TECHNICAL NOTE

Transportation Planning : Infrastructure Design

Project:	**Llangollen Road, Acrefair, Wrexham**
Author:	**Jack Hulme**
Approved by:	**Rob Holloway**
Ref:	**SCP/210486/TN01**
Date:	**13 June 2023**

1. This Technical Note responds to the comments provided by the Environment and Technical team at Wrexham Council (WC), in relation to the Transport Assessment (TA) that was issued for their review and comment. The WC response dated 11th April 2023 can be found contained at **Appendix A**.

2. Having reviewed the comments received from WC, we intend to respond to each accordingly within this note.

3. The following schedule details the comments provided by the Environment and Technical team at WC and our considered response to each item. Please note that the application the initial TA and this note supports is for outline consent, there was an error in the TA that stated the application would be made in Full. We therefore appreciate why a number of comments raised were concerned with matters of detail relating to onsite layout, however as the application is in outline only (and therefore for the principle of development) those comments relating to the detail of the internal site layout are not a necessary requirement in determining the application from a highway's standpoint. Any comments regarding the internal site layout have therefore not been included in the below. We apologise for any inconvenience this might have caused.

Schedule 1 – KCC comment and SCP's response

Ref.	Chief Officer, Environment and Technical at WC	SCP Response
1.	The A539 Llangollen Road is a classified road with a speed limit of 30mph in the vicinity of the proposed development. An ATC survey was undertaken in November 2021 which concluded the 85th percentile speed on this road was 39.8mph north-eastbound and 41.3mph south-westbound for a seven-day mean. It is requested the	To firstly address the concern regarding out of date ATC data. We have now had a 7-day ATC undertaken, which began on Friday 12th May 2023. The raw data can be found contained at **Appendix B**.

	applicant undertakes more a recent traffic survey, as the one carried out in November 2021 was likely to have been impacted by the Covid-19 pandemic. Visibility splays are included in Drg. No. SCP/210486/D01. These show 2.4 x 120m southwest bound and 2.4 x 90m north-eastbound. It is noted the visibility splays have been undertaken in accordance with Design Manual for Roads and Bridges (DMRB). WCBC request revised visibility splays from the access are provided, in accordance with TAN18/Manual for Streets. It should be noted that the submitted visibility splays appear to be obstructed by trees/vegetation to the south-west and by a wall to the north-east. It is also noted the edge of the carriageway is further forward than appears to be shown on the submitted plan. These points should be considered when providing new visibility splays based on the new speed survey.	The ATC concluded that the 7-day average 85th percentile speed going eastbound was 37.0mph and 37.5mph going westbound. To address the concern regarding the use of DMRB visibility requirements. We had originally undertaken our assessment on this basis, as it presented a more onerous visibility envelope. However, we can instead undertake our assessment based on the requirements set out in Technical Advice Note (TAN) 18, as requested. We consider the requirements set out in Table B of Annex B most appropriate for the location of the proposed access. Table B suggests that an SSD of 56m is required on roads were the 85th percentile speed is 37mph (60kph). We have therefore measured our junction visibility in line with the above at 56m to the east and west. Drawing no. SCP/210486/D02 Rev A illustrates this. This can be found contained at **Appendix C**. We can confirm that there would be no obstructions within the visibility splays, the wall to the east is outside of the visibility envelope and any vegetation the west will be at tree canopy level and / or within highway land for maintenance.
2.	The Council's adopted highway standards require that any development of more than 150 dwellings provides two points of access into the site. The submitted plans show only one point of access from Llangollen Road, which is not considered	At present, it is unclear what policy or guidance document the adopted highway standards referred to here are contained within. We have sought to seek confirmation from WC and it was suggested to us that the standards are specified in the Wrexham Design Guide from 2000.

	to be acceptable for a development of this size. It is requested a second access is provided.	However, the person we engaged with was unable to provide any further detail. So, we have tried to engage elsewhere at WC with someone more familiar with the policy, however we are yet to receive any response. From our experience, thresholds for a second access are typically in the region of 200 dwellings and most often relate to a desire for another point of access for emergency vehicles. Without any further guidance from WC< we have therefore incorporated an additional access onto Station Road to the South West. This will for the most part utilise an existing semi-hard track used for field accesses and will be gated at the boundary of the site. Emergency vehicles will be able to access here in a situation where the primary access is blocked but it would not serve as a day to day access. We trust this satisfies this requirement. The secondary access can be found illustrated on the latest masterplan contained at **Appendix D**.
3.	It is noted that the Transport Assessment states that the previous Transport Assessments which were, "produced in support of the previously approved, larger development proposals did not result in offsite junction impacts or a need for highway mitigation". The Transport Assessment states that it is therefore, "reasonable to conclude therefore that these proposals would not give rise to offsite impacts either and off-site junctions	To address the first concern regarding the use of survey data that was more than 5-years old. We have now had a manually classified count undertaken at the A539 / Chapel Street / King Street junction. The survey was undertaken on Tuesday 16th May 2023. The raw data can be found contained at **Appendix E**. This recent data has therefore been used to form the basis of a revised traffic model, which includes both the site access junction and the 4-arm

	have not therefore been reassessed as part of this application." However, the previous planning applications were in years 2016 and 2012. The traffic data used to evaluate traffic on the public road network for these planning applications is considered outdated (the traffic data the assessment is based on is over five years old) and it is requested that the applicant provides an up-to-date traffic impact assessment of the A539 / Chapel Street / B5096 King Street junction. The applicant should also update the junction assessment for the proposed access and also undertake one for the requested additional site access.	priority junction requested. All traffic model figures can be found contained at **Appendix F**. The trip generation related to the proposed development and also the nearby committed development of 21 no. dwellings, remains as per what was set out in the initial TA. Distribution at the existing junction to the west has been determined through analysis of the survey data to understand which movements are dominant and therefore which route prospective residents are likely to take. The junction modelling undertaken for both the site access and the existing junction to the west present no concern in regard to junction capacity. Results summary tables for both modelled junctions can be found below. All scenario inputs and outputs can be found contained at **Appendix G**. **Proposed Site Access / A539** AM Peak / PM Peak Queue / RFC / Queue / RFC Base 2028 + Development Access Left: 0.1 / 0.06 / 0.0 / 0.02 Access Right: 0.1 / 0.08 / 0.0 / 0.04 A539 Right: 0.0 / 0.02 / 0.1 / 0.06 It can be seen above that the proposed site access junction will operate well within capacity.

A539 / Chapel Street / King Street

	AM Peak		PM Peak	
	Queue	RFC	Queue	RFC
Base 2028 + Development				
King Street Left	0.1	0.05	0.0	0.04
King Street Right	0.1	0.12	0.4	0.27
A539 Right WB	0.0	0.02	0.3	0.11
Chapel Street Left	0.0	0.04	0.0	0.04
Chapel Street Right	0.2	0.20	0.2	0.19
A539 Right EB	0.1	0.05	0.6	0.20

It can be seen above that the junction will continue to operate well within capacity with the proposed development in place.

We conclude that the impact associated with the proposed development on the site access and the nearby junction would be negligible.

4. The additional information provided in this Technical Note addresses in full each of the issues raised Wrexham Council's Highways Officer. There is no evidence of any severe residual impact as a result of the development proposals and therefore, in accordance with paragraph 111 of the NPPF, planning permission should not be withheld on highways grounds.

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APPENDIX A

MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:** FAO:	
Our Ref:	ET/DC/MM/PRE/2023/006	**Your Ref:**	PRE/2023/006
Date:	11th April 2023		

Land at Former Air Products, Llangollen Road, Acrefair
159 residential dwellings

Further to your consultation letter dated 24/02/2023 in respect of the above, I comment as follows: -

The application is for a residential development of up to 159 dwellings, access, open space and all associated works at Land at Former Air Products, Llangollen Road, Acrefair, Wrexham.

Access
The submitted proposed site plan (Drg. 21-231 10 Rev.H) indicates the existing access from Llangollen Road will be utilised for the proposed development.

The A539 Llangollen Road is a classified road with a speed limit of 30mph in the vicinity of the proposed development. An ATC survey was undertaken in November 2021 which concluded the 85th percentile speed on this road was 39.8mph north-eastbound and 41.3mph south-westbound for a seven-day mean. It is requested the applicant undertakes more a recent traffic survey, as the one carried out in November 2021 was likely to have been impacted by the Covid-19 pandemic.

Visibility splays are included in Drg. No. SCP/210486/D01. These show 2.4 x 120m south-westbound and 2.4 x 90m north-eastbound. It is noted the visibility splays have been undertaken in accordance with Design Manual for Roads and Bridges (DMRB).

WCBC request revised visibility splays from the access are provided, in accordance with TAN18/Manual for Streets.

It should be noted that the submitted visibility splays appear to be obstructed by trees/vegetation to the south-west and by a wall to the north-east. It is also noted the edge of the carriageway is further forward than appears to be shown on the submitted plan. These points should be considered when providing new visibility splays based on the new speed survey.

The Council's adopted highway standards require that any development of more than 150 dwellings provides two points of access into the site. The submitted plans show only one point of access from Llangollen Road, which is not considered to be acceptable for a development of this size. It is requested a second access is provided.

There are internal footways to be provided within the site. All roads within the development should be a minimum of 5.5m wide and all footways on the proposed development should be 2m wide as per WCBC standards.

There is an existing Public Right of Way (PRoW) footpath 24 to the east/south-eastern end of the site, and this is to connect to PRoW 10. Within the site, the proposed footways end adjacent to plot 155 and it is recommended this footway is extended such that it connects to the pedestrian link to the public footpath.

Site Layout
Visibility splays (as per TAN18/Manual for Streets) within the site should be provided, including forward visibility splays.

Street lighting details should be provided. These must not be on private land.

Extent of adoption/ layout of side roads needs to be defined.

Private shared driveways would require turning heads to accommodate turning movements of minimum 7m long delivery vehicles.

All turning heads must comply with WCBC standards which can be shared with the applicant on request.

Parking and Turning Provision
Parking will need to be provided in line with LPGN 16 requirements.

Servicing / Deliveries / Waste Collection
Swept path drawings of a refuse vehicle servicing the site have been submitted on Drg. No. SCP/210486/ATR01, showing movements of the vehicle accessing / exiting the site and maneuvering within site. These drawings show that the body of the vehicle will overrun the footway in several areas which is not considered acceptable; this will need to be rectified as part of the full planning application.

Revised swept path drawings should be submitted.

Construction Traffic Management Plan
In order to construct the proposed scheme, the applicant will need to submit a Construction Traffic Management Plan including details of contractor parking and an appropriate route for construction traffic. This could be included as a planning condition should an application be supported.

Traffic Generation
It is noted that the Transport Assessment states that the previous Transport Assessments which were, “produced in support of the previously approved, larger development proposals did not result in offsite junction impacts or a need for highway mitigation”. The Transport Assessment states that it is therefore, “reasonable to conclude therefore that these proposals would not give rise to offsite impacts either and off-site junctions have not therefore been reassessed as part of this application.”

However, the previous planning applications were in years 2016 and 2012. The traffic data used to evaluate traffic on the public road network for these planning applications is considered outdated (the traffic data the assessment is based on is over five years old) and it is requested that the applicant provides an up-to-date traffic impact assessment of the A539 / Chapel Street / B5096 King Street junction.

The applicant should also update the junction assessment for the proposed access and also undertake one for the requested additional site access.

Conclusion
The following should be included with any planning application:

- An updated Transport Assessment including:
    - New traffic surveys
    - Revised swept path drawings
    - Revised visibility splays
    - New junction capacity assessments
    - New (second) access junction details
- A Construction Traffic Management Plan must be implemented when construction begins



Chief Officer, Environment & Technical

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APPENDIX B

Automatic Classified Counts, Acrefair

LOCATION: A539

Direction : EASTBOUND

Friday 12/05/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	18	1	0	0	0	0	0	0	0	0	0	0	0	19
2	4	0	0	0	0	0	0	0	0	0	0	0	0	4
3	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4	4	0	0	0	0	0	0	0	1	0	0	1	0	6
5	10	4	0	0	0	0	0	0	0	0	0	0	0	14
6	52	8	0	0	0	0	0	0	0	0	0	0	0	60
7	120	23	1	0	0	0	0	0	1	0	0	1	0	146
8	289	41	2	0	1	0	0	0	1	0	0	3	0	337
9	417	40	2	0	2	0	0	0	1	0	1	3	0	466
10	241	32	2	0	2	0	0	0	1	0	0	4	0	282
11	262	36	0	0	0	0	0	0	0	0	1	4	0	303
12	276	39	1	1	1	0	0	0	0	0	1	5	0	324
13	296	34	1	0	0	0	1	0	0	0	0	4	0	336
14	300	26	1	0	0	0	1	0	0	0	0	7	0	335
15	330	24	0	0	2	0	0	0	0	0	0	9	0	365
16	443	48	0	0	0	0	0	0	0	0	0	4	0	495
17	321	36	0	0	1	0	0	1	0	0	0	7	0	366
18	295	21	0	0	1	0	0	1	0	0	0	4	0	322
19	217	21	0	0	0	0	0	0	0	0	0	4	0	242
20	204	22	1	0	1	0	0	0	0	0	0	2	0	230
21	141	10	1	0	3	0	0	0	0	0	0	1	0	156
22	116	6	0	0	0	0	0	0	0	0	0	3	0	125
23	107	12	0	0	0	0	0	0	0	0	0	0	0	119
24	56	4	0	0	0	0	0	0	0	0	0	0	0	60
7-19	3687	398	9	1	10	0	2	2	3	0	3	58	0	4173
6-22	4268	459	12	1	14	0	2	2	4	0	3	65	0	4830
6-24	4431	475	12	1	14	0	2	2	4	0	3	65	0	5009
0-24	4524	489	12	1	14	0	2	2	5	0	3	66	0	5118

Direction : WESTBOUND

Friday 12/05/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	9	0	0	0	0	0	0	0	0	0	0	0	0	9
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5	5	1	0	0	0	0	0	0	0	0	0	0	0	6
6	23	4	0	0	0	0	0	0	0	0	0	0	0	27
7	62	5	1	1	0	0	0	0	0	0	0	1	0	70
8	202	9	3	0	0	0	0	0	0	0	0	1	0	215
9	389	25	1	1	1	0	0	0	0	0	0	0	0	417
10	280	23	0	0	0	0	0	0	1	0	0	1	0	305
11	252	59	0	0	1	0	1	0	1	0	1	3	0	318
12	359	40	0	0	0	0	0	3	0	0	0	3	0	405
13	419	49	10	0	3	0	2	0	0	0	0	6	0	489
14	451	50	1	0	2	0	5	0	1	0	0	9	0	519
15	466	67	0	0	1	0	4	1	1	0	0	6	0	546
16	548	63	0	1	3	0	1	0	1	0	0	5	0	622
17	541	71	0	0	2	0	0	0	1	0	0	1	0	616
18	533	69	0	0	2	0	4	0	0	0	0	4	0	612
19	420	33	0	0	1	0	1	1	0	0	0	1	0	457
20	251	23	0	0	0	0	1	0	0	0	0	0	0	275
21	154	10	0	0	0	0	0	0	0	0	0	1	0	165
22	129	6	0	0	1	0	0	0	0	0	0	0	0	136
23	92	4	0	0	0	0	0	0	0	0	0	1	0	97
24	63	4	0	0	0	0	0	0	0	0	0	0	0	67
7-19	4860	558	15	2	16	0	18	5	6	0	1	40	0	5521
6-22	5456	602	16	3	17	0	19	5	6	0	1	42	0	6167
6-24	5611	610	16	3	17	0	19	5	6	0	1	43	0	6331
0-24	5658	616	16	3	17	0	19	5	6	0	1	43	0	6384

Automatic Classified Counts, Acrefair

LOCATION: A539

Direction : EASTBOUND

Friday 12/05/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	9	4	6	0	0	0	0	0	0	0	19
2	0	0	1	2	0	1	0	0	0	0	0	0	4
3	0	0	1	1	2	0	1	1	0	0	0	0	6
4	0	0	1	1	2	1	1	0	0	0	0	0	6
5	0	0	1	6	3	2	2	0	0	0	0	0	14
6	0	0	9	27	21	1	1	1	0	0	0	0	60
7	0	2	51	56	24	11	2	0	0	0	0	0	146
8	0	2	183	123	28	1	0	0	0	0	0	0	337
9	0	3	289	154	20	0	0	0	0	0	0	0	466
10	0	1	150	96	31	4	0	0	0	0	0	0	282
11	0	0	176	106	20	1	0	0	0	0	0	0	303
12	0	11	152	125	29	6	1	0	0	0	0	0	324
13	1	0	157	142	34	2	0	0	0	0	0	0	336
14	0	0	168	137	28	1	1	0	0	0	0	0	335
15	2	1	177	134	45	3	3	0	0	0	0	0	365
16	0	0	311	153	25	5	1	0	0	0	0	0	495
17	1	2	188	143	27	3	1	0	0	1	0	0	366
18	0	2	133	135	42	8	1	1	0	0	0	0	322
19	1	0	91	99	44	4	3	0	0	0	0	0	242
20	1	0	104	78	31	7	4	3	1	1	0	0	230
21	0	1	72	57	17	6	2	1	0	0	0	0	156
22	0	0	37	59	21	5	2	1	0	0	0	0	125
23	1	4	78	26	6	3	1	0	0	0	0	0	119
24	0	0	27	19	12	1	0	1	0	0	0	0	60
7-19	5	22	2175	1547	373	38	11	1	0	1	0	0	4173
6-22	6	25	2439	1797	466	67	21	6	1	2	0	0	4830
6-24	7	29	2544	1842	484	71	22	7	1	2	0	0	5009
0-24	7	29	2566	1883	518	76	27	9	1	2	0	0	5118

Direction : WESTBOUND

Friday 12/05/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	7	2	0	0	0	0	0	0	0	9
2	0	0	2	1	0	0	0	0	0	0	0	0	3
3	0	0	0	2	1	2	1	0	0	0	0	0	6
4	0	0	0	0	2	0	0	0	0	0	0	0	2
5	0	0	0	2	0	2	1	0	1	0	0	0	6
6	0	0	4	9	10	4	0	0	0	0	0	0	27
7	0	0	11	28	24	4	3	0	0	0	0	0	70
8	0	0	35	144	31	5	0	0	0	0	0	0	215
9	0	3	184	204	22	3	1	0	0	0	0	0	417
10	0	0	96	186	21	1	0	1	0	0	0	0	305
11	0	7	130	154	24	3	0	0	0	0	0	0	318
12	9	16	191	168	19	0	2	0	0	0	0	0	405
13	0	1	243	224	17	4	0	0	0	0	0	0	489
14	0	2	265	233	17	2	0	0	0	0	0	0	519
15	0	1	284	232	28	1	0	0	0	0	0	0	546
16	0	4	379	211	27	1	0	0	0	0	0	0	622
17	0	3	327	245	34	4	1	2	0	0	0	0	616
18	0	1	266	281	53	4	3	4	0	0	0	0	612
19	0	1	144	270	33	4	1	0	1	0	0	3	457
20	0	0	88	156	25	4	0	0	2	0	0	0	275
21	0	1	33	92	32	7	0	0	0	0	0	0	165
22	0	0	40	67	21	5	2	0	0	1	0	0	136
23	0	3	39	36	14	1	2	1	1	0	0	0	97
24	0	1	10	32	15	8	1	0	0	0	0	0	67
7-19	9	39	2544	2552	326	32	8	7	1	0	0	3	5521
6-22	9	40	2716	2895	428	52	13	7	3	1	0	3	6167
6-24	9	44	2765	2963	457	61	16	8	4	1	0	3	6331
0-24	9	44	2771	2984	472	69	18	8	5	1	0	3	6384

Automatic Classified Counts, Acrefair

LOCATION: A539

Direction : EASTBOUND

Saturday 13/05/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	28	4	0	0	0	0	0	0	0	0	0	0	0	32
2	11	2	0	0	0	0	0	0	0	0	0	0	0	13
3	9	2	0	0	0	0	0	0	0	0	0	0	0	11
4	3	0	0	0	0	0	0	0	0	0	0	1	0	4
5	11	2	0	0	0	0	0	0	0	0	0	0	0	13
6	31	3	0	0	0	0	0	0	0	0	0	0	0	34
7	50	4	0	0	1	0	1	0	0	0	0	1	0	57
8	62	10	1	0	1	0	0	0	0	0	0	4	0	78
9	158	17	1	0	0	0	0	0	2	0	0	5	0	183
10	238	27	0	0	1	0	0	1	0	0	0	3	0	270
11	279	24	0	1	0	0	1	0	0	0	0	6	0	311
12	264	24	0	1	0	0	0	0	0	0	0	4	0	293
13	364	25	0	3	0	0	2	0	0	0	0	4	0	398
14	334	23	0	1	0	0	0	0	0	0	0	2	0	360
15	391	18	0	0	1	0	1	0	0	0	0	7	0	418
16	399	21	0	3	0	0	1	0	0	0	0	6	0	430
17	415	25	0	3	0	0	0	5	0	0	0	5	0	453
18	471	32	0	2	4	0	0	1	0	0	1	4	0	515
19	347	17	0	1	0	0	2	2	0	0	0	5	0	374
20	278	13	0	1	0	0	0	2	0	0	0	5	0	299
21	222	12	0	0	0	0	0	0	0	0	0	0	0	234
22	135	9	0	0	0	0	0	0	0	0	0	2	0	146
23	106	7	0	0	0	0	0	0	0	0	0	1	0	114
24	61	4	0	0	0	0	0	0	0	0	0	1	0	66

7-19	3722	263	2	15	7	0	7	9	2	0	1	55	0	4083
6-22	4407	301	2	16	8	0	8	11	2	0	1	63	0	4819
6-24	4574	312	2	16	8	0	8	11	2	0	1	65	0	4999
0-24	4667	325	2	16	8	0	8	11	2	0	1	66	0	5106

Direction : WESTBOUND

Saturday 13/05/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	33	1	0	0	0	0	0	0	0	0	0	0	0	34
2	19	0	0	0	0	0	0	0	0	0	0	0	0	19
3	9	2	0	0	0	0	0	0	0	0	0	0	0	11
4	11	1	0	0	0	0	0	0	0	0	0	0	0	12
5	11	2	1	0	0	0	0	0	0	0	0	0	0	14
6	20	2	0	0	0	0	0	0	0	0	0	0	0	22
7	42	4	1	0	0	0	0	0	0	0	0	1	0	48
8	136	11	0	0	0	0	0	0	0	0	0	1	0	148
9	223	21	0	0	0	0	2	1	0	0	0	0	0	247
10	411	31	0	1	0	0	0	0	0	0	0	2	0	445
11	442	40	0	4	0	0	1	1	0	0	0	5	0	493
12	508	42	0	4	0	0	0	0	0	0	0	5	0	559
13	535	47	0	3	1	0	3	2	0	0	0	5	0	596
14	495	27	0	1	0	0	1	0	0	0	0	8	0	532
15	424	34	0	3	0	0	0	0	0	0	0	1	0	462
16	324	23	0	0	1	0	0	1	0	0	0	6	0	355
17	314	28	0	1	1	0	1	0	0	0	0	6	0	351
18	296	31	0	0	0	0	0	0	0	0	0	1	0	328
19	273	14	0	0	0	0	0	0	0	0	0	1	0	288
20	218	14	1	0	0	0	0	0	0	0	0	1	0	234
21	147	12	1	0	0	0	0	0	0	0	0	0	0	160
22	125	4	0	0	0	0	0	0	0	0	0	0	0	129
23	89	2	0	0	0	0	0	0	0	0	0	0	0	91
24	67	2	1	0	0	0	0	0	0	0	0	0	0	70

7-19	4381	349	0	17	3	0	8	5	0	0	0	41	0	4804
6-22	4913	383	3	17	3	0	8	5	0	0	0	43	0	5375
6-24	5069	387	4	17	3	0	8	5	0	0	0	43	0	5536
0-24	5172	395	5	17	3	0	8	5	0	0	0	43	0	5648

Automatic Classified Counts, Acrefair

LOCATION: A539

Direction : EASTBOUND

Saturday 13/05/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	13	10	6	2	1	0	0	0	0	0	32
2	0	0	5	3	0	3	2	0	0	0	0	0	13
3	0	0	3	1	4	3	0	0	0	0	0	0	11
4	0	0	1	2	1	0	0	0	0	0	0	0	4
5	0	0	2	4	3	3	0	1	0	0	0	0	13
6	0	0	8	14	8	1	2	1	0	0	0	0	34
7	0	0	4	20	22	5	4	1	1	0	0	0	57
8	0	1	30	26	14	5	2	0	0	0	0	0	78
9	0	5	93	66	15	3	1	0	0	0	0	0	183
10	0	0	129	106	27	7	0	1	0	0	0	0	270
11	1	0	138	130	31	8	2	1	0	0	0	0	311
12	5	11	122	112	38	5	0	0	0	0	0	0	293
13	3	3	204	150	31	7	0	0	0	0	0	0	398
14	0	0	164	151	37	5	3	0	0	0	0	0	360
15	1	0	186	185	42	2	2	0	0	0	0	0	418
16	0	6	188	164	63	8	0	1	0	0	0	0	430
17	0	8	244	167	26	7	0	1	0	0	0	0	453
18	0	3	261	209	35	3	0	4	0	0	0	0	515
19	1	1	190	139	35	5	2	0	1	0	0	0	374
20	1	0	134	97	53	10	4	0	0	0	0	0	299
21	0	2	111	83	33	4	0	1	0	0	0	0	234
22	0	0	57	58	26	2	3	0	0	0	0	0	146
23	0	0	44	39	21	8	2	0	0	0	0	0	114
24	0	0	26	24	11	4	0	0	0	1	0	0	66
7-19	11	38	1949	1605	394	65	12	8	1	0	0	0	4083
6-22	12	40	2255	1863	528	86	23	10	2	0	0	0	4819
6-24	12	40	2325	1926	560	98	25	10	2	1	0	0	4999
0-24	12	40	2357	1960	582	110	30	12	2	1	0	0	5106

Direction : WESTBOUND

Saturday 13/05/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	12	16	3	2	0	0	0	0	0	0	34
2	0	0	6	12	1	0	0	0	0	0	0	0	19
3	0	0	0	4	2	2	2	0	1	0	0	0	11
4	0	0	1	4	1	5	0	1	0	0	0	0	12
5	0	0	1	5	5	3	0	0	0	0	0	0	14
6	0	0	3	8	8	1	2	0	0	0	0	0	22
7	0	1	6	23	8	9	1	0	0	0	0	0	48
8	1	2	15	93	27	8	0	2	0	0	0	0	148
9	0	0	54	143	40	10	0	0	0	0	0	0	247
10	0	0	212	205	22	4	1	1	0	0	0	0	445
11	0	1	240	224	24	3	0	1	0	0	0	0	493
12	0	4	276	243	33	2	0	0	1	0	0	0	559
13	0	0	343	231	21	1	0	0	0	0	0	0	596
14	0	0	231	263	37	0	1	0	0	0	0	0	532
15	0	0	200	221	38	2	0	1	0	0	0	0	462
16	0	0	158	170	24	2	0	1	0	0	0	0	355
17	0	2	144	168	34	3	0	0	0	0	0	0	351
18	1	5	129	146	42	5	0	0	0	0	0	0	328
19	0	0	106	142	35	3	2	0	0	0	0	0	288
20	0	0	76	124	31	2	0	1	0	0	0	0	234
21	0	1	42	85	21	7	3	0	1	0	0	0	160
22	0	0	34	67	22	6	0	0	0	0	0	0	129
23	0	0	14	42	30	1	1	1	0	1	1	0	91
24	0	0	10	40	13	6	1	0	0	0	0	0	70
7-19	2	14	2108	2249	377	43	4	6	1	0	0	0	4804
6-22	2	16	2266	2548	459	67	8	7	2	0	0	0	5375
6-24	2	16	2290	2630	502	74	10	8	2	1	1	0	5536
0-24	2	17	2313	2679	522	87	14	9	3	1	1	0	5648

Automatic Classified Counts, Acrefair

LOCATION: A539

Direction : EASTBOUND

Sunday 14/05/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	60	6	1	0	0	0	0	0	0	0	0	0	0	67
2	32	1	0	0	0	0	1	0	0	0	0	0	0	34
3	14	1	0	0	0	0	0	0	0	0	0	0	0	15
4	9	1	0	0	0	0	0	0	0	0	0	0	0	10
5	11	0	0	0	0	0	0	0	0	0	0	0	0	11
6	26	0	0	0	0	0	0	0	0	0	0	0	0	26
7	35	4	0	0	0	0	0	0	0	0	0	0	0	39
8	60	7	0	0	0	0	0	0	0	0	0	0	0	67
9	104	15	0	0	2	0	0	0	0	0	0	0	0	121
10	199	12	0	2	0	0	2	1	0	0	0	1	0	217
11	283	22	0	0	2	0	1	0	0	0	0	4	0	312
12	327	25	0	0	0	0	5	0	0	0	0	2	0	359
13	448	40	0	0	2	0	0	1	0	0	0	3	0	494
14	417	25	0	4	0	0	1	0	0	0	1	1	0	449
15	425	32	0	4	0	0	0	1	0	0	0	4	0	466
16	481	51	0	1	0	0	1	2	0	0	0	3	0	539
17	479	46	2	0	1	0	1	0	0	0	1	3	0	533
18	337	26	0	0	2	0	0	0	0	0	0	2	0	367
19	230	22	0	0	0	0	0	0	0	0	0	2	0	254
20	148	15	0	0	0	0	0	0	0	0	0	0	0	163
21	104	6	0	0	0	0	0	0	0	0	0	0	0	110
22	58	5	0	0	0	0	0	0	0	0	0	1	0	64
23	49	1	0	0	0	0	0	0	0	0	0	0	0	50
24	35	2	0	0	0	0	0	0	0	0	0	1	0	38
7-19	3790	323	2	11	9	0	11	5	0	0	2	25	0	4178
6-22	4135	353	2	11	9	0	11	5	0	0	2	26	0	4554
6-24	4219	356	2	11	9	0	11	5	0	0	2	27	0	4642
0-24	4371	365	3	11	9	0	12	5	0	0	2	27	0	4805

Direction : WESTBOUND

Sunday 14/05/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	44	4	1	0	0	0	0	0	0	0	0	0	0	49
2	26	2	0	0	0	0	0	0	0	0	0	0	0	28
3	17	1	1	0	0	0	0	0	0	0	0	0	0	19
4	13	0	1	0	0	0	0	0	0	0	0	0	0	14
5	8	0	0	0	0	0	0	0	0	0	0	0	0	8
6	19	1	0	0	0	0	0	0	0	0	0	0	0	20
7	30	2	1	0	0	0	0	0	0	0	0	0	0	33
8	68	6	0	0	1	0	0	0	0	0	0	0	0	75
9	109	23	0	0	0	0	0	0	0	0	0	1	0	133
10	195	23	0	1	1	0	0	0	0	0	0	3	0	223
11	340	23	0	2	0	0	0	2	0	0	0	3	0	370
12	432	34	0	1	3	0	1	1	0	0	0	3	0	475
13	503	44	0	2	2	0	4	0	0	0	0	0	0	555
14	395	32	0	2	0	0	1	0	0	0	0	3	0	433
15	327	25	0	1	0	0	1	1	0	0	0	4	0	359
16	286	29	0	0	1	0	0	0	0	0	0	1	0	317
17	333	25	0	0	1	0	1	0	0	0	0	1	0	361
18	229	17	0	0	1	0	1	0	0	0	0	0	0	248
19	176	9	0	0	2	0	0	0	0	0	0	0	0	187
20	143	9	0	0	0	0	0	0	0	0	0	0	0	152
21	120	2	0	0	1	0	0	0	0	0	0	1	0	124
22	89	2	0	0	0	0	0	0	0	0	0	0	0	91
23	41	2	1	0	0	0	0	0	0	0	0	0	0	44
24	26	1	1	0	0	0	1	0	0	0	0	0	0	29
7-19	3393	290	0	9	12	0	9	4	0	0	0	19	0	3736
6-22	3775	305	1	9	13	0	9	4	0	0	0	20	0	4136
6-24	3842	308	3	9	13	0	10	4	0	0	0	20	0	4209
0-24	3969	316	6	9	13	0	10	4	0	0	0	20	0	4347

Automatic Classified Counts, Acrefair

LOCATION: A539

Direction : EASTBOUND

Sunday 14/05/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	19	34	5	6	1	2	0	0	0	0	67
2	0	0	8	12	7	4	2	1	0	0	0	0	34
3	0	0	3	2	4	5	1	0	0	0	0	0	15
4	0	0	2	5	1	2	0	0	0	0	0	0	10
5	0	0	4	3	2	1	0	1	0	0	0	0	11
6	0	0	9	11	4	1	1	0	0	0	0	0	26
7	0	0	11	15	7	3	2	1	0	0	0	0	39
8	0	1	23	21	17	3	1	1	0	0	0	0	67
9	0	1	51	46	15	5	3	0	0	0	0	0	121
10	0	2	106	75	24	8	2	0	0	0	0	0	217
11	2	0	146	124	35	3	2	0	0	0	0	0	312
12	4	1	181	141	26	3	2	0	0	1	0	0	359
13	2	9	221	221	31	9	1	0	0	0	0	0	494
14	0	5	280	122	39	2	0	0	0	1	0	0	449
15	1	7	241	176	32	6	1	1	1	0	0	0	466
16	1	16	296	190	30	5	0	1	0	0	0	0	539
17	0	15	332	151	29	5	1	0	0	0	0	0	533
18	0	0	176	157	29	5	0	0	0	0	0	0	367
19	0	0	87	124	40	3	0	0	0	0	0	0	254
20	0	1	77	62	18	4	0	1	0	0	0	0	163
21	0	0	41	37	25	4	3	0	0	0	0	0	110
22	0	0	30	22	6	5	1	0	0	0	0	0	64
23	0	0	17	20	10	3	0	0	0	0	0	0	50
24	0	0	11	17	10	0	0	0	0	0	0	0	38

7-19	10	57	2140	1548	347	57	13	3	1	2	0	0	4178
6-22	10	58	2299	1684	403	73	19	5	1	2	0	0	4554
6-24	10	58	2327	1721	423	76	19	5	1	2	0	0	4642
0-24	10	58	2372	1788	446	95	24	9	1	2	0	0	4805

Direction : WESTBOUND

Sunday 14/05/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	24	15	7	3	0	0	0	0	0	0	49
2	0	0	3	16	7	2	0	0	0	0	0	0	28
3	0	0	5	9	3	1	1	0	0	0	0	0	19
4	0	0	1	6	5	1	0	1	0	0	0	0	14
5	0	0	0	7	0	0	1	0	0	0	0	0	8
6	0	0	2	7	4	5	2	0	0	0	0	0	20
7	0	0	6	15	10	0	1	1	0	0	0	0	33
8	0	0	17	38	13	5	2	0	0	0	0	0	75
9	0	1	39	64	24	5	0	0	0	0	0	0	133
10	0	0	96	98	24	5	0	0	0	0	0	0	223
11	0	0	190	153	26	1	0	0	0	0	0	0	370
12	0	0	259	197	19	0	0	0	0	0	0	0	475
13	0	2	258	258	36	1	0	0	0	0	0	0	555
14	0	2	254	158	19	0	0	0	0	0	0	0	433
15	0	2	167	161	25	3	0	1	0	0	0	0	359
16	0	0	144	157	15	1	0	0	0	0	0	0	317
17	0	0	175	167	15	2	2	0	0	0	0	0	361
18	0	0	67	145	33	3	0	0	0	0	0	0	248
19	0	1	67	92	20	6	1	0	0	0	0	0	187
20	0	0	62	63	19	6	2	0	0	0	0	0	152
21	0	0	29	54	34	6	1	0	0	0	0	0	124
22	0	1	27	49	13	1	0	0	0	0	0	0	91
23	0	0	15	15	9	1	3	0	0	1	0	0	44
24	0	0	1	7	13	3	4	0	1	0	0	0	29

7-19	0	8	1733	1688	269	32	5	1	0	0	0	0	3736
6-22	0	9	1857	1869	345	45	9	2	0	0	0	0	4136
6-24	0	9	1873	1891	367	49	16	2	1	1	0	0	4209
0-24	0	9	1908	1951	393	61	20	3	1	1	0	0	4347

Automatic Classified Counts, Acrefair

LOCATION: A539

Direction : EASTBOUND

Monday 15/05/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	16	0	0	0	0	0	0	0	0	0	0	0	0	16
2	6	0	0	0	0	0	0	0	0	0	0	0	0	6
3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	15	4	0	0	0	0	0	0	0	0	0	0	0	19
6	51	2	0	1	0	0	0	0	1	0	0	0	0	55
7	131	22	2	0	1	0	0	0	0	0	0	1	0	157
8	323	38	0	1	1	0	0	0	1	0	0	5	0	369
9	422	45	1	0	2	0	0	2	0	0	0	7	0	479
10	279	31	0	0	1	0	0	0	0	0	0	5	0	316
11	232	31	0	0	0	0	2	0	0	0	0	6	0	271
12	292	24	2	0	1	0	4	0	0	0	0	7	0	330
13	256	30	3	2	1	0	1	0	0	0	0	4	0	297
14	266	31	1	0	4	0	1	0	0	0	0	6	0	309
15	286	33	0	0	0	0	0	0	0	0	0	7	0	326
16	380	38	0	0	3	0	0	0	0	0	1	6	0	428
17	271	38	0	0	2	0	0	1	0	0	0	6	0	318
18	304	26	0	0	1	0	0	0	0	0	0	2	0	333
19	217	18	0	0	4	0	1	0	0	0	0	3	0	243
20	167	11	0	0	0	0	0	0	0	0	0	3	0	181
21	141	7	1	0	0	0	0	0	0	0	0	2	0	151
22	126	8	0	0	0	0	0	0	0	0	0	2	0	136
23	43	3	1	0	0	0	1	0	0	0	0	0	0	48
24	28	0	1	0	0	0	0	0	0	0	0	0	0	29

7-19	3528	383	7	3	20	0	9	3	1	0	1	64	0	4019
6-22	4093	431	10	3	21	0	9	3	1	0	1	72	0	4644
6-24	4164	434	12	3	21	0	10	3	1	0	1	72	0	4721
0-24	4258	440	12	4	21	0	10	3	2	0	1	72	0	4823

Direction : WESTBOUND

Monday 15/05/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	11	0	0	0	0	0	0	0	0	0	0	0	0	11
2	7	0	0	0	0	0	0	0	0	0	0	0	0	7
3	3	0	1	0	0	0	0	0	0	0	0	0	0	4
4	3	1	0	0	0	0	0	0	0	0	0	0	0	4
5	4	0	0	0	0	0	0	0	0	0	0	0	0	4
6	37	2	1	1	0	0	0	0	0	0	0	0	0	41
7	79	5	1	0	0	0	0	0	0	0	0	0	0	85
8	177	16	1	0	0	0	0	0	0	0	0	2	0	196
9	329	37	1	0	3	0	0	0	0	0	0	1	0	371
10	237	38	0	0	1	0	0	0	0	0	0	4	0	280
11	246	32	2	1	2	0	1	0	0	0	1	2	0	287
12	264	45	0	0	2	0	0	0	0	0	0	10	0	321
13	295	45	0	1	1	0	0	0	0	0	0	5	0	347
14	287	31	1	0	3	0	1	0	0	0	0	10	0	333
15	310	37	1	0	2	0	0	0	0	0	0	5	0	355
16	433	46	1	0	0	0	3	0	1	0	0	6	0	490
17	497	69	2	0	4	0	1	1	0	1	0	6	0	581
18	449	49	0	0	1	0	0	0	0	0	0	2	0	501
19	349	19	0	0	1	0	0	0	0	0	0	0	0	369
20	196	13	0	1	0	0	0	0	0	0	0	0	0	210
21	159	8	0	0	0	0	1	0	0	0	0	0	0	168
22	111	3	0	1	0	0	0	0	0	0	0	0	0	115
23	67	3	0	0	0	0	0	0	0	0	0	1	0	71
24	21	2	1	0	0	0	0	0	0	0	0	0	0	24

7-19	3873	464	9	2	20	0	6	1	1	1	1	53	0	4431
6-22	4418	493	10	4	20	0	7	1	1	1	1	53	0	5009
6-24	4506	498	11	4	20	0	7	1	1	1	1	54	0	5104
0-24	4571	501	13	5	20	0	7	1	1	1	1	54	0	5175

Automatic Classified Counts, Acrefair

LOCATION: A539

Direction : EASTBOUND

Monday 15/05/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	10	5	0	0	0	0	0	0	0	16
2	0	0	0	6	0	0	0	0	0	0	0	0	6
3	0	0	1	3	0	0	0	0	0	0	0	0	4
4	0	0	1	1	0	0	0	0	0	0	0	0	2
5	0	0	5	4	5	3	1	0	1	0	0	0	19
6	0	0	13	23	12	5	2	0	0	0	0	0	55
7	0	1	42	72	29	13	0	0	0	0	0	0	157
8	0	1	166	163	34	4	0	1	0	0	0	0	369
9	0	0	273	172	27	6	1	0	0	0	0	0	479
10	0	0	156	130	25	5	0	0	0	0	0	0	316
11	0	0	135	111	21	4	0	0	0	0	0	0	271
12	0	0	185	111	27	7	0	0	0	0	0	0	330
13	0	0	168	106	19	3	1	0	0	0	0	0	297
14	0	3	163	114	22	5	2	0	0	0	0	0	309
15	0	1	165	119	32	8	1	0	0	0	0	0	326
16	0	1	225	163	33	6	0	0	0	0	0	0	428
17	1	2	191	89	26	6	2	1	0	0	0	0	318
18	0	0	104	166	54	3	3	1	2	0	0	0	333
19	0	0	120	90	26	5	0	2	0	0	0	0	243
20	1	2	72	68	33	2	1	0	0	0	0	2	181
21	0	0	64	62	18	7	0	0	0	0	0	0	151
22	0	0	56	56	19	4	1	0	0	0	0	0	136
23	0	1	12	24	8	2	0	1	0	0	0	0	48
24	0	0	10	9	5	2	2	1	0	0	0	0	29

7-19	1	8	2051	1534	346	62	10	5	2	0	0	0	4019
6-22	2	11	2285	1792	445	88	12	5	2	0	0	2	4644
6-24	2	12	2307	1825	458	92	14	7	2	0	0	2	4721
0-24	2	12	2328	1872	480	100	17	7	3	0	0	2	4823

Direction : WESTBOUND

Monday 15/05/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	5	4	1	0	0	0	0	0	0	11
2	0	0	0	4	3	0	0	0	0	0	0	0	7
3	0	0	1	3	0	0	0	0	0	0	0	0	4
4	0	0	1	0	3	0	0	0	0	0	0	0	4
5	0	0	0	2	1	1	0	0	0	0	0	0	4
6	0	0	1	12	17	8	1	2	0	0	0	0	41
7	0	0	9	33	39	4	0	0	0	0	0	0	85
8	0	0	53	129	12	2	0	0	0	0	0	0	196
9	1	1	147	199	23	0	0	0	0	0	0	0	371
10	0	0	132	128	14	5	1	0	0	0	0	0	280
11	0	1	138	132	15	1	0	0	0	0	0	0	287
12	0	0	144	159	17	0	1	0	0	0	0	0	321
13	0	1	154	177	13	2	0	0	0	0	0	0	347
14	0	2	158	142	27	4	0	0	0	0	0	0	333
15	0	0	156	177	20	2	0	0	0	0	0	0	355
16	0	0	241	212	36	1	0	0	0	0	0	0	490
17	0	2	268	284	25	2	0	0	0	0	0	0	581
18	0	0	193	267	37	4	0	0	0	0	0	0	501
19	0	1	155	173	39	1	0	0	0	0	0	0	369
20	0	0	53	120	34	2	1	0	0	0	0	0	210
21	0	0	37	95	31	4	1	0	0	0	0	0	168
22	0	0	37	64	11	2	0	1	0	0	0	0	115
23	0	0	17	34	15	3	0	1	1	0	0	0	71
24	0	0	3	11	5	3	2	0	0	0	0	0	24

7-19	1	8	1939	2179	278	24	2	0	0	0	0	0	4431
6-22	1	8	2075	2491	393	36	4	1	0	0	0	0	5009
6-24	1	8	2095	2536	413	42	6	2	1	0	0	0	5104
0-24	1	8	2099	2562	441	52	7	4	1	0	0	0	5175

Automatic Classified Counts, Acrefair

LOCATION: A539

Direction : EASTBOUND

Tuesday 16/05/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	14	2	0	0	0	0	0	0	0	0	0	0	0	16
2	3	2	0	0	1	0	1	0	0	0	0	0	0	7
3	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4	2	0	0	0	1	0	0	0	0	0	0	1	0	4
5	12	2	0	0	0	0	0	0	0	0	0	0	0	14
6	42	4	1	0	0	0	0	0	0	0	0	0	0	47
7	147	27	1	0	0	0	0	0	0	0	1	2	0	178
8	315	47	0	0	0	0	0	0	2	0	0	5	0	369
9	431	37	2	0	3	0	1	0	0	0	0	6	0	480
10	245	39	0	1	1	0	0	0	0	0	0	4	0	290
11	208	43	1	0	0	0	4	0	0	0	0	9	0	265
12	246	35	0	0	1	0	0	1	0	0	0	6	0	289
13	238	40	0	0	1	0	0	0	0	0	0	3	0	282
14	240	33	0	0	0	0	0	0	0	0	0	4	0	277
15	286	34	0	0	0	0	0	1	0	0	0	6	0	327
16	429	50	1	1	1	0	0	0	0	0	0	7	0	489
17	318	41	0	0	1	0	0	0	0	0	0	7	0	367
18	263	24	0	0	0	0	0	0	0	0	0	3	0	290
19	211	25	0	1	1	0	0	0	1	0	0	5	0	244
20	170	13	0	0	2	0	0	0	0	0	0	2	0	187
21	128	7	0	1	0	0	1	0	0	0	0	2	0	139
22	96	8	0	0	0	0	0	0	0	0	0	2	0	106
23	69	6	0	0	0	0	0	0	0	0	0	0	0	75
24	22	1	0	0	0	0	0	0	0	0	0	0	0	23
7-19	3430	448	4	3	9	0	5	2	3	0	0	65	0	3969
6-22	3971	503	5	4	11	0	6	2	3	0	1	73	0	4579
6-24	4062	510	5	4	11	0	6	2	3	0	1	73	0	4677
0-24	4140	521	6	4	13	0	7	2	3	0	1	74	0	4771

Direction : WESTBOUND

Tuesday 16/05/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	14	1	0	0	0	0	0	0	0	0	0	0	0	15
2	4	3	1	0	0	0	0	0	0	0	0	0	0	8
3	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4	3	1	0	0	0	0	0	0	0	0	0	0	0	4
5	3	0	0	0	0	0	0	0	0	0	0	0	0	3
6	17	3	5	0	1	0	0	0	0	0	0	0	0	26
7	61	7	2	0	0	0	0	0	0	0	0	0	0	70
8	190	14	1	0	0	0	0	0	0	0	0	1	0	206
9	340	29	1	0	3	0	0	0	0	0	0	0	0	373
10	267	34	0	1	0	0	0	0	0	0	0	2	0	304
11	262	35	1	1	1	0	0	1	0	0	0	0	0	301
12	255	39	0	1	1	0	0	0	1	0	0	5	0	302
13	270	34	1	0	1	0	0	1	0	0	0	4	0	311
14	258	36	0	0	1	0	0	0	2	0	1	7	0	305
15	329	40	0	1	3	0	0	0	0	0	0	8	0	381
16	444	63	0	1	3	0	1	0	1	0	0	8	0	521
17	501	67	0	0	1	0	0	0	0	0	0	8	0	577
18	486	53	0	0	1	0	0	0	0	0	0	4	0	544
19	325	17	0	0	0	0	0	0	0	0	0	1	0	343
20	229	15	0	0	0	0	0	0	0	0	0	2	0	246
21	161	9	0	0	0	0	0	0	0	0	0	0	0	170
22	113	4	0	1	1	0	0	0	0	0	0	0	0	119
23	66	1	0	0	0	0	0	0	0	0	0	0	0	67
24	24	5	0	0	0	0	0	0	0	0	0	0	0	29
7-19	3927	461	4	5	15	0	1	2	4	0	1	48	0	4468
6-22	4491	496	6	6	16	0	1	2	4	0	1	50	0	5073
6-24	4581	502	6	6	16	0	1	2	4	0	1	50	0	5169
0-24	4626	511	12	6	17	0	1	2	4	0	1	50	0	5230

Automatic Classified Counts, Acrefair

LOCATION: A539

Direction : EASTBOUND

Tuesday 16/05/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	4	5	6	0	0	1	0	0	0	0	16
2	0	0	5	2	0	0	0	0	0	0	0	0	7
3	0	0	1	3	0	2	0	0	0	0	0	0	6
4	0	0	2	0	1	1	0	0	0	0	0	0	4
5	0	0	3	5	4	2	0	0	0	0	0	0	14
6	0	0	12	24	9	2	0	0	0	0	0	0	47
7	0	2	69	70	23	12	2	0	0	0	0	0	178
8	0	1	190	137	32	8	1	0	0	0	0	0	369
9	0	13	282	151	31	2	1	0	0	0	0	0	480
10	0	0	141	113	30	5	1	0	0	0	0	0	290
11	0	1	119	107	32	6	0	0	0	0	0	0	265
12	0	7	140	116	24	2	0	0	0	0	0	0	289
13	0	0	170	92	17	3	0	0	0	0	0	0	282
14	0	1	160	80	27	8	1	0	0	0	0	0	277
15	0	0	161	129	28	7	1	1	0	0	0	0	327
16	0	5	265	177	35	4	3	0	0	0	0	0	489
17	0	1	149	167	44	6	0	0	0	0	0	0	367
18	0	0	123	130	28	6	3	0	0	0	0	0	290
19	0	0	103	108	24	6	1	1	1	0	0	0	244
20	0	1	77	64	40	5	0	0	0	0	0	0	187
21	0	2	47	58	28	4	0	0	0	0	0	0	139
22	0	0	44	42	13	4	2	1	0	0	0	0	106
23	0	0	24	30	17	2	2	0	0	0	0	0	75
24	0	0	9	5	7	2	0	0	0	0	0	0	23

7-19	0	29	2003	1507	352	63	12	2	1	0	0	0	3969
6-22	0	34	2240	1741	456	88	16	3	1	0	0	0	4579
6-24	0	34	2273	1776	480	92	18	3	1	0	0	0	4677
0-24	0	34	2300	1815	500	99	18	4	1	0	0	0	4771

Direction : WESTBOUND

Tuesday 16/05/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	1	6	1	5	0	0	1	0	0	15
2	0	0	3	0	2	0	0	2	1	0	0	0	8
3	0	0	1	2	2	0	0	0	0	0	0	0	5
4	0	0	0	3	1	0	0	0	0	0	0	0	4
5	0	0	0	3	0	0	0	0	0	0	0	0	3
6	0	0	4	11	4	3	1	0	2	1	0	0	26
7	0	0	12	32	17	1	1	7	0	0	0	0	70
8	0	0	39	143	20	4	0	0	0	0	0	0	206
9	1	1	178	178	12	3	0	0	0	0	0	0	373
10	2	0	139	147	14	0	0	0	2	0	0	0	304
11	0	1	150	132	16	1	1	0	0	0	0	0	301
12	0	1	129	146	20	5	0	1	0	0	0	0	302
13	0	1	126	159	23	2	0	0	0	0	0	0	311
14	0	1	126	164	13	0	0	0	1	0	0	0	305
15	0	1	166	192	19	2	0	1	0	0	0	0	381
16	0	1	294	199	23	4	0	0	0	0	0	0	521
17	0	1	278	255	37	6	0	0	0	0	0	0	577
18	0	0	247	256	37	2	1	0	0	1	0	0	544
19	0	1	121	177	42	2	0	0	0	0	0	0	343
20	0	0	77	129	37	3	0	0	0	0	0	0	246
21	0	0	56	81	25	4	3	1	0	0	0	0	170
22	0	0	39	69	7	4	0	0	0	0	0	0	119
23	0	0	8	48	11	0	0	0	0	0	0	0	67
24	0	1	2	22	3	0	1	0	0	0	0	0	29

7-19	3	9	1993	2148	276	31	2	2	3	1	0	0	4468
6-22	3	9	2177	2459	362	43	6	10	3	1	0	0	5073
6-24	3	10	2187	2529	376	43	7	10	3	1	0	0	5169
0-24	3	10	2196	2549	391	47	13	12	6	3	0	0	5230

Automatic Classified Counts, Acrefair

LOCATION: A539

Direction : EASTBOUND

Wednesday 17/05/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	5	0	0	0	0	0	0	0	0	0	0	0	0	5
3	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5	8	3	0	0	0	0	0	0	0	0	0	0	0	11
6	44	5	0	0	0	0	0	0	0	0	0	0	0	49
7	134	21	1	0	1	0	0	0	0	0	0	2	0	159
8	322	40	1	0	1	0	1	0	1	0	0	8	0	374
9	459	41	0	0	1	0	0	0	2	0	0	6	0	509
10	224	37	0	0	2	0	0	0	0	0	0	6	0	269
11	238	32	0	0	1	0	2	0	0	0	0	7	0	280
12	232	33	3	0	2	0	1	0	0	0	0	7	0	278
13	227	40	1	0	0	0	0	0	0	0	0	5	0	273
14	245	39	1	1	3	0	0	0	0	0	0	8	0	297
15	250	25	2	1	0	0	0	0	0	0	0	7	0	285
16	423	36	2	0	1	0	0	1	0	0	0	3	0	466
17	337	30	1	0	0	0	0	0	0	0	0	4	0	372
18	271	26	0	0	2	0	0	1	0	0	0	3	0	303
19	211	30	0	1	1	0	0	0	1	0	0	5	0	249
20	179	18	0	0	0	0	0	0	0	0	0	2	0	199
21	153	10	0	0	0	0	0	0	0	0	0	2	0	165
22	75	12	0	0	0	0	0	0	0	0	0	3	0	90
23	61	3	0	0	0	0	0	0	0	0	0	0	0	64
24	16	4	0	0	0	0	0	0	0	0	0	0	0	20
7-19	3439	409	11	3	14	0	4	2	4	0	0	69	0	3955
6-22	3980	470	12	3	15	0	4	2	4	0	0	78	0	4568
6-24	4057	477	12	3	15	0	4	2	4	0	0	78	0	4652
0-24	4128	485	12	3	15	0	4	2	4	0	0	78	0	4731

Direction : WESTBOUND

Wednesday 17/05/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	7	0	0	0	0	0	0	0	0	0	0	0	0	7
2	7	2	0	0	0	0	0	0	0	0	0	1	0	10
3	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4	2	1	0	0	0	0	0	0	0	0	0	0	0	3
5	2	2	0	0	0	0	0	0	0	0	0	0	0	4
6	30	1	0	0	0	0	0	0	0	0	0	0	0	31
7	70	2	1	0	0	0	0	0	0	0	0	0	0	73
8	197	18	0	0	0	0	0	0	0	0	0	3	0	218
9	392	19	0	0	1	0	1	0	0	0	0	2	0	415
10	275	22	1	0	2	0	0	0	1	0	0	7	0	308
11	239	46	1	0	2	0	0	0	0	0	0	3	0	291
12	272	32	0	3	0	0	1	0	0	1	0	4	0	313
13	261	40	0	0	1	0	1	0	0	0	0	3	0	306
14	269	39	2	0	1	0	1	0	0	0	0	6	0	318
15	289	37	1	1	1	0	0	0	0	0	0	4	0	333
16	445	51	0	1	1	0	0	0	1	0	1	7	0	507
17	507	62	0	1	4	0	0	0	0	0	0	4	0	578
18	521	59	0	0	1	0	0	0	0	0	0	6	0	587
19	303	31	0	0	0	0	0	0	0	0	0	0	0	334
20	229	22	1	0	0	0	0	0	0	0	0	2	0	254
21	150	5	0	0	0	0	0	1	0	0	0	1	0	157
22	104	2	0	0	0	0	0	0	1	0	0	0	0	107
23	60	1	1	0	0	0	0	0	0	0	0	0	0	62
24	26	2	0	0	0	0	0	0	0	0	0	0	0	28
7-19	3970	456	5	6	14	0	4	0	2	1	1	49	0	4508
6-22	4523	487	7	6	14	0	4	1	3	1	1	52	0	5099
6-24	4609	490	8	6	14	0	4	1	3	1	1	52	0	5189
0-24	4658	497	8	6	14	0	4	1	3	1	1	53	0	5246

Automatic Classified Counts, Acrefair

LOCATION: A539

Direction : EASTBOUND

Wednesday 17/05/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	3	0	1	0	0	0	0	0	0	4
2	0	0	2	1	1	1	0	0	0	0	0	0	5
3	0	0	1	2	3	1	0	0	0	0	0	0	7
4	0	0	1	1	1	0	0	0	0	0	0	0	3
5	0	0	2	3	5	1	0	0	0	0	0	0	11
6	0	0	13	19	10	6	0	1	0	0	0	0	49
7	0	1	42	67	40	7	1	0	1	0	0	0	159
8	0	3	183	157	25	5	0	0	1	0	0	0	374
9	0	15	322	150	19	2	1	0	0	0	0	0	509
10	0	3	144	93	27	1	1	0	0	0	0	0	269
11	1	0	145	113	20	1	0	0	0	0	0	0	280
12	0	0	144	112	20	2	0	0	0	0	0	0	278
13	0	1	137	107	20	7	1	0	0	0	0	0	273
14	1	0	176	102	12	5	1	0	0	0	0	0	297
15	0	0	136	117	28	2	1	0	0	1	0	0	285
16	0	0	251	178	30	5	2	0	0	0	0	0	466
17	5	7	177	147	32	3	0	1	0	0	0	0	372
18	2	2	141	126	28	3	1	0	0	0	0	0	303
19	0	0	106	106	33	2	1	0	0	1	0	0	249
20	1	2	91	77	22	1	2	3	0	0	0	0	199
21	0	0	64	66	28	7	0	0	0	0	0	0	165
22	0	0	31	39	16	3	1	0	0	0	0	0	90
23	0	1	23	27	11	2	0	0	0	0	0	0	64
24	0	0	4	11	1	2	1	1	0	0	0	0	20

7-19	9	31	2062	1508	294	38	9	1	1	2	0	0	3955
6-22	10	34	2290	1757	400	56	13	4	2	2	0	0	4568
6-24	10	35	2317	1795	412	60	14	5	2	2	0	0	4652
0-24	10	35	2336	1824	432	70	14	6	2	2	0	0	4731

Direction : WESTBOUND

Wednesday 17/05/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	3	3	0	1	0	0	0	0	0	7
2	0	0	0	5	1	2	0	0	1	1	0	0	10
3	0	0	0	0	0	0	0	2	0	0	0	0	2
4	0	0	1	0	2	0	0	0	0	0	0	0	3
5	0	0	1	0	1	1	1	0	0	0	0	0	4
6	0	0	3	7	15	4	1	1	0	0	0	0	31
7	0	0	3	47	17	5	1	0	0	0	0	0	73
8	1	1	44	150	21	1	0	0	0	0	0	0	218
9	0	2	196	192	20	5	0	0	0	0	0	0	415
10	0	0	147	148	12	1	0	0	0	0	0	0	308
11	0	0	132	143	15	1	0	0	0	0	0	0	291
12	0	1	172	125	13	2	0	0	0	0	0	0	313
13	0	2	151	136	14	3	0	0	0	0	0	0	306
14	0	1	141	149	23	3	1	0	0	0	0	0	318
15	0	0	170	140	16	3	2	0	2	0	0	0	333
16	0	0	224	244	34	5	0	0	0	0	0	0	507
17	0	2	274	264	35	3	0	0	0	0	0	0	578
18	0	1	294	258	32	2	0	0	0	0	0	0	587
19	0	0	100	191	38	4	1	0	0	0	0	0	334
20	0	0	103	116	34	1	0	0	0	0	0	0	254
21	0	0	35	97	21	3	0	0	1	0	0	0	157
22	0	0	34	51	19	1	1	1	0	0	0	0	107
23	0	0	10	33	14	3	2	0	0	0	0	0	62
24	0	0	3	17	5	3	0	0	0	0	0	0	28

7-19	1	10	2045	2140	273	33	4	0	2	0	0	0	4508
6-22	1	10	2220	2451	364	43	6	1	3	0	0	0	5099
6-24	1	10	2233	2501	383	49	8	1	3	0	0	0	5189
0-24	1	10	2238	2516	405	56	11	4	4	1	0	0	5246

Automatic Classified Counts, Acrefair

LOCATION: A539

Direction : EASTBOUND

Thursday 18/05/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	11	1	0	0	0	0	0	0	0	0	0	0	0	12
2	4	0	0	0	0	0	0	0	0	0	0	0	0	4
3	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4	10	0	0	0	1	0	0	0	0	0	0	1	0	12
5	7	6	0	0	0	0	0	0	0	0	0	0	0	13
6	51	1	0	0	0	0	0	0	0	0	0	0	0	52
7	146	21	0	0	0	0	0	1	0	0	0	2	0	170
8	305	49	1	0	3	0	0	1	0	0	2	6	0	367
9	496	34	1	0	0	0	0	0	0	0	0	6	0	537
10	253	38	0	0	2	0	0	0	0	0	0	6	0	299
11	240	24	0	0	1	0	1	1	0	0	1	5	0	273
12	263	36	0	0	1	0	0	1	0	0	0	8	0	309
13	255	38	0	0	1	0	0	0	0	0	0	4	0	298
14	259	39	0	0	0	0	0	0	0	0	0	3	0	301
15	272	37	0	0	0	0	0	1	0	0	0	4	0	314
16	404	40	1	0	2	0	0	1	0	0	0	6	0	454
17	295	41	1	0	3	0	1	0	0	0	0	4	0	345
18	287	21	0	0	0	0	0	0	0	0	0	3	0	311
19	191	20	1	0	0	0	0	0	0	0	0	2	0	214
20	162	10	0	0	0	0	0	0	0	0	0	2	0	174
21	124	13	1	0	2	0	0	0	0	0	0	0	0	140
22	95	2	0	0	1	0	0	0	0	0	0	2	0	100
23	79	9	0	0	0	0	0	0	0	0	0	0	0	88
24	27	3	0	0	0	0	0	0	0	0	1	0	0	31
7-19	3520	417	5	0	13	0	2	5	0	0	3	57	0	4022
6-22	4047	463	6	0	16	0	2	6	0	0	3	63	0	4606
6-24	4153	475	6	0	16	0	2	6	0	0	4	63	0	4725
0-24	4241	483	6	0	17	0	2	6	0	0	4	64	0	4823

Direction : WESTBOUND

Thursday 18/05/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	10	0	0	0	0	0	0	0	0	0	0	0	0	10
2	3	3	0	0	0	0	0	0	0	0	0	0	0	6
3	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4	4	1	0	0	0	0	0	0	0	0	0	0	0	5
5	8	1	0	0	0	0	0	0	0	0	0	0	0	9
6	29	1	0	0	0	0	0	0	0	0	0	0	0	30
7	65	5	0	0	0	0	0	0	1	0	0	1	0	72
8	172	26	0	0	0	0	0	0	0	0	0	2	0	200
9	343	48	0	0	7	0	0	0	0	0	0	2	0	400
10	253	35	2	0	1	0	0	0	0	0	0	8	0	299
11	249	34	2	0	2	0	0	0	0	0	0	3	0	290
12	243	41	0	1	1	0	0	0	1	0	0	4	0	291
13	285	37	1	0	1	0	0	1	0	0	0	6	0	331
14	256	28	0	0	1	0	0	0	2	0	1	11	0	299
15	317	44	0	1	3	0	0	0	0	0	0	4	0	369
16	511	39	0	0	0	0	0	0	1	1	0	1	0	553
17	518	45	0	0	1	0	0	0	0	0	0	2	0	566
18	428	28	0	0	0	0	0	0	0	0	0	5	0	461
19	342	16	1	0	0	0	0	0	1	0	0	3	0	363
20	155	11	0	0	0	0	0	0	0	0	0	0	0	166
21	71	3	1	0	0	0	0	0	0	0	0	0	0	75
22	80	4	0	0	0	0	0	0	0	0	0	0	0	84
23	63	3	1	0	0	0	0	0	0	0	0	0	0	67
24	33	2	1	0	0	0	0	0	0	0	0	0	0	36
7-19	3917	421	6	2	17	0	0	1	5	1	1	51	0	4422
6-22	4288	444	7	2	17	0	0	1	6	1	1	52	0	4819
6-24	4384	449	9	2	17	0	0	1	6	1	1	52	0	4922
0-24	4440	456	9	2	17	0	0	1	6	1	1	52	0	4985

Automatic Classified Counts, Acrefair

LOCATION: A539

Direction : EASTBOUND

Thursday 18/05/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	4	4	2	2	0	0	0	0	0	0	12
2	0	0	1	1	0	1	1	0	0	0	0	0	4
3	0	0	2	1	2	0	0	0	0	0	0	0	5
4	0	0	4	4	3	1	0	0	0	0	0	0	12
5	0	0	5	4	3	1	0	0	0	0	0	0	13
6	0	0	11	17	14	8	1	1	0	0	0	0	52
7	0	3	51	62	44	8	2	0	0	0	0	0	170
8	1	3	163	146	44	8	2	0	0	0	0	0	367
9	1	1	285	206	37	5	2	0	0	0	0	0	537
10	0	0	170	107	17	3	2	0	0	0	0	0	299
11	0	3	141	97	26	5	0	0	1	0	0	0	273
12	0	10	142	128	28	1	0	0	0	0	0	0	309
13	0	0	175	98	21	4	0	0	0	0	0	0	298
14	0	1	181	84	29	5	1	0	0	0	0	0	301
15	0	0	148	129	28	7	1	1	0	0	0	0	314
16	0	5	268	153	27	1	0	0	0	0	0	0	454
17	0	0	183	130	27	5	0	0	0	0	0	0	345
18	0	4	123	149	29	5	0	0	1	0	0	0	311
19	0	2	84	83	33	8	2	2	0	0	0	0	214
20	0	0	47	75	39	9	3	0	1	0	0	0	174
21	0	0	45	67	26	1	0	1	0	0	0	0	140
22	0	1	41	35	12	7	2	2	0	0	0	0	100
23	0	0	43	26	12	6	1	0	0	0	0	0	88
24	0	0	10	14	5	2	0	0	0	0	0	0	31
7-19	2	29	2063	1510	346	57	10	3	2	0	0	0	4022
6-22	2	33	2247	1749	467	82	17	6	3	0	0	0	4606
6-24	2	33	2300	1789	484	90	18	6	3	0	0	0	4725
0-24	2	33	2327	1820	508	103	20	7	3	0	0	0	4823

Direction : WESTBOUND

Thursday 18/05/2023	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	5	4	0	0	0	0	0	0	0	10
2	0	0	0	2	2	1	1	0	0	0	0	0	6
3	0	0	0	0	2	0	0	1	0	0	0	0	3
4	0	0	0	3	2	0	0	0	0	0	0	0	5
5	0	0	0	6	1	2	0	0	0	0	0	0	9
6	0	0	7	9	12	1	0	0	0	1	0	0	30
7	0	1	14	35	13	7	2	0	0	0	0	0	72
8	0	1	56	115	26	2	0	0	0	0	0	0	200
9	1	0	182	179	32	5	1	0	0	0	0	0	400
10	0	10	164	108	14	3	0	0	0	0	0	0	299
11	0	4	198	74	11	2	1	0	0	0	0	0	290
12	0	1	125	146	15	3	0	1	0	0	0	0	291
13	0	2	143	159	25	2	0	0	0	0	0	0	331
14	0	1	117	170	10	0	0	0	1	0	0	0	299
15	0	1	160	187	17	3	0	1	0	0	0	0	369
16	0	1	323	210	18	1	0	0	0	0	0	0	553
17	1	2	347	194	21	1	0	0	0	0	0	0	566
18	0	1	176	250	27	6	1	0	0	0	0	0	461
19	0	0	112	199	46	5	0	1	0	0	0	0	363
20	0	0	58	78	26	3	1	0	0	0	0	0	166
21	0	0	28	34	11	1	1	0	0	0	0	0	75
22	0	0	29	45	9	1	0	0	0	0	0	0	84
23	0	0	26	27	13	1	0	0	0	0	0	0	67
24	0	0	9	9	14	3	0	1	0	0	0	0	36
7-19	2	24	2103	1991	262	33	3	3	1	0	0	0	4422
6-22	2	25	2232	2183	321	45	7	3	1	0	0	0	4819
6-24	2	25	2267	2219	348	49	7	4	1	0	0	0	4922
0-24	2	25	2275	2244	371	53	8	5	1	1	0	0	4985

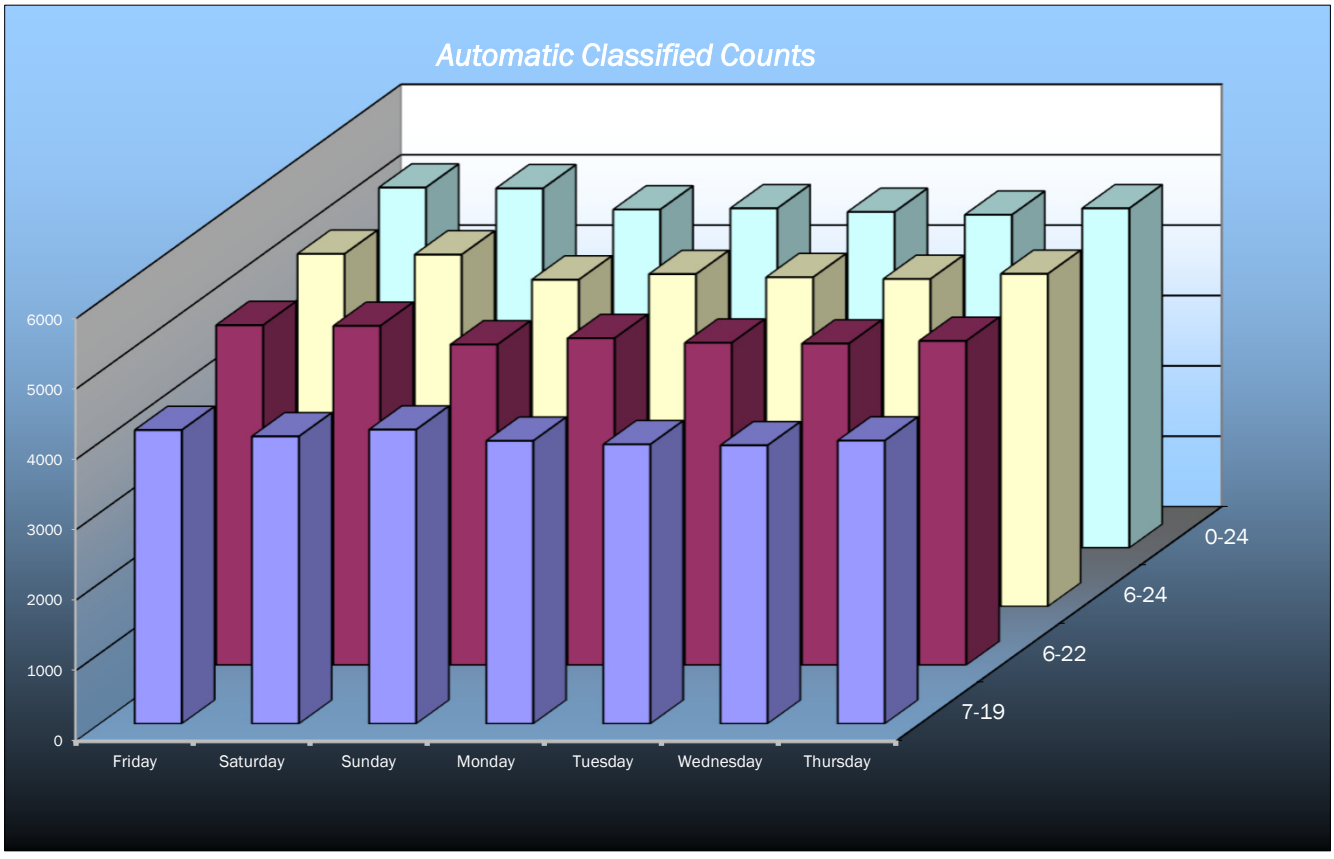
Automatic Classified Counts, Acrefair

LOCATION: A539

Direction : EASTBOUND

VEHICLE FLOWS									
Hr Ending	Friday 12-May-23	Saturday 13-May-23	Sunday 14-May-23	Monday 15-May-23	Tuesday 16-May-23	Wednesday 17-May-23	Thursday 18-May-23	WEEKDAY AVERAGE	WEEK AVERAGE
1	19	32	67	16	16	4	12	13	24
2	4	13	34	6	7	5	4	5	10
3	6	11	15	4	6	7	5	6	8
4	6	4	10	2	4	3	12	5	6
5	14	13	11	19	14	11	13	14	14
6	60	34	26	55	47	49	52	53	46
7	146	57	39	157	178	159	170	162	129
8	337	78	67	369	369	374	367	363	280
9	466	183	121	479	480	509	537	494	396
10	282	270	217	316	290	269	299	291	278
11	303	311	312	271	265	280	273	278	288
12	324	293	359	330	289	278	309	306	312
13	336	398	494	297	282	273	298	297	340
14	335	360	449	309	277	297	301	304	333
15	365	418	466	326	327	285	314	323	357
16	495	430	539	428	489	466	454	466	472
17	366	453	533	318	367	372	345	354	393
18	322	515	367	333	290	303	311	312	349
19	242	374	254	243	244	249	214	238	260
20	230	299	163	181	187	199	174	194	205
21	156	234	110	151	139	165	140	150	156
22	125	146	64	136	106	90	100	111	110
23	119	114	50	48	75	64	88	79	80
24	60	66	38	29	23	20	31	33	38

7-19	4173	4083	4178	4019	3969	3955	4022	4028	4057
6-22	4830	4819	4554	4644	4579	4568	4606	4645	4657
6-24	5009	4999	4642	4721	4677	4652	4725	4757	4775
0-24	5118	5106	4805	4823	4771	4731	4823	4853	4882



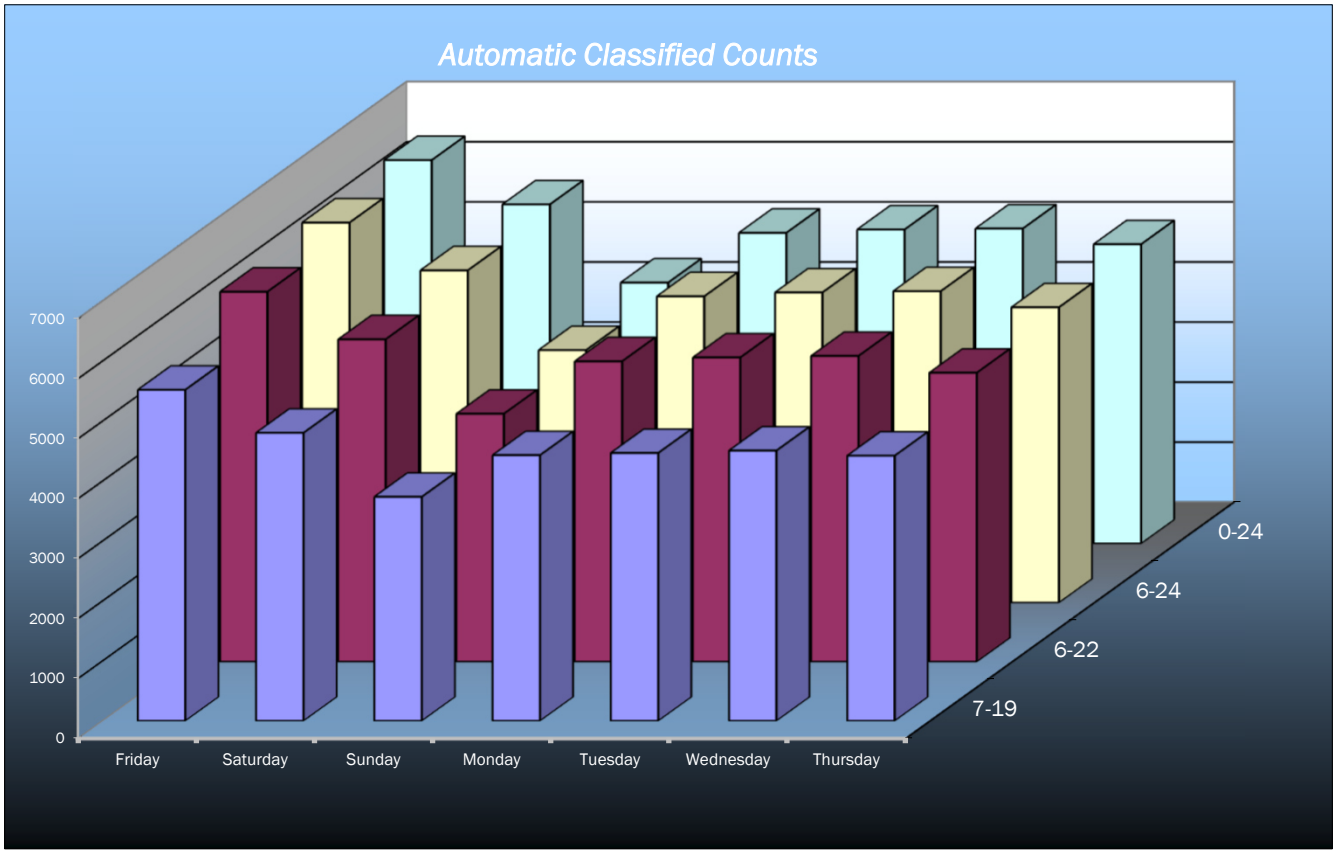
Automatic Classified Counts, Acrefair

LOCATION: A539

Direction : WESTBOUND

WESTBOUND									
Hr Ending	Friday 12-May-23	Saturday 13-May-23	Sunday 14-May-23	Monday 15-May-23	Tuesday 16-May-23	Wednesday 17-May-23	Thursday 18-May-23	WEEKDAY AVERAGE	WEEK AVERAGE
1	9	34	49	11	15	7	10	10	19
2	3	19	28	7	8	10	6	7	12
3	6	11	19	4	5	2	3	4	7
4	2	12	14	4	4	3	5	4	6
5	6	14	8	4	3	4	9	5	7
6	27	22	20	41	26	31	30	31	28
7	70	48	33	85	70	73	72	74	64
8	215	148	75	196	206	218	200	207	180
9	417	247	133	371	373	415	400	395	337
10	305	445	223	280	304	308	299	299	309
11	318	493	370	287	301	291	290	297	336
12	405	559	475	321	302	313	291	326	381
13	489	596	555	347	311	306	331	357	419
14	519	532	433	333	305	318	299	355	391
15	546	462	359	355	381	333	369	397	401
16	622	355	317	490	521	507	553	539	481
17	616	351	361	581	577	578	566	584	519
18	612	328	248	501	544	587	461	541	469
19	457	288	187	369	343	334	363	373	334
20	275	234	152	210	246	254	166	230	220
21	165	160	124	168	170	157	75	147	146
22	136	129	91	115	119	107	84	112	112
23	97	91	44	71	67	62	67	73	71
24	67	70	29	24	29	28	36	37	40

7-19	5521	4804	3736	4431	4468	4508	4422	4670	4556
6-22	6167	5375	4136	5009	5073	5099	4819	5233	5097
6-24	6331	5536	4209	5104	5169	5189	4922	5343	5209
0-24	6384	5648	4347	5175	5230	5246	4985	5404	5288



Automatic Classified Counts, Acrefair

LOCATION: A539

Direction : EASTBOUND

AVERAGE SPEEDS							
Hr Ending	Friday 12-May-23	Saturday 13-May-23	Sunday 14-May-23	Monday 15-May-23	Tuesday 16-May-23	Wednesday 17-May-23	Thursday 18-May-23
1	31.0	32.0	33.0	34.1	34.3	35.5	33.0
2	33.6	34.7	34.9	33.0	27.6	33.0	37.4
3	39.3	35.5	37.2	31.1	35.1	35.5	32.0
4	37.6	32.4	34.0	29.3	33.0	32.2	32.6
5	37.1	36.8	33.9	36.0	34.3	34.8	32.0
6	34.4	34.2	32.1	33.8	32.5	33.7	35.0
7	31.9	37.1	33.8	32.6	31.4	32.9	32.4
8	29.3	31.8	32.4	30.2	29.8	29.7	30.4
9	28.5	29.4	31.1	29.2	28.5	28.0	29.4
10	29.6	30.3	30.2	29.9	30.1	29.4	29.2
11	29.0	30.5	30.1	29.8	30.4	29.4	29.7
12	29.6	29.6	29.5	29.4	29.4	29.5	29.5
13	30.0	29.4	29.7	29.2	28.9	29.8	29.1
14	29.7	30.4	28.7	29.5	29.4	28.9	29.1
15	30.0	30.2	29.4	29.9	30.1	30.1	30.2
16	28.7	30.4	28.7	29.5	29.3	29.5	28.7
17	29.6	29.1	28.2	29.1	30.7	29.3	29.6
18	30.8	29.7	29.9	31.9	30.7	29.8	30.5
19	31.3	29.8	31.3	30.2	30.8	30.7	31.4
20	31.2	31.0	30.3	31.5	31.2	30.3	33.0
21	30.7	30.3	32.1	30.9	31.5	31.4	31.7
22	32.4	31.4	31.0	31.0	31.3	31.8	31.8
23	27.9	32.0	32.1	32.4	32.4	31.2	30.9
24	31.1	32.0	32.1	33.7	32.5	34.5	32.0
10-12	29.3	30.0	29.8	29.6	29.9	29.5	29.6
14-16	29.3	30.3	29.1	29.7	29.7	29.8	29.5
0-24	31.4	31.7	31.5	31.1	31.0	31.3	31.3

85TH PERCENTILE							
Hr Ending	Friday 12-May-23	Saturday 13-May-23	Sunday 14-May-23	Monday 15-May-23	Tuesday 16-May-23	Wednesday 17-May-23	Thursday 18-May-23
1	36.7	38.4	39.5	37.4	41.3	40.5	39.6
2	40.8	43.8	42.2	33.0	31.3	40.7	47.5
3	49.2	42.6	44.4	34.9	41.9	41.1	38.3
4	45.4	37.5	40.0	34.6	41.9	38.5	38.6
5	43.6	44.5	42.7	44.8	40.1	40.3	38.1
6	39.7	41.0	38.2	39.8	37.3	40.1	41.5
7	38.1	43.4	40.9	38.1	37.3	38.6	38.4
8	33.8	38.2	39.1	35.0	34.7	34.6	35.7
9	32.6	34.7	37.1	33.7	33.4	32.6	34.2
10	34.5	35.3	35.8	34.5	35.0	34.3	33.9
11	33.3	35.9	35.3	34.4	35.4	34.0	35.0
12	35.0	36.0	35.2	34.2	34.4	34.0	34.6
13	34.7	34.6	34.9	33.8	33.3	34.8	33.6
14	34.3	35.3	33.7	34.5	34.6	33.6	34.1
15	35.4	35.0	34.7	35.0	35.1	35.3	35.3
16	33.1	35.8	33.8	34.2	34.2	34.1	33.2
17	34.8	34.1	33.1	34.5	35.5	35.1	34.2
18	36.1	34.6	34.5	37.2	35.7	35.0	35.6
19	36.9	35.1	36.0	35.5	36.2	36.1	37.4
20	38.2	36.8	35.6	40.8	36.6	36.4	38.8
21	36.6	35.6	38.1	36.1	36.9	36.6	36.7
22	38.0	36.9	37.0	36.3	37.3	37.1	38.6
23	33.7	38.0	37.5	38.6	38.1	36.6	36.9
24	37.1	38.9	36.9	41.5	38.8	41.9	37.4
10-12	34.2	35.9	35.3	34.3	34.9	34.0	34.8
14-16	34.2	35.4	34.3	34.6	34.6	34.7	34.2
0-24	37.1	37.6	37.3	36.3	36.5	36.7	37.0

7 DAY AVERAGE SPEED	31.3
7 DAY AVERAGE 85th PERCENTILE	37.0

5 DAY OFF PEAK AVERAGE SPEED	29.6
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	34.5

Automatic Classified Counts, Acrefair

LOCATION: A539

Direction : WESTBOUND

AVERAGE SPEEDS							
Hr Ending	Friday 12-May-23	Saturday 13-May-23	Sunday 14-May-23	Monday 15-May-23	Tuesday 16-May-23	Wednesday 17-May-23	Thursday 18-May-23
1	34.1	30.9	30.7	35.0	42.3	37.3	34.3
2	28.0	30.9	34.2	35.1	39.6	41.3	38.8
3	39.7	40.7	33.1	31.1	33.5	53.0	43.0
4	38.0	38.6	36.4	34.9	34.3	33.8	35.0
5	43.0	36.4	34.9	36.8	33.0	38.6	35.8
6	35.2	35.6	37.3	38.2	37.5	37.1	34.7
7	34.8	34.7	34.2	35.0	35.3	34.7	33.6
8	32.7	33.5	33.2	31.4	32.3	31.8	31.6
9	29.9	32.6	31.9	30.2	29.5	29.7	30.1
10	31.1	29.8	30.5	29.9	29.8	29.6	28.6
11	30.0	29.7	29.5	29.6	29.6	29.9	27.9
12	28.5	29.5	29.1	29.9	30.3	29.1	30.1
13	29.5	28.9	29.8	29.9	30.3	29.5	30.1
14	29.3	30.1	28.7	29.9	30.1	30.1	30.3
15	29.3	30.3	29.9	30.0	30.0	29.7	30.1
16	28.6	30.1	29.9	29.7	29.0	30.1	28.8
17	29.4	30.4	29.7	29.7	29.8	29.7	28.5
18	30.4	30.5	31.8	30.6	30.1	29.5	30.6
19	31.6	31.1	31.2	30.4	31.0	31.5	31.5
20	31.4	31.4	31.2	32.1	31.5	30.7	31.4
21	32.8	32.5	33.2	32.6	31.9	32.3	31.3
22	32.4	32.3	31.4	31.4	31.2	31.9	31.1
23	31.0	34.8	33.5	33.3	32.9	33.9	31.2
24	34.2	33.9	38.9	35.6	32.9	34.2	34.5
10-12	29.2	29.6	29.3	29.8	29.9	29.5	29.0
14-16	28.9	30.2	29.9	29.9	29.5	29.9	29.4
0-24	32.3	32.5	32.3	32.2	32.4	33.3	32.2

85TH PERCENTILE							
Hr Ending	Friday 12-May-23	Saturday 13-May-23	Sunday 14-May-23	Monday 15-May-23	Tuesday 16-May-23	Wednesday 17-May-23	Thursday 18-May-23
1	36.3	36.6	36.3	39.6	51.5	42.6	38.2
2	32.3	34.8	38.5	37.8	53.2	52.9	44.7
3	45.7	48.9	39.3	34.9	38.6	53.0	51.7
4	38.0	46.0	42.7	41.1	36.8	41.1	37.7
5	52.5	41.4	40.2	41.5	33.0	48.3	40.2
6	40.6	41.7	43.7	43.7	47.8	43.0	42.5
7	40.2	41.0	40.2	39.3	42.8	38.6	39.6
8	36.6	39.0	38.7	35.3	36.1	36.0	36.0
9	34.4	37.1	37.1	34.6	33.9	34.2	34.9
10	35.3	34.4	35.3	34.5	34.9	33.8	33.6
11	34.9	34.1	33.9	33.9	34.0	34.1	32.4
12	34.6	34.1	33.2	34.2	35.0	33.4	34.7
13	33.7	32.9	34.1	34.1	34.7	34.0	34.6
14	33.5	34.4	32.9	34.5	34.5	34.7	34.6
15	33.6	34.7	34.6	34.3	34.4	34.8	34.5
16	32.8	34.6	34.0	34.0	33.3	34.5	32.8
17	34.0	35.0	34.1	33.9	34.2	34.1	32.7
18	35.4	35.7	36.0	34.8	34.7	33.8	35.0
19	38.7	35.8	36.2	34.9	35.5	35.9	36.1
20	36.3	36.1	36.6	36.5	36.1	35.3	36.4
21	37.5	38.1	38.4	37.1	37.3	37.0	36.4
22	38.3	37.2	36.1	36.2	35.7	37.2	35.5
23	38.0	42.1	41.7	39.5	36.2	39.0	36.2
24	39.9	38.8	45.4	41.8	38.0	38.7	41.0
10-12	34.7	34.1	33.5	34.1	34.5	33.7	33.5
14-16	33.2	34.7	34.3	34.2	33.9	34.6	33.7
0-24	37.2	37.7	37.5	36.8	37.6	38.3	37.2

7 DAY AVERAGE SPEED	32.4
7 DAY AVERAGE 85th PERCENTILE	37.5

5 DAY OFF PEAK AVERAGE SPEED	29.5
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	34.0

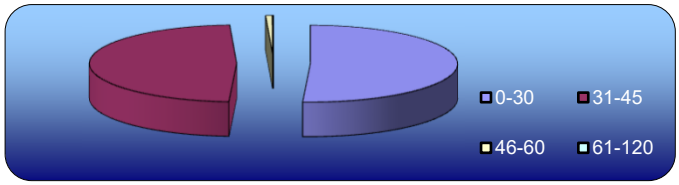
Automatic Classified Counts, Acrefair

LOCATION: A539

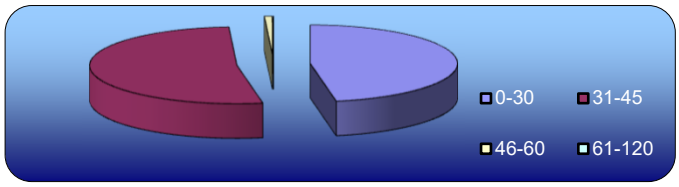
Direction : EASTBOUND

SPEED SUMMARY							
SPEED (MPH)	Friday 12-May-23	Saturday 13-May-23	Sunday 14-May-23	Monday 15-May-23	Tuesday 16-May-23	Wednesday 17-May-23	Thursday 18-May-23
0-30	2602	2409	2440	2342	2334	2381	2362
31-45	2477	2652	2329	2452	2414	2326	2431
46-60	37	44	34	27	23	22	30
61-120	2	1	2	2	0	2	0
TOTAL	5118	5106	4805	4823	4771	4731	4823

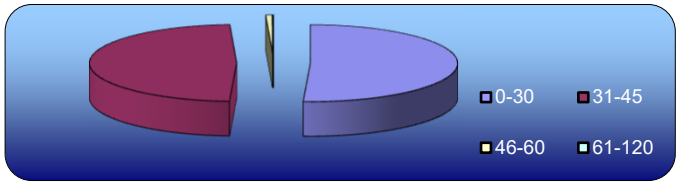
Friday
12-May-23



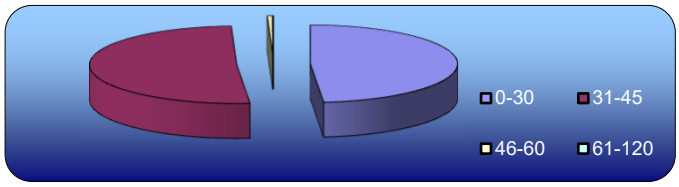
Saturday
13-May-23



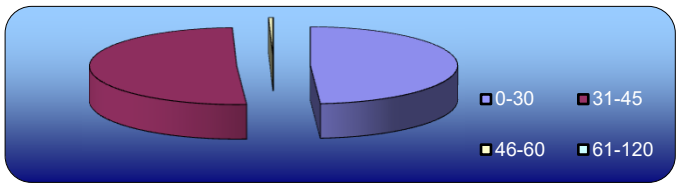
Sunday
14-May-23



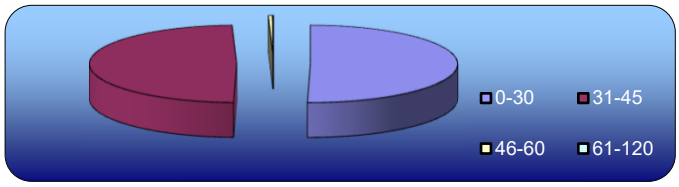
Monday
15-May-23



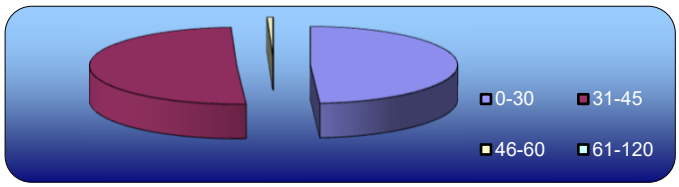
Tuesday
16-May-23



Wednesday
17-May-23



Thursday
18-May-23



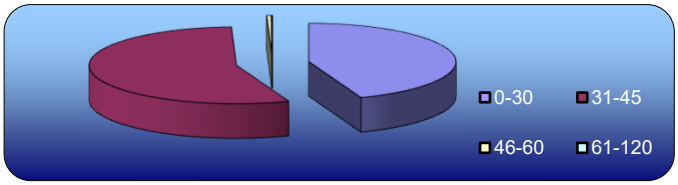
Automatic Classified Counts, Acrefair

LOCATION: A539

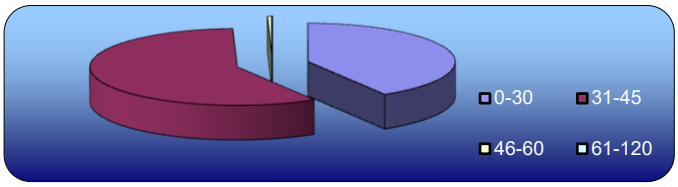
Direction : WESTBOUND

SPEED SUMMARY							
SPEED (MPH)	Friday 12-May-23	Saturday 13-May-23	Sunday 14-May-23	Monday 15-May-23	Tuesday 16-May-23	Wednesday 17-May-23	Thursday 18-May-23
0-30	2824	2332	1917	2108	2209	2249	2302
31-45	3525	3288	2405	3055	2987	2977	2668
46-60	31	26	24	12	31	19	14
61-120	4	2	1	0	3	1	1
TOTAL	6384	5648	4347	5175	5230	5246	4985

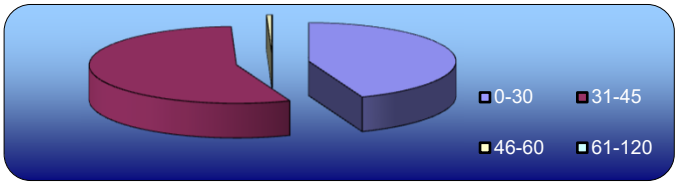
Friday
12-May-23



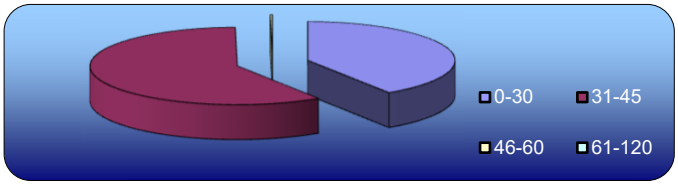
Saturday
13-May-23



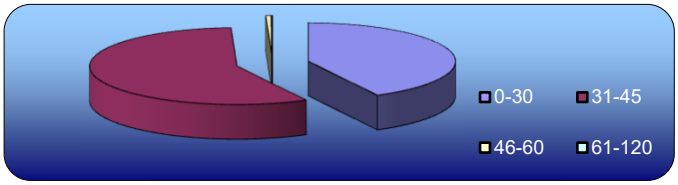
Sunday
14-May-23



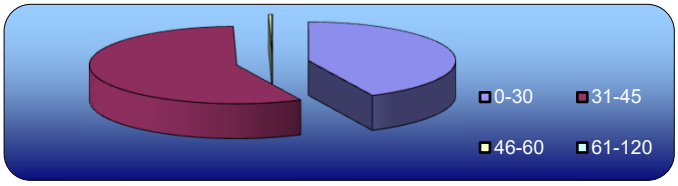
Monday
15-May-23



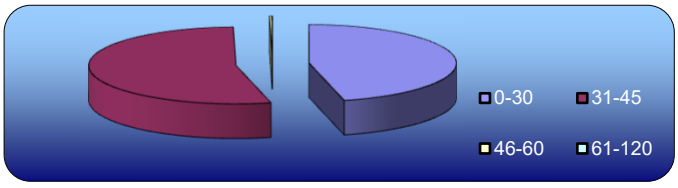
Tuesday
16-May-23



Wednesday
17-May-23



Thursday
18-May-23

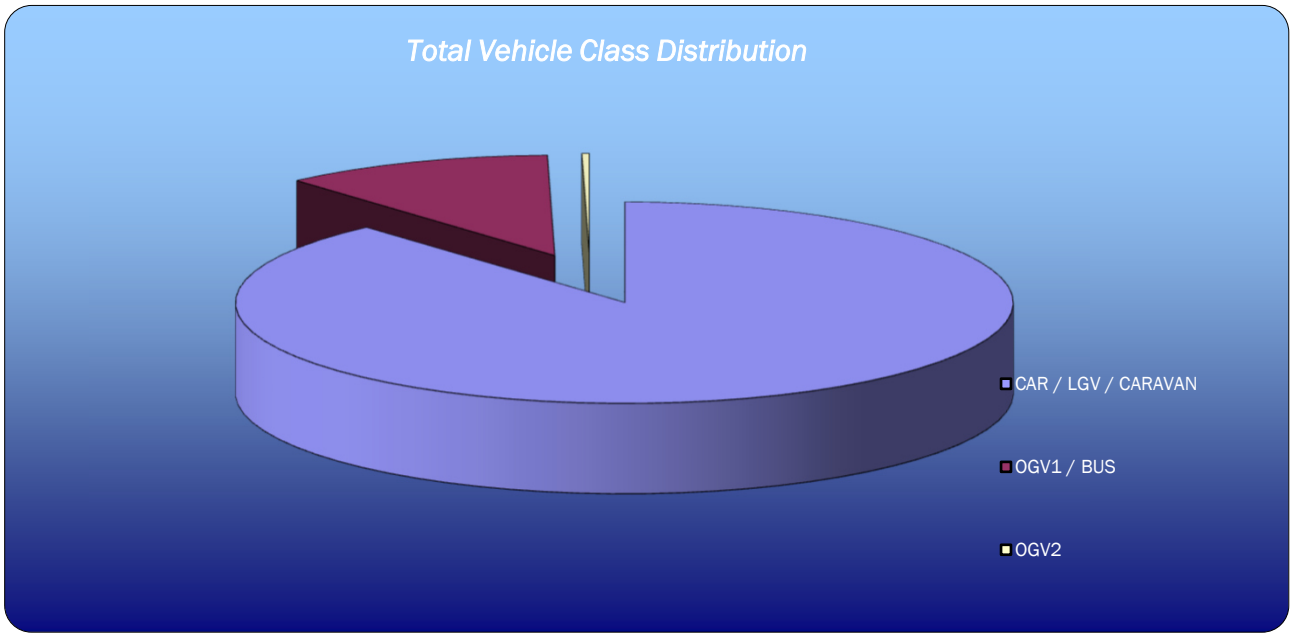


Automatic Classified Counts, Acrefair

LOCATION: A539

Direction : EASTBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
12-May-23				
7-19	3687	477	9	4173
6-22	4268	552	10	4830
6-24	4431	568	10	5009
0-24	4524	583	11	5118
13-May-23				
7-19	3722	334	27	4083
6-22	4407	382	30	4819
6-24	4574	395	30	4999
0-24	4667	409	30	5106
14-May-23				
7-19	3790	370	18	4178
6-22	4135	401	18	4554
6-24	4219	405	18	4642
0-24	4371	416	18	4805
15-May-23				
7-19	3528	483	8	4019
6-22	4093	543	8	4644
6-24	4164	549	8	4721
0-24	4258	555	10	4823
16-May-23				
7-19	3430	531	8	3969
6-22	3971	598	10	4579
6-24	4062	605	10	4677
0-24	4140	621	10	4771
17-May-23				
7-19	3439	507	9	3955
6-22	3980	579	9	4568
6-24	4057	586	9	4652
0-24	4128	594	9	4731
18-May-23				
7-19	3520	494	8	4022
6-22	4047	550	9	4606
6-24	4153	562	10	4725
0-24	4241	572	10	4823
AVERAGE				
7-19	3588	457	12	4057
6-22	4129	515	13	4657
6-24	4237	524	14	4775
0-24	4333	536	14	4882

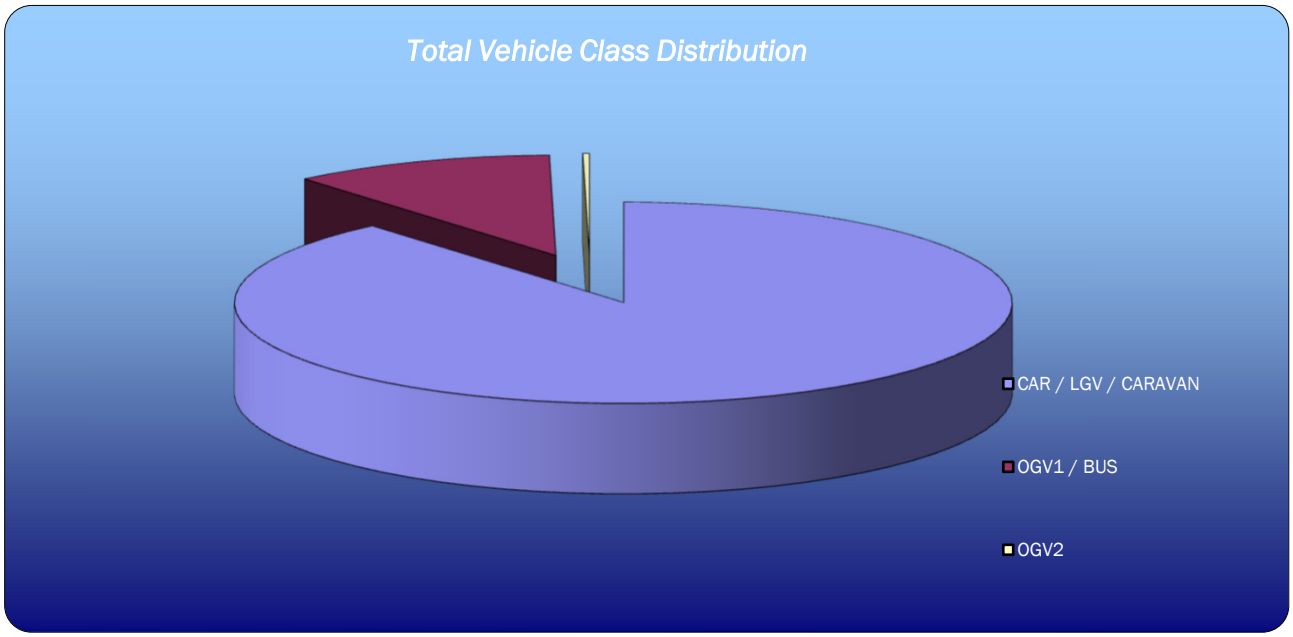


Automatic Classified Counts, Acrefair

LOCATION: A539

Direction : WESTBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
12-May-23				
7-19	4860	647	14	5521
6-22	5456	696	15	6167
6-24	5611	705	15	6331
0-24	5658	711	15	6384
13-May-23				
7-19	4381	401	22	4804
6-22	4913	440	22	5375
6-24	5069	445	22	5536
0-24	5172	454	22	5648
14-May-23				
7-19	3393	330	13	3736
6-22	3775	348	13	4136
6-24	3842	354	13	4209
0-24	3969	365	13	4347
15-May-23				
7-19	3873	552	6	4431
6-22	4418	583	8	5009
6-24	4506	590	8	5104
0-24	4571	595	9	5175
16-May-23				
7-19	3927	529	12	4468
6-22	4491	569	13	5073
6-24	4581	575	13	5169
0-24	4626	591	13	5230
17-May-23				
7-19	3970	528	10	4508
6-22	4523	564	12	5099
6-24	4609	568	12	5189
0-24	4658	576	12	5246
18-May-23				
7-19	3917	495	10	4422
6-22	4288	520	11	4819
6-24	4384	527	11	4922
0-24	4440	534	11	4985
AVERAGE				
7-19	4046	497	12	4556
6-22	4552	531	13	5097
6-24	4657	538	13	5209
0-24	4728	547	14	5288



S|C|P

APPENDIX C



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NOTES

Distance of visibility splays have been selected in accordance with Table B of Technical Advice Note (TAN) 18'.

REVISIONS

REV	DESCRIPTION	DATE	BY
A	– Visibility splays updated to refect more recent speedy survey	09.06	KG

S|C|P
Transportation Planning : Infrastructure Design
Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:
CLWYD ALYN HOUSING LTD

Project Title:
PROPOSED RESIDENTIAL DEVELOPMENT, LLANGOLLEN ROAD, ACREFAIR, WREXHAM

Drawing Title:
VISIBILITY SPLAYS AT SITE ACCESS

Drawn By:	Date:
NT	18.11.2022
Checked: DR	Scale: AS SPECIFIED @ A3
Status: PLANNING	Approved/Unapproved: -
Drawing No. SCP/210486/D02	Rev. A

S|C|P

APPENDIX D



0 100 200
metres

N

LEGEND

MINESHAFT COLLAPSE RADIUS

MINESHAFT LOCATION / DIAMETER

BRICK FACED RETAINING WALL WITH APPROXIMATE HEIGHT INDICATED

TIMBER CRIBLOCK RETAINING WALL

EXTERNAL STORE / SHED / CYCLE STORE

BIN STORE LOCATION

BOUNDARY FENCING TO BE 1.8M HIGH TIMBER HIT AND MISS FENCING WITH CONCRETE POSTS AND GRAVEL BOARDS.

GATES TO BE 1.8M HIGH PERSONNEL GATE TO MATCH FENCING. LOCKABLE TO SBD STANDARD.

FENCING BETWEEN REAR GARDENS TO BE 1.2M HIGH TIMBER HIT AND MISS FENCING WITH CONCRETE POSTS AND GRAVEL BOARDS.

ASPHALT ROAD AND PARKING BAYS

ASPHALT FOOTPATH

BLOCK PAVIOR (NON-ADOPTABLE)

GRASSCRETE PARKING BAY

PAVING

RAIN GARDEN

PROPOSED GROUND LEVEL (PRELIMINARY)

SECTION INDICATOR.
REFER TO DRAWING 20 FOR CROSS SECTIONS

SCHEDULE OF ACCOMMODATION

	3P2B WHEELCHAIR BUNGALOW	2
	3P2B BUNGALOW	6
	2P1B WALK-UP APARTMENT	26
	4P2B HOUSE	58
	5P3B HOUSE	36
	5P3B HOUSE	11
	6P4B HOUSE	16
	7P4B HOUSE	4
TOTAL No. DWELLINGS		**159**

APPROXIMATE SITE AREA 71,802m²

NOTES:
ALL DIMENSIONS TO BE CHECKED AND CONFIRMED ON SITE PRIOR TO ANY WORKS OR FABRICATION.

DO NOT SCALE OFF THIS DRAWING.

ANY ERRORS, OMISSIONS OR DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF MUNRO ASSOCIATES IMMEDIATELY.

REV	DATE	DESCRIPTION	BY
K	04.08.23	Minor revision. POS m² added.	PO
J	27.07.23	Minor revisions to layout and mix of house types. Additional external levels added and draft FFL's to all plots.	PO
H	11.01.23	Minor revisions to highway turning heads. Draft external levels added. Cross section indicators added. Drawing issued for PAC.	PO
G	06.10.22	Red line site boundary revised.	PO
F	05.10.22	Pedestrian link to public footpath added.	PO
E	04.10.22	Minor amendments following client comments.	PO
D	27.09.22	Revised scheme of 159 dwellings and detail added .	PO
C	25.05.22	Revised scheme of 160 dwellings	PO
B	16.05.22	Revised scheme of 160 dwellings	PO
A	08.04.22	Revised scheme of 170 dwellings	PO

Drawing Status
OUTLINE PLANNING

munro associates
www.munro-associates.com
UNIT 29, THE RURAL ENTERPRISE CENTRE, STAFFORD DRIVE, BATTLEFIELD ENTERPRISE PARK, SHREWSBURY, SY1 3FE.
T: 01743 341438 E: design@munro-associates.com

Client
Clwyd Alyn

Project
Residential Development
The Works, Acrefair
LL14 3HW

Scale
1:1000 @ A1
1:2000 @ A3

Date
March 2022

Drawn
P Oliver

Drawing Title
SITE LAYOUT

Project No.	Drawing No.	Revision
21-231	**10**	**K**

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Registered in England and Wales
Registration No. 08117820 Vat No. 650 8829 15

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APPENDIX E

Manual Classified Turning Counts, Acrefair

DATE: TUESDAY 16th MAY 2023

LOCATION: A539 / CHAPEL STREET / KING STREET

ARM: A539 WEST

TIME / CLASS	LEFT TO CHAPEL STREET								STRAIGHT TO A539 EAST								RIGHT TO KING STREET								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	3	1	0	0	0	4	1	0	91	16	0	0	2	110	0	0	3	0	0	0	0	3	117
7:45 - 8:00	0	0	0	0	0	0	0	0	0	1	82	14	1	0	1	99	0	0	1	1	0	0	0	2	101
8:00 - 8:15	0	0	3	0	0	0	0	3	0	0	99	18	0	0	3	120	0	0	0	0	0	0	0	0	123
8:15 - 8:30	0	0	1	2	0	0	0	3	0	0	88	14	0	0	2	104	0	0	4	1	0	0	0	5	112
HOURLY TOTAL	0	0	7	3	0	0	0	10	1	1	360	62	1	0	8	433	0	0	8	2	0	0	0	10	453
8:30 - 8:45	0	0	8	3	0	0	0	11	0	0	93	17	1	1	2	114	0	0	5	3	0	0	0	8	133
8:45 - 9:00	0	0	5	1	0	0	0	6	0	0	70	25	2	1	2	100	0	0	4	1	0	0	0	5	111
9:00 - 9:15	0	0	5	0	0	0	0	5	0	12	76	11	0	0	2	101	0	0	6	0	0	0	0	6	112
9:15 - 9:30	0	0	4	1	0	0	0	5	0	0	82	13	1	0	1	97	0	0	5	0	0	0	0	5	107
HOURLY TOTAL	0	0	22	5	0	0	0	27	0	12	321	66	4	2	7	412	0	0	20	4	0	0	0	24	463
PERIOD TOTAL	0	0	29	8	0	0	0	37	1	13	681	128	5	2	15	845	0	0	28	6	0	0	0	34	916
15:00 - 15:15	0	0	15	2	0	0	0	17	0	0	92	18	0	0	1	111	0	0	7	0	0	0	0	7	135
15:15 - 15:30	0	0	19	3	0	0	1	23	0	3	96	20	2	0	0	121	0	0	9	1	0	0	0	10	154
15:30 - 15:45	0	0	16	1	0	0	0	17	0	4	103	16	0	0	1	124	0	0	6	0	0	0	0	6	147
15:45 - 16:00	0	0	8	3	0	0	0	11	0	1	86	14	0	0	1	102	0	0	4	2	0	0	0	6	119
HOURLY TOTAL	0	0	58	9	0	0	1	68	0	8	377	68	2	0	3	458	0	0	26	3	0	0	0	29	555
16:00 - 16:15	0	0	7	4	0	0	0	11	0	0	66	13	2	0	1	82	0	0	4	1	0	0	0	5	98
16:15 - 16:30	0	0	6	1	0	0	0	7	0	4	65	13	0	0	3	85	0	0	5	1	0	0	0	6	98
16:30 - 16:45	0	0	11	3	0	0	0	14	0	1	77	9	0	0	1	88	0	0	6	1	0	0	0	7	109
16:45 - 17:00	0	0	4	0	1	0	0	5	0	3	66	14	1	0	2	86	0	0	4	0	0	0	0	4	95
HOURLY TOTAL	0	0	28	8	1	0	0	37	0	8	274	49	3	0	7	341	0	0	19	3	0	0	0	22	400
17:00 - 17:15	0	0	6	3	0	0	0	9	0	1	74	15	0	0	0	90	0	0	4	0	0	0	0	4	103
17:15 - 17:30	0	0	6	0	0	0	0	6	0	3	54	8	0	0	1	66	0	0	7	0	0	0	0	7	79
17:30 - 17:45	0	0	5	1	0	0	0	6	0	0	46	11	0	0	0	57	0	0	5	0	0	0	0	5	68
17:45 - 18:00	0	0	3	0	0	0	0	3	0	2	38	6	0	0	1	47	0	0	3	0	0	0	0	3	53
HOURLY TOTAL	0	0	20	4	0	0	0	24	0	6	212	40	0	0	2	260	0	0	19	0	0	0	0	19	303
PERIOD TOTAL	0	0	106	21	1	0	1	129	0	22	863	157	5	0	12	1059	0	0	64	6	0	0	0	70	1258

Manual Classified Turning Counts, Acrefair

DATE: TUESDAY 16th MAY 2023

LOCATION: A539 / CHAPEL STREET / KING STREET

ARM: CHAPEL STREET

TIME / CLASS	LEFT TO A539 EAST								STRAIGHT TO KING STREET								RIGHT TO A539 WEST								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	3	3	0	0	0	6	0	0	0	0	0	0	0	0	0	1	6	1	0	0	0	8	14
7:45 - 8:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	14
8:00 - 8:15	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	15
8:15 - 8:30	0	0	4	1	0	0	0	5	0	0	1	1	0	0	0	2	0	0	10	2	0	0	0	12	19
HOURLY TOTAL	0	0	12	4	0	0	0	16	0	0	1	1	0	0	0	2	0	1	38	5	0	0	0	44	62
8:30 - 8:45	0	0	2	2	0	0	0	4	0	0	1	0	0	0	0	1	0	0	10	0	0	0	0	10	15
8:45 - 9:00	0	0	3	1	0	0	0	4	0	0	0	1	0	0	0	1	0	0	15	2	0	0	0	17	22
9:00 - 9:15	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	10	1	0	1	0	12	16
9:15 - 9:30	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	8	1	0	0	0	9	12
HOURLY TOTAL	0	0	9	3	0	0	0	12	0	0	4	1	0	0	0	5	0	0	43	4	0	1	0	48	65
PERIOD TOTAL	0	0	21	7	0	0	0	28	0	0	5	2	0	0	0	7	0	1	81	9	0	1	0	92	127
15:00 - 15:15	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2	0	0	8	0	0	0	0	8	13
15:15 - 15:30	0	0	7	2	0	0	0	9	0	0	2	1	0	0	0	3	0	0	10	2	0	0	0	12	24
15:30 - 15:45	0	0	2	0	0	0	0	2	0	0	2	2	0	0	0	4	0	0	2	2	0	0	0	4	10
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	0	0	3	0	0	0	0	3	11
HOURLY TOTAL	0	0	12	2	0	0	0	14	0	0	12	5	0	0	0	17	0	0	23	4	0	0	0	27	58
16:00 - 16:15	0	0	3	1	0	0	0	4	0	0	5	1	0	0	0	6	0	0	2	0	0	0	0	2	12
16:15 - 16:30	0	0	2	1	0	0	0	3	0	0	3	0	0	0	0	3	0	0	5	1	0	0	0	6	12
16:30 - 16:45	0	0	1	0	0	0	0	1	0	0	3	1	0	0	0	4	0	0	8	0	0	0	0	8	13
16:45 - 17:00	0	0	1	0	0	0	0	1	0	0	4	1	0	0	0	5	0	0	6	1	0	0	0	7	13
HOURLY TOTAL	0	0	7	2	0	0	0	9	0	0	15	3	0	0	0	18	0	0	21	2	0	0	0	23	50
17:00 - 17:15	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	3	0	0	8	2	0	0	0	10	16
17:15 - 17:30	2	0	2	0	0	0	0	4	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	8
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	4
17:45 - 18:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2	4
HOURLY TOTAL	2	0	6	0	0	0	0	8	0	0	7	0	0	0	0	7	0	0	14	3	0	0	0	17	32
PERIOD TOTAL	2	0	25	4	0	0	0	31	0	0	34	8	0	0	0	42	0	0	58	9	0	0	0	67	140

Manual Classified Turning Counts, Acrefair

DATE: TUESDAY 16th MAY 2023

LOCATION: A539 / CHAPEL STREET / KING STREET

ARM: A539 EAST

TIME / CLASS	LEFT TO KING STREET								STRAIGHT TO A539 WEST								RIGHT TO CHAPEL STREET								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	2	0	0	0	0	2	0	0	34	8	1	0	2	45	0	0	0	1	0	0	0	1	48
7:45 - 8:00	0	0	1	1	0	0	0	2	0	0	52	14	0	0	2	68	0	0	1	0	0	0	0	1	71
8:00 - 8:15	0	0	3	0	0	0	0	3	0	1	54	12	1	3	1	72	0	0	0	0	0	0	0	0	75
8:15 - 8:30	0	0	5	2	0	0	0	7	0	0	73	23	3	0	0	99	0	0	2	3	0	0	0	5	111
HOURLY TOTAL	0	0	11	3	0	0	0	14	0	1	213	57	5	3	5	284	0	0	3	4	0	0	0	7	305
8:30 - 8:45	0	0	5	0	0	0	0	5	0	0	75	25	0	0	1	101	0	0	0	0	0	0	0	0	106
8:45 - 9:00	0	0	3	2	0	0	0	5	0	0	57	19	2	0	1	79	0	0	0	2	0	0	0	2	86
9:00 - 9:15	0	0	5	1	0	0	0	6	0	2	45	11	1	0	1	60	0	0	0	0	0	0	0	0	66
9:15 - 9:30	0	0	3	0	0	0	0	3	0	0	33	10	0	0	0	43	0	0	0	1	0	0	0	1	47
HOURLY TOTAL	0	0	16	3	0	0	0	19	0	2	210	65	3	0	3	283	0	0	0	3	0	0	0	3	305
PERIOD TOTAL	0	0	27	6	0	0	0	33	0	3	423	122	8	3	8	567	0	0	3	7	0	0	0	10	610
15:00 - 15:15	0	0	4	1	0	0	0	5	0	0	86	18	0	0	1	105	0	0	1	0	0	0	0	1	111
15:15 - 15:30	0	0	6	0	0	0	0	6	0	0	95	16	0	0	0	111	0	0	0	0	0	0	0	0	117
15:30 - 15:45	0	0	5	1	0	0	0	6	0	3	128	23	0	0	2	156	0	0	2	0	0	0	0	2	164
15:45 - 16:00	0	0	13	3	0	0	0	16	0	1	98	21	0	1	1	122	0	0	2	2	0	0	0	4	142
HOURLY TOTAL	0	0	28	5	0	0	0	33	0	4	407	78	0	1	4	494	0	0	5	2	0	0	0	7	534
16:00 - 16:15	0	0	9	1	0	0	1	11	0	4	95	24	0	0	1	124	0	0	0	1	0	0	0	1	136
16:15 - 16:30	0	0	8	1	0	0	0	9	0	1	97	25	1	0	1	125	0	0	0	0	0	0	0	0	134
16:30 - 16:45	0	0	7	3	0	0	0	10	0	3	133	26	0	1	3	166	0	0	2	0	0	0	0	2	178
16:45 - 17:00	0	1	9	3	0	0	0	13	0	2	112	17	0	0	0	131	0	0	1	1	0	0	0	2	146
HOURLY TOTAL	0	1	33	8	0	0	1	43	0	10	437	92	1	1	5	546	0	0	3	2	0	0	0	5	594
17:00 - 17:15	0	0	9	2	0	0	0	11	0	0	123	21	0	1	2	147	0	0	1	1	0	0	0	2	160
17:15 - 17:30	0	0	11	4	0	0	0	15	0	1	118	19	0	1	0	139	0	0	3	0	0	0	0	3	157
17:30 - 17:45	0	0	8	0	0	0	0	8	0	0	103	18	0	0	1	122	0	0	0	0	0	0	0	0	130
17:45 - 18:00	0	0	6	1	0	0	0	7	0	1	79	16	0	0	0	96	0	0	1	0	0	0	0	1	104
HOURLY TOTAL	0	0	34	7	0	0	0	41	0	2	423	74	0	2	3	504	0	0	5	1	0	0	0	6	551
PERIOD TOTAL	0	1	95	20	0	0	1	117	0	16	1267	244	1	4	12	1544	0	0	13	5	0	0	0	18	1679

Manual Classified Turning Counts, Acrefair

DATE: TUESDAY 16th MAY 2023

LOCATION: A539 / CHAPEL STREET / KING STREET

ARM: KING STREET

TIME / CLASS	LEFT TO A539 WEST								STRAIGHT TO CHAPEL STREET								RIGHT TO A539 EAST								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	13
7:45 - 8:00	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1	0	0	3	2	0	0	1	6	12
8:00 - 8:15	0	0	2	0	1	0	0	3	0	0	0	1	0	0	0	1	0	0	6	1	0	0	0	7	11
8:15 - 8:30	0	0	10	2	0	0	0	12	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	22
HOURLY TOTAL	0	0	23	2	1	0	0	26	0	0	1	1	0	0	0	2	0	0	24	5	0	0	1	30	58
8:30 - 8:45	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	1	0	0	8	0	0	0	0	8	13
8:45 - 9:00	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	10
9:00 - 9:15	0	0	5	0	0	0	0	5	0	0	0	1	0	0	0	1	0	0	4	1	0	0	0	5	11
9:15 - 9:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	6
HOURLY TOTAL	0	0	14	2	0	0	0	16	0	0	1	1	0	0	0	2	0	0	21	1	0	0	0	22	40
PERIOD TOTAL	0	0	37	4	1	0	0	42	0	0	2	2	0	0	0	4	0	0	45	6	0	0	1	52	98
15:00 - 15:15	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4	0	0	6	1	0	0	0	7	13
15:15 - 15:30	0	0	3	0	0	0	0	3	0	0	4	0	0	0	0	4	0	0	8	1	0	0	0	9	16
15:30 - 15:45	0	0	4	0	0	0	0	4	0	0	6	0	0	0	0	6	0	0	9	2	1	0	0	12	22
15:45 - 16:00	0	0	4	0	0	0	0	4	3	0	5	1	0	0	0	9	0	0	5	1	0	0	0	6	19
HOURLY TOTAL	0	0	13	0	0	0	0	13	3	0	19	1	0	0	0	23	0	0	28	5	1	0	0	34	70
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	4	1	0	0	0	5	9
16:15 - 16:30	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	0	0	5	1	0	0	0	6	12
16:30 - 16:45	0	0	7	2	0	0	0	9	0	0	4	0	0	0	0	4	0	0	7	2	0	0	0	9	22
16:45 - 17:00	0	0	5	2	0	0	0	7	0	0	6	1	0	0	0	7	0	0	8	0	0	0	0	8	22
HOURLY TOTAL	0	0	16	4	0	0	0	20	0	0	16	1	0	0	0	17	0	0	24	4	0	0	0	28	65
17:00 - 17:15	0	0	9	1	0	0	0	10	0	0	7	0	0	0	0	7	0	0	8	1	0	0	0	9	26
17:15 - 17:30	0	0	8	1	0	0	0	9	0	0	5	0	0	0	0	5	0	0	9	2	0	0	0	11	25
17:30 - 17:45	0	0	2	0	0	0	0	2	0	0	6	0	0	0	0	6	0	0	5	0	0	0	0	5	13
17:45 - 18:00	0	0	3	0	0	0	0	3	0	0	4	0	0	0	0	4	0	0	6	1	0	0	0	7	14
HOURLY TOTAL	0	0	22	2	0	0	0	24	0	0	22	0	0	0	0	22	0	0	28	4	0	0	0	32	78
PERIOD TOTAL	0	0	51	6	0	0	0	57	3	0	57	2	0	0	0	62	0	0	80	13	1	0	0	94	213

Queue Lengths, Acrefield

DATE: TUESDAY 16th MAY 2023

LOCATION: A539 / CHAPEL STREET / KING STREET

ARM: A539 WEST

Max Queue in 15 minute	LANE 1			
	LIGHTS	HEAVIES	QUEUE LENGTH (M)	%AGE HEAVIES
7:30 - 7:45	0	0	0	0.0
7:45 - 8:00	0	0	0	0.0
8:00 - 8:15	0	0	0	0.0
8:15 - 8:30	0	0	0	0.0
8:30 - 8:45	0	0	0	0.0
8:45 - 9:00	0	0	0	0.0
9:00 - 9:15	0	0	0	0.0
9:15 - 9:30	0	0	0	0.0
15:00 - 15:15	0	0	0	0.0
15:15 - 15:30	0	0	0	0.0
15:30 - 15:45	0	0	0	0.0
15:45 - 16:00	0	0	0	0.0
16:00 - 16:15	0	0	0	0.0
16:15 - 16:30	0	0	0	0.0
16:30 - 16:45	0	0	0	0.0
16:45 - 17:00	0	0	0	0.0
17:00 - 17:15	0	0	0	0.0
17:15 - 17:30	0	0	0	0.0
17:30 - 17:45	0	0	0	0.0
17:45 - 18:00	0	0	0	0.0

ARM: CHAPEL STREET

Max Queue in 15 minute	LANE 1			
	LIGHTS	HEAVIES	QUEUE LENGTH (M)	%AGE HEAVIES
7:30 - 7:45	0	0	0	0.0
7:45 - 8:00	1	0	5.5	0.0
8:00 - 8:15	0	0	0	0.0
8:15 - 8:30	1	0	5.5	0.0
8:30 - 8:45	1	0	5.5	0.0
8:45 - 9:00	0	0	0	0.0
9:00 - 9:15	1	0	5.5	0.0
9:15 - 9:30	1	0	5.5	0.0
15:00 - 15:15	0	0	0	0.0
15:15 - 15:30	1	0	5.5	0.0
15:30 - 15:45	0	0	0	0.0
15:45 - 16:00	1	0	5.5	0.0
16:00 - 16:15	0	0	0	0.0
16:15 - 16:30	1	0	5.5	0.0
16:30 - 16:45	0	0	0	0.0
16:45 - 17:00	1	0	5.5	0.0
17:00 - 17:15	0	0	0	0.0
17:15 - 17:30	0	0	0	0.0
17:30 - 17:45	1	0	5.5	0.0
17:45 - 18:00	0	0	0	0.0

ARM: A539 EAST

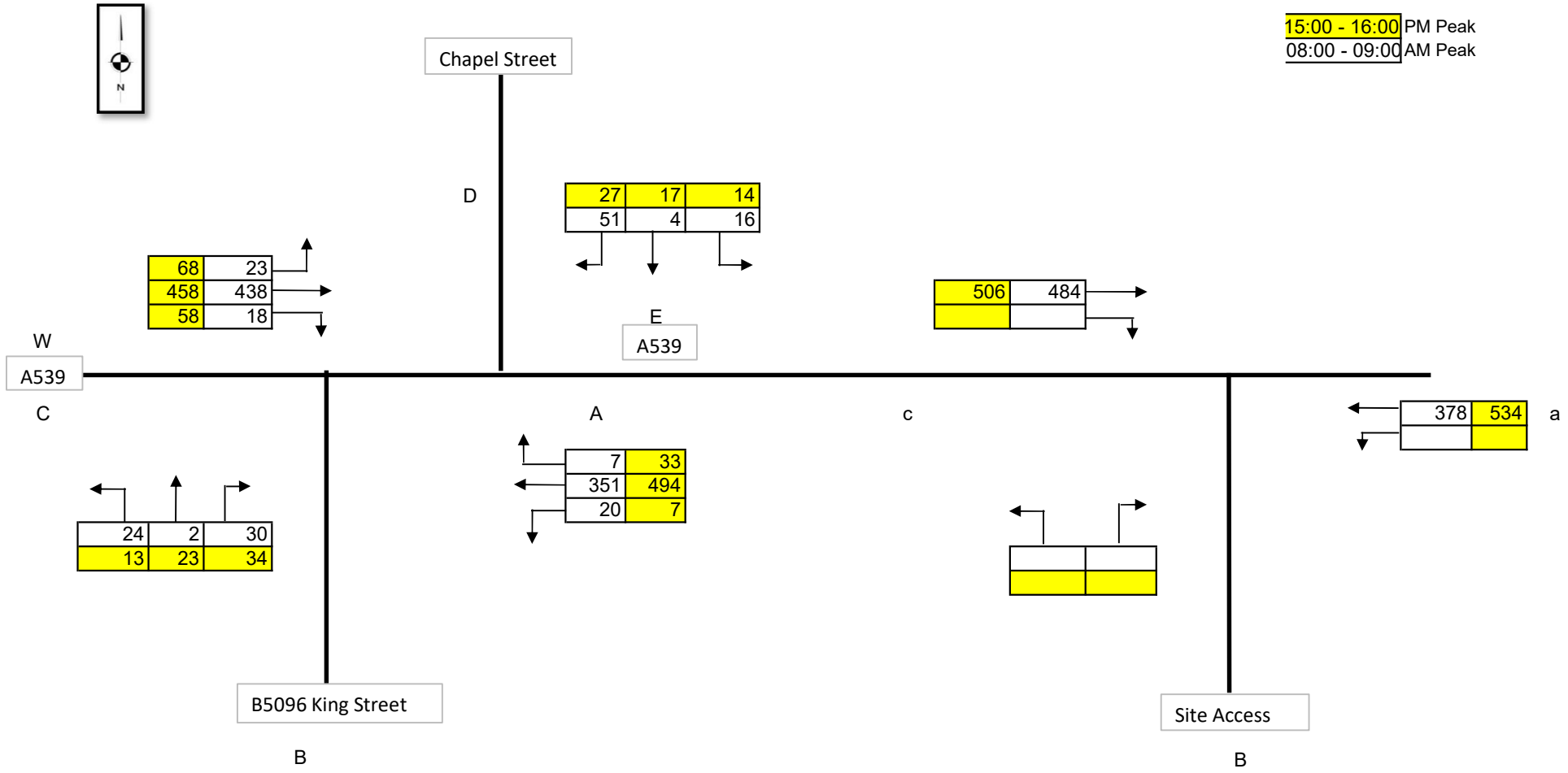
Max Queue in 15 minute	LANE 1			
	LIGHTS	HEAVIES	QUEUE LENGTH (M)	%AGE HEAVIES
7:30 - 7:45	0	0	0	0.0
7:45 - 8:00	0	0	0	0.0
8:00 - 8:15	0	0	0	0.0
8:15 - 8:30	0	0	0	0.0
8:30 - 8:45	0	0	0	0.0
8:45 - 9:00	0	0	0	0.0
9:00 - 9:15	0	0	0	0.0
9:15 - 9:30	0	0	0	0.0
15:00 - 15:15	0	0	0	0.0
15:15 - 15:30	0	0	0	0.0
15:30 - 15:45	0	0	0	0.0
15:45 - 16:00	0	0	0	0.0
16:00 - 16:15	0	0	0	0.0
16:15 - 16:30	0	0	0	0.0
16:30 - 16:45	0	0	0	0.0
16:45 - 17:00	0	0	0	0.0
17:00 - 17:15	0	0	0	0.0
17:15 - 17:30	0	0	0	0.0
17:30 - 17:45	0	0	0	0.0
17:45 - 18:00	0	0	0	0.0

ARM: KING STREET

Max Queue in 15 minute	LANE 1			
	LIGHTS	HEAVIES	QUEUE LENGTH (M)	%AGE HEAVIES
7:30 - 7:45	0	0	0	0.0
7:45 - 8:00	0	0	0	0.0
8:00 - 8:15	0	0	0	0.0
8:15 - 8:30	2	0	11	0.0
8:30 - 8:45	0	0	0	0.0
8:45 - 9:00	1	0	5.5	0.0
9:00 - 9:15	0	0	0	0.0
9:15 - 9:30	0	0	0	0.0
15:00 - 15:15	1	0	5.5	0.0
15:15 - 15:30	1	0	5.5	0.0
15:30 - 15:45	3	0	16.5	0.0
15:45 - 16:00	2	0	11	0.0
16:00 - 16:15	1	0	5.5	0.0
16:15 - 16:30	1	0	5.5	0.0
16:30 - 16:45	1	0	5.5	0.0
16:45 - 17:00	5	0	27.5	0.0
17:00 - 17:15	2	0	11	0.0
17:15 - 17:30	0	0	0	0.0
17:30 - 17:45	1	0	5.5	0.0
17:45 - 18:00	1	0	5.5	0.0

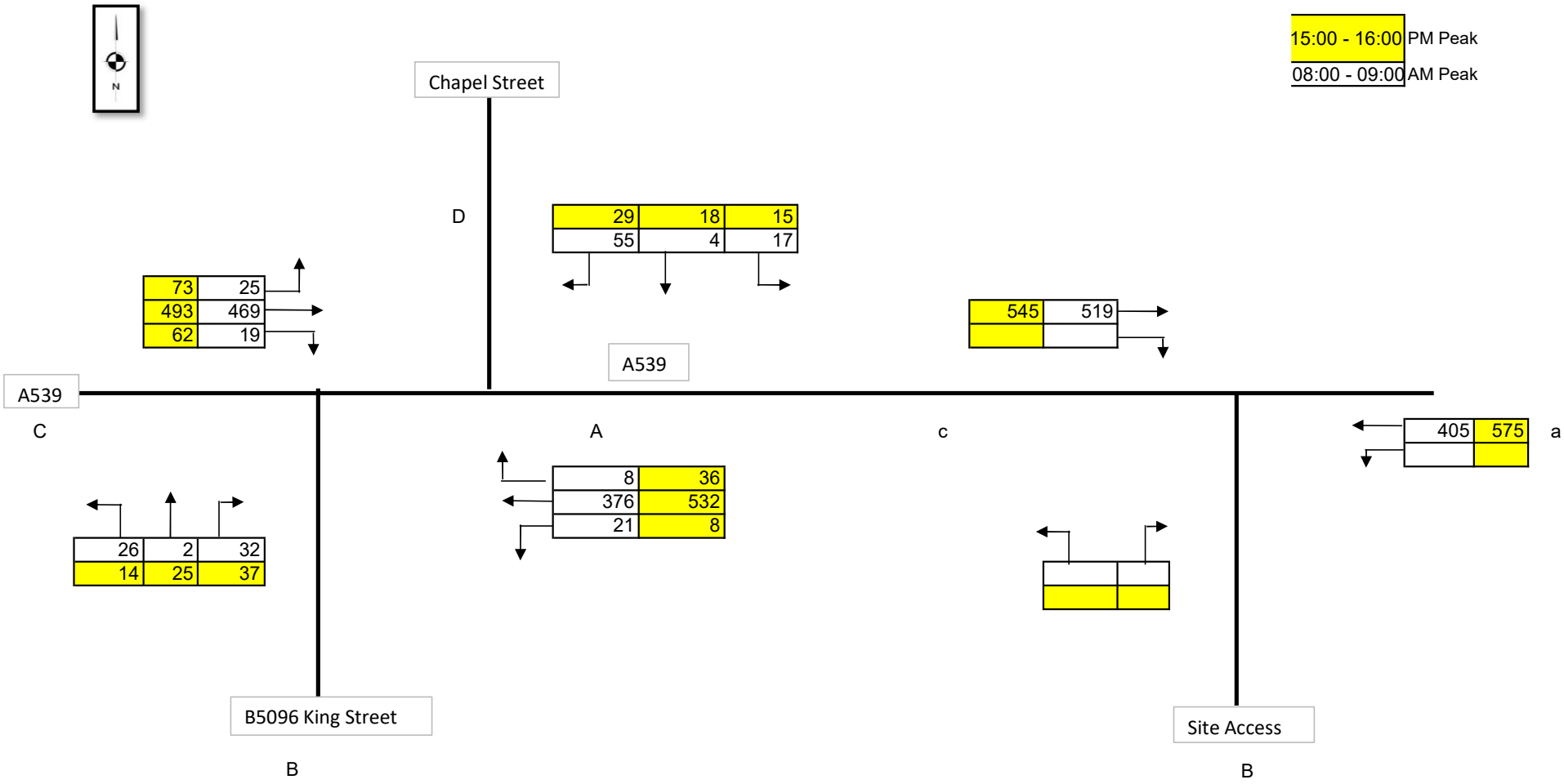
S|C|P

APPENDIX F



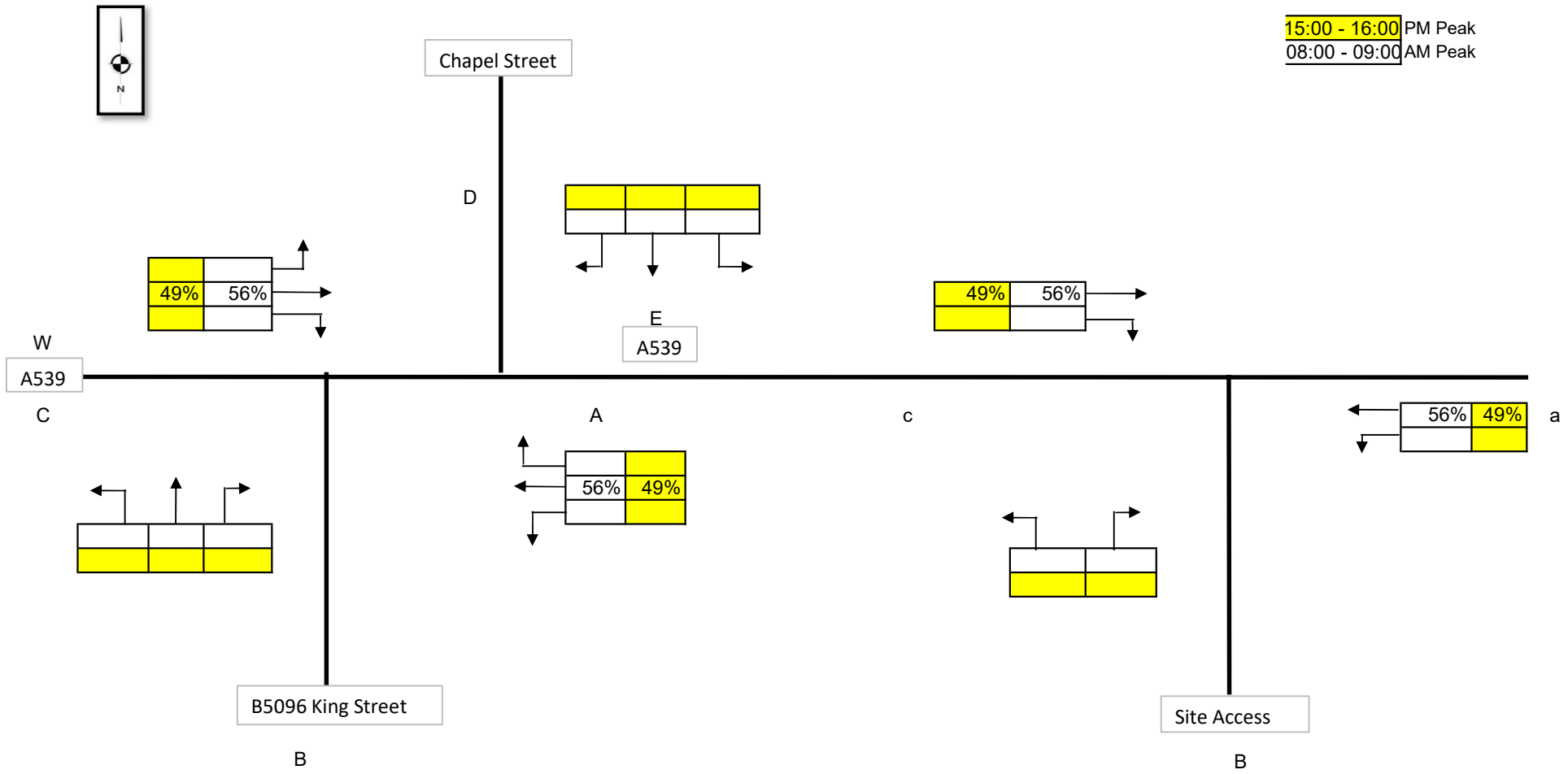
SCP Transportation Planning : Infrastructure Design	**Survey Data**	**22/09/2023**	Job Number - SCP/210486
	Proposed Residential Development, Acrefair, Wrexham		**Traffic Figure 1**

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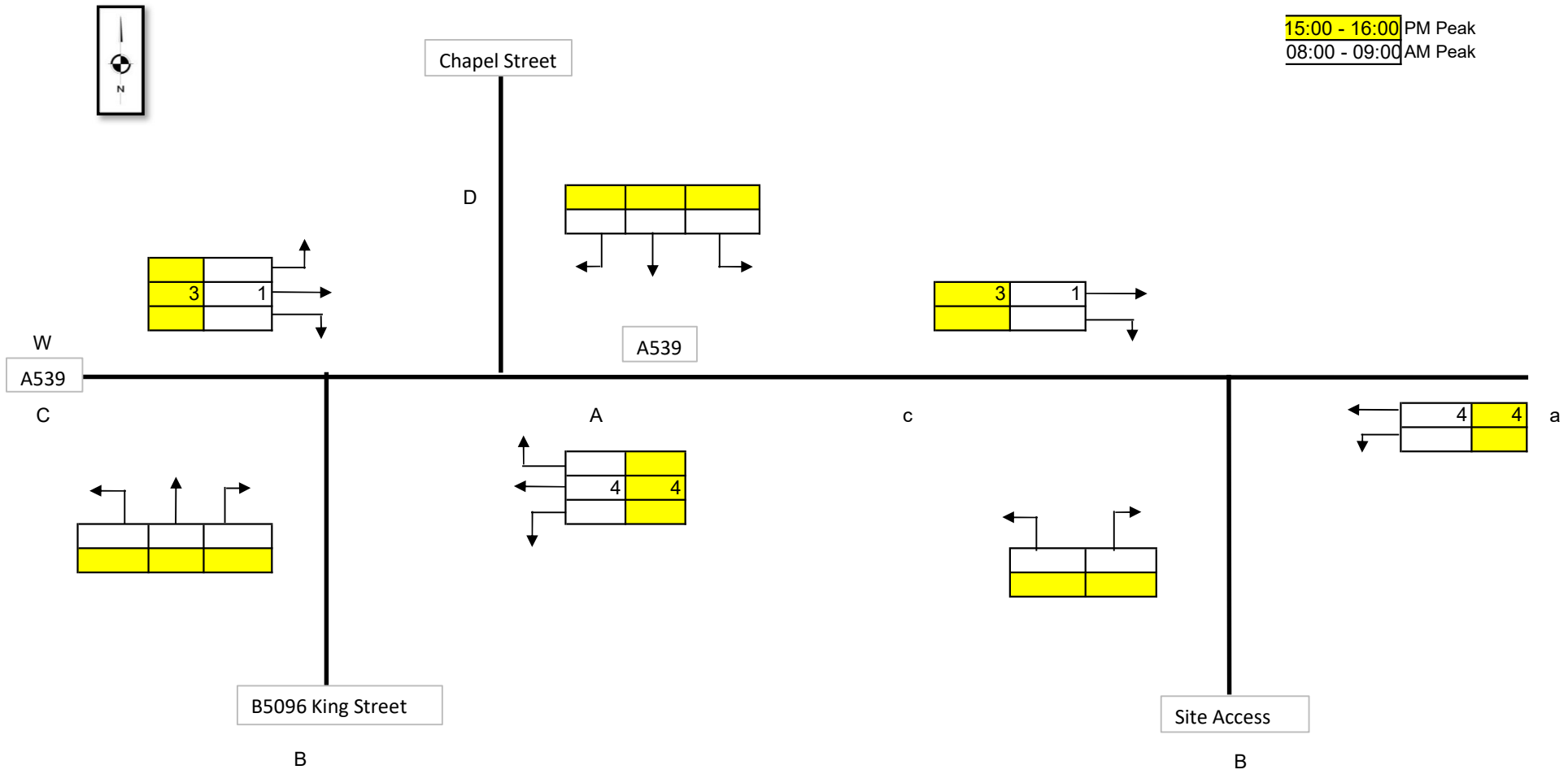


S C P Transportation Planning : Infrastructure Design	**Base 2028**	**22/09/2023**	Job Number - SCP/210486
	Proposed Residential Development, Acrefair, Wrexham		**Traffic Figure 2**

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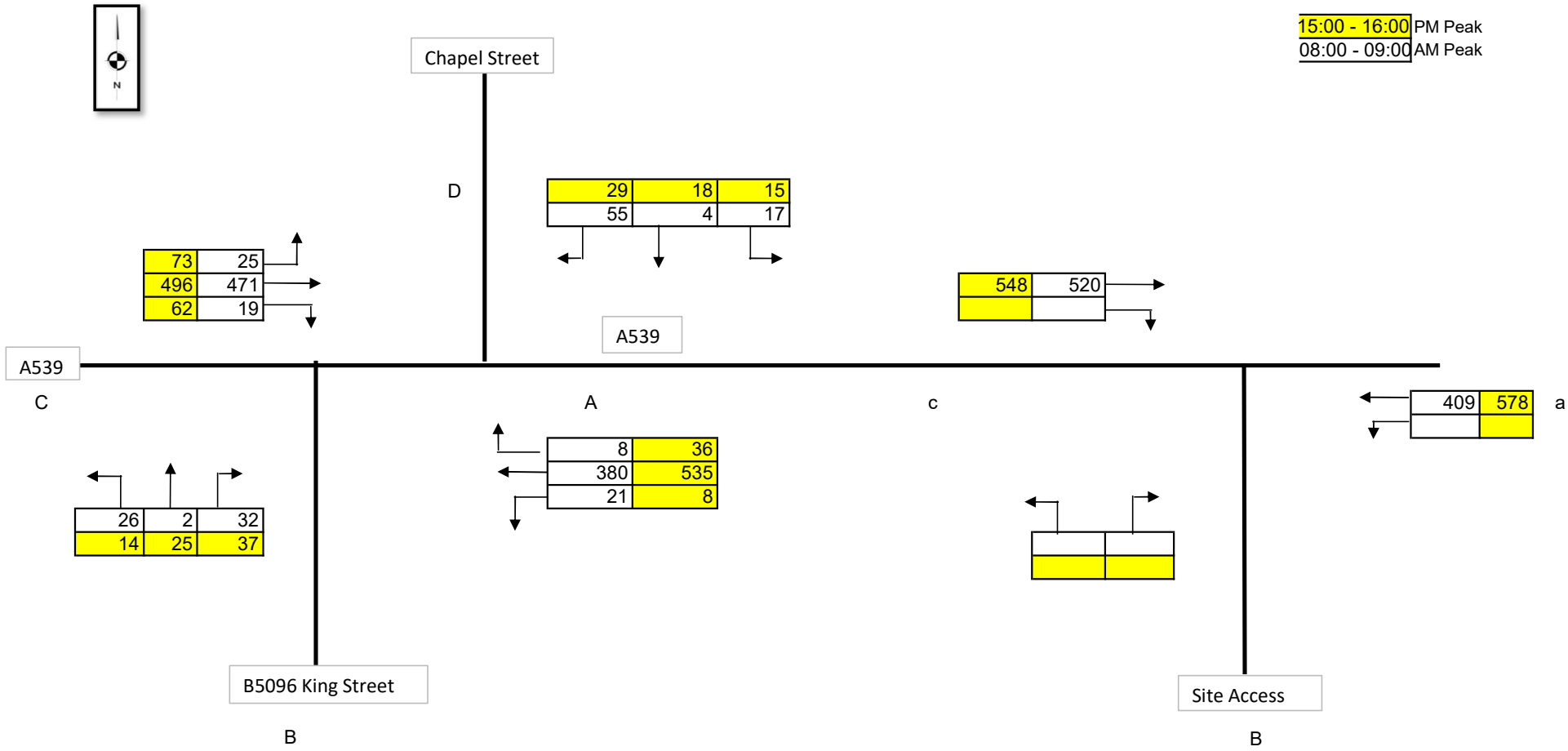


SCP Transportation Planning : Infrastructure Design	Trip Distribution - Committed Development	22/09/2023	Job Number - SCP/210486
	Proposed Residential Development, Acrefair, Wrexham		Traffic Figure 3

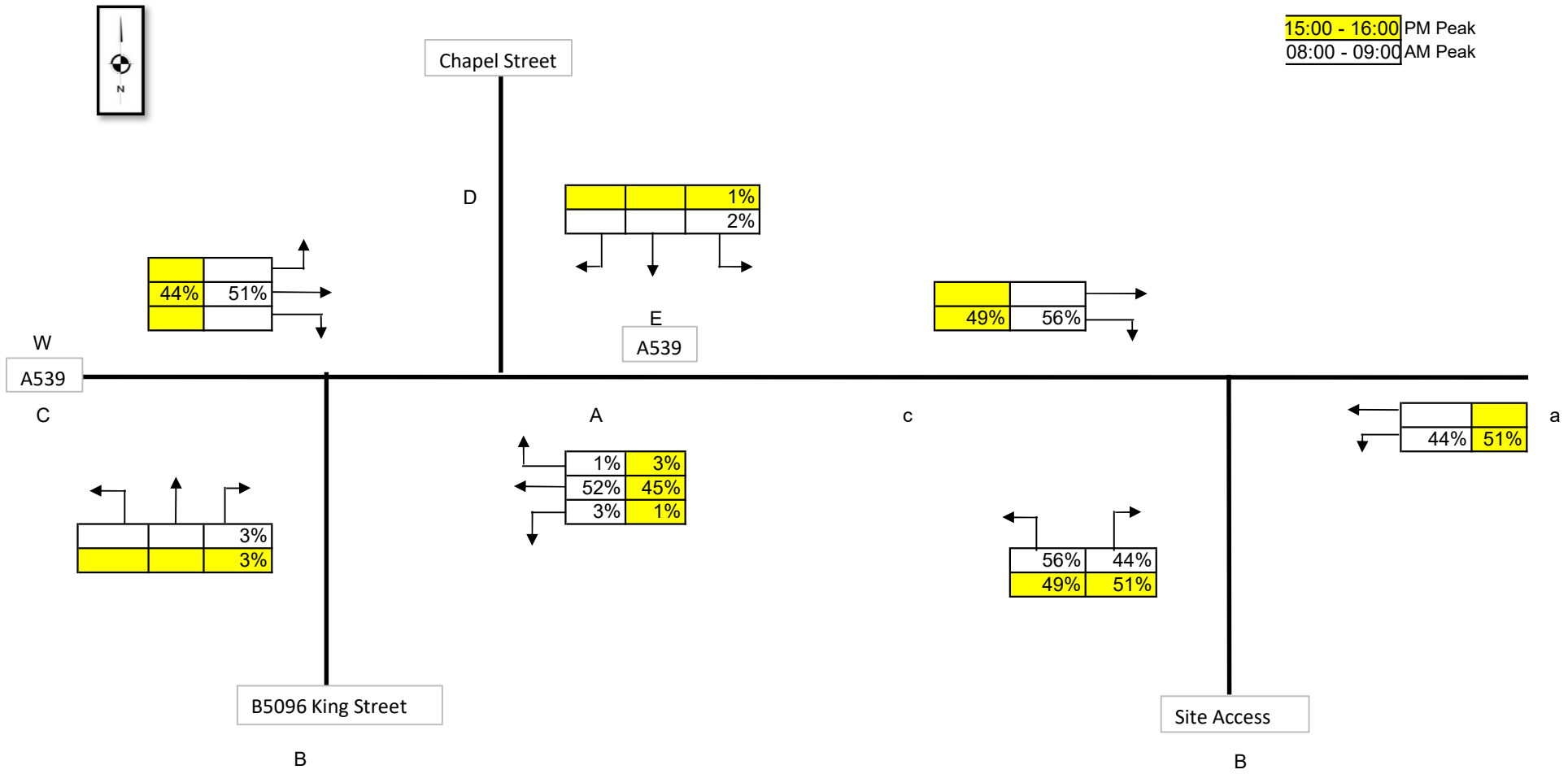


SCP Transportation Planning : Infrastructure Design	**Trip Assignment - Committed Development (21 no. dwellings)**	**22/09/2023**	Job Number - SCP/210486
	Proposed Residential Development, Acrefair, Wrexham		**Traffic Figure 4**

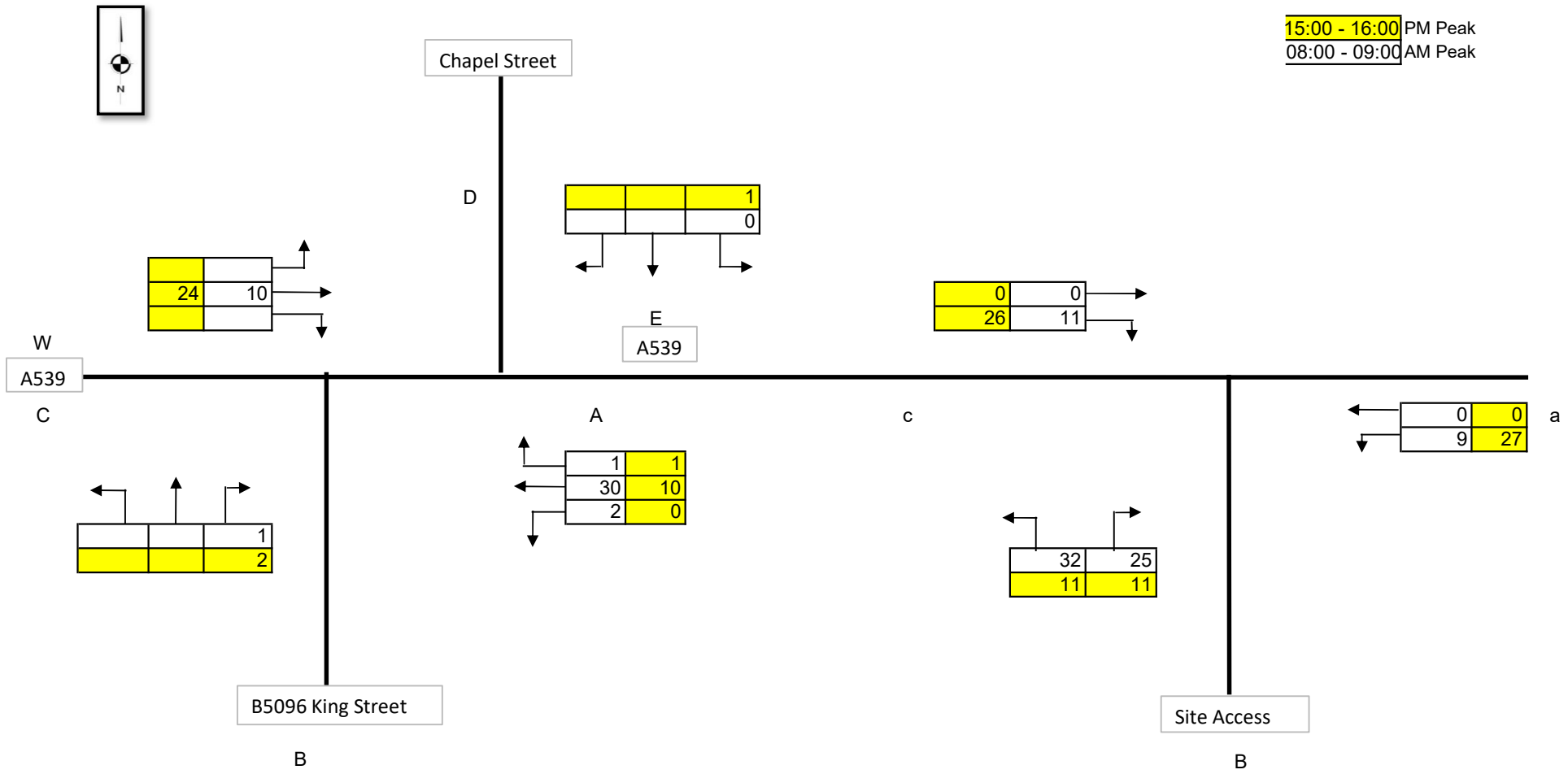
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S C P Transportation Planning : Infrastructure Design	**Base 2028 + Commited Development**	**22/09/2023**	Job Number - SCP/210486
	Proposed Residential Development, Acrefair, Wrexham		**Traffic Figure 5**

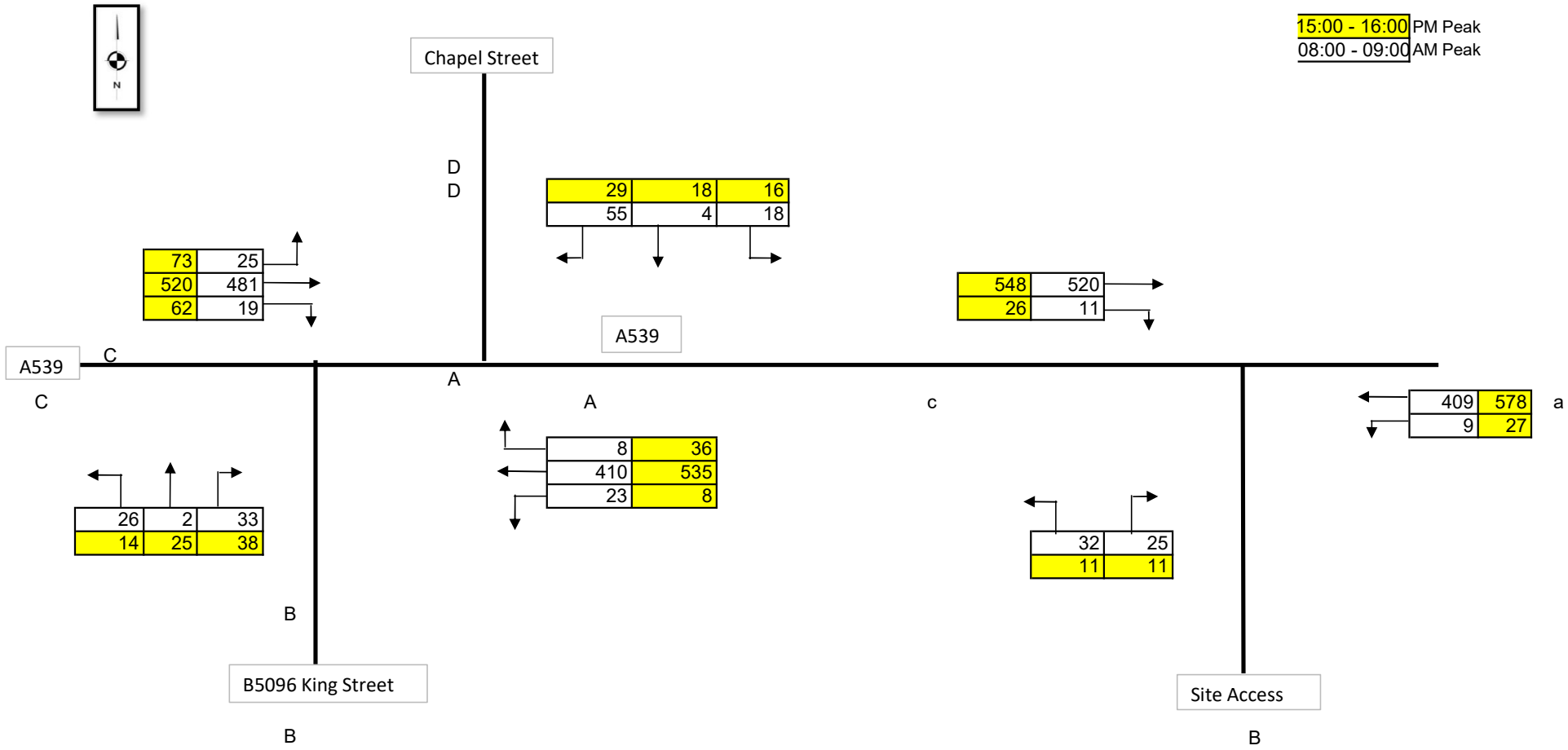


SCP Transportation Planning : Infrastructure Design	**Trip Distribution - Proposed Development**	**22/09/2023**	Job Number - SCP/210486
	Proposed Residential Development, Acrefair, Wrexham		**Traffic Figure 6**



S|C|P Transportation Planning : Infrastructure Design	**Trip Assignment - Proposed Development**	**22/09/2023**	Job Number - SCP/210486
	Proposed Residential Development, Acrefair, Wrexham		**Traffic Figure 7**

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SCP Transportation Planning : Infrastructure Design	**Base 2028 + Committed Development + Proposed Development**	**22/09/2023**	Job Number - SCP/210486
	Proposed Residential Development, Acrefair, Wrexham		**Traffic Figure 8**

S|C|P

APPENDIX G

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site Access.j9
Path: M:\Job Library\2021\210486 - Llangollen Road, Acrefair, Wrexham\Traffic Data
Report generation date: 12/06/2023 10:22:11

»2028 Base, AM
»2028 Base , PM
»2028 Base + Comm, AM
»2028 Base + Comm, PM
»2028 Base + Comm + Dev, AM
»2028 Base + Comm + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2028 Base									
Stream B-C	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2028 Base + Comm									
Stream B-C	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2028 Base + Comm + Dev									
Stream B-C	D5	0.1	7.10	0.06	A	D6	0.0	6.92	0.02	A
Stream B-A		0.1	11.85	0.08	B		0.0	13.07	0.04	B
Stream C-AB		0.0	6.78	0.02	A		0.1	7.50	0.06	A

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

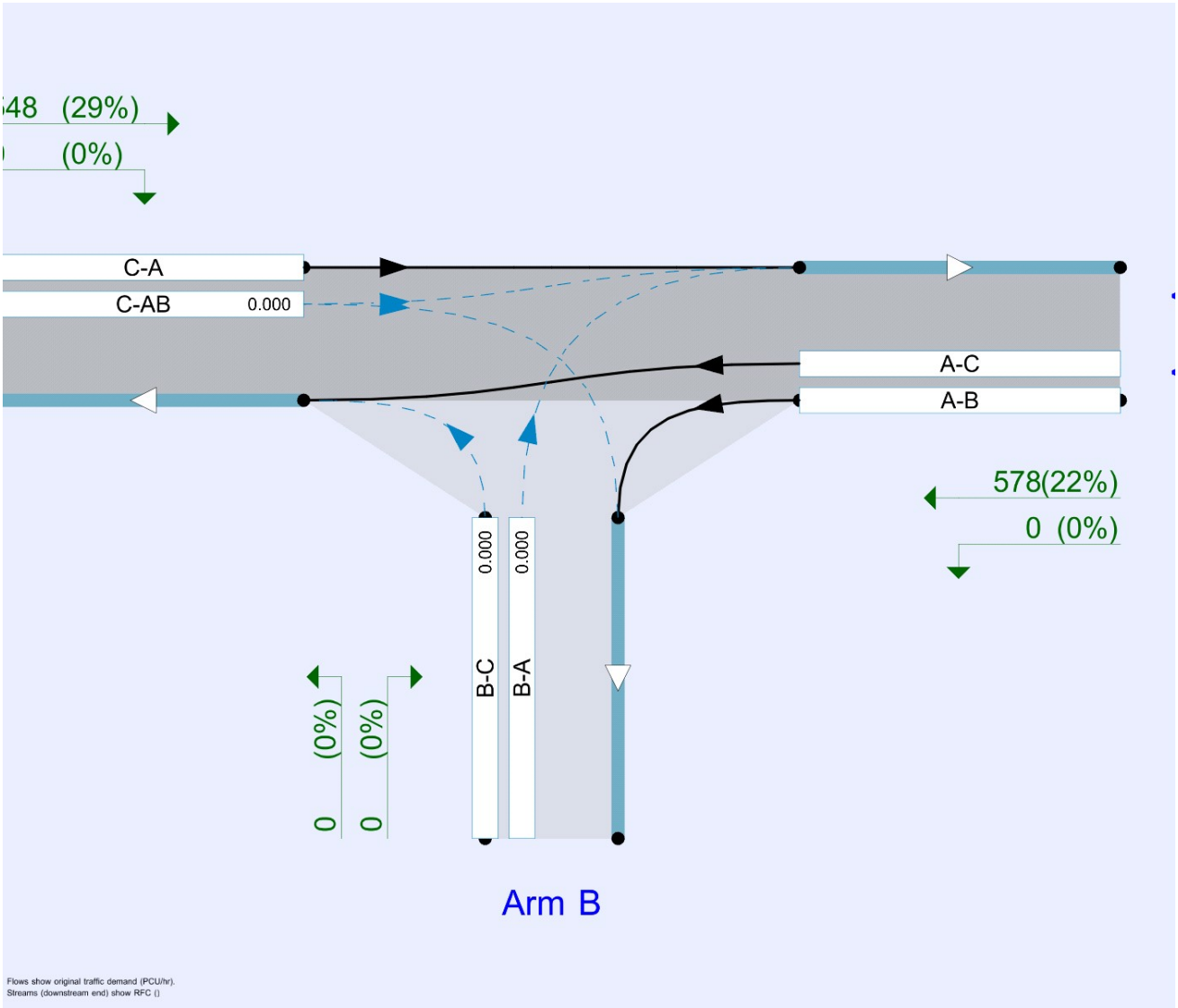
File summary

File Description

Title	
Location	
Site number	
Date	15/11/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\natalie.ternent
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028 Base	AM	ONE HOUR	07:45	09:15	15
D2	2028 Base	PM	ONE HOUR	14:45	16:15	15
D3	2028 Base + Comm	AM	ONE HOUR	07:45	09:15	15
D4	2028 Base + Comm	PM	ONE HOUR	14:45	16:15	15
D5	2028 Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2028 Base + Comm + Dev	PM	ONE HOUR	14:45	16:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A539 (East)		Major
B	Site Access		Minor
C	A539 (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.40			125.0	✓	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	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	8.20	4.20	2.75	2.75	2.75		1.00	24	32

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	556	0.100	0.252	0.158	0.359
B-C	715	0.108	0.272	-	-
C-B	646	0.246	0.246	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028 Base	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	405	100.000
B		✓	0	100.000
C		✓	519	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	405
	B	0	0	0
	C	519	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	23
	B	0	0	0
	C	27	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A	07:45-08:00	305	305
	08:00-08:15	364	364
	08:15-08:30	446	446
	08:30-08:45	446	446
	08:45-09:00	364	364
	09:00-09:15	305	305
B	07:45-08:00	0	0
	08:00-08:15	0	0
	08:15-08:30	0	0
	08:30-08:45	0	0
	08:45-09:00	0	0
	09:00-09:15	0	0
C	07:45-08:00	391	391
	08:00-08:15	467	467
	08:15-08:30	571	571
	08:30-08:45	571	571
	08:45-09:00	467	467
	09:00-09:15	391	391

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	632	0.000	0	0.0	0.000	A
B-A	0	418	0.000	0	0.0	0.000	A
C-AB	0	1297	0.000	0	0.0	0.000	A
C-A	391			391			
A-B	0			0			
A-C	305			305			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	616	0.000	0	0.0	0.000	A
B-A	0	391	0.000	0	0.0	0.000	A
C-AB	0	1264	0.000	0	0.0	0.000	A
C-A	467			467			
A-B	0			0			
A-C	364			364			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	594	0.000	0	0.0	0.000	A
B-A	0	354	0.000	0	0.0	0.000	A
C-AB	0	1218	0.000	0	0.0	0.000	A
C-A	571			571			
A-B	0			0			
A-C	446			446			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	594	0.000	0	0.0	0.000	A
B-A	0	354	0.000	0	0.0	0.000	A
C-AB	0	1218	0.000	0	0.0	0.000	A
C-A	571			571			
A-B	0			0			
A-C	446			446			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	616	0.000	0	0.0	0.000	A
B-A	0	391	0.000	0	0.0	0.000	A
C-AB	0	1264	0.000	0	0.0	0.000	A
C-A	467			467			
A-B	0			0			
A-C	364			364			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	632	0.000	0	0.0	0.000	A
B-A	0	418	0.000	0	0.0	0.000	A
C-AB	0	1297	0.000	0	0.0	0.000	A
C-A	391			391			
A-B	0			0			
A-C	305			305			

2028 Base , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2028 Base	PM	ONE HOUR	14:45	16:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	575	100.000
B		✓	0	100.000
C		✓	545	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	575
	B	0	0	0
	C	545	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	22
	B	0	0	0
	C	29	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A	14:45-15:00	433	433
	15:00-15:15	517	517
	15:15-15:30	633	633
	15:30-15:45	633	633
	15:45-16:00	517	517
	16:00-16:15	433	433
B	14:45-15:00	0	0
	15:00-15:15	0	0
	15:15-15:30	0	0
	15:30-15:45	0	0
	15:45-16:00	0	0
	16:00-16:15	0	0
C	14:45-15:00	410	410
	15:00-15:15	490	490
	15:15-15:30	600	600
	15:30-15:45	600	600
	15:45-16:00	490	490
	16:00-16:15	410	410

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	597	0.000	0	0.0	0.000	A
B-A	0	382	0.000	0	0.0	0.000	A
C-AB	0	1236	0.000	0	0.0	0.000	A
C-A	410			410			
A-B	0			0			
A-C	433			433			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	574	0.000	0	0.0	0.000	A
B-A	0	349	0.000	0	0.0	0.000	A
C-AB	0	1189	0.000	0	0.0	0.000	A
C-A	490			490			
A-B	0			0			
A-C	517			517			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	543	0.000	0	0.0	0.000	A
B-A	0	302	0.000	0	0.0	0.000	A
C-AB	0	1123	0.000	0	0.0	0.000	A
C-A	600			600			
A-B	0			0			
A-C	633			633			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	543	0.000	0	0.0	0.000	A
B-A	0	302	0.000	0	0.0	0.000	A
C-AB	0	1123	0.000	0	0.0	0.000	A
C-A	600			600			
A-B	0			0			
A-C	633			633			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	574	0.000	0	0.0	0.000	A
B-A	0	349	0.000	0	0.0	0.000	A
C-AB	0	1189	0.000	0	0.0	0.000	A
C-A	490			490			
A-B	0			0			
A-C	517			517			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	597	0.000	0	0.0	0.000	A
B-A	0	382	0.000	0	0.0	0.000	A
C-AB	0	1236	0.000	0	0.0	0.000	A
C-A	410			410			
A-B	0			0			
A-C	433			433			

2028 Base + Comm, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2028 Base + Comm	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	409	100.000
B		✓	0	100.000
C		✓	520	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	409
	B	0	0	0
	C	520	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	23
	B	0	0	0
	C	27	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A	07:45-08:00	308	308
	08:00-08:15	368	368
	08:15-08:30	450	450
	08:30-08:45	450	450
	08:45-09:00	368	368
	09:00-09:15	308	308
B	07:45-08:00	0	0
	08:00-08:15	0	0
	08:15-08:30	0	0
	08:30-08:45	0	0
	08:45-09:00	0	0
	09:00-09:15	0	0
C	07:45-08:00	391	391
	08:00-08:15	467	467
	08:15-08:30	573	573
	08:30-08:45	573	573
	08:45-09:00	467	467
	09:00-09:15	391	391

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	631	0.000	0	0.0	0.000	A
B-A	0	417	0.000	0	0.0	0.000	A
C-AB	0	1295	0.000	0	0.0	0.000	A
C-A	391			391			
A-B	0			0			
A-C	308			308			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	615	0.000	0	0.0	0.000	A
B-A	0	390	0.000	0	0.0	0.000	A
C-AB	0	1262	0.000	0	0.0	0.000	A
C-A	467			467			
A-B	0			0			
A-C	368			368			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	592	0.000	0	0.0	0.000	A
B-A	0	352	0.000	0	0.0	0.000	A
C-AB	0	1216	0.000	0	0.0	0.000	A
C-A	573			573			
A-B	0			0			
A-C	450			450			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	592	0.000	0	0.0	0.000	A
B-A	0	352	0.000	0	0.0	0.000	A
C-AB	0	1216	0.000	0	0.0	0.000	A
C-A	573			573			
A-B	0			0			
A-C	450			450			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	615	0.000	0	0.0	0.000	A
B-A	0	390	0.000	0	0.0	0.000	A
C-AB	0	1262	0.000	0	0.0	0.000	A
C-A	467			467			
A-B	0			0			
A-C	368			368			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	631	0.000	0	0.0	0.000	A
B-A	0	417	0.000	0	0.0	0.000	A
C-AB	0	1295	0.000	0	0.0	0.000	A
C-A	391			391			
A-B	0			0			
A-C	308			308			

2028 Base + Comm, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2028 Base + Comm	PM	ONE HOUR	14:45	16:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	578	100.000
B		✓	0	100.000
C		✓	548	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	578
	B	0	0	0
	C	548	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	22
	B	0	0	0
	C	29	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A	14:45-15:00	435	435
	15:00-15:15	520	520
	15:15-15:30	636	636
	15:30-15:45	636	636
	15:45-16:00	520	520
	16:00-16:15	435	435
B	14:45-15:00	0	0
	15:00-15:15	0	0
	15:15-15:30	0	0
	15:30-15:45	0	0
	15:45-16:00	0	0
	16:00-16:15	0	0
C	14:45-15:00	413	413
	15:00-15:15	493	493
	15:15-15:30	603	603
	15:30-15:45	603	603
	15:45-16:00	493	493
	16:00-16:15	413	413

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	597	0.000	0	0.0	0.000	A
B-A	0	381	0.000	0	0.0	0.000	A
C-AB	0	1235	0.000	0	0.0	0.000	A
C-A	413			413			
A-B	0			0			
A-C	435			435			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	574	0.000	0	0.0	0.000	A
B-A	0	348	0.000	0	0.0	0.000	A
C-AB	0	1187	0.000	0	0.0	0.000	A
C-A	493			493			
A-B	0			0			
A-C	520			520			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	542	0.000	0	0.0	0.000	A
B-A	0	301	0.000	0	0.0	0.000	A
C-AB	0	1122	0.000	0	0.0	0.000	A
C-A	603			603			
A-B	0			0			
A-C	636			636			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	542	0.000	0	0.0	0.000	A
B-A	0	301	0.000	0	0.0	0.000	A
C-AB	0	1122	0.000	0	0.0	0.000	A
C-A	603			603			
A-B	0			0			
A-C	636			636			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	574	0.000	0	0.0	0.000	A
B-A	0	348	0.000	0	0.0	0.000	A
C-AB	0	1187	0.000	0	0.0	0.000	A
C-A	493			493			
A-B	0			0			
A-C	520			520			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	597	0.000	0	0.0	0.000	A
B-A	0	381	0.000	0	0.0	0.000	A
C-AB	0	1235	0.000	0	0.0	0.000	A
C-A	413			413			
A-B	0			0			
A-C	435			435			

2028 Base + Comm + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2028 Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	418	100.000
B		✓	57	100.000
C		✓	531	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	9	409
	B	25	0	32
	C	520	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	23
	B	0	0	0
	C	27	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A	07:45-08:00	315	315
	08:00-08:15	376	376
	08:15-08:30	460	460
	08:30-08:45	460	460
	08:45-09:00	376	376
	09:00-09:15	315	315
B	07:45-08:00	43	43
	08:00-08:15	51	51
	08:15-08:30	63	63
	08:30-08:45	63	63
	08:45-09:00	51	51
	09:00-09:15	43	43
C	07:45-08:00	400	400
	08:00-08:15	477	477
	08:15-08:30	585	585
	08:30-08:45	585	585
	08:45-09:00	477	477
	09:00-09:15	400	400

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	7.10	0.1	A
B-A	0.08	11.85	0.1	B
C-AB	0.02	6.78	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	584	0.041	24	0.0	6.424	A
B-A	19	394	0.048	19	0.0	9.576	A
C-AB	8	575	0.015	8	0.0	6.370	A
C-A	391			391			
A-B	7			7			
A-C	308			308			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	567	0.051	29	0.1	6.690	A
B-A	22	368	0.061	22	0.1	10.416	B
C-AB	10	562	0.018	10	0.0	6.539	A
C-A	467			467			
A-B	8			8			
A-C	368			368			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	543	0.065	35	0.1	7.094	A
B-A	28	331	0.083	27	0.1	11.843	B
C-AB	12	546	0.023	12	0.0	6.778	A
C-A	572			572			
A-B	10			10			
A-C	450			450			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	543	0.065	35	0.1	7.095	A
B-A	28	331	0.083	28	0.1	11.846	B
C-AB	12	546	0.023	12	0.0	6.778	A
C-A	572			572			
A-B	10			10			
A-C	450			450			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	567	0.051	29	0.1	6.693	A
B-A	22	368	0.061	23	0.1	10.419	B
C-AB	10	563	0.018	10	0.0	6.539	A
C-A	467			467			
A-B	8			8			
A-C	368			368			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	584	0.041	24	0.0	6.430	A
B-A	19	395	0.048	19	0.1	9.581	A
C-AB	8	575	0.015	8	0.0	6.373	A
C-A	391			391			
A-B	7			7			
A-C	308			308			

2028 Base + Comm + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2028 Base + Comm + Dev	PM	ONE HOUR	14:45	16:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	605	100.000
B		✓	22	100.000
C		✓	574	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	27	578
	B	11	0	11
	C	548	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	22
	B	0	0	0
	C	29	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A	14:45-15:00	455	455
	15:00-15:15	544	544
	15:15-15:30	666	666
	15:30-15:45	666	666
	15:45-16:00	544	544
	16:00-16:15	455	455
B	14:45-15:00	17	17
	15:00-15:15	20	20
	15:15-15:30	24	24
	15:30-15:45	24	24
	15:45-16:00	20	20
	16:00-16:15	17	17
C	14:45-15:00	432	432
	15:00-15:15	516	516
	15:15-15:30	632	632
	15:30-15:45	632	632
	15:45-16:00	516	516
	16:00-16:15	432	432

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	6.92	0.0	A
B-A	0.04	13.07	0.0	B
C-AB	0.06	7.50	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	591	0.014	8	0.0	6.176	A
B-A	8	372	0.022	8	0.0	9.882	A
C-AB	20	549	0.037	20	0.0	6.840	A
C-A	412			412			
A-B	20			20			
A-C	435			435			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	566	0.017	10	0.0	6.468	A
B-A	10	337	0.029	10	0.0	11.009	B
C-AB	24	534	0.046	24	0.0	7.117	A
C-A	492			492			
A-B	24			24			
A-C	520			520			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	532	0.023	12	0.0	6.918	A
B-A	12	288	0.042	12	0.0	13.065	B
C-AB	31	517	0.060	31	0.1	7.500	A
C-A	601			601			
A-B	30			30			
A-C	636			636			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	532	0.023	12	0.0	6.921	A
B-A	12	288	0.042	12	0.0	13.066	B
C-AB	31	518	0.059	31	0.1	7.500	A
C-A	601			601			
A-B	30			30			
A-C	636			636			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	566	0.017	10	0.0	6.477	A
B-A	10	337	0.029	10	0.0	11.004	B
C-AB	24	537	0.045	24	0.1	7.119	A
C-A	492			492			
A-B	24			24			
A-C	520			520			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	590	0.014	8	0.0	6.186	A
B-A	8	373	0.022	8	0.0	9.878	A
C-AB	20	550	0.037	20	0.0	6.847	A
C-A	412			412			
A-B	20			20			
A-C	435			435			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Right left stagger.j9
Path: Z:\Job Library\2021\210486 - Llangollen Road, Acrefair, Wrexham\Traffic Data
Report generation date: 12/06/2023 10:08:23

»Survey 2023, AM
»Survey 2023, PM
»Base 2028, AM
»Base 2028, PM
»Base 2028 + ComDev, AM
»Base 2028 + ComDev, PM
»Base 2028 + ComDev + Dev, AM
»Base 2028 + ComDev + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Survey 2023									
Stream B-C	D1	0.1	6.92	0.05	A	D2	0.0	8.07	0.03	A
Stream B-AD		0.1	11.66	0.10	B		0.3	16.52	0.22	C
Stream A-BCD		0.0	4.52	0.02	A		0.2	4.45	0.10	A
Stream D-A		0.0	7.92	0.04	A		0.0	8.05	0.03	A
Stream D-BC		0.2	12.53	0.17	B		0.2	14.04	0.16	B
Stream C-ABD		0.1	4.33	0.05	A		0.4	4.59	0.17	A
	Base 2028									
Stream B-C	D3	0.1	7.08	0.05	A	D4	0.0	8.44	0.03	A
Stream B-AD		0.1	12.35	0.11	B		0.4	18.75	0.26	C
Stream A-BCD		0.0	4.49	0.02	A		0.2	4.42	0.11	A
Stream D-A		0.0	8.14	0.04	A		0.0	8.31	0.04	A
Stream D-BC		0.2	13.34	0.19	B		0.2	15.30	0.18	C
Stream C-ABD		0.1	4.29	0.05	A		0.5	4.61	0.20	A
	Base 2028 + ComDev									
Stream B-C	D5	0.1	7.10	0.05	A	D6	0.0	8.46	0.03	A
Stream B-AD		0.1	12.41	0.11	B		0.4	18.88	0.26	C
Stream A-BCD		0.0	4.48	0.02	A		0.2	4.41	0.11	A
Stream D-A		0.0	8.15	0.04	A		0.0	8.33	0.04	A
Stream D-BC		0.2	13.40	0.19	B		0.2	15.38	0.18	C
Stream C-ABD		0.1	4.29	0.05	A		0.5	4.61	0.20	A
	Base 2028 + ComDev + Dev									
Stream B-C	D7	0.1	7.25	0.05	A	D8	0.0	8.51	0.04	A
Stream B-AD		0.1	12.90	0.12	B		0.4	19.43	0.27	C
Stream A-BCD		0.0	4.41	0.02	A		0.3	4.43	0.11	A
Stream D-A		0.0	8.24	0.04	A		0.0	8.48	0.04	A
Stream D-BC		0.2	13.80	0.20	B		0.2	15.81	0.19	C
Stream C-ABD		0.1	4.29	0.05	A		0.6	4.55	0.20	A

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

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

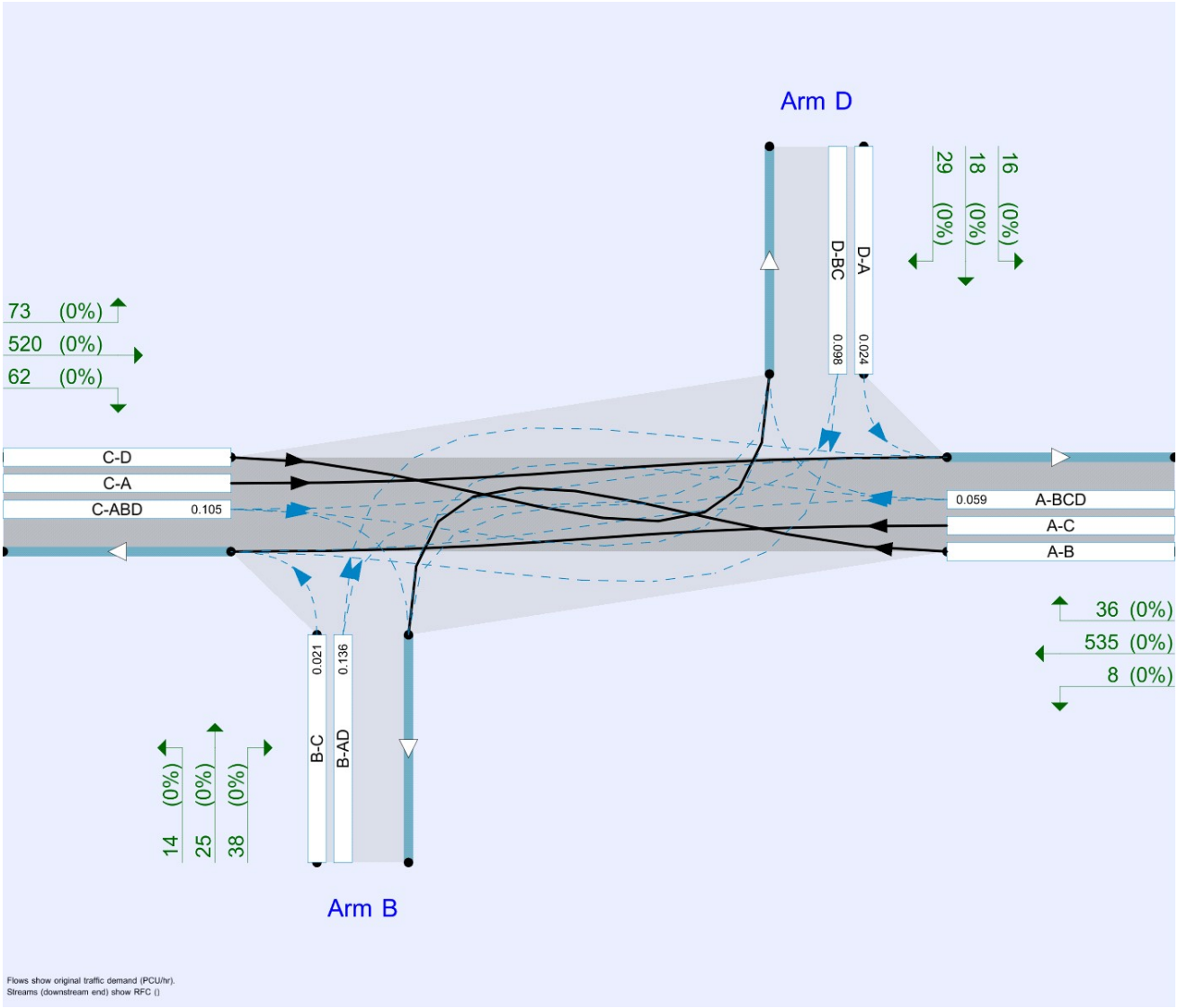
File summary

File Description

Title	
Location	
Site number	
Date	09/06/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\gis
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Survey 2023	AM	ONE HOUR	07:45	09:15	15
D2	Survey 2023	PM	ONE HOUR	14:45	16:15	15
D3	Base 2028	AM	ONE HOUR	07:45	09:15	15
D4	Base 2028	PM	ONE HOUR	14:45	16:15	15
D5	Base 2028 + ComDev	AM	ONE HOUR	07:45	09:15	15
D6	Base 2028 + ComDev	PM	ONE HOUR	14:45	16:15	15
D7	Base 2028 + ComDev + Dev	AM	ONE HOUR	07:45	09:15	15
D8	Base 2028 + ComDev + Dev	PM	ONE HOUR	14:45	16:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Survey 2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		1.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major
D	untitled		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	7.40			250.0	✓	0.00
C	5.60			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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	5.51	3.91	3.52	3.19	✓	1.00	20	27
D	One lane plus flare	7.60	3.50	3.20	3.10	3.10	✓	1.00	34	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	719	-	-	-	0.262	0.262	0.262	-	0.262	-	-
B-AD	551	0.102	0.258	-	-	-	0.162	0.369	0.162	0.102	0.258
B-C	685	0.107	0.270	-	-	-	-	-	-	0.107	0.270
C-B	719	0.283	0.283	-	-	-	-	-	-	0.283	0.283
D-A	614	-	-	-	0.223	0.088	0.223	-	0.088	-	-
D-BC	530	0.144	0.144	0.327	0.229	0.091	0.229	-	0.091	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Survey 2023	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	378	100.000
B		✓	56	100.000
C		✓	479	100.000
D		✓	71	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	20	351	7
	B	30	0	24	2
	C	438	18	0	23
	D	16	4	51	0

Vehicle Mix

Heavy Vehicle Percentages

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

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A	07:45-08:00	285	285
	08:00-08:15	340	340
	08:15-08:30	416	416
	08:30-08:45	416	416
	08:45-09:00	340	340
	09:00-09:15	285	285
B	07:45-08:00	42	42
	08:00-08:15	50	50
	08:15-08:30	62	62
	08:30-08:45	62	62
	08:45-09:00	50	50
	09:00-09:15	42	42
C	07:45-08:00	361	361
	08:00-08:15	431	431
	08:15-08:30	527	527
	08:30-08:45	527	527
	08:45-09:00	431	431
	09:00-09:15	361	361
D	07:45-08:00	53	53
	08:00-08:15	64	64
	08:15-08:30	78	78
	08:30-08:45	78	78
	08:45-09:00	64	64
	09:00-09:15	53	53

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	6.92	0.1	A
B-AD	0.10	11.66	0.1	B
A-BCD	0.02	4.52	0.0	A
A-B				
A-C				
D-A	0.04	7.92	0.0	A
D-BC	0.17	12.53	0.2	B
C-ABD	0.05	4.33	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	592	0.031	18	0.0	6.268	A
B-AD	24	410	0.059	24	0.1	9.326	A
A-BCD	8	805	0.010	8	0.0	4.519	A
A-B	15			15			
A-C	262			262			
D-A	12	520	0.023	12	0.0	7.092	A
D-BC	41	406	0.102	41	0.1	9.860	A
C-ABD	23	854	0.027	23	0.0	4.331	A
C-D	17			17			
C-A	321			321			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	573	0.038	22	0.0	6.524	A
B-AD	29	382	0.075	29	0.1	10.183	B
A-BCD	11	825	0.013	11	0.0	4.422	A
A-B	18			18			
A-C	311			311			
D-A	14	500	0.029	14	0.0	7.411	A
D-BC	49	381	0.130	49	0.1	10.837	B
C-ABD	31	884	0.035	30	0.0	4.217	A
C-D	20			20			
C-A	380			380			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	547	0.048	26	0.1	6.914	A
B-AD	35	344	0.102	35	0.1	11.645	B
A-BCD	15	854	0.017	15	0.0	4.287	A
A-B	22			22			
A-C	380			380			
D-A	18	472	0.037	18	0.0	7.916	A
D-BC	61	348	0.174	60	0.2	12.508	B
C-ABD	44	928	0.047	44	0.1	4.070	A
C-D	24			24			
C-A	459			459			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	547	0.048	26	0.1	6.916	A
B-AD	35	344	0.102	35	0.1	11.656	B
A-BCD	15	854	0.017	15	0.0	4.288	A
A-B	22			22			
A-C	380			380			
D-A	18	472	0.037	18	0.0	7.919	A
D-BC	61	348	0.174	61	0.2	12.529	B
C-ABD	44	928	0.047	44	0.1	4.071	A
C-D	24			24			
C-A	459			459			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	573	0.038	22	0.0	6.532	A
B-AD	29	382	0.075	29	0.1	10.198	B
A-BCD	11	825	0.013	11	0.0	4.424	A
A-B	18			18			
A-C	311			311			
D-A	14	500	0.029	14	0.0	7.415	A
D-BC	49	381	0.130	50	0.2	10.863	B
C-ABD	31	884	0.035	31	0.0	4.220	A
C-D	20			20			
C-A	380			380			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	592	0.031	18	0.0	6.279	A
B-AD	24	410	0.059	24	0.1	9.344	A
A-BCD	8	804	0.010	8	0.0	4.520	A
A-B	15			15			
A-C	262			262			
D-A	12	519	0.023	12	0.0	7.097	A
D-BC	41	406	0.102	42	0.1	9.896	A
C-ABD	23	854	0.027	23	0.0	4.334	A
C-D	17			17			
C-A	321			321			

Survey 2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		2.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Survey 2023	PM	ONE HOUR	14:45	16:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	534	100.000
B		✓	70	100.000
C		✓	584	100.000
D		✓	58	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	7	494	33
	B	34	0	13	23
	C	458	58	0	68
	D	14	17	27	0

Vehicle Mix

Heavy Vehicle Percentages

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

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A	14:45-15:00	402	402
	15:00-15:15	480	480
	15:15-15:30	588	588
	15:30-15:45	588	588
	15:45-16:00	480	480
	16:00-16:15	402	402
B	14:45-15:00	53	53
	15:00-15:15	63	63
	15:15-15:30	77	77
	15:30-15:45	77	77
	15:45-16:00	63	63
	16:00-16:15	53	53
C	14:45-15:00	440	440
	15:00-15:15	525	525
	15:15-15:30	643	643
	15:30-15:45	643	643
	15:45-16:00	525	525
	16:00-16:15	440	440
D	14:45-15:00	44	44
	15:00-15:15	52	52
	15:15-15:30	64	64
	15:30-15:45	64	64
	15:45-16:00	52	52
	16:00-16:15	44	44

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	8.07	0.0	A
B-AD	0.22	16.52	0.3	C
A-BCD	0.10	4.45	0.2	A
A-B				
A-C				
D-A	0.03	8.05	0.0	A
D-BC	0.16	14.04	0.2	B
C-ABD	0.17	4.59	0.4	A
C-D				
C-A				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	524	0.019	10	0.0	6.999	A
B-AD	43	366	0.117	42	0.1	11.116	B
A-BCD	44	855	0.052	44	0.1	4.441	A
A-B	5			5			
A-C	353			353			
D-A	11	513	0.021	10	0.0	7.158	A
D-BC	33	376	0.088	33	0.1	10.462	B
C-ABD	80	866	0.093	80	0.2	4.579	A
C-D	46			46			
C-A	313			313			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	499	0.023	12	0.0	7.391	A
B-AD	51	330	0.155	51	0.2	12.896	B
A-BCD	61	886	0.068	60	0.1	4.360	A
A-B	6			6			
A-C	414			414			
D-A	13	493	0.026	13	0.0	7.499	A
D-BC	40	346	0.114	39	0.1	11.722	B
C-ABD	110	901	0.122	110	0.3	4.557	A
C-D	54			54			
C-A	361			361			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	461	0.031	14	0.0	8.060	A
B-AD	63	281	0.223	62	0.3	16.447	C
A-BCD	89	934	0.096	89	0.2	4.265	A
A-B	7			7			
A-C	492			492			
D-A	15	463	0.033	15	0.0	8.046	A
D-BC	48	305	0.159	48	0.2	14.005	B
C-ABD	164	952	0.172	163	0.4	4.574	A
C-D	62			62			
C-A	417			417			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	460	0.031	14	0.0	8.069	A
B-AD	63	281	0.224	63	0.3	16.522	C
A-BCD	89	934	0.096	89	0.2	4.268	A
A-B	7			7			
A-C	492			492			
D-A	15	463	0.033	15	0.0	8.051	A
D-BC	48	305	0.159	48	0.2	14.042	B
C-ABD	164	952	0.173	164	0.4	4.584	A
C-D	62			62			
C-A	417			417			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	498	0.023	12	0.0	7.404	A
B-AD	51	330	0.155	52	0.2	12.969	B
A-BCD	61	886	0.068	61	0.1	4.364	A
A-B	6			6			
A-C	414			414			
D-A	13	492	0.026	13	0.0	7.510	A
D-BC	40	346	0.114	40	0.1	11.763	B
C-ABD	111	901	0.123	111	0.3	4.570	A
C-D	54			54			
C-A	361			361			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	523	0.019	10	0.0	7.009	A
B-AD	43	365	0.117	43	0.1	11.180	B
A-BCD	45	854	0.052	45	0.1	4.449	A
A-B	5			5			
A-C	352			352			
D-A	11	513	0.021	11	0.0	7.168	A
D-BC	33	376	0.088	33	0.1	10.506	B
C-ABD	81	866	0.093	81	0.2	4.592	A
C-D	46			46			
C-A	312			312			

Base 2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		1.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	Base 2028	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	405	100.000
B		✓	60	100.000
C		✓	513	100.000
D		✓	76	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	21	376	8
	B	32	0	26	2
	C	469	19	0	25
	D	17	4	55	0

Vehicle Mix

Heavy Vehicle Percentages

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

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A	07:45-08:00	305	305
	08:00-08:15	364	364
	08:15-08:30	446	446
	08:30-08:45	446	446
	08:45-09:00	364	364
	09:00-09:15	305	305
B	07:45-08:00	45	45
	08:00-08:15	54	54
	08:15-08:30	66	66
	08:30-08:45	66	66
	08:45-09:00	54	54
	09:00-09:15	45	45
C	07:45-08:00	386	386
	08:00-08:15	461	461
	08:15-08:30	565	565
	08:30-08:45	565	565
	08:45-09:00	461	461
	09:00-09:15	386	386
D	07:45-08:00	57	57
	08:00-08:15	68	68
	08:15-08:30	84	84
	08:30-08:45	84	84
	08:45-09:00	68	68
	09:00-09:15	57	57

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	7.08	0.1	A
B-AD	0.11	12.35	0.1	B
A-BCD	0.02	4.49	0.0	A
A-B				
A-C				
D-A	0.04	8.14	0.0	A
D-BC	0.19	13.34	0.2	B
C-ABD	0.05	4.29	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	586	0.033	19	0.0	6.351	A
B-AD	26	399	0.064	25	0.1	9.623	A
A-BCD	10	812	0.012	9	0.0	4.488	A
A-B	16			16			
A-C	280			280			
D-A	13	513	0.025	13	0.0	7.199	A
D-BC	44	397	0.112	44	0.1	10.190	B
C-ABD	25	865	0.029	25	0.0	4.285	A
C-D	18			18			
C-A	343			343			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	566	0.041	23	0.0	6.636	A
B-AD	31	370	0.083	30	0.1	10.611	B
A-BCD	13	834	0.015	13	0.0	4.384	A
A-B	19			19			
A-C	333			333			
D-A	15	491	0.031	15	0.0	7.559	A
D-BC	53	371	0.143	53	0.2	11.320	B
C-ABD	34	898	0.038	34	0.1	4.166	A
C-D	22			22			
C-A	406			406			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	537	0.053	29	0.1	7.075	A
B-AD	37	329	0.114	37	0.1	12.333	B
A-BCD	18	866	0.021	18	0.0	4.243	A
A-B	23			23			
A-C	405			405			
D-A	19	461	0.041	19	0.0	8.137	A
D-BC	65	335	0.194	65	0.2	13.309	B
C-ABD	49	946	0.052	49	0.1	4.014	A
C-D	26			26			
C-A	489			489			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	537	0.053	29	0.1	7.078	A
B-AD	37	329	0.114	37	0.1	12.348	B
A-BCD	18	866	0.021	18	0.0	4.243	A
A-B	23			23			
A-C	405			405			
D-A	19	461	0.041	19	0.0	8.141	A
D-BC	65	335	0.194	65	0.2	13.340	B
C-ABD	49	946	0.052	49	0.1	4.016	A
C-D	26			26			
C-A	489			489			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	565	0.041	23	0.0	6.644	A
B-AD	31	370	0.083	31	0.1	10.628	B
A-BCD	13	833	0.015	13	0.0	4.385	A
A-B	19			19			
A-C	333			333			
D-A	15	491	0.031	15	0.0	7.568	A
D-BC	53	371	0.143	53	0.2	11.356	B
C-ABD	34	898	0.038	34	0.1	4.167	A
C-D	22			22			
C-A	406			406			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	586	0.033	20	0.0	6.360	A
B-AD	26	399	0.064	26	0.1	9.644	A
A-BCD	10	812	0.012	10	0.0	4.488	A
A-B	16			16			
A-C	280			280			
D-A	13	512	0.025	13	0.0	7.208	A
D-BC	44	397	0.112	45	0.1	10.233	B
C-ABD	25	865	0.029	25	0.0	4.289	A
C-D	18			18			
C-A	343			343			

Base 2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		2.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	Base 2028	PM	ONE HOUR	14:45	16:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	576	100.000
B		✓	76	100.000
C		✓	628	100.000
D		✓	62	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	8	532	36
	B	37	0	14	25
	C	493	62	0	73
	D	15	18	29	0

Vehicle Mix

Heavy Vehicle Percentages

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

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A	14:45-15:00	434	434
	15:00-15:15	518	518
	15:15-15:30	634	634
	15:30-15:45	634	634
	15:45-16:00	518	518
	16:00-16:15	434	434
B	14:45-15:00	57	57
	15:00-15:15	68	68
	15:15-15:30	84	84
	15:30-15:45	84	84
	15:45-16:00	68	68
	16:00-16:15	57	57
C	14:45-15:00	473	473
	15:00-15:15	565	565
	15:15-15:30	691	691
	15:30-15:45	691	691
	15:45-16:00	565	565
	16:00-16:15	473	473
D	14:45-15:00	47	47
	15:00-15:15	56	56
	15:15-15:30	68	68
	15:30-15:45	68	68
	15:45-16:00	56	56
	16:00-16:15	47	47

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	8.44	0.0	A
B-AD	0.26	18.75	0.4	C
A-BCD	0.11	4.42	0.2	A
A-B				
A-C				
D-A	0.04	8.31	0.0	A
D-BC	0.18	15.30	0.2	C
C-ABD	0.20	4.61	0.5	A
C-D				
C-A				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	514	0.021	10	0.0	7.150	A
B-AD	47	352	0.133	46	0.2	11.749	B
A-BCD	51	867	0.059	51	0.1	4.408	A
A-B	6			6			
A-C	377			377			
D-A	11	505	0.022	11	0.0	7.285	A
D-BC	35	364	0.097	35	0.1	10.911	B
C-ABD	91	879	0.103	90	0.2	4.561	A
C-D	49			49			
C-A	333			333			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	486	0.026	13	0.0	7.606	A
B-AD	56	313	0.178	55	0.2	13.940	B
A-BCD	70	902	0.078	70	0.1	4.327	A
A-B	7			7			
A-C	441			441			
D-A	13	483	0.028	13	0.0	7.671	A
D-BC	42	332	0.127	42	0.1	12.411	B
C-ABD	126	917	0.137	125	0.3	4.550	A
C-D	57			57			
C-A	382			382			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	442	0.035	15	0.0	8.429	A
B-AD	68	261	0.262	68	0.3	18.621	C
A-BCD	106	955	0.111	105	0.2	4.241	A
A-B	8			8			
A-C	521			521			
D-A	17	450	0.037	16	0.0	8.307	A
D-BC	52	287	0.180	51	0.2	15.241	C
C-ABD	191	974	0.196	190	0.5	4.601	A
C-D	65			65			
C-A	436			436			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	442	0.035	15	0.0	8.443	A
B-AD	68	260	0.262	68	0.4	18.751	C
A-BCD	106	955	0.111	106	0.2	4.246	A
A-B	8			8			
A-C	521			521			
D-A	17	449	0.037	17	0.0	8.314	A
D-BC	52	287	0.180	52	0.2	15.297	C
C-ABD	191	974	0.196	191	0.5	4.612	A
C-D	65			65			
C-A	436			436			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	485	0.026	13	0.0	7.621	A
B-AD	56	313	0.178	56	0.2	14.051	B
A-BCD	71	902	0.078	71	0.1	4.333	A
A-B	7			7			
A-C	441			441			
D-A	13	482	0.028	14	0.0	7.682	A
D-BC	42	332	0.127	43	0.1	12.467	B
C-ABD	126	918	0.138	127	0.3	4.565	A
C-D	57			57			
C-A	382			382			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	513	0.021	11	0.0	7.162	A
B-AD	47	351	0.133	47	0.2	11.832	B
A-BCD	51	867	0.059	51	0.1	4.415	A
A-B	6			6			
A-C	377			377			
D-A	11	505	0.022	11	0.0	7.296	A
D-BC	35	364	0.097	36	0.1	10.965	B
C-ABD	91	879	0.104	92	0.2	4.578	A
C-D	49			49			
C-A	332			332			

Base 2028 + ComDev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		1.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	Base 2028 + ComDev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	409	100.000
B		✓	60	100.000
C		✓	515	100.000
D		✓	76	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	21	380	8
	B	32	0	26	2
	C	471	19	0	25
	D	17	4	55	0

Vehicle Mix

Heavy Vehicle Percentages

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

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A	07:45-08:00	308	308
	08:00-08:15	368	368
	08:15-08:30	450	450
	08:30-08:45	450	450
	08:45-09:00	368	368
	09:00-09:15	308	308
B	07:45-08:00	45	45
	08:00-08:15	54	54
	08:15-08:30	66	66
	08:30-08:45	66	66
	08:45-09:00	54	54
	09:00-09:15	45	45
C	07:45-08:00	388	388
	08:00-08:15	463	463
	08:15-08:30	567	567
	08:30-08:45	567	567
	08:45-09:00	463	463
	09:00-09:15	388	388
D	07:45-08:00	57	57
	08:00-08:15	68	68
	08:15-08:30	84	84
	08:30-08:45	84	84
	08:45-09:00	68	68
	09:00-09:15	57	57

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	7.10	0.1	A
B-AD	0.11	12.41	0.1	B
A-BCD	0.02	4.48	0.0	A
A-B				
A-C				
D-A	0.04	8.15	0.0	A
D-BC	0.19	13.40	0.2	B
C-ABD	0.05	4.29	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	585	0.033	19	0.0	6.360	A
B-AD	26	398	0.064	25	0.1	9.650	A
A-BCD	10	813	0.012	10	0.0	4.479	A
A-B	16			16			
A-C	283			283			
D-A	13	512	0.025	13	0.0	7.204	A
D-BC	44	396	0.112	44	0.1	10.213	B
C-ABD	25	865	0.029	25	0.0	4.284	A
C-D	18			18			
C-A	344			344			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	565	0.041	23	0.0	6.648	A
B-AD	31	368	0.083	30	0.1	10.649	B
A-BCD	13	836	0.015	13	0.0	4.374	A
A-B	19			19			
A-C	336			336			
D-A	15	491	0.031	15	0.0	7.566	A
D-BC	53	370	0.143	53	0.2	11.353	B
C-ABD	34	898	0.038	34	0.1	4.164	A
C-D	22			22			
C-A	407			407			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	536	0.053	29	0.1	7.092	A
B-AD	37	328	0.114	37	0.1	12.396	B
A-BCD	18	869	0.021	18	0.0	4.231	A
A-B	23			23			
A-C	410			410			
D-A	19	461	0.041	19	0.0	8.148	A
D-BC	65	334	0.195	65	0.2	13.365	B
C-ABD	50	947	0.052	49	0.1	4.012	A
C-D	26			26			
C-A	491			491			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	536	0.053	29	0.1	7.096	A
B-AD	37	327	0.114	37	0.1	12.411	B
A-BCD	18	869	0.021	18	0.0	4.231	A
A-B	23			23			
A-C	410			410			
D-A	19	460	0.041	19	0.0	8.152	A
D-BC	65	334	0.195	65	0.2	13.397	B
C-ABD	50	947	0.052	50	0.1	4.015	A
C-D	26			26			
C-A	491			491			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	564	0.041	23	0.0	6.654	A
B-AD	31	368	0.083	31	0.1	10.667	B
A-BCD	13	836	0.015	13	0.0	4.376	A
A-B	19			19			
A-C	336			336			
D-A	15	491	0.031	15	0.0	7.572	A
D-BC	53	370	0.143	53	0.2	11.388	B
C-ABD	34	898	0.038	34	0.1	4.168	A
C-D	22			22			
C-A	407			407			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	585	0.033	20	0.0	6.372	A
B-AD	26	398	0.064	26	0.1	9.670	A
A-BCD	10	813	0.012	10	0.0	4.479	A
A-B	16			16			
A-C	283			283			
D-A	13	512	0.025	13	0.0	7.213	A
D-BC	44	396	0.112	45	0.1	10.256	B
C-ABD	25	865	0.029	25	0.0	4.288	A
C-D	18			18			
C-A	344			344			

Base 2028 + ComDev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		2.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	Base 2028 + ComDev	PM	ONE HOUR	14:45	16:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	579	100.000
B		✓	76	100.000
C		✓	631	100.000
D		✓	62	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	8	535	36
	B	37	0	14	25
	C	496	62	0	73
	D	15	18	29	0

Vehicle Mix

Heavy Vehicle Percentages

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

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A	14:45-15:00	436	436
	15:00-15:15	521	521
	15:15-15:30	637	637
	15:30-15:45	637	637
	15:45-16:00	521	521
	16:00-16:15	436	436
B	14:45-15:00	57	57
	15:00-15:15	68	68
	15:15-15:30	84	84
	15:30-15:45	84	84
	15:45-16:00	68	68
	16:00-16:15	57	57
C	14:45-15:00	475	475
	15:00-15:15	567	567
	15:15-15:30	695	695
	15:30-15:45	695	695
	15:45-16:00	567	567
	16:00-16:15	475	475
D	14:45-15:00	47	47
	15:00-15:15	56	56
	15:15-15:30	68	68
	15:30-15:45	68	68
	15:45-16:00	56	56
	16:00-16:15	47	47

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	8.46	0.0	A
B-AD	0.26	18.88	0.4	C
A-BCD	0.11	4.41	0.2	A
A-B				
A-C				
D-A	0.04	8.33	0.0	A
D-BC	0.18	15.38	0.2	C
C-ABD	0.20	4.61	0.5	A
C-D				
C-A				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	513	0.021	10	0.0	7.159	A
B-AD	47	351	0.133	46	0.2	11.789	B
A-BCD	51	868	0.059	51	0.1	4.403	A
A-B	6			6			
A-C	379			379			
D-A	11	505	0.022	11	0.0	7.292	A
D-BC	35	364	0.097	35	0.1	10.939	B
C-ABD	91	880	0.103	90	0.2	4.557	A
C-D	49			49			
C-A	335			335			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	485	0.026	13	0.0	7.618	A
B-AD	56	312	0.178	55	0.2	14.003	B
A-BCD	71	904	0.078	70	0.1	4.321	A
A-B	7			7			
A-C	443			443			
D-A	13	482	0.028	13	0.0	7.683	A
D-BC	42	331	0.128	42	0.1	12.455	B
C-ABD	126	919	0.138	126	0.3	4.548	A
C-D	57			57			
C-A	384			384			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	441	0.035	15	0.0	8.450	A
B-AD	68	259	0.263	68	0.3	18.754	C
A-BCD	106	956	0.111	106	0.2	4.236	A
A-B	8			8			
A-C	523			523			
D-A	17	449	0.037	16	0.0	8.323	A
D-BC	52	286	0.181	51	0.2	15.321	C
C-ABD	192	975	0.197	191	0.5	4.600	A
C-D	64			64			
C-A	438			438			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	441	0.035	15	0.0	8.464	A
B-AD	68	259	0.264	68	0.4	18.880	C
A-BCD	106	956	0.111	106	0.2	4.239	A
A-B	8			8			
A-C	523			523			
D-A	17	449	0.037	17	0.0	8.330	A
D-BC	52	286	0.181	52	0.2	15.377	C
C-ABD	193	976	0.197	193	0.5	4.611	A
C-D	64			64			
C-A	438			438			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	484	0.026	13	0.0	7.636	A
B-AD	56	312	0.179	56	0.2	14.112	B
A-BCD	71	904	0.078	71	0.1	4.328	A
A-B	7			7			
A-C	443			443			
D-A	13	481	0.028	14	0.0	7.693	A
D-BC	42	331	0.128	43	0.1	12.511	B
C-ABD	127	919	0.138	128	0.3	4.563	A
C-D	56			56			
C-A	384			384			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	513	0.021	11	0.0	7.174	A
B-AD	47	350	0.133	47	0.2	11.869	B
A-BCD	51	868	0.059	52	0.1	4.411	A
A-B	6			6			
A-C	379			379			
D-A	11	504	0.022	11	0.0	7.301	A
D-BC	35	363	0.097	36	0.1	10.995	B
C-ABD	92	880	0.104	92	0.2	4.574	A
C-D	49			49			
C-A	334			334			

Base 2028 + ComDev + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		1.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	Base 2028 + ComDev + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	441	100.000
B		✓	61	100.000
C		✓	525	100.000
D		✓	77	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	23	410	8
	B	33	0	26	2
	C	481	19	0	25
	D	18	4	55	0

Vehicle Mix

Heavy Vehicle Percentages

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

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A	07:45-08:00	332	332
	08:00-08:15	396	396
	08:15-08:30	486	486
	08:30-08:45	486	486
	08:45-09:00	396	396
	09:00-09:15	332	332
B	07:45-08:00	46	46
	08:00-08:15	55	55
	08:15-08:30	67	67
	08:30-08:45	67	67
	08:45-09:00	55	55
	09:00-09:15	46	46
C	07:45-08:00	395	395
	08:00-08:15	472	472
	08:15-08:30	578	578
	08:30-08:45	578	578
	08:45-09:00	472	472
	09:00-09:15	395	395
D	07:45-08:00	58	58
	08:00-08:15	69	69
	08:15-08:30	85	85
	08:30-08:45	85	85
	08:45-09:00	69	69
	09:00-09:15	58	58

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	7.25	0.1	A
B-AD	0.12	12.90	0.1	B
A-BCD	0.02	4.41	0.0	A
A-B				
A-C				
D-A	0.04	8.24	0.0	A
D-BC	0.20	13.80	0.2	B
C-ABD	0.05	4.29	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	578	0.034	19	0.0	6.448	A
B-AD	26	392	0.067	26	0.1	9.841	A
A-BCD	10	827	0.012	10	0.0	4.403	A
A-B	17			17			
A-C	305			305			
D-A	14	510	0.027	13	0.0	7.244	A
D-BC	44	391	0.114	44	0.1	10.371	B
C-ABD	26	865	0.030	25	0.0	4.289	A
C-D	18			18			
C-A	351			351			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	556	0.042	23	0.0	6.761	A
B-AD	31	361	0.087	31	0.1	10.936	B
A-BCD	13	853	0.016	13	0.0	4.287	A
A-B	20			20			
A-C	363			363			
D-A	16	488	0.033	16	0.0	7.621	A
D-BC	53	363	0.146	53	0.2	11.588	B
C-ABD	35	898	0.039	35	0.1	4.168	A
C-D	22			22			
C-A	416			416			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	525	0.055	29	0.1	7.249	A
B-AD	39	318	0.121	38	0.1	12.886	B
A-BCD	19	891	0.021	19	0.0	4.130	A
A-B	25			25			
A-C	442			442			
D-A	20	457	0.043	20	0.0	8.230	A
D-BC	65	326	0.199	65	0.2	13.766	B
C-ABD	51	947	0.054	51	0.1	4.015	A
C-D	26			26			
C-A	501			501			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	525	0.055	29	0.1	7.253	A
B-AD	39	317	0.121	39	0.1	12.904	B
A-BCD	19	890	0.021	19	0.0	4.130	A
A-B	25			25			
A-C	442			442			
D-A	20	457	0.043	20	0.0	8.235	A
D-BC	65	326	0.199	65	0.2	13.802	B
C-ABD	51	947	0.054	51	0.1	4.016	A
C-D	26			26			
C-A	501			501			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	555	0.042	23	0.0	6.767	A
B-AD	31	360	0.087	32	0.1	10.953	B
A-BCD	13	853	0.016	13	0.0	4.288	A
A-B	20			20			
A-C	363			363			
D-A	16	488	0.033	16	0.0	7.630	A
D-BC	53	363	0.146	53	0.2	11.628	B
C-ABD	35	898	0.039	35	0.1	4.170	A
C-D	22			22			
C-A	416			416			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	577	0.034	20	0.0	6.460	A
B-AD	26	392	0.067	26	0.1	9.865	A
A-BCD	10	827	0.012	10	0.0	4.406	A
A-B	17			17			
A-C	305			305			
D-A	14	510	0.027	14	0.0	7.254	A
D-BC	44	390	0.114	45	0.1	10.414	B
C-ABD	26	865	0.030	26	0.0	4.292	A
C-D	18			18			
C-A	351			351			

Base 2028 + ComDev + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		2.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	Base 2028 + ComDev + Dev	PM	ONE HOUR	14:45	16:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	579	100.000
B		✓	77	100.000
C		✓	655	100.000
D		✓	63	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	8	535	36
	B	38	0	14	25
	C	520	62	0	73
	D	16	18	29	0

Vehicle Mix

Heavy Vehicle Percentages

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

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A	14:45-15:00	436	436
	15:00-15:15	521	521
	15:15-15:30	637	637
	15:30-15:45	637	637
	15:45-16:00	521	521
	16:00-16:15	436	436
B	14:45-15:00	58	58
	15:00-15:15	69	69
	15:15-15:30	85	85
	15:30-15:45	85	85
	15:45-16:00	69	69
	16:00-16:15	58	58
C	14:45-15:00	493	493
	15:00-15:15	589	589
	15:15-15:30	721	721
	15:30-15:45	721	721
	15:45-16:00	589	589
	16:00-16:15	493	493
D	14:45-15:00	47	47
	15:00-15:15	57	57
	15:15-15:30	69	69
	15:30-15:45	69	69
	15:45-16:00	57	57
	16:00-16:15	47	47

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	8.51	0.0	A
B-AD	0.27	19.43	0.4	C
A-BCD	0.11	4.43	0.3	A
A-B				
A-C				
D-A	0.04	8.48	0.0	A
D-BC	0.19	15.81	0.2	C
C-ABD	0.20	4.55	0.6	A
C-D				
C-A				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	512	0.021	10	0.0	7.171	A
B-AD	47	348	0.136	47	0.2	11.924	B
A-BCD	51	864	0.059	51	0.1	4.425	A
A-B	6			6			
A-C	379			379			
D-A	12	501	0.024	12	0.0	7.364	A
D-BC	35	359	0.098	35	0.1	11.085	B
C-ABD	93	892	0.105	93	0.2	4.502	A
C-D	49			49			
C-A	350			350			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	484	0.026	13	0.0	7.637	A
B-AD	57	309	0.183	56	0.2	14.243	B
A-BCD	71	899	0.079	71	0.1	4.345	A
A-B	7			7			
A-C	443			443			
D-A	14	477	0.030	14	0.0	7.783	A
D-BC	42	326	0.130	42	0.1	12.681	B
C-ABD	131	933	0.140	130	0.3	4.488	A
C-D	56			56			
C-A	402			402			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	439	0.035	15	0.0	8.493	A
B-AD	69	255	0.272	69	0.4	19.283	C
A-BCD	107	952	0.113	107	0.3	4.263	A
A-B	8			8			
A-C	523			523			
D-A	18	443	0.040	18	0.0	8.470	A
D-BC	52	280	0.185	51	0.2	15.743	C
C-ABD	200	994	0.202	199	0.6	4.540	A
C-D	64			64			
C-A	457			457			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	438	0.035	15	0.0	8.509	A
B-AD	69	255	0.272	69	0.4	19.427	C
A-BCD	107	952	0.113	107	0.3	4.268	A
A-B	8			8			
A-C	522			522			
D-A	18	442	0.040	18	0.0	8.480	A
D-BC	52	279	0.185	52	0.2	15.806	C
C-ABD	201	994	0.202	201	0.6	4.551	A
C-D	64			64			
C-A	456			456			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	483	0.026	13	0.0	7.656	A
B-AD	57	308	0.184	57	0.2	14.363	B
A-BCD	71	899	0.079	72	0.1	4.353	A
A-B	7			7			
A-C	443			443			
D-A	14	476	0.030	14	0.0	7.795	A
D-BC	42	325	0.130	43	0.2	12.742	B
C-ABD	131	934	0.140	132	0.3	4.503	A
C-D	56			56			
C-A	401			401			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	512	0.021	11	0.0	7.186	A
B-AD	47	348	0.136	48	0.2	12.015	B
A-BCD	52	864	0.060	52	0.1	4.434	A
A-B	6			6			
A-C	379			379			
D-A	12	500	0.024	12	0.0	7.379	A
D-BC	35	359	0.099	36	0.1	11.141	B
C-ABD	94	893	0.105	95	0.2	4.518	A
C-D	49			49			
C-A	350			350			