	5.966	A
B-A	55.82	55.68	0.00	443.53	0.126	0.14	9.282	A
C-AB	218.39	217.73	0.00	653.57	0.334	0.54	8.254	A
C-A	344.45	344.45	0.00	-	-	-	-	-
A-B	136.31	136.31	0.00	-	-	-	-	-
A-C	237.93	237.93	0.00	-	-	-	-	-

**Main results: (08:45-09:00)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	34.24	34.24	0.00	637.48	0.054	0.06	5.967	A
B-A	55.82	55.82	0.00	443.39	0.126	0.14	9.288	A
C-AB	218.39	218.37	0.00	653.57	0.334	0.55	8.277	A
C-A	344.45	344.45	0.00	-	-	-	-	-
A-B	136.31	136.31	0.00	-	-	-	-	-
A-C	237.93	237.93	0.00	-	-	-	-	-

**Main results: (09:00-09:15)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	27.96	28.00	0.00	652.64	0.043	0.05	5.763	A
B-A	45.58	45.72	0.00	471.70	0.097	0.11	8.455	A
C-AB	167.28	167.92	0.00	639.85	0.261	0.38	7.641	A
C-A	292.28	292.28	0.00	-	-	-	-	-
A-B	111.29	111.29	0.00	-	-	-	-	-
A-C	194.27	194.27	0.00	-	-	-	-	-

**Main results: (09:15-09:30)**

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	23.41	23.45	0.00	663.39	0.035	0.04	5.625	A
B-A	38.17	38.26	0.00	492.32	0.078	0.08	7.931	A

C-AB	134.86	135.25	0.00	633.26	0.213	0.29	7.235	A
C-A	250.00	250.00	0.00	-	-	-	-	-
A-B	93.20	93.20	0.00	-	-	-	-	-
A-C	162.69	162.69	0.00	-	-	-	-	-

## (Default Analysis Set) - 2022 Base, PM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2022 Base, PM	2022 Base	PM		ONE HOUR	17:00	18:30	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	10.63	B

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm Type
A	Rackery Lane (s)		Major
B	Davy Way		Minor
C	Rackery Lane (n)		Major

### Major Arm Geometry

Arm	Width of carrieway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	12.70		0.00		2.20	120.00	✓	1.00

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

### Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus				10.00	10.00	8.10	4.65	3.40	✓	2.00	29	70



flare								
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C	0.80	0.20	0.00
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## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	556.991	0.072	0.182	0.114	0.260
1	B-C	768.681	0.083	0.211	-	-
1	C-B	643.457	0.177	0.177	-	-

*The slopes and intercepts shown above do NOT include any corrections or adjustments. Streams may be combined, in which case capacity will be adjusted. Values are shown for the first time segment only; they may differ for subsequent time segments.*

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	402.60	100.000
B	ONE HOUR	✓	376.90	100.000
C	ONE HOUR	✓	179.80	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.000	32.300	370.300
B	132.000	0.000	244.900
C	144.200	35.600	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.00	0.08	0.92
B	0.35	0.00	0.65

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

From	To		
	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.000
C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.000	0.000	0.000
B	0.000	0.000	0.000
C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.44	10.34	0.77	B
B-A	0.33	12.20	0.49	B
C-AB	0.07	6.76	0.08	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	184.37	182.87	0.00	670.45	0.275	0.38	7.361	A
B-A	99.38	98.35	0.00	483.26	0.206	0.26	9.329	A
C-AB	27.03	26.84	0.00	593.22	0.046	0.05	6.354	A
C-A	108.34	108.34	0.00	-	-	-	-	-
A-B	24.32	24.32	0.00	-	-	-	-	-
A-C	278.78	278.78	0.00	-	-	-	-	-

#### Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	220.16	219.64	0.00	649.20	0.339	0.51	8.370	A
B-A	118.67	118.34	0.00	466.77	0.254	0.34	10.323	B
C-AB	32.40	32.35	0.00	584.36	0.055	0.06	6.521	A
C-A	129.24	129.24	0.00	-	-	-	-	-

A-B	29.04	29.04	0.00	-	-	-	-	-
A-C	332.89	332.89	0.00	-	-	-	-	-

### Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	269.64	268.63	0.00	617.88	0.436	0.76	10.276	B
B-A	145.33	144.75	0.00	440.44	0.330	0.48	12.150	B
C-AB	39.96	39.89	0.00	572.67	0.070	0.08	6.757	A
C-A	158.00	158.00	0.00	-	-	-	-	-
A-B	35.56	35.56	0.00	-	-	-	-	-
A-C	407.71	407.71	0.00	-	-	-	-	-

### Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	269.64	269.61	0.00	617.55	0.437	0.77	10.344	B
B-A	145.33	145.32	0.00	440.24	0.330	0.49	12.204	B
C-AB	39.96	39.96	0.00	572.67	0.070	0.08	6.757	A
C-A	158.00	158.00	0.00	-	-	-	-	-
A-B	35.56	35.56	0.00	-	-	-	-	-
A-C	407.71	407.71	0.00	-	-	-	-	-

### Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	220.16	221.15	0.00	648.77	0.339	0.52	8.439	A
B-A	118.67	119.23	0.00	466.61	0.254	0.35	10.381	B
C-AB	32.40	32.46	0.00	584.36	0.055	0.06	6.523	A
C-A	129.24	129.24	0.00	-	-	-	-	-
A-B	29.04	29.04	0.00	-	-	-	-	-
A-C	332.89	332.89	0.00	-	-	-	-	-

### Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	184.37	184.92	0.00	669.84	0.275	0.38	7.431	A
B-A	99.38	99.71	0.00	483.13	0.206	0.26	9.398	A
C-AB	27.03	27.07	0.00	593.22	0.046	0.05	6.358	A
C-A	108.34	108.34	0.00	-	-	-	-	-
A-B	24.32	24.32	0.00	-	-	-	-	-
A-C	278.78	278.78	0.00	-	-	-	-	-

## (Default Analysis Set) - 2027 Base + Committed, AM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2027 Base + Committed, AM	2027 Base + Committed	AM		ONE HOUR	08:00	09:30	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	8.49	A

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm Type
A	Rackery Lane (s)		Major
B	Davy Way		Minor
C	Rackery Lane (n)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	12.70		0.00		2.20	120.00	✓	1.00

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

### Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	8.10	4.65	3.40	✓	2.00	29	70

### Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	598.144	0.077	0.195	0.123	0.279

1	B-C	715.954	0.078	0.197	-	-
1	C-B	643.457	0.177	0.177	-	-

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

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

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	386.76	100.000
B	ONE HOUR	✓	85.42	100.000
C	ONE HOUR	✓	553.08	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
	A	B	C	
From	A	0.000	129.272	257.489
	B	52.941	0.000	32.475
	C	381.515	171.562	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
	A	B	C	
From	A	0.00	0.33	0.67
	B	0.62	0.00	0.38
	C	0.69	0.31	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
	A	B	C	
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

	To

From	A	B	C
	0.000	0.000	0.000
	0.000	0.000	0.000
	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	6.09	0.06	A
B-A	0.14	9.76	0.16	A
C-AB	0.36	8.55	0.61	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	24.45	24.29	0.00	656.40	0.037	0.04	5.693	A
B-A	39.86	39.50	0.00	481.56	0.083	0.09	8.137	A
C-AB	142.83	141.61	0.00	632.66	0.226	0.30	7.316	A
C-A	273.55	273.55	0.00	-	-	-	-	-
A-B	97.32	97.32	0.00	-	-	-	-	-
A-C	193.85	193.85	0.00	-	-	-	-	-

#### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	29.19	29.16	0.00	644.04	0.045	0.05	5.854	A
B-A	47.59	47.49	0.00	458.63	0.104	0.11	8.754	A
C-AB	178.31	177.89	0.00	640.58	0.278	0.41	7.776	A
C-A	318.89	318.89	0.00	-	-	-	-	-
A-B	116.21	116.21	0.00	-	-	-	-	-
A-C	231.48	231.48	0.00	-	-	-	-	-

#### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	35.76	35.70	0.00	626.65	0.057	0.06	6.091	A
B-A	58.29	58.12	0.00	427.24	0.136	0.16	9.749	A
C-AB	235.31	234.53	0.00	656.91	0.358	0.61	8.517	A
C-A	373.64	373.64	0.00	-	-	-	-	-
A-B	142.33	142.33	0.00	-	-	-	-	-
A-C	283.50	283.50	0.00	-	-	-	-	-

#### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	35.76	35.75	0.00	626.55	0.057	0.06	6.092	A
B-A	58.29	58.29	0.00	427.07	0.136	0.16	9.761	A
C-AB	235.31	235.28	0.00	656.91	0.358	0.61	8.547	A
C-A	373.64	373.64	0.00	-	-	-	-	-
A-B	142.33	142.33	0.00	-	-	-	-	-
A-C	283.50	283.50	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	29.19	29.24	0.00	643.89	0.045	0.05	5.856	A
B-A	47.59	47.75	0.00	458.37	0.104	0.12	8.770	A
C-AB	178.31	179.07	0.00	640.58	0.278	0.42	7.818	A
C-A	318.89	318.89	0.00	-	-	-	-	-
A-B	116.21	116.21	0.00	-	-	-	-	-
A-C	231.48	231.48	0.00	-	-	-	-	-

### Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	24.45	24.48	0.00	656.16	0.037	0.04	5.701	A
B-A	39.86	39.96	0.00	481.16	0.083	0.09	8.162	A
C-AB	142.83	143.28	0.00	632.66	0.226	0.31	7.364	A
C-A	273.55	273.55	0.00	-	-	-	-	-
A-B	97.32	97.32	0.00	-	-	-	-	-
A-C	193.85	193.85	0.00	-	-	-	-	-

## (Default Analysis Set) - 2027 Base + Committed, PM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2027 Base + Committed, PM	2027 Base + Committed	PM		ONE HOUR	17:00	18:30	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	11.72	B

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm Type
A	Rackery Lane (s)		Major
B	Davy Way		Minor
C	Rackery Lane (n)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	12.70		0.00		2.20	120.00	✓	1.00

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

### Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	8.10	4.65	3.40	✓	2.00	29	70

### Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	556.991	0.072	0.182	0.114	0.260
1	B-C	768.681	0.083	0.211	-	-
1	C-B	643.457	0.177	0.177	-	-

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

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

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	466.19	100.000
B	ONE HOUR	✓	393.48	100.000
C	ONE HOUR	✓	241.24	100.000

# Turning Proportions

## Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.000	33.721	432.471
B	137.808	0.000	255.676
C	204.077	37.166	0.000

## Turning Proportions (PCU) - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.00	0.07	0.93
B	0.35	0.00	0.65
C	0.85	0.15	0.00

# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

From	To		
	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.000
C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.000	0.000	0.000
B	0.000	0.000	0.000
C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.47	11.42	0.88	B
B-A	0.36	13.60	0.57	B
C-AB	0.07	6.90	0.08	A
C-A	-	-	-	-
A-B	-	-	-	-

A-C	-	-	-	-
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## Main Results for each time segment

### Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	192.49	190.85	0.00	657.97	0.293	0.41	7.680	A
B-A	103.75	102.63	0.00	468.74	0.221	0.28	9.804	A
C-AB	28.34	28.13	0.00	586.45	0.048	0.05	6.447	A
C-A	153.28	153.28	0.00	-	-	-	-	-
A-B	25.39	25.39	0.00	-	-	-	-	-
A-C	325.59	325.59	0.00	-	-	-	-	-

### Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	229.85	229.24	0.00	633.59	0.363	0.56	8.889	A
B-A	123.89	123.51	0.00	448.83	0.276	0.38	11.052	B
C-AB	34.04	33.99	0.00	576.74	0.059	0.06	6.632	A
C-A	182.83	182.83	0.00	-	-	-	-	-
A-B	30.31	30.31	0.00	-	-	-	-	-
A-C	388.78	388.78	0.00	-	-	-	-	-

### Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	281.50	280.26	0.00	596.92	0.472	0.87	11.323	B
B-A	151.73	150.99	0.00	416.61	0.364	0.56	13.513	B
C-AB	42.15	42.08	0.00	564.21	0.075	0.08	6.894	A
C-A	223.46	223.46	0.00	-	-	-	-	-
A-B	37.13	37.13	0.00	-	-	-	-	-
A-C	476.16	476.16	0.00	-	-	-	-	-

### Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	281.50	281.46	0.00	596.45	0.472	0.88	11.425	B
B-A	151.73	151.70	0.00	416.30	0.364	0.57	13.604	B
C-AB	42.15	42.15	0.00	564.21	0.075	0.08	6.897	A
C-A	223.46	223.46	0.00	-	-	-	-	-
A-B	37.13	37.13	0.00	-	-	-	-	-
A-C	476.16	476.16	0.00	-	-	-	-	-

### Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	229.85	231.06	0.00	633.02	0.363	0.58	8.984	A
B-A	123.89	124.60	0.00	448.61	0.276	0.39	11.137	B
C-AB	34.04	34.12	0.00	576.74	0.059	0.06	6.634	A
C-A	182.83	182.83	0.00	-	-	-	-	-

A-B	30.31	30.31	0.00	-	-	-	-	-
A-C	388.78	388.78	0.00	-	-	-	-	-

### Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	192.49	193.12	0.00	657.27	0.293	0.42	7.768	A
B-A	103.75	104.15	0.00	468.58	0.221	0.29	9.890	A
C-AB	28.34	28.39	0.00	586.45	0.048	0.05	6.453	A
C-A	153.28	153.28	0.00	-	-	-	-	-
A-B	25.39	25.39	0.00	-	-	-	-	-
A-C	325.59	325.59	0.00	-	-	-	-	-

## (Default Analysis Set) - 2027 Base + Committed + Development, AM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

### Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2027 Base + Committed + Development, AM	2027 Base + Committed + Development	AM		ONE HOUR	08:00	09:30	90	15		

## Junction Network

### Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	8.67	A

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm Type
A	Rackery Lane (s)		Major
B	Davy Way		Minor
C	Rackery Lane (n)		Major

### Major Arm Geometry

Arm	Width of carrieway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	12.70		0.00		2.20	120.00	✓	1.00

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

### Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	8.10	4.65	3.40	✓	2.00	29	70

### Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	600.128	0.077	0.196	0.123	0.280
1	B-C	713.413	0.077	0.196	-	-
1	C-B	643.457	0.177	0.177	-	-

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

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

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

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	420.28	100.000
B	ONE HOUR	✓	98.01	100.000
C	ONE HOUR	✓	559.96	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

To
----

		A	B	C
From	A	0.000	133.040	287.239
	B	63.953	0.000	34.061
	C	391.516	168.440	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.32	0.68
	B	0.65	0.00	0.35
	C	0.70	0.30	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	6.26	0.06	A
B-A	0.17	10.26	0.20	B
C-AB	0.36	8.58	0.61	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

### Main Results for each time segment

#### Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	25.64	25.48	0.00	646.56	0.040	0.04	5.794	A
B-A	48.15	47.70	0.00	478.28	0.101	0.11	8.352	A
C-AB	140.54	139.34	0.00	628.95	0.223	0.30	7.338	A

C-A	281.02	281.02	0.00	-	-	-	-	-
A-B	100.16	100.16	0.00	-	-	-	-	-
A-C	216.25	216.25	0.00	-	-	-	-	-

#### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.62	30.58	0.00	632.58	0.048	0.05	5.979	A
B-A	57.49	57.36	0.00	454.33	0.127	0.14	9.065	A
C-AB	175.69	175.27	0.00	636.46	0.276	0.41	7.803	A
C-A	327.70	327.70	0.00	-	-	-	-	-
A-B	119.60	119.60	0.00	-	-	-	-	-
A-C	258.22	258.22	0.00	-	-	-	-	-

#### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	37.50	37.44	0.00	612.78	0.061	0.06	6.257	A
B-A	70.41	70.20	0.00	421.53	0.167	0.20	10.240	B
C-AB	232.44	231.66	0.00	652.45	0.356	0.60	8.549	A
C-A	384.08	384.08	0.00	-	-	-	-	-
A-B	146.48	146.48	0.00	-	-	-	-	-
A-C	316.26	316.26	0.00	-	-	-	-	-

#### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	37.50	37.50	0.00	612.65	0.061	0.06	6.258	A
B-A	70.41	70.41	0.00	421.36	0.167	0.20	10.257	B
C-AB	232.44	232.42	0.00	652.45	0.356	0.61	8.578	A
C-A	384.08	384.08	0.00	-	-	-	-	-
A-B	146.48	146.48	0.00	-	-	-	-	-
A-C	316.26	316.26	0.00	-	-	-	-	-

#### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	30.62	30.67	0.00	632.39	0.048	0.05	5.985	A
B-A	57.49	57.70	0.00	454.08	0.127	0.15	9.088	A
C-AB	175.69	176.45	0.00	636.46	0.276	0.42	7.844	A
C-A	327.70	327.70	0.00	-	-	-	-	-
A-B	119.60	119.60	0.00	-	-	-	-	-
A-C	258.22	258.22	0.00	-	-	-	-	-

#### Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	25.64	25.68	0.00	646.28	0.040	0.04	5.800	A
B-A	48.15	48.28	0.00	477.89	0.101	0.11	8.382	A
C-AB	140.54	140.98	0.00	628.95	0.223	0.31	7.388	A
C-A	281.02	281.02	0.00	-	-	-	-	-
A-B	100.16	100.16	0.00	-	-	-	-	-
A-C	216.25	216.25	0.00	-	-	-	-	-

# (Default Analysis Set) - 2027 Base + Committed + Development, PM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2027 Base + Committed + Development, PM	2027 Base + Committed + Development	PM		ONE HOUR	17:00	18:30	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	11.83	B

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Name	Description	Arm Type
A	Rackery Lane (s)		Major
B	Davy Way		Minor
C	Rackery Lane (n)		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	12.70		0.00		2.20	120.00	✓	1.00

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

## Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	8.10	4.65	3.40	✓	2.00	29	70

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	557.639	0.072	0.182	0.114	0.260
1	B-C	767.850	0.083	0.211	-	-
1	C-B	643.457	0.177	0.177	-	-

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

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

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

# Traffic Flows

## Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	487.55	100.000
B	ONE HOUR	✓	388.29	100.000
C	ONE HOUR	✓	278.07	100.000

# Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	44.724	442.824
	B	140.133	0.000	248.152
	C	238.945	39.120	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.09	0.91
	B	0.36	0.00	0.64
	C	0.86	0.14	0.00



# Vehicle Mix

## Average PCU Per Vehicle - Junction 1 (for whole period)

From	To		
	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.000
C	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To		
	A	B	C
A	0.000	0.000	0.000
B	0.000	0.000	0.000
C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.46	11.37	0.85	B
B-A	0.38	14.06	0.60	B
C-AB	0.08	6.95	0.09	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	186.82	185.24	0.00	653.91	0.286	0.40	7.655	A
B-A	105.50	104.34	0.00	464.11	0.227	0.29	9.975	A
C-AB	29.92	29.70	0.00	584.80	0.051	0.05	6.485	A
C-A	179.42	179.42	0.00	-	-	-	-	-
A-B	33.67	33.67	0.00	-	-	-	-	-
A-C	333.38	333.38	0.00	-	-	-	-	-

### Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	223.08	222.50	0.00	628.62	0.355	0.54	8.850	A
B-A	125.98	125.58	0.00	443.40	0.284	0.39	11.311	B
C-AB	36.00	35.94	0.00	575.12	0.063	0.07	6.676	A
C-A	213.98	213.98	0.00	-	-	-	-	-
A-B	40.21	40.21	0.00	-	-	-	-	-
A-C	398.09	398.09	0.00	-	-	-	-	-

### Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	273.22	272.02	0.00	590.29	0.463	0.84	11.266	B
B-A	154.29	153.50	0.00	410.43	0.376	0.59	13.966	B
C-AB	44.69	44.61	0.00	562.83	0.079	0.09	6.947	A
C-A	261.46	261.46	0.00	-	-	-	-	-
A-B	49.24	49.24	0.00	-	-	-	-	-
A-C	487.56	487.56	0.00	-	-	-	-	-

### Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	273.22	273.18	0.00	589.77	0.463	0.85	11.367	B
B-A	154.29	154.26	0.00	410.14	0.376	0.60	14.064	B
C-AB	44.69	44.69	0.00	562.83	0.079	0.09	6.947	A
C-A	261.46	261.46	0.00	-	-	-	-	-
A-B	49.24	49.24	0.00	-	-	-	-	-
A-C	487.56	487.56	0.00	-	-	-	-	-

### Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	223.08	224.26	0.00	628.00	0.355	0.56	8.942	A
B-A	125.98	126.74	0.00	443.20	0.284	0.40	11.403	B
C-AB	36.00	36.08	0.00	575.12	0.063	0.07	6.681	A
C-A	213.98	213.98	0.00	-	-	-	-	-
A-B	40.21	40.21	0.00	-	-	-	-	-
A-C	398.09	398.09	0.00	-	-	-	-	-

### Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	186.82	187.44	0.00	653.16	0.286	0.41	7.741	A
B-A	105.50	105.92	0.00	463.96	0.227	0.30	10.066	B
C-AB	29.92	29.97	0.00	584.80	0.051	0.05	6.488	A
C-A	179.42	179.42	0.00	-	-	-	-	-
A-B	33.67	33.67	0.00	-	-	-	-	-
A-C	333.38	333.38	0.00	-	-	-	-	-



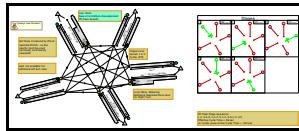
## **APPENDIX K**

### **CROWN CROSSROADS – MODEL OUTPUTS**

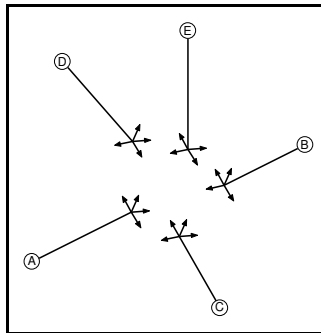
**User and Project Details**

<b>Project:</b>	<b>Home Farm Residential Development</b>
<b>Title:</b>	<b>Crown Crossroads at Llay</b>
<b>Location:</b>	Llay Wrexham LL12 0NT
<b>File name:</b>	Crown Crossroads_Aldi Mitigation.lsg3x
<b>Author:</b>	
<b>Company:</b>	
<b>Address:</b>	
<b>Notes:</b>	Physical Junction Improvements and MOVA

**Network Layout Diagram**



**Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7

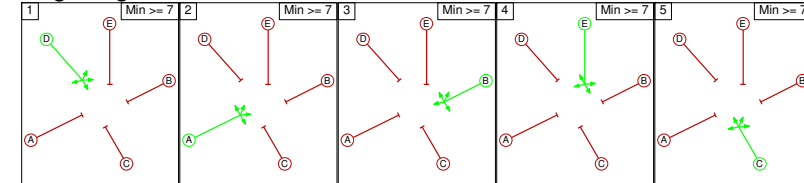
**Phase Intergreens Matrix**

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		6	5	5	9
	B	6		7	10	5
	C	7	6		6	9
	D	6	5	5		9
	E	9	5	7	8	

**Phases in Stage**

Stage No.	Phases in Stage
1	D
2	A
3	B
4	E
5	C

**Stage Diagram**



**Phase Delays**

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

**Prohibited Stage Change**

		To Stage				
		1	2	3	4	5
From Stage	1		6	5	9	5
	2	5		6	9	5
	3	10	6		5	7
	4	8	9	5		7
	5	6	7	6	9	

**Give-Way Lane Input Data**

<b>Junction: Llay Fiveways (near Wrexham)</b>
There are no Opposed Lanes in this Junction

**Lane Input Data**

Junction: Llay Fiveways (near Wrexham)												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B5102 Straight Mile)	U	B	2	3	10.4	User	2050	-	-	-	-	-
1/2 (B5102 Straight Mile)	U	B	2	3	60.0	User	2017	-	-	-	-	-
2/1 (B5373 Gresford Rd)	U	C	2	3	60.0	User	2079	-	-	-	-	-
3/1 (Llay Rd)	U	A	2	3	60.0	User	2106	-	-	-	-	-
4/1 (Rackery lane)	U	D	2	3	60.0	User	2012	-	-	-	-	-
4/2 (Rackery lane)	U	D	2	3	10.1	User	1860	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (Chapel Lane)	U	E	2	3	60.0	User	1952	-	-	-	-	-
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-

**Traffic Flow Groups**

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Peak 2022 Base'	07:45	08:45	01:00	
2: 'PM Peak 2022 Base'	16:45	17:45	01:00	
3: 'AM Peak 2027 Base + Committed'	07:45	08:45	01:00	
4: 'PM Peak 2027 Base + Committed'	16:45	17:45	01:00	
5: 'AM Peak 2027 Base + Committed.+ Development.'	07:45	08:45	01:00	
6: 'PM Peak 2026 Base + Committed.+ Development.'	16:45	17:45	01:00	

**Scenario 1: 'AM - 2022 Base'** (FG1: 'AM Peak 2022 Base', Plan 1: 'Chapel Ln in Every Other Cycle')

**Traffic Flows, Desired**

**Desired Flow :**

Origin	Destination						
	A	B	C	D	E	Tot.	
A	0	22	73	191	0	286	
B	23	0	20	104	2	149	
C	102	21	0	299	0	422	
D	109	86	165	0	2	362	
E	4	2	5	2	0	13	
Tot.	238	131	263	596	4	1232	

**Traffic Lane Flows**

Lane	Scenario 1: AM - 2022 Base
<b>Junction: Llay Fiveways (near Wrexham)</b>	
1/1 (short)	95
1/2 (with short)	286(In) 191(Out)
2/1	149
3/1	422
4/1 (with short)	362(In) 197(Out)
4/2 (short)	165
5/1	238
6/1	131
7/1	263
8/1	596
9/1	13
10/1	4

**Lane Saturation Flows**

Junction: Llay Fiveways (near Wrexham)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B5102 Straight Mile Lane 1)	This lane uses a directly entered Saturation Flow						2050	2050
1/2 (B5102 Straight Mile Lane 2)	This lane uses a directly entered Saturation Flow						2017	2017
2/1 (B5373 Gresford Rd Lane 1)	This lane uses a directly entered Saturation Flow						2079	2079
3/1 (Llay Rd Lane 1)	This lane uses a directly entered Saturation Flow						2106	2106
4/1 (Rackery lane Lane 1)	This lane uses a directly entered Saturation Flow						2012	2012
4/2 (Rackery lane Lane 2)	This lane uses a directly entered Saturation Flow						1860	1860
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Chapel Lane Lane 1)	This lane uses a directly entered Saturation Flow						1952	1952
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM - 2022 Base' (FG2: 'PM Peak 2022 Base', Plan 4: 'Chapel in Every Four Cycle')

**Traffic Flows, Desired**

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	27	95	129	1	252
	B	36	0	78	106	3	223
	C	79	60	0	192	1	332
	D	161	98	261	0	0	520
	E	0	2	3	0	0	5
	Tot.	276	187	437	427	5	1332

**Traffic Lane Flows**

Lane	Scenario 2: PM - 2022 Base
Junction: Llay Fiveways (near Wrexham)	
1/1 (short)	122
1/2 (with short)	252(In) 130(Out)
2/1	223
3/1	332
4/1 (with short)	520(In) 259(Out)
4/2 (short)	261
5/1	276
6/1	187
7/1	437
8/1	427
9/1	5
10/1	5

**Lane Saturation Flows**

Junction: Llay Fiveways (near Wrexham)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B5102 Straight Mile Lane 1)	This lane uses a directly entered Saturation Flow						2050	2050
1/2 (B5102 Straight Mile Lane 2)	This lane uses a directly entered Saturation Flow						2017	2017
2/1 (B5373 Gresford Rd Lane 1)	This lane uses a directly entered Saturation Flow						2079	2079
3/1 (Llay Rd Lane 1)	This lane uses a directly entered Saturation Flow						2106	2106
4/1 (Rackery lane Lane 1)	This lane uses a directly entered Saturation Flow						2012	2012
4/2 (Rackery lane Lane 2)	This lane uses a directly entered Saturation Flow						1860	1860
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Chapel Lane Lane 1)	This lane uses a directly entered Saturation Flow						1952	1952
10/1	Infinite Saturation Flow						Inf	Inf

**Scenario 3: 'AM - 2027 Base + Committed'** (FG3: 'AM Peak 2027 Base + Committed', Plan 1: 'Chapel Ln in Every Other Cycle')

**Traffic Flows, Desired**  
**Desired Flow :**

Origin	Destination						
	A	B	C	D	E	Tot.	
A	0	23	88	208	0	319	
B	24	0	44	126	2	196	
C	111	30	0	312	0	453	
D	116	96	172	0	2	386	
E	4	2	5	2	0	13	
Tot.	255	151	309	648	4	1367	

**Traffic Lane Flows**

Lane	Scenario 3: AM - 2027 Base + Committed
<b>Junction: Llay Fiveways (near Wrexham)</b>	
1/1 (short)	111
1/2 (with short)	319(In) 208(Out)
2/1	196
3/1	453
4/1 (with short)	386(In) 214(Out)
4/2 (short)	172
5/1	255
6/1	151
7/1	309
8/1	648
9/1	13
10/1	4

**Lane Saturation Flows**

<b>Junction: Llay Fiveways (near Wrexham)</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B5102 Straight Mile Lane 1)							2050	2050
1/2 (B5102 Straight Mile Lane 2)							2017	2017
2/1 (B5373 Gresford Rd Lane 1)							2079	2079
3/1 (Llay Rd Lane 1)							2106	2106
4/1 (Rackery lane Lane 1)							2012	2012
4/2 (Rackery lane Lane 2)							1860	1860
5/1							Inf	Inf
6/1							Inf	Inf
7/1							Inf	Inf
8/1							Inf	Inf
9/1 (Chapel Lane Lane 1)							1952	1952
10/1							Inf	Inf

**Scenario 4: 'PM - 2027 Base + Committed'** (FG4: 'PM Peak 2027 Base + Committed', Plan 4: 'Chapel in Every Four Cycle')

**Traffic Flows, Desired**  
**Desired Flow :**

Origin	Destination						
	A	B	C	D	E	Tot.	
A	0	28	106	139	1	274	
B	37	0	96	121	3	257	
C	94	85	0	200	1	380	
D	177	120	272	0	0	569	
E	0	2	3	0	0	5	
Tot.	308	235	477	460	5	1485	

**Traffic Lane Flows**

Lane	Scenario 4: PM - 2027 Base + Committed
<b>Junction: Llay Fiveways (near Wrexham)</b>	
1/1 (short)	134
1/2 (with short)	274(In) 140(Out)
2/1	257
3/1	380
4/1 (with short)	569(In) 297(Out)
4/2 (short)	272
5/1	308
6/1	235
7/1	477
8/1	460
9/1	5
10/1	5

**Lane Saturation Flows**

<b>Junction: Llay Fiveways (near Wrexham)</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B5102 Straight Mile Lane 1)							2050	2050
1/2 (B5102 Straight Mile Lane 2)							2017	2017
2/1 (B5373 Gresford Rd Lane 1)							2079	2079
3/1 (Llay Rd Lane 1)							2106	2106
4/1 (Rackery lane Lane 1)							2012	2012
4/2 (Rackery lane Lane 2)							1860	1860
5/1							Inf	Inf
6/1							Inf	Inf
7/1							Inf	Inf
8/1							Inf	Inf
9/1 (Chapel Lane Lane 1)							1952	1952
10/1							Inf	Inf

**Scenario 5: 'AM - 2027 Base + Committed + Development'** (FG5: 'AM Peak 2027 Base + Committed.+ Development.', Plan 1: 'Chapel Ln in Every Other Cycle')

**Traffic Flows, Desired  
Desired Flow :**

Origin	Destination	A	B	C	D	E	Tot.
		A	0	23	88	215	0
B		24	0	44	127	2	197
C		111	30	0	326	0	467
D		127	98	177	0	2	404
E		4	2	5	2	0	13
Tot.		266	153	314	670	4	1407

**Traffic Lane Flows**

Lane	Scenario 5: AM - 2027 Base + Committed + Development
<b>Junction: Llay Fiveways (near Wrexham)</b>	
1/1 (short)	111
1/2 (with short)	326(In) 215(Out)
2/1	197
3/1	467
4/1 (with short)	404(In) 227(Out)
4/2 (short)	177
5/1	266
6/1	153
7/1	314
8/1	670
9/1	13
10/1	4

**Lane Saturation Flows**

Junction: Llay Fiveways (near Wrexham)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B5102 Straight Mile Lane 1)	This lane uses a directly entered Saturation Flow						2050	2050
1/2 (B5102 Straight Mile Lane 2)	This lane uses a directly entered Saturation Flow						2017	2017
2/1 (B5373 Gresford Rd Lane 1)	This lane uses a directly entered Saturation Flow						2079	2079
3/1 (Llay Rd Lane 1)	This lane uses a directly entered Saturation Flow						2106	2106
4/1 (Rackery lane Lane 1)	This lane uses a directly entered Saturation Flow						2012	2012
4/2 (Rackery lane Lane 2)	This lane uses a directly entered Saturation Flow						1860	1860
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Chapel Lane Lane 1)	This lane uses a directly entered Saturation Flow						1952	1952
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'PM - 2027 Base + Committed + Development' (FG6: 'PM Peak 2026 Base + Committed.+ Development', Plan 4: 'Chapel in Every Four Cycle')

**Traffic Flows, Desired**

Desired Flow :

Origin	Destination						
	A	B	C	D	E	Tot.	
A	0	28	106	152	1	287	
B	37	0	96	123	3	259	
C	94	85	0	229	1	409	
D	183	120	277	0	0	580	
E	0	2	3	0	0	5	
Tot.	314	235	482	504	5	1540	

**Traffic Lane Flows**

Lane	Scenario 6: PM - 2027 Base + Committed + Development
Junction: Llay Fiveways (near Wrexham)	
1/1 (short)	134
1/2 (with short)	287(In) 153(Out)
2/1	259
3/1	409
4/1 (with short)	580(In) 303(Out)
4/2 (short)	277
5/1	314
6/1	235
7/1	482
8/1	504
9/1	5
10/1	5

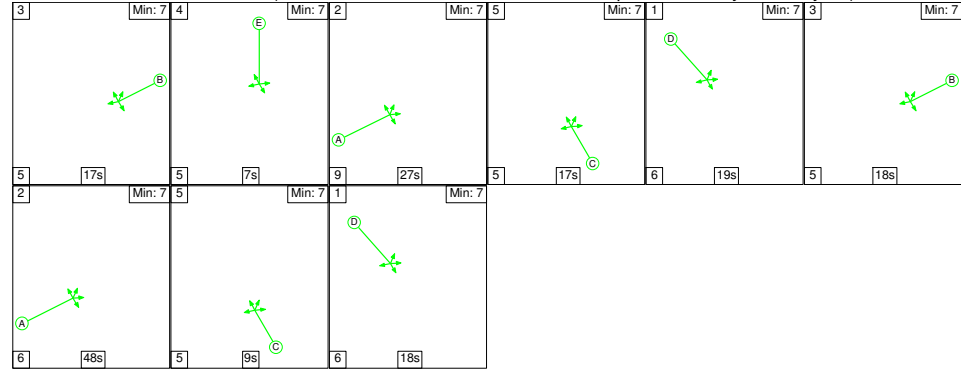
**Lane Saturation Flows**

Junction: Llay Fiveways (near Wrexham)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B5102 Straight Mile Lane 1)	This lane uses a directly entered Saturation Flow						2050	2050
1/2 (B5102 Straight Mile Lane 2)	This lane uses a directly entered Saturation Flow						2017	2017
2/1 (B5373 Gresford Rd Lane 1)	This lane uses a directly entered Saturation Flow						2079	2079
3/1 (Llay Rd Lane 1)	This lane uses a directly entered Saturation Flow						2106	2106
4/1 (Rackery lane Lane 1)	This lane uses a directly entered Saturation Flow						2012	2012
4/2 (Rackery lane Lane 2)	This lane uses a directly entered Saturation Flow						1860	1860
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Chapel Lane Lane 1)	This lane uses a directly entered Saturation Flow						1952	1952
10/1	Infinite Saturation Flow						Inf	Inf



**Stage Sequence Diagram**

Scenario 1: 'AM - 2022 Base' (FG1: 'AM Peak 2022 Base', Plan 1: 'Chapel Ln in Every Other Cycle')

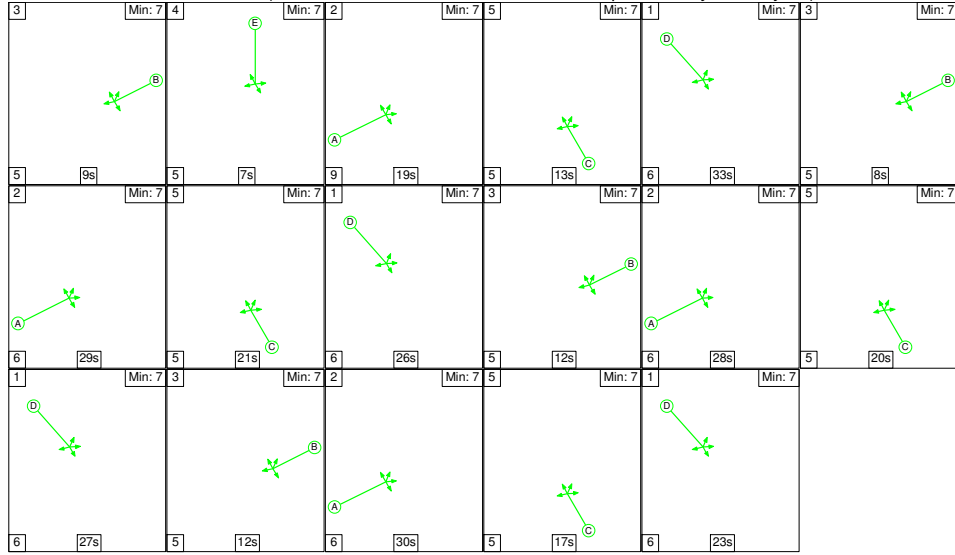


**Network Results**

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcu/Hr)	Rand + Oversat Delay (pcu/Hr)	Total Delay (pcu/Hr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Crown Crossroads at Llay	-	-	-	-	-	60.4%	14.2	3.1	17.3	-	-	-	-
Llay Fiveways (near Wrexham)	-	-	-	-	-	60.4%	14.2	3.1	17.3	-	-	-	-
1/2+1/1	B5102 Straight Mile Left Ahead Right Right2	B	286	2017:2050	482	59.4%	3.5	0.7	4.3	53.6	5.8	0.7	6.5
2/1	B5373 Gresford Rd Right Left Ahead Right2	C	149	2079	251	59.4%	2.0	0.7	2.7	65.8	4.7	0.7	5.4
3/1	Llay Rd Ahead Right Left Left2	A	422	2106	699	60.4%	3.8	0.8	4.6	38.9	11.7	0.8	12.5
4/1+4/2	Rackery lane Left Ahead Right Left2	D	362	2012:1860	600	60.3%	4.5	0.8	5.2	51.8	5.9	0.8	6.6
9/1	Chapel Lane Left Left2 Right Right2	E	13	1952	67	19.3%	0.4	0.1	0.5	141.9	0.8	0.1	0.9
C1		PRC for Signalised Lanes (%)		49.1		Total Delay for Signalised Lanes (pcu/Hr)		17.27		Cycle Time (s):		232	
		PRC Over All Lanes (%)		49.1		Total Delay Over All Lanes (pcu/Hr)		17.27					

**Stage Sequence Diagram**

Scenario 2: 'PM - 2022 Base' (FG2: 'PM Peak 2022 Base', Plan 4: 'Chapel in Every Four Cycle')

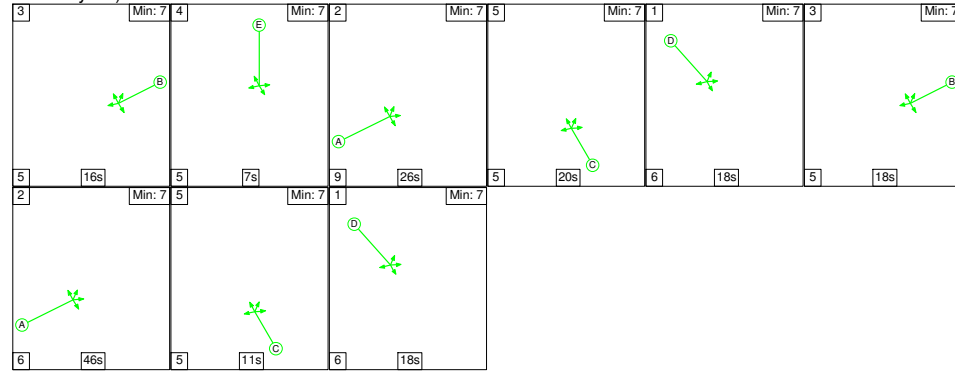


**Network Results**

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcu/Hr)	Rand + Oversat Delay (pcu/Hr)	Total Delay (pcu/Hr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Crown Crossroads at Llay	-	-	-	-	-	62.0%	14.2	3.3	17.5	-	-	-	-
Llay Fiveways (near Wrexham)	-	-	-	-	-	62.0%	14.2	3.3	17.5	-	-	-	-
1/2+1/1	B5102 Straight Mile Left Ahead Right Right2	B	252	2017:2050	409	61.6%	3.2	0.8	4.0	57.4	3.9	0.8	4.7
2/1	B5373 Grosford Rd Right Left Ahead Right2	C	223	2079	363	61.5%	2.5	0.8	3.3	53.8	6.3	0.8	7.0
3/1	Llay Rd Ahead Right Left Left2	A	332	2106	539	61.6%	3.3	0.8	4.1	44.0	9.2	0.8	10.0
4/1+4/2	Rackery lane Left Ahead Right Left2	D	520	2012:1860	839	62.0%	4.9	0.8	5.7	39.4	6.8	0.8	7.6
9/1	Chapel Lane Left Left2 Right Right2	E	5	1952	36	13.8%	0.3	0.1	0.4	264.8	0.6	0.1	0.7
C1		PRC for Signalised Lanes (%)		45.2	Total Delay for Signalised Lanes (pcu/Hr)		17.47	Cycle Time (s):		430			
		PRC Over All Lanes (%)		45.2	Total Delay Over All Lanes (pcu/Hr)		17.47						

**Stage Sequence Diagram**

Scenario 3: 'AM - 2027 Base + Committed' (FG3: 'AM Peak 2027 Base + Committed', Plan 1: 'Chapel Ln in Every Other Cycle')

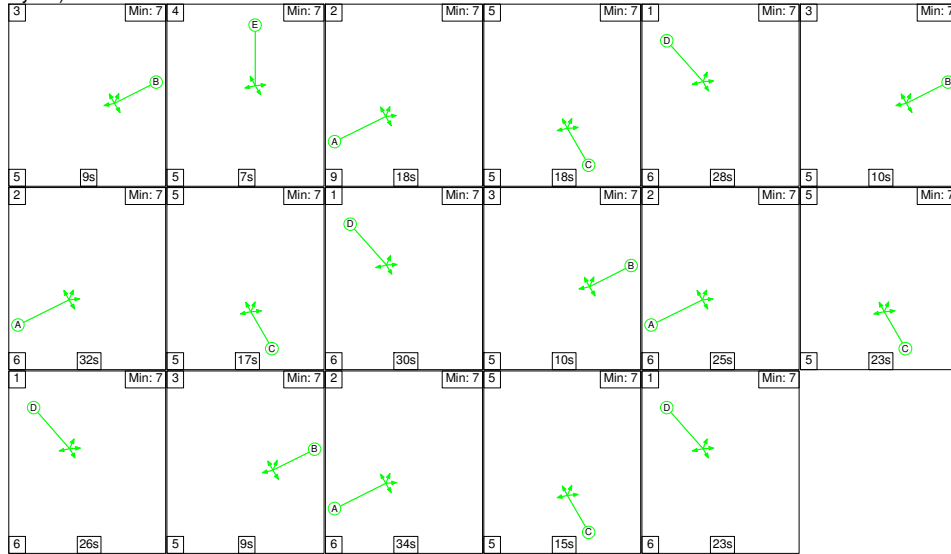


**Network Results**

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcu/Hr)	Rand + Oversat Delay (pcu/Hr)	Total Delay (pcu/Hr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Crown Crossroads at Llay	-	-	-	-	-	67.4%	16.1	4.1	20.2	-	-	-	-
Llay Fiveways (near Wrexham)	-	-	-	-	-	67.4%	16.1	4.1	20.2	-	-	-	-
1/2+1/1	B5102 Straight Mile Left Ahead Right Right2	B	319	2017:2050	480	66.5%	4.0	1.0	5.0	56.4	6.4	1.0	7.4
2/1	B5373 Gresford Rd Right Left Ahead Right2	C	196	2079	296	66.3%	2.6	1.0	3.5	64.9	6.2	1.0	7.1
3/1	Llay Rd Ahead Right Left Left2	A	453	2106	672	67.4%	4.3	1.0	5.3	42.4	13.0	1.0	14.0
4/1+4/2	Rackery lane Left Ahead Right Left2	D	386	2012:1860	581	66.4%	4.8	1.0	5.8	54.2	6.5	1.0	7.5
9/1	Chapel Lane Left Left2 Right Right2	E	13	1952	67	19.3%	0.4	0.1	0.5	141.9	0.8	0.1	0.9
C1		PRC for Signalised Lanes (%)		33.5		Total Delay for Signalised Lanes (pcu/Hr)		20.20		Cycle Time (s):		232	
		PRC Over All Lanes (%)		33.5		Total Delay Over All Lanes (pcu/Hr)		20.20					

**Stage Sequence Diagram**

**Scenario 4: 'PM - 2027 Base + Committed'** (FG4: 'PM Peak 2027 Base + Committed', Plan 4: 'Chapel in Every Four Cycle')

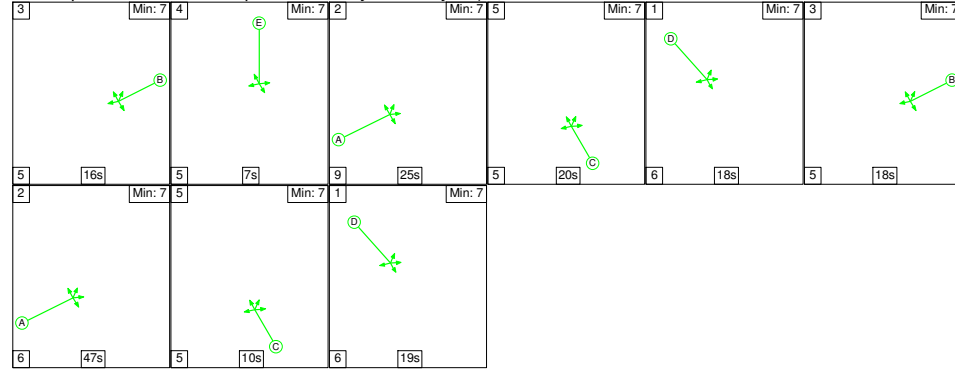


**Network Results**

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Crown Crossroads at Llay	-	-	-	-	-	69.2%	16.1	4.5	20.5	-	-	-	-
Llay Fiveways (near Wrexham)	-	-	-	-	-	69.2%	16.1	4.5	20.5	-	-	-	-
1/2+1/1	B5102 Straight Mile Left Ahead Right Right2	B	274	2017:2050	397	69.0%	3.6	1.1	4.7	61.3	4.2	1.1	5.3
2/1	B5373 Grosford Rd Right Left Ahead Right2	C	257	2079	372	69.0%	3.0	1.1	4.0	56.7	7.4	1.1	8.4
3/1	Llay Rd Ahead Right Left Left2	A	380	2106	553	68.7%	3.8	1.1	4.8	45.9	10.7	1.1	11.7
4/1+4/2	Rackery lane Left Ahead Right Left2	D	569	2012:1960	823	69.2%	5.5	1.1	6.6	41.7	7.8	1.1	8.9
9/1	Chapel Lane Left Left2 Right Right2	E	5	1952	36	13.8%	0.3	0.1	0.4	264.8	0.6	0.1	0.7
C1		PRC for Signalised Lanes (%)		30.1		Total Delay for Signalised Lanes (pcuHr):		20.52		Cycle Time (s):		430	
		PRC Over All Lanes (%)		30.1		Total Delay Over All Lanes (pcuHr):		20.52					

**Stage Sequence Diagram**

Scenario 5: 'AM - 2027 Base + Committed + Development' (FG5: 'AM Peak 2027 Base + Committed.+ Development', Plan 1: 'Chapel Ln in Every Other Cycle')

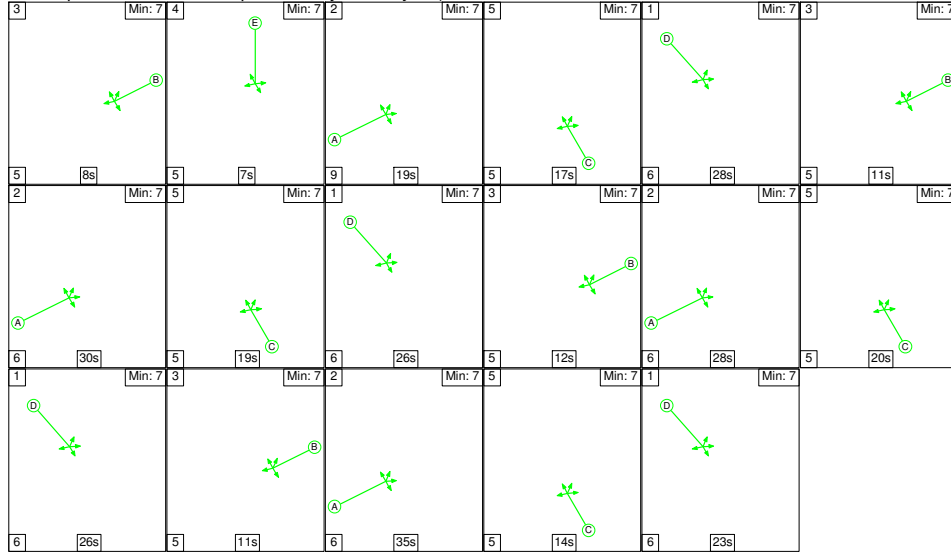


**Network Results**

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcu/Hr)	Rand + Oversat Delay (pcu/Hr)	Total Delay (pcu/Hr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Crown Crossroads at Llay	-	-	-	-	-	69.5%	16.6	4.5	21.2	-	-	-	-
Llay Fiveways (near Wrexham)	-	-	-	-	-	69.5%	16.6	4.5	21.2	-	-	-	-
1/2+1/1	B5102 Straight Mile Left Ahead Right Right2	B	326	2017:2050	475	68.7%	4.1	1.1	5.2	57.4	6.6	1.1	7.7
2/1	B5373 Gresford Rd Right Left Ahead Right2	C	197	2079	287	68.7%	2.6	1.1	3.7	67.3	6.2	1.1	7.3
3/1	Llay Rd Ahead Right Left Left2	A	467	2106	672	69.5%	4.5	1.1	5.6	43.3	13.5	1.1	14.6
4/1+4/2	Rackery lane Left Ahead Right Left2	u	404	2012:1860	582	69.4%	5.0	1.1	6.2	54.8	6.9	1.1	8.0
9/1	Chapel Lane Left Left2 Right Right2	E	13	1952	67	19.3%	0.4	0.1	0.5	141.9	0.8	0.1	0.9
C1		PRC for Signalised Lanes (%):		29.5		Total Delay for Signalised Lanes (pcu/Hr):		21.16		Cycle Time (s):		232	
		PRC Over All Lanes (%):		29.5		Total Delay Over All Lanes (pcu/Hr):		21.16					

**Stage Sequence Diagram**

**Scenario 6: 'PM - 2027 Base + Committed + Development'** (FG6: 'PM Peak 2026 Base + Committed.+ Development', Plan 4: 'Chapel in Every Four Cycle')



**Network Results**

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Crown Crossroads at Llay	-	-	-	-	-	72.4%	16.8	5.1	21.9	-	-	-	-
Llay Fiveways (near Wrexham)	-	-	-	-	-	72.4%	16.8	5.1	21.9	-	-	-	-
1/2+1/1	B5102 Straight Mile Left Ahead Right Right2	B	287	2017:2050	405	70.9%	3.7	1.2	4.9	61.2	4.6	1.2	5.8
2/1	B5373 Grosford Rd Right Left Ahead Right2	C	259	2079	358	72.4%	3.0	1.3	4.3	59.9	7.6	1.3	8.9
3/1	Llay Rd Ahead Right Left Left2	A	409	2106	568	72.0%	4.0	1.3	5.3	46.7	11.4	1.3	12.6
4/1+4/2	Rackery lane Left Ahead Right Left2	D	580	2012:1960	804	72.1%	5.7	1.3	7.0	43.6	8.0	1.3	9.3
9/1	Chapel Lane Left Left2 Right Right2	E	5	1952	36	13.8%	0.3	0.1	0.4	264.8	0.6	0.1	0.7
C1		PRC for Signalised Lanes (%)		24.3	Total Delay for Signalised Lanes (pcuHr):		21.89	Cycle Time (s):		430			
		PRC Over All Lanes (%)		24.3	Total Delay Over All Lanes (pcuHr):		21.89						