APPENDIX A: TRAFFIC FLOW DIAGRAMS

Appendix Number	Appendix Title
A1.1	2022 Survey Traffic Flows
A2.1	2028 Growthed Reference Traffic Flows
A3.1	2030 Growthed Reference Traffic Flows
A4.1	2040 Growthed Reference Traffic Flows
A5.1	Total Committed Development Traffic Flows
A6.1	2028 Base Traffic Flows
A6.2	2028 Base Traffic Flows - Site Access Junctions
A7.1	2030 Base Traffic Flows
A7.2	2030 Base Traffic Flows - Site Access Junctions
A8.1	2040 Base Traffic Flows
A8.2	2040 Base Traffic Flows - Site Access Junctions
A9.1	Redistributed Traffic Associated with the Closure of Homestead Lane
A9.2	Redistributed Traffic Associated with the Closure of Homestead Lane - Site Access Junctions
A10.1	2028 Base Traffic Flows - Redistributed Traffic
A10.2	2028 Base Traffic Flows - Redistributed Traffic - Site Access Junctions
A11.1	2030 Base Traffic Flows - Redistributed Traffic
A11.2	2030 Base Traffic Flows - Redistributed Traffic - Site Access Junctions
A12.1	2040 Base Traffic Flows - Redistributed Traffic
A12.2	2040 Base Traffic Flows - Redistributed Traffic - Site Access Junctions
A13.1	Trip Distribution
A14.1	Traffic Assignment [Lower Berse Farm Development Site]
A14.2	Traffic Assignment - Site Access Junctions [Lower Berse Farm Development Site]
A15.1	2028 Assessment Traffic Flows [Base + Committed Development + Lower Berse Farm Development Site]
A15.2	2028 Assessment Traffic Flows - Site access Junctions [Base + Committed Development + Lower Berse Farm Development Site]
A16.1	2030 Assessment Traffic Flows [Base + Committed Development + Lower Berse Farm Development Site]
A16.2	2030 Assessment Traffic Flows - Site access Junctions [Base + Committed Development + Lower Berse Farm Development Site]
A17.1	2040 Assessment Traffic Flows [Base + Committed Development + Lower Berse Farm Development Site]
A17.2	2040 Assessment Traffic Flows - Site access Junctions [Base + Committed Development + Lower Berse Farm Development Site]

APPENDIX B: JUNCTION CAPACITY ASSESSMENT RESULTS

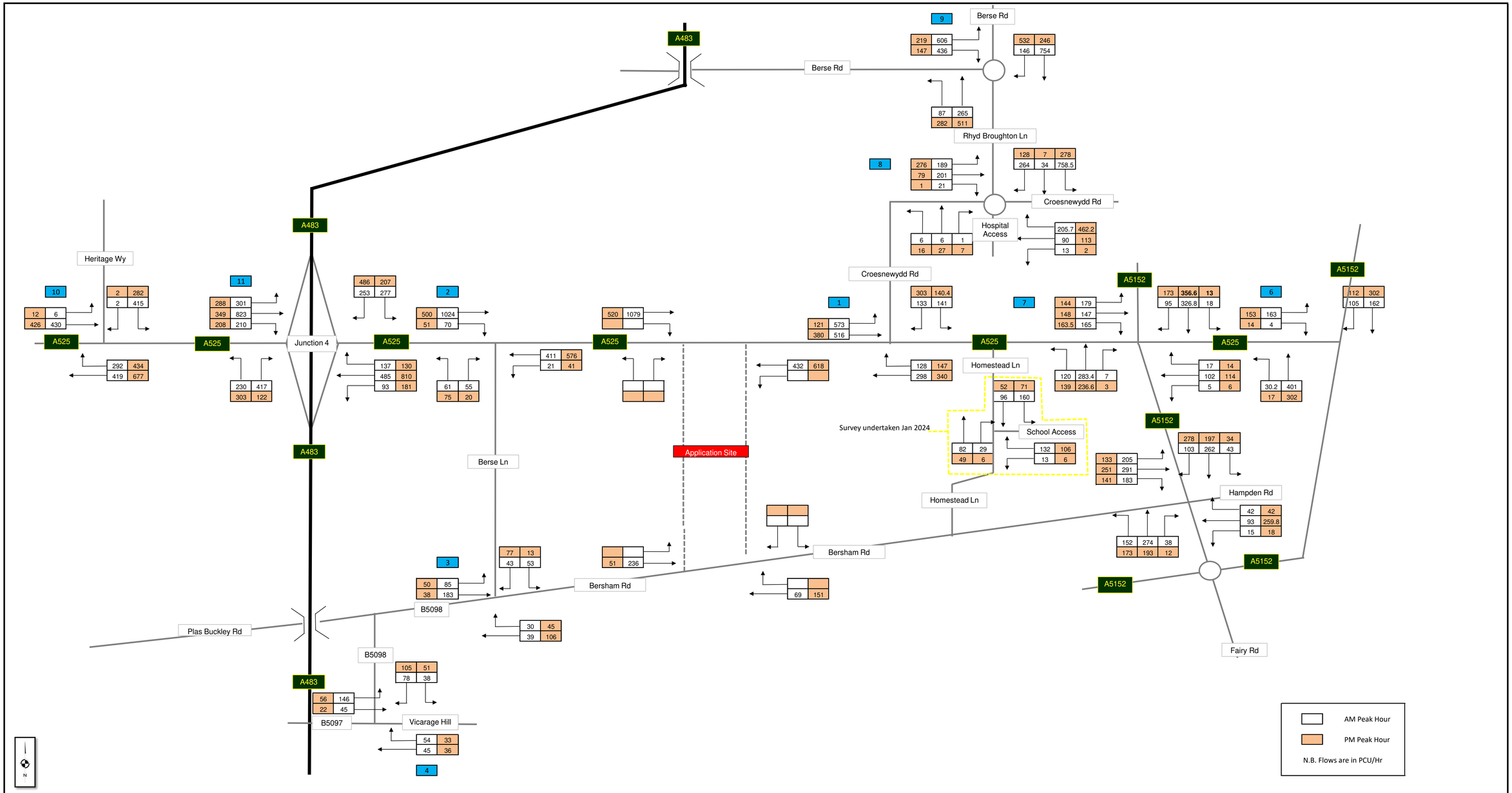
Appendix Number	Junction Number	Junction Name	Junction Type	Year	Scenario
B1	1	Proposed A525 Ruthin Road / Croesnewydd Road / Site Access Signalised Junction	Signalised	2028	AM Peak Hour With Assessment Traffic Flows
			Signalised	2028	PM Peak Hour With Assessment Traffic Flows
B2	2	Proposed North-Western Site Access on A525 Ruthin Road	Priority	2028	AM Peak Hour With Assessment Traffic Flows
			Priority	2028	PM Peak Hour With Assessment Traffic Flows
B3	3	Proposed South-Western Priority Access along Bersham Road	Priority	2028	AM Peak Hour With Assessment Traffic Flows
			Priority	2028	PM Peak Hour With Assessment Traffic Flows
B4	4	Proposed South-Eastern Priority Access along Bersham Road	Priority	2028	AM Peak Hour With Assessment Traffic Flows
			Priority	2028	PM Peak Hour With Assessment Traffic Flows
B5	5	A525 Ruthin Road / B5098 Berse Lane	Priority	2028	AM Peak Hour Base Traffic Flows
			Priority	2028	PM Peak Hour Base Traffic Flows
		A525 Ruthin Road / B5098 Berse Lane	Priority	2028	AM Peak Hour With Assessment Traffic Flows
			Priority	2028	PM Peak Hour With Assessment Traffic Flows
B6	6	B5098 / Vicarage Hill	Priority	2022	AM Peak Hour Survey Traffic Flows
			Priority	2022	PM Peak Hour Survey Traffic Flows
		B5098 / Vicarage Hill	Priority	2028	AM Peak Hour Base Traffic Flows
			Priority	2028	PM Peak Hour Base Traffic Flows
		B5098 / Vicarage Hill	Priority	2028	AM Peak Hour With Assessment Traffic Flows
			Priority	2028	PM Peak Hour With Assessment Traffic Flows
B7	7	A525 Ruthin Road / A5152 Ruabon Road	Priority	2022	AM Peak Hour Survey Traffic Flows
			Priority	2022	PM Peak Hour Survey Traffic Flows
		A525 Ruthin Road / A5152 Ruabon Road	Priority	2028	AM Peak Hour Base Traffic Flows
			Priority	2028	PM Peak Hour Base Traffic Flows
		A525 Ruthin Road / A5152 Ruabon Road	Priority	2028	AM Peak Hour With Assessment Traffic Flows
			Priority	2028	PM Peak Hour With Assessment Traffic Flows
B8	8	A525 Ruthin Road / A5152 Victoria Road	Signalised	2022	AM Peak Hour Survey Traffic Flows
			Signalised	2022	PM Peak Hour Survey Traffic Flows
		A525 Ruthin Road / A5152 Victoria Road	Signalised	2028	AM Peak Hour Base Traffic Flows
			Signalised	2028	PM Peak Hour Base Traffic Flows
		A525 Ruthin Road / A5152 Victoria Road	Signalised	2028	AM Peak Hour With Assessment Traffic Flows
			Signalised	2028	PM Peak Hour With Assessment Traffic Flows
B9	9	Croesnewydd Road / Rhyd Broughton Lane / Wrexham Maelor Hospital Access Roundabout	Roundabout	2022	AM Peak Hour Survey Traffic Flows
			Roundabout	2022	PM Peak Hour Survey Traffic Flows
		Croesnewydd Road / Rhyd Broughton Lane / Wrexham Maelor Hospital Access Roundabout	Roundabout	2028	AM Peak Hour Base Traffic Flows
			Roundabout	2028	PM Peak Hour Base Traffic Flows
		Croesnewydd Road / Rhyd Broughton Lane / Wrexham Maelor Hospital Access Roundabout	Roundabout	2028	AM Peak Hour With Assessment Traffic Flows
			Roundabout	2028	PM Peak Hour With Assessment Traffic Flows
B10	10	B5101 Berse Road / Rhyd Broughton Lane Roundabout	Roundabout	2022	AM Peak Hour Survey Traffic Flows
			Roundabout	2022	PM Peak Hour Survey Traffic Flows
		B5101 Berse Road / Rhyd Broughton Lane Roundabout	Roundabout	2028	AM Peak Hour Base Traffic Flows
			Roundabout	2028	PM Peak Hour Base Traffic Flows
		B5101 Berse Road / Rhyd Broughton Lane Roundabout	Roundabout	2028	AM Peak Hour With Assessment Traffic Flows
			Roundabout	2028	PM Peak Hour With Assessment Traffic Flows
B11	11	Junction 4 of the A483	Signalised	2030	AM Peak Hour Base Traffic Flows
			Signalised	2030	PM Peak Hour Base Traffic Flows
		Junction 4 of the A483	Signalised	2030	AM Peak Hour With Assessment Traffic Flows
			Signalised	2030	PM Peak Hour With Assessment Traffic Flows
		Junction 4 of the A483	Signalised	2040	AM Peak Hour Base Traffic Flows
			Signalised	2040	PM Peak Hour Base Traffic Flows
		Junction 4 of the A483	Signalised	2040	AM Peak Hour With Assessment Traffic Flows
			Signalised	2040	PM Peak Hour With Assessment Traffic Flows

APPENDIX C: OTHER TRAFFIC INFORMATION

Appendix Number	Appendix Title
C1	Consultation Comments
C2	Accident Data
C3	Traffic Survey Data
C4	Site Layout Plan (July 2024)
C5	Active Travel Layout Drawings
C6	Junction Improvement Layout Drawings

S|C|P

APPENDIX A



S C P
Transportation Planning : Infrastructure Design

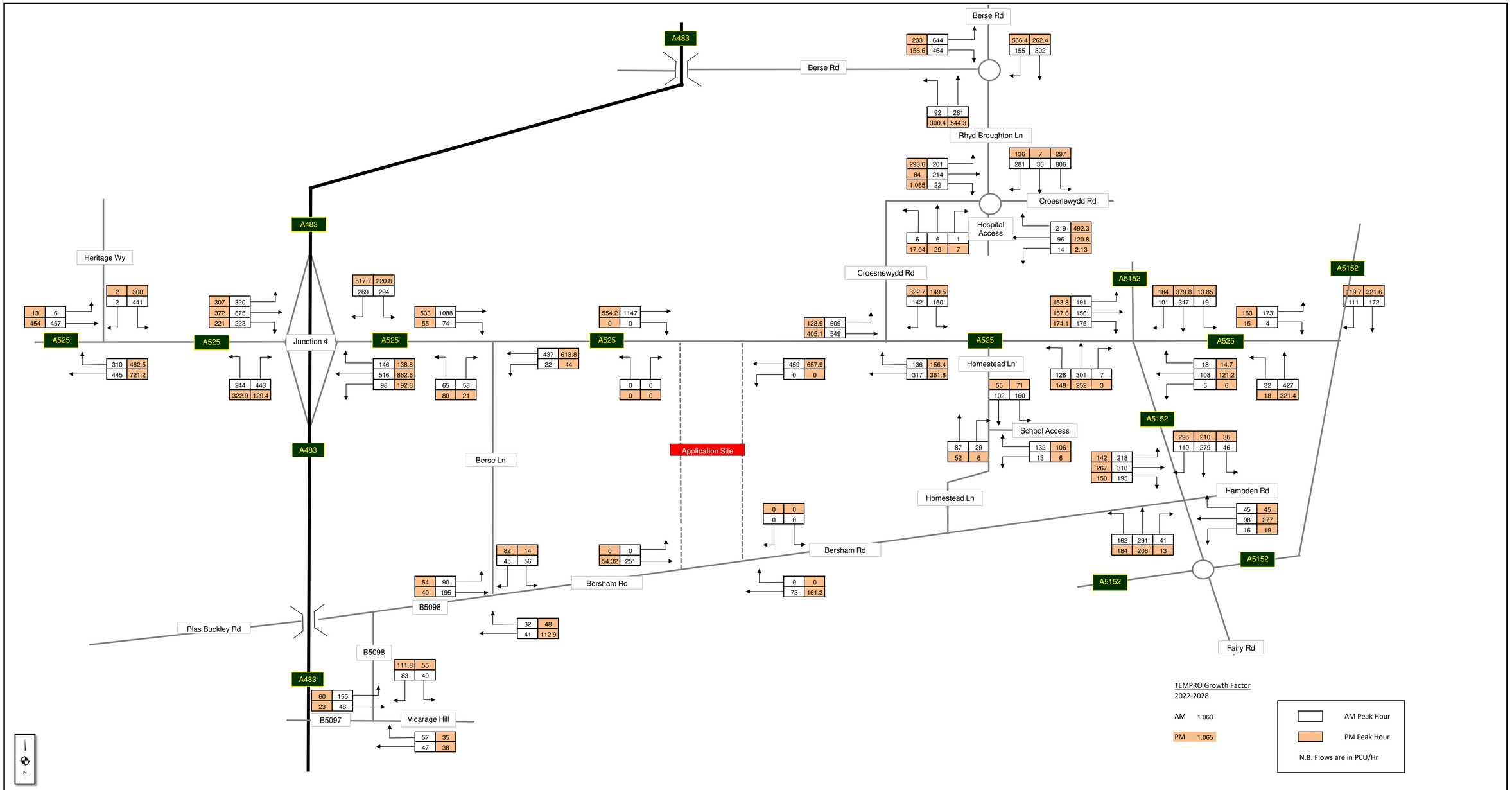
Survey 2022

Proposed Residential Development, Ruthin Road, Wrexham

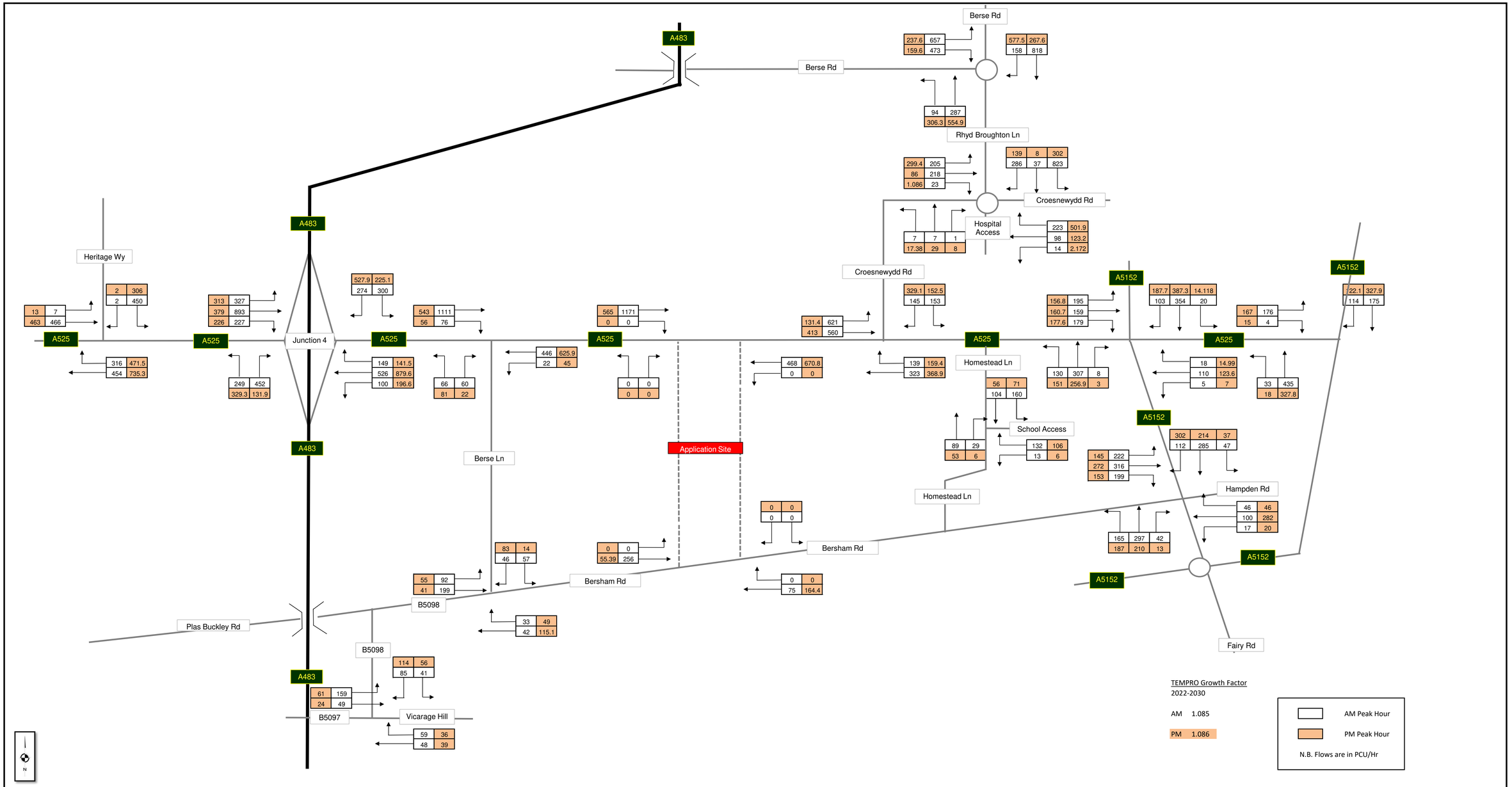
19 July 2024

Job Number - SCP/210187

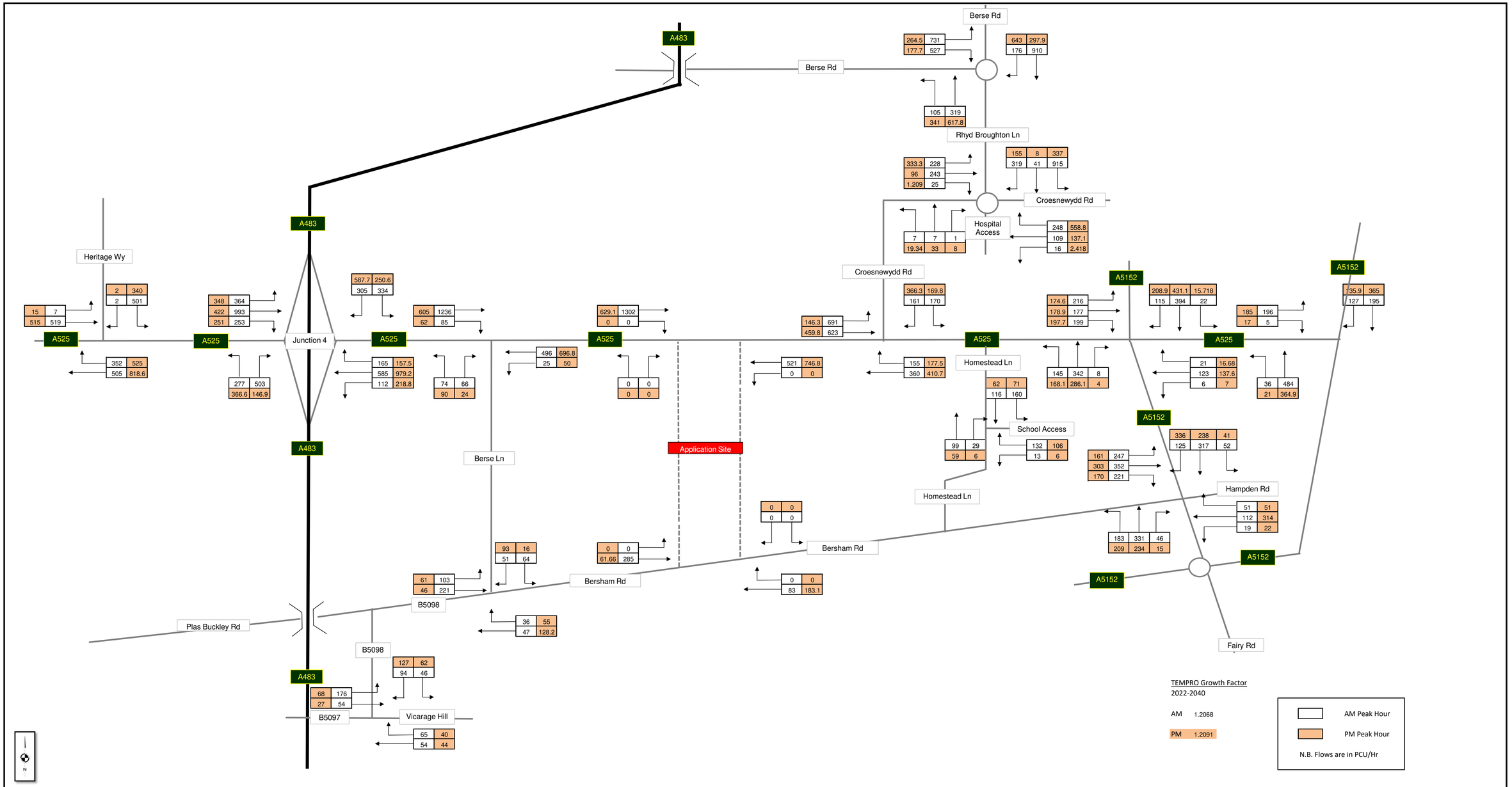
Traffic Figure A1.1



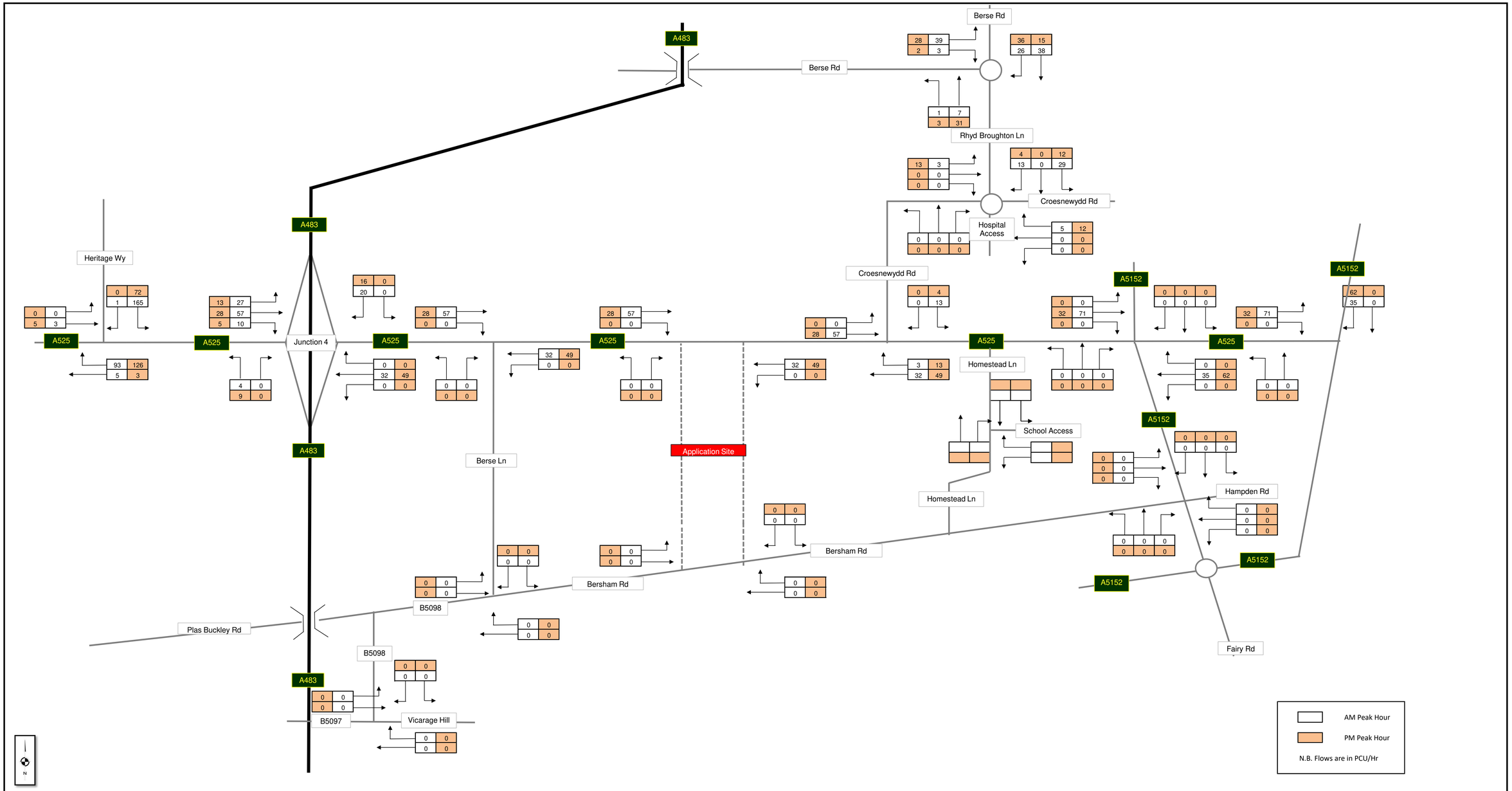
S C P Transportation Planning : Infrastructure Design	**Growthed Flows 2028**	**19 July 2024**
		Job Number - SCP/210187
	Proposed Residential Development, Ruthin Road, Wrexham	**Traffic Figure A2.1**



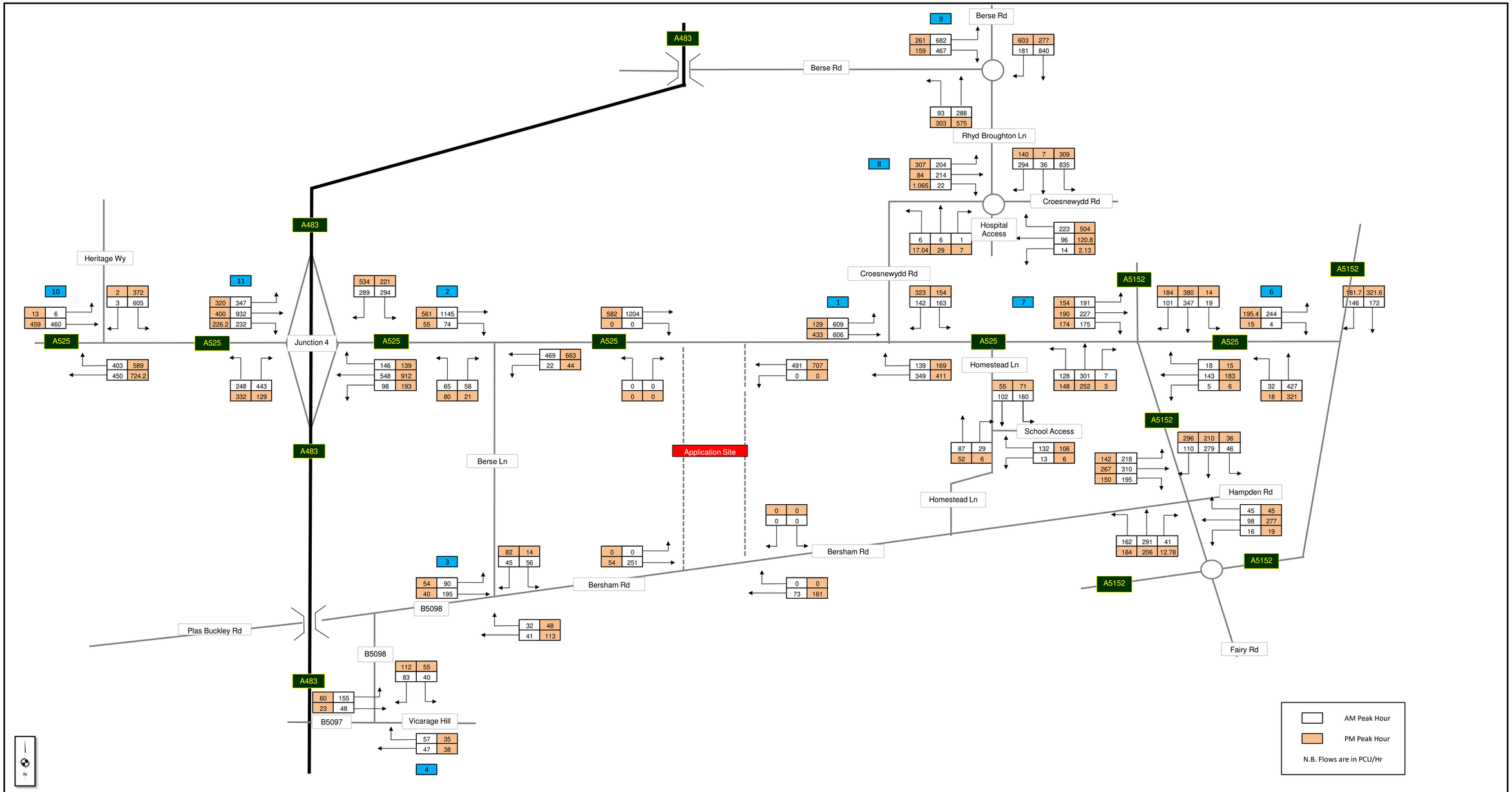
S C P Transportation Planning : Infrastructure Design	**Growthed Flows 2030**	**19 July 2024**
		Job Number - SCP/210187
	Proposed Residential Development, Ruthin Road, Wrexham	**Traffic Figure A3.1**



S|C|P Transportation Planning : Infrastructure Design	**Growthed Flows 2040**	**19 July 2024**
		Job Number - SCP/210187
	Proposed Residential Development, Ruthin Road, Wrexham	**Traffic Figure A4.1**

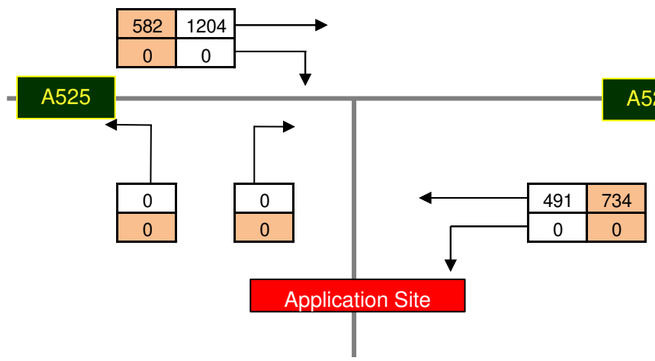


S C P Transportation Planning : Infrastructure Design	**Committed Development - Total**	**19 July 2024**
		Job Number - SCP/210187
	Proposed Residential Development, Ruthin Road, Wrexham	**Traffic Figure A5.1**

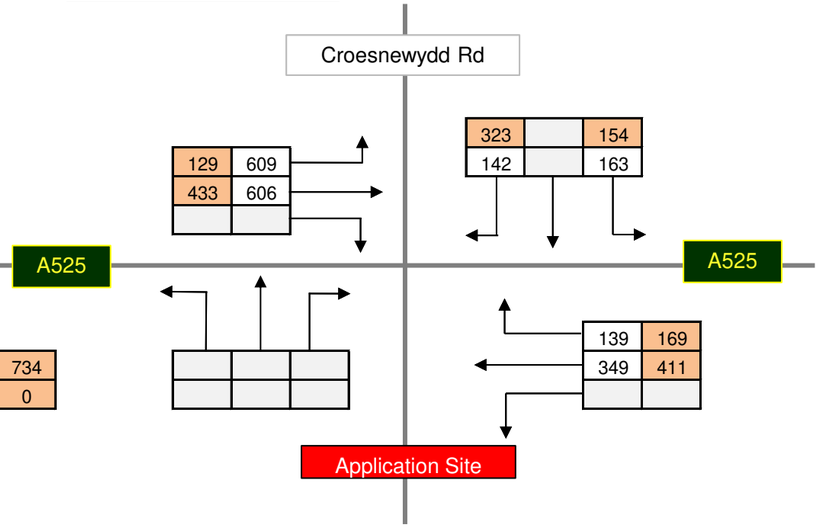


S C P Transportation Planning : Infrastructure Design	**Base Traffic Flows 2028**	**19 July 2024**
		Job Number - SCP/210187
	Proposed Residential Development, Ruthin Road, Wrexham	**Traffic Figure A6.1**

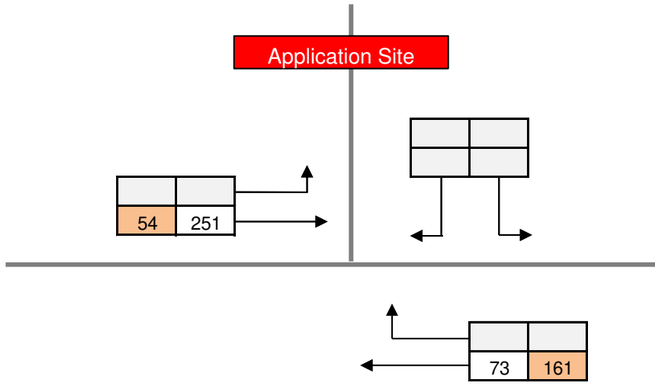
NORTH-WESTERN SITE ACCESS



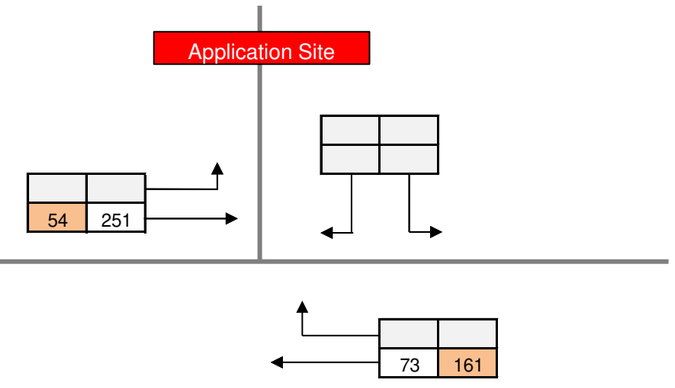
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SOUTH-WESTERN SITE ACCESS



SOUTH-EASTERN SITE ACCESS



S C P

Transportation Planning : Infrastructure Design

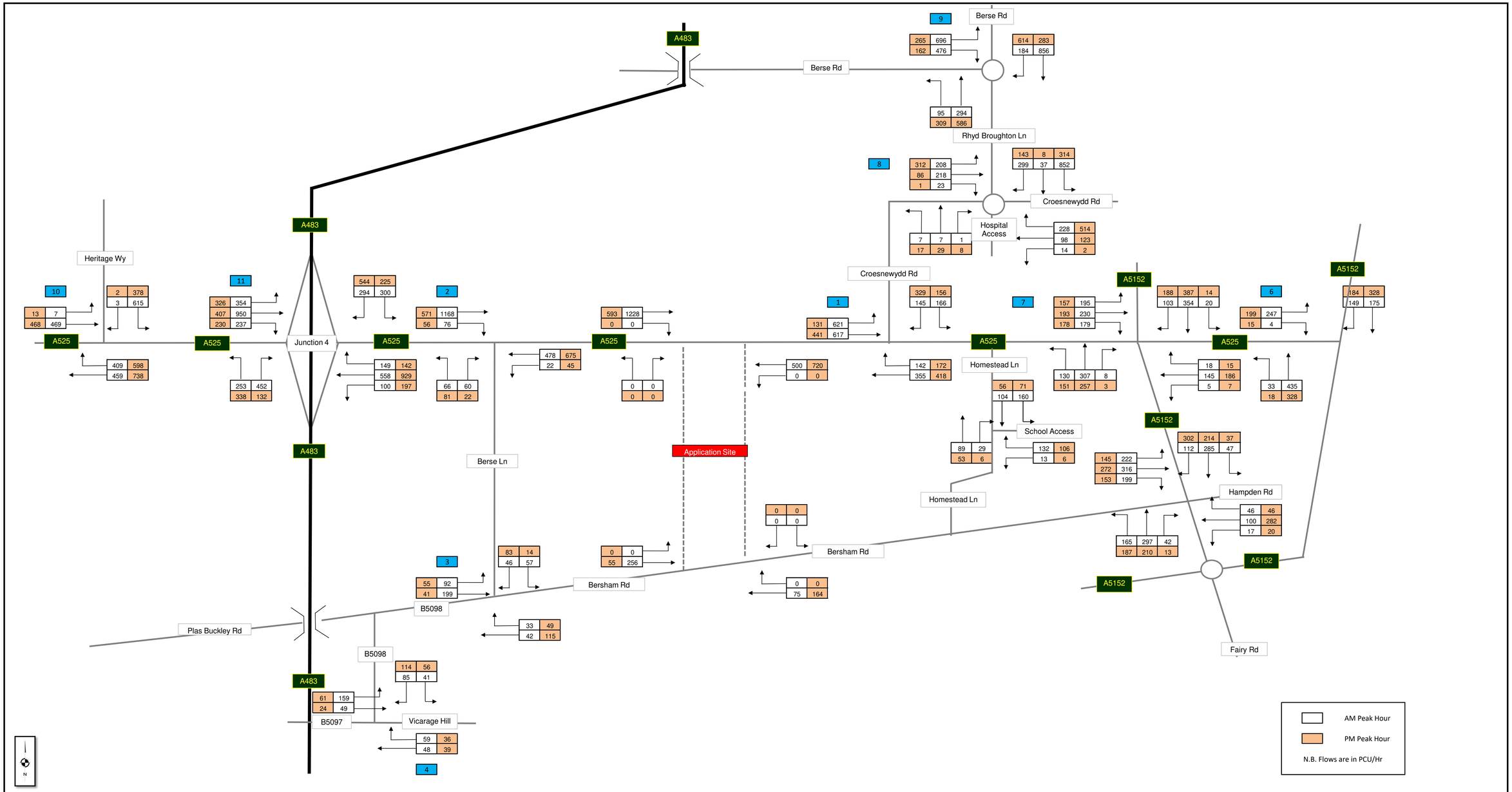
Base Traffic Flows 2028

Proposed Residential Development, Ruthin Road, Wrexham

19 July 2024

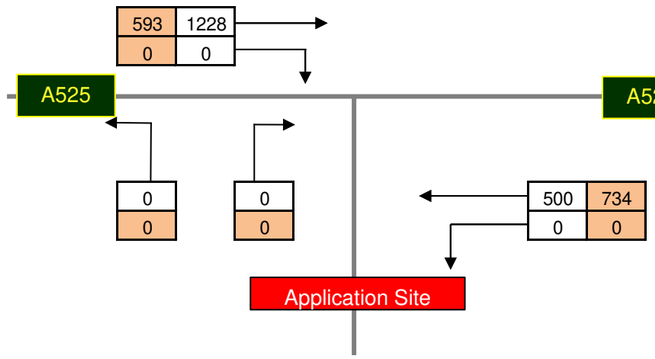
Job Number - SCP/210187

Traffic Figure A6.2

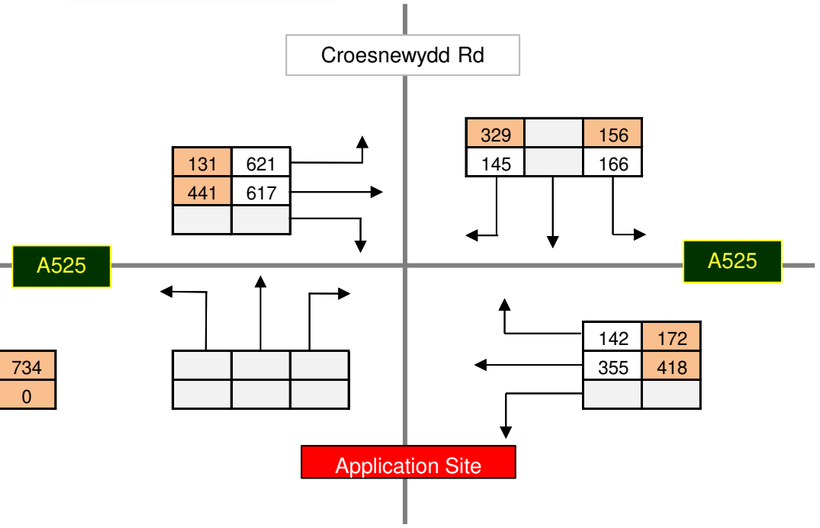


S C P Transportation Planning : Infrastructure Design	**Base Traffic Flows 2030**	**19 July 2024**
		Job Number - SCP/210187
	Proposed Residential Development, Ruthin Road, Wrexham	**Traffic Figure A7.1**

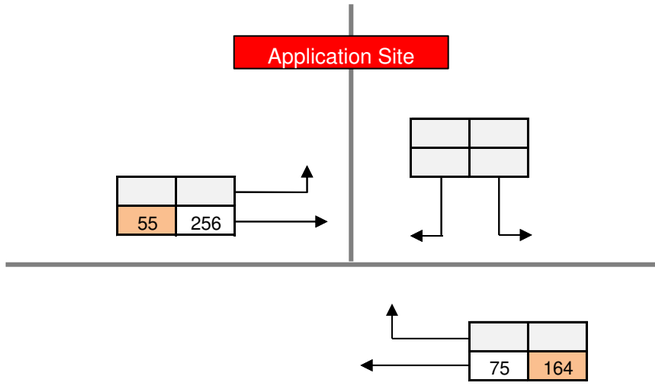
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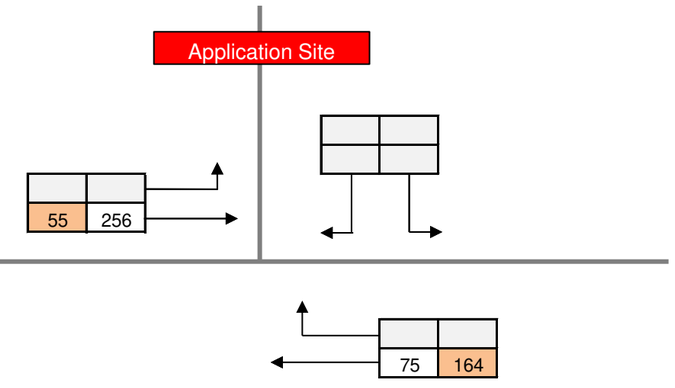
NORTH-EASTERN SITE ACCESS



SOUTH-WESTERN SITE ACCESS



SOUTH-EASTERN SITE ACCESS



S|C|P
Transportation Planning : Infrastructure Design

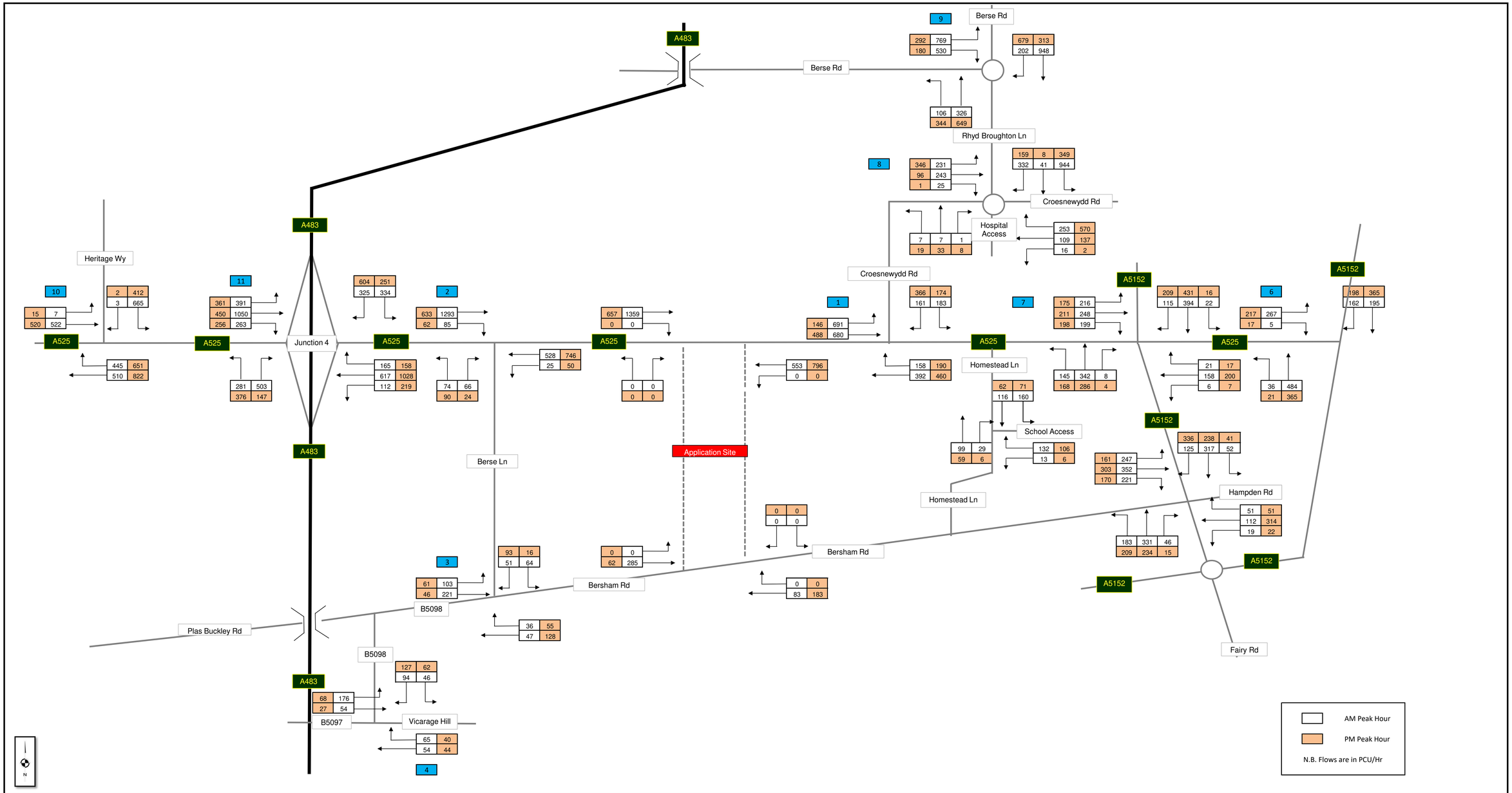
Base Traffic Flows 2030

Proposed Residential Development, Ruthin Road, Wrexham

19 July 2024

Job Number - SCP/210187

Traffic Figure A7.2



S C P
Transportation Planning : Infrastructure Design

Base Traffic Flows 2040

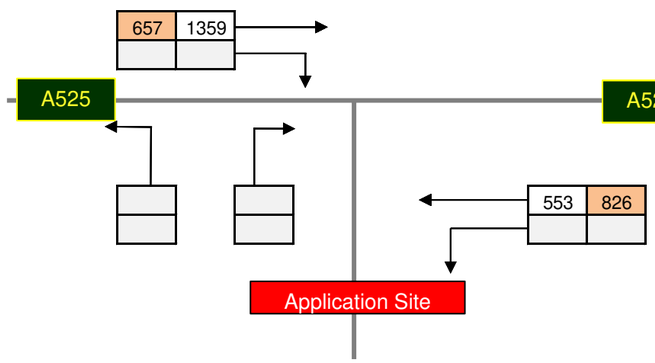
Proposed Residential Development, Ruthin Road, Wrexham

19 July 2024

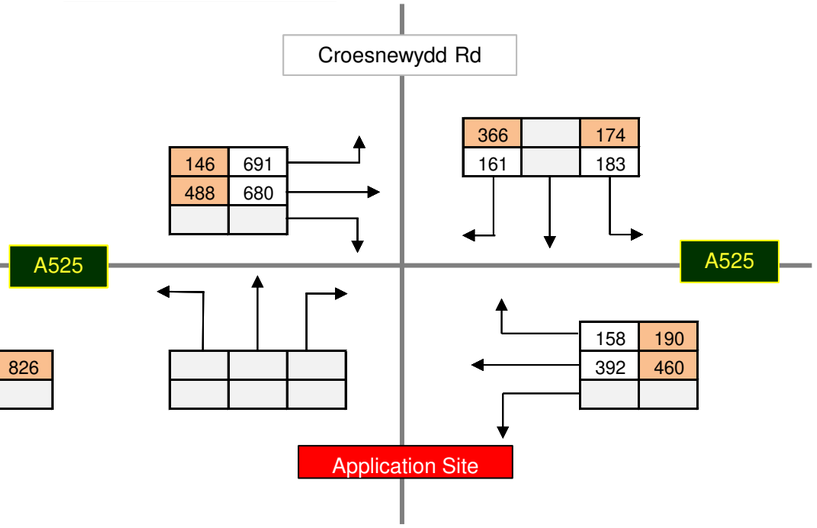
Job Number - SCP/210187

Traffic Figure A8.1

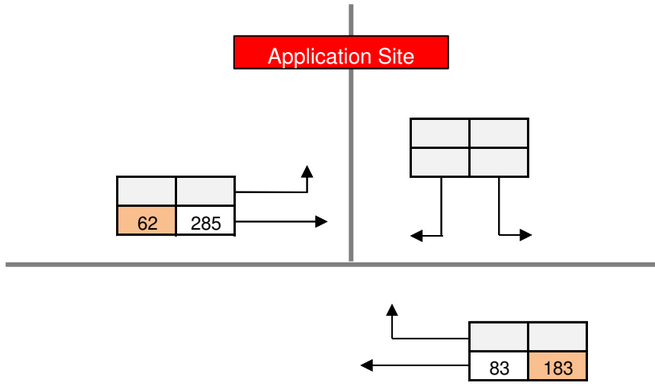
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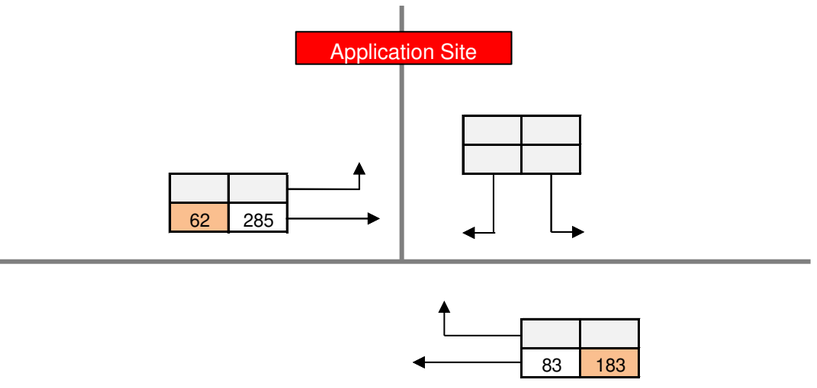
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S C P
Transportation Planning : Infrastructure Design

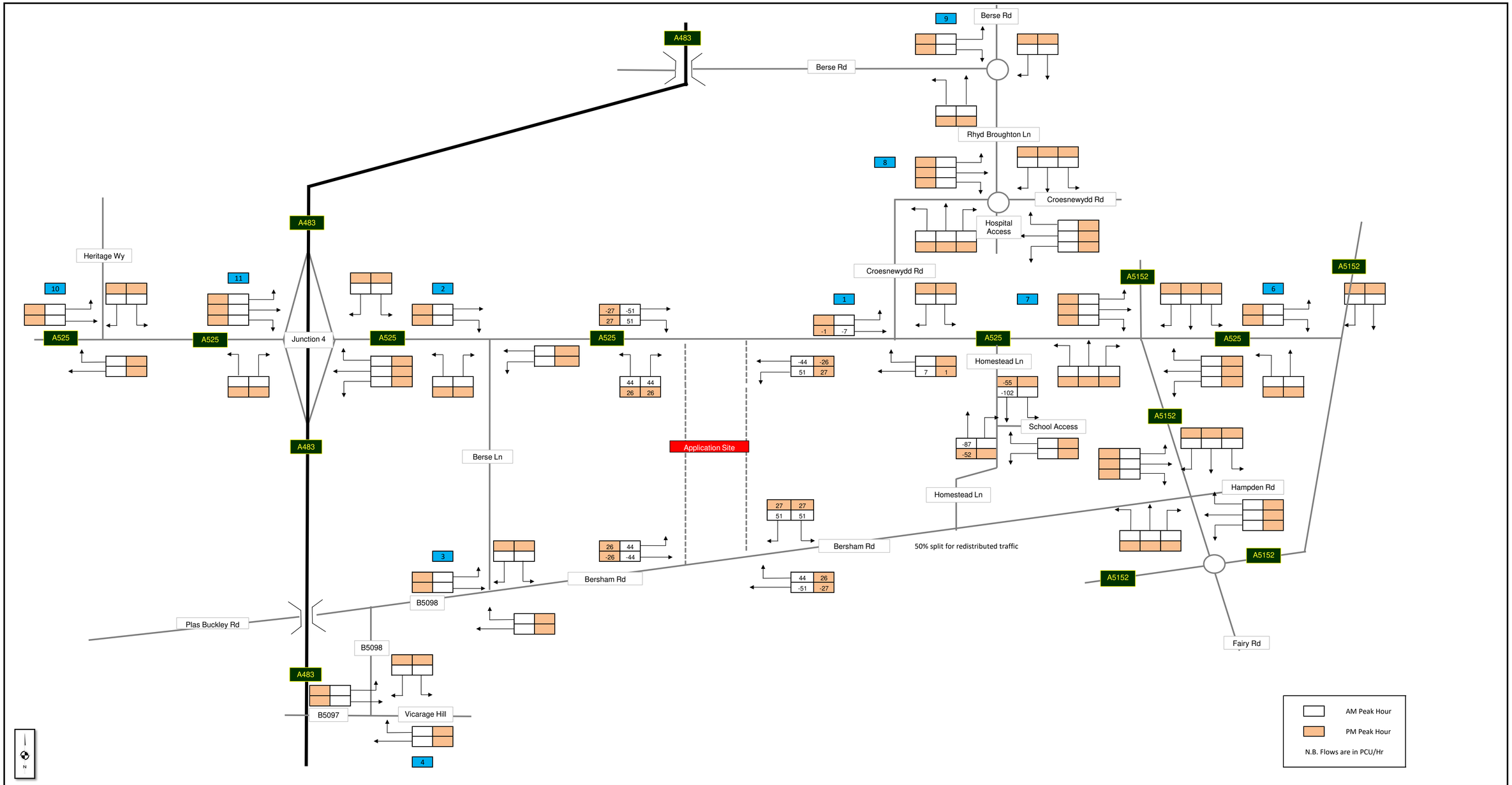
Base Traffic Flows 2040

Proposed Residential Development, Ruthin Road, Wrexham

19 July 2024

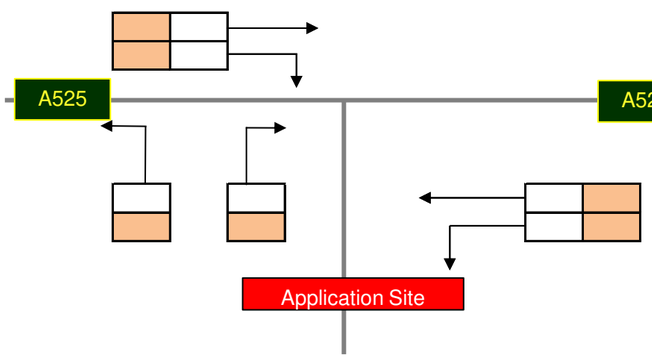
Job Number - SCP/210187

Traffic Figure A8.2

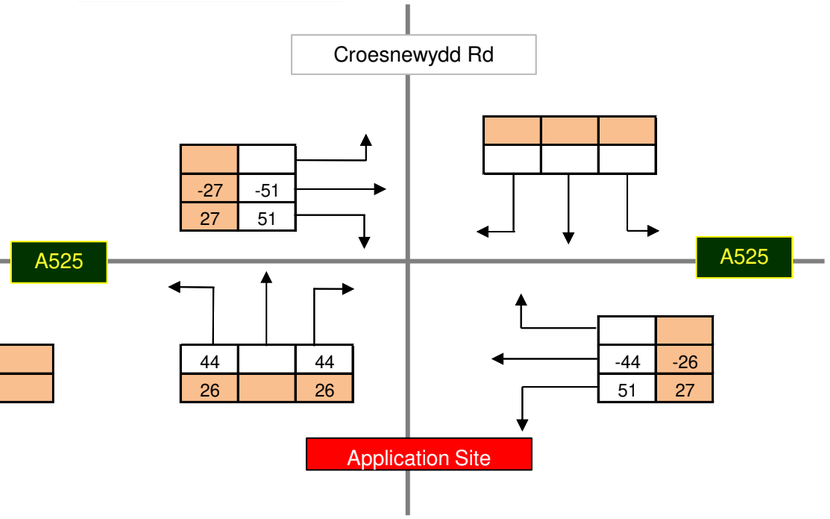


S|C|P Transportation Planning : Infrastructure Design	**Redistributed Traffic Associated with the Closure of Homestead Lane**	**19 July 2024**
		Job Number - SCP/210187
	Proposed Residential Development, Ruthin Road, Wrexham	**Traffic Figure A9.1**

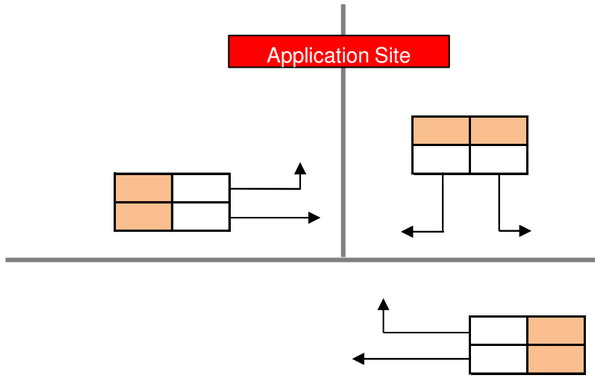
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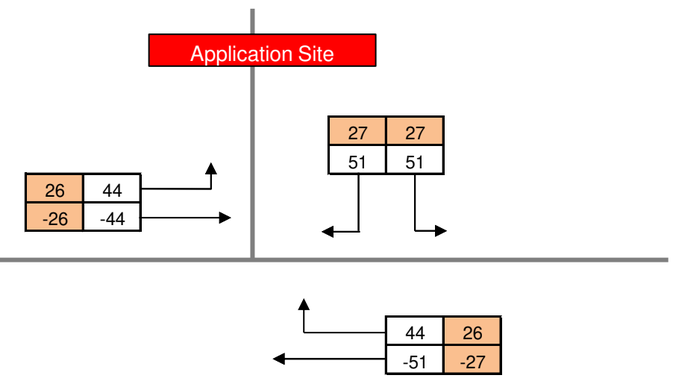
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S|C|P
Transportation Planning : Infrastructure Design

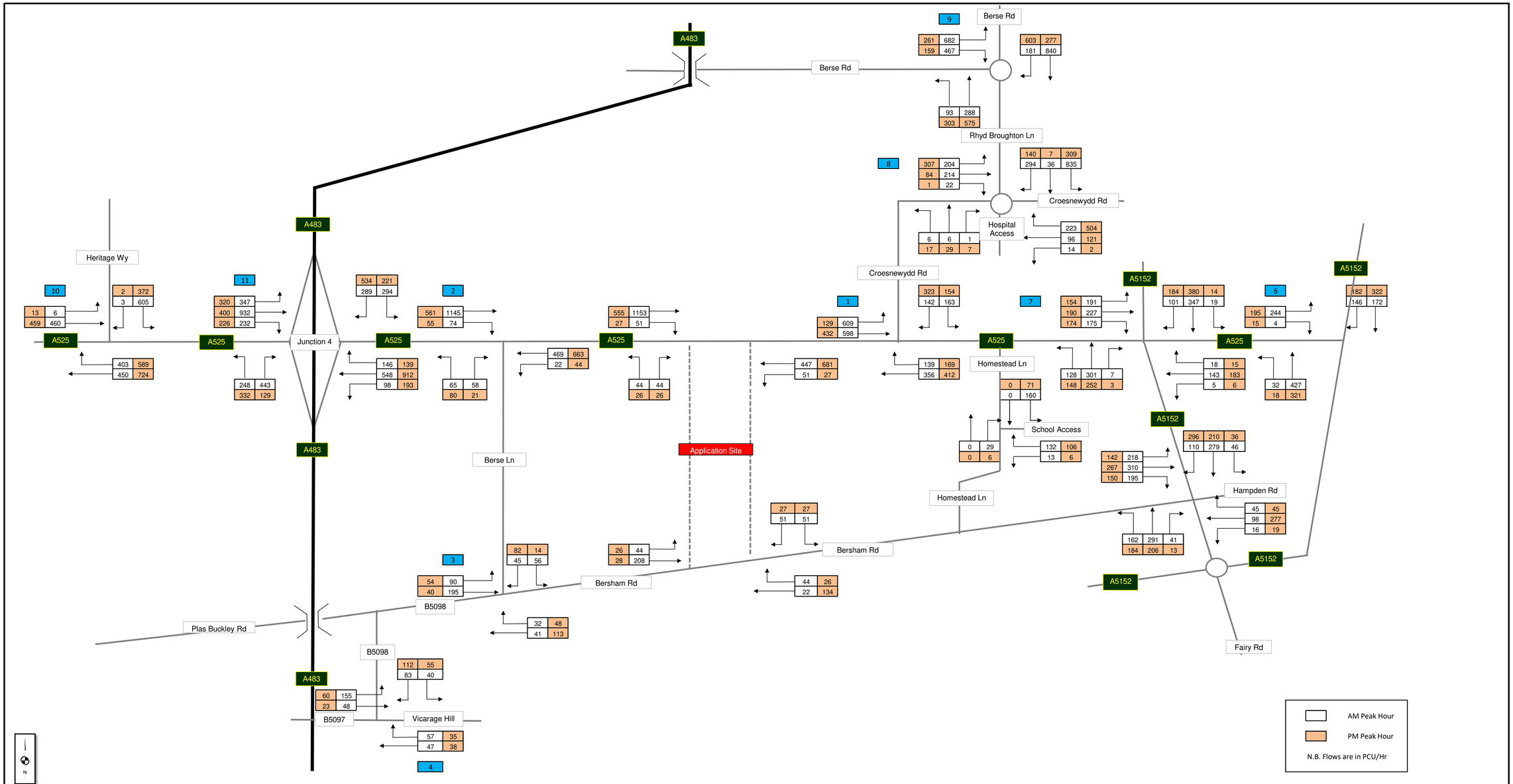
Redistributed Traffic Associated with the Closure of Homestead Lane

Proposed Residential Development, Ruthin Road, Wrexham

19 July 2024

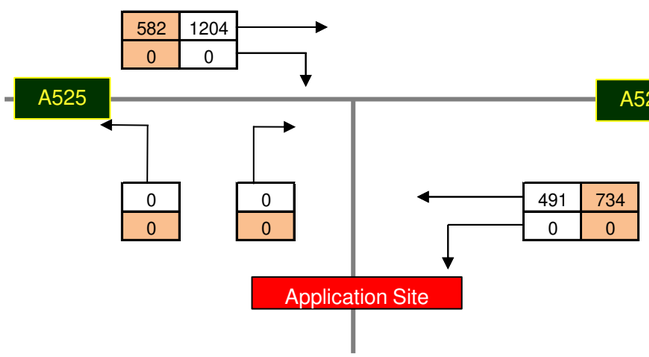
Job Number - SCP/210187

Traffic Figure A9.2

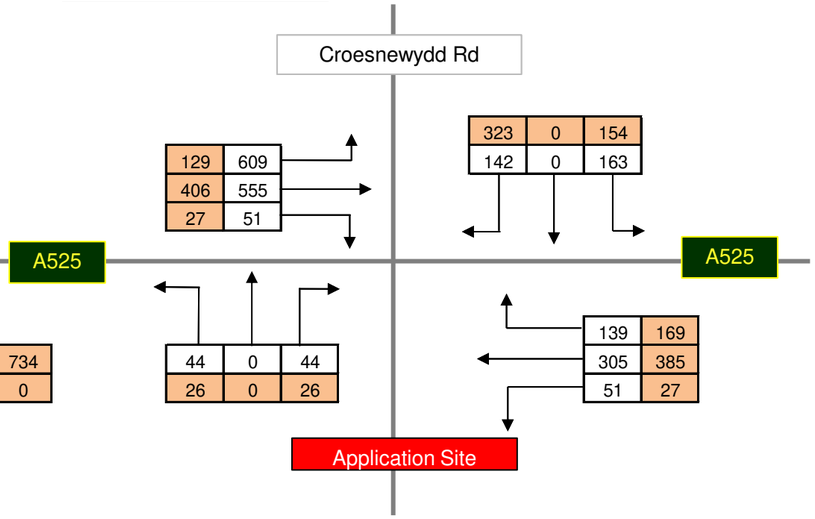


S C P Transportation Planning : Infrastructure Design	**Base Traffic Flows 2028 - Redistributed Traffic**	**19 July 2024**
		Job Number - SCP/210187
	Proposed Residential Development, Ruthin Road, Wrexham	**Traffic Figure A10.1**

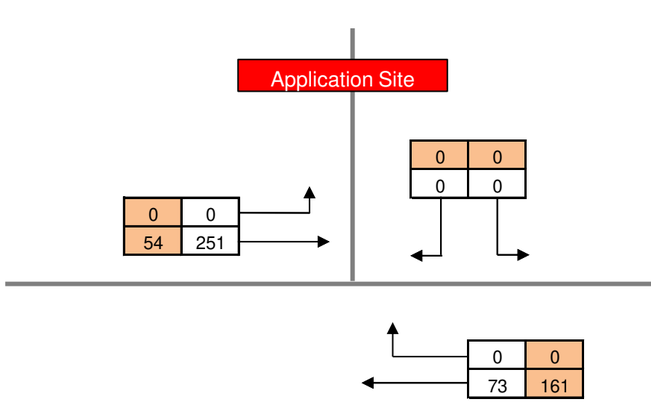
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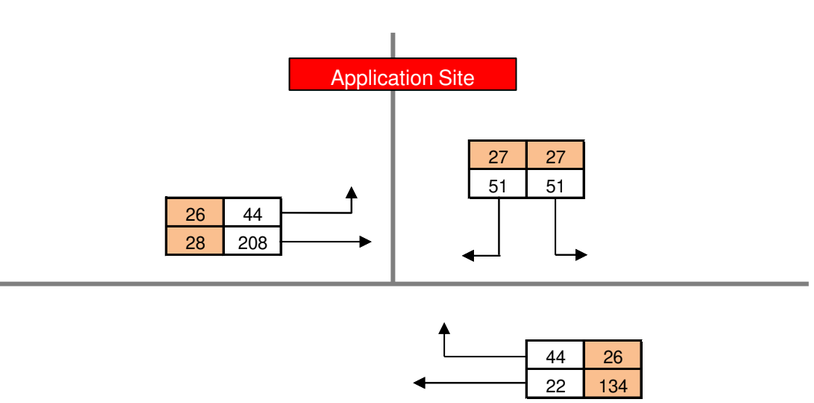
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S C P
Transportation Planning : Infrastructure Design

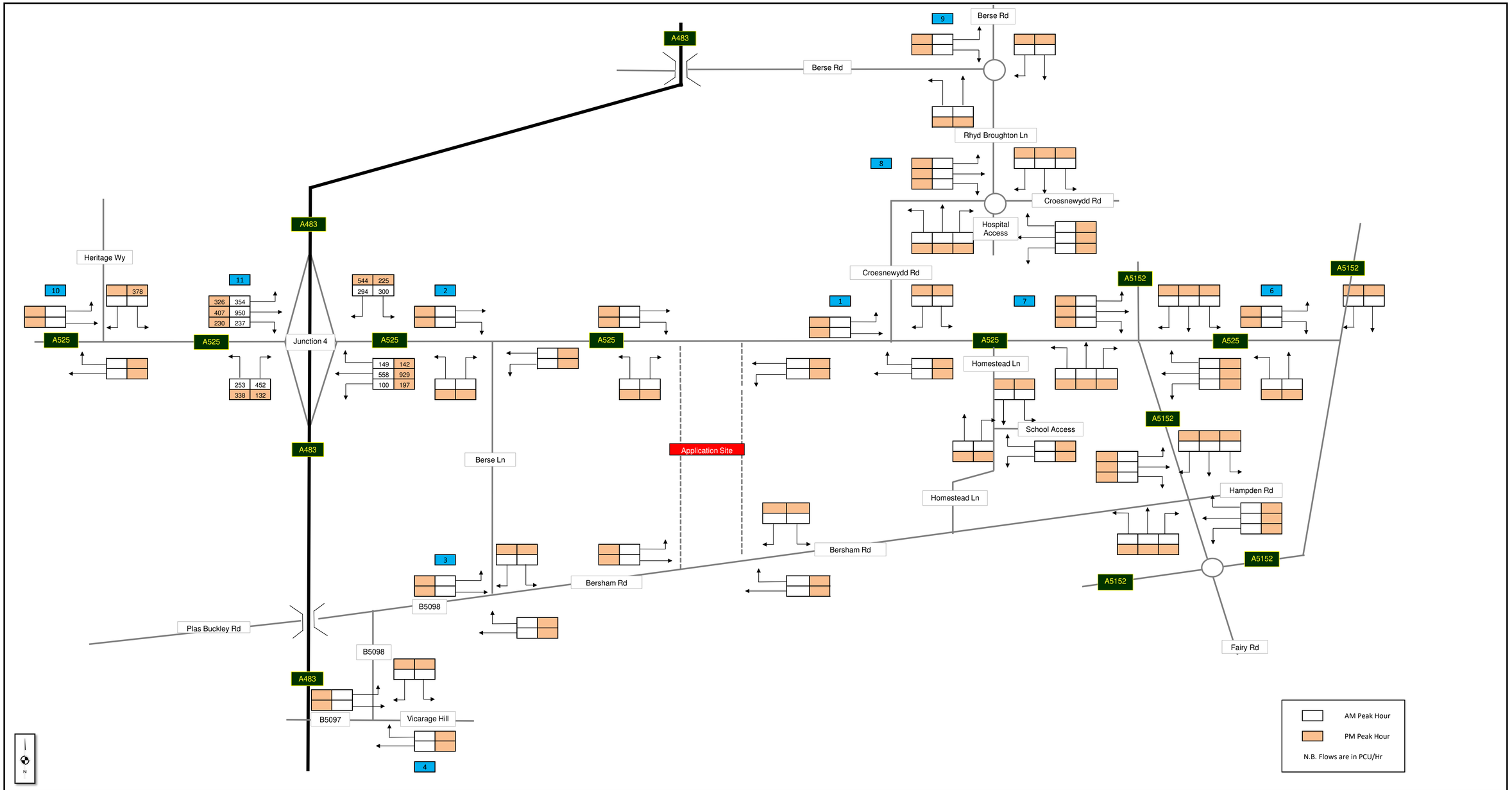
Base Traffic Flows 2028 - Redistributed Traffic

Proposed Residential Development, Ruthin Road, Wrexham

19 July 2024

Job Number - SCP/210187

Traffic Figure A10.2



S C P
Transportation Planning : Infrastructure Design

Base Traffic Flows 2030 - Redistributed Traffic

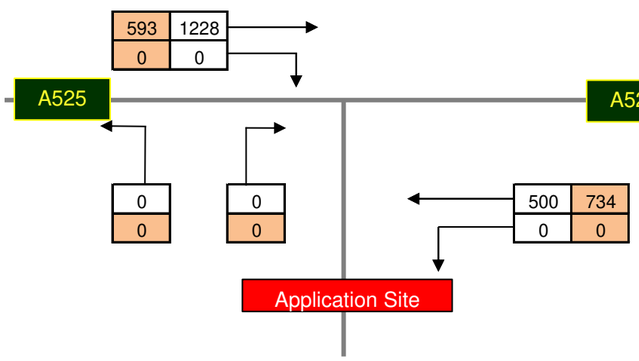
Proposed Residential Development, Ruthin Road, Wrexham

19 July 2024

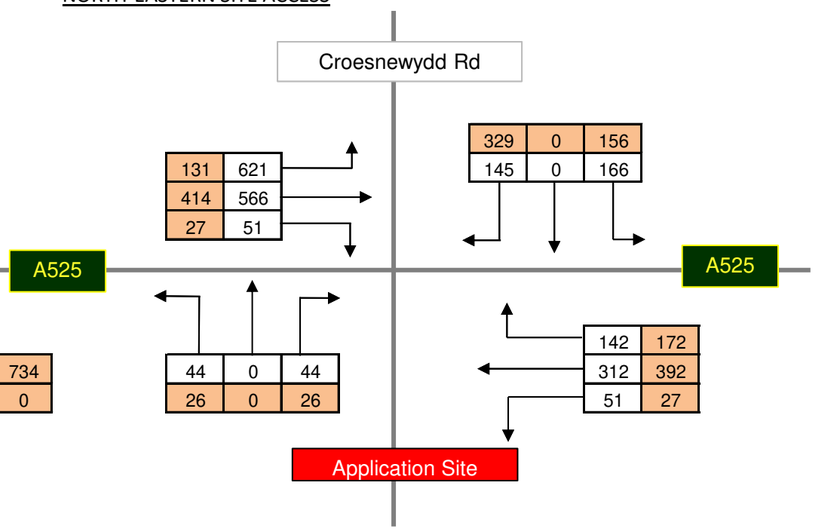
Job Number - SCP/210187

Traffic Figure A11.1

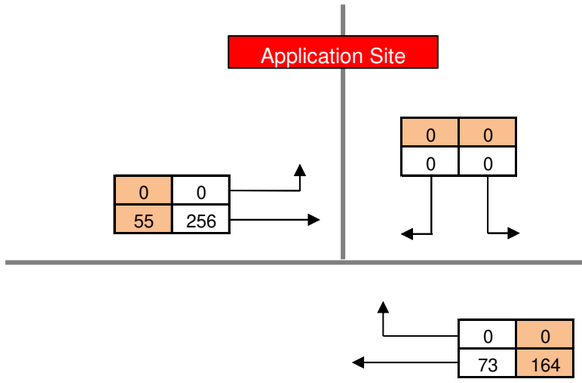
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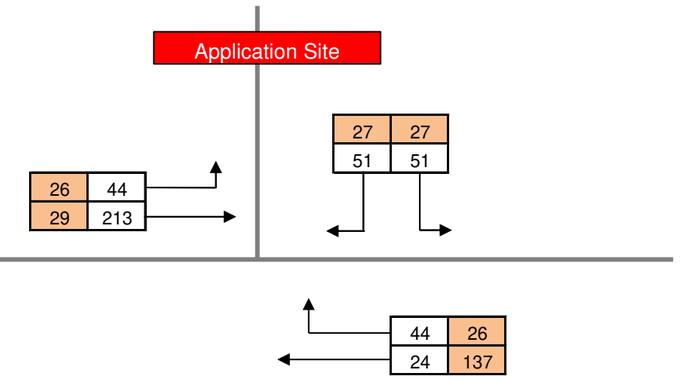
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SOUTH-WESTERN SITE ACCESS



SOUTH-EASTERN SITE ACCESS



S|C|P
Transportation Planning : Infrastructure Design

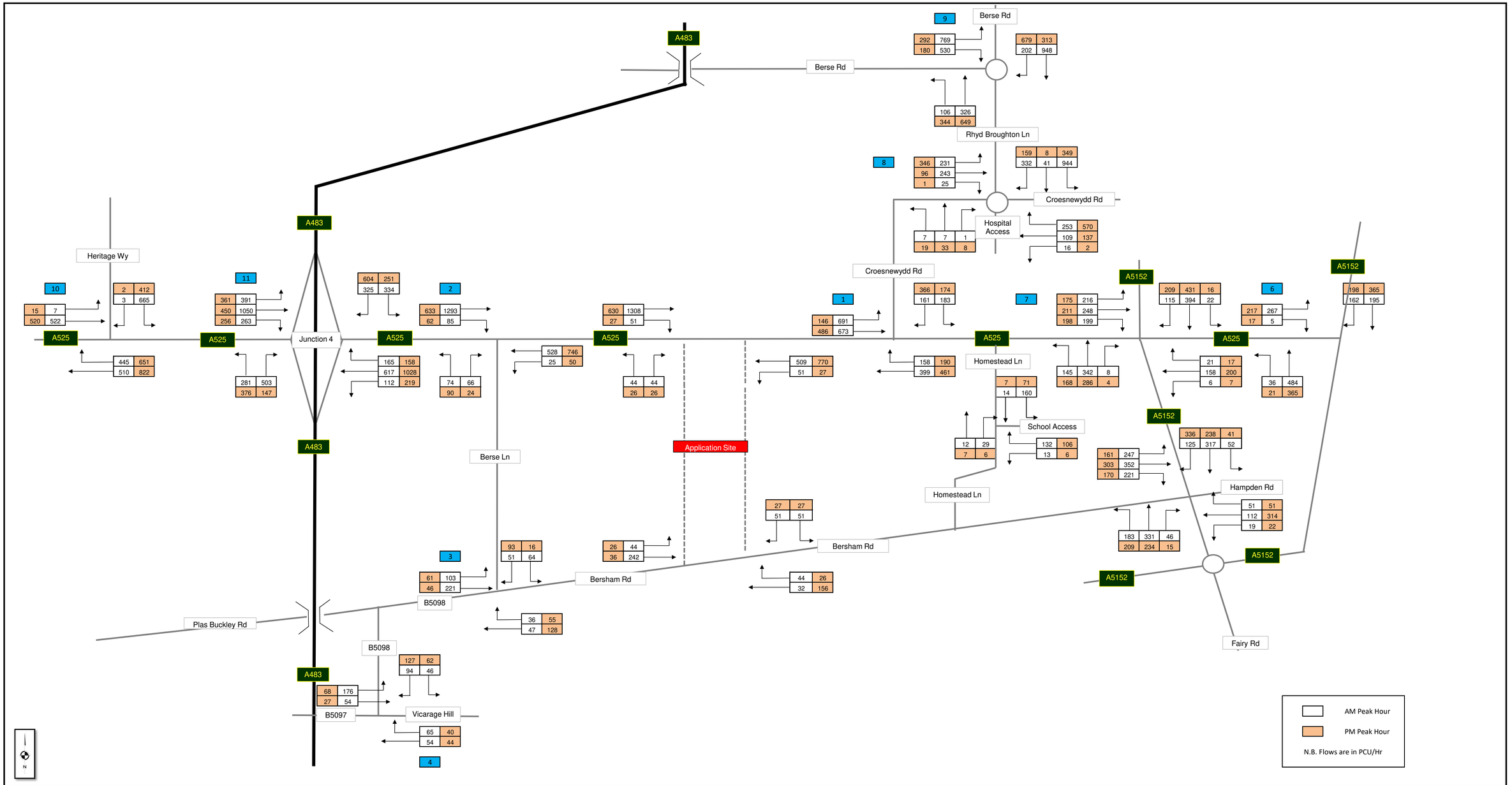
Base Traffic Flows 2030 - Redistributed Traffic

Proposed Residential Development, Ruthin Road, Wrexham

19 July 2024

Job Number - SCP/210187

Traffic Figure A11.2



S C P
Transportation Planning : Infrastructure Design

Base Traffic Flows 2040 - Redistributed Traffic

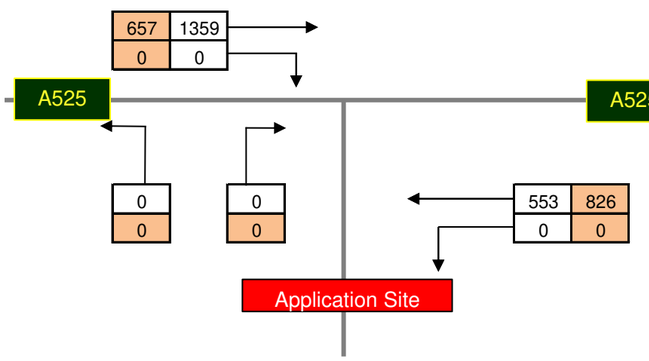
Proposed Residential Development, Ruthin Road, Wrexham

19 July 2024

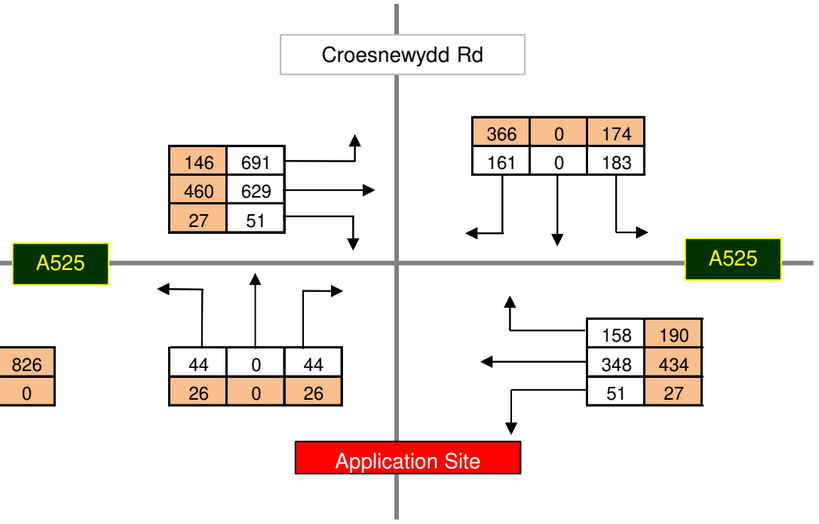
Job Number - SCP/210187

Traffic Figure A12.1

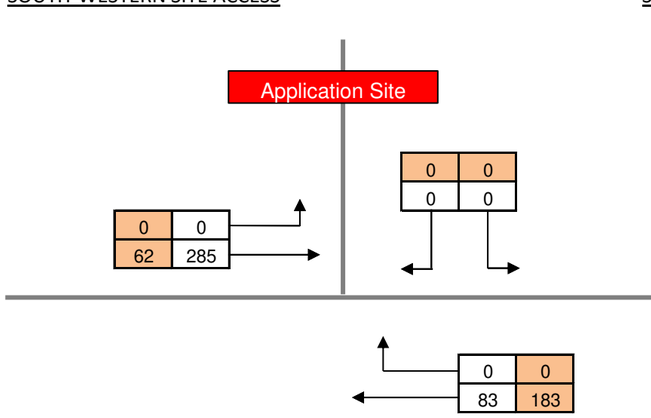
NORTH-WESTERN SITE ACCESS



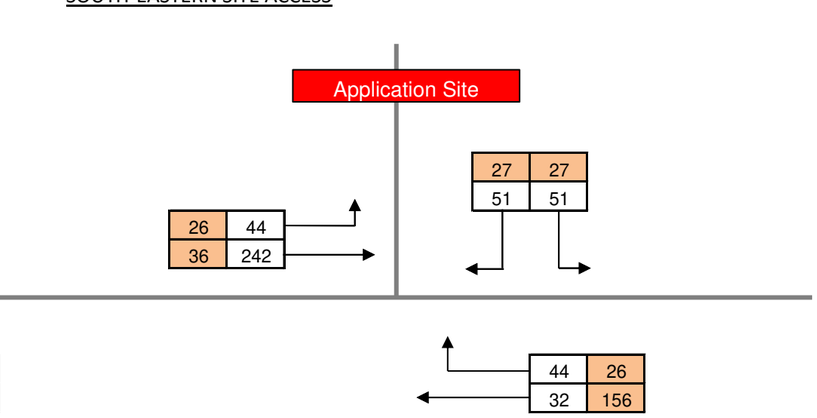
NORTH-EASTERN SITE ACCESS



SOUTH-WESTERN SITE ACCESS



SOUTH-EASTERN SITE ACCESS



S C P
Transportation Planning : Infrastructure Design

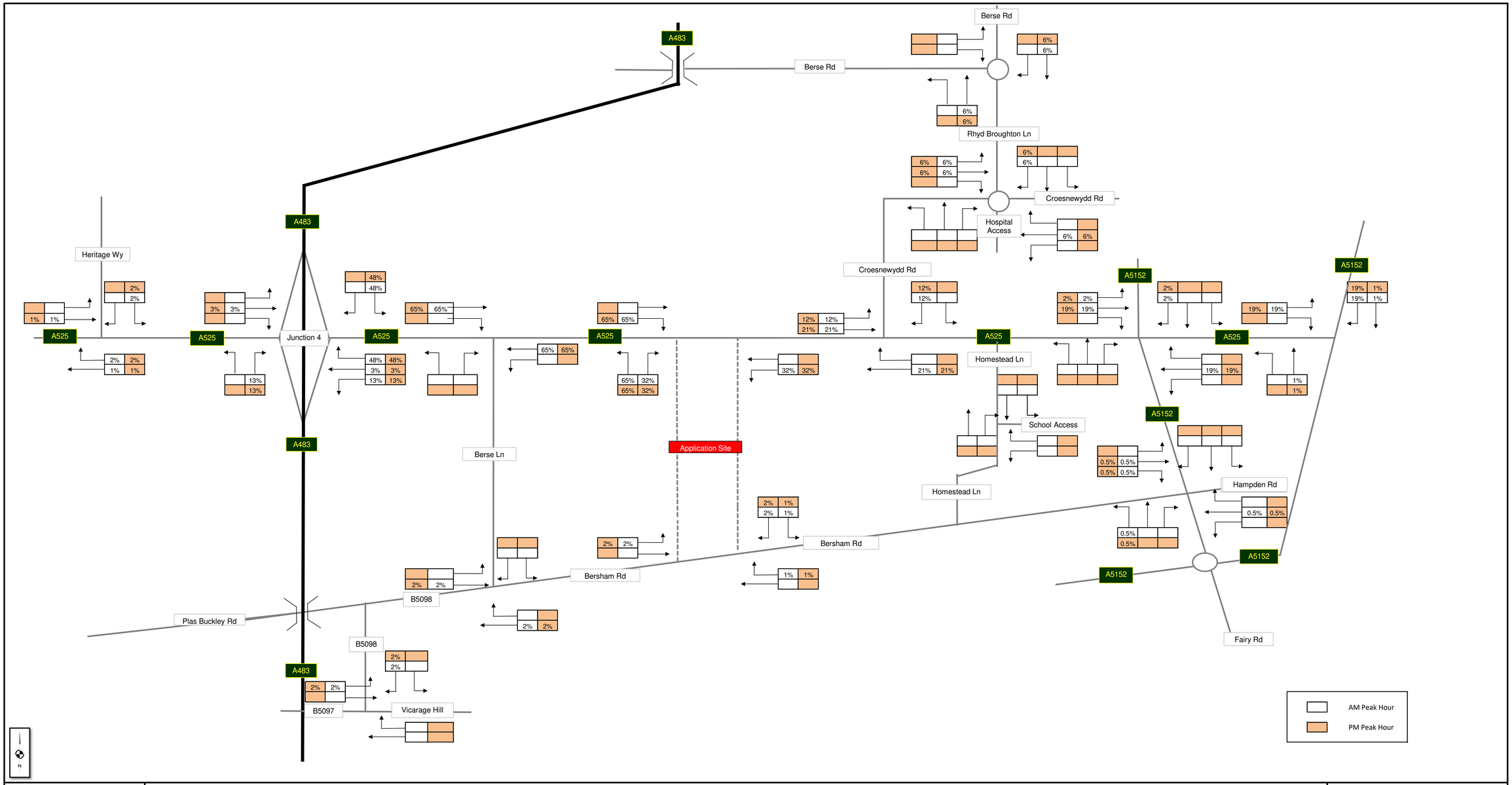
Base Traffic Flows 2040 - Redistributed Traffic

Proposed Residential Development, Ruthin Road, Wrexham

19 July 2024

Job Number - SCP/210187

Traffic Figure A12.2



S C P
Transportation Planning : Infrastructure Design

Trip Distribution

Proposed Residential Development, Ruthin Road, Wrexham

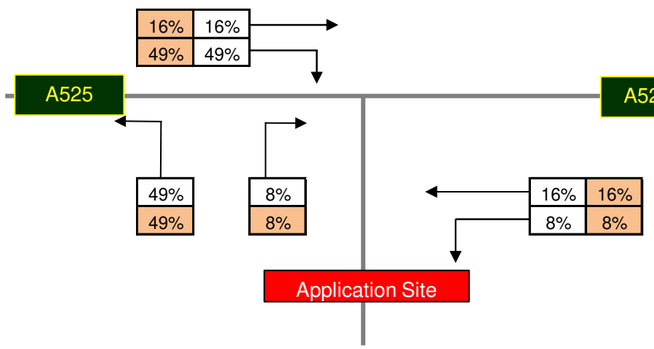
19 July 2024

Job Number - SCP/210187

Traffic Figure A13.1

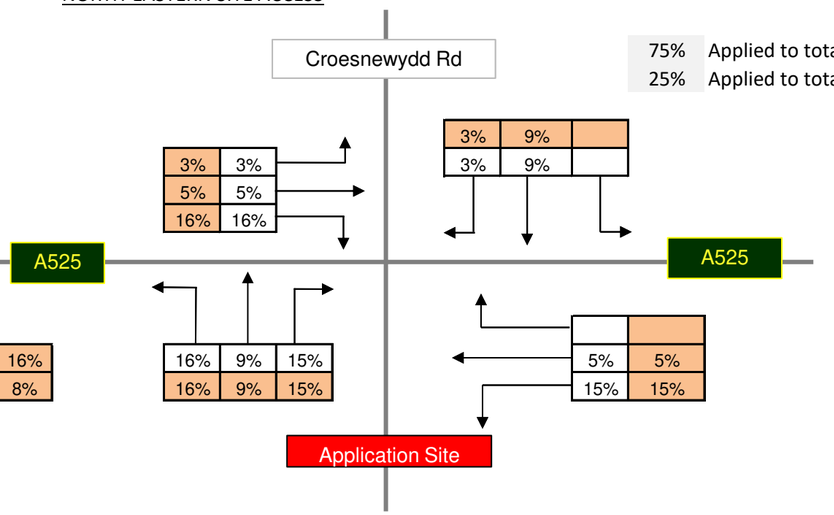
NORTH-WESTERN SITE ACCESS

75% Applied to total traffic heading to/from the west
25% Applied to total traffic heading to/from the east

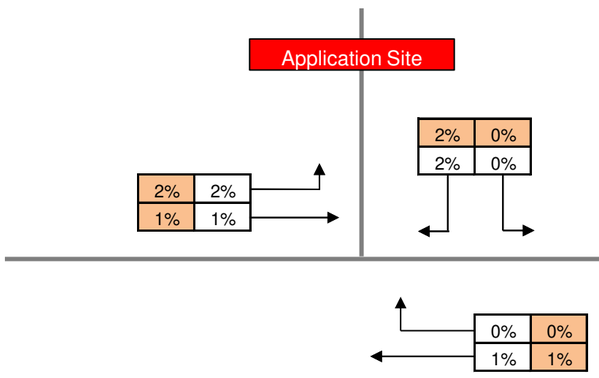


NORTH-EASTERN SITE ACCESS

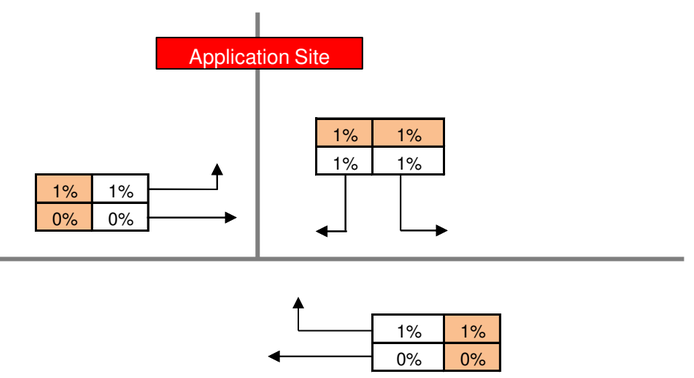
75% Applied to total traffic heading to/from the east
25% Applied to total traffic heading to/from the west



SOUTH-WESTERN SITE ACCESS



SOUTH-EASTERN SITE ACCESS



S C P
Transportation Planning : Infrastructure Design

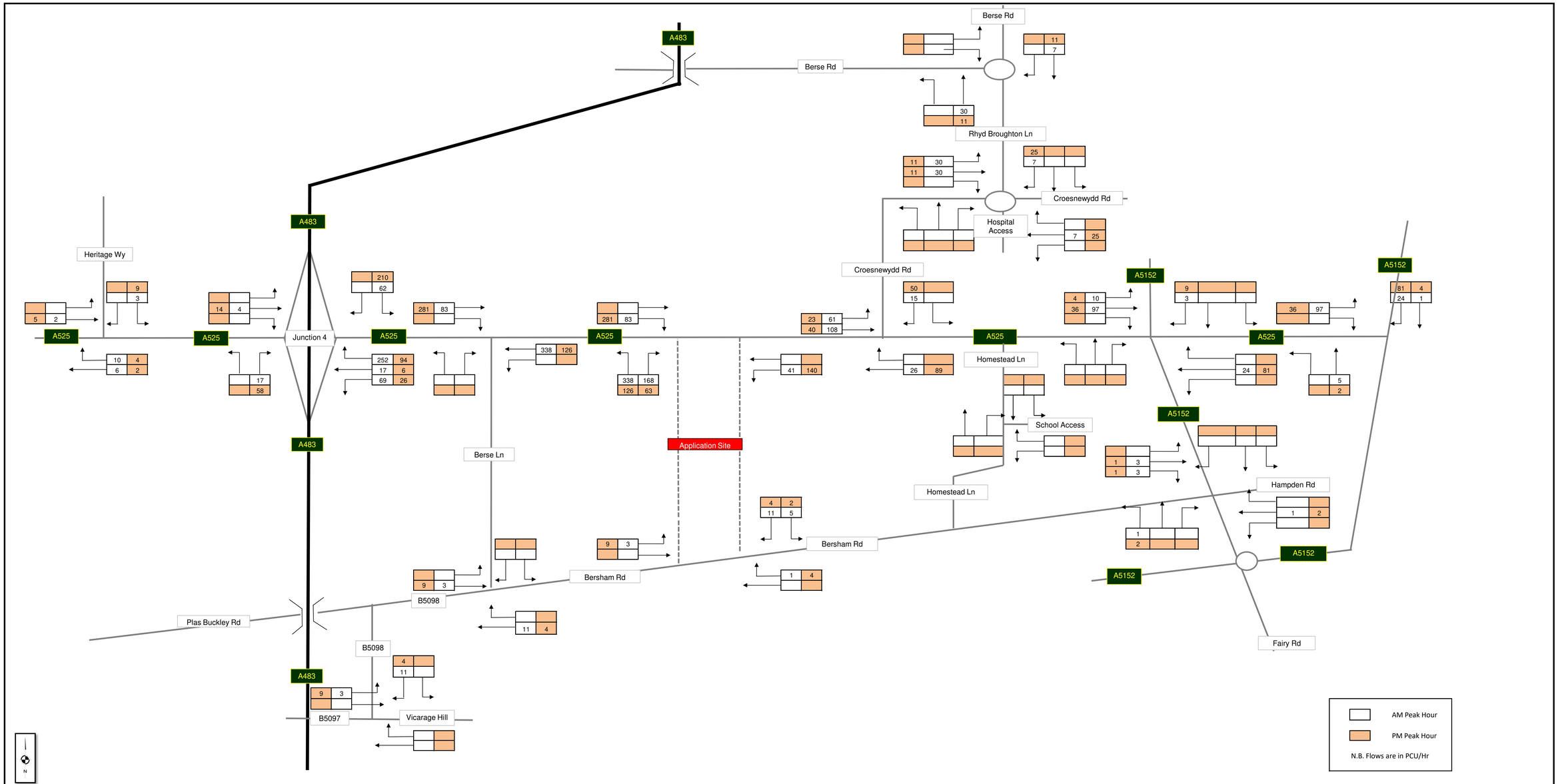
Trip Distribution

Proposed Residential Development, Ruthin Road, Wrexham

22 July 2024

Job Number - SCP/210187

Traffic Figure A13.2



S C P
Transportation Planning : Infrastructure Design

Traffic Assignment

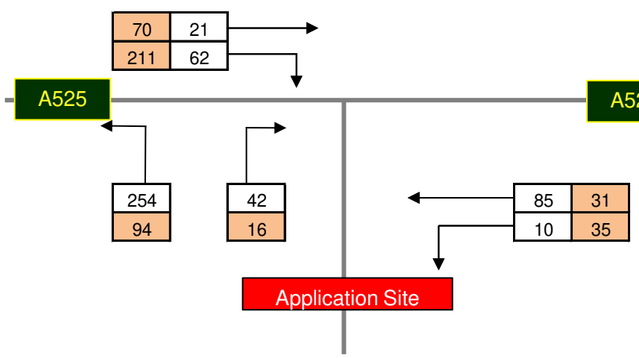
Proposed Residential Development, Ruthin Road, Wrexham

19 July 2024

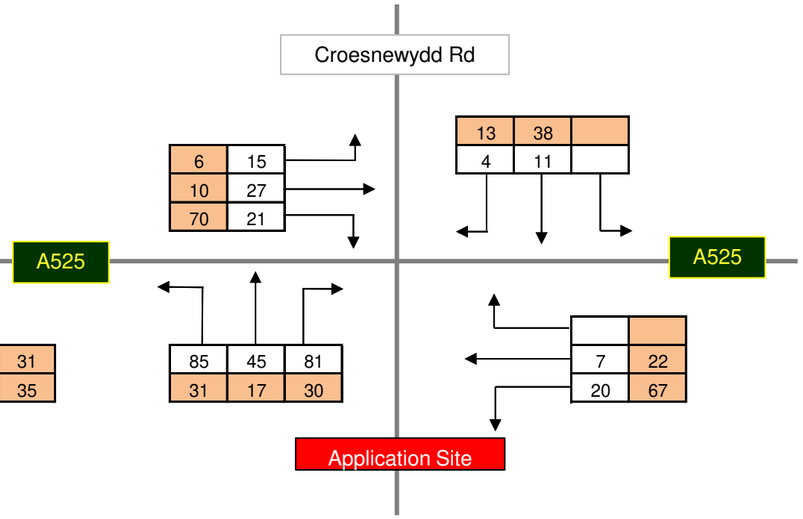
Job Number - SCP/210187

Traffic Figure A14.1

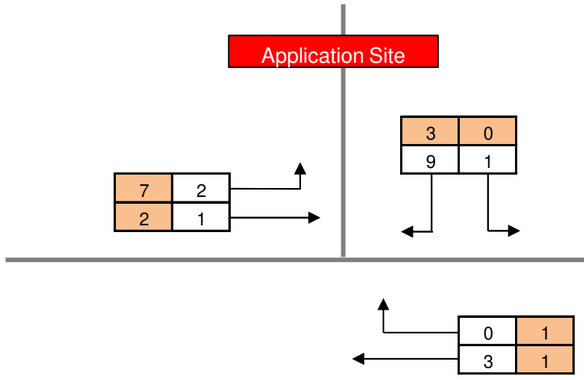
NORTH-WESTERN SITE ACCESS



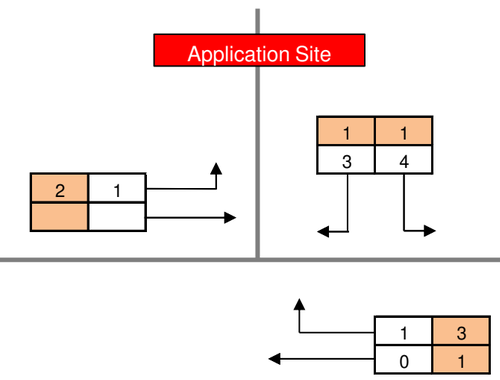
NORTH-EASTERN SITE ACCESS



SOUTH-WESTERN SITE ACCESS



SOUTH-EASTERN SITE ACCESS



S C P
Transportation Planning : Infrastructure Design

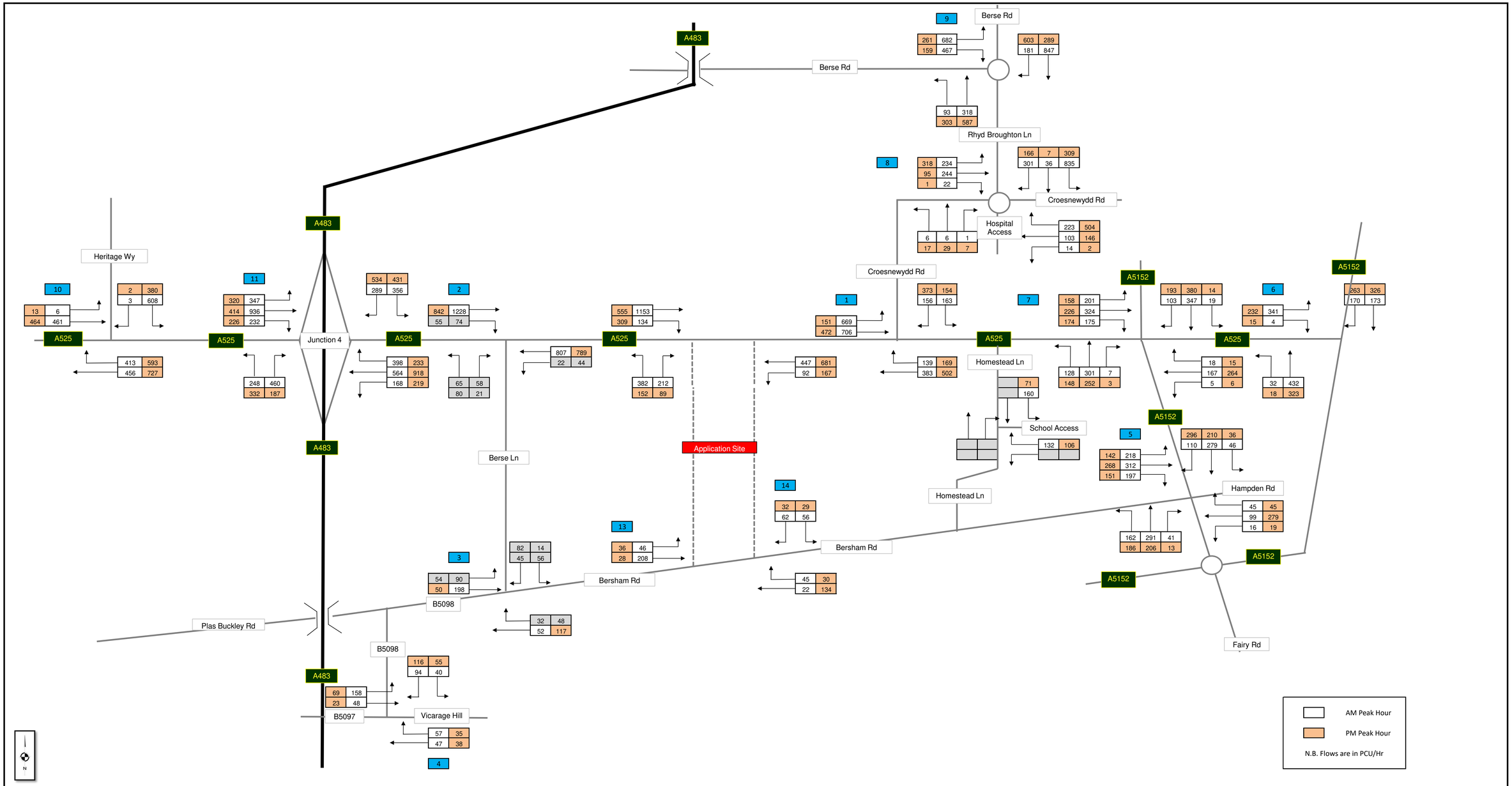
Traffic Assignment

Proposed Residential Development, Ruthin Road, Wrexham

19 July 2024

Job Number - SCP/210187

Traffic Figure A14.2



S C P
Transportation Planning : Infrastructure Design

Assessment Traffic Flows 2028

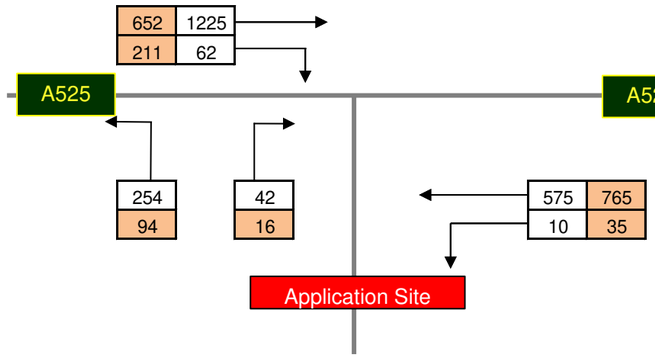
Proposed Residential Development, Ruthin Road, Wrexham

19 July 2024

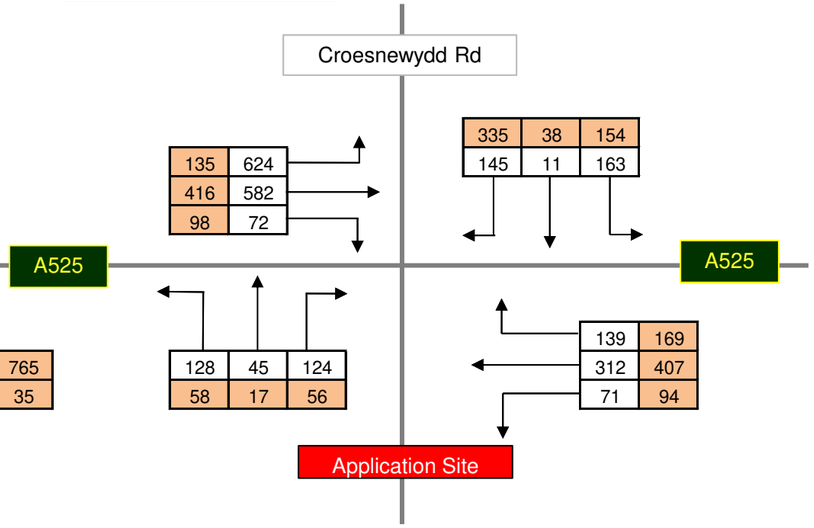
Job Number - SCP/210187

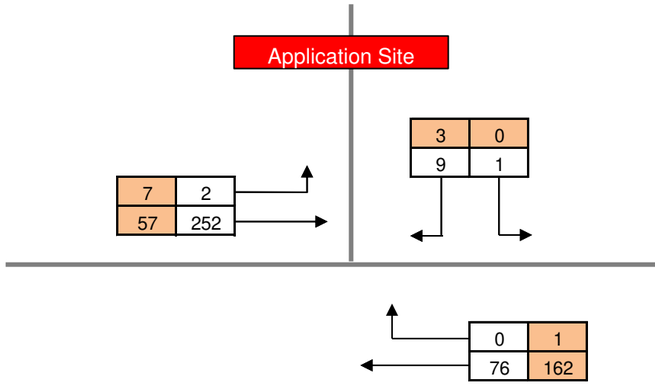
Traffic Figure A15.1

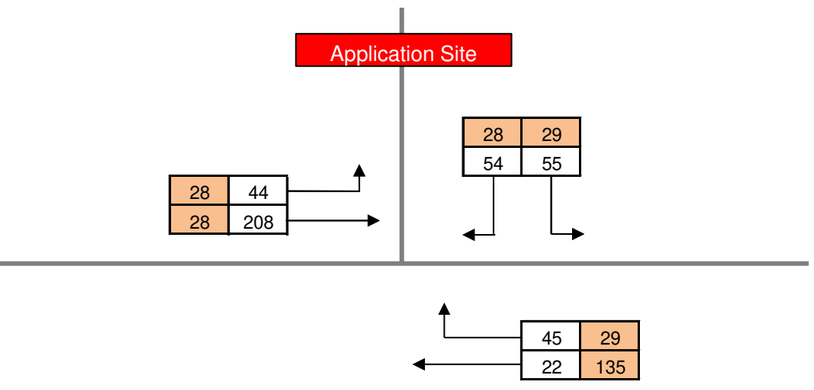
NORTH-WESTERN SITE ACCESS



NORTH-EASTERN SITE ACCESS







S C P

Transportation Planning : Infrastructure Design

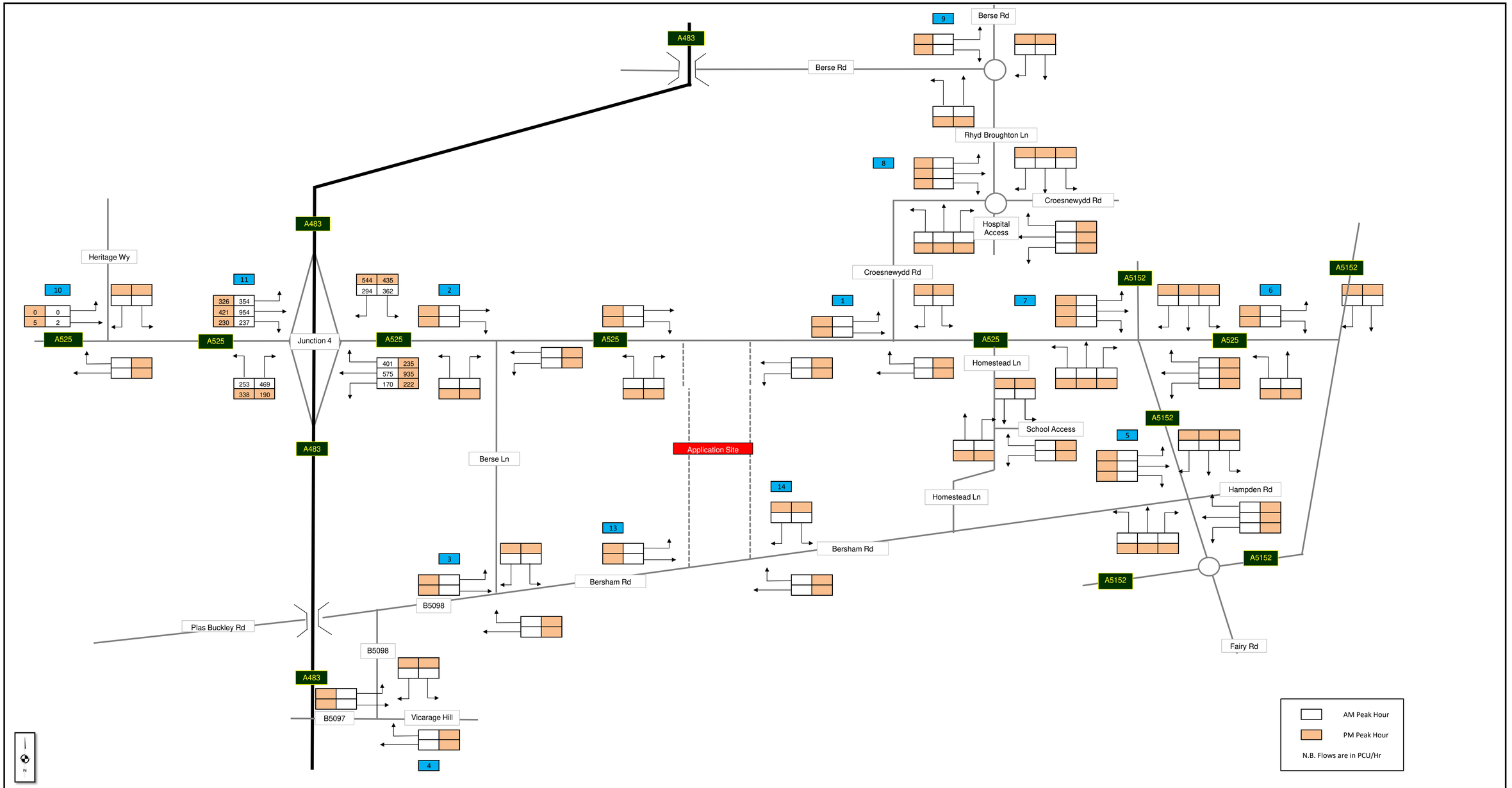
Assessment Traffic Flows 2028

Proposed Residential Development, Ruthin Road, Wrexham

19 July 2024

Job Number - SCP/210187

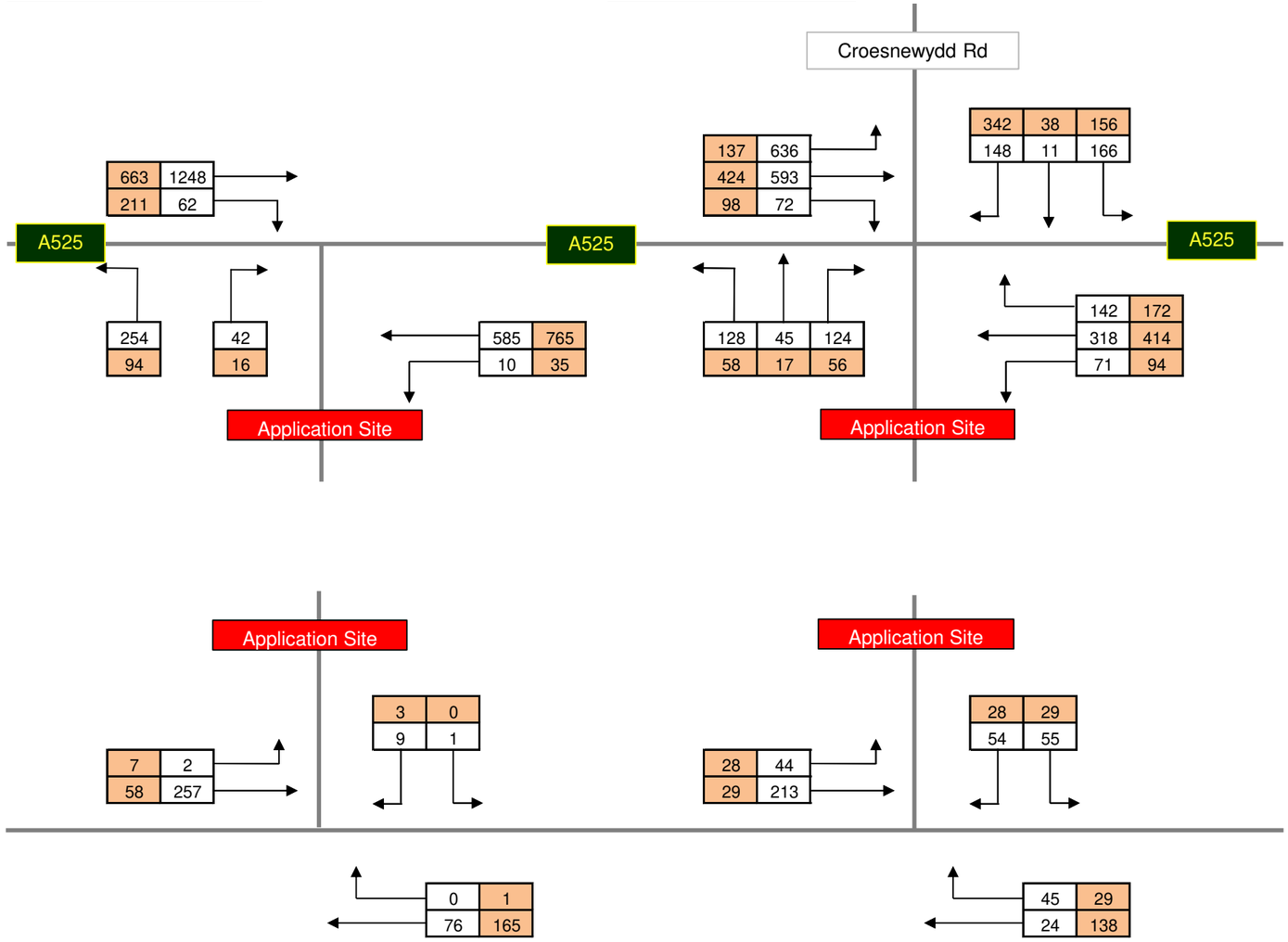
Traffic Figure A15.2



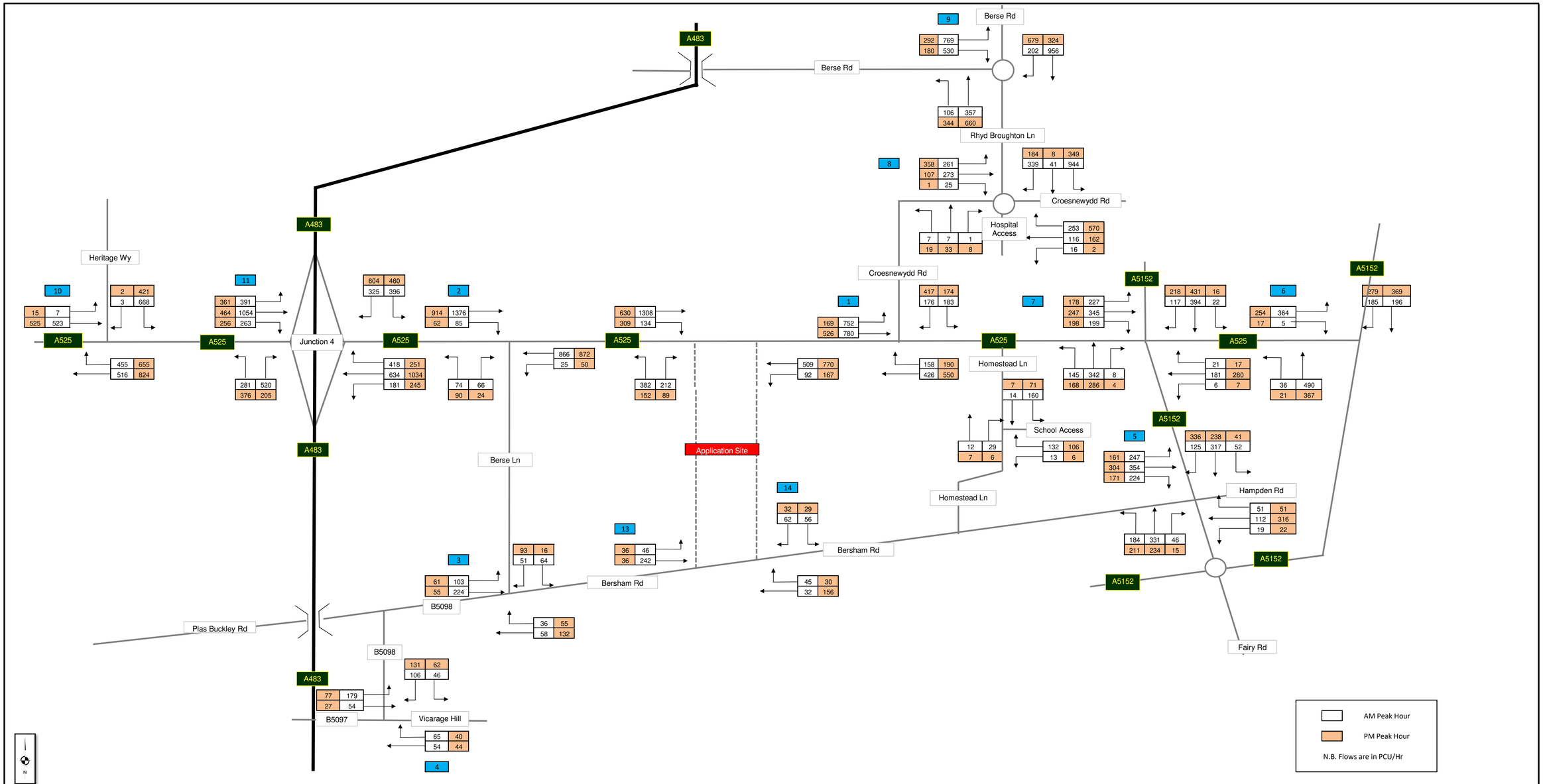
S C P Transportation Planning : Infrastructure Design	**Assessment Traffic Flows 2030**	**19 July 2024**
		Job Number - SCP/210187
	Proposed Residential Development, Ruthin Road, Wrexham	**Traffic Figure A16.1**

NORTH-WESTERN SITE ACCESS

NORTH-EASTERN SITE ACCESS

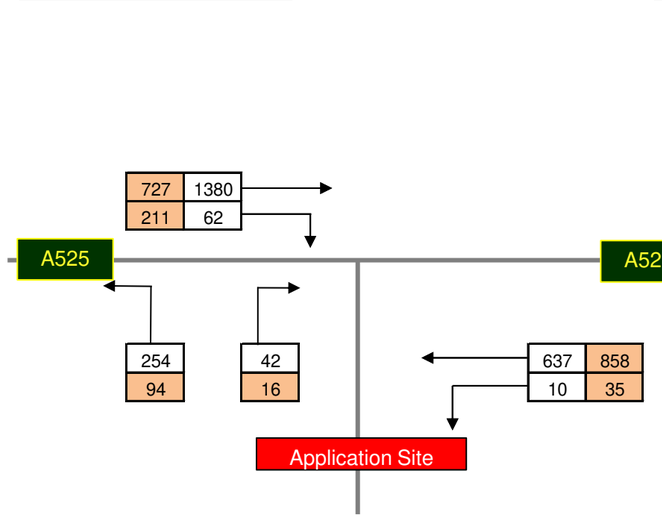


Transportation Planning : Infrastructure Design	Assessment Traffic Flows 2030	**19 July 2024**
		Job Number - SCP/210187
	Proposed Residential Development, Ruthin Road, Wrexham	**Traffic Figure A16.2**

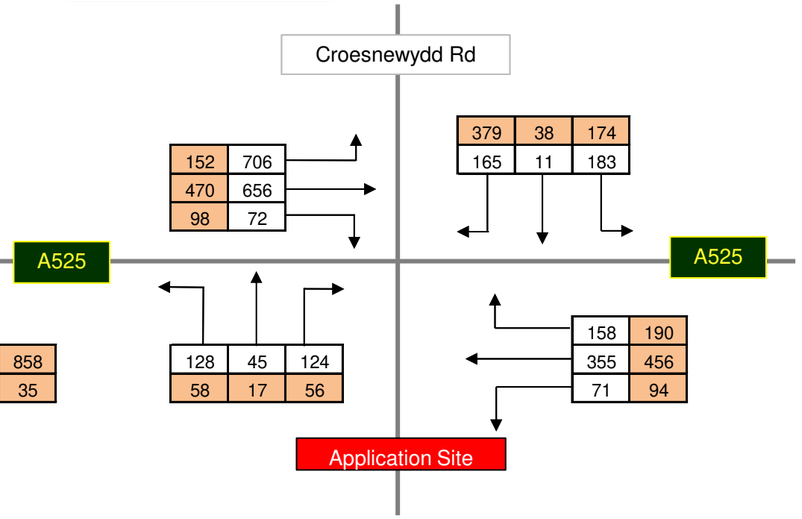


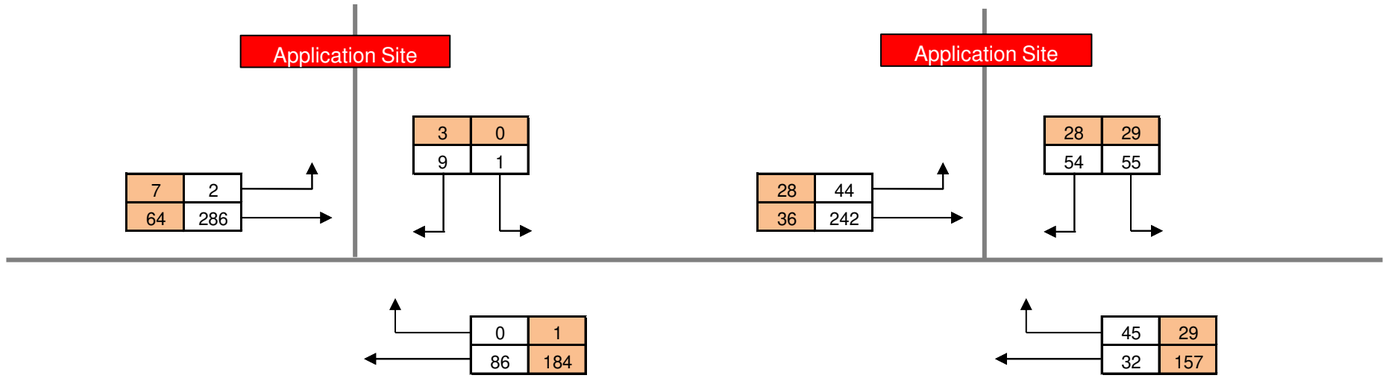
S C P Transportation Planning : Infrastructure Design	**Assessment Traffic Flows 2040**	**19 July 2024**
		Job Number - SCP/210187
	Proposed Residential Development, Ruthin Road, Wrexham	**Traffic Figure A17.1**

NORTH-WESTERN SITE ACCESS



NORTH-EASTERN SITE ACCESS





S C P

Transportation Planning : Infrastructure Design

Assessment Traffic Flows 2040

Proposed Residential Development, Ruthin Road, Wrexham

19 July 2024

Job Number - SCP/210187

Traffic Figure A17.2

S|C|P

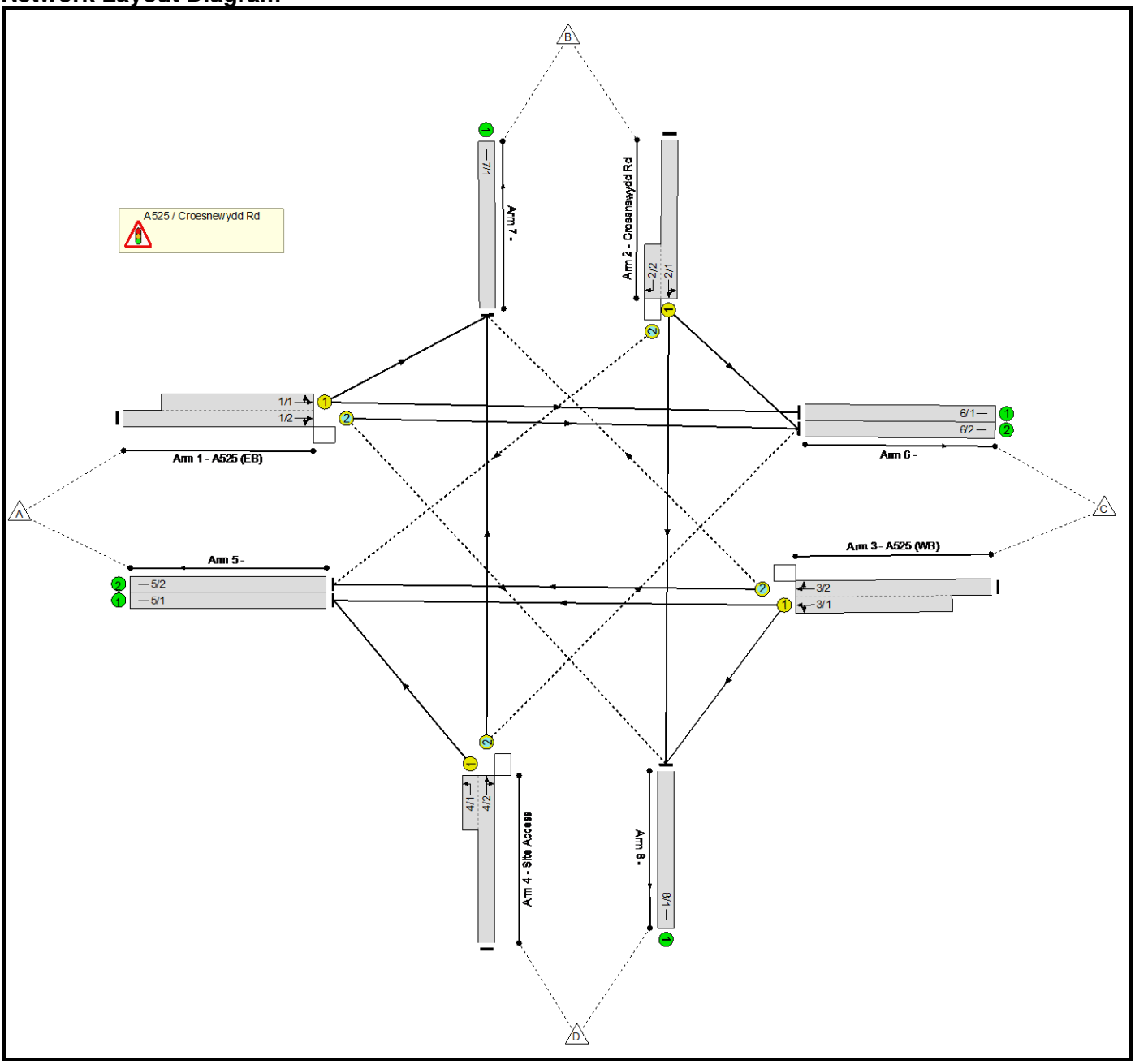
APPENDIX B1

Full Input Data And Results

User and Project Details

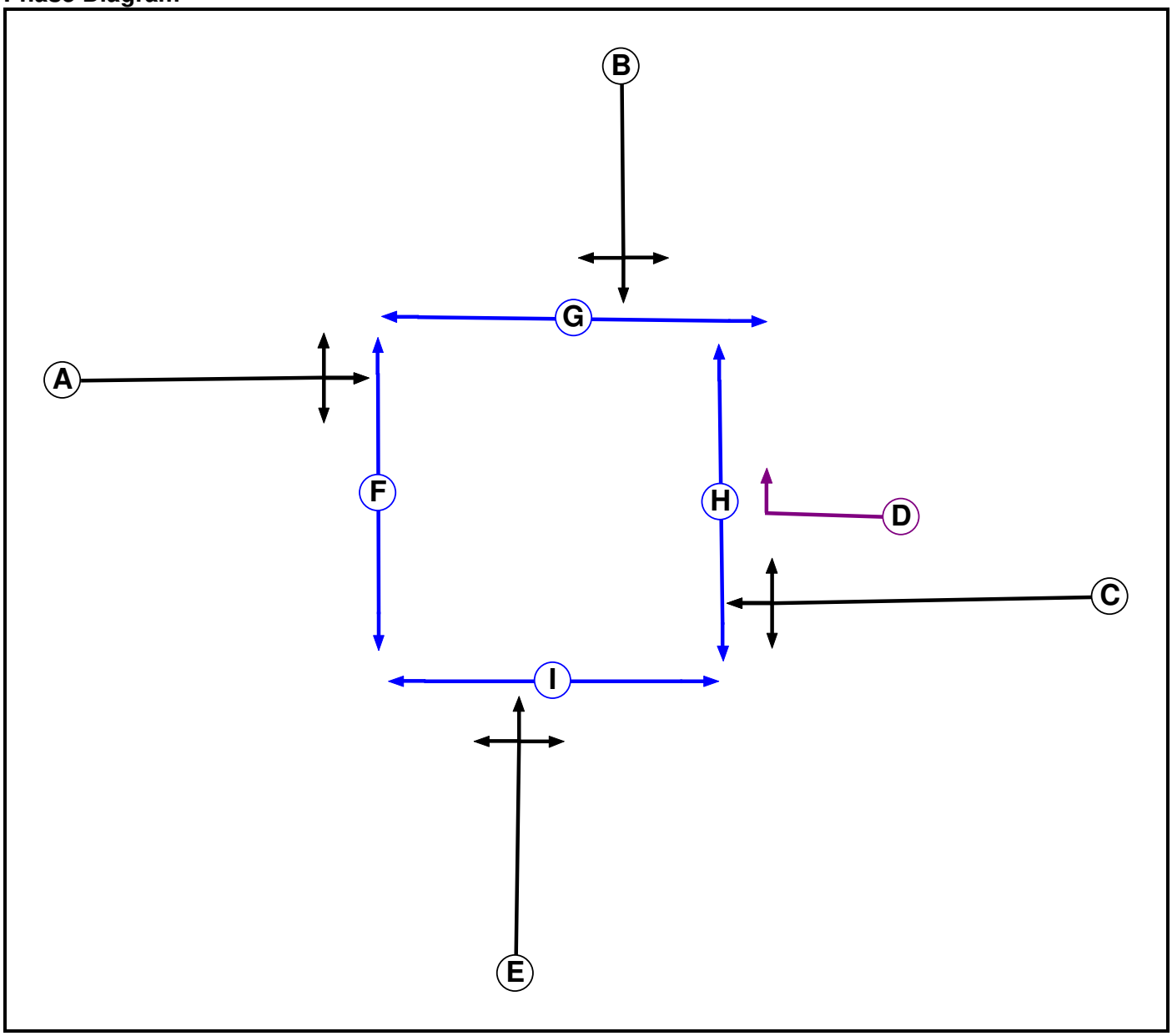
Project:	
Title:	
Location:	
Additional detail:	
File name:	Proposed_A525_Croesnewydd Rd_Additional Mitigation_ 02.07.24...lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Ind. Arrow	C	4	4
E	Traffic		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7

Full Input Data And Results

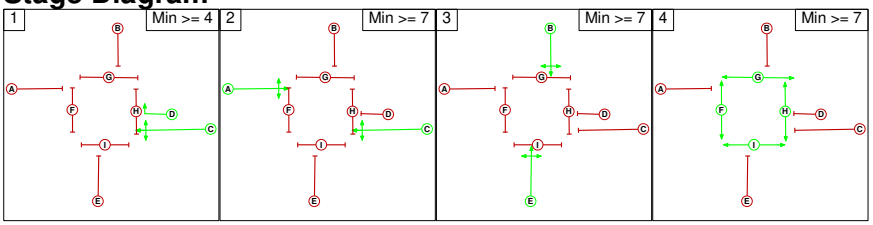
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		7	-	5	6	5	6	9	10
B	5		5	5	-	9	5	8	10
C	-	5		-	5	8	-	-	5
D	5	5	-		5	-	9	5	-
E	7	-	5	5		9	8	10	5
F	6	6	6	6	6		-	-	-
G	6	6	-	6	6	-		-	-
H	6	6	6	6	6	-	-		-
I	6	6	6	-	6	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

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

Full Input Data And Results

Give-Way Lane Input Data

Junction: A525 / Croesnewydd Rd											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (A525 (EB))	8/1 (Right)	1439	0	3/1	1.09	All	2.00	2.00	0.50	2	2.00
				3/2	1.09	To 5/2 (Ahead)					
2/2 (Croesnewydd Rd)	5/2 (Right)	1439	0	4/1	1.09	All	2.00	-	0.50	2	2.00
				4/2	1.09	To 7/1 (Ahead)					
3/2 (A525 (WB))	7/1 (Right)	1439	0	1/1	1.09	All	2.00	2.00	0.50	2	2.00
				1/2	1.09	To 6/2 (Ahead)					
4/2 (Site Access)	6/2 (Right)	1439	0	2/1	1.09	All	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: A525 / Croesnewydd Rd												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A525 (EB))	U	A	2	3	17.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Left	19.00
1/2 (A525 (EB))	O	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
											Arm 8 Right	Inf
2/1 (Croesnewydd Rd)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Left	Inf
											Arm 8 Ahead	Inf
2/2 (Croesnewydd Rd)	O	B	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 5 Right	Inf
3/1 (A525 (WB))	U	C	2	3	17.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	Inf
3/2 (A525 (WB))	O	C D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Right	14.00
4/1 (Site Access)	U	E	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 5 Left	Inf
4/2 (Site Access)	O	E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Right	14.00
											Arm 7 Ahead	Inf
5/1	U		2	3	10.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	10.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2028 Assess AM'	08:00	09:00	01:00	
2: '2028 Assess PM'	16:30	17:30	01:00	

Full Input Data And Results

Scenario 1: '2028 Assess AM' (FG1: '2028 Assess AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	71	312	139	522
	B	124	0	128	45	297
	C	624	582	0	72	1278
	D	163	11	145	0	319
	Tot.	911	664	585	256	2416

Traffic Lane Flows

Lane	Scenario 1: 2028 Assess AM
Junction: A525 / Croesnewydd Rd	
1/1 (short)	258
1/2 (with short)	522(In) 264(Out)
2/1 (with short)	297(In) 173(Out)
2/2 (short)	124
3/1 (short)	669
3/2 (with short)	1278(In) 609(Out)
4/1 (short)	163
4/2 (with short)	319(In) 156(Out)
5/1	760
5/2	151
6/1	187
6/2	398
7/1	664
8/1	256

Full Input Data And Results

Lane Saturation Flows

Junction: A525 / Croesnewydd Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A525 (EB))	3.00	0.00	Y	Arm 6 Ahead	Inf	72.5 %	1874	1874
				Arm 7 Left	19.00	27.5 %		
1/2 (A525 (EB))	3.00	0.00	Y	Arm 6 Ahead	Inf	47.3 %	1915	1915
				Arm 8 Right	Inf	52.7 %		
2/1 (Croesnewydd Rd)	3.00	0.00	Y	Arm 6 Left	Inf	74.0 %	1915	1915
				Arm 8 Ahead	Inf	26.0 %		
2/2 (Croesnewydd Rd)	3.00	0.00	Y	Arm 5 Right	Inf	100.0 %	1915	1915
3/1 (A525 (WB))	3.00	0.00	Y	Arm 5 Ahead	Inf	89.2 %	1915	1915
				Arm 8 Left	Inf	10.8 %		
3/2 (A525 (WB))	3.00	0.00	Y	Arm 5 Ahead	Inf	4.4 %	1737	1737
				Arm 7 Right	14.00	95.6 %		
4/1 (Site Access)	3.00	0.00	Y	Arm 5 Left	Inf	100.0 %	1915	1915
4/2 (Site Access)	3.00	0.00	Y	Arm 6 Right	14.00	92.9 %	1742	1742
				Arm 7 Ahead	Inf	7.1 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2028 Assess PM' (FG2: '2028 Assess PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	94	407	169	670
	B	56	0	58	17	131
	C	416	98	0	135	649
	D	154	38	335	0	527
	Tot.	626	230	800	321	1977

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2028 Assess PM
Junction: A525 / Croesnewydd Rd	
1/1 (short)	329
1/2 (with short)	670(In) 341(Out)
2/1 (with short)	131(In) 75(Out)
2/2 (short)	56
3/1 (short)	330
3/2 (with short)	649(In) 319(Out)
4/1 (short)	154
4/2 (with short)	527(In) 373(Out)
5/1	349
5/2	277
6/1	235
6/2	565
7/1	230
8/1	321

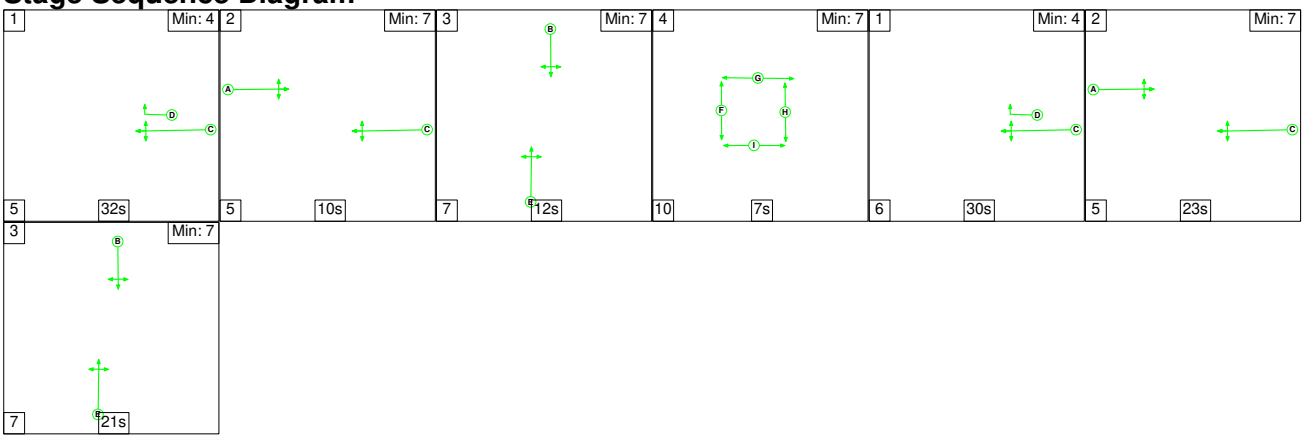
Full Input Data And Results

Lane Saturation Flows

Junction: A525 / Croesnewydd Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A525 (EB))	3.00	0.00	Y	Arm 6 Ahead	Inf	71.4 %	1873	1873
				Arm 7 Left	19.00	28.6 %		
1/2 (A525 (EB))	3.00	0.00	Y	Arm 6 Ahead	Inf	50.4 %	1915	1915
				Arm 8 Right	Inf	49.6 %		
2/1 (Croesnewydd Rd)	3.00	0.00	Y	Arm 6 Left	Inf	77.3 %	1915	1915
				Arm 8 Ahead	Inf	22.7 %		
2/2 (Croesnewydd Rd)	3.00	0.00	Y	Arm 5 Right	Inf	100.0 %	1915	1915
3/1 (A525 (WB))	3.00	0.00	Y	Arm 5 Ahead	Inf	59.1 %	1915	1915
				Arm 8 Left	Inf	40.9 %		
3/2 (A525 (WB))	3.00	0.00	Y	Arm 5 Ahead	Inf	69.3 %	1854	1854
				Arm 7 Right	14.00	30.7 %		
4/1 (Site Access)	3.00	0.00	Y	Arm 5 Left	Inf	100.0 %	1915	1915
4/2 (Site Access)	3.00	0.00	Y	Arm 6 Right	14.00	89.8 %	1747	1747
				Arm 7 Ahead	Inf	10.2 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2028 Assess AM' (FG1: '2028 Assess AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

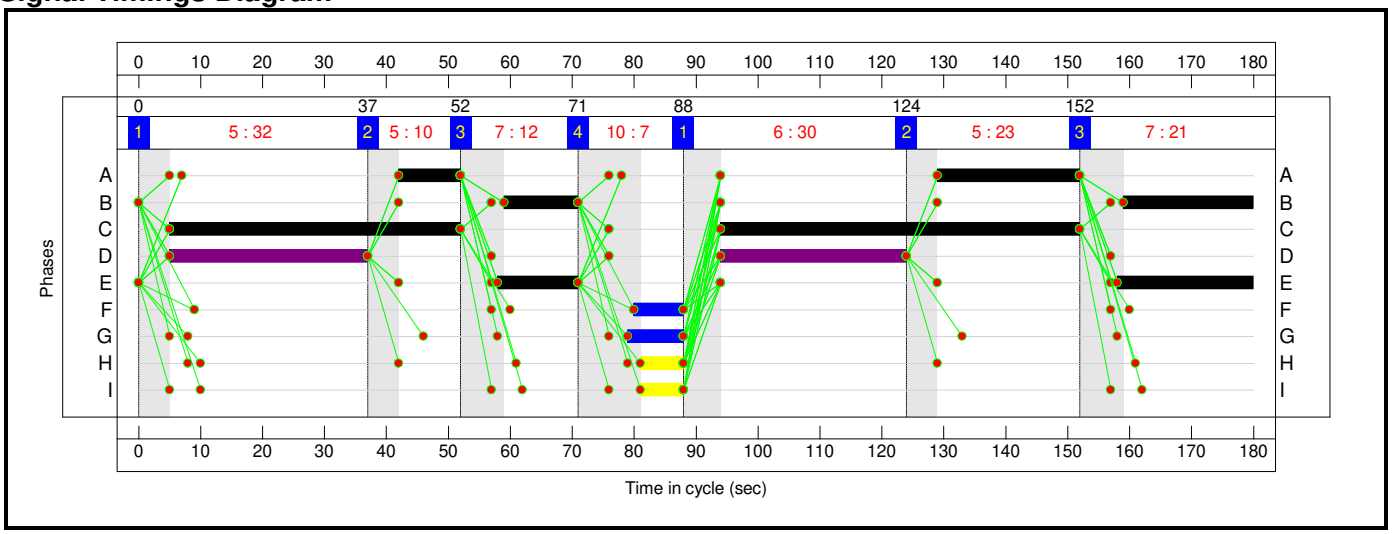


Full Input Data And Results

Stage Timings

Stage	1	2	3	4	1	2	3
Duration	32	10	12	7	30	23	21
Change Point	0	37	52	71	88	124	152

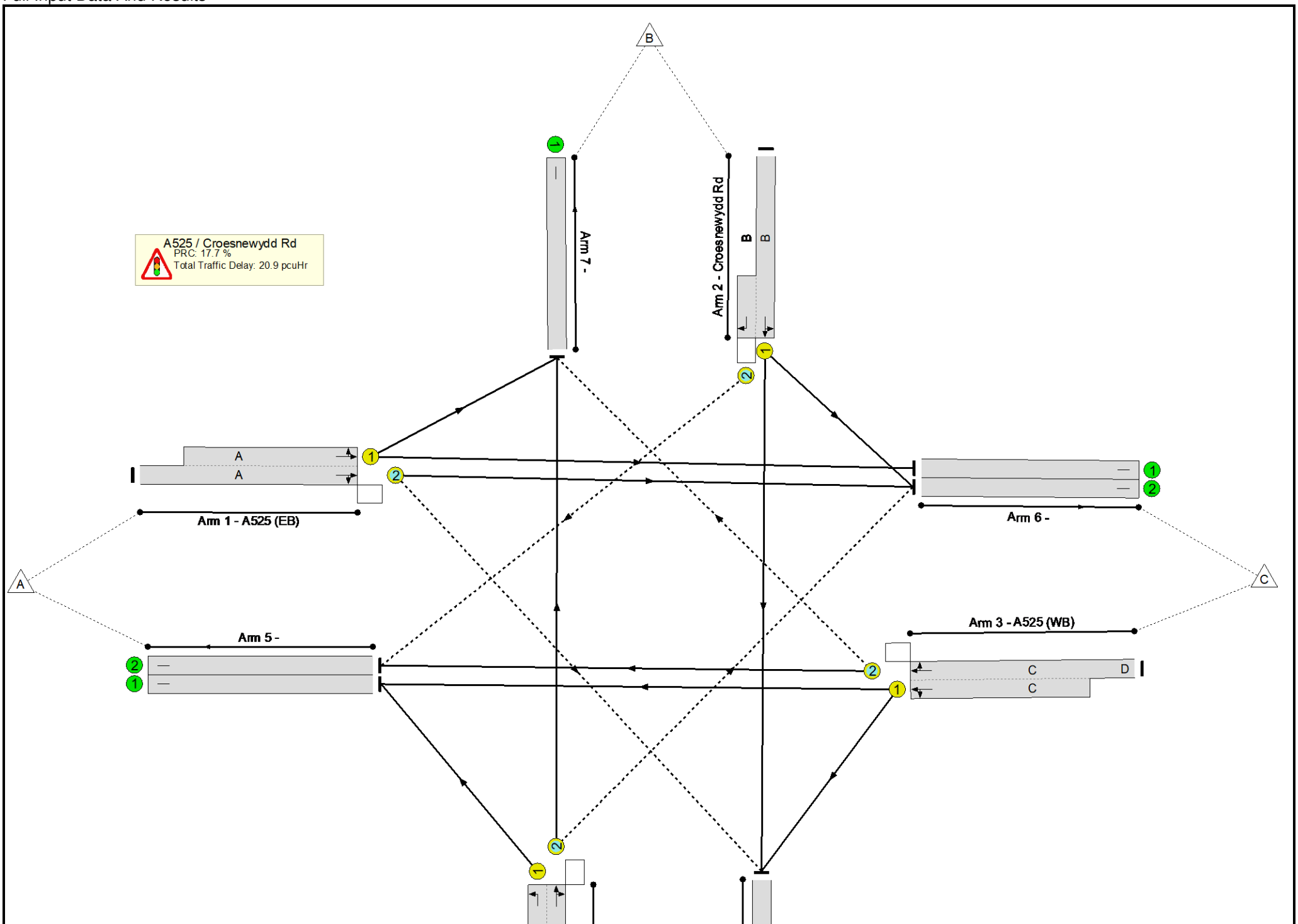
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.4%**
A525 / Croesnewydd Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.4%**
1/2+1/1	A525 (EB) Ahead Left Right	O+U	N/A	N/A	A		2	33	-	522	1915:1874	355+347	74.4 : 74.3%
2/1+2/2	Croesnewydd Rd Right Left Ahead	U+O	N/A	N/A	B		2	33	-	297	1915:1915	305+212	56.7 : 58.5%
3/2+3/1	A525 (WB) Ahead Right Left	O+U	N/A	N/A	C	D	2	105	62	1278	1737:1915	797+875	76.4 : 76.4%
4/2+4/1	Site Access Left Right Ahead	O+U	N/A	N/A	E		2	35	-	319	1742:1915	205+214	76.1 : 76.1%
5/1		U	N/A	N/A	-		-	-	-	760	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	187	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	664	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	256	Inf	Inf	0.0%

Full Input Data And Results

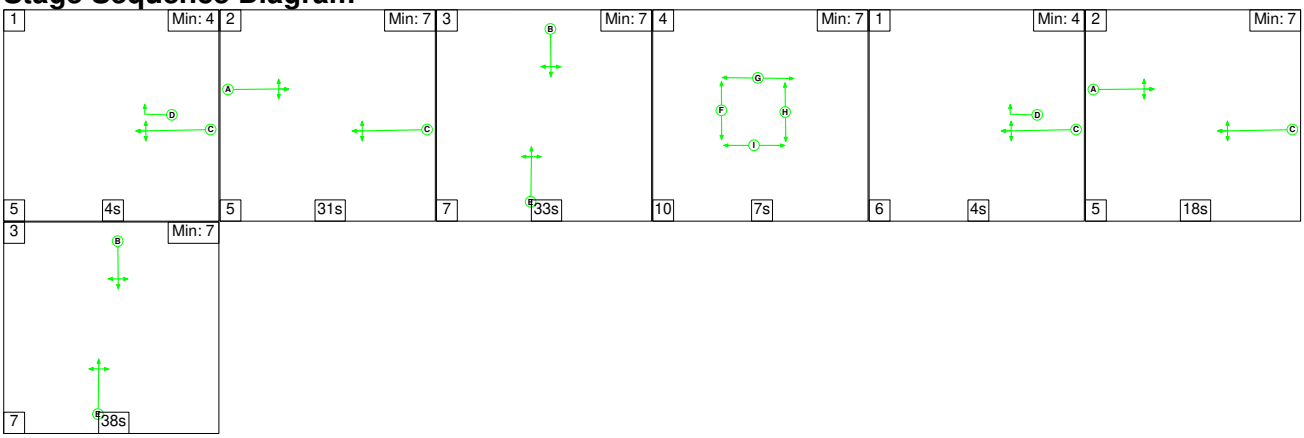
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**445**	**458**	**87**	**14.9**	**5.3**	**0.8**	**20.9**	**-**	**-**	**-**	**-**
A525 / Croesnewydd Rd	**-**	**-**	**445**	**458**	**87**	**14.9**	**5.3**	**0.8**	**20.9**	**-**	**-**	**-**	**-**
1/2+1/1	522	522	119	0	20	4.9	1.4	0.1	6.4	44.5	6.5	1.4	7.9
2/1+2/2	297	297	124	0	0	2.8	0.7	0.2	3.6	44.0	4.6	0.7	5.2
3/2+3/1	1278	1278	66	458	58	4.2	1.6	0.3	6.1	17.1	11.7	1.6	13.3
4/2+4/1	319	319	136	0	9	3.0	1.5	0.3	4.8	54.2	4.5	1.5	6.1
5/1	760	760	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	151	151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	187	187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	664	664	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 17.7 Total Delay for Signalled Lanes (pcuHr): 20.94 Cycle Time (s): 180
PRC Over All Lanes (%): 17.7 Total Delay Over All Lanes(pcuHr): 20.94

Full Input Data And Results

Scenario 2: '2028 Assess PM' (FG2: '2028 Assess PM', Plan 1: 'Network Control Plan 1')

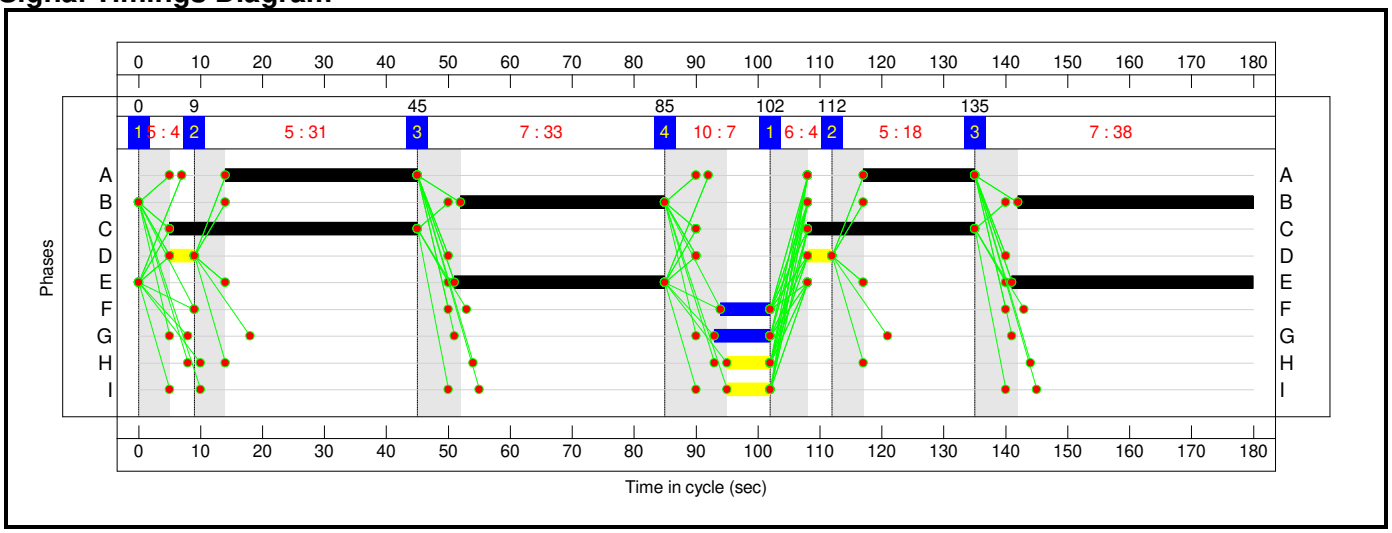
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	4	31	33	7	4	18	38
Change Point	0	9	45	85	102	112	135

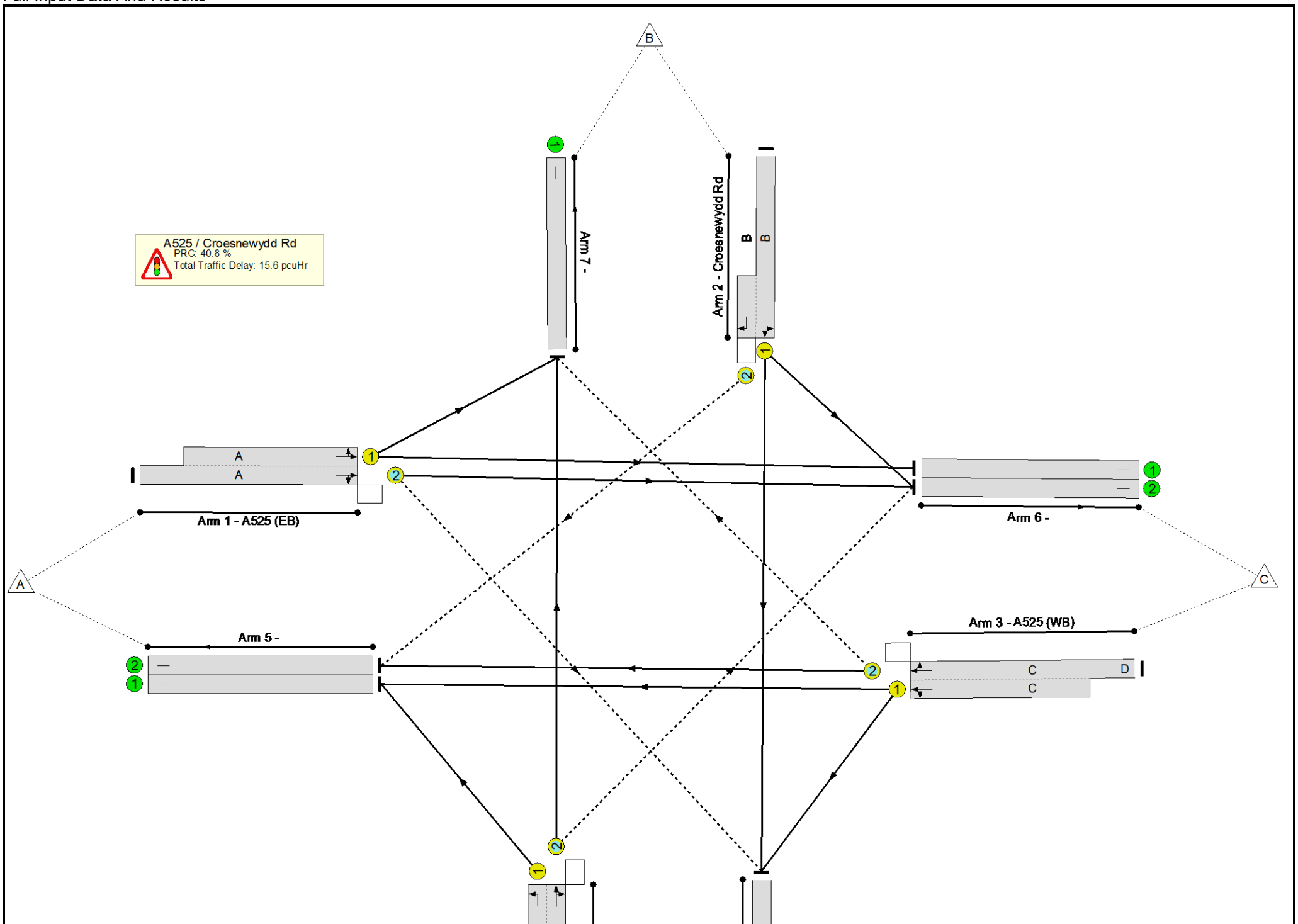
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.9%**
A525 / Croesnewydd Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.9%**
1/2+1/1	A525 (EB) Ahead Left Right	O+U	N/A	N/A	A		2	49	-	670	1915:1873	534+517	63.9 : 63.6%
2/1+2/2	Croesnewydd Rd Right Left Ahead	U+O	N/A	N/A	B		2	71	-	131	1915:1915	535+399	14.0 : 14.0%
3/2+3/1	A525 (WB) Ahead Right Left	O+U	N/A	N/A	C	D	2	67	8	649	1854:1915	584+604	54.6 : 54.6%
4/2+4/1	Site Access Left Right Ahead	O+U	N/A	N/A	E		2	73	-	527	1747:1915	588+243	63.5 : 63.5%
5/1		U	N/A	N/A	-		-	-	-	349	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	277	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**585**	**44**	**29**	**12.6**	**2.4**	**0.6**	**15.6**	**-**	**-**	**-**	**-**
A525 / Croesnewydd Rd	**-**	**-**	**585**	**44**	**29**	**12.6**	**2.4**	**0.6**	**15.6**	**-**	**-**	**-**	**-**
1/2+1/1	670	670	154	0	15	5.3	0.9	0.2	6.3	34.1	8.1	0.9	9.0
2/1+2/2	131	131	56	0	0	0.6	0.1	0.0	0.7	19.7	1.2	0.1	1.3
3/2+3/1	649	649	39	44	14	3.8	0.6	0.2	4.5	25.2	6.8	0.6	7.4
4/2+4/1	527	527	335	0	0	2.9	0.9	0.2	4.0	27.2	8.3	0.9	9.2
5/1	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 40.8 Total Delay for Signalled Lanes (pcuHr): 15.58 Cycle Time (s): 180
PRC Over All Lanes (%): 40.8 Total Delay Over All Lanes(pcuHr): 15.58

S|C|P

APPENDIX B2

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: 12. Right Turn Lane Ruthin Rd Site Access.j9
Path: C:\Users\Junctions shared\Desktop\Abbie\Wrexham July update 2024\Junctions\Standard\12. Right Turn Lane Ruthin Rd Site Access_Berse Ln Open
Report generation date: 19/07/2024 14:17:03

»2028 Assess Re-dist, AM
»2028 Assess Re-dist , PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2028 Assess Re-dist									
Stream B-C	D7	1.8	24.42	0.63	C	D8	0.4	12.79	0.25	B
Stream B-A		0.5	44.20	0.34	E		0.2	38.26	0.15	E
Stream C-B		0.2	8.85	0.13	A		1.1	17.96	0.51	C

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	Right Turn Lane Site Access
Location	
Site number	
Date	01/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\abbie.moore
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	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)
D7	2028 Assess Re-dist	AM	ONE HOUR	07:45	09:15	15
D8	2028 Assess Re-dist	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028 Assess Re-dist, 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	Right Turn Lane Site Access	T-Junction	Two-way		3.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A525 Ruthin Road East		Major
B	Site Access South		Minor
C	A525 Ruthin Road West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	3.00	100.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	3.00	3.00	27	30

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	501	0.091	0.231	0.145	0.330
B-C	643	0.099	0.249	-	-
C-B	687	0.266	0.266	-	-

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)
D7	2028 Assess Re-dist	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		✓	585	100.000
B		✓	296	100.000
C		✓	1287	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	10	575
	B	42	0	254
	C	1225	62	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.63	24.42	1.8	C
B-A	0.34	44.20	0.5	E
C-A				
C-B	0.13	8.85	0.2	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	191	517	0.370	189	0.6	11.957	B
B-A	32	251	0.126	31	0.2	17.920	C
C-A	922			922			
C-B	47	570	0.082	46	0.1	7.561	A
A-B	8			8			
A-C	433			433			

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	228	489	0.467	227	0.9	15.054	C
B-A	38	203	0.186	37	0.2	23.902	C
C-A	1101			1101			
C-B	56	547	0.102	56	0.1	8.058	A
A-B	9			9			
A-C	517			517			

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	280	442	0.633	276	1.8	23.433	C
B-A	46	136	0.341	45	0.5	43.204	E
C-A	1349			1349			
C-B	68	515	0.132	68	0.2	8.851	A
A-B	11			11			
A-C	633			633			

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	280	441	0.634	279	1.8	24.422	C
B-A	46	136	0.341	46	0.5	44.198	E
C-A	1349			1349			
C-B	68	515	0.132	68	0.2	8.854	A
A-B	11			11			
A-C	633			633			

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	228	488	0.468	232	1.0	15.651	C
B-A	38	203	0.186	39	0.3	24.350	C
C-A	1101			1101			
C-B	56	547	0.102	56	0.1	8.068	A
A-B	9			9			
A-C	517			517			

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	191	517	0.370	193	0.7	12.262	B
B-A	32	251	0.126	32	0.2	18.102	C
C-A	922			922			
C-B	47	570	0.082	47	0.1	7.576	A
A-B	8			8			
A-C	433			433			

2028 Assess Re-dist , 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	Right Turn Lane Site Access	T-Junction	Two-way		3.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2028 Assess Re-dist	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	800	100.000
B		✓	110	100.000
C		✓	863	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	35	765
	B	16	0	94
	C	652	211	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.25	12.79	0.4	B
B-A	0.15	38.26	0.2	E
C-A				
C-B	0.51	17.96	1.1	C
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71	491	0.144	70	0.2	9.400	A
B-A	12	242	0.050	12	0.1	17.171	C
C-A	491			491			
C-B	159	527	0.302	157	0.5	10.662	B
A-B	26			26			
A-C	576			576			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	459	0.184	84	0.2	10.547	B
B-A	14	191	0.075	14	0.1	22.342	C
C-A	586			586			
C-B	190	495	0.383	189	0.7	12.880	B
A-B	31			31			
A-C	688			688			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	413	0.250	103	0.4	12.740	B
B-A	18	122	0.145	17	0.2	37.804	E
C-A	718			718			
C-B	232	452	0.513	231	1.1	17.693	C
A-B	39			39			
A-C	842			842			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	413	0.251	103	0.4	12.794	B
B-A	18	121	0.146	18	0.2	38.260	E
C-A	718			718			
C-B	232	452	0.513	232	1.1	17.962	C
A-B	39			39			
A-C	842			842			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	459	0.184	85	0.3	10.597	B
B-A	14	190	0.076	15	0.1	22.578	C
C-A	586			586			
C-B	190	495	0.383	191	0.7	13.100	B
A-B	31			31			
A-C	688			688			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71	490	0.144	71	0.2	9.448	A
B-A	12	241	0.050	12	0.1	17.293	C
C-A	491			491			
C-B	159	527	0.302	160	0.5	10.818	B
A-B	26			26			
A-C	576			576			

S|C|P

APPENDIX B3

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: 13. B5099 Bersham Road Site Access (W).j9
Path: C:\Users\Junctions shared\Desktop\Abbie\Wrexham July update 2024\Junctions\Models
Report generation date: 02/07/2024 15:54:24

»2028 Assessment Re-dist, AM
»2028 Assessment Re-dist, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2028 Assessment Re-dist									
Stream B-C	D1	0.1	7.16	0.10	A	D2	0.1	6.12	0.05	A
Stream B-A		0.2	10.53	0.15	B		0.1	8.90	0.07	A
Stream C-AB		0.1	6.96	0.09	A		0.1	5.88	0.06	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	Junction 13 B5099 Bersham Road Site Access
Location	
Site number	
Date	01/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\abbie.moore
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	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 Assessment Re-dist	AM	ONE HOUR	07:45	09:15	15
D2	2028 Assessment Re-dist	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028 Assessment Re-dist, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - 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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 13 B5099 Bersham Road Site Access	T-Junction	Two-way		2.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B5099 Bersham Road (W)		Major
B	Site Access (N)		Minor
C	B5099 Bersham Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.70			100.0	✓	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	8.60	3.50	3.40	3.40	3.40	✓	1.00	21	16

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	524	0.084	0.213	0.134	0.304
B-C	703	0.095	0.240	-	-
C-B	632	0.216	0.216	-	-

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 Assessment Re-dist	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		✓	254	100.000
B		✓	118	100.000
C		✓	118	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	46	208
	B	62	0	56
	C	73	45	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.10	7.16	0.1	A
B-A	0.15	10.53	0.2	B
C-AB	0.09	6.96	0.1	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	42	645	0.065	42	0.1	6.568	A
B-A	47	470	0.099	46	0.1	9.337	A
C-AB	37	627	0.059	37	0.1	6.701	A
C-A	52			52			
A-B	35			35			
A-C	157			157			

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	50	632	0.080	50	0.1	6.806	A
B-A	56	459	0.121	56	0.2	9.810	A
C-AB	45	627	0.072	45	0.1	6.806	A
C-A	61			61			
A-B	41			41			
A-C	187			187			

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	62	615	0.100	62	0.1	7.153	A
B-A	68	444	0.154	68	0.2	10.521	B
C-AB	57	626	0.091	57	0.1	6.953	A
C-A	73			73			
A-B	51			51			
A-C	229			229			

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	62	615	0.100	62	0.1	7.159	A
B-A	68	444	0.154	68	0.2	10.532	B
C-AB	57	626	0.091	57	0.1	6.957	A
C-A	73			73			
A-B	51			51			
A-C	229			229			

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	50	632	0.080	50	0.1	6.813	A
B-A	56	459	0.121	56	0.2	9.825	A
C-AB	45	627	0.072	45	0.1	6.813	A
C-A	61			61			
A-B	41			41			
A-C	187			187			

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	42	644	0.065	42	0.1	6.585	A
B-A	47	470	0.099	47	0.1	9.364	A
C-AB	37	628	0.059	37	0.1	6.709	A
C-A	52			52			
A-B	35			35			
A-C	157			157			

2028 Assessment Re-dist, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - 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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 13 B5099 Bersham Road Site Access	T-Junction	Two-way		2.17	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 Assessment Re-dist	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	64	100.000
B		✓	61	100.000
C		✓	191	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	36	28
	B	32	0	29
	C	161	30	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	6.12	0.1	A
B-A	0.07	8.90	0.1	A
C-AB	0.06	5.88	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	687	0.032	22	0.0	5.951	A
B-A	24	494	0.049	24	0.1	8.419	A
C-AB	27	701	0.039	27	0.1	5.876	A
C-A	116			116			
A-B	27			27			
A-C	21			21			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	683	0.038	26	0.0	6.025	A
B-A	29	488	0.059	29	0.1	8.617	A
C-AB	34	714	0.047	34	0.1	5.818	A
C-A	138			138			
A-B	32			32			
A-C	25			25			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	678	0.047	32	0.1	6.124	A
B-A	35	480	0.073	35	0.1	8.899	A
C-AB	44	733	0.060	44	0.1	5.742	A
C-A	167			167			
A-B	40			40			
A-C	31			31			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	678	0.047	32	0.1	6.125	A
B-A	35	480	0.073	35	0.1	8.900	A
C-AB	44	733	0.060	44	0.1	5.746	A
C-A	167			167			
A-B	40			40			
A-C	31			31			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	683	0.038	26	0.0	6.030	A
B-A	29	488	0.059	29	0.1	8.621	A
C-AB	34	714	0.047	34	0.1	5.823	A
C-A	138			138			
A-B	32			32			
A-C	25			25			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	686	0.032	22	0.0	5.959	A
B-A	24	494	0.049	24	0.1	8.429	A
C-AB	27	701	0.039	27	0.1	5.883	A
C-A	116			116			
A-B	27			27			
A-C	21			21			

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APPENDIX B4

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: 14. B5099 Bersham Road (E).j9
Path: C:\Users\Junctions shared\Desktop\Abbie\Wrexham July update 2024\Junctions\Standard\14. B5099 Bersham Road (E)_Junctions 9 Report
Report generation date: 18/07/2024 17:50:00

»2028 Assessment Re-dist, AM
»2028 Assessment Re-dist, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2028 Assessment Re-dist									
Stream B-C	D1	0.1	7.44	0.10	A	D2	0.1	6.19	0.05	A
Stream B-A		0.2	11.11	0.16	B		0.1	9.10	0.07	A
Stream C-AB		0.1	7.41	0.10	A		0.1	6.05	0.06	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	Junction 14, B5099 Bersham Roasd W
Location	Junction 14, B5099 Bersham Roasd W
Site number	
Date	01/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\abbie.moore
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	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 Assessment Re-dist	AM	ONE HOUR	07:45	09:15	15
D2	2028 Assessment Re-dist	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028 Assessment Re-dist, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - 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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 14, B5099 Bersham Roasd W	T-Junction	Two-way		2.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B5099 Bersham Road (W)		Major
B	Site Access North		Minor
C	B5099 Bersham Road (W)		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	6.00			50.0	✓	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	8.50	3.70	3.50	3.40	3.40	✓	1.00	19	17

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	526	0.096	0.242	0.152	0.346
B-C	700	0.107	0.271	-	-
C-B	603	0.234	0.234	-	-

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 Assessment Re-dist	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		✓	288	100.000
B		✓	118	100.000
C		✓	128	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	46	242
	B	62	0	56
	C	83	45	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.10	7.44	0.1	A
B-A	0.16	11.11	0.2	B
C-AB	0.10	7.41	0.1	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	42	630	0.067	42	0.1	6.732	A
B-A	47	457	0.102	46	0.1	9.620	A
C-AB	38	596	0.064	38	0.1	7.093	A
C-A	59			59			
A-B	35			35			
A-C	182			182			

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	50	615	0.082	50	0.1	7.013	A
B-A	56	444	0.126	56	0.2	10.200	B
C-AB	46	595	0.078	46	0.1	7.221	A
C-A	69			69			
A-B	41			41			
A-C	218			218			

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	62	594	0.104	62	0.1	7.433	A
B-A	68	425	0.161	68	0.2	11.091	B
C-AB	59	593	0.099	58	0.1	7.403	A
C-A	82			82			
A-B	51			51			
A-C	266			266			

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	62	594	0.104	62	0.1	7.439	A
B-A	68	425	0.161	68	0.2	11.107	B
C-AB	59	593	0.099	59	0.1	7.406	A
C-A	82			82			
A-B	51			51			
A-C	266			266			

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	50	614	0.082	50	0.1	7.024	A
B-A	56	444	0.126	56	0.2	10.218	B
C-AB	46	595	0.078	46	0.1	7.226	A
C-A	69			69			
A-B	41			41			
A-C	218			218			

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	42	629	0.067	42	0.1	6.750	A
B-A	47	457	0.102	47	0.1	9.653	A
C-AB	38	596	0.064	38	0.1	7.105	A
C-A	58			58			
A-B	35			35			
A-C	182			182			

2028 Assessment Re-dist, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - 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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 14, B5099 Bersham Roasd W	T-Junction	Two-way		2.06	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 Assessment Re-dist	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	72	100.000
B		✓	61	100.000
C		✓	213	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	36	36
	B	32	0	29
	C	183	30	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	6.19	0.1	A
B-A	0.07	9.10	0.1	A
C-AB	0.06	6.05	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	682	0.032	22	0.0	5.996	A
B-A	24	488	0.049	24	0.1	8.525	A
C-AB	28	683	0.041	28	0.1	6.046	A
C-A	132			132			
A-B	27			27			
A-C	27			27			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	678	0.038	26	0.0	6.076	A
B-A	29	481	0.060	29	0.1	8.758	A
C-AB	35	699	0.051	35	0.1	5.970	A
C-A	156			156			
A-B	32			32			
A-C	32			32			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	672	0.048	32	0.1	6.184	A
B-A	35	471	0.075	35	0.1	9.095	A
C-AB	46	721	0.064	46	0.1	5.872	A
C-A	189			189			
A-B	40			40			
A-C	40			40			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	672	0.048	32	0.1	6.185	A
B-A	35	471	0.075	35	0.1	9.097	A
C-AB	46	721	0.064	46	0.1	5.874	A
C-A	189			189			
A-B	40			40			
A-C	40			40			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	677	0.038	26	0.0	6.082	A
B-A	29	481	0.060	29	0.1	8.763	A
C-AB	35	699	0.051	35	0.1	5.973	A
C-A	156			156			
A-B	32			32			
A-C	32			32			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	681	0.032	22	0.0	6.006	A
B-A	24	488	0.049	24	0.1	8.534	A
C-AB	28	683	0.042	28	0.1	6.052	A
C-A	132			132			
A-B	27			27			
A-C	27			27			

S|C|P

APPENDIX B5

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: 2. A525 Ruthin Road _ Berse Lane Priority Junction 18.07.24...j9
Path: C:\Users\Junctions shared\Desktop\Abbie\Wrexham July update 2024\Junctions\Standard\2. A525 Ruthin Road _ Berse Lane Priority Junction;_Junctions 9 Report
Report generation date: 19/07/2024 14:26:32

»2028 Base, AM
»2028 Base, PM
»2028 Assessment Re-dist, AM
»2028 Assessment Re-dist, 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	0.2	8.49	0.14	A	D2	0.2	8.52	0.17	A
Stream B-A		0.5	29.84	0.35	D		0.1	19.00	0.11	C
Stream C-B		0.2	7.75	0.15	A		0.1	8.51	0.13	A
	2028 Assessment Re-dist									
Stream B-C	D7	0.6	29.00	0.37	D	D8	0.2	9.54	0.19	A
Stream B-A		2.5	156.31	0.78	F		0.2	30.53	0.16	D
Stream C-B		0.2	9.80	0.18	A		0.2	9.30	0.14	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	A525 Ruthin Road / Berse Lane Priority Junction;
Location	A525 Ruthin Road / Berse Lane Priority Junction;
Site number	
Date	29/11/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\abbie.moore
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	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	16:15	17:45	15
D7	2028 Assessment Re-dist	AM	ONE HOUR	07:45	09:15	15
D8	2028 Assessment Re-dist	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028 Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A525 Ruthin Road / Berse Lane Priority Junction;	T-Junction	Two-way		1.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A525 Ruthin Rd (E)		Major
B	B5098 Berse Lane		Minor
C	A525 Ruthin Rd (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.45		✓	3.00	100.0		-

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	7.70	6.40	4.80	3.40	✓	2.00	25	28

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	523	0.093	0.236	0.149	0.337
B-C	690	0.104	0.262	-	-
C-B	687	0.261	0.261	-	-

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		✓	491	100.000
B		✓	123	100.000
C		✓	1219	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	22	469
	B	58	0	65
	C	1145	74	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.14	8.49	0.2	A
B-A	0.35	29.84	0.5	D
C-A				
C-B	0.15	7.75	0.2	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	49	573	0.085	49	0.1	6.862	A
B-A	44	291	0.150	43	0.2	14.453	B
C-A	862			862			
C-B	56	590	0.094	55	0.1	6.723	A
A-B	17			17			
A-C	353			353			

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	58	545	0.107	58	0.1	7.396	A
B-A	52	246	0.212	52	0.3	18.452	C
C-A	1029			1029			
C-B	67	572	0.116	66	0.1	7.122	A
A-B	20			20			
A-C	422			422			

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	72	497	0.144	71	0.2	8.453	A
B-A	64	184	0.347	63	0.5	29.453	D
C-A	1261			1261			
C-B	81	546	0.149	81	0.2	7.747	A
A-B	24			24			
A-C	516			516			

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	72	495	0.144	72	0.2	8.493	A
B-A	64	184	0.346	64	0.5	29.836	D
C-A	1261			1261			
C-B	81	546	0.149	81	0.2	7.752	A
A-B	24			24			
A-C	516			516			

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	58	543	0.108	59	0.1	7.439	A
B-A	52	247	0.211	53	0.3	18.660	C
C-A	1029			1029			
C-B	67	572	0.116	67	0.1	7.132	A
A-B	20			20			
A-C	422			422			

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	49	571	0.086	49	0.1	6.893	A
B-A	44	292	0.150	44	0.2	14.552	B
C-A	862			862			
C-B	56	590	0.094	56	0.1	6.737	A
A-B	17			17			
A-C	353			353			

2028 Base, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A525 Ruthin Road / Berse Lane Priority Junction;	T-Junction	Two-way		1.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2028 Base	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	707	100.000
B		✓	101	100.000
C		✓	616	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	44	663
	B	21	0	80
	C	561	55	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.17	8.52	0.2	A
B-A	0.11	19.00	0.1	C
C-A				
C-B	0.13	8.51	0.1	A
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	583	0.103	60	0.1	6.870	A
B-A	16	296	0.053	16	0.1	12.842	B
C-A	422			422			
C-B	41	548	0.076	41	0.1	7.096	A
A-B	33			33			
A-C	499			499			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	553	0.130	72	0.1	7.477	A
B-A	19	261	0.072	19	0.1	14.862	B
C-A	504			504			
C-B	49	521	0.095	49	0.1	7.629	A
A-B	40			40			
A-C	596			596			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	511	0.173	88	0.2	8.511	A
B-A	23	213	0.109	23	0.1	18.966	C
C-A	618			618			
C-B	61	484	0.125	60	0.1	8.500	A
A-B	48			48			
A-C	730			730			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	510	0.173	88	0.2	8.523	A
B-A	23	213	0.109	23	0.1	19.000	C
C-A	618			618			
C-B	61	484	0.125	61	0.1	8.505	A
A-B	48			48			
A-C	730			730			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	553	0.130	72	0.2	7.490	A
B-A	19	261	0.072	19	0.1	14.896	B
C-A	504			504			
C-B	49	521	0.095	50	0.1	7.637	A
A-B	40			40			
A-C	596			596			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	583	0.103	60	0.1	6.890	A
B-A	16	296	0.053	16	0.1	12.865	B
C-A	422			422			
C-B	41	548	0.076	42	0.1	7.107	A
A-B	33			33			
A-C	499			499			

2028 Assessment Re-dist, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A525 Ruthin Road / Berse Lane Priority Junction;	T-Junction	Two-way		5.18	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	2028 Assessment Re-dist	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		✓	829	100.000
B		✓	123	100.000
C		✓	1302	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	22	807
	B	58	0	65
	C	1228	74	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.37	29.00	0.6	D
B-A	0.78	156.31	2.5	F
C-A				
C-B	0.18	9.80	0.2	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	49	502	0.097	49	0.1	7.928	A
B-A	44	222	0.197	43	0.2	19.971	C
C-A	925			925			
C-B	56	524	0.106	55	0.1	7.671	A
A-B	17			17			
A-C	608			608			

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	58	453	0.129	58	0.1	9.118	A
B-A	52	164	0.319	51	0.4	31.828	D
C-A	1104			1104			
C-B	67	492	0.135	66	0.2	8.447	A
A-B	20			20			
A-C	725			725			

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	72	250	0.286	71	0.4	19.976	C
B-A	64	82	0.776	57	2.1	122.619	F
C-A	1352			1352			
C-B	81	449	0.182	81	0.2	9.788	A
A-B	24			24			
A-C	889			889			

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	72	194	0.368	71	0.6	29.002	D
B-A	64	83	0.770	62	2.5	156.310	F
C-A	1352			1352			
C-B	81	449	0.182	81	0.2	9.802	A
A-B	24			24			
A-C	889			889			

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	58	438	0.134	60	0.2	9.570	A
B-A	52	166	0.315	60	0.5	36.329	E
C-A	1104			1104			
C-B	67	492	0.135	67	0.2	8.463	A
A-B	20			20			
A-C	725			725			

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	49	499	0.098	49	0.1	8.001	A
B-A	44	223	0.196	45	0.3	20.323	C
C-A	925			925			
C-B	56	524	0.106	56	0.1	7.693	A
A-B	17			17			
A-C	608			608			

2028 Assessment Re-dist, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A525 Ruthin Road / Berse Lane Priority Junction;	T-Junction	Two-way		1.05	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	2028 Assessment Re-dist	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	833	100.000
B		✓	101	100.000
C		✓	897	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	44	789
	B	21	0	80
	C	842	55	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.19	9.54	0.2	A
B-A	0.16	30.53	0.2	D
C-A				
C-B	0.14	9.30	0.2	A
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	556	0.108	60	0.1	7.252	A
B-A	16	247	0.064	16	0.1	15.537	C
C-A	634			634			
C-B	41	523	0.079	41	0.1	7.461	A
A-B	33			33			
A-C	594			594			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	519	0.139	72	0.2	8.042	A
B-A	19	202	0.093	19	0.1	19.576	C
C-A	757			757			
C-B	49	491	0.101	49	0.1	8.140	A
A-B	40			40			
A-C	709			709			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	466	0.189	88	0.2	9.516	A
B-A	23	141	0.164	23	0.2	30.353	D
C-A	927			927			
C-B	61	448	0.135	60	0.2	9.294	A
A-B	48			48			
A-C	869			869			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	465	0.189	88	0.2	9.539	A
B-A	23	141	0.164	23	0.2	30.529	D
C-A	927			927			
C-B	61	448	0.135	61	0.2	9.301	A
A-B	48			48			
A-C	869			869			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	519	0.139	72	0.2	8.065	A
B-A	19	202	0.093	19	0.1	19.679	C
C-A	757			757			
C-B	49	491	0.101	50	0.1	8.151	A
A-B	40			40			
A-C	709			709			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	555	0.108	60	0.1	7.274	A
B-A	16	247	0.064	16	0.1	15.595	C
C-A	634			634			
C-B	41	523	0.079	42	0.1	7.473	A
A-B	33			33			
A-C	594			594			

S|C|P

APPENDIX B6

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: 4. B5098 _ Vicarage Hill Priority Junction;.j9
Path: C:\Users\Junctions shared\Desktop\Abbie\Wrexham July update 2024\Junctions
Report generation date: 01/07/2024 11:21:45

»2028 Base Re-dist, AM
»2028 Base Re-dist, PM
»2028 Assess Re-dist, AM
»2028 Assess Re-dist, PM
»2022 Survey, AM
»2022 Survey, 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 Re-dist									
Stream B-C	D1	0.1	6.62	0.07	A	D2	0.1	6.72	0.09	A
Stream B-A		0.2	8.83	0.17	A		0.3	8.93	0.22	A
Stream C-AB		0.2	7.43	0.11	A		0.1	6.81	0.07	A
	2028 Assess Re-dist									
Stream B-C	D3	0.1	6.72	0.07	A	D4	0.1	6.78	0.09	A
Stream B-A		0.3	9.38	0.20	A		0.3	9.37	0.23	A
Stream C-AB		0.2	7.44	0.11	A		0.1	6.83	0.07	A
	2022 Survey									
Stream B-C	D5	0.1	6.55	0.06	A	D6	0.1	6.45	0.09	A
Stream B-A		0.2	8.67	0.16	A		0.3	8.73	0.20	A
Stream C-AB		0.1	7.35	0.11	A		0.1	6.59	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	B5098 / Vicarage Hill Priority Junction;
Location	B5098 / Vicarage Hill Priority Junction;
Site number	
Date	29/11/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\abbie.moore
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	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 Re-dist	AM	ONE HOUR	00:00	01:30	15
D2	2028 Base Re-dist	PM	ONE HOUR	00:00	01:30	15
D3	2028 Assess Re-dist	AM	ONE HOUR	00:00	01:30	15
D4	2028 Assess Re-dist	PM	ONE HOUR	00:00	01:30	15
D5	2022 Survey	AM	ONE HOUR	00:00	01:30	15
D6	2022 Survey	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028 Base Re-dist, 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	B5098 / Vicarage Hill Priority Junction;	T-Junction	Two-way		3.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B5098 (W)		Major
B	B5098 (N)		Minor
C	Vicarage Hill (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.10			71.0	✓	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	9.20	6.20	4.20	3.60	✓	2.00	37	46

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	601	0.099	0.251	0.158	0.359
B-C	701	0.098	0.247	-	-
C-B	615	0.217	0.217	-	-

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 Re-dist	AM	ONE HOUR	00:00	01:30	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		✓	203	100.000
B		✓	123	100.000
C		✓	104	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	155	48
	B	83	0	40
	C	47	57	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	6.62	0.1	A
B-A	0.17	8.83	0.2	A
C-AB	0.11	7.43	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	662	0.046	30	0.1	6.266	A
B-A	62	559	0.112	62	0.1	7.955	A
C-AB	46	606	0.075	45	0.1	7.057	A
C-A	33			33			
A-B	117			117			
A-C	36			36			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	654	0.055	36	0.1	6.411	A
B-A	75	551	0.135	74	0.2	8.310	A
C-AB	55	604	0.091	55	0.1	7.209	A
C-A	38			38			
A-B	139			139			
A-C	43			43			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	642	0.069	44	0.1	6.619	A
B-A	91	540	0.169	91	0.2	8.825	A
C-AB	69	602	0.114	69	0.2	7.422	A
C-A	46			46			
A-B	171			171			
A-C	53			53			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	642	0.069	44	0.1	6.620	A
B-A	91	540	0.169	91	0.2	8.833	A
C-AB	69	602	0.114	69	0.2	7.426	A
C-A	46			46			
A-B	171			171			
A-C	53			53			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	653	0.055	36	0.1	6.414	A
B-A	75	551	0.135	75	0.2	8.321	A
C-AB	55	604	0.091	55	0.1	7.214	A
C-A	38			38			
A-B	139			139			
A-C	43			43			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	661	0.046	30	0.1	6.275	A
B-A	62	559	0.112	63	0.1	7.980	A
C-AB	46	606	0.075	46	0.1	7.072	A
C-A	33			33			
A-B	117			117			
A-C	36			36			

2028 Base Re-dist, 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	B5098 / Vicarage Hill Priority Junction;	T-Junction	Two-way		5.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2028 Base Re-dist	PM	ONE HOUR	00:00	01:30	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		✓	83	100.000
B		✓	167	100.000
C		✓	73	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	60	23
	B	112	0	55
	C	38	35	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	6.72	0.1	A
B-A	0.22	8.93	0.3	A
C-AB	0.07	6.81	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	667	0.062	41	0.1	6.319	A
B-A	84	578	0.146	84	0.2	8.004	A
C-AB	28	621	0.045	27	0.1	6.674	A
C-A	27			27			
A-B	45			45			
A-C	17			17			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	660	0.075	49	0.1	6.484	A
B-A	101	573	0.176	101	0.2	8.376	A
C-AB	33	622	0.054	33	0.1	6.729	A
C-A	32			32			
A-B	54			54			
A-C	21			21			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	650	0.093	60	0.1	6.719	A
B-A	123	567	0.218	123	0.3	8.917	A
C-AB	41	623	0.066	41	0.1	6.803	A
C-A	39			39			
A-B	66			66			
A-C	25			25			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	650	0.093	61	0.1	6.721	A
B-A	123	567	0.218	123	0.3	8.927	A
C-AB	41	623	0.066	41	0.1	6.806	A
C-A	39			39			
A-B	66			66			
A-C	25			25			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	660	0.075	50	0.1	6.488	A
B-A	101	573	0.176	101	0.2	8.392	A
C-AB	33	622	0.054	33	0.1	6.733	A
C-A	32			32			
A-B	54			54			
A-C	21			21			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	667	0.062	41	0.1	6.332	A
B-A	84	578	0.146	85	0.2	8.035	A
C-AB	28	621	0.045	28	0.1	6.681	A
C-A	27			27			
A-B	45			45			
A-C	17			17			

2028 Assess Re-dist, 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	B5098 / Vicarage Hill Priority Junction;	T-Junction	Two-way		3.62	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 Assess Re-dist	AM	ONE HOUR	00:00	01:30	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		✓	206	100.000
B		✓	134	100.000
C		✓	104	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	158	48
	B	94	0	40
	C	47	57	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	6.72	0.1	A
B-A	0.20	9.38	0.3	A
C-AB	0.11	7.44	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	655	0.046	30	0.1	6.334	A
B-A	71	545	0.130	70	0.2	8.334	A
C-AB	46	605	0.075	45	0.1	7.063	A
C-A	33			33			
A-B	119			119			
A-C	36			36			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	646	0.056	36	0.1	6.490	A
B-A	85	537	0.157	84	0.2	8.752	A
C-AB	55	604	0.091	55	0.1	7.217	A
C-A	38			38			
A-B	142			142			
A-C	43			43			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	634	0.070	44	0.1	6.716	A
B-A	103	526	0.197	103	0.3	9.369	A
C-AB	69	601	0.114	69	0.2	7.432	A
C-A	46			46			
A-B	174			174			
A-C	53			53			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44	633	0.070	44	0.1	6.718	A
B-A	103	526	0.197	103	0.3	9.381	A
C-AB	69	601	0.114	69	0.2	7.436	A
C-A	46			46			
A-B	174			174			
A-C	53			53			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	646	0.056	36	0.1	6.496	A
B-A	85	537	0.157	85	0.2	8.768	A
C-AB	55	604	0.091	55	0.1	7.224	A
C-A	38			38			
A-B	142			142			
A-C	43			43			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	655	0.046	30	0.1	6.341	A
B-A	71	545	0.130	71	0.2	8.363	A
C-AB	46	605	0.075	46	0.1	7.075	A
C-A	33			33			
A-B	119			119			
A-C	36			36			

2028 Assess Re-dist, 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	B5098 / Vicarage Hill Priority Junction;	T-Junction	Two-way		5.10	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 Assess Re-dist	PM	ONE HOUR	00:00	01:30	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		✓	92	100.000
B		✓	171	100.000
C		✓	73	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	69	23
	B	116	0	55
	C	38	35	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	6.78	0.1	A
B-A	0.23	9.37	0.3	A
C-AB	0.07	6.83	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	664	0.062	41	0.1	6.354	A
B-A	87	561	0.156	87	0.2	8.328	A
C-AB	28	619	0.045	27	0.1	6.691	A
C-A	27			27			
A-B	52			52			
A-C	17			17			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	656	0.075	49	0.1	6.526	A
B-A	104	557	0.187	104	0.3	8.745	A
C-AB	33	620	0.054	33	0.1	6.748	A
C-A	32			32			
A-B	62			62			
A-C	21			21			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	645	0.094	60	0.1	6.775	A
B-A	128	550	0.232	127	0.3	9.353	A
C-AB	41	621	0.067	41	0.1	6.828	A
C-A	39			39			
A-B	76			76			
A-C	25			25			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	645	0.094	61	0.1	6.776	A
B-A	128	550	0.232	128	0.3	9.366	A
C-AB	41	621	0.067	41	0.1	6.831	A
C-A	39			39			
A-B	76			76			
A-C	25			25			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	656	0.075	50	0.1	6.533	A
B-A	104	557	0.187	105	0.3	8.766	A
C-AB	33	620	0.054	33	0.1	6.750	A
C-A	32			32			
A-B	62			62			
A-C	21			21			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	664	0.062	41	0.1	6.367	A
B-A	87	561	0.156	88	0.2	8.364	A
C-AB	28	619	0.045	28	0.1	6.697	A
C-A	27			27			
A-B	52			52			
A-C	17			17			

2022 Survey, 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	B5098 / Vicarage Hill Priority Junction;	T-Junction	Two-way		3.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2022 Survey	AM	ONE HOUR	00:00	01:30	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		✓	191	100.000
B		✓	116	100.000
C		✓	99	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	146	45
	B	78	0	38
	C	45	54	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	6.55	0.1	A
B-A	0.16	8.67	0.2	A
C-AB	0.11	7.35	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	664	0.043	28	0.0	6.224	A
B-A	59	561	0.105	58	0.1	7.865	A
C-AB	43	607	0.071	43	0.1	7.017	A
C-A	31			31			
A-B	110			110			
A-C	34			34			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	657	0.052	34	0.1	6.359	A
B-A	70	553	0.127	70	0.2	8.189	A
C-AB	52	605	0.086	52	0.1	7.155	A
C-A	37			37			
A-B	131			131			
A-C	40			40			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	646	0.065	42	0.1	6.551	A
B-A	86	543	0.158	86	0.2	8.658	A
C-AB	65	603	0.107	65	0.1	7.351	A
C-A	44			44			
A-B	161			161			
A-C	50			50			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	646	0.065	42	0.1	6.551	A
B-A	86	543	0.158	86	0.2	8.666	A
C-AB	65	603	0.107	65	0.1	7.352	A
C-A	44			44			
A-B	161			161			
A-C	50			50			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	657	0.052	34	0.1	6.361	A
B-A	70	553	0.127	70	0.2	8.199	A
C-AB	52	605	0.086	52	0.1	7.159	A
C-A	37			37			
A-B	131			131			
A-C	40			40			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	664	0.043	29	0.0	6.233	A
B-A	59	561	0.105	59	0.1	7.886	A
C-AB	43	607	0.071	43	0.1	7.026	A
C-A	31			31			
A-B	110			110			
A-C	34			34			

2022 Survey, 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	B5098 / Vicarage Hill Priority Junction;	T-Junction	Two-way		4.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2022 Survey	PM	ONE HOUR	00:00	01:30	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		✓	78	100.000
B		✓	156	100.000
C		✓	69	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	56	22
	B	105	0	51
	C	36	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	7
	B	10	0	7
	C	7	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	6.45	0.1	A
B-A	0.20	8.73	0.3	A
C-AB	0.06	6.59	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	669	0.057	38	0.1	6.099	A
B-A	79	579	0.137	78	0.2	7.899	A
C-AB	26	620	0.042	26	0.0	6.476	A
C-A	26			26			
A-B	42			42			
A-C	17			17			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	663	0.069	46	0.1	6.245	A
B-A	94	575	0.164	94	0.2	8.236	A
C-AB	31	621	0.050	31	0.1	6.526	A
C-A	31			31			
A-B	50			50			
A-C	20			20			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	653	0.086	56	0.1	6.452	A
B-A	116	569	0.203	115	0.3	8.724	A
C-AB	39	623	0.062	39	0.1	6.593	A
C-A	37			37			
A-B	62			62			
A-C	24			24			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	653	0.086	56	0.1	6.453	A
B-A	116	569	0.203	116	0.3	8.733	A
C-AB	39	623	0.062	39	0.1	6.593	A
C-A	37			37			
A-B	62			62			
A-C	24			24			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	662	0.069	46	0.1	6.249	A
B-A	94	575	0.164	95	0.2	8.251	A
C-AB	31	621	0.050	31	0.1	6.527	A
C-A	31			31			
A-B	50			50			
A-C	20			20			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	669	0.057	38	0.1	6.109	A
B-A	79	579	0.137	79	0.2	7.925	A
C-AB	26	620	0.042	26	0.1	6.480	A
C-A	26			26			
A-B	42			42			
A-C	17			17			

S|C|P

APPENDIX B7

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: 6. A5152 Ruabon Road _ A525 Ruthin Road Priority Junction.j9
Path: C:\Users\Junctions shared\Desktop\Abbie\Wrexham July update 2024\Junctions
Report generation date: 01/07/2024 11:41:21

»2028 Base Re-dist, AM
»2028 Base Re-dist, PM
»2028 Assess Re-dist, AM
»2028 Assess Re-dist, PM
»2022 Survey, AM
»2022 Survey, 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 Re-dist									
Stream B-C	D1	1.0	14.01	0.49	B	D2	0.6	10.99	0.37	B
Stream B-A		0.0	14.83	0.02	B		0.1	14.71	0.06	B
Stream C-AB		0.8	9.42	0.35	A		1.4	9.32	0.46	A
	2028 Assess Re-dist									
Stream B-C	D3	2.3	22.60	0.68	C	D4	0.9	12.46	0.45	B
Stream B-A		0.0	20.59	0.02	C		0.1	17.16	0.07	C
Stream C-AB		1.0	10.37	0.41	B		3.0	15.29	0.67	C
	2022 Survey									
Stream B-C	D5	0.5	10.45	0.32	B	D6	0.4	9.58	0.29	A
Stream B-A		0.0	12.53	0.01	B		0.1	12.77	0.05	B
Stream C-AB		0.5	8.13	0.25	A		0.6	7.02	0.28	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	A5152 Ruabon Road / A525 Ruthin Road Priority Junction
Location	A5152 Ruabon Road / A525 Ruthin Road Priority Junction
Site number	
Date	29/11/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\abbie.moore
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	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 Re-dist	AM	ONE HOUR	07:45	09:15	15
D2	2028 Base Re-dist	PM	ONE HOUR	16:15	17:45	15
D3	2028 Assess Re-dist	AM	ONE HOUR	07:45	09:15	15
D4	2028 Assess Re-dist	PM	ONE HOUR	16:15	17:45	15
D5	2022 Survey	AM	ONE HOUR	07:45	09:15	15
D6	2022 Survey	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028 Base Re-dist, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - 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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5152 Ruabon Road / A525 Ruthin Road Priority Junction	T-Junction	Two-way		5.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A5152 Ruabon Road (S)		Major
B	A525 Ruthin Rd		Minor
C	A5152 Ruabon Road (N)		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	7.00			100.0	✓	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	7.90	3.50	3.30	3.30	3.00	✓	1.00	33	17

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	492	0.086	0.216	0.136	0.309
B-C	674	0.099	0.250	-	-
C-B	632	0.234	0.234	-	-

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 Re-dist	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		✓	459	100.000
B		✓	248	100.000
C		✓	318	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	32	427
	B	4	0	244
	C	172	146	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.49	14.01	1.0	B
B-A	0.02	14.83	0.0	B
C-AB	0.35	9.42	0.8	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	184	590	0.311	182	0.5	9.651	A
B-A	3	356	0.008	3	0.0	11.206	B
C-AB	138	641	0.215	136	0.4	7.836	A
C-A	102			102			
A-B	24			24			
A-C	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	219	574	0.382	219	0.7	11.127	B
B-A	4	323	0.011	4	0.0	12.396	B
C-AB	173	644	0.269	173	0.5	8.402	A
C-A	113			113			
A-B	29			29			
A-C	384			384			

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	269	551	0.488	267	1.0	13.881	B
B-A	4	272	0.016	4	0.0	14.781	B
C-AB	228	649	0.351	227	0.7	9.376	A
C-A	122			122			
A-B	35			35			
A-C	470			470			

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	269	551	0.488	269	1.0	14.007	B
B-A	4	271	0.016	4	0.0	14.825	B
C-AB	228	650	0.351	228	0.8	9.418	A
C-A	122			122			
A-B	35			35			
A-C	470			470			

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	219	574	0.382	221	0.7	11.261	B
B-A	4	322	0.011	4	0.0	12.437	B
C-AB	173	645	0.269	174	0.5	8.454	A
C-A	112			112			
A-B	29			29			
A-C	384			384			

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	184	590	0.311	184	0.5	9.782	A
B-A	3	355	0.008	3	0.0	11.243	B
C-AB	138	641	0.215	139	0.4	7.899	A
C-A	101			101			
A-B	24			24			
A-C	321			321			

2028 Base Re-dist, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - 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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5152 Ruabon Road / A525 Ruthin Road Priority Junction	T-Junction	Two-way		4.93	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 Re-dist	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	339	100.000
B		✓	210	100.000
C		✓	504	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	18	321
	B	15	0	195
	C	322	182	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.37	10.99	0.6	B
B-A	0.06	14.71	0.1	B
C-AB	0.46	9.32	1.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	147	607	0.242	145	0.3	8.547	A
B-A	11	357	0.032	11	0.0	11.431	B
C-AB	204	737	0.277	202	0.6	7.380	A
C-A	175			175			
A-B	14			14			
A-C	242			242			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	175	594	0.295	175	0.5	9.440	A
B-A	13	328	0.041	13	0.0	12.582	B
C-AB	265	760	0.349	264	0.8	7.995	A
C-A	188			188			
A-B	16			16			
A-C	289			289			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	215	575	0.373	214	0.6	10.947	B
B-A	17	286	0.058	16	0.1	14.667	B
C-AB	365	793	0.460	363	1.3	9.232	A
C-A	190			190			
A-B	20			20			
A-C	353			353			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	215	575	0.373	215	0.6	10.991	B
B-A	17	286	0.058	17	0.1	14.707	B
C-AB	366	793	0.461	365	1.4	9.320	A
C-A	189			189			
A-B	20			20			
A-C	353			353			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	175	594	0.295	176	0.5	9.494	A
B-A	13	327	0.041	14	0.0	12.625	B
C-AB	266	762	0.350	268	0.8	8.092	A
C-A	187			187			
A-B	16			16			
A-C	289			289			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	147	607	0.242	147	0.4	8.618	A
B-A	11	356	0.032	11	0.0	11.476	B
C-AB	205	738	0.278	206	0.6	7.472	A
C-A	174			174			
A-B	14			14			
A-C	242			242			

2028 Assess Re-dist, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - 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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5152 Ruabon Road / A525 Ruthin Road Priority Junction	T-Junction	Two-way		8.82	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 Assess Re-dist	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		✓	464	100.000
B		✓	345	100.000
C		✓	343	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	32	432
	B	4	0	341
	C	173	170	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.68	22.60	2.3	C
B-A	0.02	20.59	0.0	C
C-AB	0.41	10.37	1.0	B
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	257	589	0.436	253	0.8	11.683	B
B-A	3	330	0.009	3	0.0	12.102	B
C-AB	161	641	0.251	159	0.4	8.203	A
C-A	98			98			
A-B	24			24			
A-C	325			325			

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	307	573	0.535	305	1.2	14.704	B
B-A	4	281	0.013	4	0.0	14.280	B
C-AB	202	644	0.314	201	0.6	8.950	A
C-A	106			106			
A-B	29			29			
A-C	388			388			

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	375	550	0.683	372	2.2	21.750	C
B-A	4	200	0.022	4	0.0	20.234	C
C-AB	266	649	0.410	264	0.9	10.287	B
C-A	112			112			
A-B	35			35			
A-C	476			476			

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	375	550	0.683	375	2.3	22.602	C
B-A	4	197	0.022	4	0.0	20.590	C
C-AB	266	649	0.410	266	1.0	10.372	B
C-A	111			111			
A-B	35			35			
A-C	476			476			

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	307	573	0.535	310	1.3	15.326	C
B-A	4	277	0.013	4	0.0	14.467	B
C-AB	202	644	0.314	204	0.6	9.033	A
C-A	106			106			
A-B	29			29			
A-C	388			388			

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	257	589	0.436	258	0.9	12.042	B
B-A	3	328	0.009	3	0.0	12.202	B
C-AB	161	641	0.251	162	0.5	8.288	A
C-A	97			97			
A-B	24			24			
A-C	325			325			

2028 Assess Re-dist, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - 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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5152 Ruabon Road / A525 Ruthin Road Priority Junction	T-Junction	Two-way		8.42	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 Assess Re-dist	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	341	100.000
B		✓	247	100.000
C		✓	589	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	18	323
	B	15	0	232
	C	326	263	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.45	12.46	0.9	B
B-A	0.07	17.16	0.1	C
C-AB	0.67	15.29	3.0	C
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	175	607	0.288	173	0.4	9.094	A
B-A	11	335	0.034	11	0.0	12.234	B
C-AB	296	739	0.401	293	0.9	8.828	A
C-A	147			147			
A-B	14			14			
A-C	243			243			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	209	593	0.352	208	0.6	10.271	B
B-A	13	299	0.045	13	0.1	13.853	B
C-AB	386	763	0.506	384	1.5	10.468	B
C-A	144			144			
A-B	16			16			
A-C	290			290			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	255	573	0.446	254	0.9	12.374	B
B-A	17	249	0.066	16	0.1	17.037	C
C-AB	532	796	0.668	526	2.9	14.676	B
C-A	117			117			
A-B	20			20			
A-C	356			356			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	255	573	0.446	255	0.9	12.462	B
B-A	17	247	0.067	17	0.1	17.158	C
C-AB	534	798	0.670	534	3.0	15.292	C
C-A	114			114			
A-B	20			20			
A-C	356			356			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	209	593	0.352	210	0.6	10.364	B
B-A	13	297	0.045	14	0.1	13.966	B
C-AB	389	766	0.508	395	1.6	10.920	B
C-A	141			141			
A-B	16			16			
A-C	290			290			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	175	607	0.288	175	0.5	9.195	A
B-A	11	333	0.034	11	0.0	12.317	B
C-AB	298	741	0.403	301	1.0	9.085	A
C-A	145			145			
A-B	14			14			
A-C	243			243			

2022 Survey, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - 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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5152 Ruabon Road / A525 Ruthin Road Priority Junction	T-Junction	Two-way		3.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2022 Survey	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		✓	431	100.000
B		✓	167	100.000
C		✓	267	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	30	401
	B	4	0	163
	C	162	105	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.32	10.45	0.5	B
B-A	0.01	12.53	0.0	B
C-AB	0.25	8.13	0.5	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	123	595	0.206	122	0.3	8.335	A
B-A	3	380	0.008	3	0.0	10.516	B
C-AB	98	640	0.153	97	0.2	7.278	A
C-A	103			103			
A-B	23			23			
A-C	302			302			

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	147	580	0.253	146	0.4	9.124	A
B-A	4	355	0.010	4	0.0	11.253	B
C-AB	122	643	0.190	122	0.3	7.601	A
C-A	118			118			
A-B	27			27			
A-C	360			360			

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	179	559	0.321	179	0.5	10.430	B
B-A	4	321	0.014	4	0.0	12.517	B
C-AB	160	648	0.247	159	0.5	8.113	A
C-A	134			134			
A-B	33			33			
A-C	442			442			

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	179	559	0.321	179	0.5	10.445	B
B-A	4	321	0.014	4	0.0	12.526	B
C-AB	160	648	0.247	160	0.5	8.132	A
C-A	134			134			
A-B	33			33			
A-C	442			442			

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	147	580	0.253	147	0.4	9.164	A
B-A	4	355	0.010	4	0.0	11.265	B
C-AB	122	643	0.190	123	0.3	7.624	A
C-A	118			118			
A-B	27			27			
A-C	360			360			

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	123	595	0.206	123	0.3	8.393	A
B-A	3	379	0.008	3	0.0	10.530	B
C-AB	98	640	0.153	98	0.2	7.315	A
C-A	103			103			
A-B	23			23			
A-C	302			302			

2022 Survey, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - 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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A5152 Ruabon Road / A525 Ruthin Road Priority Junction	T-Junction	Two-way		3.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2022 Survey	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	319	100.000
B		✓	167	100.000
C		✓	414	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	17	302
	B	14	0	153
	C	302	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.29	9.58	0.4	A
B-A	0.05	12.77	0.1	B
C-AB	0.28	7.02	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	115	612	0.188	114	0.3	7.945	A
B-A	11	382	0.028	10	0.0	10.666	B
C-AB	122	730	0.168	121	0.3	6.496	A
C-A	189			189			
A-B	13			13			
A-C	227			227			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	138	599	0.230	137	0.3	8.567	A
B-A	13	358	0.035	13	0.0	11.446	B
C-AB	158	751	0.211	158	0.4	6.679	A
C-A	214			214			
A-B	15			15			
A-C	271			271			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	168	582	0.290	168	0.4	9.561	A
B-A	15	326	0.047	15	0.1	12.756	B
C-AB	216	781	0.276	215	0.6	7.003	A
C-A	240			240			
A-B	19			19			
A-C	333			333			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	168	582	0.290	168	0.4	9.580	A
B-A	15	326	0.047	15	0.1	12.767	B
C-AB	216	781	0.276	216	0.6	7.023	A
C-A	240			240			
A-B	19			19			
A-C	333			333			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	138	599	0.230	138	0.3	8.596	A
B-A	13	358	0.035	13	0.0	11.466	B
C-AB	159	752	0.211	159	0.4	6.704	A
C-A	214			214			
A-B	15			15			
A-C	271			271			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	115	612	0.188	115	0.3	7.987	A
B-A	11	381	0.028	11	0.0	10.691	B
C-AB	123	731	0.168	123	0.3	6.532	A
C-A	189			189			
A-B	13			13			
A-C	227			227			

S|C|P

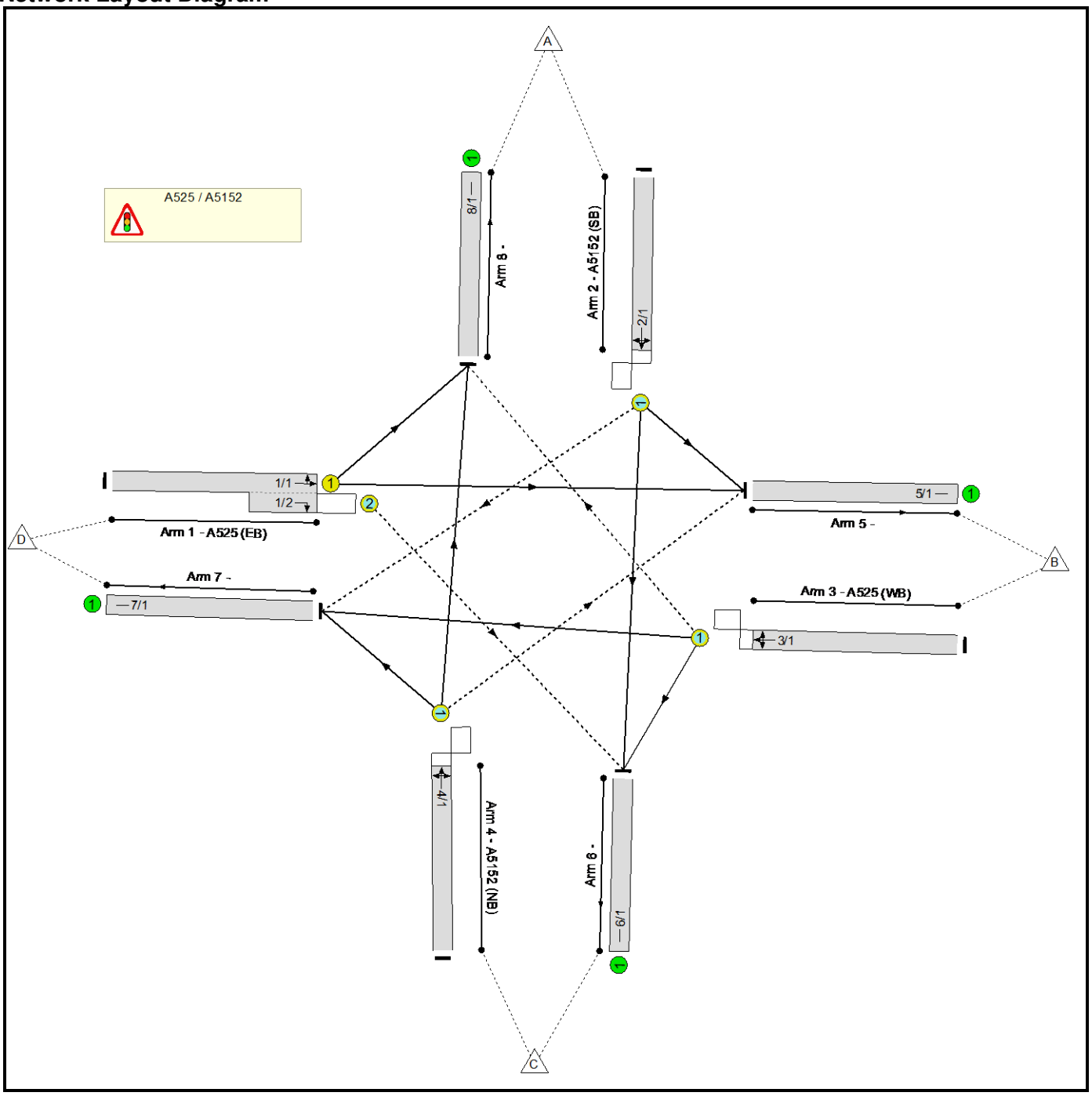
APPENDIX B8

Full Input Data And Results

User and Project Details

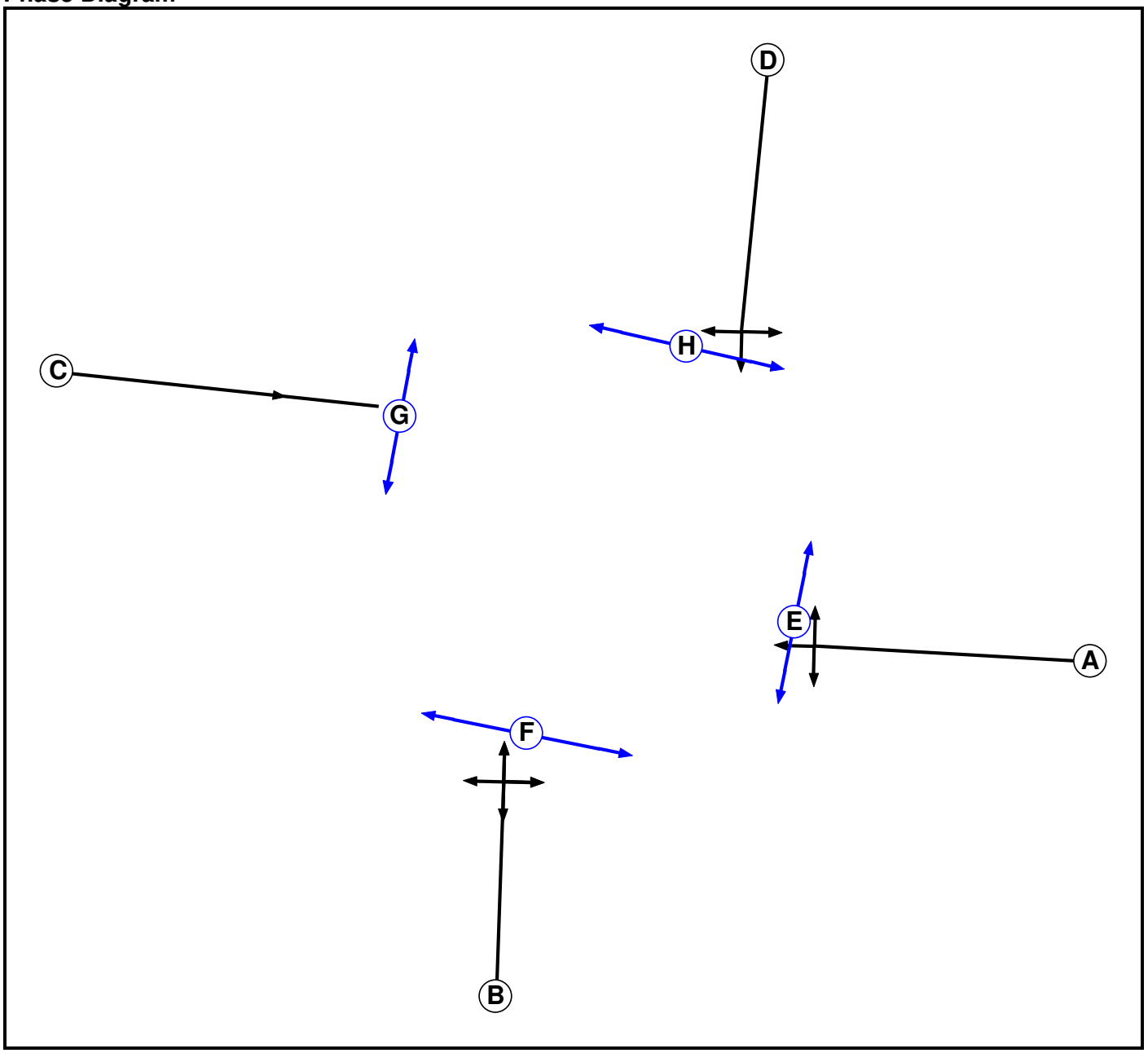
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Title:	
Location:	
Additional detail:	
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Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

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

Full Input Data And Results

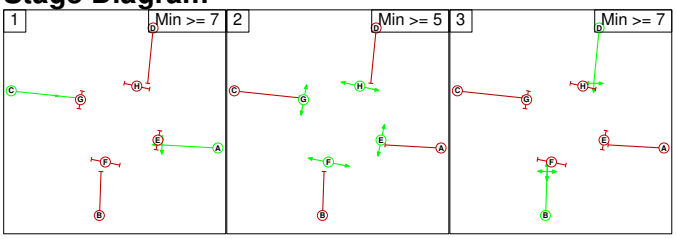
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		6	-	5	9	9	9	9
B	6		6	-	9	9	9	9
C	-	6		6	9	9	9	9
D	6	-	6		9	9	9	9
E	5	5	5	5		-	-	-
F	5	5	5	5	-		-	-
G	5	5	5	5	-	-		-
H	5	5	5	5	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage \ To Stage	1	2	3
1		9	6
2	5		5
3	6	9	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A525 / A5152											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (A525 (EB))	6/1 (Right)	1439	0	3/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	3.00	-	0.50	3	2.00
2/1 (A5152 (SB))	7/1 (Right)	1439	0	4/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	3.00	2.00	0.50	3	2.00
3/1 (A525 (WB))	8/1 (Right)	1439	0	1/1	1.09	All	3.00	2.00	0.50	3	2.00
4/1 (A5152 (NB))	5/1 (Right)	1439	0	2/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	3.00	2.00	0.50	3	2.00

Full Input Data And Results

Lane Input Data

Junction: A525 / A5152												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A525 (EB))	U	B	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	15.00
1/2 (A525 (EB))	O	B	2	3	5.2	Geom	-	3.30	0.00	Y	Arm 6 Right	15.00
											Arm 5 Left	19.00
2/1 (A5152 (SB))	O	D	2	3	60.0	Geom	-	3.70	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Right	21.00
											Arm 6 Left	18.00
3/1 (A525 (WB))	O	A	2	3	60.0	Geom	-	4.20	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	18.00
4/1 (A5152 (NB))	O	B	2	3	60.0	Geom	-	3.80	0.00	Y	Arm 5 Right	15.00
											Arm 7 Left	17.00
											Arm 8 Ahead	Inf
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 Survey AM'	08:00	09:00	01:00	
2: '2022 Survey PM'	16:30	17:30	01:00	
3: '2028 Base AM'	08:00	09:00	01:00	
4: '2028 Base PM'	16:30	17:30	01:00	
5: '2028 Assess AM'	08:00	09:00	01:00	
6: '2028 Assess PM'	16:30	17:30	01:00	

Scenario 1: '2022 Survey AM' (FG1: '2022 Survey AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	18	327	95	440
	B	17	0	5	102	124
	C	283	7	0	120	410
	D	179	147	165	0	491
	Tot.	479	172	497	317	1465

Traffic Lane Flows

Lane	Scenario 1: 2022 Survey AM
Junction: A525 / A5152	
1/1 (with short)	491(In) 326(Out)
1/2 (short)	165
2/1	440
3/1	124
4/1	410
5/1	172
6/1	497
7/1	317
8/1	479

Full Input Data And Results

Lane Saturation Flows

Junction: A525 / A5152								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A525 (EB))	3.30	0.00	Y	Arm 5 Ahead	Inf	45.1 %	1844	1844
				Arm 8 Left	15.00	54.9 %		
1/2 (A525 (EB))	3.30	0.00	Y	Arm 6 Right	15.00	100.0 %	1768	1768
2/1 (A5152 (SB))	3.70	0.00	Y	Arm 5 Left	19.00	4.1 %	1949	1949
				Arm 6 Ahead	Inf	74.3 %		
				Arm 7 Right	21.00	21.6 %		
3/1 (A525 (WB))	4.20	0.00	Y	Arm 6 Left	18.00	4.0 %	2005	2005
				Arm 7 Ahead	Inf	82.3 %		
				Arm 8 Right	18.00	13.7 %		
4/1 (A5152 (NB))	3.80	0.00	Y	Arm 5 Right	15.00	1.7 %	1942	1942
				Arm 7 Left	17.00	29.3 %		
				Arm 8 Ahead	Inf	69.0 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2022 Survey PM' (FG2: '2022 Survey PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	13	357	173	543
	B	14	0	6	114	134
	C	237	3	0	139	379
	D	144	148	164	0	456
	Tot.	395	164	527	426	1512

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2022 Survey PM
Junction: A525 / A5152	
1/1 (with short)	456(In) 292(Out)
1/2 (short)	164
2/1	543
3/1	134
4/1	379
5/1	164
6/1	527
7/1	426
8/1	395

Lane Saturation Flows

Junction: A525 / A5152								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A525 (EB))	3.30	0.00	Y	Arm 5 Ahead	Inf	50.7 %	1854	1854
				Arm 8 Left	15.00	49.3 %		
1/2 (A525 (EB))	3.30	0.00	Y	Arm 6 Right	15.00	100.0 %	1768	1768
2/1 (A5152 (SB))	3.70	0.00	Y	Arm 5 Left	19.00	2.4 %	1937	1937
				Arm 6 Ahead	Inf	65.7 %		
				Arm 7 Right	21.00	31.9 %		
3/1 (A525 (WB))	4.20	0.00	Y	Arm 6 Left	18.00	4.5 %	2010	2010
				Arm 7 Ahead	Inf	85.1 %		
				Arm 8 Right	18.00	10.4 %		
4/1 (A5152 (NB))	3.80	0.00	Y	Arm 5 Right	15.00	0.8 %	1931	1931
				Arm 7 Left	17.00	36.7 %		
				Arm 8 Ahead	Inf	62.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2028 Base AM' (FG3: '2028 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	19	347	101	467
	B	18	0	5	143	166
	C	301	7	0	128	436
	D	191	227	175	0	593
	Tot.	510	253	527	372	1662

Traffic Lane Flows

Lane	Scenario 3: 2028 Base AM
Junction: A525 / A5152	
1/1 (with short)	593(In) 418(Out)
1/2 (short)	175
2/1	467
3/1	166
4/1	436
5/1	253
6/1	527
7/1	372
8/1	510

Full Input Data And Results

Lane Saturation Flows

Junction: A525 / A5152								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A525 (EB))	3.30	0.00	Y	Arm 5 Ahead	Inf	54.3 %	1860	1860
				Arm 8 Left	15.00	45.7 %		
1/2 (A525 (EB))	3.30	0.00	Y	Arm 6 Right	15.00	100.0 %	1768	1768
2/1 (A5152 (SB))	3.70	0.00	Y	Arm 5 Left	19.00	4.1 %	1949	1949
				Arm 6 Ahead	Inf	74.3 %		
				Arm 7 Right	21.00	21.6 %		
3/1 (A525 (WB))	4.20	0.00	Y	Arm 6 Left	18.00	3.0 %	2012	2012
				Arm 7 Ahead	Inf	86.1 %		
				Arm 8 Right	18.00	10.8 %		
4/1 (A5152 (NB))	3.80	0.00	Y	Arm 5 Right	15.00	1.6 %	1942	1942
				Arm 7 Left	17.00	29.4 %		
				Arm 8 Ahead	Inf	69.0 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2028 Base PM' (FG4: '2028 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	14	380	184	578
	B	15	0	6	183	204
	C	252	3	0	148	403
	D	154	190	174	0	518
	Tot.	421	207	560	515	1703

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2028 Base PM
Junction: A525 / A5152	
1/1 (with short)	518(In) 344(Out)
1/2 (short)	174
2/1	578
3/1	204
4/1	403
5/1	207
6/1	560
7/1	515
8/1	421

Lane Saturation Flows

Junction: A525 / A5152								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A525 (EB))	3.30	0.00	Y	Arm 5 Ahead	Inf	55.2 %	1862	1862
				Arm 8 Left	15.00	44.8 %		
1/2 (A525 (EB))	3.30	0.00	Y	Arm 6 Right	15.00	100.0 %	1768	1768
2/1 (A5152 (SB))	3.70	0.00	Y	Arm 5 Left	19.00	2.4 %	1937	1937
				Arm 6 Ahead	Inf	65.7 %		
				Arm 7 Right	21.00	31.8 %		
3/1 (A525 (WB))	4.20	0.00	Y	Arm 6 Left	18.00	2.9 %	2018	2018
				Arm 7 Ahead	Inf	89.7 %		
				Arm 8 Right	18.00	7.4 %		
4/1 (A5152 (NB))	3.80	0.00	Y	Arm 5 Right	15.00	0.7 %	1931	1931
				Arm 7 Left	17.00	36.7 %		
				Arm 8 Ahead	Inf	62.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2028 Assess AM' (FG5: '2028 Assess AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	19	347	103	469
	B	18	0	5	167	190
	C	301	7	0	128	436
	D	201	324	175	0	700
	Tot.	520	350	527	398	1795

Traffic Lane Flows

Lane	Scenario 5: 2028 Assess AM
Junction: A525 / A5152	
1/1 (with short)	700(In) 525(Out)
1/2 (short)	175
2/1	469
3/1	190
4/1	436
5/1	350
6/1	527
7/1	398
8/1	520

Full Input Data And Results

Lane Saturation Flows

Junction: A525 / A5152								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A525 (EB))	3.30	0.00	Y	Arm 5 Ahead	Inf	61.7 %	1873	1873
				Arm 8 Left	15.00	38.3 %		
1/2 (A525 (EB))	3.30	0.00	Y	Arm 6 Right	15.00	100.0 %	1768	1768
2/1 (A5152 (SB))	3.70	0.00	Y	Arm 5 Left	19.00	4.1 %	1948	1948
				Arm 6 Ahead	Inf	74.0 %		
				Arm 7 Right	21.00	22.0 %		
3/1 (A525 (WB))	4.20	0.00	Y	Arm 6 Left	18.00	2.6 %	2015	2015
				Arm 7 Ahead	Inf	87.9 %		
				Arm 8 Right	18.00	9.5 %		
4/1 (A5152 (NB))	3.80	0.00	Y	Arm 5 Right	15.00	1.6 %	1942	1942
				Arm 7 Left	17.00	29.4 %		
				Arm 8 Ahead	Inf	69.0 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2028 Assess PM' (FG6: '2028 Assess PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	14	380	193	587
	B	15	0	6	264	285
	C	252	3	0	148	403
	D	158	226	174	0	558
	Tot.	425	243	560	605	1833

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2028 Assess PM
Junction: A525 / A5152	
1/1 (with short)	558(In) 384(Out)
1/2 (short)	174
2/1	587
3/1	285
4/1	403
5/1	243
6/1	560
7/1	605
8/1	425

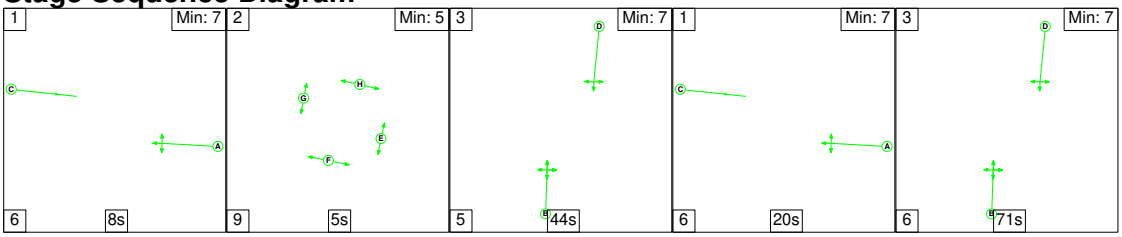
Lane Saturation Flows

Junction: A525 / A5152								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A525 (EB))	3.30	0.00	Y	Arm 5 Ahead	Inf	58.9 %	1868	1868
				Arm 8 Left	15.00	41.1 %		
1/2 (A525 (EB))	3.30	0.00	Y	Arm 6 Right	15.00	100.0 %	1768	1768
2/1 (A5152 (SB))	3.70	0.00	Y	Arm 5 Left	19.00	2.4 %	1936	1936
				Arm 6 Ahead	Inf	64.7 %		
				Arm 7 Right	21.00	32.9 %		
3/1 (A525 (WB))	4.20	0.00	Y	Arm 6 Left	18.00	2.1 %	2023	2023
				Arm 7 Ahead	Inf	92.6 %		
				Arm 8 Right	18.00	5.3 %		
4/1 (A5152 (NB))	3.80	0.00	Y	Arm 5 Right	15.00	0.7 %	1931	1931
				Arm 7 Left	17.00	36.7 %		
				Arm 8 Ahead	Inf	62.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2022 Survey AM' (FG1: '2022 Survey AM', Plan 1: 'Network Control Plan 1')

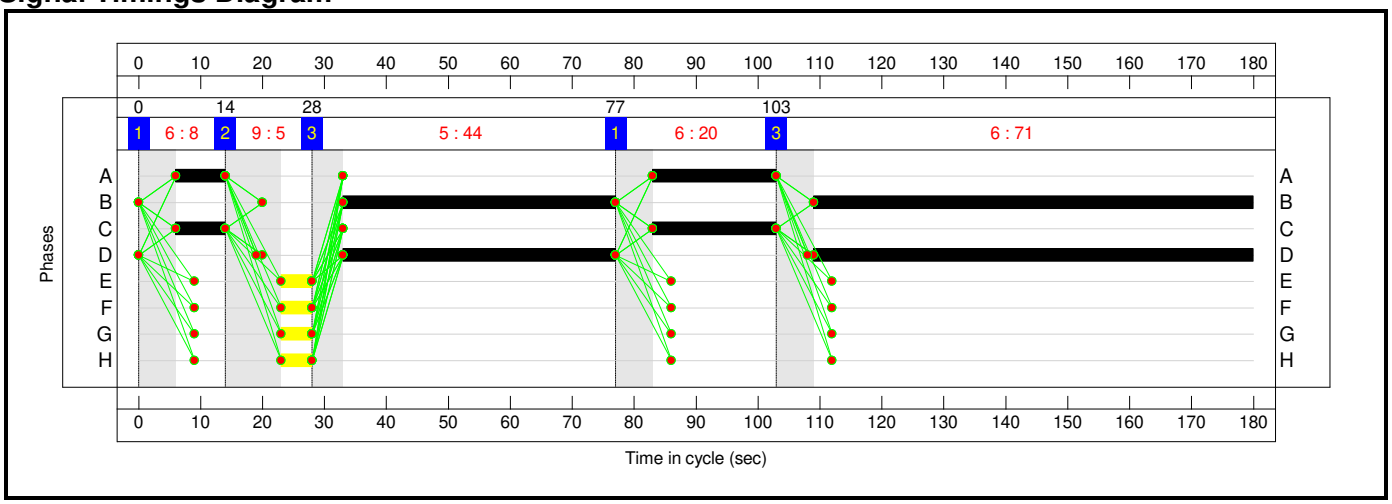
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	3
Duration	8	5	44	20	71
Change Point	0	14	28	77	103

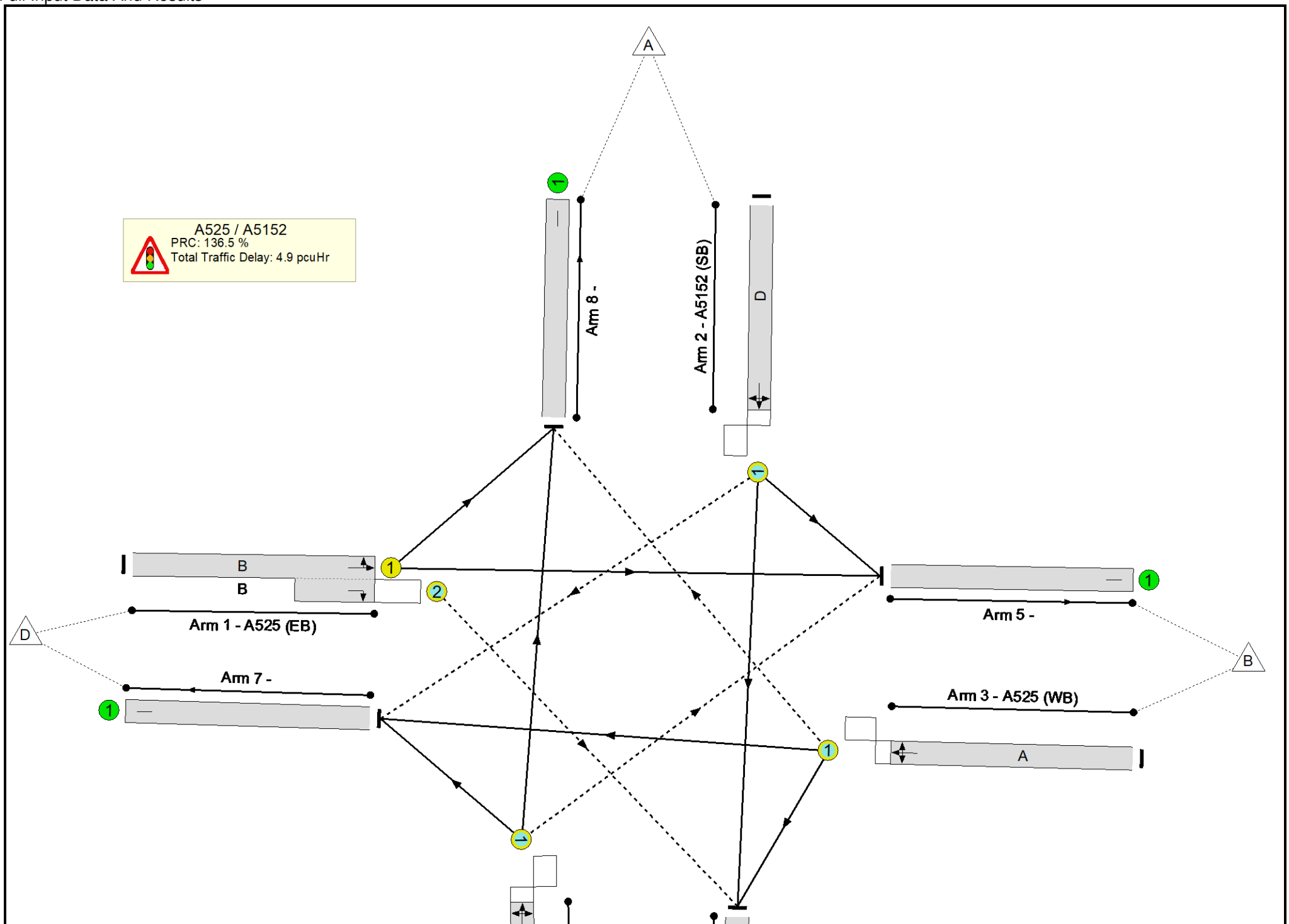
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**38.1%**
A525 / A5152	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**38.1%**
1/1+1/2	A525 (EB) Ahead Right Left	U+O	N/A	N/A	B		2	115	-	491	1844:1768	856+434	38.1 : 38.1%
2/1	A5152 (SB) Left Ahead Right	O	N/A	N/A	D		2	115	-	440	1949	1251	35.2%
3/1	A525 (WB) Left Ahead Right	O	N/A	N/A	A		2	28	-	124	2005	334	37.1%
4/1	A5152 (NB) Right Left Ahead	O	N/A	N/A	B		2	115	-	410	1942	1262	32.5%
5/1		U	N/A	N/A	-		-	-	-	172	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	317	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%

Full Input Data And Results

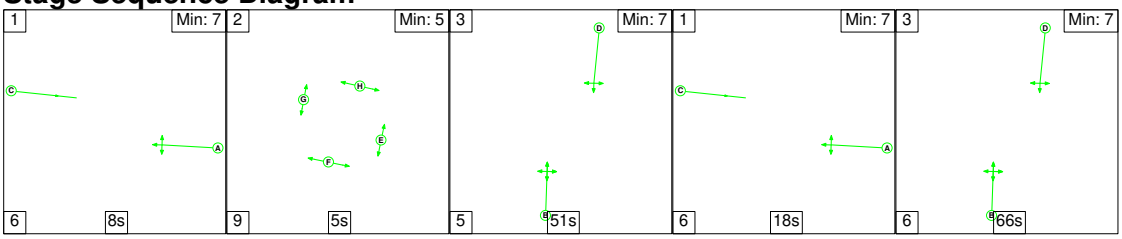
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**101**	**176**	**7**	**3.7**	**1.1**	**0.1**	**4.9**	**-**	**-**	**-**	**-**
A525 / A5152	**-**	**-**	**101**	**176**	**7**	**3.7**	**1.1**	**0.1**	**4.9**	**-**	**-**	**-**	**-**
1/1+1/2	491	491	0	159	5	0.9	0.3	0.0	1.2	8.7	3.4	0.3	3.7
2/1	440	440	94	0	1	0.9	0.3	0.1	1.2	9.9	5.0	0.3	5.3
3/1	124	124	0	16	1	1.2	0.3	0.0	1.5	42.2	3.0	0.3	3.3
4/1	410	410	7	0	0	0.8	0.2	0.0	1.0	9.1	4.6	0.2	4.8
5/1	172	172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 136.5 Total Delay for Signalled Lanes (pcuHr): 4.90 Cycle Time (s): 180
PRC Over All Lanes (%): 136.5 Total Delay Over All Lanes(pcuHr): 4.90

Full Input Data And Results

Scenario 2: '2022 Survey PM' (FG2: '2022 Survey PM', Plan 1: 'Network Control Plan 1')

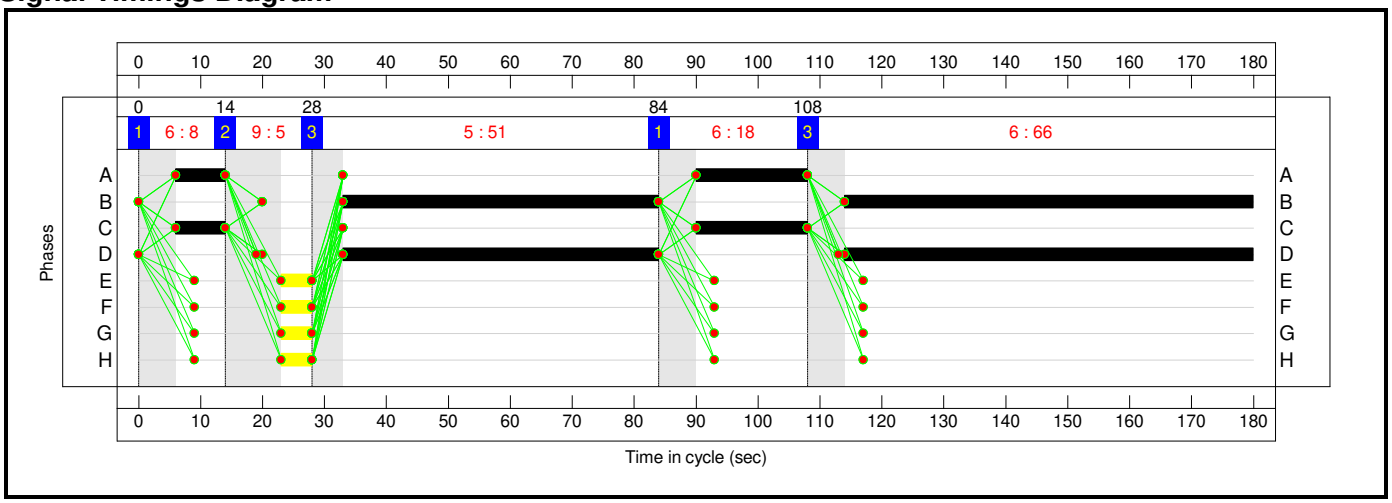
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	3
Duration	8	5	51	18	66
Change Point	0	14	28	84	108

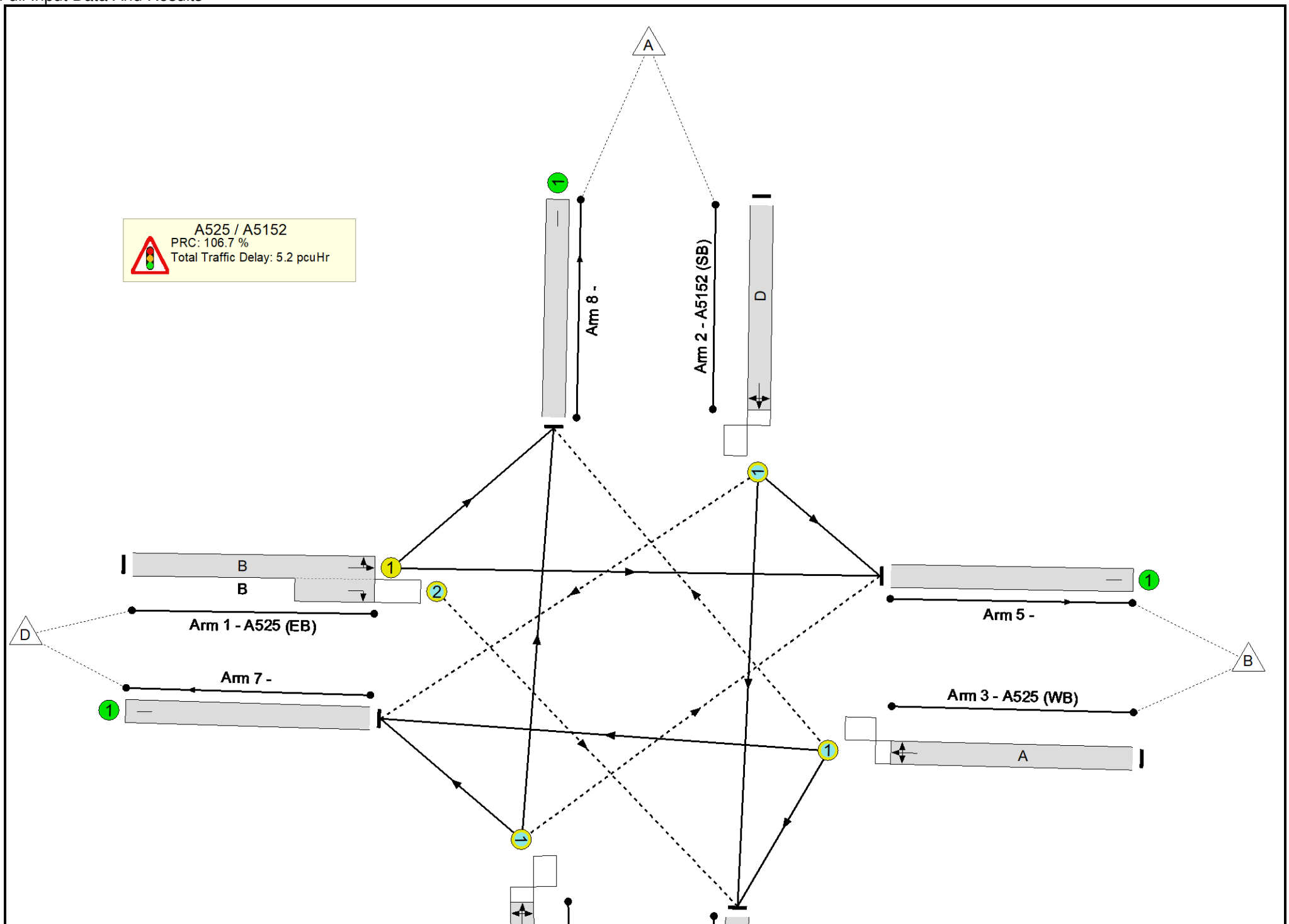
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**43.5%**
A525 / A5152	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**43.5%**
1/1+1/2	A525 (EB) Ahead Right Left	U+O	N/A	N/A	B		2	117	-	456	1854:1768	848+476	34.4 : 34.4%
2/1	A5152 (SB) Left Ahead Right	O	N/A	N/A	D		2	117	-	543	1937	1247	43.5%
3/1	A525 (WB) Left Ahead Right	O	N/A	N/A	A		2	26	-	134	2010	313	42.9%
4/1	A5152 (NB) Right Left Ahead	O	N/A	N/A	B		2	117	-	379	1931	1277	29.7%
5/1		U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%

Full Input Data And Results

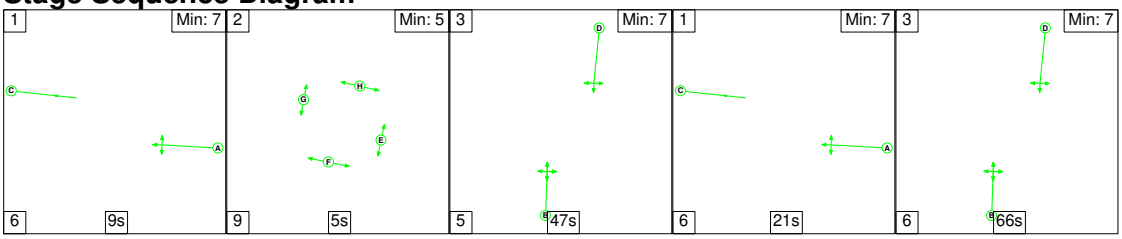
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**174**	**172**	**8**	**3.8**	**1.2**	**0.1**	**5.2**	**-**	**-**	**-**	**-**
A525 / A5152	**-**	**-**	**174**	**172**	**8**	**3.8**	**1.2**	**0.1**	**5.2**	**-**	**-**	**-**	**-**
1/1+1/2	456	456	0	159	5	0.8	0.3	0.0	1.0	8.1	3.0	0.3	3.3
2/1	543	543	171	0	2	1.1	0.4	0.1	1.6	10.6	6.9	0.4	7.3
3/1	134	134	0	14	0	1.3	0.4	0.0	1.7	44.5	3.1	0.4	3.4
4/1	379	379	3	0	0	0.7	0.2	0.0	0.9	8.5	4.1	0.2	4.3
5/1	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 106.7 Total Delay for Signalled Lanes (pcuHr): 5.17 Cycle Time (s): 180
PRC Over All Lanes (%): 106.7 Total Delay Over All Lanes(pcuHr): 5.17

Full Input Data And Results

Scenario 3: '2028 Base AM' (FG3: '2028 Base AM', Plan 1: 'Network Control Plan 1')

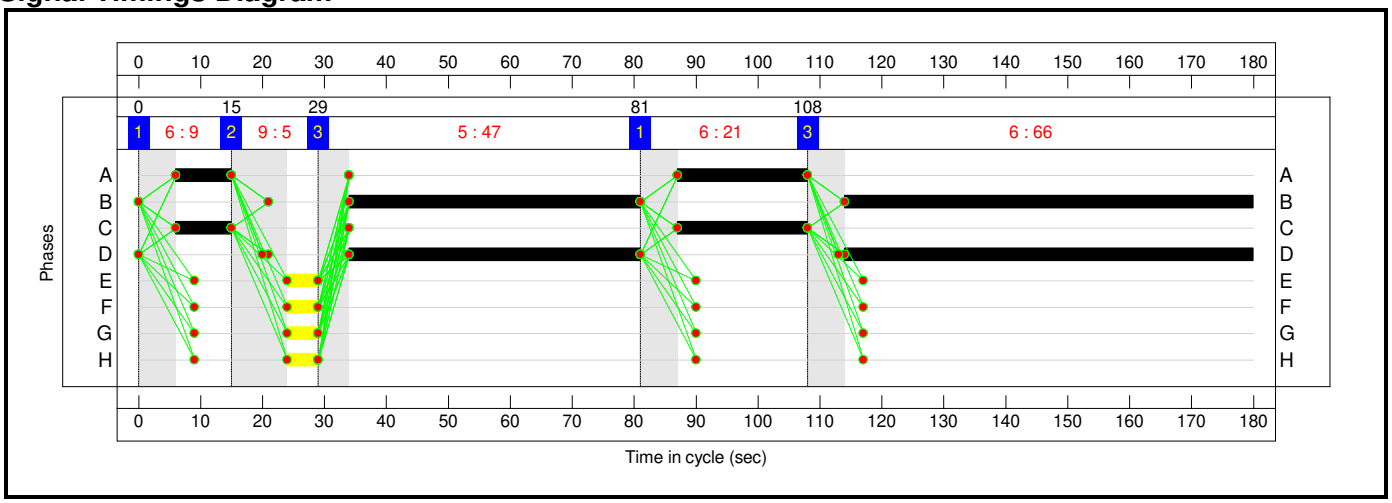
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	3
Duration	9	5	47	21	66
Change Point	0	15	29	81	108

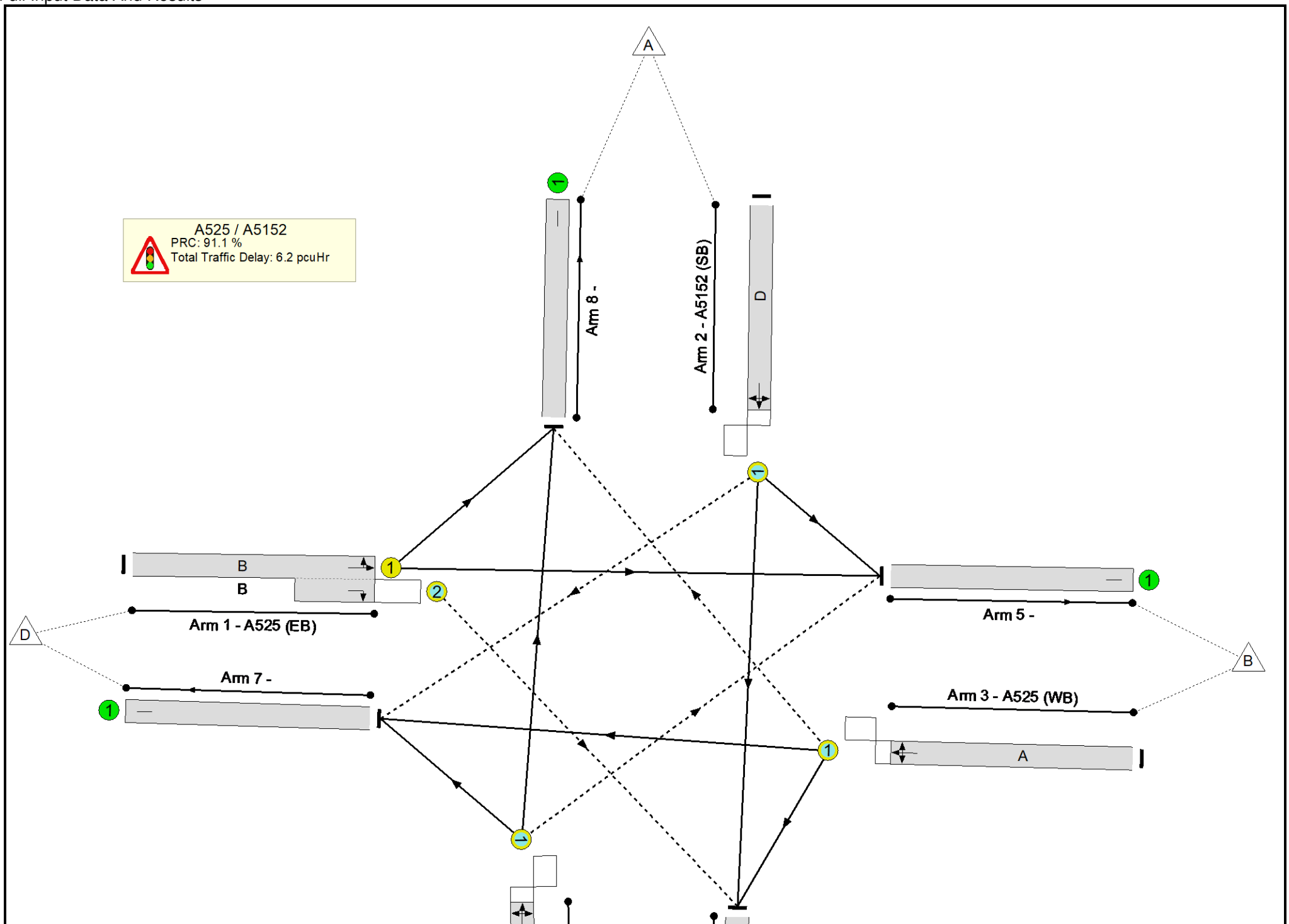
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**47.1%**
A525 / A5152	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**47.1%**
1/1+1/2	A525 (EB) Ahead Right Left	U+O	N/A	N/A	B		2	113	-	593	1860:1768	887+372	47.1 : 47.1%
2/1	A5152 (SB) Left Ahead Right	O	N/A	N/A	D		2	113	-	467	1949	1223	38.2%
3/1	A525 (WB) Left Ahead Right	O	N/A	N/A	A		2	30	-	166	2012	358	46.4%
4/1	A5152 (NB) Right Left Ahead	O	N/A	N/A	B		2	113	-	436	1942	1241	35.1%
5/1		U	N/A	N/A	-		-	-	-	253	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	510	Inf	Inf	0.0%

Full Input Data And Results

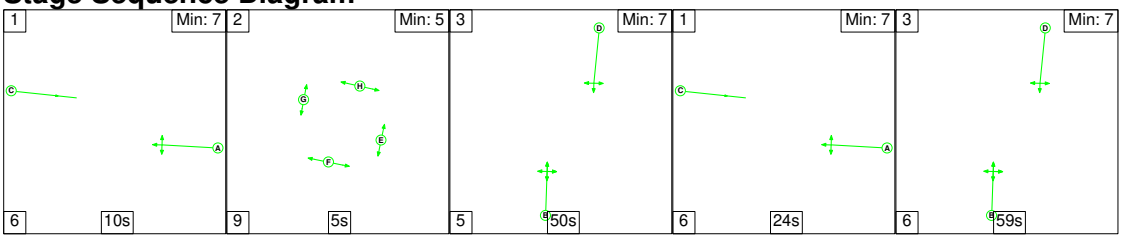
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**107**	**186**	**8**	**4.6**	**1.5**	**0.1**	**6.2**	**-**	**-**	**-**	**-**
A525 / A5152	**-**	**-**	**107**	**186**	**8**	**4.6**	**1.5**	**0.1**	**6.2**	**-**	**-**	**-**	**-**
1/1+1/2	593	593	0	169	6	1.2	0.4	0.0	1.6	10.0	4.9	0.4	5.3
2/1	467	467	100	0	1	1.0	0.3	0.1	1.4	10.8	5.6	0.3	5.9
3/1	166	166	0	17	1	1.5	0.4	0.0	2.0	42.6	3.8	0.4	4.3
4/1	436	436	7	0	0	0.9	0.3	0.0	1.2	9.8	5.1	0.3	5.4
5/1	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 91.1 Total Delay for Signalled Lanes (pcuHr): 6.19 Cycle Time (s): 180
PRC Over All Lanes (%): 91.1 Total Delay Over All Lanes(pcuHr): 6.19

Full Input Data And Results

Scenario 4: '2028 Base PM' (FG4: '2028 Base PM', Plan 1: 'Network Control Plan 1')

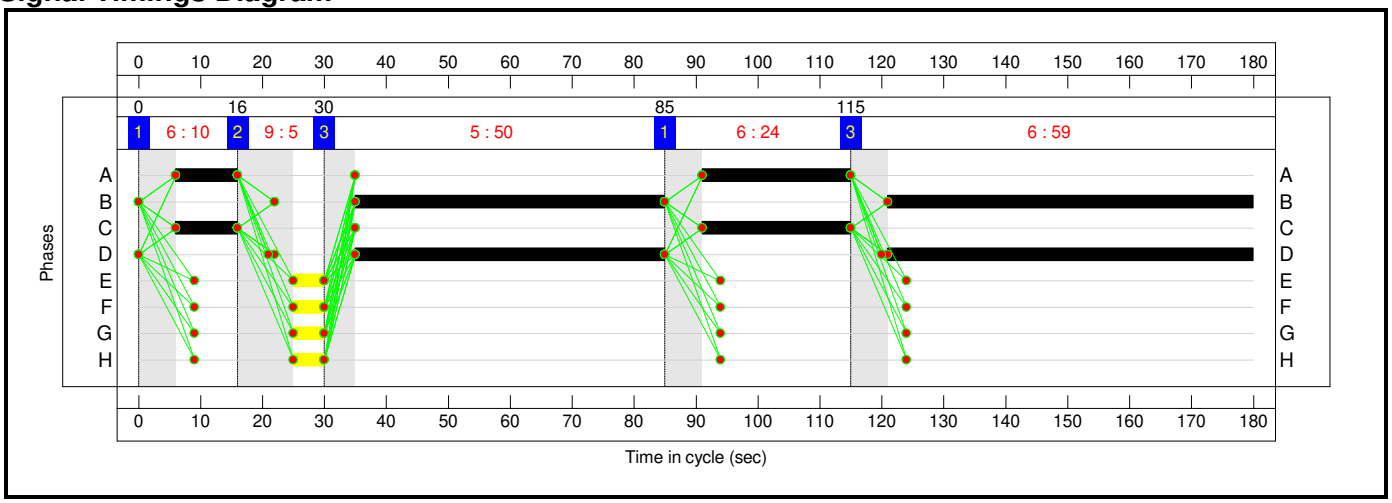
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	3
Duration	10	5	50	24	59
Change Point	0	16	30	85	115

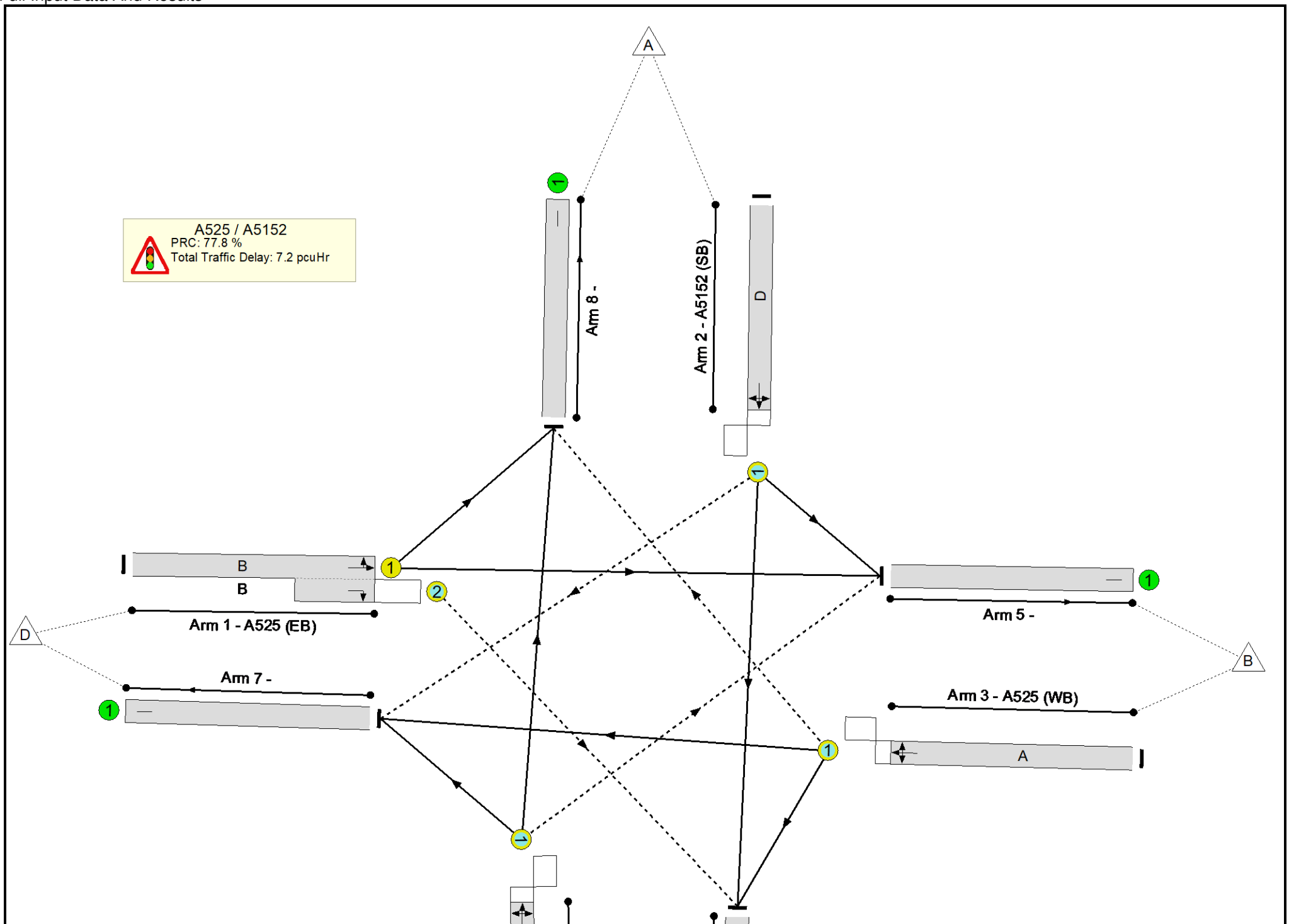
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**50.6%**
A525 / A5152	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**50.6%**
1/1+1/2	A525 (EB) Ahead Right Left	U+O	N/A	N/A	B		2	109	-	518	1862:1768	820+415	41.9 : 41.9%
2/1	A5152 (SB) Left Ahead Right	O	N/A	N/A	D		2	109	-	578	1937	1148	50.4%
3/1	A525 (WB) Left Ahead Right	O	N/A	N/A	A		2	34	-	204	2018	403	50.6%
4/1	A5152 (NB) Right Left Ahead	O	N/A	N/A	B		2	109	-	403	1931	1191	33.8%
5/1		U	N/A	N/A	-		-	-	-	207	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%

Full Input Data And Results

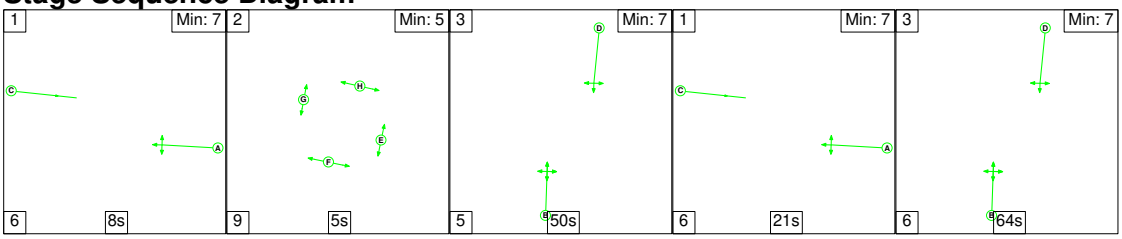
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**185**	**182**	**9**	**5.4**	**1.6**	**0.2**	**7.2**	**-**	**-**	**-**	**-**
A525 / A5152	**-**	**-**	**185**	**182**	**9**	**5.4**	**1.6**	**0.2**	**7.2**	**-**	**-**	**-**	**-**
1/1+1/2	518	518	0	168	6	1.1	0.4	0.0	1.5	10.4	4.0	0.4	4.4
2/1	578	578	182	0	2	1.5	0.5	0.2	2.2	13.9	8.5	0.5	9.0
3/1	204	204	0	14	1	1.8	0.5	0.0	2.3	41.1	4.6	0.5	5.2
4/1	403	403	3	0	0	0.9	0.3	0.0	1.2	10.7	4.9	0.3	5.2
5/1	207	207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 77.8 Total Delay for Signalled Lanes (pcuHr): 7.24 Cycle Time (s): 180
PRC Over All Lanes (%): 77.8 Total Delay Over All Lanes(pcuHr): 7.24

Full Input Data And Results

Scenario 5: '2028 Assess AM' (FG5: '2028 Assess AM', Plan 1: 'Network Control Plan 1')

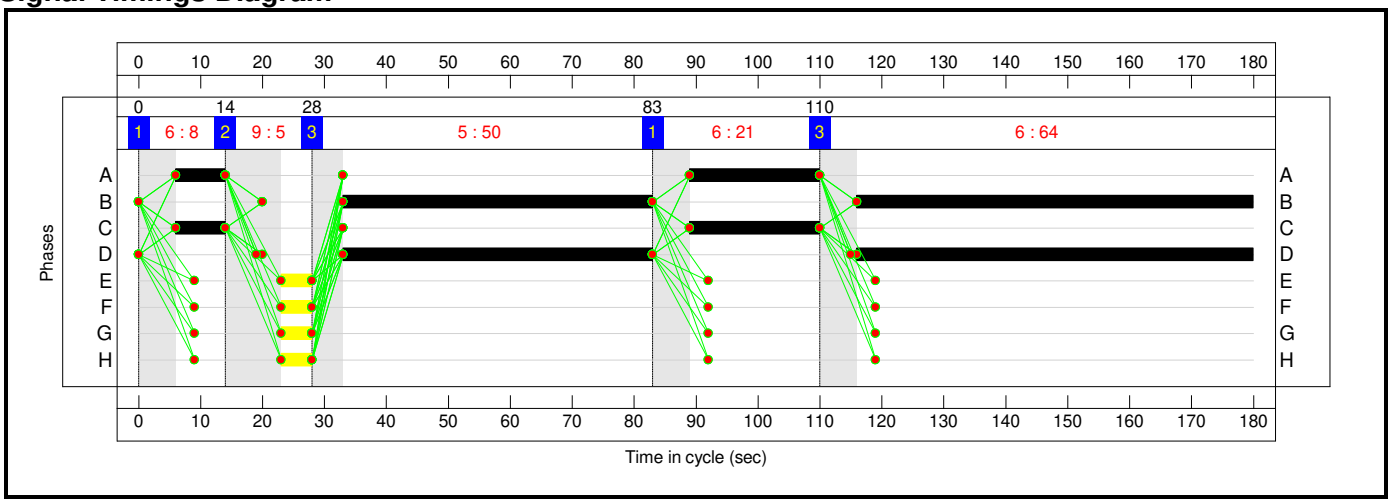
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	3
Duration	8	5	50	21	64
Change Point	0	14	28	83	110

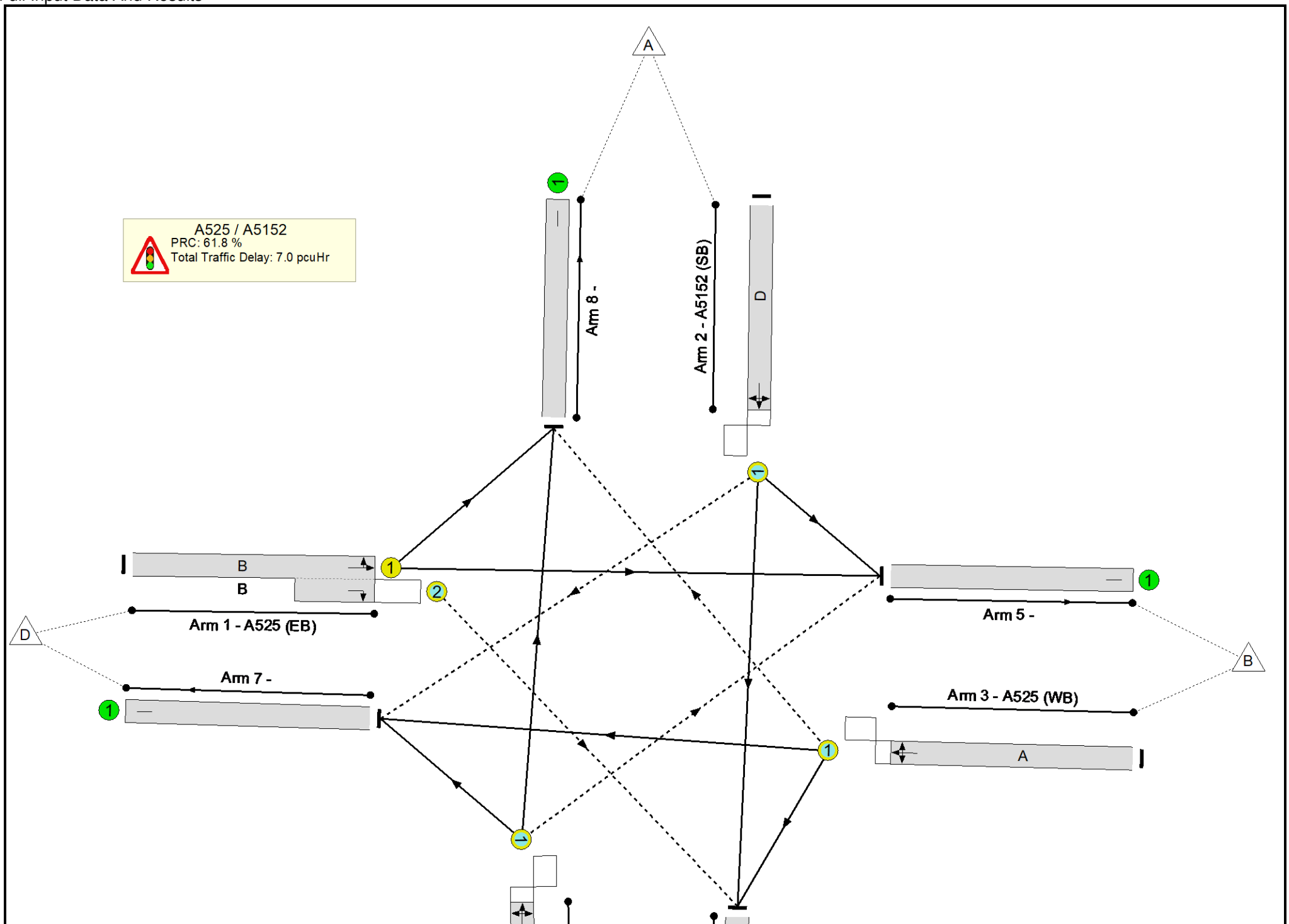
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**55.6%**
A525 / A5152	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**55.6%**
1/1+1/2	A525 (EB) Ahead Right Left	U+O	N/A	N/A	B		2	114	-	700	1873:1768	944+315	55.6 : 55.6%
2/1	A5152 (SB) Left Ahead Right	O	N/A	N/A	D		2	114	-	469	1948	1232	38.1%
3/1	A525 (WB) Left Ahead Right	O	N/A	N/A	A		2	29	-	190	2015	345	55.1%
4/1	A5152 (NB) Right Left Ahead	O	N/A	N/A	B		2	114	-	436	1942	1252	34.8%
5/1		U	N/A	N/A	-		-	-	-	350	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	520	Inf	Inf	0.0%

Full Input Data And Results

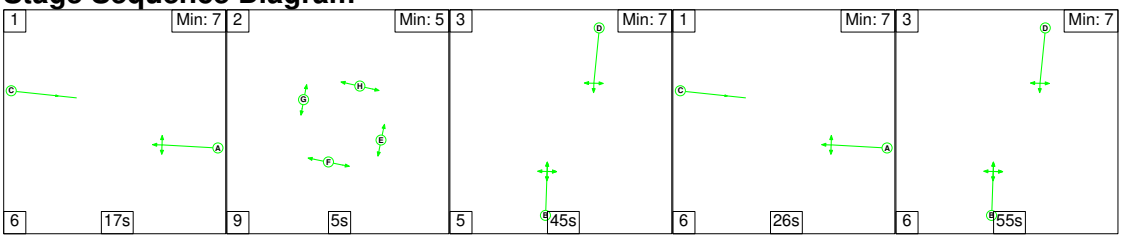
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**109**	**184**	**10**	**5.2**	**1.8**	**0.1**	**7.0**	**-**	**-**	**-**	**-**
A525 / A5152	**-**	**-**	**109**	**184**	**10**	**5.2**	**1.8**	**0.1**	**7.0**	**-**	**-**	**-**	**-**
1/1+1/2	700	700	0	169	6	1.5	0.6	0.0	2.1	10.9	7.2	0.6	7.8
2/1	469	469	102	0	1	1.0	0.3	0.1	1.4	10.5	5.5	0.3	5.8
3/1	190	190	0	15	3	1.8	0.6	0.0	2.4	45.6	4.3	0.6	4.9
4/1	436	436	7	0	0	0.9	0.3	0.0	1.2	9.6	5.0	0.3	5.2
5/1	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 61.8 Total Delay for Signalled Lanes (pcuHr): 7.05 Cycle Time (s): 180
PRC Over All Lanes (%): 61.8 Total Delay Over All Lanes(pcuHr): 7.05

Full Input Data And Results

Scenario 6: '2028 Assess PM' (FG6: '2028 Assess PM', Plan 1: 'Network Control Plan 1')

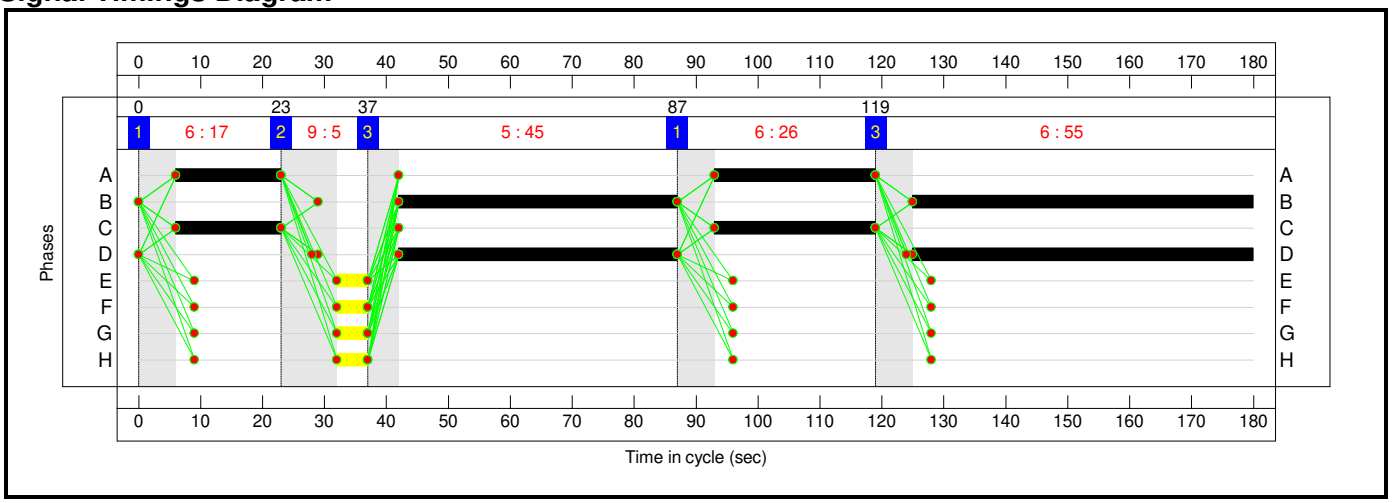
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	3
Duration	17	5	45	26	55
Change Point	0	23	37	87	119

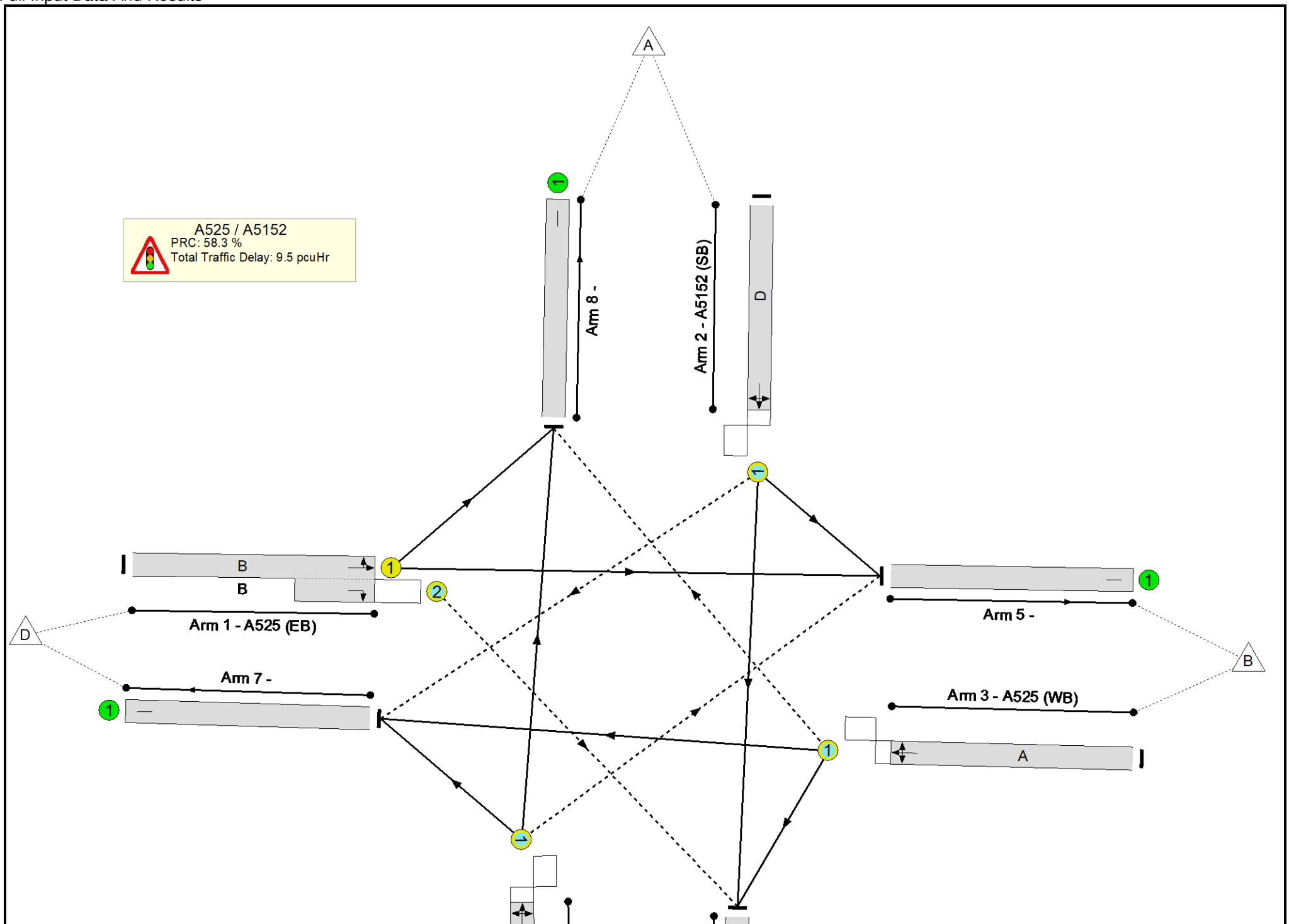
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.9%**
A525 / A5152	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.9%**
1/1+1/2	A525 (EB) Ahead Right Left	U+O	N/A	N/A	B		2	100	-	558	1868:1768	781+354	49.1 : 49.1%
2/1	A5152 (SB) Left Ahead Right	O	N/A	N/A	D		2	100	-	587	1936	1032	56.9%
3/1	A525 (WB) Left Ahead Right	O	N/A	N/A	A		2	43	-	285	2023	506	56.4%
4/1	A5152 (NB) Right Left Ahead	O	N/A	N/A	B		2	100	-	403	1931	1094	36.8%
5/1		U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	425	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**194**	**183**	**8**	**7.2**	**2.1**	**0.2**	**9.5**	**-**	**-**	**-**	**-**
A525 / A5152	**-**	**-**	**194**	**183**	**8**	**7.2**	**2.1**	**0.2**	**9.5**	**-**	**-**	**-**	**-**
1/1+1/2	558	558	0	168	6	1.6	0.5	0.0	2.1	13.4	5.8	0.5	6.3
2/1	587	587	191	0	2	2.1	0.7	0.2	3.0	18.1	10.3	0.7	10.9
3/1	285	285	0	15	1	2.3	0.6	0.0	3.0	37.6	6.3	0.6	7.0
4/1	403	403	3	0	0	1.2	0.3	0.0	1.5	13.3	5.7	0.3	6.0
5/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 58.3 Total Delay for Signalled Lanes (pcuHr): 9.50 Cycle Time (s): 180
PRC Over All Lanes (%): 58.3 Total Delay Over All Lanes(pcuHr): 9.50

S|C|P

APPENDIX B9

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.2.1013
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Filename: 8. Croesnewydd Rd _ Rhyd Broughton Ln _ Hospital Access -2024 UPDATED.j9
Path: C:\Users\Junctions shared\AppData\Local\Temp\2ba7089b-9ef9-4f2f-a707-c2967a6501d0_8. Croesnewydd Rd _ Rhyd Broughton Ln _ Hospital Access -2024 UPDATED.zip.1d0
Report generation date: 01/07/2024 12:00:50

»2028 Base Re-dist, AM
»2028 Base Re-dist, PM
»2028 Assess Re-dist, AM
»2028 Assess Re-dist, PM
»2022 Survey, AM
»2022 Survey, 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 Re-dist									
Arm 1	D1	2.4	6.79	0.69	A	D2	0.4	2.67	0.25	A
Arm 2		0.4	4.14	0.28	A		1.0	5.16	0.47	A
Arm 3		0.0	5.24	0.02	A		0.1	6.31	0.09	A
Arm 4		0.6	4.42	0.35	A		0.6	5.35	0.37	A
	2028 Assess Re-dist									
Arm 1	D3	2.5	7.19	0.70	A	D4	0.4	2.74	0.27	A
Arm 2		0.4	4.20	0.28	A		1.1	5.48	0.50	A
Arm 3		0.0	5.29	0.02	A		0.1	6.61	0.09	A
Arm 4		0.7	4.77	0.40	A		0.7	5.53	0.39	A
	2022 Survey									
Arm 1	D5	1.8	5.55	0.62	A	D6	0.3	2.62	0.23	A
Arm 2		0.4	3.94	0.25	A		0.8	4.77	0.43	A
Arm 3		0.0	5.04	0.02	A		0.1	5.95	0.08	A
Arm 4		0.5	4.21	0.33	A		0.7	5.43	0.39	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	8.Croesnewydd Road / Rhyd Broughton Lane / Wrexham Maelor Hospital Access Priority Roundabout;
Location	8.Croesnewydd Road / Rhyd Broughton Lane / Wrexham Maelor Hospital Access Priority Roundabout;
Site number	
Date	01/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\abbie.moore
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	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 Re-dist	AM	ONE HOUR	07:45	09:15	15
D2	2028 Base Re-dist	PM	ONE HOUR	16:15	17:45	15
D3	2028 Assess Re-dist	AM	ONE HOUR	07:45	09:15	15
D4	2028 Assess Re-dist	PM	ONE HOUR	16:15	17:45	15
D5	2022 Survey	AM	ONE HOUR	07:45	09:15	15
D6	2022 Survey	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028 Base Re-dist, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	8.Croesnewydd Road / Rhyd Broughton Lane / Wrexham Maelor Hospital Access Priority Roundabout;	Standard Roundabout		1, 2, 3, 4	5.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Rhyd Broughton Lane	
2	Croesnewydd Rd (E)	
3	Hospital Access	
4	Croesnewydd Rd (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.00	8.00	37.0	65.0	35.0	26.4	
2	4.00	7.00	10.0	22.0	35.0	52.1	
3	3.00	5.00	7.0	16.0	35.0	53.8	
4	4.00	7.00	6.0	28.0	35.0	38.8	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.738	2058
2	0.600	1555
3	0.503	1109
4	0.613	1536

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

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 Re-dist	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 (%)
1		✓	1165	100.000
2		✓	333	100.000
3		✓	13	100.000
4		✓	440	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	835	36	294
	2	223	0	14	96
	3	6	1	0	6
	4	204	214	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	10	10
	2	10	0	10	10
	3	10	10	0	10
	4	10	10	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.69	6.79	2.4	A
2	0.28	4.14	0.4	A
3	0.02	5.24	0.0	A
4	0.35	4.42	0.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	877	178	1927	0.455	873	0.9	3.748	A
2	251	264	1396	0.180	250	0.2	3.450	A
3	10	460	878	0.011	10	0.0	4.559	A
4	331	172	1430	0.232	330	0.3	3.594	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1047	213	1901	0.551	1046	1.3	4.622	A
2	299	316	1365	0.219	299	0.3	3.714	A
3	12	550	833	0.014	12	0.0	4.823	A
4	396	207	1409	0.281	395	0.4	3.906	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1283	261	1865	0.688	1279	2.4	6.702	A
2	367	386	1323	0.277	366	0.4	4.137	A
3	14	673	771	0.019	14	0.0	5.234	A
4	484	253	1381	0.351	484	0.6	4.413	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1283	261	1865	0.688	1283	2.4	6.795	A
2	367	388	1322	0.277	367	0.4	4.143	A
3	14	675	770	0.019	14	0.0	5.239	A
4	484	253	1380	0.351	484	0.6	4.419	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1047	213	1900	0.551	1051	1.4	4.689	A
2	299	318	1364	0.219	300	0.3	3.724	A
3	12	553	832	0.014	12	0.0	4.829	A
4	396	207	1409	0.281	396	0.4	3.913	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	877	179	1926	0.455	879	0.9	3.787	A
2	251	266	1395	0.180	251	0.2	3.460	A
3	10	462	877	0.011	10	0.0	4.566	A
4	331	173	1429	0.232	332	0.3	3.607	A

2028 Base Re-dist, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	8.Croesnewydd Road / Rhyd Broughton Lane / Wrexham Maelor Hospital Access Priority Roundabout;	Standard Roundabout		1, 2, 3, 4	4.51	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 Re-dist	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	456	100.000
2		✓	627	100.000
3		✓	53	100.000
4		✓	392	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	309	7	140
	2	504	0	2	121
	3	29	7	0	17
	4	307	84	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	10	10
	2	10	0	10	10
	3	10	10	0	10
	4	10	10	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.25	2.67	0.4	A
2	0.47	5.16	1.0	A
3	0.09	6.31	0.1	A
4	0.37	5.35	0.6	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	343	69	2007	0.171	342	0.2	2.378	A
2	472	111	1488	0.317	470	0.5	3.882	A
3	40	574	821	0.049	40	0.1	5.067	A
4	295	405	1288	0.229	294	0.3	3.980	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	410	83	1997	0.205	410	0.3	2.495	A
2	564	133	1475	0.382	563	0.7	4.340	A
3	48	687	764	0.062	48	0.1	5.527	A
4	352	485	1238	0.285	352	0.4	4.465	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	502	101	1983	0.253	502	0.4	2.673	A
2	690	163	1457	0.474	689	1.0	5.148	A
3	58	841	687	0.085	58	0.1	6.302	A
4	432	593	1172	0.368	431	0.6	5.338	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	502	101	1983	0.253	502	0.4	2.673	A
2	690	163	1457	0.474	690	1.0	5.165	A
3	58	842	686	0.085	58	0.1	6.309	A
4	432	595	1171	0.369	432	0.6	5.353	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	410	83	1997	0.205	410	0.3	2.498	A
2	564	133	1475	0.382	565	0.7	4.358	A
3	48	689	763	0.062	48	0.1	5.537	A
4	352	486	1237	0.285	353	0.4	4.483	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	343	69	2007	0.171	344	0.2	2.381	A
2	472	111	1488	0.317	473	0.5	3.903	A
3	40	577	819	0.049	40	0.1	5.082	A
4	295	407	1286	0.229	296	0.3	3.999	A

2028 Assess Re-dist, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	8.Croesnewydd Road / Rhyd Broughton Lane / Wrexham Maelor Hospital Access Priority Roundabout;	Standard Roundabout		1, 2, 3, 4	6.08	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 Assess Re-dist	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 (%)
1		✓	1172	100.000
2		✓	340	100.000
3		✓	13	100.000
4		✓	500	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	835	36	301
	2	223	0	14	103
	3	6	1	0	6
	4	234	244	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	10	10
	2	10	0	10	10
	3	10	10	0	10
	4	10	10	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.70	7.19	2.5	A
2	0.28	4.20	0.4	A
3	0.02	5.29	0.0	A
4	0.40	4.77	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	882	200	1910	0.462	879	0.9	3.826	A
2	256	269	1393	0.184	255	0.2	3.475	A
3	10	470	873	0.011	10	0.0	4.587	A
4	376	172	1430	0.263	375	0.4	3.748	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1054	240	1881	0.560	1052	1.4	4.766	A
2	306	322	1361	0.225	305	0.3	3.749	A
3	12	563	826	0.014	12	0.0	4.860	A
4	449	207	1409	0.319	449	0.5	4.123	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1290	294	1841	0.701	1286	2.5	7.074	A
2	374	394	1318	0.284	374	0.4	4.191	A
3	14	689	763	0.019	14	0.0	5.287	A
4	551	253	1381	0.399	550	0.7	4.760	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1290	294	1841	0.701	1290	2.5	7.188	A
2	374	395	1318	0.284	374	0.4	4.197	A
3	14	690	762	0.019	14	0.0	5.293	A
4	551	253	1380	0.399	550	0.7	4.770	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1054	240	1880	0.560	1058	1.4	4.844	A
2	306	324	1360	0.225	306	0.3	3.757	A
3	12	565	825	0.014	12	0.0	4.867	A
4	449	207	1409	0.319	450	0.5	4.136	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	882	201	1909	0.462	884	1.0	3.870	A
2	256	271	1392	0.184	256	0.2	3.488	A
3	10	473	872	0.011	10	0.0	4.594	A
4	376	173	1429	0.263	377	0.4	3.763	A

2028 Assess Re-dist, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	8.Croesnewydd Road / Rhyd Broughton Lane / Wrexham Maelor Hospital Access Priority Roundabout;	Standard Roundabout		1, 2, 3, 4	4.71	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 Assess Re-dist	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	482	100.000
2		✓	652	100.000
3		✓	53	100.000
4		✓	414	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	309	7	166
	2	504	0	2	146
	3	29	7	0	17
	4	318	95	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	10	10
	2	10	0	10	10
	3	10	10	0	10
	4	10	10	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.27	2.74	0.4	A
2	0.50	5.48	1.1	A
3	0.09	6.61	0.1	A
4	0.39	5.53	0.7	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	363	77	2001	0.181	362	0.2	2.415	A
2	491	131	1476	0.332	489	0.5	4.000	A
3	40	612	802	0.050	40	0.1	5.195	A
4	312	405	1288	0.242	310	0.3	4.046	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	433	92	1990	0.218	433	0.3	2.544	A
2	586	156	1461	0.401	585	0.7	4.519	A
3	48	733	741	0.064	48	0.1	5.710	A
4	372	485	1238	0.301	372	0.5	4.567	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	531	113	1974	0.269	530	0.4	2.742	A
2	718	191	1440	0.499	716	1.1	5.461	A
3	58	897	658	0.089	58	0.1	6.595	A
4	456	593	1172	0.389	455	0.7	5.516	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	531	113	1974	0.269	531	0.4	2.743	A
2	718	192	1440	0.499	718	1.1	5.484	A
3	58	898	658	0.089	58	0.1	6.606	A
4	456	595	1171	0.389	456	0.7	5.535	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	433	93	1989	0.218	434	0.3	2.545	A
2	586	157	1461	0.401	588	0.7	4.543	A
3	48	735	740	0.064	48	0.1	5.724	A
4	372	487	1237	0.301	373	0.5	4.585	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	363	78	2000	0.181	363	0.2	2.418	A
2	491	131	1476	0.333	492	0.6	4.025	A
3	40	615	800	0.050	40	0.1	5.209	A
4	312	407	1286	0.242	312	0.4	4.067	A

2022 Survey, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	8.Croesnewydd Road / Rhyd Broughton Lane / Wrexham Maelor Hospital Access Priority Roundabout;	Standard Roundabout		1, 2, 3, 4	4.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2022 Survey	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 (%)
1		✓	1057	100.000
2		✓	309	100.000
3		✓	13	100.000
4		✓	411	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	759	34	264
	2	206	0	13	90
	3	6	1	0	6
	4	189	201	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	10	10
	2	10	0	10	10
	3	10	10	0	10
	4	10	10	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.62	5.55	1.8	A
2	0.25	3.94	0.4	A
3	0.02	5.04	0.0	A
4	0.33	4.21	0.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	796	167	1934	0.411	793	0.8	3.460	A
2	233	239	1411	0.165	232	0.2	3.356	A
3	10	420	898	0.011	10	0.0	4.456	A
4	309	160	1438	0.215	308	0.3	3.503	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	950	200	1910	0.498	949	1.1	4.116	A
2	278	286	1383	0.201	278	0.3	3.582	A
3	12	503	857	0.014	12	0.0	4.686	A
4	369	191	1418	0.260	369	0.4	3.774	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1164	245	1877	0.620	1161	1.8	5.512	A
2	340	350	1344	0.253	340	0.4	3.942	A
3	14	616	800	0.018	14	0.0	5.040	A
4	453	234	1392	0.325	452	0.5	4.209	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1164	246	1877	0.620	1164	1.8	5.555	A
2	340	351	1344	0.253	340	0.4	3.944	A
3	14	617	799	0.018	14	0.0	5.043	A
4	453	235	1392	0.325	453	0.5	4.215	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	950	201	1910	0.498	953	1.1	4.151	A
2	278	288	1382	0.201	278	0.3	3.589	A
3	12	504	856	0.014	12	0.0	4.693	A
4	369	192	1418	0.261	370	0.4	3.779	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	796	168	1934	0.412	797	0.8	3.489	A
2	233	241	1410	0.165	233	0.2	3.365	A
3	10	422	897	0.011	10	0.0	4.462	A
4	309	161	1437	0.215	310	0.3	3.515	A

2022 Survey, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	8.Croesnewydd Road / Rhyd Broughton Lane / Wrexham Maelor Hospital Access Priority Roundabout;	Standard Roundabout		1, 2, 3, 4	4.40	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)
D6	2022 Survey	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	413	100.000
2		✓	577	100.000
3		✓	50	100.000
4		✓	429	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	278	7	128
	2	462	0	2	113
	3	27	7	0	16
	4	325	103	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	10	10
	2	10	0	10	10
	3	10	10	0	10
	4	10	10	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.23	2.62	0.3	A
2	0.43	4.77	0.8	A
3	0.08	5.95	0.1	A
4	0.39	5.43	0.7	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	311	83	1996	0.156	310	0.2	2.347	A
2	434	102	1493	0.291	433	0.4	3.726	A
3	38	527	844	0.045	37	0.1	4.906	A
4	323	372	1308	0.247	322	0.4	4.009	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	371	100	1984	0.187	371	0.3	2.454	A
2	519	122	1481	0.350	518	0.6	4.108	A
3	45	631	792	0.057	45	0.1	5.300	A
4	386	445	1263	0.305	385	0.5	4.511	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	455	122	1968	0.231	454	0.3	2.616	A
2	635	150	1465	0.434	634	0.8	4.761	A
3	55	773	721	0.076	55	0.1	5.947	A
4	472	545	1201	0.393	471	0.7	5.418	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	455	122	1968	0.231	455	0.3	2.617	A
2	635	150	1465	0.434	635	0.8	4.773	A
3	55	774	720	0.076	55	0.1	5.952	A
4	472	546	1201	0.393	472	0.7	5.434	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	371	100	1984	0.187	372	0.3	2.457	A
2	519	122	1481	0.350	520	0.6	4.123	A
3	45	633	791	0.057	45	0.1	5.308	A
4	386	447	1262	0.306	387	0.5	4.530	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	311	84	1996	0.156	311	0.2	2.352	A
2	434	102	1493	0.291	435	0.5	3.743	A
3	38	530	843	0.045	38	0.1	4.917	A
4	323	374	1306	0.247	323	0.4	4.030	A

S|C|P

APPENDIX B10

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.2.1013
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Filename: 9. B5101 Berse Rd_ Rhyd Broughton Lane.j9
Path: C:\Users\Junctions shared\Desktop\Abbie\Wrexham July update 2024\Junctions
Report generation date: 01/07/2024 13:20:15

»2028 Base Re-dist, AM
»2028 Base Re-dist, PM
»2028 Assess Re-dist , AM
»2028 Assess Re-dist , PM
»2022 Survey, AM
»2022 Survey, 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 Re-dist									
Arm 1	D3	2.7	7.81	0.71	A	D4	1.5	5.43	0.57	A
Arm 2		2.9	8.47	0.73	A		2.0	7.66	0.65	A
Arm 3		0.6	5.50	0.37	A		0.7	5.26	0.38	A
	2028 Assess Re-dist									
Arm 1	D5	3.0	8.49	0.73	A	D6	1.5	5.53	0.58	A
Arm 2		3.1	8.91	0.74	A		2.1	7.86	0.66	A
Arm 3		0.7	5.76	0.40	A		0.7	5.32	0.38	A
	2022 Survey									
Arm 1	D7	1.9	6.27	0.64	A	D8	1.1	4.66	0.50	A
Arm 2		2.1	6.56	0.66	A		1.4	5.94	0.57	A
Arm 3		0.5	4.91	0.32	A		0.5	4.62	0.32	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	B5101 Berse Road/ Ryd Broughton Lane
Location	B5101 Berse Road/ Ryd Broughton Lane
Site number	
Date	29/11/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\abbie.moore
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	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)
D3	2028 Base Re-dist	AM	ONE HOUR	07:45	09:15	15
D4	2028 Base Re-dist	PM	ONE HOUR	16:15	17:45	15
D5	2028 Assess Re-dist	AM	ONE HOUR	07:45	09:15	15
D6	2028 Assess Re-dist	PM	ONE HOUR	16:15	17:45	15
D7	2022 Survey	AM	ONE HOUR	07:45	09:15	15
D8	2022 Survey	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028 Base Re-dist, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B5101 Berse Road/ Ryd Broughton Lane	Standard Roundabout		1, 2, 3	7.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Berse Road (N)	
2	Rhyd Broughton Lane	
3	B5101 Berse Road (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.70	7.10	12.8	41.5	38.5	13.0	
2	4.80	6.80	10.8	20.9	38.5	11.0	
3	3.50	5.60	21.2	25.5	38.5	18.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.695	1819
2	0.718	1960
3	0.646	1624

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

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 Re-dist	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 (%)
1		✓	1128	100.000
2		✓	1149	100.000
3		✓	381	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	840	288
	2	682	0	467
	3	288	93	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	10	10
	2	10	0	10
	3	10	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.71	7.81	2.7	A
2	0.73	8.47	2.9	A
3	0.37	5.50	0.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	849	70	1771	0.480	845	1.0	4.260	A
2	865	216	1805	0.479	861	1.0	4.178	A
3	287	511	1294	0.222	286	0.3	3.921	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1014	83	1761	0.576	1012	1.5	5.273	A
2	1033	258	1774	0.582	1031	1.5	5.312	A
3	343	612	1229	0.279	342	0.4	4.463	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1242	102	1748	0.710	1237	2.6	7.679	A
2	1265	316	1733	0.730	1260	2.9	8.270	A
3	419	748	1141	0.368	419	0.6	5.471	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1242	102	1748	0.710	1242	2.7	7.812	A
2	1265	317	1732	0.730	1265	2.9	8.465	A
3	419	751	1139	0.368	419	0.6	5.500	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1014	84	1761	0.576	1019	1.5	5.366	A
2	1033	260	1773	0.583	1038	1.6	5.431	A
3	343	616	1226	0.279	343	0.4	4.491	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	849	70	1771	0.480	851	1.0	4.315	A
2	865	217	1804	0.480	867	1.0	4.239	A
3	287	515	1292	0.222	287	0.3	3.945	A

2028 Base Re-dist, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B5101 Berse Road/ Ryd Broughton Lane	Standard Roundabout		1, 2, 3	6.30	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 Re-dist	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	880	100.000
2		✓	878	100.000
3		✓	420	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	277	603
	2	575	0	303
	3	261	159	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	10	10
	2	10	0	10
	3	10	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.57	5.43	1.5	A
2	0.65	7.66	2.0	A
3	0.38	5.26	0.7	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	663	119	1737	0.381	660	0.7	3.668	A
2	661	452	1635	0.404	658	0.7	4.041	A
3	316	431	1346	0.235	315	0.3	3.836	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	791	143	1720	0.460	790	0.9	4.253	A
2	789	541	1571	0.502	788	1.1	5.047	A
3	378	516	1291	0.292	377	0.5	4.331	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	969	175	1698	0.571	967	1.4	5.400	A
2	967	663	1484	0.651	963	2.0	7.548	A
3	462	631	1217	0.380	462	0.7	5.238	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	969	175	1698	0.571	969	1.5	5.432	A
2	967	664	1483	0.652	967	2.0	7.665	A
3	462	633	1215	0.380	462	0.7	5.258	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	791	143	1720	0.460	793	0.9	4.283	A
2	789	543	1570	0.503	793	1.1	5.122	A
3	378	519	1289	0.293	378	0.5	4.355	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	663	120	1736	0.382	664	0.7	3.694	A
2	661	455	1633	0.405	662	0.8	4.085	A
3	316	434	1344	0.235	317	0.3	3.857	A

2028 Assess Re-dist , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B5101 Berse Road/ Ryd Broughton Lane	Standard Roundabout		1, 2, 3	8.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2028 Assess Re-dist	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 (%)
1		✓	1165	100.000
2		✓	1149	100.000
3		✓	411	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	847	318
	2	682	0	467
	3	318	93	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	10	10
	2	10	0	10
	3	10	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.73	8.49	3.0	A
2	0.74	8.91	3.1	A
3	0.40	5.76	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	877	70	1771	0.495	873	1.1	4.387	A
2	865	238	1789	0.484	861	1.0	4.250	A
3	309	511	1294	0.239	308	0.3	4.010	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1047	83	1761	0.595	1045	1.6	5.512	A
2	1033	285	1755	0.589	1031	1.6	5.452	A
3	369	612	1229	0.301	369	0.5	4.601	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1283	102	1748	0.734	1277	2.9	8.310	A
2	1265	349	1709	0.740	1259	3.0	8.682	A
3	453	747	1141	0.396	452	0.7	5.731	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1283	102	1748	0.734	1282	3.0	8.491	A
2	1265	350	1708	0.741	1265	3.1	8.913	A
3	453	751	1139	0.397	452	0.7	5.765	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1047	84	1761	0.595	1053	1.6	5.632	A
2	1033	287	1753	0.589	1039	1.6	5.586	A
3	369	617	1226	0.301	370	0.5	4.633	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	877	70	1771	0.495	879	1.1	4.454	A
2	865	240	1787	0.484	867	1.0	4.315	A
3	309	515	1292	0.240	310	0.3	4.036	A

2028 Assess Re-dist , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B5101 Berse Road/ Ryd Broughton Lane	Standard Roundabout		1, 2, 3	6.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2028 Assess Re-dist	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	892	100.000
2		✓	890	100.000
3		✓	420	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	289	603
	2	587	0	303
	3	261	159	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	10	10
	2	10	0	10
	3	10	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.58	5.53	1.5	A
2	0.66	7.86	2.1	A
3	0.38	5.32	0.7	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	672	119	1737	0.387	669	0.7	3.699	A
2	670	452	1635	0.410	667	0.8	4.078	A
3	316	440	1340	0.236	315	0.3	3.858	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	802	143	1720	0.466	801	1.0	4.303	A
2	800	541	1571	0.509	799	1.1	5.118	A
3	378	527	1284	0.294	377	0.5	4.364	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	982	175	1698	0.578	980	1.5	5.498	A
2	980	662	1484	0.660	976	2.1	7.737	A
3	462	644	1208	0.383	462	0.7	5.295	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	982	175	1698	0.578	982	1.5	5.532	A
2	980	664	1483	0.661	980	2.1	7.863	A
3	462	646	1207	0.383	462	0.7	5.319	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	802	143	1720	0.466	804	1.0	4.333	A
2	800	544	1569	0.510	804	1.2	5.197	A
3	378	530	1282	0.295	378	0.5	4.389	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	672	120	1736	0.387	673	0.7	3.726	A
2	670	455	1633	0.410	672	0.8	4.124	A
3	316	443	1338	0.236	317	0.3	3.879	A

2022 Survey, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B5101 Berse Road/ Ryd Broughton Lane	Standard Roundabout		1, 2, 3	6.20	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	2022 Survey	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 (%)
1		✓	1019	100.000
2		✓	1042	100.000
3		✓	352	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	754	265
	2	606	0	436
	3	265	87	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	10	10
	2	10	0	10
	3	10	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.64	6.27	1.9	A
2	0.66	6.56	2.1	A
3	0.32	4.91	0.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	767	65	1774	0.432	764	0.8	3.907	A
2	784	199	1817	0.432	781	0.8	3.809	A
3	265	454	1331	0.199	264	0.3	3.708	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	916	78	1765	0.519	915	1.2	4.648	A
2	937	238	1789	0.524	935	1.2	4.631	A
3	316	544	1273	0.249	316	0.4	4.138	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1122	96	1753	0.640	1119	1.9	6.215	A
2	1147	291	1751	0.655	1144	2.0	6.488	A
3	388	665	1195	0.324	387	0.5	4.898	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1122	96	1753	0.640	1122	1.9	6.272	A
2	1147	292	1750	0.655	1147	2.1	6.563	A
3	388	667	1193	0.325	388	0.5	4.914	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	916	78	1765	0.519	919	1.2	4.696	A
2	937	239	1788	0.524	940	1.2	4.689	A
3	316	547	1271	0.249	317	0.4	4.153	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	767	66	1774	0.432	769	0.8	3.945	A
2	784	200	1816	0.432	786	0.8	3.850	A
3	265	457	1329	0.199	265	0.3	3.726	A

2022 Survey, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B5101 Berse Road/ Ryd Broughton Lane	Standard Roundabout		1, 2, 3	5.18	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	2022 Survey	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	778	100.000
2		✓	793	100.000
3		✓	366	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	246	532
	2	511	0	282
	3	219	147	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	10	10
	2	10	0	10
	3	10	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.50	4.66	1.1	A
2	0.57	5.94	1.4	A
3	0.32	4.62	0.5	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	586	110	1743	0.336	584	0.6	3.410	A
2	597	399	1673	0.357	595	0.6	3.664	A
3	276	383	1377	0.200	274	0.3	3.589	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	699	132	1728	0.405	699	0.7	3.846	A
2	713	478	1617	0.441	712	0.9	4.372	A
3	329	459	1328	0.248	329	0.4	3.962	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	857	162	1707	0.502	855	1.1	4.640	A
2	873	585	1540	0.567	871	1.4	5.899	A
3	403	561	1262	0.319	402	0.5	4.605	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	857	162	1707	0.502	857	1.1	4.656	A
2	873	586	1539	0.567	873	1.4	5.944	A
3	403	563	1261	0.320	403	0.5	4.615	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	699	132	1727	0.405	701	0.8	3.862	A
2	713	479	1616	0.441	715	0.9	4.407	A
3	329	461	1327	0.248	330	0.4	3.974	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	586	111	1742	0.336	586	0.6	3.427	A
2	597	401	1672	0.357	598	0.6	3.690	A
3	276	385	1375	0.200	276	0.3	3.605	A

S|C|P

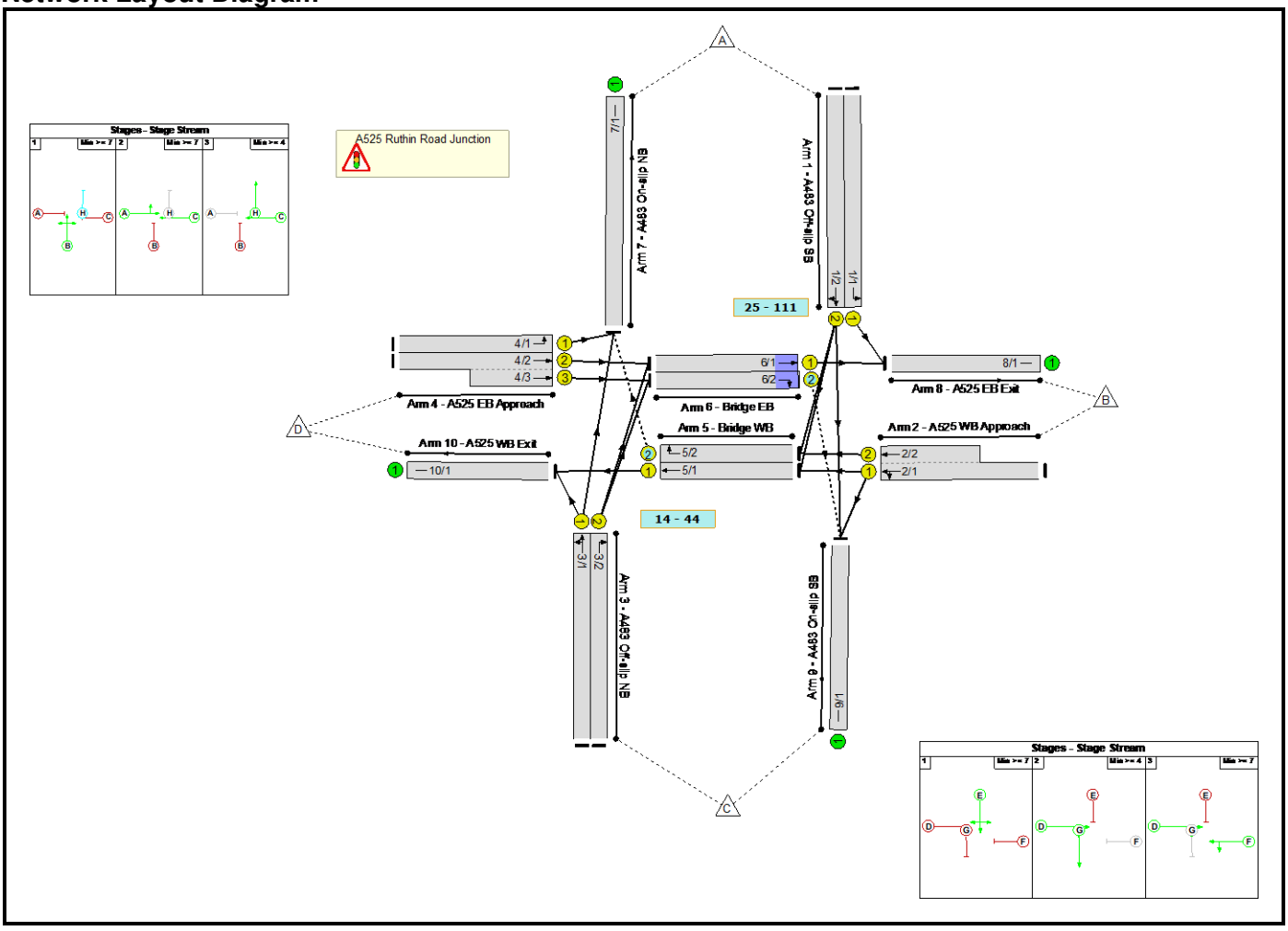
APPENDIX B11

Full Input Data And Results

User and Project Details

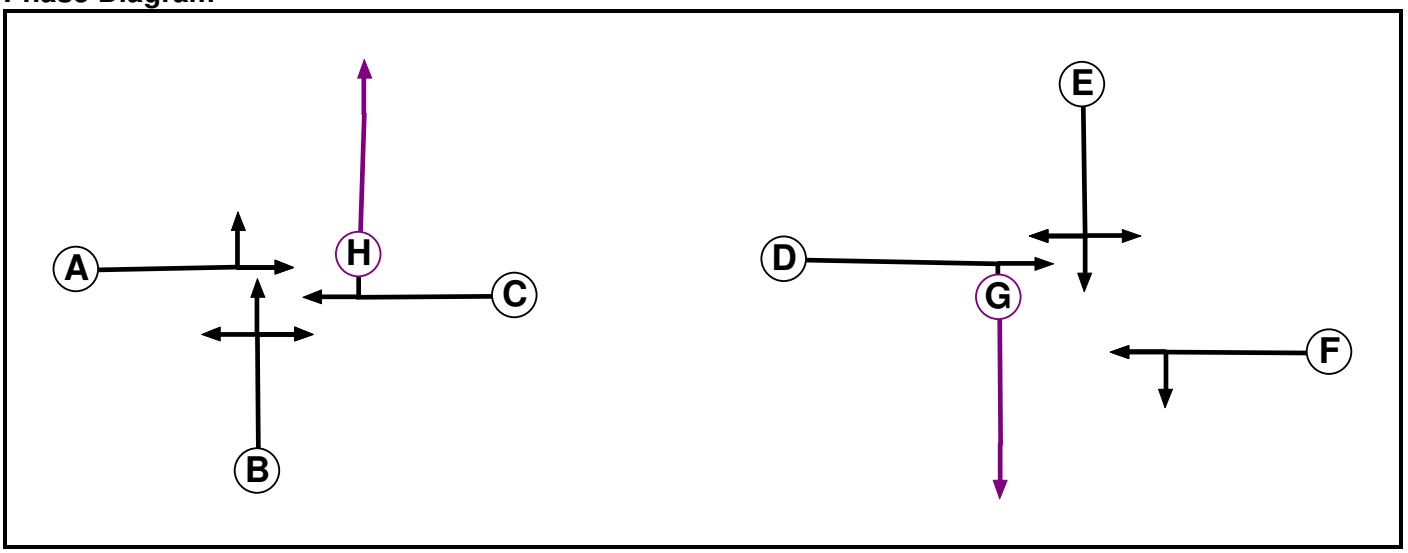
Project:	**Ruthin Road Wrexham**
Title:	**A483 / A525 Linsig Model**
Location:	Junction of A483 & A525
Additional detail:	Based on Capita model supplied by Wrexham Council
File name:	Existing_A525_A483_12.07.24. Optimised.lsg3x
Author:	Jon Addy
Company:	SCP Transport
Address:	Colwyn Chambers, 19 York Street, Manchester, M2 3BA

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	2		7	7
B	Traffic	2		7	7
C	Traffic	2		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Ind. Arrow	1	D	4	4
H	Ind. Arrow	2	C	4	4

Full Input Data And Results

Phase Intergreens Matrix

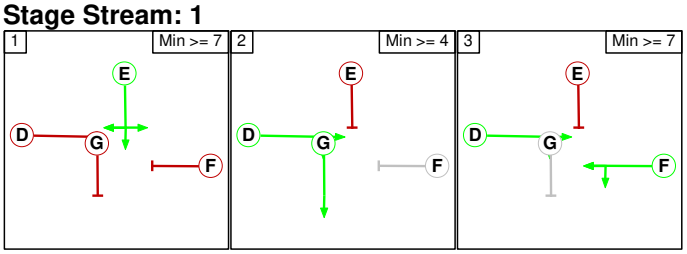
Terminating Phase	Starting Phase							
		A	B	C	D	E	F	G	H
	A		7	-	-	-	-	-	-
	B	7		7	-	-	-	-	-
	C	-	7		-	-	-	-	-
	D	-	-	-		7	-	-	-
	E	-	-	-	7		7	7	-
	F	-	-	-	-	7		-	-
	G	-	-	-	-	7	-		-
	H	-	-	-	-	-	-	-	

Phases in Stage

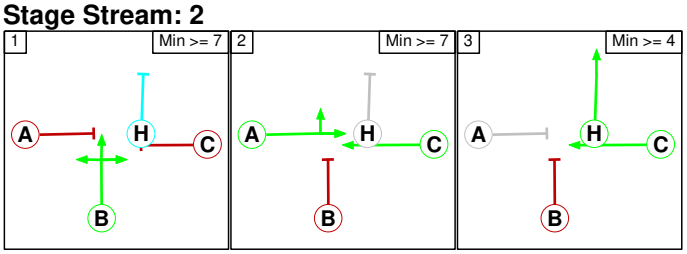
Stream	Stage No.	Phases in Stage
1	1	E
1	2	D G
1	3	D F
2	1	B
2	2	A C
2	3	C H

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Full Input Data And Results

Prohibited Stage Change

Stage Stream: 1

	To Stage			
		1	2	3
From Stage	1		7	7
	2	7		2
	3	7	0	

Stage Stream: 2

	To Stage			
		1	2	3
From Stage	1		7	X
	2	7		0
	3	7	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A525 Ruthin Road Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
5/2 (Bridge WB)	7/1 (Right)	1439	0	4/1	1.09	All	0.01	-	0.50	0	2.00
				4/2	1.09	All					
				4/3	1.09	All					
6/2 (Bridge EB)	9/1 (Right)	1439	0	2/1	1.09	All	0.10	-	0.50	0	2.00
				2/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: A525 Ruthin Road Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A483 Off-slip SB)	U	E	2	3	43.5	Geom	-	3.00	2.00	Y	Arm 8 Left	20.00
1/2 (A483 Off-slip SB)	U	E	2	3	60.0	Geom	-	3.00	2.00	N	Arm 5 Right	15.00
											Arm 9 Ahead	Inf
2/1 (A525 WB Approach)	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 9 Left	20.00
2/2 (A525 WB Approach)	U	F	2	3	8.7	User	1900	-	-	-	-	-
3/1 (A483 Off-slip NB)	U	B	2	3	60.0	Geom	-	3.00	2.00	Y	Arm 7 Ahead	Inf
											Arm 10 Left	20.00
3/2 (A483 Off-slip NB)	U	B	2	3	60.0	Geom	-	3.00	2.00	N	Arm 6 Right	10.00
4/1 (A525 EB Approach)	U	A	2	3	7.7	Geom	-	3.00	0.00	Y	Arm 7 Left	20.00
4/2 (A525 EB Approach)	U	A	2	3	60.0	User	1900	-	-	-	-	-
4/3 (A525 EB Approach)	U	A	2	3	7.3	User	1900	-	-	-	-	-
5/1 (Bridge WB)	U	C	2	3	10.1	User	1900	-	-	-	-	-
5/2 (Bridge WB)	O	C H	2	3	10.1	Geom	-	3.25	0.00	Y	Arm 7 Right	15.00
6/1 (Bridge EB)	U	D	2	3	10.1	User	1900	-	-	-	-	-
6/2 (Bridge EB)	O	D G	2	3	10.1	Geom	-	3.25	0.00	Y	Arm 9 Right	15.00
7/1 (A483 On-slip NB)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A525 EB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (A483 On-slip SB)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (A525 WB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM 2022 Survey'	08:00	09:00	01:00	
2: 'PM 2022 Survey'	16:15	17:15	01:00	
3: 'AM 2030 Base'	08:00	09:00	01:00	
4: 'PM 2030 Base'	16:15	17:15	01:00	
5: 'AM 2030 Assessment - 1520 Units'	08:00	09:00	01:00	
6: 'PM 2030 Assessment - 1520 Units'	16:15	17:15	01:00	
7: 'AM 2040 Base'	08:00	09:00	01:00	
8: 'PM 2040 Base'	16:15	17:15	01:00	
9: 'AM 2040 Assessment - 1520 Units'	08:00	09:00	01:00	
10: 'PM 2040 Assessment - 1520 Units'	16:15	17:15	01:00	

Scenario 1: 'AM 2030 Base' (FG3: 'AM 2030 Base', Plan 1: 'AM Control Plan')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	300	0	294	594
	B	149	0	100	558	807
	C	0	452	0	253	705
	D	354	950	237	0	1541
	Tot.	503	1702	337	1105	3647

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM 2030 Base
Junction: A525 Ruthin Road Junction	
1/1	300
1/2	294
2/1 (with short)	807(In) 658(Out)
2/2 (short)	149
3/1	253
3/2	452
4/1	354
4/2 (with short)	1187(In) 950(Out)
4/3 (short)	237
5/1	852
5/2	149
6/1	1402
6/2	237
7/1	503
8/1	1702
9/1	337
10/1	1105

Full Input Data And Results

Lane Saturation Flows

Junction: A525 Ruthin Road Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A483 Off-slip SB)	3.00	2.00	Y	Arm 8 Left	20.00	100.0 %	1703	1703
1/2 (A483 Off-slip SB)	3.00	2.00	N	Arm 5 Right	15.00	100.0 %	1792	1792
				Arm 9 Ahead	Inf	0.0 %		
2/1 (A525 WB Approach)	3.00	0.00	Y	Arm 5 Ahead	Inf	84.8 %	1893	1893
				Arm 9 Left	20.00	15.2 %		
2/2 (A525 WB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A483 Off-slip NB)	3.00	2.00	Y	Arm 7 Ahead	Inf	0.0 %	1703	1703
				Arm 10 Left	20.00	100.0 %		
3/2 (A483 Off-slip NB)	3.00	2.00	N	Arm 6 Right	10.00	100.0 %	1714	1714
4/1 (A525 EB Approach)	3.00	0.00	Y	Arm 7 Left	20.00	100.0 %	1781	1781
4/2 (A525 EB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A525 EB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Bridge WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Bridge WB)	3.25	0.00	Y	Arm 7 Right	15.00	100.0 %	1764	1764
6/1 (Bridge EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Bridge EB)	3.25	0.00	Y	Arm 9 Right	15.00	100.0 %	1764	1764
7/1 (A483 On-slip NB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A525 EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A483 On-slip SB Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A525 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: 'PM 2030 Base' (FG4: 'PM 2030 Base', Plan 2: 'PM Control Plan')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	225	0	544	769
	B	142	0	197	929	1268
	C	0	132	0	338	470
	D	326	407	230	0	963
	Tot.	468	764	427	1811	3470

Traffic Lane Flows

Lane	Scenario 2: PM 2030 Base
Junction: A525 Ruthin Road Junction	
1/1	225
1/2	544
2/1 (with short)	1268(In) 1126(Out)
2/2 (short)	142
3/1	338
3/2	132
4/1	326
4/2 (with short)	637(In) 407(Out)
4/3 (short)	230
5/1	1473
5/2	142
6/1	539
6/2	230
7/1	468
8/1	764
9/1	427
10/1	1811

Full Input Data And Results

Lane Saturation Flows

Junction: A525 Ruthin Road Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A483 Off-slip SB)	3.00	2.00	Y	Arm 8 Left	20.00	100.0 %	1703	1703
1/2 (A483 Off-slip SB)	3.00	2.00	N	Arm 5 Right	15.00	100.0 %	1792	1792
				Arm 9 Ahead	Inf	0.0 %		
2/1 (A525 WB Approach)	3.00	0.00	Y	Arm 5 Ahead	Inf	82.5 %	1890	1890
				Arm 9 Left	20.00	17.5 %		
2/2 (A525 WB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A483 Off-slip NB)	3.00	2.00	Y	Arm 7 Ahead	Inf	0.0 %	1703	1703
				Arm 10 Left	20.00	100.0 %		
3/2 (A483 Off-slip NB)	3.00	2.00	N	Arm 6 Right	10.00	100.0 %	1714	1714
4/1 (A525 EB Approach)	3.00	0.00	Y	Arm 7 Left	20.00	100.0 %	1781	1781
4/2 (A525 EB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A525 EB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Bridge WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Bridge WB)	3.25	0.00	Y	Arm 7 Right	15.00	100.0 %	1764	1764
6/1 (Bridge EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Bridge EB)	3.25	0.00	Y	Arm 9 Right	15.00	100.0 %	1764	1764
7/1 (A483 On-slip NB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A525 EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A483 On-slip SB Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A525 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: 'AM 2030 Assessment - 1520 Units' (FG5: 'AM 2030 Assessment - 1520 Units', Plan 1: 'AM Control Plan')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	362	0	294	656
	B	401	0	170	575	1146
	C	0	469	0	253	722
	D	354	954	237	0	1545
	Tot.	755	1785	407	1122	4069

Traffic Lane Flows

Lane	Scenario 3: AM 2030 Assessment - 1520 Units
Junction: A525 Ruthin Road Junction	
1/1	362
1/2	294
2/1 (with short)	1146(In) 745(Out)
2/2 (short)	401
3/1	253
3/2	469
4/1	354
4/2 (with short)	1191(In) 954(Out)
4/3 (short)	237
5/1	869
5/2	401
6/1	1423
6/2	237
7/1	755
8/1	1785
9/1	407
10/1	1122

Full Input Data And Results

Lane Saturation Flows

Junction: A525 Ruthin Road Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A483 Off-slip SB)	3.00	2.00	Y	Arm 8 Left	20.00	100.0 %	1703	1703
1/2 (A483 Off-slip SB)	3.00	2.00	N	Arm 5 Right	15.00	100.0 %	1792	1792
				Arm 9 Ahead	Inf	0.0 %		
2/1 (A525 WB Approach)	3.00	0.00	Y	Arm 5 Ahead	Inf	77.2 %	1883	1883
				Arm 9 Left	20.00	22.8 %		
2/2 (A525 WB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A483 Off-slip NB)	3.00	2.00	Y	Arm 7 Ahead	Inf	0.0 %	1703	1703
				Arm 10 Left	20.00	100.0 %		
3/2 (A483 Off-slip NB)	3.00	2.00	N	Arm 6 Right	10.00	100.0 %	1714	1714
4/1 (A525 EB Approach)	3.00	0.00	Y	Arm 7 Left	20.00	100.0 %	1781	1781
4/2 (A525 EB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A525 EB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Bridge WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Bridge WB)	3.25	0.00	Y	Arm 7 Right	15.00	100.0 %	1764	1764
6/1 (Bridge EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Bridge EB)	3.25	0.00	Y	Arm 9 Right	15.00	100.0 %	1764	1764
7/1 (A483 On-slip NB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A525 EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A483 On-slip SB Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A525 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: 'PM 2030 Assessment - 1520 Units' (FG6: 'PM 2030 Assessment - 1520 Units', Plan 2: 'PM Control Plan')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	435	0	544	979
	B	235	0	222	935	1392
	C	0	190	0	338	528
	D	326	421	230	0	977
	Tot.	561	1046	452	1817	3876

Traffic Lane Flows

Lane	Scenario 4: PM 2030 Assessment - 1520 Units
Junction: A525 Ruthin Road Junction	
1/1	435
1/2	544
2/1 (with short)	1392(In) 1157(Out)
2/2 (short)	235
3/1	338
3/2	190
4/1	326
4/2 (with short)	651(In) 421(Out)
4/3 (short)	230
5/1	1479
5/2	235
6/1	611
6/2	230
7/1	561
8/1	1046
9/1	452
10/1	1817

Full Input Data And Results

Lane Saturation Flows

Junction: A525 Ruthin Road Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A483 Off-slip SB)	3.00	2.00	Y	Arm 8 Left	20.00	100.0 %	1703	1703
1/2 (A483 Off-slip SB)	3.00	2.00	N	Arm 5 Right	15.00	100.0 %	1792	1792
				Arm 9 Ahead	Inf	0.0 %		
2/1 (A525 WB Approach)	3.00	0.00	Y	Arm 5 Ahead	Inf	80.8 %	1888	1888
				Arm 9 Left	20.00	19.2 %		
2/2 (A525 WB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A483 Off-slip NB)	3.00	2.00	Y	Arm 7 Ahead	Inf	0.0 %	1703	1703
				Arm 10 Left	20.00	100.0 %		
3/2 (A483 Off-slip NB)	3.00	2.00	N	Arm 6 Right	10.00	100.0 %	1714	1714
4/1 (A525 EB Approach)	3.00	0.00	Y	Arm 7 Left	20.00	100.0 %	1781	1781
4/2 (A525 EB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A525 EB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Bridge WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Bridge WB)	3.25	0.00	Y	Arm 7 Right	15.00	100.0 %	1764	1764
6/1 (Bridge EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Bridge EB)	3.25	0.00	Y	Arm 9 Right	15.00	100.0 %	1764	1764
7/1 (A483 On-slip NB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A525 EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A483 On-slip SB Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A525 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: 'AM 2040 Base' (FG7: 'AM 2040 Base', Plan 1: 'AM Control Plan')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	334	0	325	659
	B	165	0	112	617	894
	C	0	503	0	281	784
	D	391	1050	263	0	1704
	Tot.	556	1887	375	1223	4041

Traffic Lane Flows

Lane	Scenario 5: AM 2040 Base
Junction: A525 Ruthin Road Junction	
1/1	334
1/2	325
2/1 (with short)	894(In) 729(Out)
2/2 (short)	165
3/1	281
3/2	503
4/1	391
4/2 (with short)	1313(In) 1050(Out)
4/3 (short)	263
5/1	942
5/2	165
6/1	1553
6/2	263
7/1	556
8/1	1887
9/1	375
10/1	1223

Full Input Data And Results

Lane Saturation Flows

Junction: A525 Ruthin Road Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A483 Off-slip SB)	3.00	2.00	Y	Arm 8 Left	20.00	100.0 %	1703	1703
1/2 (A483 Off-slip SB)	3.00	2.00	N	Arm 5 Right	15.00	100.0 %	1792	1792
				Arm 9 Ahead	Inf	0.0 %		
2/1 (A525 WB Approach)	3.00	0.00	Y	Arm 5 Ahead	Inf	84.6 %	1893	1893
				Arm 9 Left	20.00	15.4 %		
2/2 (A525 WB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A483 Off-slip NB)	3.00	2.00	Y	Arm 7 Ahead	Inf	0.0 %	1703	1703
				Arm 10 Left	20.00	100.0 %		
3/2 (A483 Off-slip NB)	3.00	2.00	N	Arm 6 Right	10.00	100.0 %	1714	1714
4/1 (A525 EB Approach)	3.00	0.00	Y	Arm 7 Left	20.00	100.0 %	1781	1781
4/2 (A525 EB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A525 EB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Bridge WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Bridge WB)	3.25	0.00	Y	Arm 7 Right	15.00	100.0 %	1764	1764
6/1 (Bridge EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Bridge EB)	3.25	0.00	Y	Arm 9 Right	15.00	100.0 %	1764	1764
7/1 (A483 On-slip NB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A525 EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A483 On-slip SB Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A525 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: 'PM 2040 Base' (FG8: 'PM 2040 Base', Plan 2: 'PM Control Plan')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	251	0	604	855
	B	158	0	219	1028	1405
	C	0	147	0	376	523
	D	361	450	256	0	1067
	Tot.	519	848	475	2008	3850

Traffic Lane Flows

Lane	Scenario 6: PM 2040 Base
Junction: A525 Ruthin Road Junction	
1/1	251
1/2	604
2/1 (with short)	1405(In) 1247(Out)
2/2 (short)	158
3/1	376
3/2	147
4/1	361
4/2 (with short)	706(In) 450(Out)
4/3 (short)	256
5/1	1632
5/2	158
6/1	597
6/2	256
7/1	519
8/1	848
9/1	475
10/1	2008

Full Input Data And Results

Lane Saturation Flows

Junction: A525 Ruthin Road Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A483 Off-slip SB)	3.00	2.00	Y	Arm 8 Left	20.00	100.0 %	1703	1703
1/2 (A483 Off-slip SB)	3.00	2.00	N	Arm 5 Right	15.00	100.0 %	1792	1792
				Arm 9 Ahead	Inf	0.0 %		
2/1 (A525 WB Approach)	3.00	0.00	Y	Arm 5 Ahead	Inf	82.4 %	1890	1890
				Arm 9 Left	20.00	17.6 %		
2/2 (A525 WB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A483 Off-slip NB)	3.00	2.00	Y	Arm 7 Ahead	Inf	0.0 %	1703	1703
				Arm 10 Left	20.00	100.0 %		
3/2 (A483 Off-slip NB)	3.00	2.00	N	Arm 6 Right	10.00	100.0 %	1714	1714
4/1 (A525 EB Approach)	3.00	0.00	Y	Arm 7 Left	20.00	100.0 %	1781	1781
4/2 (A525 EB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A525 EB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Bridge WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Bridge WB)	3.25	0.00	Y	Arm 7 Right	15.00	100.0 %	1764	1764
6/1 (Bridge EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Bridge EB)	3.25	0.00	Y	Arm 9 Right	15.00	100.0 %	1764	1764
7/1 (A483 On-slip NB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A525 EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A483 On-slip SB Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A525 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: 'AM 2040 Assessment - 1520 Units' (FG9: 'AM 2040 Assessment - 1520 Units', Plan 1: 'AM Control Plan')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	396	0	325	721
	B	418	0	181	634	1233
	C	0	520	0	281	801
	D	391	1054	263	0	1708
	Tot.	809	1970	444	1240	4463

Traffic Lane Flows

Lane	Scenario 7: AM 2040 Assessment - 1520 Units
Junction: A525 Ruthin Road Junction	
1/1	396
1/2	325
2/1 (with short)	1233(In) 815(Out)
2/2 (short)	418
3/1	281
3/2	520
4/1	391
4/2 (with short)	1317(In) 1054(Out)
4/3 (short)	263
5/1	959
5/2	418
6/1	1574
6/2	263
7/1	809
8/1	1970
9/1	444
10/1	1240

Full Input Data And Results

Lane Saturation Flows

Junction: A525 Ruthin Road Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A483 Off-slip SB)	3.00	2.00	Y	Arm 8 Left	20.00	100.0 %	1703	1703
1/2 (A483 Off-slip SB)	3.00	2.00	N	Arm 5 Right	15.00	100.0 %	1792	1792
				Arm 9 Ahead	Inf	0.0 %		
2/1 (A525 WB Approach)	3.00	0.00	Y	Arm 5 Ahead	Inf	77.8 %	1884	1884
				Arm 9 Left	20.00	22.2 %		
2/2 (A525 WB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A483 Off-slip NB)	3.00	2.00	Y	Arm 7 Ahead	Inf	0.0 %	1703	1703
				Arm 10 Left	20.00	100.0 %		
3/2 (A483 Off-slip NB)	3.00	2.00	N	Arm 6 Right	10.00	100.0 %	1714	1714
4/1 (A525 EB Approach)	3.00	0.00	Y	Arm 7 Left	20.00	100.0 %	1781	1781
4/2 (A525 EB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A525 EB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Bridge WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Bridge WB)	3.25	0.00	Y	Arm 7 Right	15.00	100.0 %	1764	1764
6/1 (Bridge EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Bridge EB)	3.25	0.00	Y	Arm 9 Right	15.00	100.0 %	1764	1764
7/1 (A483 On-slip NB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A525 EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A483 On-slip SB Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A525 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: 'PM 2040 Assessment - 1520 Units' (FG10: 'PM 2040 Assessment - 1520 Units', Plan 2: 'PM Control Plan')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	460	0	604	1064
	B	251	0	245	1034	1530
	C	0	205	0	376	581
	D	361	464	256	0	1081
	Tot.	612	1129	501	2014	4256

Traffic Lane Flows

Lane	Scenario 8: PM 2040 Assessment - 1520 Units
Junction: A525 Ruthin Road Junction	
1/1	460
1/2	604
2/1 (with short)	1530(In) 1279(Out)
2/2 (short)	251
3/1	376
3/2	205
4/1	361
4/2 (with short)	720(In) 464(Out)
4/3 (short)	256
5/1	1638
5/2	251
6/1	669
6/2	256
7/1	612
8/1	1129
9/1	501
10/1	2014

Full Input Data And Results

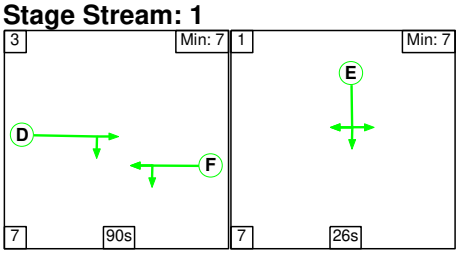
Lane Saturation Flows

Junction: A525 Ruthin Road Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A483 Off-slip SB)	3.00	2.00	Y	Arm 8 Left	20.00	100.0 %	1703	1703
1/2 (A483 Off-slip SB)	3.00	2.00	N	Arm 5 Right	15.00	100.0 %	1792	1792
				Arm 9 Ahead	Inf	0.0 %		
2/1 (A525 WB Approach)	3.00	0.00	Y	Arm 5 Ahead	Inf	80.8 %	1888	1888
				Arm 9 Left	20.00	19.2 %		
2/2 (A525 WB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A483 Off-slip NB)	3.00	2.00	Y	Arm 7 Ahead	Inf	0.0 %	1703	1703
				Arm 10 Left	20.00	100.0 %		
3/2 (A483 Off-slip NB)	3.00	2.00	N	Arm 6 Right	10.00	100.0 %	1714	1714
4/1 (A525 EB Approach)	3.00	0.00	Y	Arm 7 Left	20.00	100.0 %	1781	1781
4/2 (A525 EB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A525 EB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Bridge WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Bridge WB)	3.25	0.00	Y	Arm 7 Right	15.00	100.0 %	1764	1764
6/1 (Bridge EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Bridge EB)	3.25	0.00	Y	Arm 9 Right	15.00	100.0 %	1764	1764
7/1 (A483 On-slip NB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A525 EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A483 On-slip SB Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A525 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM 2030 Base' (FG3: 'AM 2030 Base', Plan 1: 'AM Control Plan')

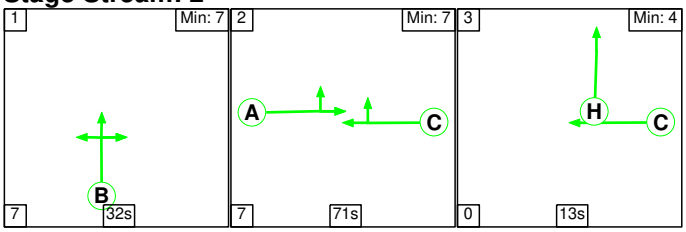
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

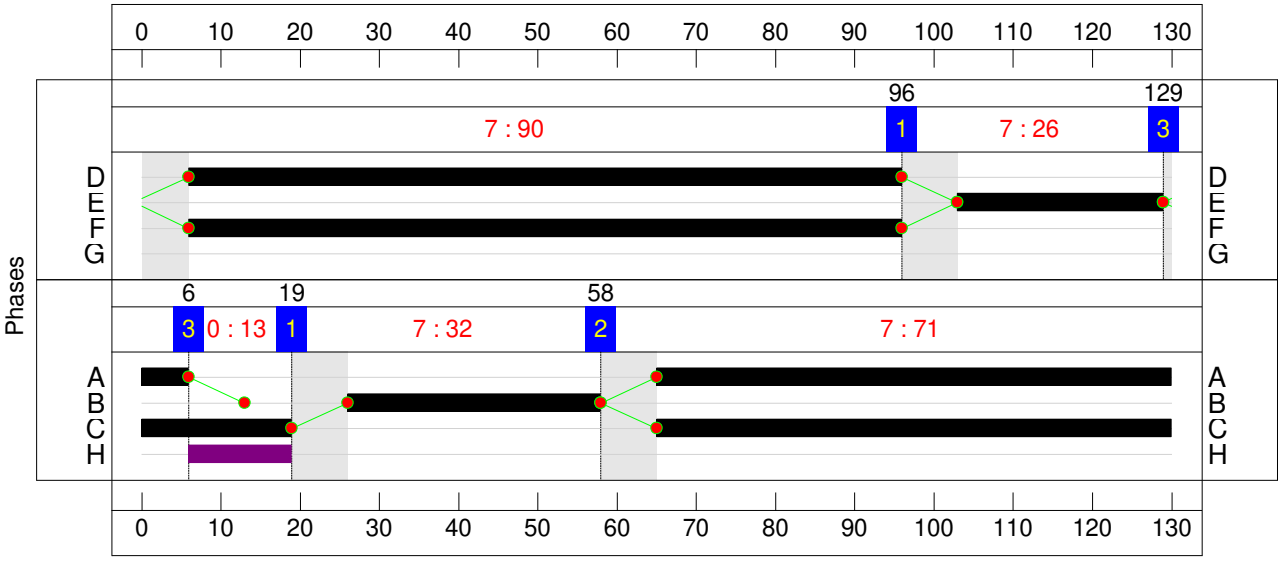
Stage Stream: 1

Stage	3	1
Duration	90	26
Change Point	129	96

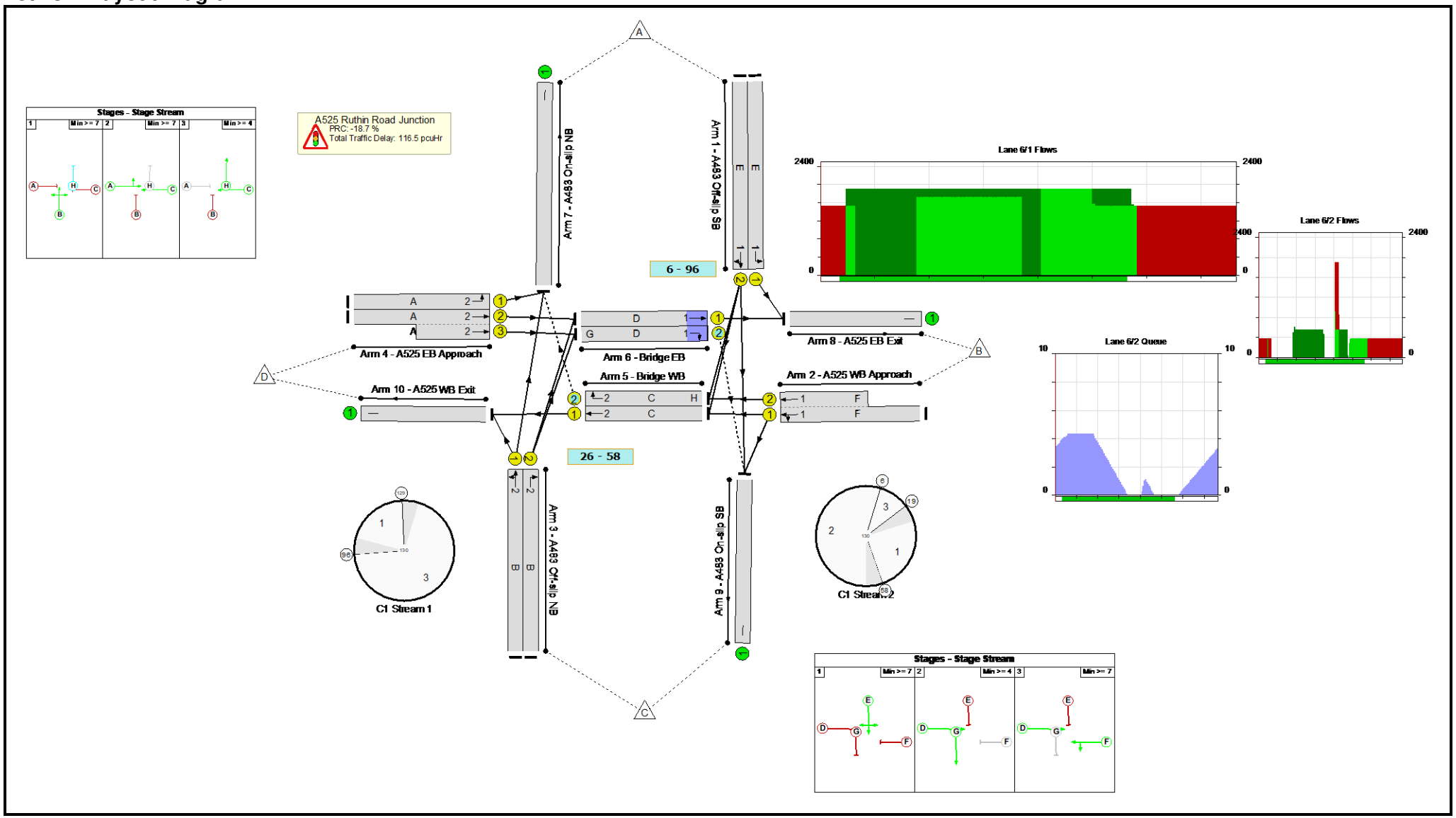
Stage Stream: 2

Stage	1	2	3
Duration	32	71	13
Change Point	19	58	6

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A483 / A525 Linsig Model	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.8%**
A525 Ruthin Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.8%**
1/1	A483 Off-slip SB Left	U	1	N/A	E		1	26	-	300	1703	354	84.8%
1/2	A483 Off-slip SB Right Ahead	U	1	N/A	E		1	26	-	294	1792	372	79.0%
2/1+2/2	A525 WB Approach Ahead Left	U	1	N/A	F		1	90	-	807	1893:1900	1136+257	57.9 : 57.9%
3/1	A483 Off-slip NB Ahead Left	U	2	N/A	B		1	32	-	253	1703	432	58.5%
3/2	A483 Off-slip NB Right	U	2	N/A	B		1	32	-	452	1714	435	103.9%
4/1	A525 EB Approach Left	U	2	N/A	A		1	71	-	354	1781	986	35.9%
4/2+4/3	A525 EB Approach Ahead	U	2	N/A	A		1	71	-	1187	1900:1900	889+222	106.8 : 106.8%
5/1	Bridge WB Ahead	U	2	N/A	C		1	84	-	852	1900	1242	68.6%
5/2	Bridge WB Right	O	2	N/A	C	H	1	84	13	149	1764	149	99.7%
6/1	Bridge EB Ahead	U	1	N/A	D		1	90	-	1402	1900	1330	99.6%
6/2	Bridge EB Right	O	1	N/A	D	G	1	90	0	237	1764	295	75.1%
7/1	A483 On-slip NB	U	N/A	N/A	-		-	-	-	503	Inf	Inf	0.0%
8/1	A525 EB Exit	U	N/A	N/A	-		-	-	-	1702	Inf	Inf	0.0%
9/1	A483 On-slip SB	U	N/A	N/A	-		-	-	-	337	Inf	Inf	0.0%
10/1	A525 WB Exit	U	N/A	N/A	-		-	-	-	1105	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	**-**	**-**	**222**	**149**	**0**	**50.2**	**66.3**	**0.1**	**116.5**	**-**	**-**	**-**	**-**
A525 Ruthin Road Junction	**-**	**-**	**222**	**149**	**0**	**50.2**	**66.3**	**0.1**	**116.5**	**-**	**-**	**-**	**-**
1/1	300	300	-	-	-	4.1	2.6	-	6.7	80.1	10.4	2.6	13.0
1/2	294	294	-	-	-	4.0	1.8	-	5.8	70.8	10.0	1.8	11.8
2/1+2/2	807	807	-	-	-	1.9	0.7	-	2.6	11.6	11.4	0.7	12.1
3/1	253	253	-	-	-	3.0	0.7	-	3.7	52.5	7.9	0.7	8.6
3/2	452	435	-	-	-	7.1	15.7	-	22.8	181.4	16.9	15.7	32.6
4/1	354	354	-	-	-	1.6	0.3	-	1.9	19.0	7.1	0.3	7.4
4/2+4/3	1187	1111	-	-	-	15.1	44.6	-	59.7	181.0	45.8	44.6	90.3
5/1	852	852	-	-	-	3.0	0.0	-	3.0	12.8	13.8	0.0	13.8
5/2	149	149	0	149	0	2.3	0.0	0.0	2.3	55.5	5.4	0.0	5.4
6/1	1324	1324	-	-	-	6.2	0.0	-	6.2	16.7	33.5	0.0	33.5
6/2	222	222	222	0	0	1.9	0.0	0.0	1.9	31.5	4.3	0.0	4.3
7/1	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1624	1624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1105	1105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

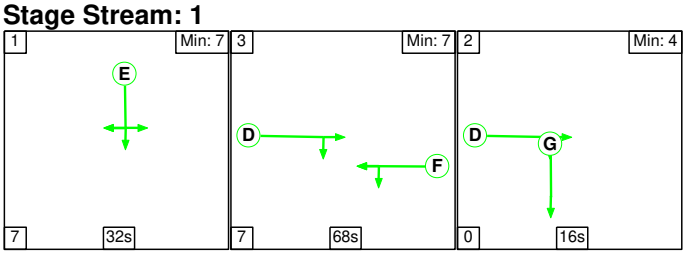
C1	Stream: 1 PRC for Signalled Lanes (%):	-10.6	Total Delay for Signalled Lanes (pcuHr):	23.16	Cycle Time (s): 130
C1	Stream: 2 PRC for Signalled Lanes (%):	-18.7	Total Delay for Signalled Lanes (pcuHr):	93.33	Cycle Time (s): 130
	PRC Over All Lanes (%):	-18.7	Total Delay Over All Lanes(pcuHr):	116.49	

Full Input Data And Results

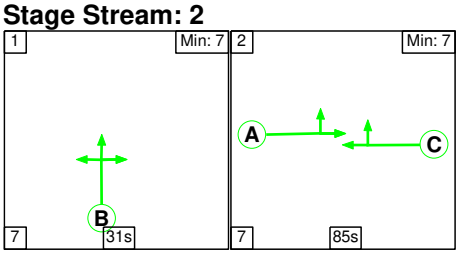
Scenario 2: 'PM 2030 Base' (FG4: 'PM 2030 Base', Plan 2: 'PM Control Plan')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

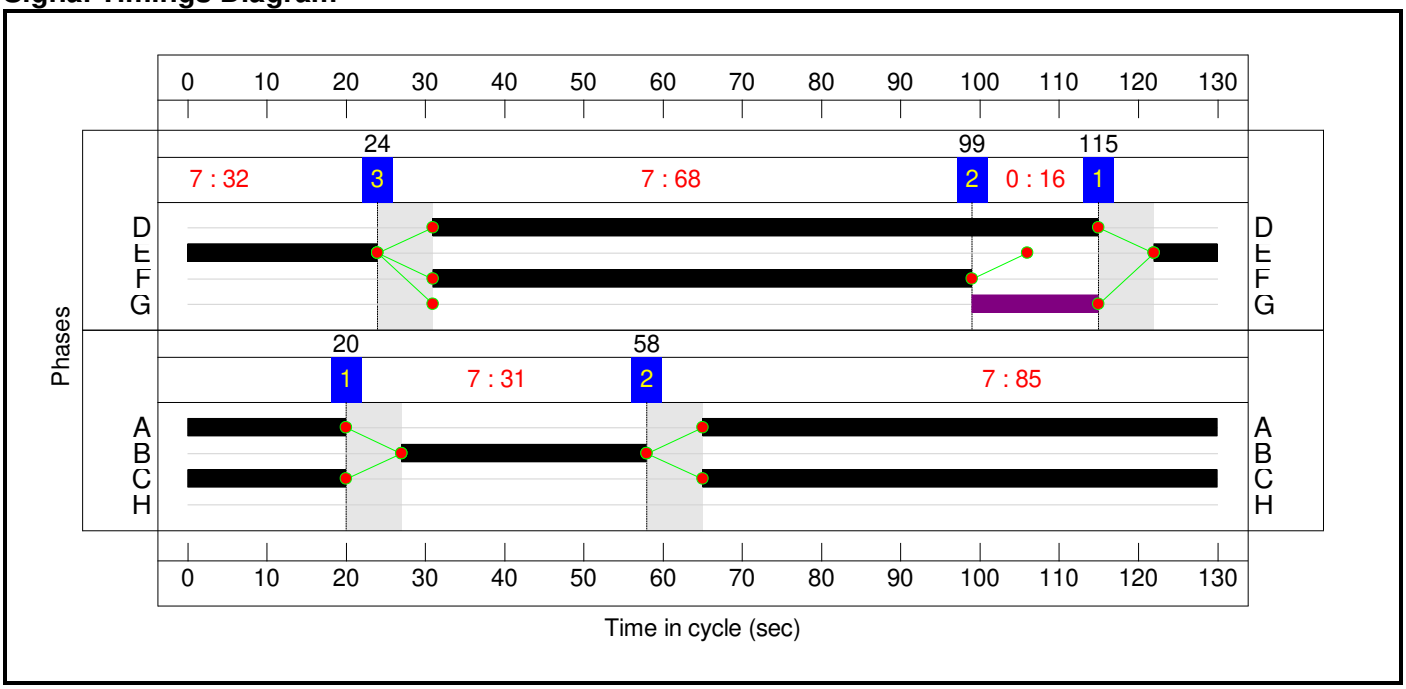
Stage Stream: 1

Stage	1	3	2
Duration	32	68	16
Change Point	115	24	99

Stage Stream: 2

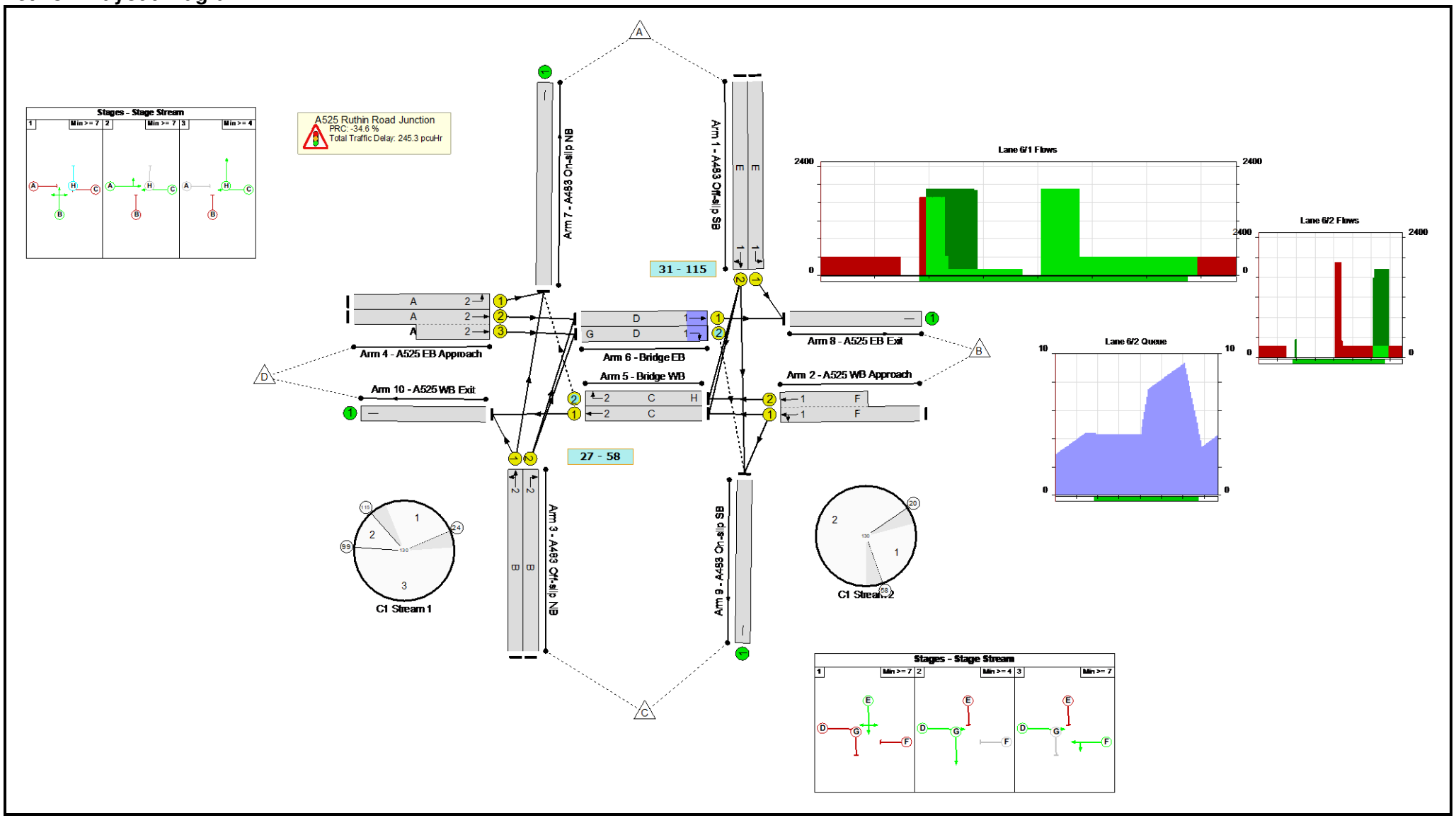
Stage	1	2
Duration	31	85
Change Point	20	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A483 / A525 Linsig Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**121.1%**
A525 Ruthin Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**121.1%**
1/1	A483 Off-slip SB Left	U	1	N/A	E		1	32	-	225	1703	432	52.0%
1/2	A483 Off-slip SB Right Ahead	U	1	N/A	E		1	32	-	544	1792	455	119.6%
2/1+2/2	A525 WB Approach Ahead Left	U	1	N/A	F		1	68	-	1268	1890:1900	930+117	121.1 : 121.1%
3/1	A483 Off-slip NB Ahead Left	U	2	N/A	B		1	31	-	338	1703	419	80.6%
3/2	A483 Off-slip NB Right	U	2	N/A	B		1	31	-	132	1714	422	31.3%
4/1	A525 EB Approach Left	U	2	N/A	A		1	85	-	326	1781	1178	27.7%
4/2+4/3	A525 EB Approach Ahead	U	2	N/A	A		1	85	-	637	1900:1900	882+498	46.2 : 46.2%
5/1	Bridge WB Ahead	U	2	N/A	C		1	85	-	1473	1900	1257	97.2%
5/2	Bridge WB Right	O	2	N/A	C	H	1	85	0	142	1764	216	54.3%
6/1	Bridge EB Ahead	U	1	N/A	D		1	84	-	539	1900	1242	43.4%
6/2	Bridge EB Right	O	1	N/A	D	G	1	84	16	230	1764	191	120.2%
7/1	A483 On-slip NB	U	N/A	N/A	-		-	-	-	468	Inf	Inf	0.0%
8/1	A525 EB Exit	U	N/A	N/A	-		-	-	-	764	Inf	Inf	0.0%
9/1	A483 On-slip SB	U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%
10/1	A525 WB Exit	U	N/A	N/A	-		-	-	-	1811	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	**-**	**-**	**117**	**190**	**1**	**61.9**	**183.4**	**0.1**	**245.3**	**-**	**-**	**-**	**-**
A525 Ruthin Road Junction	**-**	**-**	**117**	**190**	**1**	**61.9**	**183.4**	**0.1**	**245.3**	**-**	**-**	**-**	**-**
1/1	225	225	-	-	-	2.6	0.5	-	3.1	50.3	6.9	0.5	7.5
1/2	544	455	-	-	-	13.5	47.4	-	60.9	403.3	22.9	47.4	70.3
2/1+2/2	1268	1047	-	-	-	22.3	113.3	-	135.5	384.8	55.1	113.3	168.4
3/1	338	338	-	-	-	4.3	2.0	-	6.3	67.2	11.5	2.0	13.4
3/2	132	132	-	-	-	1.5	0.2	-	1.7	46.2	3.9	0.2	4.1
4/1	326	326	-	-	-	0.8	0.2	-	1.0	11.2	4.8	0.2	5.0
4/2+4/3	637	637	-	-	-	1.6	0.4	-	2.0	11.5	6.2	0.4	6.6
5/1	1222	1222	-	-	-	7.6	0.0	-	7.6	22.3	31.0	0.0	31.0
5/2	117	117	117	0	0	1.1	0.0	0.0	1.1	33.2	4.2	0.0	4.2
6/1	539	539	-	-	-	1.3	0.0	-	1.3	8.5	8.2	0.0	8.2
6/2	230	191	0	190	1	5.3	19.3	0.1	24.7	386.7	9.3	19.3	28.6
7/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	764	764	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1560	1560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

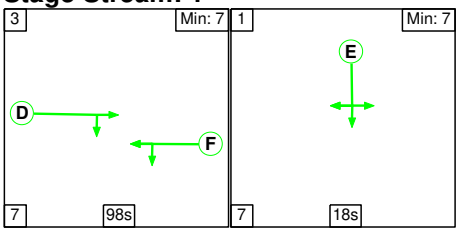
C1 Stream: 1 PRC for Signalled Lanes (%):	-34.6	Total Delay for Signalled Lanes (pcuHr):	225.61	Cycle Time (s): 130
C1 Stream: 2 PRC for Signalled Lanes (%):	-8.0	Total Delay for Signalled Lanes (pcuHr):	19.72	Cycle Time (s): 130
PRC Over All Lanes (%):	-34.6	Total Delay Over All Lanes(pcuHr):	245.33	

Full Input Data And Results

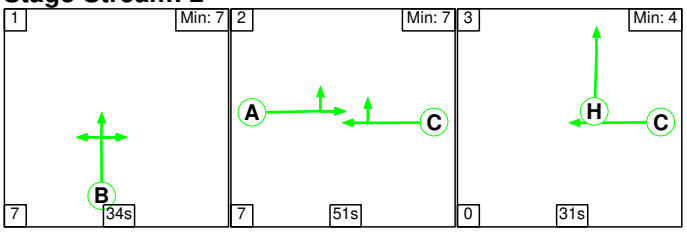
Scenario 3: 'AM 2030 Assessment - 1520 Units' (FG5: 'AM 2030 Assessment - 1520 Units', Plan 1: 'AM Control Plan')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

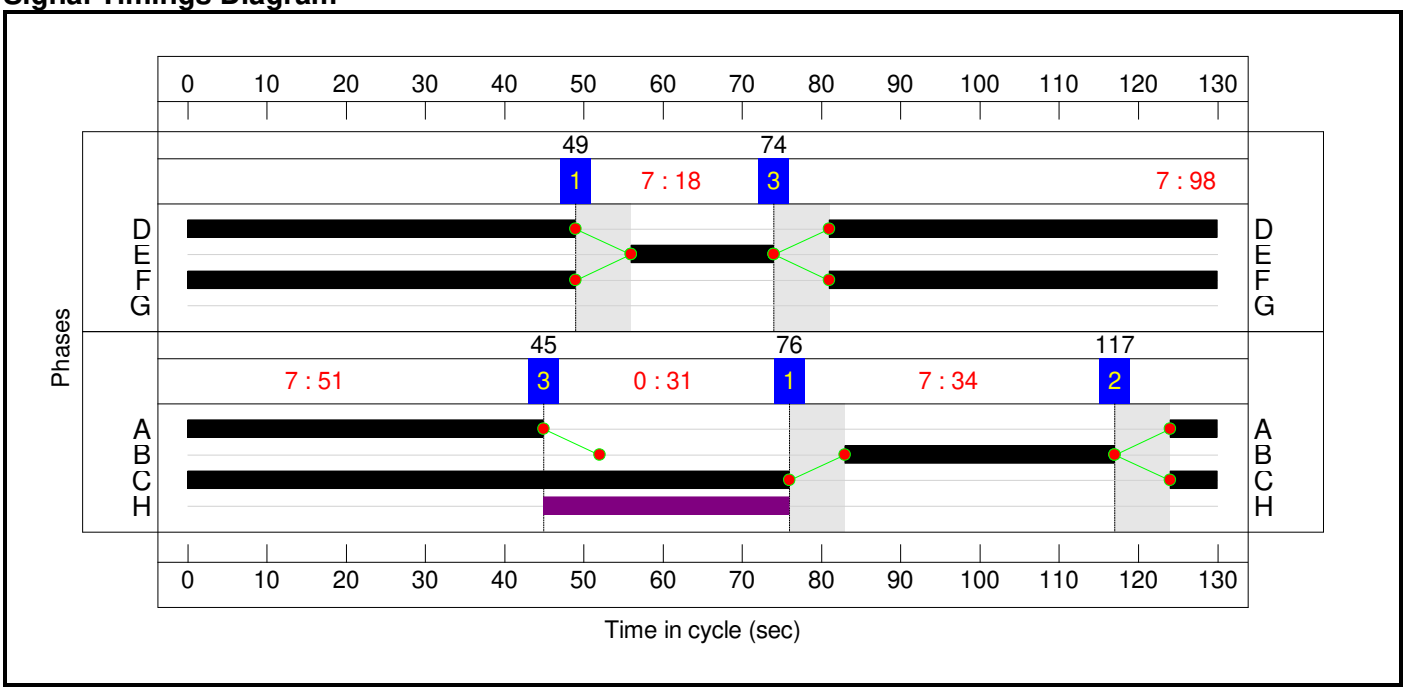
Stage Stream: 1

Stage	3	1
Duration	98	18
Change Point	74	49

Stage Stream: 2

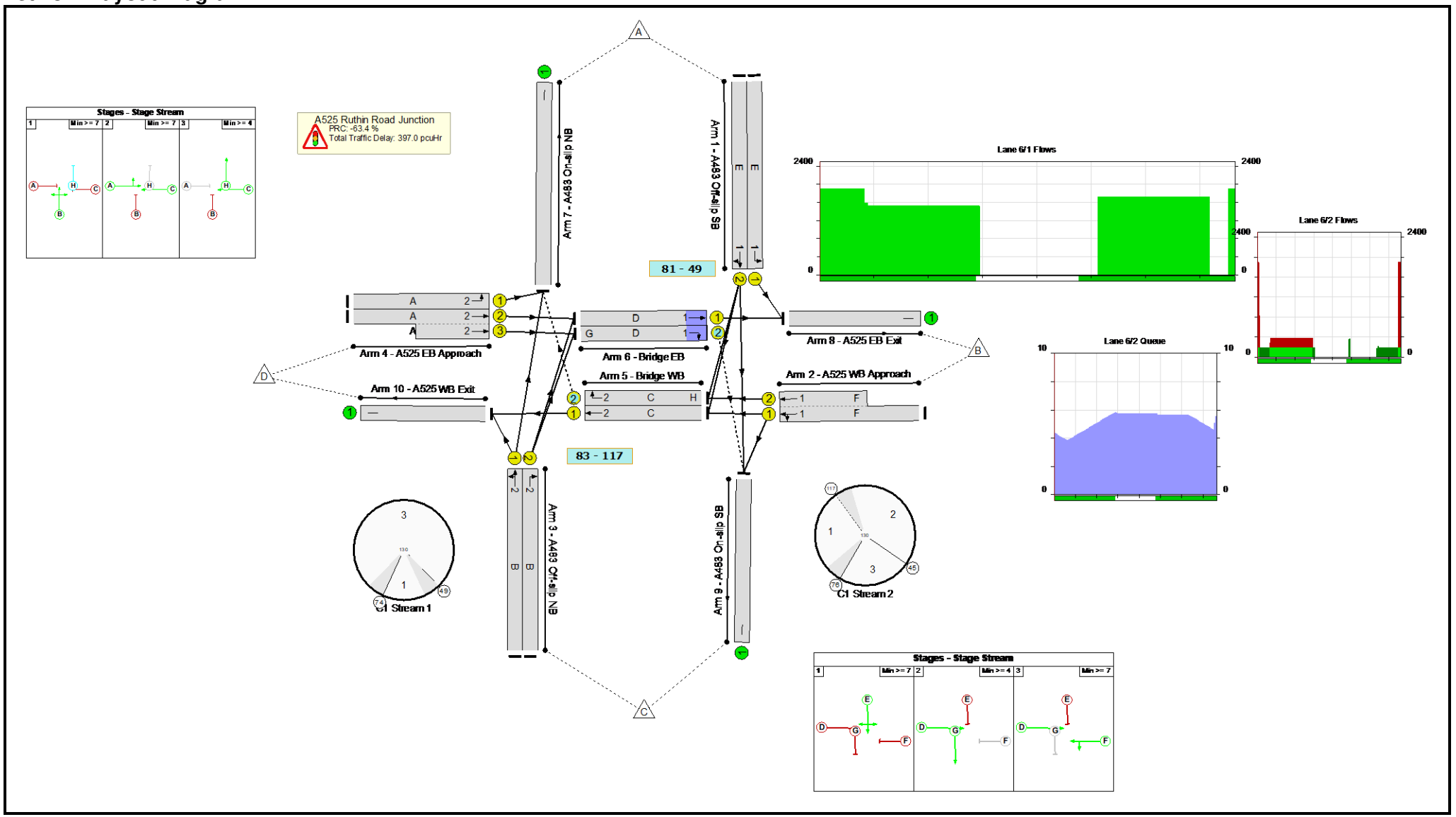
Stage	1	2	3
Duration	34	51	31
Change Point	76	117	45

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A483 / A525 Linsig Model	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**147.0%**
A525 Ruthin Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**147.0%**
1/1	A483 Off-slip SB Left	U	1	N/A	E		1	18	-	362	1703	249	145.4%
1/2	A483 Off-slip SB Right Ahead	U	1	N/A	E		1	18	-	294	1792	262	112.3%
2/1+2/2	A525 WB Approach Ahead Left	U	1	N/A	F		1	98	-	1146	1883:1900	1029+554	72.4 : 72.4%
3/1	A483 Off-slip NB Ahead Left	U	2	N/A	B		1	34	-	253	1703	458	55.2%
3/2	A483 Off-slip NB Right	U	2	N/A	B		1	34	-	469	1714	461	101.6%
4/1	A525 EB Approach Left	U	2	N/A	A		1	51	-	354	1781	712	49.7%
4/2+4/3	A525 EB Approach Ahead	U	2	N/A	A		1	51	-	1191	1900:1900	656+163	145.5 : 145.5%
5/1	Bridge WB Ahead	U	2	N/A	C		1	82	-	869	1900	1213	69.0%
5/2	Bridge WB Right	O	2	N/A	C	H	1	82	31	401	1764	394	101.9%
6/1	Bridge EB Ahead	U	1	N/A	D		1	98	-	1423	1900	1447	77.2%
6/2	Bridge EB Right	O	1	N/A	D	G	1	98	0	237	1764	111	147.0%
7/1	A483 On-slip NB	U	N/A	N/A	-		-	-	-	755	Inf	Inf	0.0%
8/1	A525 EB Exit	U	N/A	N/A	-		-	-	-	1785	Inf	Inf	0.0%
9/1	A483 On-slip SB	U	N/A	N/A	-		-	-	-	407	Inf	Inf	0.0%
10/1	A525 WB Exit	U	N/A	N/A	-		-	-	-	1122	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	**-**	**-**	**111**	**394**	**0**	**86.3**	**310.7**	**0.1**	**397.0**	**-**	**-**	**-**	**-**
A525 Ruthin Road Junction	**-**	**-**	**111**	**394**	**0**	**86.3**	**310.7**	**0.1**	**397.0**	**-**	**-**	**-**	**-**
1/1	362	249	-	-	-	11.6	58.1	-	69.8	693.7	17.2	58.1	75.3
1/2	294	262	-	-	-	6.3	19.8	-	26.0	318.6	11.8	19.8	31.5
2/1+2/2	1146	1146	-	-	-	1.8	1.3	-	3.1	9.8	12.5	1.3	13.8
3/1	253	253	-	-	-	2.9	0.6	-	3.5	49.5	7.8	0.6	8.4
3/2	469	461	-	-	-	6.5	12.9	-	19.4	148.9	17.2	12.9	30.1
4/1	354	354	-	-	-	2.9	0.5	-	3.4	34.2	9.5	0.5	10.0
4/2+4/3	1191	819	-	-	-	37.2	187.8	-	225.0	680.0	56.6	187.8	244.4
5/1	837	837	-	-	-	3.7	0.0	-	3.7	15.9	16.7	0.0	16.7
5/2	401	394	0	394	0	8.2	3.7	0.0	11.9	106.5	14.7	3.7	18.4
6/1	1117	1117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	163	111	111	0	0	5.2	26.1	0.1	31.3	692.7	5.9	26.1	31.9
7/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1366	1366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1090	1090	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

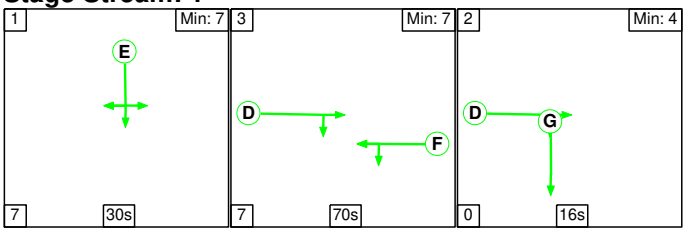
C1 Stream: 1 PRC for Signalled Lanes (%): -63.4 Total Delay for Signalled Lanes (pcuHr): 130.23 Cycle Time (s): 130
C1 Stream: 2 PRC for Signalled Lanes (%): -61.7 Total Delay for Signalled Lanes (pcuHr): 266.78 Cycle Time (s): 130
PRC Over All Lanes (%): -63.4 Total Delay Over All Lanes(pcuHr): 397.01

Full Input Data And Results

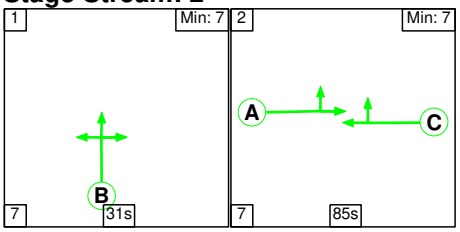
Scenario 4: 'PM 2030 Assessment - 1520 Units' (FG6: 'PM 2030 Assessment - 1520 Units', Plan 2: 'PM Control Plan')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

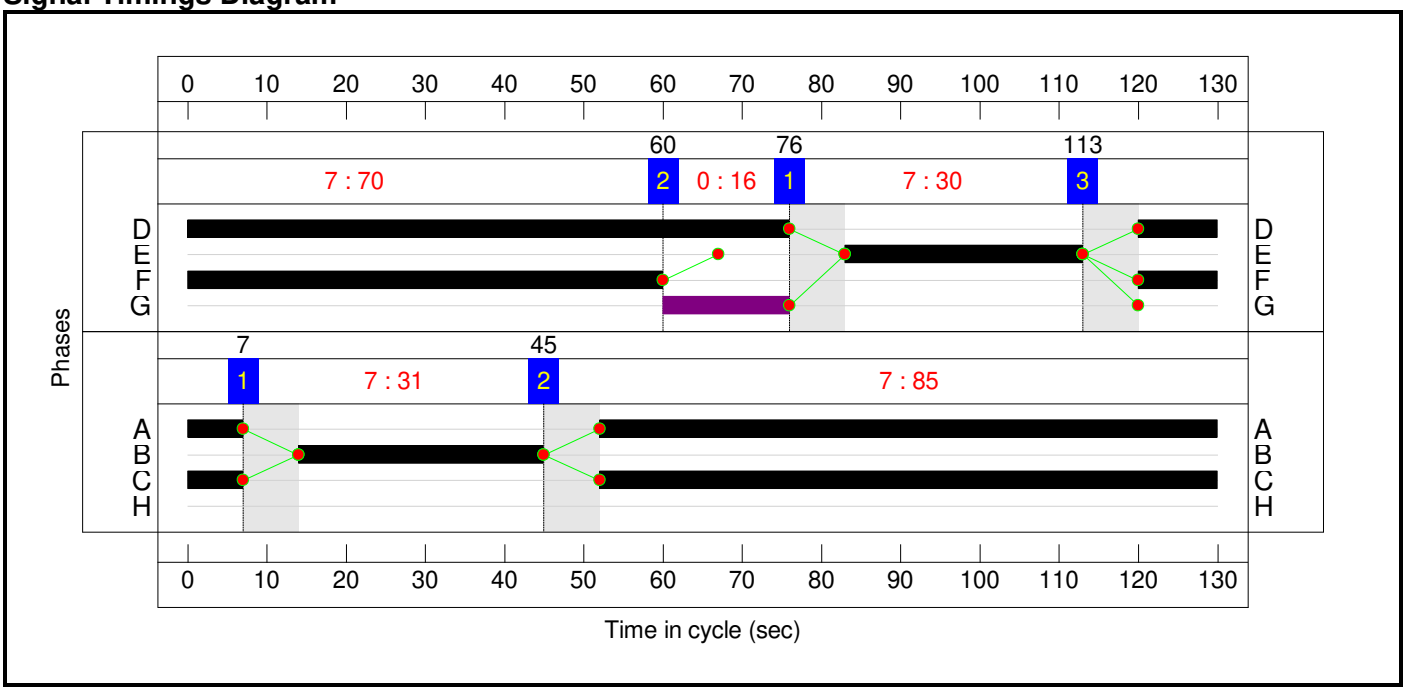
Stage Stream: 1

Stage	1	3	2
Duration	30	70	16
Change Point	76	113	60

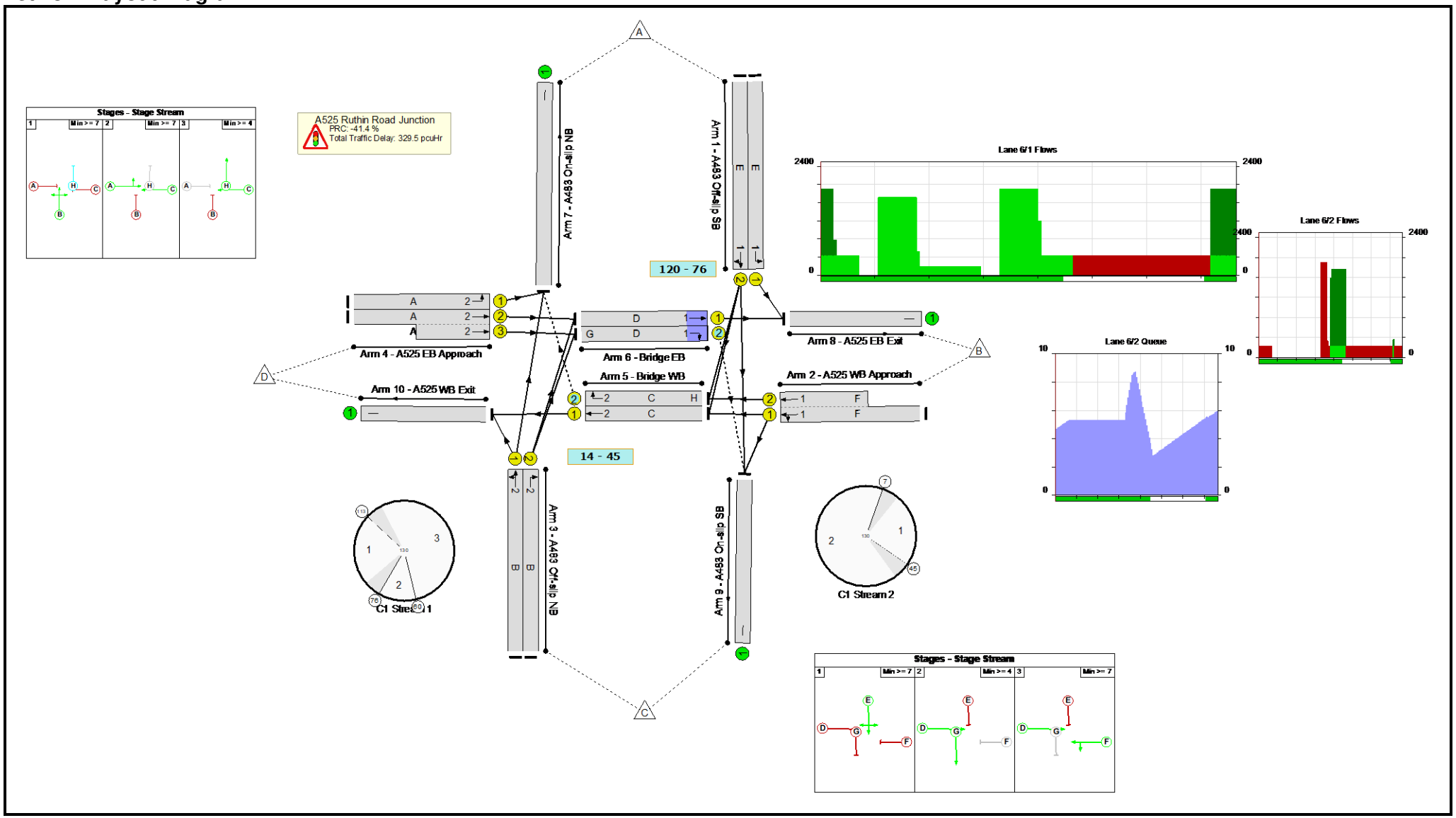
Stage Stream: 2

Stage	1	2
Duration	31	85
Change Point	7	45

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A483 / A525 Linsig Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**127.3%**
A525 Ruthin Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**127.3%**
1/1	A483 Off-slip SB Left	U	1	N/A	E		1	30	-	435	1703	406	107.1%
1/2	A483 Off-slip SB Right Ahead	U	1	N/A	E		1	30	-	544	1792	427	127.3%
2/1+2/2	A525 WB Approach Ahead Left	U	1	N/A	F		1	70	-	1392	1888:1900	910+185	127.2 : 127.2%
3/1	A483 Off-slip NB Ahead Left	U	2	N/A	B		1	31	-	338	1703	419	80.6%
3/2	A483 Off-slip NB Right	U	2	N/A	B		1	31	-	190	1714	422	45.0%
4/1	A525 EB Approach Left	U	2	N/A	A		1	85	-	326	1781	1178	27.7%
4/2+4/3	A525 EB Approach Ahead	U	2	N/A	A		1	85	-	651	1900:1900	890+486	47.3 : 47.3%
5/1	Bridge WB Ahead	U	2	N/A	C		1	85	-	1479	1900	1257	92.5%
5/2	Bridge WB Right	O	2	N/A	C	H	1	85	0	235	1764	205	90.3%
6/1	Bridge EB Ahead	U	1	N/A	D		1	86	-	611	1900	1272	48.1%
6/2	Bridge EB Right	O	1	N/A	D	G	1	86	16	230	1764	191	120.2%
7/1	A483 On-slip NB	U	N/A	N/A	-		-	-	-	561	Inf	Inf	0.0%
8/1	A525 EB Exit	U	N/A	N/A	-		-	-	-	1046	Inf	Inf	0.0%
9/1	A483 On-slip SB	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
10/1	A525 WB Exit	U	N/A	N/A	-		-	-	-	1817	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	**-**	**-**	**185**	**190**	**1**	**75.5**	**253.9**	**0.1**	**329.5**	**-**	**-**	**-**	**-**
A525 Ruthin Road Junction	**-**	**-**	**185**	**190**	**1**	**75.5**	**253.9**	**0.1**	**329.5**	**-**	**-**	**-**	**-**
1/1	435	406	-	-	-	7.3	19.9	-	27.2	224.9	16.8	19.9	36.7
1/2	544	427	-	-	-	14.8	60.6	-	75.3	498.6	26.0	60.6	86.5
2/1+2/2	1392	1094	-	-	-	30.1	151.1	-	181.2	468.7	62.0	151.1	213.0
3/1	338	338	-	-	-	4.3	2.0	-	6.3	67.2	11.5	2.0	13.4
3/2	190	190	-	-	-	2.2	0.4	-	2.6	49.3	5.8	0.4	6.2
4/1	326	326	-	-	-	0.8	0.2	-	1.0	11.2	4.8	0.2	5.0
4/2+4/3	651	651	-	-	-	1.7	0.4	-	2.1	11.7	6.5	0.4	7.0
5/1	1162	1162	-	-	-	5.9	0.0	-	5.9	18.3	35.5	0.0	35.5
5/2	185	185	185	0	0	2.2	0.0	0.0	2.2	43.2	5.0	0.0	5.0
6/1	611	611	-	-	-	1.1	0.0	-	1.1	6.3	5.5	0.0	5.5
6/2	230	191	0	190	1	5.1	19.3	0.1	24.5	383.5	8.7	19.3	28.0
7/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1017	1017	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1500	1500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

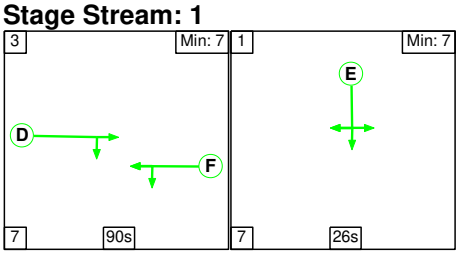
C1 Stream: 1 PRC for Signalled Lanes (%): -41.4 Total Delay for Signalled Lanes (pcuHr): 309.33 Cycle Time (s): 130
C1 Stream: 2 PRC for Signalled Lanes (%): -2.8 Total Delay for Signalled Lanes (pcuHr): 20.17 Cycle Time (s): 130
PRC Over All Lanes (%): -41.4 Total Delay Over All Lanes(pcuHr): 329.50

Full Input Data And Results

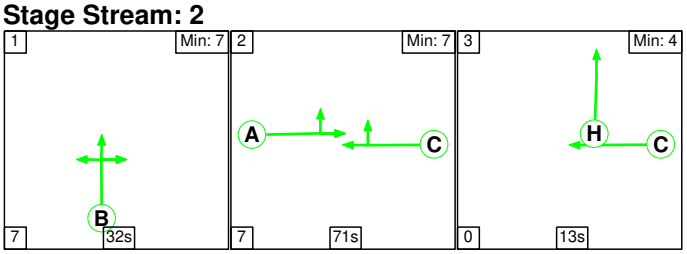
Scenario 5: 'AM 2040 Base' (FG7: 'AM 2040 Base', Plan 1: 'AM Control Plan')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

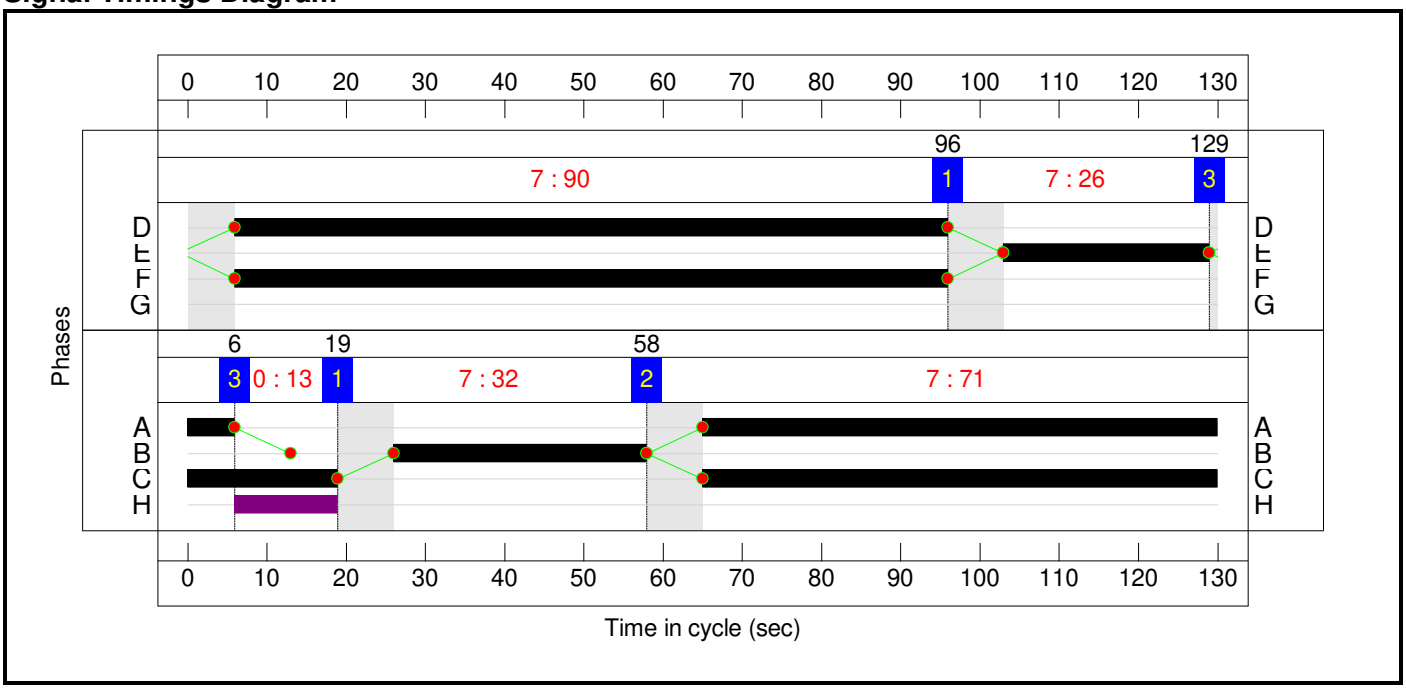
Stage Stream: 1

Stage	3	1
Duration	90	26
Change Point	129	96

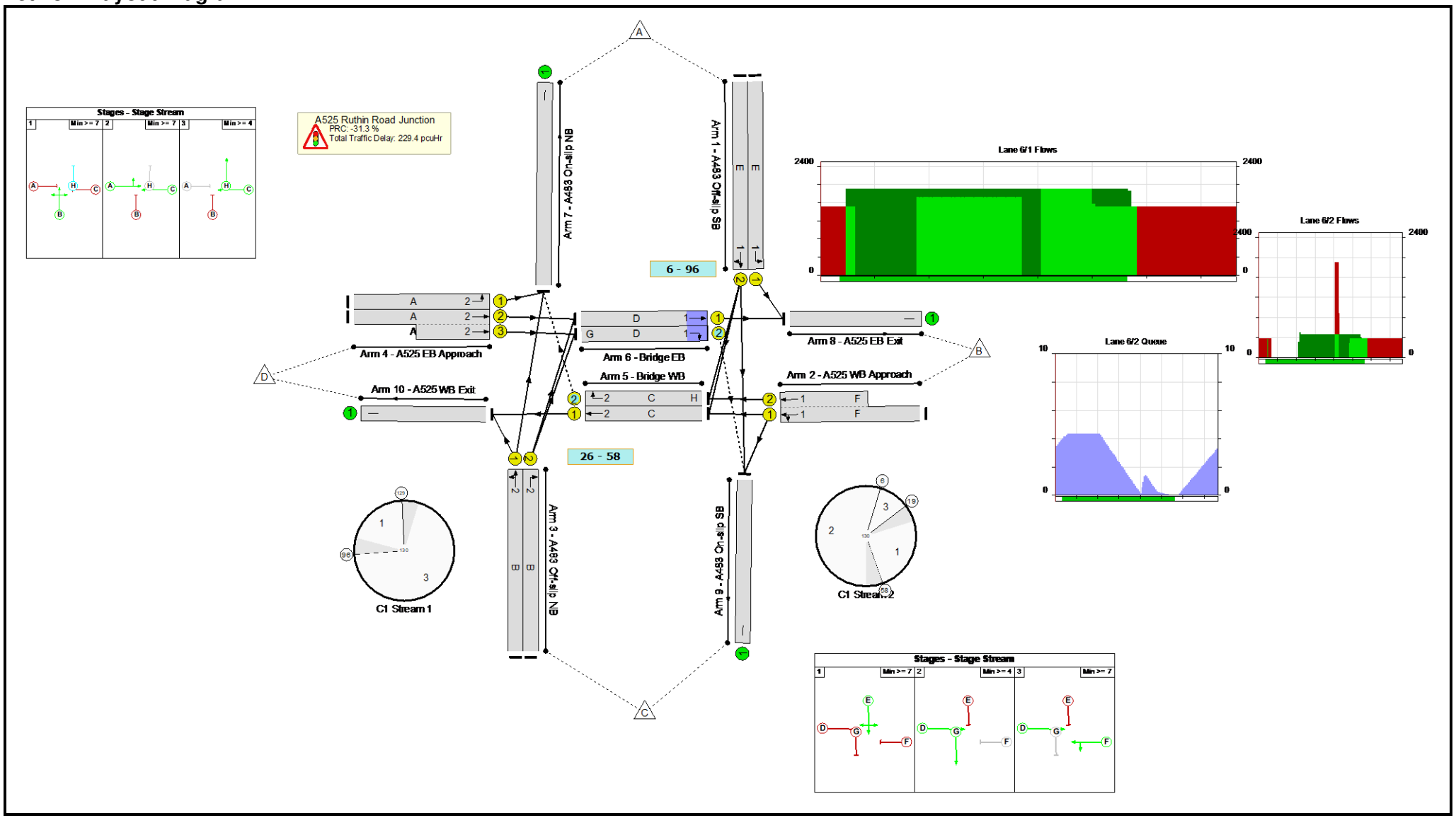
Stage Stream: 2

Stage	1	2	3
Duration	32	71	13
Change Point	19	58	6

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A483 / A525 Linsig Model	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**118.1%**
A525 Ruthin Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**118.1%**
1/1	A483 Off-slip SB Left	U	1	N/A	E		1	26	-	334	1703	354	94.4%
1/2	A483 Off-slip SB Right Ahead	U	1	N/A	E		1	26	-	325	1792	372	87.3%
2/1+2/2	A525 WB Approach Ahead Left	U	1	N/A	F		1	90	-	894	1893:1900	1136+257	64.2 : 64.2%
3/1	A483 Off-slip NB Ahead Left	U	2	N/A	B		1	32	-	281	1703	432	65.0%
3/2	A483 Off-slip NB Right	U	2	N/A	B		1	32	-	503	1714	435	115.6%
4/1	A525 EB Approach Left	U	2	N/A	A		1	71	-	391	1781	986	39.6%
4/2+4/3	A525 EB Approach Ahead	U	2	N/A	A		1	71	-	1313	1900:1900	889+223	118.1 : 118.1%
5/1	Bridge WB Ahead	U	2	N/A	C		1	84	-	942	1900	1242	75.8%
5/2	Bridge WB Right	O	2	N/A	C	H	1	84	13	165	1764	149	110.4%
6/1	Bridge EB Ahead	U	1	N/A	D		1	90	-	1553	1900	1330	99.5%
6/2	Bridge EB Right	O	1	N/A	D	G	1	90	0	263	1764	227	98.1%
7/1	A483 On-slip NB	U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
8/1	A525 EB Exit	U	N/A	N/A	-		-	-	-	1887	Inf	Inf	0.0%
9/1	A483 On-slip SB	U	N/A	N/A	-		-	-	-	375	Inf	Inf	0.0%
10/1	A525 WB Exit	U	N/A	N/A	-		-	-	-	1223	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	**-**	**-**	**223**	**149**	**0**	**69.6**	**159.7**	**0.1**	**229.4**	**-**	**-**	**-**	**-**
A525 Ruthin Road Junction	**-**	**-**	**223**	**149**	**0**	**69.6**	**159.7**	**0.1**	**229.4**	**-**	**-**	**-**	**-**
1/1	334	334	-	-	-	4.7	5.5	-	10.2	109.6	11.9	5.5	17.3
1/2	325	325	-	-	-	4.5	3.0	-	7.5	83.6	11.3	3.0	14.3
2/1+2/2	894	894	-	-	-	2.3	0.9	-	3.2	12.8	14.2	0.9	15.1
3/1	281	281	-	-	-	3.4	0.9	-	4.3	55.1	9.1	0.9	10.0
3/2	503	435	-	-	-	10.9	37.3	-	48.2	344.8	20.6	37.3	57.9
4/1	391	391	-	-	-	1.8	0.3	-	2.1	19.6	8.0	0.3	8.4
4/2+4/3	1313	1111	-	-	-	26.1	104.0	-	130.1	356.8	56.9	104.0	160.8
5/1	942	942	-	-	-	3.8	0.0	-	3.8	14.4	16.6	0.0	16.6
5/2	165	149	0	149	0	3.8	7.8	0.0	11.6	252.7	6.5	7.8	14.3
6/1	1324	1324	-	-	-	6.1	0.0	-	6.1	16.7	33.4	0.0	33.4
6/2	223	223	223	0	0	2.2	0.0	0.1	2.3	36.9	4.3	0.0	4.3
7/1	540	540	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1658	1658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1223	1223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

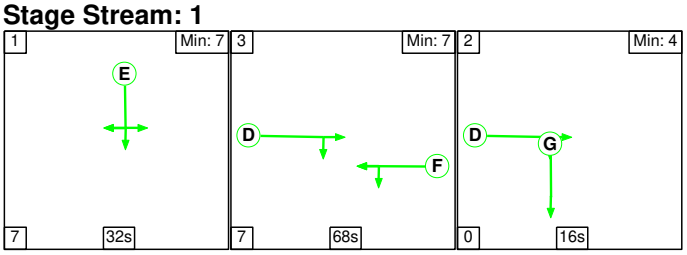
C1	Stream: 1 PRC for Signalled Lanes (%):	-10.6	Total Delay for Signalled Lanes (pcuHr):	29.31	Cycle Time (s): 130
C1	Stream: 2 PRC for Signalled Lanes (%):	-31.3	Total Delay for Signalled Lanes (pcuHr):	200.07	Cycle Time (s): 130
	PRC Over All Lanes (%):	-31.3	Total Delay Over All Lanes(pcuHr):	229.38	

Full Input Data And Results

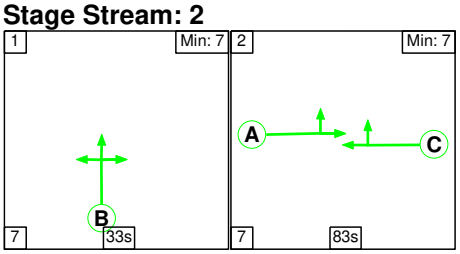
Scenario 6: 'PM 2040 Base' (FG8: 'PM 2040 Base', Plan 2: 'PM Control Plan')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

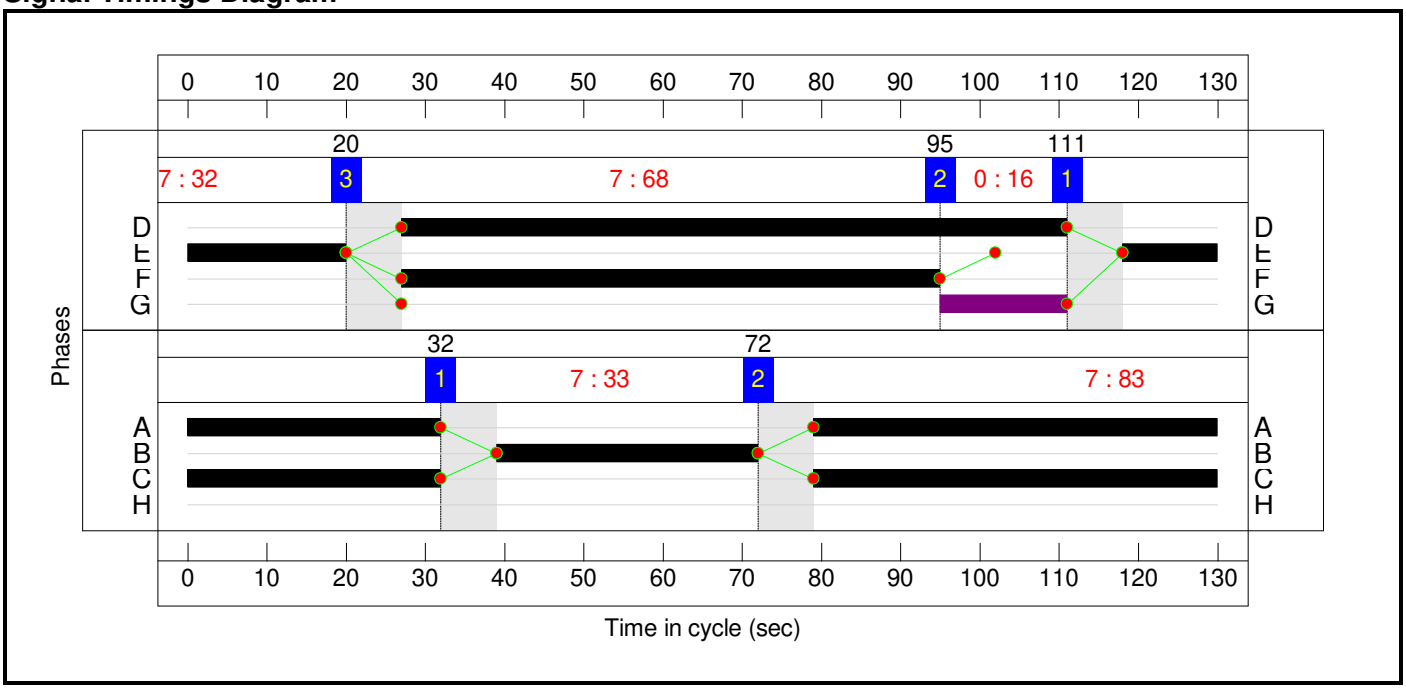
Stage Stream: 1

Stage	1	3	2
Duration	32	68	16
Change Point	111	20	95

Stage Stream: 2

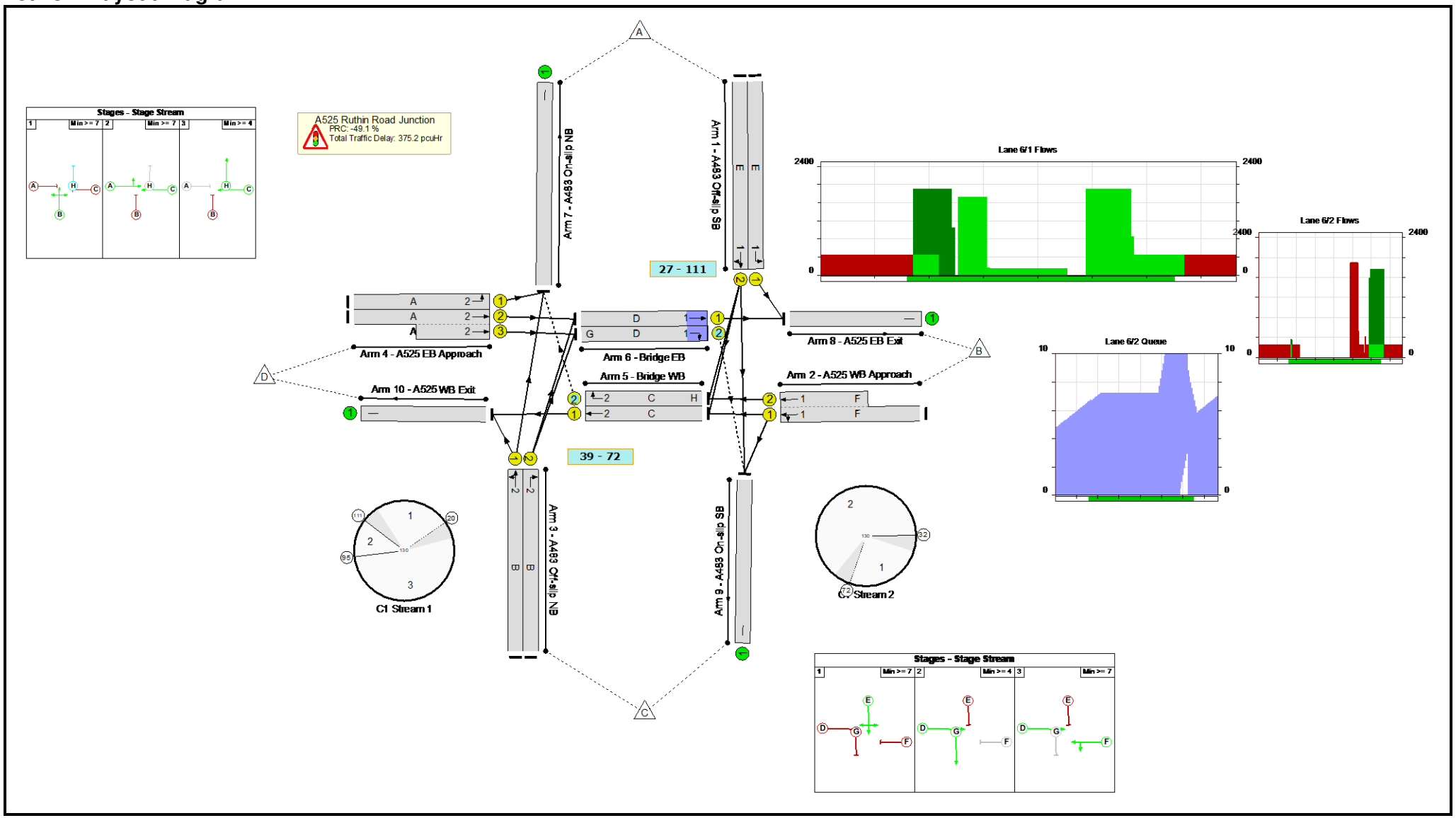
Stage	1	2
Duration	33	83
Change Point	32	72

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A483 / A525 Linsig Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**134.2%**
A525 Ruthin Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**134.2%**
1/1	A483 Off-slip SB Left	U	1	N/A	E		1	32	-	251	1703	432	58.1%
1/2	A483 Off-slip SB Right Ahead	U	1	N/A	E		1	32	-	604	1792	455	132.8%
2/1+2/2	A525 WB Approach Ahead Left	U	1	N/A	F		1	68	-	1405	1890:1900	929+118	134.2 : 134.2%
3/1	A483 Off-slip NB Ahead Left	U	2	N/A	B		1	33	-	376	1703	445	84.4%
3/2	A483 Off-slip NB Right	U	2	N/A	B		1	33	-	147	1714	448	32.8%
4/1	A525 EB Approach Left	U	2	N/A	A		1	83	-	361	1781	1151	31.4%
4/2+4/3	A525 EB Approach Ahead	U	2	N/A	A		1	83	-	706	1900:1900	862+490	52.2 : 52.2%
5/1	Bridge WB Ahead	U	2	N/A	C		1	83	-	1632	1900	1228	99.5%
5/2	Bridge WB Right	O	2	N/A	C	H	1	83	0	158	1764	142	82.7%
6/1	Bridge EB Ahead	U	1	N/A	D		1	84	-	597	1900	1242	48.1%
6/2	Bridge EB Right	O	1	N/A	D	G	1	84	16	256	1764	191	133.8%
7/1	A483 On-slip NB	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
8/1	A525 EB Exit	U	N/A	N/A	-		-	-	-	848	Inf	Inf	0.0%
9/1	A483 On-slip SB	U	N/A	N/A	-		-	-	-	475	Inf	Inf	0.0%
10/1	A525 WB Exit	U	N/A	N/A	-		-	-	-	2008	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	**-**	**-**	**118**	**190**	**1**	**81.2**	**293.9**	**0.1**	**375.2**	**-**	**-**	**-**	**-**
A525 Ruthin Road Junction	**-**	**-**	**118**	**190**	**1**	**81.2**	**293.9**	**0.1**	**375.2**	**-**	**-**	**-**	**-**
1/1	251	251	-	-	-	3.0	0.7	-	3.6	52.3	7.9	0.7	8.6
1/2	604	455	-	-	-	18.7	76.5	-	95.2	567.3	28.7	76.5	105.2
2/1+2/2	1405	1047	-	-	-	31.1	180.9	-	212.0	543.2	65.3	180.9	246.1
3/1	376	376	-	-	-	4.8	2.5	-	7.3	69.7	12.8	2.5	15.4
3/2	147	147	-	-	-	1.6	0.2	-	1.8	44.7	4.3	0.2	4.5
4/1	361	361	-	-	-	1.0	0.2	-	1.3	12.5	5.7	0.2	5.9
4/2+4/3	706	706	-	-	-	2.0	0.5	-	2.5	13.0	7.5	0.5	8.0
5/1	1221	1221	-	-	-	8.7	0.0	-	8.7	25.7	42.9	0.0	42.9
5/2	118	118	118	0	0	1.7	0.0	0.0	1.8	53.6	3.9	0.0	3.9
6/1	597	597	-	-	-	1.3	0.0	-	1.3	7.6	6.4	0.0	6.4
6/2	256	191	0	190	1	7.3	32.3	0.1	39.7	558.5	12.1	32.3	44.4
7/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1597	1597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

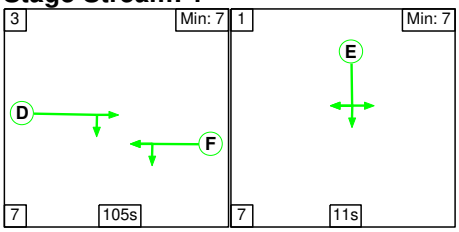
C1	Stream: 1 PRC for Signalled Lanes (%):	-49.1	Total Delay for Signalled Lanes (pcuHr):	351.81	Cycle Time (s): 130
C1	Stream: 2 PRC for Signalled Lanes (%):	-10.5	Total Delay for Signalled Lanes (pcuHr):	23.39	Cycle Time (s): 130
	PRC Over All Lanes (%):	-49.1	Total Delay Over All Lanes(pcuHr):	375.20	

Full Input Data And Results

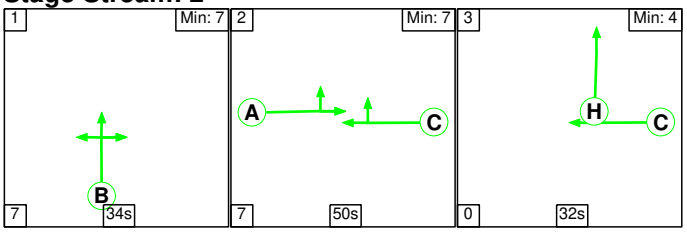
Scenario 7: 'AM 2040 Assessment - 1520 Units' (FG9: 'AM 2040 Assessment - 1520 Units', Plan 1: 'AM Control Plan')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

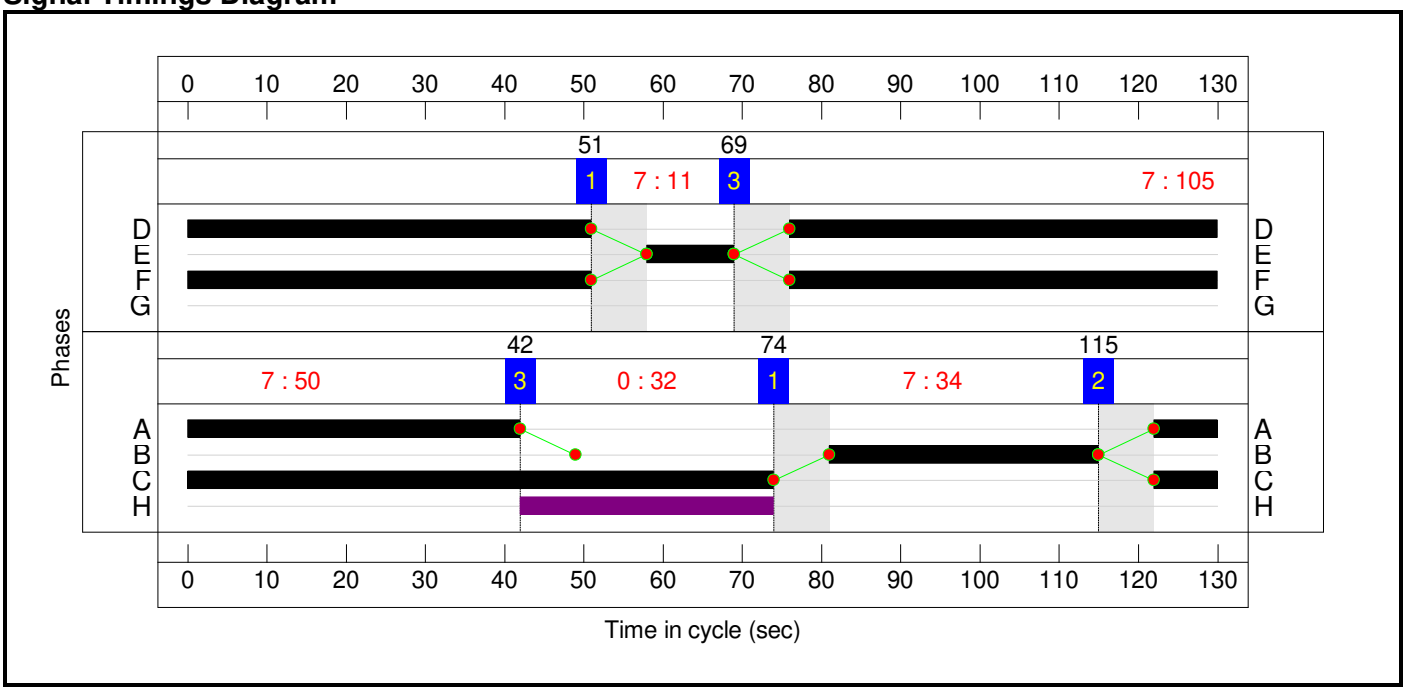
Stage Stream: 1

Stage	3	1
Duration	105	11
Change Point	69	51

Stage Stream: 2

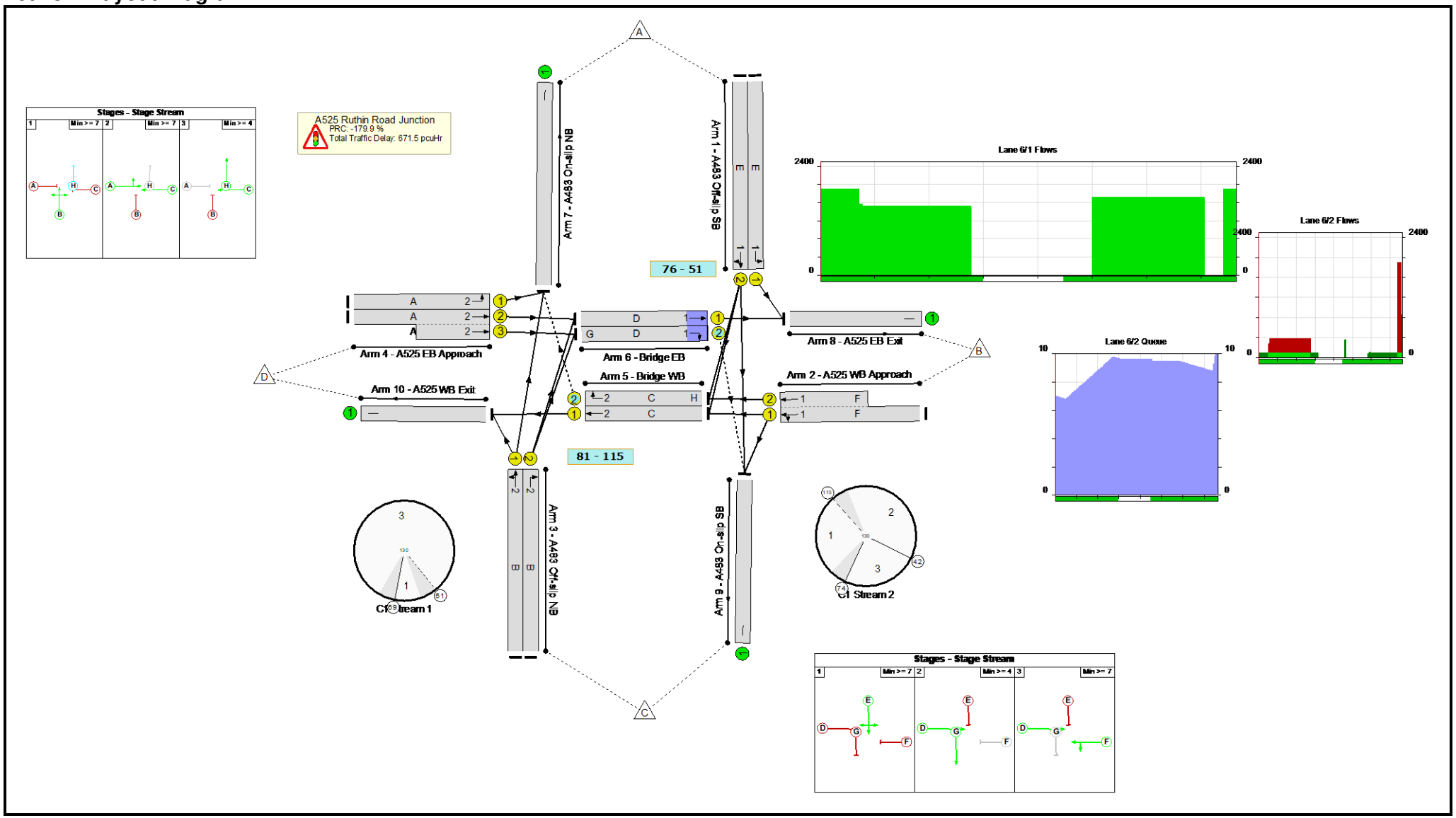
Stage	1	2	3
Duration	34	50	32
Change Point	74	115	42

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A483 / A525 Linsig Model	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**251.9%**
A525 Ruthin Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**251.9%**
1/1	A483 Off-slip SB Left	U	1	N/A	E		1	11	-	396	1703	157	251.9%
1/2	A483 Off-slip SB Right Ahead	U	1	N/A	E		1	11	-	325	1792	165	196.5%
2/1+2/2	A525 WB Approach Ahead Left	U	1	N/A	F		1	105	-	1233	1884:1900	1109+569	73.5 : 73.5%
3/1	A483 Off-slip NB Ahead Left	U	2	N/A	B		1	34	-	281	1703	458	61.3%
3/2	A483 Off-slip NB Right	U	2	N/A	B		1	34	-	520	1714	461	112.7%
4/1	A525 EB Approach Left	U	2	N/A	A		1	50	-	391	1781	699	56.0%
4/2+4/3	A525 EB Approach Ahead	U	2	N/A	A		1	50	-	1317	1900:1900	644+161	163.8 : 163.8%
5/1	Bridge WB Ahead	U	2	N/A	C		1	82	-	959	1900	1213	65.9%
5/2	Bridge WB Right	O	2	N/A	C	H	1	82	32	418	1764	407	102.6%
6/1	Bridge EB Ahead	U	1	N/A	D		1	105	-	1574	1900	1549	71.3%
6/2	Bridge EB Right	O	1	N/A	D	G	1	105	0	263	1764	65	247.6%
7/1	A483 On-slip NB	U	N/A	N/A	-		-	-	-	809	Inf	Inf	0.0%
8/1	A525 EB Exit	U	N/A	N/A	-		-	-	-	1970	Inf	Inf	0.0%
9/1	A483 On-slip SB	U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
10/1	A525 WB Exit	U	N/A	N/A	-		-	-	-	1240	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	**-**	**-**	**64**	**407**	**1**	**123.5**	**547.9**	**0.1**	**671.5**	**-**	**-**	**-**	**-**
A525 Ruthin Road Junction	**-**	**-**	**64**	**407**	**1**	**123.5**	**547.9**	**0.1**	**671.5**	**-**	**-**	**-**	**-**
1/1	396	157	-	-	-	21.6	120.2	-	141.9	1289.6	25.9	120.2	146.1
1/2	325	165	-	-	-	14.5	80.8	-	95.3	1055.3	18.0	80.8	98.8
2/1+2/2	1233	1233	-	-	-	1.2	1.4	-	2.6	7.6	9.7	1.4	11.1
3/1	281	281	-	-	-	3.2	0.8	-	4.0	51.6	8.8	0.8	9.6
3/2	520	461	-	-	-	9.8	33.2	-	43.0	297.9	21.3	33.2	54.5
4/1	391	391	-	-	-	3.3	0.6	-	4.0	36.6	11.0	0.6	11.6
4/2+4/3	1317	804	-	-	-	48.4	257.7	-	306.1	836.6	66.4	257.7	324.1
5/1	799	799	-	-	-	3.9	0.0	-	3.9	17.7	17.7	0.0	17.7
5/2	418	407	0	407	0	8.4	5.4	0.0	13.8	119.0	15.5	5.4	20.9
6/1	1105	1105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	161	65	64	0	1	8.9	47.9	0.1	56.9	1275.6	10.6	47.9	58.4
7/1	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1262	1262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1080	1080	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

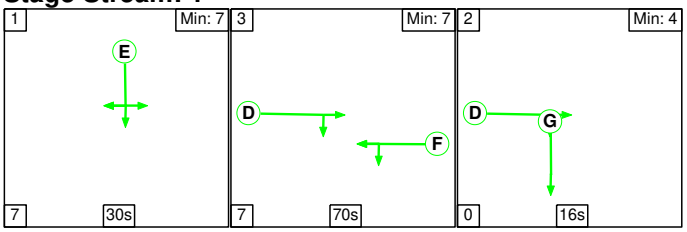
C1	Stream: 1 PRC for Signalled Lanes (%):	-179.9	Total Delay for Signalled Lanes (pcuHr):	296.63	Cycle Time (s): 130
C1	Stream: 2 PRC for Signalled Lanes (%):	-82.0	Total Delay for Signalled Lanes (pcuHr):	374.85	Cycle Time (s): 130
	PRC Over All Lanes (%):	-179.9	Total Delay Over All Lanes(pcuHr):	671.49	

Full Input Data And Results

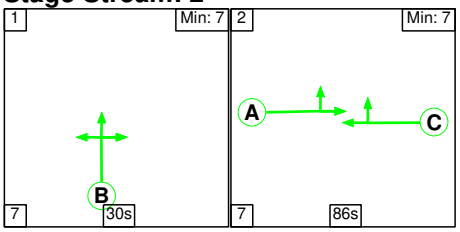
Scenario 8: 'PM 2040 Assessment - 1520 Units' (FG10: 'PM 2040 Assessment - 1520 Units', Plan 2: 'PM Control Plan')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

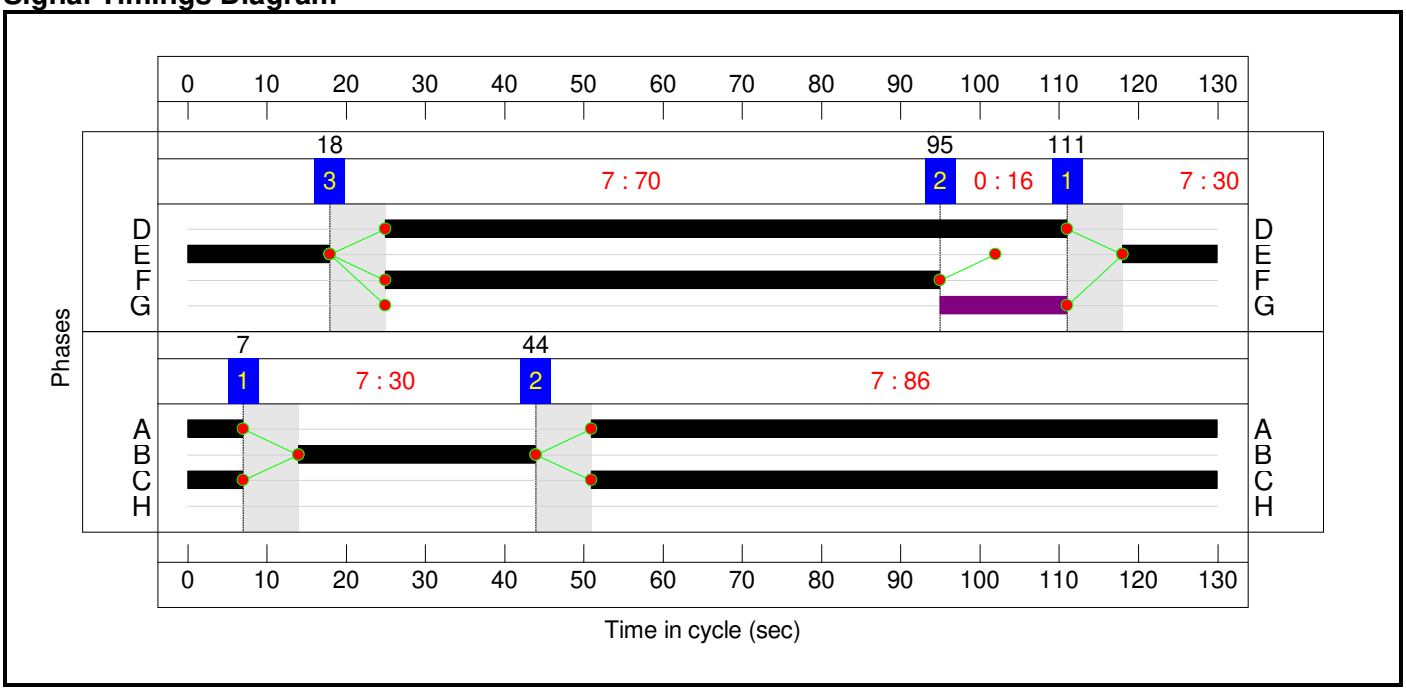
Stage Stream: 1

Stage	1	3	2
Duration	30	70	16
Change Point	111	18	95

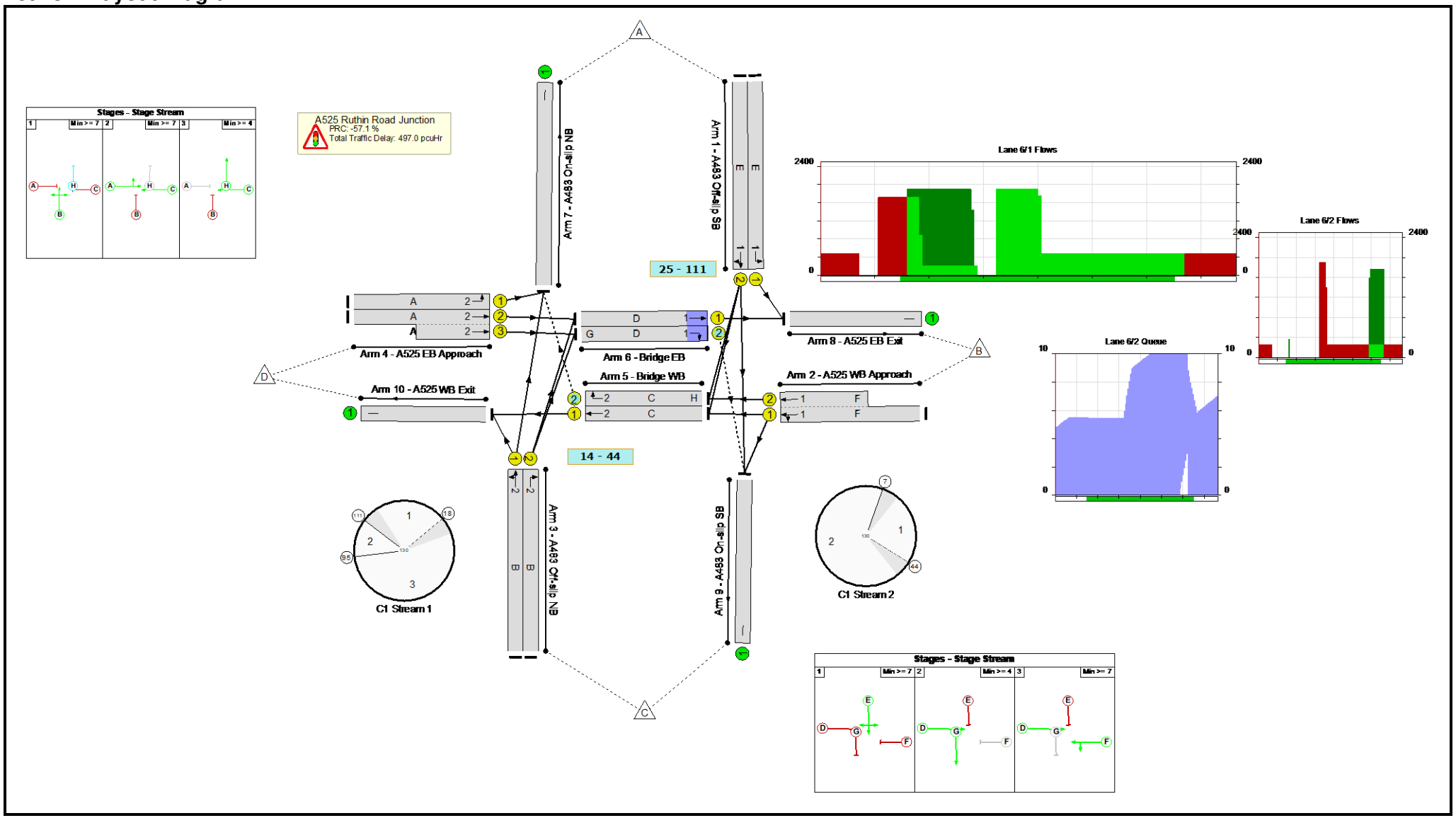
Stage Stream: 2

Stage	1	2
Duration	30	86
Change Point	7	44

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A483 / A525 Linsig Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**141.3%**
A525 Ruthin Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**141.3%**
1/1	A483 Off-slip SB Left	U	1	N/A	E		1	30	-	460	1703	406	113.3%
1/2	A483 Off-slip SB Right Ahead	U	1	N/A	E		1	30	-	604	1792	427	141.3%
2/1+2/2	A525 WB Approach Ahead Left	U	1	N/A	F		1	70	-	1530	1888:1900	913+179	140.0 : 140.0%
3/1	A483 Off-slip NB Ahead Left	U	2	N/A	B		1	30	-	376	1703	406	92.6%
3/2	A483 Off-slip NB Right	U	2	N/A	B		1	30	-	205	1714	409	50.2%
4/1	A525 EB Approach Left	U	2	N/A	A		1	86	-	361	1781	1192	30.3%
4/2+4/3	A525 EB Approach Ahead	U	2	N/A	A		1	86	-	720	1900:1900	897+495	51.7 : 51.7%
5/1	Bridge WB Ahead	U	2	N/A	C		1	86	-	1638	1900	1272	91.7%
5/2	Bridge WB Right	O	2	N/A	C	H	1	86	0	251	1764	143	125.7%
6/1	Bridge EB Ahead	U	1	N/A	D		1	86	-	669	1900	1272	52.6%
6/2	Bridge EB Right	O	1	N/A	D	G	1	86	16	256	1764	191	133.8%
7/1	A483 On-slip NB	U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
8/1	A525 EB Exit	U	N/A	N/A	-		-	-	-	1129	Inf	Inf	0.0%
9/1	A483 On-slip SB	U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
10/1	A525 WB Exit	U	N/A	N/A	-		-	-	-	2014	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	**-**	**-**	**143**	**190**	**1**	**99.2**	**397.7**	**0.1**	**497.0**	**-**	**-**	**-**	**-**
A525 Ruthin Road Junction	**-**	**-**	**143**	**190**	**1**	**99.2**	**397.7**	**0.1**	**497.0**	**-**	**-**	**-**	**-**
1/1	460	406	-	-	-	10.1	30.7	-	40.8	319.6	18.6	30.7	49.3
1/2	604	427	-	-	-	20.8	90.0	-	110.8	660.6	31.0	90.0	121.1
2/1+2/2	1530	1093	-	-	-	36.1	220.4	-	256.5	603.4	72.3	220.4	292.7
3/1	376	376	-	-	-	5.1	4.7	-	9.8	93.8	13.3	4.7	18.0
3/2	205	205	-	-	-	2.4	0.5	-	2.9	51.6	6.4	0.5	6.9
4/1	361	361	-	-	-	0.9	0.2	-	1.1	11.1	5.3	0.2	5.5
4/2+4/3	720	720	-	-	-	1.8	0.5	-	2.3	11.7	7.2	0.5	7.8
5/1	1166	1166	-	-	-	7.8	0.0	-	7.8	24.2	33.5	0.0	33.5
5/2	179	143	143	0	0	5.0	18.3	0.0	23.3	468.9	9.1	18.3	27.4
6/1	669	669	-	-	-	1.7	0.0	-	1.7	9.1	10.6	0.0	10.6
6/2	256	191	0	190	1	7.4	32.3	0.1	39.8	559.7	12.1	32.3	44.4
7/1	504	504	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1075	1075	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1542	1542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 Stream: 1 PRC for Signalled Lanes (%): -57.1 Total Delay for Signalled Lanes (pcuHr): 449.63 Cycle Time (s): 130
C1 Stream: 2 PRC for Signalled Lanes (%): -39.7 Total Delay for Signalled Lanes (pcuHr): 47.38 Cycle Time (s): 130
PRC Over All Lanes (%): -57.1 Total Delay Over All Lanes(pcuHr): 497.01

S|C|P

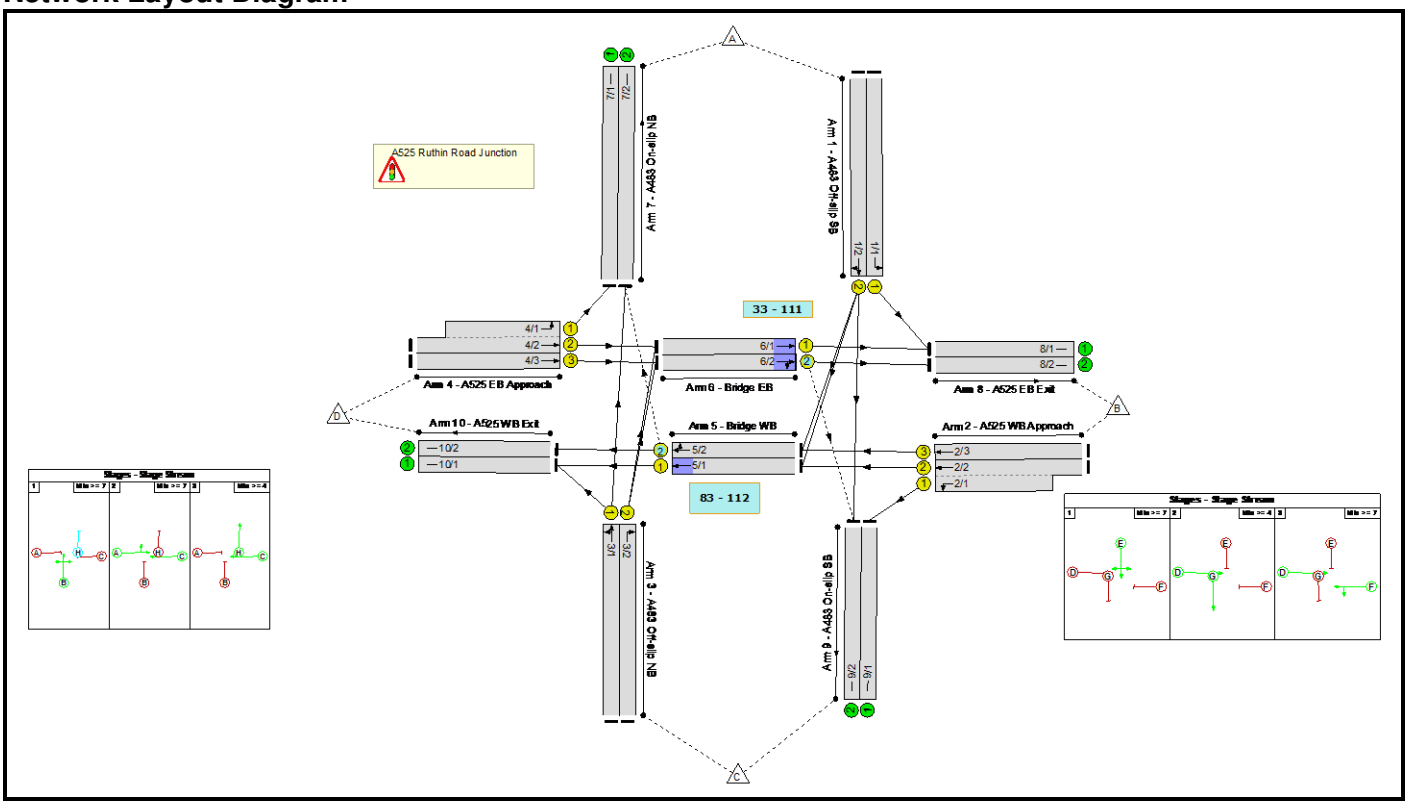
APPENDIX B12

Full Input Data And Results

User and Project Details

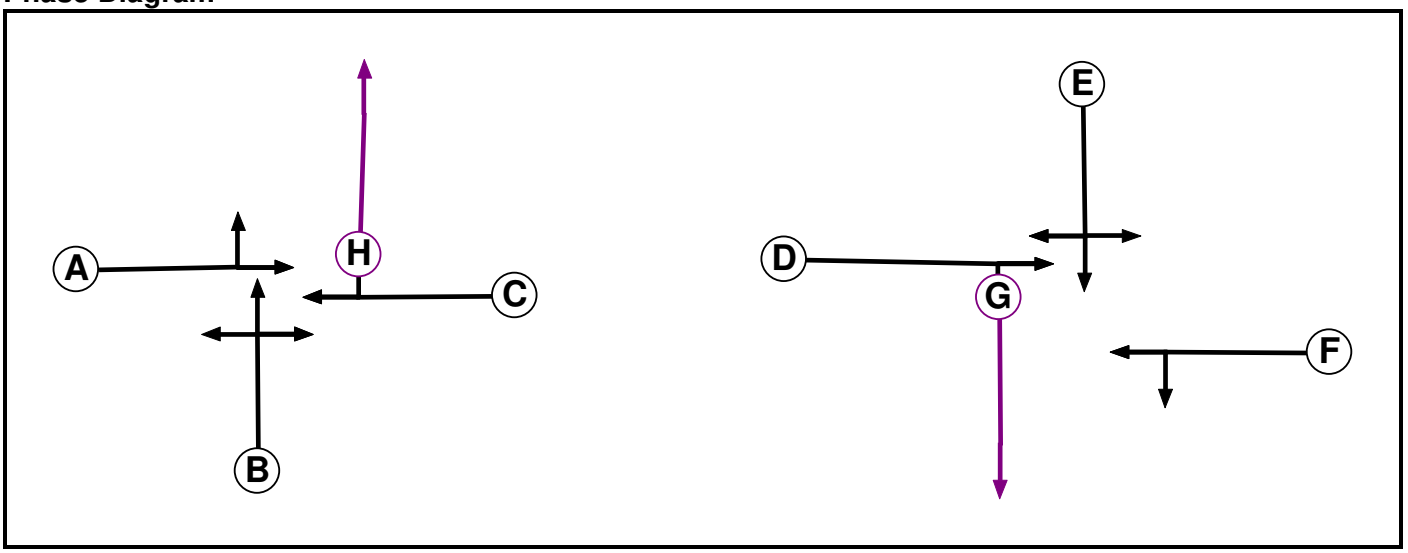
Project:	**Ruthin Road Wrexham**
Title:	**A483 / A525 Linsig Model**
Location:	Junction of A483 & A525
Additional detail:	Based on Capita model supplied by Wrexham Council Additional Left Turn Lane On A575 N
File name:	Proposed_A525_A483_Final V3.lsg3x
Author:	Jon Addy
Company:	SCP Transport
Address:	Colwyn Chambers, 19 York Street, Manchester, M2 3BA

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	2		7	7
B	Traffic	2		7	7
C	Traffic	2		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Ind. Arrow	1	D	4	4
H	Ind. Arrow	2	C	4	4

Full Input Data And Results

Phase Intergreens Matrix

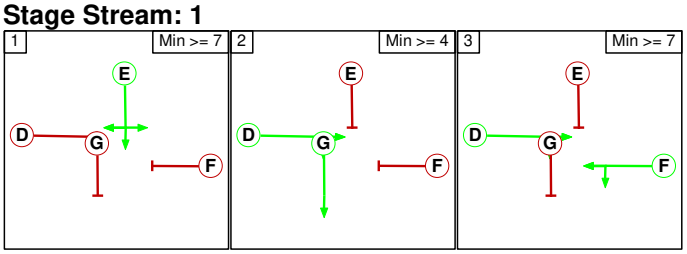
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		7	-	-	-	-	-	3
B	7		7	-	-	-	-	-
C	-	7		-	-	-	-	-
D	-	-	-		7	-	-	-
E	-	-	-	7		7	7	-
F	-	-	-	-	7		5	-
G	-	-	-	-	7	3		-
H	5	-	-	-	-	-	-	

Phases in Stage

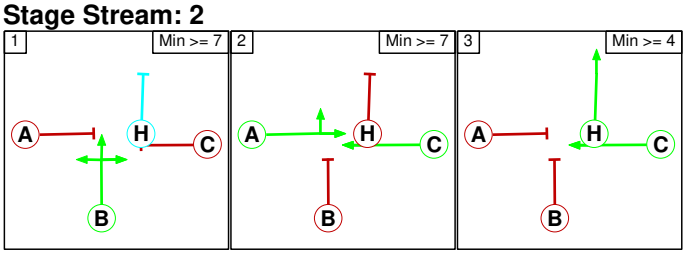
Stream	Stage No.	Phases in Stage
1	1	E
1	2	D G
1	3	D F
2	1	B
2	2	A C
2	3	C H

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Full Input Data And Results

Prohibited Stage Change

Stage Stream: 1

	To Stage			
		1	2	3
From Stage	1		7	7
	2	7		3
	3	7	5	

Stage Stream: 2

	To Stage			
		1	2	3
From Stage	1		7	X
	2	7		3
	3	7	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A525 Ruthin Road Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
5/2 (Bridge WB)	7/2 (Right)	1439	0	4/2	1.09	All	-	-	-	-	-
				4/3	1.09	All					
6/2 (Bridge EB)	9/2 (Right)	1439	0	2/2	1.09	All	0.10	-	0.50	0	2.00
				2/3	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: A525 Ruthin Road Junction

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A483 Off-slip SB)	U	E	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 8 Left	20.00
1/2 (A483 Off-slip SB)	U	E	2	3	43.5	Geom	-	3.00	2.00	Y	Arm 5 Right	Inf
											Arm 9 Ahead	Inf
2/1 (A525 WB Approach)	U	F	2	3	19.1	Geom	-	3.00	0.00	Y	Arm 9 Left	20.00
2/2 (A525 WB Approach)	U	F	2	3	27.8	Geom	-	3.00	0.00	N	Arm 5 Ahead	Inf
2/3 (A525 WB Approach)	U	F	2	3	60.0	User	1900	-	-	-	-	-
3/1 (A483 Off-slip NB)	U	B	2	3	60.0	Geom	-	3.00	2.00	Y	Arm 7 Ahead	Inf
											Arm 10 Left	Inf
3/2 (A483 Off-slip NB)	U	B	2	3	60.0	Geom	-	3.00	2.00	N	Arm 6 Right	10.00
4/1 (A525 EB Approach)	U	A	2	3	25.0	Geom	-	3.25	0.00	Y	Arm 7 Left	20.00
4/2 (A525 EB Approach)	U	A	2	3	60.0	User	1900	-	-	-	-	-
4/3 (A525 EB Approach)	U	A	2	3	10.0	User	1900	-	-	-	-	-
5/1 (Bridge WB)	U	C	2	3	10.1	User	1900	-	-	-	-	-
5/2 (Bridge WB)	O	C H	2	3	10.1	Geom	-	3.25	0.00	Y	Arm 7 Right	15.00
											Arm 10 Ahead	Inf
6/1 (Bridge EB)	U	D	2	3	10.1	User	1900	-	-	-	-	-
6/2 (Bridge EB)	O	D G	2	3	10.1	Geom	-	3.25	0.00	Y	Arm 8 Ahead	Inf
											Arm 9 Right	15.00
7/1 (A483 On-slip NB)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (A483 On-slip NB)	U		2	3	60.0	Inf	-	-	-	-	-	-

8/1 (A525 EB Exit)	U		2	3	5.0	Inf	-	-	-	-	-	-
8/2 (A525 EB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (A483 On-slip SB)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (A483 On-slip SB)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (A525 WB Exit)	U		2	3	12.2	Inf	-	-	-	-	-	-
10/2 (A525 WB Exit)	U		2	3	60.0	Geom	-	3.25	0.00	Y		

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM 2030 Base'	08:00	09:00	01:00	
2: 'PM 2030 Base'	16:30	17:30	01:00	
3: 'AM 2030 Assessment - 1520 Units'	08:00	09:00	01:00	
4: 'PM 2030 Assessment - 1520 Units'	16:30	17:30	01:00	
5: 'AM 2040 Base'	08:00	09:00	01:00	
6: 'PM 2040 Base'	16:30	17:30	01:00	
7: 'AM 2040 Assessment - 1520 Units'	08:00	09:00	01:00	
8: 'PM 2040 Assessment - 1520 Units'	16:30	17:30	01:00	

Scenario 1: '2030 AM Base' (FG1: 'AM 2030 Base', Plan 1: 'AM Control Plan')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	300	0	294	594
	B	149	0	100	558	807
	C	0	452	0	253	705
	D	354	950	237	0	1541
	Tot.	503	1702	337	1105	3647

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2030 AM Base
Junction: A525 Ruthin Road Junction	
1/1	300
1/2	294
2/1 (short)	100
2/2 (with short)	658(In) 558(Out)
2/3	149
3/1	253
3/2	452
4/1 (short)	354
4/2 (with short)	1126(In) 772(Out)
4/3	415
5/1	852
5/2	149
6/1	1221
6/2	418
7/1	354
7/2	149
8/1	1521
8/2	181
9/1	100
9/2	237
10/1	1105
10/2	0

Full Input Data And Results

Lane Saturation Flows

Junction: A525 Ruthin Road Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A483 Off-slip SB)	3.25	0.00	Y	Arm 8 Left	20.00	100.0 %	1805	1805
1/2 (A483 Off-slip SB)	3.00	2.00	Y	Arm 5 Right	Inf	100.0 %	1831	1831
				Arm 9 Ahead	Inf	0.0 %		
2/1 (A525 WB Approach)	3.00	0.00	Y	Arm 9 Left	20.00	100.0 %	1781	1781
2/2 (A525 WB Approach)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/3 (A525 WB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A483 Off-slip NB)	3.00	2.00	Y	Arm 7 Ahead	Inf	0.0 %	1831	1831
				Arm 10 Left	Inf	100.0 %		
3/2 (A483 Off-slip NB)	3.00	2.00	N	Arm 6 Right	10.00	100.0 %	1714	1714
4/1 (A525 EB Approach)	3.25	0.00	Y	Arm 7 Left	20.00	100.0 %	1805	1805
4/2 (A525 EB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A525 EB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Bridge WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Bridge WB)	3.25	0.00	Y	Arm 7 Right	15.00	100.0 %	1764	1764
				Arm 10 Ahead	Inf	0.0 %		
6/1 (Bridge EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Bridge EB)	3.25	0.00	Y	Arm 8 Ahead	Inf	43.3 %	1836	1836
				Arm 9 Right	15.00	56.7 %		
7/1 (A483 On-slip NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A483 On-slip NB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A525 EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A525 EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A483 On-slip SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A483 On-slip SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A525 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A525 WB Exit)	3.25	0.00	Y				1940	1940

Full Input Data And Results

Scenario 2: '2030 PM Base' (FG2: 'PM 2030 Base', Plan 2: 'PM Control Plan')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	225	0	544	769
	B	142	0	197	929	1268
	C	0	132	0	338	470
	D	326	407	230	0	963
	Tot.	468	764	427	1811	3470

Traffic Lane Flows

Lane	Scenario 2: 2030 PM Base
Junction: A525 Ruthin Road Junction	
1/1	225
1/2	544
2/1 (short)	197
2/2 (with short)	819(In) 622(Out)
2/3	449
3/1	338
3/2	132
4/1 (short)	326
4/2 (with short)	733(In) 407(Out)
4/3	230
5/1	1166
5/2	449
6/1	539
6/2	230
7/1	326
7/2	142
8/1	764
8/2	0
9/1	197
9/2	230
10/1	1504
10/2	307

Full Input Data And Results

Lane Saturation Flows

Junction: A525 Ruthin Road Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A483 Off-slip SB)	3.25	0.00	Y	Arm 8 Left	20.00	100.0 %	1805	1805
1/2 (A483 Off-slip SB)	3.00	2.00	Y	Arm 5 Right	Inf	100.0 %	1831	1831
				Arm 9 Ahead	Inf	0.0 %		
2/1 (A525 WB Approach)	3.00	0.00	Y	Arm 9 Left	20.00	100.0 %	1781	1781
2/2 (A525 WB Approach)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/3 (A525 WB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A483 Off-slip NB)	3.00	2.00	Y	Arm 7 Ahead	Inf	0.0 %	1831	1831
				Arm 10 Left	Inf	100.0 %		
3/2 (A483 Off-slip NB)	3.00	2.00	N	Arm 6 Right	10.00	100.0 %	1714	1714
4/1 (A525 EB Approach)	3.25	0.00	Y	Arm 7 Left	20.00	100.0 %	1805	1805
4/2 (A525 EB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A525 EB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Bridge WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Bridge WB)	3.25	0.00	Y	Arm 7 Right	15.00	31.6 %	1881	1881
				Arm 10 Ahead	Inf	68.4 %		
6/1 (Bridge EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Bridge EB)	3.25	0.00	Y	Arm 8 Ahead	Inf	0.0 %	1764	1764
				Arm 9 Right	15.00	100.0 %		
7/1 (A483 On-slip NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A483 On-slip NB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A525 EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A525 EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A483 On-slip SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A483 On-slip SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A525 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A525 WB Exit)	3.25	0.00	Y				1940	1940

Full Input Data And Results

Scenario 3: '2030 AM Assessment - 1520 Units' (FG3: 'AM 2030 Assessment - 1520 Units', Plan 1: 'AM Control Plan')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	362	0	294	656
	B	401	0	170	575	1146
	C	0	469	0	253	722
	D	354	954	237	0	1545
	Tot.	755	1785	407	1122	4069

Traffic Lane Flows

Lane	Scenario 3: 2030 AM Assessment - 1520 Units
Junction: A525 Ruthin Road Junction	
1/1	362
1/2	294
2/1 (short)	170
2/2 (with short)	745(In) 575(Out)
2/3	401
3/1	253
3/2	469
4/1 (short)	354
4/2 (with short)	1087(In) 733(Out)
4/3	458
5/1	869
5/2	401
6/1	1202
6/2	458
7/1	354
7/2	401
8/1	1564
8/2	221
9/1	170
9/2	237
10/1	1122
10/2	0

Full Input Data And Results

Lane Saturation Flows

Junction: A525 Ruthin Road Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A483 Off-slip SB)	3.25	0.00	Y	Arm 8 Left	20.00	100.0 %	1805	1805
1/2 (A483 Off-slip SB)	3.00	2.00	Y	Arm 5 Right	Inf	100.0 %	1831	1831
				Arm 9 Ahead	Inf	0.0 %		
2/1 (A525 WB Approach)	3.00	0.00	Y	Arm 9 Left	20.00	100.0 %	1781	1781
2/2 (A525 WB Approach)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/3 (A525 WB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A483 Off-slip NB)	3.00	2.00	Y	Arm 7 Ahead	Inf	0.0 %	1831	1831
				Arm 10 Left	Inf	100.0 %		
3/2 (A483 Off-slip NB)	3.00	2.00	N	Arm 6 Right	10.00	100.0 %	1714	1714
4/1 (A525 EB Approach)	3.25	0.00	Y	Arm 7 Left	20.00	100.0 %	1805	1805
4/2 (A525 EB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A525 EB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Bridge WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Bridge WB)	3.25	0.00	Y	Arm 7 Right	15.00	100.0 %	1764	1764
				Arm 10 Ahead	Inf	0.0 %		
6/1 (Bridge EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Bridge EB)	3.25	0.00	Y	Arm 8 Ahead	Inf	48.3 %	1845	1845
				Arm 9 Right	15.00	51.7 %		
7/1 (A483 On-slip NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A483 On-slip NB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A525 EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A525 EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A483 On-slip SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A483 On-slip SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A525 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A525 WB Exit)	3.25	0.00	Y				1940	1940

Full Input Data And Results

Scenario 4: '2030 PM Assessment - 1520 Units' (FG4: 'PM 2030 Assessment - 1520 Units', Plan 2: 'PM Control Plan')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	435	0	544	979
	B	235	0	222	935	1392
	C	0	190	0	338	528
	D	326	421	230	0	977
	Tot.	561	1046	452	1817	3876

Traffic Lane Flows

Lane	Scenario 4: 2030 PM Assessment - 1520 Units
Junction: A525 Ruthin Road Junction	
1/1	435
1/2	544
2/1 (short)	222
2/2 (with short)	910(In) 688(Out)
2/3	482
3/1	338
3/2	190
4/1 (short)	326
4/2 (with short)	747(In) 421(Out)
4/3	230
5/1	1232
5/2	482
6/1	611
6/2	230
7/1	326
7/2	235
8/1	1046
8/2	0
9/1	222
9/2	230
10/1	1570
10/2	247

Full Input Data And Results

Lane Saturation Flows

Junction: A525 Ruthin Road Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A483 Off-slip SB)	3.25	0.00	Y	Arm 8 Left	20.00	100.0 %	1805	1805
1/2 (A483 Off-slip SB)	3.00	2.00	Y	Arm 5 Right	Inf	100.0 %	1831	1831
				Arm 9 Ahead	Inf	0.0 %		
2/1 (A525 WB Approach)	3.00	0.00	Y	Arm 9 Left	20.00	100.0 %	1781	1781
2/2 (A525 WB Approach)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/3 (A525 WB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A483 Off-slip NB)	3.00	2.00	Y	Arm 7 Ahead	Inf	0.0 %	1831	1831
				Arm 10 Left	Inf	100.0 %		
3/2 (A483 Off-slip NB)	3.00	2.00	N	Arm 6 Right	10.00	100.0 %	1714	1714
4/1 (A525 EB Approach)	3.25	0.00	Y	Arm 7 Left	20.00	100.0 %	1805	1805
4/2 (A525 EB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A525 EB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Bridge WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Bridge WB)	3.25	0.00	Y	Arm 7 Right	15.00	48.8 %	1850	1850
				Arm 10 Ahead	Inf	51.2 %		
6/1 (Bridge EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Bridge EB)	3.25	0.00	Y	Arm 8 Ahead	Inf	0.0 %	1764	1764
				Arm 9 Right	15.00	100.0 %		
7/1 (A483 On-slip NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A483 On-slip NB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A525 EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A525 EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A483 On-slip SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A483 On-slip SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A525 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A525 WB Exit)	3.25	0.00	Y				1940	1940

Full Input Data And Results

Scenario 5: '2040 AM Base' (FG5: 'AM 2040 Base', Plan 1: 'AM Control Plan')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	334	0	325	659
	B	165	0	112	617	894
	C	0	503	0	281	784
	D	391	1050	263	0	1704
	Tot.	556	1887	375	1223	4041

Traffic Lane Flows

Lane	Scenario 5: 2040 AM Base
Junction: A525 Ruthin Road Junction	
1/1	334
1/2	325
2/1 (short)	112
2/2 (with short)	729(In) 617(Out)
2/3	165
3/1	281
3/2	503
4/1 (short)	391
4/2 (with short)	1192(In) 801(Out)
4/3	512
5/1	942
5/2	165
6/1	1258
6/2	558
7/1	391
7/2	165
8/1	1592
8/2	295
9/1	112
9/2	263
10/1	1223
10/2	0

Full Input Data And Results

Lane Saturation Flows

Junction: A525 Ruthin Road Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A483 Off-slip SB)	3.25	0.00	Y	Arm 8 Left	20.00	100.0 %	1805	1805
1/2 (A483 Off-slip SB)	3.00	2.00	Y	Arm 5 Right	Inf	100.0 %	1831	1831
				Arm 9 Ahead	Inf	0.0 %		
2/1 (A525 WB Approach)	3.00	0.00	Y	Arm 9 Left	20.00	100.0 %	1781	1781
2/2 (A525 WB Approach)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/3 (A525 WB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A483 Off-slip NB)	3.00	2.00	Y	Arm 7 Ahead	Inf	0.0 %	1831	1831
				Arm 10 Left	Inf	100.0 %		
3/2 (A483 Off-slip NB)	3.00	2.00	N	Arm 6 Right	10.00	100.0 %	1714	1714
4/1 (A525 EB Approach)	3.25	0.00	Y	Arm 7 Left	20.00	100.0 %	1805	1805
4/2 (A525 EB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A525 EB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Bridge WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Bridge WB)	3.25	0.00	Y	Arm 7 Right	15.00	100.0 %	1764	1764
				Arm 10 Ahead	Inf	0.0 %		
6/1 (Bridge EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Bridge EB)	3.25	0.00	Y	Arm 8 Ahead	Inf	52.9 %	1853	1853
				Arm 9 Right	15.00	47.1 %		
7/1 (A483 On-slip NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A483 On-slip NB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A525 EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A525 EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A483 On-slip SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A483 On-slip SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A525 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A525 WB Exit)	3.25	0.00	Y				1940	1940

Full Input Data And Results

Scenario 6: '2040 PM Base' (FG6: 'PM 2040 Base', Plan 2: 'PM Control Plan')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	251	0	604	855
	B	158	0	219	1028	1405
	C	0	147	0	376	523
	D	361	450	256	0	1067
	Tot.	519	848	475	2008	3850

Traffic Lane Flows

Lane	Scenario 6: 2040 PM Base
Junction: A525 Ruthin Road Junction	
1/1	251
1/2	604
2/1 (short)	219
2/2 (with short)	863(In) 644(Out)
2/3	542
3/1	376
3/2	147
4/1 (short)	361
4/2 (with short)	811(In) 450(Out)
4/3	256
5/1	1248
5/2	542
6/1	597
6/2	256
7/1	361
7/2	158
8/1	848
8/2	0
9/1	219
9/2	256
10/1	1624
10/2	384

Full Input Data And Results

Lane Saturation Flows

Junction: A525 Ruthin Road Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A483 Off-slip SB)	3.25	0.00	Y	Arm 8 Left	20.00	100.0 %	1805	1805
1/2 (A483 Off-slip SB)	3.00	2.00	Y	Arm 5 Right	Inf	100.0 %	1831	1831
				Arm 9 Ahead	Inf	0.0 %		
2/1 (A525 WB Approach)	3.00	0.00	Y	Arm 9 Left	20.00	100.0 %	1781	1781
2/2 (A525 WB Approach)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/3 (A525 WB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A483 Off-slip NB)	3.00	2.00	Y	Arm 7 Ahead	Inf	0.0 %	1831	1831
				Arm 10 Left	Inf	100.0 %		
3/2 (A483 Off-slip NB)	3.00	2.00	N	Arm 6 Right	10.00	100.0 %	1714	1714
4/1 (A525 EB Approach)	3.25	0.00	Y	Arm 7 Left	20.00	100.0 %	1805	1805
4/2 (A525 EB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A525 EB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Bridge WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Bridge WB)	3.25	0.00	Y	Arm 7 Right	15.00	29.2 %	1885	1885
				Arm 10 Ahead	Inf	70.8 %		
6/1 (Bridge EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Bridge EB)	3.25	0.00	Y	Arm 8 Ahead	Inf	0.0 %	1764	1764
				Arm 9 Right	15.00	100.0 %		
7/1 (A483 On-slip NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A483 On-slip NB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A525 EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A525 EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A483 On-slip SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A483 On-slip SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A525 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A525 WB Exit)	3.25	0.00	Y				1940	1940

Full Input Data And Results

Scenario 7: '2040 AM Assessment - 1520 Units' (FG7: 'AM 2040 Assessment - 1520 Units', Plan 1: 'AM Control Plan')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	396	0	325	721
	B	418	0	181	634	1233
	C	0	520	0	281	801
	D	391	1054	263	0	1708
	Tot.	809	1970	444	1240	4463

Traffic Lane Flows

Lane	Scenario 7: 2040 AM Assessment - 1520 Units
Junction: A525 Ruthin Road Junction	
1/1	396
1/2	325
2/1 (short)	181
2/2 (with short)	815(In) 634(Out)
2/3	418
3/1	281
3/2	520
4/1 (short)	391
4/2 (with short)	1086(In) 695(Out)
4/3	622
5/1	959
5/2	418
6/1	1215
6/2	622
7/1	391
7/2	418
8/1	1611
8/2	359
9/1	181
9/2	263
10/1	1240
10/2	0

Full Input Data And Results

Lane Saturation Flows

Junction: A525 Ruthin Road Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A483 Off-slip SB)	3.25	0.00	Y	Arm 8 Left	20.00	100.0 %	1805	1805
1/2 (A483 Off-slip SB)	3.00	2.00	Y	Arm 5 Right	Inf	100.0 %	1831	1831
				Arm 9 Ahead	Inf	0.0 %		
2/1 (A525 WB Approach)	3.00	0.00	Y	Arm 9 Left	20.00	100.0 %	1781	1781
2/2 (A525 WB Approach)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/3 (A525 WB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A483 Off-slip NB)	3.00	2.00	Y	Arm 7 Ahead	Inf	0.0 %	1831	1831
				Arm 10 Left	Inf	100.0 %		
3/2 (A483 Off-slip NB)	3.00	2.00	N	Arm 6 Right	10.00	100.0 %	1714	1714
4/1 (A525 EB Approach)	3.25	0.00	Y	Arm 7 Left	20.00	100.0 %	1805	1805
4/2 (A525 EB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A525 EB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Bridge WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Bridge WB)	3.25	0.00	Y	Arm 7 Right	15.00	100.0 %	1764	1764
				Arm 10 Ahead	Inf	0.0 %		
6/1 (Bridge EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Bridge EB)	3.25	0.00	Y	Arm 8 Ahead	Inf	57.7 %	1861	1861
				Arm 9 Right	15.00	42.3 %		
7/1 (A483 On-slip NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A483 On-slip NB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A525 EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A525 EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A483 On-slip SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A483 On-slip SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A525 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A525 WB Exit)	3.25	0.00	Y				1940	1940

Full Input Data And Results

Scenario 8: '2040 PM Assessment - 1520 Units' (FG8: 'PM 2040 Assessment - 1520 Units', Plan 2: 'PM Control Plan')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	460	0	604	1064
	B	251	0	245	1034	1530
	C	0	205	0	376	581
	D	361	464	256	0	1081
	Tot.	612	1129	501	2014	4256

Traffic Lane Flows

Lane	Scenario 8: 2040 PM Assessment - 1520 Units
Junction: A525 Ruthin Road Junction	
1/1	460
1/2	604
2/1 (short)	245
2/2 (with short)	920(In) 675(Out)
2/3	610
3/1	376
3/2	205
4/1 (short)	361
4/2 (with short)	825(In) 464(Out)
4/3	256
5/1	1279
5/2	610
6/1	669
6/2	256
7/1	361
7/2	251
8/1	1129
8/2	0
9/1	245
9/2	256
10/1	1655
10/2	359

Full Input Data And Results

Lane Saturation Flows

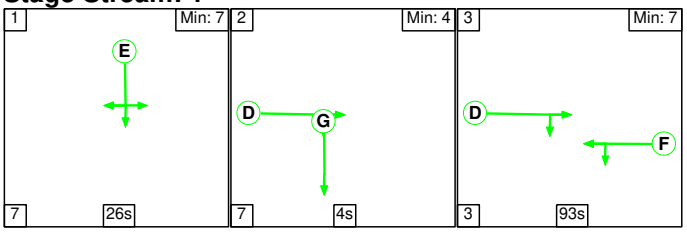
Junction: A525 Ruthin Road Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A483 Off-slip SB)	3.25	0.00	Y	Arm 8 Left	20.00	100.0 %	1805	1805
1/2 (A483 Off-slip SB)	3.00	2.00	Y	Arm 5 Right	Inf	100.0 %	1831	1831
				Arm 9 Ahead	Inf	0.0 %		
2/1 (A525 WB Approach)	3.00	0.00	Y	Arm 9 Left	20.00	100.0 %	1781	1781
2/2 (A525 WB Approach)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
2/3 (A525 WB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A483 Off-slip NB)	3.00	2.00	Y	Arm 7 Ahead	Inf	0.0 %	1831	1831
				Arm 10 Left	Inf	100.0 %		
3/2 (A483 Off-slip NB)	3.00	2.00	N	Arm 6 Right	10.00	100.0 %	1714	1714
4/1 (A525 EB Approach)	3.25	0.00	Y	Arm 7 Left	20.00	100.0 %	1805	1805
4/2 (A525 EB Approach Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A525 EB Approach Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Bridge WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Bridge WB)	3.25	0.00	Y	Arm 7 Right	15.00	41.1 %	1863	1863
				Arm 10 Ahead	Inf	58.9 %		
6/1 (Bridge EB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Bridge EB)	3.25	0.00	Y	Arm 8 Ahead	Inf	0.0 %	1764	1764
				Arm 9 Right	15.00	100.0 %		
7/1 (A483 On-slip NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A483 On-slip NB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A525 EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A525 EB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A483 On-slip SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A483 On-slip SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A525 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A525 WB Exit)	3.25	0.00	Y				1940	1940

Full Input Data And Results

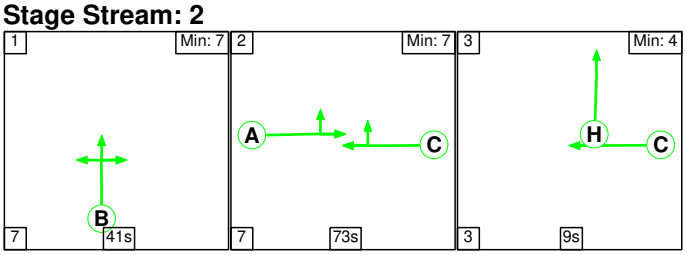
Scenario 1: '2030 AM Base' (FG1: 'AM 2030 Base', Plan 1: 'AM Control Plan')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

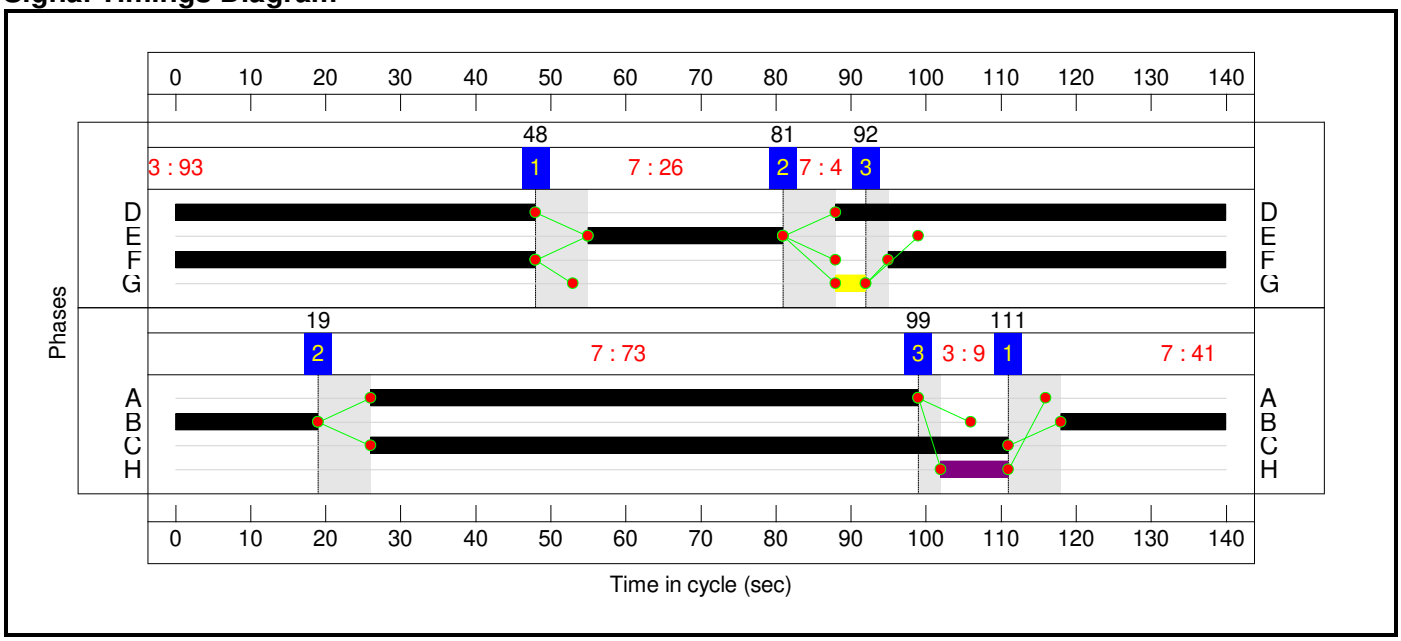
Stage Stream: 1

Stage	1	2	3
Duration	26	4	93
Change Point	48	81	92

Stage Stream: 2

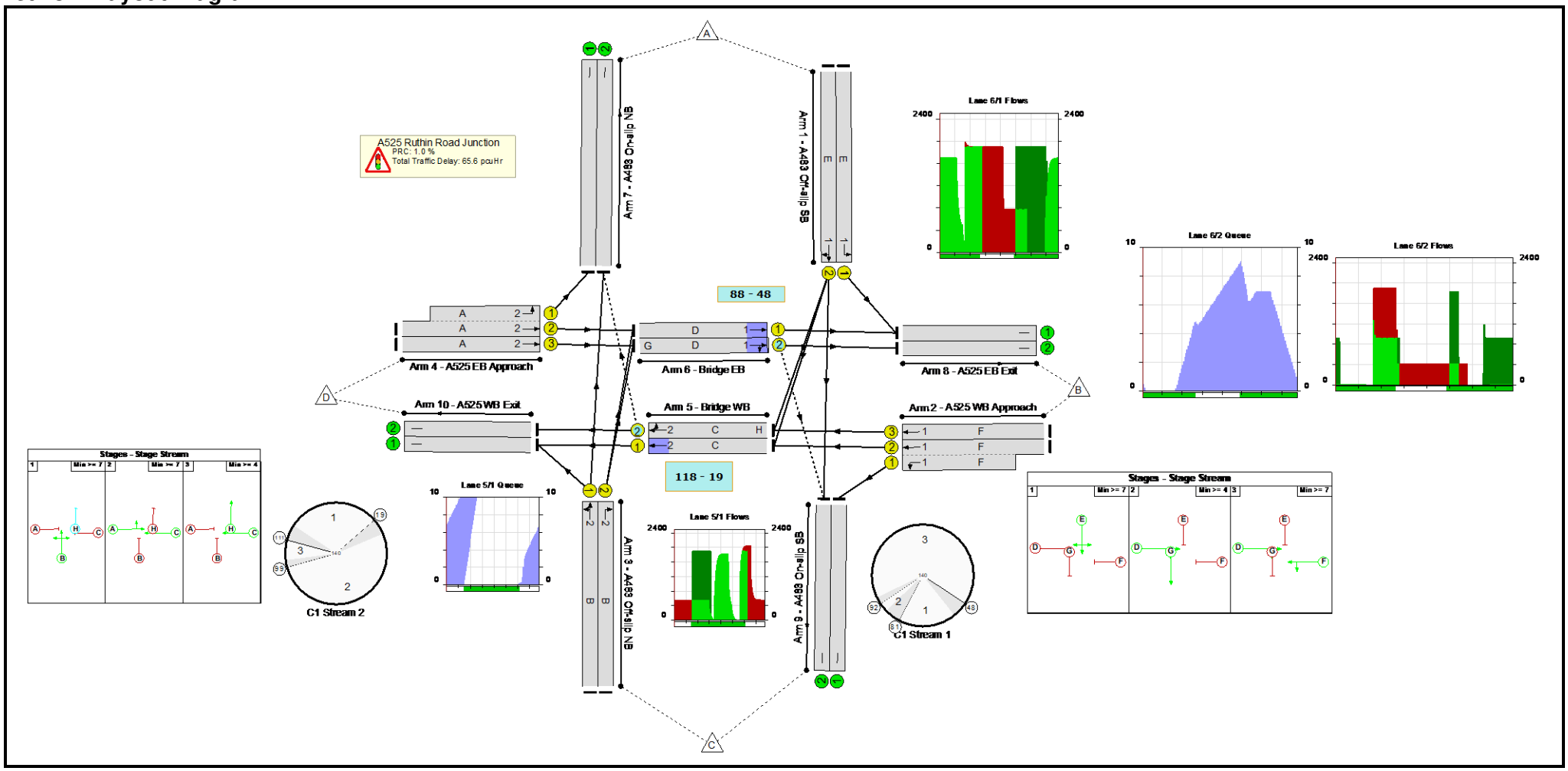
Stage	1	2	3
Duration	41	73	9
Change Point	111	19	99

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A483 / A525 Linsig Model	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.1%**
A525 Ruthin Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.1%**
1/1	A483 Off-slip SB Left	U	1	N/A	E		1	26	-	300	1805	348	86.2%
1/2	A483 Off-slip SB Right Ahead	U	1	N/A	E		1	26	-	294	1831	353	83.3%
2/2+2/1	A525 WB Approach Ahead Left	U	1	N/A	F		1	93	-	658	2055:1781	1232+221	45.3 : 45.3%
2/3	A525 WB Approach Ahead	U	1	N/A	F		1	93	-	149	1900	1276	11.7%
3/1	A483 Off-slip NB Ahead Left	U	2	N/A	B		1	41	-	253	1831	549	46.1%
3/2	A483 Off-slip NB Right	U	2	N/A	B		1	41	-	452	1714	514	87.9%
4/2+4/1	A525 EB Approach Ahead Left	U	2	N/A	A		1	73	-	1126	1900:1805	890+408	86.7 : 86.7%
4/3	A525 EB Approach Ahead	U	2	N/A	A		1	73	-	415	1900	1004	41.3%
5/1	Bridge WB Ahead	U	2	N/A	C		1	85	-	852	1900	1167	73.0%
5/2	Bridge WB Right Ahead	O	2	N/A	C	H	1	85	9	149	1764	180	82.7%
6/1	Bridge EB Ahead	U	1	N/A	D		1	100	-	1221	1900	1371	89.1%
6/2	Bridge EB Ahead Right	O	1	N/A	D	G	1	100	4	418	1836	587	71.2%
7/1	A483 On-slip NB	U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%

Full Input Data And Results

7/2	A483 On-slip NB	U	N/A	N/A	-		-	-	-	149	Inf	Inf	0.0%
8/1	A525 EB Exit	U	N/A	N/A	-		-	-	-	1521	Inf	Inf	0.0%
8/2	A525 EB Exit	U	N/A	N/A	-		-	-	-	181	Inf	Inf	0.0%
9/1	A483 On-slip SB	U	N/A	N/A	-		-	-	-	100	Inf	Inf	0.0%
9/2	A483 On-slip SB	U	N/A	N/A	-		-	-	-	237	Inf	Inf	0.0%
10/1	A525 WB Exit	U	N/A	N/A	-		-	-	-	1105	Inf	Inf	0.0%
10/2	A525 WB Exit	U	N/A	N/A	-		-	-	-	0	1940	1940	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	**-**	**-**	**212**	**172**	**2**	**44.2**	**21.3**	**0.0**	**65.6**	**-**	**-**	**-**	**-**
A525 Ruthin Road Junction	**-**	**-**	**212**	**172**	**2**	**44.2**	**21.3**	**0.0**	**65.6**	**-**	**-**	**-**	**-**
1/1	300	300	-	-	-	4.6	2.8	-	7.4	88.2	11.2	2.8	14.0
1/2	294	294	-	-	-	4.4	2.3	-	6.7	82.6	10.9	2.3	13.2
2/2+2/1	658	658	-	-	-	1.8	0.4	-	2.2	12.3	9.8	0.4	10.2
2/3	149	149	-	-	-	0.3	0.1	-	0.4	9.8	2.0	0.1	2.1
3/1	253	253	-	-	-	2.8	0.4	-	3.2	45.9	7.9	0.4	8.4
3/2	452	452	-	-	-	5.8	3.3	-	9.1	72.8	16.7	3.3	20.0
4/2+4/1	1126	1126	-	-	-	7.5	3.2	-	10.7	34.1	23.8	3.2	27.0
4/3	415	415	-	-	-	2.3	0.4	-	2.6	23.0	9.7	0.4	10.0
5/1	852	852	-	-	-	3.7	1.3	-	5.1	21.4	15.2	1.3	16.6
5/2	149	149	29	120	0	1.6	2.1	-	3.7	89.6	5.7	2.1	7.8
6/1	1221	1221	-	-	-	4.9	3.9	-	8.8	26.0	19.0	3.9	22.9
6/2	418	418	183	52	2	4.3	1.2	0.0	5.6	47.9	9.1	1.2	10.3
7/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1521	1521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1105	1105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

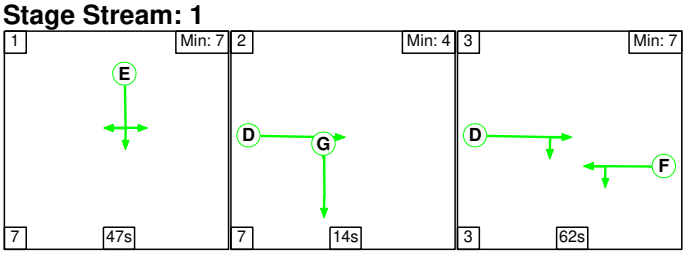
C1	Stream: 1 PRC for Signalled Lanes (%):	1.0	Total Delay for Signalled Lanes (pcuHr):	31.13	Cycle Time (s): 140
C1	Stream: 2 PRC for Signalled Lanes (%):	2.4	Total Delay for Signalled Lanes (pcuHr):	34.46	Cycle Time (s): 140
	PRC Over All Lanes (%):	1.0	Total Delay Over All Lanes(pcuHr):	65.59	

Full Input Data And Results

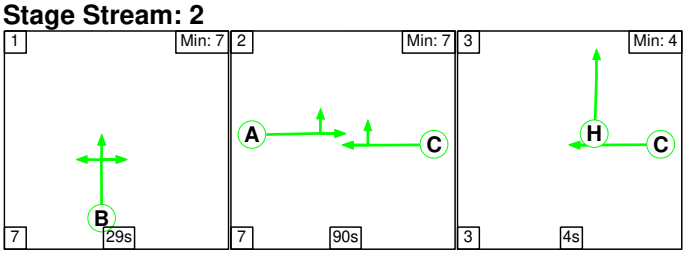
Scenario 2: '2030 PM Base' (FG2: 'PM 2030 Base', Plan 2: 'PM Control Plan')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

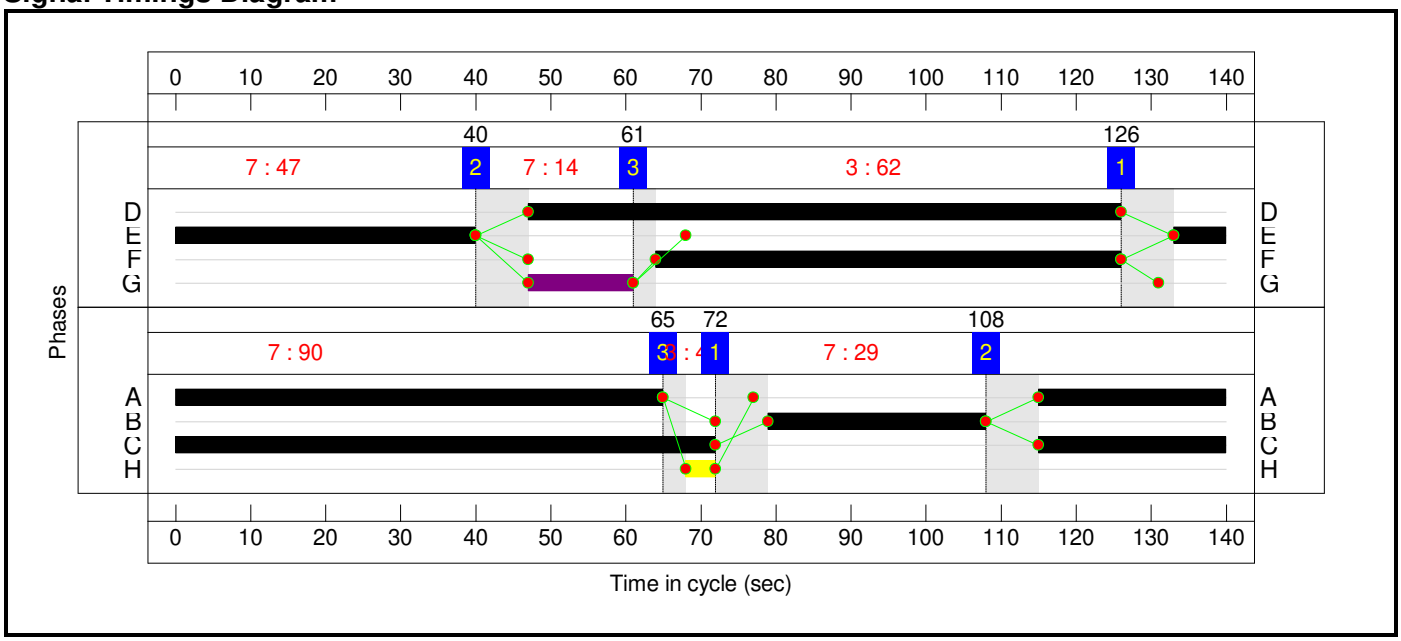
Stage Stream: 1

Stage	1	2	3
Duration	47	14	62
Change Point	126	40	61

Stage Stream: 2

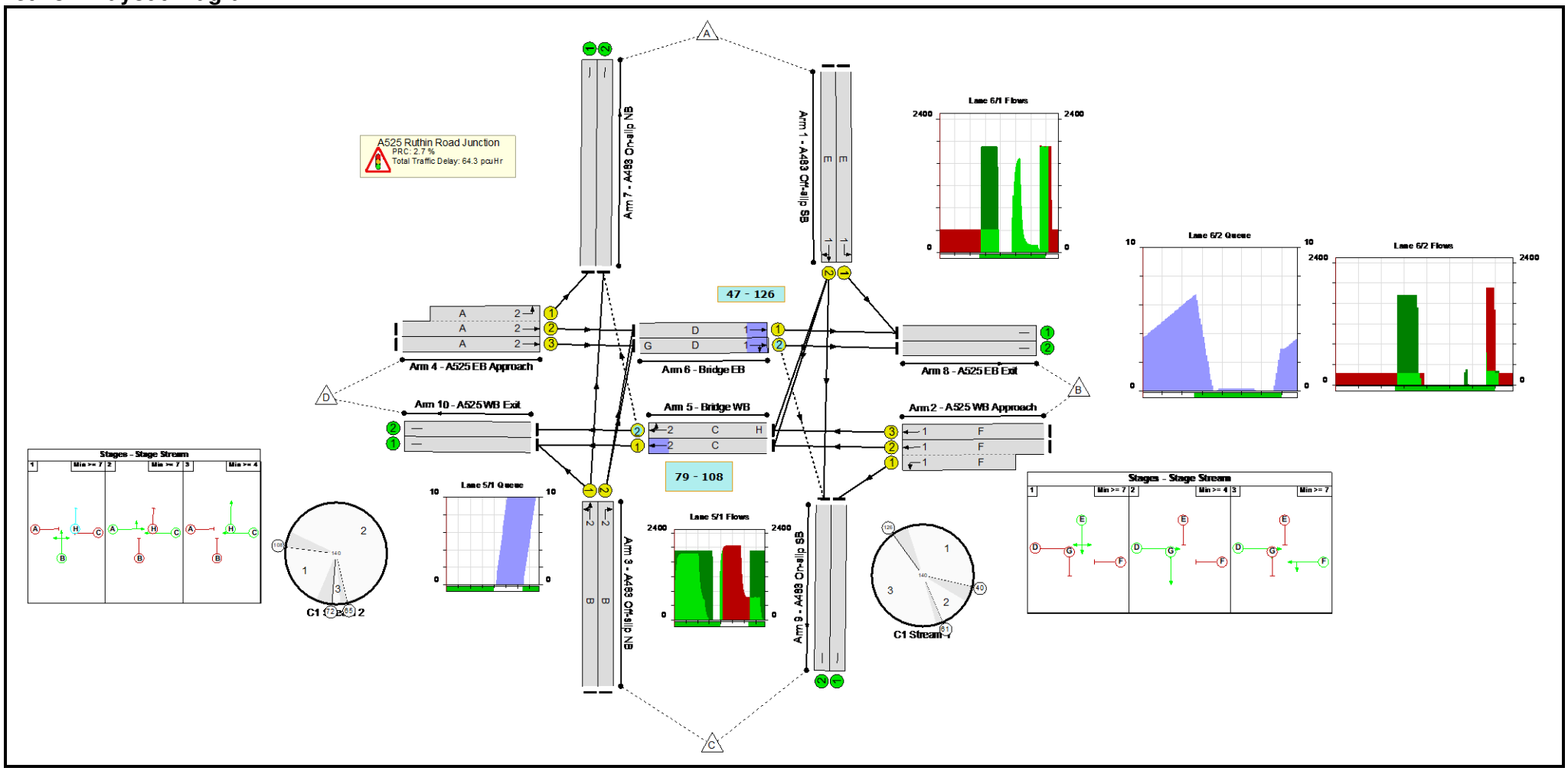
Stage	1	2	3
Duration	29	90	4
Change Point	72	108	65

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A483 / A525 Linsig Model	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.7%**
A525 Ruthin Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.7%**
1/1	A483 Off-slip SB Left	U	1	N/A	E		1	47	-	225	1805	619	36.4%
1/2	A483 Off-slip SB Right Ahead	U	1	N/A	E		1	47	-	544	1831	628	86.7%
2/2+2/1	A525 WB Approach Ahead Left	U	1	N/A	F		1	62	-	819	2055:1781	813+257	76.5 : 76.5%
2/3	A525 WB Approach Ahead	U	1	N/A	F		1	62	-	449	1900	855	52.5%
3/1	A483 Off-slip NB Ahead Left	U	2	N/A	B		1	29	-	338	1831	392	86.1%
3/2	A483 Off-slip NB Right	U	2	N/A	B		1	29	-	132	1714	367	35.9%
4/2+4/1	A525 EB Approach Ahead Left	U	2	N/A	A		1	90	-	733	1900:1805	967+774	42.1 : 42.1%
4/3	A525 EB Approach Ahead	U	2	N/A	A		1	90	-	230	1900	1235	18.6%
5/1	Bridge WB Ahead	U	2	N/A	C		1	97	-	1166	1900	1330	87.7%
5/2	Bridge WB Right Ahead	O	2	N/A	C	H	1	97	4	449	1881	795	56.5%
6/1	Bridge EB Ahead	U	1	N/A	D		1	79	-	539	1900	1086	49.6%
6/2	Bridge EB Ahead Right	O	1	N/A	D	G	1	79	14	230	1764	269	85.5%
7/1	A483 On-slip NB	U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%

Full Input Data And Results

7/2	A483 On-slip NB	U	N/A	N/A	-		-	-	-	142	Inf	Inf	0.0%
8/1	A525 EB Exit	U	N/A	N/A	-		-	-	-	764	Inf	Inf	0.0%
8/2	A525 EB Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
9/1	A483 On-slip SB	U	N/A	N/A	-		-	-	-	197	Inf	Inf	0.0%
9/2	A483 On-slip SB	U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%
10/1	A525 WB Exit	U	N/A	N/A	-		-	-	-	1504	Inf	Inf	0.0%
10/2	A525 WB Exit	U	N/A	N/A	-		-	-	-	307	1940	1940	15.8%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	**-**	**-**	**141**	**231**	**0**	**47.9**	**16.3**	**0.0**	**64.3**	**-**	**-**	**-**	**-**
A525 Ruthin Road Junction	**-**	**-**	**141**	**231**	**0**	**47.9**	**16.3**	**0.0**	**64.3**	**-**	**-**	**-**	**-**
1/1	225	225	-	-	-	2.2	0.3	-	2.4	39.1	6.6	0.3	6.8
1/2	544	544	-	-	-	6.5	3.0	-	9.5	63.0	19.6	3.0	22.7
2/2+2/1	819	819	-	-	-	6.6	1.6	-	8.2	35.9	19.0	1.6	20.6
2/3	449	449	-	-	-	3.5	0.6	-	4.0	32.2	12.5	0.6	13.0
3/1	338	338	-	-	-	5.0	2.8	-	7.8	83.0	12.6	2.8	15.4
3/2	132	132	-	-	-	1.7	0.3	-	2.0	54.5	4.4	0.3	4.6
4/2+4/1	733	733	-	-	-	2.2	0.4	-	2.5	12.5	7.0	0.4	7.4
4/3	230	230	-	-	-	0.6	0.1	-	0.7	11.6	3.5	0.1	3.6
5/1	1166	1166	-	-	-	8.9	3.4	-	12.3	38.1	43.2	3.4	46.6
5/2	449	449	112	30	0	5.6	0.6	-	6.3	50.2	14.2	0.6	14.8
6/1	539	539	-	-	-	2.6	0.5	-	3.1	20.8	9.5	0.5	10.0
6/2	230	230	29	201	0	2.6	2.6	0.0	5.3	82.3	6.7	2.6	9.3
7/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	142	142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	764	764	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	197	197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1504	1504	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	307	307	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

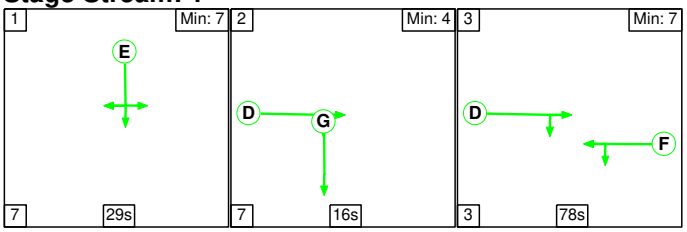
C1 Stream: 1 PRC for Signalled Lanes (%): 3.9 Total Delay for Signalled Lanes (pcuHr): 32.51 Cycle Time (s): 140
C1 Stream: 2 PRC for Signalled Lanes (%): 2.7 Total Delay for Signalled Lanes (pcuHr): 31.66 Cycle Time (s): 140
PRC Over All Lanes (%): 2.7 Total Delay Over All Lanes(pcuHr): 64.26

Full Input Data And Results

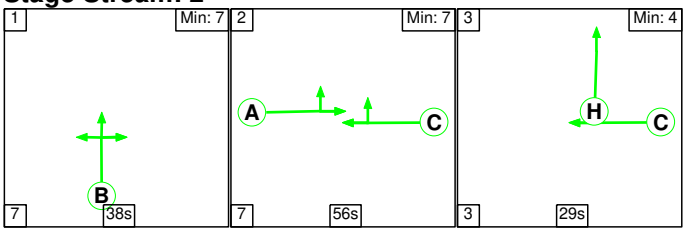
Scenario 3: '2030 AM Assessment - 1520 Units' (FG3: 'AM 2030 Assessment - 1520 Units', Plan 1: 'AM Control Plan')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

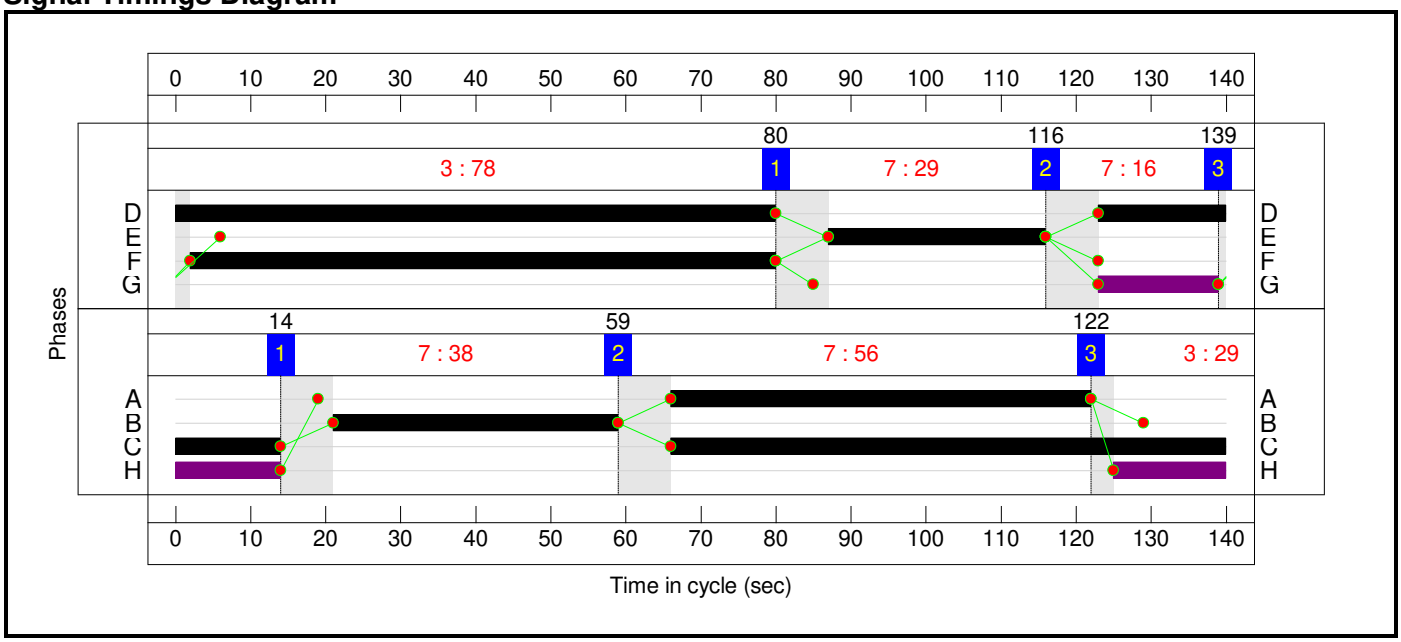
Stage Stream: 1

Stage	1	2	3
Duration	29	16	78
Change Point	80	116	139

Stage Stream: 2

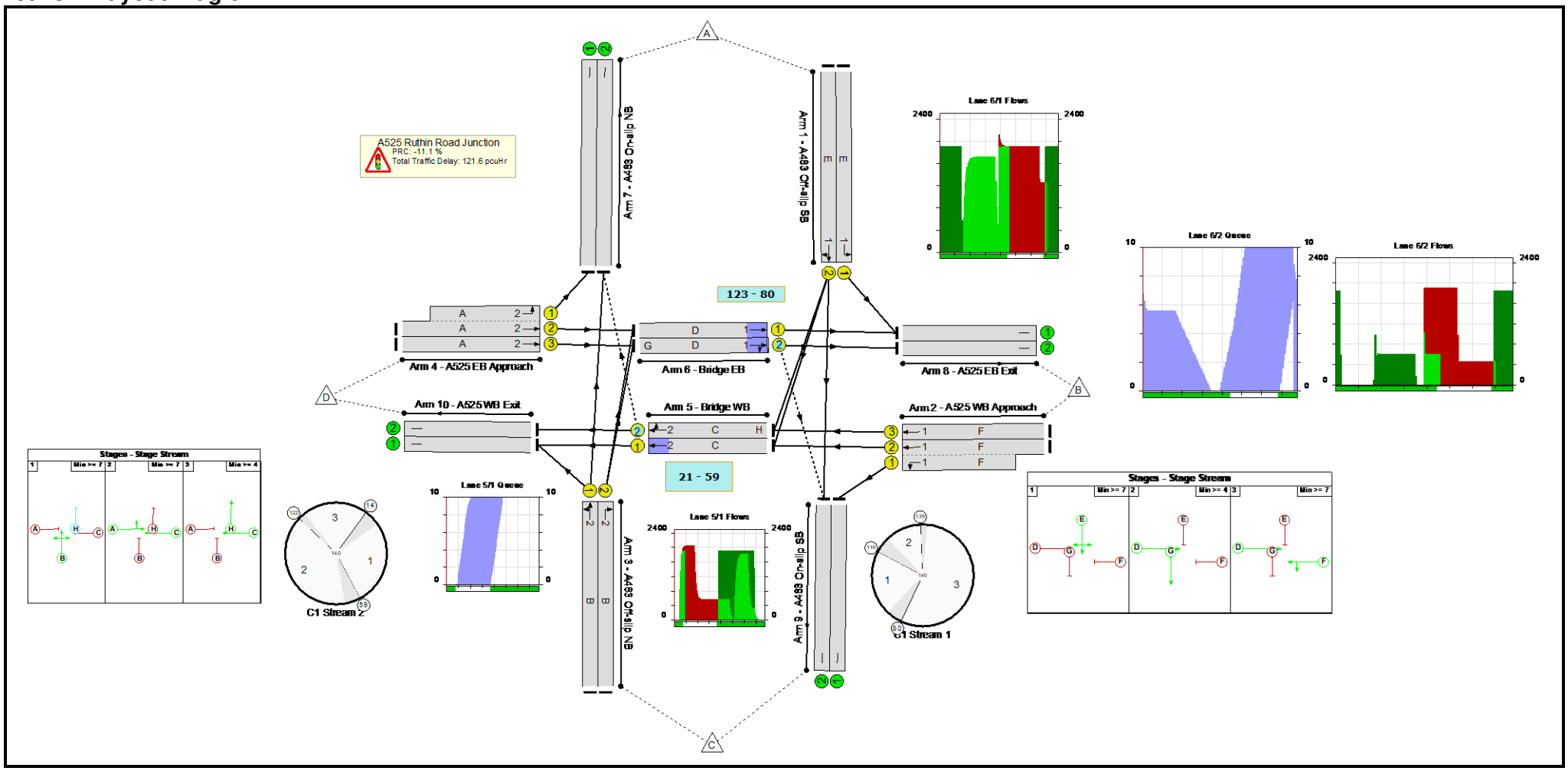
Stage	1	2	3
Duration	38	56	29
Change Point	14	59	122

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A483 / A525 Linsig Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.0%**
A525 Ruthin Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.0%**
1/1	A483 Off-slip SB Left	U	1	N/A	E		1	29	-	362	1805	387	93.6%
1/2	A483 Off-slip SB Right Ahead	U	1	N/A	E		1	29	-	294	1831	392	74.9%
2/2+2/1	A525 WB Approach Ahead Left	U	1	N/A	F		1	78	-	745	2055:1781	994+294	57.9 : 57.9%
2/3	A525 WB Approach Ahead	U	1	N/A	F		1	78	-	401	1900	1072	37.4%
3/1	A483 Off-slip NB Ahead Left	U	2	N/A	B		1	38	-	253	1831	510	49.6%
3/2	A483 Off-slip NB Right	U	2	N/A	B		1	38	-	469	1714	477	98.2%
4/2+4/1	A525 EB Approach Ahead Left	U	2	N/A	A		1	56	-	1087	1900:1805	733+354	100.0 : 100.0%
4/3	A525 EB Approach Ahead	U	2	N/A	A		1	56	-	458	1900	774	59.2%
5/1	Bridge WB Ahead	U	2	N/A	C		1	88	-	869	1900	1208	71.9%
5/2	Bridge WB Right Ahead	O	2	N/A	C	H	1	88	29	401	1764	403	99.5%
6/1	Bridge EB Ahead	U	1	N/A	D		1	97	-	1202	1900	1330	90.4%
6/2	Bridge EB Ahead Right	O	1	N/A	D	G	1	97	16	458	1845	484	94.6%
7/1	A483 On-slip NB	U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%

Full Input Data And Results

7/2	A483 On-slip NB	U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%
8/1	A525 EB Exit	U	N/A	N/A	-		-	-	-	1564	Inf	Inf	0.0%
8/2	A525 EB Exit	U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%
9/1	A483 On-slip SB	U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
9/2	A483 On-slip SB	U	N/A	N/A	-		-	-	-	237	Inf	Inf	0.0%
10/1	A525 WB Exit	U	N/A	N/A	-		-	-	-	1122	Inf	Inf	0.0%
10/2	A525 WB Exit	U	N/A	N/A	-		-	-	-	0	1940	1940	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	**-**	**-**	**106**	**531**	**2**	**66.2**	**55.4**	**0.0**	**121.6**	**-**	**-**	**-**	**-**
A525 Ruthin Road Junction	**-**	**-**	**106**	**531**	**2**	**66.2**	**55.4**	**0.0**	**121.6**	**-**	**-**	**-**	**-**
1/1	362	362	-	-	-	5.4	5.2	-	10.6	105.3	13.8	5.2	18.9
1/2	294	294	-	-	-	4.2	1.5	-	5.7	69.3	10.7	1.5	12.2
2/2+2/1	745	745	-	-	-	3.6	0.7	-	4.3	20.9	13.4	0.7	14.1
2/3	401	401	-	-	-	1.9	0.3	-	2.2	19.5	8.6	0.3	8.9
3/1	253	253	-	-	-	3.0	0.5	-	3.5	49.3	8.2	0.5	8.7
3/2	469	469	-	-	-	6.5	8.9	-	15.4	118.6	18.1	8.9	27.0
4/2+4/1	1087	1087	-	-	-	11.4	16.5	-	27.9	92.5	30.4	16.5	47.0
4/3	458	458	-	-	-	4.1	0.7	-	4.8	38.1	13.9	0.7	14.6
5/1	869	869	-	-	-	6.0	1.3	-	7.3	30.3	29.3	1.3	30.6
5/2	401	401	0	401	0	6.5	9.5	-	16.0	143.6	10.4	9.5	19.9
6/1	1202	1202	-	-	-	6.6	4.4	-	11.0	32.8	21.8	4.4	26.2
6/2	458	458	106	130	2	6.9	6.0	0.0	12.9	101.4	15.5	6.0	21.5
7/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1564	1564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1122	1122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 Stream: 1 PRC for Signalled Lanes (%): -5.1
C1 Stream: 2 PRC for Signalled Lanes (%): -11.1
PRC Over All Lanes (%): -11.1

Total Delay for Signalled Lanes (pcuHr): 46.61
Total Delay for Signalled Lanes (pcuHr): 75.01
Total Delay Over All Lanes(pcuHr): 121.62

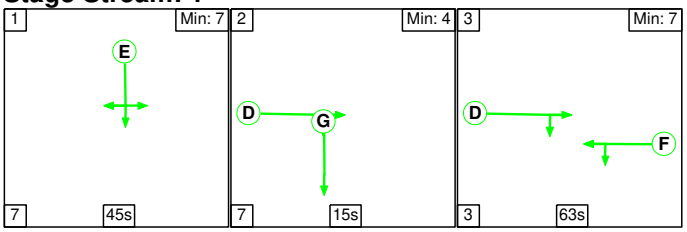
Cycle Time (s): 140
Cycle Time (s): 140

Full Input Data And Results

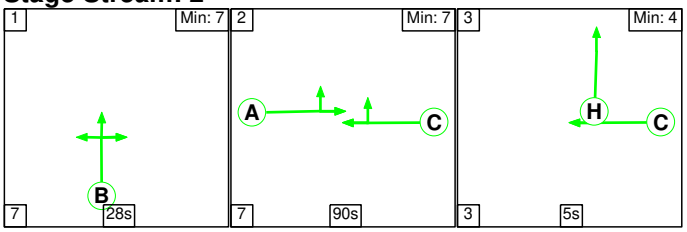
Scenario 4: '2030 PM Assessment - 1520 Units' (FG4: 'PM 2030 Assessment - 1520 Units', Plan 2: 'PM Control Plan')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

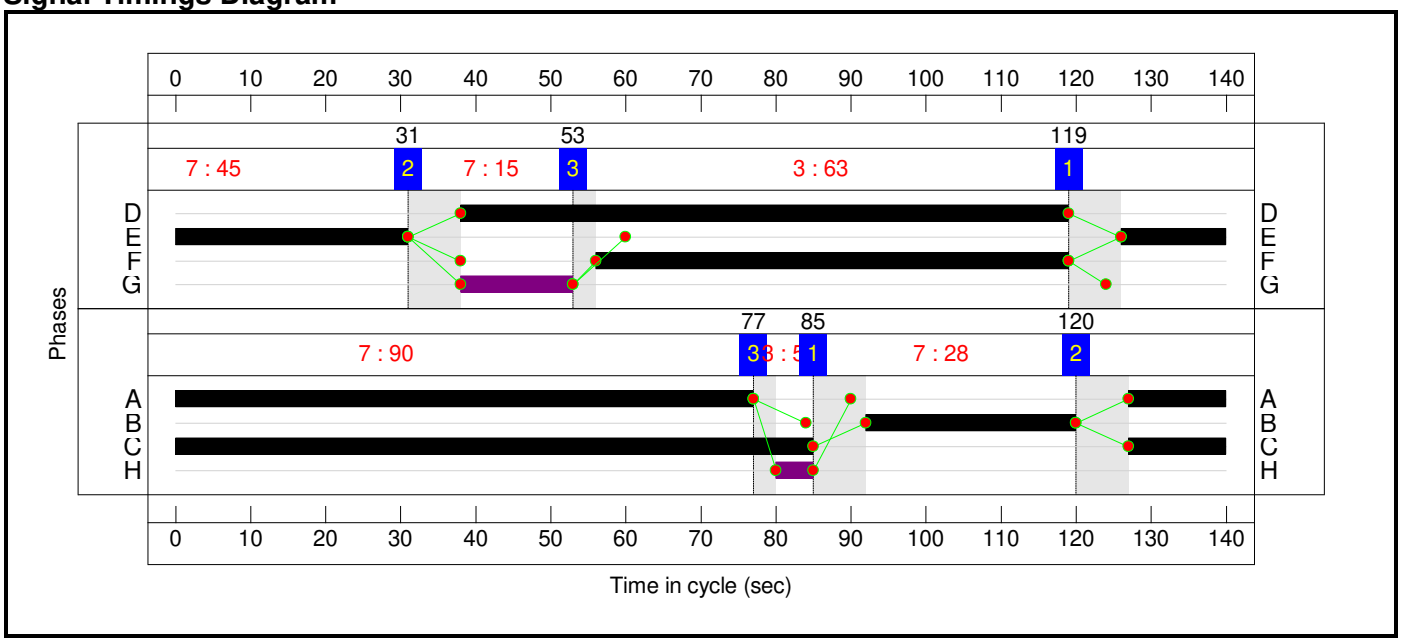
Stage Stream: 1

Stage	1	2	3
Duration	45	15	63
Change Point	119	31	53

Stage Stream: 2

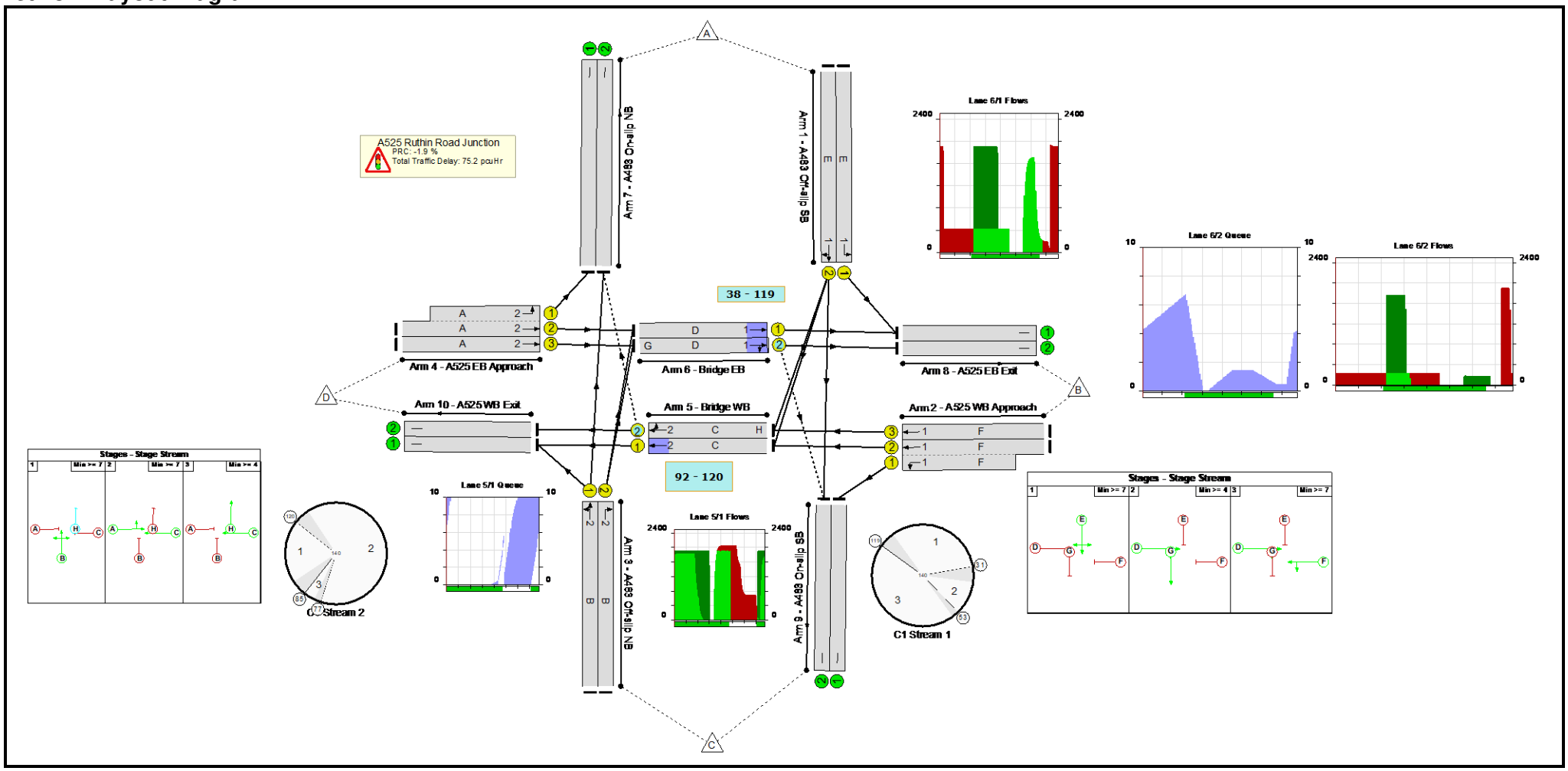
Stage	1	2	3
Duration	28	90	5
Change Point	85	120	77

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A483 / A525 Linsig Model	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.7%**
A525 Ruthin Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.7%**
1/1	A483 Off-slip SB Left	U	1	N/A	E		1	45	-	435	1805	593	73.3%
1/2	A483 Off-slip SB Right Ahead	U	1	N/A	E		1	45	-	544	1831	602	90.4%
2/2+2/1	A525 WB Approach Ahead Left	U	1	N/A	F		1	63	-	910	2055:1781	822+265	83.7 : 83.7%
2/3	A525 WB Approach Ahead	U	1	N/A	F		1	63	-	482	1900	869	55.5%
3/1	A483 Off-slip NB Ahead Left	U	2	N/A	B		1	28	-	338	1831	379	89.1%
3/2	A483 Off-slip NB Right	U	2	N/A	B		1	28	-	190	1714	355	53.5%
4/2+4/1	A525 EB Approach Ahead Left	U	2	N/A	A		1	90	-	747	1900:1805	972+753	43.3 : 43.3%
4/3	A525 EB Approach Ahead	U	2	N/A	A		1	90	-	230	1900	1235	18.6%
5/1	Bridge WB Ahead	U	2	N/A	C		1	98	-	1232	1900	1344	91.7%
5/2	Bridge WB Right Ahead	O	2	N/A	C	H	1	98	5	482	1850	687	70.1%
6/1	Bridge EB Ahead	U	1	N/A	D		1	81	-	611	1900	1113	54.9%
6/2	Bridge EB Ahead Right	O	1	N/A	D	G	1	81	15	230	1764	254	90.6%
7/1	A483 On-slip NB	U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%

Full Input Data And Results

7/2	A483 On-slip NB	U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
8/1	A525 EB Exit	U	N/A	N/A	-		-	-	-	1046	Inf	Inf	0.0%
8/2	A525 EB Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
9/1	A483 On-slip SB	U	N/A	N/A	-		-	-	-	222	Inf	Inf	0.0%
9/2	A483 On-slip SB	U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%
10/1	A525 WB Exit	U	N/A	N/A	-		-	-	-	1570	Inf	Inf	0.0%
10/2	A525 WB Exit	U	N/A	N/A	-		-	-	-	247	1940	1940	12.7%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	**-**	**-**	**210**	**254**	**0**	**51.4**	**23.7**	**0.0**	**75.2**	**-**	**-**	**-**	**-**
A525 Ruthin Road Junction	**-**	**-**	**210**	**254**	**0**	**51.4**	**23.7**	**0.0**	**75.2**	**-**	**-**	**-**	**-**
1/1	435	435	-	-	-	5.0	1.4	-	6.4	52.8	14.9	1.4	16.2
1/2	544	544	-	-	-	6.8	4.1	-	10.9	72.2	20.1	4.1	24.2
2/2+2/1	910	910	-	-	-	7.4	2.5	-	9.9	39.3	23.4	2.5	25.9
2/3	482	482	-	-	-	3.7	0.6	-	4.3	32.3	13.5	0.6	14.1
3/1	338	338	-	-	-	5.1	3.5	-	8.6	91.3	12.8	3.5	16.3
3/2	190	190	-	-	-	2.6	0.6	-	3.2	60.3	6.5	0.6	7.1
4/2+4/1	747	747	-	-	-	2.2	0.4	-	2.6	12.6	7.3	0.4	7.6
4/3	230	230	-	-	-	0.6	0.1	-	0.7	11.6	3.5	0.1	3.6
5/1	1232	1232	-	-	-	6.8	5.1	-	11.9	34.8	34.7	5.1	39.8
5/2	482	482	183	52	0	4.4	1.2	-	5.5	41.2	13.8	1.2	14.9
6/1	611	611	-	-	-	4.1	0.6	-	4.7	27.8	14.3	0.6	14.9
6/2	230	230	27	203	0	2.6	3.7	0.0	6.3	99.0	6.7	3.7	10.4
7/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1046	1046	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1570	1570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	247	247	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

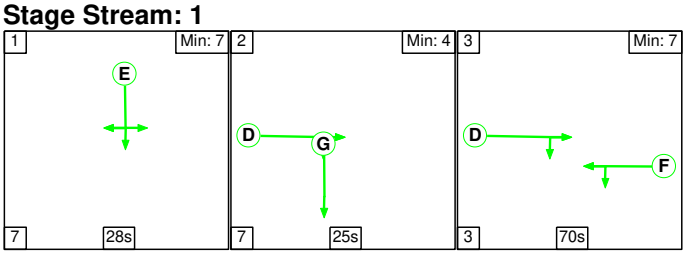
C1 Stream: 1 PRC for Signalled Lanes (%): -0.6 Total Delay for Signalled Lanes (pcuHr): 42.58 Cycle Time (s): 140
C1 Stream: 2 PRC for Signalled Lanes (%): -1.9 Total Delay for Signalled Lanes (pcuHr): 32.52 Cycle Time (s): 140
PRC Over All Lanes (%): -1.9 Total Delay Over All Lanes(pcuHr): 75.17

Full Input Data And Results

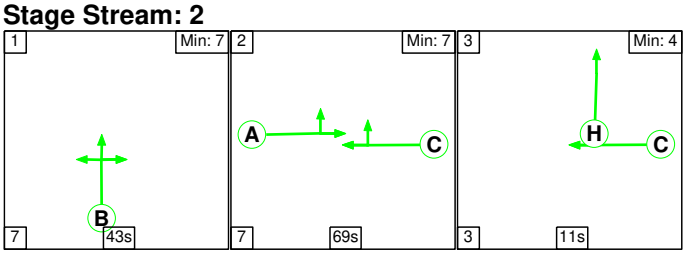
Scenario 5: '2040 AM Base' (FG5: 'AM 2040 Base', Plan 1: 'AM Control Plan')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

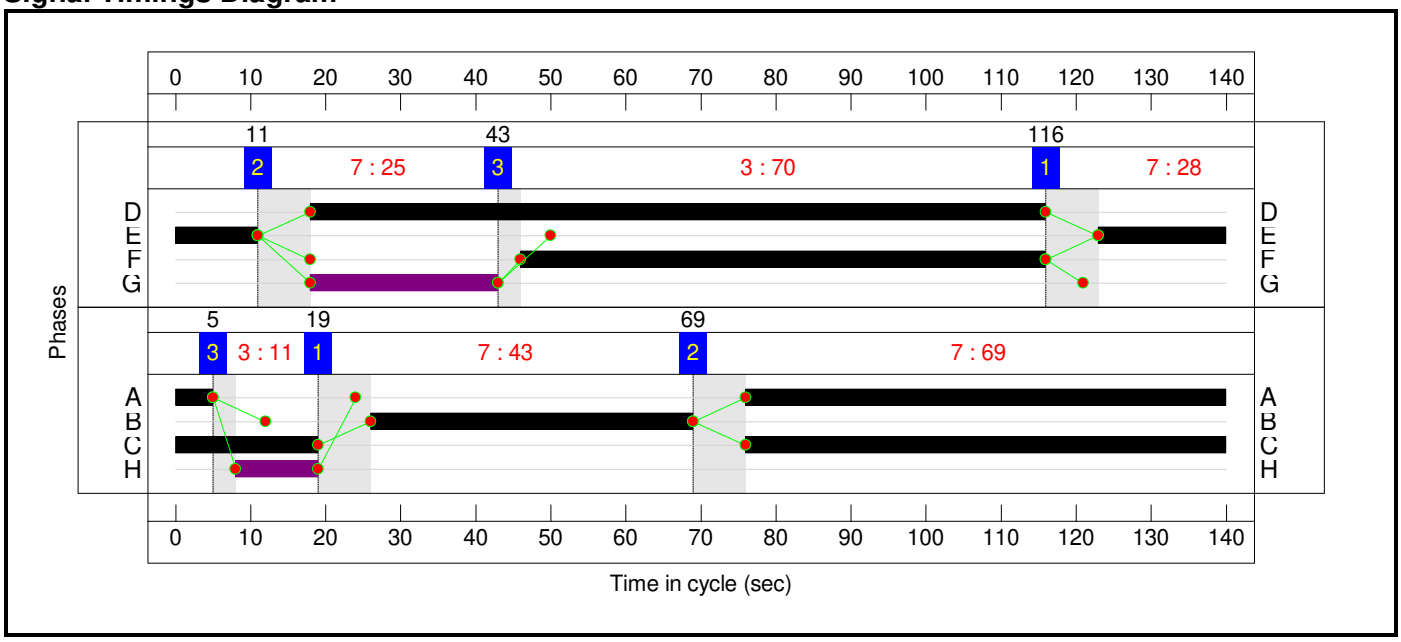
Stage Stream: 1

Stage	1	2	3
Duration	28	25	70
Change Point	116	11	43

Stage Stream: 2

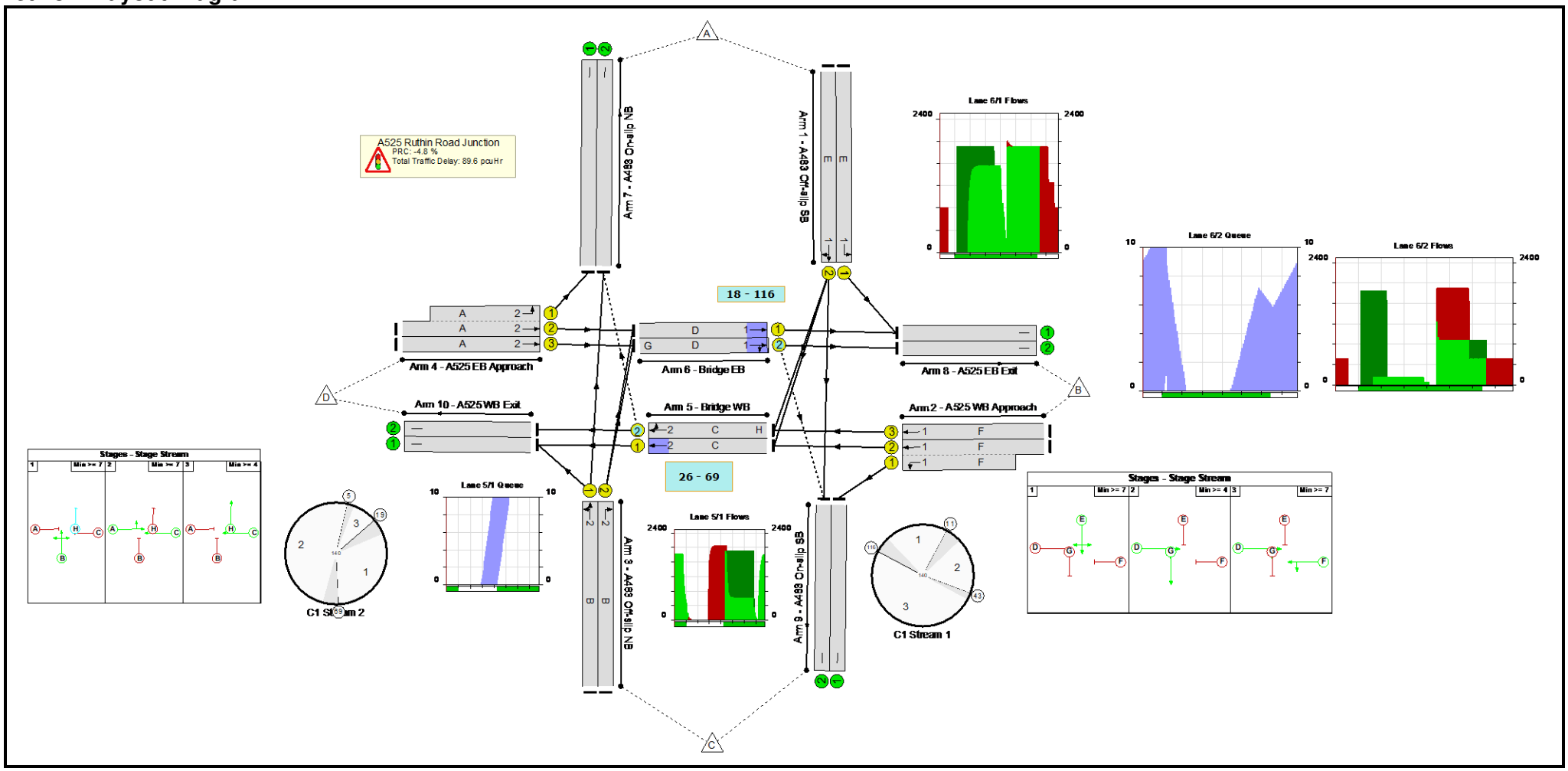
Stage	1	2	3
Duration	43	69	11
Change Point	19	69	5

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A483 / A525 Linsig Model	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.3%**
A525 Ruthin Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.3%**
1/1	A483 Off-slip SB Left	U	1	N/A	E		1	28	-	334	1805	374	89.3%
1/2	A483 Off-slip SB Right Ahead	U	1	N/A	E		1	28	-	325	1831	379	85.7%
2/2+2/1	A525 WB Approach Ahead Left	U	1	N/A	F		1	70	-	729	2055:1781	951+173	64.9 : 64.9%
2/3	A525 WB Approach Ahead	U	1	N/A	F		1	70	-	165	1900	964	17.1%
3/1	A483 Off-slip NB Ahead Left	U	2	N/A	B		1	43	-	281	1831	575	48.8%
3/2	A483 Off-slip NB Right	U	2	N/A	B		1	43	-	503	1714	539	93.4%
4/2+4/1	A525 EB Approach Ahead Left	U	2	N/A	A		1	69	-	1192	1900:1805	849+414	94.3 : 94.3%
4/3	A525 EB Approach Ahead	U	2	N/A	A		1	69	-	512	1900	950	53.9%
5/1	Bridge WB Ahead	U	2	N/A	C		1	83	-	942	1900	1140	82.6%
5/2	Bridge WB Right Ahead	O	2	N/A	C	H	1	83	11	165	1764	177	93.1%
6/1	Bridge EB Ahead	U	1	N/A	D		1	98	-	1258	1900	1344	93.6%
6/2	Bridge EB Ahead Right	O	1	N/A	D	G	1	98	25	558	1853	629	88.6%
7/1	A483 On-slip NB	U	N/A	N/A	-		-	-	-	391	Inf	Inf	0.0%

Full Input Data And Results

7/2	A483 On-slip NB	U	N/A	N/A	-		-	-	-	165	Inf	Inf	0.0%
8/1	A525 EB Exit	U	N/A	N/A	-		-	-	-	1592	Inf	Inf	0.0%
8/2	A525 EB Exit	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
9/1	A483 On-slip SB	U	N/A	N/A	-		-	-	-	112	Inf	Inf	0.0%
9/2	A483 On-slip SB	U	N/A	N/A	-		-	-	-	263	Inf	Inf	0.0%
10/1	A525 WB Exit	U	N/A	N/A	-		-	-	-	1223	Inf	Inf	0.0%
10/2	A525 WB Exit	U	N/A	N/A	-		-	-	-	0	1940	1940	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	**-**	**-**	**126**	**300**	**2**	**52.5**	**37.1**	**0.0**	**89.6**	**-**	**-**	**-**	**-**
A525 Ruthin Road Junction	**-**	**-**	**126**	**300**	**2**	**52.5**	**37.1**	**0.0**	**89.6**	**-**	**-**	**-**	**-**
1/1	334	334	-	-	-	5.0	3.6	-	8.6	92.3	12.6	3.6	16.2
1/2	325	325	-	-	-	4.8	2.7	-	7.6	83.6	12.1	2.7	14.8
2/2+2/1	729	729	-	-	-	4.7	0.9	-	5.6	27.9	16.8	0.9	17.7
2/3	165	165	-	-	-	0.9	0.1	-	1.0	20.9	3.4	0.1	3.5
3/1	281	281	-	-	-	3.0	0.5	-	3.5	45.0	8.8	0.5	9.3
3/2	503	503	-	-	-	6.5	5.4	-	11.9	85.3	18.9	5.4	24.3
4/2+4/1	1192	1192	-	-	-	9.2	7.0	-	16.2	48.8	29.3	7.0	36.3
4/3	512	512	-	-	-	3.4	0.6	-	4.0	28.1	13.5	0.6	14.1
5/1	942	942	-	-	-	3.8	2.3	-	6.1	23.5	23.8	2.3	26.1
5/2	165	165	1	164	0	3.4	4.1	-	7.4	162.1	6.4	4.1	10.5
6/1	1258	1258	-	-	-	3.2	6.4	-	9.6	27.5	10.8	6.4	17.2
6/2	558	558	126	136	2	4.5	3.6	0.0	8.1	52.3	10.3	3.6	13.8
7/1	391	391	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	165	165	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1592	1592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	112	112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	263	263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1223	1223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

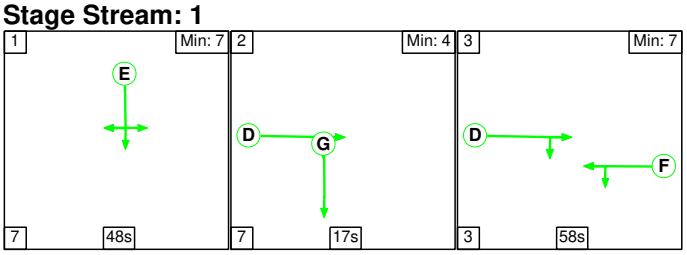
C1 Stream: 1 PRC for Signalled Lanes (%): -4.0 Total Delay for Signalled Lanes (pcuHr): 40.45 Cycle Time (s): 140
C1 Stream: 2 PRC for Signalled Lanes (%): -4.8 Total Delay for Signalled Lanes (pcuHr): 49.16 Cycle Time (s): 140
PRC Over All Lanes (%): -4.8 Total Delay Over All Lanes(pcuHr): 89.62

Full Input Data And Results

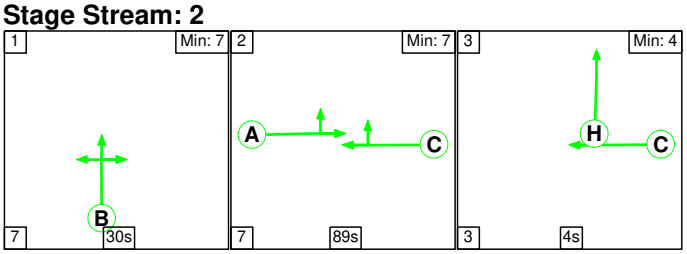
Scenario 6: '2040 PM Base' (FG6: 'PM 2040 Base', Plan 2: 'PM Control Plan')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

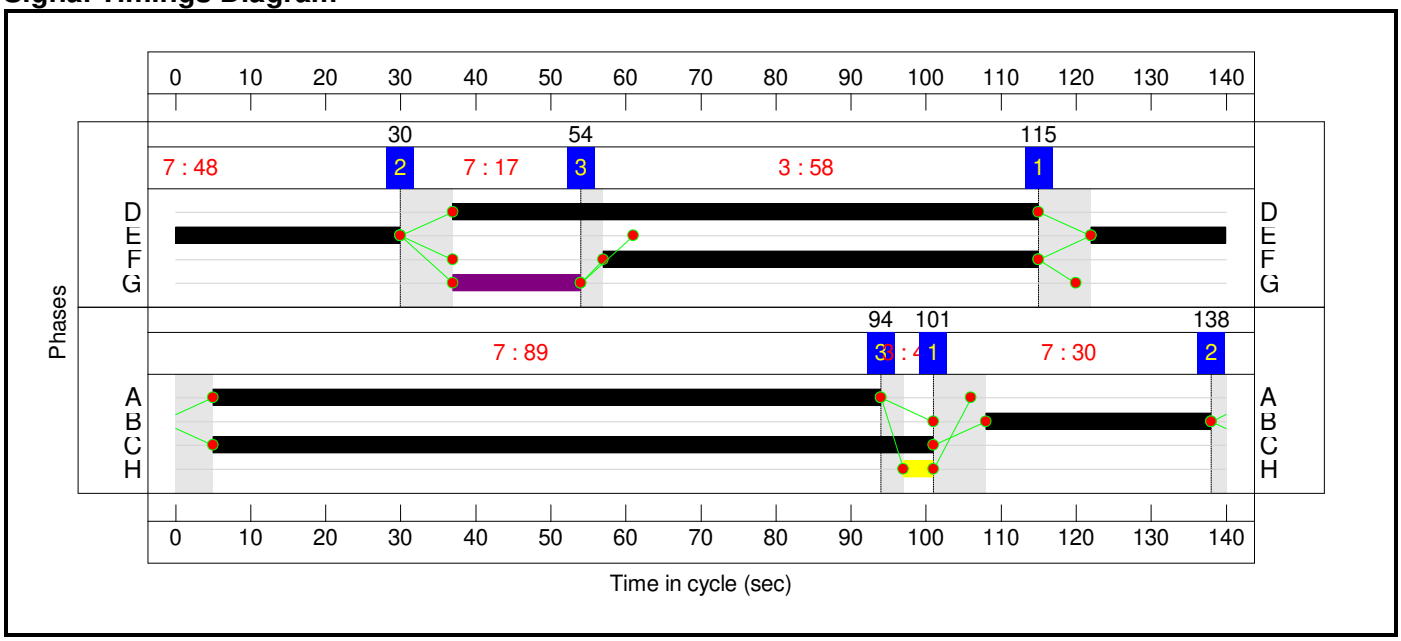
Stage Stream: 1

Stage	1	2	3
Duration	48	17	58
Change Point	115	30	54

Stage Stream: 2

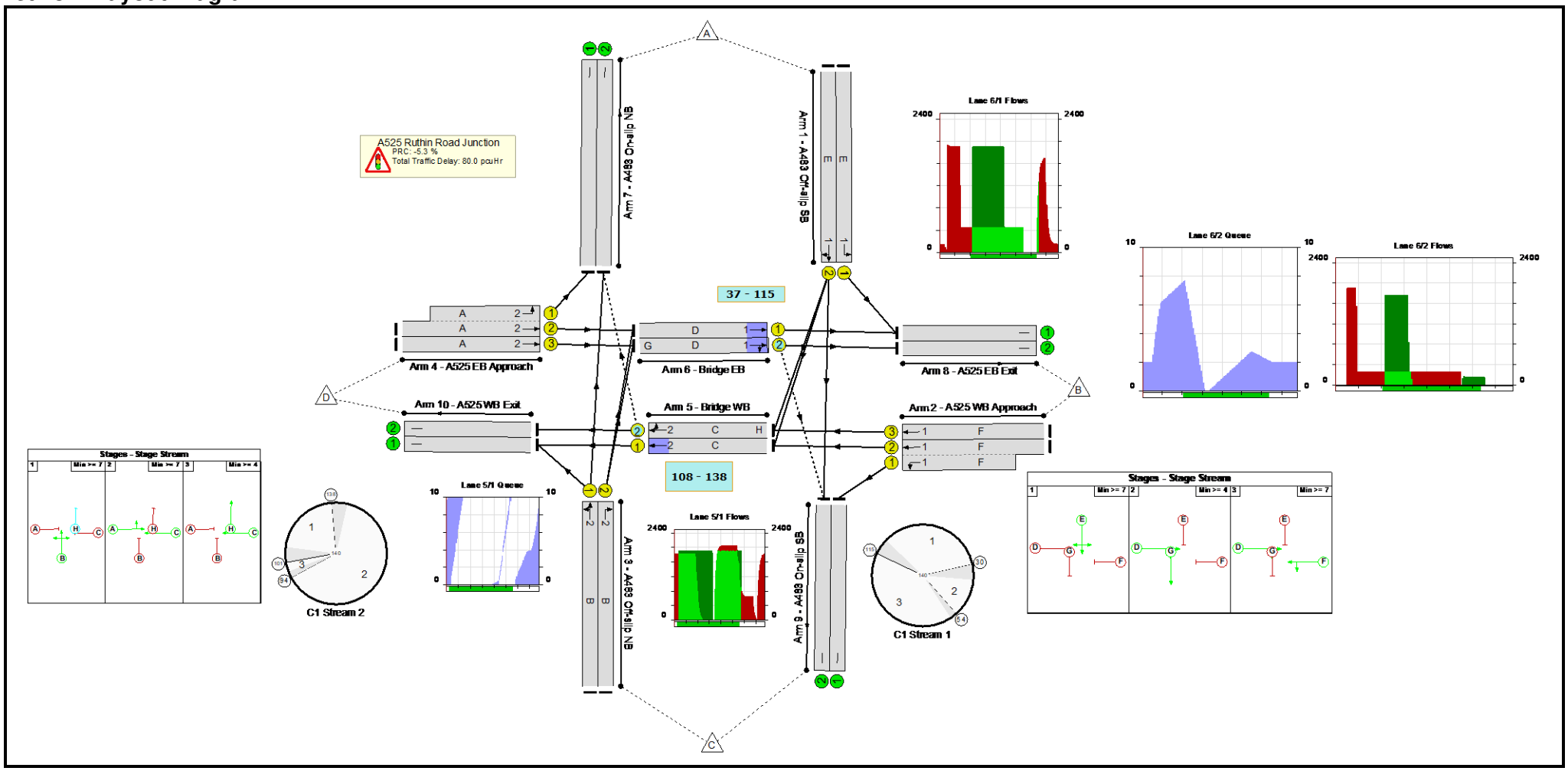
Stage	1	2	3
Duration	30	89	4
Change Point	101	138	94

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A483 / A525 Linsig Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.8%**
A525 Ruthin Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.8%**
1/1	A483 Off-slip SB Left	U	1	N/A	E		1	48	-	251	1805	632	39.7%
1/2	A483 Off-slip SB Right Ahead	U	1	N/A	E		1	48	-	604	1831	641	94.2%
2/2+2/1	A525 WB Approach Ahead Left	U	1	N/A	F		1	58	-	863	2055:1781	764+260	84.2 : 84.2%
2/3	A525 WB Approach Ahead	U	1	N/A	F		1	58	-	542	1900	801	67.7%
3/1	A483 Off-slip NB Ahead Left	U	2	N/A	B		1	30	-	376	1831	405	92.7%
3/2	A483 Off-slip NB Right	U	2	N/A	B		1	30	-	147	1714	380	38.7%
4/2+4/1	A525 EB Approach Ahead Left	U	2	N/A	A		1	89	-	811	1900:1805	959+770	46.9 : 46.9%
4/3	A525 EB Approach Ahead	U	2	N/A	A		1	89	-	256	1900	1221	21.0%
5/1	Bridge WB Ahead	U	2	N/A	C		1	96	-	1248	1900	1316	94.8%
5/2	Bridge WB Right Ahead	O	2	N/A	C	H	1	96	4	542	1885	746	72.7%
6/1	Bridge EB Ahead	U	1	N/A	D		1	78	-	597	1900	1072	55.7%
6/2	Bridge EB Ahead Right	O	1	N/A	D	G	1	78	17	256	1764	273	93.6%
7/1	A483 On-slip NB	U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%

Full Input Data And Results

7/2	A483 On-slip NB	U	N/A	N/A	-		-	-	-	158	Inf	Inf	0.0%
8/1	A525 EB Exit	U	N/A	N/A	-		-	-	-	848	Inf	Inf	0.0%
8/2	A525 EB Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
9/1	A483 On-slip SB	U	N/A	N/A	-		-	-	-	219	Inf	Inf	0.0%
9/2	A483 On-slip SB	U	N/A	N/A	-		-	-	-	256	Inf	Inf	0.0%
10/1	A525 WB Exit	U	N/A	N/A	-		-	-	-	1624	Inf	Inf	0.0%
10/2	A525 WB Exit	U	N/A	N/A	-		-	-	-	384	1940	1940	19.8%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	**-**	**-**	**151**	**262**	**0**	**49.9**	**30.1**	**0.0**	**80.0**	**-**	**-**	**-**	**-**
A525 Ruthin Road Junction	**-**	**-**	**151**	**262**	**0**	**49.9**	**30.1**	**0.0**	**80.0**	**-**	**-**	**-**	**-**
1/1	251	251	-	-	-	2.4	0.3	-	2.7	39.1	7.3	0.3	7.6
1/2	604	604	-	-	-	7.4	6.1	-	13.6	80.8	22.7	6.1	28.8
2/2+2/1	863	863	-	-	-	7.8	2.6	-	10.3	43.2	22.2	2.6	24.8
2/3	542	542	-	-	-	4.9	1.0	-	6.0	39.7	17.0	1.0	18.1
3/1	376	376	-	-	-	5.6	4.8	-	10.4	99.5	14.3	4.8	19.1
3/2	147	147	-	-	-	1.9	0.3	-	2.2	54.1	4.9	0.3	5.2
4/2+4/1	811	811	-	-	-	2.6	0.4	-	3.0	13.4	8.1	0.4	8.6
4/3	256	256	-	-	-	0.7	0.1	-	0.9	12.2	4.1	0.1	4.2
5/1	1248	1248	-	-	-	5.1	7.5	-	12.6	36.2	27.4	7.5	34.9
5/2	542	542	131	27	0	3.3	1.3	-	4.6	30.6	18.3	1.3	19.6
6/1	597	597	-	-	-	5.2	0.6	-	5.9	35.4	18.5	0.6	19.2
6/2	256	256	21	235	0	3.0	4.8	0.0	7.8	109.4	7.7	4.8	12.5
7/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	158	158	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	219	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1624	1624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	384	384	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1

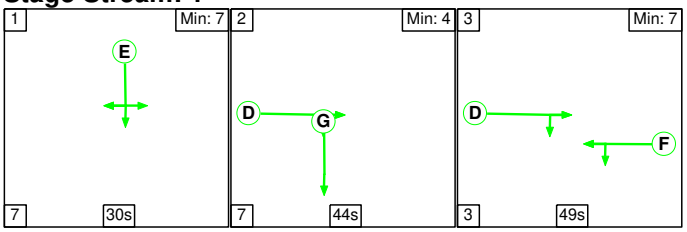
C1 Stream: 1 PRC for Signalled Lanes (%): -4.7 Total Delay for Signalled Lanes (pcuHr): 46.25 Cycle Time (s): 140
C1 Stream: 2 PRC for Signalled Lanes (%): -5.3 Total Delay for Signalled Lanes (pcuHr): 33.64 Cycle Time (s): 140
PRC Over All Lanes (%): -5.3 Total Delay Over All Lanes(pcuHr): 80.02

Full Input Data And Results

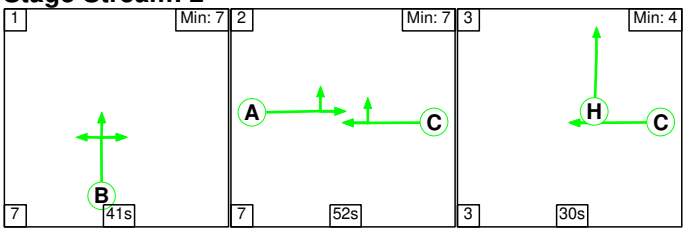
Scenario 7: '2040 AM Assessment - 1520 Units' (FG7: 'AM 2040 Assessment - 1520 Units', Plan 1: 'AM Control Plan')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

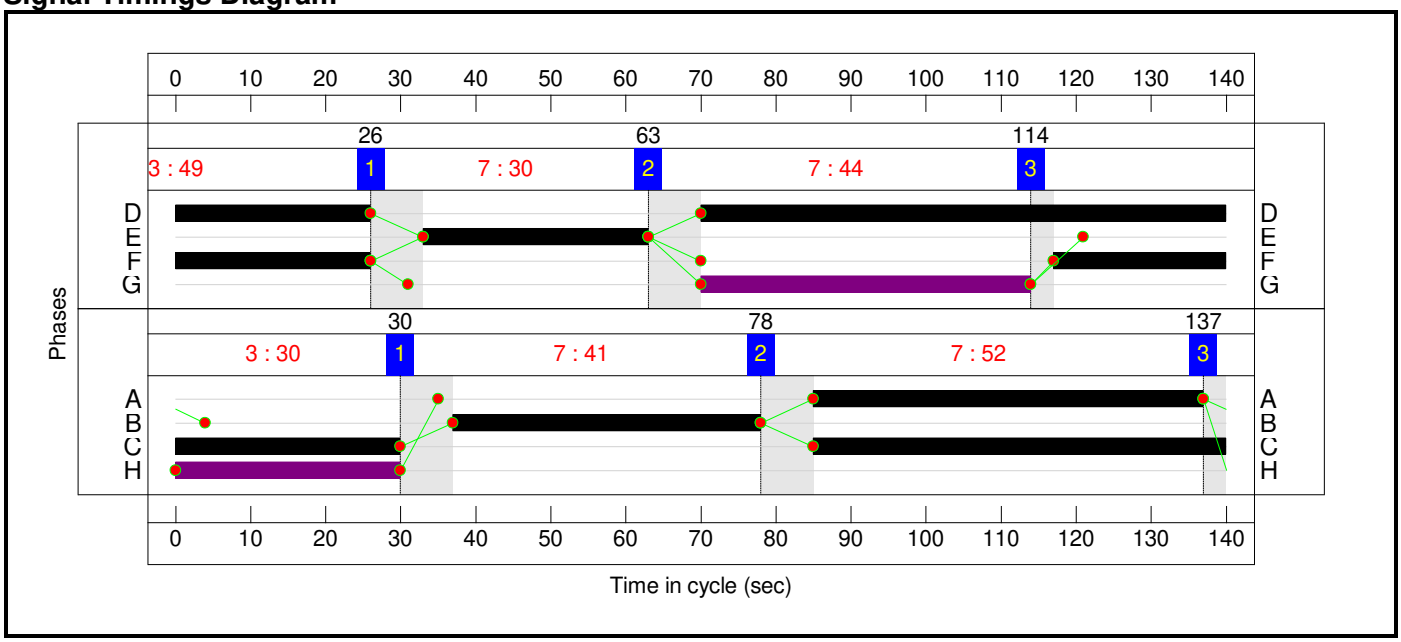
Stage Stream: 1

Stage	1	2	3
Duration	30	44	49
Change Point	26	63	114

Stage Stream: 2

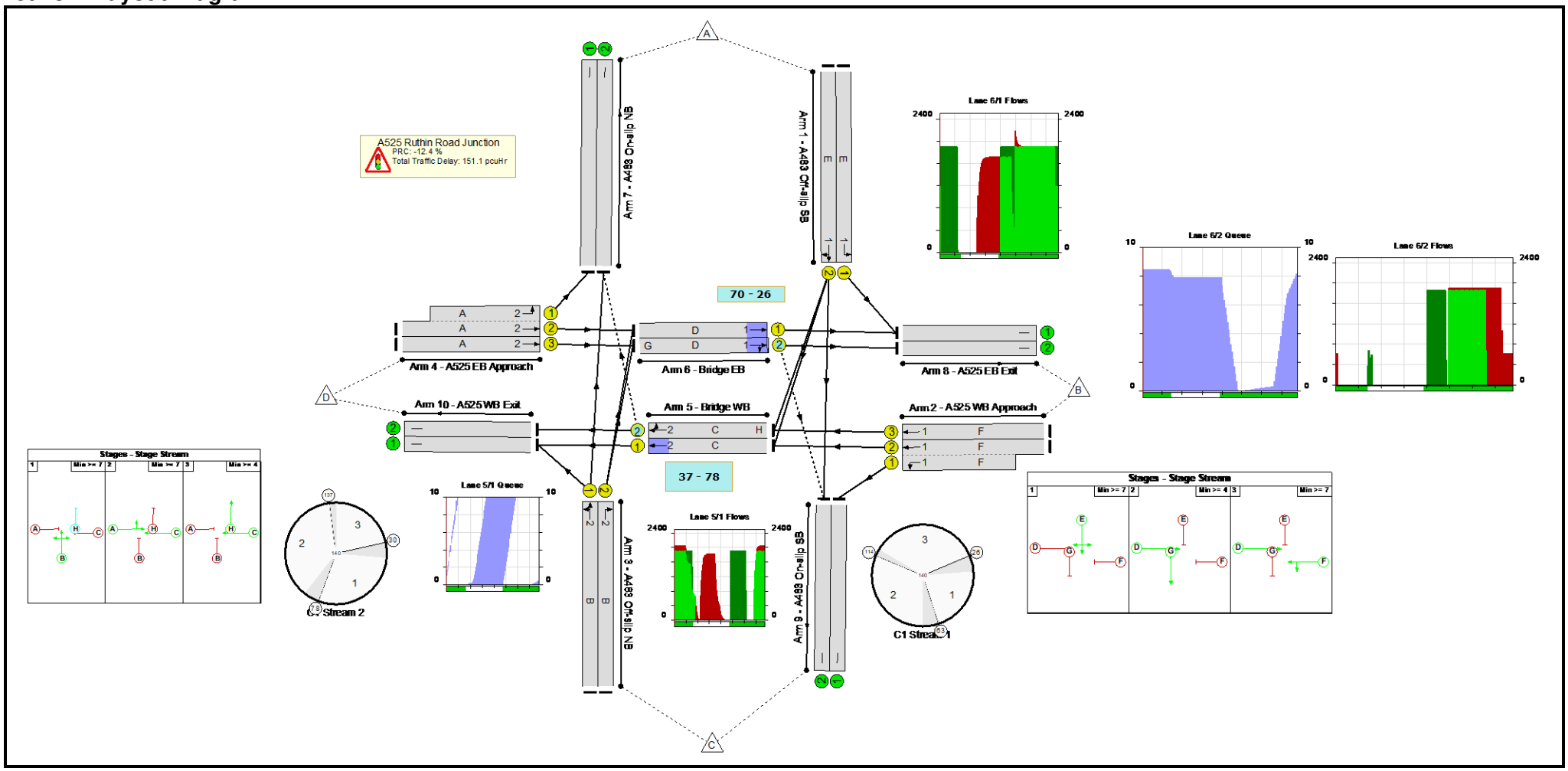
Stage	1	2	3
Duration	41	52	30
Change Point	30	78	137

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A483 / A525 Linsig Model	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.1%**
A525 Ruthin Road Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.1%**
1/1	A483 Off-slip SB Left	U	1	N/A	E		1	30	-	396	1805	400	99.1%
1/2	A483 Off-slip SB Right Ahead	U	1	N/A	E		1	30	-	325	1831	405	80.2%
2/2+2/1	A525 WB Approach Ahead Left	U	1	N/A	F		1	49	-	815	2055:1781	678+194	93.5 : 93.5%
2/3	A525 WB Approach Ahead	U	1	N/A	F		1	49	-	418	1900	679	61.6%
3/1	A483 Off-slip NB Ahead Left	U	2	N/A	B		1	41	-	281	1831	549	51.2%
3/2	A483 Off-slip NB Right	U	2	N/A	B		1	41	-	520	1714	514	101.1%
4/2+4/1	A525 EB Approach Ahead Left	U	2	N/A	A		1	52	-	1086	1900:1805	694+390	100.1 : 100.1%
4/3	A525 EB Approach Ahead	U	2	N/A	A		1	52	-	622	1900	719	86.5%
5/1	Bridge WB Ahead	U	2	N/A	C		1	85	-	959	1900	1167	82.2%
5/2	Bridge WB Right Ahead	O	2	N/A	C	H	1	85	30	418	1764	416	100.5%
6/1	Bridge EB Ahead	U	1	N/A	D		1	96	-	1215	1900	1316	91.8%
6/2	Bridge EB Ahead Right	O	1	N/A	D	G	1	96	44	622	1861	645	96.4%
7/1	A483 On-slip NB	U	N/A	N/A	-		-	-	-	391	Inf	Inf	0.0%

Full Input Data And Results

7/2	A483 On-slip NB	U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
8/1	A525 EB Exit	U	N/A	N/A	-		-	-	-	1611	Inf	Inf	0.0%
8/2	A525 EB Exit	U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
9/1	A483 On-slip SB	U	N/A	N/A	-		-	-	-	181	Inf	Inf	0.0%
9/2	A483 On-slip SB	U	N/A	N/A	-		-	-	-	263	Inf	Inf	0.0%
10/1	A525 WB Exit	U	N/A	N/A	-		-	-	-	1240	Inf	Inf	0.0%
10/2	A525 WB Exit	U	N/A	N/A	-		-	-	-	0	1940	1940	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	**-**	**-**	**7**	**670**	**1**	**73.9**	**77.2**	**0.0**	**151.1**	**-**	**-**	**-**	**-**
A525 Ruthin Road Junction	**-**	**-**	**7**	**670**	**1**	**73.9**	**77.2**	**0.0**	**151.1**	**-**	**-**	**-**	**-**
1/1	396	396	-	-	-	6.0	9.1	-	15.1	136.8	15.3	9.1	24.4
1/2	325	325	-	-	-	4.7	1.9	-	6.6	72.9	11.9	1.9	13.8
2/2+2/1	815	815	-	-	-	9.1	6.0	-	15.0	66.4	24.8	6.0	30.7
2/3	418	418	-	-	-	4.3	0.8	-	5.1	44.0	13.4	0.8	14.1
3/1	281	281	-	-	-	3.2	0.5	-	3.7	47.2	9.0	0.5	9.5
3/2	520	514	-	-	-	7.4	12.9	-	20.4	141.1	20.4	12.9	33.4
4/2+4/1	1086	1084	-	-	-	12.2	16.9	-	29.1	96.5	28.3	16.9	45.2
4/3	622	622	-	-	-	6.9	3.0	-	10.0	57.6	22.3	3.0	25.3
5/1	959	959	-	-	-	4.4	2.3	-	6.6	24.8	14.9	2.3	17.2
5/2	418	416	0	416	0	2.8	10.8	-	13.6	117.2	17.3	10.8	28.1
6/1	1208	1208	-	-	-	7.5	5.1	-	12.6	37.5	47.0	5.1	52.1
6/2	622	622	7	254	1	5.4	8.0	0.0	13.4	77.5	8.5	8.0	16.5
7/1	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1604	1604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	263	263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1240	1240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

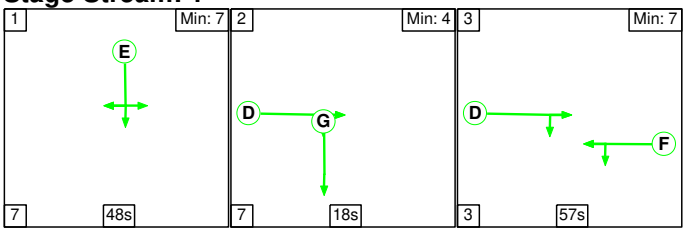
C1 Stream: 1 PRC for Signalled Lanes (%): -10.1 Total Delay for Signalled Lanes (pcuHr): 67.74 Cycle Time (s): 140
C1 Stream: 2 PRC for Signalled Lanes (%): -12.4 Total Delay for Signalled Lanes (pcuHr): 83.36 Cycle Time (s): 140
PRC Over All Lanes (%): -12.4 Total Delay Over All Lanes(pcuHr): 151.10

Full Input Data And Results

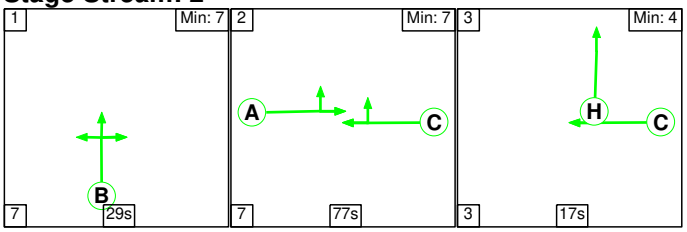
Scenario 8: '2040 PM Assessment - 1520 Units' (FG8: 'PM 2040 Assessment - 1520 Units', Plan 2: 'PM Control Plan')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

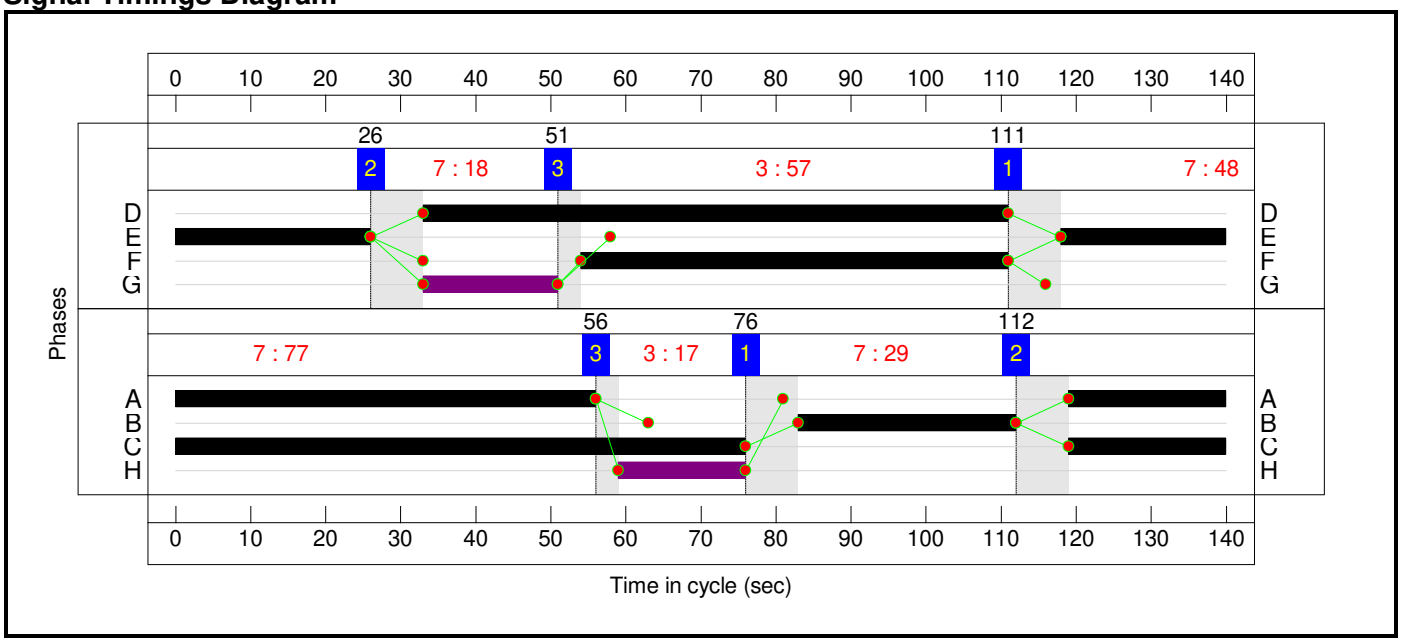
Stage Stream: 1

Stage	1	2	3
Duration	48	18	57
Change Point	111	26	51

Stage Stream: 2

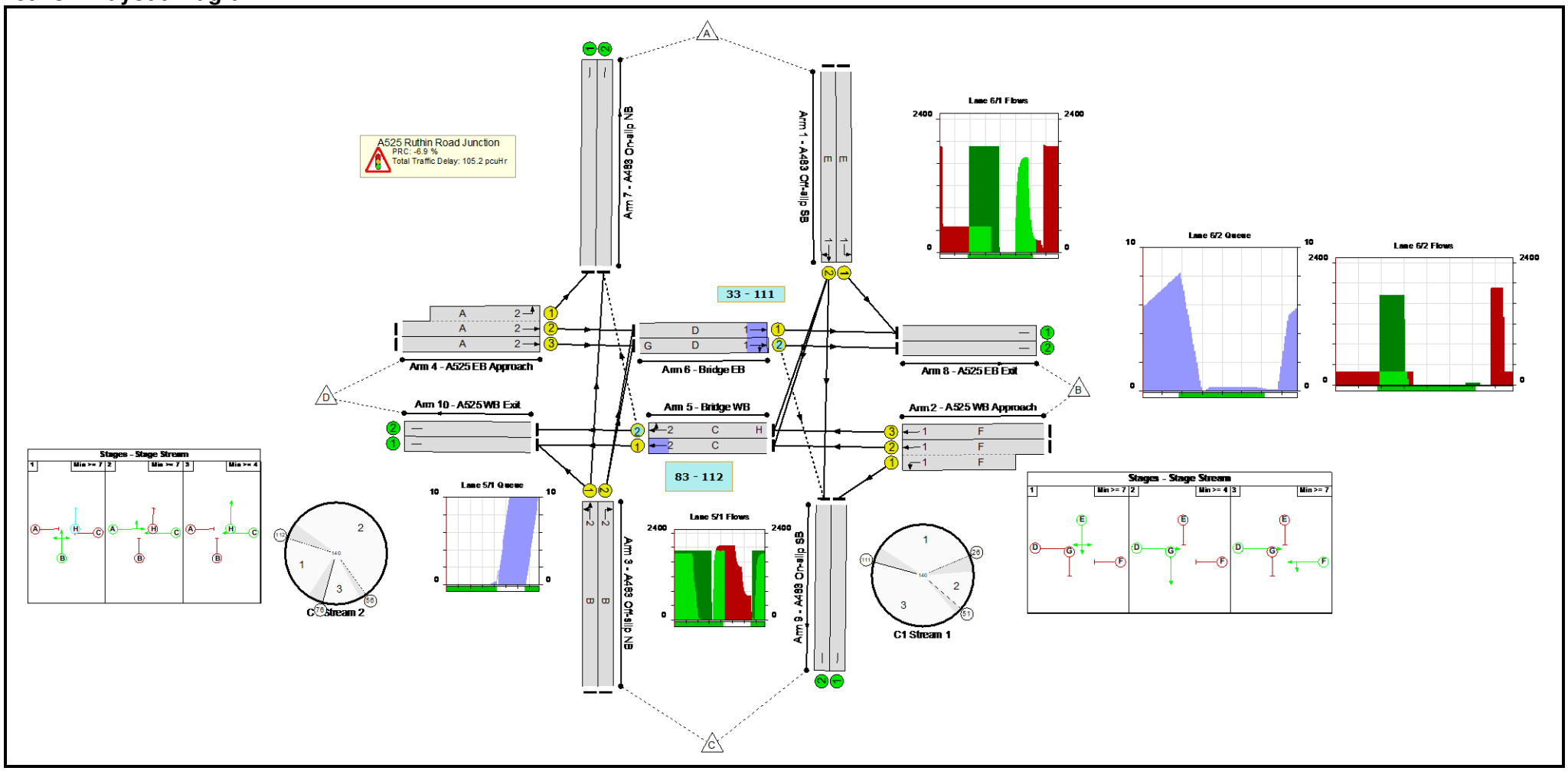
Stage	1	2	3
Duration	29	77	17
Change Point	76	112	56

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A483 / A525 Linsig Model	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.2%**
A525 Ruthin Road Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.2%**
1/1	A483 Off-slip SB Left	U	1	N/A	E		1	48	-	460	1805	632	72.8%
1/2	A483 Off-slip SB Right Ahead	U	1	N/A	E		1	48	-	604	1831	641	94.2%
2/2+2/1	A525 WB Approach Ahead Left	U	1	N/A	F		1	57	-	920	2055:1781	749+272	90.1 : 90.1%
2/3	A525 WB Approach Ahead	U	1	N/A	F		1	57	-	610	1900	787	77.5%
3/1	A483 Off-slip NB Ahead Left	U	2	N/A	B		1	29	-	376	1831	392	95.8%
3/2	A483 Off-slip NB Right	U	2	N/A	B		1	29	-	205	1714	367	55.8%
4/2+4/1	A525 EB Approach Ahead Left	U	2	N/A	A		1	77	-	825	1900:1805	874+680	53.1 : 53.1%
4/3	A525 EB Approach Ahead	U	2	N/A	A		1	77	-	256	1900	1059	24.2%
5/1	Bridge WB Ahead	U	2	N/A	C		1	97	-	1279	1900	1330	96.2%
5/2	Bridge WB Right Ahead	O	2	N/A	C	H	1	97	17	610	1863	704	86.6%
6/1	Bridge EB Ahead	U	1	N/A	D		1	78	-	669	1900	1072	62.4%
6/2	Bridge EB Ahead Right	O	1	N/A	D	G	1	78	18	256	1764	270	94.8%
7/1	A483 On-slip NB	U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%

Full Input Data And Results

7/2	A483 On-slip NB	U	N/A	N/A	-		-	-	-	251	Inf	Inf	0.0%
8/1	A525 EB Exit	U	N/A	N/A	-		-	-	-	1129	Inf	Inf	0.0%
8/2	A525 EB Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
9/1	A483 On-slip SB	U	N/A	N/A	-		-	-	-	245	Inf	Inf	0.0%
9/2	A483 On-slip SB	U	N/A	N/A	-		-	-	-	256	Inf	Inf	0.0%
10/1	A525 WB Exit	U	N/A	N/A	-		-	-	-	1655	Inf	Inf	0.0%
10/2	A525 WB Exit	U	N/A	N/A	-		-	-	-	359	1940	1940	18.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	**-**	**-**	**145**	**360**	**2**	**65.6**	**39.5**	**0.0**	**105.2**	**-**	**-**	**-**	**-**
A525 Ruthin Road Junction	**-**	**-**	**145**	**360**	**2**	**65.6**	**39.5**	**0.0**	**105.2**	**-**	**-**	**-**	**-**
1/1	460	460	-	-	-	5.1	1.3	-	6.4	50.0	15.6	1.3	16.9
1/2	604	604	-	-	-	7.4	6.1	-	13.6	80.8	22.7	6.1	28.8
2/2+2/1	920	920	-	-	-	8.7	4.2	-	12.9	50.6	25.5	4.2	29.7
2/3	610	610	-	-	-	6.0	1.7	-	7.7	45.3	20.3	1.7	22.0
3/1	376	376	-	-	-	5.7	6.4	-	12.1	116.0	14.4	6.4	20.8
3/2	205	205	-	-	-	2.8	0.6	-	3.4	60.1	7.1	0.6	7.7
4/2+4/1	825	825	-	-	-	4.1	0.6	-	4.6	20.2	10.6	0.6	11.1
4/3	256	256	-	-	-	1.1	0.2	-	1.3	18.1	5.0	0.2	5.2
5/1	1279	1279	-	-	-	9.3	9.2	-	18.6	52.2	40.2	9.2	49.5
5/2	610	610	141	110	0	6.7	3.0	-	9.7	57.4	13.5	3.0	16.6
6/1	669	669	-	-	-	5.8	0.8	-	6.7	35.8	18.5	0.8	19.3
6/2	256	256	4	250	2	2.9	5.2	0.0	8.2	114.7	8.2	5.2	13.5
7/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	251	251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1129	1129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1655	1655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	359	359	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

C1 Stream: 1 PRC for Signalled Lanes (%): -5.3 Total Delay for Signalled Lanes (pcuHr): 55.36 Cycle Time (s): 140
C1 Stream: 2 PRC for Signalled Lanes (%): -6.9 Total Delay for Signalled Lanes (pcuHr): 49.73 Cycle Time (s): 140
PRC Over All Lanes (%): -6.9 Total Delay Over All Lanes(pcuHr): 105.20

S|C|P

APPENDIX C1

Adran yr Economi a'r Seilwaith
Department for Economy and Infrastructure

Llywodraeth Cymru
Welsh Government

Development Control
Wrexham County Borough Council
16 Lord Street
Wrexham
LL11 1LG

Eich cyf / Your ref P/2023 /0593

Ein cyf / Our ref 23/NM-5991

11 October 2023

Dear Sir/Madam,

TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (WALES) ORDER 2012:

LAND AT LOWER BERSE FARM BERSHAM WREXHAM

OUTLINE APPLICATION FOR ERECTION OF 1520 DWELLINGS (APPEARANCE, LANDSCAPING, LAYOUT AND SCALE RESERVED) PROVISION OF LAND FOR A PRIMARY SCHOOL AND A WASTE WATER TREATMENT PLANT

I refer to your consultation of 21st September 2023 regarding the above application, and advise that the Welsh Government as highway authority for the A483 trunk road directs that planning permission is not granted at this time as the applicant has provided insufficient information to determine the application.

The applicant must provide the following information to support this application or resubmit the application with the following details;

Traffic Growth Figures

1) The applicant should specify which version of the National Transport Model has been used to inform the calculation of traffic growth factors. This is required in order to confirm the acceptability of the background traffic growth estimates used.

Committed Development

2) The Brymbo Park and Stansty Chain Road developments do not have planning permission and as such would not normally be included as committed development. The traffic growth estimates should be repeated with these sites excluded. A sensitivity test including these developments may also be useful in assessing the potential cumulative impact of developments.

3) The applicant should also clarify why Western Gateway Employment Site has been included as committed development as the development appears to have been built.

Trip Generation

4) The applicant should include the expected trips generated from outside of the development by the school (i.e. teachers living outside of the development etc.). In addition to staff trips, advice should be taken from WCBC on the likely number of pupil trips from west of the A483.

Trip Distribution

5) The applicant must provide the justification for the choice of using the 011 MSOA and for using 2011 data, instead of the more recent data from the 2021 census.

Transport Implementation Strategy

6) It was observed that the mode split targets set in the TIS could be more ambitious and these could be strengthened as a more detailed Travel Plan is developed. This could reduce the impact to the operation of Jct 4 of the A483.

Assessment Years

7) Junction assessments have been undertaken for 2028; the end of the current local plan period. It is highly unlikely that the development will be complete by 2028 and as such assessments should also be provided for the expected completion year.

A483 Junction 3

8) Given the location of the development site and access points on to Bersham Road, a portion of the traffic generated by the development may be expected to travel through A483 Junction 3. In addition, increased congestion at Junction 4 may displace traffic on to Junction 3. The applicant is advised to provide justification for not including Junction 3 in the assessment or include A483 Junction 3 in the traffic assessment before the TA is resubmitted for consideration.

Sarn Mynach
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BUDDSODDWR MEWN POBL
INVESTOR IN PEOPLE

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Review of Linsig Modelling A483 Junction 4 and A525 Ruthin Road/Croesnewydd Road/Site Access

9) The following issues have been observed in the Linsig model, therefore the applicant is advised to consider making the amendments proposed or provide justification for retaining the original proposals prior to resubmitting.

A525 Eastbound

9.1) In the proposed layout Linsig model, the left turn lane and movement has been omitted from the model as the lane is unsignalised and operates free flow, which is considered appropriate. However, the approach is coded as 2 long lanes both of which feed into the ahead movement, effectively providing additional capacity for the ahead movement. The Welsh Government believe the approach should be coded as a long lane with a short lane to the right to better reflect the proposed junction layout.

A525 Westbound

9.2) In the proposed layout Linsig model, the short left-turn lane is modelled as a long lane. The Welsh Government believe Lane 1 should be coded as a short lane which is considered a more appropriate representation of the proposed junction layout.

A483 Southbound off-slip

9.3) The proposed junction layout Linsig model provides a reasonable representation of the proposed intervention scheme. However, there is the potential for Linsig to overestimate the benefits of the use of an extended left turn lane which merges back to a single lane shortly after the stop line. Linsig will fully utilise the lane for queueing/discharging traffic flows, but in reality, there is the potential for the lane to be underutilised as drivers avoid needing to merge shortly after the junction exit and queue in a single lane.

The issue described above is considered particularly likely given the relatively short length of 2 lanes before traffic must merge, without any central reserve or protection from oncoming traffic.

Queues at the stop lines in the middle of the junction extend beyond the space available for stacking queueing vehicles. Better coordination of the signal timings or shorter cycle times may help to manage this. The results on the approaches to the junction are not representative as the queues are staked in the middle of the junction masking/reducing the impacts on other approaches.

Queuing of vehicles making the ahead movement on the eastbound approach to the junction in the morning peak is likely to block access to the left turn free flow lane, which will be stuck in the same queue as the ahead traffic further exasperating queue lengths and delays for traffic which is not included in the model.

A525 Ruthin Road / Croesnewydd Road / Site Access Signal Junction

9.4) The existing layout of Croesnewydd Road is a single lane. The proposed layout drawing does not indicate alterations are proposed to the Croesnewydd Road approach. However, the proposed

junction layout Linsig model includes 3 lanes; a short left turn lane, a long ahead + right lane and a long right turn lane. This is a significant overestimation of capacity for the Croesnewydd Road approach when compared to the existing and proposed junction layout.

In addition, Lane 3 (right turn to A525 westbound) should give-way to opposing traffic emerging from the site access, which green phase runs in the same stage as Croesnewydd Road. The model network layout diagram appears to indicate Lane 2/3 does not give way to opposing traffic.

9.5) The proposed junction layout drawing indicates the eastbound left turn lane on approach to the junction will be extended to 80m from the stopline. The proposed junction layout Linsig model has been coded as 2 long lanes, which is not considered appropriate, thus the Welsh Government believe this should be coded as a long lane for ahead movements with an 80m short lane on the left for left turn movements.

This overestimation of capacity is on the arm leading from A483 / A525 junction. Reducing capacity of the approach in the model has the potential to have knock on effect to queues and delays at the junction in particular on this arm during the morning peak period which is shown as approaching capacity in the results provided in the TA.

Queue results on the A525 approach to the junction extend beyond the space available for stacking queueing vehicles. The proposed layout indicates a lane extends 80 metres from the stop line which is suitable for catering for approximately 13 PCUs. The results indicate average queues in excess of 20 PCUs which are likely to fluctuate throughout the peak period so could extend even further.

This issue is of particular concern as this approach leads from the A483 / A525 junction and issues on this approach could lead to queues blocking back to the main junction causing knock on issues for queues and delays.

Heavy goods vehicle percentages

10) Heavy goods vehicle percentages are set to zero. PCUs have been calculated which is appropriate however, inputting HGV % has an effect on the capacity of each movement. It is likely there will be a high proportion of HGVs in the area due to the strategic A-road nature of the surrounding network. This is particularly concerning given the junction already operates over capacity in the morning peak, on the arm which leads from the A483 / A525 junction.

If you have any further queries, please forward to the following Welsh Government Mailbox NorthandMidWalesDevelopmentControlMailbox@gov.wales

Yours faithfully,

Helen Lewis

Sarn Mynach
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MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Matthew Phillips
Our Ref:	ET/DC/MM/DB/P/2023/0593	**Your Ref:**	P/2023/0593
Date:	7th December 2023		

Land At, Lower Berse Farm, Bersham, Wrexham, LL14 4HP.
Outline application seeking planning permission for the erection of 1520 dwellings plus associated roads, open space, community facilities, a site for a primary school and a wastewater treatment plant (if necessary) (all matters reserved except access).

Further to the planning submission validated on 4th September 2023 in respect of the above, we comment as follows (please note the comments pertain to the Transport Assessment document '210187 Wrexham Transport Assessment_17.08.23 uploaded to the Wrexham Planning Portal 19th September 2023):

The outline application (P/2023/0593) is for the erection of 1,520 dwellings plus associated roads, open space, community facilities, a site for a primary school and a wastewater treatment plant (if necessary) (all matters reserved except access). The scale of the proposed primary school and community facilities is not specified in the Transport Assessment (TA).

Planning Policy
The current adopted development plan is the Wrexham Unitary Development Plan (UDP), 1996 and 2011, its general policies remain in place. Development is not anticipated at the site within current local planning policy.

The site is identified for development within the emerging Wrexham Local Development Plan 2013-2018, which remains unadopted at the time of this review. The site is designated for development as 'Key Strategic Site 1' for 1,500 dwellings. The Draft Plan notes however that the capacity of A483 Junction 4 is a significant constraint requiring infrastructure improvement. The Draft plan states that 400 units could be delivered on the site following completion of works to Junction 4. (Previously 200 units?) The remainder of housing on the site is anticipated for a future plan period beyond 2028.

Transport Implementation Strategy (TIS)
A TIS is provided which sets indicative mode share targets for future residents of the development site. The developer proposes to undertake travel surveys at 30% occupation of the site to monitor travel behaviour and employ / fund Travel Plan Co-Ordinators (TPCs) to implement sustainable transport measures to ensure modal split targets are met. The measures specified are focussed on raising awareness of public transport and cycle routes and publicising lift share services. Monitoring is proposed to take place for 5 years. The developer suggests these measures may be secured via a planning condition.

The provision of new sustainable travel infrastructure does not form part of the TIS.

Access
Site access is proposed as follows:

- The A525 Ruthin Road / A5152 signalised T-junction will be upgraded to provide a 4-arm signalised crossroads with the proposed site access forming the southern arm.
- A priority ghost island junction with A525 Ruthin Road around 60m east of the junction with Berse Lane (which will be closed to traffic as part of proposals). The junction has the ability to be upgraded to a four-arm roundabout as part of the Western Gateway scheme.
- A priority T-junction along Bersham Road, approximately 450m to the west of the existing junction with Homestead Lane.
- A priority T-junction will be provided along Bersham Road, approximately 190m to the west of the junction with Homestead Lane.
- The 30mph traffic speed limit along the A525 Ruthin Road will be extended approximately 445m to the west of the existing location. The entirety of Berse Lane will also be reduced from 50mph to 30mph. All proposed accesses will therefore be along a road with a mandatory speed limit of 30mph.

The following active travel measures are proposed.

- Shared footways/cycleways along the site's frontage to the A525 Ruthin Road and to Bersham Road. Footway widening will be provided at the Bersham Road / Homestead Lane junction and a pedestrian crossing including dropped kerbs and tactile paving at the western arm of the junction.

It is recommended that before the proposed highway changes can be accepted a Stage 1 Road Safety Audit and WCHAR (Walking, Cycling and Horse-Riding Assessment & Review) is required in addition to the receipt of swept path analysis drawings demonstrating that the designs are acceptable. The design should be in accordance with Wrexham Council design standards. Shared use paths should be 3m minimum width. The Applicant should liaise with Wrexham Council's Active Travel officer to discuss and agree active travel measures. Highway works will be secured by Section 278.

Parking
As the application is in outline no details on parking are provided, the Applicant states these will be developed in accordance with WCBC' s standards, LPGN16e.

Public Transport
The site is not well served by public transport. The nearest bus stops on Croesnewydd Road are served by only 3 services per day. The next closest stops are located around 1km from the site on the A5152.

Wrexham train station is located around 2km away, which would be outside of a reasonable walking distance for some (around 25 minutes) although the station is within a reasonable cycle distance.

For a development of this scale it is a concern that there is no public transport strategy provided with the application. It is strongly recommended that the Applicant liaise with Wrexham's Active Transport Lead Officer, Gwen Thomas and subsequently develop a strategy containing tangible measures, both in design and provision of a commuted sum, which will improve access to public transport for future residents to make this a realistic mode choice for everyday journeys.

Active Travel
The Applicant has provided isochrone plans to demonstrate journey distances by walking and cycling from the site. There is no analysis of the available pedestrian and cycle infrastructure in the vicinity of the site to achieve these journeys in a safe manner. Nor how the proposed pedestrian facilities at the site access junctions conveniently connect to any existing facilities. Improvement of active travel routes beyond the site boundary to link to schools and retail/commercial facilities in the town.

For example, there is an existing pedestrian footway cycleway to the north of the site on Ruthin Road. There is no footway on the southern side as existing. The Applicant only proposes a new footway along the site frontage, there is no connection proposed on the southern side eastwards at Homestead Lane and crossing facilities there. There are no footways currently on Berse Lane, the Applicant proposes a new footway for a short distance along it on one side despite it appearing that dwelling frontages will be provided along almost its entire length. At Bersham Road there is only a narrow footway existing on the southern side and no provision on the northern side, a new footway is proposed by the developer on the northern side.

The Welsh government published Active Travel Maps (https://datamap.gov.wales/maps/active-travel-network-maps/) indicate that there is a network of proposed footway / cycleways in the vicinity of the site.

The Applicant should liaise with the Wrexham Active travel team and develop an active travel strategy for the site which can demonstrate how the development will connect into existing / improved infrastructure for convenient and safe active travel. The contact for this is Gwen Thomas available at gwen.thomas@wrexham.gov.uk

The Applicant should liaise with Wrexham's Street Lighting Team with regards to implementing street lighting required for the safety of pedestrians & cyclists.

Public Rights of Way
A number of Public Rights of way and a public bridleway cross the site. The routes of these are maintained via a network of mainly off street cycleways and footways. The Applicant should liaise with the Wrexham PRoW officer on requirements for maintaining these routes.

Modelling
It is noted that the application will result in development traffic routing onto the A483 through Junction 4. It is likely that NMWTRA will review and comment on the planning application as managers of the Welsh Government's strategic Road Network. It is recommended that a joint meeting is held between Wrexham (as Highway Authority), NMWTRA (as Trunk Road Agent) and the Applicant to co-ordinate efforts to determine the impact of the development on both the trunk road and local road network. Agreement of common assessment parameters and methodologies, if possible, between all parties could assist in a more efficient process for all involved.

Modelled area.
The Applicant has undertaken turning count and queue traffic surveys at the following locations in November 2022:

- A525 Ruthin Road / Croesnewydd Road Signal Junction;
- A525 Ruthin Road / Berse Lane Priority Junction;
- Bersham Road / Berse Lane Priority Junction;
- B5098 / Vicarage Hill Priority Junction;
- A5152 Ruabon Road / A525 Ruthin Road Priority Junction;
- A525 Ruthin Road / A5152 Signalised Crossroads;

- Croesnewydd Road / Rhyd Broughton Lane / Wrexham Maelor Hospital Access Priority Roundabout;
- Berse Road / Rhyd Broughton Lane Priority Roundabout;
- A525 Ruthin Road / Heritage Way Priority Junction; and
- Junction 4 of the A483.

Assessment Year & Committed Development
A single assessment year of the 2028 (end of local plan period) is provided when it is stated that the development would be completed. The Applicant uses NTM and Tempro to account for growth which is acceptable. In addition to this the Applicant takes account of the following committed developments:

- 112 dwellings along Gatewen Road (LPA Ref: P/2021/0955);
- 70 dwellings along Heritage Way (LPA Ref: PP/2021/0255);
- 189 dwellings along Main Road (LPA Ref: 2021/0135);
- 455 dwellings along Chain Road (LPA Ref: P/2019/0923) – application pending;
- 450 dwellings at Brymbo Park (LPA Ref: P/2019/0546) – appeal pending.
- Western Gateway Employment Site (LPA Ref: P/2014/0665).

Consultation with Wrexham Planning has highlighted the Applicant should also consider the following sites as committed development:

- 90 dwellings at Plas Coch (LPA Ref: P/2021/0094) and;
- Wrexham Stadium (LPA Ref: P/2022/0725)

Trip Rates
The Applicant states that the residential vehicle trip rates proposed are sourced from 'the Council's Consultant report'. We are at present unaware of what report this refers to. The vehicular trip rates the Applicant has provided are substantially lower than for other similar developments in Wrexham. The Applicant should undertake a person trip generation assessment in TRICs using sites with similar accessibility, location and scale to that proposed and using a modal split from local evidence. For an application of this scale typically a multi modal trip generation assessment would be provided with evidence of how the trips can be accommodated on each mode. Such evidence has not been provided by the Applicant.

A local centre is proposed within the development site with frontage along Ruthin Road. The floor area of this is not specified. The planning statement which accompanies the application states that the local centre due to its location is intended also to serve those living and working outside the development site as well as those within it. However, the mix of uses proposed at present is not known but would likely include shops, community facilities and a public house. We consider it likely therefore that the local centre would attract trips from outside the development site itself. The Applicant should take account of this in the trip generation, distribution and modelling assessment.

A primary school is proposed to the east of the site intended to serve local residents. It is accepted that trips to this would largely be internal. However staff and servicing traffic from beynd the development should be considered.

Trip Distribution
Trip distribution has been undertaken using 2011 Census 'Travel to 'Work' Data. The 2021 Census was undertaken during Covid travel restrictions and therefore 2011 is accepted.

The internal road network and new site accesses will cause a redistribution of existing traffic. Two new north – south road connections will be provided between Ruthin Road and Bersham Road. The applicant has accounted for this by redistributing all existing traffic on Berse Road to the new road network. This is accepted, notwithstanding this however there will be through traffic on Homestead Lane which may also divert to the new network and consideration of these should be made by the applicant.

Ideally a traffic model capable of assignment should be used by the Applicant to identify traffic redistribution patterns. The Applicant should provide details of the routing assumptions provided for the Census distribution methodology.

Highway Impact- Model Results
It is recommended that the Applicant issue the models used in this assessment for review along with plans showing the geometries and dimensions inputted into the models. The commentary below is based upon the model results and interpretation as provided in the Transport Assessment and is not our interpretation of the results.

No	Junction	Comment
1	Proposed Signalised A525 Ruthin Road / Croesnewydd Road / Site Access	Junction operates within capacity with proposed development in place
2.1	Proposed North-Western Accesses along the A525 Ruthin Road. Roundabout Option 1	Junction operates within capacity with proposed development in place
2.2	Proposed North-Western Accesses along the A525 Ruthin Road. T Junction Option 2	Junction operates within capacity with proposed development in place
3	Proposed Western Priority Site Access along the B5099 Bersham Road Site Access	Junction operates within capacity with proposed development in place
4	Proposed Eastern Priority Site Access along the B5099 Bersham Road	Junction operates within capacity with proposed development in place
5	B5098 / Vicarage Hill Priority Junction	Junction operates within capacity with proposed development in place
6	Bersham Road / Victoria Rd/ Hampden Road Crossroads	No modelling undertaken due to increase of 54-56 vehicles in each peak hour
8	A5152 Ruabon Road/ A525 Ruthin Road Priority Junction	Junction operates within capacity with proposed development in place
9	A525 Ruthin Road / A5152 Crossroads	Junction operates within capacity with proposed development in place
10	Croesnewydd Road / Rhyd Broughton Lane / Hospital Access Priority Roundabout	Junction operates wiithin capacity with proposed development in place
11	B5101 Berse Road / Rhyd Broughton Lane Roundabout	Junction operates wiithin capacity with proposed development in place
12	Junction 4 of the A483 (no mitigation)	Junction operates over its theoretical capacity with proposed development in place.
13	Junction 4 of the A483 (with mitigation)	Junction operates over its theoretical capacity with proposed development in place to a lesser extent than with no mitigation

It is noted that the Applicant has not presented any model results based on existing traffic flow. The applicant should provide model runs using surveyed traffic flows and compare with observed queued data. Without this information it is not possible to determine how well the models reflect existing traffic conditions.

It is noted that the Applicant does not provide a 2028 baseline assessment to compare with the 'with development' scenario. This information should be provided.

The following junction assessments appear to be missing from the Transport Assessment, introduced in Section 8.1 but not provided in Section 8.23 onwards. These should be provided by the Applicant;

- Ruthin Road / Berse Lane Priority Junction
- Bersham Road / Berse Lane priority junction

For the Bersham Road / Victoria Road/ Hampden Road Crossroads junction we consider that modelling should be provided. The applicant states that the development impact of 54-56 vehicles would not have an impact. The Applicant however has assessed other junctions with fewer development trips. The Applicant should provide assessment for this junction. It is noted that the junction has limited visibility with a 'stop' vehicle restriction on the Bersham Road arm.

Highway Impact- A483 Junction 4

The Applicant assesses the impact of development at A483 Junction 4 and provides a 'with mitigation' and 'without mitigation' scenario. The Applicant has not provided a plan of the proposed mitigation works to the junction.

The Applicant notes that an improvement scheme at the same location was promoted by Welsh Government in the past but is no longer proposed.

The base and with mitigation models should be provided by the Applicant for checking. A plan of the proposed mitigation works should be provided. A Stage 1 Road Safety Audit and WCHAR of the proposed scheme should be undertaken.

Summary

The following additional information and clarifications are requested from the Applicant, for more detail please review the note in its entirety:

- A Stage 1 Road Safety Audit and WCHAR (Walking, Cycling and Horse-Riding Assessment & Review) is required on all proposed highway works including A483 Junction 4 in addition to the receipt of swept path analysis drawings demonstrating that the designs are acceptable. The now cancelled junction 4 improvements and Western Gateway link road created the level and scale of junction improvements considered necessary for a scheme of this size. Without these works being implemented or any similar scheme of improvement, we struggle to understand how the existing road network will come close to accommodating development of this scale
- It is clear that at present public transport access to the site is poor. The Applicant should liaise with Wrexham's Public Transport Officer and subsequently develop a strategy

including tangible measures which will improve access to public transport for future residents to make this a realistic mode choice for everyday journeys.

- The Applicant should liaise with the Wrexham Active Travel Officer and subsequently develop an active travel strategy for the site which can demonstrate how the development will connect into existing / improved infrastructure for convenient and safe active travel.
- A number of Public Rights of way and a public bridleways cross the site. The routes of these are maintained via a network of mainly off street cycleways and footways. The Applicant should liaise with the Wrexham PRoW officer on requirements for maintaining these routes.
- It is recommended that a joint meeting is held between Wrexham (as Highway Authority), NMWTRA (as Trunk Road Agent) and the applicant to co-ordinate efforts to determine the impact of the development. Agreement of common assessment parameters and methodologies, if possible, between all parties could assist in a more efficient process for all involved. We note the WG trunk road agency's draft response
- Modelling should take account of the committed development sites cited in this note.
- The vehicular trip rates the Applicant has provided are substantially lower than for other similar developments in Wrexham. The Applicant should undertake a person trip generation assessment in TRICs using sites with similar accessibility, location and scale to that proposed and using a modal split from local evidence. A multi modal trip generation assessment would be provided with evidence of how the trips can be accommodated on each mode.
- The local centre will attract trips from outside the development site itself. The Applicant should take account of this in the trip generation, distribution and modelling assessment.
- The Applicant should provide details of the routing assumptions provided for the Census distribution methodology.
- It is recommended that the Applicant issue the models used in this assessment for review along with plans showing the geometries and dimensions inputted into the models.
- It is noted that the Applicant has not presented any model results based on existing traffic flow. The Applicant should provide model runs using surveyed traffic flows and compare with observed queued data. Without this information it is not possible to determine how well the models reflect existing traffic conditions.
- It is noted that the Applicant does not provide a 2028 baseline assessment to compare with the 'with development' scenario. This information should be provided by the Applicant.
- The following junction assessment appear to be missing from the Transport Assessment, introduced in Section 8.1 but not provided in Section 8.23 onwards. These should be provided by the Applicant;
    - Ruthin Road / Berse Lane Priority Junction
    - Bersham Road / Berse Lane priority junction
- Modeling should be provided for the Bersham Road / Victoria Rd/ Hampden Road Crossroads junction.

Conclusion

We request that planning permission **is not granted** at this time as there is a considerable amount of additional information required so the impact of the development on the network can be clearly determined.

Major concerns exist over the principles that the junction 4 improvement works shown in the Appendix below have not been proposed as part of this development. The Ruthin Rd/A483 junction and Ruthin Rd would not be able to accommodate additional traffic generated by this proposal.

The Bersham Rd B5099 is a semi rural country lane and the potential increase in the city bound traffic along this road, approaching the A5152 T junction is of concern.

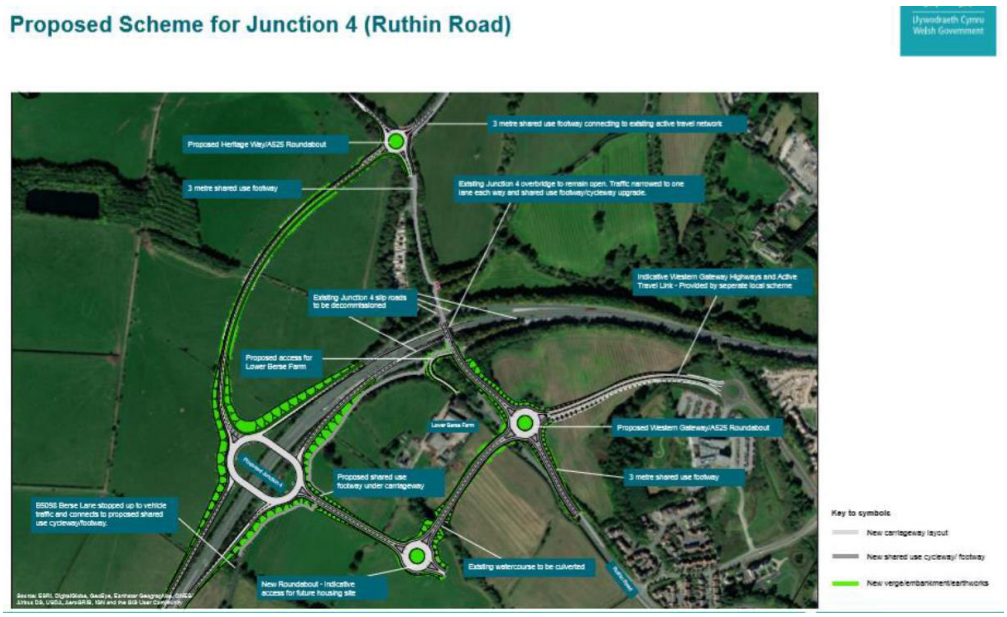
It would be beneficial for Wrexham Highways to meet with the Applicant's transport consultant to discuss the points made in this note, the appraisal of a smaller number of houses, anticipated traffic flow movements, the suggested closing of Berse Lane and other queries raised recently.



Chief Officer, Environment & Technical

Appendix:

Junction 4 and Western Gateway improvements



S|C|P

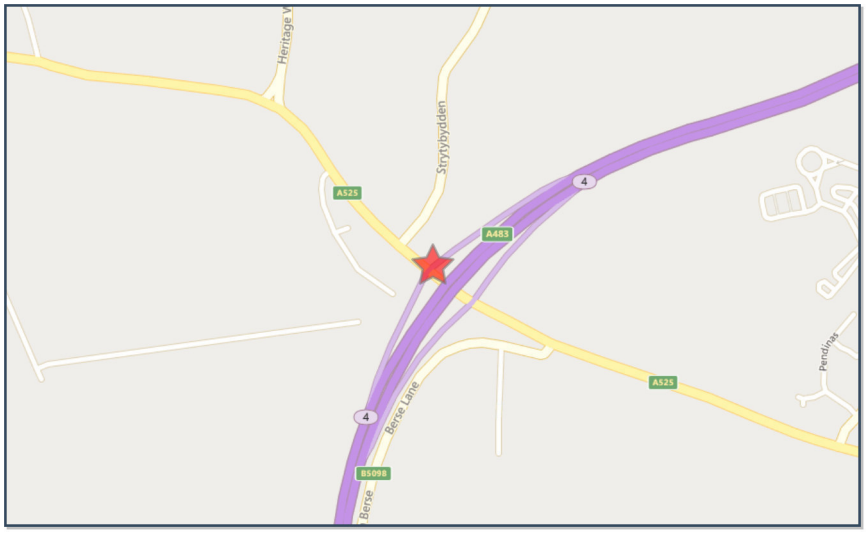
APPENDIX C2

crashmap.co.uk

Validated Data

Crash Date:	Friday, May 04, 2018	**Time of Crash:**	4:10:00 PM	**Crash Reference:**	**201860W057541**

Highest Injury Severity:	Fatal	**Road Number:**	A525	**Number of Casualties:**	1
Highway Authority:	Wrexham			**Number of Vehicles:**	2
Local Authority:	Wrexham County Borough			**OS Grid Reference:**	331143 350386
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

powered by agilysis

Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	46 - 55	Vehicle is in the act of turning right	Nearside	Unknown	None	None
2	Motorcycle over 500cc	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Fatal	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

S|C|P

APPENDIX C3

MERCURY
TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 1 - SITE PLAN



MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 1

1 1 1.5 2.3 2 0.4 0.2

			MOVEMENT A									MOVEMENT B								
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	PCU	HR	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	PCU	HR
07:30	-	07:45	63	18	1	0	0	0	0	82.5		77	6	0	0	0	1	0	83.4	
07:45	-	08:00	69	16	0	2	2	0	0	93.6		128	10	0	0	0	0	0	138	
08:00	-	08:15	95	15	1	1	3	0	0	120		119	3	0	0	0	0	0	122	
08:15	-	08:30	103	9	0	0	3	0	0	118	414	155	7	1	0	0	0	0	164	507
08:30	-	08:45	146	7	1	0	2	0	0	159	490	141	6	0	0	0	0	0	147	571
08:45	-	09:00	106	12	0	0	1	0	0	120	516	134	6	0	0	0	0	1	140	573
09:00	-	09:15	98	8	0	1	0	0	0	108	505	85	3	0	0	0	1	0	88.4	539
09:15	-	09:30	88	15	2	0	0	0	0	106	493	60	6	0	0	0	0	0	66	442
										PCU	HR								PCU	HR
16:30	-	16:45	85	13	0	0	1	0	0	100		35	2	0	0	0	0	0	37	
16:45	-	17:00	81	11	1	0	0	0	0	93.5		24	5	0	0	0	0	0	29	
17:00	-	17:15	76	12	0	0	0	0	0	88		22	3	0	0	0	0	0	25	
17:15	-	17:30	89	9	0	0	0	2	0	98.8	380	28	2	0	0	0	0	0	30	121
17:30	-	17:45	85	8	0	0	0	0	0	93	373	27	2	0	0	0	0	0	29	113
17:45	-	18:00	117	6	1	0	0	0	0	125	404	57	1	1	0	0	0	0	59.5	144
18:00	-	18:15	94	8	1	0	0	0	0	104	420	30	1	0	0	0	0	0	31	150
18:15	-	18:30	84	3	1	0	0	1	0	88.9	410	31	1	0	0	0	0	0	32	152

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 1

1 1 1.5 2.3 2 0.4 0.2

			MOVEMENT C									MOVEMENT D								
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	PCU	HR	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	PCU	HR
07:30	-	07:45	19	7	0	0	0	0	0	26		20	0	0	0	0	0	0	20	
07:45	-	08:00	40	4	1	0	0	0	0	45.5		19	4	0	0	0	0	0	23	
08:00	-	08:15	42	3	0	0	0	0	0	45		30	3	0	0	0	0	0	33	
08:15	-	08:30	26	3	1	1	0	0	0	32.8	149	38	3	0	0	0	0	0	41	117
08:30	-	08:45	24	5	0	0	0	0	0	29	152	44	3	0	0	1	0	0	49	146
08:45	-	09:00	23	2	1	0	0	0	0	26.5	133	16	2	0	0	0	0	0	18	141
09:00	-	09:15	20	6	0	0	0	0	0	26	114	18	2	2	0	0	0	0	23	131
09:15	-	09:30	20	3	1	0	0	0	1	24.7	106	13	1	0	0	0	0	0	14	104
										PCU	HR								PCU	HR
16:30	-	16:45	81	4	0	0	0	0	0	85		35	0	0	0	0	0	0	35	
16:45	-	17:00	73	1	0	0	0	0	0	74		42	4	0	0	0	1	0	46.4	
17:00	-	17:15	86	2	0	0	0	0	0	88		35	1	0	0	0	0	0	36	
17:15	-	17:30	55	1	0	0	0	0	0	56	303	23	0	0	0	0	0	0	23	140
17:30	-	17:45	69	3	0	0	0	1	0	72.4	290	64	0	0	0	0	0	0	64	169
17:45	-	18:00	45	2	0	0	0	0	0	47	263	38	3	0	0	0	0	0	41	164
18:00	-	18:15	64	5	0	0	0	1	0	69.4	245	17	1	0	0	0	0	0	18	146
18:15	-	18:30	40	1	0	0	0	0	0	41	230	17	2	0	0	0	0	0	19	142

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 1

1 1 1.5 2.3 2 0.4 0.2

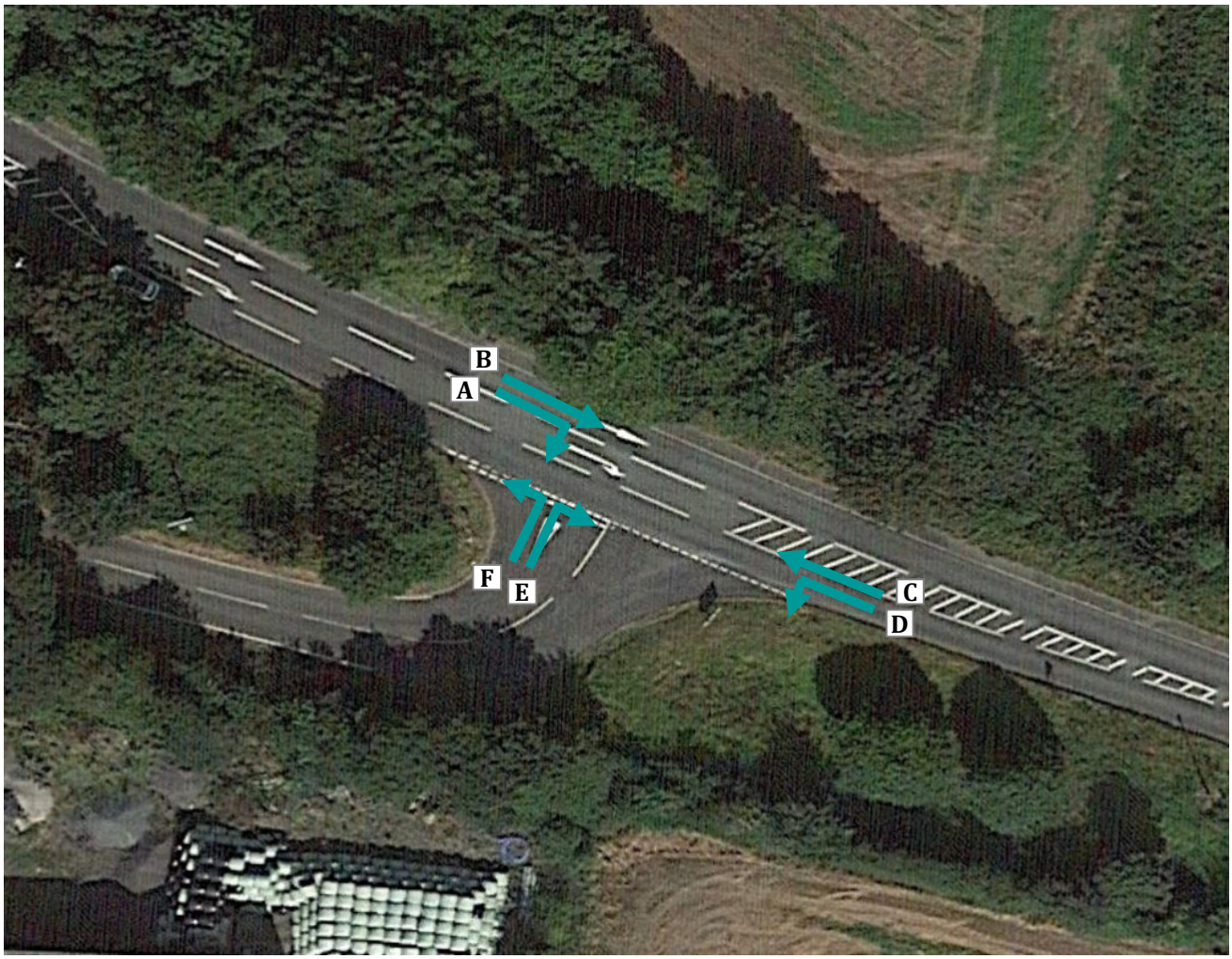
			MOVEMENT E									MOVEMENT F								
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	PCU	HR	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	PCU	HR
07:30	-	07:45	11	1	0	0	0	0	0	12		37	6	1	1	0	0	0	46.8	
07:45	-	08:00	15	2	0	0	0	0	0	17		45	12	1	0	1	0	0	60.5	
08:00	-	08:15	16	2	0	0	0	0	0	18		48	12	1	1	2	1	0	68.2	
08:15	-	08:30	27	2	0	0	0	0	0	29	76	51	5	0	0	1	0	0	58	233.5
08:30	-	08:45	37	3	2	0	0	0	0	43	107	74	11	2	0	6	0	0	100	286.7
08:45	-	09:00	38	0	0	0	0	0	1	38.2	128	59	8	2	0	1	0	0	72	298.2
09:00	-	09:15	29	2	0	0	0	0	0	31	141	62	9	1	0	1	0	0	74.5	304.5
09:15	-	09:30	17	0	0	0	0	0	0	17	129	57	8	1	1	0	1	0	69.2	315.7
										PCU	HR								PCU	HR
16:30	-	16:45	36	3	0	0	0	1	0	39.4		73	11	0	0	0	0	0	84	
16:45	-	17:00	38	3	0	0	0	0	0	41		71	15	0	1	0	0	0	88.3	
17:00	-	17:15	29	0	0	0	0	1	0	29.4		70	13	0	0	0	0	0	83	
17:15	-	17:30	34	3	0	0	0	0	0	37	147	76	8	0	0	0	1	0	84.4	339.7
17:30	-	17:45	18	2	0	0	0	0	0	20	127	84	7	0	0	0	0	0	91	346.7
17:45	-	18:00	19	1	0	0	0	0	0	20	106	89	5	0	0	0	0	0	94	352.4
18:00	-	18:15	22	0	0	0	0	0	0	22	99	95	4	0	0	0	0	0	99	368.4
18:15	-	18:30	20	0	0	0	0	0	0	20	82	66	11	1	0	0	1	0	78.9	362.9

MERCURY
TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 2 - SITE PLAN



MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 2

	MOVEMENT A							MOVEMENT B						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	4	2	0	0	0	0	0	142	21	1	0	0	0	0
07:45 - 08:00	10	2	0	0	0	0	0	178	26	0	2	2	1	0
TOTAL	14	4	0	0	0	0	0	320	47	1	2	2	1	0
08:00 - 08:15	14	3	1	0	0	1	0	202	19	1	1	3	0	0
08:15 - 08:30	10	1	0	0	0	0	0	232	16	1	0	5	0	0
08:30 - 08:45	14	0	0	0	0	0	0	269	14	1	0	0	0	1
08:45 - 09:00	25	1	0	0	0	0	1	229	18	0	0	1	0	1
TOTAL	63	5	1	0	0	1	1	932	67	3	1	9	0	2
09:00 - 09:15	7	2	0	0	0	0	0	165	13	0	1	0	1	0
09:15 - 09:30	3	1	0	0	0	0	0	138	19	2	0	0	0	0
TOTAL	10	3	0	0	0	0	0	303	32	2	1	0	1	0
PERIOD TOTAL	87	12	1	0	0	1	1	1555	146	6	4	11	2	2
16:30 - 16:45	14	1	0	0	0	0	0	120	18	0	0	1	0	0
16:45 - 17:00	8	2	0	0	0	0	0	106	13	1	0	0	0	0
TOTAL	22	3	0	0	0	0	0	226	31	1	0	1	0	0
17:00 - 17:15	11	1	0	0	0	0	0	94	15	0	0	0	0	0
17:15 - 17:30	11	3	0	0	0	1	0	122	8	0	0	0	2	0
17:30 - 17:45	4	1	0	0	0	0	0	106	8	0	0	0	0	0
17:45 - 18:00	9	2	0	0	0	0	0	163	9	2	0	0	0	0
TOTAL	35	7	0	0	0	1	0	485	40	2	0	0	2	0
18:00 - 18:15	9	3	0	1	0	0	0	123	5	1	0	0	0	0
18:15 - 18:30	8	2	0	0	0	0	0	104	6	1	0	0	1	0
TOTAL	17	5	0	1	0	0	0	227	11	2	0	0	1	0
PERIOD TOTAL	74	15	0	1	0	1	0	938	82	5	0	1	3	0
DAILY TOTAL	161	27	1	1	0	2	1	2493	228	11	4	12	5	2
GRAND TOTAL	193							2755						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 2

	MOVEMENT C							MOVEMENT D						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	55	14	1	1	0	0	0	2	0	0	0	0	0	0
07:45 - 08:00	76	13	2	0	1	0	0	8	1	0	0	0	0	0
TOTAL	131	27	3	1	1	0	0	10	1	0	0	0	0	0
08:00 - 08:15	86	17	1	1	2	1	0	2	0	0	0	0	0	0
08:15 - 08:30	73	8	0	1	1	0	0	4	0	1	0	0	0	0
08:30 - 08:45	90	17	2	0	6	0	0	7	1	0	0	0	0	0
08:45 - 09:00	78	8	3	0	1	0	0	5	0	0	0	0	0	0
TOTAL	327	50	6	2	10	1	0	18	1	1	0	0	0	0
09:00 - 09:15	83	9	2	0	1	0	0	5	2	0	0	0	0	0
09:15 - 09:30	68	14	1	1	0	1	0	4	1	0	0	0	0	1
TOTAL	151	23	3	1	1	1	0	9	3	0	0	0	0	1
PERIOD TOTAL	609	100	12	4	12	2	0	37	5	1	0	0	0	1
16:30 - 16:45	130	16	0	0	0	0	0	8	0	0	0	0	0	0
16:45 - 17:00	127	14	0	1	0	0	0	12	2	0	0	0	0	0
TOTAL	257	30	0	1	0	0	0	20	2	0	0	0	0	0
17:00 - 17:15	141	12	0	0	0	0	0	11	0	0	0	0	0	0
17:15 - 17:30	122	12	0	0	0	0	0	7	1	0	0	0	1	0
17:30 - 17:45	152	6	0	0	0	0	0	7	0	0	0	0	1	0
17:45 - 18:00	142	11	0	0	0	0	0	9	2	0	0	0	0	0
TOTAL	557	41	0	0	0	0	0	34	3	0	0	0	2	0
18:00 - 18:15	155	7	0	0	0	0	0	7	0	0	0	0	0	0
18:15 - 18:30	100	9	0	0	0	2	0	5	1	0	0	0	0	0
TOTAL	255	16	0	0	0	2	0	12	1	0	0	0	0	0
PERIOD TOTAL	1069	87	0	1	0	2	0	66	6	0	0	0	2	0
DAILY TOTAL	1678	187	12	5	12	4	0	103	11	1	0	0	2	1
GRAND TOTAL	1898							118						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 2

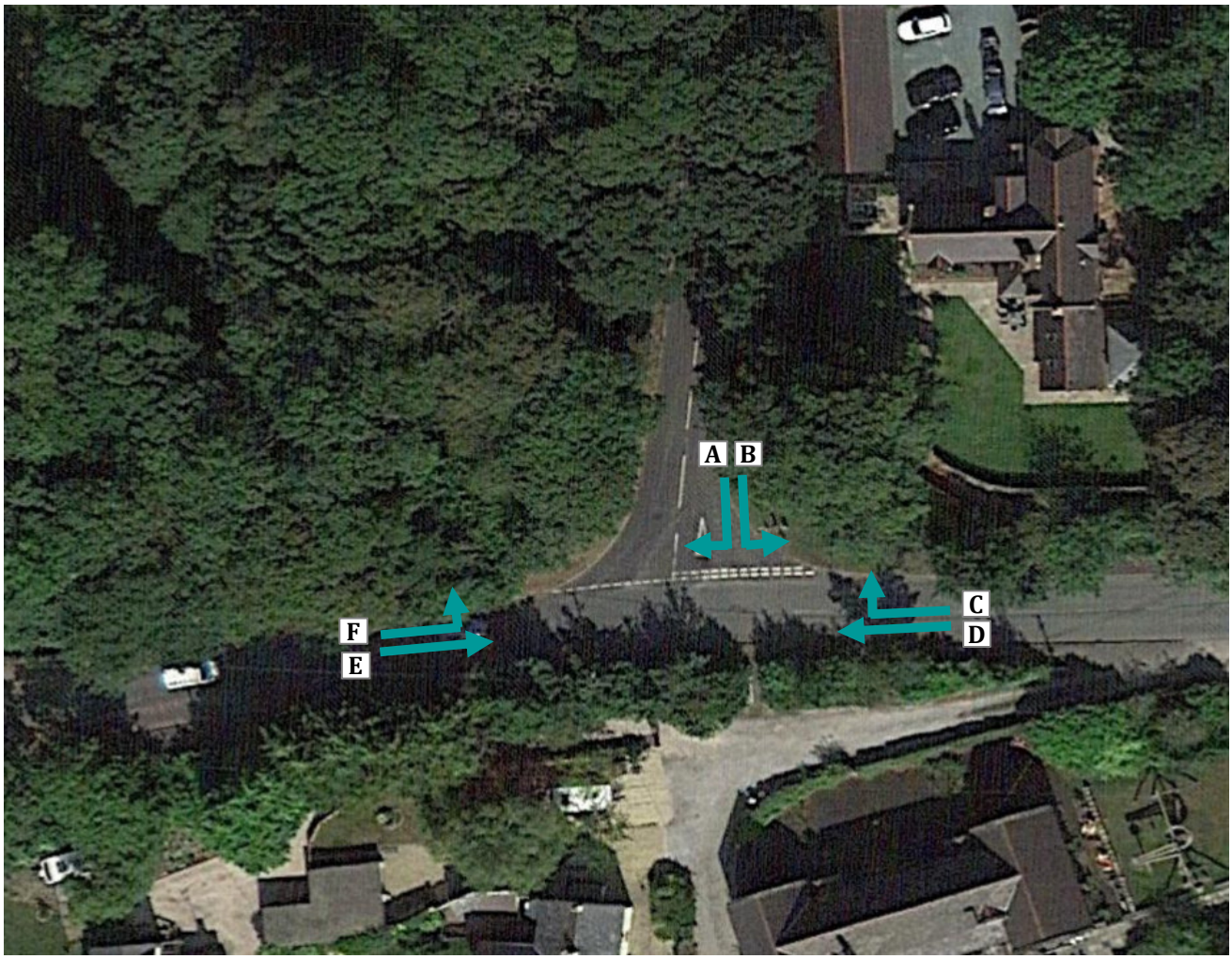
	MOVEMENT E							MOVEMENT F						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	5	3	0	0	0	0	0	10	2	0	0	0	0	0
07:45 - 08:00	22	0	0	0	0	0	0	7	2	0	0	0	0	0
TOTAL	27	3	0	0	0	0	0	17	4	0	0	0	0	0
08:00 - 08:15	8	1	0	0	0	0	0	10	2	0	0	0	0	0
08:15 - 08:30	18	1	0	0	0	0	0	8	1	0	0	0	0	0
08:30 - 08:45	13	0	0	0	0	0	0	9	2	0	0	0	0	0
08:45 - 09:00	14	0	0	0	0	0	0	26	1	0	0	1	0	0
TOTAL	53	2	0	0	0	0	0	53	6	0	0	1	0	0
09:00 - 09:15	15	0	0	0	0	0	0	7	3	0	0	0	0	0
09:15 - 09:30	9	0	0	0	0	0	0	3	1	0	0	0	0	0
TOTAL	24	0	0	0	0	0	0	10	4	0	0	0	0	0
PERIOD TOTAL	104	5	0	0	0	0	0	80	14	0	0	1	0	0
16:30 - 16:45	8	0	0	0	0	0	0	27	3	0	0	0	2	0
16:45 - 17:00	3	0	0	0	0	0	0	8	1	0	0	0	0	0
TOTAL	11	0	0	0	0	0	0	35	4	0	0	0	2	0
17:00 - 17:15	5	1	0	0	0	0	0	18	2	0	0	0	0	0
17:15 - 17:30	3	0	0	0	0	0	0	11	4	0	0	0	0	0
17:30 - 17:45	2	0	0	0	0	0	0	9	1	0	0	0	0	0
17:45 - 18:00	8	0	0	0	0	0	0	4	1	0	0	0	0	0
TOTAL	18	1	0	0	0	0	0	42	8	0	0	0	0	0
18:00 - 18:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0
18:15 - 18:30	4	1	0	0	0	0	0	9	0	0	0	0	0	0
TOTAL	9	1	0	0	0	0	0	14	0	0	0	0	0	0
PERIOD TOTAL	38	2	0	0	0	0	0	91	12	0	0	0	2	0
DAILY TOTAL	142	7	0	0	0	0	0	171	26	0	0	1	2	0
GRAND TOTAL	149							200						

MERCURY
TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 3 - SITE PLAN



MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 3

	MOVEMENT A							MOVEMENT B						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	2	0	0	0	0	0	0	3	1	0	0	0	0	0
07:45 - 08:00	11	3	0	0	0	0	0	4	1	0	0	0	0	0
TOTAL	13	3	0	0	0	0	0	7	2	0	0	0	0	0
08:00 - 08:15	11	3	1	0	0	0	0	10	1	0	0	0	1	0
08:15 - 08:30	7	0	0	0	0	0	0	9	1	1	0	0	0	0
08:30 - 08:45	7	0	0	0	0	0	0	11	0	0	0	0	0	0
08:45 - 09:00	12	1	0	0	0	0	0	18	1	0	0	0	0	0
TOTAL	37	4	1	0	0	0	0	48	3	1	0	0	1	0
09:00 - 09:15	6	3	0	0	0	0	0	6	0	0	0	0	0	0
09:15 - 09:30	7	1	0	0	0	0	1	1	1	0	0	0	0	0
TOTAL	13	4	0	0	0	0	1	7	1	0	0	0	0	0
PERIOD TOTAL	63	11	1	0	0	0	1	62	6	1	0	0	1	0
16:30 - 16:45	19	1	0	0	0	0	0	3	0	0	0	0	0	0
16:45 - 17:00	19	2	0	0	0	0	0	1	1	0	0	0	0	0
TOTAL	38	3	0	0	0	0	0	4	1	0	0	0	0	0
17:00 - 17:15	20	1	0	0	0	0	0	2	1	0	0	0	0	0
17:15 - 17:30	12	2	0	0	0	2	0	4	1	0	0	0	0	0
17:30 - 17:45	10	1	0	0	0	0	0	1	0	0	0	0	0	0
17:45 - 18:00	19	2	0	0	0	1	0	1	0	0	0	0	0	0
TOTAL	61	6	0	0	0	3	0	8	2	0	0	0	0	0
18:00 - 18:15	14	2	0	0	0	0	0	4	1	0	0	0	0	0
18:15 - 18:30	9	2	0	0	0	0	0	4	0	0	0	0	0	0
TOTAL	23	4	0	0	0	0	0	8	1	0	0	0	0	0
PERIOD TOTAL	122	13	0	0	0	3	0	20	4	0	0	0	0	0
DAILY TOTAL	185	24	1	0	0	3	1	82	10	1	0	0	1	0
GRAND TOTAL	214							94						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 3

	MOVEMENT C							MOVEMENT D						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0
07:45 - 08:00	2	0	0	0	0	0	0	4	1	0	0	0	0	0
TOTAL	5	1	0	0	0	0	0	8	1	0	0	0	0	0
08:00 - 08:15	3	1	0	0	0	0	0	5	0	0	0	0	0	1
08:15 - 08:30	3	0	0	0	0	0	0	11	1	0	0	0	0	0
08:30 - 08:45	6	1	0	0	0	0	0	8	2	1	0	0	0	0
08:45 - 09:00	14	0	0	0	1	0	0	8	2	0	0	0	0	0
TOTAL	26	2	0	0	1	0	0	32	5	1	0	0	0	1
09:00 - 09:15	6	1	0	0	0	0	0	8	0	0	0	0	0	0
09:15 - 09:30	2	1	0	0	0	0	0	5	0	0	0	0	0	0
TOTAL	8	2	0	0	0	0	0	13	0	0	0	0	0	0
PERIOD TOTAL	39	5	0	0	1	0	0	53	6	1	0	0	0	1
16:30 - 16:45	23	2	0	0	0	1	0	29	1	0	0	0	1	0
16:45 - 17:00	4	1	0	0	0	0	0	25	0	0	0	0	0	1
TOTAL	27	3	0	0	0	1	0	54	1	0	0	0	1	1
17:00 - 17:15	8	1	0	0	0	0	0	28	0	0	0	0	2	0
17:15 - 17:30	5	1	0	0	0	0	0	20	1	0	0	0	1	1
17:30 - 17:45	7	1	0	0	0	0	0	11	1	0	0	0	0	0
17:45 - 18:00	1	1	0	0	0	0	0	9	0	0	0	0	0	0
TOTAL	21	4	0	0	0	0	0	68	2	0	0	0	3	1
18:00 - 18:15	0	0	0	0	0	0	0	16	0	0	0	0	0	0
18:15 - 18:30	1	0	0	0	0	0	0	4	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	0	20	0	0	0	0	0	0
PERIOD TOTAL	49	7	0	0	0	1	0	142	3	0	0	0	4	2
DAILY TOTAL	88	12	0	0	1	1	0	195	9	1	0	0	4	3
GRAND TOTAL	102							212						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 3

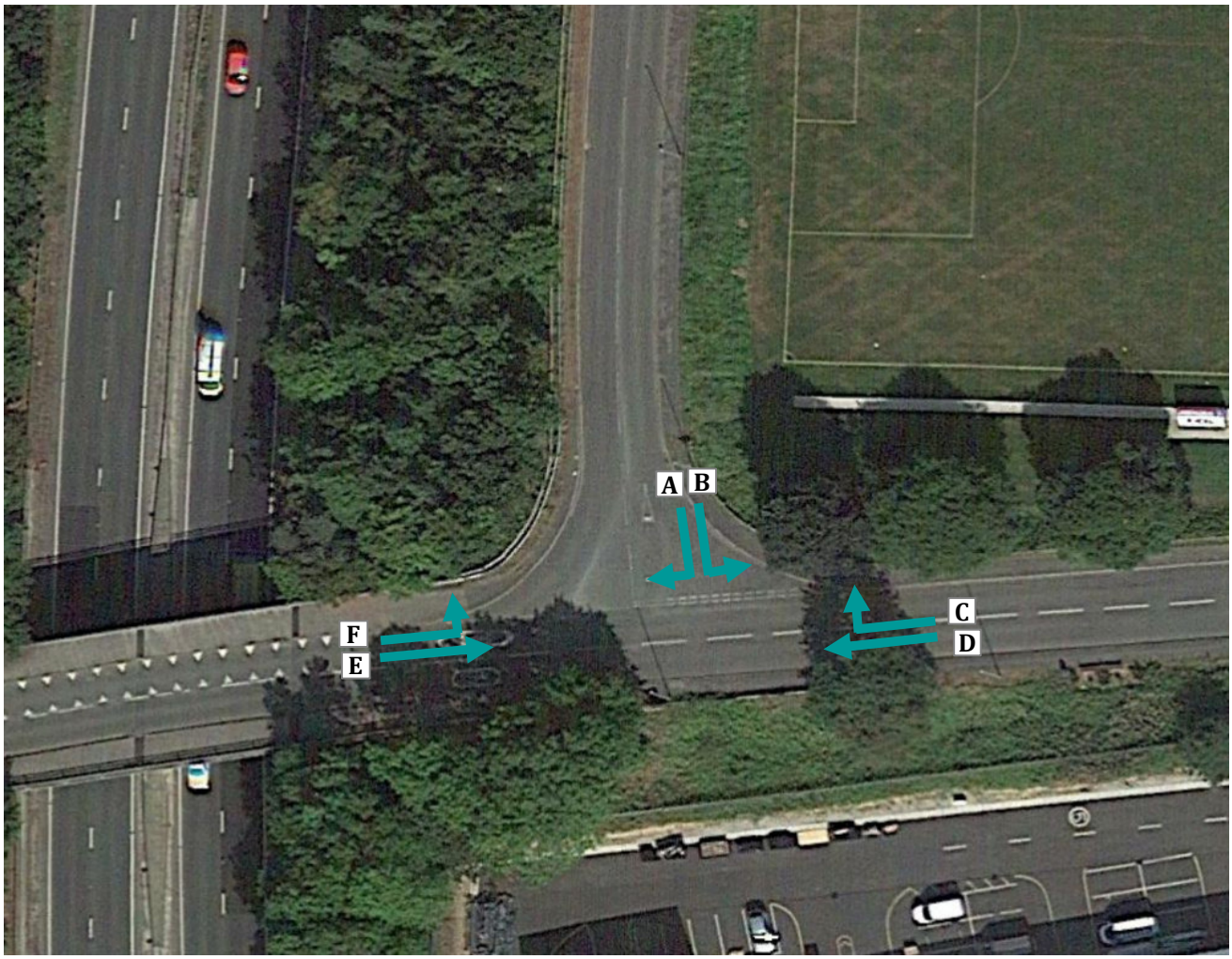
	MOVEMENT E							MOVEMENT F						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	7	0	0	0	0	0	0	15	4	0	0	0	0	0
07:45 - 08:00	10	2	0	0	0	1	0	23	2	0	0	0	0	0
TOTAL	17	2	0	0	0	1	0	38	6	0	0	0	0	0
08:00 - 08:15	29	1	0	0	0	0	2	14	1	0	0	0	0	0
08:15 - 08:30	45	0	0	0	0	0	2	23	2	0	0	0	0	0
08:30 - 08:45	65	3	0	0	0	0	1	21	1	0	0	0	0	0
08:45 - 09:00	37	2	0	0	0	1	0	22	1	0	0	0	0	0
TOTAL	176	6	0	0	0	1	5	80	5	0	0	0	0	0
09:00 - 09:15	19	3	0	0	0	0	1	15	1	0	0	0	0	0
09:15 - 09:30	9	3	0	0	0	0	0	12	0	0	0	0	0	0
TOTAL	28	6	0	0	0	0	1	27	1	0	0	0	0	0
PERIOD TOTAL	221	14	0	0	0	2	6	145	12	0	0	0	0	0
16:30 - 16:45	12	2	0	0	0	0	2	14	1	0	0	0	1	0
16:45 - 17:00	7	1	0	0	0	1	0	5	0	0	0	0	0	0
TOTAL	19	3	0	0	0	1	2	19	1	0	0	0	1	0
17:00 - 17:15	7	0	0	0	0	0	0	18	1	0	0	0	0	0
17:15 - 17:30	7	1	0	0	0	0	1	9	2	0	0	0	0	0
17:30 - 17:45	10	1	0	0	0	1	0	6	1	0	0	0	0	0
17:45 - 18:00	5	0	0	0	0	0	0	10	0	0	0	0	0	0
TOTAL	29	2	0	0	0	1	1	43	4	0	0	0	0	0
18:00 - 18:15	8	0	0	0	0	0	0	10	0	0	0	0	0	0
18:15 - 18:30	10	0	0	0	0	0	1	9	1	0	0	0	0	0
TOTAL	18	0	0	0	0	0	1	19	1	0	0	0	0	0
PERIOD TOTAL	66	5	0	0	0	2	4	81	6	0	0	0	1	0
DAILY TOTAL	287	19	0	0	0	4	10	226	18	0	0	0	1	0
GRAND TOTAL	320							245						

MERCURY
TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 4 - SITE PLAN



MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 4

	MOVEMENT A							MOVEMENT B						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	5	0	0	0	0	0	0	0	1	0	0	0	0	0
07:45 - 08:00	17	3	0	0	0	0	0	4	1	0	0	0	0	0
TOTAL	22	3	0	0	0	0	0	4	2	0	0	0	0	0
08:00 - 08:15	20	2	1	0	0	0	1	13	0	0	0	0	0	0
08:15 - 08:30	17	3	0	0	0	0	0	6	1	0	0	0	0	0
08:30 - 08:45	12	5	0	0	0	0	0	7	3	0	0	0	0	0
08:45 - 09:00	14	2	1	0	0	0	0	8	0	0	0	0	0	0
TOTAL	63	12	2	0	0	0	1	34	4	0	0	0	0	0
09:00 - 09:15	8	2	0	0	0	0	0	6	1	0	0	0	0	0
09:15 - 09:30	4	1	0	0	0	0	0	5	0	0	0	0	0	0
TOTAL	12	3	0	0	0	0	0	11	1	0	0	0	0	0
PERIOD TOTAL	97	18	2	0	0	0	1	49	7	0	0	0	0	0
16:30 - 16:45	27	1	0	0	0	1	1	15	1	0	0	0	0	0
16:45 - 17:00	26	3	0	0	0	0	0	11	0	0	0	0	0	0
TOTAL	53	4	0	0	0	1	1	26	1	0	0	0	0	0
17:00 - 17:15	26	0	0	0	0	0	0	14	1	0	0	0	1	0
17:15 - 17:30	18	3	0	0	0	1	0	8	0	0	0	0	2	1
17:30 - 17:45	16	2	0	0	0	1	0	4	0	0	0	0	0	0
17:45 - 18:00	16	1	0	0	0	0	0	10	2	0	0	0	0	0
TOTAL	76	6	0	0	0	2	0	36	3	0	0	0	3	1
18:00 - 18:15	12	1	0	0	0	0	0	13	0	0	0	0	1	0
18:15 - 18:30	10	0	0	0	0	0	0	6	0	0	0	0	0	0
TOTAL	22	1	0	0	0	0	0	19	0	0	0	0	1	0
PERIOD TOTAL	151	11	0	0	0	3	1	81	4	0	0	0	4	1
DAILY TOTAL	248	29	2	0	0	3	2	130	11	0	0	0	4	1
GRAND TOTAL	284							146						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 4

	MOVEMENT C							MOVEMENT D						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	6	2	0	0	0	0	0	5	2	0	0	0	0	0
07:45 - 08:00	7	1	0	0	0	0	0	6	2	0	0	0	0	0
TOTAL	13	3	0	0	0	0	0	11	4	0	0	0	0	0
08:00 - 08:15	10	1	0	0	0	0	0	4	0	0	0	0	0	0
08:15 - 08:30	10	1	0	0	0	0	0	8	1	0	0	0	0	0
08:30 - 08:45	16	2	0	0	0	0	0	14	3	1	0	0	0	0
08:45 - 09:00	14	0	0	0	0	0	0	9	2	0	0	1	0	0
TOTAL	50	4	0	0	0	0	0	35	6	1	0	1	0	0
09:00 - 09:15	11	1	0	0	0	0	0	4	4	0	0	0	0	0
09:15 - 09:30	5	0	0	0	0	0	0	6	0	0	0	0	0	0
TOTAL	16	1	0	0	0	0	0	10	4	0	0	0	0	0
PERIOD TOTAL	79	8	0	0	0	0	0	56	14	1	0	1	0	0
16:30 - 16:45	11	2	0	0	0	0	0	9	1	0	0	0	0	0
16:45 - 17:00	6	1	0	0	0	0	0	8	0	0	0	0	0	0
TOTAL	17	3	0	0	0	0	0	17	1	0	0	0	0	0
17:00 - 17:15	8	2	0	0	0	0	0	10	1	0	0	0	0	0
17:15 - 17:30	3	0	0	0	0	0	0	7	0	0	0	0	0	0
17:30 - 17:45	7	1	0	0	0	0	0	8	1	0	0	0	0	0
17:45 - 18:00	13	0	0	0	0	0	0	4	1	0	0	0	0	0
TOTAL	31	3	0	0	0	0	0	29	3	0	0	0	0	0
18:00 - 18:15	12	0	0	0	0	0	0	6	0	0	0	0	0	0
18:15 - 18:30	3	0	0	0	0	0	0	4	0	0	0	0	0	0
TOTAL	15	0	0	0	0	0	0	10	0	0	0	0	0	0
PERIOD TOTAL	63	6	0	0	0	0	0	56	4	0	0	0	0	0
DAILY TOTAL	142	14	0	0	0	0	0	112	18	1	0	1	0	0
GRAND TOTAL	156							132						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 4

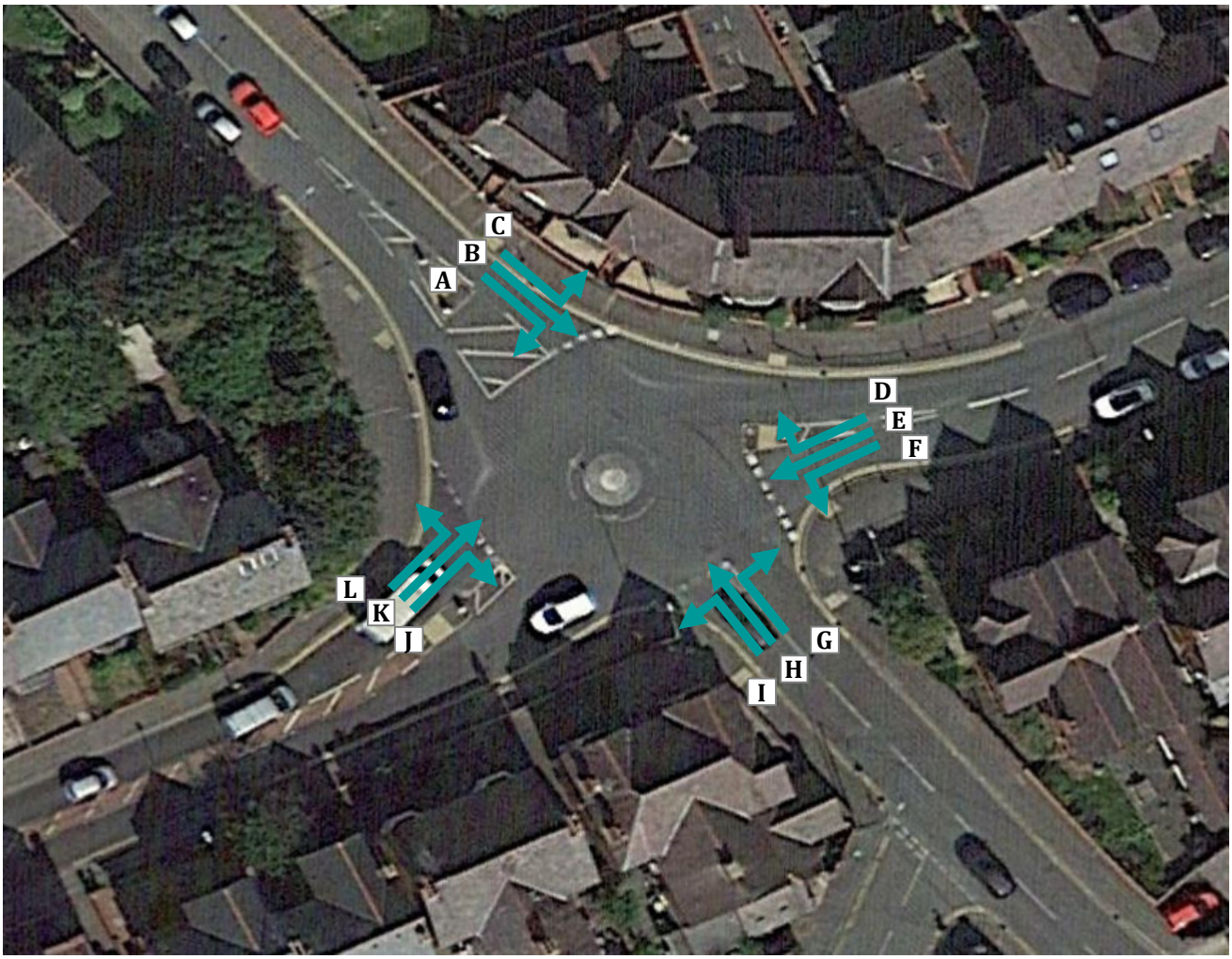
	MOVEMENT E							MOVEMENT F						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	4	1	0	0	0	0	0	8	1	0	0	0	0	0
07:45 - 08:00	8	2	0	0	0	0	0	19	3	0	0	0	1	0
TOTAL	12	3	0	0	0	0	0	27	4	0	0	0	1	0
08:00 - 08:15	5	1	0	0	0	0	0	22	2	0	0	0	0	0
08:15 - 08:30	11	1	0	0	0	0	0	31	1	0	0	0	2	0
08:30 - 08:45	13	1	0	0	0	0	0	49	1	0	0	0	0	0
08:45 - 09:00	11	2	0	0	0	0	0	37	2	0	0	0	1	0
TOTAL	40	5	0	0	0	0	0	139	6	0	0	0	3	0
09:00 - 09:15	7	0	0	0	0	0	0	18	3	0	0	0	0	0
09:15 - 09:30	2	2	2	0	0	0	0	10	2	0	0	0	0	0
TOTAL	9	2	2	0	0	0	0	28	5	0	0	0	0	0
PERIOD TOTAL	61	10	2	0	0	0	0	194	15	0	0	0	4	0
16:30 - 16:45	8	3	0	0	0	0	0	14	3	0	0	0	2	2
16:45 - 17:00	4	1	0	0	0	0	0	10	0	0	0	0	0	0
TOTAL	12	4	0	0	0	0	0	24	3	0	0	0	2	2
17:00 - 17:15	4	1	0	0	0	0	0	11	1	0	0	0	0	0
17:15 - 17:30	1	0	0	0	0	0	0	13	3	0	0	0	0	0
17:30 - 17:45	5	0	0	0	0	0	0	12	0	0	0	0	0	0
17:45 - 18:00	6	1	0	0	0	0	0	6	1	0	0	0	0	0
TOTAL	16	2	0	0	0	0	0	42	5	0	0	0	0	0
18:00 - 18:15	6	2	0	0	0	0	0	3	0	0	0	0	0	0
18:15 - 18:30	5	0	0	0	0	0	0	12	2	0	0	0	0	0
TOTAL	11	2	0	0	0	0	0	15	2	0	0	0	0	0
PERIOD TOTAL	39	8	0	0	0	0	0	81	10	0	0	0	2	2
DAILY TOTAL	100	18	2	0	0	0	0	275	25	0	0	0	6	2
GRAND TOTAL	120							308						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 5 - SITE PLAN



MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 5

	MOVEMENT A							MOVEMENT B							MOVEMENT C						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	11	2	1	0	1	1	1	20	4	0	0	0	0	0	2	1	0	0	0	0	0
07:45 - 08:00	16	7	0	0	2	0	0	28	5	0	0	0	0	0	6	0	0	0	0	0	0
TOTAL	27	9	1	0	3	1	1	48	9	0	0	0	0	0	8	1	0	0	0	0	0
08:00 - 08:15	13	5	0	0	4	0	0	38	4	0	0	0	0	0	8	3	0	0	0	0	0
08:15 - 08:30	18	3	0	0	2	1	0	61	5	1	0	2	0	0	8	2	0	0	0	0	0
08:30 - 08:45	13	3	1	0	1	0	0	79	4	0	0	3	1	0	12	1	0	0	0	0	0
08:45 - 09:00	22	5	1	0	2	0	0	55	4	0	0	0	1	0	9	0	0	0	0	0	0
TOTAL	66	16	2	0	9	1	0	233	17	1	0	5	2	0	37	6	0	0	0	0	0
09:00 - 09:15	31	4	0	0	3	0	0	37	3	0	0	0	0	0	15	0	0	0	0	0	0
09:15 - 09:30	28	4	0	0	2	0	0	29	3	0	0	0	1	1	3	2	0	0	0	0	0
TOTAL	59	8	0	0	5	0	0	66	6	0	0	0	1	1	18	2	0	0	0	0	0
PERIOD TOTAL	152	33	3	0	17	2	1	347	32	1	0	5	3	1	63	9	0	0	0	0	0
16:30 - 16:45	66	3	0	0	2	0	0	38	4	0	0	0	0	0	6	1	0	0	0	0	0
16:45 - 17:00	52	3	0	0	1	0	0	48	7	0	0	0	0	0	9	1	0	0	0	0	0
TOTAL	118	6	0	0	3	0	0	86	11	0	0	0	0	0	15	2	0	0	0	0	0
17:00 - 17:15	71	5	0	0	3	0	0	50	3	0	0	0	0	0	8	0	0	0	0	0	0
17:15 - 17:30	55	1	1	0	4	0	1	41	6	0	0	0	0	0	9	0	0	0	0	0	0
17:30 - 17:45	51	2	0	0	2	0	0	39	2	0	0	0	1	0	8	1	0	0	0	0	0
17:45 - 18:00	45	4	0	0	1	1	0	37	0	0	0	0	0	0	9	1	0	0	0	0	0
TOTAL	222	12	1	0	10	1	1	167	11	0	0	0	1	0	34	2	0	0	0	0	0
18:00 - 18:15	42	2	0	0	3	1	0	37	6	0	0	0	0	0	10	1	0	0	0	0	0
18:15 - 18:30	35	1	0	0	1	0	0	27	2	0	0	0	0	0	9	0	0	0	0	0	0
TOTAL	77	3	0	0	4	1	0	64	8	0	0	0	0	0	19	1	0	0	0	0	0
PERIOD TOTAL	417	21	1	0	17	2	1	317	30	0	0	0	1	0	68	5	0	0	0	0	0
DAILY TOTAL	569	54	4	0	34	4	2	664	62	1	0	5	4	1	131	14	0	0	0	0	0
GRAND TOTAL	667							737							145						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 5

	MOVEMENT D							MOVEMENT E							MOVEMENT F						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	1	1	0	0	0	0	0	8	10	0	0	0	0	0	1	1	0	0	0	0	0
07:45 - 08:00	4	2	0	0	0	0	0	23	7	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL	5	3	0	0	0	0	0	31	17	0	0	0	0	0	2	1	0	0	0	0	0
08:00 - 08:15	4	0	0	0	0	0	0	15	2	0	0	0	0	0	3	0	0	0	0	0	0
08:15 - 08:30	8	1	0	0	0	0	0	10	6	1	0	1	0	0	2	0	0	0	0	0	0
08:30 - 08:45	15	0	0	0	0	0	0	10	9	0	0	1	0	0	6	0	0	0	0	1	0
08:45 - 09:00	14	0	0	0	0	0	0	22	13	0	0	0	0	0	4	0	0	0	0	0	0
TOTAL	41	1	0	0	0	0	0	57	30	1	0	2	0	0	15	0	0	0	0	1	0
09:00 - 09:15	7	1	0	0	0	0	0	24	7	1	0	0	0	0	1	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	14	9	1	0	0	0	0	1	0	1	0	0	0	0
TOTAL	7	1	0	0	0	0	0	38	16	2	0	0	0	0	2	0	1	0	0	0	0
PERIOD TOTAL	53	5	0	0	0	0	0	126	63	3	0	2	0	0	19	1	1	0	0	1	0
16:30 - 16:45	6	3	0	0	0	0	0	52	11	0	0	0	0	0	3	1	0	0	0	0	0
16:45 - 17:00	14	2	0	0	0	0	0	56	6	0	0	0	1	1	1	1	0	0	0	0	0
TOTAL	20	5	0	0	0	0	0	108	17	0	0	0	1	1	4	2	0	0	0	0	0
17:00 - 17:15	5	0	0	0	0	0	0	56	6	0	1	1	1	0	6	0	0	0	0	0	0
17:15 - 17:30	12	0	0	0	0	0	0	62	4	1	0	0	0	0	4	2	0	0	0	0	0
17:30 - 17:45	13	3	0	0	0	0	0	57	7	0	0	0	2	0	4	1	0	0	0	0	0
17:45 - 18:00	12	1	0	0	0	0	0	43	2	0	0	0	1	0	3	0	0	0	0	0	0
TOTAL	42	4	0	0	0	0	0	218	19	1	1	1	4	0	17	3	0	0	0	0	0
18:00 - 18:15	7	1	0	0	0	0	0	57	6	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	7	0	0	0	0	0	0	36	1	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	14	1	0	0	0	0	0	93	7	0	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL	76	10	0	0	0	0	0	419	43	1	1	1	5	1	21	5	0	0	0	0	0
DAILY TOTAL	129	15	0	0	0	0	0	545	106	4	1	3	5	1	40	6	1	0	0	1	0
GRAND TOTAL	144							665							48						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 5

	MOVEMENT G							MOVEMENT H							MOVEMENT I						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	2	0	0	0	0	0	0	28	5	0	0	0	0	0	29	6	1	0	0	0	1
07:45 - 08:00	2	0	0	0	0	0	0	41	4	0	0	0	0	0	26	15	1	0	0	0	0
TOTAL	4	0	0	0	0	0	0	69	9	0	0	0	0	0	55	21	2	0	0	0	1
08:00 - 08:15	2	0	0	0	0	0	0	41	3	0	0	0	0	0	22	8	0	0	0	0	0
08:15 - 08:30	6	0	0	0	0	1	0	67	1	0	0	0	0	0	27	7	0	0	0	0	0
08:30 - 08:45	15	3	0	0	0	0	0	83	1	1	0	3	0	0	27	3	0	0	1	0	0
08:45 - 09:00	12	0	0	0	0	0	0	65	4	1	0	0	0	0	46	10	0	0	0	0	0
TOTAL	35	3	0	0	0	1	0	256	9	2	0	3	0	0	122	28	0	0	1	0	0
09:00 - 09:15	6	0	0	0	0	0	0	30	0	0	0	1	0	0	43	6	1	0	0	1	0
09:15 - 09:30	0	0	0	0	0	0	0	22	3	0	0	0	0	0	22	7	0	0	0	0	0
TOTAL	6	0	0	0	0	0	0	52	3	0	0	1	0	0	65	13	1	0	0	1	0
PERIOD TOTAL	45	3	0	0	0	1	0	377	21	2	0	4	0	0	242	62	3	0	1	1	1
16:30 - 16:45	4	0	0	0	0	0	0	43	4	0	0	0	0	0	40	3	0	0	0	0	0
16:45 - 17:00	3	0	0	0	0	0	0	39	9	0	0	1	0	0	33	4	0	0	0	0	0
TOTAL	7	0	0	0	0	0	0	82	13	0	0	1	0	0	73	7	0	0	0	0	0
17:00 - 17:15	4	0	0	0	0	0	0	53	7	0	0	0	1	0	41	10	0	0	0	0	3
17:15 - 17:30	1	0	0	0	0	0	0	30	6	0	0	0	0	0	35	6	0	0	0	0	0
17:30 - 17:45	3	0	0	0	0	0	0	26	5	0	0	0	1	0	32	1	0	0	0	0	1
17:45 - 18:00	1	1	0	0	0	0	0	40	3	0	0	0	0	1	28	2	0	0	0	0	0
TOTAL	9	1	0	0	0	0	0	149	21	0	0	0	2	1	136	19	0	0	0	0	4
18:00 - 18:15	0	0	0	0	0	0	0	36	4	0	0	0	0	0	25	2	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	31	1	0	0	0	0	0	28	2	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	67	5	0	0	0	0	0	53	4	0	0	0	0	0
PERIOD TOTAL	16	1	0	0	0	0	0	298	39	0	0	1	2	1	262	30	0	0	0	0	4
DAILY TOTAL	61	4	0	0	0	1	0	675	60	2	0	5	2	1	504	92	3	0	1	1	5
GRAND TOTAL	66							745							606						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 5

	MOVEMENT J							MOVEMENT K							MOVEMENT L						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	39	8	0	0	0	0	0	32	8	0	0	0	1	0	25	8	1	0	2	0	0
07:45 - 08:00	42	12	0	0	0	0	0	55	11	1	0	0	0	0	15	5	0	0	3	0	0
TOTAL	81	20	0	0	0	0	0	87	19	1	0	0	1	0	40	13	1	0	5	0	0
08:00 - 08:15	40	7	1	0	0	0	0	48	14	1	0	0	1	0	40	4	0	0	3	0	0
08:15 - 08:30	43	5	0	0	0	0	1	65	11	1	0	1	0	0	43	8	0	0	3	1	1
08:30 - 08:45	39	8	0	0	3	0	0	62	11	0	0	0	0	0	28	7	0	0	1	0	0
08:45 - 09:00	48	5	0	1	0	0	0	62	13	0	0	0	0	0	26	3	1	0	4	0	0
TOTAL	170	25	1	1	3	0	1	237	49	2	0	1	1	0	137	22	1	0	11	1	1
09:00 - 09:15	36	8	0	0	0	0	0	64	13	0	0	0	0	0	53	1	0	0	1	0	0
09:15 - 09:30	15	8	0	0	0	0	0	57	10	1	1	0	0	0	40	2	0	0	3	0	0
TOTAL	51	16	0	0	0	0	0	121	23	1	1	0	0	0	93	3	0	0	4	0	0
PERIOD TOTAL	302	61	1	1	3	0	1	445	91	4	1	1	2	0	270	38	2	0	20	1	1
16:30 - 16:45	25	9	0	0	0	0	1	59	13	0	0	0	1	0	31	10	0	0	2	0	1
16:45 - 17:00	26	3	0	0	0	0	0	57	14	0	0	0	0	0	32	1	0	0	1	0	1
TOTAL	51	12	0	0	0	0	1	116	27	0	0	0	1	0	63	11	0	0	3	0	2
17:00 - 17:15	39	5	0	0	0	0	0	57	3	0	0	0	1	0	23	4	0	0	2	1	0
17:15 - 17:30	21	5	0	0	0	0	0	45	2	0	0	0	0	0	26	1	0	0	1	0	0
17:30 - 17:45	22	2	0	0	0	0	0	49	1	0	0	0	1	0	20	3	0	0	0	0	0
17:45 - 18:00	22	1	0	0	0	0	0	46	8	0	0	0	1	1	37	1	0	0	4	0	0
TOTAL	104	13	0	0	0	0	0	197	14	0	0	0	3	1	106	9	0	0	7	1	0
18:00 - 18:15	23	8	0	0	0	0	0	50	6	0	0	0	0	0	31	2	0	0	1	0	0
18:15 - 18:30	20	4	0	0	0	0	0	51	4	0	0	0	1	0	26	2	0	0	1	0	0
TOTAL	43	12	0	0	0	0	0	101	10	0	0	0	1	0	57	4	0	0	2	0	0
PERIOD TOTAL	198	37	0	0	0	0	1	414	51	0	0	0	5	1	226	24	0	0	12	1	2
DAILY TOTAL	500	98	1	1	3	0	2	859	142	4	1	1	7	1	496	62	2	0	32	2	3
GRAND TOTAL	605							1015							597						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 5

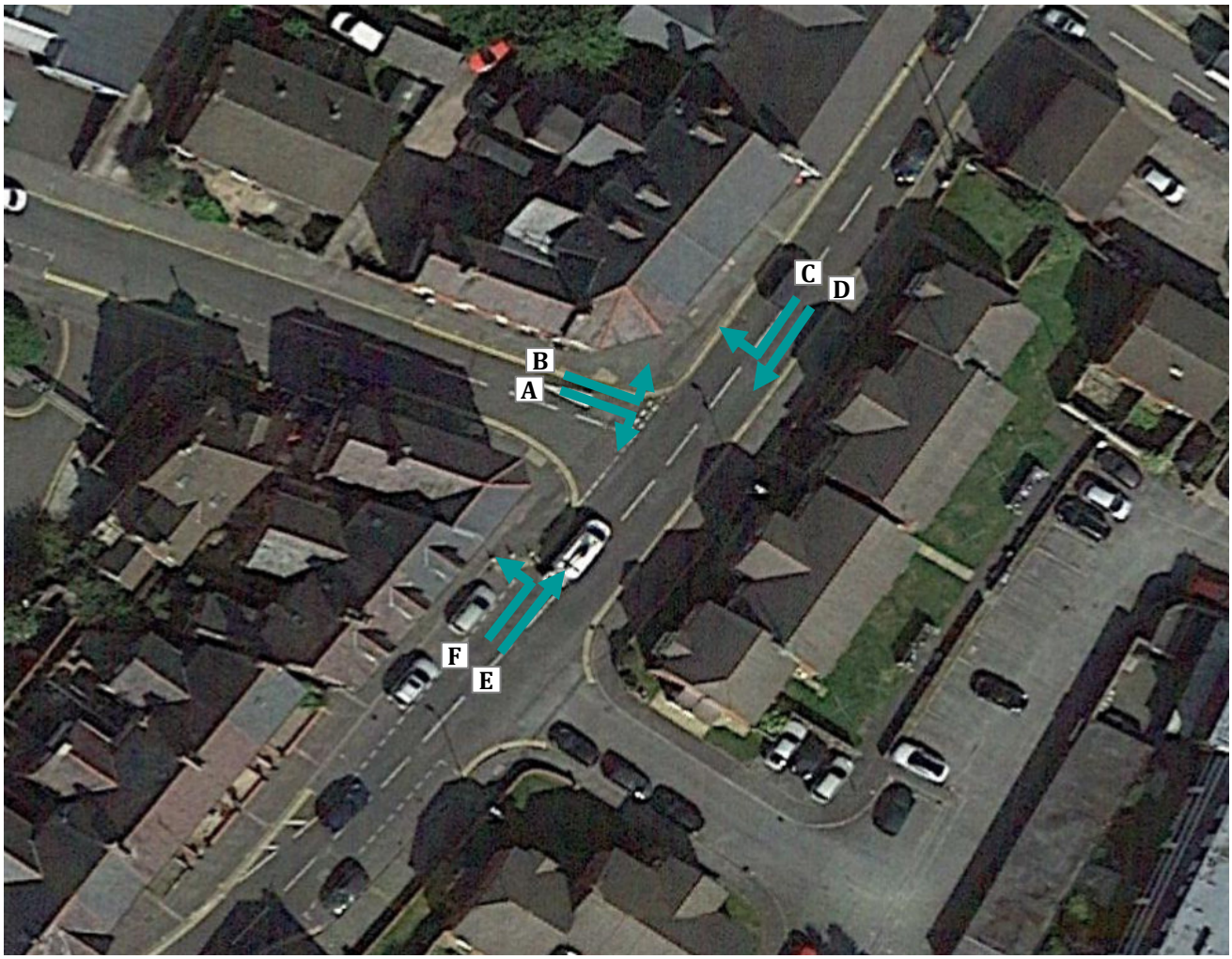
	ABC							DEF							GHI							JKL						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
09:15 - 09:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
PERIOD TOTAL	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0
16:30 - 16:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
17:30 - 17:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
DAILY TOTAL	7	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	4	0	0	0	0	0	0
GRAND TOTAL	7							1							2							4						

MERCURY
TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 6 - SITE PLAN



MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 6

	MOVEMENT A							MOVEMENT B						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	0	0	0	0	0	0	0	30	8	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	25	6	1	0	0	0	0
TOTAL	0	0	0	0	0	0	0	55	14	1	0	0	0	0
08:00 - 08:15	1	0	0	0	0	0	0	29	11	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	27	3	1	0	0	0	0
08:30 - 08:45	1	0	0	0	0	0	0	38	3	0	0	1	0	0
08:45 - 09:00	0	2	0	0	0	0	0	43	3	0	0	1	0	0
TOTAL	2	2	0	0	0	0	0	137	20	1	0	2	0	0
09:00 - 09:15	1	0	0	0	0	0	0	28	4	1	0	0	0	0
09:15 - 09:30	1	0	0	0	0	0	0	36	6	0	0	0	0	0
TOTAL	2	0	0	0	0	0	0	64	10	1	0	0	0	0
PERIOD TOTAL	4	2	0	0	0	0	0	256	44	3	0	2	0	0
16:30 - 16:45	1	1	0	0	0	0	0	31	4	0	0	0	0	0
16:45 - 17:00	4	2	0	0	0	0	0	37	3	0	0	0	0	0
TOTAL	5	3	0	0	0	0	0	68	7	0	0	0	0	0
17:00 - 17:15	3	0	0	0	0	0	0	33	5	0	0	0	0	0
17:15 - 17:30	3	0	0	0	0	0	0	35	5	0	0	0	1	0
17:30 - 17:45	1	0	0	0	0	0	0	41	4	0	0	0	0	0
17:45 - 18:00	2	0	0	0	0	1	0	37	3	0	0	0	0	0
TOTAL	9	0	0	0	0	1	0	146	17	0	0	0	1	0
18:00 - 18:15	1	1	0	0	0	0	0	38	2	0	0	0	0	0
18:15 - 18:30	1	0	0	0	0	0	0	43	1	0	0	0	0	0
TOTAL	2	1	0	0	0	0	0	81	3	0	0	0	0	0
PERIOD TOTAL	16	4	0	0	0	1	0	295	27	0	0	0	1	0
DAILY TOTAL	20	6	0	0	0	1	0	551	71	3	0	2	1	0
GRAND TOTAL	27							628						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 6

	MOVEMENT C							MOVEMENT D						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	8	0	0	0	0	0	1	12	12	0	0	0	0	0
07:45 - 08:00	14	3	0	0	0	0	0	26	8	0	0	0	0	0
TOTAL	22	3	0	0	0	0	1	38	20	0	0	0	0	0
08:00 - 08:15	15	2	0	0	0	0	0	20	4	0	0	0	0	0
08:15 - 08:30	19	4	0	0	0	0	0	21	6	1	0	1	0	0
08:30 - 08:45	29	2	1	0	0	0	0	36	11	0	0	1	0	0
08:45 - 09:00	29	3	0	0	0	1	0	46	12	0	0	0	0	0
TOTAL	92	11	1	0	0	1	0	123	33	1	0	2	0	0
09:00 - 09:15	22	4	1	0	1	0	0	28	9	1	0	0	0	0
09:15 - 09:30	11	6	0	0	1	0	0	19	10	3	0	0	0	0
TOTAL	33	10	1	0	2	0	0	47	19	4	0	0	0	0
PERIOD TOTAL	147	24	2	0	2	1	1	208	72	5	0	2	0	0
16:30 - 16:45	23	5	0	0	0	0	1	63	13	0	0	0	0	0
16:45 - 17:00	25	4	0	0	0	1	1	62	6	0	0	0	0	0
TOTAL	48	9	0	0	0	1	2	125	19	0	0	0	0	0
17:00 - 17:15	31	4	0	0	0	1	1	71	7	0	1	1	1	1
17:15 - 17:30	17	2	0	0	0	0	0	70	5	0	0	0	0	0
17:30 - 17:45	27	1	0	0	0	0	0	78	10	0	0	0	1	1
17:45 - 18:00	29	2	0	0	0	1	0	57	4	0	0	0	1	0
TOTAL	104	9	0	0	0	2	1	276	26	0	1	1	3	2
18:00 - 18:15	26	2	0	0	0	0	0	71	5	0	0	0	1	0
18:15 - 18:30	15	1	0	0	0	0	0	50	2	0	0	0	0	0
TOTAL	41	3	0	0	0	0	0	121	7	0	0	0	1	0
PERIOD TOTAL	193	21	0	0	0	3	3	522	52	0	1	1	4	2
DAILY TOTAL	340	45	2	0	2	4	4	730	124	5	1	3	4	2
GRAND TOTAL	397							869						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 6

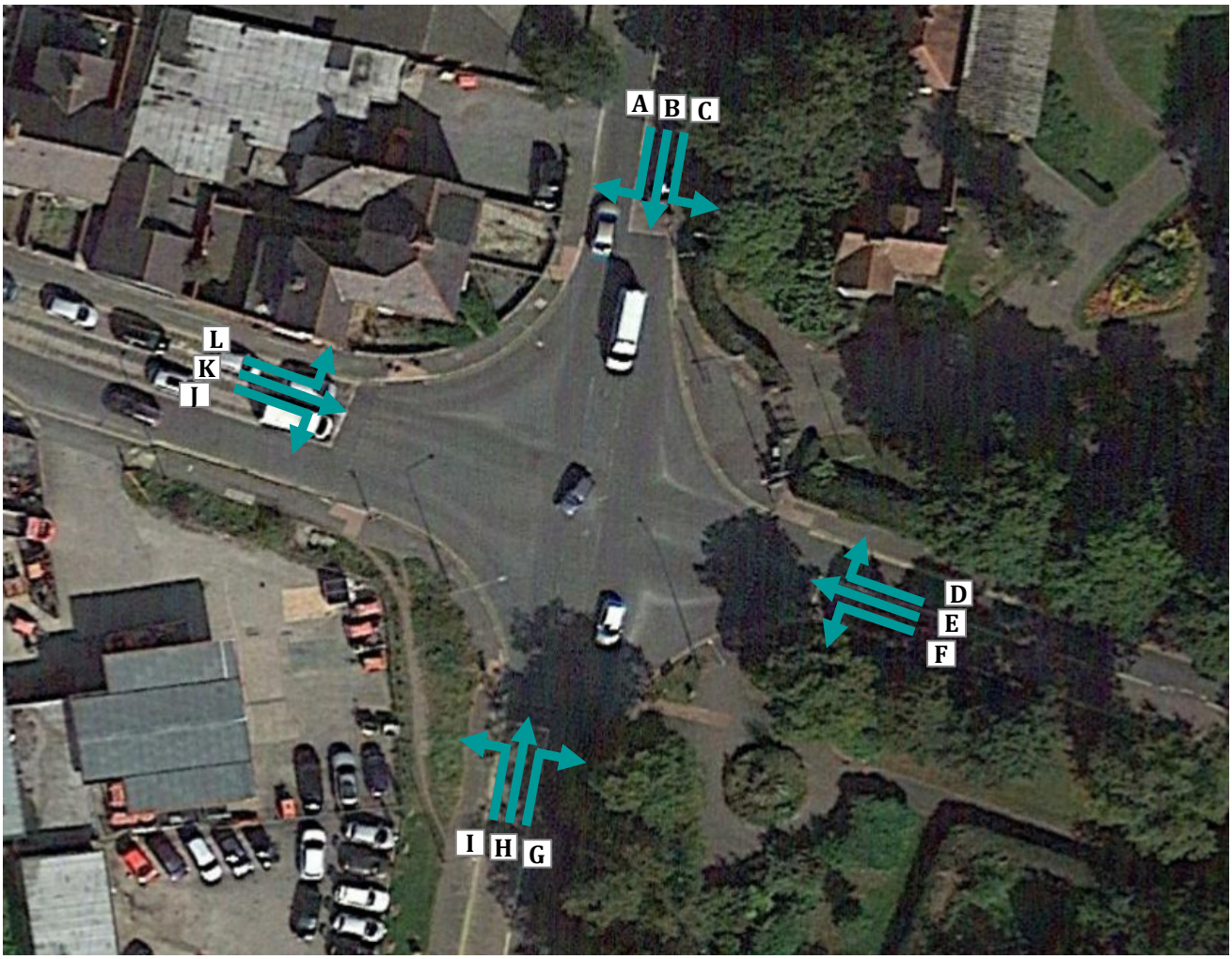
	MOVEMENT E							MOVEMENT F						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	33	11	0	0	0	0	0	4	0	0	0	0	0	0
07:45 - 08:00	69	12	2	0	0	2	0	2	0	0	0	0	0	0
TOTAL	102	23	2	0	0	2	0	6	0	0	0	0	0	0
08:00 - 08:15	64	14	1	0	0	1	0	4	0	0	0	0	0	1
08:15 - 08:30	87	14	1	0	1	0	0	5	0	0	0	0	0	0
08:30 - 08:45	102	15	0	0	0	0	0	4	1	0	0	0	0	0
08:45 - 09:00	89	11	0	0	0	0	0	14	2	0	0	0	0	0
TOTAL	342	54	2	0	1	1	0	27	3	0	0	0	0	1
09:00 - 09:15	90	15	0	0	0	0	0	17	1	0	0	0	0	0
09:15 - 09:30	67	14	1	1	0	0	0	1	0	0	0	0	0	0
TOTAL	157	29	1	1	0	0	0	18	1	0	0	0	0	0
PERIOD TOTAL	601	106	5	1	1	3	0	51	4	0	0	0	0	1
16:30 - 16:45	74	16	0	0	0	0	0	1	0	0	0	0	0	0
16:45 - 17:00	63	17	0	0	0	1	0	9	0	0	0	0	0	0
TOTAL	137	33	0	0	0	1	0	10	0	0	0	0	0	0
17:00 - 17:15	76	2	0	0	0	1	0	4	0	0	0	0	0	0
17:15 - 17:30	50	3	0	0	0	0	0	3	0	0	0	0	0	0
17:30 - 17:45	62	2	0	0	0	1	0	2	0	0	0	0	0	0
17:45 - 18:00	59	6	0	0	0	2	0	3	0	0	0	0	0	0
TOTAL	247	13	0	0	0	4	0	12	0	0	0	0	0	0
18:00 - 18:15	61	6	0	0	0	2	0	1	0	0	0	0	0	0
18:15 - 18:30	64	5	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	125	11	0	0	0	2	0	1	0	0	0	0	0	0
PERIOD TOTAL	509	57	0	0	0	7	0	23	0	0	0	0	0	0
DAILY TOTAL	1110	163	5	1	1	10	0	74	4	0	0	0	0	1
GRAND TOTAL	1290							79						

MERCURY
TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 7 - SITE PLAN



MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 7

	MOVEMENT A							MOVEMENT B							MOVEMENT C						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	8	1	0	0	0	0	0	20	4	0	0	1	1	0	2	0	0	0	0	0	0
07:45 - 08:00	19	3	0	0	0	0	0	41	5	1	0	2	0	1	2	0	1	0	0	0	0
TOTAL	27	4	0	0	0	0	0	61	9	1	0	3	1	1	4	0	1	0	0	0	0
08:00 - 08:15	13	1	0	0	0	0	0	45	12	0	0	3	1	0	4	1	0	0	0	0	0
08:15 - 08:30	15	1	0	0	0	0	0	63	9	1	0	4	0	0	6	0	0	0	0	0	0
08:30 - 08:45	25	1	1	0	3	0	0	81	5	1	0	3	1	0	6	0	0	0	0	0	0
08:45 - 09:00	25	5	1	0	0	0	0	77	6	0	0	2	2	1	1	0	0	0	0	0	0
TOTAL	78	8	2	0	3	0	0	266	32	2	0	12	4	1	17	1	0	0	0	0	0
09:00 - 09:15	25	5	1	0	0	0	0	47	6	0	0	4	0	1	4	1	0	0	0	0	0
09:15 - 09:30	16	2	0	0	0	0	0	40	8	0	0	1	0	0	5	0	0	0	0	0	0
TOTAL	41	7	1	0	0	0	0	87	14	0	0	5	0	1	9	1	0	0	0	0	0
PERIOD TOTAL	146	19	3	0	3	0	0	414	55	3	0	20	5	3	30	2	1	0	0	0	0
16:30 - 16:45	37	2	0	0	0	0	0	76	5	0	0	2	0	0	4	0	0	0	0	0	0
16:45 - 17:00	43	2	0	0	0	1	0	75	6	0	0	1	0	0	5	0	0	0	0	0	0
TOTAL	80	4	0	0	0	1	0	151	11	0	0	3	0	0	9	0	0	0	0	0	0
17:00 - 17:15	50	3	0	0	0	1	0	90	8	0	0	3	1	0	2	0	0	0	0	0	0
17:15 - 17:30	32	3	0	0	0	0	0	72	4	0	0	4	0	1	1	1	0	0	0	0	0
17:30 - 17:45	36	1	0	0	0	0	0	64	4	0	0	2	1	0	5	1	0	0	0	0	0
17:45 - 18:00	36	2	0	0	0	0	0	63	2	0	0	1	0	0	4	0	0	0	0	1	0
TOTAL	154	9	0	0	0	1	0	289	18	0	0	10	2	1	12	2	0	0	0	1	0
18:00 - 18:15	32	4	0	0	0	0	0	62	6	0	0	3	0	1	8	0	0	0	0	0	0
18:15 - 18:30	27	3	0	0	0	0	0	56	2	0	0	2	0	0	6	0	0	0	0	0	0
TOTAL	59	7	0	0	0	0	0	118	8	0	0	5	0	1	14	0	0	0	0	0	0
PERIOD TOTAL	293	20	0	0	0	2	0	558	37	0	0	18	2	2	35	2	0	0	0	1	0
DAILY TOTAL	439	39	3	0	3	2	0	972	92	3	0	38	7	5	65	4	1	0	0	1	0
GRAND TOTAL	486							1117							71						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 7

	MOVEMENT D							MOVEMENT E							MOVEMENT F						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	2	0	0	0	0	0	0	10	0	0	0	0	0	1	1	0	0	0	0	0	0
07:45 - 08:00	1	0	0	0	0	0	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	3	0	0	0	0	0	0	24	3	0	0	0	0	1	1	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	16	2	0	0	0	0	0	1	0	0	0	0	0	0
08:15 - 08:30	2	0	0	0	0	0	0	15	3	0	0	0	0	1	1	0	0	0	0	0	0
08:30 - 08:45	3	2	0	0	0	0	0	30	2	1	0	0	0	0	1	0	0	0	0	0	0
08:45 - 09:00	9	1	0	0	0	0	0	29	3	0	0	0	0	0	2	0	0	0	0	0	0
TOTAL	14	3	0	0	0	0	0	90	10	1	0	0	0	1	5	0	0	0	0	0	0
09:00 - 09:15	8	0	0	0	0	0	0	32	6	1	0	1	0	0	4	0	0	0	0	1	0
09:15 - 09:30	2	1	0	0	1	0	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	10	1	0	0	1	0	0	40	10	1	0	1	0	0	4	0	0	0	0	1	0
PERIOD TOTAL	27	4	0	0	1	0	0	154	23	2	0	1	0	2	10	0	0	0	0	1	0
16:30 - 16:45	1	1	0	0	0	0	1	24	3	0	0	0	1	0	3	0	0	0	0	0	0
16:45 - 17:00	3	0	0	0	0	1	0	26	6	0	0	0	0	0	3	0	0	0	0	0	0
TOTAL	4	1	0	0	0	1	1	50	9	0	0	0	1	0	6	0	0	0	0	0	0
17:00 - 17:15	5	0	0	0	0	0	1	25	4	0	0	0	1	0	0	0	0	0	0	0	0
17:15 - 17:30	3	0	0	0	0	0	0	23	2	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	5	0	0	0	0	0	0	24	2	0	0	0	0	0	2	0	0	0	0	0	0
17:45 - 18:00	5	0	0	0	0	0	0	25	0	0	0	0	0	0	1	1	0	0	0	0	0
TOTAL	18	0	0	0	0	0	1	97	8	0	0	0	1	0	3	1	0	0	0	0	0
18:00 - 18:15	3	0	0	0	0	0	0	26	3	0	0	0	0	0	1	0	0	0	0	0	0
18:15 - 18:30	1	0	0	0	0	0	0	13	0	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL	4	0	0	0	0	0	0	39	3	0	0	0	0	0	2	0	0	0	0	0	0
PERIOD TOTAL	26	1	0	0	0	1	2	186	20	0	0	0	2	0	11	1	0	0	0	0	0
DAILY TOTAL	53	5	0	0	1	1	2	340	43	2	0	1	2	2	21	1	0	0	0	1	0
GRAND TOTAL	62							390							23						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 7

	MOVEMENT G							MOVEMENT H							MOVEMENT I						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	1	0	0	0	0	0	0	41	7	1	0	2	0	0	15	8	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	50	9	0	0	3	1	0	18	1	0	0	0	0	0
TOTAL	1	0	0	0	0	0	0	91	16	1	0	5	1	0	33	9	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	53	4	0	0	3	0	1	24	2	0	0	0	0	0
08:15 - 08:30	2	0	0	0	0	0	0	65	4	0	0	3	0	1	30	1	0	0	0	0	0
08:30 - 08:45	0	0	0	0	1	0	0	70	9	0	0	1	0	0	33	2	1	0	1	0	0
08:45 - 09:00	1	0	0	0	1	0	0	54	4	0	0	3	0	0	21	2	1	0	0	0	0
TOTAL	3	0	0	0	2	0	0	242	21	0	0	10	0	2	108	7	2	0	1	0	0
09:00 - 09:15	0	0	0	0	0	0	0	85	2	0	0	2	0	0	32	1	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	52	4	0	0	4	0	0	23	1	1	0	0	0	0
TOTAL	0	0	0	0	0	0	0	137	6	0	0	6	0	0	55	2	1	0	0	0	0
PERIOD TOTAL	4	0	0	0	2	0	0	470	43	1	0	21	1	2	196	18	3	0	1	0	0
16:30 - 16:45	0	0	0	0	0	0	0	55	8	0	0	2	0	0	29	5	0	0	0	0	0
16:45 - 17:00	2	0	0	0	0	0	0	47	8	0	0	3	0	1	33	4	0	0	0	0	0
TOTAL	2	0	0	0	0	0	0	102	16	0	0	5	0	1	62	9	0	0	0	0	0
17:00 - 17:15	1	0	0	0	0	0	0	45	4	0	0	2	1	0	39	4	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	49	4	0	0	1	0	0	23	2	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	33	6	0	0	0	0	0	29	5	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	61	2	0	0	4	0	0	29	2	0	0	0	0	0
TOTAL	1	0	0	0	0	0	0	188	16	0	0	7	1	0	120	13	0	0	0	0	0
18:00 - 18:15	2	0	0	0	0	0	0	47	6	0	0	1	0	0	23	3	0	0	0	0	0
18:15 - 18:30	2	0	0	0	0	0	0	46	2	0	0	1	0	1	22	0	0	0	0	0	0
TOTAL	4	0	0	0	0	0	0	93	8	0	0	2	0	1	45	3	0	0	0	0	0
PERIOD TOTAL	7	0	0	0	0	0	0	383	40	0	0	14	1	2	227	25	0	0	0	0	0
DAILY TOTAL	11	0	0	0	2	0	0	853	83	1	0	35	2	4	423	43	3	0	1	0	0
GRAND TOTAL	13							978							470						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 7

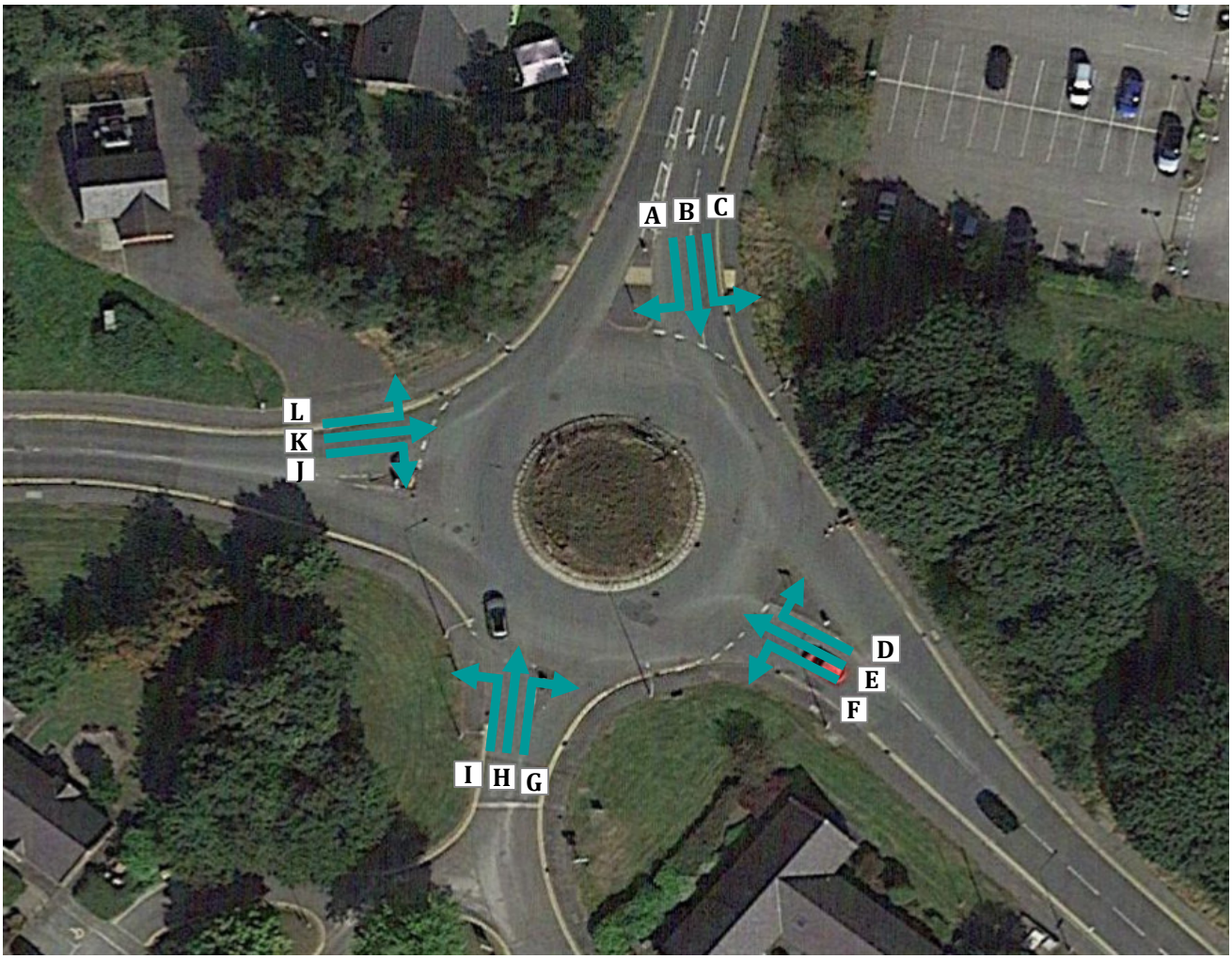
	MOVEMENT J							MOVEMENT K							MOVEMENT L						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	21	4	1	0	0	0	0	26	6	0	0	0	0	0	13	3	1	0	0	0	0
07:45 - 08:00	14	2	0	0	0	0	0	25	9	0	0	0	0	0	19	1	0	0	0	0	0
TOTAL	35	6	1	0	0	0	0	51	15	0	0	0	0	0	32	4	1	0	0	0	0
08:00 - 08:15	29	3	0	0	1	0	0	26	7	0	0	0	0	0	21	8	0	2	1	0	0
08:15 - 08:30	41	5	0	0	1	0	0	23	3	1	0	0	0	0	22	2	0	0	0	0	0
08:30 - 08:45	42	2	0	0	1	0	0	36	3	0	0	0	0	0	39	7	1	0	1	0	0
08:45 - 09:00	36	1	0	0	0	0	0	41	6	0	0	0	0	0	63	5	0	1	0	0	0
TOTAL	148	11	0	0	3	0	0	126	19	1	0	0	0	0	145	22	1	3	2	0	0
09:00 - 09:15	19	3	0	0	0	0	0	23	4	1	0	0	0	0	32	4	0	0	0	0	0
09:15 - 09:30	20	3	0	0	0	0	0	32	4	0	0	0	0	0	37	6	1	0	0	0	0
TOTAL	39	6	0	0	0	0	0	55	8	1	0	0	0	0	69	10	1	0	0	0	0
PERIOD TOTAL	222	23	1	0	3	0	0	232	42	2	0	0	0	0	246	36	3	3	2	0	0
16:30 - 16:45	32	1	0	0	0	0	0	35	4	0	0	0	0	0	28	3	0	0	1	0	0
16:45 - 17:00	47	3	0	0	0	0	0	26	5	0	0	0	0	0	23	5	0	0	0	0	0
TOTAL	79	4	0	0	0	0	0	61	9	0	0	0	0	0	51	8	0	0	1	0	0
17:00 - 17:15	36	3	1	0	0	0	0	34	6	0	0	0	0	0	30	5	0	0	0	0	0
17:15 - 17:30	36	4	0	0	0	0	0	36	2	0	0	0	0	0	42	6	0	0	0	1	0
17:30 - 17:45	35	2	0	0	0	0	0	37	3	0	0	0	0	0	29	4	0	0	0	0	0
17:45 - 18:00	34	1	0	0	0	0	0	34	3	0	0	0	0	0	34	3	0	0	0	0	0
TOTAL	141	10	1	0	0	0	0	141	14	0	0	0	0	0	135	18	0	0	0	1	0
18:00 - 18:15	25	4	0	0	0	0	0	38	1	0	0	0	0	0	39	2	0	1	0	0	0
18:15 - 18:30	17	1	0	0	0	0	0	33	2	0	0	0	0	0	33	2	0	0	0	0	0
TOTAL	42	5	0	0	0	0	0	71	3	0	0	0	0	0	72	4	0	1	0	0	0
PERIOD TOTAL	262	19	1	0	0	0	0	273	26	0	0	0	0	0	258	30	0	1	1	1	0
DAILY TOTAL	484	42	2	0	3	0	0	505	68	2	0	0	0	0	504	66	3	4	3	1	0
GRAND TOTAL	531							575							581						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 8 - SITE PLAN



MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 8

	MOVEMENT A							MOVEMENT B							MOVEMENT C						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	40	4	0	0	0	0	0	2	0	0	0	0	0	0	114	9	1	0	3	1	0
07:45 - 08:00	75	3	1	0	0	0	0	6	0	0	0	0	0	0	196	15	0	0	1	0	0
TOTAL	115	7	1	0	0	0	0	8	0	0	0	0	0	0	310	24	1	0	4	1	0
08:00 - 08:15	52	8	0	0	0	0	0	7	0	0	0	0	0	0	184	13	0	1	3	0	0
08:15 - 08:30	68	5	0	0	0	0	0	5	0	0	0	0	0	0	184	10	1	0	3	0	0
08:30 - 08:45	63	4	1	0	1	0	0	9	2	0	0	0	0	0	185	8	1	0	1	1	0
08:45 - 09:00	55	4	1	0	0	0	0	11	0	0	0	0	0	0	140	5	1	1	3	0	0
TOTAL	238	21	2	0	1	0	0	32	2	0	0	0	0	0	693	36	3	2	10	1	0
09:00 - 09:15	50	6	2	0	0	0	0	10	0	0	0	0	0	0	114	8	1	0	3	0	0
09:15 - 09:30	30	6	0	0	0	0	0	6	0	0	0	0	0	0	91	7	0	0	2	0	0
TOTAL	80	12	2	0	0	0	0	16	0	0	0	0	0	0	205	15	1	0	5	0	0
PERIOD TOTAL	433	40	5	0	1	0	0	56	2	0	0	0	0	0	1208	75	5	2	19	2	0
16:30 - 16:45	32	0	0	0	0	0	0	2	0	0	0	0	0	0	49	5	0	0	3	0	0
16:45 - 17:00	22	2	0	0	0	0	0	4	0	0	0	0	0	0	63	7	0	0	3	1	0
TOTAL	54	2	0	0	0	0	0	6	0	0	0	0	0	0	112	12	0	0	6	1	0
17:00 - 17:15	30	1	0	0	0	0	0	1	0	0	0	0	0	0	57	9	0	0	1	0	0
17:15 - 17:30	40	1	0	0	0	0	0	0	0	0	0	0	0	0	65	3	0	0	3	0	0
17:30 - 17:45	35	1	0	0	0	0	0	0	0	0	0	0	0	0	56	6	0	0	1	0	0
17:45 - 18:00	41	2	0	0	0	0	0	1	0	0	0	0	0	0	62	5	0	0	2	0	0
TOTAL	146	5	0	0	0	0	0	2	0	0	0	0	0	0	240	23	0	0	7	0	0
18:00 - 18:15	18	1	0	0	0	0	1	0	0	0	0	0	0	0	55	4	0	0	2	1	0
18:15 - 18:30	26	3	0	0	0	0	0	2	0	0	0	0	0	0	46	2	0	0	3	0	0
TOTAL	44	4	0	0	0	0	1	2	0	0	0	0	0	0	101	6	0	0	5	1	0
PERIOD TOTAL	244	11	0	0	0	0	1	10	0	0	0	0	0	0	453	41	0	0	18	2	0
DAILY TOTAL	677	51	5	0	1	0	1	66	2	0	0	0	0	0	1661	116	5	2	37	4	0
GRAND TOTAL	735							68							1825						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 8

	MOVEMENT D							MOVEMENT E							MOVEMENT F						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	30	5	0	0	0	0	0	13	4	1	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	44	6	0	0	2	0	0	25	2	0	0	0	0	0	0	1	0	0	0	0	0
TOTAL	74	11	0	0	2	0	0	38	6	1	0	0	0	0	0	1	0	0	0	0	0
08:00 - 08:15	63	5	0	0	2	0	1	24	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	41	7	2	0	1	0	0	21	3	0	0	0	0	0	3	1	0	0	0	0	0
08:30 - 08:45	32	4	0	0	2	0	0	15	5	0	0	0	0	0	4	1	0	0	0	0	0
08:45 - 09:00	31	4	1	0	2	0	0	18	4	0	0	0	0	0	4	0	0	0	0	0	0
TOTAL	167	20	3	0	7	0	1	78	12	0	0	0	0	0	11	2	0	0	0	0	0
09:00 - 09:15	32	9	1	0	2	0	0	14	2	0	0	0	0	0	2	1	0	0	0	0	0
09:15 - 09:30	37	13	1	0	4	0	0	9	2	0	0	0	0	0	3	0	0	0	0	0	0
TOTAL	69	22	2	0	6	0	0	23	4	0	0	0	0	0	5	1	0	0	0	0	0
PERIOD TOTAL	310	53	5	0	15	0	1	139	22	1	0	0	0	0	16	4	0	0	0	0	0
16:30 - 16:45	134	5	0	0	2	0	0	31	2	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	104	4	1	1	2	0	0	38	1	0	0	0	1	0	0	0	0	0	0	0	0
TOTAL	238	9	1	1	4	0	0	69	3	0	0	0	1	0	0	0	0	0	0	0	0
17:00 - 17:15	85	3	0	0	2	1	0	22	2	0	0	0	0	0	0	1	0	0	0	0	0
17:15 - 17:30	97	6	0	0	4	0	0	16	1	0	0	0	0	0	1	0	0	0	0	0	0
17:30 - 17:45	81	6	0	0	3	1	0	22	1	0	0	0	1	0	1	0	0	0	0	0	0
17:45 - 18:00	71	2	0	0	4	0	0	28	2	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL	334	17	0	0	13	2	0	88	6	0	0	0	1	0	3	1	0	0	0	0	0
18:00 - 18:15	80	5	0	0	1	0	0	28	6	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	59	4	0	0	3	0	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	139	9	0	0	4	0	0	46	8	0	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL	711	35	1	1	21	2	0	203	17	0	0	0	2	0	3	1	0	0	0	0	0
DAILY TOTAL	1021	88	6	1	36	2	1	342	39	1	0	0	2	0	19	5	0	0	0	0	0
GRAND TOTAL	1155							384							24						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 8

	MOVEMENT G							MOVEMENT H							MOVEMENT I						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0	0
TOTAL	0	1	0	0	0	0	0	4	2	0	0	0	0	0	3	3	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	6	0	0	0	0	0	0	2	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	8	0	0	0	0	0	0	3	1	0	0	0	0	0
PERIOD TOTAL	0	1	0	0	0	0	0	13	2	0	0	0	0	0	6	5	0	0	0	0	0
16:30 - 16:45	3	0	0	0	0	0	0	10	0	0	0	0	0	0	6	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	0	0	0	0	0	0
TOTAL	3	0	0	0	0	0	0	15	0	0	0	0	0	0	8	0	0	0	0	0	0
17:00 - 17:15	2	1	0	0	0	0	0	8	0	0	0	0	0	0	5	1	0	0	0	0	0
17:15 - 17:30	1	0	0	0	0	0	0	4	0	0	0	0	0	0	2	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0
17:45 - 18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	4	0	0	0	0	0	0
TOTAL	5	1	0	0	0	0	0	16	0	0	0	0	0	0	13	1	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	4	0	0	0	0	0	0	3	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	6	0	0	0	0	0	0	4	0	0	0	0	0	0
PERIOD TOTAL	8	1	0	0	0	0	0	37	0	0	0	0	0	0	25	1	0	0	0	0	0
DAILY TOTAL	8	2	0	0	0	0	0	50	2	0	0	0	0	0	31	6	0	0	0	0	0
GRAND TOTAL	10							52							37						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 8

	MOVEMENT J							MOVEMENT K							MOVEMENT L						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	1	0	0	0	0	0	0	31	8	0	0	0	0	0	12	4	1	0	0	0	0
07:45 - 08:00	3	0	0	0	0	0	0	39	6	0	0	0	0	0	29	3	0	0	0	0	0
TOTAL	4	0	0	0	0	0	0	70	14	0	0	0	0	0	41	7	1	0	0	0	0
08:00 - 08:15	4	0	0	0	0	0	0	35	2	0	0	0	0	0	38	5	0	0	0	0	0
08:15 - 08:30	9	0	0	0	0	0	0	44	3	0	0	0	0	0	35	2	0	0	0	0	0
08:30 - 08:45	2	0	0	0	0	0	0	60	4	0	0	0	0	0	51	4	2	0	0	0	0
08:45 - 09:00	5	1	0	0	0	0	0	48	5	0	0	0	0	0	49	2	0	0	0	0	0
TOTAL	20	1	0	0	0	0	0	187	14	0	0	0	0	0	173	13	2	0	0	0	0
09:00 - 09:15	3	1	0	0	0	0	0	30	1	0	0	0	0	0	35	8	0	0	0	0	0
09:15 - 09:30	8	0	0	0	0	0	0	35	3	0	0	0	0	0	35	3	0	0	0	0	0
TOTAL	11	1	0	0	0	0	0	65	4	0	0	0	0	0	70	11	0	0	0	0	0
PERIOD TOTAL	35	2	0	0	0	0	0	322	32	0	0	0	0	0	284	31	3	0	0	0	0
16:30 - 16:45	1	0	0	0	0	0	0	17	2	0	0	0	0	0	70	4	1	0	0	1	0
16:45 - 17:00	0	0	0	0	0	0	0	21	2	0	0	0	0	0	72	2	0	0	0	0	0
TOTAL	1	0	0	0	0	0	0	38	4	0	0	0	0	0	142	6	1	0	0	1	0
17:00 - 17:15	0	0	0	0	0	0	0	11	2	0	0	0	0	0	46	0	0	0	0	1	0
17:15 - 17:30	0	0	0	0	0	0	0	22	2	0	0	0	0	0	74	5	0	0	0	1	0
17:30 - 17:45	0	0	0	0	0	0	0	20	0	0	0	0	0	0	73	6	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	22	1	0	0	0	0	0	41	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	75	5	0	0	0	0	0	234	11	0	0	0	2	0
18:00 - 18:15	2	0	0	0	0	0	0	13	0	0	0	0	0	0	55	1	0	0	0	0	0
18:15 - 18:30	1	0	0	0	0	0	0	17	2	0	0	0	0	0	39	1	0	0	0	0	0
TOTAL	3	0	0	0	0	0	0	30	2	0	0	0	0	0	94	2	0	0	0	0	0
PERIOD TOTAL	4	0	0	0	0	0	0	143	11	0	0	0	0	0	470	19	1	0	0	3	0
DAILY TOTAL	39	2	0	0	0	0	0	465	43	0	0	0	0	0	754	50	4	0	0	3	0
GRAND TOTAL	41							508							811						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 8

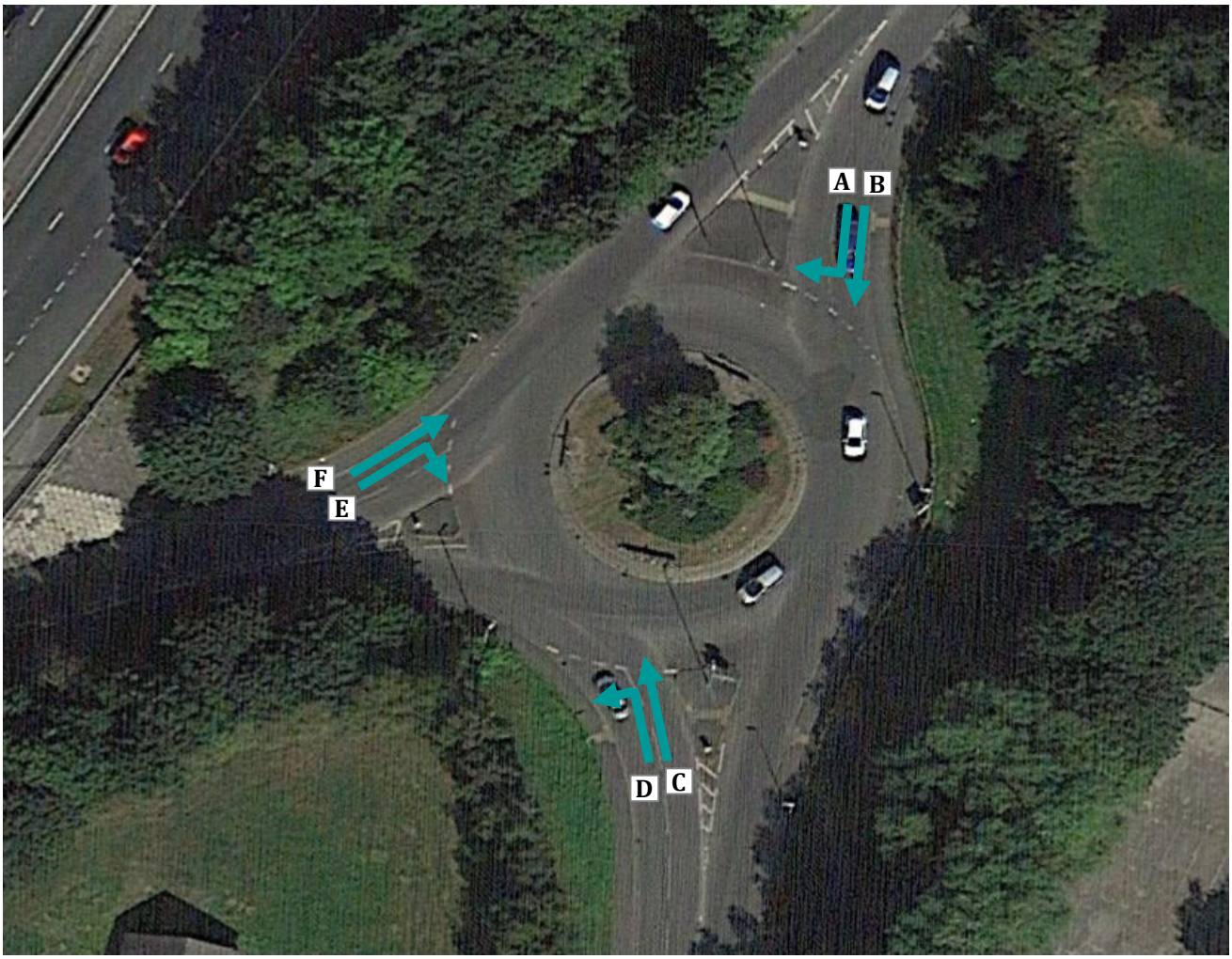
	ABC							DEF							GHI							JKL						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
09:00 - 09:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
16:30 - 16:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
PERIOD TOTAL	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
DAILY TOTAL	7	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0
GRAND TOTAL	8							1							0							3						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 9 - SITE PLAN



MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 9

	MOVEMENT A							MOVEMENT B						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	18	4	0	0	0	0	0	129	7	1	0	2	0	0
07:45 - 08:00	15	3	0	0	0	1	0	226	18	1	0	1	1	0
TOTAL	33	7	0	0	0	1	0	355	25	2	0	3	1	0
08:00 - 08:15	22	10	1	0	1	0	0	171	10	1	1	0	0	0
08:15 - 08:30	27	5	1	0	0	0	0	182	6	0	0	2	0	0
08:30 - 08:45	28	4	0	0	0	0	0	193	9	2	0	0	0	0
08:45 - 09:00	36	5	0	0	2	0	0	158	9	1	0	2	0	0
TOTAL	113	24	2	0	3	0	0	704	34	4	1	4	0	0
09:00 - 09:15	43	6	0	0	0	0	0	151	10	3	0	1	0	0
09:15 - 09:30	37	11	1	0	0	0	0	110	11	0	0	0	1	0
TOTAL	80	17	1	0	0	0	0	261	21	3	0	1	1	0
PERIOD TOTAL	226	48	3	0	3	1	0	1320	80	9	1	8	2	0
16:30 - 16:45	101	13	0	0	1	1	1	55	4	0	0	1	0	0
16:45 - 17:00	110	18	0	0	0	0	0	52	9	0	0	1	1	0
TOTAL	211	31	0	0	1	1	1	107	13	0	0	2	1	0
17:00 - 17:15	124	13	0	0	2	0	0	56	5	0	0	0	0	0
17:15 - 17:30	133	13	0	0	0	0	1	55	4	0	0	1	0	0
17:30 - 17:45	106	7	0	0	1	1	0	50	5	0	0	1	0	0
17:45 - 18:00	97	14	0	0	0	0	1	71	6	0	0	0	0	0
TOTAL	460	47	0	0	3	1	2	232	20	0	0	2	0	0
18:00 - 18:15	91	7	0	0	3	0	1	48	0	0	0	1	0	1
18:15 - 18:30	67	10	0	0	3	0	0	47	4	0	0	1	0	0
TOTAL	158	17	0	0	6	0	1	95	4	0	0	2	0	1
PERIOD TOTAL	829	95	0	0	10	2	4	434	37	0	0	6	1	1
DAILY TOTAL	1055	143	3	0	13	3	4	1754	117	9	1	14	3	1
GRAND TOTAL	1221							1899						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 9

	MOVEMENT C							MOVEMENT D						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	30	4	1	0	1	0	0	10	2	0	0	0	0	0
07:45 - 08:00	56	4	0	0	1	0	0	14	3	0	0	1	0	0
TOTAL	86	8	1	0	2	0	0	24	5	0	0	1	0	0
08:00 - 08:15	80	7	0	0	0	0	0	18	3	0	0	1	0	0
08:15 - 08:30	48	5	1	0	0	0	0	12	4	1	0	2	0	0
08:30 - 08:45	63	5	1	0	1	0	0	15	2	1	0	1	0	0
08:45 - 09:00	46	4	1	0	0	0	0	15	3	0	0	2	0	0
TOTAL	237	21	3	0	1	0	0	60	12	2	0	6	0	0
09:00 - 09:15	49	9	2	0	2	0	0	14	1	0	0	0	0	0
09:15 - 09:30	53	12	1	0	1	0	0	21	0	0	0	3	0	0
TOTAL	102	21	3	0	3	0	0	35	1	0	0	3	0	0
PERIOD TOTAL	425	50	7	0	6	0	0	119	18	2	0	10	0	0
16:30 - 16:45	145	7	0	0	0	0	0	67	3	0	0	0	1	0
16:45 - 17:00	134	3	2	0	2	0	0	69	3	0	0	2	0	0
TOTAL	279	10	2	0	2	0	0	136	6	0	0	2	1	0
17:00 - 17:15	93	0	0	0	1	0	0	52	1	0	0	1	2	0
17:15 - 17:30	115	5	0	0	0	0	0	68	5	0	0	3	2	0
17:30 - 17:45	123	8	0	0	3	0	0	63	4	0	0	1	0	0
17:45 - 18:00	89	3	0	0	1	0	0	65	1	0	0	3	0	0
TOTAL	420	16	0	0	5	0	0	248	11	0	0	8	4	0
18:00 - 18:15	106	4	0	0	0	0	0	41	2	0	0	1	1	0
18:15 - 18:30	67	3	0	0	0	0	0	40	4	0	0	3	0	0
TOTAL	173	7	0	0	0	0	0	81	6	0	0	4	1	0
PERIOD TOTAL	872	33	2	0	7	0	0	465	23	0	0	14	6	0
DAILY TOTAL	1297	83	9	0	13	0	0	584	41	2	0	24	6	0
GRAND TOTAL	1402							657						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 9

	MOVEMENT E							MOVEMENT F						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	46	5	0	0	1	0	1	100	18	0	0	2	2	0
07:45 - 08:00	76	11	0	0	0	0	0	136	26	1	0	0	0	1
TOTAL	122	16	0	0	1	0	1	236	44	1	0	2	2	1
08:00 - 08:15	98	4	0	0	3	0	0	152	17	0	0	2	1	0
08:15 - 08:30	109	8	0	0	1	0	0	149	17	1	0	3	2	0
08:30 - 08:45	108	7	1	0	2	0	0	124	20	1	0	0	0	0
08:45 - 09:00	80	1	1	1	2	0	0	104	7	1	0	0	0	0
TOTAL	395	20	2	1	8	0	0	529	61	3	0	5	3	0
09:00 - 09:15	49	3	0	0	1	0	0	80	11	1	0	0	0	0
09:15 - 09:30	32	1	0	0	2	1	0	67	4	0	0	0	0	0
TOTAL	81	4	0	0	3	1	0	147	15	1	0	0	0	0
PERIOD TOTAL	598	40	2	1	12	1	1	912	120	5	0	7	5	1
16:30 - 16:45	29	2	0	0	1	0	0	48	8	0	0	0	0	0
16:45 - 17:00	31	2	0	0	2	0	0	56	5	0	0	0	1	0
TOTAL	60	4	0	0	3	0	0	104	13	0	0	0	1	0
17:00 - 17:15	25	2	0	0	1	0	0	43	3	0	0	0	0	0
17:15 - 17:30	42	2	0	0	2	0	0	52	3	0	0	0	1	0
17:30 - 17:45	32	1	0	0	0	0	0	64	4	0	0	0	0	0
17:45 - 18:00	34	0	0	0	2	0	0	65	3	0	0	0	0	0
TOTAL	133	5	0	0	5	0	0	224	13	0	0	0	1	0
18:00 - 18:15	30	6	0	0	1	0	0	53	5	0	0	0	0	0
18:15 - 18:30	31	2	0	0	2	1	0	49	6	0	0	1	0	0
TOTAL	61	8	0	0	3	1	0	102	11	0	0	1	0	0
PERIOD TOTAL	254	17	0	0	11	1	0	430	37	0	0	1	2	0
DAILY TOTAL	852	57	2	1	23	2	1	1342	157	5	0	8	7	1
GRAND TOTAL	938							1520						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 9

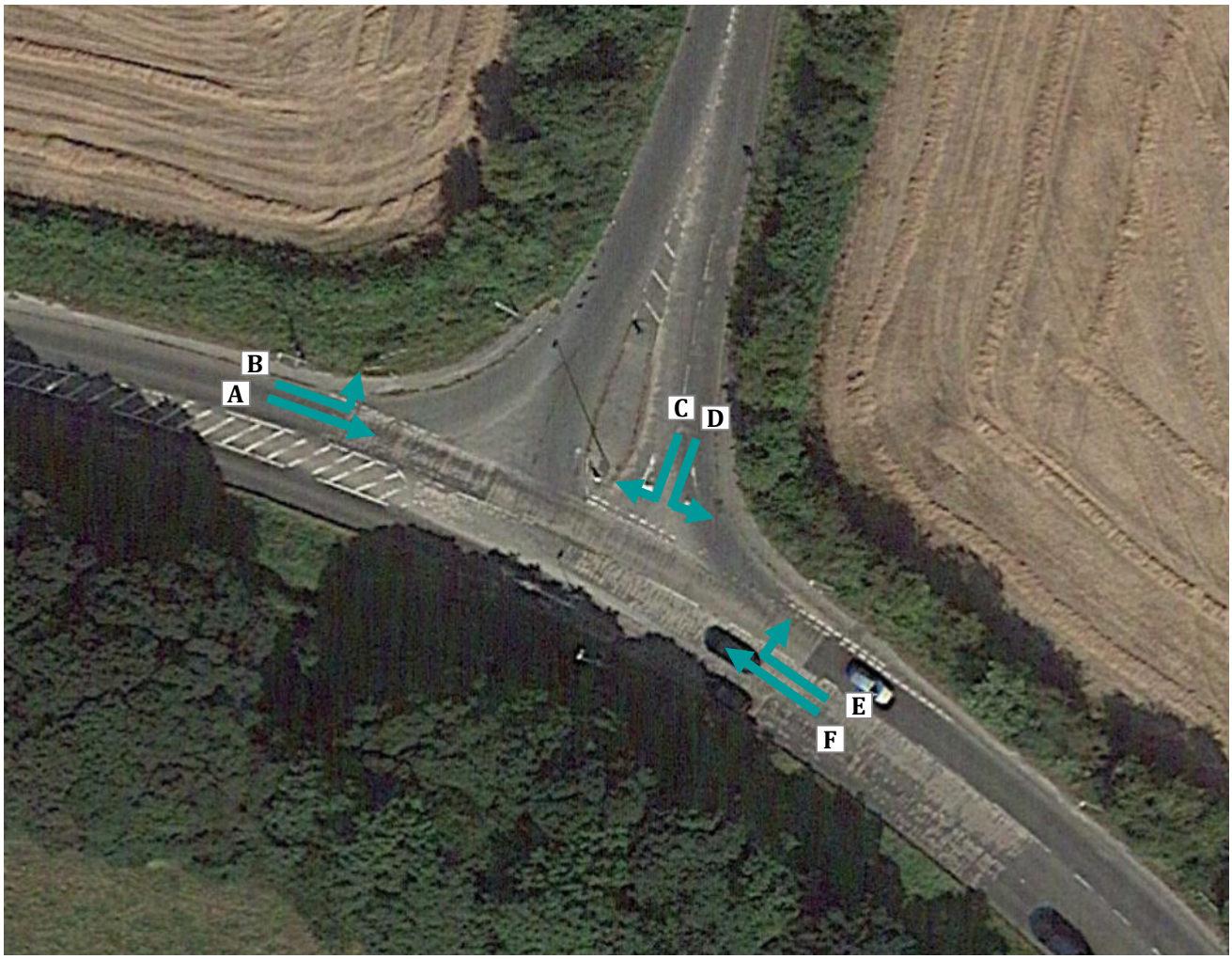
	AB							CD							EF						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL	2							1							0						

MERCURY
TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 10 - SITE PLAN



MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 10

	MOVEMENT A							MOVEMENT B						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	102	22	1	1	2	2	0	0	0	0	0	0	0	0
07:45 - 08:00	86	20	3	2	2	1	0	3	1	0	0	0	0	0
TOTAL	188	42	4	3	4	3	0	3	1	0	0	0	0	0
08:00 - 08:15	77	25	3	3	2	0	0	0	1	0	0	0	0	0
08:15 - 08:30	86	9	1	2	4	0	0	0	0	0	0	0	0	0
08:30 - 08:45	80	20	0	1	0	0	0	1	1	0	0	0	0	0
08:45 - 09:00	92	9	0	0	0	0	0	3	0	0	0	0	0	0
TOTAL	335	63	4	6	6	0	0	4	2	0	0	0	0	0
09:00 - 09:15	85	22	1	6	0	0	0	2	2	0	0	0	0	0
09:15 - 09:30	71	17	2	2	0	0	0	2	0	0	0	0	0	0
TOTAL	156	39	3	8	0	0	0	4	2	0	0	0	0	0
PERIOD TOTAL	679	144	11	17	10	3	0	11	5	0	0	0	0	0
16:30 - 16:45	82	16	1	1	1	0	0	2	1	0	0	0	0	0
16:45 - 17:00	79	16	0	1	0	0	0	1	2	0	0	0	0	0
TOTAL	161	32	1	2	1	0	0	3	3	0	0	0	0	0
17:00 - 17:15	86	20	0	2	1	0	0	4	0	0	0	1	0	0
17:15 - 17:30	99	13	0	0	0	1	0	0	0	0	0	0	0	0
17:30 - 17:45	101	17	1	0	0	0	0	2	0	0	0	0	0	0
17:45 - 18:00	98	16	2	1	0	1	0	2	0	0	0	0	0	0
TOTAL	384	66	3	3	1	2	0	8	0	0	0	1	0	0
18:00 - 18:15	96	11	0	2	0	0	0	1	0	0	0	0	0	0
18:15 - 18:30	91	6	1	0	0	1	0	1	0	0	0	0	0	0
TOTAL	187	17	1	2	0	1	0	2	0	0	0	0	0	0
PERIOD TOTAL	732	115	5	7	2	3	0	13	3	0	0	1	0	0
DAILY TOTAL	1411	259	16	24	12	6	0	24	8	0	0	1	0	0
GRAND TOTAL	1728							33						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 10

	MOVEMENT C							MOVEMENT D						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	1	0	0	0	0	0	0	79	19	1	0	2	1	0
07:45 - 08:00	0	0	0	0	0	0	0	100	18	0	1	1	0	0
TOTAL	1	0	0	0	0	0	0	179	37	1	1	3	1	0
08:00 - 08:15	1	1	0	0	0	0	0	104	13	0	0	1	0	0
08:15 - 08:30	0	0	0	0	0	0	0	102	7	0	0	1	0	0
08:30 - 08:45	0	0	0	0	0	0	0	92	5	1	1	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	72	10	0	0	1	0	0
TOTAL	1	1	0	0	0	0	0	370	35	1	1	3	0	0
09:00 - 09:15	1	0	0	0	0	0	0	57	4	0	1	0	0	0
09:15 - 09:30	3	1	0	0	0	0	0	52	17	2	0	0	0	0
TOTAL	4	1	0	0	0	0	0	109	21	2	1	0	0	0
PERIOD TOTAL	6	2	0	0	0	0	0	658	93	4	3	6	1	0
16:30 - 16:45	0	0	0	0	0	0	0	47	9	1	0	0	0	0
16:45 - 17:00	1	0	0	0	0	0	0	56	8	0	0	0	0	0
TOTAL	1	0	0	0	0	0	0	103	17	1	0	0	0	0
17:00 - 17:15	1	0	0	0	0	0	0	66	11	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	70	13	0	0	0	0	0
17:30 - 17:45	1	0	0	0	0	0	0	63	11	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	58	9	1	0	1	0	0
TOTAL	2	0	0	0	0	0	0	257	44	1	0	1	0	0
18:00 - 18:15	1	0	0	0	0	0	0	49	8	0	0	0	1	0
18:15 - 18:30	0	0	0	0	0	0	0	47	4	0	0	0	0	0
TOTAL	1	0	0	0	0	0	0	96	12	0	0	0	1	0
PERIOD TOTAL	4	0	0	0	0	0	0	456	73	2	0	1	1	0
DAILY TOTAL	10	2	0	0	0	0	0	1114	166	6	3	7	2	0
GRAND TOTAL	12							1298						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 10

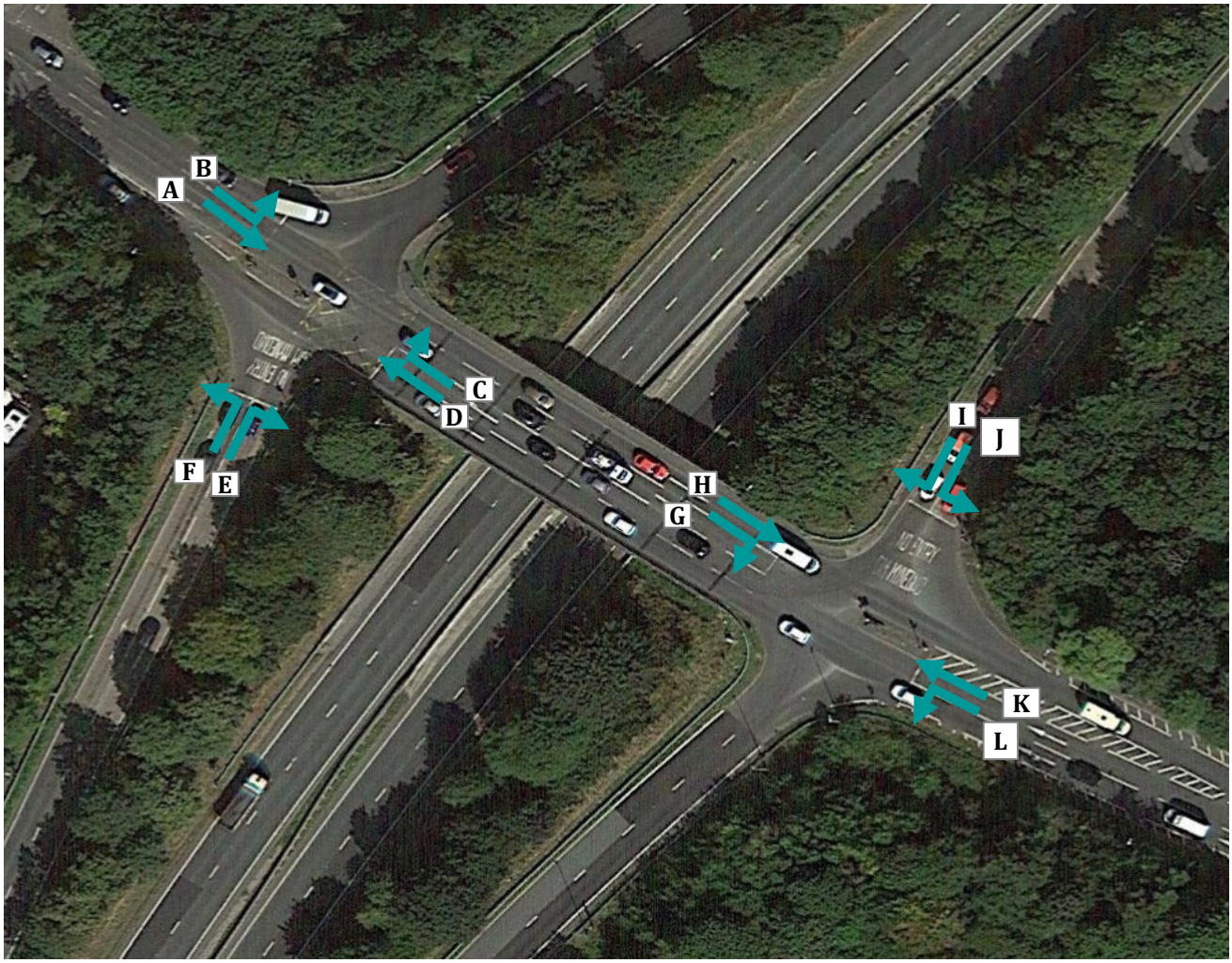
	MOVEMENT E							MOVEMENT F						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	16	10	1	1	0	0	0	39	20	3	0	0	0	0
07:45 - 08:00	39	6	1	0	2	0	0	62	18	10	2	0	0	0
TOTAL	55	16	2	1	2	0	0	101	38	13	2	0	0	0
08:00 - 08:15	58	9	0	0	1	1	0	55	24	0	2	0	0	0
08:15 - 08:30	59	16	0	1	1	0	0	81	26	1	3	2	0	0
08:30 - 08:45	58	8	0	0	1	0	0	74	27	5	0	6	0	0
08:45 - 09:00	62	10	2	0	0	0	0	65	18	1	2	3	0	0
TOTAL	237	43	2	1	3	1	0	275	95	7	7	11	0	0
09:00 - 09:15	51	8	0	1	4	0	0	65	17	4	1	0	0	0
09:15 - 09:30	28	9	3	2	0	1	0	55	23	4	2	0	0	0
TOTAL	79	17	3	3	4	1	0	120	40	8	3	0	0	0
PERIOD TOTAL	371	76	7	5	9	2	0	496	173	28	12	11	0	0
16:30 - 16:45	80	16	0	0	0	2	0	140	27	1	1	0	2	1
16:45 - 17:00	103	17	0	0	0	0	0	138	22	1	0	0	0	0
TOTAL	183	33	0	0	0	2	0	278	49	2	1	0	2	1
17:00 - 17:15	93	13	0	0	0	1	0	139	23	0	0	0	0	0
17:15 - 17:30	95	16	0	0	0	0	0	160	18	1	1	0	0	0
17:30 - 17:45	87	12	0	0	0	0	0	141	16	0	1	1	0	0
17:45 - 18:00	82	9	0	1	0	0	0	146	12	0	0	1	0	0
TOTAL	357	50	0	1	0	1	0	586	69	1	2	2	0	0
18:00 - 18:15	78	10	0	1	0	0	0	144	14	0	0	1	0	0
18:15 - 18:30	64	8	0	0	0	0	0	109	13	0	0	1	1	0
TOTAL	142	18	0	1	0	0	0	253	27	0	0	2	1	0
PERIOD TOTAL	682	101	0	2	0	3	0	1117	145	3	3	4	3	1
DAILY TOTAL	1053	177	7	7	9	5	0	1613	318	31	15	15	3	1
GRAND TOTAL	1258							1996						

MERCURY
TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 11 - SITE PLAN



MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 11

	MOVEMENT A							MOVEMENT B						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	89	21	1	0	2	2	0	88	15	1	2	0	0	0
07:45 - 08:00	88	30	3	2	4	0	0	85	11	1	0	0	2	0
TOTAL	177	51	4	2	6	2	0	173	26	2	2	0	2	0
08:00 - 08:15	113	27	2	1	3	0	0	57	11	1	3	1	0	0
08:15 - 08:30	130	18	1	0	5	0	0	74	3	0	0	0	0	0
08:30 - 08:45	132	18	1	1	0	0	1	53	8	0	3	0	0	0
08:45 - 09:00	132	10	0	0	0	0	1	66	10	0	0	1	0	0
TOTAL	507	73	4	2	8	0	2	250	32	1	6	2	0	0
09:00 - 09:15	92	13	0	5	0	0	0	40	9	1	0	0	0	0
09:15 - 09:30	83	19	4	2	0	0	0	38	13	1	0	0	0	0
TOTAL	175	32	4	7	0	0	0	78	22	2	0	0	0	0
PERIOD TOTAL	859	156	12	11	14	2	2	501	80	5	8	2	2	0
16:30 - 16:45	84	23	0	0	1	0	0	65	7	1	1	0	0	0
16:45 - 17:00	80	12	1	1	0	0	0	49	7	0	0	0	0	0
TOTAL	164	35	1	1	1	0	0	114	14	1	1	0	0	0
17:00 - 17:15	89	25	0	2	0	1	0	67	11	0	0	1	0	0
17:15 - 17:30	86	20	0	0	0	2	0	67	9	0	0	0	0	0
17:30 - 17:45	92	14	0	0	0	0	0	74	10	1	0	0	0	0
17:45 - 18:00	102	11	0	0	1	0	0	55	12	2	1	0	1	0
TOTAL	369	70	0	2	1	3	0	263	42	3	1	1	1	0
18:00 - 18:15	99	14	0	2	0	0	0	44	6	0	0	0	1	0
18:15 - 18:30	99	3	1	0	0	1	0	39	5	0	0	0	0	0
TOTAL	198	17	1	2	0	1	0	83	11	0	0	0	1	0
PERIOD TOTAL	731	122	2	5	2	4	0	460	67	4	2	1	2	0
DAILY TOTAL	1590	278	14	16	16	6	2	961	147	9	10	3	4	0
GRAND TOTAL	1922							1134						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 11

	MOVEMENT C							MOVEMENT D						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	28	5	1	0	0	0	0	32	17	3	0	0	0	0
07:45 - 08:00	27	6	1	0	0	0	0	69	14	7	1	1	0	0
TOTAL	55	11	2	0	0	0	0	101	31	10	1	1	0	0
08:00 - 08:15	26	4	1	0	0	0	0	76	24	0	1	1	1	0
08:15 - 08:30	28	2	0	0	0	0	0	90	29	1	2	3	0	0
08:30 - 08:45	30	4	1	0	0	0	0	99	20	1	0	7	0	0
08:45 - 09:00	36	4	0	0	0	0	0	87	15	3	1	3	0	0
TOTAL	120	14	2	0	0	0	0	352	88	5	4	14	1	0
09:00 - 09:15	38	4	1	1	0	0	0	81	15	2	1	4	0	0
09:15 - 09:30	21	5	1	1	0	0	0	61	21	4	2	0	1	0
TOTAL	59	9	2	2	0	0	0	142	36	6	3	4	1	0
PERIOD TOTAL	234	34	6	2	0	0	0	595	155	21	8	19	2	0
16:30 - 16:45	38	6	0	0	0	0	0	163	29	1	1	0	4	0
16:45 - 17:00	23	2	0	1	0	0	0	178	28	1	0	0	0	0
TOTAL	61	8	0	1	0	0	0	341	57	2	1	0	4	0
17:00 - 17:15	29	3	0	0	0	0	0	167	23	0	0	0	0	0
17:15 - 17:30	25	2	0	0	0	0	0	195	20	0	0	0	0	0
17:30 - 17:45	32	2	0	0	0	0	0	174	16	0	0	0	0	0
17:45 - 18:00	22	2	0	0	0	0	0	173	12	0	0	0	0	0
TOTAL	108	9	0	0	0	0	0	709	71	0	0	0	0	0
18:00 - 18:15	24	1	0	0	0	0	0	163	13	0	1	0	0	0
18:15 - 18:30	24	3	0	0	0	0	0	126	15	0	0	0	1	0
TOTAL	48	4	0	0	0	0	0	289	28	0	1	0	1	0
PERIOD TOTAL	217	21	0	1	0	0	0	1339	156	2	2	0	5	0
DAILY TOTAL	451	55	6	3	0	0	0	1934	311	23	10	19	7	0
GRAND TOTAL	515							2304						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 11

	MOVEMENT E							MOVEMENT F						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	78	12	0	0	0	1	0	24	11	0	1	0	0	0
07:45 - 08:00	86	7	0	0	0	0	0	35	9	4	1	1	0	0
TOTAL	164	19	0	0	0	1	0	59	20	4	2	1	0	0
08:00 - 08:15	82	1	0	1	1	0	0	37	14	0	1	0	0	0
08:15 - 08:30	92	9	1	0	0	0	0	47	13	0	2	0	0	0
08:30 - 08:45	113	2	0	0	0	0	0	33	16	4	0	0	0	0
08:45 - 09:00	101	9	0	0	1	0	0	40	13	1	1	0	0	0
TOTAL	388	21	1	1	2	0	0	157	56	5	4	0	0	0
09:00 - 09:15	60	2	0	0	0	1	0	34	10	1	1	0	0	0
09:15 - 09:30	62	8	0	0	0	0	0	25	10	4	3	0	0	0
TOTAL	122	10	0	0	0	1	0	59	20	5	4	0	0	0
PERIOD TOTAL	674	50	1	1	2	2	0	275	96	14	10	1	0	0
16:30 - 16:45	24	4	1	0	0	0	0	55	16	0	0	0	0	0
16:45 - 17:00	31	4	0	0	0	0	0	58	18	0	0	0	0	0
TOTAL	55	8	1	0	0	0	0	113	34	0	0	0	0	0
17:00 - 17:15	23	4	0	0	0	0	0	65	15	0	0	0	1	0
17:15 - 17:30	28	2	0	0	0	0	0	55	17	1	1	0	0	0
17:30 - 17:45	26	2	0	0	0	0	0	51	11	0	1	1	0	0
17:45 - 18:00	42	1	2	0	0	0	0	49	8	0	1	1	0	0
TOTAL	119	9	2	0	0	0	0	220	51	1	3	2	1	0
18:00 - 18:15	33	2	0	0	0	0	0	62	11	0	0	1	0	0
18:15 - 18:30	24	2	0	0	0	0	0	44	6	0	0	1	0	0
TOTAL	57	4	0	0	0	0	0	106	17	0	0	2	0	0
PERIOD TOTAL	231	21	3	0	0	0	0	439	102	1	3	4	1	0
DAILY TOTAL	905	71	4	1	2	2	0	714	198	15	13	5	1	0
GRAND TOTAL	985							946						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 11

	MOVEMENT G							MOVEMENT H						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	40	15	0	0	2	2	0	130	17	1	0	0	1	0
07:45 - 08:00	33	15	3	1	2	0	0	145	22	0	0	2	0	0
TOTAL	73	30	3	1	4	2	0	275	39	1	0	2	1	0
08:00 - 08:15	38	14	0	3	1	0	0	154	15	1	1	3	0	0
08:15 - 08:30	48	15	1	0	0	0	0	180	10	1	0	5	0	0
08:30 - 08:45	26	8	0	1	0	0	0	221	9	1	0	0	0	1
08:45 - 09:00	41	7	0	0	0	0	0	194	15	0	0	1	0	1
TOTAL	153	44	1	4	1	0	0	749	49	3	1	9	0	2
09:00 - 09:15	34	6	0	0	0	0	0	120	10	0	0	0	1	0
09:15 - 09:30	25	13	2	2	0	0	0	124	15	2	0	0	0	0
TOTAL	59	19	2	2	0	0	0	244	25	2	0	0	1	0
PERIOD TOTAL	285	93	6	7	5	2	0	1268	113	6	1	11	2	2
16:30 - 16:45	42	16	1	0	0	0	0	71	14	0	0	1	0	0
16:45 - 17:00	32	7	1	1	0	0	0	77	10	0	0	0	0	0
TOTAL	74	23	2	1	0	0	0	148	24	0	0	1	0	0
17:00 - 17:15	36	14	0	2	0	1	0	70	13	0	0	0	0	0
17:15 - 17:30	37	13	0	0	0	1	0	82	10	0	0	0	1	0
17:30 - 17:45	28	6	0	0	0	0	0	86	6	0	0	0	0	0
17:45 - 18:00	34	8	0	0	1	0	0	118	5	2	0	0	0	0
TOTAL	135	41	0	2	1	2	0	356	34	2	0	0	1	0
18:00 - 18:15	32	7	0	1	0	0	0	93	10	0	1	0	0	0
18:15 - 18:30	46	2	0	0	0	0	0	84	3	1	0	0	1	0
TOTAL	78	9	0	1	0	0	0	177	13	1	1	0	1	0
PERIOD TOTAL	287	73	2	4	1	2	0	681	71	3	1	1	2	0
DAILY TOTAL	572	166	8	11	6	4	0	1949	184	9	2	12	4	2
GRAND TOTAL	767							2162						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 11

	MOVEMENT I							MOVEMENT J						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	22	11	3	0	0	0	0	20	7	0	0	0	0	0
07:45 - 08:00	38	11	6	1	0	0	0	40	5	0	2	0	0	0
TOTAL	60	22	9	1	0	0	0	60	12	0	2	0	0	0
08:00 - 08:15	42	18	0	1	0	0	0	64	8	1	0	0	1	0
08:15 - 08:30	49	21	1	1	2	0	0	66	4	0	0	0	0	0
08:30 - 08:45	45	12	0	0	1	0	0	64	5	0	0	0	0	0
08:45 - 09:00	37	9	1	1	2	0	0	60	4	0	0	0	0	0
TOTAL	173	60	2	3	5	0	0	254	21	1	0	0	1	0
09:00 - 09:15	39	13	2	3	3	0	0	48	4	0	1	0	0	0
09:15 - 09:30	34	14	4	1	0	0	0	19	4	0	0	0	0	0
TOTAL	73	27	6	4	3	0	0	67	8	0	1	0	0	0
PERIOD TOTAL	306	109	17	8	8	0	0	381	41	1	3	0	1	0
16:30 - 16:45	87	20	1	1	0	2	0	68	6	0	0	0	0	0
16:45 - 17:00	106	16	1	0	0	0	0	35	6	1	0	0	0	0
TOTAL	193	36	2	1	0	2	0	103	12	1	0	0	0	0
17:00 - 17:15	102	15	0	0	0	0	0	36	4	0	0	0	0	0
17:15 - 17:30	127	7	0	0	0	0	0	48	2	0	0	0	2	0
17:30 - 17:45	95	13	0	0	0	0	0	28	3	0	0	0	0	0
17:45 - 18:00	94	8	0	0	0	0	0	52	5	0	0	0	0	0
TOTAL	418	43	0	0	0	0	0	164	14	0	0	0	2	0
18:00 - 18:15	91	7	0	1	0	0	0	37	1	1	0	0	0	0
18:15 - 18:30	74	5	0	0	0	0	0	26	3	0	0	0	0	0
TOTAL	165	12	0	1	0	0	0	63	4	1	0	0	0	0
PERIOD TOTAL	776	91	2	2	0	2	0	330	30	2	0	0	2	0
DAILY TOTAL	1082	200	19	10	8	2	0	711	71	3	3	0	3	0
GRAND TOTAL	1321							791						

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 11

	MOVEMENT K							MOVEMENT L						
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30 - 07:45	41	11	1	0	0	0	0	26	6	0	1	0	0	0
07:45 - 08:00	61	9	2	0	1	0	0	27	6	0	0	0	0	0
TOTAL	102	20	3	0	1	0	0	53	12	0	1	0	0	0
08:00 - 08:15	59	9	1	1	1	1	0	28	4	0	0	1	0	0
08:15 - 08:30	70	9	0	1	1	0	0	16	4	0	0	0	0	0
08:30 - 08:45	89	11	2	0	6	0	0	15	7	0	0	0	0	0
08:45 - 09:00	89	11	1	0	1	0	0	14	1	1	0	0	0	0
TOTAL	307	40	4	2	9	1	0	73	16	1	0	1	0	0
09:00 - 09:15	73	9	1	0	1	0	0	16	4	0	0	0	0	0
09:15 - 09:30	48	9	1	1	0	1	0	20	3	0	0	0	0	0
TOTAL	121	18	2	1	1	1	0	36	7	0	0	0	0	0
PERIOD TOTAL	530	78	9	3	11	2	0	162	35	1	1	1	0	0
16:30 - 16:45	113	14	0	0	0	2	0	44	3	0	0	0	0	0
16:45 - 17:00	96	11	0	1	0	0	0	33	1	0	0	0	0	0
TOTAL	209	25	0	1	0	2	0	77	4	0	0	0	0	0
17:00 - 17:15	107	14	0	0	0	0	0	62	4	0	0	0	0	0
17:15 - 17:30	93	13	0	0	0	0	0	32	2	0	0	0	0	0
17:30 - 17:45	113	6	0	0	0	0	0	50	2	0	0	0	0	0
17:45 - 18:00	107	9	0	0	0	0	0	42	10	0	0	0	0	0
TOTAL	420	42	0	0	0	0	0	186	18	0	0	0	0	0
18:00 - 18:15	98	8	0	0	0	0	0	57	1	0	0	0	0	0
18:15 - 18:30	75	11	1	0	0	1	0	30	3	0	0	0	1	0
TOTAL	173	19	1	0	0	1	0	87	4	0	0	0	1	0
PERIOD TOTAL	802	86	1	1	0	3	0	350	26	0	0	0	1	0
DAILY TOTAL	1332	164	10	4	11	5	0	512	61	1	1	1	1	0
GRAND TOTAL	1526							577						

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 1 - SITE PLAN



MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 1

(LANE 1 IS NEARSIDE TO KERB)

Time	Vehicle Count LANE 1							PCU TOTAL	Vehicle Count LANE 2							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C		CARS	LGV	OGV3	OGV4	PSV	M/C	B/C	
07:30 - 07:35	4	0	0	0	0	0	0	**4**	2	1	0	0	0	0	0	**3**
07:35 - 07:40	1	1	0	0	0	0	0	**2**	4	0	1	0	0	0	0	**5.5**
07:40 - 07:45	2	1	0	0	0	0	0	**3**	1	3	0	0	0	0	0	**4**
07:45 - 07:50	7	0	0	0	0	0	0	**7**	2	1	0	0	0	0	0	**3**
07:50 - 07:55	3	0	0	0	0	0	0	**3**	4	0	0	0	0	0	0	**4**
07:55 - 08:00	12	0	0	0	0	0	0	**12**	1	0	0	2	0	0	0	**6**
08:00 - 08:05	10	0	0	0	0	0	0	**10**	3	0	0	0	1	0	0	**5**
08:05 - 08:10	9	0	0	0	0	0	0	**9**	7	1	0	0	0	0	0	**8**
08:10 - 08:15	6	0	0	0	0	0	0	**6**	12	1	0	0	1	0	0	**15**
08:15 - 08:20	6	0	0	0	0	0	0	**6**	5	0	0	0	0	0	0	**5**
08:20 - 08:25	11	0	0	0	0	0	0	**11**	6	0	0	0	0	0	0	**6**
08:25 - 08:30	7	0	0	0	0	0	0	**7**	9	0	0	0	3	0	0	**15**
08:30 - 08:35	8	0	0	0	0	0	0	**8**	10	2	0	0	0	0	0	**12**
08:35 - 08:40	6	0	0	0	0	0	0	**6**	10	1	0	0	0	0	0	**11**
08:40 - 08:45	8	0	0	0	0	0	0	**8**	5	1	0	0	0	0	0	**6**
08:45 - 08:50	3	1	0	0	0	0	0	**4**	9	0	0	0	0	0	0	**9**
08:50 - 08:55	5	0	0	0	0	0	0	**5**	6	0	0	0	0	0	0	**6**
08:55 - 09:00	6	1	0	0	0	0	0	**7**	4	1	0	0	0	0	0	**5**
09:00 - 09:05	4	1	0	0	0	0	0	**5**	6	1	0	0	0	0	0	**7**
09:05 - 09:10	4	0	0	0	0	0	0	**4**	3	0	0	0	0	0	0	**3**
09:10 - 09:15	1	0	0	0	0	0	0	**1**	5	0	0	0	0	0	0	**5**
09:15 - 09:20	2	0	0	0	0	0	0	**2**	2	0	0	0	0	0	0	**2**
09:20 - 09:25	5	0	0	0	0	0	0	**5**	3	0	0	0	0	0	0	**3**
09:25 - 09:30	3	0	0	0	0	0	0	**3**	2	0	0	0	0	0	0	**2**
PERIOD TOTAL	**133**	**5**	**0**	**0**	**0**	**0**	**0**	**138**	**121**	**13**	**1**	**2**	**5**	**0**	**0**	**151**
PERIOD AVG	**5.54**	**0.21**	**0**	**0**	**0**	**0**	**0**	**5.75**	**5.04**	**0.54**	**0.04**	**0.08**	**0.21**	**0**	**0**	**6.27**
16:30 - 16:35	4	0	0	0	0	0	0	**4**	3	1	0	0	0	0	0	**4**
16:35 - 16:40	4	0	0	0	0	0	0	**4**	6	2	0	0	1	0	0	**10**
16:40 - 16:45	2	0	0	0	0	0	0	**2**	4	1	0	0	0	0	0	**5**
16:45 - 16:50	1	0	0	0	0	0	0	**1**	5	0	0	0	0	0	0	**5**
16:50 - 16:55	1	0	0	0	0	0	0	**1**	6	1	0	0	0	0	0	**7**
16:55 - 17:00	2	0	0	0	0	0	0	**2**	10	0	0	0	0	0	0	**10**
17:00 - 17:05	2	0	0	0	0	0	0	**2**	6	0	0	0	0	0	0	**6**
17:05 - 17:10	5	0	0	0	0	0	0	**5**	7	2	0	0	0	0	0	**9**
17:10 - 17:15	3	0	0	0	0	0	0	**3**	7	2	0	0	0	0	0	**9**
17:15 - 17:20	2	0	0	0	0	0	0	**2**	9	0	0	0	0	1	0	**9.5**
17:20 - 17:25	1	0	0	0	0	0	0	**1**	6	1	0	0	0	0	0	**7**
17:25 - 17:30	6	1	0	0	0	0	0	**7**	6	0	0	0	0	0	0	**6**
17:30 - 17:35	3	0	0	0	0	0	0	**3**	9	2	0	0	0	0	0	**11**
17:35 - 17:40	3	0	0	0	0	0	0	**3**	9	0	0	0	0	0	0	**9**
17:40 - 17:45	2	0	0	0	0	0	0	**2**	4	0	0	0	0	0	0	**4**
17:45 - 17:50	3	0	0	0	0	0	0	**3**	8	0	0	0	0	0	0	**8**
17:50 - 17:55	6	0	0	0	0	0	0	**6**	5	0	0	0	0	0	0	**5**
17:55 - 18:00	5	0	1	0	0	0	0	**6.5**	7	2	0	0	0	0	0	**9**
18:00 - 18:05	1	0	0	0	0	0	0	**1**	4	1	0	0	0	0	0	**5**
18:05 - 18:10	4	0	0	0	0	0	0	**4**	9	0	0	0	0	0	0	**9**
18:10 - 18:15	1	0	0	0	0	0	0	**1**	6	0	0	0	0	0	0	**6**
18:15 - 18:20	3	0	0	0	0	0	0	**3**	2	0	0	0	0	0	0	**2**
18:20 - 18:25	2	0	0	0	0	0	0	**2**	6	0	0	0	0	0	0	**6**
18:25 - 18:30	3	1	0	0	0	0	0	**4**	3	0	0	0	0	0	0	**3**
PERIOD TOTAL	**69**	**2**	**1**	**0**	**0**	**0**	**0**	**72.5**	**147**	**15**	**0**	**0**	**1**	**1**	**0**	**165**
PERIOD AVG	**2.88**	**0.08**	**0.04**	**0**	**0**	**0**	**0**	**3.0**	**6.13**	**0.63**	**0**	**0**	**0.04**	**0.04**	**0**	**6.85**
DAILY TOTAL	**202**	**7**	**1**	**0**	**0**	**0**	**0**	**210.5**	**268**	**28**	**1**	**2**	**6**	**1**	**0**	**315**
DAILY AVG	**4.21**	**0.15**	**0.02**	**0**	**0**	**0**	**0**	**4.4**	**5.58**	**0.58**	**0.02**	**0.04**	**0.13**	**0.02**	**0**	**6.56**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 1

(LANE 1 IS NEARSIDE TO KERB)

Time			Vehicle Count LANE 1							PCU TOTAL
			CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30	-	07:35	3	1	0	0	0	0	0	**4**
07:35	-	07:40	3	0	0	0	0	0	0	**3**
07:40	-	07:45	3	0	0	0	0	0	0	**3**
07:45	-	07:50	3	0	0	0	0	0	0	**3**
07:50	-	07:55	5	4	0	0	0	0	0	**9**
07:55	-	08:00	8	0	0	0	0	0	0	**8**
08:00	-	08:05	6	0	0	0	0	0	0	**6**
08:05	-	08:10	8	0	0	0	0	0	0	**8**
08:10	-	08:15	7	2	0	0	0	0	0	**9**
08:15	-	08:20	3	0	0	0	0	0	0	**3**
08:20	-	08:25	7	1	0	1	0	0	0	**10.5**
08:25	-	08:30	10	0	0	0	0	0	0	**10**
08:30	-	08:35	7	2	0	0	0	0	0	**9**
08:35	-	08:40	10	0	0	0	0	0	0	**10**
08:40	-	08:45	4	1	0	0	0	0	0	**5**
08:45	-	08:50	4	0	0	0	0	0	0	**4**
08:50	-	08:55	3	1	0	0	0	0	0	**4**
08:55	-	09:00	5	0	0	0	0	0	0	**5**
09:00	-	09:05	1	0	2	0	0	0	0	**4**
09:05	-	09:10	2	0	0	0	0	0	0	**2**
09:10	-	09:15	4	3	0	0	0	0	0	**7**
09:15	-	09:20	2	1	0	0	0	0	0	**3**
09:20	-	09:25	4	0	0	0	0	0	0	**4**
09:25	-	09:30	2	1	0	0	0	0	0	**3**
PERIOD TOTAL			**114**	**17**	**2**	**1**	**0**	**0**	**0**	**137**
PERIOD AVG			**4.75**	**0.71**	**0.08**	**0.04**	**0**	**0**	**0**	**5.69**
16:30	-	16:35	9	0	0	0	0	0	0	**9**
16:35	-	16:40	10	0	0	0	0	0	0	**10**
16:40	-	16:45	8	0	0	0	0	0	0	**8**
16:45	-	16:50	6	0	0	0	0	0	0	**6**
16:50	-	16:55	10	0	0	0	0	0	0	**10**
16:55	-	17:00	8	0	0	0	0	0	0	**8**
17:00	-	17:05	6	0	0	0	0	0	0	**6**
17:05	-	17:10	10	0	0	0	0	0	0	**10**
17:10	-	17:15	10	0	0	0	0	0	0	**10**
17:15	-	17:20	10	0	0	0	0	0	0	**10**
17:20	-	17:25	10	0	0	0	0	0	0	**10**
17:25	-	17:30	10	1	0	0	0	0	0	**11**
17:30	-	17:35	11	0	0	0	0	0	0	**11**
17:35	-	17:40	10	1	0	0	0	0	0	**11**
17:40	-	17:45	6	1	0	0	0	0	0	**7**
17:45	-	17:50	9	0	0	0	0	0	0	**9**
17:50	-	17:55	8	1	0	0	0	0	0	**9**
17:55	-	18:00	8	0	0	0	0	0	0	**8**
18:00	-	18:05	6	0	0	0	0	0	0	**6**
18:05	-	18:10	10	0	0	0	0	0	0	**10**
18:10	-	18:15	5	0	0	0	0	0	0	**5**
18:15	-	18:20	6	0	0	0	0	0	0	**6**
18:20	-	18:25	3	0	0	0	0	0	0	**3**
18:25	-	18:30	6	0	0	0	0	0	0	**6**
PERIOD TOTAL			**195**	**4**	**0**	**0**	**0**	**0**	**0**	**199**
PERIOD AVG			**8.13**	**0.17**	**0**	**0**	**0**	**0**	**0**	**8.29**
DAILY TOTAL			**309**	**21**	**2**	**1**	**0**	**0**	**0**	**336**
DAILY AVG			**6.44**	**0.44**	**0.04**	**0.02**	**0**	**0**	**0**	**6.99**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 1

(LANE 1 IS NEARSIDE TO KERB)

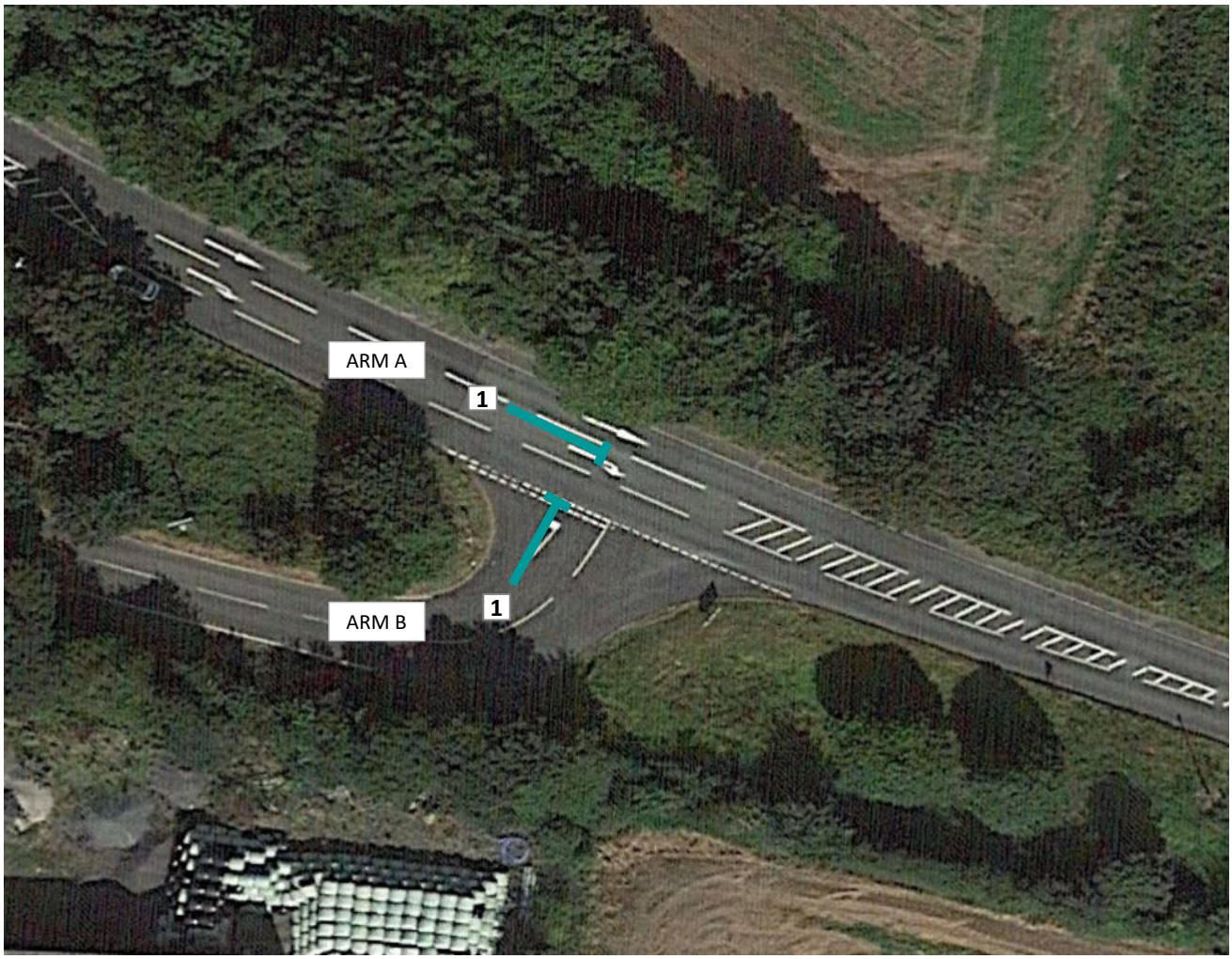
Time	Vehicle Count LANE 1							PCU TOTAL	Vehicle Count LANE 2							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C		CARS	LGV	OGV3	OGV4	PSV	M/C	B/C	
07:30 - 07:35	2	0	0	1	0	0	0	**4.5**	3	0	0	0	0	0	0	**3**
07:35 - 07:40	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**
07:40 - 07:45	2	0	0	0	0	0	0	**2**	2	0	0	0	0	0	0	**2**
07:45 - 07:50	2	0	0	0	0	0	0	**2**	3	0	0	0	0	0	0	**3**
07:50 - 07:55	0	0	0	0	1	0	0	**2**	0	1	0	0	0	0	0	**1**
07:55 - 08:00	1	1	0	0	0	0	0	**2**	3	0	0	0	0	0	0	**3**
08:00 - 08:05	2	0	0	0	0	0	0	**2**	3	1	0	0	0	0	0	**4**
08:05 - 08:10	2	0	0	0	0	0	0	**2**	3	0	0	0	0	0	0	**3**
08:10 - 08:15	3	1	0	0	0	0	0	**4**	3	0	0	0	0	0	0	**3**
08:15 - 08:20	2	0	0	0	0	0	0	**2**	4	0	0	0	0	0	0	**4**
08:20 - 08:25	2	0	0	0	0	0	0	**2**	3	1	0	0	0	0	0	**4**
08:25 - 08:30	1	1	0	0	1	0	0	**4**	4	0	0	0	0	0	0	**4**
08:30 - 08:35	4	0	0	0	0	0	0	**4**	8	0	0	0	0	0	0	**8**
08:35 - 08:40	2	0	0	0	1	0	0	**4**	4	0	2	0	0	0	0	**7**
08:40 - 08:45	4	0	0	0	0	0	0	**4**	2	1	0	0	0	0	0	**3**
08:45 - 08:50	3	1	0	0	0	0	0	**4**	3	0	0	0	0	0	0	**3**
08:50 - 08:55	1	1	0	0	0	0	0	**2**	3	0	0	0	0	0	0	**3**
08:55 - 09:00	4	0	0	0	0	0	0	**4**	3	0	0	0	0	0	0	**3**
09:00 - 09:05	1	0	0	0	0	0	0	**1**	3	0	0	0	0	0	0	**3**
09:05 - 09:10	4	0	0	0	0	0	0	**4**	3	0	0	0	0	0	0	**3**
09:10 - 09:15	3	0	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**
09:15 - 09:20	2	0	0	0	0	0	0	**2**	3	0	0	0	0	0	0	**3**
09:20 - 09:25	3	0	0	0	0	0	0	**3**	2	0	0	0	0	0	0	**2**
09:25 - 09:30	2	0	0	0	0	0	0	**2**	2	0	0	0	0	0	0	**2**
PERIOD TOTAL	**53**	**5**	**0**	**1**	**3**	**0**	**0**	**66.5**	**69**	**4**	**2**	**0**	**0**	**0**	**0**	**76**
PERIOD AVG	**2.21**	**0.21**	**0**	**0.04**	**0.13**	**0**	**0**	**2.77**	**2.88**	**0.17**	**0.08**	**0**	**0**	**0**	**0**	**3.17**
16:30 - 16:35	3	2	0	0	0	0	0	**5**	3	1	0	0	0	0	0	**4**
16:35 - 16:40	9	0	0	0	0	0	0	**9**	4	0	0	0	0	0	0	**4**
16:40 - 16:45	8	1	0	0	0	0	0	**9**	2	0	0	0	0	0	0	**2**
16:45 - 16:50	3	0	0	0	0	0	0	**3**	3	0	0	0	0	0	0	**3**
16:50 - 16:55	5	1	0	0	0	0	0	**6**	2	0	0	0	0	0	0	**2**
16:55 - 17:00	4	2	0	0	0	0	0	**6**	6	0	0	0	0	0	0	**6**
17:00 - 17:05	4	1	0	0	0	0	0	**5**	2	0	0	0	0	0	0	**2**
17:05 - 17:10	10+	2	0	0	0	0	0	**####**	4	0	0	0	0	0	0	**4**
17:10 - 17:15	9	1	0	0	0	0	0	**10**	3	0	0	0	0	0	0	**3**
17:15 - 17:20	10	0	0	0	0	0	0	**10**	4	0	0	0	0	0	0	**4**
17:20 - 17:25	6	0	0	0	0	0	0	**6**	2	0	0	0	0	0	0	**2**
17:25 - 17:30	7	0	0	0	0	0	0	**7**	2	0	0	0	0	0	0	**2**
17:30 - 17:35	11	0	0	0	0	0	0	**11**	1	0	0	0	0	0	0	**1**
17:35 - 17:40	6	0	0	0	0	0	0	**6**	3	0	0	0	0	0	0	**3**
17:40 - 17:45	2	1	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**
17:45 - 17:50	4	0	0	0	0	0	0	**4**	1	0	0	0	0	0	0	**1**
17:50 - 17:55	5	0	0	0	0	0	0	**5**	3	0	0	0	0	0	0	**3**
17:55 - 18:00	4	0	0	0	0	0	0	**4**	3	0	0	0	0	0	0	**3**
18:00 - 18:05	5	0	0	0	0	0	0	**5**	2	0	0	0	0	0	0	**2**
18:05 - 18:10	7	0	0	0	0	0	0	**7**	2	0	0	0	0	0	0	**2**
18:10 - 18:15	4	0	0	0	0	0	0	**4**	3	0	0	0	0	0	0	**3**
18:15 - 18:20	4	0	0	0	0	0	0	**4**	1	0	0	0	0	0	0	**1**
18:20 - 18:25	4	1	0	0	0	0	0	**5**	3	0	0	0	0	0	0	**3**
18:25 - 18:30	3	0	0	0	0	0	0	**3**	2	0	0	0	0	0	0	**2**
PERIOD TOTAL	**127**	**12**	**0**	**0**	**0**	**0**	**0**	**####**	**62**	**1**	**0**	**0**	**0**	**0**	**0**	**63**
PERIOD AVG	**5.52**	**0.5**	**0**	**0**	**0**	**0**	**0**	**####**	**2.58**	**0.04**	**0**	**0**	**0**	**0**	**0**	**2.63**
DAILY TOTAL	**180**	**17**	**0**	**1**	**3**	**0**	**0**	**####**	**131**	**5**	**2**	**0**	**0**	**0**	**0**	**139**
DAILY AVG	**3.87**	**0.35**	**0**	**0.02**	**0.06**	**0**	**0**	**####**	**2.73**	**0.1**	**0.04**	**0**	**0**	**0**	**0**	**2.9**

MERCURY
TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 2 - SITE PLAN



MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 2

(LANE 1 IS NEARSIDE TO KERB)

Time	Vehicle Count LANE 1							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	1	0	0	0	0	0	0	**1**
07:35 - 07:40	0	0	0	0	0	0	0	**0**
07:40 - 07:45	0	0	0	0	0	0	0	**0**
07:45 - 07:50	0	0	0	0	0	0	0	**0**
07:50 - 07:55	1	0	0	0	0	0	0	**1**
07:55 - 08:00	1	0	0	0	0	0	0	**1**
08:00 - 08:05	1	0	0	0	0	0	0	**1**
08:05 - 08:10	1	0	0	0	0	0	0	**1**
08:10 - 08:15	2	0	0	0	0	0	0	**2**
08:15 - 08:20	1	0	0	0	0	0	0	**1**
08:20 - 08:25	1	0	0	0	0	0	0	**1**
08:25 - 08:30	1	0	0	0	0	0	0	**1**
08:30 - 08:35	1	0	0	0	0	0	0	**1**
08:35 - 08:40	1	0	0	0	0	0	0	**1**
08:40 - 08:45	2	0	0	0	0	0	0	**2**
08:45 - 08:50	1	1	0	0	0	0	0	**2**
08:50 - 08:55	1	0	0	0	0	0	0	**1**
08:55 - 09:00	1	0	0	0	0	0	0	**1**
09:00 - 09:05	1	0	0	0	0	0	0	**1**
09:05 - 09:10	1	0	0	0	0	0	0	**1**
09:10 - 09:15	1	0	0	0	0	0	0	**1**
09:15 - 09:20	0	0	0	0	0	0	0	**0**
09:20 - 09:25	0	0	0	0	0	0	0	**0**
09:25 - 09:30	0	0	0	0	0	0	0	**0**
PERIOD TOTAL	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**21**
PERIOD AVG	**0.83**	**0.04**	**0**	**0**	**0**	**0**	**0**	**0.88**
16:30 - 16:35	2	0	0	0	0	0	0	**2**
16:35 - 16:40	1	0	0	0	0	0	0	**1**
16:40 - 16:45	1	0	0	0	0	0	0	**1**
16:45 - 16:50	1	0	0	0	0	0	0	**1**
16:50 - 16:55	1	0	0	0	0	0	0	**1**
16:55 - 17:00	1	0	0	0	0	0	0	**1**
17:00 - 17:05	1	0	0	0	0	0	0	**1**
17:05 - 17:10	2	0	0	0	0	0	0	**2**
17:10 - 17:15	1	0	0	0	0	0	0	**1**
17:15 - 17:20	1	0	0	0	0	0	0	**1**
17:20 - 17:25	1	0	0	0	0	0	0	**1**
17:25 - 17:30	1	0	0	0	0	0	0	**1**
17:30 - 17:35	0	0	0	0	0	0	0	**0**
17:35 - 17:40	1	0	0	0	0	0	0	**1**
17:40 - 17:45	1	0	0	0	0	0	0	**1**
17:45 - 17:50	1	1	0	0	0	0	0	**2**
17:50 - 17:55	1	0	0	0	0	0	0	**1**
17:55 - 18:00	1	0	0	0	0	0	0	**1**
18:00 - 18:05	1	0	0	0	0	0	0	**1**
18:05 - 18:10	1	0	0	0	0	0	0	**1**
18:10 - 18:15	1	0	0	0	0	0	0	**1**
18:15 - 18:20	1	0	0	0	0	0	0	**1**
18:20 - 18:25	1	0	0	0	0	0	0	**1**
18:25 - 18:30	2	0	0	0	0	0	0	**2**
PERIOD TOTAL	**26**	**1**	**0**	**0**	**0**	**0**	**0**	**27**
PERIOD AVG	**1.08**	**0.04**	**0**	**0**	**0**	**0**	**0**	**1.13**
DAILY TOTAL	**46**	**2**	**0**	**0**	**0**	**0**	**0**	**48**
DAILY AVG	**0.96**	**0.04**	**0**	**0**	**0**	**0**	**0**	**1**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 2

(LANE 1 IS NEARSIDE TO KERB)

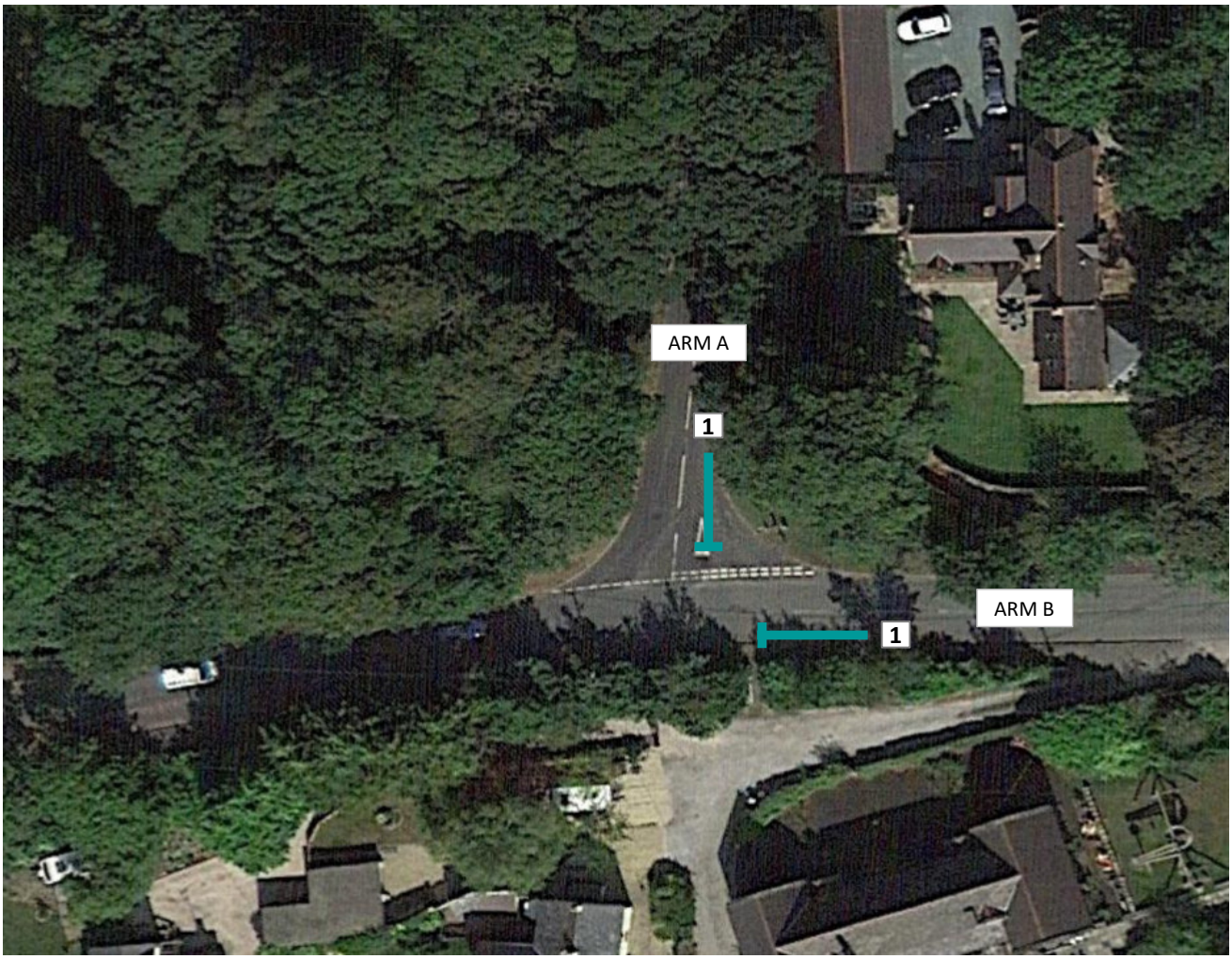
Time	Vehicle Count LANE 1							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	1	1	0	0	0	0	0	**2**
07:35 - 07:40	0	1	0	0	0	0	0	**1**
07:40 - 07:45	0	1	0	0	0	0	0	**1**
07:45 - 07:50	2	0	0	0	0	0	0	**2**
07:50 - 07:55	2	0	0	0	0	0	0	**2**
07:55 - 08:00	2	0	0	0	0	0	0	**2**
08:00 - 08:05	2	0	0	0	0	0	0	**2**
08:05 - 08:10	2	0	0	0	0	0	0	**2**
08:10 - 08:15	3	0	0	0	0	0	0	**3**
08:15 - 08:20	2	0	0	0	0	0	0	**2**
08:20 - 08:25	5	0	0	0	0	0	0	**5**
08:25 - 08:30	2	0	0	0	0	0	0	**2**
08:30 - 08:35	3	0	0	0	0	0	0	**3**
08:35 - 08:40	6	0	0	0	0	0	0	**6**
08:40 - 08:45	2	0	0	0	0	0	0	**2**
08:45 - 08:50	3	0	0	0	0	0	0	**3**
08:50 - 08:55	2	0	0	0	0	0	0	**2**
08:55 - 09:00	1	0	0	0	1	0	0	**3**
09:00 - 09:05	3	0	0	0	0	0	0	**3**
09:05 - 09:10	2	0	0	0	0	0	0	**2**
09:10 - 09:15	1	0	0	0	0	0	0	**1**
09:15 - 09:20	1	0	0	0	0	0	0	**1**
09:20 - 09:25	2	0	0	0	0	0	0	**2**
09:25 - 09:30	1	0	0	0	0	0	0	**1**
PERIOD TOTAL	**50**	**3**	**0**	**0**	**1**	**0**	**0**	**55**
PERIOD AVG	**2.08**	**0.13**	**0**	**0**	**0.04**	**0**	**0**	**2.29**
16:30 - 16:35	1	1	0	0	0	0	0	**2**
16:35 - 16:40	3	0	0	0	0	0	0	**3**
16:40 - 16:45	3	1	0	0	0	1	0	**4.5**
16:45 - 16:50	3	0	0	0	0	0	0	**3**
16:50 - 16:55	1	0	0	0	0	0	0	**1**
16:55 - 17:00	2	0	0	0	0	0	0	**2**
17:00 - 17:05	3	0	0	0	0	0	0	**3**
17:05 - 17:10	3	0	0	0	0	0	0	**3**
17:10 - 17:15	3	0	0	0	0	0	0	**3**
17:15 - 17:20	2	2	0	0	0	0	0	**4**
17:20 - 17:25	2	0	0	0	0	0	0	**2**
17:25 - 17:30	1	0	0	0	0	0	0	**1**
17:30 - 17:35	1	0	0	0	0	0	0	**1**
17:35 - 17:40	2	0	0	0	0	0	0	**2**
17:40 - 17:45	1	1	0	0	0	0	0	**2**
17:45 - 17:50	1	0	0	0	0	0	0	**1**
17:50 - 17:55	2	0	0	0	0	0	0	**2**
17:55 - 18:00	0	1	0	0	0	0	0	**1**
18:00 - 18:05	1	0	0	0	0	0	0	**1**
18:05 - 18:10	1	0	0	0	0	0	0	**1**
18:10 - 18:15	1	0	0	0	0	0	0	**1**
18:15 - 18:20	2	0	0	0	0	0	0	**2**
18:20 - 18:25	1	0	0	0	0	0	0	**1**
18:25 - 18:30	1	0	0	0	0	0	0	**1**
PERIOD TOTAL	**41**	**6**	**0**	**0**	**0**	**1**	**0**	**47.5**
PERIOD AVG	**1.71**	**0.25**	**0**	**0**	**0**	**0.04**	**0**	**1.98**
DAILY TOTAL	**91**	**9**	**0**	**0**	**1**	**1**	**0**	**103**
DAILY AVG	**1.9**	**0.19**	**0**	**0**	**0.02**	**0.02**	**0**	**2.14**

MERCURY
TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 3 - SITE PLAN



MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 3

(LANE 1 IS NEARSIDE TO KERB)

Time			Vehicle Count LANE 1							PCU TOTAL
			CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30	-	07:35	0	0	0	0	0	0	0	**0**
07:35	-	07:40	0	0	0	0	0	0	0	**0**
07:40	-	07:45	1	0	0	0	0	0	0	**1**
07:45	-	07:50	2	1	0	0	0	0	0	**3**
07:50	-	07:55	1	0	0	0	0	0	0	**1**
07:55	-	08:00	2	0	0	0	0	0	0	**2**
08:00	-	08:05	2	0	0	0	0	0	0	**2**
08:05	-	08:10	1	0	0	0	0	0	0	**1**
08:10	-	08:15	4	0	0	0	0	0	0	**4**
08:15	-	08:20	1	0	0	0	0	0	0	**1**
08:20	-	08:25	1	1	0	0	0	0	0	**2**
08:25	-	08:30	1	0	0	0	0	0	0	**1**
08:30	-	08:35	3	0	0	0	0	0	0	**3**
08:35	-	08:40	1	0	0	0	0	0	0	**1**
08:40	-	08:45	1	0	0	0	0	0	0	**1**
08:45	-	08:50	2	1	0	0	0	0	0	**3**
08:50	-	08:55	1	0	0	0	0	0	0	**1**
08:55	-	09:00	2	0	0	0	0	0	0	**2**
09:00	-	09:05	1	0	0	0	0	0	0	**1**
09:05	-	09:10	0	2	0	0	0	0	0	**2**
09:10	-	09:15	1	0	0	0	0	0	0	**1**
09:15	-	09:20	0	1	0	0	0	0	0	**1**
09:20	-	09:25	1	0	0	0	0	0	0	**1**
09:25	-	09:30	1	0	0	0	0	0	0	**1**
PERIOD TOTAL			**30**	**6**	**0**	**0**	**0**	**0**	**0**	**36**
PERIOD AVG			**1.25**	**0.25**	**0**	**0**	**0**	**0**	**0**	**1.5**
16:30	-	16:35	3	0	0	0	0	0	0	**3**
16:35	-	16:40	1	0	0	0	0	0	0	**1**
16:40	-	16:45	1	0	0	0	0	0	0	**1**
16:45	-	16:50	3	0	0	0	0	0	0	**3**
16:50	-	16:55	1	0	0	0	0	0	0	**1**
16:55	-	17:00	2	0	0	0	0	0	0	**2**
17:00	-	17:05	3	0	0	0	0	0	0	**3**
17:05	-	17:10	1	0	0	0	0	0	0	**1**
17:10	-	17:15	3	0	0	0	0	0	0	**3**
17:15	-	17:20	1	0	0	0	0	0	0	**1**
17:20	-	17:25	0	1	0	0	0	0	0	**1**
17:25	-	17:30	1	0	0	0	0	0	0	**1**
17:30	-	17:35	2	0	0	0	0	0	0	**2**
17:35	-	17:40	1	0	0	0	0	0	0	**1**
17:40	-	17:45	1	0	0	0	0	0	0	**1**
17:45	-	17:50	1	0	0	0	0	0	0	**1**
17:50	-	17:55	1	0	0	0	0	0	0	**1**
17:55	-	18:00	2	0	0	0	0	0	0	**2**
18:00	-	18:05	1	0	0	0	0	0	0	**1**
18:05	-	18:10	1	0	0	0	0	0	0	**1**
18:10	-	18:15	1	0	0	0	0	0	0	**1**
18:15	-	18:20	1	0	0	0	0	0	0	**1**
18:20	-	18:25	1	0	0	0	0	0	0	**1**
18:25	-	18:30	0	1	0	0	0	0	0	**1**
PERIOD TOTAL			**33**	**2**	**0**	**0**	**0**	**0**	**0**	**35**
PERIOD AVG			**1.38**	**0.08**	**0**	**0**	**0**	**0**	**0**	**1.46**
DAILY TOTAL			**63**	**8**	**0**	**0**	**0**	**0**	**0**	**71**
DAILY AVG			**1.31**	**0.17**	**0**	**0**	**0**	**0**	**0**	**1.48**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 3

(LANE 1 IS NEARSIDE TO KERB)

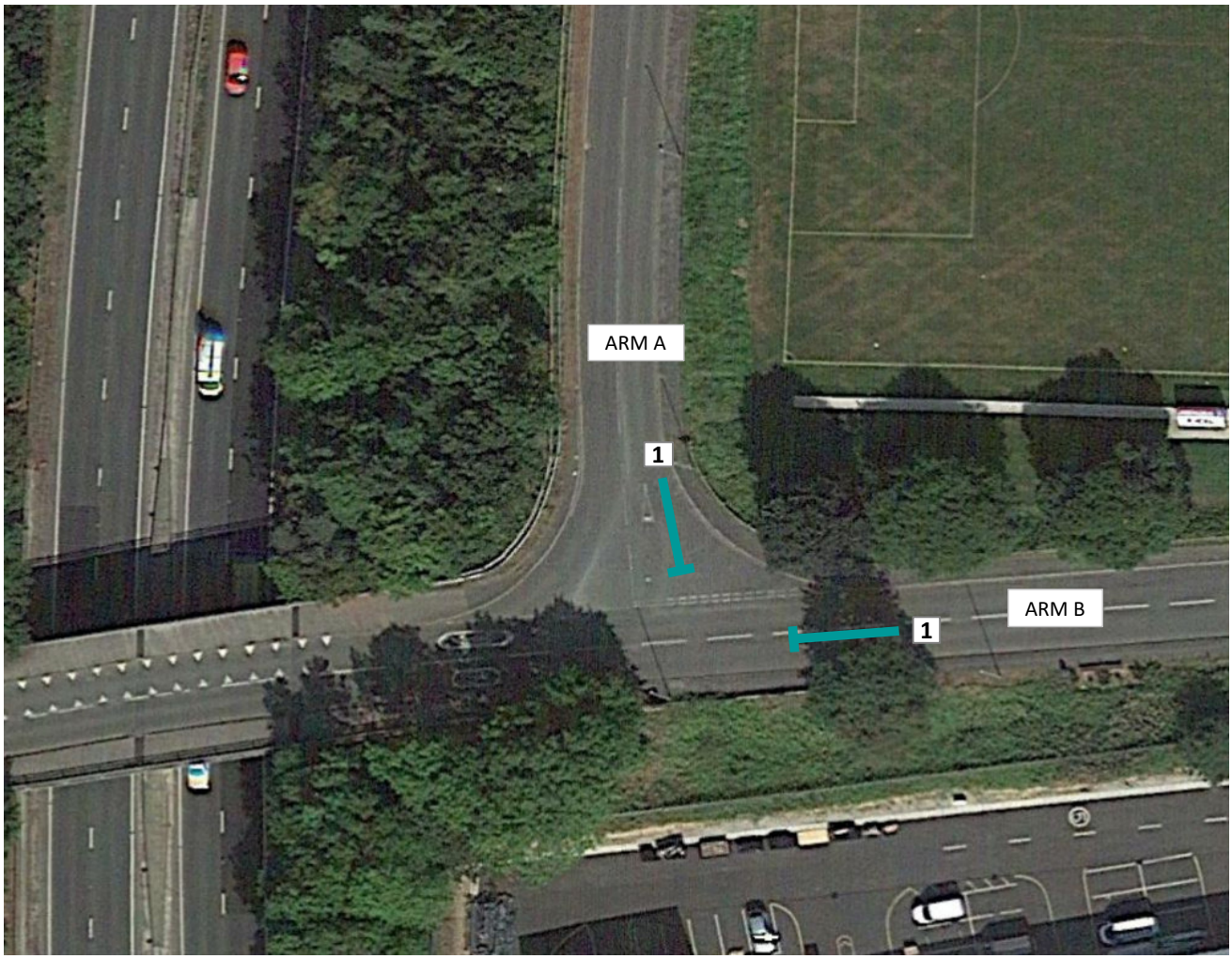
Time	Vehicle Count LANE 1							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	0	0	0	0	0	0	0	**0**
07:35 - 07:40	0	0	0	0	0	0	0	**0**
07:40 - 07:45	0	0	0	0	0	0	0	**0**
07:45 - 07:50	0	0	0	0	0	0	0	**0**
07:50 - 07:55	0	0	0	0	0	0	0	**0**
07:55 - 08:00	0	0	0	0	0	0	0	**0**
08:00 - 08:05	0	0	0	0	0	0	0	**0**
08:05 - 08:10	0	0	0	0	0	0	0	**0**
08:10 - 08:15	1	0	0	0	0	0	0	**1**
08:15 - 08:20	0	0	0	0	0	0	0	**0**
08:20 - 08:25	0	0	0	0	0	0	0	**0**
08:25 - 08:30	0	0	0	0	0	0	0	**0**
08:30 - 08:35	0	0	0	0	0	0	0	**0**
08:35 - 08:40	1	0	0	0	0	0	0	**1**
08:40 - 08:45	0	0	0	0	0	0	0	**0**
08:45 - 08:50	2	0	0	0	0	0	0	**2**
08:50 - 08:55	0	0	0	0	0	0	0	**0**
08:55 - 09:00	2	0	0	0	0	0	0	**2**
09:00 - 09:05	1	0	0	0	0	0	0	**1**
09:05 - 09:10	0	0	0	0	0	0	0	**0**
09:10 - 09:15	0	0	0	0	0	0	0	**0**
09:15 - 09:20	0	0	0	0	0	0	0	**0**
09:20 - 09:25	0	0	0	0	0	0	0	**0**
09:25 - 09:30	0	0	0	0	0	0	0	**0**
PERIOD TOTAL	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**7**
PERIOD AVG	**0.29**	**0**	**0**	**0**	**0**	**0**	**0**	**0.29**
16:30 - 16:35	0	0	0	0	0	0	0	**0**
16:35 - 16:40	1	0	0	0	0	0	0	**1**
16:40 - 16:45	2	0	0	0	0	0	0	**2**
16:45 - 16:50	0	0	0	0	0	0	0	**0**
16:50 - 16:55	0	0	0	0	0	0	0	**0**
16:55 - 17:00	0	0	0	0	0	0	0	**0**
17:00 - 17:05	2	0	0	0	0	0	0	**2**
17:05 - 17:10	0	0	0	0	0	0	0	**0**
17:10 - 17:15	0	0	0	0	0	0	0	**0**
17:15 - 17:20	0	0	0	0	0	0	0	**0**
17:20 - 17:25	0	0	0	0	0	0	0	**0**
17:25 - 17:30	0	0	0	0	0	0	0	**0**
17:30 - 17:35	0	0	0	0	0	0	0	**0**
17:35 - 17:40	1	0	0	0	0	0	0	**1**
17:40 - 17:45	0	0	0	0	0	0	0	**0**
17:45 - 17:50	0	0	0	0	0	0	0	**0**
17:50 - 17:55	0	0	0	0	0	0	0	**0**
17:55 - 18:00	0	0	0	0	0	0	0	**0**
18:00 - 18:05	0	0	0	0	0	0	0	**0**
18:05 - 18:10	0	0	0	0	0	0	0	**0**
18:10 - 18:15	0	0	0	0	0	0	0	**0**
18:15 - 18:20	0	0	0	0	0	0	0	**0**
18:20 - 18:25	0	0	0	0	0	0	0	**0**
18:25 - 18:30	0	0	0	0	0	0	0	**0**
PERIOD TOTAL	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
PERIOD AVG	**0.25**	**0**	**0**	**0**	**0**	**0**	**0**	**0.25**
DAILY TOTAL	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**13**
DAILY AVG	**0.27**	**0**	**0**	**0**	**0**	**0**	**0**	**0.27**

MERCURY
TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 4 - SITE PLAN



MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 4

(LANE 1 IS NEARSIDE TO KERB)

Time	Vehicle Count LANE 1							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	1	0	0	0	0	0	0	**1**
07:35 - 07:40	0	0	0	0	0	0	0	**0**
07:40 - 07:45	1	0	0	0	0	0	0	**1**
07:45 - 07:50	2	0	0	0	0	0	0	**2**
07:50 - 07:55	0	1	0	0	0	0	0	**1**
07:55 - 08:00	1	0	0	0	0	0	0	**1**
08:00 - 08:05	1	0	0	0	0	0	0	**1**
08:05 - 08:10	2	0	0	0	0	0	0	**2**
08:10 - 08:15	1	0	0	0	0	0	0	**1**
08:15 - 08:20	2	0	0	0	0	0	0	**2**
08:20 - 08:25	2	0	0	0	0	0	0	**2**
08:25 - 08:30	1	0	0	0	0	0	0	**1**
08:30 - 08:35	1	0	0	0	0	0	0	**1**
08:35 - 08:40	1	0	0	0	0	0	0	**1**
08:40 - 08:45	1	2	0	0	0	0	0	**3**
08:45 - 08:50	1	1	0	0	0	0	0	**2**
08:50 - 08:55	1	1	0	0	0	0	0	**2**
08:55 - 09:00	1	0	0	0	0	0	0	**1**
09:00 - 09:05	1	0	0	0	0	0	0	**1**
09:05 - 09:10	2	0	0	0	0	0	0	**2**
09:10 - 09:15	1	0	0	0	0	0	0	**1**
09:15 - 09:20	0	1	0	0	0	0	0	**1**
09:20 - 09:25	1	0	0	0	0	0	0	**1**
09:25 - 09:30	1	0	0	0	0	0	0	**1**
PERIOD TOTAL	**26**	**6**	**0**	**0**	**0**	**0**	**0**	**32**
PERIOD AVG	**1.08**	**0.25**	**0**	**0**	**0**	**0**	**0**	**1.33**
16:30 - 16:35	2	0	0	0	0	0	0	**2**
16:35 - 16:40	1	1	0	0	0	0	0	**2**
16:40 - 16:45	1	0	0	0	0	0	0	**1**
16:45 - 16:50	2	0	0	0	0	0	0	**2**
16:50 - 16:55	1	1	0	0	0	0	0	**2**
16:55 - 17:00	1	0	0	0	0	0	0	**1**
17:00 - 17:05	2	0	0	0	0	0	0	**2**
17:05 - 17:10	3	0	0	0	0	0	0	**3**
17:10 - 17:15	1	0	0	0	0	0	0	**1**
17:15 - 17:20	2	0	0	0	0	1	0	**2.5**
17:20 - 17:25	2	0	0	0	0	0	0	**2**
17:25 - 17:30	0	1	0	0	0	0	0	**1**
17:30 - 17:35	1	0	0	0	0	0	0	**1**
17:35 - 17:40	1	0	0	0	0	0	0	**1**
17:40 - 17:45	1	1	0	0	0	0	0	**2**
17:45 - 17:50	3	0	0	0	0	0	0	**3**
17:50 - 17:55	1	0	0	0	0	0	0	**1**
17:55 - 18:00	1	0	0	0	0	0	0	**1**
18:00 - 18:05	1	0	0	0	0	0	0	**1**
18:05 - 18:10	1	0	0	0	0	0	0	**1**
18:10 - 18:15	1	0	0	0	0	0	0	**1**
18:15 - 18:20	1	0	0	0	0	0	0	**1**
18:20 - 18:25	1	0	0	0	0	0	0	**1**
18:25 - 18:30	1	0	0	0	0	0	0	**1**
PERIOD TOTAL	**32**	**4**	**0**	**0**	**0**	**1**	**0**	**36.5**
PERIOD AVG	**1.33**	**0.17**	**0**	**0**	**0**	**0.04**	**0**	**1.52**
DAILY TOTAL	**58**	**10**	**0**	**0**	**0**	**1**	**0**	**68.5**
DAILY AVG	**1.21**	**0.21**	**0**	**0**	**0**	**0.02**	**0**	**1.43**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 4

(LANE 1 IS NEARSIDE TO KERB)

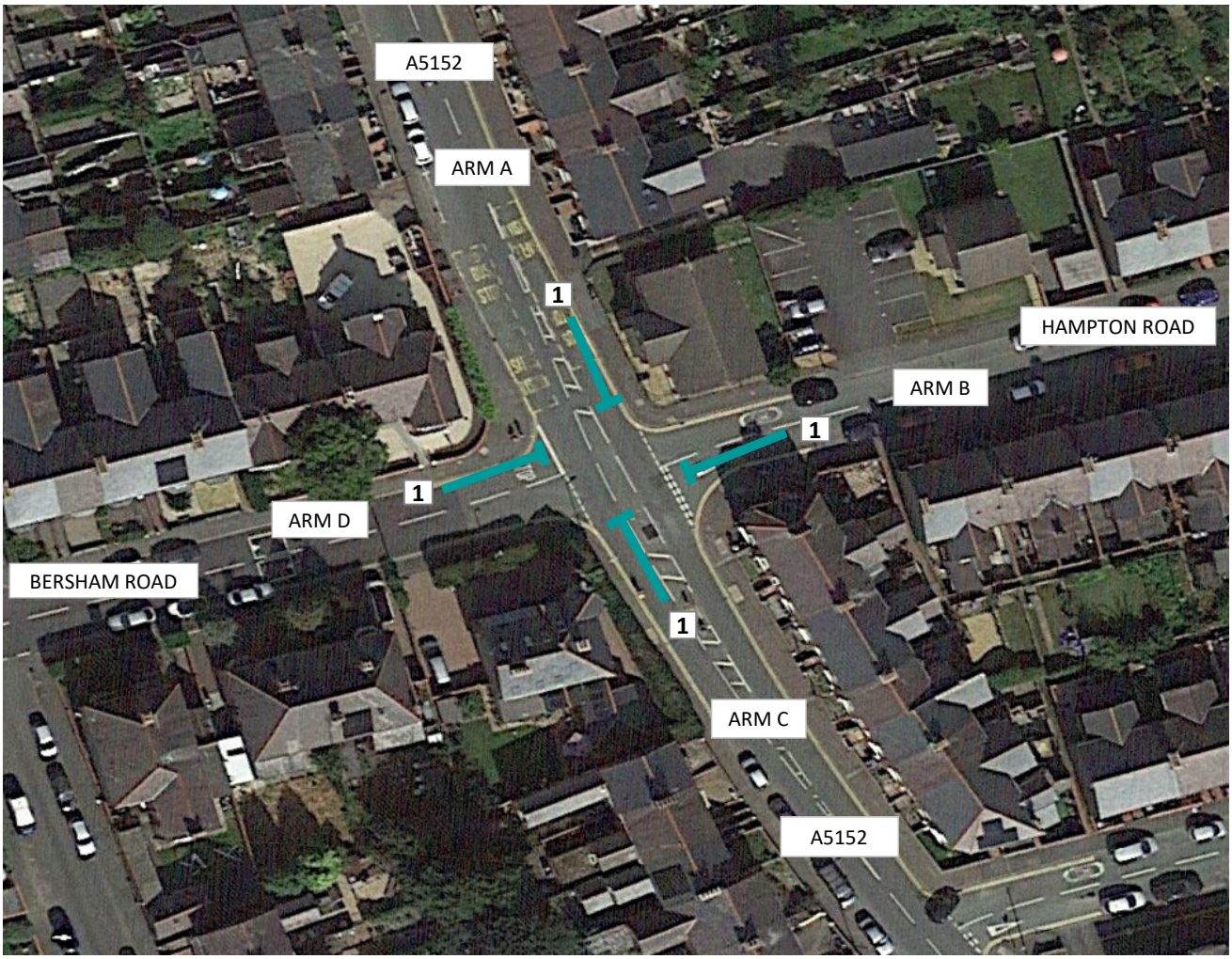
Time	Vehicle Count LANE 1							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	0	0	0	0	0	0	0	**0**
07:35 - 07:40	0	0	0	0	0	0	0	**0**
07:40 - 07:45	0	0	0	0	0	0	0	**0**
07:45 - 07:50	1	0	0	0	0	0	0	**1**
07:50 - 07:55	0	0	0	0	0	0	0	**0**
07:55 - 08:00	1	0	0	0	0	0	0	**1**
08:00 - 08:05	0	0	0	0	0	0	0	**0**
08:05 - 08:10	0	0	0	0	0	0	0	**0**
08:10 - 08:15	0	0	0	0	0	0	0	**0**
08:15 - 08:20	0	0	0	0	0	0	0	**0**
08:20 - 08:25	0	0	0	0	0	0	0	**0**
08:25 - 08:30	0	0	0	0	0	0	0	**0**
08:30 - 08:35	1	0	0	0	0	0	0	**1**
08:35 - 08:40	0	0	0	0	0	0	0	**0**
08:40 - 08:45	0	0	0	0	0	0	0	**0**
08:45 - 08:50	0	0	0	0	0	0	0	**0**
08:50 - 08:55	0	0	0	0	0	0	0	**0**
08:55 - 09:00	2	0	0	0	0	0	0	**2**
09:00 - 09:05	0	0	0	0	0	0	0	**0**
09:05 - 09:10	0	0	0	0	0	0	0	**0**
09:10 - 09:15	0	0	0	0	0	0	0	**0**
09:15 - 09:20	0	0	0	0	0	0	0	**0**
09:20 - 09:25	0	0	0	0	0	0	0	**0**
09:25 - 09:30	0	0	0	0	0	0	0	**0**
PERIOD TOTAL	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
PERIOD AVG	**0.21**	**0**	**0**	**0**	**0**	**0**	**0**	**0.21**
16:30 - 16:35	0	0	0	0	0	0	0	**0**
16:35 - 16:40	0	0	0	0	0	0	0	**0**
16:40 - 16:45	1	0	0	0	0	0	0	**1**
16:45 - 16:50	0	0	0	0	0	0	0	**0**
16:50 - 16:55	0	0	0	0	0	0	0	**0**
16:55 - 17:00	0	0	0	0	0	0	0	**0**
17:00 - 17:05	0	0	0	0	0	0	0	**0**
17:05 - 17:10	1	0	0	0	0	0	0	**1**
17:10 - 17:15	0	0	0	0	0	0	0	**0**
17:15 - 17:20	0	0	0	0	0	0	0	**0**
17:20 - 17:25	0	0	0	0	0	0	0	**0**
17:25 - 17:30	0	0	0	0	0	0	0	**0**
17:30 - 17:35	0	0	0	0	0	0	0	**0**
17:35 - 17:40	0	0	0	0	0	0	0	**0**
17:40 - 17:45	0	0	0	0	0	0	0	**0**
17:45 - 17:50	0	0	0	0	0	0	0	**0**
17:50 - 17:55	0	0	0	0	0	0	0	**0**
17:55 - 18:00	0	0	0	0	0	0	0	**0**
18:00 - 18:05	1	0	0	0	0	0	0	**1**
18:05 - 18:10	0	0	0	0	0	0	0	**0**
18:10 - 18:15	0	0	0	0	0	0	0	**0**
18:15 - 18:20	0	0	0	0	0	0	0	**0**
18:20 - 18:25	0	0	0	0	0	0	0	**0**
18:25 - 18:30	0	0	0	0	0	0	0	**0**
PERIOD TOTAL	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
PERIOD AVG	**0.13**	**0**	**0**	**0**	**0**	**0**	**0**	**0.13**
DAILY TOTAL	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**
DAILY AVG	**0.17**	**0**	**0**	**0**	**0**	**0**	**0**	**0.17**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 12TH JAN 2023

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 5 - SITE PLAN



MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 12TH JAN 2023

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 5

(LANE 1 IS NEARSIDE TO KERB)

Time	Vehicle Count LANE 1							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	0	0	0	0	0	0	0	**0**
07:35 - 07:40	0	0	0	0	0	0	0	**0**
07:40 - 07:45	0	0	0	0	0	0	0	**0**
07:45 - 07:50	0	0	0	0	0	0	0	**0**
07:50 - 07:55	0	1	0	0	0	0	0	**1**
07:55 - 08:00	1	1	0	0	0	0	0	**2**
08:00 - 08:05	2	0	0	0	0	0	0	**2**
08:05 - 08:10	0	1	0	0	0	0	0	**1**
08:10 - 08:15	0	0	0	0	0	0	0	**0**
08:15 - 08:20	1	0	0	0	0	0	0	**1**
08:20 - 08:25	1	0	0	0	1	0	0	**3**
08:25 - 08:30	1	0	0	0	0	0	0	**1**
08:30 - 08:35	3	1	0	0	0	0	0	**4**
08:35 - 08:40	3	2	0	0	1	0	0	**7**
08:40 - 08:45	1	0	0	0	0	0	0	**1**
08:45 - 08:50	4	0	0	0	1	0	0	**6**
08:50 - 08:55	8	0	0	0	0	0	0	**8**
08:55 - 09:00	3	0	0	0	1	0	0	**5**
09:00 - 09:05	1	0	0	0	0	0	0	**1**
09:05 - 09:10	3	0	0	0	0	0	0	**3**
09:10 - 09:15	0	1	0	0	0	0	0	**1**
09:15 - 09:20	1	0	0	0	0	0	0	**1**
09:20 - 09:25	0	0	0	0	0	0	0	**0**
09:25 - 09:30	0	0	0	0	0	0	0	**0**
PERIOD TOTAL	**33**	**7**	**0**	**0**	**4**	**0**	**0**	**48**
PERIOD AVG	**1.38**	**0.29**	**0**	**0**	**0.17**	**0**	**0**	**2**
16:30 - 16:35	1	0	0	0	0	0	0	**1**
16:35 - 16:40	6	0	0	0	1	0	0	**8**
16:40 - 16:45	3	0	0	0	0	0	0	**3**
16:45 - 16:50	1	0	0	0	0	0	0	**1**
16:50 - 16:55	0	0	0	0	0	0	0	**0**
16:55 - 17:00	1	0	0	0	0	0	0	**1**
17:00 - 17:05	0	0	0	0	1	0	0	**2**
17:05 - 17:10	0	0	0	0	0	0	0	**0**
17:10 - 17:15	0	0	0	0	0	0	0	**0**
17:15 - 17:20	1	0	0	0	0	0	0	**1**
17:20 - 17:25	1	0	0	0	0	0	0	**1**
17:25 - 17:30	0	0	0	0	0	0	0	**0**
17:30 - 17:35	1	0	0	0	0	0	0	**1**
17:35 - 17:40	2	0	0	0	2	0	0	**6**
17:40 - 17:45	1	0	0	0	0	0	0	**1**
17:45 - 17:50	0	0	0	0	0	0	0	**0**
17:50 - 17:55	2	0	0	0	1	0	0	**4**
17:55 - 18:00	1	0	0	0	0	0	0	**1**
18:00 - 18:05	0	0	0	0	0	0	0	**0**
18:05 - 18:10	3	1	0	0	1	0	0	**6**
18:10 - 18:15	1	0	0	0	0	0	0	**1**
18:15 - 18:20	0	0	0	0	0	0	0	**0**
18:20 - 18:25	0	0	0	0	0	0	0	**0**
18:25 - 18:30	0	0	0	0	0	0	0	**0**
PERIOD TOTAL	**25**	**1**	**0**	**0**	**6**	**0**	**0**	**38**
PERIOD AVG	**1.04**	**0.04**	**0**	**0**	**0.25**	**0**	**0**	**1.58**
DAILY TOTAL	**58**	**8**	**0**	**0**	**10**	**0**	**0**	**86**
DAILY AVG	**1.21**	**0.17**	**0**	**0**	**0.21**	**0**	**0**	**1.79**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 12TH JAN 2023

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 5

(LANE 1 IS NEARSIDE TO KERB)

Time	Vehicle Count LANE 1							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	0	0	0	0	0	0	0	**0**
07:35 - 07:40	0	0	0	0	0	0	0	**0**
07:40 - 07:45	0	0	0	0	0	0	0	**0**
07:45 - 07:50	0	0	0	0	0	0	0	**0**
07:50 - 07:55	1	0	0	0	0	0	0	**1**
07:55 - 08:00	0	1	0	0	0	0	0	**1**
08:00 - 08:05	0	0	0	0	0	0	0	**0**
08:05 - 08:10	0	1	0	0	0	0	0	**1**
08:10 - 08:15	1	0	0	0	0	0	0	**1**
08:15 - 08:20	1	0	0	0	0	0	0	**1**
08:20 - 08:25	3	0	0	0	0	0	0	**3**
08:25 - 08:30	1	0	0	0	0	0	0	**1**
08:30 - 08:35	0	0	0	0	0	0	0	**0**
08:35 - 08:40	0	0	0	0	0	0	0	**0**
08:40 - 08:45	1	0	0	0	0	0	0	**1**
08:45 - 08:50	1	0	0	0	0	0	0	**1**
08:50 - 08:55	0	0	0	0	0	0	0	**0**
08:55 - 09:00	1	0	0	0	0	0	0	**1**
09:00 - 09:05	1	0	0	0	0	0	0	**1**
09:05 - 09:10	1	0	0	0	0	0	0	**1**
09:10 - 09:15	1	0	0	0	0	0	0	**1**
09:15 - 09:20	0	0	0	0	0	0	0	**0**
09:20 - 09:25	0	0	0	0	0	0	0	**0**
09:25 - 09:30	1	0	0	0	0	0	0	**1**
PERIOD TOTAL	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**16**
PERIOD AVG	**0.58**	**0.08**	**0**	**0**	**0**	**0**	**0**	**0.67**
16:30 - 16:35	1	0	0	0	0	0	0	**1**
16:35 - 16:40	0	0	0	0	0	0	0	**0**
16:40 - 16:45	0	1	0	0	0	0	0	**1**
16:45 - 16:50	1	0	0	0	0	0	0	**1**
16:50 - 16:55	0	0	0	0	0	0	0	**0**
16:55 - 17:00	0	0	0	0	0	0	0	**0**
17:00 - 17:05	0	1	0	0	0	0	0	**1**
17:05 - 17:10	0	0	0	0	0	0	0	**0**
17:10 - 17:15	1	0	0	0	0	0	0	**1**
17:15 - 17:20	0	0	0	0	0	0	0	**0**
17:20 - 17:25	0	0	0	0	0	0	0	**0**
17:25 - 17:30	0	0	0	0	0	0	0	**0**
17:30 - 17:35	0	0	0	0	0	0	0	**0**
17:35 - 17:40	1	0	0	0	0	0	0	**1**
17:40 - 17:45	1	0	0	0	0	0	0	**1**
17:45 - 17:50	0	0	0	0	0	0	0	**0**
17:50 - 17:55	1	0	0	0	0	0	0	**1**
17:55 - 18:00	0	0	0	0	0	0	0	**0**
18:00 - 18:05	0	0	0	0	0	0	0	**0**
18:05 - 18:10	1	0	0	0	0	0	0	**1**
18:10 - 18:15	1	0	0	0	0	0	0	**1**
18:15 - 18:20	1	0	0	0	0	0	0	**1**
18:20 - 18:25	0	0	0	0	0	0	0	**0**
18:25 - 18:30	0	0	0	0	0	0	0	**0**
PERIOD TOTAL	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**11**
PERIOD AVG	**0.38**	**0.08**	**0**	**0**	**0**	**0**	**0**	**0.46**
DAILY TOTAL	**23**	**4**	**0**	**0**	**0**	**0**	**0**	**27**
DAILY AVG	**0.48**	**0.08**	**0**	**0**	**0**	**0**	**0**	**0.56**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 12TH JAN 2023

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 5

(LANE 1 IS NEARSIDE TO KERB)

Time	Vehicle Count LANE 1							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	0	0	0	0	0	0	0	**0**
07:35 - 07:40	0	0	0	0	0	0	0	**0**
07:40 - 07:45	0	0	0	0	0	0	0	**0**
07:45 - 07:50	0	0	0	0	0	0	0	**0**
07:50 - 07:55	0	1	0	0	0	0	0	**1**
07:55 - 08:00	1	0	0	0	0	0	0	**1**
08:00 - 08:05	0	0	0	0	0	0	0	**0**
08:05 - 08:10	0	0	0	0	0	0	0	**0**
08:10 - 08:15	0	0	0	0	0	0	0	**0**
08:15 - 08:20	0	0	0	0	0	0	0	**0**
08:20 - 08:25	0	0	0	0	0	0	0	**0**
08:25 - 08:30	0	0	0	0	0	0	0	**0**
08:30 - 08:35	0	0	0	0	0	0	0	**0**
08:35 - 08:40	0	0	0	0	0	0	0	**0**
08:40 - 08:45	5	0	0	0	0	0	0	**5**
08:45 - 08:50	5	1	0	0	0	0	0	**6**
08:50 - 08:55	7	1	0	0	1	0	0	**10**
08:55 - 09:00	7	2	0	0	0	0	0	**9**
09:00 - 09:05	10	3	0	0	0	0	0	**13**
09:05 - 09:10	6	0	0	0	0	0	0	**6**
09:10 - 09:15	0	0	0	0	0	0	0	**0**
09:15 - 09:20	0	0	0	0	0	0	0	**0**
09:20 - 09:25	0	0	0	0	0	0	0	**0**
09:25 - 09:30	0	0	0	0	0	0	0	**0**
PERIOD TOTAL	**41**	**8**	**0**	**0**	**1**	**0**	**0**	**51**
PERIOD AVG	**1.71**	**0.33**	**0**	**0**	**0.04**	**0**	**0**	**2.13**
16:30 - 16:35	0	0	0	0	0	0	0	**0**
16:35 - 16:40	0	0	0	0	0	0	0	**0**
16:40 - 16:45	0	0	0	0	0	0	0	**0**
16:45 - 16:50	0	0	0	0	0	0	0	**0**
16:50 - 16:55	0	0	0	0	0	0	0	**0**
16:55 - 17:00	0	0	0	0	0	0	0	**0**
17:00 - 17:05	0	0	0	0	0	0	0	**0**
17:05 - 17:10	0	0	0	0	0	0	0	**0**
17:10 - 17:15	1	0	0	0	0	0	0	**1**
17:15 - 17:20	0	0	0	0	0	0	0	**0**
17:20 - 17:25	0	0	0	0	0	0	0	**0**
17:25 - 17:30	0	0	0	0	0	0	0	**0**
17:30 - 17:35	1	0	0	0	0	0	0	**1**
17:35 - 17:40	0	0	0	0	0	0	0	**0**
17:40 - 17:45	0	0	0	0	0	0	0	**0**
17:45 - 17:50	0	0	0	0	0	0	0	**0**
17:50 - 17:55	0	0	0	0	0	0	0	**0**
17:55 - 18:00	0	0	0	0	0	0	0	**0**
18:00 - 18:05	0	0	0	0	0	0	0	**0**
18:05 - 18:10	0	0	0	0	0	0	0	**0**
18:10 - 18:15	0	0	0	0	0	0	0	**0**
18:15 - 18:20	0	0	0	0	0	0	0	**0**
18:20 - 18:25	0	0	0	0	0	0	0	**0**
18:25 - 18:30	0	0	0	0	0	0	0	**0**
PERIOD TOTAL	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
PERIOD AVG	**0.08**	**0**	**0**	**0**	**0**	**0**	**0**	**0.08**
DAILY TOTAL	**43**	**8**	**0**	**0**	**1**	**0**	**0**	**53**
DAILY AVG	**0.9**	**0.17**	**0**	**0**	**0.02**	**0**	**0**	**1.1**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 12TH JAN 2023

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 5

(LANE 1 IS NEARSIDE TO KERB)

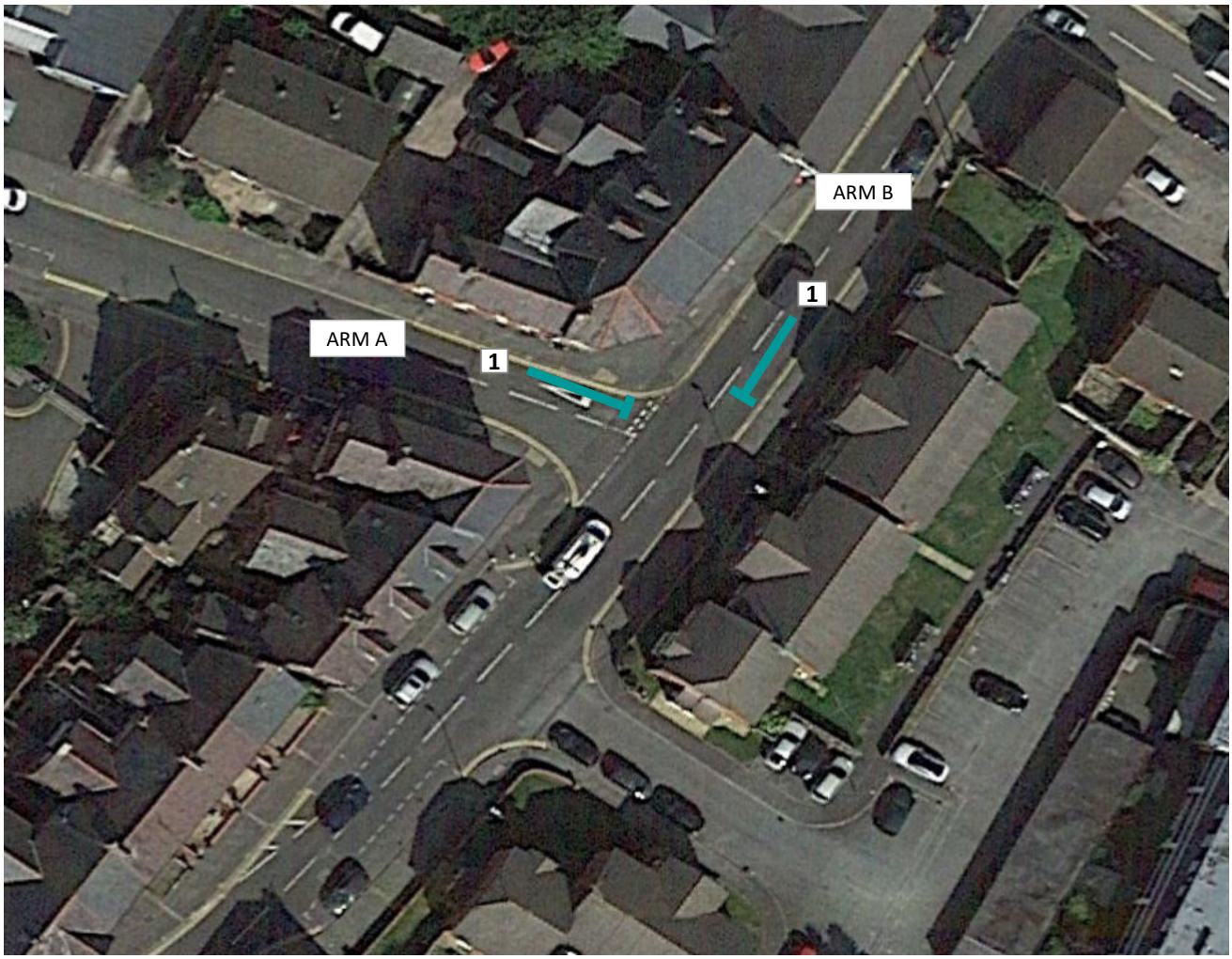
Time	Vehicle Count LANE 1							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	1	0	0	0	0	0	0	**1**
07:35 - 07:40	1	0	0	0	0	0	0	**1**
07:40 - 07:45	2	0	0	0	0	0	0	**2**
07:45 - 07:50	1	0	0	0	0	0	0	**1**
07:50 - 07:55	1	1	0	0	0	0	0	**2**
07:55 - 08:00	1	2	0	0	0	0	0	**3**
08:00 - 08:05	0	1	0	0	0	0	0	**1**
08:05 - 08:10	1	0	0	0	0	0	0	**1**
08:10 - 08:15	0	1	0	0	0	0	0	**1**
08:15 - 08:20	2	1	0	0	0	0	0	**3**
08:20 - 08:25	3	0	0	0	0	0	0	**3**
08:25 - 08:30	0	1	0	0	0	0	0	**1**
08:30 - 08:35	2	0	0	0	0	0	0	**2**
08:35 - 08:40	6	0	0	0	0	0	0	**6**
08:40 - 08:45	7	1	0	0	0	0	0	**8**
08:45 - 08:50	6	0	0	0	0	0	0	**6**
08:50 - 08:55	3	0	0	0	0	0	0	**3**
08:55 - 09:00	3	0	0	0	0	0	0	**3**
09:00 - 09:05	4	1	0	0	0	0	0	**5**
09:05 - 09:10	2	0	0	0	0	0	0	**2**
09:10 - 09:15	1	0	0	0	0	0	0	**1**
09:15 - 09:20	1	0	0	0	0	0	0	**1**
09:20 - 09:25	1	0	0	0	0	0	0	**1**
09:25 - 09:30	1	0	0	0	0	0	0	**1**
PERIOD TOTAL	**50**	**9**	**0**	**0**	**0**	**0**	**0**	**59**
PERIOD AVG	**2.08**	**0.38**	**0**	**0**	**0**	**0**	**0**	**2.46**
16:30 - 16:35	2	0	0	0	0	0	0	**2**
16:35 - 16:40	4	0	0	0	0	0	0	**4**
16:40 - 16:45	3	0	0	0	0	0	0	**3**
16:45 - 16:50	1	0	0	0	0	0	0	**1**
16:50 - 16:55	0	1	0	0	0	0	0	**1**
16:55 - 17:00	1	0	0	0	0	0	0	**1**
17:00 - 17:05	1	0	0	0	0	0	0	**1**
17:05 - 17:10	1	1	0	0	0	0	0	**2**
17:10 - 17:15	1	0	0	0	0	0	0	**1**
17:15 - 17:20	3	1	0	0	0	0	0	**4**
17:20 - 17:25	1	1	0	0	0	0	0	**2**
17:25 - 17:30	1	0	0	0	0	0	0	**1**
17:30 - 17:35	2	0	0	0	0	0	0	**2**
17:35 - 17:40	1	0	0	0	0	0	0	**1**
17:40 - 17:45	0	1	0	0	0	0	0	**1**
17:45 - 17:50	1	0	0	0	0	0	0	**1**
17:50 - 17:55	1	0	0	0	0	0	0	**1**
17:55 - 18:00	2	0	0	0	0	0	0	**2**
18:00 - 18:05	2	0	0	0	0	0	0	**2**
18:05 - 18:10	1	0	0	0	0	0	0	**1**
18:10 - 18:15	1	0	0	0	0	0	0	**1**
18:15 - 18:20	2	0	0	0	0	0	0	**2**
18:20 - 18:25	1	0	0	0	0	0	0	**1**
18:25 - 18:30	1	1	0	0	0	0	0	**2**
PERIOD TOTAL	**34**	**6**	**0**	**0**	**0**	**0**	**0**	**40**
PERIOD AVG	**1.42**	**0.25**	**0**	**0**	**0**	**0**	**0**	**1.67**
DAILY TOTAL	**84**	**15**	**0**	**0**	**0**	**0**	**0**	**99**
DAILY AVG	**1.75**	**0.31**	**0**	**0**	**0**	**0**	**0**	**2.06**

MERCURY
TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 6 - SITE PLAN



MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 6

(LANE 1 IS NEARSIDE TO KERB)

Time	Vehicle Count LANE 1							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	4	0	0	0	0	0	0	**4**
07:35 - 07:40	3	0	0	0	0	0	0	**3**
07:40 - 07:45	2	0	0	0	0	0	0	**2**
07:45 - 07:50	3	0	0	0	0	0	0	**3**
07:50 - 07:55	2	1	0	0	0	0	0	**3**
07:55 - 08:00	2	0	0	0	0	0	0	**2**
08:00 - 08:05	0	3	0	0	0	0	0	**3**
08:05 - 08:10	1	1	0	0	0	0	0	**2**
08:10 - 08:15	2	0	0	0	0	0	0	**2**
08:15 - 08:20	2	0	1	0	0	0	0	**3.5**
08:20 - 08:25	3	0	0	0	0	0	0	**3**
08:25 - 08:30	3	0	0	0	0	0	0	**3**
08:30 - 08:35	3	1	0	0	0	0	0	**4**
08:35 - 08:40	3	1	0	0	0	0	0	**4**
08:40 - 08:45	5	0	0	0	0	0	0	**5**
08:45 - 08:50	4	2	0	0	0	0	0	**6**
08:50 - 08:55	8	0	0	0	0	0	0	**8**
08:55 - 09:00	1	1	0	0	0	0	0	**2**
09:00 - 09:05	4	1	0	0	0	0	0	**5**
09:05 - 09:10	2	1	0	0	0	0	0	**3**
09:10 - 09:15	0	0	1	0	0	0	0	**1.5**
09:15 - 09:20	1	0	0	0	0	0	0	**1**
09:20 - 09:25	1	0	0	0	0	0	0	**1**
09:25 - 09:30	3	1	0	0	0	0	0	**4**
PERIOD TOTAL	**62**	**13**	**2**	**0**	**0**	**0**	**0**	**78**
PERIOD AVG	**2.58**	**0.54**	**0.08**	**0**	**0**	**0**	**0**	**3.25**
16:30 - 16:35	5	0	0	0	0	0	0	**5**
16:35 - 16:40	3	1	0	0	0	0	0	**4**
16:40 - 16:45	4	1	0	0	0	0	0	**5**
16:45 - 16:50	2	0	0	0	0	0	0	**2**
16:50 - 16:55	4	1	0	0	0	0	0	**5**
16:55 - 17:00	2	0	0	0	0	0	0	**2**
17:00 - 17:05	3	0	0	0	0	0	0	**3**
17:05 - 17:10	3	0	0	0	0	0	0	**3**
17:10 - 17:15	2	1	0	0	0	0	0	**3**
17:15 - 17:20	1	0	0	0	0	0	0	**1**
17:20 - 17:25	1	0	0	0	0	0	0	**1**
17:25 - 17:30	2	0	0	0	0	0	0	**2**
17:30 - 17:35	5	0	0	0	0	0	0	**5**
17:35 - 17:40	3	0	0	0	0	0	0	**3**
17:40 - 17:45	2	2	0	0	0	0	0	**4**
17:45 - 17:50	3	1	0	0	0	0	0	**4**
17:50 - 17:55	4	0	0	0	0	0	0	**4**
17:55 - 18:00	2	0	0	0	0	0	0	**2**
18:00 - 18:05	3	0	0	0	0	0	0	**3**
18:05 - 18:10	10	0	0	0	0	0	0	**10**
18:10 - 18:15	6	0	0	0	0	0	0	**6**
18:15 - 18:20	5	0	0	0	0	0	0	**5**
18:20 - 18:25	2	0	0	0	0	0	0	**2**
18:25 - 18:30	6	0	0	0	0	0	0	**6**
PERIOD TOTAL	**83**	**7**	**0**	**0**	**0**	**0**	**0**	**90**
PERIOD AVG	**3.46**	**0.29**	**0**	**0**	**0**	**0**	**0**	**3.75**
DAILY TOTAL	**145**	**20**	**2**	**0**	**0**	**0**	**0**	**168**
DAILY AVG	**3.02**	**0.42**	**0.04**	**0**	**0**	**0**	**0**	**3.5**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 6

(LANE 1 IS NEARSIDE TO KERB)

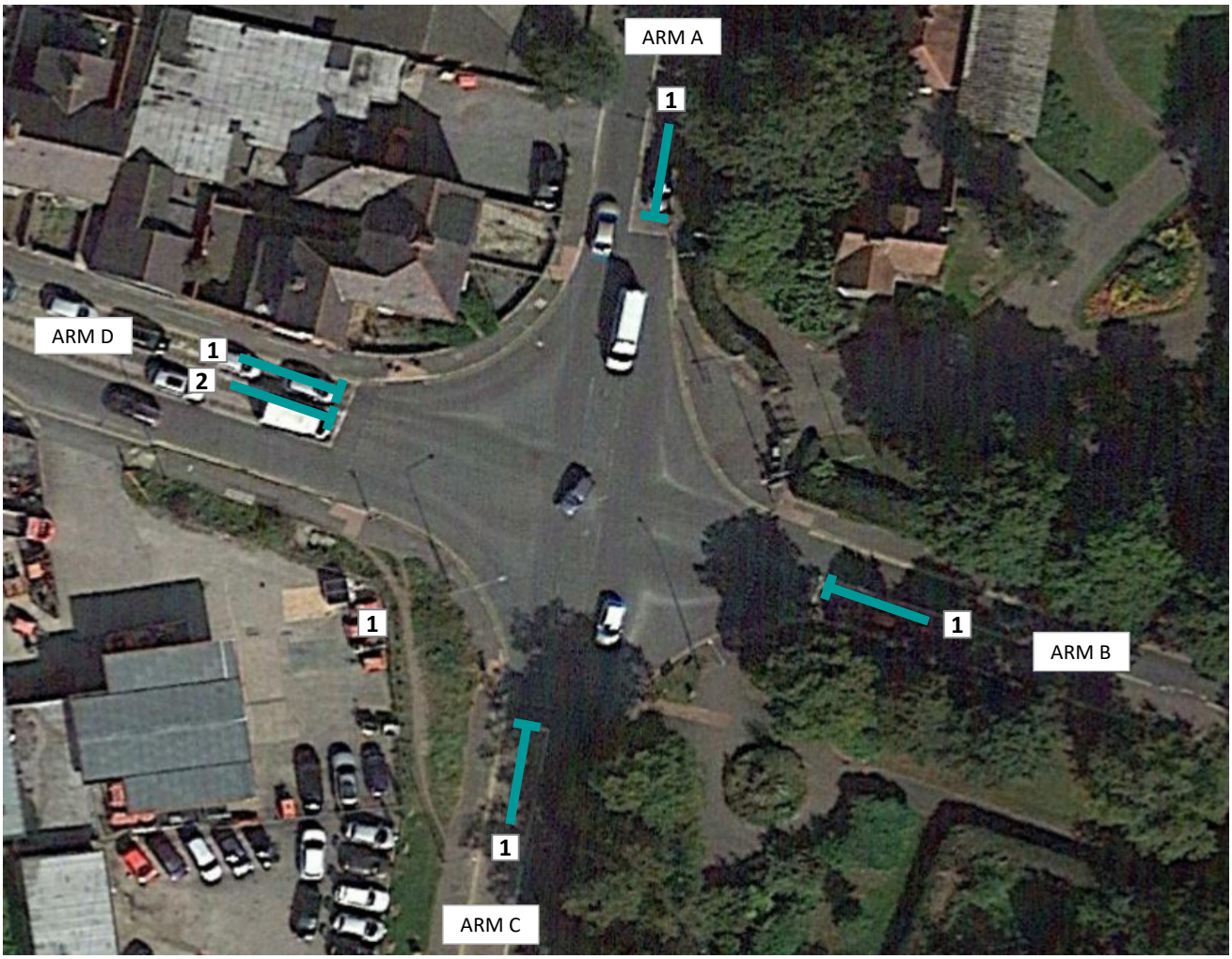
Time	Vehicle Count LANE 1							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	0	0	0	0	0	0	0	**0**
07:35 - 07:40	0	0	0	0	0	0	0	**0**
07:40 - 07:45	0	0	0	0	0	0	0	**0**
07:45 - 07:50	0	0	0	0	0	0	0	**0**
07:50 - 07:55	0	0	0	0	0	0	0	**0**
07:55 - 08:00	1	0	0	0	0	0	0	**1**
08:00 - 08:05	2	0	0	0	0	0	0	**2**
08:05 - 08:10	1	0	0	0	0	0	0	**1**
08:10 - 08:15	0	0	0	0	0	0	0	**0**
08:15 - 08:20	2	0	0	0	0	0	0	**2**
08:20 - 08:25	1	0	0	0	0	0	0	**1**
08:25 - 08:30	3	0	0	0	0	0	0	**3**
08:30 - 08:35	2	0	0	0	0	0	0	**2**
08:35 - 08:40	3	1	0	0	0	0	0	**4**
08:40 - 08:45	1	0	0	0	0	0	0	**1**
08:45 - 08:50	3	0	0	0	0	0	0	**3**
08:50 - 08:55	2	0	0	0	0	0	0	**2**
08:55 - 09:00	1	0	0	0	0	0	0	**1**
09:00 - 09:05	2	1	0	0	0	0	0	**3**
09:05 - 09:10	0	0	0	0	0	0	0	**0**
09:10 - 09:15	1	0	0	0	0	0	0	**1**
09:15 - 09:20	2	1	0	0	0	0	0	**3**
09:20 - 09:25	0	0	0	0	0	0	0	**0**
09:25 - 09:30	2	0	1	0	0	0	0	**3.5**
PERIOD TOTAL	**29**	**3**	**1**	**0**	**0**	**0**	**0**	**33.5**
PERIOD AVG	**1.21**	**0.13**	**0.04**	**0**	**0**	**0**	**0**	**1.4**
16:30 - 16:35	1	0	0	0	0	0	0	**1**
16:35 - 16:40	1	1	0	0	0	0	0	**2**
16:40 - 16:45	3	0	0	0	0	0	0	**3**
16:45 - 16:50	0	0	0	0	0	0	0	**0**
16:50 - 16:55	2	0	0	0	0	0	0	**2**
16:55 - 17:00	2	0	0	0	0	0	0	**2**
17:00 - 17:05	0	0	0	0	0	0	0	**0**
17:05 - 17:10	4	1	0	0	0	0	0	**5**
17:10 - 17:15	2	0	0	0	0	0	0	**2**
17:15 - 17:20	2	0	0	0	0	0	0	**2**
17:20 - 17:25	1	0	0	0	0	0	0	**1**
17:25 - 17:30	3	1	0	0	0	0	0	**4**
17:30 - 17:35	2	0	0	0	0	0	0	**2**
17:35 - 17:40	4	1	0	0	0	0	0	**5**
17:40 - 17:45	1	0	0	0	0	0	0	**1**
17:45 - 17:50	2	0	0	0	0	0	0	**2**
17:50 - 17:55	3	0	0	0	0	0	0	**3**
17:55 - 18:00	1	0	0	0	0	0	0	**1**
18:00 - 18:05	2	0	0	0	0	0	0	**2**
18:05 - 18:10	4	1	0	0	0	0	0	**5**
18:10 - 18:15	1	0	0	0	0	0	0	**1**
18:15 - 18:20	0	0	0	0	0	0	0	**0**
18:20 - 18:25	1	0	0	0	0	0	0	**1**
18:25 - 18:30	1	0	0	0	0	0	0	**1**
PERIOD TOTAL	**43**	**5**	**0**	**0**	**0**	**0**	**0**	**48**
PERIOD AVG	**1.79**	**0.21**	**0**	**0**	**0**	**0**	**0**	**2**
DAILY TOTAL	**72**	**8**	**1**	**0**	**0**	**0**	**0**	**81.5**
DAILY AVG	**1.5**	**0.17**	**0.02**	**0**	**0**	**0**	**0**	**1.7**

MERCURY
TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 7 - SITE PLAN



MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 7

(LANE 1 IS NEARSIDE TO KERB)

Time	Vehicle Count LANE 1							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	1	0	0	0	0	0	0	**1**
07:35 - 07:40	3	4	0	0	0	0	0	**7**
07:40 - 07:45	3	0	0	0	0	0	0	**3**
07:45 - 07:50	6	0	1	0	0	0	0	**7.5**
07:50 - 07:55	8	1	0	0	0	0	0	**9**
07:55 - 08:00	6	1	0	0	1	0	0	**9**
08:00 - 08:05	7	0	0	0	0	0	0	**7**
08:05 - 08:10	4	2	0	0	0	0	0	**6**
08:10 - 08:15	5	1	0	0	0	0	0	**6**
08:15 - 08:20	6	0	0	0	1	0	0	**8**
08:20 - 08:25	6	0	1	0	0	0	0	**7.5**
08:25 - 08:30	4	2	0	0	2	0	0	**10**
08:30 - 08:35	12	1	1	0	1	0	0	**16.5**
08:35 - 08:40	12	0	0	1	0	0	0	**14.5**
08:40 - 08:45	9	1	0	0	1	0	0	**12**
08:45 - 08:50	12	1	0	0	1	0	0	**15**
08:50 - 08:55	12	0	1	0	0	0	0	**13.5**
08:55 - 09:00	13	0	0	0	0	1	0	**13.5**
09:00 - 09:05	8	2	0	0	0	0	0	**10**
09:05 - 09:10	6	2	1	0	0	0	0	**9.5**
09:10 - 09:15	5	1	0	0	0	0	0	**6**
09:15 - 09:20	6	2	0	0	0	0	0	**8**
09:20 - 09:25	9	1	0	0	0	0	0	**10**
09:25 - 09:30	10	2	0	0	0	0	0	**12**
PERIOD TOTAL	**173**	**24**	**5**	**1**	**7**	**1**	**0**	**222**
PERIOD AVG	**7.21**	**1**	**0.21**	**0.04**	**0.29**	**0.04**	**0**	**9.23**
16:30 - 16:35	9	2	0	0	0	0	0	**11**
16:35 - 16:40	9	0	0	0	0	0	0	**9**
16:40 - 16:45	7	1	0	0	1	0	0	**10**
16:45 - 16:50	9	1	0	0	0	0	0	**10**
16:50 - 16:55	12	1	0	0	0	0	0	**13**
16:55 - 17:00	12	2	0	0	0	0	0	**14**
17:00 - 17:05	11	1	0	0	1	0	0	**14**
17:05 - 17:10	12	0	0	0	1	0	0	**14**
17:10 - 17:15	12	1	0	0	0	0	0	**13**
17:15 - 17:20	12	1	0	0	0	0	0	**13**
17:20 - 17:25	7	0	0	0	2	0	0	**11**
17:25 - 17:30	8	0	0	0	0	0	0	**8**
17:30 - 17:35	10	0	0	0	0	0	0	**10**
17:35 - 17:40	7	0	0	0	1	0	0	**9**
17:40 - 17:45	10	0	0	0	0	0	0	**10**
17:45 - 17:50	6	0	0	0	0	0	0	**6**
17:50 - 17:55	12	0	0	0	1	0	0	**14**
17:55 - 18:00	12	1	0	0	0	0	0	**13**
18:00 - 18:05	8	0	0	0	0	0	0	**8**
18:05 - 18:10	12	0	0	0	1	0	0	**14**
18:10 - 18:15	5	0	0	0	0	0	0	**5**
18:15 - 18:20	7	0	0	0	0	0	0	**7**
18:20 - 18:25	7	0	0	0	1	0	0	**9**
18:25 - 18:30	4	0	0	0	0	0	0	**4**
PERIOD TOTAL	**220**	**11**	**0**	**0**	**9**	**0**	**0**	**249**
PERIOD AVG	**9.17**	**0.46**	**0**	**0**	**0.38**	**0**	**0**	**10.4**
DAILY TOTAL	**393**	**35**	**5**	**1**	**16**	**1**	**0**	**471**
DAILY AVG	**8.19**	**0.73**	**0.1**	**0.02**	**0.33**	**0.02**	**0**	**9.8**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 7

(LANE 1 IS NEARSIDE TO KERB)

Time			Vehicle Count LANE 1							PCU TOTAL
			CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30	-	07:35	1	0	0	0	0	0	0	**1**
07:35	-	07:40	1	0	0	0	0	0	0	**1**
07:40	-	07:45	1	0	0	0	0	0	0	**1**
07:45	-	07:50	1	0	0	0	0	0	0	**1**
07:50	-	07:55	4	0	0	0	0	0	0	**4**
07:55	-	08:00	2	0	0	0	0	0	0	**2**
08:00	-	08:05	2	0	0	0	0	0	0	**2**
08:05	-	08:10	1	1	0	0	0	0	0	**2**
08:10	-	08:15	1	0	0	0	0	0	0	**1**
08:15	-	08:20	2	0	0	0	0	0	0	**2**
08:20	-	08:25	2	0	0	0	0	0	0	**2**
08:25	-	08:30	2	1	0	0	0	0	0	**3**
08:30	-	08:35	3	0	1	0	0	0	0	**4.5**
08:35	-	08:40	10	0	0	0	0	0	0	**10**
08:40	-	08:45	3	1	0	0	0	0	0	**4**
08:45	-	08:50	7	0	0	0	0	0	0	**7**
08:50	-	08:55	8	0	0	0	0	0	0	**8**
08:55	-	09:00	4	1	0	0	0	0	0	**5**
09:00	-	09:05	8	1	0	0	0	0	0	**9**
09:05	-	09:10	1	0	0	0	1	0	0	**3**
09:10	-	09:15	2	2	0	0	0	0	0	**4**
09:15	-	09:20	1	1	0	0	0	0	0	**2**
09:20	-	09:25	1	0	0	0	0	0	0	**1**
09:25	-	09:30	2	1	0	0	0	0	0	**3**
PERIOD TOTAL			**70**	**9**	**1**	**0**	**1**	**0**	**0**	**82.5**
PERIOD AVG			**2.92**	**0.38**	**0.04**	**0**	**0.04**	**0**	**0**	**3.44**
16:30	-	16:35	2	0	0	0	0	0	0	**2**
16:35	-	16:40	2	0	0	0	0	1	0	**2.5**
16:40	-	16:45	2	0	0	0	0	1	0	**2.5**
16:45	-	16:50	4	1	0	0	0	0	0	**5**
16:50	-	16:55	4	1	0	0	0	0	0	**5**
16:55	-	17:00	2	0	0	0	0	1	0	**2.5**
17:00	-	17:05	3	1	0	0	0	0	0	**4**
17:05	-	17:10	4	0	0	0	0	0	0	**4**
17:10	-	17:15	8	0	0	0	0	0	0	**8**
17:15	-	17:20	8	0	0	0	0	0	0	**8**
17:20	-	17:25	2	1	0	0	0	0	0	**3**
17:25	-	17:30	2	0	0	0	0	0	0	**2**
17:30	-	17:35	5	0	0	0	0	0	0	**5**
17:35	-	17:40	3	0	0	0	0	0	0	**3**
17:40	-	17:45	5	0	0	0	0	0	0	**5**
17:45	-	17:50	3	0	0	0	0	0	0	**3**
17:50	-	17:55	2	0	0	0	0	0	0	**2**
17:55	-	18:00	7	1	0	0	0	0	0	**8**
18:00	-	18:05	5	0	0	0	0	0	0	**5**
18:05	-	18:10	6	0	0	0	0	0	0	**6**
18:10	-	18:15	2	0	0	0	0	0	0	**2**
18:15	-	18:20	2	0	0	0	0	0	0	**2**
18:20	-	18:25	2	0	0	0	0	0	0	**2**
18:25	-	18:30	2	0	0	0	0	0	0	**2**
PERIOD TOTAL			**87**	**5**	**0**	**0**	**0**	**3**	**0**	**93.5**
PERIOD AVG			**3.63**	**0.21**	**0**	**0**	**0**	**0.13**	**0**	**3.9**
DAILY TOTAL			**157**	**14**	**1**	**0**	**1**	**3**	**0**	**176**
DAILY AVG			**3.27**	**0.29**	**0.02**	**0**	**0.02**	**0.06**	**0**	**3.67**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 7

(LANE 1 IS NEARSIDE TO KERB)

Time	Vehicle Count LANE 1							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	2	0	1	0	0	0	0	**3.5**
07:35 - 07:40	3	0	0	0	2	0	0	**7**
07:40 - 07:45	3	3	0	0	0	0	0	**6**
07:45 - 07:50	4	0	0	0	0	0	0	**4**
07:50 - 07:55	4	1	0	0	2	0	0	**9**
07:55 - 08:00	4	2	0	0	1	0	0	**8**
08:00 - 08:05	7	0	0	0	1	0	0	**9**
08:05 - 08:10	5	2	0	0	0	0	0	**7**
08:10 - 08:15	9	0	0	0	0	0	0	**9**
08:15 - 08:20	11	0	0	0	0	0	0	**11**
08:20 - 08:25	12	1	0	0	1	0	0	**15**
08:25 - 08:30	12	1	0	0	1	0	0	**15**
08:30 - 08:35	12	2	0	0	0	0	0	**14**
08:35 - 08:40	15	0	0	0	0	0	0	**15**
08:40 - 08:45	9	1	0	0	0	0	0	**10**
08:45 - 08:50	15	0	0	0	1	0	0	**17**
08:50 - 08:55	12	3	0	0	0	0	0	**15**
08:55 - 09:00	12	0	1	0	2	0	0	**17.5**
09:00 - 09:05	12	1	0	0	1	0	0	**15**
09:05 - 09:10	12	0	0	0	2	0	0	**16**
09:10 - 09:15	12	0	0	0	0	0	0	**12**
09:15 - 09:20	2	0	1	0	3	0	0	**9.5**
09:20 - 09:25	4	0	0	0	0	0	0	**4**
09:25 - 09:30	7	1	0	0	1	0	0	**10**
PERIOD TOTAL	**200**	**18**	**3**	**0**	**18**	**0**	**0**	**259**
PERIOD AVG	**8.33**	**0.75**	**0.13**	**0**	**0.75**	**0**	**0**	**10.8**
16:30 - 16:35	7	2	0	0	0	0	0	**9**
16:35 - 16:40	10	0	0	0	0	0	0	**10**
16:40 - 16:45	4	0	0	0	2	0	0	**8**
16:45 - 16:50	7	2	0	0	0	0	0	**9**
16:50 - 16:55	12	3	0	0	1	0	0	**17**
16:55 - 17:00	6	1	0	0	0	0	0	**7**
17:00 - 17:05	12	0	0	0	0	0	0	**12**
17:05 - 17:10	10	1	0	0	0	0	0	**11**
17:10 - 17:15	6	1	0	0	0	0	0	**7**
17:15 - 17:20	9	0	0	0	0	0	0	**9**
17:20 - 17:25	5	1	0	0	0	0	0	**6**
17:25 - 17:30	6	0	0	0	0	0	0	**6**
17:30 - 17:35	3	1	0	0	0	0	0	**4**
17:35 - 17:40	5	2	0	0	0	0	0	**7**
17:40 - 17:45	3	3	0	0	0	0	0	**6**
17:45 - 17:50	10	0	0	0	0	0	0	**10**
17:50 - 17:55	13	0	0	0	1	0	0	**15**
17:55 - 18:00	4	1	0	0	0	0	0	**5**
18:00 - 18:05	6	0	0	0	0	0	0	**6**
18:05 - 18:10	7	1	0	0	0	0	0	**8**
18:10 - 18:15	5	1	0	0	0	0	0	**6**
18:15 - 18:20	6	0	0	0	0	0	0	**6**
18:20 - 18:25	6	0	0	0	0	0	0	**6**
18:25 - 18:30	4	0	0	0	0	0	0	**4**
PERIOD TOTAL	**166**	**20**	**0**	**0**	**4**	**0**	**0**	**194**
PERIOD AVG	**6.92**	**0.83**	**0**	**0**	**0.17**	**0**	**0**	**8.08**
DAILY TOTAL	**366**	**38**	**3**	**0**	**22**	**0**	**0**	**453**
DAILY AVG	**7.63**	**0.79**	**0.06**	**0**	**0.46**	**0**	**0**	**9.43**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 7

(LANE 1 IS NEARSIDE TO KERB)

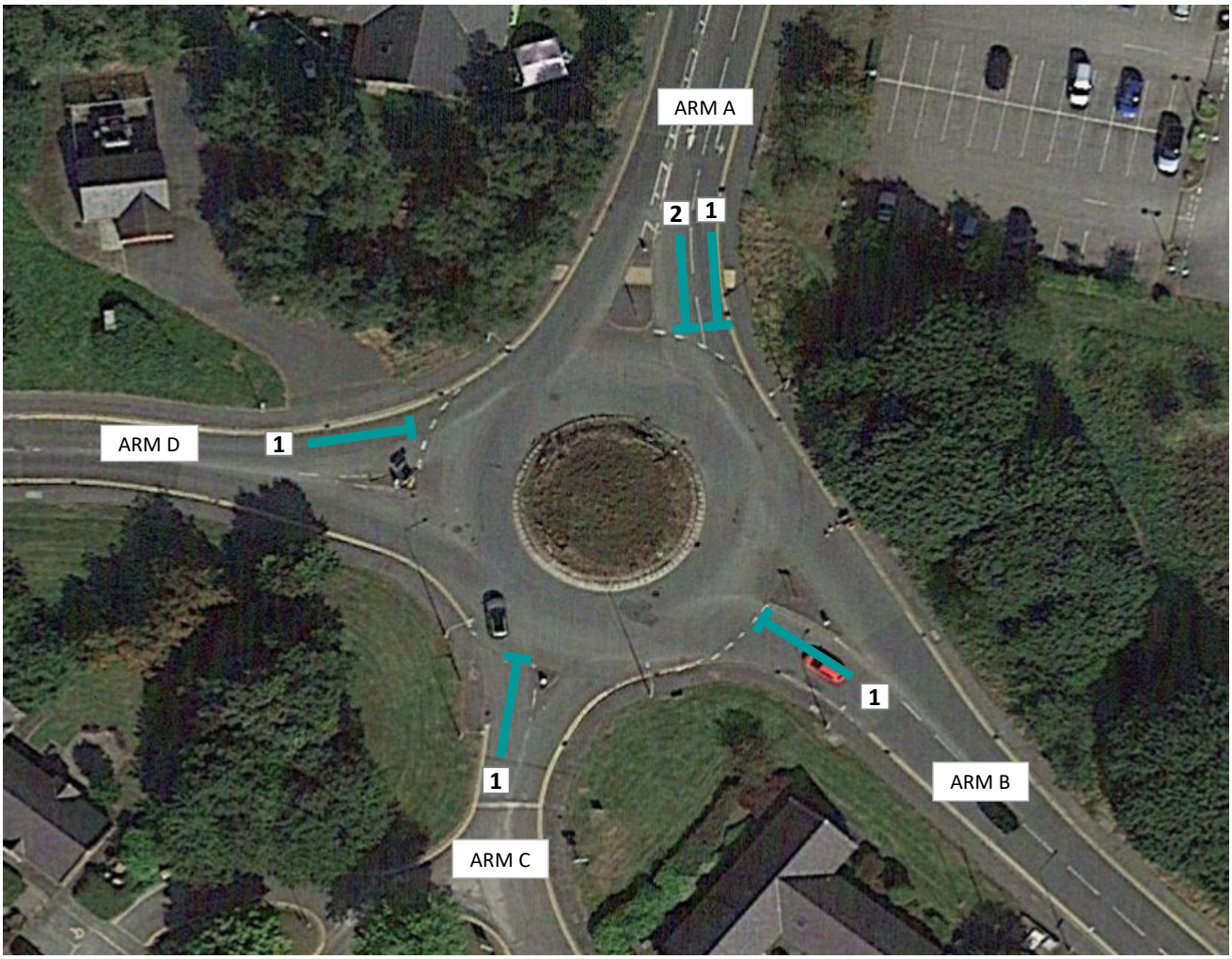
Time	Vehicle Count LANE 1							PCU TOTAL	Vehicle Count LANE 2							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	0	1	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**
07:35 - 07:40	3	1	1	0	0	0	0	**5.5**	2	1	1	0	0	0	0	**4.5**
07:40 - 07:45	5	0	0	0	0	0	0	**5**	3	0	0	0	0	0	0	**3**
07:45 - 07:50	3	0	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**
07:50 - 07:55	5	0	0	0	0	0	0	**5**	1	0	0	0	0	0	0	**1**
07:55 - 08:00	0	3	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**
08:00 - 08:05	2	2	0	0	0	0	0	**4**	1	1	0	0	0	0	0	**2**
08:05 - 08:10	5	0	0	0	0	0	0	**5**	2	0	0	0	0	0	0	**2**
08:10 - 08:15	7	0	0	1	0	0	0	**9.5**	5	0	0	0	0	0	0	**5**
08:15 - 08:20	5	0	0	0	0	0	0	**5**	3	0	0	0	0	0	0	**3**
08:20 - 08:25	6	1	0	0	0	0	0	**7**	1	0	0	0	0	0	0	**1**
08:25 - 08:30	7	4	0	0	0	0	0	**11**	1	1	0	0	1	0	0	**4**
08:30 - 08:35	9	4	0	0	0	0	0	**13**	6	0	0	0	0	0	0	**6**
08:35 - 08:40	12	0	1	0	1	0	0	**15.5**	5	1	0	0	0	0	0	**6**
08:40 - 08:45	12	1	1	0	0	0	0	**14.5**	5	0	0	0	0	0	0	**5**
08:45 - 08:50	12	3	0	0	0	0	0	**15**	6	0	0	0	0	0	0	**6**
08:50 - 08:55	12	1	0	0	0	0	0	**13**	3	0	0	0	0	0	0	**3**
08:55 - 09:00	10	2	0	0	0	0	0	**12**	3	1	0	0	0	0	0	**4**
09:00 - 09:05	5	0	0	0	0	0	0	**5**	0	2	0	0	0	0	0	**2**
09:05 - 09:10	5	0	0	0	0	0	0	**5**	2	0	0	0	0	0	0	**2**
09:10 - 09:15	11	1	0	0	0	0	0	**12**	2	0	0	0	0	0	0	**2**
09:15 - 09:20	10	3	0	0	0	0	0	**13**	4	0	0	0	0	0	0	**4**
09:20 - 09:25	9	0	0	0	0	0	0	**9**	0	1	0	0	0	0	0	**1**
09:25 - 09:30	4	0	0	0	0	0	0	**4**	1	1	0	0	0	0	0	**2**
PERIOD TOTAL	**159**	**27**	**3**	**1**	**1**	**0**	**0**	**195**	**60**	**9**	**1**	**0**	**1**	**0**	**0**	**72.5**
PERIOD AVG	**6.63**	**1.13**	**0.13**	**0.04**	**0.04**	**0**	**0**	**8.125**	**2.5**	**0.38**	**0.04**	**0**	**0.04**	**0**	**0**	**3.02**
16:30 - 16:35	6	0	0	0	0	0	0	**6**	3	1	0	0	0	0	0	**4**
16:35 - 16:40	7	1	0	0	0	0	0	**8**	1	0	0	0	0	0	0	**1**
16:40 - 16:45	4	2	0	0	0	0	0	**6**	3	0	0	0	0	0	0	**3**
16:45 - 16:50	6	1	0	0	0	0	0	**7**	4	0	0	0	0	0	0	**4**
16:50 - 16:55	12	2	0	0	0	0	0	**14**	6	0	0	0	0	0	0	**6**
16:55 - 17:00	9	1	0	0	0	0	0	**10**	6	0	0	0	0	0	0	**6**
17:00 - 17:05	10	1	0	0	0	0	0	**11**	3	0	0	0	0	0	0	**3**
17:05 - 17:10	6	0	0	0	0	0	0	**6**	5	0	0	0	0	0	0	**5**
17:10 - 17:15	4	3	0	0	0	0	0	**7**	9	0	0	0	0	0	0	**9**
17:15 - 17:20	10	1	0	0	0	0	0	**11**	9	0	0	0	0	0	0	**9**
17:20 - 17:25	8	0	0	0	0	0	0	**8**	4	0	0	0	0	0	0	**4**
17:25 - 17:30	7	0	0	0	0	0	0	**7**	1	1	0	0	0	0	0	**2**
17:30 - 17:35	7	2	0	0	0	0	0	**9**	6	0	0	0	0	0	0	**6**
17:35 - 17:40	6	0	0	0	0	0	0	**6**	2	0	0	0	0	0	0	**2**
17:40 - 17:45	12	0	0	0	0	0	0	**12**	3	0	0	0	0	0	0	**3**
17:45 - 17:50	7	0	0	0	0	0	0	**7**	3	0	0	0	0	0	0	**3**
17:50 - 17:55	7	0	0	0	0	0	0	**7**	6	0	0	0	0	0	0	**6**
17:55 - 18:00	6	0	0	0	0	0	0	**6**	7	0	0	0	0	0	0	**7**
18:00 - 18:05	11	1	0	0	0	0	0	**12**	1	2	0	0	0	0	0	**3**
18:05 - 18:10	11	0	0	0	0	0	0	**11**	11	1	0	0	0	0	0	**12**
18:10 - 18:15	6	0	0	0	0	0	0	**6**	3	0	0	0	0	0	0	**3**
18:15 - 18:20	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**
18:20 - 18:25	5	1	0	0	0	0	0	**6**	1	0	0	0	0	0	0	**1**
18:25 - 18:30	6	0	0	0	0	0	0	**6**	3	1	0	0	0	0	0	**4**
PERIOD TOTAL	**177**	**16**	**0**	**0**	**0**	**0**	**0**	**193**	**100**	**6**	**0**	**0**	**0**	**0**	**0**	**106**
PERIOD AVG	**7.38**	**0.67**	**0**	**0**	**0**	**0**	**0**	**8.042**	**4.17**	**0.25**	**0**	**0**	**0**	**0**	**0**	**4.42**
DAILY TOTAL	**336**	**43**	**3**	**1**	**1**	**0**	**0**	**388**	**160**	**15**	**1**	**0**	**1**	**0**	**0**	**179**
DAILY AVG	**7**	**0.9**	**0.06**	**0.02**	**0.02**	**0**	**0**	**8.083**	**3.33**	**0.31**	**0.02**	**0**	**0.02**	**0**	**0**	**3.72**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 8 - SITE PLAN



MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 8

(LANE 1 IS NEARSIDE TO KERB)

Time	Vehicle Count LANE 1							PCU TOTAL	Vehicle Count LANE 2							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	3	0	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**
07:35 - 07:40	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
07:40 - 07:45	5	0	0	0	0	0	0	**5**	1	0	0	0	0	0	0	**1**
07:45 - 07:50	4	0	0	0	0	0	0	**4**	2	0	0	0	0	0	0	**2**
07:50 - 07:55	2	2	0	0	0	0	0	**4**	1	0	0	0	0	0	0	**1**
07:55 - 08:00	5	1	0	0	0	0	0	**6**	1	0	0	0	0	0	0	**1**
08:00 - 08:05	2	1	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**
08:05 - 08:10	3	0	0	0	0	0	0	**3**	3	0	0	0	0	0	0	**3**
08:10 - 08:15	3	1	0	0	0	0	0	**4**	3	0	0	0	0	0	0	**3**
08:15 - 08:20	10	0	0	0	0	0	0	**10**	1	0	0	0	0	0	0	**1**
08:20 - 08:25	3	0	0	0	0	0	0	**3**	4	0	0	0	0	0	0	**4**
08:25 - 08:30	3	0	0	0	0	0	0	**3**	2	0	0	0	0	0	0	**2**
08:30 - 08:35	5	0	0	0	0	0	0	**5**	2	0	0	0	0	0	0	**2**
08:35 - 08:40	3	0	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**
08:40 - 08:45	4	0	0	0	0	0	0	**4**	1	0	0	0	0	0	0	**1**
08:45 - 08:50	2	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**
08:50 - 08:55	3	0	0	0	0	0	0	**3**	1	1	0	0	0	0	0	**2**
08:55 - 09:00	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**
09:00 - 09:05	2	0	0	0	0	0	0	**2**	3	0	0	0	0	0	0	**3**
09:05 - 09:10	0	1	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**
09:10 - 09:15	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
09:15 - 09:20	3	0	0	0	0	0	0	**3**	3	0	0	0	0	0	0	**3**
09:20 - 09:25	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
09:25 - 09:30	3	0	0	0	0	0	0	**3**	2	0	0	0	0	0	0	**2**
PERIOD TOTAL	**74**	**6**	**0**	**0**	**0**	**0**	**0**	**80**	**38**	**1**	**0**	**0**	**0**	**0**	**0**	**39**
PERIOD AVG	**3.08**	**0.25**	**0**	**0**	**0**	**0**	**0**	**3.33**	**1.58**	**0.04**	**0**	**0**	**0**	**0**	**0**	**1.63**
16:30 - 16:35	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
16:35 - 16:40	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
16:40 - 16:45	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
16:45 - 16:50	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
16:50 - 16:55	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
16:55 - 17:00	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**
17:00 - 17:05	0	2	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**
17:05 - 17:10	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
17:10 - 17:15	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
17:15 - 17:20	2	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**
17:20 - 17:25	2	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**
17:25 - 17:30	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**
17:30 - 17:35	2	0	0	0	0	0	0	**2**	2	0	0	0	0	0	0	**2**
17:35 - 17:40	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
17:40 - 17:45	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
17:45 - 17:50	3	0	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**
17:50 - 17:55	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
17:55 - 18:00	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**
18:00 - 18:05	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
18:05 - 18:10	1	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	**1**
18:10 - 18:15	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
18:15 - 18:20	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
18:20 - 18:25	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
18:25 - 18:30	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**
PERIOD TOTAL	**23**	**2**	**0**	**0**	**0**	**0**	**0**	**25**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**16**
PERIOD AVG	**0.96**	**0.08**	**0**	**0**	**0**	**0**	**0**	**1.04**	**0.63**	**0.04**	**0**	**0**	**0**	**0**	**0**	**0.67**
DAILY TOTAL	**97**	**8**	**0**	**0**	**0**	**0**	**0**	**105**	**53**	**2**	**0**	**0**	**0**	**0**	**0**	**55**
DAILY AVG	**2.02**	**0.17**	**0**	**0**	**0**	**0**	**0**	**2.19**	**1.1**	**0.04**	**0**	**0**	**0**	**0**	**0**	**1.15**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 8

(LANE 1 IS NEARSIDE TO KERB)

Time			Vehicle Count LANE 1							PCU TOTAL
			CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30	-	07:35	2	0	0	0	0	0	0	**2**
07:35	-	07:40	2	0	0	0	0	0	0	**2**
07:40	-	07:45	0	1	0	0	0	0	0	**1**
07:45	-	07:50	1	0	0	0	0	0	0	**1**
07:50	-	07:55	2	0	0	0	0	0	0	**2**
07:55	-	08:00	3	0	0	0	0	0	0	**3**
08:00	-	08:05	5	0	0	0	0	0	0	**5**
08:05	-	08:10	8	0	0	0	1	0	0	**10**
08:10	-	08:15	1	1	0	0	0	0	0	**2**
08:15	-	08:20	1	0	0	0	0	0	0	**1**
08:20	-	08:25	1	0	0	1	0	0	0	**3.5**
08:25	-	08:30	6	1	0	0	0	0	0	**7**
08:30	-	08:35	1	0	0	0	0	0	0	**1**
08:35	-	08:40	1	0	0	0	0	0	0	**1**
08:40	-	08:45	1	0	0	0	0	0	0	**1**
08:45	-	08:50	1	0	0	0	1	0	0	**3**
08:50	-	08:55	2	0	0	0	0	0	0	**2**
08:55	-	09:00	1	1	0	0	1	0	0	**4**
09:00	-	09:05	1	0	0	0	0	0	0	**1**
09:05	-	09:10	3	1	0	0	0	0	0	**4**
09:10	-	09:15	2	0	0	0	0	0	0	**2**
09:15	-	09:20	1	0	0	0	1	0	0	**3**
09:20	-	09:25	1	0	0	0	0	0	0	**1**
09:25	-	09:30	1	0	0	0	1	0	0	**3**
PERIOD TOTAL			**48**	**5**	**0**	**1**	**5**	**0**	**0**	**65.5**
PERIOD AVG			**2**	**0.21**	**0**	**0.04**	**0.21**	**0**	**0**	**2.73**
16:30	-	16:35	4	0	0	0	0	0	0	**4**
16:35	-	16:40	2	0	0	0	0	0	0	**2**
16:40	-	16:45	8	0	0	0	0	0	0	**8**
16:45	-	16:50	11	1	0	0	0	0	0	**12**
16:50	-	16:55	13	0	0	0	0	0	0	**13**
16:55	-	17:00	13	0	0	0	0	0	0	**13**
17:00	-	17:05	2	0	0	0	0	0	0	**2**
17:05	-	17:10	13	2	0	0	0	0	0	**15**
17:10	-	17:15	13	0	0	0	1	0	0	**15**
17:15	-	17:20	13	1	0	0	0	0	0	**14**
17:20	-	17:25	4	1	0	0	0	0	0	**5**
17:25	-	17:30	9	0	0	0	0	0	0	**9**
17:30	-	17:35	6	1	0	0	0	0	0	**7**
17:35	-	17:40	1	1	0	0	0	0	0	**2**
17:40	-	17:45	4	0	0	0	0	0	0	**4**
17:45	-	17:50	4	0	0	0	0	0	0	**4**
17:50	-	17:55	5	0	0	0	0	0	0	**5**
17:55	-	18:00	2	0	0	0	0	0	0	**2**
18:00	-	18:05	1	0	0	0	1	0	0	**3**
18:05	-	18:10	1	1	0	0	0	0	0	**2**
18:10	-	18:15	2	0	0	0	0	0	0	**2**
18:15	-	18:20	1	0	0	0	0	0	0	**1**
18:20	-	18:25	1	1	0	0	0	0	0	**2**
18:25	-	18:30	3	0	0	0	0	0	0	**3**
PERIOD TOTAL			**136**	**9**	**0**	**0**	**2**	**0**	**0**	**149**
PERIOD AVG			**5.67**	**0.38**	**0**	**0**	**0.08**	**0**	**0**	**6.21**
DAILY TOTAL			**184**	**14**	**0**	**1**	**7**	**0**	**0**	**215**
DAILY AVG			**3.83**	**0.29**	**0**	**0.02**	**0.15**	**0**	**0**	**4.47**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 8

(LANE 1 IS NEARSIDE TO KERB)

Time			Vehicle Count LANE 1							PCU TOTAL
			CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30	-	07:35	0	0	0	0	0	0	0	**0**
07:35	-	07:40	0	0	0	0	0	0	0	**0**
07:40	-	07:45	0	0	0	0	0	0	0	**0**
07:45	-	07:50	0	0	0	0	0	0	0	**0**
07:50	-	07:55	0	0	0	0	0	0	0	**0**
07:55	-	08:00	0	1	0	0	0	0	0	**1**
08:00	-	08:05	0	0	0	0	0	0	0	**0**
08:05	-	08:10	1	0	0	0	0	0	0	**1**
08:10	-	08:15	0	1	0	0	0	0	0	**1**
08:15	-	08:20	1	0	0	0	0	0	0	**1**
08:20	-	08:25	0	0	0	0	0	0	0	**0**
08:25	-	08:30	0	0	0	0	0	0	0	**0**
08:30	-	08:35	0	0	0	0	0	0	0	**0**
08:35	-	08:40	0	0	0	0	0	0	0	**0**
08:40	-	08:45	0	1	0	0	0	0	0	**1**
08:45	-	08:50	0	1	0	0	0	0	0	**1**
08:50	-	08:55	0	1	0	0	0	0	0	**1**
08:55	-	09:00	0	0	0	0	0	0	0	**0**
09:00	-	09:05	0	0	0	0	0	0	0	**0**
09:05	-	09:10	0	0	0	0	0	0	0	**0**
09:10	-	09:15	0	0	0	0	0	0	0	**0**
09:15	-	09:20	1	0	0	0	0	0	0	**1**
09:20	-	09:25	0	0	0	0	0	0	0	**0**
09:25	-	09:30	1	0	0	0	0	0	0	**1**
PERIOD TOTAL			**4**	**5**	**0**	**0**	**0**	**0**	**0**	**9**
PERIOD AVG			**0.17**	**0.21**	**0**	**0**	**0**	**0**	**0**	**0.38**
16:30	-	16:35	1	0	0	0	0	0	0	**1**
16:35	-	16:40	1	0	0	0	0	0	0	**1**
16:40	-	16:45	1	0	0	0	0	0	0	**1**
16:45	-	16:50	1	0	0	0	0	0	0	**1**
16:50	-	16:55	1	0	0	0	0	0	0	**1**
16:55	-	17:00	1	0	0	0	0	0	0	**1**
17:00	-	17:05	2	0	0	0	0	0	0	**2**
17:05	-	17:10	0	1	0	0	0	0	0	**1**
17:10	-	17:15	1	0	0	0	0	0	0	**1**
17:15	-	17:20	1	0	0	0	0	0	0	**1**
17:20	-	17:25	0	0	0	0	0	0	0	**0**
17:25	-	17:30	1	0	0	0	0	0	0	**1**
17:30	-	17:35	0	0	0	0	0	0	0	**0**
17:35	-	17:40	1	0	0	0	0	0	0	**1**
17:40	-	17:45	1	0	0	0	0	0	0	**1**
17:45	-	17:50	1	0	0	0	0	0	0	**1**
17:50	-	17:55	0	0	0	0	0	0	0	**0**
17:55	-	18:00	2	0	0	0	0	0	0	**2**
18:00	-	18:05	1	0	0	0	0	0	0	**1**
18:05	-	18:10	1	0	0	0	0	0	0	**1**
18:10	-	18:15	0	0	0	0	0	0	0	**0**
18:15	-	18:20	1	0	0	0	0	0	0	**1**
18:20	-	18:25	0	0	0	0	0	0	0	**0**
18:25	-	18:30	0	0	0	0	0	0	0	**0**
PERIOD TOTAL			**19**	**1**	**0**	**0**	**0**	**0**	**0**	**20**
PERIOD AVG			**0.79**	**0.04**	**0**	**0**	**0**	**0**	**0**	**0.83**
DAILY TOTAL			**23**	**6**	**0**	**0**	**0**	**0**	**0**	**29**
DAILY AVG			**0.48**	**0.13**	**0**	**0**	**0**	**0**	**0**	**0.6**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 8

(LANE 1 IS NEARSIDE TO KERB)

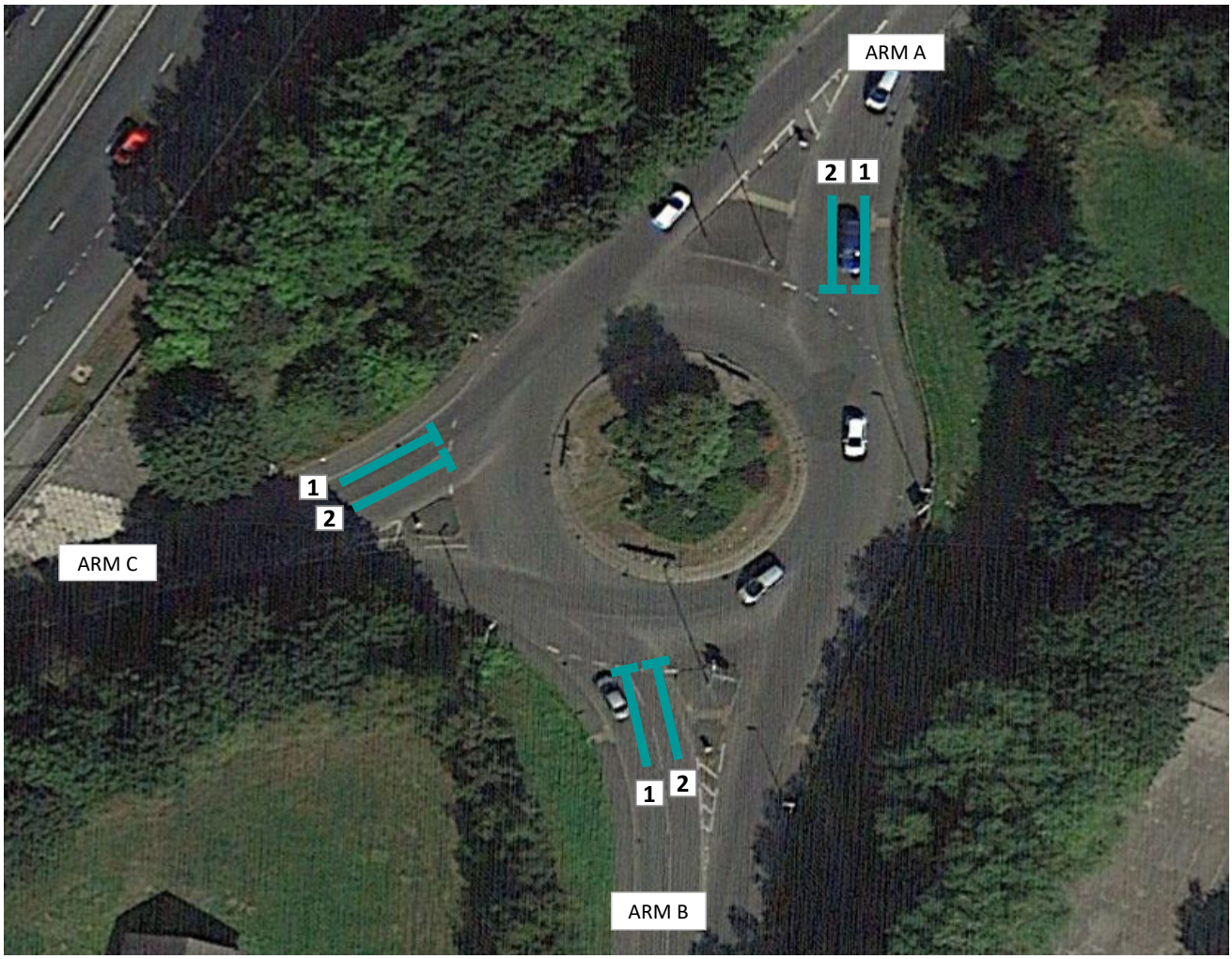
Time	Vehicle Count LANE 1							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	0	0	0	0	0	0	0	**0**
07:35 - 07:40	1	0	0	0	0	0	0	**1**
07:40 - 07:45	0	0	0	0	0	0	0	**0**
07:45 - 07:50	0	0	0	0	0	0	0	**0**
07:50 - 07:55	2	0	0	0	0	0	0	**2**
07:55 - 08:00	1	0	0	0	0	0	0	**1**
08:00 - 08:05	3	0	0	0	0	0	0	**3**
08:05 - 08:10	2	0	0	0	0	0	0	**2**
08:10 - 08:15	0	0	0	0	0	0	0	**0**
08:15 - 08:20	2	0	0	0	0	0	0	**2**
08:20 - 08:25	0	0	0	0	0	0	0	**0**
08:25 - 08:30	0	0	0	0	0	0	0	**0**
08:30 - 08:35	0	0	0	0	0	0	0	**0**
08:35 - 08:40	4	0	0	0	0	0	0	**4**
08:40 - 08:45	2	1	0	0	0	0	0	**3**
08:45 - 08:50	0	0	0	0	0	0	0	**0**
08:50 - 08:55	0	0	0	0	0	0	0	**0**
08:55 - 09:00	0	0	0	0	0	0	0	**0**
09:00 - 09:05	0	0	0	0	0	0	0	**0**
09:05 - 09:10	3	0	0	0	0	0	0	**3**
09:10 - 09:15	1	0	0	0	0	0	0	**1**
09:15 - 09:20	0	0	0	0	0	0	0	**0**
09:20 - 09:25	1	0	0	0	0	0	0	**1**
09:25 - 09:30	4	0	0	0	0	0	0	**4**
PERIOD TOTAL	**26**	**1**	**0**	**0**	**0**	**0**	**0**	**27**
PERIOD AVG	**1.08**	**0.04**	**0**	**0**	**0**	**0**	**0**	**1.13**
16:30 - 16:35	4	0	0	0	0	0	0	**4**
16:35 - 16:40	6	1	0	0	0	0	0	**7**
16:40 - 16:45	5	0	0	0	0	0	0	**5**
16:45 - 16:50	6	1	0	0	0	0	0	**7**
16:50 - 16:55	8	1	0	0	0	0	0	**9**
16:55 - 17:00	9	0	0	0	0	0	0	**9**
17:00 - 17:05	4	0	0	0	0	0	0	**4**
17:05 - 17:10	11	0	0	0	0	0	0	**11**
17:10 - 17:15	11	0	0	0	0	0	0	**11**
17:15 - 17:20	11	2	0	0	0	0	0	**13**
17:20 - 17:25	6	1	0	0	0	0	0	**7**
17:25 - 17:30	2	0	0	0	0	0	0	**2**
17:30 - 17:35	7	2	0	0	0	0	0	**9**
17:35 - 17:40	2	0	0	0	0	0	0	**2**
17:40 - 17:45	2	0	0	0	0	0	0	**2**
17:45 - 17:50	1	0	0	0	0	0	0	**1**
17:50 - 17:55	3	0	0	0	0	0	0	**3**
17:55 - 18:00	1	0	0	0	0	0	0	**1**
18:00 - 18:05	3	0	0	0	0	0	0	**3**
18:05 - 18:10	2	0	0	0	0	0	0	**2**
18:10 - 18:15	2	0	0	0	0	0	0	**2**
18:15 - 18:20	1	0	0	0	0	0	0	**1**
18:20 - 18:25	2	0	0	0	0	0	0	**2**
18:25 - 18:30	0	0	0	0	0	0	0	**0**
PERIOD TOTAL	**109**	**8**	**0**	**0**	**0**	**0**	**0**	**117**
PERIOD AVG	**4.54**	**0.33**	**0**	**0**	**0**	**0**	**0**	**4.88**
DAILY TOTAL	**135**	**9**	**0**	**0**	**0**	**0**	**0**	**144**
DAILY AVG	**2.81**	**0.19**	**0**	**0**	**0**	**0**	**0**	**3**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 9 - SITE PLAN



MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 9

(LANE 1 IS NEARSIDE TO KERB)

Time	Vehicle Count LANE 1							PCU TOTAL	Vehicle Count LANE 2							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
07:35 - 07:40	2	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**
07:40 - 07:45	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**
07:45 - 07:50	7	0	0	0	0	0	0	**7**	1	0	0	0	0	0	0	**1**
07:50 - 07:55	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**
07:55 - 08:00	4	0	0	0	0	0	0	**4**	1	0	0	0	0	0	0	**1**
08:00 - 08:05	6	0	0	1	0	0	0	**8.5**	1	0	0	0	1	0	0	**3**
08:05 - 08:10	7	0	0	0	0	0	0	**7**	1	0	0	0	0	0	0	**1**
08:10 - 08:15	6	0	0	0	0	0	0	**6**	1	1	0	0	0	0	0	**2**
08:15 - 08:20	5	0	0	0	0	0	0	**5**	1	1	0	0	0	0	0	**2**
08:20 - 08:25	6	0	0	0	0	0	0	**6**	2	0	0	0	0	0	0	**2**
08:25 - 08:30	6	0	0	0	0	0	0	**6**	1	0	0	0	0	0	0	**1**
08:30 - 08:35	6	0	0	0	0	0	0	**6**	2	0	0	0	0	0	0	**2**
08:35 - 08:40	5	0	0	0	0	0	0	**5**	1	0	0	0	0	0	0	**1**
08:40 - 08:45	6	0	0	0	0	0	0	**6**	1	0	0	0	0	0	0	**1**
08:45 - 08:50	6	0	0	0	1	0	0	**8**	1	1	0	0	0	0	0	**2**
08:50 - 08:55	5	1	0	0	0	0	0	**6**	2	0	0	0	0	0	0	**2**
08:55 - 09:00	3	0	0	0	0	0	0	**3**	2	0	0	0	0	0	0	**2**
09:00 - 09:05	2	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**
09:05 - 09:10	2	1	0	0	0	0	0	**3**	3	0	0	0	0	0	0	**3**
09:10 - 09:15	3	0	0	0	0	0	0	**3**	2	0	0	0	0	0	0	**2**
09:15 - 09:20	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
09:20 - 09:25	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**
09:25 - 09:30	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**
PERIOD TOTAL	**105**	**2**	**0**	**1**	**1**	**0**	**0**	**112**	**29**	**3**	**0**	**0**	**1**	**0**	**0**	**34**
PERIOD AVG	**4.38**	**0.08**	**0**	**0.04**	**0.04**	**0**	**0**	**4.65**	**1.21**	**0.13**	**0**	**0**	**0.04**	**0**	**0**	**1.42**
16:30 - 16:35	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**
16:35 - 16:40	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**
16:40 - 16:45	0	0	0	0	1	0	0	**2**	2	0	0	0	0	0	0	**2**
16:45 - 16:50	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**
16:50 - 16:55	1	0	0	0	0	0	0	**1**	6	0	0	0	0	0	0	**6**
16:55 - 17:00	1	0	0	0	0	0	0	**1**	3	0	0	0	0	0	0	**3**
17:00 - 17:05	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**
17:05 - 17:10	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**
17:10 - 17:15	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**
17:15 - 17:20	3	0	0	0	1	0	0	**5**	4	0	0	0	0	0	0	**4**
17:20 - 17:25	1	0	0	0	0	0	0	**1**	8	0	0	0	0	0	0	**8**
17:25 - 17:30	1	0	0	0	0	0	0	**1**	1	1	0	0	0	0	0	**2**
17:30 - 17:35	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**
17:35 - 17:40	2	0	0	0	0	0	0	**2**	3	1	0	0	0	0	0	**4**
17:40 - 17:45	2	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**
17:45 - 17:50	2	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**
17:50 - 17:55	0	1	0	0	0	0	0	**1**	3	0	0	0	0	0	0	**3**
17:55 - 18:00	1	0	0	0	0	0	0	**1**	4	0	0	0	0	0	0	**4**
18:00 - 18:05	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**
18:05 - 18:10	2	0	0	0	0	0	0	**2**	2	0	0	0	0	0	0	**2**
18:10 - 18:15	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**
18:15 - 18:20	0	0	0	0	0	0	0	**0**	3	0	0	0	1	0	0	**5**
18:20 - 18:25	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
18:25 - 18:30	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**
PERIOD TOTAL	**24**	**1**	**0**	**0**	**2**	**0**	**0**	**29**	**55**	**4**	**0**	**0**	**1**	**0**	**0**	**61**
PERIOD AVG	**1**	**0.04**	**0**	**0**	**0.08**	**0**	**0**	**1.21**	**2.29**	**0.17**	**0**	**0**	**0.04**	**0**	**0**	**2.54**
DAILY TOTAL	**129**	**3**	**0**	**1**	**3**	**0**	**0**	**141**	**84**	**7**	**0**	**0**	**2**	**0**	**0**	**95**
DAILY AVG	**2.69**	**0.06**	**0**	**0.02**	**0.06**	**0**	**0**	**2.93**	**1.75**	**0.15**	**0**	**0**	**0.04**	**0**	**0**	**1.98**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 9

(LANE 1 IS NEARSIDE TO KERB)

Time	Vehicle Count LANE 1							PCU TOTAL	Vehicle Count LANE 2							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:35 - 07:40	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:40 - 07:45	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:45 - 07:50	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:50 - 07:55	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:55 - 08:00	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**
08:00 - 08:05	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
08:05 - 08:10	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
08:10 - 08:15	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
08:15 - 08:20	0	0	1	0	0	0	0	**1.5**	0	0	0	0	0	0	0	**0**
08:20 - 08:25	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**
08:25 - 08:30	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
08:30 - 08:35	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
08:35 - 08:40	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**
08:40 - 08:45	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**
08:45 - 08:50	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**
08:50 - 08:55	0	1	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**
08:55 - 09:00	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
09:00 - 09:05	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**
09:05 - 09:10	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**
09:10 - 09:15	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**
09:15 - 09:20	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**
09:20 - 09:25	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**
09:25 - 09:30	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	**2**
PERIOD TOTAL	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**5.5**	**21**	**6**	**0**	**0**	**0**	**0**	**0**	**27**
PERIOD AVG	**0.08**	**0.08**	**0.04**	**0**	**0**	**0**	**0**	**0.23**	**0.88**	**0.25**	**0**	**0**	**0**	**0**	**0**	**1.13**
16:30 - 16:35	1	0	0	0	0	0	0	**1**	4	0	0	0	0	0	0	**4**
16:35 - 16:40	5	0	0	0	0	0	0	**5**	12	1	0	0	0	0	0	**13**
16:40 - 16:45	2	0	0	0	0	0	0	**2**	12	1	0	0	0	0	0	**13**
16:45 - 16:50	5	0	0	0	0	0	0	**5**	7	0	0	0	0	0	0	**7**
16:50 - 16:55	4	0	0	0	0	0	0	**4**	12	0	0	0	0	0	0	**12**
16:55 - 17:00	5	0	0	0	0	0	0	**5**	7	0	0	0	0	0	0	**7**
17:00 - 17:05	5	0	0	0	0	0	0	**5**	12	1	0	0	0	0	0	**13**
17:05 - 17:10	2	0	0	0	0	0	0	**2**	12	0	0	0	0	0	0	**12**
17:10 - 17:15	5	0	0	0	0	0	0	**5**	12	0	0	0	0	0	0	**12**
17:15 - 17:20	4	0	0	0	0	0	0	**4**	12	0	0	0	0	0	0	**12**
17:20 - 17:25	5	0	0	0	0	0	0	**5**	7	0	0	0	0	0	0	**7**
17:25 - 17:30	1	0	0	0	1	0	0	**3**	12	0	0	0	0	0	0	**12**
17:30 - 17:35	2	0	0	0	1	0	0	**4**	8	3	0	0	0	0	0	**11**
17:35 - 17:40	1	0	0	0	0	0	0	**1**	8	0	0	0	0	0	0	**8**
17:40 - 17:45	2	0	0	0	0	0	0	**2**	8	0	0	0	0	0	0	**8**
17:45 - 17:50	0	0	0	0	1	0	0	**2**	3	0	0	0	0	0	0	**3**
17:50 - 17:55	2	0	0	0	0	0	0	**2**	2	0	0	0	1	0	0	**4**
17:55 - 18:00	2	0	0	0	0	0	0	**2**	4	0	0	0	0	0	0	**4**
18:00 - 18:05	2	1	0	0	0	0	0	**3**	4	0	0	0	0	0	0	**4**
18:05 - 18:10	3	0	0	0	0	0	0	**3**	5	1	0	0	0	0	0	**6**
18:10 - 18:15	1	0	0	0	0	0	0	**1**	6	0	0	0	0	0	0	**6**
18:15 - 18:20	0	1	0	0	0	0	0	**1**	2	1	0	0	0	0	0	**3**
18:20 - 18:25	4	0	0	0	0	0	0	**4**	3	0	0	0	0	0	0	**3**
18:25 - 18:30	1	0	0	0	0	0	0	**1**	3	0	0	0	0	0	0	**3**
PERIOD TOTAL	**64**	**2**	**0**	**0**	**3**	**0**	**0**	**72**	**177**	**8**	**0**	**0**	**1**	**0**	**0**	**187**
PERIOD AVG	**2.67**	**0.08**	**0**	**0**	**0.13**	**0**	**0**	**3**	**7.38**	**0.33**	**0**	**0**	**0.04**	**0**	**0**	**7.79**
DAILY TOTAL	**66**	**4**	**1**	**0**	**3**	**0**	**0**	**77.5**	**198**	**14**	**0**	**0**	**1**	**0**	**0**	**214**
DAILY AVG	**1.38**	**0.08**	**0.02**	**0**	**0.06**	**0**	**0**	**1.61**	**4.13**	**0.29**	**0**	**0**	**0.02**	**0**	**0**	**4.46**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 9

(LANE 1 IS NEARSIDE TO KERB)

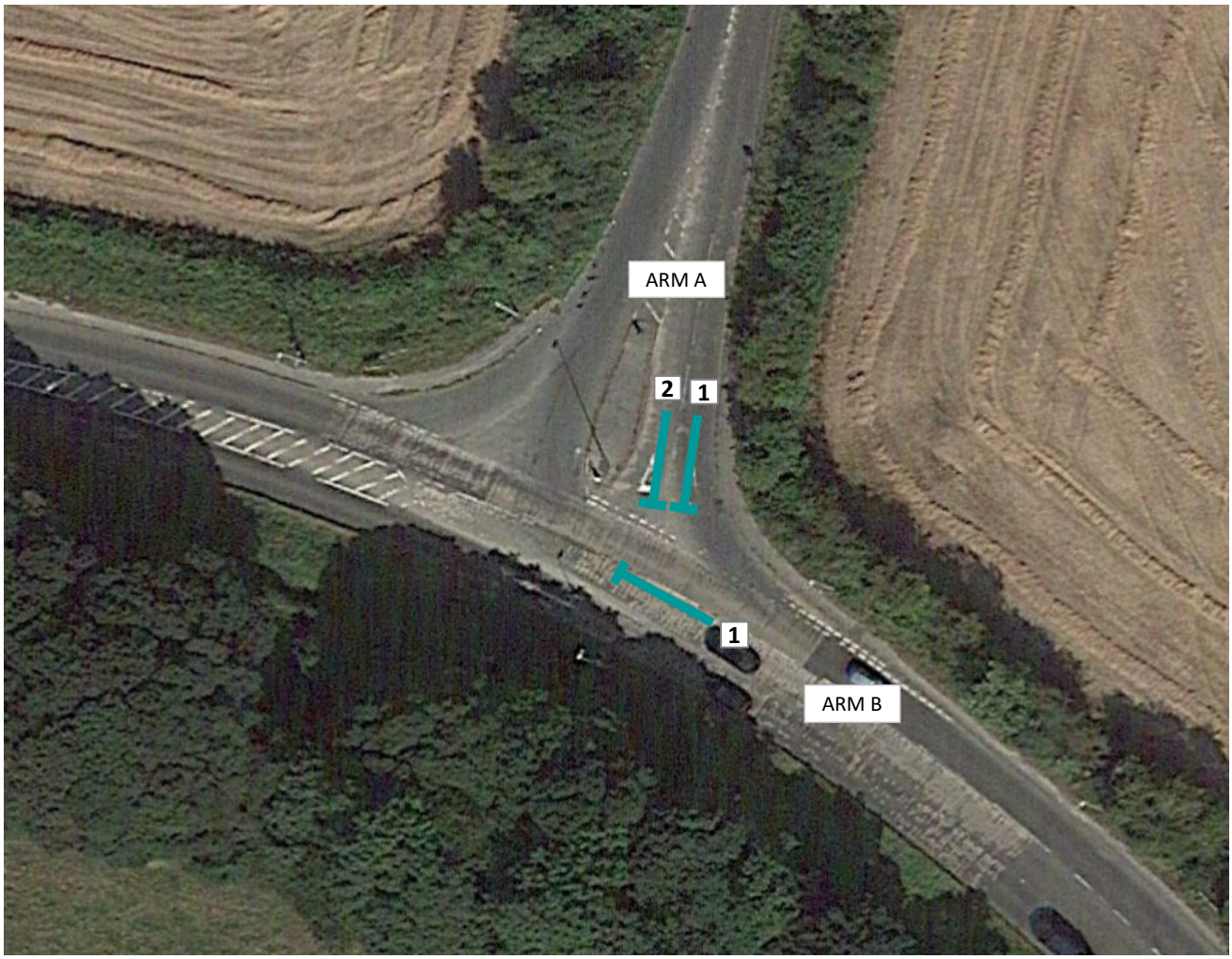
Time	Vehicle Count LANE 1							PCU TOTAL	Vehicle Count LANE 2							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	2	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**
07:35 - 07:40	4	0	0	0	0	0	0	**4**	1	0	0	0	0	0	0	**1**
07:40 - 07:45	3	0	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**
07:45 - 07:50	4	0	0	0	0	0	0	**4**	2	0	0	0	0	0	0	**2**
07:50 - 07:55	4	1	0	0	0	0	0	**5**	2	0	0	0	0	0	0	**2**
07:55 - 08:00	3	0	0	0	0	0	0	**3**	2	0	0	0	0	0	0	**2**
08:00 - 08:05	10	0	0	0	0	0	0	**10**	2	0	0	0	0	0	0	**2**
08:05 - 08:10	10	0	0	0	0	0	0	**10**	5	0	0	0	0	0	0	**5**
08:10 - 08:15	3	0	0	0	0	0	0	**3**	4	0	0	0	0	0	0	**4**
08:15 - 08:20	6	0	0	0	1	0	0	**8**	2	0	0	0	0	0	0	**2**
08:20 - 08:25	9	0	0	0	0	0	0	**9**	3	0	0	0	0	0	0	**3**
08:25 - 08:30	5	0	0	0	0	0	0	**5**	5	0	0	0	0	0	0	**5**
08:30 - 08:35	5	0	0	0	0	0	0	**5**	2	0	0	0	0	0	0	**2**
08:35 - 08:40	2	0	0	0	0	0	0	**2**	3	0	0	0	0	0	0	**3**
08:40 - 08:45	8	1	0	0	0	0	0	**9**	4	0	0	0	0	1	0	**4.5**
08:45 - 08:50	3	0	0	0	0	0	0	**3**	3	0	0	0	0	0	0	**3**
08:50 - 08:55	2	0	0	0	0	0	0	**2**	2	0	0	0	0	0	0	**2**
08:55 - 09:00	0	1	0	0	0	0	0	**1**	3	0	0	0	0	0	0	**3**
09:00 - 09:05	2	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**
09:05 - 09:10	2	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**
09:10 - 09:15	3	0	0	0	0	0	0	**3**	2	0	0	0	0	0	0	**2**
09:15 - 09:20	2	1	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**
09:20 - 09:25	2	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**
09:25 - 09:30	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**
PERIOD TOTAL	**95**	**4**	**0**	**0**	**1**	**0**	**0**	**101**	**54**	**0**	**0**	**0**	**0**	**1**	**0**	**54.5**
PERIOD AVG	**3.96**	**0.17**	**0**	**0**	**0.04**	**0**	**0**	**4.21**	**2.25**	**0**	**0**	**0**	**0**	**0.04**	**0**	**2.27**
16:30 - 16:35	2	1	0	0	0	0	0	**3**	1	1	0	0	0	0	0	**2**
16:35 - 16:40	5	1	0	0	0	0	0	**6**	2	0	0	0	0	0	0	**2**
16:40 - 16:45	4	0	0	0	0	0	0	**4**	2	1	0	0	0	0	0	**3**
16:45 - 16:50	4	0	0	0	0	0	0	**4**	1	0	0	0	0	0	0	**1**
16:50 - 16:55	10	0	0	0	0	0	0	**10**	3	0	0	0	0	0	0	**3**
16:55 - 17:00	2	1	0	0	0	0	0	**3**	1	0	0	0	1	0	0	**3**
17:00 - 17:05	9	1	0	0	0	0	0	**10**	1	0	0	0	0	0	0	**1**
17:05 - 17:10	10	1	0	0	0	0	0	**11**	1	0	0	0	1	0	0	**3**
17:10 - 17:15	10	1	0	0	0	0	0	**11**	10	0	0	0	0	0	0	**10**
17:15 - 17:20	5	0	0	0	0	0	0	**5**	10	0	0	0	0	0	0	**10**
17:20 - 17:25	4	0	0	0	0	0	0	**4**	2	0	0	0	0	0	0	**2**
17:25 - 17:30	7	1	0	0	0	0	0	**8**	4	0	0	0	1	0	0	**6**
17:30 - 17:35	5	0	0	0	0	0	0	**5**	0	2	0	0	0	0	0	**2**
17:35 - 17:40	3	0	0	0	0	0	0	**3**	2	0	0	0	0	0	0	**2**
17:40 - 17:45	5	0	0	0	0	0	0	**5**	3	0	0	0	0	0	0	**3**
17:45 - 17:50	3	1	0	0	0	0	0	**4**	3	0	0	0	0	0	0	**3**
17:50 - 17:55	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**
17:55 - 18:00	2	1	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**
18:00 - 18:05	2	1	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**
18:05 - 18:10	2	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**
18:10 - 18:15	3	0	0	0	0	0	0	**3**	2	0	0	0	0	0	0	**2**
18:15 - 18:20	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**
18:20 - 18:25	3	1	0	0	0	0	0	**4**	2	0	0	0	0	0	0	**2**
18:25 - 18:30	0	0	0	0	1	0	0	**2**	1	0	0	0	0	0	0	**1**
PERIOD TOTAL	**102**	**11**	**0**	**0**	**1**	**0**	**0**	**115**	**57**	**4**	**0**	**0**	**3**	**0**	**0**	**67**
PERIOD AVG	**4.25**	**0.46**	**0**	**0**	**0.04**	**0**	**0**	**4.79**	**2.38**	**0.17**	**0**	**0**	**0.13**	**0**	**0**	**2.79**
DAILY TOTAL	**197**	**15**	**0**	**0**	**2**	**0**	**0**	**216**	**111**	**4**	**0**	**0**	**3**	**1**	**0**	**122**
DAILY AVG	**4.1**	**0.31**	**0**	**0**	**0.04**	**0**	**0**	**4.5**	**2.31**	**0.08**	**0**	**0**	**0.06**	**0.02**	**0**	**2.53**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 10 - SITE PLAN



MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 10

(LANE 1 IS NEARSIDE TO KERB)

Time	Vehicle Count LANE 1							PCU TOTAL	Vehicle Count LANE 2							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**
07:35 - 07:40	13	4	0	0	0	0	0	**17**	0	0	0	0	0	0	0	**0**
07:40 - 07:45	13	3	0	0	1	0	0	**18**	0	0	0	0	0	0	0	**0**
07:45 - 07:50	13	4	0	0	0	0	0	**17**	0	0	0	0	0	0	0	**0**
07:50 - 07:55	13	3	0	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**
07:55 - 08:00	13	1	0	0	1	0	0	**16**	0	0	0	0	0	0	0	**0**
08:00 - 08:05	7	2	0	0	0	0	0	**9**	0	1	0	0	0	0	0	**1**
08:05 - 08:10	9	1	0	0	1	0	0	**12**	0	0	0	0	0	0	0	**0**
08:10 - 08:15	10	2	0	0	0	0	0	**12**	1	0	0	0	0	0	0	**1**
08:15 - 08:20	13	2	0	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**
08:20 - 08:25	13	2	0	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**
08:25 - 08:30	14	0	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**
08:30 - 08:35	13	0	1	1	0	0	0	**17**	0	0	0	0	0	0	0	**0**
08:35 - 08:40	11	1	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**
08:40 - 08:45	9	0	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**
08:45 - 08:50	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**
08:50 - 08:55	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
08:55 - 09:00	3	0	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**
09:00 - 09:05	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
09:05 - 09:10	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
09:10 - 09:15	4	0	0	0	0	0	0	**4**	1	0	0	0	0	0	0	**1**
09:15 - 09:20	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
09:20 - 09:25	2	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**
09:25 - 09:30	1	1	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**
PERIOD TOTAL	**193**	**27**	**1**	**1**	**3**	**0**	**0**	**230**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6**
PERIOD AVG	**8.04**	**1.13**	**0.04**	**0.04**	**0.13**	**0**	**0**	**9.58**	**0.21**	**0.04**	**0**	**0**	**0**	**0**	**0**	**0.25**
16:30 - 16:35	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
16:35 - 16:40	3	1	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**
16:40 - 16:45	4	1	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**
16:45 - 16:50	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
16:50 - 16:55	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
16:55 - 17:00	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
17:00 - 17:05	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
17:05 - 17:10	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
17:10 - 17:15	4	1	0	0	0	0	0	**5**	1	0	0	0	0	0	0	**1**
17:15 - 17:20	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
17:20 - 17:25	2	2	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**
17:25 - 17:30	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
17:30 - 17:35	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
17:35 - 17:40	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
17:40 - 17:45	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
17:45 - 17:50	4	0	0	0	0	0	0	**4**	1	0	0	0	0	0	0	**1**
17:50 - 17:55	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
17:55 - 18:00	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
18:00 - 18:05	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
18:05 - 18:10	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
18:10 - 18:15	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
18:15 - 18:20	2	1	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
18:20 - 18:25	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
18:25 - 18:30	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
PERIOD TOTAL	**58**	**7**	**0**	**0**	**0**	**0**	**0**	**65**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
PERIOD AVG	**2.42**	**0.29**	**0**	**0**	**0**	**0**	**0**	**2.71**	**0.08**	**0**	**0**	**0**	**0**	**0**	**0**	**0.08**
DAILY TOTAL	**251**	**34**	**1**	**1**	**3**	**0**	**0**	**295**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**8**
DAILY AVG	**5.23**	**0.71**	**0.02**	**0.02**	**0.06**	**0**	**0**	**6.15**	**0.15**	**0.02**	**0**	**0**	**0**	**0**	**0**	**0.17**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 10

(LANE 1 IS NEARSIDE TO KERB)

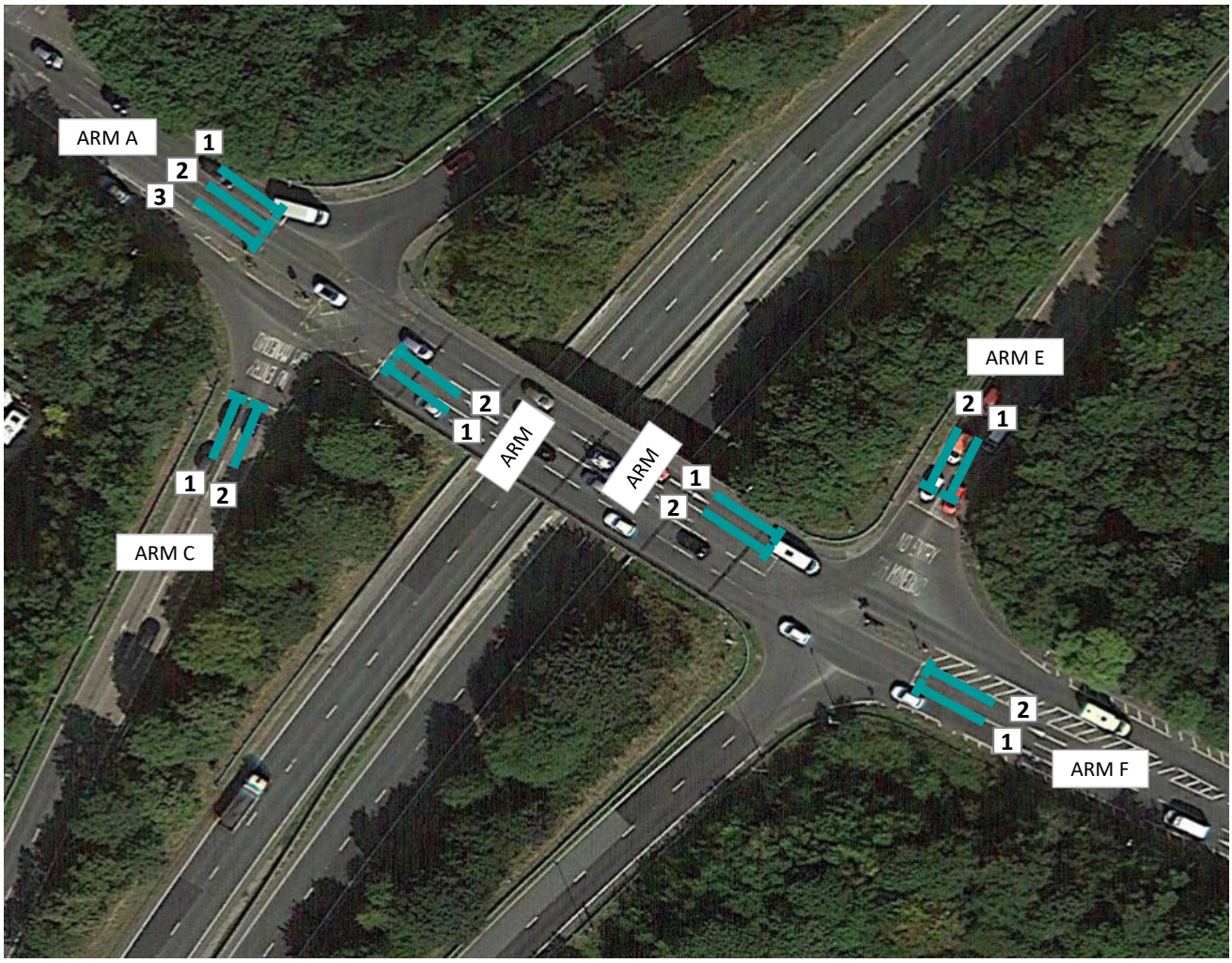
Time	Vehicle Count LANE 1							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	1	0	0	0	0	0	0	**1**
07:35 - 07:40	0	0	0	0	0	0	0	**0**
07:40 - 07:45	1	0	0	0	0	0	0	**1**
07:45 - 07:50	1	1	0	0	0	0	0	**2**
07:50 - 07:55	1	0	0	0	1	0	0	**3**
07:55 - 08:00	1	1	0	0	0	0	0	**2**
08:00 - 08:05	2	0	0	0	0	0	0	**2**
08:05 - 08:10	2	0	0	0	1	0	0	**4**
08:10 - 08:15	2	1	0	0	0	0	0	**3**
08:15 - 08:20	0	1	0	0	0	0	0	**1**
08:20 - 08:25	4	0	0	0	0	0	0	**4**
08:25 - 08:30	4	0	0	0	0	0	0	**4**
08:30 - 08:35	3	0	0	0	0	0	0	**3**
08:35 - 08:40	0	0	0	0	0	0	0	**0**
08:40 - 08:45	1	0	0	0	0	0	0	**1**
08:45 - 08:50	2	1	0	0	0	0	0	**3**
08:50 - 08:55	4	1	0	0	0	0	0	**5**
08:55 - 09:00	3	1	0	0	0	0	0	**4**
09:00 - 09:05	3	0	0	0	1	0	0	**5**
09:05 - 09:10	2	1	0	0	0	0	0	**3**
09:10 - 09:15	2	1	0	0	1	0	0	**5**
09:15 - 09:20	3	1	0	0	0	0	0	**4**
09:20 - 09:25	2	1	0	0	0	0	0	**3**
09:25 - 09:30	1	0	0	0	0	0	0	**1**
PERIOD TOTAL	**45**	**11**	**0**	**0**	**4**	**0**	**0**	**64**
PERIOD AVG	**1.88**	**0.46**	**0**	**0**	**0.17**	**0**	**0**	**2.67**
16:30 - 16:35	3	1	0	0	0	0	0	**4**
16:35 - 16:40	3	1	0	0	0	0	0	**4**
16:40 - 16:45	3	0	0	0	0	0	0	**3**
16:45 - 16:50	5	0	0	0	0	0	0	**5**
16:50 - 16:55	4	0	0	0	0	0	0	**4**
16:55 - 17:00	5	0	0	0	0	0	0	**5**
17:00 - 17:05	3	0	0	0	0	0	0	**3**
17:05 - 17:10	4	0	0	0	0	0	0	**4**
17:10 - 17:15	4	0	0	0	0	0	0	**4**
17:15 - 17:20	3	0	0	0	0	0	0	**3**
17:20 - 17:25	5	0	0	0	0	0	0	**5**
17:25 - 17:30	5	0	0	0	0	0	0	**5**
17:30 - 17:35	4	1	0	0	0	0	0	**5**
17:35 - 17:40	4	0	0	0	0	0	0	**4**
17:40 - 17:45	5	0	0	0	0	0	0	**5**
17:45 - 17:50	3	1	0	0	0	0	0	**4**
17:50 - 17:55	2	0	0	0	0	0	0	**2**
17:55 - 18:00	2	1	0	0	0	0	0	**3**
18:00 - 18:05	3	0	0	0	0	0	0	**3**
18:05 - 18:10	1	0	0	0	0	0	0	**1**
18:10 - 18:15	3	0	0	0	0	0	0	**3**
18:15 - 18:20	1	0	0	0	0	0	0	**1**
18:20 - 18:25	2	0	0	0	0	0	0	**2**
18:25 - 18:30	0	0	0	0	0	0	0	**0**
PERIOD TOTAL	**77**	**5**	**0**	**0**	**0**	**0**	**0**	**82**
PERIOD AVG	**3.21**	**0.21**	**0**	**0**	**0**	**0**	**0**	**3.42**
DAILY TOTAL	**122**	**16**	**0**	**0**	**4**	**0**	**0**	**146**
DAILY AVG	**2.54**	**0.33**	**0**	**0**	**0.08**	**0**	**0**	**3.04**

MERCURY
TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 11 - SITE PLAN



MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 11

(LANE 1 IS NEARSIDE TO KERB)

Time	Vehicle Count LANE 1							PCU TOTAL	Vehicle Count LANE 2							PCU TOTAL	Vehicle Count LANE 3							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	12	0	0	0	0	0	0	**12**	12+	1	0	0	0	0	0	**12**	6	3	0	0	0	0	0	**9**
07:35 - 07:40	11	0	0	0	0	0	0	**11**	5	0	1	0	0	0	0	**6.5**	6	2	0	0	1	0	0	**10**
07:40 - 07:45	12+	1	0	1	0	0	0	**12**	6	0	0	0	0	0	0	**6**	7	0	0	0	1	0	0	**9**
07:45 - 07:50	12+	3	0	0	0	0	0	**12**	4	1	0	0	2	0	0	**9**	7	0	0	0	0	0	0	**7**
07:50 - 07:55	12+	1	0	0	0	0	0	**12**	12+	2	0	0	0	0	0	**12**	3	3	0	1	0	0	0	**8.5**
07:55 - 08:00	12+	1	1	0	0	0	0	**12**	7	0	0	0	1	0	0	**9**	2	3	1	0	0	0	0	**6.5**
08:00 - 08:05	12+	2	0	2	0	0	0	**12**	7	1	0	0	0	0	0	**8**	4	3	0	1	0	0	0	**9.5**
08:05 - 08:10	12+	1	0	0	1	0	0	**12**	7	1	0	0	0	0	0	**8**	5	3	1	0	0	0	0	**9.5**
08:10 - 08:15	12+	1	0	0	0	0	0	**12**	12+	1	0	0	0	0	0	**12**	5	1	0	1	0	0	0	**8.5**
08:15 - 08:20	12+	0	0	0	0	0	0	**12**	6	0	0	0	0	0	0	**6**	3	6	0	0	0	0	0	**9**
08:20 - 08:25	5	0	0	0	0	0	0	**5**	12+	0	0	0	0	0	0	**12**	9	1	0	0	0	0	0	**10**
08:25 - 08:30	5	3	0	0	0	0	0	**8**	12+	1	0	0	2	0	0	**12**	8	1	0	0	0	0	0	**9**
08:30 - 08:35	4	0	0	1	0	0	0	**6.5**	12+	1	0	0	0	0	0	**12**	5	1	0	0	0	0	0	**6**
08:35 - 08:40	2	2	0	0	0	0	0	**4**	12+	1	0	0	0	0	0	**12**	3	0	0	0	0	0	0	**3**
08:40 - 08:45	12+	1	0	0	0	0	0	**12**	5	2	0	0	0	0	0	**7**	2	2	0	0	0	0	0	**4**
08:45 - 08:50	6	1	0	0	0	0	0	**7**	12+	0	1	0	0	0	0	**12**	5	1	0	0	0	0	0	**6**
08:50 - 08:55	12+	2	0	0	0	0	0	**12**	12+	0	0	0	0	0	0	**12**	7	0	0	0	0	0	0	**7**
08:55 - 09:00	9	3	0	0	0	0	0	**12**	12+	1	0	0	1	0	0	**12**	6	0	0	0	0	0	0	**6**
09:00 - 09:05	12+	4	1	0	0	0	0	**12**	12+	1	0	0	0	0	0	**12**	1	0	0	0	0	0	0	**1**
09:05 - 09:10	12+	4	1	0	0	0	0	**12**	12+	1	0	0	0	0	0	**12**	3	0	0	3	0	0	0	**10.5**
09:10 - 09:15	6	1	0	0	0	0	0	**7**	5	1	0	0	0	0	0	**6**	4	1	0	0	0	0	0	**5**
09:15 - 09:20	12+	4	0	0	0	0	0	**12**	12+	1	0	0	0	0	0	**12**	6	4	1	0	0	0	0	**11.5**
09:20 - 09:25	8	1	0	0	0	0	0	**9**	7	1	0	0	0	0	0	**8**	0	2	0	0	0	0	0	**2**
09:25 - 09:30	8	1	0	0	0	0	0	**9**	5	3	0	0	0	0	0	**8**	5	3	0	0	0	0	0	**8**
PERIOD TOTAL	**76**	**37**	**3**	**4**	**1**	**0**	**0**	**247**	**64**	**21**	**2**	**0**	**6**	**0**	**0**	**238**	**112**	**40**	**3**	**6**	**2**	**0**	**0**	**176**
PERIOD AVG	**6.91**	**1.54**	**0.13**	**0.17**	**0.04**	**0**	**0**	**10.3**	**5.82**	**0.88**	**0.08**	**0**	**0.25**	**0**	**0**	**9.9**	**4.67**	**1.67**	**0.13**	**0.25**	**0.08**	**0**	**0**	**7.31**
16:30 - 16:35	12+	0	0	0	0	0	0	**12**	5	2	0	0	0	0	0	**7**	8	2	0	0	0	0	0	**10**
16:35 - 16:40	12+	0	1	0	0	0	0	**12**	8	0	0	0	0	0	0	**8**	4	2	0	0	0	0	0	**6**
16:40 - 16:45	8	0	0	0	0	0	0	**8**	3	1	0	0	0	0	0	**4**	3	1	0	0	0	0	0	**4**
16:45 - 16:50	9	1	0	0	0	0	0	**10**	3	1	0	0	0	0	0	**4**	4	1	0	0	0	0	0	**5**
16:50 - 16:55	9	2	0	0	0	0	0	**11**	12+	0	0	0	0	0	0	**12**	9	1	0	0	0	0	0	**10**
16:55 - 17:00	8	2	0	0	0	0	0	**10**	11	0	0	0	0	0	0	**11**	5	1	0	0	0	0	0	**6**
17:00 - 17:05	7	1	0	0	0	0	0	**8**	10	0	0	0	0	0	0	**10**	5	1	0	1	0	0	0	**8.5**
17:05 - 17:10	7	1	0	0	0	0	0	**8**	12+	1	0	0	1	0	0	**12**	7	1	0	0	0	0	0	**8**
17:10 - 17:15	12+	1	0	0	0	0	0	**12**	4	0	0	0	0	0	0	**4**	10+	2	0	1	0	0	0	**10**
17:15 - 17:20	5	1	0	0	0	0	0	**6**	12+	2	0	0	0	0	0	**12**	5	1	0	0	0	0	0	**6**
17:20 - 17:25	12+	2	0	0	0	0	0	**12**	7	2	0	0	0	1	0	**9.5**	4	2	0	0	0	0	0	**6**
17:25 - 17:30	12+	1	0	0	0	0	0	**12**	3	1	0	0	0	0	0	**4**	4	2	0	0	0	0	0	**6**
17:30 - 17:35	12+	2	0	0	0	0	0	**12**	4	3	0	0	0	0	0	**7**	6	0	0	0	0	0	0	**6**
17:35 - 17:40	9	1	0	0	0	0	0	**10**	6	0	0	0	0	0	0	**6**	5	0	0	0	0	0	0	**5**
17:40 - 17:45	4	0	0	0	0	0	0	**4**	12+	0	0	0	0	0	0	**12**	5	0	0	0	0	0	0	**5**
17:45 - 17:50	7	0	0	0	0	0	0	**7**	12+	1	0	0	0	0	0	**12**	5	1	0	0	0	0	0	**6**
17:50 - 17:55	12+	3	1	0	0	0	0	**12**	6	0	0	0	0	0	0	**6**	5	0	0	0	0	0	0	**5**
17:55 - 18:00	5	0	0	0	0	0	0	**5**	12+	0	0	1	0	0	0	**12**	3	0	0	0	1	0	0	**5**
18:00 - 18:05	4	0	0	0	0	0	0	**4**	12+	1	0	1	0	0	0	**12**	1	2	0	0	0	0	0	**3**
18:05 - 18:10	7	1	0	0	0	0	0	**8**	10	1	0	0	0	0	0	**11**	7	0	0	0	0	0	0	**7**
18:10 - 18:15	5	1	0	0	0	0	0	**6**	12+	1	0	0	0	0	0	**12**	6	0	0	0	0	0	0	**6**
18:15 - 18:20	3	2	0	0	0	0	0	**5**	7	0	0	0	0	0	0	**7**	4	1	0	0	0	0	0	**5**
18:20 - 18:25	4	0	0	0	0	0	0	**4**	11	0	0	0	0	0	0	**11**	9	0	0	0	0	0	0	**9**
18:25 - 18:30	6	0	0	0	0	0	0	**6**	13	1	0	0	0	1	0	**14.5**	4	0	0	0	0	0	0	**4**
PERIOD TOTAL	**107**	**22**	**2**	**0**	**0**	**0**	**0**	**204**	**111**	**18**	**0**	**2**	**1**	**2**	**0**	**220**	**118**	**21**	**0**	**2**	**1**	**0**	**0**	**152**
PERIOD AVG	**6.29**	**0.92**	**0.08**	**0**	**0**	**0**	**0**	**8.5**	**6.94**	**0.75**	**0**	**0.08**	**0.04**	**0.08**	**0**	**9.17**	**5.13**	**0.88**	**0**	**0.08**	**0.04**	**0**	**0**	**6.31**
DAILY TOTAL	**183**	**59**	**5**	**4**	**1**	**0**	**0**	**451**	**175**	**39**	**2**	**2**	**7**	**2**	**0**	**458**	**230**	**61**	**3**	**8**	**3**	**0**	**0**	**327**
DAILY AVG	**6.6**	**1.23**	**0.1**	**0.08**	**0.02**	**0**	**0**	**9.39**	**6.38**	**0.81**	**0.04**	**0.04**	**0.15**	**0.04**	**0**	**9.53**	**4.9**	**1.27**	**0.06**	**0.17**	**0.06**	**0**	**0**	**6.81**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 11

(LANE 1 IS NEARSIDE TO KERB)

Time	Vehicle Count LANE 1							PCU TOTAL	Vehicle Count LANE 2							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	0	0	0	0	0	0	0	**0**	2	2	1	0	0	0	0	**5.5**
07:35 - 07:40	0	0	0	0	0	0	0	**0**	5	1	0	0	0	0	0	**6**
07:40 - 07:45	0	0	0	0	0	0	0	**0**	5	1	0	0	0	0	0	**6**
07:45 - 07:50	1	0	1	0	0	0	0	**2.5**	4	1	0	0	0	0	0	**5**
07:50 - 07:55	0	0	0	0	0	0	0	**0**	3	1	1	0	0	0	0	**5.5**
07:55 - 08:00	0	0	0	0	0	0	0	**0**	6	1	0	0	0	0	0	**7**
08:00 - 08:05	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	**6**
08:05 - 08:10	2	0	0	0	0	0	0	**2**	5	0	0	0	0	0	0	**5**
08:10 - 08:15	3	0	0	0	0	0	0	**3**	6	1	0	0	0	0	0	**7**
08:15 - 08:20	3	0	0	0	0	0	0	**3**	4	1	0	0	0	0	0	**5**
08:20 - 08:25	1	1	0	0	0	0	0	**2**	4	1	0	0	0	0	0	**5**
08:25 - 08:30	1	1	0	0	0	0	0	**2**	6	0	0	0	0	0	0	**6**
08:30 - 08:35	1	1	0	0	0	0	0	**2**	4	1	0	0	0	0	0	**5**
08:35 - 08:40	0	0	0	0	0	0	0	**0**	7	1	1	0	0	0	0	**9.5**
08:40 - 08:45	0	0	0	0	0	0	0	**0**	7	1	0	0	0	0	0	**8**
08:45 - 08:50	0	0	0	0	0	0	0	**0**	7	1	0	0	0	0	0	**8**
08:50 - 08:55	0	0	0	0	0	0	0	**0**	9	0	0	0	0	0	0	**9**
08:55 - 09:00	0	0	0	0	0	0	0	**0**	7	0	0	0	0	0	0	**7**
09:00 - 09:05	0	0	0	0	0	0	0	**0**	6	0	0	1	0	0	0	**8.5**
09:05 - 09:10	0	0	0	0	0	0	0	**0**	7	1	0	0	0	0	0	**8**
09:10 - 09:15	0	0	0	0	0	0	0	**0**	3	1	1	0	0	0	0	**5.5**
09:15 - 09:20	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**
09:20 - 09:25	0	0	0	0	0	0	0	**0**	3	1	1	0	0	0	0	**5.5**
09:25 - 09:30	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**
PERIOD TOTAL	**12**	**3**	**1**	**0**	**0**	**0**	**0**	**16.5**	**123**	**18**	**5**	**1**	**0**	**0**	**0**	**151**
PERIOD AVG	**0.5**	**0.13**	**0.04**	**0**	**0**	**0**	**0**	**0.69**	**5.13**	**0.75**	**0.21**	**0.04**	**0**	**0**	**0**	**6.29**
16:30 - 16:35	0	0	0	0	0	0	0	**0**	5	2	0	0	0	0	0	**7**
16:35 - 16:40	0	0	0	0	0	0	0	**0**	9	0	0	0	0	0	0	**9**
16:40 - 16:45	1	1	0	0	0	0	0	**2**	8	1	0	0	0	0	0	**9**
16:45 - 16:50	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**
16:50 - 16:55	2	0	0	0	0	0	0	**2**	7	0	0	0	0	0	0	**7**
16:55 - 17:00	0	0	0	0	0	0	0	**0**	4	2	0	0	0	0	0	**6**
17:00 - 17:05	0	0	0	0	0	0	0	**0**	6	2	0	0	0	0	0	**8**
17:05 - 17:10	1	0	0	0	0	0	0	**1**	7	2	0	0	0	0	0	**9**
17:10 - 17:15	0	0	0	0	0	0	0	**0**	7	0	0	0	0	0	0	**7**
17:15 - 17:20	1	0	0	0	0	0	0	**1**	4	0	0	0	0	0	0	**4**
17:20 - 17:25	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**
17:25 - 17:30	1	0	0	0	0	0	0	**1**	6	0	0	0	0	0	0	**6**
17:30 - 17:35	0	0	0	0	0	0	0	**0**	5	1	0	0	0	0	0	**6**
17:35 - 17:40	1	0	0	0	0	0	0	**1**	8	0	0	0	0	0	0	**8**
17:40 - 17:45	0	0	0	0	0	0	0	**0**	5	1	0	0	0	0	0	**6**
17:45 - 17:50	1	0	0	0	0	0	0	**1**	4	2	0	0	0	0	0	**6**
17:50 - 17:55	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**
17:55 - 18:00	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**
18:00 - 18:05	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**
18:05 - 18:10	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**
18:10 - 18:15	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	**8**
18:15 - 18:20	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**
18:20 - 18:25	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**
18:25 - 18:30	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	**6**
PERIOD TOTAL	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**127**	**13**	**0**	**0**	**0**	**0**	**0**	**140**
PERIOD AVG	**0.33**	**0.04**	**0**	**0**	**0**	**0**	**0**	**0.38**	**5.29**	**0.54**	**0**	**0**	**0**	**0**	**0**	**5.83**
DAILY TOTAL	**20**	**4**	**1**	**0**	**0**	**0**	**0**	**25.5**	**250**	**31**	**5**	**1**	**0**	**0**	**0**	**291**
DAILY AVG	**0.42**	**0.08**	**0.02**	**0**	**0**	**0**	**0**	**0.53**	**5.21**	**0.65**	**0.1**	**0.02**	**0**	**0**	**0**	**6.06**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 11

(LANE 1 IS NEARSIDE TO KERB)

Time	Vehicle Count LANE 1							PCU TOTAL	Vehicle Count LANE 2							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	5	1	0	0	0	0	0	**6**	8	2	0	0	0	0	0	**10**
07:35 - 07:40	1	4	0	0	0	0	0	**5**	7	0	0	0	0	0	0	**7**
07:40 - 07:45	3	2	0	1	0	0	0	**7.5**	10	5	0	0	0	0	0	**15**
07:45 - 07:50	3	3	0	0	0	0	0	**6**	10	2	0	0	0	0	0	**12**
07:50 - 07:55	8	1	1	0	0	0	0	**10.5**	12+	2	0	0	0	0	0	**12**
07:55 - 08:00	7	1	0	0	0	0	0	**8**	13	1	0	0	0	0	0	**14**
08:00 - 08:05	3	3	0	0	0	0	0	**6**	10	0	0	0	1	0	0	**12**
08:05 - 08:10	5	0	0	1	0	0	0	**7.5**	13	0	0	0	0	0	0	**13**
08:10 - 08:15	8	2	0	0	0	0	0	**10**	12+	0	0	0	0	0	0	**12**
08:15 - 08:20	7	1	0	1	0	0	0	**10.5**	12+	1	0	0	0	0	0	**12**
08:20 - 08:25	8	1	0	0	0	0	0	**9**	12+	1	0	0	0	0	0	**12**
08:25 - 08:30	6	1	0	0	0	0	0	**7**	13	3	0	0	0	0	0	**16**
08:30 - 08:35	5	2	2	0	0	0	0	**10**	12+	0	0	0	0	0	0	**12**
08:35 - 08:40	3	2	0	0	0	0	0	**5**	12+	0	0	0	0	0	0	**12**
08:40 - 08:45	5	2	0	0	0	0	0	**7**	12+	1	0	0	0	0	0	**12**
08:45 - 08:50	5	0	0	0	0	0	0	**5**	12+	1	0	0	0	0	0	**12**
08:50 - 08:55	8	5	0	0	0	0	0	**13**	12+	1	0	0	0	0	0	**12**
08:55 - 09:00	6	1	0	1	0	0	0	**9.5**	12+	2	0	0	0	0	0	**12**
09:00 - 09:05	4	1	0	1	0	0	0	**7.5**	12+	0	0	0	0	0	0	**12**
09:05 - 09:10	6	3	0	0	0	0	0	**9**	9	0	0	0	0	0	0	**9**
09:10 - 09:15	4	1	1	0	0	0	0	**6.5**	11	0	0	0	0	1	0	**11.5**
09:15 - 09:20	6	2	0	0	0	0	0	**8**	8	1	0	0	0	0	0	**9**
09:20 - 09:25	5	3	0	0	0	0	0	**8**	10	2	0	0	0	0	0	**12**
09:25 - 09:30	3	0	1	2	0	0	0	**9.5**	9	1	0	0	0	0	0	**10**
PERIOD TOTAL	**124**	**42**	**5**	**7**	**0**	**0**	**0**	**191**	**131**	**26**	**0**	**0**	**1**	**1**	**0**	**283**
PERIOD AVG	**5.17**	**1.75**	**0.21**	**0.29**	**0**	**0**	**0**	**7.96**	**10.1**	**1.08**	**0**	**0**	**0.04**	**0.04**	**0**	**11.8**
16:30 - 16:35	9	1	0	0	0	0	0	**10**	6	0	0	0	0	0	0	**6**
16:35 - 16:40	10	2	0	0	0	0	0	**12**	5	0	0	0	0	0	0	**5**
16:40 - 16:45	12	5	0	0	0	0	0	**17**	6	1	0	0	0	0	0	**7**
16:45 - 16:50	8	3	0	0	0	0	0	**11**	5	2	0	0	0	0	0	**7**
16:50 - 16:55	7	4	0	0	0	0	0	**11**	7	0	0	0	0	0	0	**7**
16:55 - 17:00	9	2	0	0	0	0	0	**11**	2	1	0	0	0	0	0	**3**
17:00 - 17:05	9	2	0	0	0	0	0	**11**	8	0	0	0	0	0	0	**8**
17:05 - 17:10	8	3	0	0	0	0	0	**11**	4	1	0	0	0	0	0	**5**
17:10 - 17:15	9	3	0	0	0	0	0	**12**	2	2	0	0	0	0	0	**4**
17:15 - 17:20	8	4	0	0	0	0	0	**12**	7	1	0	0	0	0	0	**8**
17:20 - 17:25	5	2	1	1	0	0	0	**11**	8	0	0	0	0	0	0	**8**
17:25 - 17:30	10	1	0	0	0	0	0	**11**	3	0	0	0	0	0	0	**3**
17:30 - 17:35	9	2	0	0	0	0	0	**11**	4	0	0	0	0	0	0	**4**
17:35 - 17:40	5	2	0	0	0	0	0	**7**	5	0	0	0	0	0	0	**5**
17:40 - 17:45	7	1	0	0	0	0	0	**8**	5	0	0	0	0	0	0	**5**
17:45 - 17:50	10	1	0	0	0	0	0	**11**	7	0	0	0	0	0	0	**7**
17:50 - 17:55	6	2	0	0	1	0	0	**10**	9	0	0	0	0	0	0	**9**
17:55 - 18:00	10	2	0	0	0	0	0	**12**	10	1	0	0	0	0	0	**11**
18:00 - 18:05	3	1	0	0	0	0	0	**4**	8	1	0	0	1	0	0	**11**
18:05 - 18:10	8	0	0	0	0	0	0	**8**	5	0	0	0	0	0	0	**5**
18:10 - 18:15	10	0	0	0	0	0	0	**10**	9	0	0	0	0	0	0	**9**
18:15 - 18:20	8	1	0	0	0	0	0	**9**	3	0	0	0	0	0	0	**3**
18:20 - 18:25	7	2	0	0	0	0	0	**9**	6	0	0	0	0	0	0	**6**
18:25 - 18:30	4	2	0	0	0	0	0	**6**	5	1	0	0	0	0	0	**6**
PERIOD TOTAL	**191**	**48**	**1**	**1**	**1**	**0**	**0**	**245**	**139**	**11**	**0**	**0**	**1**	**0**	**0**	**152**
PERIOD AVG	**7.96**	**2**	**0.04**	**0.04**	**0.04**	**0**	**0**	**10.2**	**5.79**	**0.46**	**0**	**0**	**0.04**	**0**	**0**	**6.33**
DAILY TOTAL	**315**	**90**	**6**	**8**	**1**	**0**	**0**	**436**	**270**	**37**	**0**	**0**	**2**	**1**	**0**	**435**
DAILY AVG	**6.56**	**1.88**	**0.13**	**0.17**	**0.02**	**0**	**0**	**9.08**	**7.93**	**0.77**	**0**	**0**	**0.04**	**0.02**	**0**	**9.05**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 11

(LANE 1 IS NEARSIDE TO KERB)

Time	Vehicle Count LANE 1							PCU TOTAL	Vehicle Count LANE 2							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	1	0	0	0	0	0	0	1	6	1	0	0	0	0	0	7
07:35 - 07:40	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	4
07:40 - 07:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
07:45 - 07:50	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
07:50 - 07:55	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	6
07:55 - 08:00	0	0	0	0	0	0	0	0	2	1	0	0	1	0	0	5
08:00 - 08:05	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
08:05 - 08:10	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9
08:10 - 08:15	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	6.5
08:15 - 08:20	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
08:20 - 08:25	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
08:25 - 08:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
08:30 - 08:35	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
08:35 - 08:40	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
08:40 - 08:45	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
08:45 - 08:50	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
08:50 - 08:55	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
08:55 - 09:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
09:00 - 09:05	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:05 - 09:10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:10 - 09:15	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	6.5
09:15 - 09:20	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	6.5
09:20 - 09:25	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
09:25 - 09:30	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7
PERIOD TOTAL	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**85**	**25**	**1**	**4**	**2**	**0**	**0**	**126**
PERIOD AVG	**0.04**	**0**	**0**	**0**	**0**	**0**	**0**	**0.04**	**3.54**	**1.04**	**0.04**	**0.17**	**0.08**	**0**	**0**	**5.23**
16:30 - 16:35	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10
16:35 - 16:40	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9
16:40 - 16:45	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	9
16:45 - 16:50	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
16:50 - 16:55	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
16:55 - 17:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
17:00 - 17:05	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	10
17:05 - 17:10	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
17:10 - 17:15	0	0	0	0	0	0	0	0	6	2	0	1	0	0	0	10.5
17:15 - 17:20	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
17:20 - 17:25	0	1	0	0	0	0	0	1	7	1	0	0	0	0	0	8
17:25 - 17:30	1	0	0	0	0	0	0	1	5	3	0	0	0	0	0	8
17:30 - 17:35	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
17:35 - 17:40	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
17:40 - 17:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
17:45 - 17:50	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
17:50 - 17:55	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
17:55 - 18:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:00 - 18:05	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	8
18:05 - 18:10	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
18:10 - 18:15	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
18:15 - 18:20	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
18:20 - 18:25	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
18:25 - 18:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
PERIOD TOTAL	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**147**	**35**	**0**	**1**	**0**	**0**	**0**	**185**
PERIOD AVG	**0.04**	**0.04**	**0**	**0**	**0**	**0**	**0**	**0.08**	**6.13**	**1.46**	**0**	**0.04**	**0**	**0**	**0**	**7.69**
DAILY TOTAL	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**232**	**60**	**1**	**5**	**2**	**0**	**0**	**310**
DAILY AVG	**0.04**	**0.02**	**0**	**0**	**0**	**0**	**0**	**0.06**	**4.83**	**1.25**	**0.02**	**0.1**	**0.04**	**0**	**0**	**6.46**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 11

(LANE 1 IS NEARSIDE TO KERB)

Time	Vehicle Count LANE 1							PCU TOTAL	Vehicle Count LANE 2							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	2	1	0	0	0	0	0	**3**	6	1	2	0	0	0	0	**10**
07:35 - 07:40	2	2	0	0	0	0	0	**4**	6	2	2	0	0	0	0	**11**
07:40 - 07:45	4	4	0	0	0	0	0	**8**	1	2	0	0	0	0	0	**3**
07:45 - 07:50	9	0	0	0	0	0	0	**9**	6	2	0	0	0	0	0	**8**
07:50 - 07:55	9	0	0	2	0	0	0	**14**	4	2	1	0	0	0	0	**7.5**
07:55 - 08:00	9	3	0	0	0	0	0	**12**	8	2	1	0	0	0	0	**11.5**
08:00 - 08:05	6	4	1	0	0	0	0	**11.5**	7	2	1	0	0	0	0	**10.5**
08:05 - 08:10	12	1	0	0	0	0	0	**13**	7	3	0	1	0	0	0	**12.5**
08:10 - 08:15	12	1	0	0	0	0	0	**13**	10	2	0	0	0	0	0	**12**
08:15 - 08:20	9	2	0	0	0	0	0	**11**	10	3	0	0	0	0	0	**13**
08:20 - 08:25	12+	1	0	0	0	0	0	**12**	9+	5	1	0	0	0	0	**9**
08:25 - 08:30	12	0	0	0	0	0	0	**12**	6	5	0	0	2	0	0	**15**
08:30 - 08:35	12	0	0	0	0	0	0	**12**	9	2	0	0	0	0	0	**11**
08:35 - 08:40	12+	2	0	0	0	0	0	**12**	12+	1	0	0	0	0	0	**12**
08:40 - 08:45	12+	1	0	0	0	0	0	**12**	4	1	0	0	1	0	0	**7**
08:45 - 08:50	11	1	0	0	0	0	0	**12**	9	0	0	0	0	0	0	**9**
08:50 - 08:55	4	0	0	0	0	0	0	**4**	6	4	0	0	1	0	0	**12**
08:55 - 09:00	12	0	0	0	0	0	0	**12**	4	1	0	0	1	0	0	**7**
09:00 - 09:05	8	0	0	0	0	0	0	**8**	6	1	0	0	1	0	0	**9**
09:05 - 09:10	10	1	0	0	0	0	0	**11**	5	1	2	0	0	0	0	**9**
09:10 - 09:15	7	1	0	0	0	0	0	**8**	1	4	1	1	0	0	0	**9**
09:15 - 09:20	3	1	0	0	0	0	0	**4**	3	3	1	0	0	0	0	**7.5**
09:20 - 09:25	3	1	0	0	0	0	0	**4**	7	2	1	0	0	0	0	**10.5**
09:25 - 09:30	3	1	0	0	0	0	0	**4**	5	0	0	0	0	0	0	**5**
PERIOD TOTAL	**159**	**28**	**1**	**2**	**0**	**0**	**0**	**226**	**130**	**51**	**13**	**2**	**6**	**0**	**0**	**231**
PERIOD AVG	**7.57**	**1.17**	**0.04**	**0.08**	**0**	**0**	**0**	**9.4**	**5.91**	**2.13**	**0.54**	**0.08**	**0.25**	**0**	**0**	**9.63**
16:30 - 16:35	10	1	0	0	0	0	0	**11**	12+	2	0	0	0	0	0	**12**
16:35 - 16:40	7	0	1	0	0	0	0	**8.5**	12+	3	0	1	0	0	0	**12**
16:40 - 16:45	5	2	0	0	0	0	0	**7**	12+	2	0	0	0	0	0	**12**
16:45 - 16:50	3	0	0	0	0	0	0	**3**	12+	1	1	0	0	0	0	**12**
16:50 - 16:55	6	3	0	0	0	0	0	**9**	12+	3	0	0	0	0	0	**12**
16:55 - 17:00	5	1	0	0	0	0	0	**6**	12+	1	0	0	0	0	0	**12**
17:00 - 17:05	6	1	0	0	0	0	0	**7**	12+	2	0	0	0	0	0	**12**
17:05 - 17:10	5	0	0	0	0	0	0	**5**	12+	2	0	0	0	0	0	**12**
17:10 - 17:15	4	1	0	0	0	0	0	**5**	12+	1	0	0	0	0	0	**12**
17:15 - 17:20	5	0	0	0	0	1	0	**5.5**	12+	1	0	0	0	0	0	**12**
17:20 - 17:25	4	0	0	0	0	0	0	**4**	12+	1	0	0	0	0	0	**12**
17:25 - 17:30	5	0	0	0	0	0	0	**5**	12+	2	0	0	0	0	0	**12**
17:30 - 17:35	5	0	0	0	0	0	0	**5**	12+	3	0	0	0	0	0	**12**
17:35 - 17:40	3	1	0	0	0	0	0	**4**	12+	2	0	0	0	0	0	**12**
17:40 - 17:45	3	0	0	0	0	0	0	**3**	12+	2	0	0	0	0	0	**12**
17:45 - 17:50	11	1	0	0	0	0	0	**12**	12+	0	0	0	0	0	0	**12**
17:50 - 17:55	6	1	0	0	0	0	0	**7**	11	0	0	0	0	0	0	**11**
17:55 - 18:00	8	0	0	0	0	0	0	**8**	11	1	0	0	0	0	0	**12**
18:00 - 18:05	7	0	0	0	0	0	0	**7**	12+	1	0	0	0	0	0	**12**
18:05 - 18:10	6	0	0	0	0	0	0	**6**	9	2	0	1	0	0	0	**13.5**
18:10 - 18:15	5	0	0	0	0	0	0	**5**	12+	0	0	0	0	0	0	**12**
18:15 - 18:20	4	0	0	0	0	0	0	**4**	12+	0	0	0	0	0	0	**12**
18:20 - 18:25	4	0	0	0	0	0	0	**4**	10	2	0	0	0	0	0	**12**
18:25 - 18:30	2	1	0	0	0	0	0	**3**	5	1	0	0	0	0	0	**6**
PERIOD TOTAL	**129**	**13**	**1**	**0**	**0**	**1**	**0**	**144**	**46**	**35**	**1**	**2**	**0**	**0**	**0**	**283**
PERIOD AVG	**5.38**	**0.54**	**0.04**	**0**	**0**	**0.04**	**0**	**6**	**9.2**	**1.46**	**0.04**	**0.08**	**0**	**0**	**0**	**11.8**
DAILY TOTAL	**288**	**41**	**2**	**2**	**0**	**1**	**0**	**370**	**176**	**86**	**14**	**4**	**6**	**0**	**0**	**514**
DAILY AVG	**6.47**	**0.85**	**0.04**	**0.04**	**0**	**0.02**	**0**	**7.7**	**7.55**	**1.79**	**0.29**	**0.08**	**0.13**	**0**	**0**	**10.7**

MERCURY TRAFFIC SURVEYS LTD

CLIENT: SCP **PROJECT NUMBER:** 221102

PROJECT MANAGER: ADAM CARTER **DATE:** THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 11

(LANE 1 IS NEARSIDE TO KERB)

Time	Vehicle Count LANE 1							PCU TOTAL	Vehicle Count LANE 2							PCU TOTAL
	CARS	LGV	OGV1	OGV2	PSV	M/C	B/C		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30 - 07:35	8	0	0	0	0	0	0	**8**	2	3	0	0	0	0	0	**5**
07:35 - 07:40	4	0	0	0	0	0	0	**4**	3	0	0	0	0	0	0	**3**
07:40 - 07:45	8	0	0	0	0	0	0	**8**	5	0	0	0	0	0	0	**5**
07:45 - 07:50	6	1	1	0	0	0	0	**8.5**	4	0	0	0	0	0	0	**4**
07:50 - 07:55	7	1	0	0	0	0	0	**8**	2	1	1	0	0	0	0	**4.5**
07:55 - 08:00	7	2	0	0	0	0	0	**9**	6	1	0	0	0	0	0	**7**
08:00 - 08:05	9	0	0	0	1	0	0	**11**	4	0	0	0	0	0	0	**4**
08:05 - 08:10	7	2	0	0	1	0	0	**11**	3	0	0	0	0	0	0	**3**
08:10 - 08:15	10	5	0	0	0	0	0	**15**	4	0	0	0	0	0	0	**4**
08:15 - 08:20	10	6	0	0	0	0	0	**16**	3	0	0	0	0	0	0	**3**
08:20 - 08:25	7	0	0	0	1	0	0	**9**	4	0	0	0	0	0	0	**4**
08:25 - 08:30	5	0	0	0	0	0	0	**5**	6	0	0	0	0	0	0	**6**
08:30 - 08:35	4	1	0	0	1	0	0	**7**	4	0	0	0	0	0	0	**4**
08:35 - 08:40	6	2	0	0	1	0	0	**10**	1	1	1	0	0	0	0	**3.5**
08:40 - 08:45	6	2	0	0	1	0	0	**10**	5	1	0	0	0	0	0	**6**
08:45 - 08:50	3	1	1	0	1	0	0	**7.5**	5	1	0	0	0	0	0	**6**
08:50 - 08:55	8	0	0	0	0	0	0	**8**	8	0	0	0	0	0	0	**8**
08:55 - 09:00	6	1	0	0	0	0	0	**7**	4	0	0	0	0	0	0	**4**
09:00 - 09:05	9	0	0	0	0	0	0	**9**	4	0	0	0	0	0	0	**4**
09:05 - 09:10	8	0	0	0	0	0	0	**8**	4	0	0	0	0	0	0	**4**
09:10 - 09:15	6	2	0	0	1	0	0	**10**	3	0	0	0	0	0	0	**3**
09:15 - 09:20	5	3	0	0	0	0	0	**8**	4	0	0	0	0	0	0	**4**
09:20 - 09:25	6	0	0	0	0	0	0	**6**	2	1	1	0	0	0	0	**4.5**
09:25 - 09:30	5	2	0	0	0	0	0	**7**	2	1	0	0	0	0	0	**3**
PERIOD TOTAL	**160**	**31**	**2**	**0**	**8**	**0**	**0**	**210**	**92**	**10**	**3**	**0**	**0**	**0**	**0**	**107**
PERIOD AVG	**6.67**	**1.29**	**0.08**	**0**	**0.33**	**0**	**0**	**8.75**	**3.83**	**0.42**	**0.13**	**0**	**0**	**0**	**0**	**4.44**
16:30 - 16:35	14+	1	0	0	0	0	0	**14**	4	0	0	0	0	0	0	**4**
16:35 - 16:40	14+	2	0	0	0	1	0	**14**	4	0	0	0	0	0	0	**4**
16:40 - 16:45	14+	1	0	0	0	0	0	**14**	6	1	0	0	0	0	0	**7**
16:45 - 16:50	14+	1	0	0	0	0	0	**14**	7	0	0	0	0	0	0	**7**
16:50 - 16:55	14+	0	1	1	0	0	0	**14**	7	0	0	0	0	0	0	**7**
16:55 - 17:00	14+	2	0	0	0	0	0	**14**	4	2	0	0	0	0	0	**6**
17:00 - 17:05	14+	1	0	0	0	0	0	**14**	6	1	0	0	0	0	0	**7**
17:05 - 17:10	14+	2	0	0	0	0	0	**14**	6	0	0	0	0	0	0	**6**
17:10 - 17:15	14+	1	0	0	0	0	0	**14**	4	0	0	0	0	0	0	**4**
17:15 - 17:20	14+	0	0	0	0	0	0	**14**	2	0	0	0	0	0	0	**2**
17:20 - 17:25	14+	1	0	0	0	0	0	**14**	3	0	0	0	0	0	0	**3**
17:25 - 17:30	14+	2	0	0	0	0	0	**14**	3	0	0	0	0	0	0	**3**
17:30 - 17:35	14+	1	0	0	0	0	0	**14**	5	1	0	0	0	0	0	**6**
17:35 - 17:40	14+	0	0	0	0	0	0	**14**	6	0	0	0	0	0	0	**6**
17:40 - 17:45	14+	1	0	0	0	0	0	**14**	4	0	0	0	0	0	0	**4**
17:45 - 17:50	14+	2	0	0	0	0	0	**14**	4	0	0	0	0	0	0	**4**
17:50 - 17:55	14+	1	0	0	0	0	0	**14**	2	0	0	0	0	0	0	**2**
17:55 - 18:00	14+	0	0	0	0	0	0	**14**	6	0	0	0	0	0	0	**6**
18:00 - 18:05	14+	1	0	0	0	0	0	**14**	1	1	0	0	0	0	0	**2**
18:05 - 18:10	14+	1	0	0	0	0	0	**14**	7	0	0	0	0	0	0	**7**
18:10 - 18:15	14+	2	0	0	0	0	0	**14**	3	0	0	0	0	0	0	**3**
18:15 - 18:20	15	0	0	0	0	0	0	**15**	4	0	0	0	0	0	0	**4**
18:20 - 18:25	11	1	0	0	0	1	0	**12.5**	1	1	0	0	0	0	0	**2**
18:25 - 18:30	9	0	0	0	0	0	0	**9**	4	0	0	0	0	0	0	**4**
PERIOD TOTAL	**35**	**24**	**1**	**1**	**0**	**2**	**0**	**331**	**103**	**7**	**0**	**0**	**0**	**0**	**0**	**110**
PERIOD AVG	**11.7**	**1**	**0.04**	**0.04**	**0**	**0.08**	**0**	**13.8**	**4.29**	**0.29**	**0**	**0**	**0**	**0**	**0**	**4.58**
DAILY TOTAL	**195**	**55**	**3**	**1**	**8**	**2**	**0**	**541**	**195**	**17**	**3**	**0**	**0**	**0**	**0**	**217**
DAILY AVG	**9.17**	**1.15**	**0.06**	**0.02**	**0.17**	**0.04**	**0**	**11.3**	**4.06**	**0.35**	**0.06**	**0**	**0**	**0**	**0**	**4.51**

Manual Classified Turning Counts, Wrexham

DATE: TUESDAY 24th JANUARY 2024

LOCATION: HOMESTEAD LANE / SCHOOL ACCESS

ARM: HOMESTEAD LANE NORTH

TIME / CLASS	LEFT TO SCHOOL ACCESS								STRAIGHT TO HOMESTEAD LANE SOUTH								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	
7:30 - 7:45	0	0	4	0	0	0	0	4	0	0	2	2	0	0	0	4	8
7:45 - 8:00	1	0	10	0	0	0	0	11	0	0	4	2	0	0	0	6	17
8:00 - 8:15	0	0	20	0	0	0	0	20	1	0	2	1	0	0	1	5	25
8:15 - 8:30	0	0	43	1	0	0	0	44	0	0	12	1	0	1	0	14	58
HOURLY TOTAL	1	0	77	1	0	0	0	79	1	0	20	6	0	1	1	29	108
8:30 - 8:45	0	0	71	0	0	0	0	71	0	0	15	3	0	0	6	24	95
8:45 - 9:00	0	0	33	0	0	0	0	33	0	2	26	4	0	0	0	32	65
9:00 - 9:15	0	0	11	1	0	0	0	12	0	0	19	1	0	0	0	20	32
9:15 - 9:30	0	0	3	0	0	0	0	3	0	0	8	2	0	0	0	10	13
HOURLY TOTAL	0	0	118	1	0	0	0	119	0	2	68	10	0	0	6	86	205
PERIOD TOTAL	1	0	195	2	0	0	0	198	1	2	88	16	0	1	7	115	313
14:30 - 14:45	0	0	11	0	0	0	0	11	0	0	9	1	0	0	0	10	21
14:45 - 15:00	0	0	40	2	0	0	0	42	0	0	12	1	0	0	0	13	55
15:00 - 15:15	0	0	19	0	0	0	0	19	0	0	15	1	0	0	0	16	35
15:15 - 15:30	0	0	6	0	1	0	0	7	0	0	7	0	0	0	0	7	14
HOURLY TOTAL	0	0	76	2	1	0	0	79	0	0	43	3	0	0	0	46	125
15:30 - 15:45	0	0	2	0	0	0	0	2	0	0	12	0	1	0	1	14	16
15:45 - 16:00	0	0	2	0	0	0	0	2	0	0	23	1	0	0	0	24	26
16:00 - 16:15	0	0	5	1	0	0	0	6	0	0	13	2	0	0	0	15	21
16:15 - 16:30	0	0	3	0	0	0	0	3	0	0	7	1	0	0	0	8	11
HOURLY TOTAL	0	0	12	1	0	0	0	13	0	0	55	4	1	0	1	61	74
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10
16:45 - 17:00	0	0	4	0	0	0	0	4	0	0	18	7	0	0	0	25	29
17:00 - 17:15	0	0	22	0	0	0	0	22	0	0	17	2	0	0	0	19	41
17:15 - 17:30	0	0	6	0	0	0	0	6	0	0	24	1	0	0	0	25	31
HOURLY TOTAL	0	0	32	0	0	0	0	32	0	0	69	10	0	0	0	79	111
17:30 - 17:45	0	0	17	2	0	0	0	19	1	0	24	1	0	0	0	26	45
17:45 - 18:00	0	0	30	3	0	0	0	33	0	0	11	1	0	0	0	12	45
18:00 - 18:15	0	0	22	4	0	0	0	26	0	0	10	1	0	0	0	11	37
18:15 - 18:30	0	0	8	0	0	0	0	8	0	0	8	1	0	0	0	9	17
HOURLY TOTAL	0	0	77	9	0	0	0	86	1	0	53	4	0	0	0	58	144
PERIOD TOTAL	0	0	197	12	1	0	0	210	1	0	220	21	1	0	1	244	454

Manual Classified Turning Counts, Wrexham

DATE: TUESDAY 24th JANUARY 2024

LOCATION: HOMESTEAD LANE / SCHOOL ACCESS

ARM: SCHOOL ACCESS

TIME / CLASS	LEFT TO HOMESTEAD LANE SOUTH								RIGHT TO HOMESTEAD LANE NORTH								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	
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	2	0	0	0	0	2	0	0	8	0	0	0	0	8	10
8:15 - 8:30	0	0	2	0	0	0	0	2	0	0	24	0	0	0	0	24	26
HOURLY TOTAL	0	0	4	0	0	0	0	4	0	0	33	0	0	0	0	33	37
8:30 - 8:45	0	0	8	1	0	0	0	9	0	0	58	0	0	0	0	58	67
8:45 - 9:00	0	0	1	0	0	0	0	1	0	0	40	1	0	0	0	41	42
9:00 - 9:15	0	0	1	0	0	0	0	1	0	0	8	1	0	0	0	9	10
9:15 - 9:30	0	0	3	0	0	0	0	3	0	0	2	1	0	0	0	3	6
HOURLY TOTAL	0	0	13	1	0	0	0	14	0	0	108	3	0	0	0	111	125
PERIOD TOTAL	0	0	17	1	0	0	0	18	0	0	141	3	0	0	0	144	162
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
14:45 - 15:00	0	0	1	0	0	0	0	1	0	0	7	0	0	0	0	7	8
15:00 - 15:15	0	0	1	0	0	0	0	1	0	0	64	4	0	0	0	68	69
15:15 - 15:30	0	0	1	0	0	0	0	1	0	0	17	0	0	0	0	17	18
HOURLY TOTAL	0	0	3	0	0	0	0	3	0	0	92	4	0	0	0	96	99
15:30 - 15:45	0	0	1	0	1	0	0	2	0	0	14	0	0	0	0	14	16
15:45 - 16:00	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	4
16:00 - 16:15	0	0	3	0	0	0	0	3	0	0	19	1	0	0	0	20	23
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
HOURLY TOTAL	0	0	5	0	1	0	0	6	0	0	43	1	0	0	0	44	50
16:30 - 16:45	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	5
16:45 - 17:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	2
17:00 - 17:15	0	0	1	1	0	0	0	2	0	0	4	0	0	0	0	4	6
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
HOURLY TOTAL	0	0	3	1	0	0	0	4	0	0	11	1	0	0	0	12	16
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
17:45 - 18:00	0	0	1	0	0	0	0	1	0	0	7	0	0	0	0	7	8
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
HOURLY TOTAL	0	0	1	0	0	0	0	1	0	0	16	0	0	0	0	16	17
PERIOD TOTAL	0	0	12	1	1	0	0	14	0	0	162	6	0	0	0	168	182

Manual Classified Turning Counts, Wrexham

DATE: TUESDAY 24th JANUARY 2024

LOCATION: HOMESTEAD LANE / SCHOOL ACCESS

ARM: HOMESTEAD LANE SOUTH

TIME / CLASS	STRAIGHT TO HOMESTEAD LANE NORTH								RIGHT TO SCHOOL ACCESS								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	
7:30 - 7:45	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0	8
7:45 - 8:00	0	0	8	0	0	0	0	8	0	0	1	0	0	0	0	1	9
8:00 - 8:15	0	0	4	0	0	0	2	6	0	0	4	0	0	0	0	4	10
8:15 - 8:30	0	0	8	1	0	0	0	9	0	0	3	0	0	0	0	3	12
HOURLY TOTAL	0	0	27	2	0	0	2	31	0	0	8	0	0	0	0	8	39
8:30 - 8:45	0	0	17	3	0	0	3	23	0	0	17	1	0	0	0	18	41
8:45 - 9:00	0	0	15	2	0	0	2	19	0	0	6	0	0	0	0	6	25
9:00 - 9:15	0	0	25	1	0	0	0	26	0	0	2	0	0	0	0	2	28
9:15 - 9:30	0	0	14	2	0	0	2	18	0	0	0	0	0	0	0	0	18
HOURLY TOTAL	0	0	71	8	0	0	7	86	0	0	25	1	0	0	0	26	112
PERIOD TOTAL	0	0	98	10	0	0	9	117	0	0	33	1	0	0	0	34	151
14:30 - 14:45	0	0	10	1	1	0	1	13	0	0	1	0	0	0	0	1	14
14:45 - 15:00	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	1	5
15:00 - 15:15	0	0	23	3	0	0	0	26	0	0	1	0	0	0	0	1	27
15:15 - 15:30	0	0	10	0	0	0	0	10	0	0	3	0	0	0	0	3	13
HOURLY TOTAL	0	0	46	5	1	0	1	53	0	0	6	0	0	0	0	6	59
15:30 - 15:45	0	0	7	0	0	0	1	8	0	0	1	0	0	0	0	1	9
15:45 - 16:00	0	0	14	3	2	0	0	19	0	0	2	0	0	0	0	2	21
16:00 - 16:15	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	8
16:15 - 16:30	0	0	5	3	0	0	0	8	0	0	0	0	0	0	0	0	8
HOURLY TOTAL	0	0	34	6	2	0	1	43	0	0	3	0	0	0	0	3	46
16:30 - 16:45	0	0	2	4	0	0	0	6	0	0	0	0	0	0	0	0	6
16:45 - 17:00	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	5
17:00 - 17:15	0	0	5	2	0	0	0	7	0	0	1	1	0	0	0	2	9
17:15 - 17:30	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	4
HOURLY TOTAL	0	0	15	7	0	0	0	22	0	0	1	1	0	0	0	2	24
17:30 - 17:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:45 - 18:00	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	2	3
18:00 - 18:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1
18:15 - 18:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
HOURLY TOTAL	1	0	2	1	0	0	0	4	0	0	0	2	0	0	0	2	6
PERIOD TOTAL	1	0	97	19	3	0	2	122	0	0	10	3	0	0	0	13	135

S|C|P

APPENDIX C4



1	Residential development up to 1,450 dwellings
2	Two site access points onto the A525 Ruthin Road
3	Two site access points onto Bersham Road
4	Main access roads suitable for buses with active travel walking and cycling routes, tree avenue planting and landscape verges with swales for drainage
5	Site for a primary school up to 2FE located close to the existing high school
6	Local centre reflecting historic courtyard layout with Lower Berse Farmhouse and associated buildings of heritage value retained and enhanced
7	Development blocks to front onto existing and proposed roads and open space to create active frontages
8	Development overlooking Ruthin Road and set back to create a green frontage to the road
9	Development to sensitively integrate with Bersham Conservation Area and create a rural character along Bersham Road and Berse Lane
10	Variations in density and building heights to be used to create different character areas with lower density development to the south and west to respect the Conservation Area and rural character
11	Development set back from the existing dwelling Bryn-moel at the site centre
12	East-west green corridor and active travel route along the PRoW Bridleway with buffers to development and central open space
13	Northeast southwest green link and active travel route along PRoW connecting Bersham to Wrexham and providing a wildlife corridor
14	Retention of the existing watercourse as a wildlife corridor and feature providing a green link through the northern part of the site
15	Retention of existing landscape features to create a strong landscape framework, including important hedgerows, veteran trees, and ancient woodland
16	Drainage attenuation basins integrated at low parts of the site and along primary roads as swales
17	Land to the south of the site retained as a strategic green space and Green Wedge to Bersham
18	Series of distinctive and attractive green spaces through the development to create a sense of place and legibility with play provision focused along the PRoW Bridleway at the centre of the site
19	Ancient Woodland adjacent Berse Lane protected and sensitively integrated with development with public access restricted
20	Access to the western development parcel from Berse Lane or if feasible from development on the east side of Berse Lane. Consider potential access/interconnectivity between development if Berse Lane closed and becomes a Greenway; or provide emergency access and ped cycle connection
21	Potential to close Berse Lane and Holmestead Lane to vehicles and create Greenways as active travel walking and cycling routes

Key

Existing

- Application Boundary (72.85ha)
- Trees/Woodland
- Hedgerow
- Watercourse
- Public Right of Way (PRoW) Footpath
- Public Right of Way (PRoW) Bridleway
- Public Right of Way (PRoW) BOAT

Proposed

- Residential Development in the region of 1,450 dwellings (38.10ha)
- 2FE Primary School Site (1.62ha)
- Local Centre with possible nursery, shops, cafe, public house and community facilities subject to viability(1.46ha)
- Land Reserved for Potential Future Highways Scheme (2.54ha excluding spine road)
- Telecom Mast Exclusion Zone
- Spine Road with Tree Avenue, Landscape Verge and Swale
- Secondary Road/Shared Drive
- Emergency Access
- Walking Route
- Walking and Cycling Route
- Public Open Space (15.39ha)
- Strategic Open Space (7.89ha)
- Drainage Attenuation (1.96ha)
- Tree Planting
- Hedgerow Planting
- Neighbourhood Equipped Area for Play (NEAP)
- Multi Use Games Area (MUGA)
- Locally Equipped Area for Play (LEAP)
- Local Area for Play (LAP)

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Rev	Description	Drawn	Approved	Date
I	Updates to Active Travel	SO	NKH	16/07/24
H	Updates to Active Travel	SO	NKH	25/06/24
G	Updates in relation to land for future highways scheme and removal of WWTW	SO	NKH	12/06/24
F	Title amended to Option 1	SO	NKH	07/08/23
E	Spine Road and NDA amended	NKH	NKH	23/03/23
D	Removal of WG highway scheme	NKH	NKH	17/03/23
C	Parcel L update	AJG	NKH	01/02/23
B	Update to primary school site	EL	NKH	09/12/22
A	Updates following DTM 06/12/22	EL	NKH	08/12/22

THE ENVIRONMENT PARTNERSHIP

Genesis Centre, Birchwood Science Park, Warrington WA3 7BH
Tel 01925 844004 e-mail tep@tep.uk.com www.tep.uk.com

Project
Lower Berse Farm, Ruthin Road, Wrexham

Title
Masterplan Framework

Drawing Number
PS9730.001I

Scale
1:2500 @ A1

Date
24/11/2022

Drawn
EL

Checked
NKH

Approved
NKH

S|C|P

APPENDIX C5



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NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATES TO LAYOUT	22.07.24	OP

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:

Project Title:
RUTHIN ROAD, WREXHAM

Drawing Title:
DRAFT WALKING / CYCLING INFRASTRUCTURE REVIEW - OVERALL PLAN

Drawn By:	Date:
BA	19.03.2024
Checked: LB	Scale: NTS @ A3

Drawing No. SCP/210187/SK02 | Rev. A

N

EXISTING ROAD MARKINGS TO BE RETAINED (SHOWN IN GREY)

PROPOSED ROAD MARKINGS (SHOWN IN BLACK)

2.4m x 160m VISIBILITY SPLAY

VISIBILITY SPLAY TO THE TANGENT OF THE KERB

PROPOSED TWO-WAY 3m CYCLE TRACK ALONGSIDE ROAD, SEPARATED FROM A 2m WIDE FOOTWAY

PROPOSED UNCONTROLLED CROSSING POINTS

CUT LINE 1

EXISTING ROAD MARKINGS TO BE REMOVED (SHOWN IN GREEN)

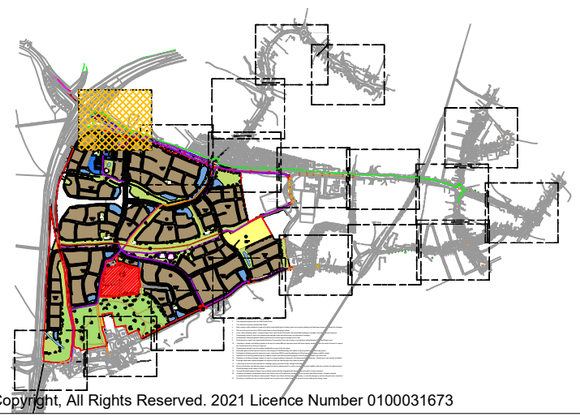
EXISTING FOOTWAY TO BE UPGRADED TO A 3m SHARED FOOTWAY/ CYCLEWAY

A525

2.4m x 160m VISIBILITY SPLAY

PROPOSED TWO-WAY 3m CYCLE TRACK ALONGSIDE ROAD, SEPARATED FROM A 2m WIDE FOOTWAY

LOCATION OF DRAWING ALONG ROUTE



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KEY

- EXISTING DIMENSIONS
- PROPOSED DIMENSIONS
- EXISTING ADOPTED HIGHWAY
- SITE BOUNDARY
- SCP PROPOSED KERBS
- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS

REV	DESCRIPTION	DATE	BY
B	UPDATES TO LAYOUT	22.07.24	OP

SCP

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:

Project Title: RUTHIN ROAD, WREXHAM

Drawing Title: DRAFT WALKING / CYCLING INFRASTRUCTURE REVIEW

Drawn By:	Date:
BA	19.03.2024
Checked:	Scale:
LB	1:1000 @ A3

Drawing No. SCP/210187/SK03 Rev. B

N

CUT LINE 1

EXISTING FOOTWAY TO BE UPGRADED TO A 3m SHARED FOOTWAY/ CYCLEWAY

A525

PROPOSED 3m SHARED FOOTWAY/ CYCLEWAY

101.8m

PROPOSED TWO-WAY 3m CYCLE TRACK ALONGSIDE ROAD, SEPARATED FROM A 2m WIDE FOOTWAY

EXISTING TWO-WAY CYCLEWAY TO BE UPGRADED TO A 3m SHARED FOOTWAY/ CYCLEWAY

PROPOSED TWO-WAY 3m CYCLE TRACK ALONGSIDE ROAD, SEPARATED FROM A 2m WIDE FOOTWAY

PENDINAS

TREM Y LLYN

CUT LINE 2

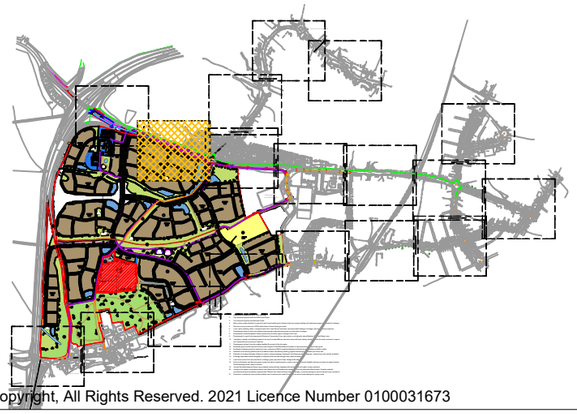
A525 RUTHIN ROAD

8

LAP 100m2

Development

LOCATION OF DRAWING ALONG ROUTE



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KEY

- EXISTING DIMENSIONS
- PROPOSED DIMENSIONS
- EXISTING ADOPTED HIGHWAY
- SITE BOUNDARY
- SCP PROPOSED KERBS
- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS

REV	DESCRIPTION	DATE	BY
B	UPDATES TO SITE LAYOUT –	22.07.24	OP

SCP

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:

Project Title:

RUTHIN ROAD, WREXHAM

Drawing Title:

DRAFT WALKING / CYCLING INFRASTRUCTURE REVIEW

Drawn By:	Date:
BA	19.03.2024
Checked:	Scale:
LB	1:1000 @ A3

Drawing No.: SCP/210187/SK04

Rev.: B

CUT LINE 3

CUT LINE 3

CUT LINE 2

CROESNEWYDD ROAD

A525 RUTHIN ROAD

A525 - RUTHIN RD

PROPOSED SIGNALISED CROSSING POINTS

EXISTING SHARED FOOTWAY / CYCLEWAY

EXISTING SHARED FOOTWAY / CYCLEWAY

PROPOSED TWO-WAY 3m CYCLE TRACK ALONGSIDE ROAD, SEPARATED FROM A 2m WIDE FOOTWAY

PROPOSED TWO-WAY 3m CYCLE TRACK ALONGSIDE ROAD, SEPARATED FROM A 2m WIDE FOOTWAY

CUT LINE 4

CUT LINE 4

PENDINAS

Highfields

Nelyn

Serenity

The Laurels

Nant yr Arian

Afallon

BRYN CDCH

BRO DEG

DOL ISAF

Area

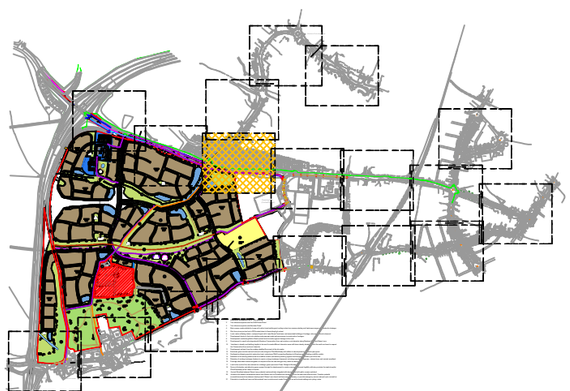
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LOCATION OF DRAWING ALONG ROUTE



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KEY

- EXISTING DIMENSIONS
- PROPOSED DIMENSIONS
- EXISTING ADOPTED HIGHWAY
- SITE BOUNDARY
- SCP PROPOSED KERBS
- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATES TO SITE LAYOUT –	22.07.24	OP

SCP

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:

Project Title:

RUTHIN ROAD, WREXHAM

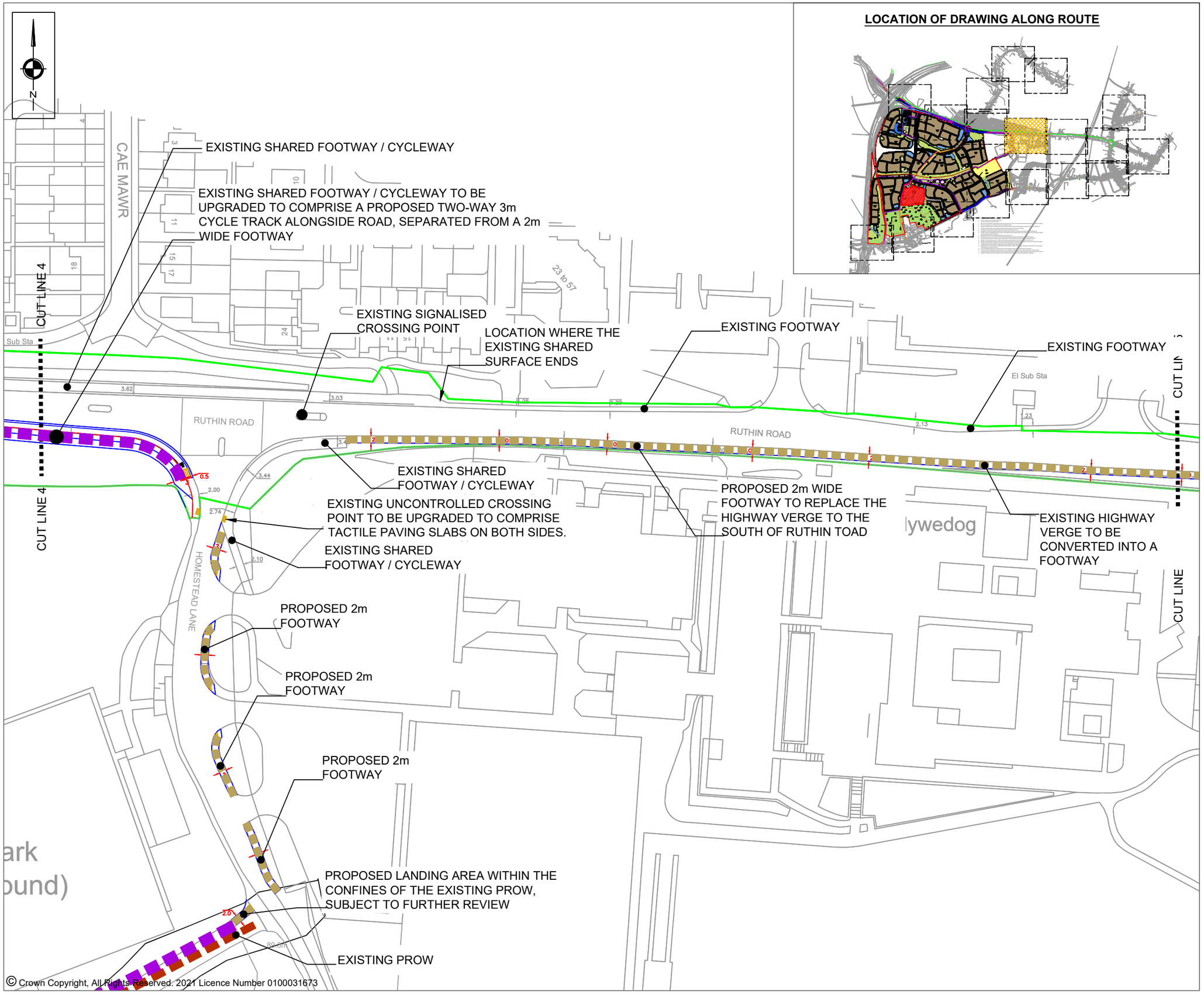
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DRAFT WALKING / CYCLING INFRASTRUCTURE REVIEW

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Drawing No.: SCP/210187/SK05

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- EXISTING DIMENSIONS
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- SCP PROPOSED KERBS
- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

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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:

Project Title:

RUTHIN ROAD, WREXHAM

Drawing Title:

DRAFT WALKING / CYCLING INFRASTRUCTURE REVIEW

Drawn By:	Date:
BA	19.03.2024
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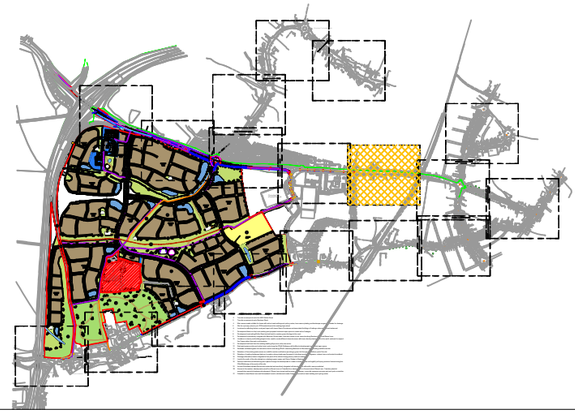
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N

LOCATION OF DRAWING ALONG ROUTE



CUT LINE 5

EXISTING FOOTWAY

PROPOSED 2m WIDE FOOTWAY TO REPLACE THE HIGHWAY VERGE TO THE SOUTH OF RUTHIN TOAD AND TIE IN TO THE EXISTING FOOTWAY

CENTENARY ROAD

RUTHIN ROAD

Shelter

ED Bdy

TCB

School House

El Sub Sta

EXISTING FOOTWAY

EXISTING UNCONTROLLED PEDESTRIAN CROSSING POINT & REFUGE ISLAND

RUTHIN ROAD

CUT LINE 6

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- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

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Client Name:

Project Title:
RUTHIN ROAD, WREXHAM

Drawing Title:
DRAFT WALKING / CYCLING INFRASTRUCTURE REVIEW

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Drawing No.: SCP/210187/SK07
Rev.: A

CUT LINE 8

CUT LINE 8

EXISTING FOOTWAY

CUT LINE 6

CUT LINE 6

EXISTING FOOTWAY

EXISTING SIGNALISED
CROSSING POINTS

EXISTING FOOTWAY

EXISTING FOOTWAY

EXISTING FOOTWAY

CUT LINE 7

CUT LINE 7

EXISTING SIGNALISED
CROSSING POINT

EXISTING FOOTWAY

CUT LINE 11

CUT LINE 11

RUTHIN ROAD

BRADLEY ROAD

VICTORIA ROAD

ALEXANDRA ROAD

POYSER STREET

86.3m

84.7m

86.3m

85.6m

GP

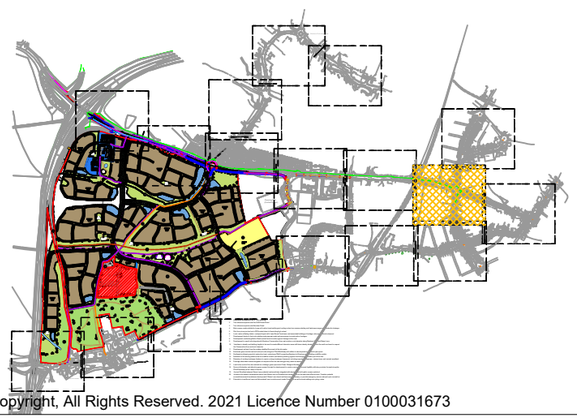
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Client Name:

Project Title:

RUTHIN ROAD, WREXHAM

Drawing Title:

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- SITE BOUNDARY
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Client Name:

Project Title:

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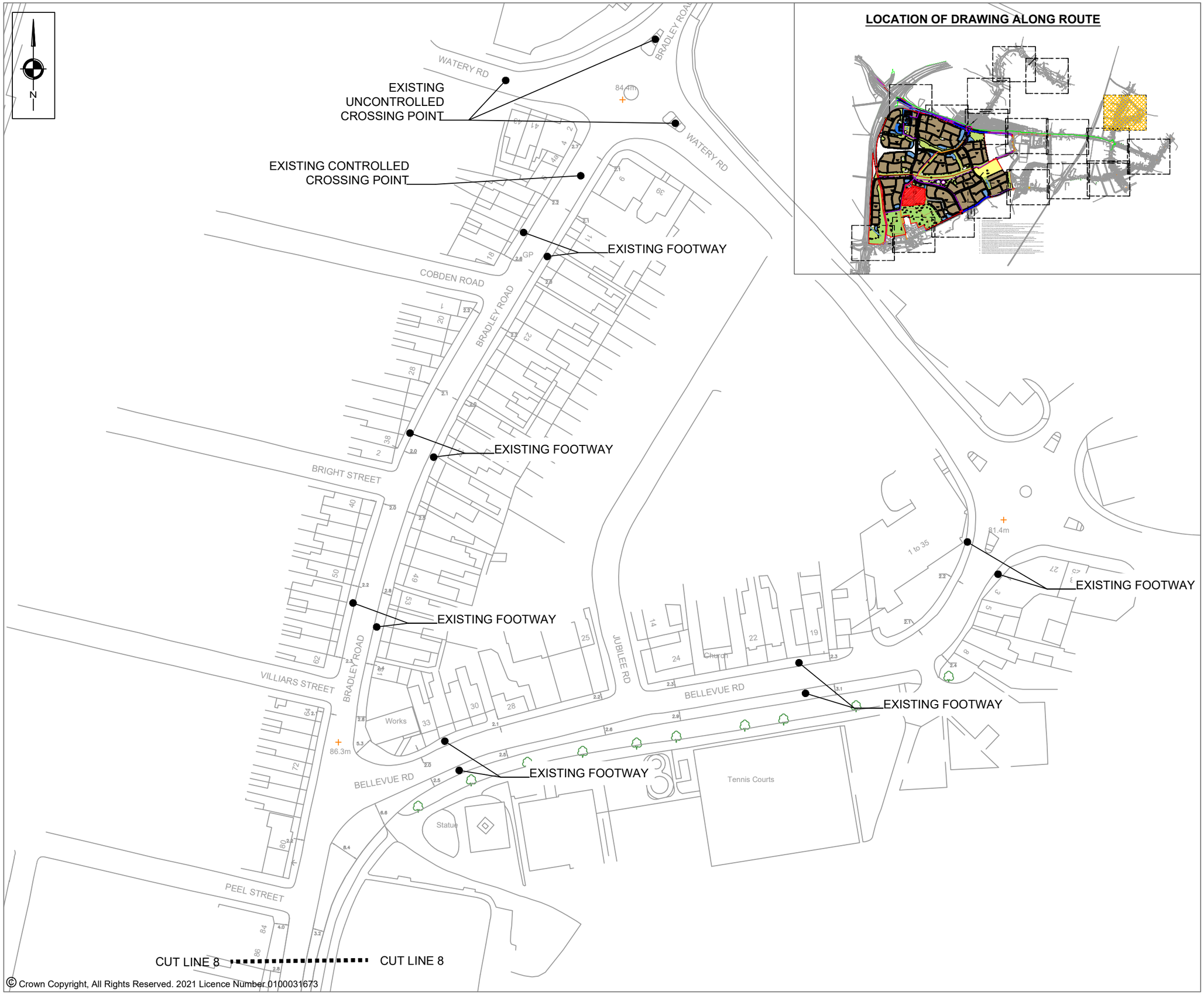
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- SITE BOUNDARY
- SCP PROPOSED KERBS
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- SCP PROPOSED TRAMLINE TACTILE SLABS

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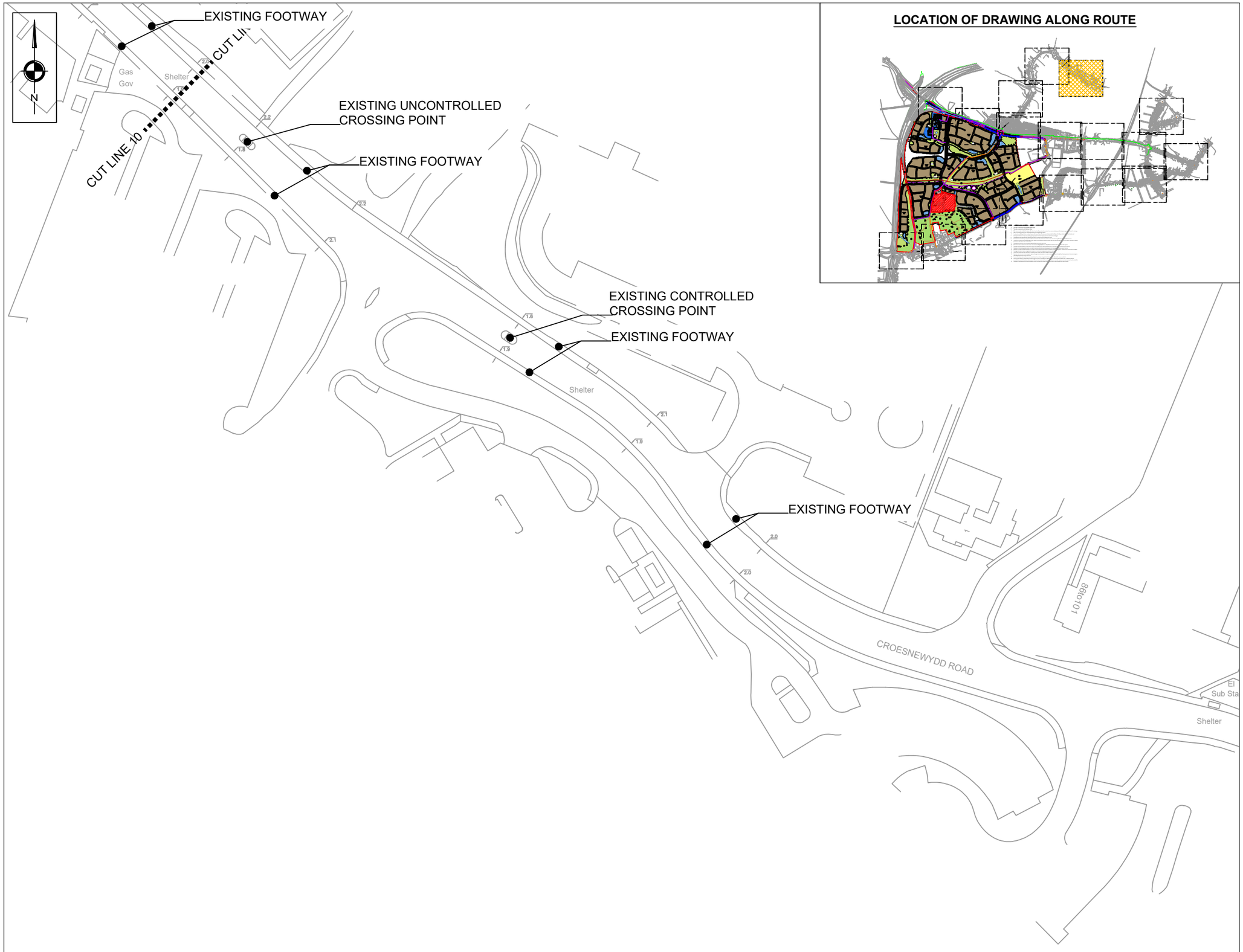
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Project Title:
RUTHIN ROAD, WREXHAM

Drawing Title:
DRAFT WALKING / CYCLING INFRASTRUCTURE REVIEW

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LOCATION OF DRAWING ALONG ROUTE

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- SITE BOUNDARY
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Client Name:

Project Title:

RUTHIN ROAD, WREXHAM

Drawing Title:

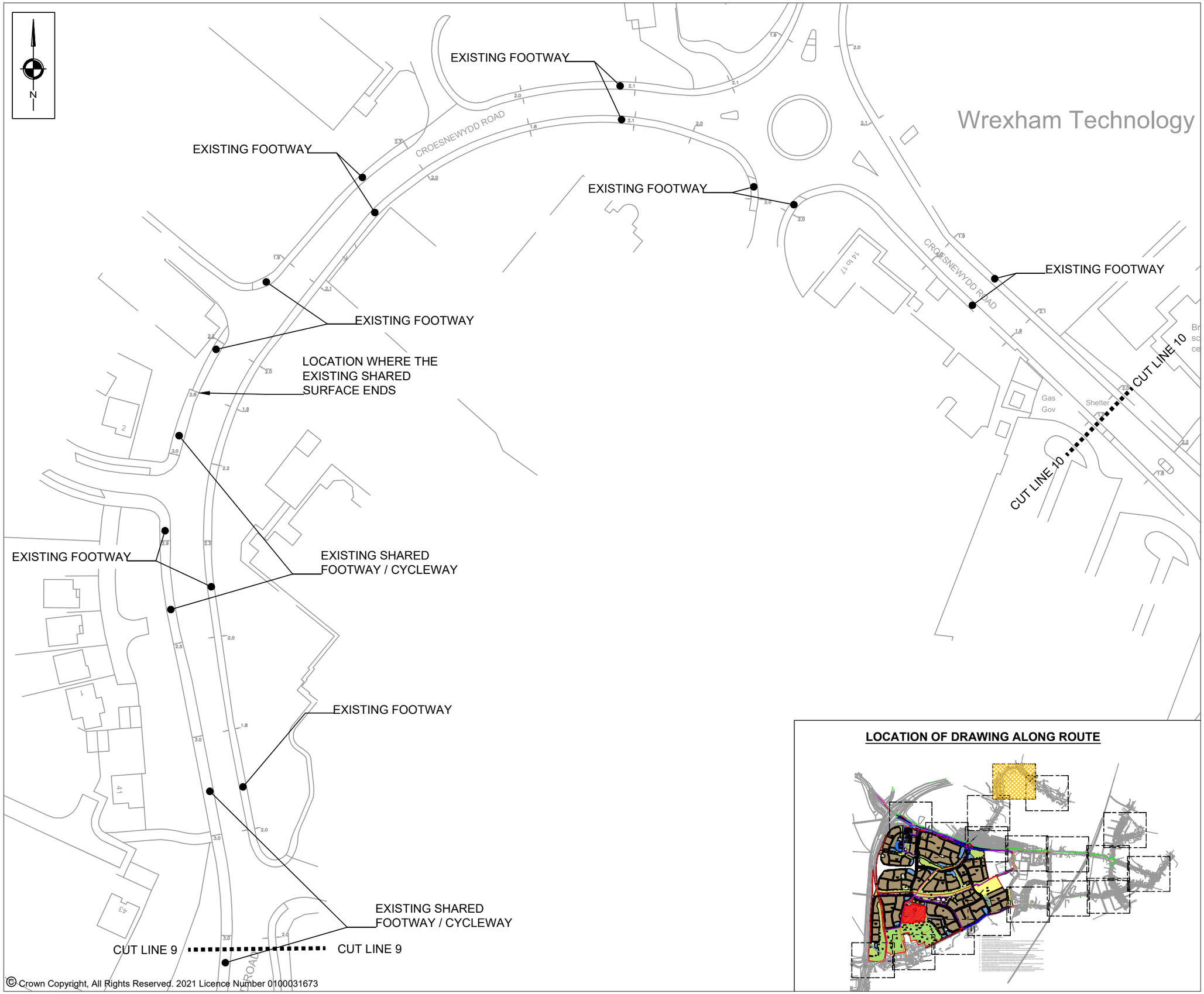
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- SCP PROPOSED KERBS
- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

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REV	DESCRIPTION	DATE	BY
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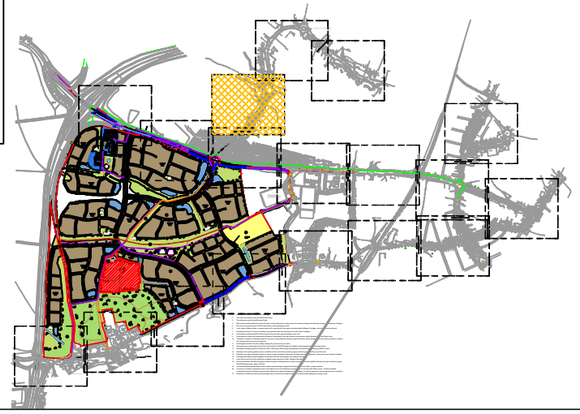
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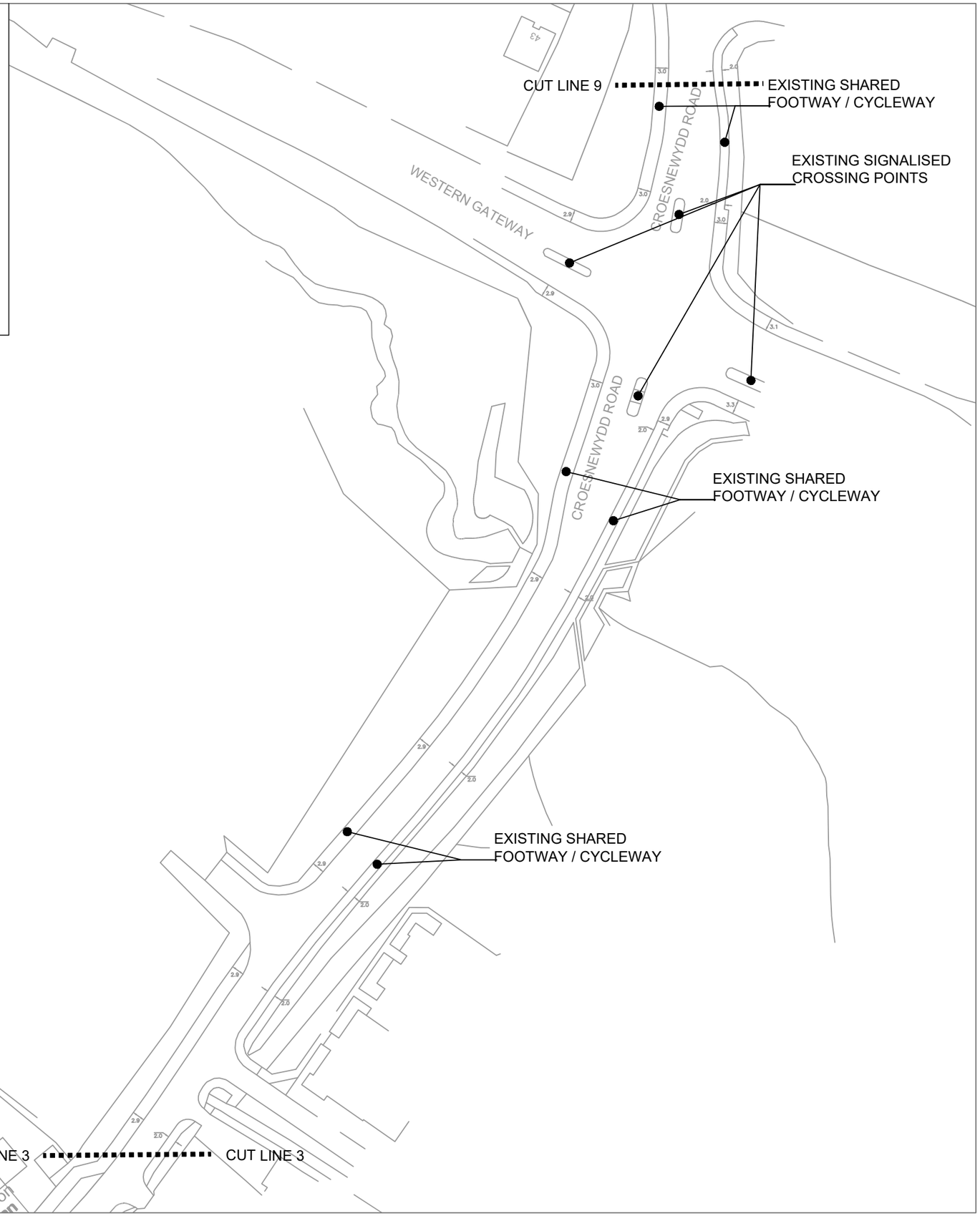
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DRAFT WALKING / CYCLING INFRASTRUCTURE REVIEW

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- EXISTING ADOPTED HIGHWAY
- SITE BOUNDARY
- SCP PROPOSED KERBS
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REVISIONS

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A	UPDATES TO SITE LAYOUT	22.07.24	OP

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Client Name:

Project Title:
RUTHIN ROAD, WREXHAM

Drawing Title:
DRAFT WALKING / CYCLING INFRASTRUCTURE REVIEW

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- SITE BOUNDARY
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- SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATES TO SITE LAYOUT	22.07.24	OP

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Client Name:

Project Title:
RUTHIN ROAD, WREXHAM

Drawing Title:
DRAFT WALKING / CYCLING INFRASTRUCTURE REVIEW

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Rev.: A

N

EXISTING FOOTBRIDGE

EXISTING FOOTWAY

EXISTING FOOTWAY

EXISTING FOOTWAY

EXISTING FOOTWAY

CUT LINE 13

CUT LINE 13

CUT LINE 14

CENTENARY ROAD

FFORDD Y BERS / BERSHAM ROAD

Hurst Newton

91.7m

92.0m

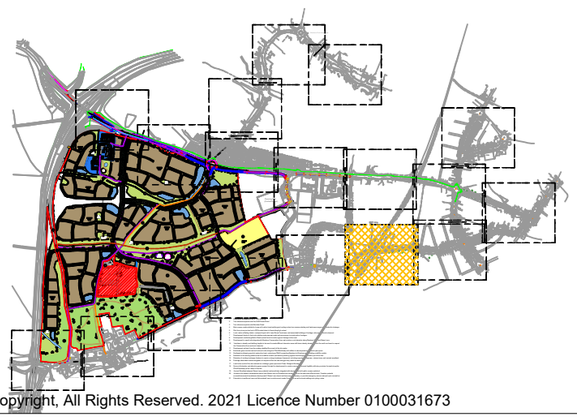
86.3m

87.5m

FB

SP

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KEY

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- PROPOSED DIMENSIONS
- EXISTING ADOPTED HIGHWAY
- SITE BOUNDARY
- SCP PROPOSED KERBS
- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

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A	UPDATES TO SITE LAYOUT	22.07.24	OP

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Client Name:

Project Title:

RUTHIN ROAD, WREXHAM

Drawing Title:

DRAFT WALKING / CYCLING INFRASTRUCTURE REVIEW

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Drawing No.: SCP/210187/SK15

Rev.: A

22

N

87.8m

HOMESTEAD LANE

THE HOMESTEAD

Lane End

Bodlondeb

Highfield

Thorn Lea

The Meadows

Mast

HIGH RIDGE

FFORDD Y BERS / BERSHAM ROAD

B5605 - BERSHAM ROAD

PROPOSED TWO-WAY 3m CYCLE TRACK ALONGSIDE ROAD, SEPARATED FROM A 2m WIDE FOOTWAY

PROPOSED UNCONTROLLED PEDESTRIAN CROSSING POINT

EXISTING FOOTWAY

EXISTING FOOTWAY

EXISTING FOOTWAY

EXISTING FOOTWAY

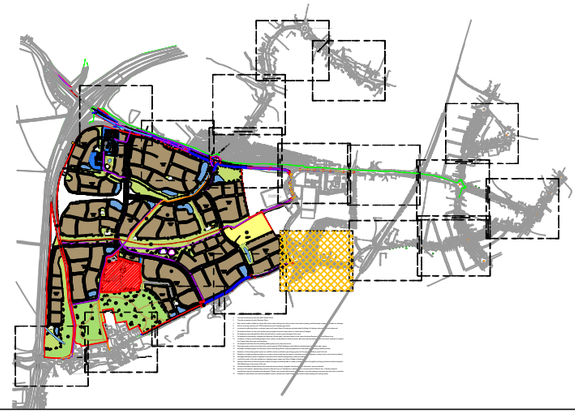
PROPOSED KERB BUILD OUT TO FEATURE A 2m WIDE FOOTWAY

PROPOSED UNCONTROLLED PEDESTRIAN CROSSING POINT

CUT LINE 15

CUT LINE 14

LOCATION OF DRAWING ALONG ROUTE



KEY

- EXISTING DIMENSIONS
- PROPOSED DIMENSIONS
- EXISTING ADOPTED HIGHWAY
- SITE BOUNDARY
- SCP PROPOSED KERBS
- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

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Client Name:

Project Title:

RUTHIN ROAD, WREXHAM

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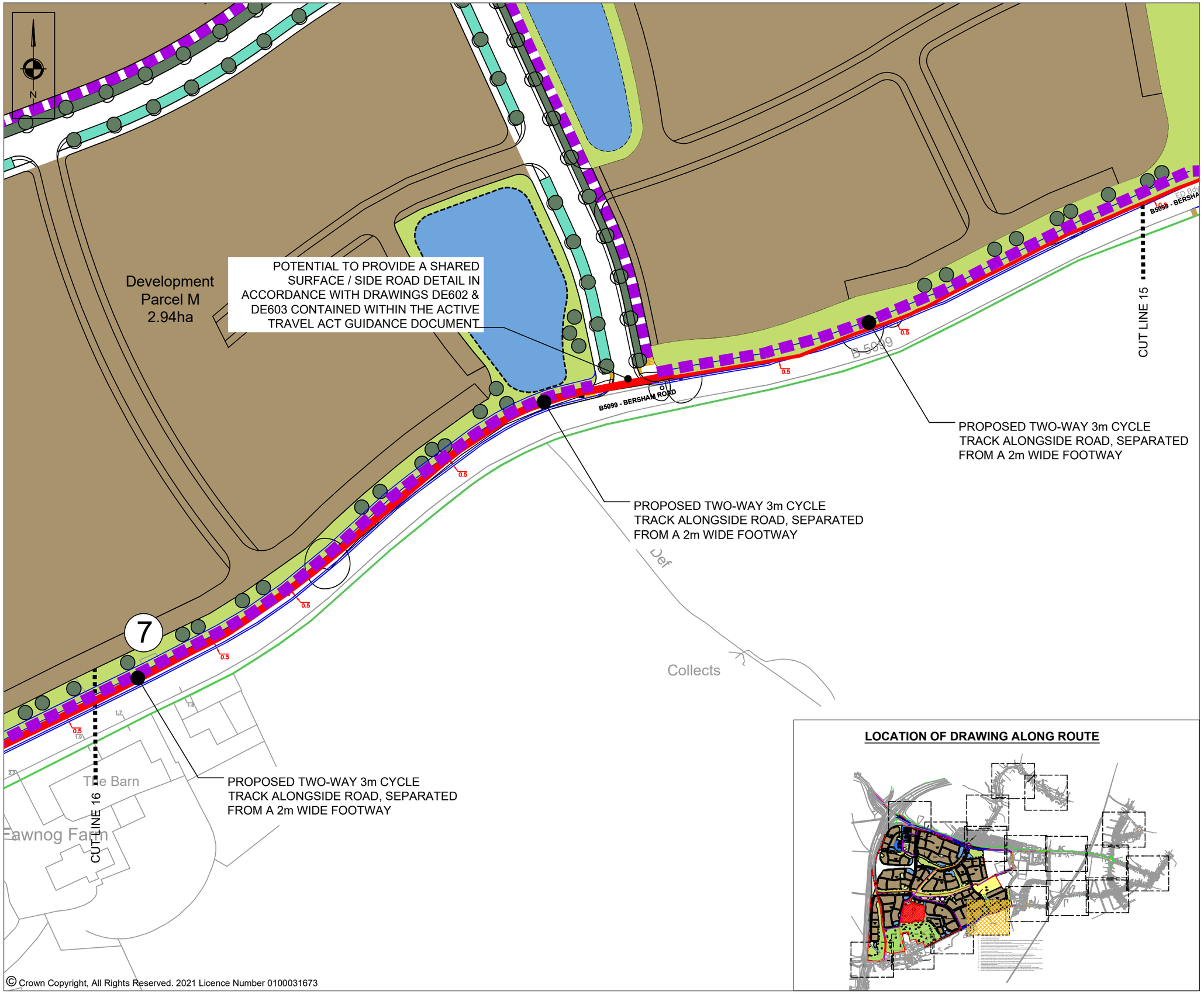
DRAFT WALKING / CYCLING INFRASTRUCTURE REVIEW

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- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATED SITE LAYOUT UNDERLAID	15.07.24	OP
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Client Name:

Project Title: RUTHIN ROAD, WREXHAM

Drawing Title: DRAFT WALKING / CYCLING INFRASTRUCTURE REVIEW

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Development Parcel K

LAP 100m2

9

7

3

B5099 - BERSHAM ROAD

FFORDD Y BERS / BERSHAM ROAD

B50

CUT LINE 16

CUT LINE 17

The Barn

Fawnog Farm

CG

Well

Spring

97.2m

PROPOSED TWO-WAY 3m CYCLE TRACK ALONGSIDE ROAD, SEPARATED FROM A 2m WIDE FOOTWAY

PROPOSED TWO-WAY 3m CYCLE TRACK ALONGSIDE ROAD, SEPARATED FROM A 2m WIDE FOOTWAY

PROPOSED TWO-WAY 3m CYCLE TRACK ALONGSIDE ROAD, SEPARATED FROM A 2m WIDE FOOTWAY

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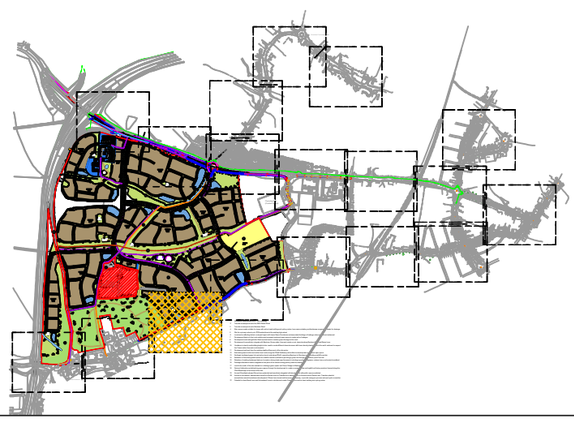
KEY

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- PROPOSED DIMENSIONS
- EXISTING ADOPTED HIGHWAY
- SITE BOUNDARY
- SCP PROPOSED KERBS
- SCP PROPOSED CROSSINGS
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REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATED SITE LAYOUT UNDERLAID	15.07.24	OP
B	UPDATES TO SITE LAYOUT	22.07.24	OP

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Client Name:

Project Title:
RUTHIN ROAD, WREXHAM

Drawing Title:
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PROPOSED TWO-WAY 3m CYCLE TRACK ALONGSIDE ROAD, SEPARATED FROM A 2m WIDE FOOTWAY

EXISTING FOOTWAY

PROPOSED 2m FOOTWAY

CUT LINE 17

CUT LINE 18

EXISTING FOOTWAY

CUT LINE 18

Bowling Green

Bersham Club

ESS

Chapel Terrace

Sinks

Issues

The Beeches

Penny Cottage

Ddol

Yew Tree Villas

Woodbine Cottage

New Bungalow

LB

103.0m

Black Lion (PH)

Recreation Ground

Play Area

Weir

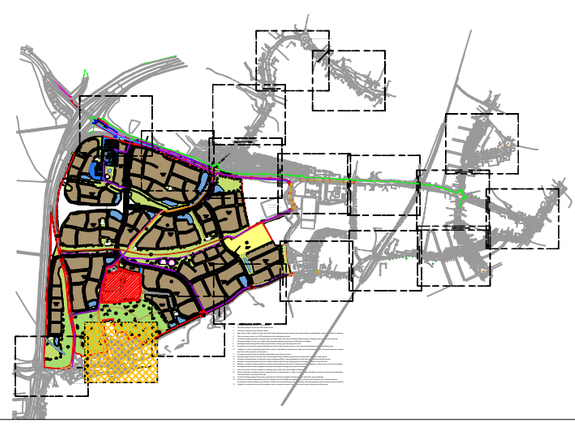
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Client Name:

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RUTHIN ROAD, WREXHAM

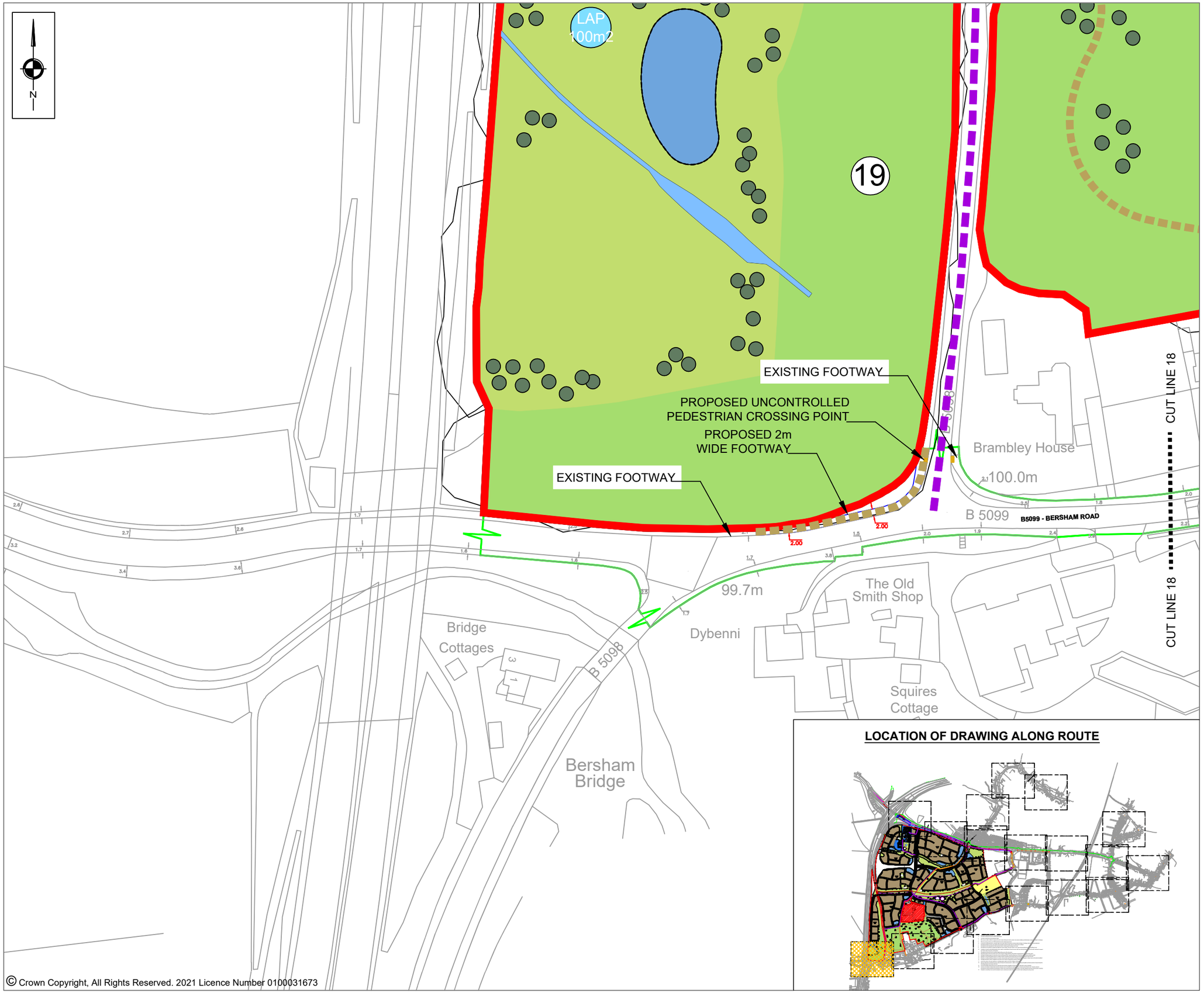
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Rev. A



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Client Name:

Project Title:
RUTHIN ROAD, WREXHAM

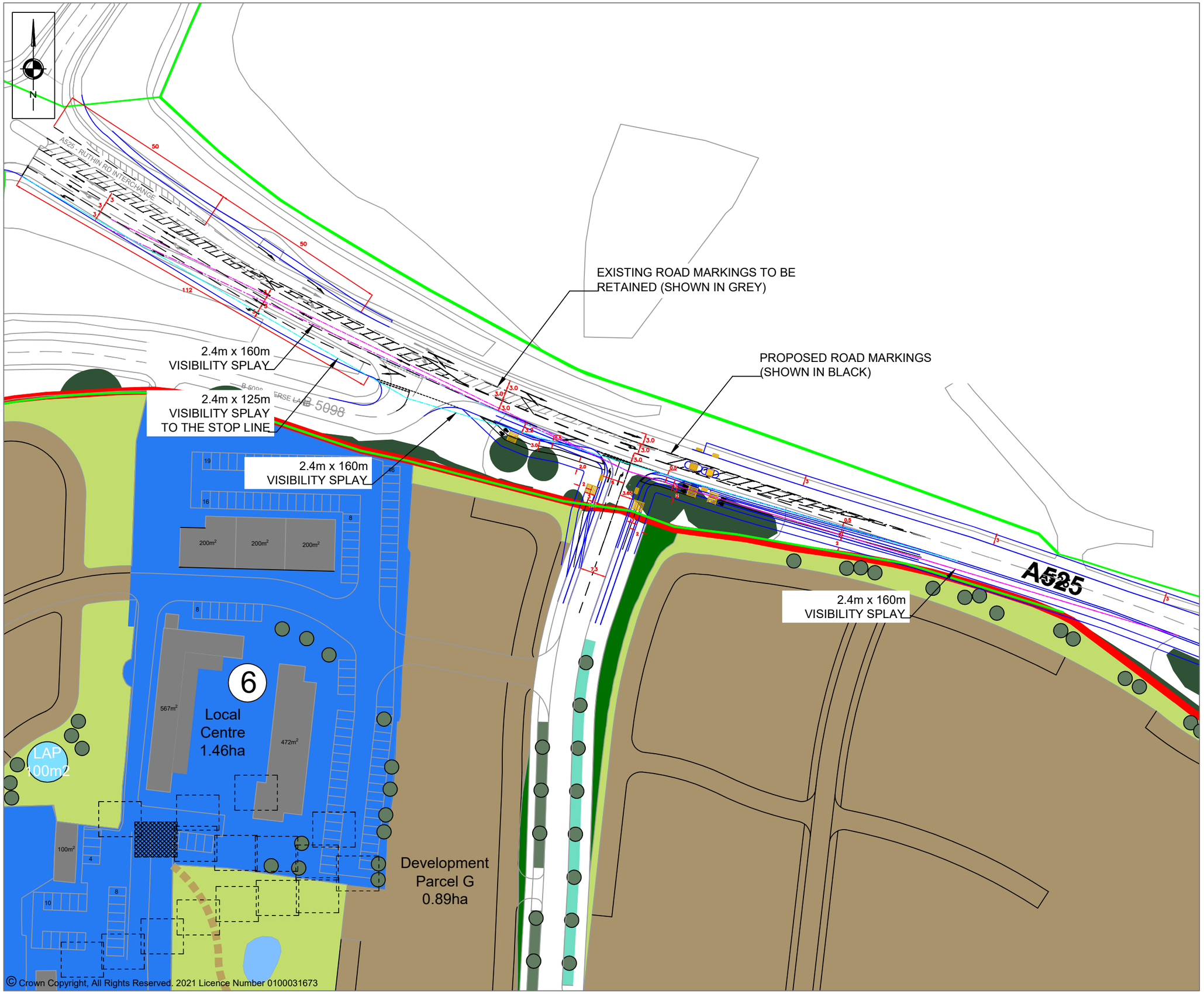
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Drawn By:	Date:
BA	19.03.2024
Checked:	Scale:
LB	1:1000 @ A3

Drawing No. SCP/210187/SK20 | Rev. A

S|C|P

APPENDIX C6



KEY

- EXISTING DIMENSIONS
- PROPOSED DIMENSIONS
- EXISTING ADOPTED HIGHWAY
- SITE BOUNDARY
- SCP PROPOSED KERBS
- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS

REV	DESCRIPTION	DATE	BY
A	-MASTERPLAN REV E UNDERLAID	30.11.22	BA
B	-MASTERPLAN UNDERLAID	06.06.23	AM
C	-LATEST MASTERPLAN UNDERLAID. ACCESS RELOCATED FURTHER WEST BY 24m TO SUIT	08.07.24	BA
D	-A525 / A483 IMPROVEMENT SCHEME INCLUDED. SITE ACCESS / BERSE LANE JUNCTIONS UPDATED TO SUIT.	15.07.24	BA

SCP

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

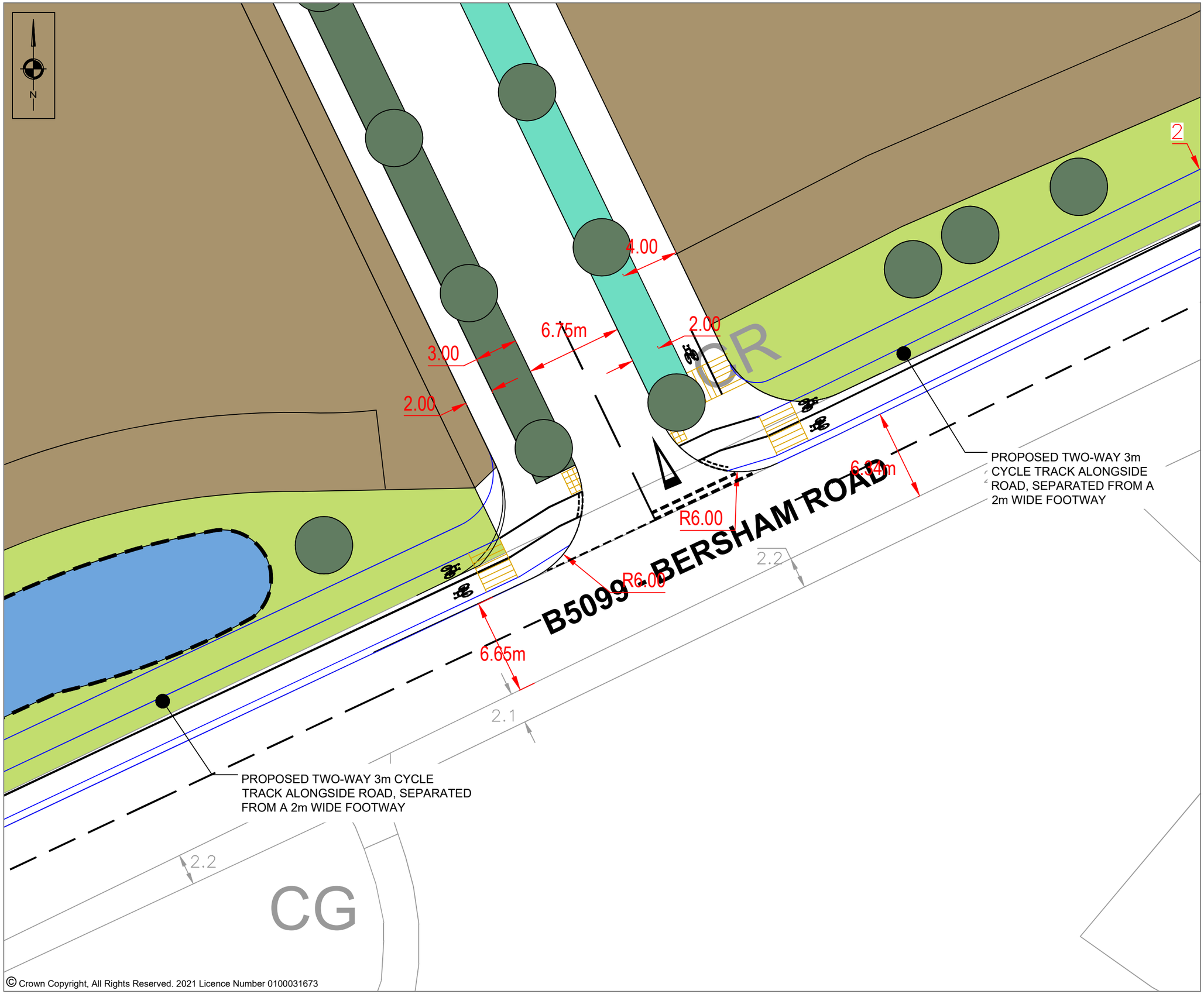
Client Name: REDROW HOMES (NW)

Project Title: RUTHIN ROAD, WREXHAM

Drawing Title: Proposed North-Western Site Access on A525 Ruthin Road

Drawn By:	Date:
BH	24.08.2021
Checked: DR	Scale: 1:1250 @ A3

Drawing No. SCP/210187/AC02 | Rev. -



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KEY

- EXISTING DIMENSIONS
- PROPOSED DIMENSIONS
- SCP PROPOSED KERBS
- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-

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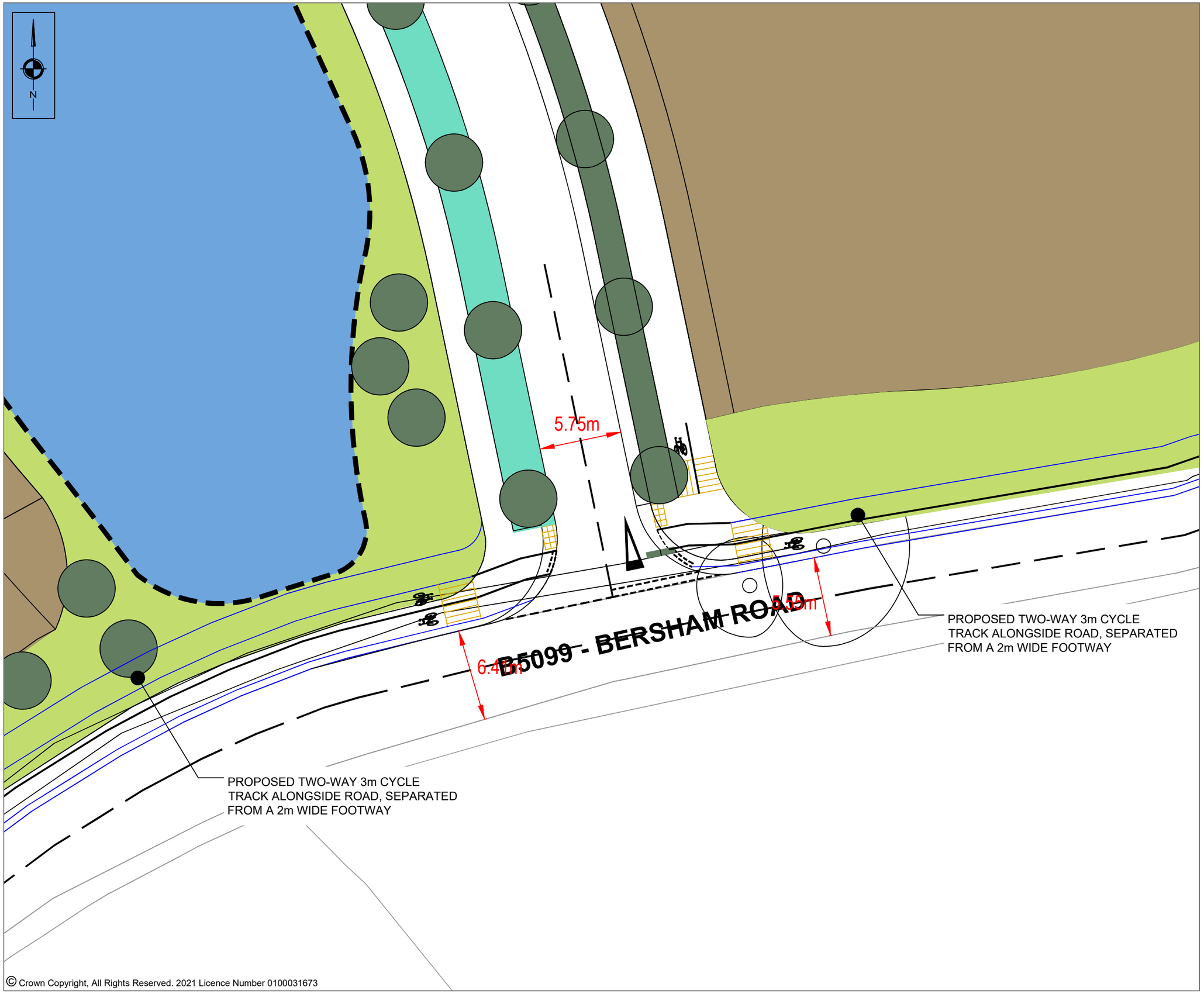
Client Name:

Project Title:
RUTHIN ROAD, WREXHAM

Drawing Title:
Proposed South-Western Priority Access on Bersham Road

Drawn By:	Date:
OP	19.03.2024
Checked:	Scale:
LB	1:250 @ A3

Drawing No. SCP/210187/AC03
Rev. -



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KEY

- EXISTING DIMENSIONS
- PROPOSED DIMENSIONS
- SCP PROPOSED KERBS
- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-

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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:

Project Title:
RUTHIN ROAD, WREXHAM

Drawing Title:
Proposed South-Eastern Priority Access on Bersham Road

Drawn By:	Date:
OP	19.03.2024
Checked:	Scale:
LB	1:250 @ A3

Drawing No.: SCP/210187/AC04
Rev.: -

SEE DRAWING SCP/210187/JCT02 FOR JUNCTION IMPROVEMENT SCHEME

SEE DRAWING SCP/210187/JCT03 FOR JUNCTION IMPROVEMENT SCHEME

HIGHWAY BOUNDARY LINE AS TAKEN FROM CAPITA REPORT

Travellers Site

A525

STRYTTBYDDEN

A525

A483

A483

A525

A525 - RUTHIN RUTHIN INTERCHANGE

B 5098

B 5098 - BERSE LANE

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Client Name:
REDROW HOMES NW

Project Title:
RUTHIN ROAD, WREXHAM

Drawing Title:
PROPOSED JUNCTION IMPROVEMENT WORKS - OVERALL PLAN

Drawn By:	Date:
BA	15.07.2024
Checked:	Scale:
LB	1:1250 @ A3
Status:	Approved/Unapproved:
PLANNING	-

Drawing No.	Rev.
SCP/210187/JCT01	-

REVISIONS

REV	DESCRIPTION	DATE	BY
–	–	–	–

EXISTING SIGNAL HEADS TO BE RETAINED

EXISTING SIGNAL HEADS TO BE RELOCATED

INDICATIVE LOCATIONS FOR THE RELOCATED SIGNAL HEADS

NOTE - LOCATIONS OF SIGNAL HEADS AS OBSERVED ON GOOGLE EARTH IMAGERY - SUBJECT TO FURTHER REVIEW.

DRAWING BASED ON ORDNANCE SURVEY BASE DATA. SCHEME TO BE REVIEWED WITH TOPOGRAPHICAL SURVEY DATA.

GENERAL ARRANGEMENT

N

A525

2.4 x 160m
VISIBILITY SPLAY

DETAILED REVIEW OF LEVELS
AND RETAINING WALL REQUIRED

HIGHWAY BOUNDARY LINE AS
TAKEN FROM CAPITA REPORT

145

R12

3

3

3

6.4

115

STRYTYBYDDEN

2.4 x 45m VISIBILITY
SPLAY TO STOP LINE

DETAILED REVIEW OF LEVELS
AND RETAINING WALL REQUIRED

PROPOSED ROAD
MARKINGS

EXISTING ROAD
MARKINGS

EXISTING ROAD
MARKINGS

EXISTING SEPARATION
ISLAND TO BE ALTERED

A483

A483

A525

A525

A525

A483

INSET 1 - BRIDGE EXTENTS

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NOTES

EXISTING SIGNAL HEADS
TO BE RETAINED

EXISTING SIGNAL HEADS
TO BE RELOCATED

INDICATIVE LOCATIONS
FOR THE RELOCATED
SIGNAL HEADS

NOTE - LOCATIONS OF SIGNAL HEADS AS OBSERVED ON GOOGLE EARTH IMAGERY - SUBJECT TO FURTHER REVIEW.

DRAWING BASED ON ORDNANCE SURVEY BASE DATA. SCHEME TO BE REVIEWED WITH TOPOGRAPHICAL SURVEY DATA.

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-

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Transportation Planning : Infrastructure Design
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www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:
REDROW HOMES NW

Project Title:
RUTHIN ROAD, WREXHAM

Drawing Title:
PROPOSED IMPROVEMENTS TO
JUNCTION 4 OF A483

Date:	Drawn By:
15.07.2024	BA
Scale:	Checked:
1:500 @ A2	LB
Status:	Approved/ Unapproved:
PLANNING	-

Drawing No.: SCP/210187/JCT02

Rev.: -

GENERAL ARRANGEMENT

HIGHWAY BOUNDARY LINE AS TAKEN FROM CAPITA REPORT

EXISTING ROAD MARKINGS IN GREY

EXTENTS OF ROAD WIDENING REQUIRED

DETAILED REVIEW OF LEVELS AND RETAINING WALL REQUIRED

PROPOSED ROAD MARKINGS IN BLACK

EXISTING STOP LINE TO BE UPDATED TO SUIT NEW ARRANGEMENT

EXISTING SEPARATION ISLAND TO BE ALTERED

DETAILED REVIEW OF LEVELS AND RETAINING WALL REQUIRED

EXTENTS OF ROAD WIDENING REQUIRED

2.4 x 125m VISIBILITY SPLAY TO STOP LINE

DETAILED REVIEW OF LEVELS AND RETAINING WALL REQUIRED

PROPOSED ROAD MARKINGS IN BLACK

BERSE LANE TO BE REALIGNED

2.4 x 160m VISIBILITY SPLAY

A483

A525 - RUTHIN RD INTERCHANGE

B 5098 - BERSE LANE

B 5098

19

16

46

8

200m²

200m²

200m²

50

50

112

3

3

3

3.0

3.0

3.0

3.2

3.0

0.5

2.0

2

6

3.6

3.0

3.0

3.0

0.5

3

0.5

3

2

7.3

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Client Name:

REDROW HOMES NW

Project Title:

RUTHIN ROAD, WREXHAM

Drawing Title:

PROPOSED IMPROVEMENTS TO JUNCTION 4 OF A483

Date: 15.07.2024	Drawn By: BA
Scale: 1:500 @ A2	Checked: LB
Status: PLANNING	Approved/ Unapproved: -

Drawing No. SCP/210187/JCT03 | Rev. -

REVISIONS

REV	DESCRIPTION	DATE	BY
–	–	–	–

EXISTING SIGNAL HEADS TO BE RETAINED

EXISTING SIGNAL HEADS TO BE RELOCATED

INDICATIVE LOCATIONS FOR THE RELOCATED SIGNAL HEADS

NOTE - LOCATIONS OF SIGNAL HEADS AS OBSERVED ON GOOGLE EARTH IMAGERY - SUBJECT TO FURTHER REVIEW.

DRAWING BASED ON ORDNANCE SURVEY BASE DATA. SCHEME TO BE REVIEWED WITH TOPOGRAPHICAL SURVEY DATA.