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transport planning



RA & CE Platt Ltd

Davy Way, Llay

Transport Assessment

October 2024







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RA & CE Platt Ltd

Davy Way, Llay

Transport Assessment

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1. Introduction

1.1 Preamble

1.1.1 Mode Transport Planning ('Mode') has been appointed by RA & CE Platt (the 'Applicant') to provide transport planning and highways advice in relation to an outline planning application, with all matters reserved, for a proposed industrial scheme on Davy Way in Llay, Wrexham.

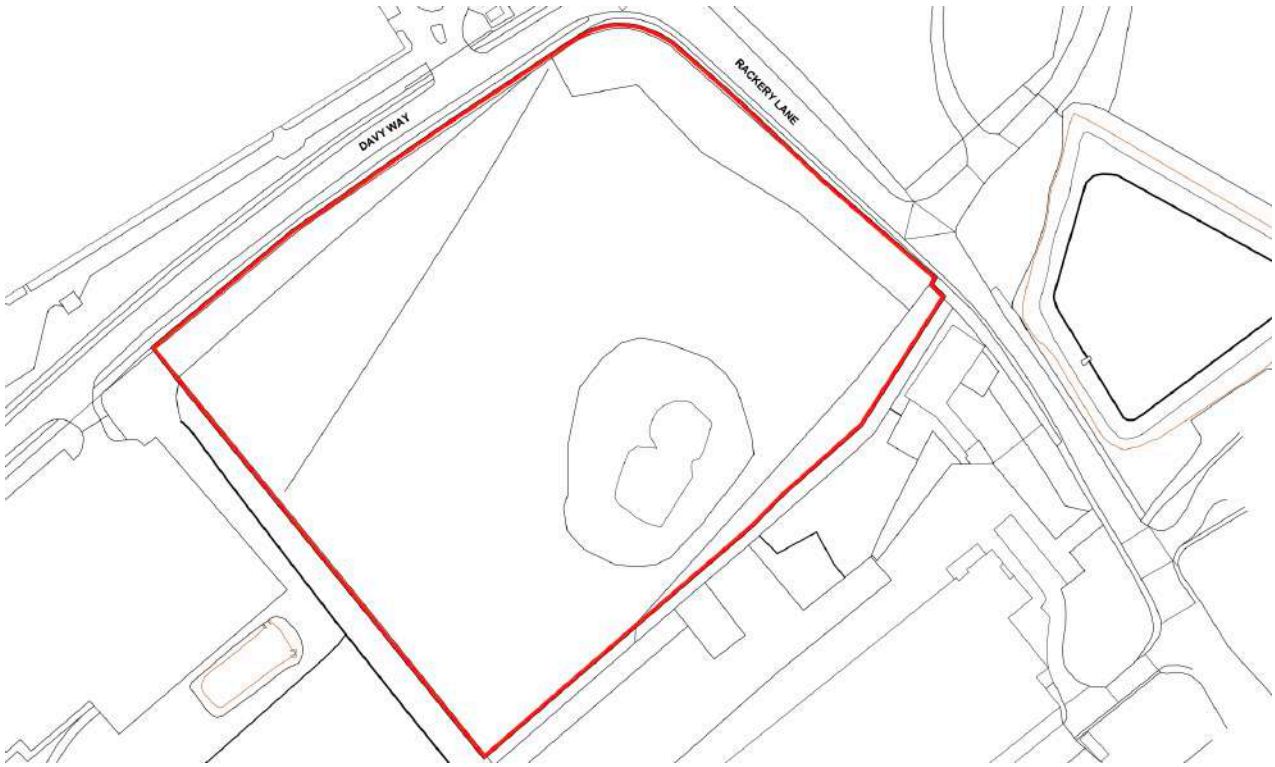
1.1.2 Outline planning permission is being sought for up to 11,613 sqm (GEA) (10,671 sqm (GIA) of industrial land use (Use Class B2 / B8) on the development site. The proposals also include 2no. possible vehicle access locations onto Davy Way.

1.1.3 It should be noted that the access options being shown are to demonstrate that suitable access junctions from Davy Way can be achieved. The final junction location would be subject to a future reserved matters application.

1.1.4 The application will seek approval of the red line boundary, as well as a parameter plan which zones the areas for green infrastructure and industrial development, as well as the 2no. possible vehicle access locations.

1.1.5 The indicate site red line boundary is shown in Figure 1.1.

Figure 1.1 : Site Red Line Boundary (source : AEW Architects)



1.1.6 This Transport Assessment (TA) has been prepared to assess the development proposals, with consideration to expected trip generation, accessibility by sustainable modes of travel, accessibility for servicing/ delivery vehicles and parking provision.

1.2 Local Plan Allocation

1.2.1 Llay Industrial Estate, where the site is located, is within an area defined as a 'Protected Employment Area' in the Wrexham County Borough Local Development Plan 2013 – 2028. It is specifically protected for Use Class B1 / B2 / B8.

1.2.2 The site is subject to Policy EM1 which states that: *'The County Borough's existing employment areas as shown on the Proposals Map will be protected for B Use Class employment generating uses (together with appropriate complementary uses and activities as referred to in Policy EM2 and waste management uses on sites/areas referred to in Policy MW6)'.*

1.2.3 It is therefore evident that the principle of industrial development on the site is accepted.

1.3 Methodology

1.3.1 The methodology for the TA adopts the guidance set out in the Welsh Government's *'Technical Advice Note 18: Transport'*.

1.3.2 Pre-application advice was sought from Wrexham County Borough Council (WCBC) and a response was received, dated 29th January 2024. WCBC's pre-application response is attached in Appendix A.

1.3.3 A site visit was undertaken on Friday 12th January 2024.

1.4 Report Structure

1.4.1 Following this introductory chapter, the TA has been structured as follows:

- Chapter 2 sets out the relevant national, regional and local transport policy context;
- Chapter 3 describes the site location, local highway network and collision data;
- Chapter 4 outlines the development proposals, vehicular access, servicing and parking;
- Chapter 5 details accessibility by non-car modes, including public transport, cycle and on foot;
- Chapter 6 details the expected trip generation and distribution;
- Chapter 7 assesses the traffic impact of the development proposals; and
- Chapter 8 summarises and concludes the findings of the report.

2. Policy Consideration

2.1 Introduction

2.1.1 This chapter considers current national, regional and local transport policy and guidance as they relate to the development proposals. The following relevant documents have been reviewed:

- Planning Policy Wales (Edition 12);
- Technical Advice Note 18: Transport;
- North Wales Joint Local Transport Plan; and
- Wrexham Local Development Plan 2013-2028.

2.1.2 Legislation and policy play an important role in shaping and guiding new developments. As such, the purpose of this chapter is to outline the relevant transport related policies which influence the proposed development from a national, regional and local level.

2.2 National Planning Policy

Planning Policy Wales

2.2.1 The document Planning Policy Wales (PPW) Edition 12 (February 2024) sets out the land use planning policies of the Welsh Government. PPW is supported by a series of Technical Advice Notes (TANs).

2.2.2 Section 4.1 of PPW considers Transport. The document states that *'the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport'*.

2.2.3 In terms of transport and accessibility, PPW also states that *'by influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:*

- *Bringing services to people to reduce the need to travel … If more people can walk and cycle for everyday trips, we will reduce our dependency on cars.*
- *Allowing people and goods to move easily from door-to-door by accessible, sustainable and efficient transport. To achieve this, we will need to invest in reliable, efficient and affordable transport services that people want to use, can use and do use.*
- *Where we need new transport infrastructure, we will use the sustainable transport hierarchy to give priority to meeting the demand for travel by walking, cycling and public transport ahead of private motor vehicles.*

- *Encouraging people to make the change to more sustainable transport … We will do this by making low-carbon sustainable transport more attractive and more affordable, and by adopting innovations.'*

2.2.4 The PPW document sets out the requirement for planning applications to be accompanied by a Transport Assessment (paragraph 4.1.56), stating that *'Transport Assessments provide the basis for negotiation on scheme details, including the level of parking, and measures to improve walking, cycling, and public transport access, as well as measures to limit or reduce levels of air and noise pollution. They should cover the transport impacts during the construction phase of the development, as well as when built and in use.'*

Technical Advice Note 18: Transport

2.2.5 Chapter 8 of PPW is supplemented by Technical Advice Note (TAN) 18 which provides detailed guidance on implementing the transport objectives contained in PPW Chapter 8. This TAN was adopted in March 2007.

2.2.6 TAN 18 outlines the need for, and the required content of TA', for some classifications and scales of development in Wales.

2.2.7 The document outlines the following aims to be considered when producing a TA:

- Understand the transport impacts of the development;
- Clearly communicate the impacts to assist the decision-making process;
- Demonstrate the development is sited in a location that will produce a desired and predicted output (for example in terms of target modal split);
- Mitigate negative transport impacts through the design process and secure through planning conditions or obligations; and
- Maximise the accessibility of the development by non-car mode.

2.2.8 TAN 18 provides detailed guidance on visibility standards, and essentially provides for visibility to be based upon the standards in Design Manual for Roads and Bridges (DMRB) for roads where actual road speeds are unknown or where the speed limit is >60kph (37mph), and the standards in Manual for Streets (MfS) where speeds are known and are <60kph (37mph). Visibility at the proposed site access is considered within Chapter 4 of this TA.

2.3 Regional Planning Policy

North Wales Joint Local Transport Plan (2015)

2.3.1 The North Wales Joint Local Transport Plan (LTP) was jointly prepared by the North Wales Local Authorities in response to the Welsh Government requirement for LTPs. The LTPs stated 'vision' is *to 'remove barriers by delivering safe, sustainable, affordable and effective transport networks'*.

2.3.2 The LTP aims to address the key issues for North Wales:

- The ability of the strategic road and rail corridors to provide the necessary good connectivity, for people and freight, within North Wales, to the ports and to the rest of the UK to support the economy and jobs, including tourism;
- The lack of resilience of the road and rail networks to planned and unplanned events including extreme weather;
- The need for good access to and between the three Enterprise Zones in North Wales;
- The lack of viable and affordable alternatives to the car to access key employment sites and
- other services; and
- The need for good road links to / from the trunk road network into the rural areas to help retain the viability of local businesses and support the Welsh language and culture.

2.3.3 This Plan therefore provides the strategic baseline for considering developments that have a transportation element within the wider area.

2.4 Local Planning Policy

Wrexham Local Development Plan

2.4.1 The Wrexham Local Development Plan (LDP), adopted on 20th December 2023. Its aim is to set out the planning requirements for achieving sustainable development in the County Borough over the period 2013-2028.

2.4.2 Policy T1, 'Managing Transport Impacts', states that *'developments that would generate significant amounts of movement should be accompanied by a Transport Assessment and Travel Plan'*. Proposals for new development will be supported where they:

- *'Facilitate increased journeys by more sustainable modes of travel first by walking and cycling, then by public transport and finally by private motor vehicle;*
- *Mitigate any significant adverse effects upon the transport network that arise from the proposed development including improvements to transport infrastructure where required;*
- *Do not compromise the safe, effective and efficient use of the highway network and do not have an adverse impact on highway safety or create unacceptable levels of traffic generation;*
- *Provide appropriate levels of parking and ensure access arrangements for the site to allow for safe maneuvering;*
- *Make provision for people with restricted mobility including those with characteristics as defined by the Equality Act 2010.'*

2.4.3 Active travel is also discussed in Policy T2, where, in order to access employment, education, healthcare and other essential services, new development will be supported where:

- *'Walking and cycling infrastructure is an integral part of the overall design of the scheme and makes a positive contribution to the distinctiveness of communities and places;*

- *Facilities that encourage and promote Active Travel including but not limited to appropriate signing, lighting, secure and convenient cycle parking and where appropriate shower and changing facilities are provided;*

- *The development and enhancement of the Active Travel routes identified on the Integrated Network Map connecting communities to essential services including public transport, employment and education opportunities;*

- *Provision of appropriate travel choice information including reference to the benefits of cycling and walking for all or part of journeys is made available;*

- *Measures that work to reduce the dominance and speed of vehicles affording increased priority to pedestrians and cycle movements.'*

2.5 Summary

2.5.1 In accordance with the national, regional and local policy and guidance, this planning application is supported by a TA, detailing accessibility by sustainable modes of travel in Chapter 5 and assesses the impact of the proposed development of the local highway network in Chapter 7.

3. Existing Conditions

3.1 Existing Site and Site Location

3.1.1 The site is located on the Llay Industrial Estate, c.1.3km northwest of the centre of Llay and c.2.5km southeast of Hope. The strategic site location is shown in Figure 3.1.

Figure 3.1 : Strategic Site Location



3.1.2 The site is located within an established industrial area known as Llay Industrial Estate. The development site currently consists of an undeveloped parcel of land as shown in Photograph 3.1.

Photograph 3.1 : Existing Development Site



3.2 Local Highway Network

3.2.1 Figure 3.2 shows the location of the development site in the context of the local highway network.

Figure 3.2 : Local Highway Network



3.2.2 As shown in Figure 3.2, the site is bound to the north by Davy Way, to the east by Rackery Lane (B5373), and the west and south by existing industrial / commercial land uses.

Davy Way

3.2.3 Access to the site will be taken from Davy Way to the north of the site. Davy Way is a two-way single carriageway that runs in a broadly northeast-southwest alignment between Rackery Lane to the east and Miners Road to the west.

3.2.4 Waiting restrictions are in place along a c.100m section of Davy Way from its junction with Rackery Lane. However, to the west of this, unrestricted on-street parking is permitted.

3.2.5 The existing conditions along Davy Way are summarised in Table 3.1 and illustrated in Photograph 3.2 to Photograph 3.5.

Table 3.1 : Davy Way – Existing Conditions

Road Classification	Unclassified	Footway Width	c.2.0m
Road Type	Two-way single carriageway	Pedestrian Facilities	Grass verges between footway and carriageway
Speed Limit	20 mph	Cycle Facilities	No
Carriageway Width	c.7.2m	Public Transport Provision	Yes
Adoption Status	Adopted	Streetlighting	Yes

Photograph 3.2 : Davy Way (northbound)



3.2.6 As shown in Photograph 3.2, a c100m section of Davy Way from its junction with Rackery Lane is subject to Traffic Regulation Orders (TROs) to prevent on-street parking.

Photograph 3.3 : Davy Way (southbound)



Photograph 3.4 : Davy Way – Speed Limit



Photograph 3.5 : Davy Way – Footways



3.3 Road Safety

3.3.1 Personal Injury Collision (PIC) data in vicinity of the development site has been obtained from the CrashMap database (crashmap.co.uk) for the most recently available five-year period between 2018 and 2022. Figure 3.3 shows the extent of the study area, while Table 3.2 provides a detailed breakdown of the PICs recorded.

Figure 3.3 : Personal Injury Collision Locations (source : CrashMap)

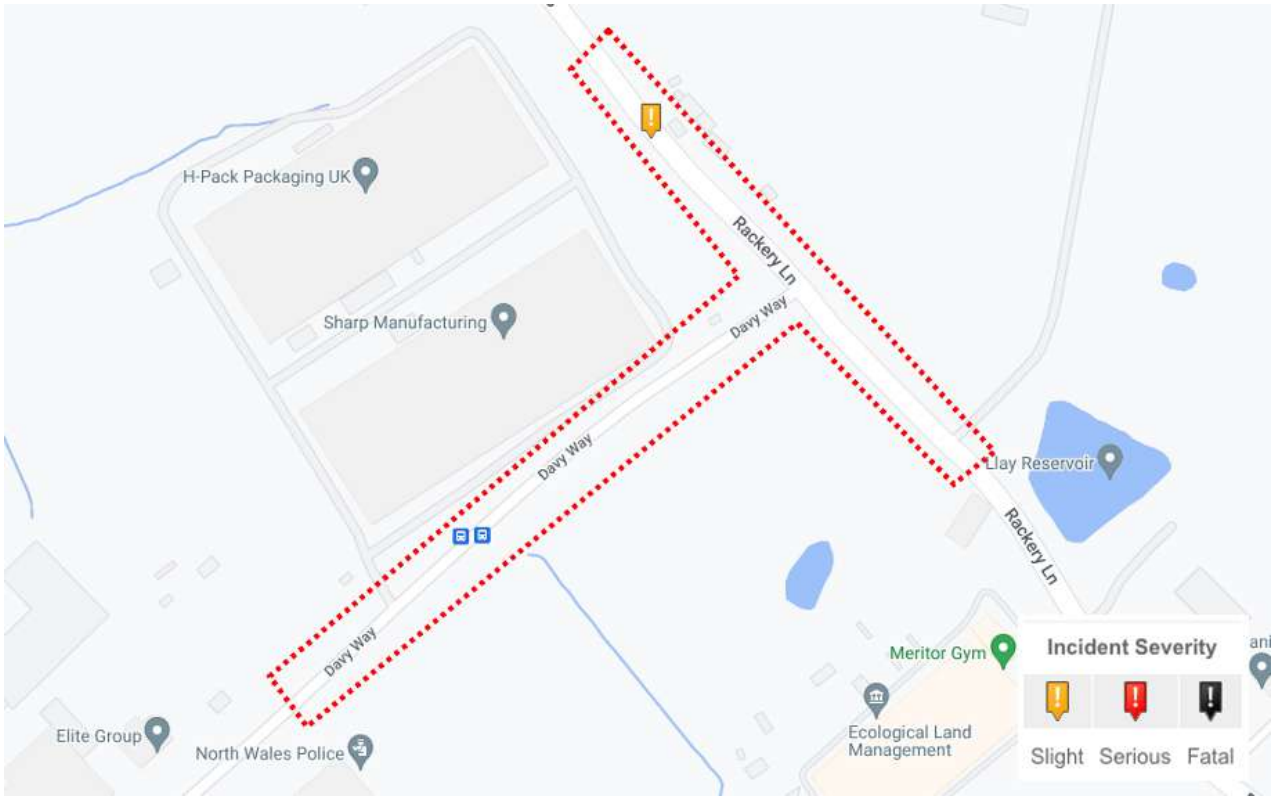


Table 3.2 : Road Safety Data Analysis

Date	Location	Severity	Description
2018	Rackery Lane	Slight	Car proceeding normally along the carriageway colliding into the back of a car slowing down / stopping.

3.3.2 Analysis of the PIC data demonstrates that there are no significant collision clusters within proximity of the site. Based on the frequency of collisions recorded, there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records on the local highway network.

3.3.3 There is also no evidence to suggest that the proposed development would increase risks of PICs in the surrounding area or have a detrimental impact on highway safety.

3.4 Public Rights of Way

3.4.1 There are no Public Rights of Way (PRoWs) within or along the site boundary.

3.5 Air Quality

3.5.1 According to the Air Quality in Wales, the site is not located within an Air Quality Management Area (AQMA).

4. Development Proposals

4.1 Proposed Use

4.1.1 Outline planning permission is being sought for up to 11,613 sqm (GEA) (10,671 sqm (GIA) of industrial land use (Use Class B2 / B8) on the development site. The proposals also include 2no. possible vehicle access locations onto Davy Way.

4.1.2 It should be noted that the access options being shown are to demonstrate that suitable access junctions from Davy Way can be achieved. The final junction location would be subject to a future reserved matters application.

4.1.3 2no. illustrative masterplans have been produced to illustrate the 2no. site access locations and how the development can be accommodated; approval is not being sought for these plans. For reference, the illustrative masterplans are shown in Figure 4.1 and Figure 4.2, with the full plans attached in Appendix B.

Figure 4.1 : Option A – Illustrative Masterplan (source : AEW Architects)



Figure 4.2 : Option B – Illustrative Masterplan (source : AEW Architects)



4.2 Site Access Arrangement

4.2.1 2no. potential vehicle access options are proposed and the locations are shown in Figure 4.3, with the full plan attached in Appendix B.

Figure 4.3 : Proposed Access Locations



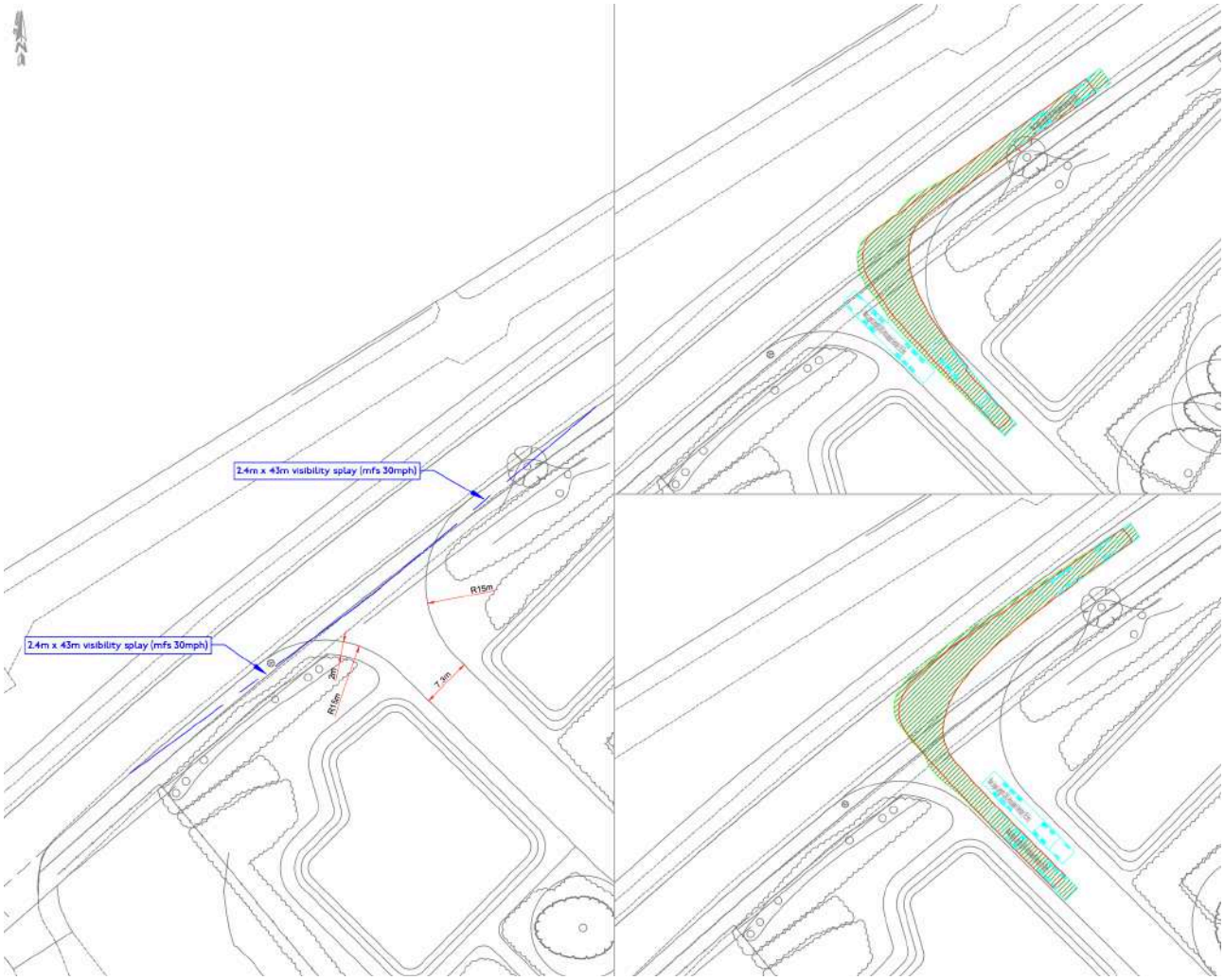
Access Option A

4.2.2 Access Option A, to the west, features a new priority junction from Davy Way comprising a 7.3m wide carriageway and 15m kerb radii.

4.2.3 Based on the speed limit of 20 mph and in accordance with Manual for Streets (MfS), visibility splays of 2.4m x 25m can be achieved in both directions along Davy Way within the adopted highway from the access junction.

4.2.4 Figure 4.4 shows the proposed site access with achievable visibility splays, with the full drawing (**Drawing No. J32-7829-PS-001**) attached in Appendix C.

Figure 4.4 : Proposed Site Access Junction – Access Option A



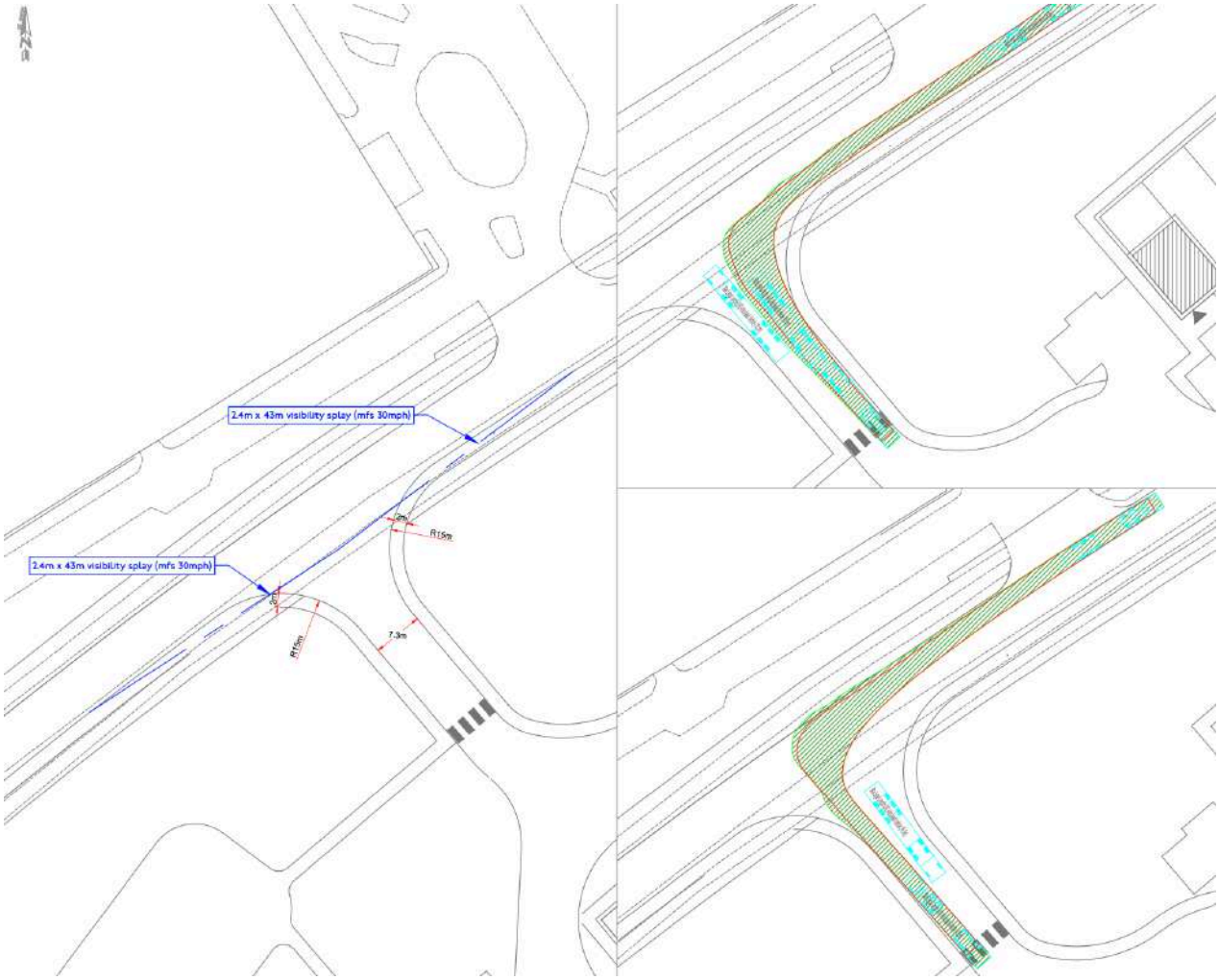
Access Option B

4.2.5 Access Option B, to the east, features a new priority junction from Davy Way comprising a 7.3m wide carriageway and 15m kerb radii.

4.2.6 Visibility splays of 2.4m x 25m can also be achieved at Access Option B in both directions along Davy Way within the adopted highway from the access junction.

4.2.7 Figure 4.5 shows the proposed site access with achievable visibility splays, with the full drawing (**Drawing No. J32-7829-PS-001 / 002**) attached in Appendix C.

Figure 4.5 : Proposed Site Access Junction – Access Option B



4.3 Servicing Arrangements

4.3.1 The largest delivery vehicle to regularly frequent the proposed units will be a 16.5m articulated HGV. The analysis shows that a 16.5m articulated HGV can enter and exit both proposed site access options in a forward gear.

4.3.2 Swept path analysis at Access Option A and B for a 16.5m articulated HGV is shown in Figure 4.4 and Figure 4.5 with the full drawing (**Drawing No. J32-7829-PS-001 / 002**) attached in Appendix C.

4.4 Parking Provision

4.4.1 Option B, which has the largest combined GIA and is provided on an illustrative basis only, could provide a total of 158no. car parking spaces, including 12no. accessible spaces (c.8%). This equates to 1 space per c.64 sqm.

4.4.2 WCBC's adopted parking standards are detailed in Local Planning Guidance Note No.16 (LPGN16). These parking standards were produced alongside the now unadopted Unitary Development Plan (UDP), superseded by the most recent LDP. However, these standards are still adhered to, and their use was requested by WCBC in their pre-application response (Appendix A).

4.4.3 The adopted parking standards for the relevant use classes are detailed in Table 4.1.

Table 4.1 : WCBC Adopted Parking Standards (source : WCBC)

Land Use	Car Parking	Minimum Cycle Parking
B2 General Industry	1 car space per 50 sqm gross floor space	1 cycle space per 500 sqm gross floor space
B8 Storage and Distribution	1 car space per 100 sqm gross floor space	1 cycle space per 1,000 sqm gross floor space

4.4.4 Current parking provision is provided closely in line with WCBC's B2 standard, which is considered the most onerous based on the adopted standards.

4.4.5 WCBC's pre-application response stated that *'on-site parking should not exceed the LPGN16 maximum and instead provision should be made to promote non-car access to the site'*.

4.4.6 Whilst the exact proportion of land uses are unknown and will be subject to future reserve matters approval, an assumed 50/50 split between B2 and B8 land use at the site would require 153no. car spaces to fully comply with standards. The 158no. spaces shown on the illustrative masterplan are deemed to comply closely with standards, whilst also being able to accommodate the (currently unknown) land use split at the site.

5. Sustainable Accessibility and Active Travel

5.1 Introduction

5.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.

5.1.2 This includes the Active Travel (Wales) Act 2013 which requires local authorities, including WCBC, to continuously improve facilities and routes for pedestrians and cyclists and to prepare maps identifying current and potential future routes for their use. The Act also requires new road schemes (including road improvement schemes) to consider the needs of pedestrians and cyclist at the design stage.

5.1.3 Through the Active Travel (Wales) Act 2013, statutory design guidance has been published by the Welsh Government which provides advice on the planning, design, construction and maintenance of active travel networks and infrastructure.

5.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

5.2 Pedestrian Accessibility

5.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Providing for Journeys on Foot (2000)', are shown in Table 5.1.

Table 5.1 : CIHT Acceptable Walking Distances

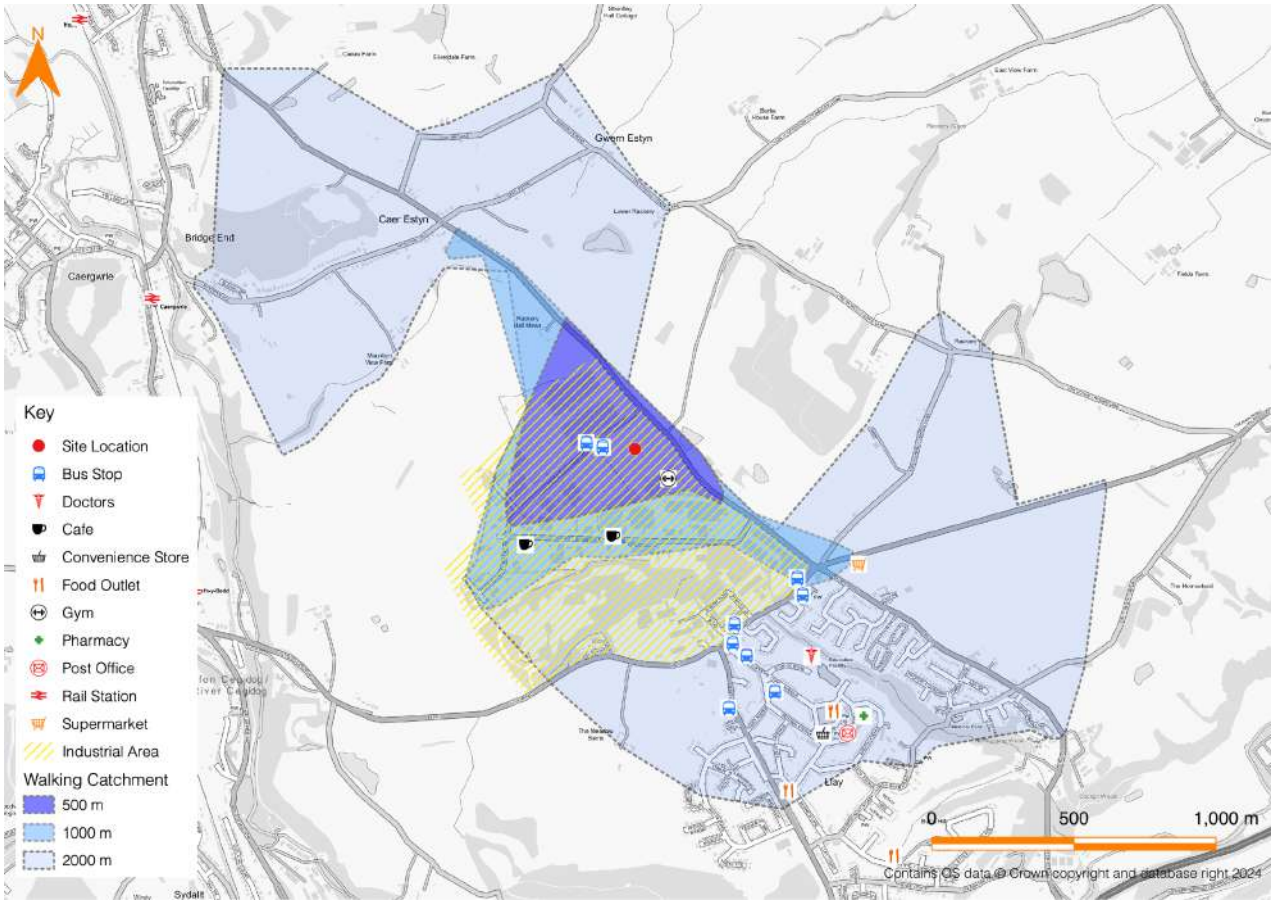
Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

5.2.2 The CIHT guidelines shown in Table 5.1 suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.

5.2.3 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.

5.2.4 Figure 5.1 presents the local amenities and 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

Figure 5.1 : Walking Catchment Area with Local Amenities



5.2.5 Table 5.2 provides an indication of the distances and approximate walking times to local bus stops and local amenities. The distances have been measured from the centre of the site and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 5.2 : Local Amenities – Distances and Walking Times

Amenity	Distance	Average Walking Time
Bus Stops on Davy Way	150m	2 minutes
Meritor Gym	450m	5 minutes
Miners Road Cafe	650m	8 minutes
Bus Stops on Llay Road	1.0km	12 minutes
Aldi Supermarket	1.1km	13 minutes
Crown Pub	1.2km	14 Minutes
Well Pharmacy	1.8km	21 minutes

Amenity	Distance	Average Walking Time
Morrisons Daily Convenience Store	1.9km	23 minutes

5.2.6 Table 5.2 shows that there are bus stops available within a short walk from the site, including bus stops on Davy Way within c.150m (2-minute walk). Additional services are available from bus stops on Llay Road towards Llay Village Centre within c.1.0km (12-minute walk).

5.2.7 Some amenities are available within the Llay Industrial Estate, including a gym within c.450m (5-minute walk) and a café within c.650m (8-minute walk).

5.2.8 Various amenities are available in Llay Village Centre within c.1.9km (23-minute walk), including a Morrison's Daily convenience store and a Well Pharmacy.

5.2.9 As described previously, the local highway network benefits from a network of footways and the site is well situated in terms of accessibility to local bus services and local amenities within Llay. It has therefore been demonstrated that the site is well-placed in terms of pedestrian connectivity, with walking representing a realistic alternative to local car trips.

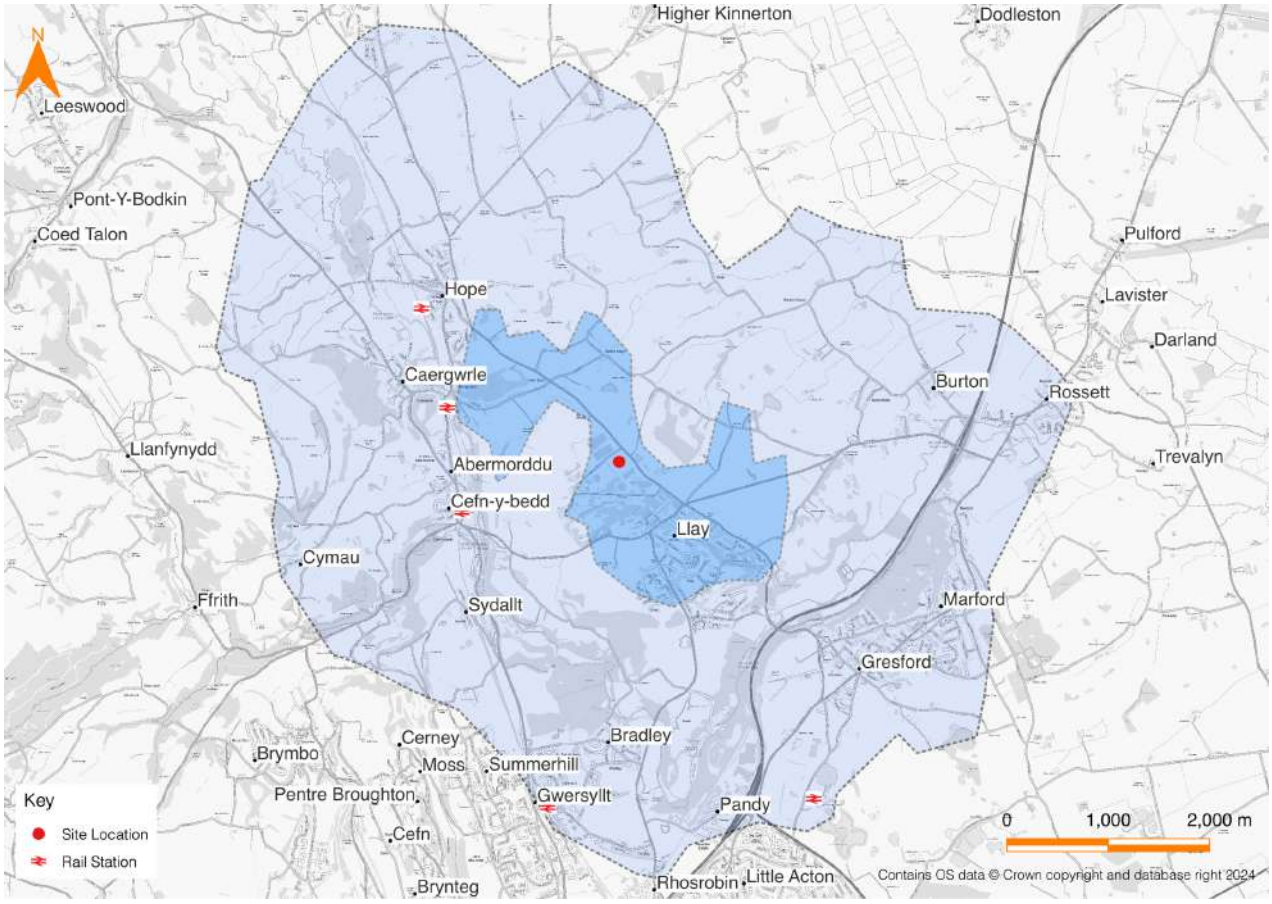
5.3 Cycle Accessibility

5.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

5.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by the Department for Transport (DfT), states that *'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'.*

5.3.3 Figure 5.2 indicates the cycling catchment area around the proposed development site for 2km and 5km.

Figure 5.2 : Cycle Catchment Plan



5.3.4 As shown in Figure 5.2, Llay Village Centre is located within a 2km cycle catchment, with the villages of Hope, Bradley and Sydallt located within a 5km cycle catchment.

5.3.5 The proximity of local suburbs and villages therefore presents cycling as a viable option for travelling to and from the site for future employees.

5.4 Public Transport Services

Local Bus Services

5.4.1 The closest bus stops to the site are located on Davy Way within c.150m (2-minute walk). Additional services are available from bus stops on Llay Road towards Llay Village Centre within c.1.0km (12-minute walk).

5.4.2 Table 5.3 provides a summary of routes and frequencies of local public bus services accessible from these bus stops.

Table 5.3 : Local Bus Services – Davy Way and Llay Road

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
34*	Trevalyn – Llay - Wrexham	<1	<1	<1	<1	No Service
PC1	Southsea - Llay Industrial Estate	<1	No Service	<1	No Service	No Service
PC2	Gatewen - Llay Industrial Estate	<1	No Service	<1	No Service	No Service

**Wednesday, Friday and Saturday only*

5.4.3 As shown in Table 5.3, bus services are available at peak times during the week to and from Wrexham, Trevalyn, Southsea and Gatewen.

5.4.4 2no. services, PC1 and PC2, operated by Pat's Coaches, provide direct access to and from Llay Industrial Estate.

5.4.5 Although it is recognised that buses are limited, they operate during the peak periods on weekdays and on Saturdays and is therefore considered a viable option for accessing the site for future employees. This is especially in recognition of the services that provides direct access to and from Llay Industrial Estate.

5.5 Summary

5.5.1 In summary, it has been shown that the site can be accessed via sustainable modes of travel, including cycling and public transport - thereby offering an alternative to single occupancy car trips. This includes the following:

- Existing footways on the local highway network providing walking routes to local amenities and public transport provision;
- Llay and surrounding villages are accessible within the cycle catchment;
- Bus stops are located within a short walking distance from the site and are accessible via dedicated pedestrian routes; and
- Bus service provide access to areas such as Wrexham, Trevalyn, Southsea and Gatewen during the week and on Saturdays.

5.5.2 Overall, it has been demonstrated that alternatives to single-occupancy car trips are available within the local area, including walking routes and public transport services, in accordance with local and national policy.

6. Trip Generation and Distribution

6.1 TRICS Trip Rates

6.1.1 In order to assess the expected traffic impact of the proposed development, a trip generation exercise has been undertaken for the proposed development based on a proposed floor area of up to 10,671 sqm.

6.1.2 Vehicle trip rates have been derived from the TRICS database (v7.11.1) using the *'Employment – Industrial Estate'* land use category.

6.1.3 In line with the *'TRICS Good Practice Guide 2021'*, no surveys were excluded on the basis of geographical region. The study undertaken by TRICS revealed that there is a significantly higher correlation between location type and trip rates than there is between region and trip rates.

6.1.4 The guidance therefore recommends that regional selection should not be a major consideration when applying trip rate calculation filtering criteria, as location type was found to be the most influential factor in terms of trip generation. Therefore, the 'Edge of Town' and 'Freestanding' locations were selected.

6.1.5 The TRICS trip rates and resulting trips during the AM peak and PM peak are summarised in Table 6.1. Full TRICS Outputs are attached in Appendix D.

Table 6.1 : Trip Generation – TRICS All Vehicle Trip Rates per 100sqm

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (16:00 -17:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Employment – Industrial Estate – TRICS Vehicle Trip Rate	0.512	0.215	**0.727**	0.282	0.429	**0.711**
Proposed Development (10,671 sqm)	55	23	**78**	30	46	**76**

6.1.6 As shown in Table 6.1, the proposed development will generate up to **78** two-way trips during the AM peak hour and up to **76** two-way trips during the PM peak hour.

6.1.7 Given the proposed development comprises B2 / B8 land uses, it is expected to generate Heavy Goods Vehicle (HGV) movements. The HGV TRICS trip rates and resulting trips during the AM and PM peaks are summarised in Table 6.2.

Table 6.2 : Trip Generation – TRICS HGV Trip Rates per 100sqm

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (16:00 -17:00)		
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Employment – Industrial Estate – TRICS HGV Trip Rate	0.029	0.019	**0.048**	0.019	0.017	**0.036**
Proposed Development (10,671 sqm)	3	2	**5**	2	2	**4**

6.1.8 To estimate the number of trips undertaken by cars / vans, the HGV trips shown in Table 6.2 were subtracted from the all-vehicle trips shown in Table 6.1. The AM and PM peak hour trips for cars / vans and HGVs are shown below in Table 6.3.

Table 6.3 : Trip Generation – Car / Van and HGV Trips

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (16:00 -17:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Employment – Industrial Estate – Car / Van Trips	52	21	**73**	28	44	**72**
Employment – Industrial Estate – HGV Trips	3	2	**5**	2	2	**4**

6.1.9 The trips presented in Table 6.3 have been converted into Passenger Car Units (PCUs) using an HGV conversion factor of 2.3 PCUs. The resulting trips in PCUs for the AM and PM peaks that will be carried forward for the purposes of the traffic impact assessment are shown in Table 6.4.

Table 6.4 : Trip Generation – Proposed Development Trips in PCUs

Peak Hour Trip Generation PCUs			
Time	Arrivals	Departures	Total
AM Peak	59	26	**85**
PM Peak	33	48	**81**

6.2 Trip Distribution

Employee Trip Distribution

6.2.1 The trip distribution for employees and visitors across the local and strategic highway network has been calculated based 'Method of Travel to Work' data obtained from the 2011 census, using data for trips with the 'Wrexham 020' Middle Super Output Area (MSOA) as their destination.

6.2.2 A summary of the trip distribution is outlined in Table 6.5. The resulting development trips are presented on network diagrams attached in Appendix E.

Table 6.5 : 2011 Census Data – Trip Distribution

Location	Total	Percentage
W02000420 : Wrexham 020	834	8%
W02000089 : Wrexham 012	576	6%
W02000080 : Wrexham 003	566	5%
W02000085 : Wrexham 008	525	5%
W02000083 : Wrexham 006	482	5%
W02000088 : Wrexham 011	441	4%
W02000082 : Wrexham 005	435	4%
W02000081 : Wrexham 004	367	4%
W02000084 : Wrexham 007	351	3%
W02000093 : Wrexham 016	350	3%
W02000091 : Wrexham 014	345	3%
W02000092 : Wrexham 015	340	3%
W02000090 : Wrexham 013	312	3%
W02000087 : Wrexham 010	311	3%
W02000094 : Wrexham 017	302	3%
W02000086 : Wrexham 009	267	3%
W02000077 : Flintshire 020	240	2%
W02000095 : Wrexham 018	228	2%
W02000096 : Wrexham 019	144	1%
E02003810 : Cheshire West and Chester 047	121	1%
E02006023 : Shropshire 003	111	1%
W02000075 : Flintshire 018	105	1%
W02000057 : Denbighshire 016	93	1%
W02000074 : Flintshire 017	90	1%

Location	Total	Percentage
W02000076 : Flintshire 019	78	1%
W02000070 : Flintshire 013	74	1%
W02000071 : Flintshire 014	73	1%
W02000072 : Flintshire 015	72	1%
W02000073 : Flintshire 016	66	1%
W02000066 : Flintshire 009	59	1%
Cheshire West and Chester	647	6%
Flintshire	387	4%
Shropshire	292	3%
Denbighshire	151	1%
Wirral	125	1%
Cheshire East	112	1%
Conwy	69	1%
Halton	66	1%
Warrington	55	1%
Liverpool	35	0%
Total	10,297	100%

6.2.3 As outlined in Table 6.3, the majority of trips to the site are from within Wrexham, with the highest percentage (8%) travelling from within the 'Wrexham 020' MSOA, and 70% coming from within the Wrexham Borough Council authority in total. Other locations in which people travel to 'Wrexham 020' MSOA are Cheshire West and Chester, Flintshire and Shropshire.

6.2.4 The percentage distributions shown in Table 6.5 were assigned to routes across the local highway network based on expected journey times to the above locations.

6.2.5 Development trips were distributed to the route origin / destinations shown in Table 6.6 and assigned based on expected journey to / from these locations. The network diagrams attached in Appendix E also present the development trip distribution and route assignment.

Table 6.6 : Origin Destination Assessment (Employees and Visitors)

Origin / Destination	Distribution
B5425 New Llay Road	33%
B5373 Gresford Road	15%
A483 North	15%
B5102 Llay Road	12%

Origin / Destination	Distribution
A483 South	11%
B5373 Rackery Lane North	10%
First Avenue	2%
B5102	2%
Total	100%

HGV Trip Distribution

6.2.6 It is expected that HGVs will not have the same route origins / destinations as employees and visitors.

6.2.7 For the purpose of this trip distribution exercise, the following HGV distribution has been assumed as shown in Table 6.7. The distribution assumed that 70% of all HGVs would route towards the trunk road network at the A483 and would be evenly split north and south. The remaining 30% are assumed to route locally to Llay Road.

Table 6.7 : Origin Destination Assessment – HGVs

Origin / Destination	Distribution
B5102 Llay Road	30%
A483 North	35%
A483 South	35%
Total	100%

6.2.8 The network diagrams attached in Appendix E also present the development HGV trip distribution and route assignment.

7. Traffic Impact Assessment

7.1 Introduction

7.1.1 On the basis that the proposed development will result in an increase of 30 or more two-way vehicle movements during the AM or PM peak period, it is proposed to undertake capacity analysis on the local highway network. WCBC, in their pre-application advice (Appendix A), have requested that the following junction is modelled:

- Rackery Lane / Chapel Lane / B5102 / B5373

7.1.2 The proposed site access junction on Davy Way has also been assessed.

7.2 Base Traffic Flows

7.2.1 Manual classified count (MCC) and queue length surveys were undertaken at the junctions listed above on Wednesday 22nd November 2023, which represents a neutral weekday. All raw survey data is attached in Appendix F.

7.2.2 The 2023 base traffic flow data is shown in the network diagrams attached in Appendix E.

7.3 Assessment Scenarios

7.3.1 The assessment periods over which the above flows are considered on the local highway network are based on the AM and PM network peak hours derived for each junction from the traffic survey data.

7.3.2 The junction capacity assessments were undertaken for the following scenarios during the weekday AM and PM peak hours:

- 2023 Base
- 2029 Base
- 2029 Base + Development

7.3.3 The 2029 future year scenario is intended to replicate traffic conditions on the local highway network 5-years post application planning submission.

7.4 Future Year Traffic Growth

7.4.1 To robustly represent future traffic conditions on the local highway network, TEMPRO v.8.1 calibrated with the Road Traffic Forecasts (RTF) 2018 dataset has been used to generate traffic growth factors based on the site's MSOA, 'Wrexham 020', for the weekday AM and PM peak periods.

7.4.2 Future year growth factors were applied to the 2023 base flows to generate future baseline flows for 2029.

7.4.3 A summary of the AM and PM peak period TEMPRO growth factors is shown in Table 7.1.

Table 7.1 : TEMPRO Growth Factors ('Wrexham 020' MSOA)

Day / Time Period	2023 - 2029
Weekday AM Period	1.0401
Weekday PM Period	1.0402

7.4.4 Traffic flow network diagrams for the 2023 base year and 2029 future year are attached in Appendix E.

7.5 Capacity Assessment Tools

Junctions 9 – ARCADY and PICADY

7.5.1 The industry standard traffic software package Junctions 9 (ARCADY and PICADY) has been used to model roundabouts and priority junctions across the study area.

7.5.2 As an assessment tool, ARCADY and PICADY results are typically reported for the following performance statistics:

- Ratio of Flow to Capacity (RFC):
- Max Queue in PCUs; and
- Delay in seconds per PCU

7.5.3 A Ratio of Flow to Capacity (RFC) value of 0.85 or less typically demonstrates that a junction arm or turning movement is operating within practical capacity and is therefore unlikely to experience regular queuing. However, junctions that are operating between 0.85 and 1.00 are considered to be operating within theoretical capacity. Any junction operating over 1.00 is considered to be operating outside of typically acceptable thresholds of capacity.

7.5.4 The queue results are measured in Passenger Car Units (PCU) and the delay results are measured in seconds per vehicle.

LinSig

7.5.5 The industry standard traffic software package LinSig (v3) has been used to model signalised junctions across the study area during the AM and PM peak periods. As an assessment tool, LinSig results are typically reported for the following performance statistics:

- Degree of Saturation (DoS) %

- Mean Maximum Queue (MMQ) (PCU); and
- Practical Reserve Capacity (PRC) %

7.5.6 DoS is expressed as a percentage and is reported for an individual link. It can be defined as the ratio of flow to capacity for the link. A DoS% value of 90% typically demonstrates that a link is operating within capacity.

7.5.7 MMQ is expressed in PCUs and represents the maximum queue within a typical cycle averaged over all the cycles within the modelled time period.

7.5.8 PRC is expressed as a percentage and is reported for each stage stream. The PRC % is calculated from the maximum DoS% on a link controlled by the stage stream and is a measure of how much additional traffic could pass through a junction controlled by the stage stream whilst maintaining a maximum DoS of 90% on all links.

7.6 Proposed Site Access / Davy Way Junction

7.6.1 A summary of the junction capacity results at the proposed Site Access / Davy Way junction are presented in Table 7.2, with the full PICADY outputs attached in Appendix G.

Table 7.2 : Site Access / Davy Way – Capacity Modelling Results

Arm	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2029 Base + Development						
Site Access	0.1	8.48	0.06	0.1	8.53	0.11
Davy Way	0.0	0.00	0.00	0.0	0.00	0.00

7.6.2 The analysis shows that the proposed site access is expected to operate within capacity and with low levels of queuing and delay in the 2028 Base + Development scenario.

7.7 Rackery Lane / Chapel Lane / B5102 / Gresford Road – Signal Junction

7.7.1 A summary of the junction capacity results at the Rackery Lane / Chapel Lane / B5102 / Gresford Road signal junction are presented in Table 7.3 to Table 7.5, with the full LinSig outputs included in Appendix H.

Table 7.3 : 2023 Base - Rackery Lane / Chapel Lane / B5102 / Gresford Road – LinSig Results

Arm	AM Peak			PM Peak		
	DoS (%)	Delay (PCUHr)	Queue (PCU)	DoS (%)	Delay (PCUHr)	Queue (PCU)
Rackery Lane Ahead Right Left Left	90.0	12.0	15.5	86.0	11.0	13.0
Gresford Road Left Ahead Right Right	89.3	6.7	11.3	85.1	6.2	11.3
Chapel Lane Left Ahead Right U-turn	30.0	0.8	1.5	15.9	0.4	0.8
Straight Mile Left Ahead Right U-turn	88.8	8.3	12.6	85.8	7.6	9.0
Llay Road Right Left Ahead Ahead	89.6	9.4	20.1	86.0	8.0	16.8
Total Delay (PCU/Hr)		37.23			33.19	
PRC%		0.0			4.7	

Table 7.4 : 2029 Base - Rackery Lane / Chapel Lane / B5102 / Gresford Road – LinSig Results

Arm	AM Peak			PM Peak		
	DoS (%)	Delay (PCUHr)	Queue (PCU)	DoS (%)	Delay (PCUHr)	Queue (PCU)
Rackery Lane Ahead Right Left Left	93.7	14.3	17.9	89.3	12.4	15.3
Gresford Road Left Ahead Right Right	92.8	8.1	13.0	88.5	7.0	12.6
Chapel Lane Left Ahead Right U-turn	30.0	0.8	1.5	15.9	0.4	0.8
Straight Mile Left Ahead Right U-turn	92.4	9.8	14.9	89.0	8.5	10.0
Llay Road Right Left Ahead Ahead	93.0	11.1	22.7	89.5	9.2	18.5
Total Delay (PCU/Hr)		44.16			37.53	
PRC%		-4.1			0.5	

Table 7.5 : 2029 Base + Development - Rackery Lane / Chapel Lane / B5102 / Gresford Road – LinSig Results

Arm	AM Peak			PM Peak		
	DoS (%)	Delay (PCUHr)	Queue (PCU)	DoS (%)	Delay (PCUHr)	Queue (PCU)
Rackery Lane Ahead Right Left Left	96.8	17.4	21.2	93.5	14.9	18.3
Gresford Road Left Ahead Right Right	97.2	9.9	15.2	92.7	8.4	14.1

Arm	AM Peak			PM Peak		
	DoS (%)	Delay (PCUHr)	Queue (PCU)	DoS (%)	Delay (PCUHr)	Queue (PCU)
Chapel Lane Left Ahead Right U-turn	30.0	0.8	1.5	15.9	0.4	0.8
Straight Mile Left Ahead Right U-turn	96.9	12.7	18.1	92.2	9.7	11.6
Llay Road Right Left Ahead Ahead	97.8	15.2	26.9	93.3	11.0	21.1
Total Delay (PCU/Hr)		56.00			44.45	
PRC%		-8.7			-3.9	

7.7.2 On average during the AM and PM peak hours, it was observed that the signals at Chapel Lane were called once in every 3 cycles. The 2023 AM and PM modelled queue lengths have been validated against the observed queue length data (Appendix F) for the corresponding peak period.

7.7.3 The modelling results show that in the 2029 base scenario, all approaches, with the exception of Chapel Lane, are expected to operate with a DoS above 90% in the AM, and a DoS approaching 90% in the PM.

7.7.4 Although the results show that in 2029 AM and PM Base + Development scenarios the network is forecast to operate with a PRC of -8.7% and -3.9% respectively, the modelling also shows that the junction is forecast to operate with a PRC of –4.1% in the 2029 AM Base (without development) and a PRC of 0.5% in the 2029 PM Base (without development) scenario.

7.7.5 The impact of the proposed development is -less than 5% on overall PRC with negligible increases expected in queueing and delay. It should also be noted that all arms are forecast to operate with a DoS below 100% and as such are operating below their theoretical capacity.

7.7.6 It should also be noted that the LinSig models do not take into account the benefit of MOVA which is in operation at this location. LinSig can only run in fixed cycle times and stage sequences and MOVA control can vary the cycle time and green times allocated to stages to match local conditions and this can improve overall capacity levels and reduce queuing.

7.7.7 Furthermore, the signal controller specifications indicate that the Chapel Lane approach is demand dependent, and as stated previously, where there is no demand for a particular stage, the green time will be allocated to another stage instead. It is not possible to replicate this accurately within the models. As such the results represent a worst-case.

7.7.8 It has therefore been demonstrated that the overall impact of the proposed development on the local highway network is negligible.

7.8 Summary

7.8.1 The junction capacity analysis shows that the proposed development is expected to have a low impact on RFC and DoS the local highway network, which is expected considering the relatively low number of development trips when distributed across the network.

7.8.2 Overall, the analysis shows that the proposed development will not have a *"severe"* impact on the local highway network.

8. Summary and Conclusion

8.1 Summary

8.1.1 Mode Transport Planning has been appointed by RA & CE Platt Ltd to provide transport planning and highways advice in relation to an outline planning application, with all matters reserved, for a proposed industrial scheme on Davy Way in Llay, Wrexham.

8.1.2 Outline planning permission is being sought for up to 11,613 sqm (GEA) (10,671 sqm (GIA) of industrial land use (Use Class B2 / B8) on the development site. The proposals also include 2no. possible vehicle access locations onto Davy Way.

8.1.3 It should be noted that the access options being shown are to demonstrate that suitable access junctions from Davy Way can be achieved. The final junction location would be subject to a future reserved matters application.

8.1.4 The application will seek approval of the red line boundary, as well as a parameter plan which zones the areas for green infrastructure and industrial development, as well as the 2no. possible vehicle access locations.

8.1.5 The analysis in this report has been carried out in accordance with current policy, guidance and best practice. The results of the analysis within this report demonstrate that:

- In accordance with local, regional and national policy, the site is accessible by a range of sustainable modes of transport, including walking, cycling, and bus services, providing a realistic alternative to private car travel, particularly for commuting trips.
- Following a review of the most recent personal injury collision records, there is no evidence to show the proposed development will have a detrimental impact on highway safety.
- The proposed on-site parking provision complies closely with WCBC's adopted parking standards for B2 use and is deemed appropriate considering the size of the proposed units.
- 2no. potential vehicular access points are proposed from Davy Way, with only 1no. to be delivered.
- For each proposed access point, swept path analysis demonstrates that a 16.5m articulated HGV can enter and exit the site in a forward gear.
- The proposed development is expected to generate up to **74** two-way trips during the AM network peak period and up to **72** two-way trips during the PM network peak hour.
- The junction capacity analysis shows that the proposed development is expected to have a low impact on the local highway network, which is expected considering the relatively low number of development trips when distributed across the network.

8.2 Conclusion

8.2.1 In conclusion, based on the evidence and analysis within this Transport Assessment, there should be no highways or transport planning reasons that prevents this planning application from being approved.

mode
transport planning

APPENDICES

APPENDIX A

Pre-application Advice from Wrexham County Borough Council

Wrexham County Borough Council / Cyngor Bwrdeistref Sirol Wrecsam
Guildhall, Wrexham. LL11 1AY
Neuadd y Dref, Wrecsam. LL11 1AY
DX: 721924 - Wrexham 4
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CLOVER LONG
LICHFIELDS
SHIP CANAL HOUSE
98 KING STREET
MANCHESTER
M2 4WU

Your Ref/Eich Cyf	
Our Ref/Ein Cyf	ENQ/2023 /0310
Date/Dyddiad	29/01/2024
Ask for/Gofynner am	Matthew Phillips
Direct Dial/Rhif Union	01978 298780
E-mail/E-bost	matthew.phillips@wrexham.gov.uk

Dear Madam,

Town and Country Planning Act 1990

CREATION OF COMMERCIAL / INDUSTRIAL DEVELOPMENT SHARP ELECTRONICS FACTORY SHARP HOUSE DAVEY WAY, LLAY INDUSTRIAL ESTATE, LLAY.

I refer to your recent enquiry in respect of the above.

National Policy:

Planning Policy Wales 11

Planning Policy Wales 11 Chapter 6 – as updated in October 2023

Technical Advice Note 5: Nature Conservation and Planning

Technical Advice Note 12: Design

Technical Advice Note 18: Transport

Technical Advice Note 23: Economic Development

Development Plan policies:

Local Development Plan

Strategic Policies

SP2 Location of Development
SP5 Planning Obligations
SP8 Economic Growth Employment and Enterprise
SP11 Transport and Accessibility

Rydym yn croesawu gohebiaeth yn Gymraeg.
Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.

We welcome correspondence in Welsh.
We will respond to any correspondence in Welsh and this will not lead to any delay.

SP13 Health and Wellbeing
SP14 Natural Environment
SP18 Climate Change
SP19 Green Infrastructure

Topic, Criteria and Area Based Policies

EM1 Protection of Existing Employment Land
NE1 International and National Nature Conservation Designations
NE3 Trees, Woodlands and Hedgerows
NE6 Waste Water Treatment and River Water Quality
DM1 Development Management Considerations
T1 Managing Transport Impacts
T2 Active Travel
RE1 Development and Renewable Energy/Low Carbon Technology

LOCAL PLANNING GUIDANCE NOTES (LPGN)

LPGN16 Parking Standards

LPGN17 Trees and Development

RELEVANT PLANNING HISTORY

P/2015/0583 DEMOLITION OF EXISTING PORTAL FRAME WAREHOUSE AND RE-DEVELOPMENT TO PROVIDE POLICE OFFICE, STORAGE, CUSTODY BUILDING WITH ANCILLARY PARKING AND NEW ACCESS FROM DAVY WAY. Granted 17.12.2015

VALIDATION INFORMATION

Application forms

Site Location Plan

Indicative site layout plan

Indicative upper and lower dimensions for the length, width and height of each proposed building

Ecology Report, including full details of mitigation

Arboricultural Impact Assessment

Design and Access Statement

Pre-application Consultation Report.

Application fee.

OTHER SUPPORTING INFORMATION

Rydym yn croesawu gohebiaeth yn Gymraeg.
Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.

We welcome correspondence in Welsh.
We will respond to any correspondence in Welsh and this will not lead to any delay.

The following reports are considered necessary to assist with the consideration of any formal planning application(s) submitted for the proposals subject to the enquiry:

Existing and Proposed Ground Levels

Noise Impact Assessment

Transport Impact Assessment

Green Infrastructure Assessment

Low Carbon and Renewable Energy Assessment

PLANNING OBLIGATION REQUIREMENTS

VIEWS OF OFFICER

Principle of development: The site is situated within a designated Employment Area and is specifically protected for Class B1, B2 and B8 use by policy EM1. The proposals would therefore also be acceptable in principle.

Ecology: The site contains species rich grassland and mature native trees. The site is also adjacent area of land within the North Wales Police Station premises to the south-west which was retained as habitat from Great Crested Newts (GCN). The site therefore offers an important corridor between the adjoining site and wider countryside.

Planning Policy Wales Chapter 6 sets an expectation that developments will contribute favourably to green infrastructure and nature conservation. Development proposals must be directly shaped with a view to retaining and enhancing habitats and species. Developments are also expected to demonstrate how the Stepwise approach outlined in Chapter 6 of PPW11 has been achieved. Developments are also expected to deliver a benefit to biodiversity over and above any requirement to mitigate for a negative impact.

The details submitted do not demonstrate that these considerations have been taken into account both in terms of the amount of development proposed or the indicative site layout. Whilst the submitted plans show the provision of ponds on site, it is unclear if these are intended to comply with the statutory requirement for approval of surface water drainage arrangements by the Sustainable Drainage Systems Approval Body (SAB) or to provide additional habitat for GCN. It is unlikely that the ponds would be able to fulfil both requirements.

Prior to the submission for a formal application, the site should be subject to detailed ecological assessments. The amount of development proposed and the site layout should be informed by the ecology assessments as well as the requirements of Planning Policy Wales Chapter 6.

Trees: The site is bounded by trees. There is also a row of mature trees within the site. The latter are subject to a Tree Preservation Order (TPO). The trees made a significant contribution to the visual amenity of the area and are also likely to have a high biodiversity value. The existing trees, in particular those subject to TPO should be retained.

Chapter 6 of PPW11 advise that the Stepwise approach should be applied to any trees or hedgerows to be removed. Where the loss of any trees is unavoidable, they should be replaced at a minimum ratio of 3 to 1.

Rydym yn croesawu gohebiaeth yn Gymraeg.
Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.

We welcome correspondence in Welsh.
We will respond to any correspondence in Welsh and this will not lead to any delay.

Whilst the indicative site layout would appear to avoid the need to remove the trees subject to TPO, the proposed surface water ponds have the potential to change the water table in their vicinity, potentially to the detriment of their long term health.

Visual Impact: Whilst not detailed elevation plans have been provided, the site is adjacent to the North Wales Police Station site. There is also industrial development to the north-west and south east. The proposed development would therefore be viewed in a commercial/industrial context. In general terms there would be no significant concerns regarding visual impact.

Traffic and parking: A formal application should be accompanied by a Transport Assessment. This should assess the impact of the proposed development on the B5373/B5102/Straight Mile/Chapel Lane cross roads to the east of the site.

Paragraph 4.1.12 of PPW requires the sustainable transport hierarchy to be applied to reduce the need to travel, prevent car dependant developments in unsustainable locations and to prioritise access and movement by active and sustainable transport. The sustainable transport hierarchy promotes walking and cycling, then public transport ahead of private motor vehicles.

Based on the details submitted the parking provision for the Class B8 uses would exceed the maximum provision set out in LPGN16. This would not accord with the sustainable transport hierarchy. On-site parking should not exceed the LPGN16 maximum and instead provision should be made to promote non-car access to the site. The development should maximise opportunities for active travel and for staff to travel to/from the site by public transport. It is therefore suggested that a direct pedestrian access point onto Rackery Lane should be provided, subject to the location of it being chosen to minimise the loss of the existing tree coverage along that boundary.

Phosphorous: In accordance with NRW's advice for proposed developments within River Special Areas of Conservation, the proposed development would need to be assessed to determine whether it is likely to have a significant effect on the River Dee and Bala Lake SAC.

The site is located in an area served by public sewers which drain to the Gresford Waste Water Treatment Works (WwTW). Whilst the WwTW has an up to date Environmental Permit, in order to conclude that the development is unlikely to have a significant impact on the SAC, Welsh Water will need to confirm that:

- There is capacity to treat additional wastewater from the proposed development within the Environmental Permit limits, or

- The necessary treatment capacity to remain within the Environmental Permit limits will be delivered within the agreed Asset Management Plan (AMP) and that when implemented the treatment capacity will ensure that additional wastewater generated in consequence of the proposed development will remain within the revised permit limits; and

- The sewer network and associated WwTW has the hydraulic capacity to accommodate additional wastewater without contributing to an increase in frequency or duration of storm overflows.

It is unclear at the present time whether the above requirements can be met therefore it is not possible to advise at this stage if the proposed development would accord with LDP policy NE6. It would be advisable to seek further advice from Welsh Water prior to the submission of a formal application. Should a Hydraulic Modelling Assessment be required to determine whether the

sewer network and/or WwTW have sufficient capacity to accommodate the development, this should be undertaken prior to the submission of a planning application.

Renewable Energy: Policy RE1 requires major developments to incorporate schemes to generate energy from renewable and low carbon technologies. A formal application should be accompanied by an assessment instigates the types of renewable and low carbon generation technologies that could be viability and practically be incorporated into the development. Should planning permission be granted, it is likely a suitably worded condition would be imposed to require a detailed scheme of renewable and low carbon technology to be implemented.

Pre-Application Consultation: In accordance with Part 1A of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 ('the Order'), as amended in 2016, pre-application publicity and consultation would need to take place prior to the submission of a formal planning application. A formal application would need to be accompanied by a Pre-Application Consultation report to demonstrate the requirements of the Order had been met.

CONCLUSION

The proposed development would be acceptable in principle however concerns regarding ecology, trees, traffic and parking would need to be addressed before a formal application could be supported.

Yours faithfully,



Matthew Phillips
Pennaeth Gwasanaeth, Cynllunio, Rheoli Datblygu/Head of Service, Planning Development Management Economi a Chynllunio/Economy and Planning

Rydym yn croesawu gohebiaeth yn Gymraeg.
Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.

We welcome correspondence in Welsh.
We will respond to any correspondence in Welsh and this will not lead to any delay.

APPENDIX B Illustrative Masterplans

NOT FOR APPROVAL



Planning application boundary = 7.98 acres / 3.23 ha

MAXIMUM QUANTUM 125,000SQFT GROSS
EXTERNAL AREA OF B2/B8 FLOORSPACE

12361-AEW-XX-XX-DR-A-0504_P2_Illustrative Masterplan Option 4B

Rackery Lane, Llay Industrial Park
Drawn by: TF Checked by: DOH Date Drawn: 17/10/224

N

0 0.5 1.0 1.5 2.0 2.5m
Scale 1:50

NOT FOR APPROVAL



Planning application boundary = 7.98 acres / 3.23 ha

MAXIMUM QUANTUM 125,000SQFT GROSS
EXTERNAL AREA OF B2/B8 FLOORSPACE

12361-AEW-XX-XX-DR-A-0503_P2_Illustrative Masterplan - Option 5

Rackery Lane, Llay Industrial Park
Drawn by: TF Checked by: DOH Date Drawn: 17/10/224

N

0 0.5 1.0 1.5 2.0 2.5m
Scale 1:50



N

0 5 10 15 20 25m

Scale 1:500 @ A1

NOTES

AEWTP026C

- All dimensions and levels are to be checked on site.
- Any discrepancies are to be reported to the architect before any work commences
- This drawing shall not be scaled to ascertain any dimensions. Work to figured dimensions only.
- This drawing shall not be reproduced without express written permission from AEW.
- Title overlay drawings and ownership boundaries are produced using all reasonable endeavors. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
- All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
- All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

CDM 2015

Client notified of duties:

Principal Designer: **tbc**

Unless noted below, all known hazards have been highlighted on the drawing:

Red line site boundary: 3.23ha / 7.98 acres (as Title CYM589598)

Proposed landscape buffers, ecological mitigation and corridors, site re-profiling, surface water drainage (and as appropriate access roads and associated infrastructure).

Development zone use class Class B1, B2 and / or B8 employment floorspace (including ancillary office accommodation) together with associated infrastructure and works (including estate roads, yards, parking, footpaths, internal hard and soft landscaping and drainage works).

Buildings to be a maximum height to ridge of 20m AFFL.

Access Location Options

MAXIMUM QUANTUM 125,000SQFT GROSS EXTERNAL AREA OF B2/B8 FLOORSPACE

REV	Date	Drawn by: -	Checked by: -
P4	23/10/24	TF	DOH
Updated to Client comments			
P3	06/06/24	TF	DOH
Ecological corridor shown			
P2	10/04/24	TF	DOH
Updated to Lichfield and Oak Moss comments			
P1	03/04/24	TS	DOH
Initial issue			

Status: S2 — Purpose of Issue: For Approval

drawing stage: **Stage 3**

client: **RA & CE Platt Ltd**

project: **Rackery Lane**
Llay Industrial Park
Wrexham

drawing title: **Proposed Parameters Plan**

date 03/04/24 drawn TS

scale@A1 1:500 checked DOH

Rev **P04**

Job No **13361-AEW-SI-XX-DR-A-0502**

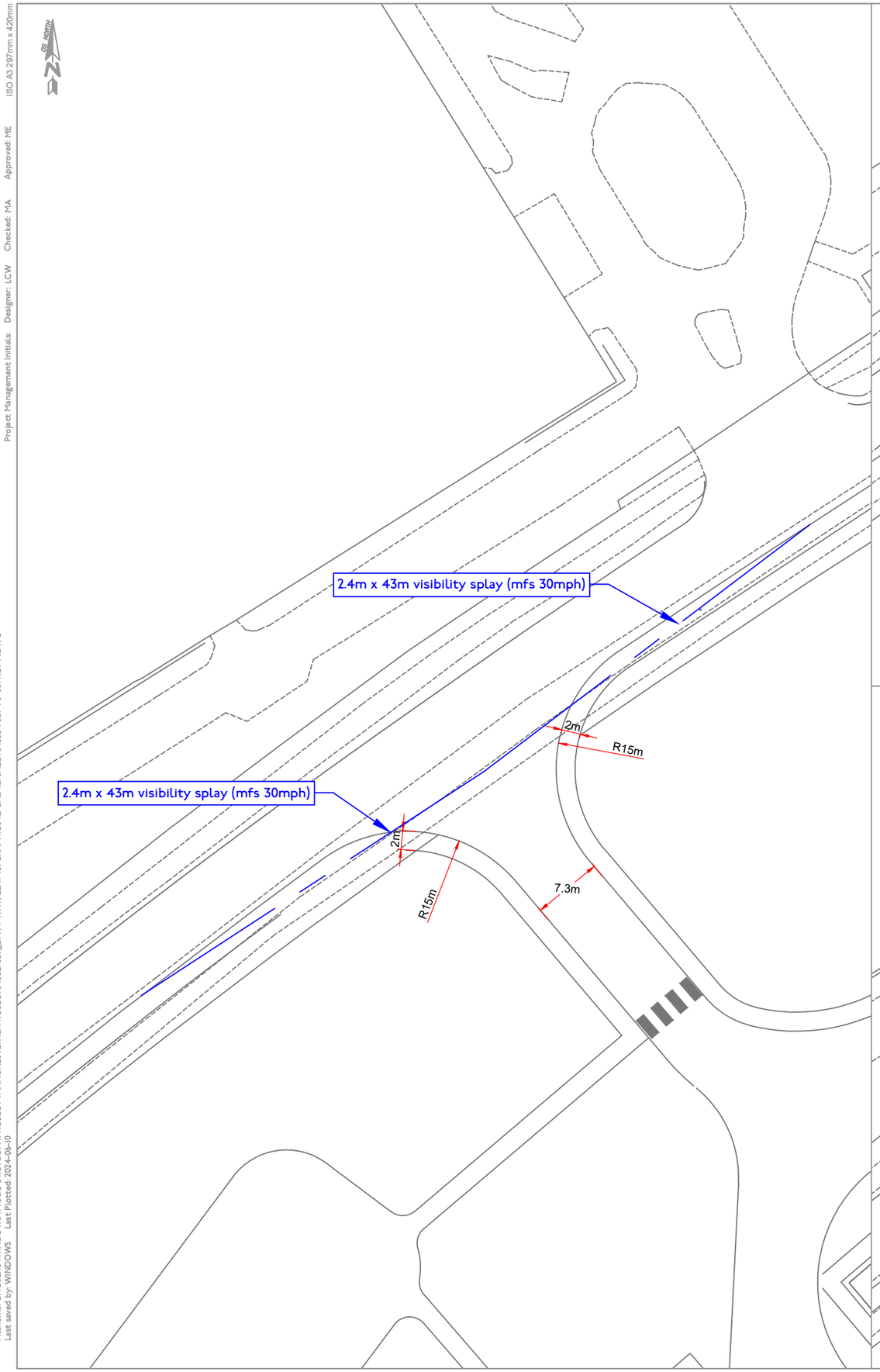
aew architects
0161 214 4370
www.aewarchitects.com

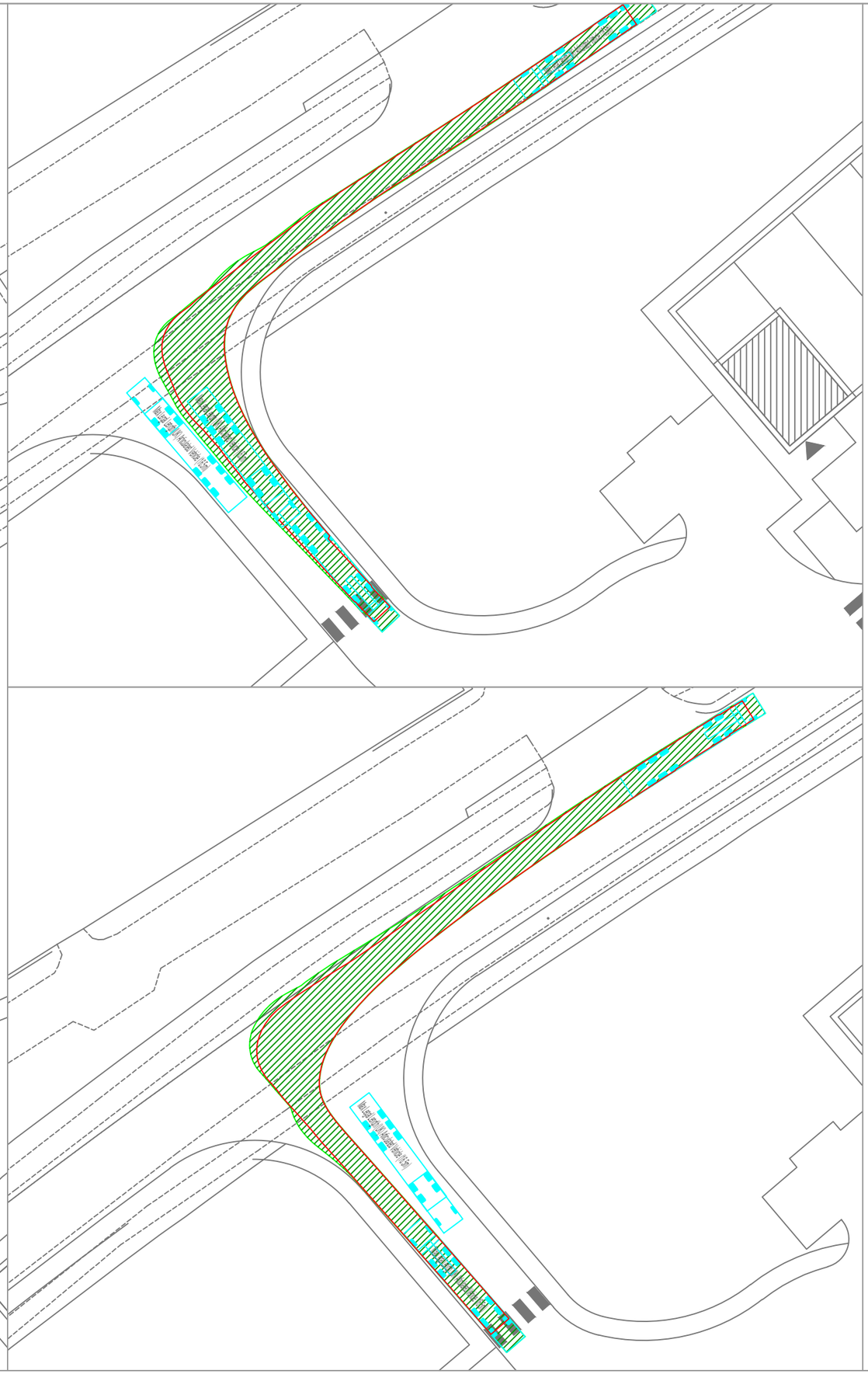
AEW

AEW Reference Number 13361

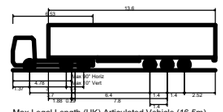
APPENDIX C Proposed Site Access Junction Options

ISO A3 297mm x 420mm
Approved: ME
Checked: MA
Designer: LCW
Project Management Initials:
Filename: C:\USERS\WINDOWS\MODE DROPBOX\PROJECT\MANCHESTER\2. PROJECTS\J327829_DAVY WAY, LLAY\5. GRAPHICS\2.CAD\2. SHEETS\J32-7829-PS-001 REV A.DWG
Last saved by: WINDOWS Last Plotted: 2024-06-10





mode
transport planning
t 0161 464 9495
e info@modetranport.co.uk
w www.modetransport.co.uk



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

notes:

1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
2. all dimensions to be checked before commencement of work on site.
3. all dimensions in metres unless otherwise stated.
4. the design is subject to approval of wrexham borough council.
5. drawing based on topographical survey.

issue/revision

i/r	date	description
A	10/06/2024	issued
-	02/05/2024	issued

client:ra & ce platt ltd

project: davy way, llay

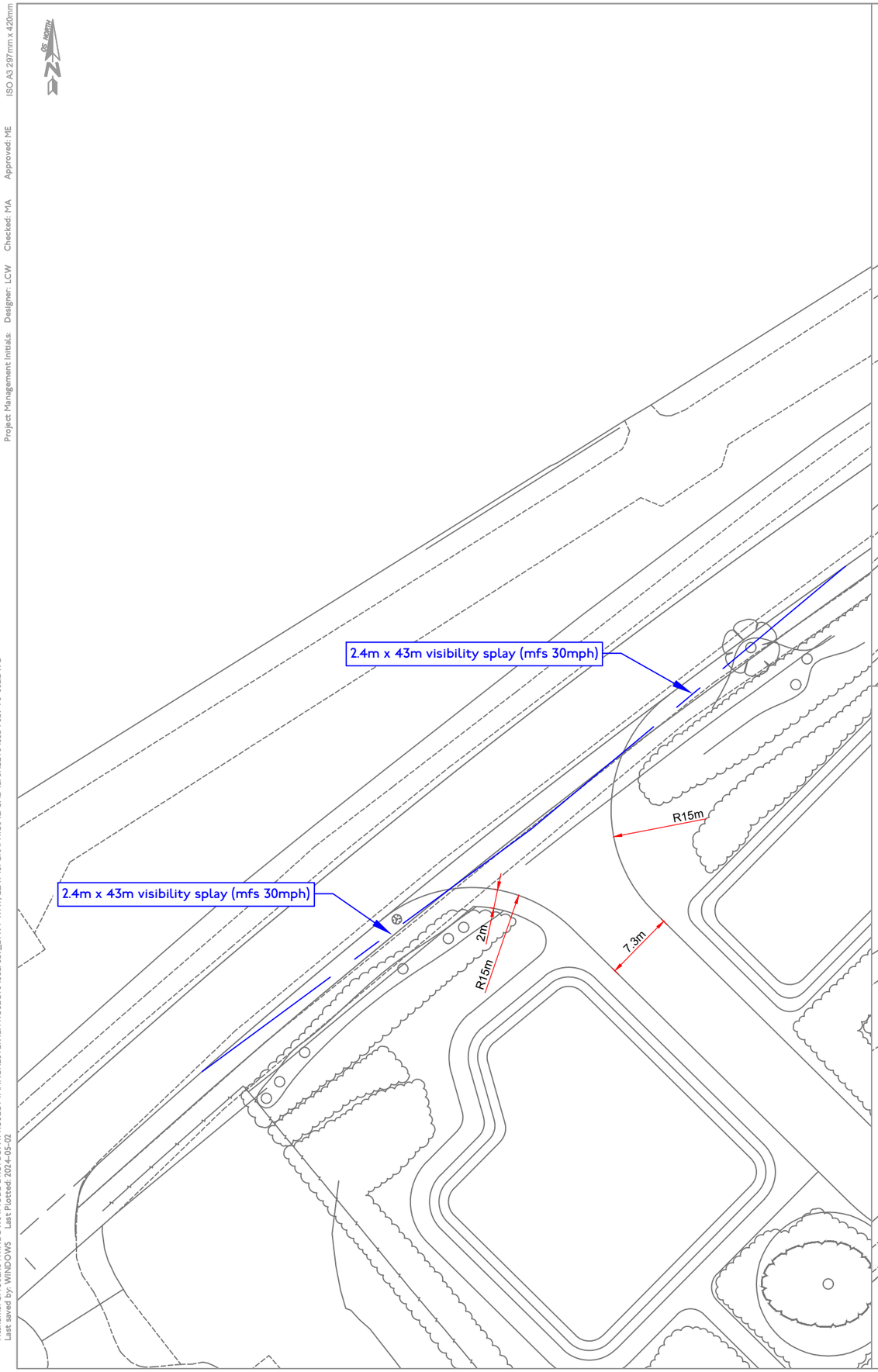
project number: J327829

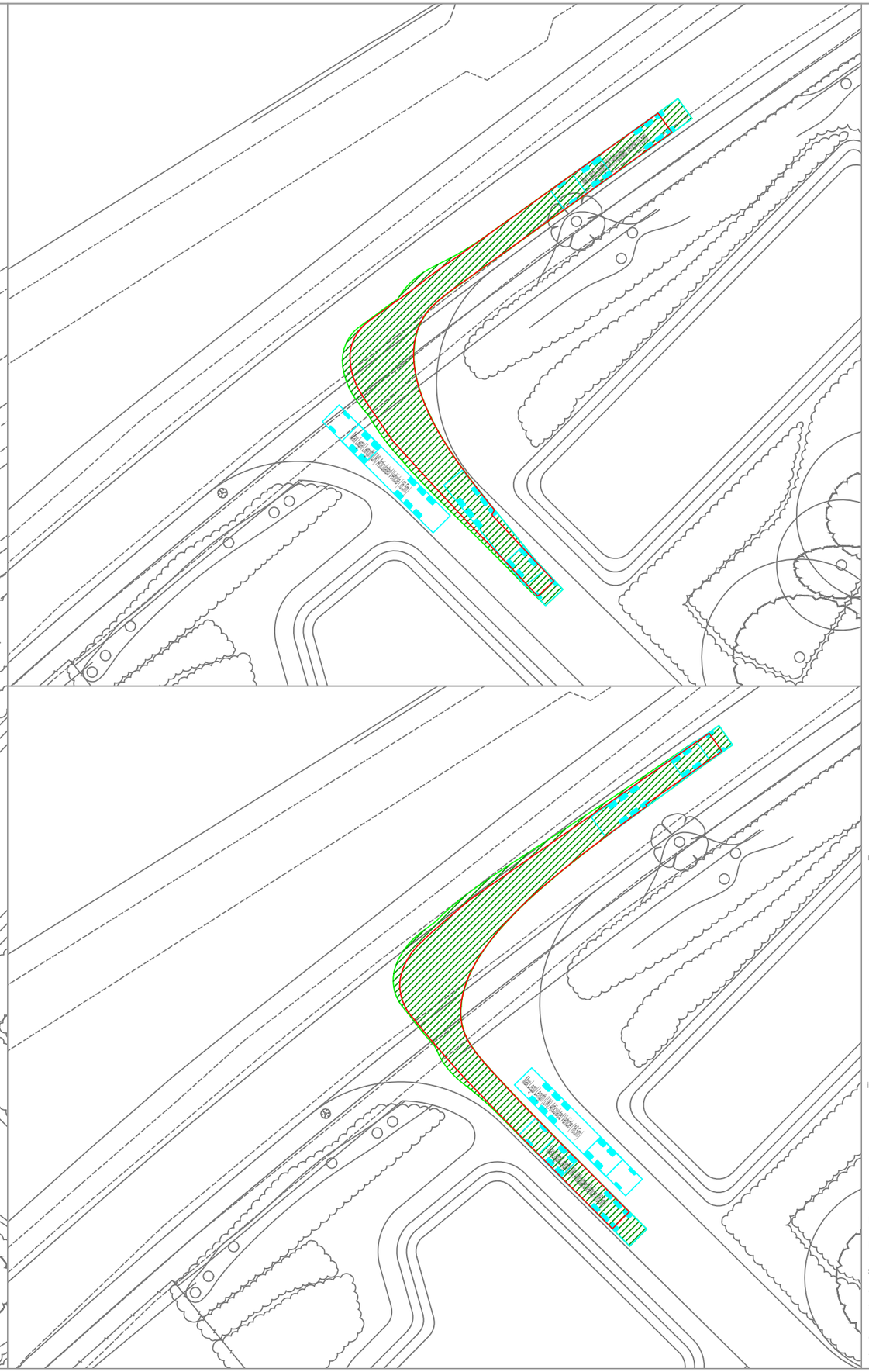
scale: 1:500@A3

drawing title:
site access 1 & swept path analysis

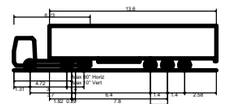
drawing number:
J32-7829-PS-001

ISO A3 297mm x 420mm
Approved: ME
Checked: MA
Designer: LCW
Project Management Initials:
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Last saved by: WINDOWS
Last Plotted: 2024-05-02





mode
transport planning
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e info@modetranport.co.uk
w www.modetransport.co.uk



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

notes:

1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
2. all dimensions to be checked before commencement of work on site.
3. all dimensions in metres unless otherwise stated.
4. the design is subject to approval of XXX council.
5. drawing based on topographical survey.

issue/revision

i/r	date	description
-	02/05/2024	issued

client:ra & ce platt ltd

project: davy way, llay

project number: J327829

scale: 1:500@A3

drawing title:
site access 2 & swept path analysis

drawing number:
J32-7829-PS-002

APPENDIX D Full TRICS Outputs

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

Calculation Reference: AUDIT-754101-240404-0456

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	2 days
03	SOUTH WEST		
	NS	NORTH SOMERSET	1 days
	SM	SOMERSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	2 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AL	CALDERDALE	1 days
	KS	KIRKLEES	1 days
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	2 days
10	WALES		
	SW	SWANSEA	2 days
	VG	VALE OF GLAMORGAN	1 days
11	SCOTLAND		
	HI	HIGHLAND	1 days
12	CONNAUGHT		
	CS	SLIGO	1 days
13	MUNSTER		
	TI	TIPPERARY	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	5280 to 37130 (units: sqm)
Range Selected by User:	5000 to 40000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 18/04/23

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

Selected survey days:

Monday	3 days
Tuesday	1 days
Wednesday	6 days
Thursday	6 days
Friday	4 days

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

Selected survey types:

Manual count	20 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	19
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	8
Residential Zone	1
Out of Town	2
No Sub Category	9

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	21 days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days
Not Known	19 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	7 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	8 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	10 days
1.1 to 1.5	10 days

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

Travel Plan:

No	20 days

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

PTAL Rating:

No PTAL Present	20 days

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

LIST OF SITES relevant to selection parameters

1 AL-02-D-01 INDUSTRIAL ESTATE CALDERDALE
MILL LANE
HALIFAX

Edge of Town
No Sub Category
Total Gross floor area: 11305 sqm
Survey date: WEDNESDAY 17/10/18 Survey Type: MANUAL

2 CS-02-D-01 INDUSTRIAL ESTATE SLIGO
THE BACK AVENUE
SLIGO
CLEVERAGH
Edge of Town
No Sub Category
Total Gross floor area: 12008 sqm
Survey date: MONDAY 27/05/19 Survey Type: MANUAL

3 EX-02-D-04 INDUSTRIAL ESTATE ESSEX
PASTURE ROAD
WITHAM

Edge of Town
Industrial Zone
Total Gross floor area: 37130 sqm
Survey date: THURSDAY 10/05/18 Survey Type: MANUAL

4 EX-02-D-05 INDUSTRIAL ESTATE ESSEX
HECKWORTH CLOSE
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 7280 sqm
Survey date: FRIDAY 18/05/18 Survey Type: MANUAL

5 HI-02-D-04 INDUSTRIAL ESTATE HIGHLAND
FORRES ROAD
NAIRN

Edge of Town
No Sub Category
Total Gross floor area: 17000 sqm
Survey date: TUESDAY 18/04/23 Survey Type: MANUAL

6 KS-02-D-02 INDUSTRIAL ESTATE KIRKLEES
LAW STREET
CLECKHEATON

Edge of Town
Industrial Zone
Total Gross floor area: 23226 sqm
Survey date: THURSDAY 15/09/16 Survey Type: MANUAL

7 LN-02-D-03 INDUSTRIAL ESTATE LINCOLNSHIRE
DEACON ROAD
LINCOLN

Edge of Town
Industrial Zone
Total Gross floor area: 11265 sqm
Survey date: FRIDAY 28/06/19 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 NF-02-D-04 INDUSTRIAL ESTATE NORFOLK
DRAYTON HIGH ROAD
NORWICH

Edge of Town
No Sub Category
Total Gross floor area: 10673 sqm
Survey date: WEDNESDAY 14/09/22 Survey Type: MANUAL

9 NS-02-D-01 INDUSTRIAL ESTATE NORTH SOMERSET
WINTERSTOKE ROAD
WESTON-SUPER-MARE
OLDMIXON
Edge of Town
Industrial Zone
Total Gross floor area: 27000 sqm
Survey date: THURSDAY 15/09/22 Survey Type: MANUAL

10 NY-02-D-03 INDUSTRIAL ESTATE NORTH YORKSHIRE
RACECOURSE ROAD
RICHMOND

Edge of Town
Out of Town
Total Gross floor area: 35183 sqm
Survey date: THURSDAY 05/05/22 Survey Type: MANUAL

11 SM-02-D-01 INDUSTRIAL ESTATE SOMERSET
A359
YEOVIL
SPARKFORD
Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area: 12000 sqm
Survey date: WEDNESDAY 03/04/19 Survey Type: MANUAL

12 SW-02-D-01 INDUSTRIAL ESTATE SWANSEA
UPPER FOREST WAY
SWANSEA
SWANSEA ENTERPRISE PK
Edge of Town
Industrial Zone
Total Gross floor area: 6822 sqm
Survey date: WEDNESDAY 09/10/19 Survey Type: MANUAL

13 SW-02-D-02 INDUSTRIAL ESTATE SWANSEA
CLARION COURT
SWANSEA
SWANSEA ENTERPRISE PK
Edge of Town
Industrial Zone
Total Gross floor area: 5280 sqm
Survey date: THURSDAY 10/10/19 Survey Type: MANUAL

14 TI-02-D-01 INDUSTRIAL ESTATE TIPPERARY
LIMERICK ROAD
NENAGH

Edge of Town
No Sub Category
Total Gross floor area: 33000 sqm
Survey date: FRIDAY 27/05/16 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15 TW-02-D-09 INDUSTRIAL ESTATE TYNE & WEAR
ELEVENTH AVENUE
GATESHEAD
TEAM VALLEY
Edge of Town
No Sub Category
Total Gross floor area: 6200 sqm
Survey date: WEDNESDAY 18/05/22 Survey Type: MANUAL

16 TW-02-D-10 INDUSTRIAL ESTATE TYNE & WEAR
ELEVENTH AVENUE
GATESHEAD
TEAM VALLEY
Edge of Town
No Sub Category
Total Gross floor area: 21500 sqm
Survey date: WEDNESDAY 18/05/22 Survey Type: MANUAL

17 VG-02-D-01 INDUSTRIAL ESTATE VALE OF GLAMORGAN
ARTHUR STREET
BARRY

Edge of Town
No Sub Category
Total Gross floor area: 13091 sqm
Survey date: MONDAY 08/05/17 Survey Type: MANUAL

18 WK-02-D-03 INDUSTRIAL ESTATE WARWICKSHIRE
EASTBORO WAY
NUNEATON

Edge of Town
Industrial Zone
Total Gross floor area: 20860 sqm
Survey date: THURSDAY 26/09/19 Survey Type: MANUAL

19 WK-02-D-04 INDUSTRIAL ESTATE WARWICKSHIRE
ABELES WAY
ATHERSTONE

Edge of Town
No Sub Category
Total Gross floor area: 17500 sqm
Survey date: FRIDAY 27/09/19 Survey Type: MANUAL

20 WO-02-D-02 INDUSTRIAL ESTATE WORCESTERSHIRE
WEIR LANE
WORCESTER

Edge of Town
Residential Zone
Total Gross floor area: 9500 sqm
Survey date: MONDAY 14/11/16 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NM-02-D-01	COVID-19
TI-02-D-02	COVID-19

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	10	16802	0.073	10	16802	0.023	10	16802	0.096
06:00 - 07:00	11	16298	0.142	11	16298	0.052	11	16298	0.194
07:00 - 08:00	20	16891	0.345	20	16891	0.102	20	16891	0.447
08:00 - 09:00	20	16891	0.512	20	16891	0.215	20	16891	0.727
09:00 - 10:00	20	16891	0.387	20	16891	0.287	20	16891	0.674
10:00 - 11:00	20	16891	0.324	20	16891	0.295	20	16891	0.619
11:00 - 12:00	20	16891	0.319	20	16891	0.319	20	16891	0.638
12:00 - 13:00	20	16891	0.327	20	16891	0.371	20	16891	0.698
13:00 - 14:00	20	16891	0.347	20	16891	0.362	20	16891	0.709
14:00 - 15:00	20	16891	0.297	20	16891	0.349	20	16891	0.646
15:00 - 16:00	20	16891	0.250	20	16891	0.309	20	16891	0.559
16:00 - 17:00	20	16891	0.282	20	16891	0.429	20	16891	0.711
17:00 - 18:00	20	16891	0.181	20	16891	0.472	20	16891	0.653
18:00 - 19:00	20	16891	0.101	20	16891	0.202	20	16891	0.303
19:00 - 20:00	11	16298	0.085	11	16298	0.120	11	16298	0.205
20:00 - 21:00	11	16298	0.031	11	16298	0.058	11	16298	0.089
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.003			3.965			7.968

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

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

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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	5280 - 37130 (units: sqm)
Survey date date range:	01/01/16 - 18/04/23
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	2

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

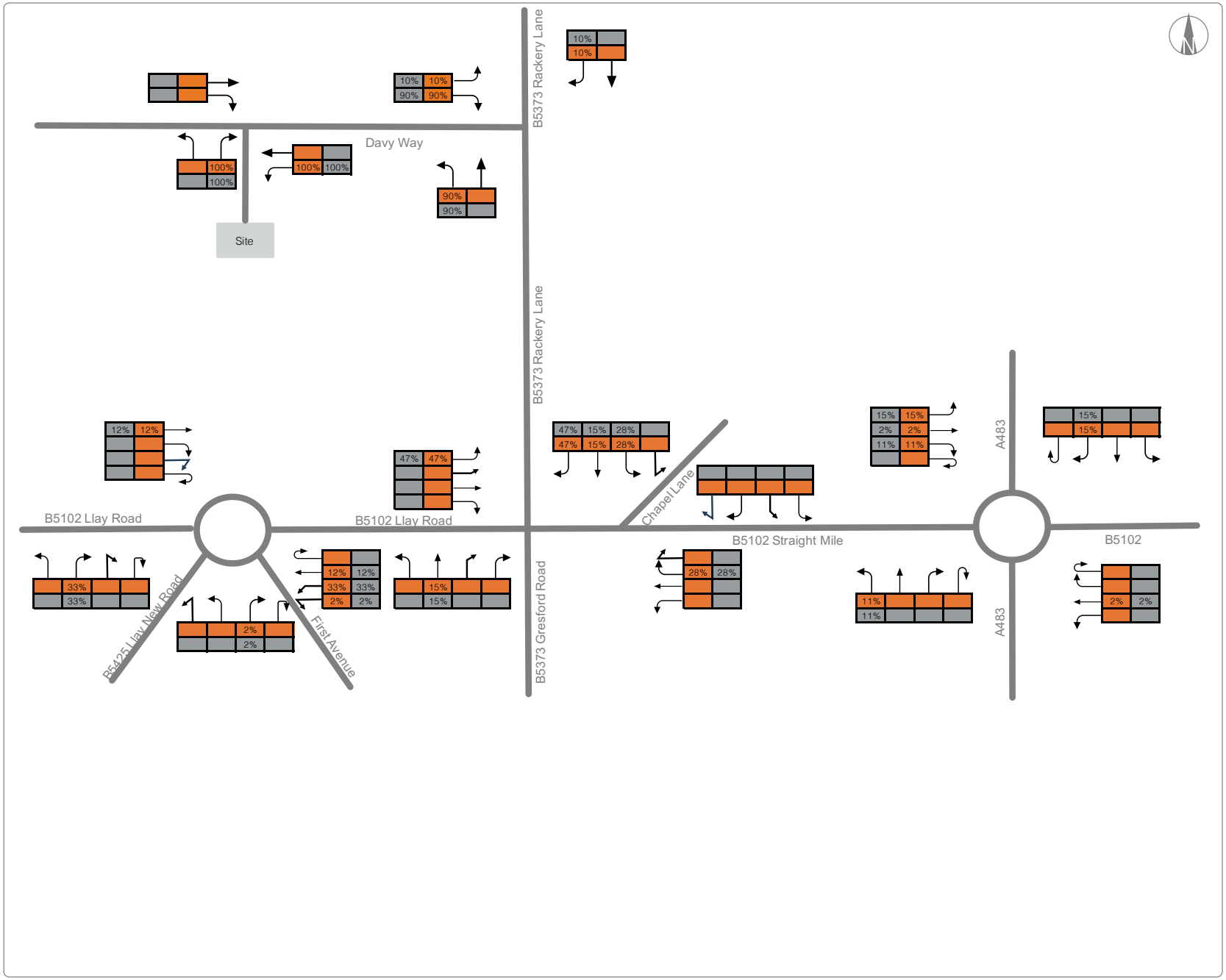
TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	10	16802	0.005	10	16802	0.006	10	16802	0.011
06:00 - 07:00	11	16298	0.007	11	16298	0.012	11	16298	0.019
07:00 - 08:00	20	16891	0.010	20	16891	0.009	20	16891	0.019
08:00 - 09:00	20	16891	0.029	20	16891	0.019	20	16891	0.048
09:00 - 10:00	20	16891	0.030	20	16891	0.028	20	16891	0.058
10:00 - 11:00	20	16891	0.030	20	16891	0.029	20	16891	0.059
11:00 - 12:00	20	16891	0.030	20	16891	0.026	20	16891	0.056
12:00 - 13:00	20	16891	0.025	20	16891	0.025	20	16891	0.050
13:00 - 14:00	20	16891	0.026	20	16891	0.026	20	16891	0.052
14:00 - 15:00	20	16891	0.027	20	16891	0.025	20	16891	0.052
15:00 - 16:00	20	16891	0.020	20	16891	0.025	20	16891	0.045
16:00 - 17:00	20	16891	0.019	20	16891	0.017	20	16891	0.036
17:00 - 18:00	20	16891	0.007	20	16891	0.010	20	16891	0.017
18:00 - 19:00	20	16891	0.004	20	16891	0.006	20	16891	0.010
19:00 - 20:00	11	16298	0.004	11	16298	0.003	11	16298	0.007
20:00 - 21:00	11	16298	0.002	11	16298	0.002	11	16298	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.275			0.268			0.543

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

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

APPENDIX E Network Diagrams



NOTES

AM Network Peak Hour (07:45 - 08:45)

PM Network Peak Hour (16:30 - 17:30)

All Flows are in PCU's

LEGEND

AM

PM

RA & CE Platt Ltd

Davy Way, Llay

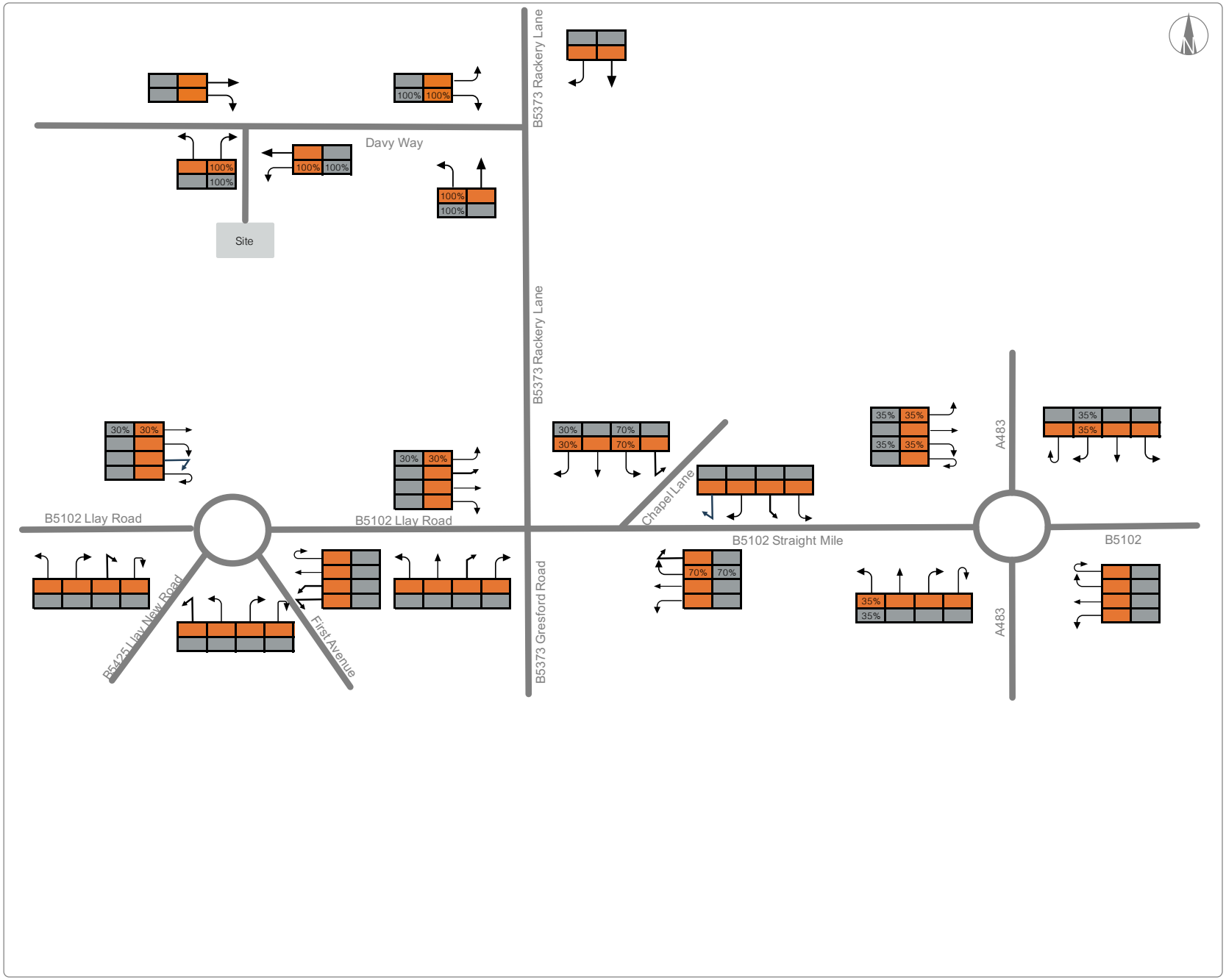
J327829

Trip Distribution

Car / LGV

PREPARED	CHECKED
LJ	ME

mode transport planning



NOTES

AM Network Peak Hour (07:45 - 08:45)

PM Network Peak Hour (16:30 - 17:30)

All Flows are in PCU's

LEGEND

AM

PM

RA & CE Platt Ltd

Davy Way, Llay

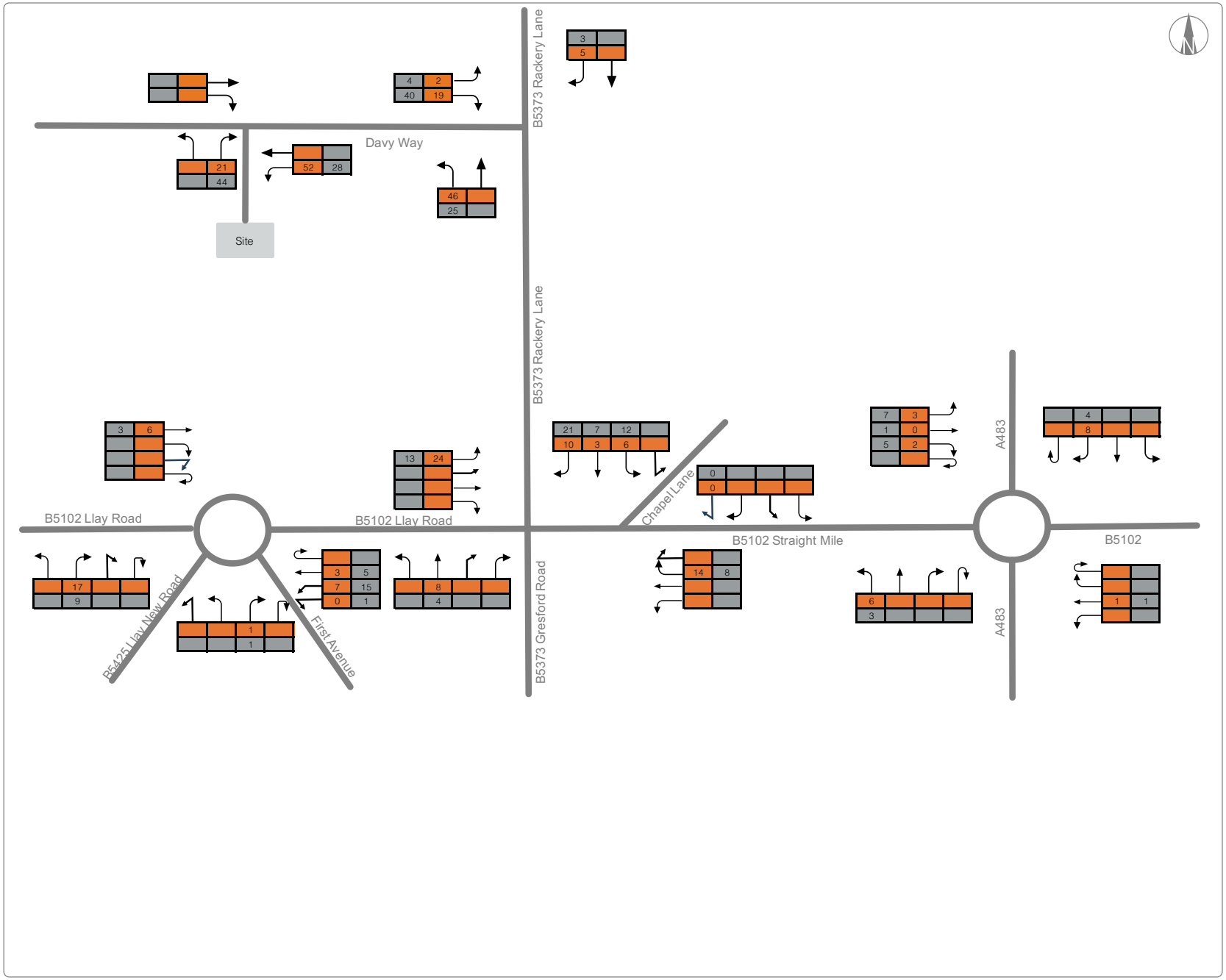
J327829

Trip Distribution

HGVs

PREPARED	CHECKED
LJ	ME

mode transport planning



NOTES

AM Network Peak Hour (07:45 - 08:45)

PM Network Peak Hour (16:30 - 17:30)

All Flows are in PCU's

LEGEND

AM

PM

RA & CE Platt Ltd

Davy Way, Llay

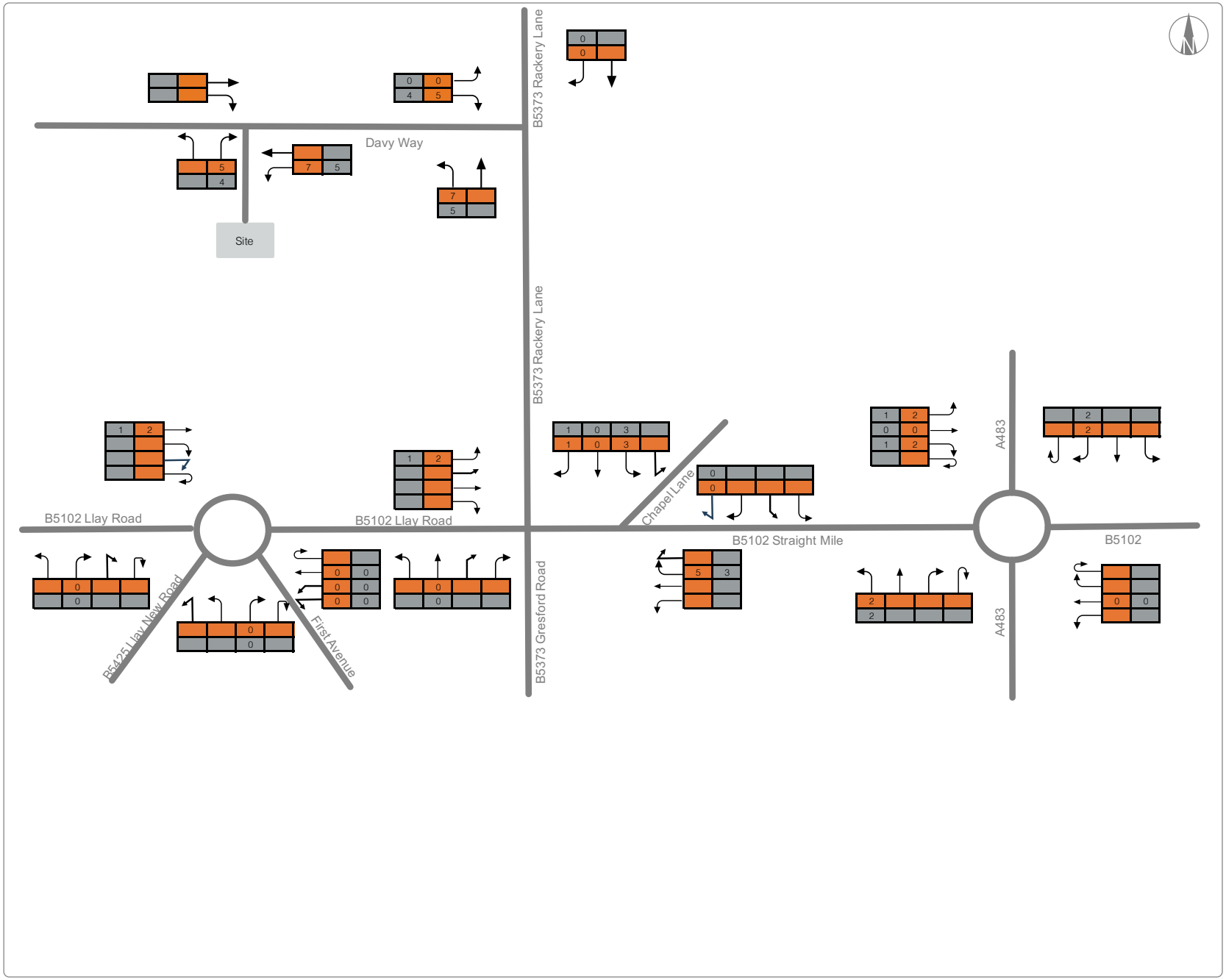
J327829

Development Trips

Car / LGV

PREPARED	CHECKED
LJ	ME

mode transport planning



NOTES

AM Network Peak Hour (07:45 - 08:45)

PM Network Peak Hour (16:30 - 17:30)

All Flows are in PCU's

LEGEND

AM

PM

RA & CE Platt Ltd

Davy Way, Llay

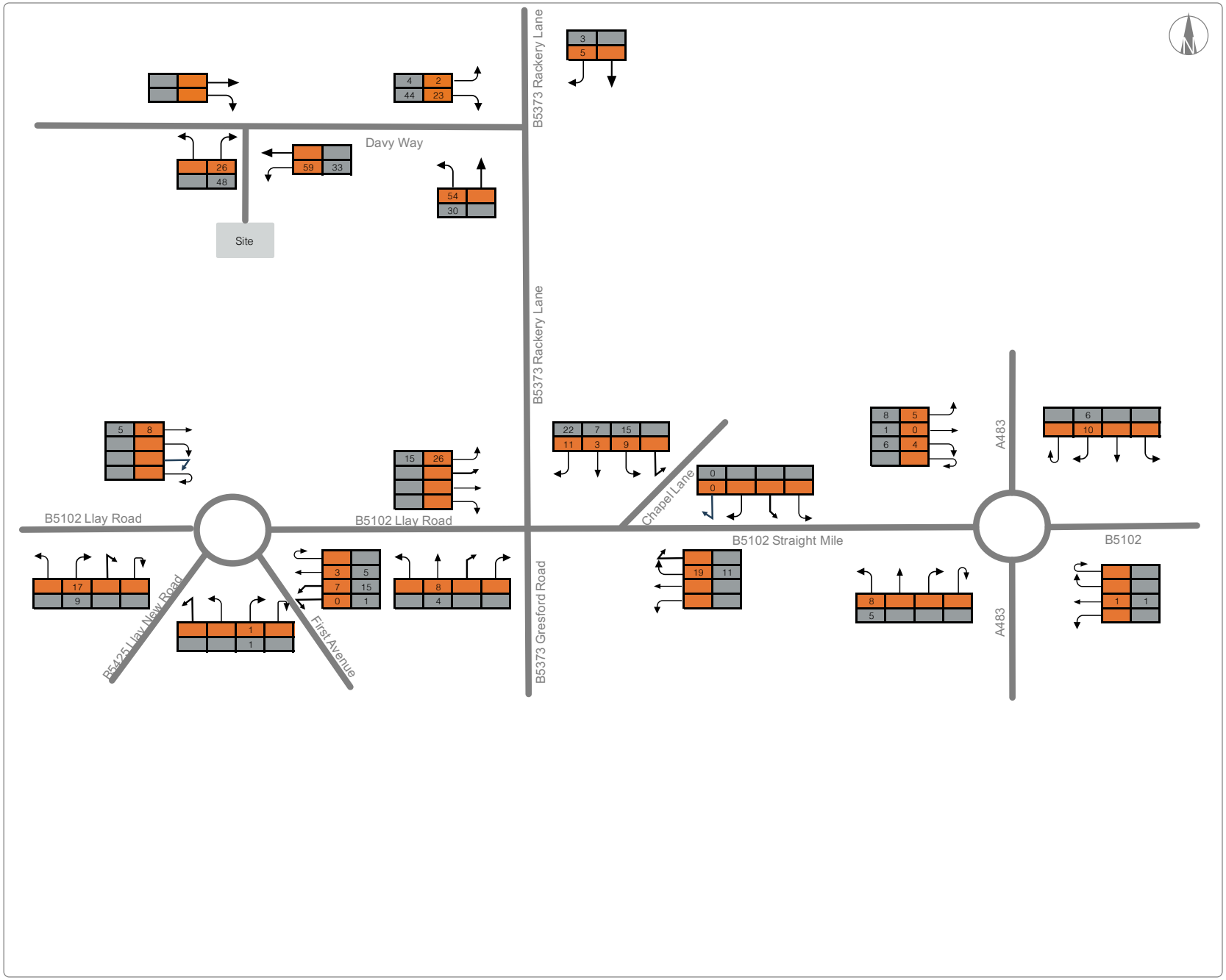
J327829

Development Trips

HGVs

PREPARED	CHECKED
LJ	ME

mode transport planning



NOTES

AM Network Peak Hour (07:45 - 08:45)

PM Network Peak Hour (16:30 - 17:30)

All Flows are in PCU's

LEGEND

AM

PM

RA & CE Platt Ltd

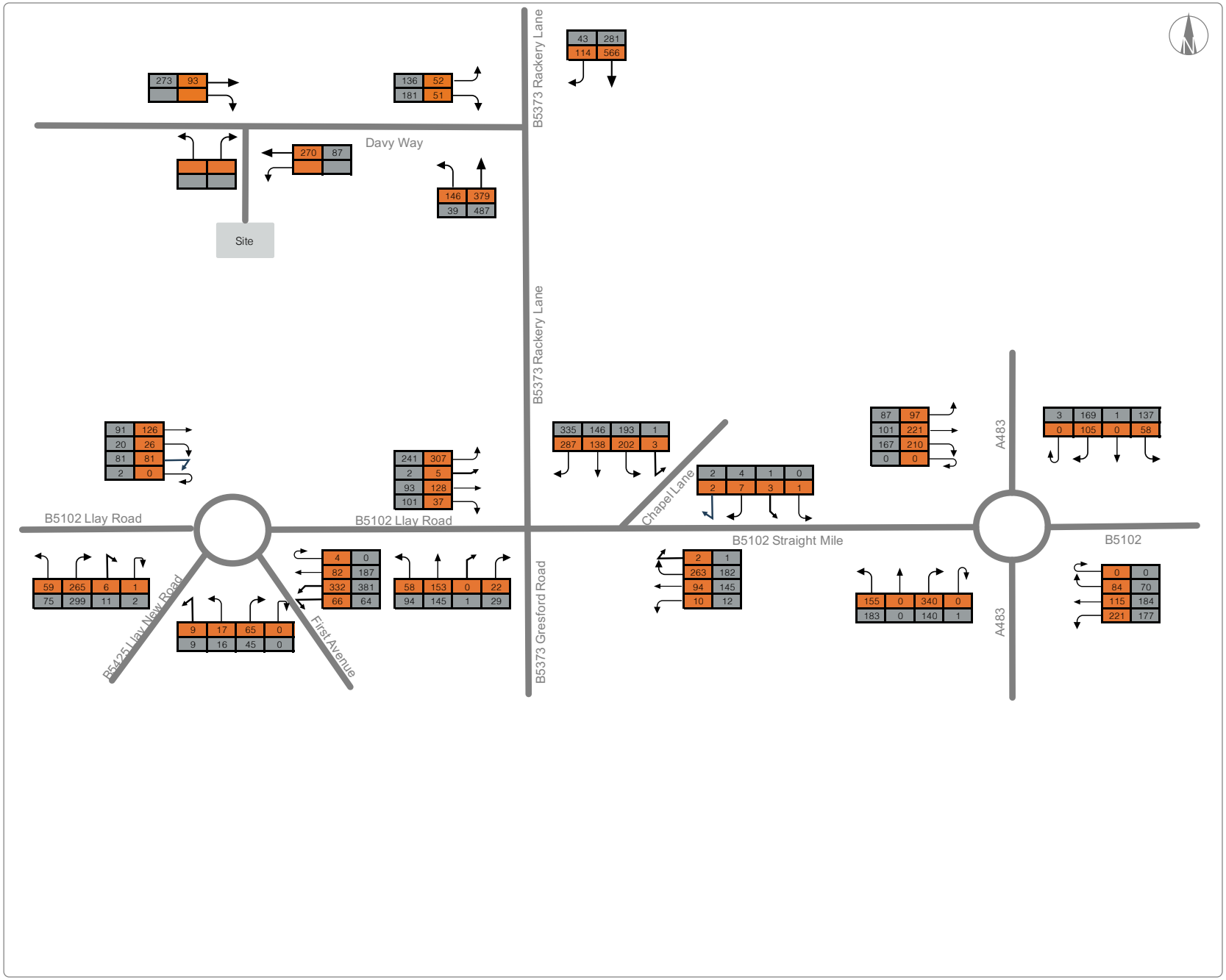
Davy Way, Llay

J327829

Development Trips

PREPARED	CHECKED
LJ	ME

mode transport planning



NOTES

AM Network Peak Hour (07:45 - 08:45)

PM Network Peak Hour (16:30 - 17:30)

All Flows are in PCU's

LEGEND

AM

PM

RA & CE Platt Ltd

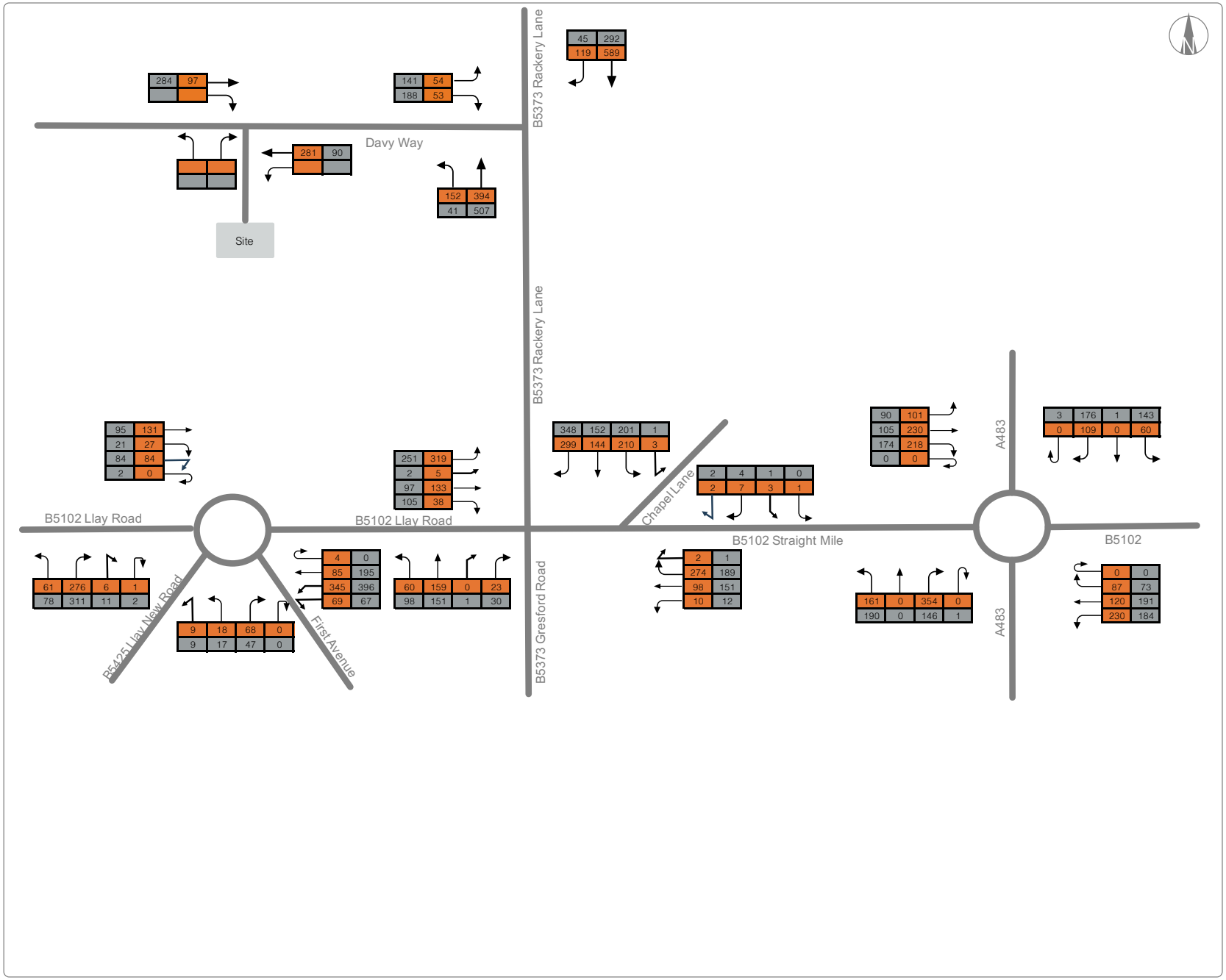
Davy Way, Llay

J327829

2023 Survey

PREPARED	CHECKED
LJ	ME

mode transport planning



NOTES

AM Network Peak Hour (07:45 - 08:45)

PM Network Peak Hour (16:30 - 17:30)

All Flows are in PCU's

LEGEND

AM

PM

RA & CE Platt Ltd

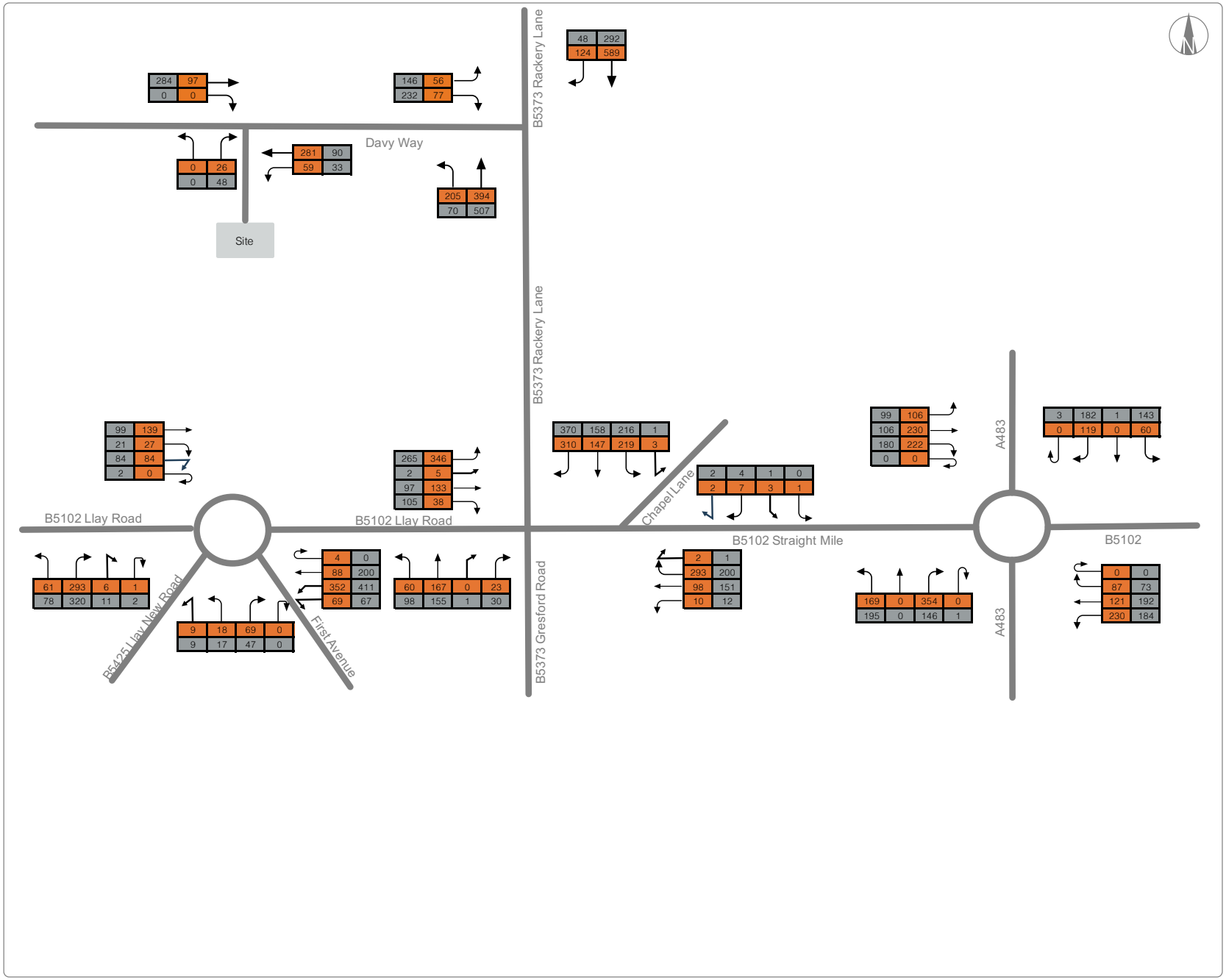
Davy Way, Llay

J327829

2029 Base

PREPARED	CHECKED
LJ	ME

mode transport planning



NOTES

AM Network Peak Hour (07:45 - 08:45)

PM Network Peak Hour (16:30 - 17:30)

All Flows are in PCU's

LEGEND

AM

PM

RA & CE Platt Ltd

Davy Way, Llay

J327829

2029 Base + Development

PREPARED	CHECKED
LJ	ME

mode transport planning

APPENDIX F Raw Survey Data

Llay, Wrexham
Classified Junction Count

Site Plan

	Movement Number
	Number of Vehicles
	PCU Value

Network Peak Hour

16:30 - 17:30

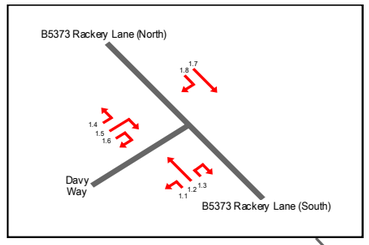
Network Peak Hour Generator
click on yellow cell to change Peak Hour parameters

Session:	Wednesday 12H Session
Vehicle Class:	ALL
Start Time:	07:00
End Time:	19:00

Note: The site diagram is for reference purposes only and is not an exact representation of the site surveyed

1.8	1.7
427	3082
473	3205

1.4	485	524
1.5	744	826
1.6	2	3



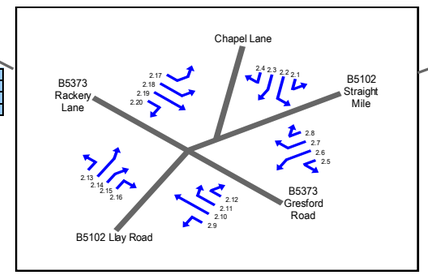
1.1	1.2	1.3
628	3158	3
701	3295	3

Peak Hour

07:45 - 08:45

2.4	2.3	2.2	2.1
22	44	26	10
22	43	25	9

2.17	17	18
2.18	1425	1641
2.19	1131	1138
2.20	2225	2294



2.8	12	13
2.7	1451	1693
2.6	1119	1161
2.5	150	156

2.12	329	335
2.11	19	20
2.10	1067	1077
2.9	919	918

Peak Hour

16:30 - 17:30

2.13	2.14	2.15	2.16
2271	44	1111	853
2345	43	1153	854

Llay, Wrexham
Classified Junction Count

Site 1 of 4
B5373 Rackery Lane (South)
Davy Way
B5373 Rackery Lane (North)

Lat/Long
lat 53.104828°° lon -3.007403°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 1.1: Left from B5373 Rackery Lane (South) to Davy Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	22	0	1	0	1	0	24	25.30
0715 - 0730	0	2	28	0	0	2	0	0	32	31.80
0730 - 0745	0	2	46	0	3	0	2	0	53	54.40
0745 - 0800	0	3	50	0	6	0	3	0	62	64.10
Hourly Total	0	7	146	0	10	2	6	0	171	175.60
Hourly Average	0.00	1.75	36.50	0.00	2.50	0.50	1.50	0.00	42.75	43.90
0800 - 0815	0	0	33	0	3	0	2	0	38	40.60
0815 - 0830	0	0	9	0	3	0	1	0	13	14.30
0830 - 0845	0	0	17	0	2	2	2	0	23	26.60
0845 - 0900	0	0	31	0	2	0	1	0	34	35.30
Hourly Total	0	0	90	0	10	2	6	0	108	116.80
Hourly Average	0.00	0.00	22.50	0.00	2.50	0.50	1.50	0.00	27.00	29.20
0900 - 0915	0	0	16	0	0	0	2	0	18	20.60
0915 - 0930	0	0	6	0	2	1	0	0	9	9.50
0930 - 0945	0	0	10	0	3	0	2	0	15	17.60
0945 - 1000	0	0	6	0	3	0	0	0	9	9.00
Hourly Total	0	0	38	0	8	1	4	0	51	56.70
Hourly Average	0.00	0.00	9.50	0.00	2.00	0.25	1.00	0.00	12.75	14.18
1000 - 1015	0	0	8	0	0	1	0	0	9	9.50
1015 - 1030	0	0	5	0	2	0	1	0	8	9.30
1030 - 1045	0	0	4	0	1	0	0	0	5	5.00
1045 - 1100	0	0	4	0	5	1	2	0	12	15.10
Hourly Total	0	0	21	0	8	2	3	0	34	38.90
Hourly Average	0.00	0.00	5.25	0.00	2.00	0.50	0.75	0.00	8.50	9.73
1100 - 1115	0	0	1	0	2	2	1	0	6	8.30
1115 - 1130	0	0	5	0	0	2	2	0	9	12.60
1130 - 1145	0	0	4	0	2	0	0	0	6	6.00
1145 - 1200	0	0	11	0	2	0	0	0	13	13.00
Hourly Total	0	0	21	0	6	4	3	0	34	39.90
Hourly Average	0.00	0.00	5.25	0.00	1.50	1.00	0.75	0.00	8.50	9.98
1200 - 1215	0	0	6	0	2	1	0	0	9	9.50
1215 - 1230	0	0	16	0	3	0	2	0	21	23.60
1230 - 1245	0	0	7	0	4	0	0	0	11	11.00
1245 - 1300	0	0	11	1	2	1	1	0	16	17.80
Hourly Total	0	0	40	1	11	2	3	0	57	61.90
Hourly Average	0.00	0.00	10.00	0.25	2.75	0.50	0.75	0.00	14.25	15.48
1300 - 1315	0	0	8	0	2	1	1	0	12	13.80
1315 - 1330	0	0	8	0	1	0	1	0	10	11.30
1330 - 1345	0	0	6	0	3	0	1	0	10	11.30
1345 - 1400	0	0	8	0	4	2	1	0	15	17.30
Hourly Total	0	0	30	0	10	3	4	0	47	53.70
Hourly Average	0.00	0.00	7.50	0.00	2.50	0.75	1.00	0.00	11.75	13.43
1400 - 1415	0	0	4	0	4	0	2	0	10	12.60
1415 - 1430	0	0	1	0	3	0	1	0	5	6.30
1430 - 1445	0	0	4	0	0	0	0	0	4	4.00
1445 - 1500	0	0	8	0	0	3	1	0	12	14.80
Hourly Total	0	0	17	0	7	3	4	0	31	37.70
Hourly Average	0.00	0.00	4.25	0.00	1.75	0.75	1.00	0.00	7.75	9.43
1500 - 1515	0	0	1	0	2	1	2	0	6	9.10
1515 - 1530	0	0	6	0	5	0	0	0	11	11.00
1530 - 1545	0	0	7	0	0	0	2	0	9	11.60
1545 - 1600	0	0	4	0	2	1	0	0	7	7.50
Hourly Total	0	0	18	0	9	2	4	0	33	39.20
Hourly Average	0.00	0.00	4.50	0.00	2.25	0.50	1.00	0.00	8.25	9.80
1600 - 1615	0	0	1	1	1	1	2	0	6	9.10
1615 - 1630	0	0	8	0	1	0	4	0	13	18.20
1630 - 1645	0	0	1	1	1	0	3	1	7	11.90
1645 - 1700	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	14	2	3	1	9	1	30	43.20
Hourly Average	0.00	0.00	3.50	0.50	0.75	0.25	2.25	0.25	7.50	10.80
1700 - 1715	0	0	3	0	0	0	1	0	4	5.30
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	6	0	0	0	0	0	6	6.00
1745 - 1800	0	0	3	0	0	0	1	0	4	5.30
Hourly Total	0	0	13	0	0	0	2	0	15	17.60
Hourly Average	0.00	0.00	3.25	0.00	0.00	0.00	0.50	0.00	3.75	4.40
1800 - 1815	0	0	3	0	1	0	1	0	5	6.30
1815 - 1830	0	0	3	0	1	0	0	0	4	4.00
1830 - 1845	0	0	4	0	1	0	1	0	6	7.30
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	12	0	3	0	2	0	17	19.60
Hourly Average	0.00	0.00	3.00	0.00	0.75	0.00	0.50	0.00	4.25	4.90

Session Total	0	7	460	3	85	22	50	1	628	700.80
Session Average	0.00	0.15	9.58	0.06	1.77	0.46	1.04	0.02	13.08	14.60

Llay, Wrexham
Classified Junction Count

Site 1 of 4
B5373 Rackery Lane (South)
Davy Way
B5373 Rackery Lane (North)

Lat/Long
lat 53.104828°° lon -3.007403°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 1.2: Northbound from B5373 Rackery Lane (South) to B5373 Rackery Lane (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	31	0	7	1	2	0	41	44.10
0715 - 0730	0	0	42	0	16	2	3	0	63	67.90
0730 - 0745	0	1	59	0	4	1	0	1	66	66.90
0745 - 0800	0	0	45	2	16	0	6	0	69	76.80
Hourly Total	0	1	177	2	43	4	11	1	239	255.70
Hourly Average	0.00	0.25	44.25	0.50	10.75	1.00	2.75	0.25	59.75	63.93
0800 - 0815	0	0	74	0	14	1	4	1	94	100.70
0815 - 0830	0	0	73	1	19	1	3	0	97	101.40
0830 - 0845	0	0	76	1	12	0	2	3	94	99.60
0845 - 0900	0	0	55	1	13	2	0	1	72	74.00
Hourly Total	0	0	278	3	58	4	9	5	357	375.70
Hourly Average	0.00	0.00	69.50	0.75	14.50	1.00	2.25	1.25	89.25	93.93
0900 - 0915	0	0	47	0	8	1	1	0	57	58.80
0915 - 0930	0	0	42	2	7	1	6	0	58	66.30
0930 - 0945	0	0	31	1	10	3	2	0	47	51.10
0945 - 1000	0	0	22	0	6	4	2	0	34	38.60
Hourly Total	0	0	142	3	31	9	11	0	196	214.80
Hourly Average	0.00	0.00	35.50	0.75	7.75	2.25	2.75	0.00	49.00	53.70
1000 - 1015	0	1	29	0	6	1	2	0	39	41.50
1015 - 1030	0	2	44	0	11	1	1	0	59	59.60
1030 - 1045	0	2	32	0	5	0	1	0	40	40.10
1045 - 1100	0	0	37	0	9	0	1	0	47	48.30
Hourly Total	0	5	142	0	31	2	5	0	185	189.50
Hourly Average	0.00	1.25	35.50	0.00	7.75	0.50	1.25	0.00	46.25	47.38
1100 - 1115	0	0	40	0	4	4	8	0	56	68.40
1115 - 1130	0	4	31	1	6	1	0	0	43	41.10
1130 - 1145	0	0	36	1	10	1	2	0	50	53.10
1145 - 1200	0	0	29	1	8	1	3	0	42	46.40
Hourly Total	0	4	136	3	28	7	13	0	191	209.00
Hourly Average	0.00	1.00	34.00	0.75	7.00	1.75	3.25	0.00	47.75	52.25
1200 - 1215	0	0	32	0	5	0	0	0	37	37.00
1215 - 1230	0	1	43	0	6	2	3	0	55	59.30
1230 - 1245	0	1	38	0	5	1	1	0	46	47.20
1245 - 1300	0	0	37	0	6	2	0	0	45	46.00
Hourly Total	0	2	150	0	22	5	4	0	183	189.50
Hourly Average	0.00	0.50	37.50	0.00	5.50	1.25	1.00	0.00	45.75	47.38
1300 - 1315	0	2	42	0	7	2	1	0	54	55.10
1315 - 1330	0	0	43	0	9	1	4	0	57	62.70
1330 - 1345	0	2	38	0	10	2	3	0	55	58.70
1345 - 1400	0	0	37	0	8	3	4	0	52	58.70
Hourly Total	0	4	160	0	34	8	12	0	218	235.20
Hourly Average	0.00	1.00	40.00	0.00	8.50	2.00	3.00	0.00	54.50	58.80
1400 - 1415	0	1	43	0	5	1	2	0	52	54.50
1415 - 1430	0	0	43	1	12	1	0	0	57	57.50
1430 - 1445	0	1	40	0	9	0	6	0	56	63.20
1445 - 1500	1	0	44	0	10	2	1	0	58	59.50
Hourly Total	1	2	170	1	36	4	9	0	223	234.70
Hourly Average	0.25	0.50	42.50	0.25	9.00	1.00	2.25	0.00	55.75	58.68
1500 - 1515	0	1	67	1	6	2	2	0	79	82.00
1515 - 1530	0	1	67	0	13	0	3	0	84	87.30
1530 - 1545	0	0	47	1	6	1	2	0	57	60.10
1545 - 1600	0	2	42	2	15	1	4	0	66	70.50
Hourly Total	0	4	223	4	40	4	11	0	286	299.90
Hourly Average	0.00	1.00	55.75	1.00	10.00	1.00	2.75	0.00	71.50	74.98
1600 - 1615	0	0	47	1	9	1	4	0	62	67.70
1615 - 1630	0	1	94	1	15	1	0	0	112	111.90
1630 - 1645	0	0	92	0	16	2	0	0	110	111.00
1645 - 1700	0	1	101	1	12	2	1	0	118	119.70
Hourly Total	0	2	334	3	52	6	5	0	402	410.30
Hourly Average	0.00	0.50	83.50	0.75	13.00	1.50	1.25	0.00	100.50	102.58
1700 - 1715	0	0	128	0	16	0	0	0	144	144.00
1715 - 1730	0	0	106	1	8	0	1	1	117	119.30
1730 - 1745	0	1	98	0	13	1	0	0	113	112.90
1745 - 1800	0	1	57	1	8	1	0	0	68	67.90
Hourly Total	0	2	389	2	45	2	1	1	442	444.10
Hourly Average	0.00	0.50	97.25	0.50	11.25	0.50	0.25	0.25	110.50	111.03
1800 - 1815	0	0	70	0	7	0	0	0	77	77.00
1815 - 1830	0	1	62	1	7	0	1	0	72	72.70
1830 - 1845	0	0	41	0	0	0	0	0	41	41.00
1845 - 1900	0	0	44	0	2	0	0	0	46	46.00
Hourly Total	0	1	217	1	16	0	1	0	236	236.70
Hourly Average	0.00	0.25	54.25	0.25	4.00	0.00	0.25	0.00	59.00	59.18

Session Total	1	27	2518	22	436	55	92	7	3158	3295.10
Session Average	0.02	0.56	52.46	0.46	9.08	1.15	1.92	0.15	65.79	68.65

Llay, Wrexham
Classified Junction Count

Site 1 of 4
B5373 Rackery Lane (South)
Davy Way
B5373 Rackery Lane (North)

Lat/Long
lat 53.104828°° lon -3.007403°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 1.3: U-Turn from B5373 Rackery Lane (South) to B5373 Rackery Lane (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	2	0	1	0	0	0	3	3.00
Session Average	0.00	0.00	0.04	0.00	0.02	0.00	0.00	0.00	0.06	0.06

Llay, Wrexham
Classified Junction Count

Site 1 of 4
B5373 Rackery Lane (South)
Davy Way
B5373 Rackery Lane (North)

Lat/Long
lat 53.104828°° lon -3.007403°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 1.4: Left from Davy Way to B5373 Rackery Lane (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	1	1	1	0	7	8.80
0715 - 0730	0	0	2	0	2	0	0	0	4	4.00
0730 - 0745	0	0	4	0	1	0	0	0	5	5.00
0745 - 0800	0	0	9	0	3	1	1	0	14	15.80
Hourly Total	0	0	19	0	7	2	2	0	30	33.60
Hourly Average	0.00	0.00	4.75	0.00	1.75	0.50	0.50	0.00	7.50	8.40
0800 - 0815	0	0	5	0	2	2	0	0	9	10.00
0815 - 0830	0	0	4	0	4	2	2	0	12	15.60
0830 - 0845	0	0	4	0	1	2	1	0	8	10.30
0845 - 0900	0	0	4	0	1	1	1	0	7	8.80
Hourly Total	0	0	17	0	8	7	4	0	36	44.70
Hourly Average	0.00	0.00	4.25	0.00	2.00	1.75	1.00	0.00	9.00	11.18
0900 - 0915	0	0	3	0	2	1	0	0	6	6.50
0915 - 0930	0	0	6	0	1	0	0	0	7	7.00
0930 - 0945	0	0	6	0	1	0	0	0	7	7.00
0945 - 1000	0	0	6	0	2	0	0	0	8	8.00
Hourly Total	0	0	21	0	6	1	0	0	28	28.50
Hourly Average	0.00	0.00	5.25	0.00	1.50	0.25	0.00	0.00	7.00	7.13
1000 - 1015	0	0	3	0	2	1	2	0	8	11.10
1015 - 1030	0	0	3	0	2	0	1	0	6	7.30
1030 - 1045	0	0	5	0	4	0	1	0	10	11.30
1045 - 1100	0	0	3	0	0	0	1	0	4	5.30
Hourly Total	0	0	14	0	8	1	5	0	28	35.00
Hourly Average	0.00	0.00	3.50	0.00	2.00	0.25	1.25	0.00	7.00	8.75
1100 - 1115	0	0	3	0	1	0	1	0	5	6.30
1115 - 1130	0	0	2	0	2	1	2	0	7	10.10
1130 - 1145	0	0	2	0	2	0	1	0	5	6.30
1145 - 1200	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	10	0	6	1	4	0	21	26.70
Hourly Average	0.00	0.00	2.50	0.00	1.50	0.25	1.00	0.00	5.25	6.68
1200 - 1215	0	0	6	0	3	0	1	0	10	11.30
1215 - 1230	0	0	5	0	2	1	0	0	8	8.50
1230 - 1245	0	0	5	0	2	0	1	0	8	9.30
1245 - 1300	0	0	1	0	3	1	1	0	6	7.80
Hourly Total	0	0	17	0	10	2	3	0	32	36.90
Hourly Average	0.00	0.00	4.25	0.00	2.50	0.50	0.75	0.00	8.00	9.23
1300 - 1315	0	0	7	0	5	0	0	0	12	12.00
1315 - 1330	0	0	5	0	3	0	0	0	8	8.00
1330 - 1345	0	0	6	0	3	1	0	0	10	10.50
1345 - 1400	0	0	4	0	6	0	1	0	11	12.30
Hourly Total	0	0	22	0	17	1	1	0	41	42.80
Hourly Average	0.00	0.00	5.50	0.00	4.25	0.25	0.25	0.00	10.25	10.70
1400 - 1415	0	0	7	0	6	2	0	0	15	16.00
1415 - 1430	0	0	3	0	3	0	0	0	6	6.00
1430 - 1445	0	0	3	0	0	0	2	0	5	7.60
1445 - 1500	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	0	21	0	10	2	2	0	35	38.60
Hourly Average	0.00	0.00	5.25	0.00	2.50	0.50	0.50	0.00	8.75	9.65
1500 - 1515	0	0	6	0	0	0	0	0	6	6.00
1515 - 1530	0	0	4	0	1	0	1	0	6	7.30
1530 - 1545	0	0	3	0	1	0	0	0	4	4.00
1545 - 1600	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	22	0	3	0	1	0	26	27.30
Hourly Average	0.00	0.00	5.50	0.00	0.75	0.00	0.25	0.00	6.50	6.83
1600 - 1615	0	0	12	0	4	0	1	0	17	18.30
1615 - 1630	0	0	10	0	2	2	0	0	14	15.00
1630 - 1645	0	0	57	1	8	0	0	0	66	66.00
1645 - 1700	0	0	13	0	2	0	0	0	15	15.00
Hourly Total	0	0	92	1	16	2	1	0	112	114.30
Hourly Average	0.00	0.00	23.00	0.25	4.00	0.50	0.25	0.00	28.00	28.58
1700 - 1715	0	0	37	0	3	0	0	0	40	40.00
1715 - 1730	0	0	6	0	2	0	0	0	8	8.00
1730 - 1745	0	0	15	0	1	0	0	0	16	16.00
1745 - 1800	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	0	66	0	7	0	0	0	73	73.00
Hourly Average	0.00	0.00	16.50	0.00	1.75	0.00	0.00	0.00	18.25	18.25
1800 - 1815	0	2	10	0	0	0	0	0	12	10.80
1815 - 1830	0	0	2	0	1	0	0	0	3	3.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	4	0	1	1	0	0	6	6.50
Hourly Total	0	2	18	0	2	1	0	0	23	22.30
Hourly Average	0.00	0.50	4.50	0.00	0.50	0.25	0.00	0.00	5.75	5.58

Session Total	0	2	339	1	100	20	23	0	485	523.70
Session Average	0.00	0.04	7.06	0.02	2.08	0.42	0.48	0.00	10.10	10.91

Llay, Wrexham
Classified Junction Count

Site 1 of 4
B5373 Rackery Lane (South)
Davy Way
B5373 Rackery Lane (North)

Lat/Long
lat 53.104828°° lon -3.007403°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 1.5: Right from Davy Way to B5373 Rackery Lane (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	0	0	3	0	7	10.90
0715 - 0730	0	0	3	0	3	0	0	0	6	6.00
0730 - 0745	0	0	8	0	4	0	1	0	13	14.30
0745 - 0800	0	0	7	0	3	0	1	1	12	14.30
Hourly Total	0	0	22	0	10	0	5	1	38	45.50
Hourly Average	0.00	0.00	5.50	0.00	2.50	0.00	1.25	0.25	9.50	11.38
0800 - 0815	0	0	6	0	2	0	2	0	10	12.60
0815 - 0830	0	0	1	0	5	2	2	0	10	13.60
0830 - 0845	0	0	4	0	1	2	1	0	8	10.30
0845 - 0900	0	0	1	0	1	1	1	0	4	5.80
Hourly Total	0	0	12	0	9	5	6	0	32	42.30
Hourly Average	0.00	0.00	3.00	0.00	2.25	1.25	1.50	0.00	8.00	10.58
0900 - 0915	0	0	9	0	4	2	1	0	16	18.30
0915 - 0930	0	0	7	0	3	1	3	0	14	18.40
0930 - 0945	0	0	3	0	2	1	1	0	7	8.80
0945 - 1000	0	0	6	0	2	3	1	0	12	14.80
Hourly Total	0	0	25	0	11	7	6	0	49	60.30
Hourly Average	0.00	0.00	6.25	0.00	2.75	1.75	1.50	0.00	12.25	15.08
1000 - 1015	0	0	3	0	2	0	2	0	7	9.60
1015 - 1030	0	0	8	0	0	0	0	0	8	8.00
1030 - 1045	0	0	7	1	4	2	0	0	14	15.00
1045 - 1100	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	25	1	7	2	2	0	37	40.60
Hourly Average	0.00	0.00	6.25	0.25	1.75	0.50	0.50	0.00	9.25	10.15
1100 - 1115	0	0	3	0	2	0	0	0	5	5.00
1115 - 1130	0	0	2	0	0	1	1	0	4	5.80
1130 - 1145	0	0	1	0	2	2	0	0	5	6.00
1145 - 1200	0	0	4	0	4	2	2	0	12	15.60
Hourly Total	0	0	10	0	8	5	3	0	26	32.40
Hourly Average	0.00	0.00	2.50	0.00	2.00	1.25	0.75	0.00	6.50	8.10
1200 - 1215	0	0	19	0	2	0	1	0	22	23.30
1215 - 1230	0	0	12	0	2	0	3	0	17	20.90
1230 - 1245	0	0	9	0	1	1	1	0	12	13.80
1245 - 1300	0	0	11	1	7	0	0	0	19	19.00
Hourly Total	0	0	51	1	12	1	5	0	70	77.00
Hourly Average	0.00	0.00	12.75	0.25	3.00	0.25	1.25	0.00	17.50	19.25
1300 - 1315	0	0	10	0	2	0	1	0	13	14.30
1315 - 1330	0	0	8	0	2	0	2	0	12	14.60
1330 - 1345	0	0	5	0	2	0	1	0	8	9.30
1345 - 1400	0	0	10	0	5	2	1	0	18	20.30
Hourly Total	0	0	33	0	11	2	5	0	51	58.50
Hourly Average	0.00	0.00	8.25	0.00	2.75	0.50	1.25	0.00	12.75	14.63
1400 - 1415	0	0	10	0	4	3	1	0	18	20.80
1415 - 1430	0	0	9	0	1	1	1	0	12	13.80
1430 - 1445	0	0	8	0	3	0	3	0	14	17.90
1445 - 1500	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	0	0	38	0	9	4	5	0	56	64.50
Hourly Average	0.00	0.00	9.50	0.00	2.25	1.00	1.25	0.00	14.00	16.13
1500 - 1515	0	0	10	0	0	2	2	0	14	17.60
1515 - 1530	0	0	8	0	2	0	2	0	12	14.60
1530 - 1545	0	0	13	0	2	0	2	0	17	19.60
1545 - 1600	0	0	24	0	2	1	0	0	27	27.50
Hourly Total	0	0	55	0	6	3	6	0	70	79.30
Hourly Average	0.00	0.00	13.75	0.00	1.50	0.75	1.50	0.00	17.50	19.83
1600 - 1615	1	0	21	1	2	0	3	0	28	31.10
1615 - 1630	0	0	21	0	4	0	0	0	25	25.00
1630 - 1645	0	0	65	0	1	0	2	1	69	72.60
1645 - 1700	0	0	22	1	4	0	2	0	29	31.60
Hourly Total	1	0	129	2	11	0	7	1	151	160.30
Hourly Average	0.25	0.00	32.25	0.50	2.75	0.00	1.75	0.25	37.75	40.08
1700 - 1715	0	4	45	0	5	0	0	0	54	51.60
1715 - 1730	0	2	15	0	1	0	2	0	20	21.40
1730 - 1745	0	0	14	0	5	0	0	0	19	19.00
1745 - 1800	0	0	18	0	0	0	0	0	18	18.00
Hourly Total	0	6	92	0	11	0	2	0	111	110.00
Hourly Average	0.00	1.50	23.00	0.00	2.75	0.00	0.50	0.00	27.75	27.50
1800 - 1815	0	1	32	0	0	0	1	0	34	34.70
1815 - 1830	0	0	8	0	0	0	0	0	8	8.00
1830 - 1845	0	0	1	0	2	0	1	0	4	5.30
1845 - 1900	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	1	47	0	3	0	2	0	53	55.00
Hourly Average	0.00	0.25	11.75	0.00	0.75	0.00	0.50	0.00	13.25	13.75

Session Total	1	7	539	4	108	29	54	2	744	825.70
Session Average	0.02	0.15	11.23	0.08	2.25	0.60	1.13	0.04	15.50	17.20

Llay, Wrexham
Classified Junction Count

Site 1 of 4
B5373 Rackery Lane (South)
Davy Way
B5373 Rackery Lane (North)

Lat/Long
lat 53.104828°° lon -3.007403°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 1.6: U-Turn from Davy Way to Davy Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	1	0	0	0	0	0	1	1.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	1	0	1	2.30
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	1	0	1	2.30
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.58

Session Total	0	0	1	0	0	0	1	0	2	3.30
Session Average	0.00	0.00	0.02	0.00	0.00	0.00	0.02	0.00	0.04	0.07

Llay, Wrexham
Classified Junction Count

Site 1 of 4
B5373 Rackery Lane (South)
Davy Way
B5373 Rackery Lane (North)

Lat/Long
lat 53.104828°° lon -3.007403°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 1.7: Southbound from B5373 Rackery Lane (North) to B5373 Rackery Lane (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	42	0	7	1	6	0	56	64.30
0715 - 0730	0	0	60	0	11	2	2	0	75	78.60
0730 - 0745	0	1	96	0	11	0	5	0	113	118.90
0745 - 0800	0	0	102	0	14	0	6	0	122	129.80
Hourly Total	0	1	300	0	43	3	19	0	366	391.60
Hourly Average	0.00	0.25	75.00	0.00	10.75	0.75	4.75	0.00	91.50	97.90
0800 - 0815	0	1	110	0	19	1	1	0	132	133.20
0815 - 0830	0	0	129	1	22	2	2	1	157	161.60
0830 - 0845	0	0	118	0	17	1	2	0	138	141.10
0845 - 0900	0	1	84	1	14	0	0	0	100	99.40
Hourly Total	0	2	441	2	72	4	5	1	527	535.30
Hourly Average	0.00	0.50	110.25	0.50	18.00	1.00	1.25	0.25	131.75	133.83
0900 - 0915	0	0	53	0	18	1	2	0	74	77.10
0915 - 0930	0	1	30	0	10	0	1	0	42	42.70
0930 - 0945	0	1	35	0	7	1	2	0	46	48.50
0945 - 1000	0	0	35	2	7	2	3	0	49	53.90
Hourly Total	0	2	153	2	42	4	8	0	211	222.20
Hourly Average	0.00	0.50	38.25	0.50	10.50	1.00	2.00	0.00	52.75	55.55
1000 - 1015	0	1	40	2	4	1	2	0	50	52.50
1015 - 1030	0	1	22	0	7	1	1	0	32	33.20
1030 - 1045	0	1	25	0	11	3	3	0	43	47.80
1045 - 1100	0	0	30	1	9	3	4	0	47	53.70
Hourly Total	0	3	117	3	31	8	10	0	172	187.20
Hourly Average	0.00	0.75	29.25	0.75	7.75	2.00	2.50	0.00	43.00	46.80
1100 - 1115	2	0	22	1	10	1	1	0	37	37.20
1115 - 1130	0	3	29	0	6	0	3	0	41	43.10
1130 - 1145	0	2	36	1	6	0	2	0	47	48.40
1145 - 1200	0	0	30	0	9	3	3	0	45	50.40
Hourly Total	2	5	117	2	31	4	9	0	170	179.10
Hourly Average	0.50	1.25	29.25	0.50	7.75	1.00	2.25	0.00	42.50	44.78
1200 - 1215	0	2	29	0	8	2	0	0	41	40.80
1215 - 1230	0	0	41	0	11	1	2	0	55	58.10
1230 - 1245	0	1	50	0	9	1	1	0	62	63.20
1245 - 1300	0	0	35	0	11	3	2	0	51	55.10
Hourly Total	0	3	155	0	39	7	5	0	209	217.20
Hourly Average	0.00	0.75	38.75	0.00	9.75	1.75	1.25	0.00	52.25	54.30
1300 - 1315	0	0	36	0	15	0	2	0	53	55.60
1315 - 1330	0	0	46	1	5	2	1	0	55	57.30
1330 - 1345	0	1	42	0	4	3	4	0	54	60.10
1345 - 1400	0	0	28	0	5	1	0	0	34	34.50
Hourly Total	0	1	152	1	29	6	7	0	196	207.50
Hourly Average	0.00	0.25	38.00	0.25	7.25	1.50	1.75	0.00	49.00	51.88
1400 - 1415	0	0	28	1	11	1	2	1	44	48.10
1415 - 1430	0	0	40	1	11	1	0	0	53	53.50
1430 - 1445	0	0	45	0	6	1	2	0	54	57.10
1445 - 1500	0	0	37	0	7	2	2	0	48	51.60
Hourly Total	0	0	150	2	35	5	6	1	199	210.30
Hourly Average	0.00	0.00	37.50	0.50	8.75	1.25	1.50	0.25	49.75	52.58
1500 - 1515	0	0	31	2	9	1	1	0	44	45.80
1515 - 1530	0	0	78	1	10	1	3	2	95	101.40
1530 - 1545	0	0	65	0	12	2	2	1	82	86.60
1545 - 1600	0	0	45	1	12	3	1	0	62	64.80
Hourly Total	0	0	219	4	43	7	7	3	283	298.60
Hourly Average	0.00	0.00	54.75	1.00	10.75	1.75	1.75	0.75	70.75	74.65
1600 - 1615	0	1	45	1	6	2	0	0	55	55.40
1615 - 1630	0	1	54	0	12	2	1	0	70	71.70
1630 - 1645	0	1	43	0	17	1	1	0	63	64.20
1645 - 1700	0	1	62	0	6	0	1	0	70	70.70
Hourly Total	0	4	204	1	41	5	3	0	258	262.00
Hourly Average	0.00	1.00	51.00	0.25	10.25	1.25	0.75	0.00	64.50	65.50
1700 - 1715	0	0	59	0	11	0	2	0	72	74.60
1715 - 1730	0	0	72	0	14	0	0	0	86	86.00
1730 - 1745	0	0	65	0	6	1	0	1	73	74.50
1745 - 1800	0	2	63	0	8	1	0	0	74	73.30
Hourly Total	0	2	259	0	39	2	2	1	305	308.40
Hourly Average	0.00	0.50	64.75	0.00	9.75	0.50	0.50	0.25	76.25	77.10
1800 - 1815	0	0	53	0	1	0	0	0	54	54.00
1815 - 1830	0	0	45	0	3	0	0	0	48	48.00
1830 - 1845	0	0	40	0	4	0	0	0	44	44.00
1845 - 1900	0	0	37	0	3	0	0	0	40	40.00
Hourly Total	0	0	175	0	11	0	0	0	186	186.00
Hourly Average	0.00	0.00	43.75	0.00	2.75	0.00	0.00	0.00	46.50	46.50

Session Total	2	23	2442	17	456	55	81	6	3082	3205.40
Session Average	0.04	0.48	50.88	0.35	9.50	1.15	1.69	0.13	64.21	66.78

Llay, Wrexham
Classified Junction Count

Site 1 of 4
B5373 Rackery Lane (South)
Davy Way
B5373 Rackery Lane (North)

Lat/Long
lat 53.104828°° lon -3.007403°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 1.8: Right from B5373 Rackery Lane (North) to Davy Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	9	0	1	0	0	0	10	10.00
0715 - 0730	0	0	11	0	2	1	0	0	14	14.50
0730 - 0745	0	0	26	0	0	0	0	0	26	26.00
0745 - 0800	0	0	40	0	2	1	1	0	44	45.80
Hourly Total	0	0	86	0	5	2	1	0	94	96.30
Hourly Average	0.00	0.00	21.50	0.00	1.25	0.50	0.25	0.00	23.50	24.08
0800 - 0815	0	0	17	0	0	0	3	0	20	23.90
0815 - 0830	0	0	16	0	1	0	1	0	18	19.30
0830 - 0845	0	0	15	0	4	1	2	0	22	25.10
0845 - 0900	0	0	16	0	1	1	1	0	19	20.80
Hourly Total	0	0	64	0	6	2	7	0	79	89.10
Hourly Average	0.00	0.00	16.00	0.00	1.50	0.50	1.75	0.00	19.75	22.28
0900 - 0915	0	0	7	0	5	0	0	0	12	12.00
0915 - 0930	0	0	5	0	3	0	0	0	8	8.00
0930 - 0945	0	0	8	0	3	0	0	0	11	11.00
0945 - 1000	0	0	2	0	1	2	0	0	5	6.00
Hourly Total	0	0	22	0	12	2	0	0	36	37.00
Hourly Average	0.00	0.00	5.50	0.00	3.00	0.50	0.00	0.00	9.00	9.25
1000 - 1015	0	0	2	0	2	0	1	0	5	6.30
1015 - 1030	0	0	3	0	1	1	2	0	7	10.10
1030 - 1045	0	0	7	0	1	0	1	0	9	10.30
1045 - 1100	0	0	4	0	2	0	0	0	6	6.00
Hourly Total	0	0	16	0	6	1	4	0	27	32.70
Hourly Average	0.00	0.00	4.00	0.00	1.50	0.25	1.00	0.00	6.75	8.18
1100 - 1115	0	0	4	0	0	0	2	0	6	8.60
1115 - 1130	0	0	4	0	1	0	1	0	6	7.30
1130 - 1145	0	0	5	0	4	1	1	0	11	12.80
1145 - 1200	0	0	8	0	1	0	1	0	10	11.30
Hourly Total	0	0	21	0	6	1	5	0	33	40.00
Hourly Average	0.00	0.00	5.25	0.00	1.50	0.25	1.25	0.00	8.25	10.00
1200 - 1215	0	0	4	0	0	0	0	0	4	4.00
1215 - 1230	0	0	4	0	4	0	1	0	9	10.30
1230 - 1245	0	0	3	0	1	0	0	0	4	4.00
1245 - 1300	0	0	10	0	5	0	0	0	15	15.00
Hourly Total	0	0	21	0	10	0	1	0	32	33.30
Hourly Average	0.00	0.00	5.25	0.00	2.50	0.00	0.25	0.00	8.00	8.33
1300 - 1315	0	0	3	0	1	0	0	0	4	4.00
1315 - 1330	0	0	1	0	0	1	0	0	2	2.50
1330 - 1345	0	0	4	0	2	0	1	0	7	8.30
1345 - 1400	0	0	2	0	3	0	0	0	5	5.00
Hourly Total	0	0	10	0	6	1	1	0	18	19.80
Hourly Average	0.00	0.00	2.50	0.00	1.50	0.25	0.25	0.00	4.50	4.95
1400 - 1415	0	0	3	0	2	2	1	0	8	10.30
1415 - 1430	0	0	3	0	0	0	1	0	4	5.30
1430 - 1445	0	0	2	0	2	0	0	0	4	4.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	8	0	4	2	2	0	16	19.60
Hourly Average	0.00	0.00	2.00	0.00	1.00	0.50	0.50	0.00	4.00	4.90
1500 - 1515	0	0	4	0	3	1	1	0	9	10.80
1515 - 1530	0	0	1	0	1	0	0	0	2	2.00
1530 - 1545	0	0	5	0	1	0	0	0	6	6.00
1545 - 1600	0	0	5	0	4	1	0	0	10	10.50
Hourly Total	0	0	15	0	9	2	1	0	27	29.30
Hourly Average	0.00	0.00	3.75	0.00	2.25	0.50	0.25	0.00	6.75	7.33
1600 - 1615	0	0	4	0	1	0	1	0	6	7.30
1615 - 1630	0	0	3	0	2	0	4	0	9	14.20
1630 - 1645	0	0	8	0	2	0	0	0	10	10.00
1645 - 1700	0	0	9	0	1	0	2	0	12	14.60
Hourly Total	0	0	24	0	6	0	7	0	37	46.10
Hourly Average	0.00	0.00	6.00	0.00	1.50	0.00	1.75	0.00	9.25	11.53
1700 - 1715	0	0	2	0	0	0	1	0	3	4.30
1715 - 1730	0	0	4	0	3	0	0	0	7	7.00
1730 - 1745	0	0	4	0	0	0	0	0	4	4.00
1745 - 1800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	15	0	3	0	1	0	19	20.30
Hourly Average	0.00	0.00	3.75	0.00	0.75	0.00	0.25	0.00	4.75	5.08
1800 - 1815	0	0	3	0	0	0	0	0	3	3.00
1815 - 1830	0	0	4	0	0	0	0	0	4	4.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	9	0	0	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.25	0.00	0.00	0.00	0.00	0.00	2.25	2.25

Session Total	0	0	311	0	73	13	30	0	427	472.50
Session Average	0.00	0.00	6.48	0.00	1.52	0.27	0.63	0.00	8.90	9.84

Llay, Wrexham
Classified Junction Count

Site 2 of 4
Chapel Lane
B5102 Straight Mile
B5373 Gresford Road
B5373 Rackery Lane
B5102 Llay Road

Lat/Long
lat 53.099945°° lon -2.997925°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 2.1: Left from Chapel Lane to B5102 Straight Mile								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	1	0	1	0	0	0	0	0	2	1.20
Hourly Total	1	0	3	0	0	0	0	0	4	3.20
Hourly Average	0.25	0.00	0.75	0.00	0.00	0.00	0.00	0.00	1.00	0.80
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	1	0	0	0	0	1	1.00
Hourly Total	0	0	0	1	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.25
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	1	0	0	0	1	1.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25

Session Total	1	0	6	1	2	0	0	0	10	9.20
Session Average	0.02	0.00	0.13	0.02	0.04	0.00	0.00	0.00	0.21	0.19

Llay, Wrexham
Classified Junction Count

Site 2 of 4
Chapel Lane
B5102 Straight Mile
B5373 Gresford Road
B5373 Rackery Lane
B5102 Llay Road

Lat/Long
lat 53.099945°° lon -2.997925°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 2.2: Left from Chapel Lane to B5373 Gresford Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	1	0	0	0	1	1.00
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	1	0	0	0	1	1.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1300 - 1315	0	0	1	0	0	0	0	0	1	1.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1400 - 1415	0	0	0	0	1	0	0	0	1	1.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	2	0	0	0	0	0	2	2.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	1	0	0	0	0	0	0	0	1	0.20
1545 - 1600	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	0	4	0	0	0	0	0	5	4.20
Hourly Average	0.25	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.25	1.05
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50

Session Total	1	0	22	0	3	0	0	0	26	25.20
Session Average	0.02	0.00	0.46	0.00	0.06	0.00	0.00	0.00	0.54	0.53

Llay, Wrexham
Classified Junction Count

Site 2 of 4
Chapel Lane
B5102 Straight Mile
B5373 Gresford Road
B5373 Rackery Lane
B5102 Llay Road

Lat/Long
lat 53.099945°° lon -2.997925°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 2.3: Right from Chapel Lane to B5373 Rackery Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	1	0	0	0	1	1.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	1	0	1	0	1	0	0	0	3	2.20
Hourly Total	1	0	2	0	1	0	0	0	4	3.20
Hourly Average	0.25	0.00	0.50	0.00	0.25	0.00	0.00	0.00	1.00	0.80
1000 - 1015	0	0	0	0	1	0	0	0	1	1.00
1015 - 1030	0	0	0	0	0	1	0	0	1	1.50
1030 - 1045	0	0	0	0	1	0	0	0	1	1.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	2	1	0	0	3	3.50
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.25	0.00	0.00	0.75	0.88
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	1	0	1	0	0	0	2	2.00
1130 - 1145	0	0	1	0	0	0	0	0	1	1.00
1145 - 1200	0	0	0	1	0	0	0	0	1	1.00
Hourly Total	0	0	2	1	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.50	0.25	0.25	0.00	0.00	0.00	1.00	1.00
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	0	0	0	0	1	0	0	0	1	1.00
1245 - 1300	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1500 - 1515	0	0	2	0	0	0	0	0	2	2.00
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	1	0	1	0	0	0	2	2.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1800 - 1815	1	0	0	0	0	0	0	0	1	0.20
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	1	0	3	0	0	0	0	0	4	3.20
Hourly Average	0.25	0.00	0.75	0.00	0.00	0.00	0.00	0.00	1.00	0.80

Session Total	2	0	32	1	8	1	0	0	44	42.90
Session Average	0.04	0.00	0.67	0.02	0.17	0.02	0.00	0.00	0.92	0.89

Llay, Wrexham
Classified Junction Count

Site 2 of 4
Chapel Lane
B5102 Straight Mile
B5373 Gresford Road
B5373 Rackery Lane
B5102 Llay Road

Lat/Long
lat 53.099945°° lon -2.997925°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 2.4: Right from Chapel Lane to B5102 Llay Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	2	0	0	0	0	0	2	2.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	1	0	0	0	1	1.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	2	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.50
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1300 - 1315	0	0	0	0	1	0	0	0	1	1.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1500 - 1515	0	0	2	0	0	0	0	0	2	2.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	1	0	0	0	1	1.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	1	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25

Session Total	0	0	15	0	7	0	0	0	22	22.00
Session Average	0.00	0.00	0.31	0.00	0.15	0.00	0.00	0.00	0.46	0.46

Llay, Wrexham
Classified Junction Count

Site 2 of 4
Chapel Lane
B5102 Straight Mile
B5373 Gresford Road
B5373 Rackery Lane
B5102 Llay Road

Lat/Long
lat 53.099945°° lon -2.997925°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 2.5: Left from B5102 Straight Mile to B5373 Gresford Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	1	0	0	0	2	2.00
0715 - 0730	0	0	2	0	1	0	0	0	3	3.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	6	0	3	0	0	0	9	9.00
Hourly Average	0.00	0.00	1.50	0.00	0.75	0.00	0.00	0.00	2.25	2.25
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	1	0	0	0	1	0	2	3.30
0830 - 0845	0	0	2	0	1	0	0	0	3	3.00
0845 - 0900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	7	0	1	0	1	0	9	10.30
Hourly Average	0.00	0.00	1.75	0.00	0.25	0.00	0.25	0.00	2.25	2.58
0900 - 0915	0	0	0	0	3	0	0	0	3	3.00
0915 - 0930	0	0	2	0	2	0	0	0	4	4.00
0930 - 0945	0	0	0	0	1	1	1	0	3	4.80
0945 - 1000	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	5	0	7	1	1	0	14	15.80
Hourly Average	0.00	0.00	1.25	0.00	1.75	0.25	0.25	0.00	3.50	3.95
1000 - 1015	0	0	0	0	1	0	0	0	1	1.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	3	0	1	0	1	0	5	6.30
1045 - 1100	0	0	3	1	1	0	1	0	6	7.30
Hourly Total	0	0	6	1	3	0	2	0	12	14.60
Hourly Average	0.00	0.00	1.50	0.25	0.75	0.00	0.50	0.00	3.00	3.65
1100 - 1115	0	0	4	0	0	0	0	0	4	4.00
1115 - 1130	0	0	3	0	0	0	0	0	3	3.00
1130 - 1145	0	0	3	0	0	0	0	0	3	3.00
1145 - 1200	1	0	5	0	0	0	0	0	6	5.20
Hourly Total	1	0	15	0	0	0	0	0	16	15.20
Hourly Average	0.25	0.00	3.75	0.00	0.00	0.00	0.00	0.00	4.00	3.80
1200 - 1215	0	0	1	0	1	0	0	0	2	2.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	0	0	1	0	2	0	0	0	3	3.00
1245 - 1300	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	9	0	3	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.25	0.00	0.75	0.00	0.00	0.00	3.00	3.00
1300 - 1315	0	0	1	0	1	0	0	0	2	2.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	2	0	0	0	2	2.00
1345 - 1400	0	0	4	0	3	1	0	0	8	8.50
Hourly Total	0	0	5	0	6	1	0	0	12	12.50
Hourly Average	0.00	0.00	1.25	0.00	1.50	0.25	0.00	0.00	3.00	3.13
1400 - 1415	0	0	3	0	0	0	0	0	3	3.00
1415 - 1430	0	0	5	0	1	0	0	0	6	6.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	12	0	1	0	0	0	13	13.00
Hourly Average	0.00	0.00	3.00	0.00	0.25	0.00	0.00	0.00	3.25	3.25
1500 - 1515	0	0	1	0	0	1	0	0	2	2.50
1515 - 1530	0	0	2	0	0	0	0	0	2	2.00
1530 - 1545	0	0	4	0	1	0	0	0	5	5.00
1545 - 1600	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	13	0	2	1	0	0	16	16.50
Hourly Average	0.00	0.00	3.25	0.00	0.50	0.25	0.00	0.00	4.00	4.13
1600 - 1615	0	0	4	0	0	0	0	0	4	4.00
1615 - 1630	0	0	4	1	0	0	0	0	5	5.00
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	13	1	0	0	0	0	14	14.00
Hourly Average	0.00	0.00	3.25	0.25	0.00	0.00	0.00	0.00	3.50	3.50
1700 - 1715	0	0	3	0	1	0	0	0	4	4.00
1715 - 1730	0	0	2	0	1	0	0	0	3	3.00
1730 - 1745	0	0	4	0	0	0	0	0	4	4.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	12	0	2	0	0	0	14	14.00
Hourly Average	0.00	0.00	3.00	0.00	0.50	0.00	0.00	0.00	3.50	3.50
1800 - 1815	0	0	6	0	0	0	0	0	6	6.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	9	0	0	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.25	0.00	0.00	0.00	0.00	0.00	2.25	2.25

Session Total	1	0	112	2	28	3	4	0	150	155.90
Session Average	0.02	0.00	2.33	0.04	0.58	0.06	0.08	0.00	3.13	3.25

Llay, Wrexham
Classified Junction Count

Site 2 of 4
Chapel Lane
B5102 Straight Mile
B5373 Gresford Road
B5373 Rackery Lane
B5102 Llay Road

Lat/Long
lat 53.099945°° lon -2.997925°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 2.6: Westbound from B5102 Straight Mile to B5373 Rackery Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	6	0	1	0	0	0	7	7.00
0715 - 0730	1	0	8	0	3	0	0	0	12	11.20
0730 - 0745	0	0	8	0	2	0	0	0	10	10.00
0745 - 0800	0	0	14	0	2	0	0	0	16	16.00
Hourly Total	1	0	36	0	8	0	0	0	45	44.20
Hourly Average	0.25	0.00	9.00	0.00	2.00	0.00	0.00	0.00	11.25	11.05
0800 - 0815	0	0	19	0	3	0	0	1	23	24.00
0815 - 0830	0	0	21	1	3	1	0	1	27	28.50
0830 - 0845	0	1	23	1	0	1	0	0	26	25.90
0845 - 0900	0	0	12	0	1	1	0	0	14	14.50
Hourly Total	0	1	75	2	7	3	0	2	90	92.90
Hourly Average	0.00	0.25	18.75	0.50	1.75	0.75	0.00	0.50	22.50	23.23
0900 - 0915	0	0	18	0	8	1	0	0	27	27.50
0915 - 0930	0	0	12	0	4	1	1	0	18	19.80
0930 - 0945	0	0	12	0	6	0	2	0	20	22.60
0945 - 1000	0	0	19	0	2	1	1	0	23	24.80
Hourly Total	0	0	61	0	20	3	4	0	88	94.70
Hourly Average	0.00	0.00	15.25	0.00	5.00	0.75	1.00	0.00	22.00	23.68
1000 - 1015	0	0	7	0	7	0	1	0	15	16.30
1015 - 1030	0	0	10	0	6	1	0	0	17	17.50
1030 - 1045	0	0	9	0	3	0	1	0	13	14.30
1045 - 1100	0	0	16	0	5	0	0	0	21	21.00
Hourly Total	0	0	42	0	21	1	2	0	66	69.10
Hourly Average	0.00	0.00	10.50	0.00	5.25	0.25	0.50	0.00	16.50	17.28
1100 - 1115	0	0	8	1	4	0	0	0	13	13.00
1115 - 1130	1	3	12	0	1	1	1	0	19	18.20
1130 - 1145	0	0	11	0	3	0	2	0	16	18.60
1145 - 1200	0	0	14	0	5	2	2	0	23	26.60
Hourly Total	1	3	45	1	13	3	5	0	71	76.40
Hourly Average	0.25	0.75	11.25	0.25	3.25	0.75	1.25	0.00	17.75	19.10
1200 - 1215	0	0	13	0	4	0	0	0	17	17.00
1215 - 1230	0	2	21	0	4	0	1	0	28	28.10
1230 - 1245	0	1	12	0	2	0	0	0	15	14.40
1245 - 1300	0	0	20	0	7	1	0	0	28	28.50
Hourly Total	0	3	66	0	17	1	1	0	88	88.00
Hourly Average	0.00	0.75	16.50	0.00	4.25	0.25	0.25	0.00	22.00	22.00
1300 - 1315	0	0	22	1	1	0	1	0	25	26.30
1315 - 1330	0	0	15	0	4	0	2	0	21	23.60
1330 - 1345	0	0	21	1	5	0	0	0	27	27.00
1345 - 1400	0	0	20	0	3	1	2	0	26	29.10
Hourly Total	0	0	78	2	13	1	5	0	99	106.00
Hourly Average	0.00	0.00	19.50	0.50	3.25	0.25	1.25	0.00	24.75	26.50
1400 - 1415	0	0	10	0	2	2	3	0	17	21.90
1415 - 1430	0	0	12	0	4	0	3	0	19	22.90
1430 - 1445	0	0	19	0	4	1	0	0	24	24.50
1445 - 1500	0	0	14	0	5	0	0	0	19	19.00
Hourly Total	0	0	55	0	15	3	6	0	79	88.30
Hourly Average	0.00	0.00	13.75	0.00	3.75	0.75	1.50	0.00	19.75	22.08
1500 - 1515	0	0	30	0	5	0	1	0	36	37.30
1515 - 1530	0	0	27	0	3	0	0	2	32	34.00
1530 - 1545	0	1	12	0	5	1	1	0	20	21.20
1545 - 1600	0	0	21	0	1	1	1	1	25	27.80
Hourly Total	0	1	90	0	14	2	3	3	113	120.30
Hourly Average	0.00	0.25	22.50	0.00	3.50	0.50	0.75	0.75	28.25	30.08
1600 - 1615	0	0	20	0	4	0	1	0	25	26.30
1615 - 1630	0	0	32	0	8	0	0	0	40	40.00
1630 - 1645	0	0	27	0	5	0	1	0	33	34.30
1645 - 1700	0	0	36	0	5	0	0	0	41	41.00
Hourly Total	0	0	115	0	22	0	2	0	139	141.60
Hourly Average	0.00	0.00	28.75	0.00	5.50	0.00	0.50	0.00	34.75	35.40
1700 - 1715	0	0	25	0	4	0	0	0	29	29.00
1715 - 1730	0	0	35	0	6	0	0	0	41	41.00
1730 - 1745	0	1	42	0	2	0	0	0	45	44.40
1745 - 1800	0	0	25	0	5	0	0	0	30	30.00
Hourly Total	0	1	127	0	17	0	0	0	145	144.40
Hourly Average	0.00	0.25	31.75	0.00	4.25	0.00	0.00	0.00	36.25	36.10
1800 - 1815	0	1	29	0	3	0	0	0	33	32.40
1815 - 1830	0	0	18	0	3	0	0	0	21	21.00
1830 - 1845	0	1	26	0	2	0	0	0	29	28.40
1845 - 1900	0	0	11	0	2	0	0	0	13	13.00
Hourly Total	0	2	84	0	10	0	0	0	96	94.80
Hourly Average	0.00	0.50	21.00	0.00	2.50	0.00	0.00	0.00	24.00	23.70

Session Total	2	11	874	5	177	17	28	5	1119	1160.70
Session Average	0.04	0.23	18.21	0.10	3.69	0.35	0.58	0.10	23.31	24.18

Llay, Wrexham
Classified Junction Count

Site 2 of 4
Chapel Lane
B5102 Straight Mile
B5373 Gresford Road
B5373 Rackery Lane
B5102 Llay Road

Lat/Long
lat 53.099945°° lon -2.997925°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 2.7: Right from B5102 Straight Mile to B5102 Llay Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	12	0	5	0	2	0	19	21.60
0715 - 0730	0	1	19	0	6	1	4	0	31	36.10
0730 - 0745	0	0	31	0	2	1	4	0	38	43.70
0745 - 0800	0	1	71	1	10	1	3	0	87	90.80
Hourly Total	0	2	133	1	23	3	13	0	175	192.20
Hourly Average	0.00	0.50	33.25	0.25	5.75	0.75	3.25	0.00	43.75	48.05
0800 - 0815	0	0	31	0	11	3	5	0	50	58.00
0815 - 0830	0	0	31	0	7	2	7	0	47	57.10
0830 - 0845	0	0	31	1	8	4	5	0	49	57.50
0845 - 0900	0	0	32	1	8	2	1	0	44	46.30
Hourly Total	0	0	125	2	34	11	18	0	190	218.90
Hourly Average	0.00	0.00	31.25	0.50	8.50	2.75	4.50	0.00	47.50	54.73
0900 - 0915	0	0	18	0	2	3	3	0	26	31.40
0915 - 0930	0	0	20	0	6	3	3	0	32	37.40
0930 - 0945	0	0	20	0	8	0	4	0	32	37.20
0945 - 1000	0	0	10	0	4	4	0	0	18	20.00
Hourly Total	0	0	68	0	20	10	10	0	108	126.00
Hourly Average	0.00	0.00	17.00	0.00	5.00	2.50	2.50	0.00	27.00	31.50
1000 - 1015	0	0	14	0	0	0	5	0	19	25.50
1015 - 1030	0	0	13	0	4	1	2	0	20	23.10
1030 - 1045	0	0	16	0	3	0	2	0	21	23.60
1045 - 1100	0	0	19	0	2	4	4	0	29	36.20
Hourly Total	0	0	62	0	9	5	13	0	89	108.40
Hourly Average	0.00	0.00	15.50	0.00	2.25	1.25	3.25	0.00	22.25	27.10
1100 - 1115	0	0	7	0	6	1	6	0	20	28.30
1115 - 1130	0	0	9	1	6	3	4	0	23	29.70
1130 - 1145	0	0	16	1	4	4	4	0	29	36.20
1145 - 1200	0	0	15	0	2	1	3	0	21	25.40
Hourly Total	0	0	47	2	18	9	17	0	93	119.60
Hourly Average	0.00	0.00	11.75	0.50	4.50	2.25	4.25	0.00	23.25	29.90
1200 - 1215	0	0	7	0	3	3	1	0	14	16.80
1215 - 1230	0	1	23	0	4	1	3	0	32	35.80
1230 - 1245	0	0	14	0	4	2	2	0	22	25.60
1245 - 1300	0	0	15	1	8	0	5	0	29	35.50
Hourly Total	0	1	59	1	19	6	11	0	97	113.70
Hourly Average	0.00	0.25	14.75	0.25	4.75	1.50	2.75	0.00	24.25	28.43
1300 - 1315	0	1	12	0	8	1	4	0	26	31.10
1315 - 1330	0	0	8	0	6	1	6	0	21	29.30
1330 - 1345	0	1	15	0	3	1	6	0	26	33.70
1345 - 1400	0	0	9	0	7	3	4	0	23	29.70
Hourly Total	0	2	44	0	24	6	20	0	96	123.80
Hourly Average	0.00	0.50	11.00	0.00	6.00	1.50	5.00	0.00	24.00	30.95
1400 - 1415	0	0	11	0	10	1	2	0	24	27.10
1415 - 1430	0	0	20	1	6	0	1	0	28	29.30
1430 - 1445	0	0	8	0	6	1	3	0	18	22.40
1445 - 1500	0	0	15	0	8	3	4	0	30	36.70
Hourly Total	0	0	54	1	30	5	10	0	100	115.50
Hourly Average	0.00	0.00	13.50	0.25	7.50	1.25	2.50	0.00	25.00	28.88
1500 - 1515	0	1	11	1	2	3	4	0	22	28.10
1515 - 1530	0	0	19	0	11	0	3	0	33	36.90
1530 - 1545	0	0	14	0	3	1	7	0	25	34.60
1545 - 1600	0	2	14	1	7	0	5	0	29	34.30
Hourly Total	0	3	58	2	23	4	19	0	109	133.90
Hourly Average	0.00	0.75	14.50	0.50	5.75	1.00	4.75	0.00	27.25	33.48
1600 - 1615	0	0	17	1	9	1	7	0	35	44.60
1615 - 1630	0	0	26	1	3	0	8	0	38	48.40
1630 - 1645	0	0	25	1	7	1	3	1	38	43.40
1645 - 1700	0	0	36	0	5	1	3	0	45	49.40
Hourly Total	0	0	104	3	24	3	21	1	156	185.80
Hourly Average	0.00	0.00	26.00	0.75	6.00	0.75	5.25	0.25	39.00	46.45
1700 - 1715	0	0	29	0	6	0	3	0	38	41.90
1715 - 1730	0	0	40	0	3	1	1	0	45	46.80
1730 - 1745	0	1	31	0	6	0	2	0	40	42.00
1745 - 1800	0	0	26	1	4	0	2	0	33	35.60
Hourly Total	0	1	126	1	19	1	8	0	156	166.30
Hourly Average	0.00	0.25	31.50	0.25	4.75	0.25	2.00	0.00	39.00	41.58
1800 - 1815	0	0	23	0	2	1	1	0	27	28.80
1815 - 1830	0	0	17	0	1	0	1	0	19	20.30
1830 - 1845	0	0	12	0	1	0	2	0	15	17.60
1845 - 1900	0	0	20	0	0	0	1	0	21	22.30
Hourly Total	0	0	72	0	4	1	5	0	82	89.00
Hourly Average	0.00	0.00	18.00	0.00	1.00	0.25	1.25	0.00	20.50	22.25

Session Total	0	9	952	13	247	64	165	1	1451	1693.10
Session Average	0.00	0.19	19.83	0.27	5.15	1.33	3.44	0.02	30.23	35.27

Llay, Wrexham
Classified Junction Count

Site 2 of 4
Chapel Lane
B5102 Straight Mile
B5373 Gresford Road
B5373 Rackery Lane
B5102 Llay Road

Lat/Long
lat 53.099945°° lon -2.997925°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 2.8: Right from B5102 Straight Mile to Chapel Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	1	0	0	1	1.50
Hourly Total	0	0	0	0	0	1	0	0	1	1.50
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.38
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	1	0	1	0	0	0	2	2.00
1845 - 1900	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	2	0	2	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	1.00	1.00

Session Total	0	0	8	0	3	1	0	0	12	12.50
Session Average	0.00	0.00	0.17	0.00	0.06	0.02	0.00	0.00	0.25	0.26

Llay, Wrexham
Classified Junction Count

Site 2 of 4
Chapel Lane
B5102 Straight Mile
B5373 Gresford Road
B5373 Rackery Lane
B5102 Llay Road

Lat/Long
lat 53.099945°° lon -2.997925°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 2.9: Left from B5373 Gresford Road to B5373 Rackery Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	1	0	0	0	4	4.00
0715 - 0730	0	0	5	0	2	0	0	0	7	7.00
0730 - 0745	0	0	6	0	1	0	0	0	7	7.00
0745 - 0800	0	0	8	0	0	1	0	0	9	9.50
Hourly Total	0	0	22	0	4	1	0	0	27	27.50
Hourly Average	0.00	0.00	5.50	0.00	1.00	0.25	0.00	0.00	6.75	6.88
0800 - 0815	0	0	11	0	3	0	0	0	14	14.00
0815 - 0830	0	0	13	0	2	0	0	0	15	15.00
0830 - 0845	0	0	18	0	1	0	0	0	19	19.00
0845 - 0900	0	0	23	0	2	1	0	0	26	26.50
Hourly Total	0	0	65	0	8	1	0	0	74	74.50
Hourly Average	0.00	0.00	16.25	0.00	2.00	0.25	0.00	0.00	18.50	18.63
0900 - 0915	0	0	15	0	0	0	0	0	15	15.00
0915 - 0930	0	0	16	0	4	0	0	0	20	20.00
0930 - 0945	0	1	17	0	2	0	0	0	20	19.40
0945 - 1000	0	0	13	0	5	0	0	0	18	18.00
Hourly Total	0	1	61	0	11	0	0	0	73	72.40
Hourly Average	0.00	0.25	15.25	0.00	2.75	0.00	0.00	0.00	18.25	18.10
1000 - 1015	0	0	16	0	1	1	0	0	18	18.50
1015 - 1030	0	0	15	0	3	0	0	0	18	18.00
1030 - 1045	0	0	13	0	1	0	0	0	14	14.00
1045 - 1100	0	0	12	0	2	0	0	0	14	14.00
Hourly Total	0	0	56	0	7	1	0	0	64	64.50
Hourly Average	0.00	0.00	14.00	0.00	1.75	0.25	0.00	0.00	16.00	16.13
1100 - 1115	1	1	19	1	3	0	0	0	25	23.60
1115 - 1130	0	0	7	0	1	0	0	0	8	8.00
1130 - 1145	0	0	12	0	0	0	0	0	12	12.00
1145 - 1200	0	0	19	0	2	0	0	0	21	21.00
Hourly Total	1	1	57	1	6	0	0	0	66	64.60
Hourly Average	0.25	0.25	14.25	0.25	1.50	0.00	0.00	0.00	16.50	16.15
1200 - 1215	0	0	11	0	0	0	0	0	11	11.00
1215 - 1230	2	0	18	1	2	0	0	0	23	21.40
1230 - 1245	0	0	16	3	1	0	0	0	20	20.00
1245 - 1300	0	0	23	0	3	0	0	0	26	26.00
Hourly Total	2	0	68	4	6	0	0	0	80	78.40
Hourly Average	0.50	0.00	17.00	1.00	1.50	0.00	0.00	0.00	20.00	19.60
1300 - 1315	0	0	19	0	2	1	0	0	22	22.50
1315 - 1330	0	0	16	1	2	0	0	0	19	19.00
1330 - 1345	0	0	16	0	3	0	0	0	19	19.00
1345 - 1400	0	1	9	0	2	0	1	0	13	13.70
Hourly Total	0	1	60	1	9	1	1	0	73	74.20
Hourly Average	0.00	0.25	15.00	0.25	2.25	0.25	0.25	0.00	18.25	18.55
1400 - 1415	0	0	16	0	1	0	0	0	17	17.00
1415 - 1430	0	0	21	0	3	0	0	0	24	24.00
1430 - 1445	0	0	17	0	2	0	0	0	19	19.00
1445 - 1500	0	0	21	0	3	0	0	0	24	24.00
Hourly Total	0	0	75	0	9	0	0	0	84	84.00
Hourly Average	0.00	0.00	18.75	0.00	2.25	0.00	0.00	0.00	21.00	21.00
1500 - 1515	0	0	13	0	3	0	0	0	16	16.00
1515 - 1530	1	0	17	0	3	0	0	0	21	20.20
1530 - 1545	0	0	33	1	2	0	0	1	37	38.00
1545 - 1600	0	0	21	0	1	0	0	0	22	22.00
Hourly Total	1	0	84	1	9	0	0	1	96	96.20
Hourly Average	0.25	0.00	21.00	0.25	2.25	0.00	0.00	0.25	24.00	24.05
1600 - 1615	0	0	19	0	2	0	0	0	21	21.00
1615 - 1630	0	0	16	0	3	0	0	0	19	19.00
1630 - 1645	0	0	17	0	3	0	0	0	20	20.00
1645 - 1700	0	0	24	0	3	0	0	0	27	27.00
Hourly Total	0	0	76	0	11	0	0	0	87	87.00
Hourly Average	0.00	0.00	19.00	0.00	2.75	0.00	0.00	0.00	21.75	21.75
1700 - 1715	0	0	17	0	2	0	0	0	19	19.00
1715 - 1730	0	0	25	0	3	0	0	0	28	28.00
1730 - 1745	0	0	28	0	2	0	0	0	30	30.00
1745 - 1800	0	0	31	0	2	0	0	0	33	33.00
Hourly Total	0	0	101	0	9	0	0	0	110	110.00
Hourly Average	0.00	0.00	25.25	0.00	2.25	0.00	0.00	0.00	27.50	27.50
1800 - 1815	0	0	23	0	3	0	0	0	26	26.00
1815 - 1830	0	0	25	0	1	0	0	0	26	26.00
1830 - 1845	0	0	14	0	1	0	0	0	15	15.00
1845 - 1900	0	0	18	0	0	0	0	0	18	18.00
Hourly Total	0	0	80	0	5	0	0	0	85	85.00
Hourly Average	0.00	0.00	20.00	0.00	1.25	0.00	0.00	0.00	21.25	21.25

Session Total	4	3	805	7	94	4	1	1	919	918.30
Session Average	0.08	0.06	16.77	0.15	1.96	0.08	0.02	0.02	19.15	19.13

Llay, Wrexham
Classified Junction Count

Site 2 of 4
Chapel Lane
B5102 Straight Mile
B5373 Gresford Road
B5373 Rackery Lane
B5102 Llay Road

Lat/Long
lat 53.099945°° lon -2.997925°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 2.10: Northbound from B5373 Gresford Road to B5102 Llay Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	11	0	3	0	0	0	14	14.00
0715 - 0730	0	0	18	0	4	0	0	0	22	22.00
0730 - 0745	0	1	31	0	3	0	0	0	35	34.40
0745 - 0800	0	0	32	0	6	0	2	0	40	42.60
Hourly Total	0	1	92	0	16	0	2	0	111	113.00
Hourly Average	0.00	0.25	23.00	0.00	4.00	0.00	0.50	0.00	27.75	28.25
0800 - 0815	0	0	36	0	4	0	0	0	40	40.00
0815 - 0830	0	0	33	0	5	0	0	0	38	38.00
0830 - 0845	0	0	26	0	4	0	0	1	31	32.00
0845 - 0900	0	0	19	0	4	0	0	0	23	23.00
Hourly Total	0	0	114	0	17	0	0	1	132	133.00
Hourly Average	0.00	0.00	28.50	0.00	4.25	0.00	0.00	0.25	33.00	33.25
0900 - 0915	0	0	20	0	4	0	0	0	24	24.00
0915 - 0930	0	0	12	0	1	0	0	0	13	13.00
0930 - 0945	0	0	15	1	4	1	0	0	21	21.50
0945 - 1000	0	0	6	0	0	1	0	0	7	7.50
Hourly Total	0	0	53	1	9	2	0	0	65	66.00
Hourly Average	0.00	0.00	13.25	0.25	2.25	0.50	0.00	0.00	16.25	16.50
1000 - 1015	0	1	10	0	3	0	0	0	14	13.40
1015 - 1030	0	0	21	0	5	0	0	0	26	26.00
1030 - 1045	0	1	15	0	2	0	0	0	18	17.40
1045 - 1100	0	0	11	0	3	0	0	0	14	14.00
Hourly Total	0	2	57	0	13	0	0	0	72	70.80
Hourly Average	0.00	0.50	14.25	0.00	3.25	0.00	0.00	0.00	18.00	17.70
1100 - 1115	0	0	13	0	1	0	3	0	17	20.90
1115 - 1130	0	0	13	0	2	0	0	0	15	15.00
1130 - 1145	0	0	15	0	2	0	0	0	17	17.00
1145 - 1200	0	0	11	0	4	0	1	0	16	17.30
Hourly Total	0	0	52	0	9	0	4	0	65	70.20
Hourly Average	0.00	0.00	13.00	0.00	2.25	0.00	1.00	0.00	16.25	17.55
1200 - 1215	0	0	11	0	3	0	0	0	14	14.00
1215 - 1230	0	0	17	0	1	0	0	0	18	18.00
1230 - 1245	0	0	17	0	2	0	1	0	20	21.30
1245 - 1300	0	0	11	0	2	0	0	0	13	13.00
Hourly Total	0	0	56	0	8	0	1	0	65	66.30
Hourly Average	0.00	0.00	14.00	0.00	2.00	0.00	0.25	0.00	16.25	16.58
1300 - 1315	0	0	19	0	5	0	0	0	24	24.00
1315 - 1330	0	0	16	0	4	0	0	0	20	20.00
1330 - 1345	0	0	15	0	4	0	0	0	19	19.00
1345 - 1400	0	0	14	0	3	1	0	0	18	18.50
Hourly Total	0	0	64	0	16	1	0	0	81	81.50
Hourly Average	0.00	0.00	16.00	0.00	4.00	0.25	0.00	0.00	20.25	20.38
1400 - 1415	0	0	15	0	0	0	0	0	15	15.00
1415 - 1430	0	0	7	0	0	0	0	0	7	7.00
1430 - 1445	0	0	12	0	2	0	0	0	14	14.00
1445 - 1500	0	0	13	0	3	0	0	0	16	16.00
Hourly Total	0	0	47	0	5	0	0	0	52	52.00
Hourly Average	0.00	0.00	11.75	0.00	1.25	0.00	0.00	0.00	13.00	13.00
1500 - 1515	0	0	22	0	1	0	0	0	23	23.00
1515 - 1530	0	0	10	0	6	0	0	0	16	16.00
1530 - 1545	0	0	17	0	3	0	0	0	20	20.00
1545 - 1600	0	0	12	0	3	0	0	0	15	15.00
Hourly Total	0	0	61	0	13	0	0	0	74	74.00
Hourly Average	0.00	0.00	15.25	0.00	3.25	0.00	0.00	0.00	18.50	18.50
1600 - 1615	0	0	19	0	3	1	0	0	23	23.50
1615 - 1630	0	0	34	0	6	0	0	0	40	40.00
1630 - 1645	0	0	35	0	2	0	0	0	37	37.00
1645 - 1700	0	0	29	0	4	0	0	0	33	33.00
Hourly Total	0	0	117	0	15	1	0	0	133	133.50
Hourly Average	0.00	0.00	29.25	0.00	3.75	0.25	0.00	0.00	33.25	33.38
1700 - 1715	0	0	34	0	2	0	0	0	36	36.00
1715 - 1730	0	0	37	0	2	0	0	0	39	39.00
1730 - 1745	0	0	34	0	3	0	0	0	37	37.00
1745 - 1800	0	0	23	0	0	0	0	0	23	23.00
Hourly Total	0	0	128	0	7	0	0	0	135	135.00
Hourly Average	0.00	0.00	32.00	0.00	1.75	0.00	0.00	0.00	33.75	33.75
1800 - 1815	0	0	20	0	1	0	0	0	21	21.00
1815 - 1830	0	0	20	0	5	0	0	0	25	25.00
1830 - 1845	0	0	18	0	2	0	0	0	20	20.00
1845 - 1900	0	0	13	0	3	0	0	0	16	16.00
Hourly Total	0	0	71	0	11	0	0	0	82	82.00
Hourly Average	0.00	0.00	17.75	0.00	2.75	0.00	0.00	0.00	20.50	20.50

Session Total	0	3	912	1	139	4	7	1	1067	1077.30
Session Average	0.00	0.06	19.00	0.02	2.90	0.08	0.15	0.02	22.23	22.44

Llay, Wrexham
Classified Junction Count

Site 2 of 4
Chapel Lane
B5102 Straight Mile
B5373 Gresford Road
B5373 Rackery Lane
B5102 Llay Road

Lat/Long
lat 53.099945°° lon -2.997925°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 2.11: Right from B5373 Gresford Road to Chapel Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	1	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	1	0	1	0	0	0	2	2.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	1	0	0	1	0	0	2	2.50
Hourly Total	0	0	2	0	1	1	0	0	4	4.50
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.25	0.00	0.00	1.00	1.13
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	1	0	0	0	0	0	1	1.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	1	0	1	0	0	0	2	2.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	1	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00

Session Total	0	0	14	0	4	1	0	0	19	19.50
Session Average	0.00	0.00	0.29	0.00	0.08	0.02	0.00	0.00	0.40	0.41

Llay, Wrexham
Classified Junction Count

Site 2 of 4
Chapel Lane
B5102 Straight Mile
B5373 Gresford Road
B5373 Rackery Lane
B5102 Llay Road

Lat/Long
lat 53.099945°° lon -2.997925°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 2.12: Right from B5373 Gresford Road to B5102 Straight Mile								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	1	0	0	0	2	2.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	5	0	0	0	0	0	5	5.00
0745 - 0800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	12	0	1	0	0	0	13	13.00
Hourly Average	0.00	0.00	3.00	0.00	0.25	0.00	0.00	0.00	3.25	3.25
0800 - 0815	0	0	6	0	1	0	0	0	7	7.00
0815 - 0830	0	0	3	1	0	0	0	0	4	4.00
0830 - 0845	0	0	6	0	0	0	0	0	6	6.00
0845 - 0900	0	0	6	0	1	0	1	0	8	9.30
Hourly Total	0	0	21	1	2	0	1	0	25	26.30
Hourly Average	0.00	0.00	5.25	0.25	0.50	0.00	0.25	0.00	6.25	6.58
0900 - 0915	0	0	6	0	2	0	0	0	8	8.00
0915 - 0930	0	0	6	0	0	0	0	0	6	6.00
0930 - 0945	0	0	5	0	2	1	0	0	8	8.50
0945 - 1000	0	0	3	0	2	0	1	0	6	7.30
Hourly Total	0	0	20	0	6	1	1	0	28	29.80
Hourly Average	0.00	0.00	5.00	0.00	1.50	0.25	0.25	0.00	7.00	7.45
1000 - 1015	0	0	6	0	0	0	0	0	6	6.00
1015 - 1030	0	0	6	0	0	0	0	0	6	6.00
1030 - 1045	0	0	6	0	1	0	0	0	7	7.00
1045 - 1100	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	24	0	1	0	0	0	25	25.00
Hourly Average	0.00	0.00	6.00	0.00	0.25	0.00	0.00	0.00	6.25	6.25
1100 - 1115	0	0	6	0	2	1	0	0	9	9.50
1115 - 1130	0	0	5	0	0	0	0	0	5	5.00
1130 - 1145	0	0	7	0	1	0	0	0	8	8.00
1145 - 1200	0	1	4	0	1	0	0	0	6	5.40
Hourly Total	0	1	22	0	4	1	0	0	28	27.90
Hourly Average	0.00	0.25	5.50	0.00	1.00	0.25	0.00	0.00	7.00	6.98
1200 - 1215	0	0	9	0	1	0	1	0	11	12.30
1215 - 1230	0	0	4	1	1	0	0	0	6	6.00
1230 - 1245	0	0	2	0	0	1	0	0	3	3.50
1245 - 1300	0	0	5	0	4	0	0	0	9	9.00
Hourly Total	0	0	20	1	6	1	1	0	29	30.80
Hourly Average	0.00	0.00	5.00	0.25	1.50	0.25	0.25	0.00	7.25	7.70
1300 - 1315	0	0	4	0	1	0	0	0	5	5.00
1315 - 1330	0	0	3	2	2	0	0	0	7	7.00
1330 - 1345	0	0	6	0	0	0	0	0	6	6.00
1345 - 1400	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	23	2	3	0	0	0	28	28.00
Hourly Average	0.00	0.00	5.75	0.50	0.75	0.00	0.00	0.00	7.00	7.00
1400 - 1415	0	0	9	0	0	0	0	0	9	9.00
1415 - 1430	0	0	6	0	1	0	0	0	7	7.00
1430 - 1445	0	0	7	0	1	0	0	0	8	8.00
1445 - 1500	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	0	0	32	0	3	0	0	0	35	35.00
Hourly Average	0.00	0.00	8.00	0.00	0.75	0.00	0.00	0.00	8.75	8.75
1500 - 1515	0	0	6	0	0	0	0	0	6	6.00
1515 - 1530	0	0	8	0	3	0	0	0	11	11.00
1530 - 1545	0	0	13	0	1	0	0	0	14	14.00
1545 - 1600	0	0	4	0	2	2	0	0	8	9.00
Hourly Total	0	0	31	0	6	2	0	0	39	40.00
Hourly Average	0.00	0.00	7.75	0.00	1.50	0.50	0.00	0.00	9.75	10.00
1600 - 1615	0	0	7	0	1	0	0	0	8	8.00
1615 - 1630	0	0	6	0	1	0	0	0	7	7.00
1630 - 1645	0	0	4	0	1	0	0	0	5	5.00
1645 - 1700	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	0	0	29	0	4	0	0	0	33	33.00
Hourly Average	0.00	0.00	7.25	0.00	1.00	0.00	0.00	0.00	8.25	8.25
1700 - 1715	0	0	4	0	1	0	0	0	5	5.00
1715 - 1730	0	0	6	0	0	0	0	0	6	6.00
1730 - 1745	0	0	5	0	0	0	0	0	5	5.00
1745 - 1800	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	20	0	2	0	0	0	22	22.00
Hourly Average	0.00	0.00	5.00	0.00	0.50	0.00	0.00	0.00	5.50	5.50
1800 - 1815	0	0	12	0	1	0	0	0	13	13.00
1815 - 1830	0	0	6	0	1	0	0	0	7	7.00
1830 - 1845	0	0	3	0	0	0	0	0	3	3.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	22	0	2	0	0	0	24	24.00
Hourly Average	0.00	0.00	5.50	0.00	0.50	0.00	0.00	0.00	6.00	6.00

Session Total	0	1	276	4	40	5	3	0	329	334.80
Session Average	0.00	0.02	5.75	0.08	0.83	0.10	0.06	0.00	6.85	6.98

Llay, Wrexham
Classified Junction Count

Site 2 of 4
Chapel Lane
B5102 Straight Mile
B5373 Gresford Road
B5373 Rackery Lane
B5102 Llay Road

Lat/Long
lat 53.099945°° lon -2.997925°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 2.13: Left from B5373 Rackery Lane to B5102 Llay Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	33	0	8	0	2	0	43	45.60
0715 - 0730	0	1	57	0	10	0	2	0	70	72.00
0730 - 0745	0	2	90	0	18	0	1	1	112	113.10
0745 - 0800	0	2	79	1	16	0	1	0	99	99.10
Hourly Total	0	5	259	1	52	0	6	1	324	329.80
Hourly Average	0.00	1.25	64.75	0.25	13.00	0.00	1.50	0.25	81.00	82.45
0800 - 0815	0	0	56	0	11	0	0	1	68	69.00
0815 - 0830	0	0	51	1	13	1	0	0	66	66.50
0830 - 0845	0	0	59	0	9	0	0	2	70	72.00
0845 - 0900	0	0	53	0	11	2	2	1	69	73.60
Hourly Total	0	0	219	1	44	3	2	4	273	281.10
Hourly Average	0.00	0.00	54.75	0.25	11.00	0.75	0.50	1.00	68.25	70.28
0900 - 0915	0	0	36	0	7	3	1	0	47	49.80
0915 - 0930	0	0	34	2	9	3	2	0	50	54.10
0930 - 0945	0	0	30	0	10	1	0	0	41	41.50
0945 - 1000	0	0	23	0	13	1	1	0	38	39.80
Hourly Total	0	0	123	2	39	8	4	0	176	185.20
Hourly Average	0.00	0.00	30.75	0.50	9.75	2.00	1.00	0.00	44.00	46.30
1000 - 1015	0	0	28	0	7	1	2	0	38	41.10
1015 - 1030	0	2	26	0	10	1	1	0	40	40.60
1030 - 1045	0	1	15	0	7	0	1	0	24	24.70
1045 - 1100	0	0	23	0	6	2	1	0	32	34.30
Hourly Total	0	3	92	0	30	4	5	0	134	140.70
Hourly Average	0.00	0.75	23.00	0.00	7.50	1.00	1.25	0.00	33.50	35.18
1100 - 1115	0	0	25	0	3	4	1	0	33	36.30
1115 - 1130	0	4	18	0	7	1	0	0	30	28.10
1130 - 1145	0	0	18	1	8	1	0	0	28	28.50
1145 - 1200	0	0	24	0	6	0	2	0	32	34.60
Hourly Total	0	4	85	1	24	6	3	0	123	127.50
Hourly Average	0.00	1.00	21.25	0.25	6.00	1.50	0.75	0.00	30.75	31.88
1200 - 1215	0	0	23	0	4	0	0	0	27	27.00
1215 - 1230	0	1	27	0	9	1	3	0	41	44.80
1230 - 1245	0	0	25	0	11	0	1	0	37	38.30
1245 - 1300	0	0	41	0	7	2	0	0	50	51.00
Hourly Total	0	1	116	0	31	3	4	0	155	161.10
Hourly Average	0.00	0.25	29.00	0.00	7.75	0.75	1.00	0.00	38.75	40.28
1300 - 1315	0	1	38	0	8	3	1	0	51	53.20
1315 - 1330	0	0	33	0	5	0	1	0	39	40.30
1330 - 1345	0	1	28	0	5	4	1	0	39	41.70
1345 - 1400	0	0	29	0	7	1	2	0	39	42.10
Hourly Total	0	2	128	0	25	8	5	0	168	177.30
Hourly Average	0.00	0.50	32.00	0.00	6.25	2.00	1.25	0.00	42.00	44.33
1400 - 1415	0	1	25	0	8	1	1	0	36	37.20
1415 - 1430	0	0	22	0	12	0	0	0	34	34.00
1430 - 1445	0	1	27	0	8	0	4	0	40	44.60
1445 - 1500	0	0	33	0	5	1	1	0	40	41.80
Hourly Total	0	2	107	0	33	2	6	0	150	157.60
Hourly Average	0.00	0.50	26.75	0.00	8.25	0.50	1.50	0.00	37.50	39.40
1500 - 1515	0	0	43	0	6	3	2	0	54	58.10
1515 - 1530	0	1	44	0	8	0	2	0	55	57.00
1530 - 1545	0	0	31	1	4	0	1	0	37	38.30
1545 - 1600	0	0	27	1	11	1	1	0	41	42.80
Hourly Total	0	1	145	2	29	4	6	0	187	196.20
Hourly Average	0.00	0.25	36.25	0.50	7.25	1.00	1.50	0.00	46.75	49.05
1600 - 1615	0	0	23	1	9	1	2	0	36	39.10
1615 - 1630	0	1	51	0	13	1	0	0	66	65.90
1630 - 1645	0	0	41	0	12	0	0	0	53	53.00
1645 - 1700	0	1	53	1	11	2	1	0	69	70.70
Hourly Total	0	2	168	2	45	4	3	0	224	228.70
Hourly Average	0.00	0.50	42.00	0.50	11.25	1.00	0.75	0.00	56.00	57.18
1700 - 1715	0	0	52	0	10	0	1	0	63	64.30
1715 - 1730	0	0	46	1	4	0	0	1	52	53.00
1730 - 1745	0	0	44	0	4	0	0	0	48	48.00
1745 - 1800	0	1	28	0	7	1	0	0	37	36.90
Hourly Total	0	1	170	1	25	1	1	1	200	202.20
Hourly Average	0.00	0.25	42.50	0.25	6.25	0.25	0.25	0.25	50.00	50.55
1800 - 1815	0	0	28	0	4	0	0	0	32	32.00
1815 - 1830	0	1	54	1	2	0	0	0	58	57.40
1830 - 1845	0	0	32	0	3	0	1	0	36	37.30
1845 - 1900	0	0	31	0	0	0	0	0	31	31.00
Hourly Total	0	1	145	1	9	0	1	0	157	157.70
Hourly Average	0.00	0.25	36.25	0.25	2.25	0.00	0.25	0.00	39.25	39.43

Session Total	0	22	1757	11	386	43	46	6	2271	2345.10
Session Average	0.00	0.46	36.60	0.23	8.04	0.90	0.96	0.13	47.31	48.86

Llay, Wrexham
Classified Junction Count

Site 2 of 4
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B5102 Straight Mile
B5373 Gresford Road
B5373 Rackery Lane
B5102 Llay Road

Lat/Long
lat 53.099945°° lon -2.997925°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 2.14: Left from B5373 Rackery Lane to Chapel Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	1	0	0	0	0	0	0	0	1	0.20
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	1	0	2	0	0	0	0	0	3	2.20
Hourly Average	0.25	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.75	0.55
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	2	0	0	0	0	0	2	2.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
0900 - 0915	0	0	4	0	0	0	0	0	4	4.00
0915 - 0930	0	0	1	0	1	0	0	0	2	2.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
1000 - 1015	0	0	1	0	0	0	0	0	1	1.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	1	0	0	0	0	0	0	0	1	0.20
1045 - 1100	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	1	0	2	0	0	0	0	0	3	2.20
Hourly Average	0.25	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.75	0.55
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	1	0	0	1	0	0	2	2.50
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	1	0	0	2	2.50
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.50	0.63
1200 - 1215	0	0	0	1	1	0	0	0	2	2.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	1	0	0	1	0	0	2	2.50
1245 - 1300	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	1	2	1	0	0	5	5.50
Hourly Average	0.00	0.00	0.25	0.25	0.50	0.25	0.00	0.00	1.25	1.38
1300 - 1315	0	0	2	0	0	0	0	0	2	2.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	1	0	0	0	1	1.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	2	0	0	0	0	0	2	2.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	4	0	0	0	0	0	4	4.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	6	0	0	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.50	0.00	0.00	0.00	0.00	0.00	1.50	1.50
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00

Session Total	2	0	34	1	5	2	0	0	44	43.40
Session Average	0.04	0.00	0.71	0.02	0.10	0.04	0.00	0.00	0.92	0.90

Llay, Wrexham
Classified Junction Count

Site 2 of 4
Chapel Lane
B5102 Straight Mile
B5373 Gresford Road
B5373 Rackery Lane
B5102 Llay Road

Lat/Long
lat 53.099945°° lon -2.997925°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 2.15: Eastbound from B5373 Rackery Lane to B5102 Straight Mile								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	17	0	2	0	2	0	21	23.60
0715 - 0730	0	0	26	0	6	0	0	0	32	32.00
0730 - 0745	0	0	27	0	4	1	0	0	32	32.50
0745 - 0800	0	0	26	0	2	0	0	0	28	28.00
Hourly Total	0	0	96	0	14	1	2	0	113	116.10
Hourly Average	0.00	0.00	24.00	0.00	3.50	0.25	0.50	0.00	28.25	29.03
0800 - 0815	0	0	26	0	1	0	0	0	27	27.00
0815 - 0830	0	0	31	0	5	0	0	2	38	40.00
0830 - 0845	0	0	25	1	5	0	0	1	32	33.00
0845 - 0900	0	1	18	0	5	0	1	0	25	25.70
Hourly Total	0	1	100	1	16	0	1	3	122	125.70
Hourly Average	0.00	0.25	25.00	0.25	4.00	0.00	0.25	0.75	30.50	31.43
0900 - 0915	0	0	16	0	4	1	0	0	21	21.50
0915 - 0930	0	0	19	0	4	0	2	0	25	27.60
0930 - 0945	0	0	14	1	7	2	0	0	24	25.00
0945 - 1000	0	0	21	0	5	1	1	0	28	29.80
Hourly Total	0	0	70	1	20	4	3	0	98	103.90
Hourly Average	0.00	0.00	17.50	0.25	5.00	1.00	0.75	0.00	24.50	25.98
1000 - 1015	0	0	13	0	2	1	2	0	18	21.10
1015 - 1030	0	0	23	1	2	0	1	0	27	28.30
1030 - 1045	0	0	14	0	1	1	0	0	16	16.50
1045 - 1100	0	0	13	0	5	0	1	0	19	20.30
Hourly Total	0	0	63	1	10	2	4	0	80	86.20
Hourly Average	0.00	0.00	15.75	0.25	2.50	0.50	1.00	0.00	20.00	21.55
1100 - 1115	0	0	11	1	7	0	1	0	20	21.30
1115 - 1130	0	2	19	1	2	0	1	0	25	25.10
1130 - 1145	0	0	15	1	5	1	0	0	22	22.50
1145 - 1200	0	0	16	2	6	0	0	0	24	24.00
Hourly Total	0	2	61	5	20	1	2	0	91	92.90
Hourly Average	0.00	0.50	15.25	1.25	5.00	0.25	0.50	0.00	22.75	23.23
1200 - 1215	0	0	14	0	3	0	1	0	18	19.30
1215 - 1230	0	0	8	0	3	0	0	0	11	11.00
1230 - 1245	0	0	22	0	5	0	1	0	28	29.30
1245 - 1300	0	0	11	0	4	1	1	0	17	18.80
Hourly Total	0	0	55	0	15	1	3	0	74	78.40
Hourly Average	0.00	0.00	13.75	0.00	3.75	0.25	0.75	0.00	18.50	19.60
1300 - 1315	0	0	12	0	8	0	0	0	20	20.00
1315 - 1330	0	0	15	0	4	0	0	0	19	19.00
1330 - 1345	0	0	13	0	1	1	0	0	15	15.50
1345 - 1400	1	0	19	0	3	1	1	0	25	26.00
Hourly Total	1	0	59	0	16	2	1	0	79	80.50
Hourly Average	0.25	0.00	14.75	0.00	4.00	0.50	0.25	0.00	19.75	20.13
1400 - 1415	0	0	15	0	0	1	1	0	17	18.80
1415 - 1430	0	2	19	0	0	2	3	0	26	29.70
1430 - 1445	0	0	17	0	4	0	3	0	24	27.90
1445 - 1500	0	0	22	1	3	2	1	0	29	31.30
Hourly Total	0	2	73	1	7	5	8	0	96	107.70
Hourly Average	0.00	0.50	18.25	0.25	1.75	1.25	2.00	0.00	24.00	26.93
1500 - 1515	0	0	12	0	10	1	0	0	23	23.50
1515 - 1530	0	0	22	0	0	0	1	0	23	24.30
1530 - 1545	0	0	26	1	4	0	1	1	33	35.30
1545 - 1600	1	0	19	1	4	0	1	0	26	26.50
Hourly Total	1	0	79	2	18	1	3	1	105	109.60
Hourly Average	0.25	0.00	19.75	0.50	4.50	0.25	0.75	0.25	26.25	27.40
1600 - 1615	0	1	22	0	5	0	0	0	28	27.40
1615 - 1630	0	1	17	0	4	0	0	1	23	23.40
1630 - 1645	0	0	11	0	3	0	0	0	14	14.00
1645 - 1700	0	0	19	0	3	1	0	0	23	23.50
Hourly Total	0	2	69	0	15	1	0	1	88	88.30
Hourly Average	0.00	0.50	17.25	0.00	3.75	0.25	0.00	0.25	22.00	22.08
1700 - 1715	0	0	26	0	6	0	0	0	32	32.00
1715 - 1730	0	1	20	0	2	1	0	0	24	23.90
1730 - 1745	0	0	25	0	4	0	0	0	29	29.00
1745 - 1800	0	0	15	0	4	0	0	0	19	19.00
Hourly Total	0	1	86	0	16	1	0	0	104	103.90
Hourly Average	0.00	0.25	21.50	0.00	4.00	0.25	0.00	0.00	26.00	25.98
1800 - 1815	0	0	15	0	2	0	0	0	17	17.00
1815 - 1830	0	0	14	0	3	0	0	0	17	17.00
1830 - 1845	0	1	9	0	2	0	0	0	12	11.40
1845 - 1900	0	1	13	0	1	0	0	0	15	14.40
Hourly Total	0	2	51	0	8	0	0	0	61	59.80
Hourly Average	0.00	0.50	12.75	0.00	2.00	0.00	0.00	0.00	15.25	14.95

Session Total	2	10	862	11	175	19	27	5	1111	1153.00
Session Average	0.04	0.21	17.96	0.23	3.65	0.40	0.56	0.10	23.15	24.02

Llay, Wrexham
Classified Junction Count

Site 2 of 4
Chapel Lane
B5102 Straight Mile
B5373 Gresford Road
B5373 Rackery Lane
B5102 Llay Road

Lat/Long
lat 53.099945°° lon -2.997925°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 2.16: Right from B5373 Rackery Lane to B5373 Gresford Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	0	0	3	3.00
0715 - 0730	0	0	0	0	1	0	0	0	1	1.00
0730 - 0745	0	0	5	0	1	0	0	0	6	6.00
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	10	0	2	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.50	0.00	0.50	0.00	0.00	0.00	3.00	3.00
0800 - 0815	0	0	10	0	2	0	0	0	12	12.00
0815 - 0830	0	0	9	0	1	0	0	1	11	12.00
0830 - 0845	0	0	9	0	2	0	0	0	11	11.00
0845 - 0900	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	0	37	0	5	0	0	1	43	44.00
Hourly Average	0.00	0.00	9.25	0.00	1.25	0.00	0.00	0.25	10.75	11.00
0900 - 0915	0	0	17	0	0	0	0	0	17	17.00
0915 - 0930	0	0	15	0	3	0	0	0	18	18.00
0930 - 0945	0	0	8	0	1	1	0	0	10	10.50
0945 - 1000	0	0	10	1	1	0	0	0	12	12.00
Hourly Total	0	0	50	1	5	1	0	0	57	57.50
Hourly Average	0.00	0.00	12.50	0.25	1.25	0.25	0.00	0.00	14.25	14.38
1000 - 1015	0	0	10	0	2	0	0	0	12	12.00
1015 - 1030	0	0	15	1	3	0	0	0	19	19.00
1030 - 1045	0	0	17	0	0	0	0	0	17	17.00
1045 - 1100	0	0	8	2	1	0	0	0	11	11.00
Hourly Total	0	0	50	3	6	0	0	0	59	59.00
Hourly Average	0.00	0.00	12.50	0.75	1.50	0.00	0.00	0.00	14.75	14.75
1100 - 1115	0	0	16	0	2	0	0	0	18	18.00
1115 - 1130	0	0	12	0	2	0	0	0	14	14.00
1130 - 1145	0	0	15	0	0	0	0	0	15	15.00
1145 - 1200	0	0	15	0	1	0	0	0	16	16.00
Hourly Total	0	0	58	0	5	0	0	0	63	63.00
Hourly Average	0.00	0.00	14.50	0.00	1.25	0.00	0.00	0.00	15.75	15.75
1200 - 1215	0	0	21	0	2	1	0	0	24	24.50
1215 - 1230	1	0	15	2	5	0	0	0	23	22.20
1230 - 1245	0	1	28	0	1	0	0	0	30	29.40
1245 - 1300	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	1	1	80	2	9	1	0	0	94	93.10
Hourly Average	0.25	0.25	20.00	0.50	2.25	0.25	0.00	0.00	23.50	23.28
1300 - 1315	0	0	14	1	1	0	0	0	16	16.00
1315 - 1330	0	0	15	0	2	0	0	0	17	17.00
1330 - 1345	0	0	22	0	2	0	0	0	24	24.00
1345 - 1400	0	0	15	0	2	1	0	0	18	18.50
Hourly Total	0	0	66	1	7	1	0	0	75	75.50
Hourly Average	0.00	0.00	16.50	0.25	1.75	0.25	0.00	0.00	18.75	18.88
1400 - 1415	0	0	17	0	1	0	0	0	18	18.00
1415 - 1430	0	0	15	0	2	0	0	0	17	17.00
1430 - 1445	0	0	23	0	1	0	0	0	24	24.00
1445 - 1500	0	0	14	1	3	0	0	0	18	18.00
Hourly Total	0	0	69	1	7	0	0	0	77	77.00
Hourly Average	0.00	0.00	17.25	0.25	1.75	0.00	0.00	0.00	19.25	19.25
1500 - 1515	0	0	18	0	2	0	0	0	20	20.00
1515 - 1530	0	0	32	0	2	0	0	0	34	34.00
1530 - 1545	0	0	27	0	0	0	0	0	27	27.00
1545 - 1600	0	0	21	1	2	0	0	0	24	24.00
Hourly Total	0	0	98	1	6	0	0	0	105	105.00
Hourly Average	0.00	0.00	24.50	0.25	1.50	0.00	0.00	0.00	26.25	26.25
1600 - 1615	0	0	21	0	4	0	0	0	25	25.00
1615 - 1630	0	0	17	0	2	0	0	0	19	19.00
1630 - 1645	0	0	12	0	5	0	0	0	17	17.00
1645 - 1700	0	0	31	0	3	0	0	0	34	34.00
Hourly Total	0	0	81	0	14	0	0	0	95	95.00
Hourly Average	0.00	0.00	20.25	0.00	3.50	0.00	0.00	0.00	23.75	23.75
1700 - 1715	0	0	21	0	2	0	0	0	23	23.00
1715 - 1730	0	0	26	0	1	0	0	0	27	27.00
1730 - 1745	0	0	26	0	0	0	0	0	26	26.00
1745 - 1800	0	0	17	0	2	0	0	0	19	19.00
Hourly Total	0	0	90	0	5	0	0	0	95	95.00
Hourly Average	0.00	0.00	22.50	0.00	1.25	0.00	0.00	0.00	23.75	23.75
1800 - 1815	0	0	21	0	0	0	0	0	21	21.00
1815 - 1830	0	0	23	0	2	0	0	0	25	25.00
1830 - 1845	0	0	16	0	1	0	0	0	17	17.00
1845 - 1900	0	0	13	0	2	0	0	0	15	15.00
Hourly Total	0	0	73	0	5	0	0	0	78	78.00
Hourly Average	0.00	0.00	18.25	0.00	1.25	0.00	0.00	0.00	19.50	19.50

Session Total	1	1	762	9	76	3	0	1	853	854.10
Session Average	0.02	0.02	15.88	0.19	1.58	0.06	0.00	0.02	17.77	17.79

Llay, Wrexham
Classified Junction Count

Site 2 of 4
Chapel Lane
B5102 Straight Mile
B5373 Gresford Road
B5373 Rackery Lane
B5102 Llay Road

Lat/Long
lat 53.099945°° lon -2.997925°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 2.17: Left from B5102 Llay Road to Chapel Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	0	0	0	1	0	0	1	1.50
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	1	0	0	2	2.50
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.50	0.63
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	1	0	0	0	0	0	1	1.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	1	0	0	0	0	1	1.00
1145 - 1200	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	1	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.50	0.50
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	1	0	0	0	1	1.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	11	1	4	1	0	0	17	17.50
Session Average	0.00	0.00	0.23	0.02	0.08	0.02	0.00	0.00	0.35	0.36

Llay, Wrexham
Classified Junction Count

Site 2 of 4
Chapel Lane
B5102 Straight Mile
B5373 Gresford Road
B5373 Rackery Lane
B5102 Llay Road

Lat/Long
lat 53.099945°° lon -2.997925°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 2.18: Left from B5102 Llay Road to B5102 Straight Mile								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	11	0	2	1	5	0	19	26.00
0715 - 0730	0	0	10	0	5	0	1	0	16	17.30
0730 - 0745	0	0	29	0	9	0	3	0	41	44.90
0745 - 0800	0	0	22	0	7	0	6	1	36	44.80
Hourly Total	0	0	72	0	23	1	15	1	112	133.00
Hourly Average	0.00	0.00	18.00	0.00	5.75	0.25	3.75	0.25	28.00	33.25
0800 - 0815	0	1	34	0	8	0	7	0	50	58.50
0815 - 0830	0	0	33	1	6	4	1	0	45	48.30
0830 - 0845	0	0	29	0	10	3	3	0	45	50.40
0845 - 0900	0	1	21	0	4	0	2	0	28	30.00
Hourly Total	0	2	117	1	28	7	13	0	168	187.20
Hourly Average	0.00	0.50	29.25	0.25	7.00	1.75	3.25	0.00	42.00	46.80
0900 - 0915	0	0	19	0	7	2	1	0	29	31.30
0915 - 0930	0	0	11	0	5	2	6	0	24	32.80
0930 - 0945	0	0	9	0	5	1	4	0	19	24.70
0945 - 1000	0	0	20	1	6	2	3	0	32	36.90
Hourly Total	0	0	59	1	23	7	14	0	104	125.70
Hourly Average	0.00	0.00	14.75	0.25	5.75	1.75	3.50	0.00	26.00	31.43
1000 - 1015	0	0	9	0	5	4	3	0	21	26.90
1015 - 1030	0	1	7	0	4	0	4	0	16	20.60
1030 - 1045	0	0	11	0	7	3	1	0	22	24.80
1045 - 1100	0	0	8	0	2	1	3	0	14	18.40
Hourly Total	0	1	35	0	18	8	11	0	73	90.70
Hourly Average	0.00	0.25	8.75	0.00	4.50	2.00	2.75	0.00	18.25	22.68
1100 - 1115	2	0	9	0	3	1	2	0	17	18.50
1115 - 1130	0	1	11	0	5	1	4	0	22	27.10
1130 - 1145	0	0	11	0	7	3	5	0	26	34.00
1145 - 1200	0	0	9	0	7	3	4	0	23	29.70
Hourly Total	2	1	40	0	22	8	15	0	88	109.30
Hourly Average	0.50	0.25	10.00	0.00	5.50	2.00	3.75	0.00	22.00	27.33
1200 - 1215	0	0	18	0	5	1	3	0	27	31.40
1215 - 1230	0	0	13	0	3	1	5	0	22	29.00
1230 - 1245	0	0	21	0	1	3	7	0	32	42.60
1245 - 1300	0	0	14	1	5	2	0	0	22	23.00
Hourly Total	0	0	66	1	14	7	15	0	103	126.00
Hourly Average	0.00	0.00	16.50	0.25	3.50	1.75	3.75	0.00	25.75	31.50
1300 - 1315	0	0	17	0	7	1	3	0	28	32.40
1315 - 1330	0	0	14	0	7	1	6	0	28	36.30
1330 - 1345	0	0	8	0	5	1	4	0	18	23.70
1345 - 1400	0	0	18	0	6	4	4	0	32	39.20
Hourly Total	0	0	57	0	25	7	17	0	106	131.60
Hourly Average	0.00	0.00	14.25	0.00	6.25	1.75	4.25	0.00	26.50	32.90
1400 - 1415	0	0	16	1	1	2	4	0	24	30.20
1415 - 1430	0	0	13	0	7	2	1	0	23	25.30
1430 - 1445	0	0	22	0	9	0	2	0	33	35.60
1445 - 1500	0	0	23	0	1	1	2	0	27	30.10
Hourly Total	0	0	74	1	18	5	9	0	107	121.20
Hourly Average	0.00	0.00	18.50	0.25	4.50	1.25	2.25	0.00	26.75	30.30
1500 - 1515	0	0	13	0	1	4	3	0	21	26.90
1515 - 1530	0	0	10	0	5	2	3	0	20	24.90
1530 - 1545	0	0	32	0	4	1	4	0	41	46.70
1545 - 1600	0	0	21	0	5	3	2	0	31	35.10
Hourly Total	0	0	76	0	15	10	12	0	113	133.60
Hourly Average	0.00	0.00	19.00	0.00	3.75	2.50	3.00	0.00	28.25	33.40
1600 - 1615	0	0	40	1	2	1	5	0	49	56.00
1615 - 1630	0	0	36	0	4	0	1	0	41	42.30
1630 - 1645	0	0	51	0	9	0	2	0	62	64.60
1645 - 1700	0	0	36	0	2	0	2	0	40	42.60
Hourly Total	0	0	163	1	17	1	10	0	192	205.50
Hourly Average	0.00	0.00	40.75	0.25	4.25	0.25	2.50	0.00	48.00	51.38
1700 - 1715	0	1	43	1	5	0	0	0	50	49.40
1715 - 1730	0	0	27	0	5	0	2	0	34	36.60
1730 - 1745	0	0	28	0	4	0	1	0	33	34.30
1745 - 1800	0	0	20	0	2	1	2	0	25	28.10
Hourly Total	0	1	118	1	16	1	5	0	142	148.40
Hourly Average	0.00	0.25	29.50	0.25	4.00	0.25	1.25	0.00	35.50	37.10
1800 - 1815	0	0	50	0	3	0	4	0	57	62.20
1815 - 1830	0	0	11	0	1	0	3	0	15	18.90
1830 - 1845	0	0	13	0	3	1	2	0	19	22.10
1845 - 1900	0	0	25	0	1	0	0	0	26	26.00
Hourly Total	0	0	99	0	8	1	9	0	117	129.20
Hourly Average	0.00	0.00	24.75	0.00	2.00	0.25	2.25	0.00	29.25	32.30

Session Total	2	5	976	6	227	63	145	1	1425	1641.40
Session Average	0.04	0.10	20.33	0.13	4.73	1.31	3.02	0.02	29.69	34.20

Llay, Wrexham
Classified Junction Count

Site 2 of 4
Chapel Lane
B5102 Straight Mile
B5373 Gresford Road
B5373 Rackery Lane
B5102 Llay Road

Lat/Long
lat 53.099945°° lon -2.997925°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

	Movement 2.19: Southbound from B5102 Llay Road to B5373 Gresford Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	17	0	4	0	1	0	22	23.30
0715 - 0730	0	0	24	0	5	0	0	0	29	29.00
0730 - 0745	0	0	27	0	4	0	1	0	32	33.30
0745 - 0800	0	0	23	0	3	0	0	0	26	26.00
Hourly Total	0	0	91	0	16	0	2	0	109	111.60
Hourly Average	0.00	0.00	22.75	0.00	4.00	0.00	0.50	0.00	27.25	27.90
0800 - 0815	0	0	34	0	10	0	0	0	44	44.00
0815 - 0830	0	0	30	0	9	0	0	0	39	39.00
0830 - 0845	0	0	22	0	7	0	0	0	29	29.00
0845 - 0900	0	0	16	1	2	0	0	0	19	19.00
Hourly Total	0	0	102	1	28	0	0	0	131	131.00
Hourly Average	0.00	0.00	25.50	0.25	7.00	0.00	0.00	0.00	32.75	32.75
0900 - 0915	0	0	22	0	6	0	0	0	28	28.00
0915 - 0930	0	0	17	0	4	0	0	0	21	21.00
0930 - 0945	0	0	15	0	2	0	0	0	17	17.00
0945 - 1000	0	0	11	0	3	1	0	0	15	15.50
Hourly Total	0	0	65	0	15	1	0	0	81	81.50
Hourly Average	0.00	0.00	16.25	0.00	3.75	0.25	0.00	0.00	20.25	20.38
1000 - 1015	0	0	15	0	2	1	0	0	18	18.50
1015 - 1030	0	0	6	0	2	0	0	0	8	8.00
1030 - 1045	0	1	12	0	4	1	0	0	18	17.90
1045 - 1100	0	0	10	0	1	1	1	0	13	14.80
Hourly Total	0	1	43	0	9	3	1	0	57	59.20
Hourly Average	0.00	0.25	10.75	0.00	2.25	0.75	0.25	0.00	14.25	14.80
1100 - 1115	0	0	7	1	3	0	0	0	11	11.00
1115 - 1130	0	0	10	0	2	0	0	0	12	12.00
1130 - 1145	0	2	11	0	3	1	0	0	17	16.30
1145 - 1200	0	0	10	0	6	0	0	0	16	16.00
Hourly Total	0	2	38	1	14	1	0	0	56	55.30
Hourly Average	0.00	0.50	9.50	0.25	3.50	0.25	0.00	0.00	14.00	13.83
1200 - 1215	0	2	19	0	0	0	0	0	21	19.80
1215 - 1230	0	0	18	0	4	0	1	0	23	24.30
1230 - 1245	0	0	18	0	7	0	0	0	25	25.00
1245 - 1300	0	0	19	0	8	0	0	0	27	27.00
Hourly Total	0	2	74	0	19	0	1	0	96	96.10
Hourly Average	0.00	0.50	18.50	0.00	4.75	0.00	0.25	0.00	24.00	24.03
1300 - 1315	0	0	13	0	5	0	0	0	18	18.00
1315 - 1330	0	0	18	1	5	1	0	0	25	25.50
1330 - 1345	0	1	18	0	1	1	0	0	21	20.90
1345 - 1400	0	0	21	0	2	0	0	0	23	23.00
Hourly Total	0	1	70	1	13	2	0	0	87	87.40
Hourly Average	0.00	0.25	17.50	0.25	3.25	0.50	0.00	0.00	21.75	21.85
1400 - 1415	0	0	12	0	3	0	0	0	15	15.00
1415 - 1430	0	0	16	0	4	0	0	0	20	20.00
1430 - 1445	0	0	17	0	3	0	1	0	21	22.30
1445 - 1500	0	0	20	0	3	0	0	0	23	23.00
Hourly Total	0	0	65	0	13	0	1	0	79	80.30
Hourly Average	0.00	0.00	16.25	0.00	3.25	0.00	0.25	0.00	19.75	20.08
1500 - 1515	0	0	18	1	3	0	0	0	22	22.00
1515 - 1530	0	0	21	0	4	0	0	1	26	27.00
1530 - 1545	0	0	23	0	1	0	0	0	24	24.00
1545 - 1600	0	0	17	0	2	0	0	0	19	19.00
Hourly Total	0	0	79	1	10	0	0	1	91	92.00
Hourly Average	0.00	0.00	19.75	0.25	2.50	0.00	0.00	0.25	22.75	23.00
1600 - 1615	1	0	14	0	4	0	0	0	19	18.20
1615 - 1630	0	0	26	0	6	0	0	0	32	32.00
1630 - 1645	0	0	32	0	0	1	0	0	33	33.50
1645 - 1700	0	1	33	0	4	0	0	0	38	37.40
Hourly Total	1	1	105	0	14	1	0	0	122	121.10
Hourly Average	0.25	0.25	26.25	0.00	3.50	0.25	0.00	0.00	30.50	30.28
1700 - 1715	0	0	36	0	4	0	0	0	40	40.00
1715 - 1730	0	0	33	0	2	0	0	0	35	35.00
1730 - 1745	0	0	30	0	5	0	0	0	35	35.00
1745 - 1800	0	0	24	0	3	0	0	0	27	27.00
Hourly Total	0	0	123	0	14	0	0	0	137	137.00
Hourly Average	0.00	0.00	30.75	0.00	3.50	0.00	0.00	0.00	34.25	34.25
1800 - 1815	0	0	27	0	0	0	0	0	27	27.00
1815 - 1830	0	0	24	0	1	0	0	0	25	25.00
1830 - 1845	0	0	19	0	3	0	0	0	22	22.00
1845 - 1900	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	0	0	81	0	4	0	0	0	85	85.00
Hourly Average	0.00	0.00	20.25	0.00	1.00	0.00	0.00	0.00	21.25	21.25

Session Total	1	7	936	4	169	8	5	1	1131	1137.50
Session Average	0.02	0.15	19.50	0.08	3.52	0.17	0.10	0.02	23.56	23.70

Llay, Wrexham
Classified Junction Count

Site 2 of 4
Chapel Lane
B5102 Straight Mile
B5373 Gresford Road
B5373 Rackery Lane
B5102 Llay Road

Lat/Long
lat 53.099945°° lon -2.997925°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

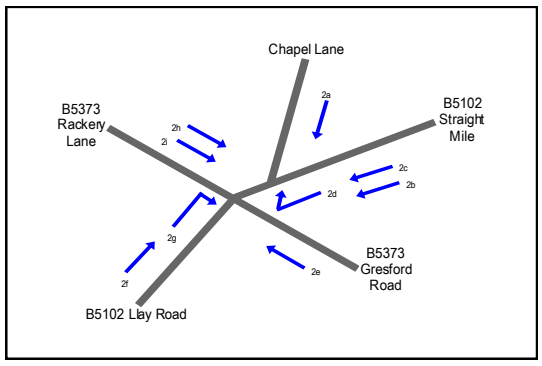
0700 - 1900 (Wednesday 12H Session)

	Movement 2.20: Right from B5102 Llay Road to B5373 Rackery Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	27	0	4	0	4	0	35	40.20
0715 - 0730	0	0	21	0	8	1	1	0	31	32.80
0730 - 0745	0	1	40	0	2	0	2	0	45	47.00
0745 - 0800	0	0	35	0	6	0	4	0	45	50.20
Hourly Total	0	1	123	0	20	1	11	0	156	170.20
Hourly Average	0.00	0.25	30.75	0.00	5.00	0.25	2.75	0.00	39.00	42.55
0800 - 0815	0	0	53	0	12	2	1	0	68	70.30
0815 - 0830	0	0	56	0	16	1	2	1	76	80.10
0830 - 0845	0	0	75	0	11	0	0	0	86	86.00
0845 - 0900	0	0	49	0	11	1	0	0	61	61.50
Hourly Total	0	0	233	0	50	4	3	1	291	297.90
Hourly Average	0.00	0.00	58.25	0.00	12.50	1.00	0.75	0.25	72.75	74.48
0900 - 0915	0	0	26	0	12	4	4	0	46	53.20
0915 - 0930	0	1	16	0	20	1	0	0	38	37.90
0930 - 0945	0	1	16	0	10	0	1	0	28	28.70
0945 - 1000	0	0	15	1	5	2	0	0	23	24.00
Hourly Total	0	2	73	1	47	7	5	0	135	143.80
Hourly Average	0.00	0.50	18.25	0.25	11.75	1.75	1.25	0.00	33.75	35.95
1000 - 1015	0	1	23	2	6	0	0	0	32	31.40
1015 - 1030	0	0	21	0	4	1	0	0	26	26.50
1030 - 1045	0	0	22	1	5	3	1	0	32	34.80
1045 - 1100	0	0	22	1	9	2	1	0	35	37.30
Hourly Total	0	1	88	4	24	6	2	0	125	130.00
Hourly Average	0.00	0.25	22.00	1.00	6.00	1.50	0.50	0.00	31.25	32.50
1100 - 1115	0	0	18	0	9	1	0	0	28	28.50
1115 - 1130	0	2	17	0	4	0	2	0	25	26.40
1130 - 1145	0	0	23	0	4	1	0	0	28	28.50
1145 - 1200	0	0	18	0	10	1	3	0	32	36.40
Hourly Total	0	2	76	0	27	3	5	0	113	119.80
Hourly Average	0.00	0.50	19.00	0.00	6.75	0.75	1.25	0.00	28.25	29.95
1200 - 1215	0	0	27	0	8	1	0	0	36	36.50
1215 - 1230	0	0	26	0	8	1	1	0	36	37.80
1230 - 1245	0	1	36	0	5	0	1	0	43	43.70
1245 - 1300	0	0	27	0	14	1	2	0	44	47.10
Hourly Total	0	1	116	0	35	3	4	0	159	165.10
Hourly Average	0.00	0.25	29.00	0.00	8.75	0.75	1.00	0.00	39.75	41.28
1300 - 1315	0	0	28	0	8	0	1	0	37	38.30
1315 - 1330	0	0	36	0	5	1	1	0	43	44.80
1330 - 1345	0	0	25	0	4	1	0	0	30	30.50
1345 - 1400	0	0	18	0	6	0	1	0	25	26.30
Hourly Total	0	0	107	0	23	2	3	0	135	139.90
Hourly Average	0.00	0.00	26.75	0.00	5.75	0.50	0.75	0.00	33.75	34.98
1400 - 1415	0	0	27	0	13	2	1	1	44	47.30
1415 - 1430	0	0	25	1	6	1	0	0	33	33.50
1430 - 1445	0	0	28	0	7	1	1	0	37	38.80
1445 - 1500	0	0	25	0	6	1	3	0	35	39.40
Hourly Total	0	0	105	1	32	5	5	1	149	159.00
Hourly Average	0.00	0.00	26.25	0.25	8.00	1.25	1.25	0.25	37.25	39.75
1500 - 1515	0	0	31	1	12	2	1	0	47	49.30
1515 - 1530	0	0	47	1	12	0	1	1	62	64.30
1530 - 1545	0	0	42	0	10	1	0	1	54	55.50
1545 - 1600	0	0	49	0	15	1	0	0	65	65.50
Hourly Total	0	0	169	2	49	4	2	2	228	234.60
Hourly Average	0.00	0.00	42.25	0.50	12.25	1.00	0.50	0.50	57.00	58.65
1600 - 1615	0	1	45	2	9	2	1	0	60	61.70
1615 - 1630	0	0	40	0	14	1	0	0	55	55.50
1630 - 1645	0	2	82	0	14	1	0	0	99	98.30
1645 - 1700	0	0	52	0	10	0	0	1	63	64.00
Hourly Total	0	3	219	2	47	4	1	1	277	279.50
Hourly Average	0.00	0.75	54.75	0.50	11.75	1.00	0.25	0.25	69.25	69.88
1700 - 1715	0	3	88	0	20	0	0	0	111	109.20
1715 - 1730	0	1	51	0	12	0	0	0	64	63.40
1730 - 1745	0	1	50	0	7	1	0	1	60	60.90
1745 - 1800	0	2	59	0	3	0	0	0	64	62.80
Hourly Total	0	7	248	0	42	1	0	1	299	296.30
Hourly Average	0.00	1.75	62.00	0.00	10.50	0.25	0.00	0.25	74.75	74.08
1800 - 1815	0	1	63	0	2	0	0	0	66	65.40
1815 - 1830	0	0	24	0	0	0	0	0	24	24.00
1830 - 1845	0	0	31	0	5	0	0	0	36	36.00
1845 - 1900	0	0	27	0	5	0	0	0	32	32.00
Hourly Total	0	1	145	0	12	0	0	0	158	157.40
Hourly Average	0.00	0.25	36.25	0.00	3.00	0.00	0.00	0.00	39.50	39.35

Session Total	0	18	1702	10	408	40	41	6	2225	2293.50
Session Average	0.00	0.38	35.46	0.21	8.50	0.83	0.85	0.13	46.35	47.78

Llay, Wrexham
Queue Length Survey

Site 2 of 4
Chapel Lane
B5102 Straight Mile
B5373 Gresford Road
B5373 Rackery Lane
B5102 Llay Road



Lat/Long
lat 53.099945°° lon -2.997925°°

Date
Wednesday 22 November 2023

Weather
Cloudy
Temp: 10°C

0700 - 1900 (Wednesday 12H Session)

TIME	2a	2b	2c	2d	2e	2f	2g	2h	2i
0700 - 0705	1	1	1	0	2	4	0	3	7
0705 - 0710	0	1	3	0	3	2	0	3	5
0710 - 0715	1	2	1	0	2	5	0	7	3
0715 - 0720	0	1	3	0	2	8	0	5	3
0720 - 0725	0	3	1	0	3	9	0	9	5
0725 - 0730	1	2	4	0	6	10	0	13	4
0730 - 0735	1	1	5	0	8	23	0	17	2
0735 - 0740	0	1	6	0	7	26	0	17	9
0740 - 0745	2	3	11	0	9	24	0	7	4
0745 - 0750	2	0	9	0	11	25	0	14	6
0750 - 0755	0	2	23	0	7	26	0	11	6
0755 - 0800	1	3	22	0	11	26	0	19	6
Hourly Average	**0.75**	**1.67**	**7.42**	**0.00**	**5.92**	**15.67**	**0.00**	**10.42**	**5.00**
0800 - 0805	0	1	13	0	8	19	0	23	7
0805 - 0810	1	6	9	0	14	21	0	17	7
0810 - 0815	1	5	11	0	13	14	0	20	7
0815 - 0820	1	5	6	0	9	15	0	23	7
0820 - 0825	0	5	9	0	9	19	0	19	10
0825 - 0830	0	3	14	0	11	22	0	18	11
0830 - 0835	2	4	13	0	17	21	0	19	11
0835 - 0840	2	1	8	0	11	17	0	17	10
0840 - 0845	0	6	10	0	4	16	0	10	11
0845 - 0850	0	1	7	0	10	12	0	6	10
0850 - 0855	1	3	9	0	6	13	0	8	5
0855 - 0900	0	3	6	0	9	9	0	6	9
Hourly Average	**0.67**	**3.58**	**9.58**	**0.00**	**10.08**	**16.50**	**0.00**	**15.50**	**8.75**
0900 - 0905	1	4	5	0	5	8	0	7	5
0905 - 0910	1	7	4	0	5	10	0	7	6
0910 - 0915	0	4	2	0	6	15	0	6	3
0915 - 0920	0	4	6	0	6	7	0	5	5
0920 - 0925	0	3	4	0	2	11	0	3	4
0925 - 0930	0	3	2	0	5	13	0	7	6
0930 - 0935	1	3	3	0	4	6	0	4	4
0935 - 0940	1	3	4	0	4	8	0	4	4
0940 - 0945	1	2	4	0	5	8	0	5	4
0945 - 0950	1	1	1	0	4	7	0	4	2
0950 - 0955	2	3	3	0	4	9	0	4	1
0955 - 1000	2	3	2	0	5	9	0	7	6
Hourly Average	**0.83**	**3.33**	**3.33**	**0.00**	**4.58**	**9.25**	**0.00**	**5.25**	**4.17**
1000 - 1005	1	2	3	0	3	6	0	5	6
1005 - 1010	0	2	3	0	3	5	0	4	6
1010 - 1015	0	2	6	0	3	9	0	4	3
1015 - 1020	0	1	3	0	8	4	0	4	2
1020 - 1025	1	3	1	0	3	4	0	2	3
1025 - 1030	1	2	3	0	3	11	0	5	4
1030 - 1035	0	1	1	0	4	8	0	4	4
1035 - 1040	0	2	3	0	6	11	0	3	4
1040 - 1045	1	2	3	0	3	3	0	5	2
1045 - 1050	1	2	3	0	3	3	0	3	5
1050 - 1055	0	5	3	0	3	7	0	5	3
1055 - 1100	1	4	4	0	5	8	0	3	4
Hourly Average	**0.50**	**2.33**	**3.00**	**0.00**	**3.92**	**6.58**	**0.00**	**3.92**	**3.83**
1100 - 1105	0	1	3	0	4	4	0	2	3
1105 - 1110	0	2	2	0	6	7	0	3	1
1110 - 1115	0	3	1	0	9	8	0	3	3
1115 - 1120	1	3	1	0	3	7	0	3	4
1120 - 1125	0	1	3	0	2	7	0	3	1
1125 - 1130	1	2	4	0	3	5	0	3	3
1130 - 1135	1	2	4	0	4	8	0	4	4
1135 - 1140	0	2	3	0	4	6	0	5	3
1140 - 1145	0	2	4	0	5	6	0	3	4
1145 - 1150	1	5	2	0	4	11	0	3	3
1150 - 1155	1	3	4	0	6	10	0	5	5
1155 - 1200	1	4	3	0	5	9	0	6	4
Hourly Average	**0.50**	**2.50**	**2.83**	**0.00**	**4.58**	**7.33**	**0.00**	**3.58**	**3.17**
1200 - 1205	0	2	4	0	3	8	0	4	3
1205 - 1210	0	2	1	0	3	6	0	5	5
1210 - 1215	0	3	4	0	3	6	0	4	4
1215 - 1220	0	2	3	0	6	5	0	7	4
1220 - 1225	1	6	7	0	5	10	0	5	4
1225 - 1230	0	4	2	0	5	9	0	3	3
1230 - 1235	0	4	3	0	7	8	0	5	6
1235 - 1240	1	4	1	0	6	15	0	14	6
1240 - 1245	0	1	5	0	7	11	0	11	4
1245 - 1250	0	7	3	0	5	14	0	5	7
1250 - 1255	1	3	3	0	4	11	0	7	3
1255 - 1300	1	4	4	0	9	14	0	7	5
Hourly Average	**0.33**	**3.50**	**3.33**	**0.00**	**5.25**	**9.75**	**0.00**	**6.42**	**4.50**
1300 - 1305	1	4	3	0	5	5	0	5	4
1305 - 1310	1	3	7	0	4	9	0	7	7
1310 - 1315	0	4	4	0	6	8	0	4	6
1315 - 1320	0	2	3	0	4	5	0	5	3
1320 - 1325	0	2	3	0	6	5	0	3	3
1325 - 1330	0	5	4	0	4	10	0	10	4
1330 - 1335	0	3	4	0	3	7	0	4	2
1335 - 1340	0	4	4	0	4	8	0	3	3
1340 - 1345	1	2	2	0	7	16	0	10	3
1345 - 1350	1	5	5	0	7	7	0	4	0
1350 - 1355	0	8	3	0	5	14	0	6	4
1355 - 1400	0	3	2	0	4	6	0	5	3
Hourly Average	**0.33**	**3.75**	**3.67**	**0.00**	**4.92**	**8.33**	**0.00**	**5.50**	**3.50**
1400 - 1405	0	3	4	0	6	10	0	3	7
1405 - 1410	1	2	3	0	4	4	0	5	3
1410 - 1415	1	1	2	0	3	9	0	4	5
1415 - 1420	0	4	2	0	3	6	0	7	3
1420 - 1425	0	3	3	0	4	11	0	5	3
1425 - 1430	1	3	7	0	7	8	0	7	6
1430 - 1435	1	2	2	0	5	6	0	6	6
1435 - 1440	2	4	2	0	7	8	0	11	8
1440 - 1445	0	3	4	0	3	11	0	7	4
1445 - 1450	1	4	6	0	7	7	0	7	4
1450 - 1455	1	3	3	0	5	7	0	5	3
1455 - 1500	1	2	3	0	5	10	0	5	4
Hourly Average	**0.75**	**2.83**	**3.42**	**0.00**	**4.92**	**8.08**	**0.00**	**6.00**	**4.67**
1500 - 1505	2	6	3	0	6	9	0	6	6
1505 - 1510	1	5	3	0	5	14	0	5	6
1510 - 1515	1	8	3	0	5	8	0	5	4
1515 - 1520	2	5	4	0	6	11	0	3	7
1520 - 1525	0	4	3	0	8	17	0	4	10
1525 - 1530	1	3	6	0	10	13	0	7	7
1530 - 1535	1	3	5	0	17	8	2	6	8
1535 - 1540	0	5	8	0	8	17	0	13	6
1540 - 1545	1	4	2	0	10	12	0	11	7
1545 - 1550	1	6	4	0	7	14	0	8	10
1550 - 1555	2	3	3	0	5	6	0	7	7
1555 - 1600	1	4	5	0	7	10	0	7	8
Hourly Average	**1.08**	**4.67**	**4.08**	**0.00**	**7.83**	**11.58**	**0.17**	**6.83**	**7.17**
1600 - 1605	0	2	4	0	7	18	0	9	7
1605 - 1610	0	4	3	0	11	11	0	10	11
1610 - 1615	0	8	4	0	5	8	0	4	6
1615 - 1620	0	5	5	0	14	16	0	7	8
1620 - 1625	0	4	6	0	11	18	0	8	6
1625 - 1630	0	5	6	0	6	10	0	10	10
1630 - 1635	0	5	3	0	10	12	0	12	10
1635 - 1640	1	10	7	0	10	15	0	26	11
1640 - 1645	2	6	8	0	11	20	0	25	11
1645 - 1650	0	8	7	0	13	25	0	15	11
1650 - 1655	2	8	19	0	16	25	0	17	10
1655 - 1700	0	9	8	0	15	27	0	12	7
Hourly Average	**0.42**	**6.17**	**6.67**	**0.00**	**10.75**	**17.08**	**0.00**	**12.92**	**9.00**
1700 - 1705	0	5	4	0	10	26	0	22	11
1705 - 1710	0	6	7	0	11	26	0	28	11
1710 - 1715	1	5	4	0	14	19	0	20	11
1715 - 1720	0	9	7	0	9	8	0	9	6
1720 - 1725	0	5	7	0	11	15	0	10	11
1725 - 1730	1	8	4	0	10	19	0	8	9
1730 - 1735	0	11	10	0	17	12	0	9	9
1735 - 1740	1	6	6	0	13	11	0	11	5
1740 - 1745	0	4	6	0	6	16	0	8	5
1745 - 1750	1	3	6	0	6	13	0	7	7
1750 - 1755	2	5	5	0	15	8	0	8	8
1755 - 1800	0	4	1	0	11	7	0	5	5
Hourly Average	**0.50**	**5.92**	**5.58**	**0.00**	**11.08**	**15.00**	**0.00**	**12.08**	**8.17**
1800 - 1805	1	10	4	0	9	10	0	13	11
1805 - 1810	1	5	6	0	10	11	0	12	6
1810 - 1815	1	6	2	0	6	11	0	10	5
1815 - 1820	0	5	4	0	10	9	0	5	4
1820 - 1825	2	2	4	0	9	12	0	6	3
1825 - 1830	1	2	3	0	6	11	0	3	4
1830 - 1835	0	5	3	0	4	9	0	3	5
1835 - 1840	0	6	2	0	4	6	0	5	5
1840 - 1845	0	2	2	0	2	6	0	4	2
1845 - 1850	0	1	3	0	5	6	0	5	4
1850 - 1855	1	2	3	0	5	5	0	5	3
1855 - 1900	0	2	1	0	3	4	0	3	4
Hourly Average	**0.58**	**4.00**	**3.08**	**0.00**	**6.08**	**8.33**	**0.00**	**6.17**	**4.67**
Session Total	**0.60**	**3.69**	**4.67**	**0.00**	**6.66**	**11.13**	**0.01**	**7.88**	**5.55**

APPENDIX G Proposed Site Access / Davy Way PICADY Results

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site Access_Davy Way.j9
Path: C:\Users\Windows\mode Dropbox\Project\Manchester\2. Projects\J327829_Davy Way, Llay\4. Data\6. Junction Capacity Assessments\Junctions
Report generation date: 05/04/2024 14:40:57

«2029 Base + Dev, PM
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2029 Base + Dev											
Stream B-AC	D1	0.1	8.48	0.06	A	267 %	D2	0.1	8.53	0.11	A	260 %
Stream C-AB		0.0	0.00	0.00	A	[Stream B-AC]		0.0	0.00	0.00	A	[Stream B-AC]

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	05/04/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-P980MS0\Windows
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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2029 Base + Dev	PM	Base + Development	ONE HOUR	07:45	09:15	15	✓

2029 Base + Dev, 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	untitled	T-Junction	Two-way		0.87	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	260	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Davy Way E		Major
B	Site Access		Minor
C	Davy Way 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	7.30			143.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.65	43	43

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	546	0.094	0.237	0.149	0.339
B-C	693	0.100	0.253	-	-
C-B	657	0.240	0.240	-	-

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

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

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

Traffic Demand

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	121	100.000
B		ONE HOUR	✓	46	100.000
C		ONE HOUR	✓	284	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	31	90
	B	46	0	0
	C	284	0	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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.11	8.53	0.1	A	42	63
C-AB	0.00	0.00	0.0	A	0	0
C-A					261	391
A-B					28	43
A-C					83	124

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	496	0.070	34	0.0	0.1	7.794	A
C-AB	0	0	635	0.000	0	0.0	0.0	0.000	A
C-A	214	53			214				
A-B	23	6			23				
A-C	68	17			68				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	486	0.085	41	0.1	0.1	8.091	A
C-AB	0	0	631	0.000	0	0.0	0.0	0.000	A
C-A	255	64			255				
A-B	28	7			28				
A-C	81	20			81				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	13	473	0.107	51	0.1	0.1	8.525	A
C-AB	0	0	625	0.000	0	0.0	0.0	0.000	A
C-A	313	78			313				
A-B	34	9			34				
A-C	99	25			99				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	13	473	0.107	51	0.1	0.1	8.528	A
C-AB	0	0	625	0.000	0	0.0	0.0	0.000	A
C-A	313	78			313				
A-B	34	9			34				
A-C	99	25			99				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	486	0.085	41	0.1	0.1	8.096	A
C-AB	0	0	631	0.000	0	0.0	0.0	0.000	A
C-A	255	64			255				
A-B	28	7			28				
A-C	81	20			81				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	496	0.070	35	0.1	0.1	7.806	A
C-AB	0	0	635	0.000	0	0.0	0.0	0.000	A
C-A	214	53			214				
A-B	23	6			23				
A-C	68	17			68				

APPENDIX H

Rackery Lane / Chapel Lane / B5102 / Gresford Road LinSig Results

LinSig V1 style report

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	240405 StraightMileRd_LLayRd_GresfordRd_Rackery_Chapel.lsg3x
Author:	
Company:	
Address:	

Phase Input Data

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

Phase Intergreens Matrix

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

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	5
1		5	8	9	7
2	5		8	10	8
3	6	8		5	5
4	7	9	6		6
5	6	8	5	7	

Phases in Stage

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

Give-Way Lane Input Data

Junction: Straight Mile Road / Gresford Road / Llay Road / Rackery Lane / Chapel Lane
There are no Opposed Lanes in this Junction

Lane Input Data

Junction: Straight Mile Road / Gresford Road / Llay Road / Rackery Lane / Chapel Lane

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 (Rackery Lane)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
											Arm 9 Left	22.00
											Arm 10 Left	11.00
1/2 (Rackery Lane)	U	D	2	3	12.2	Geom	-	3.00	0.00	Y	Arm 7 Right	12.00
											Arm 7 Left	9.00
2/1 (Gresford Road)	U	B	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 8 Ahead	Inf
											Arm 9 Right	7.00
											Arm 10 Right	8.00
3/1 (Chapel Lane)	U	E	2	3	60.0	Geom	-	4.50	0.00	Y	Arm 6 Left	20.00
											Arm 7 Ahead	40.00
											Arm 8 Right	40.00
											Arm 9 U-Turn	7.00
4/1 (Straight Mile)	U	A	2	3	16.5	Geom	-	3.25	0.00	Y	Arm 6 Left	9.00
											Arm 7 Ahead	Inf
4/2 (Straight Mile)	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 8 Right	11.00
											Arm 10 U-Turn	7.00
5/1 (Llay Road)	U	C	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 6 Right	20.00
											Arm 8 Left	18.00
											Arm 9 Ahead	Inf
											Arm 10 Ahead	Inf
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-

10/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Lane Saturation Flows

Scenario 1: '2023 Base AM' (FG1: '2023 Base AM', Plan 3: 'Network Control Plan')

Junction: Straight Mile Road / Gresford Road / Llay Road / Rackery Lane / Chapel Lane

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 (Rackery Lane)	3.00	0.00	Y	Arm 6 Ahead	Inf	40.2 %	1839	1839
				Arm 9 Left	22.00	58.9 %		
				Arm 10 Left	11.00	0.9 %		
1/2 (Rackery Lane)	3.00	0.00	Y	Arm 7 Right	12.00	100.0 %	1702	1702
2/1 (Gresford Road)	3.40	0.00	Y	Arm 7 Left	9.00	24.9 %	1841	1841
				Arm 8 Ahead	Inf	65.7 %		
				Arm 9 Right	7.00	9.4 %		
				Arm 10 Right	8.00	0.0 %		
3/1 (Chapel Lane)	4.50	0.00	Y	Arm 6 Left	20.00	23.1 %	1949	1949
				Arm 7 Ahead	40.00	53.8 %		
				Arm 8 Right	40.00	15.4 %		
				Arm 9 U-Turn	7.00	7.7 %		
4/1 (Straight Mile)	3.25	0.00	Y	Arm 6 Left	9.00	9.6 %	1909	1909
				Arm 7 Ahead	Inf	90.4 %		
4/2 (Straight Mile)	3.25	0.00	Y	Arm 8 Right	11.00	99.2 %	1706	1706
				Arm 10 U-Turn	7.00	0.8 %		
5/1 (Llay Road)	5.00	0.00	Y	Arm 6 Right	20.00	7.8 %	1996	1996
				Arm 8 Left	18.00	64.4 %		
				Arm 9 Ahead	Inf	26.8 %		
				Arm 10 Ahead	Inf	1.0 %		
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2023 Base PM' (FG2: '2023 Base PM', Plan 3: 'Network Control Plan')

Junction: Straight Mile Road / Gresford Road / Llay Road / Rackery Lane / Chapel Lane

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 (Rackery Lane)	3.00	0.00	Y	Arm 6 Ahead	Inf	42.9 %	1843	1843
				Arm 9 Left	22.00	56.8 %		
				Arm 10 Left	11.00	0.3 %		
1/2 (Rackery Lane)	3.00	0.00	Y	Arm 7 Right	12.00	100.0 %	1702	1702
2/1 (Gresford Road)	3.40	0.00	Y	Arm 7 Left	9.00	34.9 %	1807	1807
				Arm 8 Ahead	Inf	53.9 %		
				Arm 9 Right	7.00	10.8 %		
				Arm 10 Right	8.00	0.4 %		
3/1 (Chapel Lane)	4.50	0.00	Y	Arm 6 Left	20.00	14.3 %	1980	1980
				Arm 7 Ahead	40.00	57.1 %		
				Arm 8 Right	40.00	28.6 %		
				Arm 9 U-Turn	7.00	0.0 %		
4/1 (Straight Mile)	3.25	0.00	Y	Arm 6 Left	9.00	7.6 %	1916	1916
				Arm 7 Ahead	Inf	92.4 %		
4/2 (Straight Mile)	3.25	0.00	Y	Arm 8 Right	11.00	99.5 %	1707	1707
				Arm 10 U-Turn	7.00	0.5 %		
5/1 (Llay Road)	5.00	0.00	Y	Arm 6 Right	20.00	23.1 %	1989	1989
				Arm 8 Left	18.00	55.1 %		
				Arm 9 Ahead	Inf	21.3 %		
				Arm 10 Ahead	Inf	0.5 %		
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2029 Base AM' (FG3: '2029 Base AM', Plan 3: 'Network Control Plan')

Junction: Straight Mile Road / Gresford Road / Llay Road / Rackery Lane / Chapel Lane

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 (Rackery Lane)	3.00	0.00	Y	Arm 6 Ahead	Inf	40.3 %	1839	1839
				Arm 9 Left	22.00	58.8 %		
				Arm 10 Left	11.00	0.8 %		
1/2 (Rackery Lane)	3.00	0.00	Y	Arm 7 Right	12.00	100.0 %	1702	1702
2/1 (Gresford Road)	3.40	0.00	Y	Arm 7 Left	9.00	24.8 %	1841	1841
				Arm 8 Ahead	Inf	65.7 %		
				Arm 9 Right	7.00	9.5 %		
				Arm 10 Right	8.00	0.0 %		
3/1 (Chapel Lane)	4.50	0.00	Y	Arm 6 Left	20.00	23.1 %	1949	1949
				Arm 7 Ahead	40.00	53.8 %		
				Arm 8 Right	40.00	15.4 %		
				Arm 9 U-Turn	7.00	7.7 %		
4/1 (Straight Mile)	3.25	0.00	Y	Arm 6 Left	9.00	9.3 %	1911	1911
				Arm 7 Ahead	Inf	90.7 %		
4/2 (Straight Mile)	3.25	0.00	Y	Arm 8 Right	11.00	99.3 %	1706	1706
				Arm 10 U-Turn	7.00	0.7 %		
5/1 (Llay Road)	5.00	0.00	Y	Arm 6 Right	20.00	7.7 %	1996	1996
				Arm 8 Left	18.00	64.4 %		
				Arm 9 Ahead	Inf	26.9 %		
				Arm 10 Ahead	Inf	1.0 %		
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2029 Base PM' (FG4: '2029 Base PM', Plan 3: 'Network Control Plan')

Junction: Straight Mile Road / Gresford Road / Llay Road / Rackery Lane / Chapel Lane

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 (Rackery Lane)	3.00	0.00	Y	Arm 6 Ahead	Inf	42.9 %	1843	1843
				Arm 9 Left	22.00	56.8 %		
				Arm 10 Left	11.00	0.3 %		
1/2 (Rackery Lane)	3.00	0.00	Y	Arm 7 Right	12.00	100.0 %	1702	1702
2/1 (Gresford Road)	3.40	0.00	Y	Arm 7 Left	9.00	35.0 %	1807	1807
				Arm 8 Ahead	Inf	53.9 %		
				Arm 9 Right	7.00	10.7 %		
				Arm 10 Right	8.00	0.4 %		
3/1 (Chapel Lane)	4.50	0.00	Y	Arm 6 Left	20.00	14.3 %	1980	1980
				Arm 7 Ahead	40.00	57.1 %		
				Arm 8 Right	40.00	28.6 %		
				Arm 9 U-Turn	7.00	0.0 %		
4/1 (Straight Mile)	3.25	0.00	Y	Arm 6 Left	9.00	7.4 %	1916	1916
				Arm 7 Ahead	Inf	92.6 %		
4/2 (Straight Mile)	3.25	0.00	Y	Arm 8 Right	11.00	99.5 %	1707	1707
				Arm 10 U-Turn	7.00	0.5 %		
5/1 (Llay Road)	5.00	0.00	Y	Arm 6 Right	20.00	23.1 %	1989	1989
				Arm 8 Left	18.00	55.2 %		
				Arm 9 Ahead	Inf	21.3 %		
				Arm 10 Ahead	Inf	0.4 %		
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2029 Base + Dev AM' (FG5: '2029 Base + Dev AM', Plan 3: 'Network Control Plan')

Junction: Straight Mile Road / Gresford Road / Llay Road / Rackery Lane / Chapel Lane

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 (Rackery Lane)	3.00	0.00	Y	Arm 6 Ahead	Inf	39.8 %	1839	1839
				Arm 9 Left	22.00	59.3 %		
				Arm 10 Left	11.00	0.8 %		
1/2 (Rackery Lane)	3.00	0.00	Y	Arm 7 Right	12.00	100.0 %	1702	1702
2/1 (Gresford Road)	3.40	0.00	Y	Arm 7 Left	9.00	24.1 %	1844	1844
				Arm 8 Ahead	Inf	66.7 %		
				Arm 9 Right	7.00	9.2 %		
				Arm 10 Right	8.00	0.0 %		
3/1 (Chapel Lane)	4.50	0.00	Y	Arm 6 Left	20.00	23.1 %	1949	1949
				Arm 7 Ahead	40.00	53.8 %		
				Arm 8 Right	40.00	15.4 %		
				Arm 9 U-Turn	7.00	7.7 %		
4/1 (Straight Mile)	3.25	0.00	Y	Arm 6 Left	9.00	9.3 %	1911	1911
				Arm 7 Ahead	Inf	90.7 %		
4/2 (Straight Mile)	3.25	0.00	Y	Arm 8 Right	11.00	99.3 %	1706	1706
				Arm 10 U-Turn	7.00	0.7 %		
5/1 (Llay Road)	5.00	0.00	Y	Arm 6 Right	20.00	7.3 %	1994	1994
				Arm 8 Left	18.00	66.2 %		
				Arm 9 Ahead	Inf	25.6 %		
				Arm 10 Ahead	Inf	1.0 %		
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2029 Base + Dev PM' (FG6: '2029 Base + Dev PM', Plan 3: 'Network Control Plan')

Junction: Straight Mile Road / Gresford Road / Llay Road / Rackery Lane / Chapel Lane

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 (Rackery Lane)	3.00	0.00	Y	Arm 6 Ahead	Inf	42.2 %	1842	1842
				Arm 9 Left	22.00	57.5 %		
				Arm 10 Left	11.00	0.3 %		
1/2 (Rackery Lane)	3.00	0.00	Y	Arm 7 Right	12.00	100.0 %	1702	1702
2/1 (Gresford Road)	3.40	0.00	Y	Arm 7 Left	9.00	34.5 %	1809	1809
				Arm 8 Ahead	Inf	54.6 %		
				Arm 9 Right	7.00	10.6 %		
				Arm 10 Right	8.00	0.4 %		
3/1 (Chapel Lane)	4.50	0.00	Y	Arm 6 Left	20.00	14.3 %	1980	1980
				Arm 7 Ahead	40.00	57.1 %		
				Arm 8 Right	40.00	28.6 %		
				Arm 9 U-Turn	7.00	0.0 %		
4/1 (Straight Mile)	3.25	0.00	Y	Arm 6 Left	9.00	7.4 %	1916	1916
				Arm 7 Ahead	Inf	92.6 %		
4/2 (Straight Mile)	3.25	0.00	Y	Arm 8 Right	11.00	99.5 %	1707	1707
				Arm 10 U-Turn	7.00	0.5 %		
5/1 (Llay Road)	5.00	0.00	Y	Arm 6 Right	20.00	22.4 %	1988	1988
				Arm 8 Left	18.00	56.5 %		
				Arm 9 Ahead	Inf	20.7 %		
				Arm 10 Ahead	Inf	0.4 %		
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Base AM'	07:45	08:45	01:00	
2: '2023 Base PM'	16:30	17:30	01:00	
3: '2029 Base AM'	07:45	08:45	01:00	
4: '2029 Base PM'	16:30	17:30	01:00	
5: '2029 Base + Dev AM'	07:45	08:45	01:00	
6: '2029 Base + Dev PM'	16:30	17:30	01:00	

Traffic Flows, Desired

FG1: '2023 Base AM'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	3	202	138	287	630
	B	2	0	1	3	7	13
	C	263	2	0	10	94	369
	D	153	0	22	0	58	233
	E	307	5	128	37	0	477
	Tot.	725	10	353	188	446	1722

FG2: '2023 Base PM'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	1	193	146	335	675
	B	2	0	0	1	4	7
	C	182	1	0	12	145	340
	D	145	1	29	0	94	269
	E	241	2	93	101	0	437
	Tot.	570	5	315	260	578	1728

FG3: '2029 Base AM'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	3	210	144	299	656
	B	2	0	1	3	7	13
	C	274	2	0	10	98	384
	D	159	0	23	0	60	242
	E	319	5	133	38	0	495
	Tot.	754	10	367	195	464	1790

FG4: '2029 Base PM'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	1	201	152	348	702
	B	2	0	0	1	4	7
	C	189	1	0	12	151	353
	D	151	1	30	0	98	280
	E	251	2	97	105	0	455
	Tot.	593	5	328	270	601	1797

FG5: '2029 Base + Dev AM'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	3	219	147	309	678
	B	2	0	1	3	7	13
	C	292	2	0	10	98	402
	D	166	0	23	0	60	249
	E	344	5	133	38	0	520
	Tot.	804	10	376	198	474	1862

FG6: '2029 Base + Dev PM'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	1	215	158	369	743
	B	2	0	0	1	4	7
	C	200	1	0	12	151	364
	D	155	1	30	0	98	284
	E	265	2	97	105	0	469
	Tot.	622	5	342	276	622	1867

Stage Timings

Scenario 1: '2023 Base AM' (FG1: '2023 Base AM', Plan 3: 'Network Control Plan')

Stage	1	3	4	5	1	3	4	5	1	2
Duration	22	24	37	15	22	24	26	18	16	7
Change Point	0	28	60	102	123	151	183	214	238	260

Stage	3	4	5							
Duration	24	30	15							
Change Point	272	304	339							

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**	-	-		-	-	-	-	-	-	**90.0%**
Straight Mile Road / Gresford Road / Llay Road / Rackery Lane / Chapel Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.0%**
1/1+1/2	Rackery Lane Ahead Right Left Left2	U	N/A	N/A	D		3	72	-	630	1839:1702	381+319	90.0 : 90.0%
2/1	Gresford Road Left Ahead Right Right2	U	N/A	N/A	B		3	48	-	233	1841	261	89.3%
3/1	Chapel Lane Left Ahead Right U-Turn	U	N/A	N/A	E		1	7	-	13	1949	43	30.0%
4/2+4/1	Straight Mile Left Ahead Right U-Turn	U	N/A	N/A	A		3	60	-	369	1706:1909	299+117	88.8 : 88.8%
5/1	Llay Road Right Left Ahead Ahead2	U	N/A	N/A	C		3	93	-	477	1996	532	89.6%
6/1		U	N/A	N/A	-		-	-	-	188	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	446	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	725	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	353	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	10	Inf	Inf	0.0%

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	**-**	**-**	**0**	**0**	**0**	**22.4**	**14.9**	**0.0**	**37.2**	**-**	**-**	**-**	**-**
Straight Mile Road / Gresford Road / Llay Road / Rackery Lane / Chapel Lane	**-**	**-**	**0**	**0**	**0**	**22.4**	**14.9**	**0.0**	**37.2**	**-**	**-**	**-**	**-**
1/1+1/2	630	630	-	-	-	8.0	4.0	-	12.0	68.9	11.4	4.0	15.5
2/1	233	233	-	-	-	3.3	3.4	-	6.7	102.8	7.9	3.4	11.3
3/1	13	13	-	-	-	0.6	0.2	-	0.8	231.9	1.3	0.2	1.5
4/2+4/1	369	369	-	-	-	4.8	3.4	-	8.3	80.6	9.1	3.4	12.6
5/1	477	477	-	-	-	5.6	3.8	-	9.4	71.1	16.3	3.8	20.1
6/1	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	725	725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 37.23 Cycle Time (s): 360
PRC Over All Lanes (%): 0.0 Total Delay Over All Lanes(pcuHr): 37.23

Stage Timings

Scenario 2: '2023 Base PM' (FG2: '2023 Base PM', Plan 3: 'Network Control Plan')

Stage	1	3	4	5	1	3	4	5	1	2
Duration	15	29	31	21	16	27	31	17	11	7
Change Point	0	21	58	94	121	143	178	214	237	254

Stage	3	4	5							
Duration	26	27	22							
Change Point	266	300	332							

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**	-	-		-	-	-	-	-	-	**86.0%**
Straight Mile Road / Gresford Road / Llay Road / Rackery Lane / Chapel Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.0%**
1/1+1/2	Rackery Lane Ahead Right Left Left2	U	N/A	N/A	D		3	82	-	675	1843:1702	395+390	86.0 : 86.0%
2/1	Gresford Road Left Ahead Right Right2	U	N/A	N/A	B		3	60	-	269	1807	316	85.1%
3/1	Chapel Lane Left Ahead Right U-Turn	U	N/A	N/A	E		1	7	-	7	1980	44	15.9%
4/2+4/1	Straight Mile Left Ahead Right U-Turn	U	N/A	N/A	A		3	42	-	340	1707:1916	213+183	85.8 : 85.8%
5/1	Llay Road Right Left Ahead Ahead2	U	N/A	N/A	C		3	89	-	437	1989	508	86.0%
6/1		U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	578	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	570	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%

LinSig V1 style report

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	**-**	**-**	**0**	**0**	**0**	**22.0**	**11.2**	**0.0**	**33.2**	**-**	**-**	**-**	**-**
Straight Mile Road / Gresford Road / Llay Road / Rackery Lane / Chapel Lane	**-**	**-**	**0**	**0**	**0**	**22.0**	**11.2**	**0.0**	**33.2**	**-**	**-**	**-**	**-**
1/1+1/2	675	675	-	-	-	8.1	2.9	-	11.0	58.9	11.0	2.9	13.9
2/1	269	269	-	-	-	3.6	2.6	-	6.2	82.4	8.7	2.6	11.3
3/1	7	7	-	-	-	0.3	0.1	-	0.4	221.2	0.7	0.1	0.8
4/2+4/1	340	340	-	-	-	4.8	2.7	-	7.6	80.0	6.3	2.7	9.0
5/1	437	437	-	-	-	5.2	2.8	-	8.0	66.0	14.0	2.8	16.8
6/1	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 4.7 Total Delay for Signalled Lanes (pcuHr): 33.19 Cycle Time (s): 360
PRC Over All Lanes (%): 4.7 Total Delay Over All Lanes(pcuHr): 33.19

Stage Timings

Scenario 3: '2029 Base AM' (FG3: '2029 Base AM', Plan 3: 'Network Control Plan')

Stage	1	3	4	5	1	3	4	5	1	2
Duration	21	24	32	12	21	24	27	18	18	7
Change Point	0	27	59	96	114	141	173	205	229	253

Stage	3	4	5							
Duration	24	34	18							
Change Point	265	297	336							

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**	-	-		-	-	-	-	-	-	**93.7%**
Straight Mile Road / Gresford Road / Llay Road / Rackery Lane / Chapel Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.7%**
1/1+1/2	Rackery Lane Ahead Right Left Left2	U	N/A	N/A	D		3	72	-	656	1839:1702	381+319	93.7 : 93.7%
2/1	Gresford Road Left Ahead Right Right2	U	N/A	N/A	B		3	48	-	242	1841	261	92.8%
3/1	Chapel Lane Left Ahead Right U-Turn	U	N/A	N/A	E		1	7	-	13	1949	43	30.0%
4/2+4/1	Straight Mile Left Ahead Right U-Turn	U	N/A	N/A	A		3	60	-	384	1706:1911	299+117	92.4 : 92.4%
5/1	Llay Road Right Left Ahead Ahead2	U	N/A	N/A	C		3	93	-	495	1996	532	93.0%
6/1		U	N/A	N/A	-		-	-	-	195	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	754	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	10	Inf	Inf	0.0%

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	**-**	**-**	**0**	**0**	**0**	**23.8**	**20.3**	**0.0**	**44.2**	**-**	**-**	**-**	**-**
Straight Mile Road / Gresford Road / Llay Road / Rackery Lane / Chapel Lane	**-**	**-**	**0**	**0**	**0**	**23.8**	**20.3**	**0.0**	**44.2**	**-**	**-**	**-**	**-**
1/1+1/2	656	656	-	-	-	8.4	5.8	-	14.3	78.4	12.1	5.8	17.9
2/1	242	242	-	-	-	3.7	4.4	-	8.1	121.0	8.6	4.4	13.0
3/1	13	13	-	-	-	0.6	0.2	-	0.8	231.9	1.3	0.2	1.5
4/2+4/1	384	384	-	-	-	5.1	4.7	-	9.8	91.7	10.2	4.7	14.9
5/1	495	495	-	-	-	5.9	5.2	-	11.1	80.9	17.5	5.2	22.7
6/1	195	195	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -4.1 Total Delay for Signalled Lanes (pcuHr): 44.16 Cycle Time (s): 360
PRC Over All Lanes (%): -4.1 Total Delay Over All Lanes(pcuHr): 44.16

Stage Timings

Scenario 4: '2029 Base PM' (FG4: '2029 Base PM', Plan 3: 'Network Control Plan')

Stage	1	3	4	5	1	3	4	5	1	2
Duration	15	28	31	22	15	28	30	17	12	7
Change Point	0	21	57	93	121	142	178	213	236	254

Stage	3	4	5							
Duration	26	28	21							
Change Point	266	300	333							

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**	-	-		-	-	-	-	-	-	**89.5%**
Straight Mile Road / Gresford Road / Llay Road / Rackery Lane / Chapel Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.5%**
1/1+1/2	Rackery Lane Ahead Right Left Left2	U	N/A	N/A	D		3	82	-	702	1843:1702	396+390	89.3 : 89.3%
2/1	Gresford Road Left Ahead Right Right2	U	N/A	N/A	B		3	60	-	280	1807	316	88.5%
3/1	Chapel Lane Left Ahead Right U-Turn	U	N/A	N/A	E		1	7	-	7	1980	44	15.9%
4/2+4/1	Straight Mile Left Ahead Right U-Turn	U	N/A	N/A	A		3	42	-	353	1707:1916	213+183	89.0 : 89.0%
5/1	Llay Road Right Left Ahead Ahead2	U	N/A	N/A	C		3	89	-	455	1989	508	89.5%
6/1		U	N/A	N/A	-		-	-	-	270	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%

LinSig V1 style report

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	**-**	**-**	**0**	**0**	**0**	**23.1**	**14.4**	**0.0**	**37.5**	**-**	**-**	**-**	**-**
Straight Mile Road / Gresford Road / Llay Road / Rackery Lane / Chapel Lane	**-**	**-**	**0**	**0**	**0**	**23.1**	**14.4**	**0.0**	**37.5**	**-**	**-**	**-**	**-**
1/1+1/2	702	702	-	-	-	8.5	3.8	-	12.4	63.4	11.5	3.8	15.3
2/1	280	280	-	-	-	3.8	3.3	-	7.0	90.4	9.3	3.3	12.6
3/1	7	7	-	-	-	0.3	0.1	-	0.4	221.2	0.7	0.1	0.8
4/2+4/1	353	353	-	-	-	5.0	3.5	-	8.5	86.8	6.5	3.5	10.0
5/1	455	455	-	-	-	5.5	3.7	-	9.2	72.7	14.8	3.7	18.5
6/1	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	328	328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.5 Total Delay for Signalled Lanes (pcuHr): 37.53 Cycle Time (s): 360
PRC Over All Lanes (%): 0.5 Total Delay Over All Lanes(pcuHr): 37.53

Stage Timings

Scenario 5: '2029 Base + Dev AM' (FG5: '2029 Base + Dev AM', Plan 3: 'Network Control Plan')

Stage	1	3	4	5	1	3	4	5	1	2
Duration	23	24	33	15	19	24	28	14	19	7
Change Point	0	29	61	99	120	145	177	210	230	255

Stage	3	4	5							
Duration	24	32	18							
Change Point	267	299	336							

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**	-	-		-	-	-	-	-	-	**97.8%**
Straight Mile Road / Gresford Road / Llay Road / Rackery Lane / Chapel Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.8%**
1/1+1/2	Rackery Lane Ahead Right Left Left2	U	N/A	N/A	D		3	72	-	678	1839:1702	381+319	96.8 : 96.8%
2/1	Gresford Road Left Ahead Right Right2	U	N/A	N/A	B		3	47	-	249	1844	256	97.2%
3/1	Chapel Lane Left Ahead Right U-Turn	U	N/A	N/A	E		1	7	-	13	1949	43	30.0%
4/2+4/1	Straight Mile Left Ahead Right U-Turn	U	N/A	N/A	A		3	61	-	402	1706:1911	303+111	96.9 : 96.9%
5/1	Llay Road Right Left Ahead Ahead2	U	N/A	N/A	C		3	93	-	520	1994	532	97.8%
6/1		U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	474	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	804	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	376	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	10	Inf	Inf	0.0%

LinSig V1 style report

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	**-**	**-**	**0**	**0**	**0**	**24.7**	**31.3**	**0.0**	**56.0**	**-**	**-**	**-**	**-**
Straight Mile Road / Gresford Road / Llay Road / Rackery Lane / Chapel Lane	**-**	**-**	**0**	**0**	**0**	**24.7**	**31.3**	**0.0**	**56.0**	**-**	**-**	**-**	**-**
1/1+1/2	678	678	-	-	-	8.8	8.6	-	17.4	92.4	12.6	8.6	21.2
2/1	249	249	-	-	-	3.6	6.3	-	9.9	143.5	8.9	6.3	15.2
3/1	13	13	-	-	-	0.6	0.2	-	0.8	231.9	1.3	0.2	1.5
4/2+4/1	402	402	-	-	-	5.3	7.3	-	12.7	113.5	10.8	7.3	18.1
5/1	520	520	-	-	-	6.3	8.8	-	15.2	105.0	18.1	8.8	26.9
6/1	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	474	474	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	804	804	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -8.7 Total Delay for Signalled Lanes (pcuHr): 56.00 Cycle Time (s): 360
PRC Over All Lanes (%): -8.7 Total Delay Over All Lanes(pcuHr): 56.00

Stage Timings

Scenario 6: '2029 Base + Dev PM' (FG6: '2029 Base + Dev PM', Plan 3: 'Network Control Plan')

Stage	1	3	4	5	1	3	4	5	1	2
Duration	16	27	33	18	14	31	27	18	13	7
Change Point	0	22	57	95	119	139	178	210	234	253

Stage	3	4	5							
Duration	26	28	22							
Change Point	265	299	332							

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**	-	-		-	-	-	-	-	-	**93.5%**
Straight Mile Road / Gresford Road / Llay Road / Rackery Lane / Chapel Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.5%**
1/1+1/2	Rackery Lane Ahead Right Left Left2	U	N/A	N/A	D		3	84	-	743	1842:1702	400+394	93.5 : 93.5%
2/1	Gresford Road Left Ahead Right Right2	U	N/A	N/A	B		3	58	-	284	1809	307	92.7%
3/1	Chapel Lane Left Ahead Right U-Turn	U	N/A	N/A	E		1	7	-	7	1980	44	15.9%
4/2+4/1	Straight Mile Left Ahead Right U-Turn	U	N/A	N/A	A		3	43	-	364	1707:1916	218+177	92.2 : 92.2%
5/1	Llay Road Right Left Ahead Ahead2	U	N/A	N/A	C		3	88	-	469	1988	503	93.3%
6/1		U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	342	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%

LinSig V1 style report

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	**-**	**-**	**0**	**0**	**0**	**24.1**	**20.3**	**0.0**	**44.5**	**-**	**-**	**-**	**-**
Straight Mile Road / Gresford Road / Llay Road / Rackery Lane / Chapel Lane	**-**	**-**	**0**	**0**	**0**	**24.1**	**20.3**	**0.0**	**44.5**	**-**	**-**	**-**	**-**
1/1+1/2	743	743	-	-	-	9.0	5.9	-	14.9	72.2	12.4	5.9	18.3
2/1	284	284	-	-	-	3.9	4.5	-	8.4	106.2	9.6	4.5	14.1
3/1	7	7	-	-	-	0.3	0.1	-	0.4	221.2	0.7	0.1	0.8
4/2+4/1	364	364	-	-	-	5.2	4.5	-	9.7	96.0	7.0	4.5	11.6
5/1	469	469	-	-	-	5.7	5.3	-	11.0	84.7	15.8	5.3	21.1
6/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -3.9 Total Delay for Signalled Lanes (pcuHr): 44.45 Cycle Time (s): 360
PRC Over All Lanes (%): -3.9 Total Delay Over All Lanes(pcuHr): 44.45

mode

transport planning

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0121 794 8390

London
020 7293 0217

Manchester
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