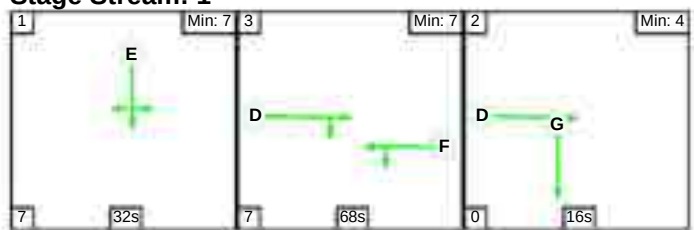


Full Input Data And Results

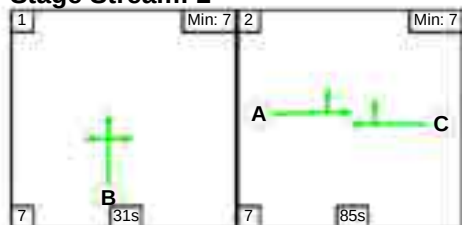
Scenario 2: 'PM 2030 Base' (FG4: 'PM 2030 Base', Plan 2: 'PM Control Plan')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

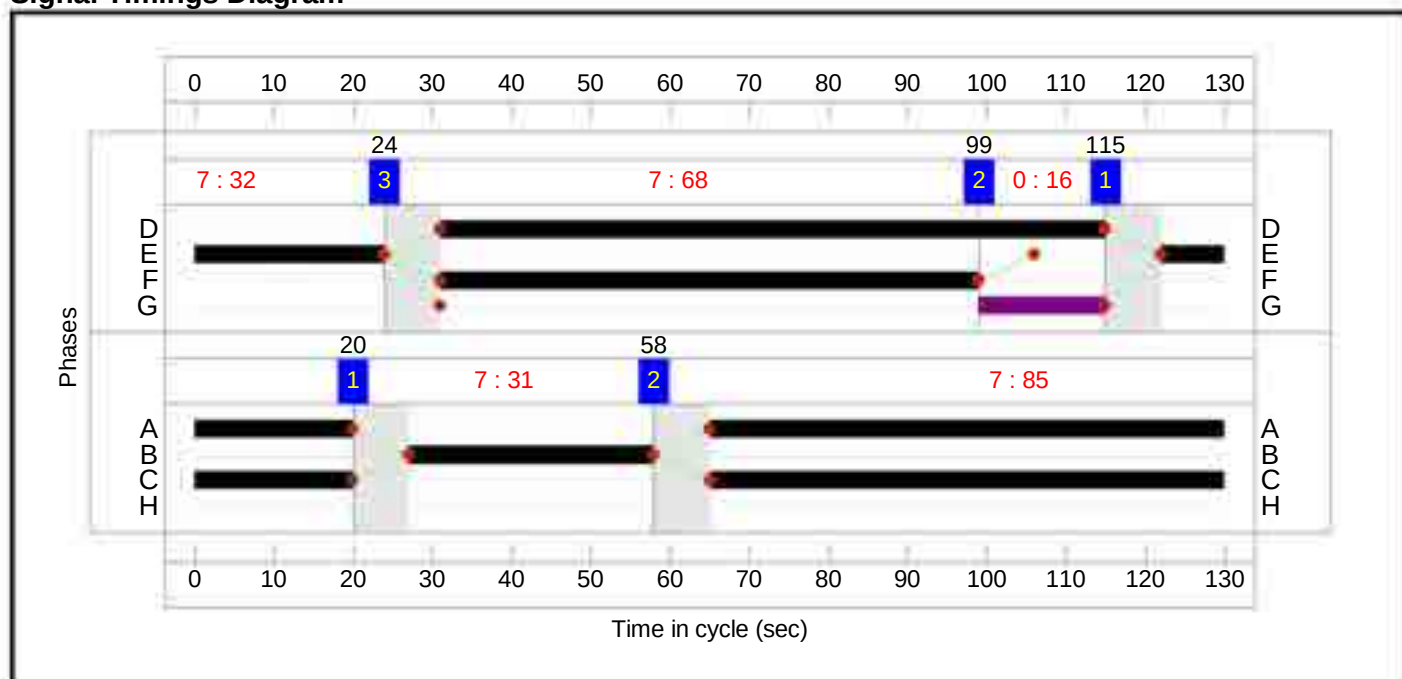
Stage Stream: 1

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

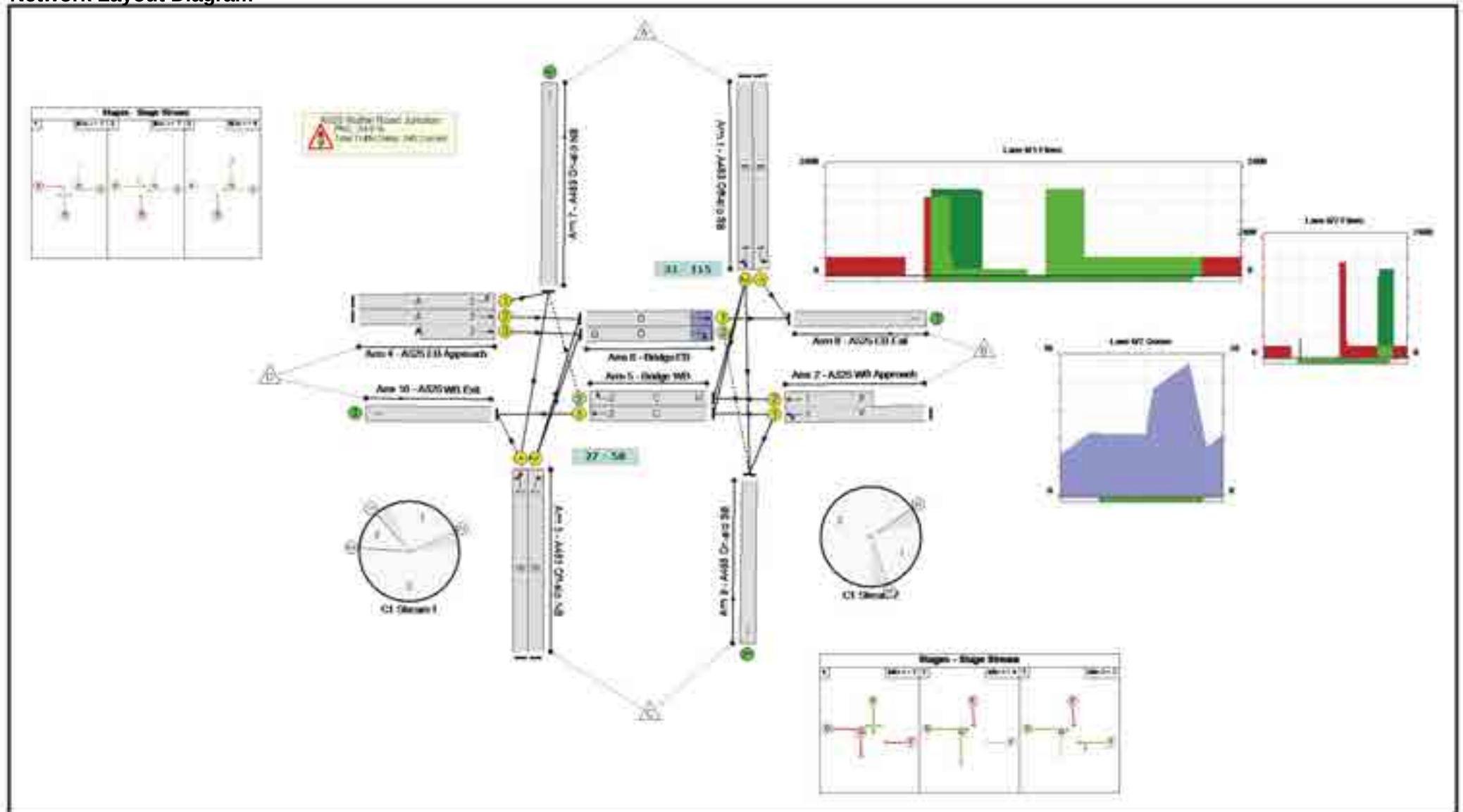
Stage Stream: 2

Stage	1	2
Duration	31	85
Change Point	20	58

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

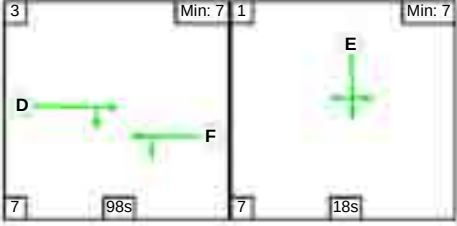
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A483 / A525 Linsig Model	-	-	N/A	-	-		-	-	-	-	-	-	121.1%
A525 Ruthin Road Junction	-	-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

Full Input Data And Results

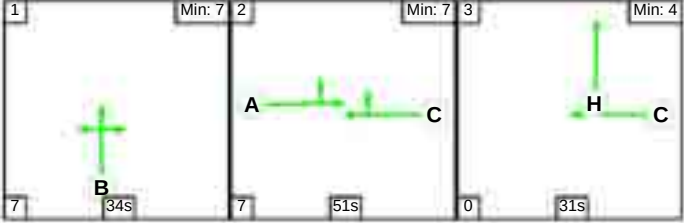
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	-	-	117	190	1	61.9	183.4	0.1	245.3	-	-	-	-
A525 Ruthin Road Junction	-	-	117	190	1	61.9	183.4	0.1	245.3	-	-	-	-
1/1	225	225	-	-	-	2.6	0.5	-	3.1	50.3	6.9	0.5	7.5
1/2	544	455	-	-	-	13.5	47.4	-	60.9	403.3	22.9	47.4	70.3
2/1+2/2	1268	1047	-	-	-	22.3	113.3	-	135.5	384.8	55.1	113.3	168.4
3/1	338	338	-	-	-	4.3	2.0	-	6.3	67.2	11.5	2.0	13.4
3/2	132	132	-	-	-	1.5	0.2	-	1.7	46.2	3.9	0.2	4.1
4/1	326	326	-	-	-	0.8	0.2	-	1.0	11.2	4.8	0.2	5.0
4/2+4/3	637	637	-	-	-	1.6	0.4	-	2.0	11.5	6.2	0.4	6.6
5/1	1222	1222	-	-	-	7.6	0.0	-	7.6	22.3	31.0	0.0	31.0
5/2	117	117	117	0	0	1.1	0.0	0.0	1.1	33.2	4.2	0.0	4.2
6/1	539	539	-	-	-	1.3	0.0	-	1.3	8.5	8.2	0.0	8.2
6/2	230	191	0	190	1	5.3	19.3	0.1	24.7	386.7	9.3	19.3	28.6
7/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	764	764	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1560	1560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -34.6 C1 Stream: 2 PRC for Signalled Lanes (%): -8.0 PRC Over All Lanes (%): -34.6 Total Delay for Signalled Lanes (pcuHr): 225.61 Total Delay for Signalled Lanes (pcuHr): 19.72 Total Delay Over All Lanes(pcuHr): 245.33 Cycle Time (s): 130 Cycle Time (s): 130													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

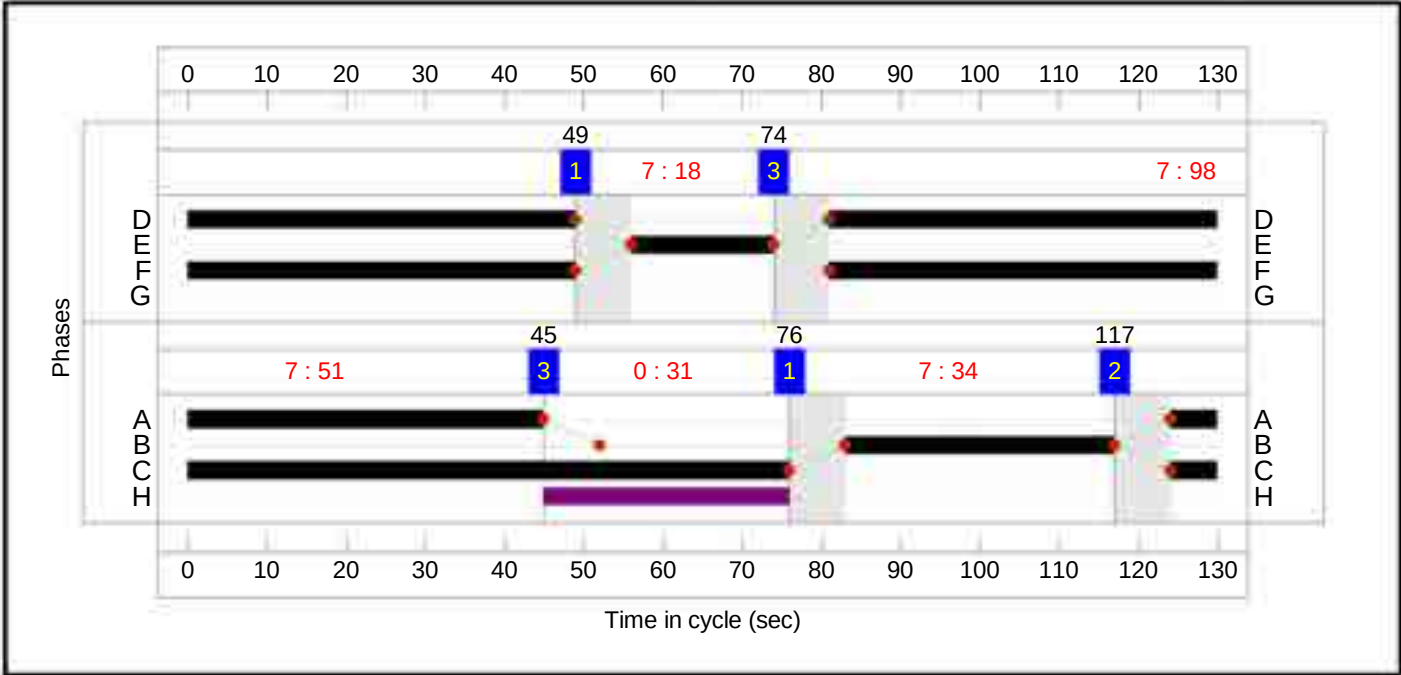
Stage Stream: 1

Stage	3	1
Duration	98	18
Change Point	74	49

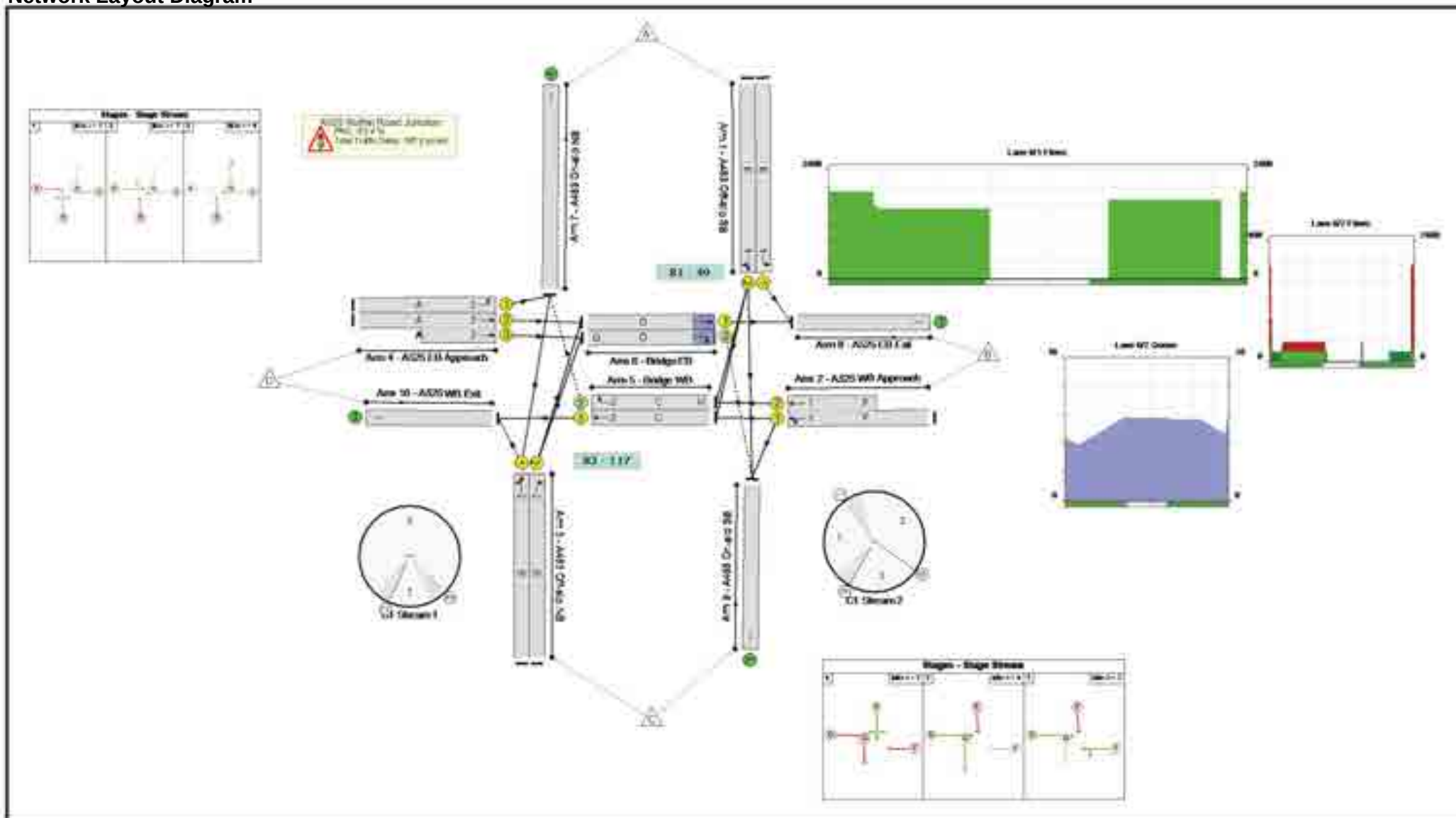
Stage Stream: 2

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

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

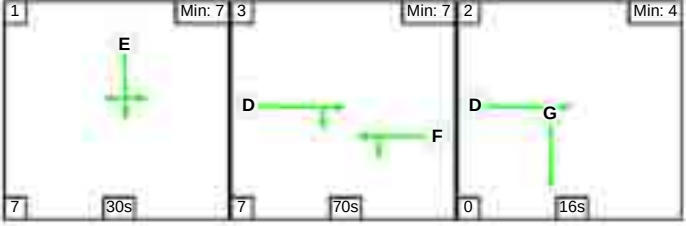
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A483 / A525 Linsig Model	-	-	N/A	-	-		-	-	-	-	-	-	147.0%
A525 Ruthin Road Junction	-	-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

Full Input Data And Results

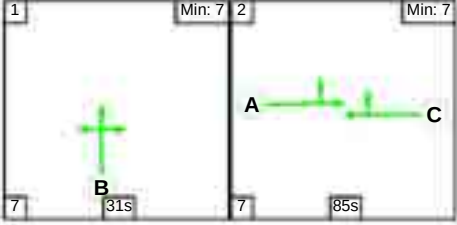
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	-	-	111	394	0	86.3	310.7	0.1	397.0	-	-	-	-
A525 Ruthin Road Junction	-	-	111	394	0	86.3	310.7	0.1	397.0	-	-	-	-
1/1	362	249	-	-	-	11.6	58.1	-	69.8	693.7	17.2	58.1	75.3
1/2	294	262	-	-	-	6.3	19.8	-	26.0	318.6	11.8	19.8	31.5
2/1+2/2	1146	1146	-	-	-	1.8	1.3	-	3.1	9.8	12.5	1.3	13.8
3/1	253	253	-	-	-	2.9	0.6	-	3.5	49.5	7.8	0.6	8.4
3/2	469	461	-	-	-	6.5	12.9	-	19.4	148.9	17.2	12.9	30.1
4/1	354	354	-	-	-	2.9	0.5	-	3.4	34.2	9.5	0.5	10.0
4/2+4/3	1191	819	-	-	-	37.2	187.8	-	225.0	680.0	56.6	187.8	244.4
5/1	837	837	-	-	-	3.7	0.0	-	3.7	15.9	16.7	0.0	16.7
5/2	401	394	0	394	0	8.2	3.7	0.0	11.9	106.5	14.7	3.7	18.4
6/1	1117	1117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	163	111	111	0	0	5.2	26.1	0.1	31.3	692.7	5.9	26.1	31.9
7/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1366	1366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1090	1090	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -63.4 C1 Stream: 2 PRC for Signalled Lanes (%): -61.7 PRC Over All Lanes (%): -63.4 Total Delay for Signalled Lanes (pcuHr): 130.23 Total Delay for Signalled Lanes (pcuHr): 266.78 Total Delay Over All Lanes(pcuHr): 397.01 Cycle Time (s): 130 Cycle Time (s): 130													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

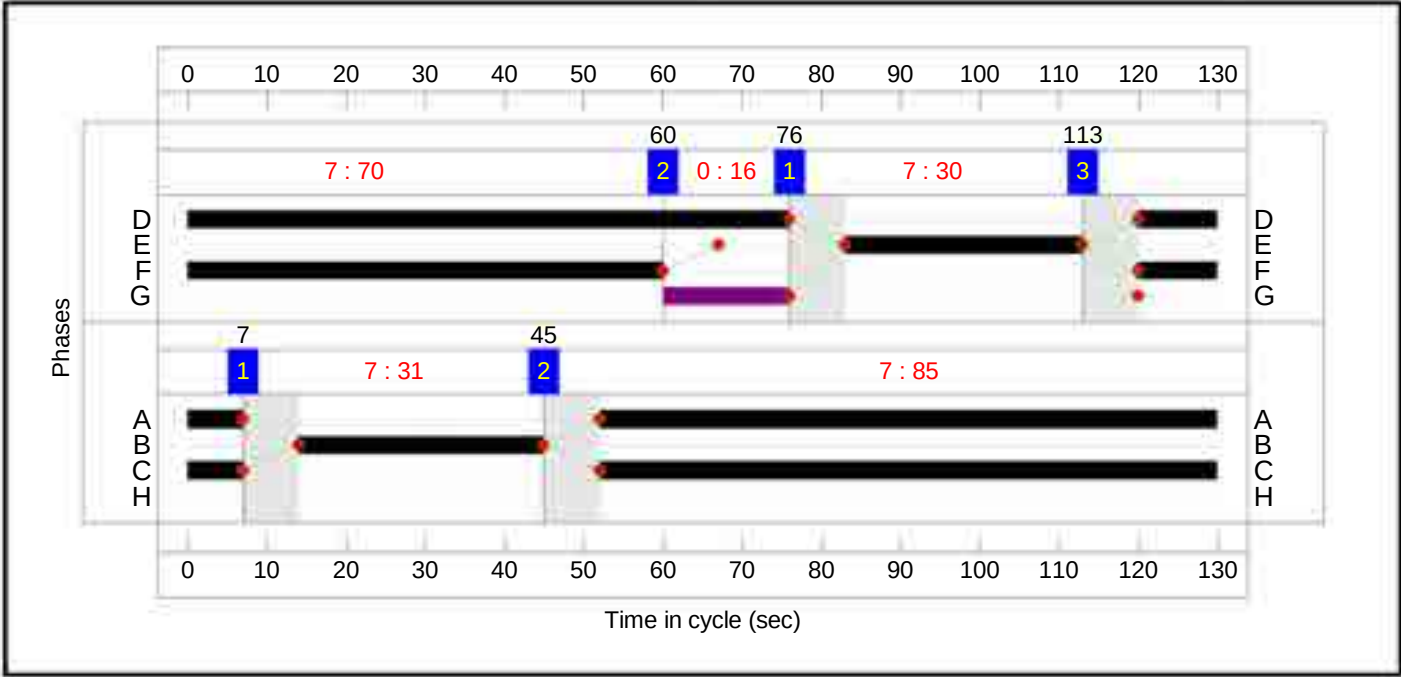
Stage Stream: 1

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

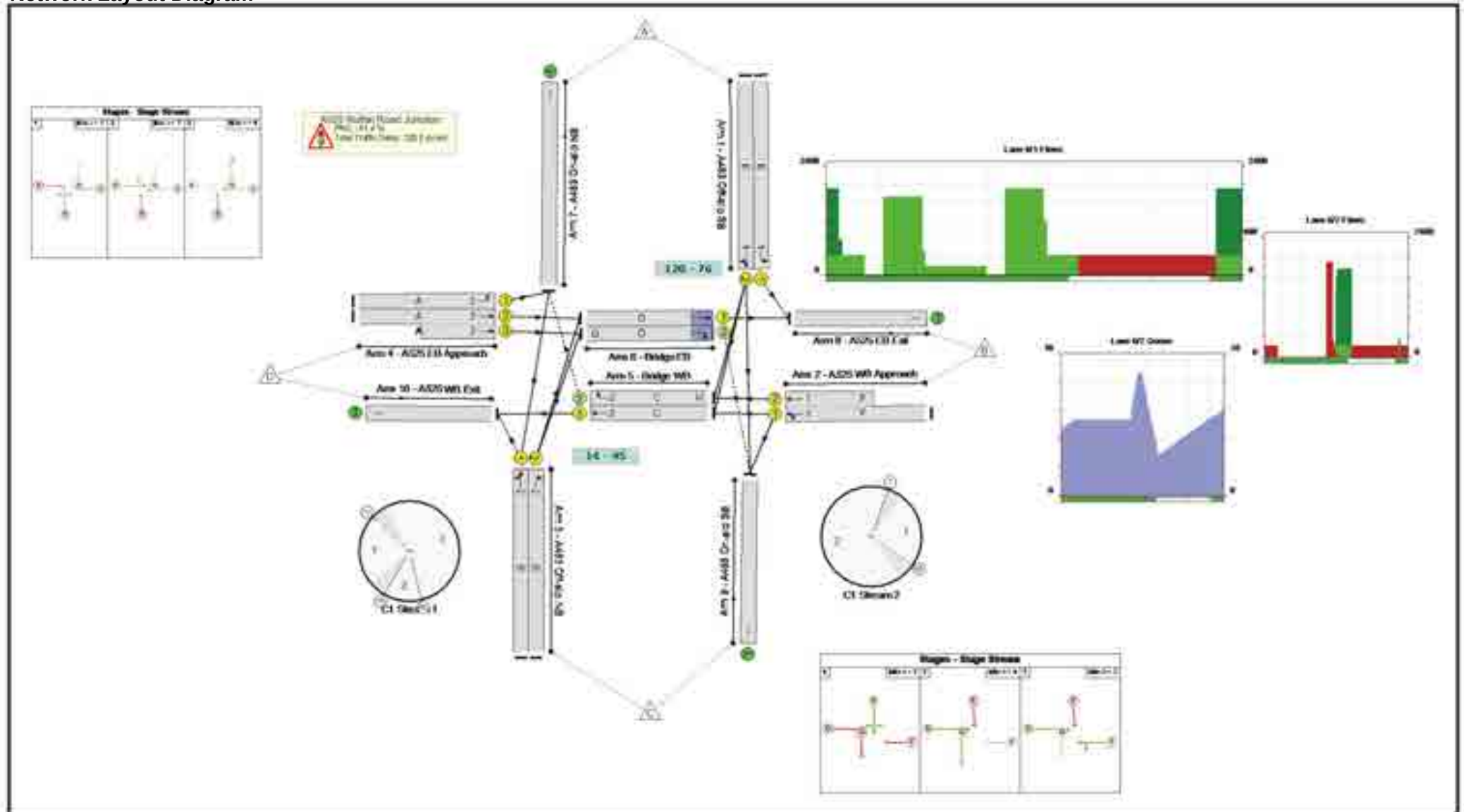
Stage Stream: 2

Stage	1	2
Duration	31	85
Change Point	7	45

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

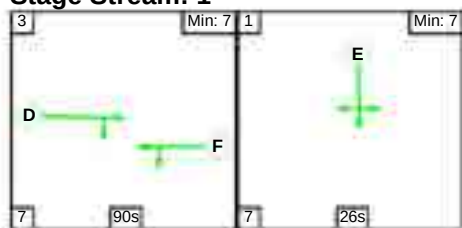
[illegible]

Full Input Data And Results

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

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

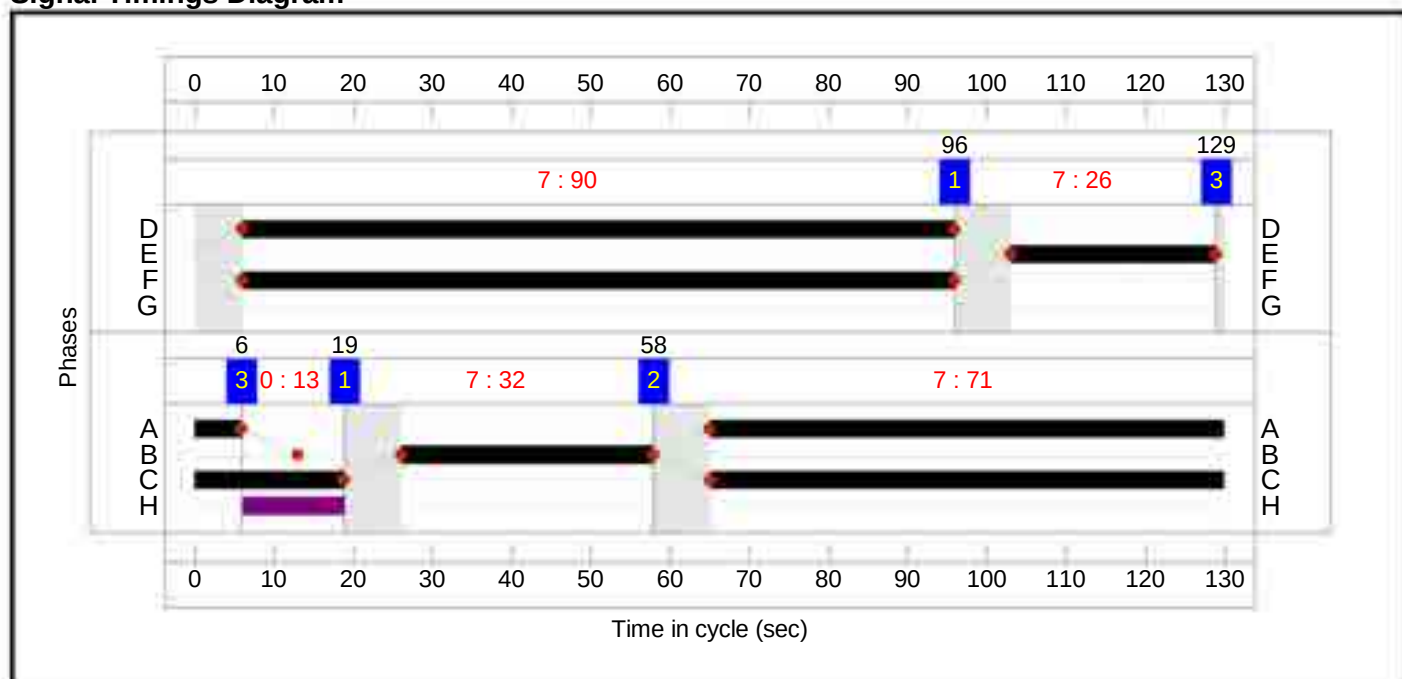
Stage Stream: 1

Stage	3	1
Duration	90	26
Change Point	129	96

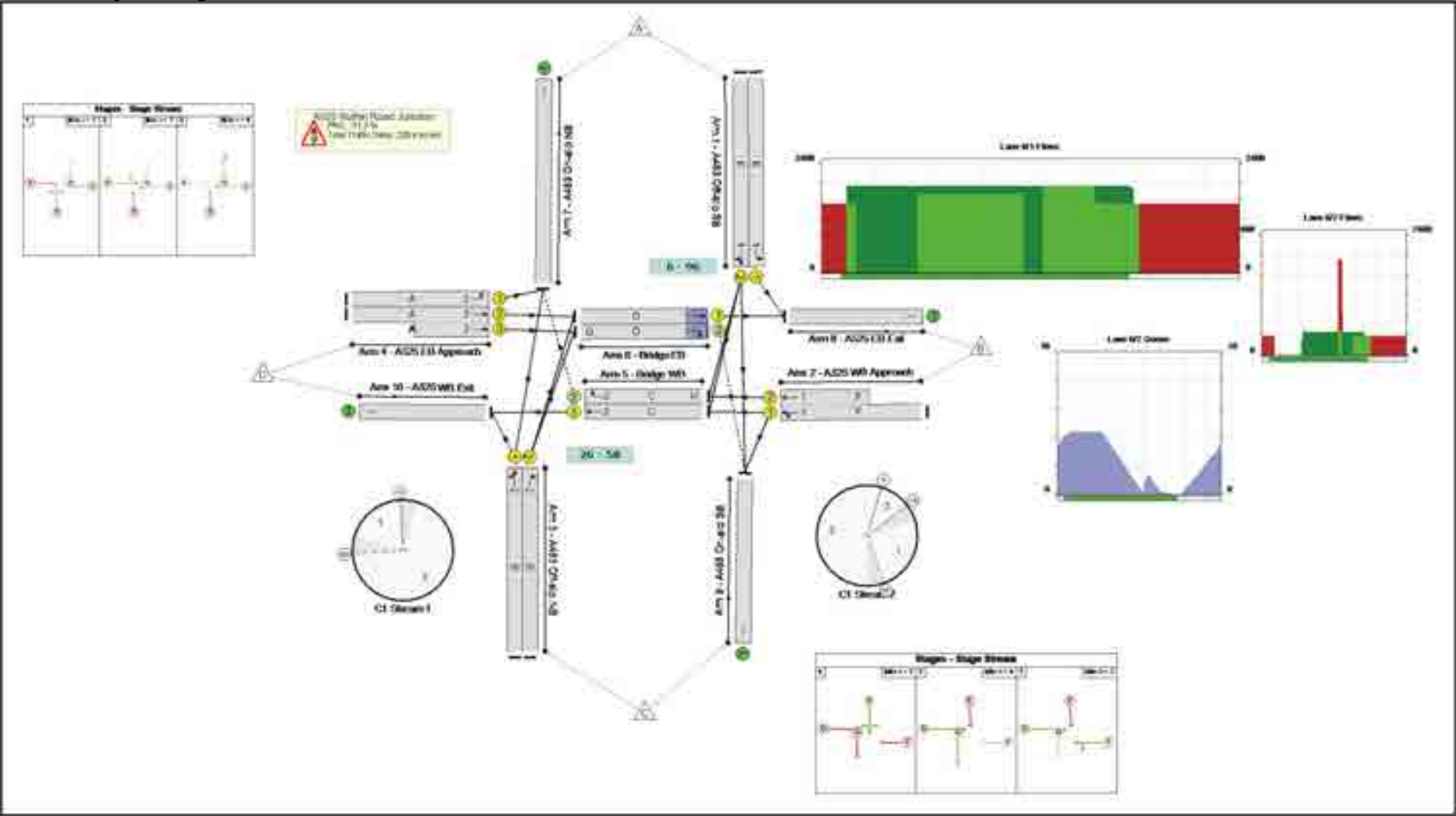
Stage Stream: 2

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

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

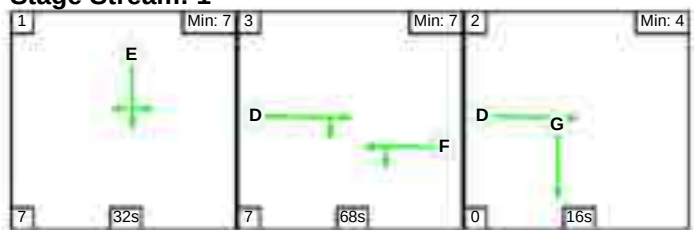
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	-	-	223	149	0	69.6	159.7	0.1	229.4	-	-	-	-
A525 Ruthin Road Junction	-	-	223	149	0	69.6	159.7	0.1	229.4	-	-	-	-
1/1	334	334	-	-	-	4.7	5.5	-	10.2	109.6	11.9	5.5	17.3
1/2	325	325	-	-	-	4.5	3.0	-	7.5	83.6	11.3	3.0	14.3
2/1+2/2	894	894	-	-	-	2.3	0.9	-	3.2	12.8	14.2	0.9	15.1
3/1	281	281	-	-	-	3.4	0.9	-	4.3	55.1	9.1	0.9	10.0
3/2	503	435	-	-	-	10.9	37.3	-	48.2	344.8	20.6	37.3	57.9
4/1	391	391	-	-	-	1.8	0.3	-	2.1	19.6	8.0	0.3	8.4
4/2+4/3	1313	1111	-	-	-	26.1	104.0	-	130.1	356.8	56.9	104.0	160.8
5/1	942	942	-	-	-	3.8	0.0	-	3.8	14.4	16.6	0.0	16.6
5/2	165	149	0	149	0	3.8	7.8	0.0	11.6	252.7	6.5	7.8	14.3
6/1	1324	1324	-	-	-	6.1	0.0	-	6.1	16.7	33.4	0.0	33.4
6/2	223	223	223	0	0	2.2	0.0	0.1	2.3	36.9	4.3	0.0	4.3
7/1	540	540	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1658	1658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1223	1223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	Stream: 1 PRC for Signalled Lanes (%):		-10.6	Total Delay for Signalled Lanes (pcuHr):		29.31	Cycle Time (s): 130				
		C1	Stream: 2 PRC for Signalled Lanes (%):		-31.3	Total Delay for Signalled Lanes (pcuHr):		200.07	Cycle Time (s): 130				
			PRC Over All Lanes (%):		-31.3	Total Delay Over All Lanes (pcuHr):		229.38					

Full Input Data And Results

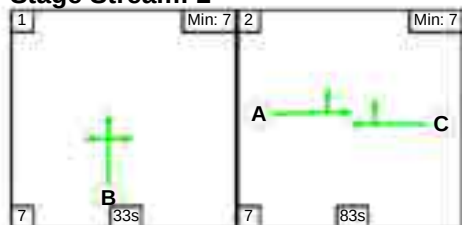
Scenario 6: 'PM 2040 Base' (FG8: 'PM 2040 Base', Plan 2: 'PM Control Plan')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

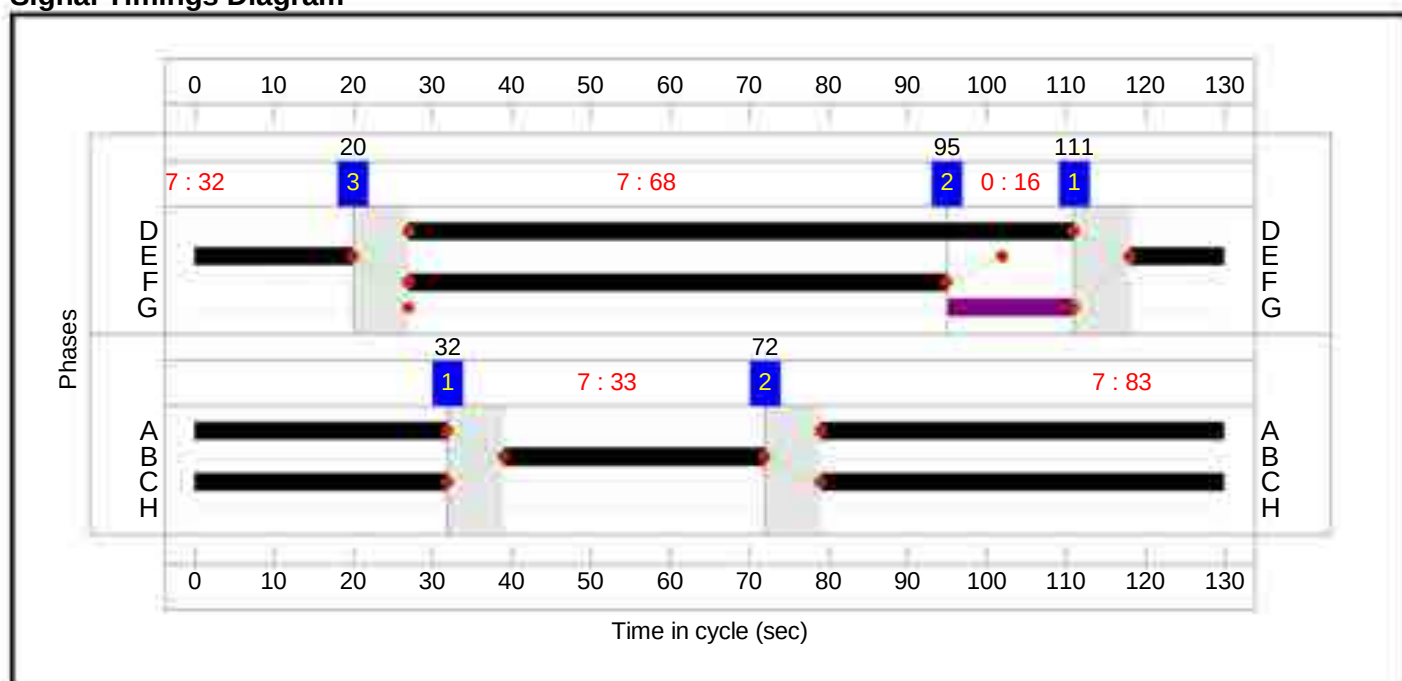
Stage Stream: 1

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

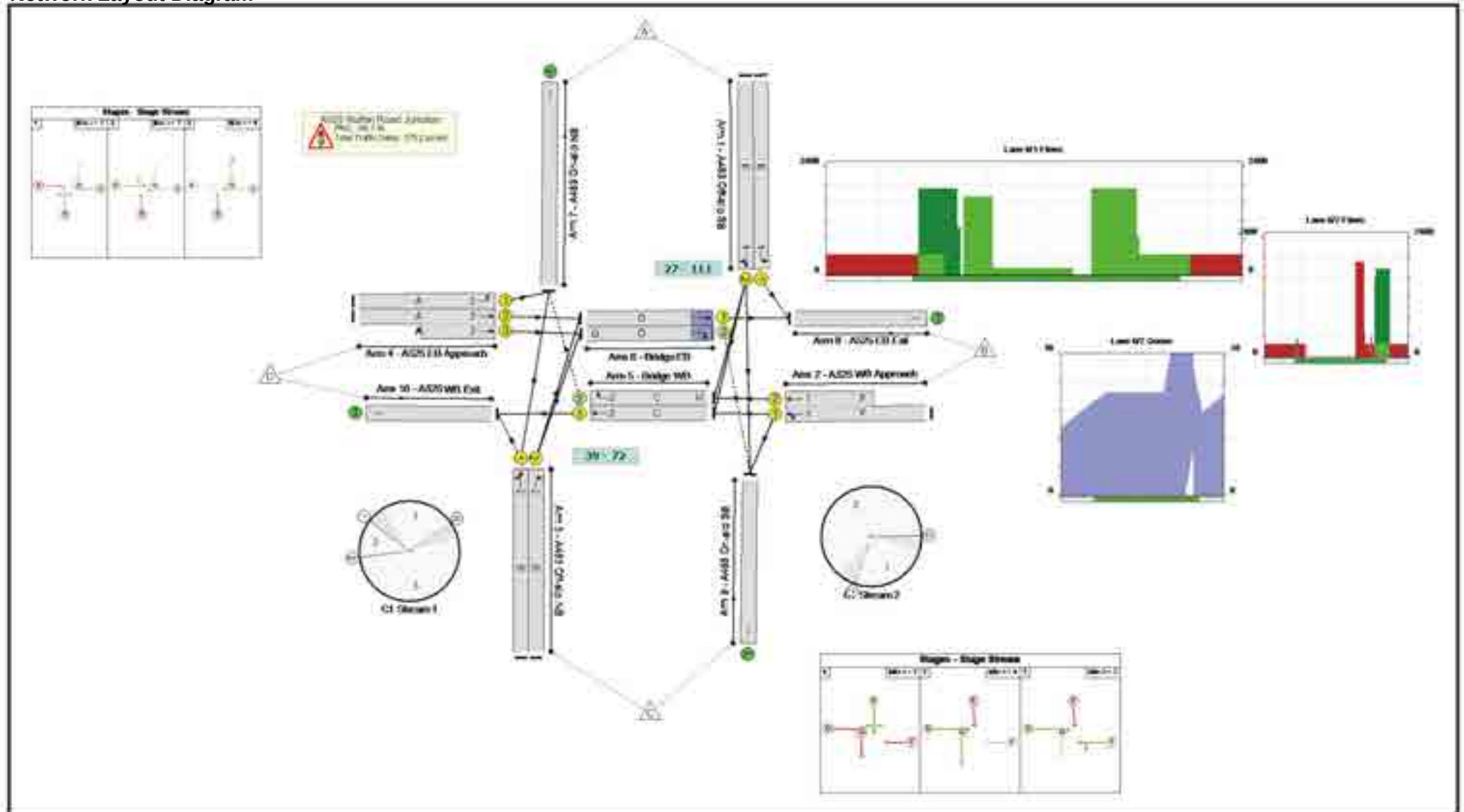
Stage Stream: 2

Stage	1	2
Duration	33	83
Change Point	32	72

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

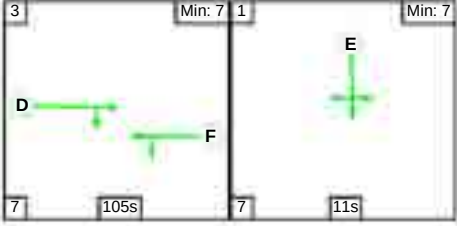
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A483 / A525 Linsig Model	-	-	N/A	-	-		-	-	-	-	-	-	134.2%
A525 Ruthin Road Junction	-	-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

Full Input Data And Results

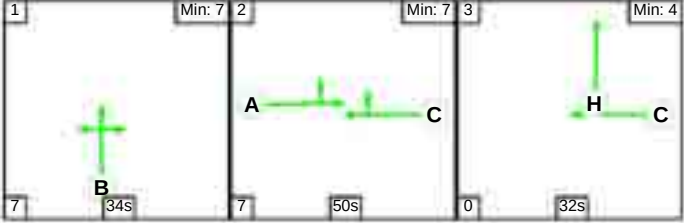
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	-	-	118	190	1	81.2	293.9	0.1	375.2	-	-	-	-
A525 Ruthin Road Junction	-	-	118	190	1	81.2	293.9	0.1	375.2	-	-	-	-
1/1	251	251	-	-	-	3.0	0.7	-	3.6	52.3	7.9	0.7	8.6
1/2	604	455	-	-	-	18.7	76.5	-	95.2	567.3	28.7	76.5	105.2
2/1+2/2	1405	1047	-	-	-	31.1	180.9	-	212.0	543.2	65.3	180.9	246.1
3/1	376	376	-	-	-	4.8	2.5	-	7.3	69.7	12.8	2.5	15.4
3/2	147	147	-	-	-	1.6	0.2	-	1.8	44.7	4.3	0.2	4.5
4/1	361	361	-	-	-	1.0	0.2	-	1.3	12.5	5.7	0.2	5.9
4/2+4/3	706	706	-	-	-	2.0	0.5	-	2.5	13.0	7.5	0.5	8.0
5/1	1221	1221	-	-	-	8.7	0.0	-	8.7	25.7	42.9	0.0	42.9
5/2	118	118	118	0	0	1.7	0.0	0.0	1.8	53.6	3.9	0.0	3.9
6/1	597	597	-	-	-	1.3	0.0	-	1.3	7.6	6.4	0.0	6.4
6/2	256	191	0	190	1	7.3	32.3	0.1	39.7	558.5	12.1	32.3	44.4
7/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1597	1597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -49.1 C1 Stream: 2 PRC for Signalled Lanes (%): -10.5 PRC Over All Lanes (%): -49.1													
Total Delay for Signalled Lanes (pcuHr): 351.81 Total Delay for Signalled Lanes (pcuHr): 23.39 Total Delay Over All Lanes(pcuHr): 375.20								Cycle Time (s): 130 Cycle Time (s): 130					

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

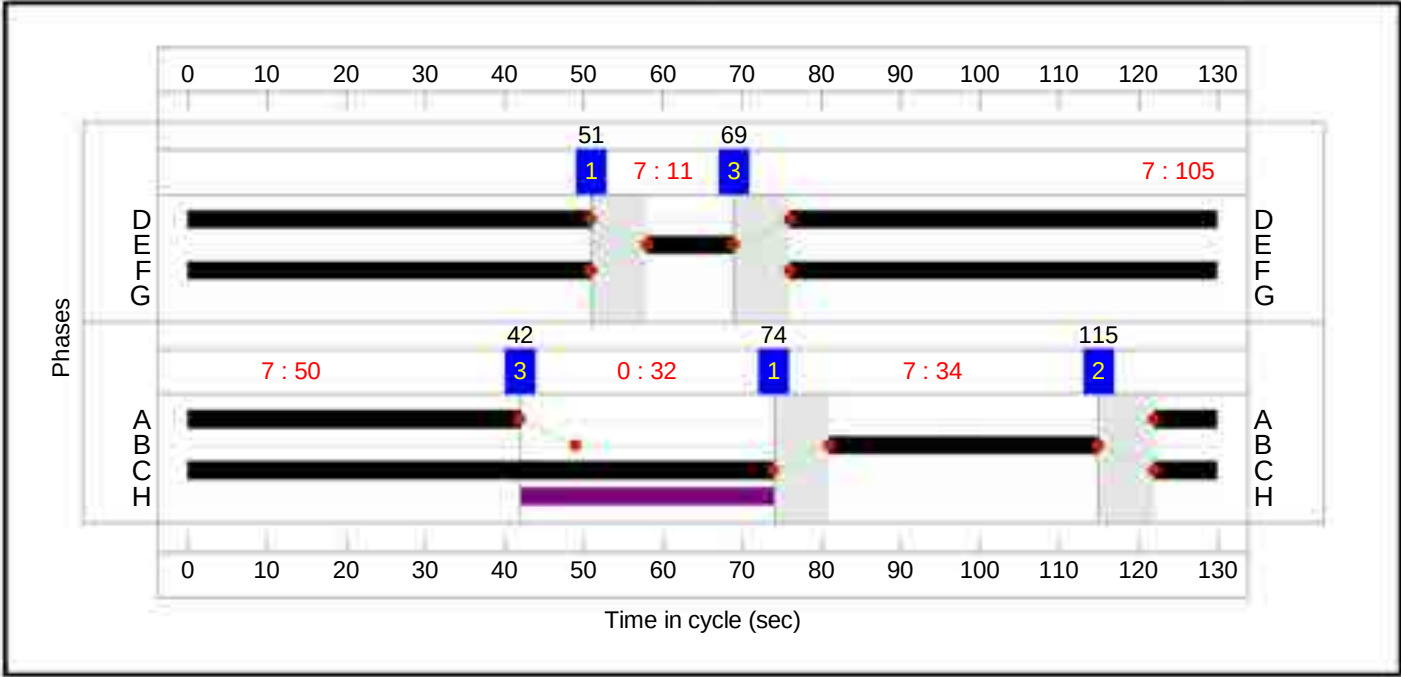
Stage Stream: 1

Stage	3	1
Duration	105	11
Change Point	69	51

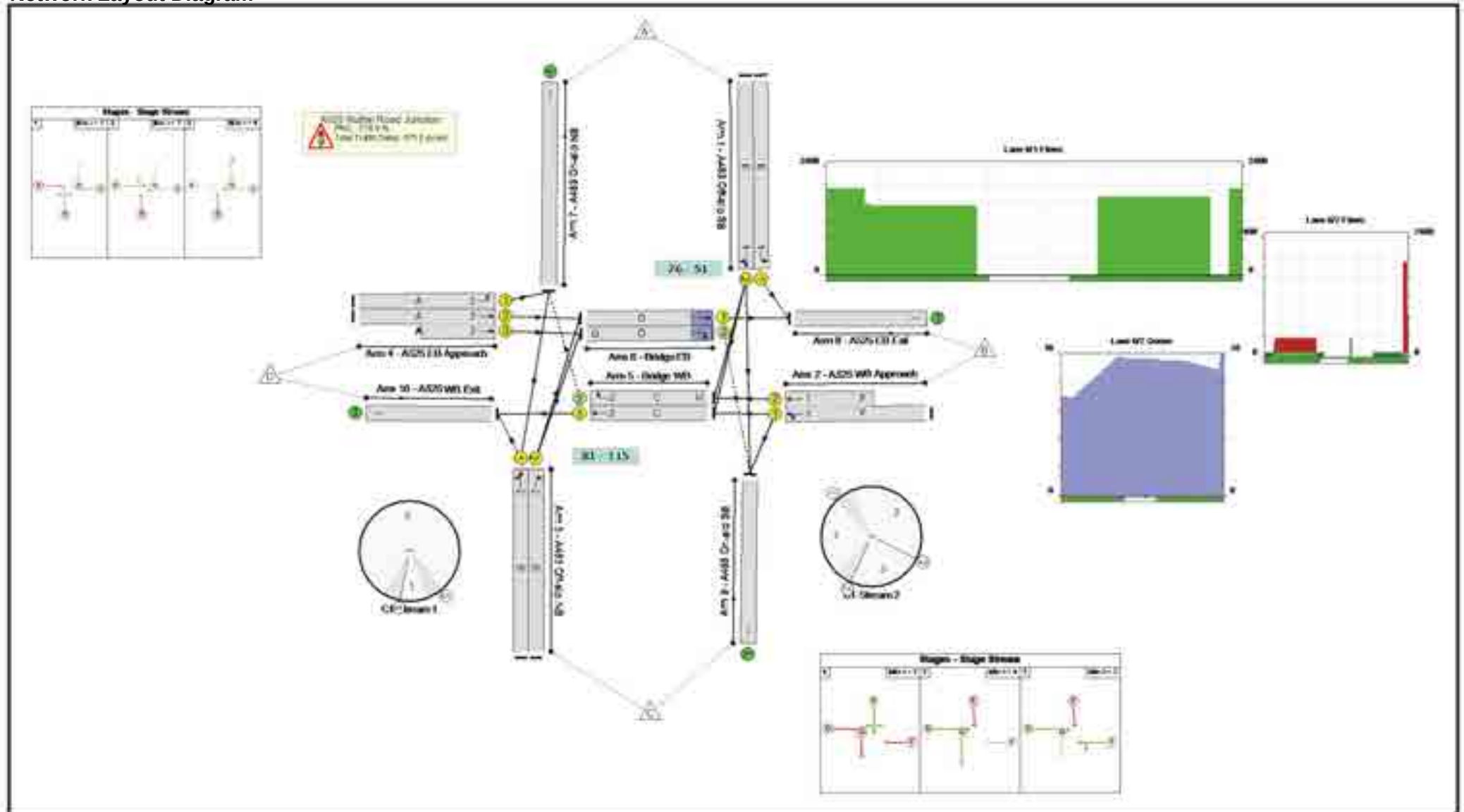
Stage Stream: 2

Stage	1	2	3
Duration	34	50	32
Change Point	74	115	147

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

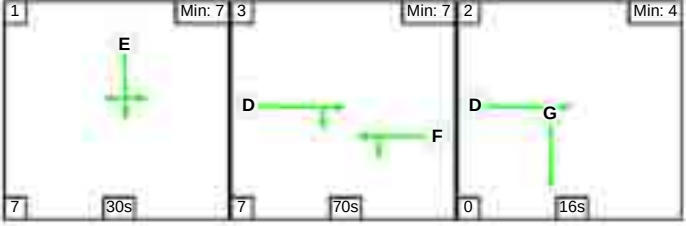
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A483 / A525 Linsig Model	-	-	N/A	-	-		-	-	-	-	-	-	251.9%
A525 Ruthin Road Junction	-	-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

Full Input Data And Results

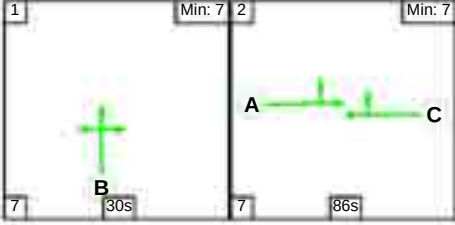
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	-	-	64	407	1	123.5	547.9	0.1	671.5	-	-	-	-
A525 Ruthin Road Junction	-	-	64	407	1	123.5	547.9	0.1	671.5	-	-	-	-
1/1	396	157	-	-	-	21.6	120.2	-	141.9	1289.6	25.9	120.2	146.1
1/2	325	165	-	-	-	14.5	80.8	-	95.3	1055.3	18.0	80.8	98.8
2/1+2/2	1233	1233	-	-	-	1.2	1.4	-	2.6	7.6	9.7	1.4	11.1
3/1	281	281	-	-	-	3.2	0.8	-	4.0	51.6	8.8	0.8	9.6
3/2	520	461	-	-	-	9.8	33.2	-	43.0	297.9	21.3	33.2	54.5
4/1	391	391	-	-	-	3.3	0.6	-	4.0	36.6	11.0	0.6	11.6
4/2+4/3	1317	804	-	-	-	48.4	257.7	-	306.1	836.6	66.4	257.7	324.1
5/1	799	799	-	-	-	3.9	0.0	-	3.9	17.7	17.7	0.0	17.7
5/2	418	407	0	407	0	8.4	5.4	0.0	13.8	119.0	15.5	5.4	20.9
6/1	1105	1105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	161	65	64	0	1	8.9	47.9	0.1	56.9	1275.6	10.6	47.9	58.4
7/1	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1262	1262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1080	1080	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	Stream: 1 PRC for Signalled Lanes (%):		-179.9	Total Delay for Signalled Lanes (pcuHr):		296.63	Cycle Time (s): 130				
		C1	Stream: 2 PRC for Signalled Lanes (%):		-82.0	Total Delay for Signalled Lanes (pcuHr):		374.85	Cycle Time (s): 130				
			PRC Over All Lanes (%):		-179.9	Total Delay Over All Lanes (pcuHr):		671.49					

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

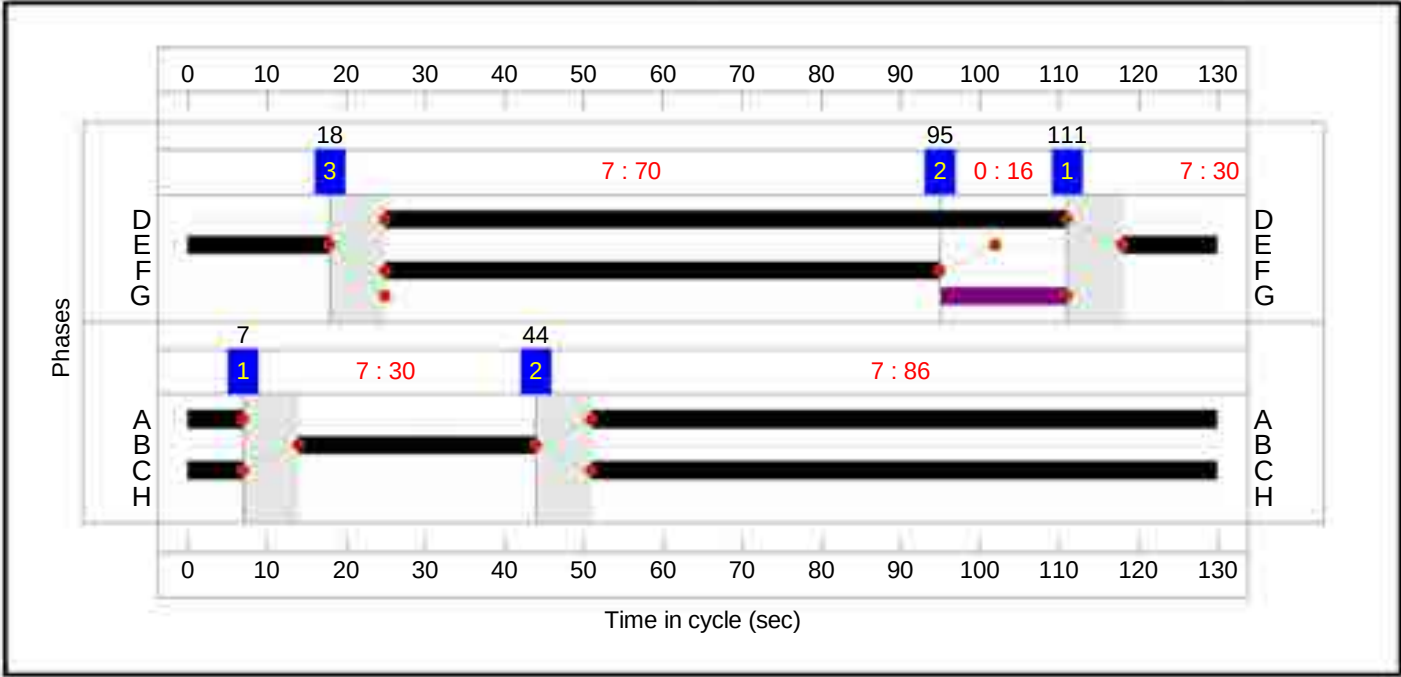
Stage Stream: 1

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

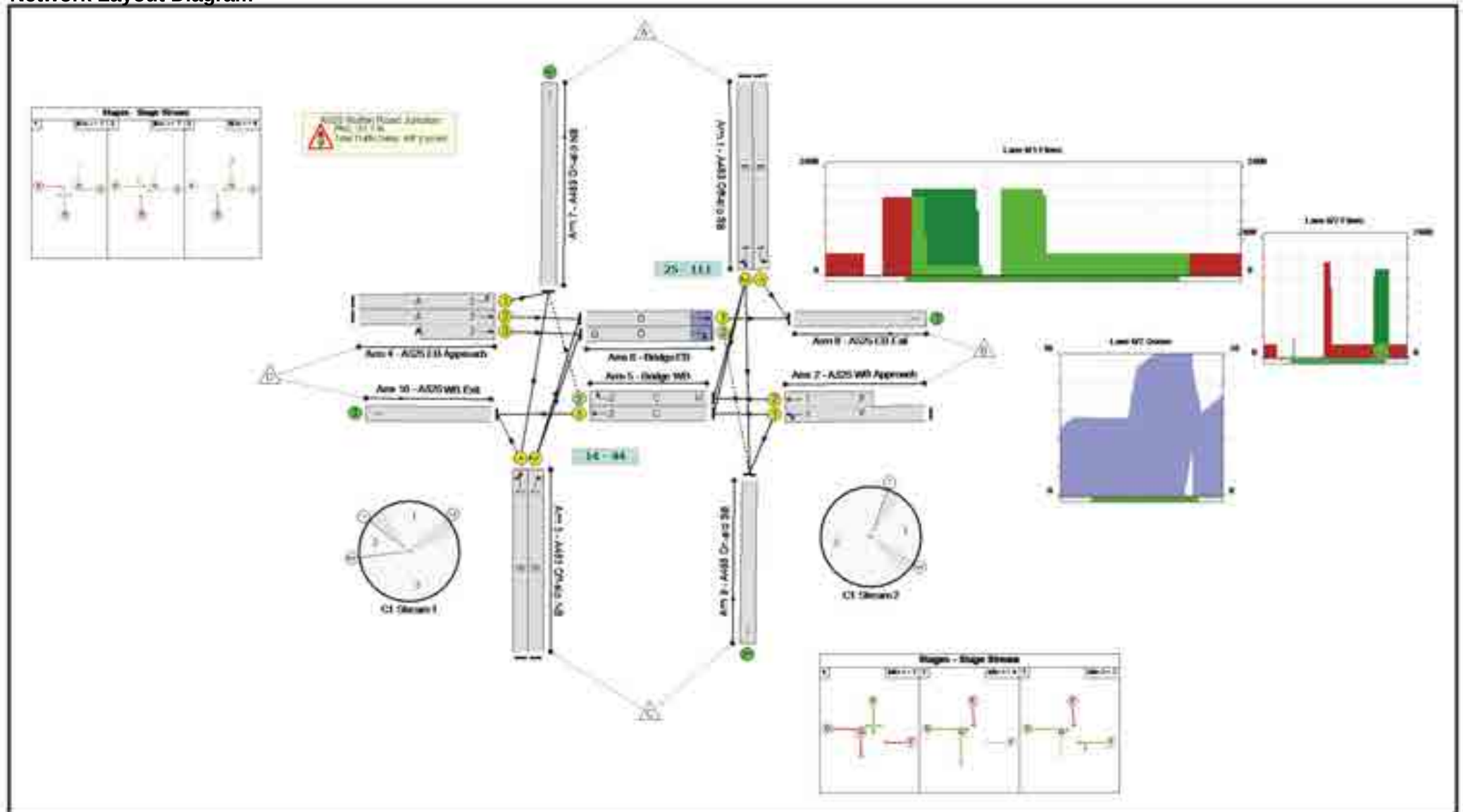
Stage Stream: 2

Stage	1	2
Duration	30	86
Change Point	7	44

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

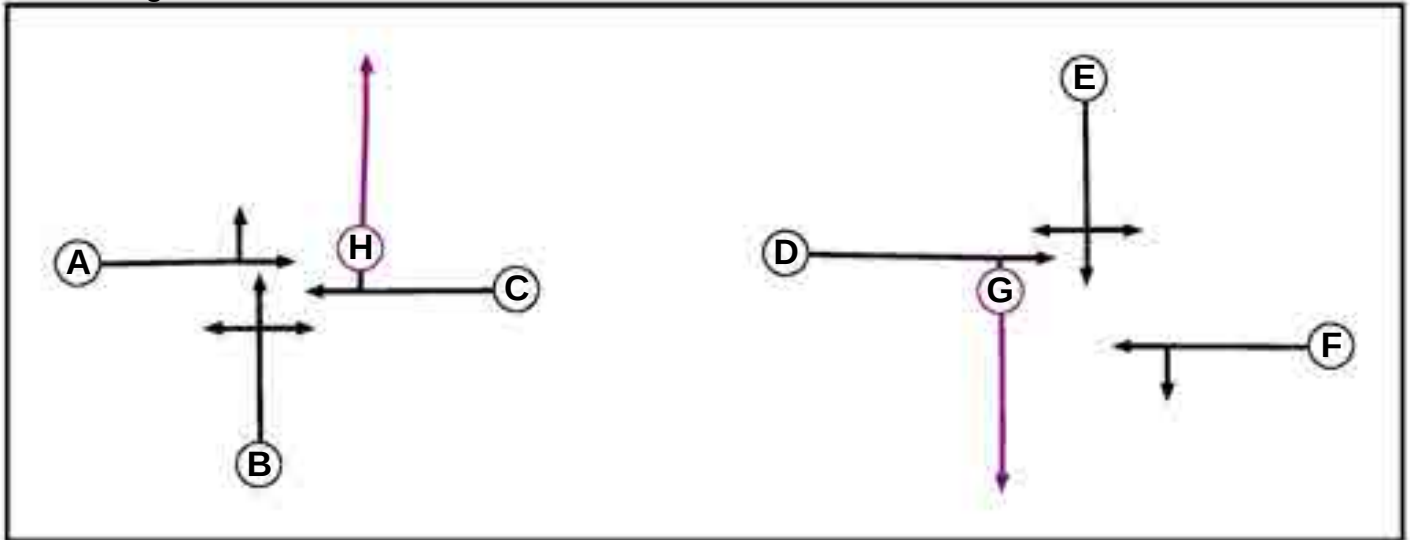
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	-	-	143	190	1	99.2	397.7	0.1	497.0	-	-	-	-
A525 Ruthin Road Junction	-	-	143	190	1	99.2	397.7	0.1	497.0	-	-	-	-
1/1	460	406	-	-	-	10.1	30.7	-	40.8	319.6	18.6	30.7	49.3
1/2	604	427	-	-	-	20.8	90.0	-	110.8	660.6	31.0	90.0	121.1
2/1+2/2	1530	1093	-	-	-	36.1	220.4	-	256.5	603.4	72.3	220.4	292.7
3/1	376	376	-	-	-	5.1	4.7	-	9.8	93.8	13.3	4.7	18.0
3/2	205	205	-	-	-	2.4	0.5	-	2.9	51.6	6.4	0.5	6.9
4/1	361	361	-	-	-	0.9	0.2	-	1.1	11.1	5.3	0.2	5.5
4/2+4/3	720	720	-	-	-	1.8	0.5	-	2.3	11.7	7.2	0.5	7.8
5/1	1166	1166	-	-	-	7.8	0.0	-	7.8	24.2	33.5	0.0	33.5
5/2	179	143	143	0	0	5.0	18.3	0.0	23.3	468.9	9.1	18.3	27.4
6/1	669	669	-	-	-	1.7	0.0	-	1.7	9.1	10.6	0.0	10.6
6/2	256	191	0	190	1	7.4	32.3	0.1	39.8	559.7	12.1	32.3	44.4
7/1	504	504	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1075	1075	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1542	1542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -57.1 C1 Stream: 2 PRC for Signalled Lanes (%): -39.7 PRC Over All Lanes (%): -57.1													
Total Delay for Signalled Lanes (pcuHr):								449.63	Cycle Time (s): 130				
Total Delay for Signalled Lanes (pcuHr):								47.38	Cycle Time (s): 130				
Total Delay Over All Lanes(pcuHr):								497.01					

S|C|P

APPENDIX B12

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

Phase Diagram



Phase Input Data

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

Full Input Data And Results

Phase Intergreens Matrix

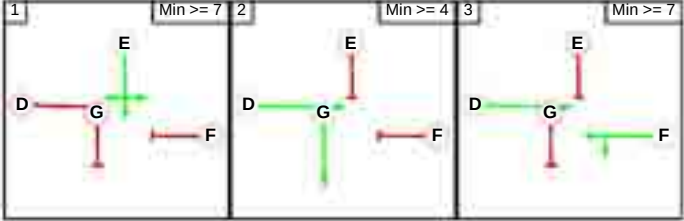
		Starting Phase							
Terminating Phase		A	B	C	D	E	F	G	H
	A		7	-	-	-	-	-	3
	B	7		7	-	-	-	-	-
	C	-	7		-	-	-	-	-
	D	-	-	-		7	-	-	-
	E	-	-	-	7		7	7	-
	F	-	-	-	-	7		5	-
	G	-	-	-	-	7	3		-
	H	5	-	-	-	-	-	-	

Phases in Stage

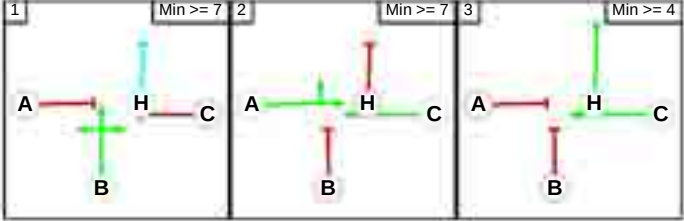
Stream	Stage No.	Phases in Stage
1	1	E
1	2	D G
1	3	D F
2	1	B
2	2	A C
2	3	C H

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

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

Stage Stream: 2

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

Full Input Data And Results

Give-Way Lane Input Data

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

Full Input Data And Results

Lane Input Data

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

Full Input Data And Results

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

Traffic Flow Groups

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

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

Traffic Flows, Desired

Desired Flow :

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

Full Input Data And Results

Traffic Lane Flows

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

Lane Saturation Flows

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

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

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

Traffic Lane Flows

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

Lane Saturation Flows

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

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

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

Traffic Lane Flows

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

Lane Saturation Flows

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

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

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

Traffic Lane Flows

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

Lane Saturation Flows

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

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

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

Traffic Lane Flows

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

Lane Saturation Flows

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

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

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

Traffic Lane Flows

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

Lane Saturation Flows

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

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

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

Traffic Lane Flows

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

Lane Saturation Flows

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

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

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

Traffic Lane Flows

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

Lane Saturation Flows

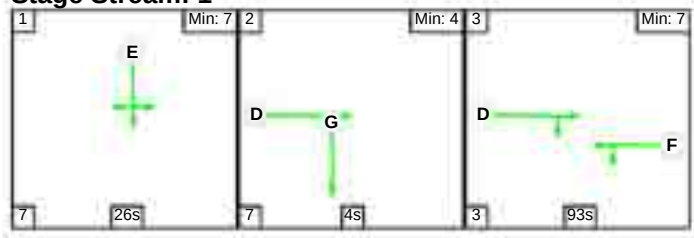
Junction: A525 Ruthin Road Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A483 Off-slip SB)	3.25	0.00	Y	Arm 8 Left	20.00	100.0 %	1805	1805
1/2 (A483 Off-slip SB)	3.00	2.00	Y	Arm 5 Right	Inf	100.0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

Full Input Data And Results

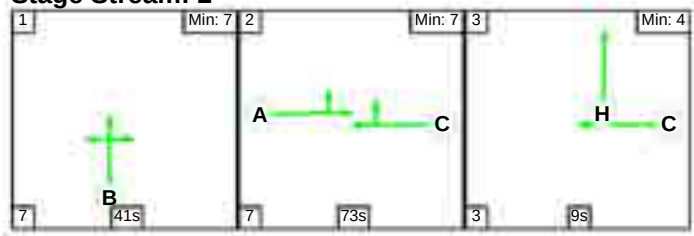
Scenario 1: '2030 AM Base' (FG1: 'AM 2030 Base', Plan 1: 'AM Control Plan')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

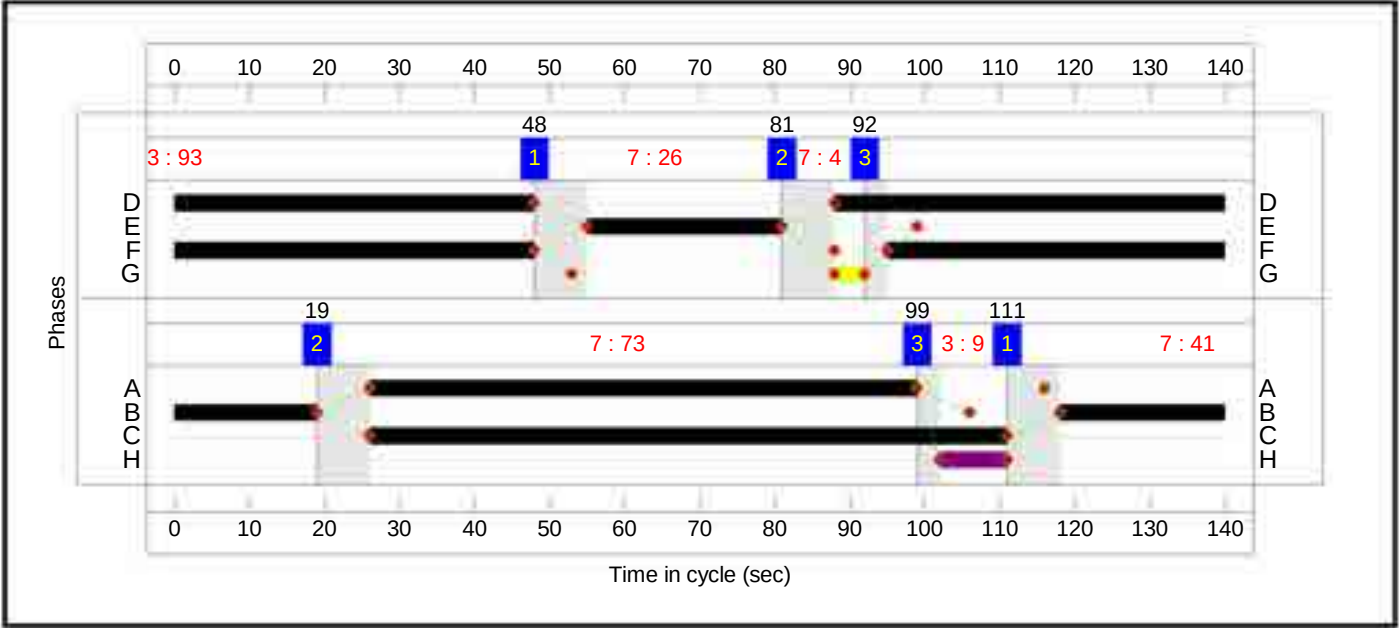
Stage Stream: 1

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

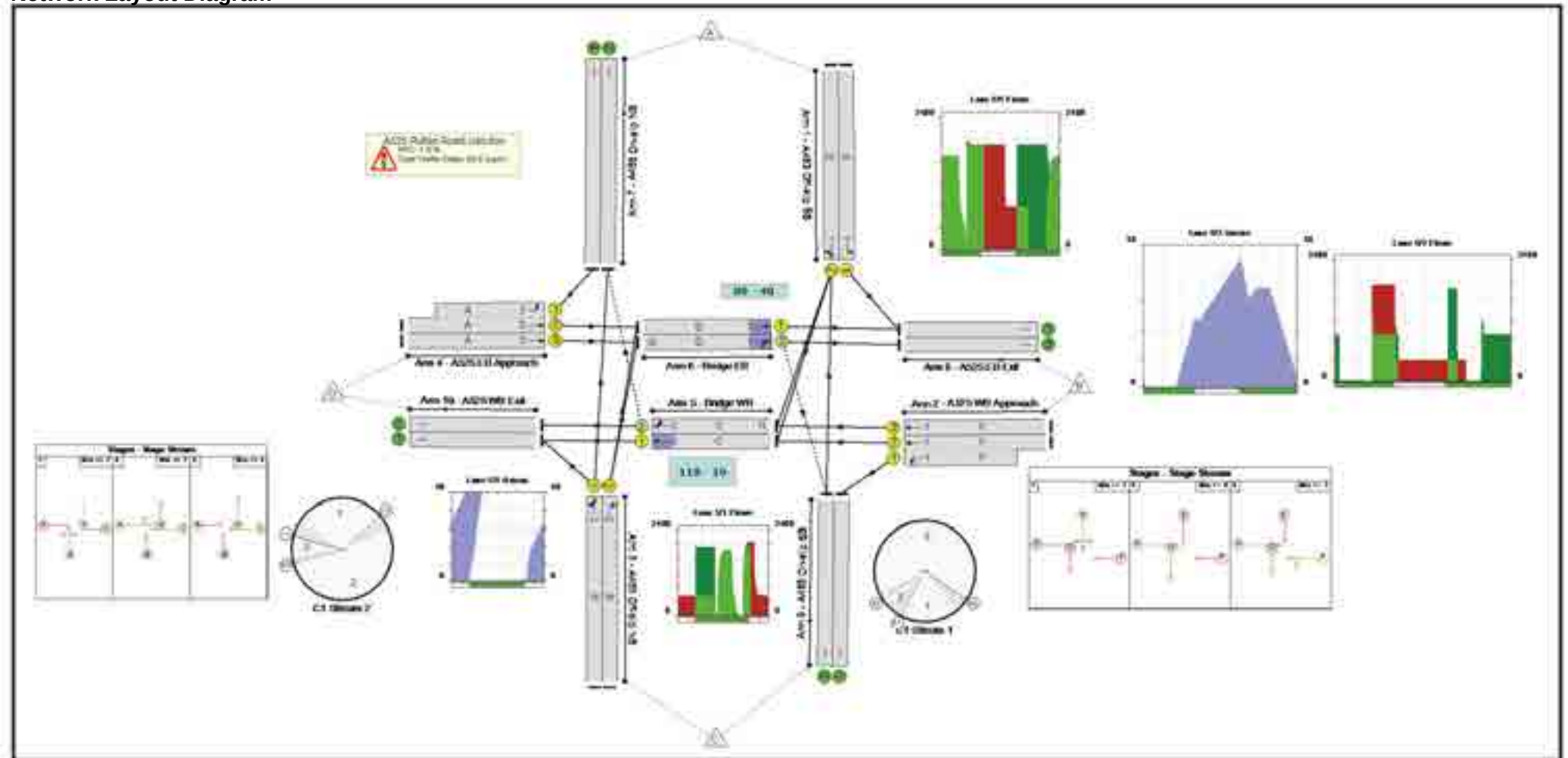
Stage Stream: 2

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

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

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

Full Input Data And Results

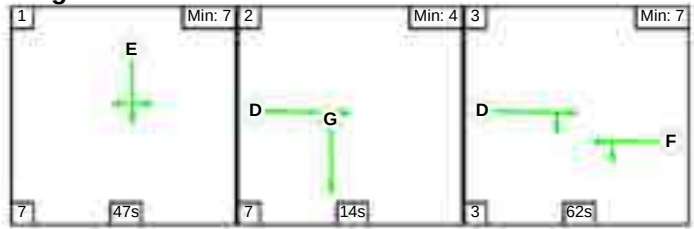
Sim Input Data And Results													
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	-	-	212	172	2	44.2	21.3	0.0	65.6	-	-	-	-
A525 Ruthin Road Junction	-	-	212	172	2	44.2	21.3	0.0	65.6	-	-	-	-
1/1	300	300	-	-	-	4.6	2.8	-	7.4	88.2	11.2	2.8	14.0
1/2	294	294	-	-	-	4.4	2.3	-	6.7	82.6	10.9	2.3	13.2
2/2+2/1	658	658	-	-	-	1.8	0.4	-	2.2	12.3	9.8	0.4	10.2
2/3	149	149	-	-	-	0.3	0.1	-	0.4	9.8	2.0	0.1	2.1
3/1	253	253	-	-	-	2.8	0.4	-	3.2	45.9	7.9	0.4	8.4
3/2	452	452	-	-	-	5.8	3.3	-	9.1	72.8	16.7	3.3	20.0
4/2+4/1	1126	1126	-	-	-	7.5	3.2	-	10.7	34.1	23.8	3.2	27.0
4/3	415	415	-	-	-	2.3	0.4	-	2.6	23.0	9.7	0.4	10.0
5/1	852	852	-	-	-	3.7	1.3	-	5.1	21.4	15.2	1.3	16.6
5/2	149	149	29	120	0	1.6	2.1	-	3.7	89.6	5.7	2.1	7.8
6/1	1221	1221	-	-	-	4.9	3.9	-	8.8	26.0	19.0	3.9	22.9
6/2	418	418	183	52	2	4.3	1.2	0.0	5.6	47.9	9.1	1.2	10.3
7/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1521	1521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1105	1105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	Stream: 1 PRC for Signalled Lanes (%):		1.0	Total Delay for Signalled Lanes (pcuHr):		31.13	Cycle Time (s):		140		
		C1	Stream: 2 PRC for Signalled Lanes (%):		2.4	Total Delay for Signalled Lanes (pcuHr):		34.46	Cycle Time (s):		140		
			PRC Over All Lanes (%):		1.0	Total Delay Over All Lanes(pcuHr):		65.59					

Full Input Data And Results

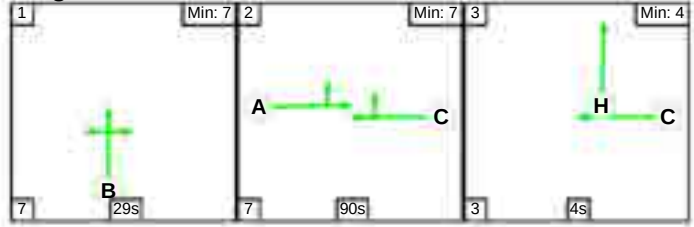
Scenario 2: '2030 PM Base' (FG2: 'PM 2030 Base', Plan 2: 'PM Control Plan')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

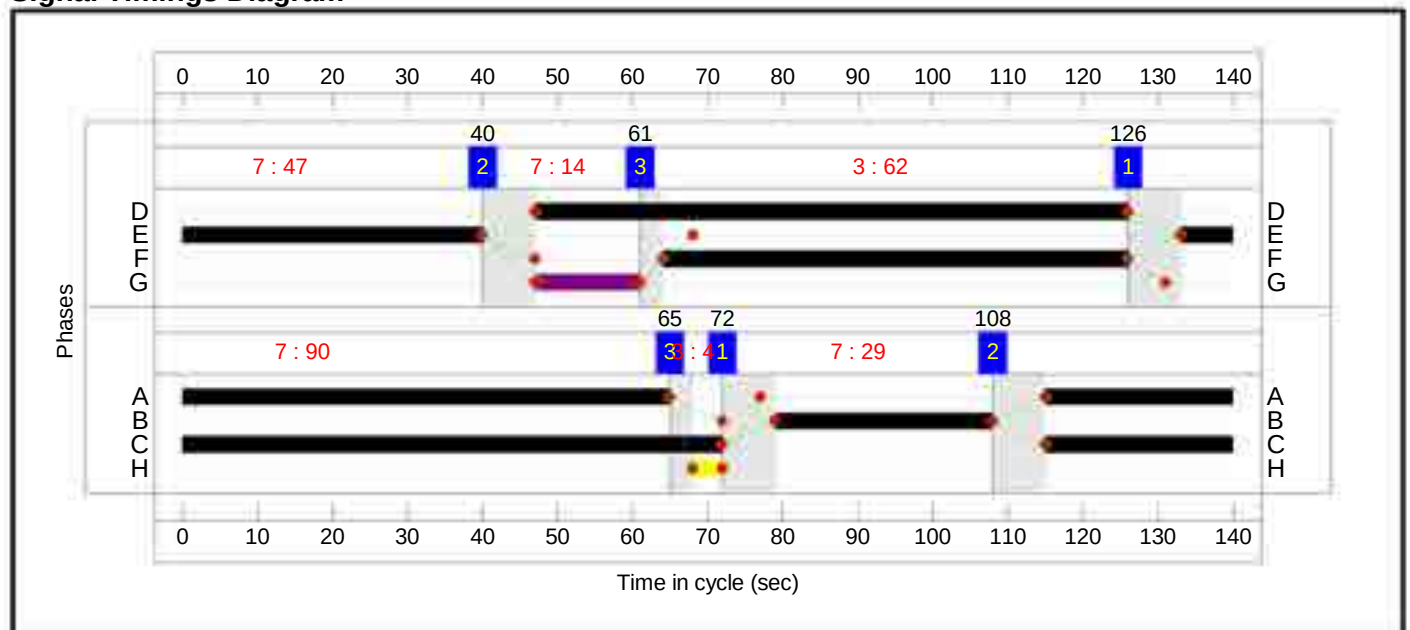
Stage Stream: 1

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

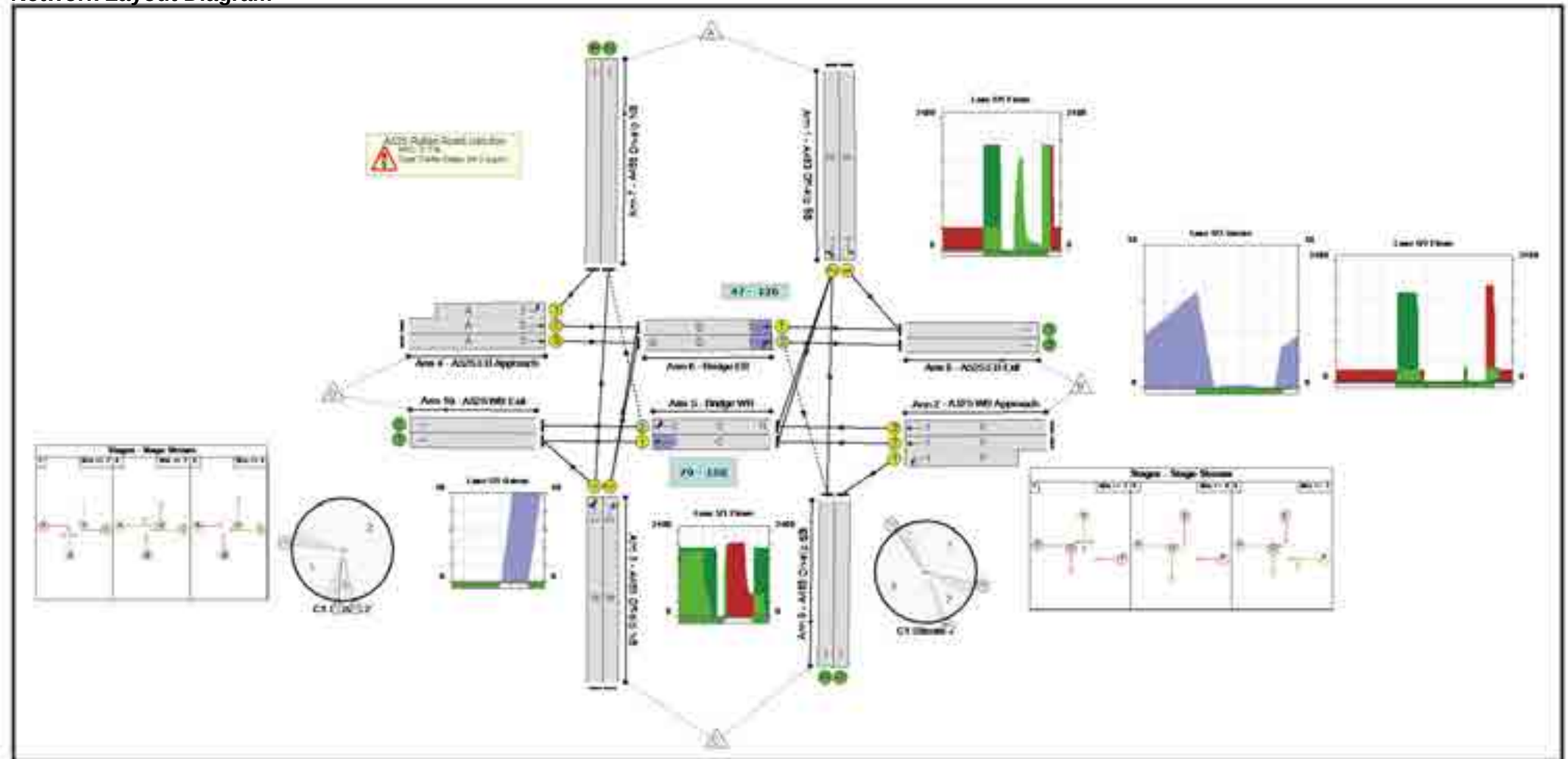
Stage Stream: 2

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

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

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

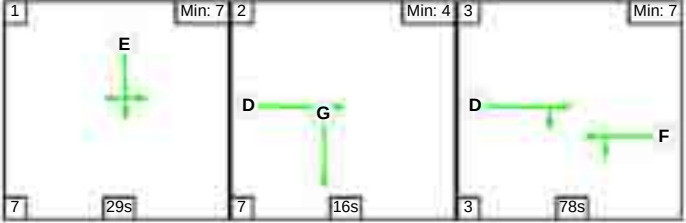
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	-	-	141	231	0	47.9	16.3	0.0	64.3	-	-	-	-
A525 Ruthin Road Junction	-	-	141	231	0	47.9	16.3	0.0	64.3	-	-	-	-
1/1	225	225	-	-	-	2.2	0.3	-	2.4	39.1	6.6	0.3	6.8
1/2	544	544	-	-	-	6.5	3.0	-	9.5	63.0	19.6	3.0	22.7
2/2+2/1	819	819	-	-	-	6.6	1.6	-	8.2	35.9	19.0	1.6	20.6
2/3	449	449	-	-	-	3.5	0.6	-	4.0	32.2	12.5	0.6	13.0
3/1	338	338	-	-	-	5.0	2.8	-	7.8	83.0	12.6	2.8	15.4
3/2	132	132	-	-	-	1.7	0.3	-	2.0	54.5	4.4	0.3	4.6
4/2+4/1	733	733	-	-	-	2.2	0.4	-	2.5	12.5	7.0	0.4	7.4
4/3	230	230	-	-	-	0.6	0.1	-	0.7	11.6	3.5	0.1	3.6
5/1	1166	1166	-	-	-	8.9	3.4	-	12.3	38.1	43.2	3.4	46.6
5/2	449	449	112	30	0	5.6	0.6	-	6.3	50.2	14.2	0.6	14.8
6/1	539	539	-	-	-	2.6	0.5	-	3.1	20.8	9.5	0.5	10.0
6/2	230	230	29	201	0	2.6	2.6	0.0	5.3	82.3	6.7	2.6	9.3
7/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	142	142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	764	764	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	197	197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1504	1504	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	307	307	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
		C1 C1	Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%):		3.9 2.7 2.7	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		32.51 31.66 64.26	Cycle Time (s): 140 Cycle Time (s): 140				

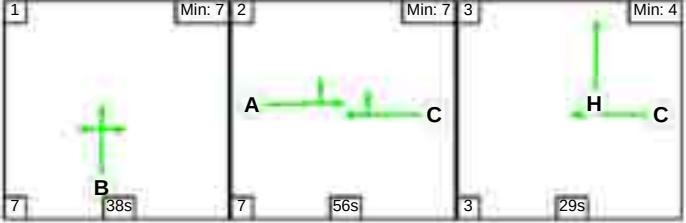
Full Input Data And Results
Scenario 3: '2030 AM Assessment - 1520 Units' (FG3: 'AM 2030 Assessment - 1520 Units', Plan 1: 'AM Control Plan')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

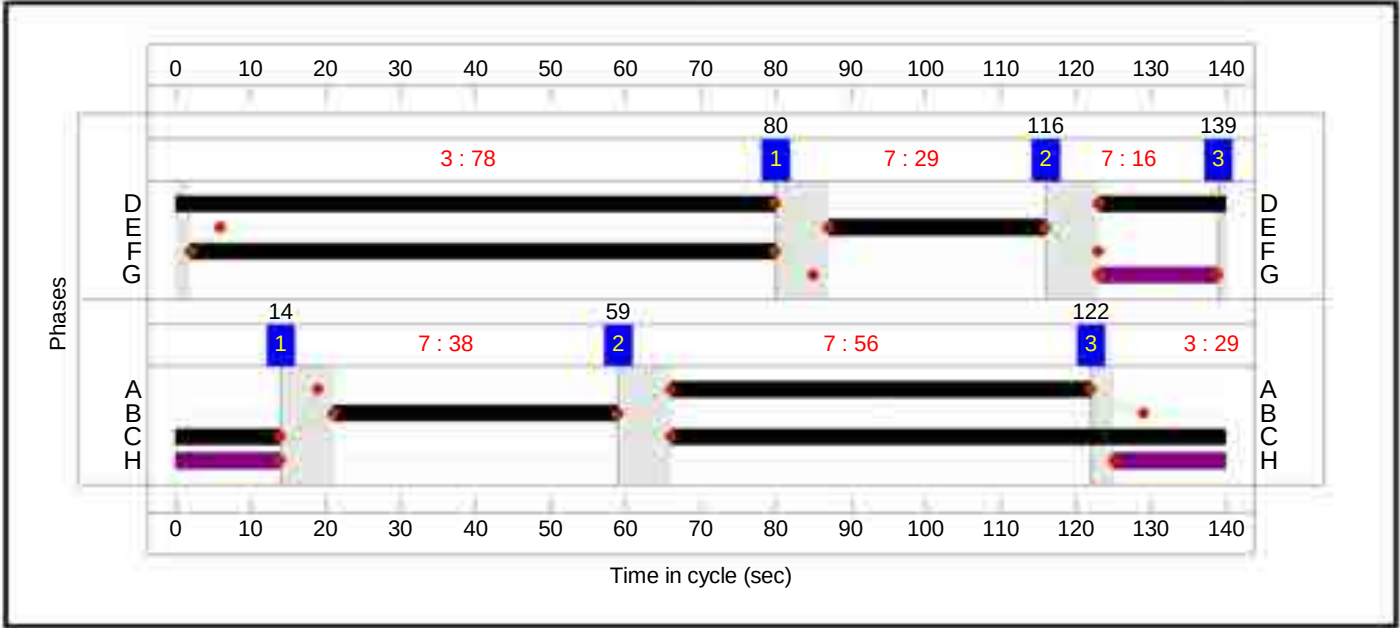
Stage Stream: 1

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

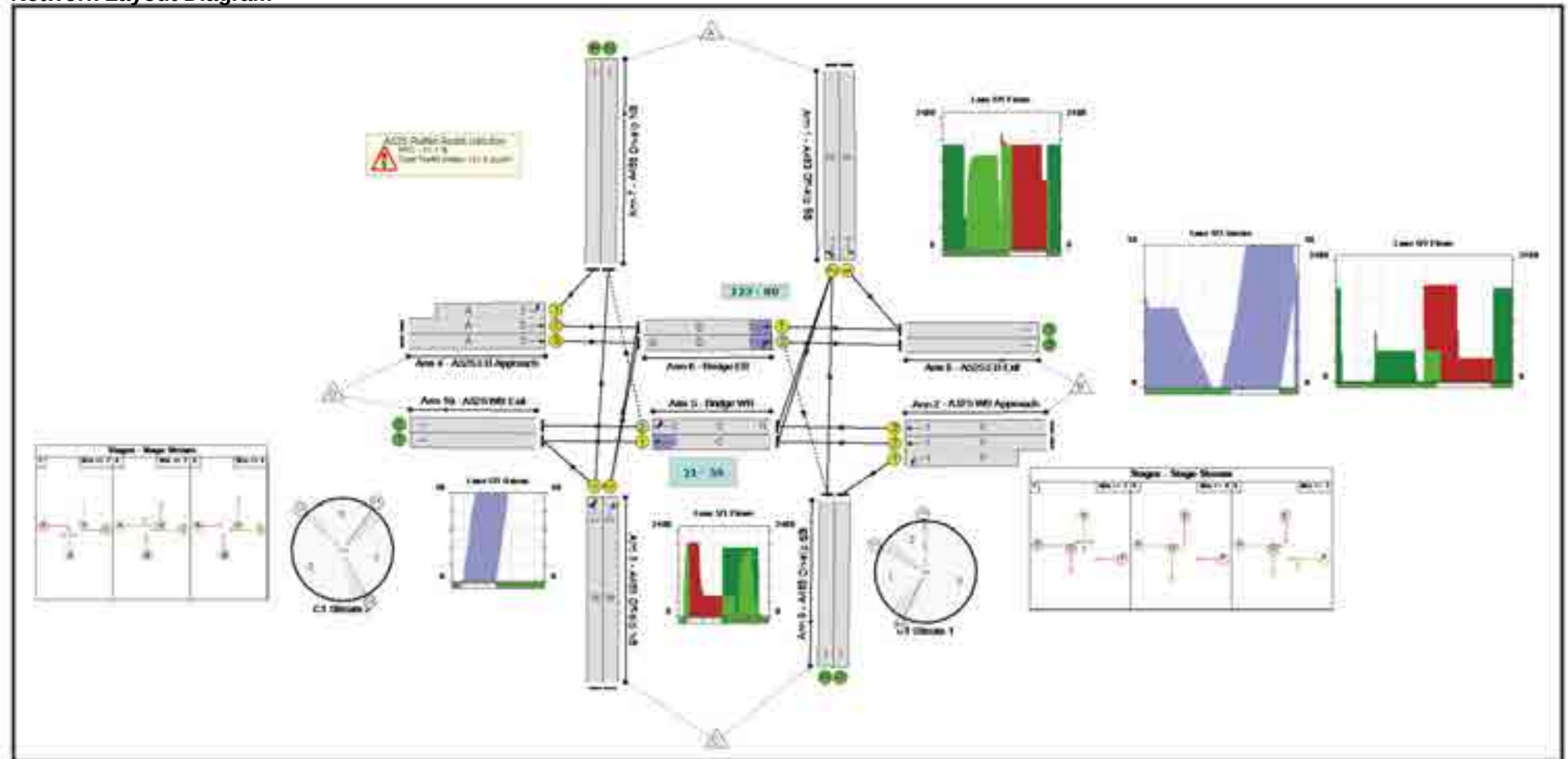
Stage Stream: 2

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

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

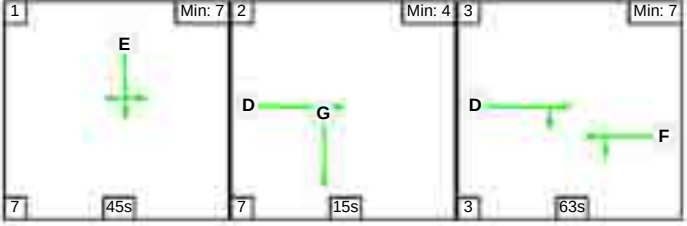
7/2	A483 On-slip NB	U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%
8/1	A525 EB Exit	U	N/A	N/A	-		-	-	-	1564	Inf	Inf	0.0%
8/2	A525 EB Exit	U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%
9/1	A483 On-slip SB	U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
9/2	A483 On-slip SB	U	N/A	N/A	-		-	-	-	237	Inf	Inf	0.0%
10/1	A525 WB Exit	U	N/A	N/A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

Full Input Data And Results

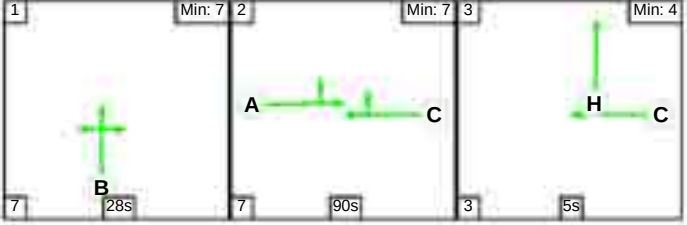
[illegible]

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

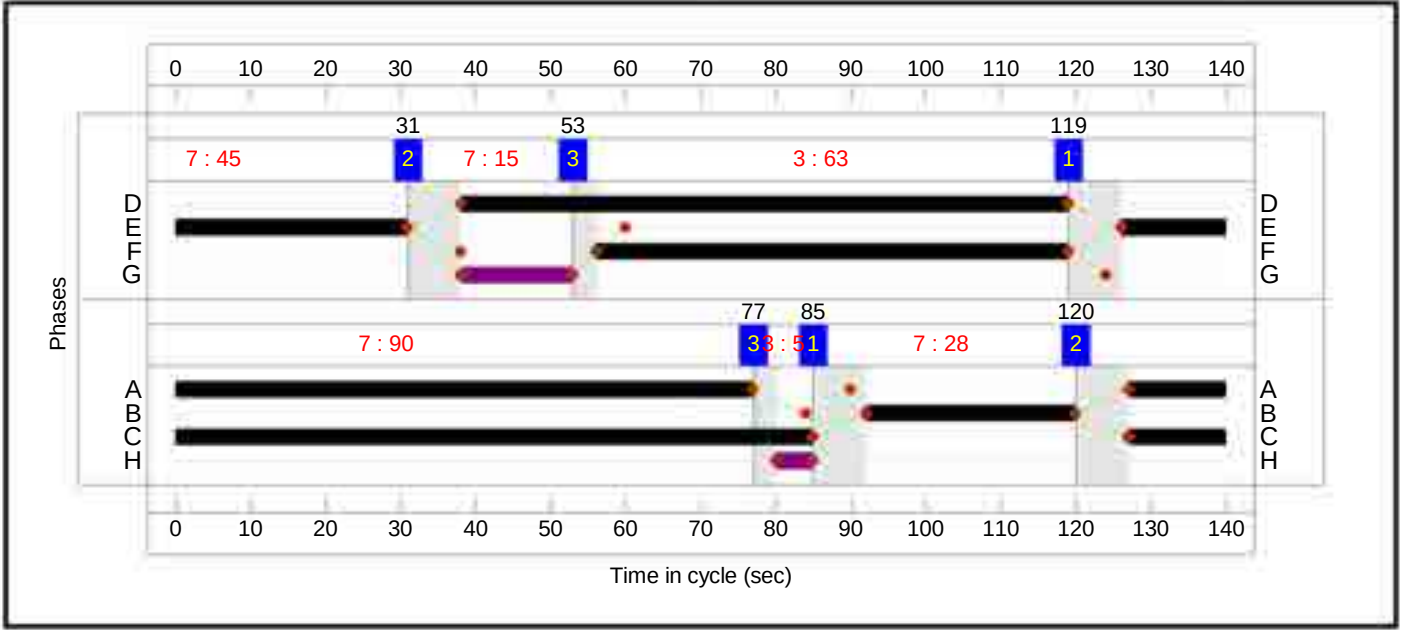
Stage Stream: 1

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

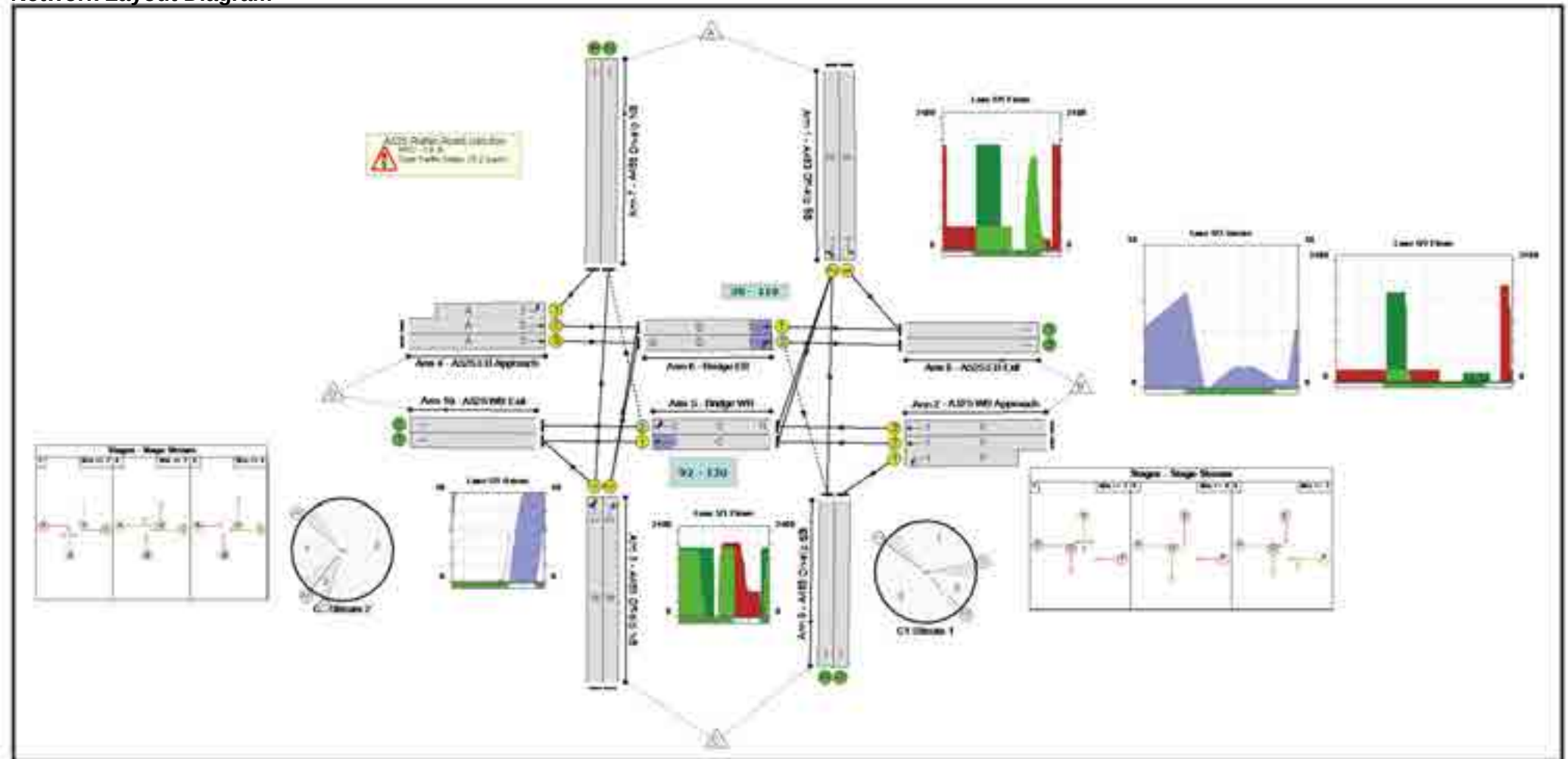
Stage Stream: 2

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

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

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

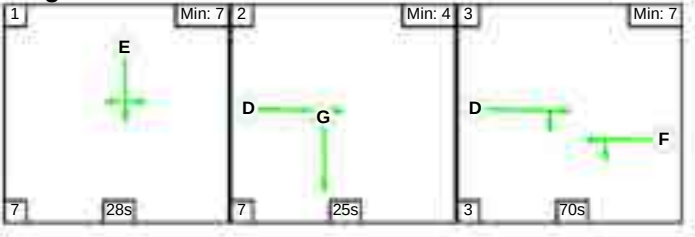
Full Input Data And Results

[illegible]

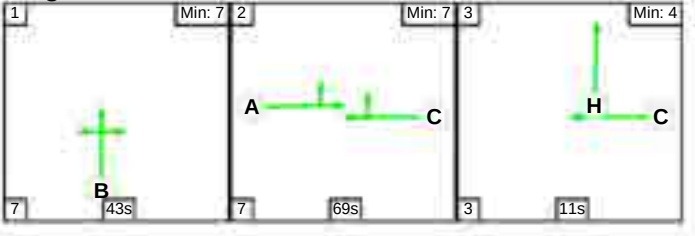
Full Input Data And Results
Scenario 5: '2040 AM Base' (FG5: 'AM 2040 Base', Plan 1: 'AM Control Plan')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

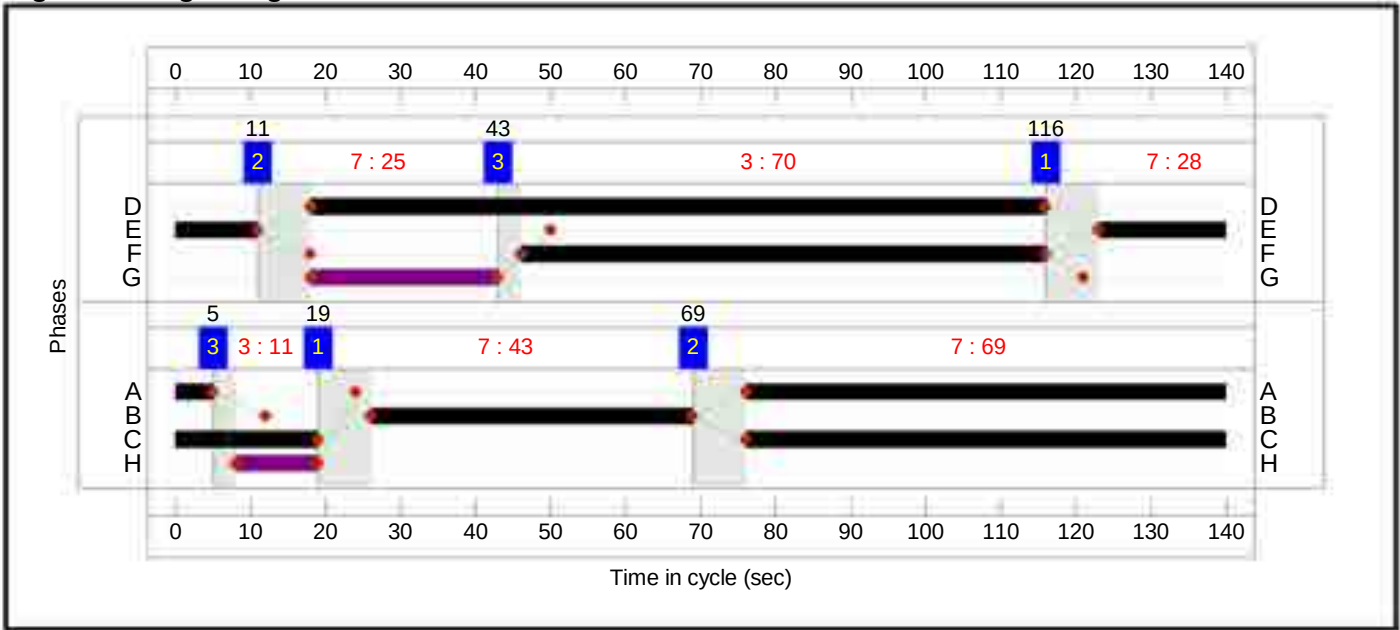
Stage Stream: 1

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

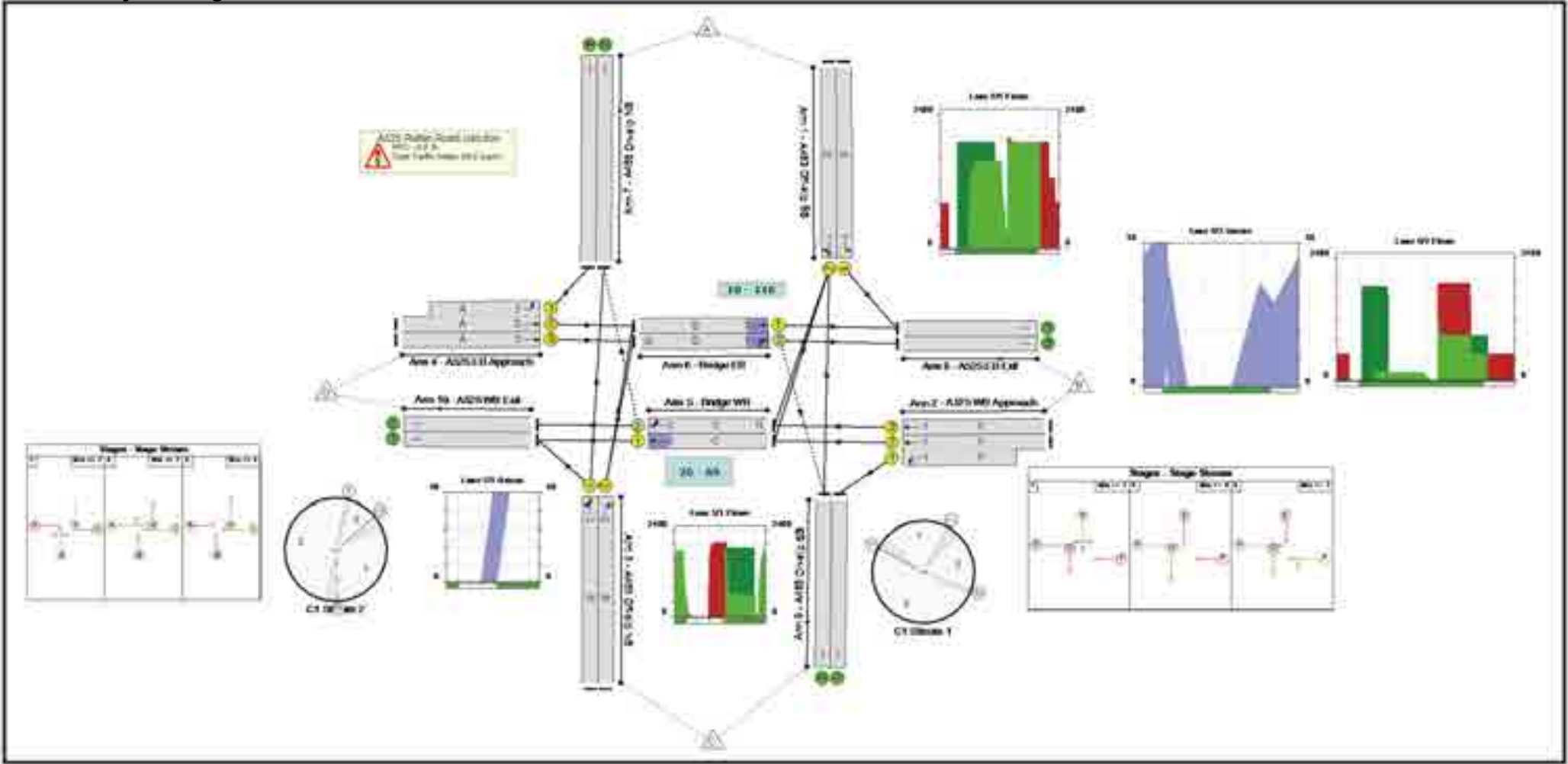
Stage Stream: 2

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

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

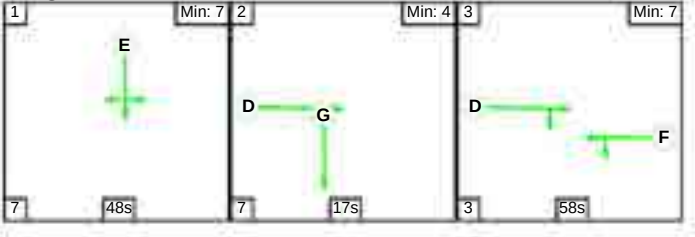
7/2	A483 On-slip NB	U	N/A	N/A	-		-	-	-	165	Inf	Inf	0.0%
8/1	A525 EB Exit	U	N/A	N/A	-		-	-	-	1592	Inf	Inf	0.0%
8/2	A525 EB Exit	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
9/1	A483 On-slip SB	U	N/A	N/A	-		-	-	-	112	Inf	Inf	0.0%
9/2	A483 On-slip SB	U	N/A	N/A	-		-	-	-	263	Inf	Inf	0.0%
10/1	A525 WB Exit	U	N/A	N/A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

Full Input Data And Results

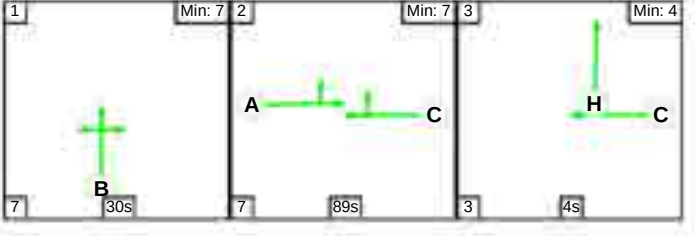
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	-	-	126	300	2	52.5	37.1	0.0	89.6	-	-	-	-
A525 Ruthin Road Junction	-	-	126	300	2	52.5	37.1	0.0	89.6	-	-	-	-
1/1	334	334	-	-	-	5.0	3.6	-	8.6	92.3	12.6	3.6	16.2
1/2	325	325	-	-	-	4.8	2.7	-	7.6	83.6	12.1	2.7	14.8
2/2+2/1	729	729	-	-	-	4.7	0.9	-	5.6	27.9	16.8	0.9	17.7
2/3	165	165	-	-	-	0.9	0.1	-	1.0	20.9	3.4	0.1	3.5
3/1	281	281	-	-	-	3.0	0.5	-	3.5	45.0	8.8	0.5	9.3
3/2	503	503	-	-	-	6.5	5.4	-	11.9	85.3	18.9	5.4	24.3
4/2+4/1	1192	1192	-	-	-	9.2	7.0	-	16.2	48.8	29.3	7.0	36.3
4/3	512	512	-	-	-	3.4	0.6	-	4.0	28.1	13.5	0.6	14.1
5/1	942	942	-	-	-	3.8	2.3	-	6.1	23.5	23.8	2.3	26.1
5/2	165	165	1	164	0	3.4	4.1	-	7.4	162.1	6.4	4.1	10.5
6/1	1258	1258	-	-	-	3.2	6.4	-	9.6	27.5	10.8	6.4	17.2
6/2	558	558	126	136	2	4.5	3.6	0.0	8.1	52.3	10.3	3.6	13.8
7/1	391	391	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	165	165	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1592	1592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	112	112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	263	263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1223	1223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -4.0 C1 Stream: 2 PRC for Signalled Lanes (%): -4.8 PRC Over All Lanes (%): -4.8 Total Delay for Signalled Lanes (pcuHr): 40.45 Total Delay for Signalled Lanes (pcuHr): 49.16 Total Delay Over All Lanes(pcuHr): 89.62 Cycle Time (s): 140 Cycle Time (s): 140													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

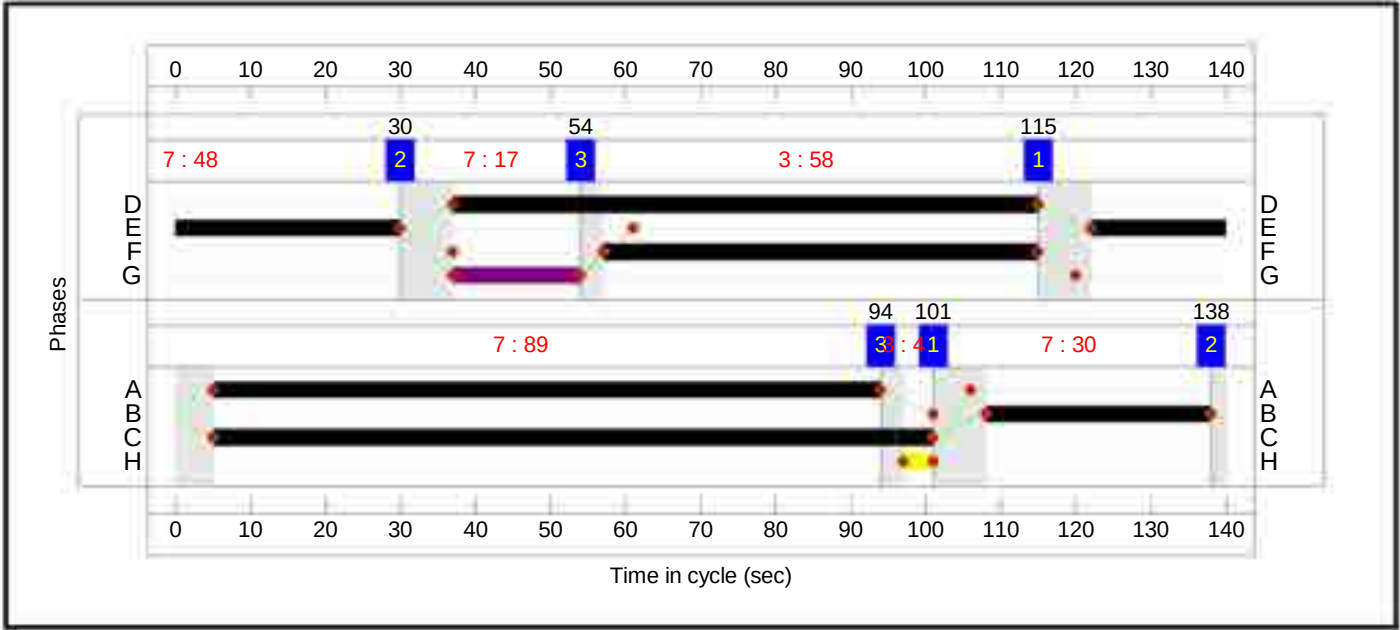
Stage Stream: 1

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

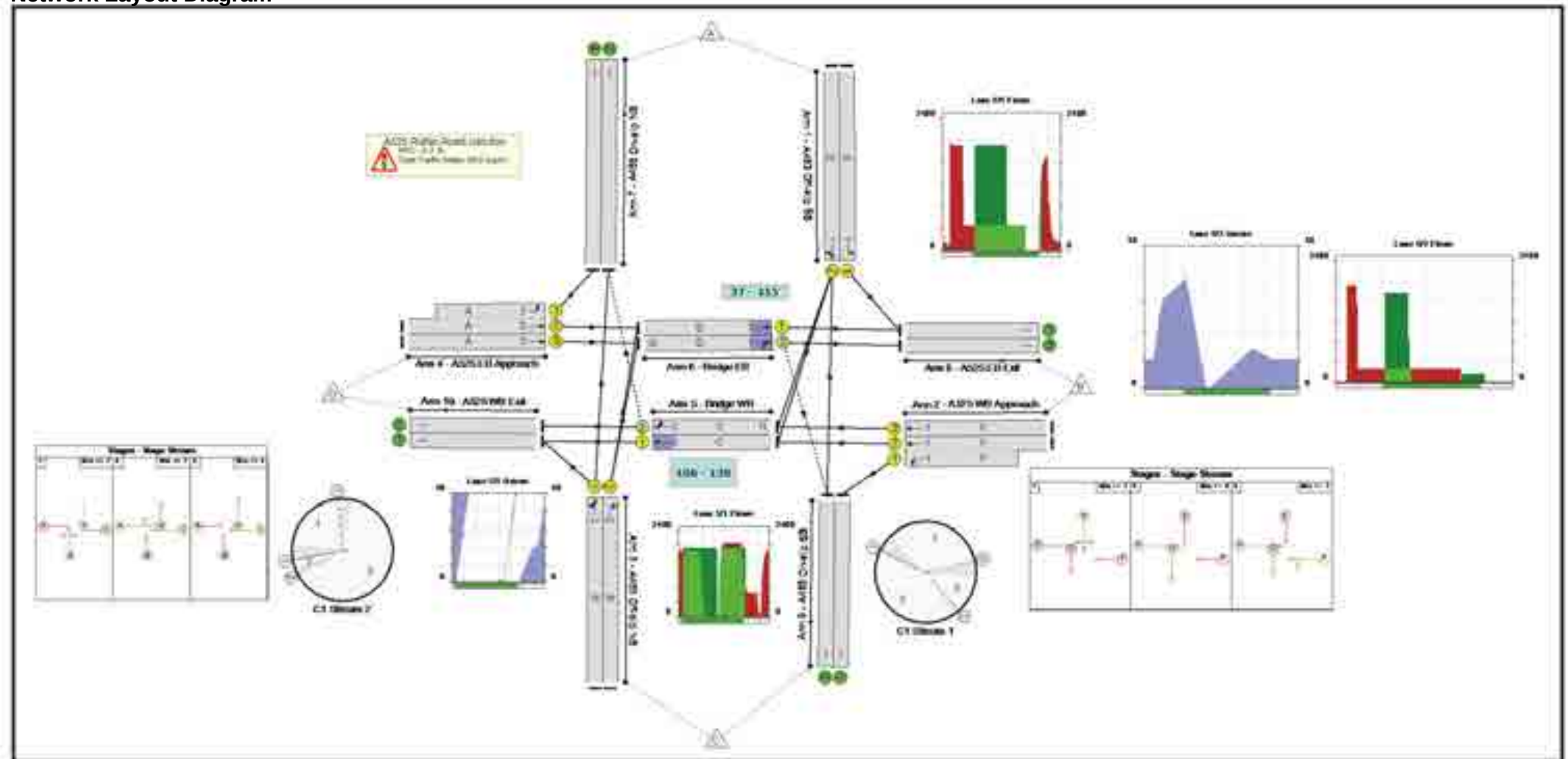
Stage Stream: 2

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

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

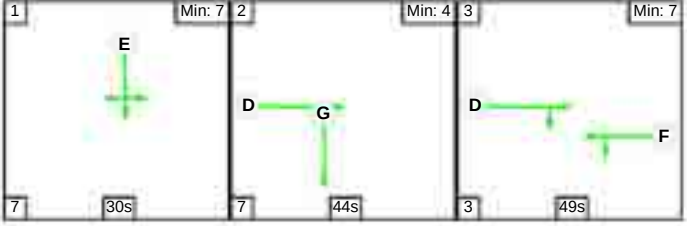
7/2	A483 On-slip NB	U	N/A	N/A	-		-	-	-	158	Inf	Inf	0.0%
8/1	A525 EB Exit	U	N/A	N/A	-		-	-	-	848	Inf	Inf	0.0%
8/2	A525 EB Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
9/1	A483 On-slip SB	U	N/A	N/A	-		-	-	-	219	Inf	Inf	0.0%
9/2	A483 On-slip SB	U	N/A	N/A	-		-	-	-	256	Inf	Inf	0.0%
10/1	A525 WB Exit	U	N/A	N/A	-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

Full Input Data And Results

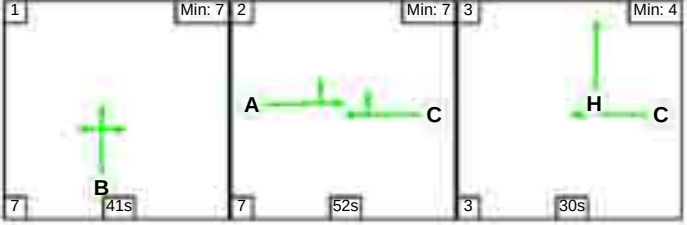
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	-	-	151	262	0	49.9	30.1	0.0	80.0	-	-	-	-
A525 Ruthin Road Junction	-	-	151	262	0	49.9	30.1	0.0	80.0	-	-	-	-
1/1	251	251	-	-	-	2.4	0.3	-	2.7	39.1	7.3	0.3	7.6
1/2	604	604	-	-	-	7.4	6.1	-	13.6	80.8	22.7	6.1	28.8
2/2+2/1	863	863	-	-	-	7.8	2.6	-	10.3	43.2	22.2	2.6	24.8
2/3	542	542	-	-	-	4.9	1.0	-	6.0	39.7	17.0	1.0	18.1
3/1	376	376	-	-	-	5.6	4.8	-	10.4	99.5	14.3	4.8	19.1
3/2	147	147	-	-	-	1.9	0.3	-	2.2	54.1	4.9	0.3	5.2
4/2+4/1	811	811	-	-	-	2.6	0.4	-	3.0	13.4	8.1	0.4	8.6
4/3	256	256	-	-	-	0.7	0.1	-	0.9	12.2	4.1	0.1	4.2
5/1	1248	1248	-	-	-	5.1	7.5	-	12.6	36.2	27.4	7.5	34.9
5/2	542	542	131	27	0	3.3	1.3	-	4.6	30.6	18.3	1.3	19.6
6/1	597	597	-	-	-	5.2	0.6	-	5.9	35.4	18.5	0.6	19.2
6/2	256	256	21	235	0	3.0	4.8	0.0	7.8	109.4	7.7	4.8	12.5
7/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	158	158	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	219	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1624	1624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	384	384	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
C1 C1 Stream: 1 PRC for Signalled Lanes (%): -4.7 Stream: 2 PRC for Signalled Lanes (%): -5.3 PRC Over All Lanes (%): -5.3 Total Delay for Signalled Lanes (pcuHr): 46.25 Total Delay for Signalled Lanes (pcuHr): 33.64 Total Delay Over All Lanes(pcuHr): 80.02 Cycle Time (s): 140 Cycle Time (s): 140													

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

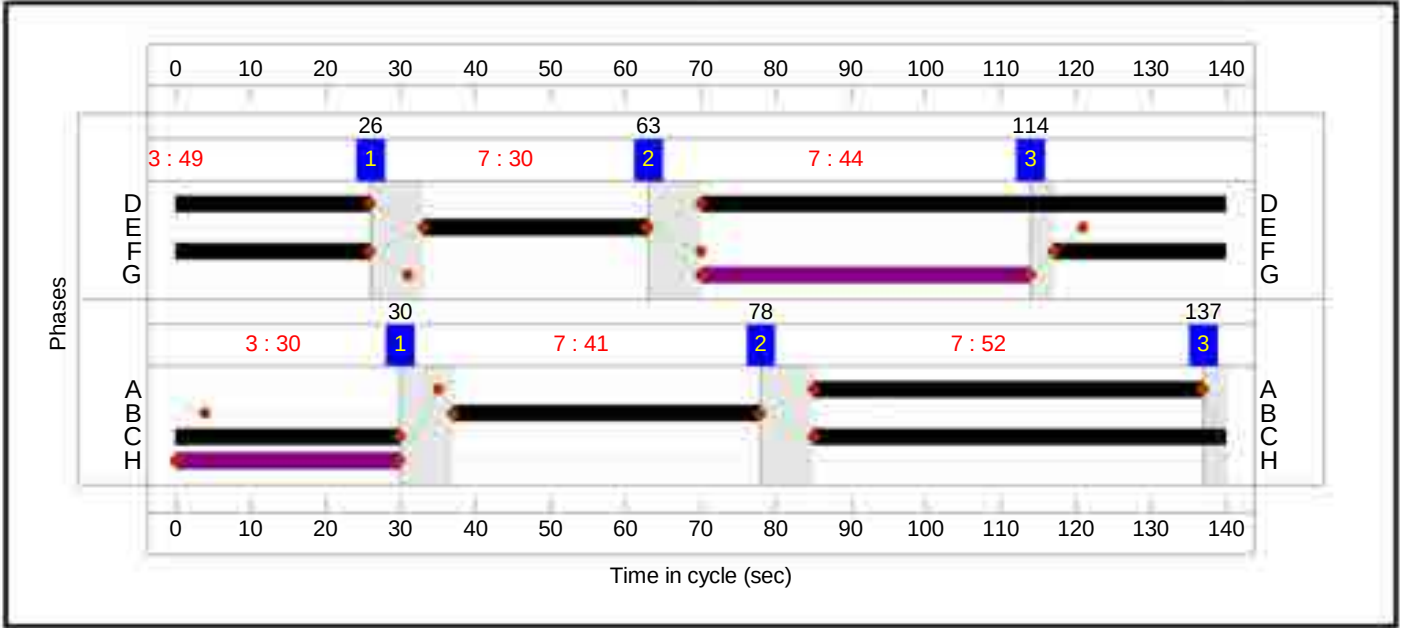
Stage Stream: 1

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

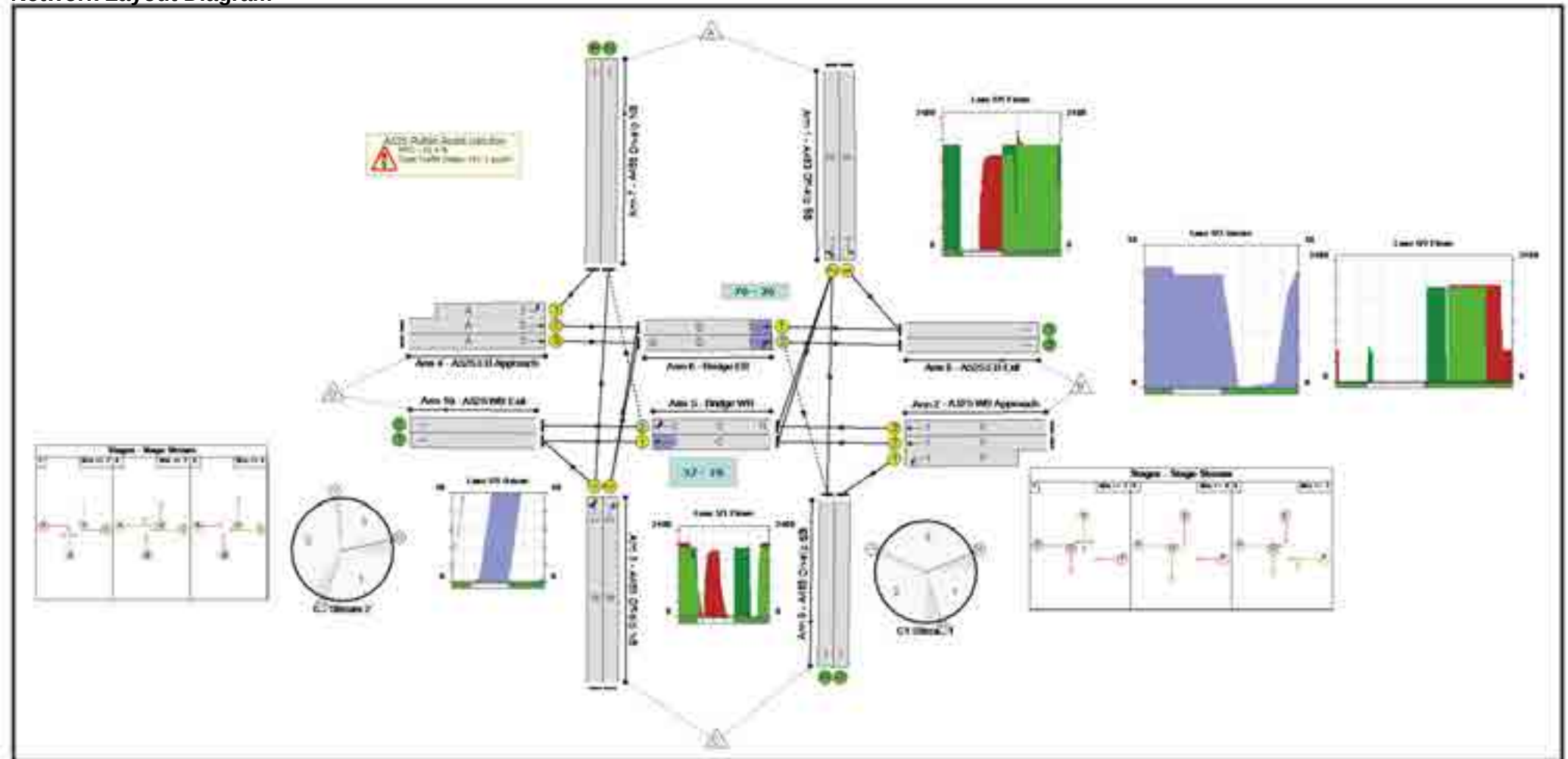
Stage Stream: 2

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

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

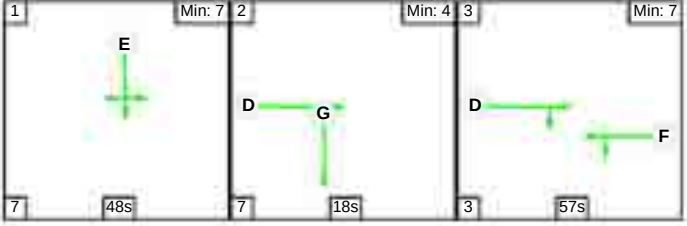
7/2	A483 On-slip NB	U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
8/1	A525 EB Exit	U	N/A	N/A	-		-	-	-	1611	Inf	Inf	0.0%
8/2	A525 EB Exit	U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
9/1	A483 On-slip SB	U	N/A	N/A	-		-	-	-	181	Inf	Inf	0.0%
9/2	A483 On-slip SB	U	N/A	N/A	-		-	-	-	263	Inf	Inf	0.0%
10/1	A525 WB Exit	U	N/A	N/A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

Full Input Data And Results

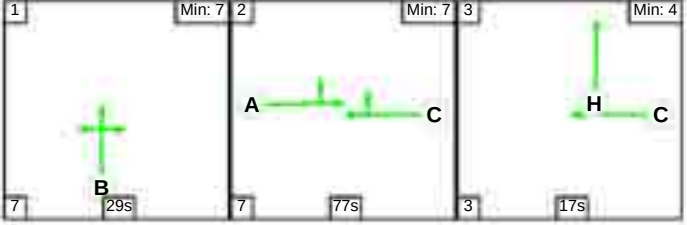
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	-	-	7	670	1	73.9	77.2	0.0	151.1	-	-	-	-
A525 Ruthin Road Junction	-	-	7	670	1	73.9	77.2	0.0	151.1	-	-	-	-
1/1	396	396	-	-	-	6.0	9.1	-	15.1	136.8	15.3	9.1	24.4
1/2	325	325	-	-	-	4.7	1.9	-	6.6	72.9	11.9	1.9	13.8
2/2+2/1	815	815	-	-	-	9.1	6.0	-	15.0	66.4	24.8	6.0	30.7
2/3	418	418	-	-	-	4.3	0.8	-	5.1	44.0	13.4	0.8	14.1
3/1	281	281	-	-	-	3.2	0.5	-	3.7	47.2	9.0	0.5	9.5
3/2	520	514	-	-	-	7.4	12.9	-	20.4	141.1	20.4	12.9	33.4
4/2+4/1	1086	1084	-	-	-	12.2	16.9	-	29.1	96.5	28.3	16.9	45.2
4/3	622	622	-	-	-	6.9	3.0	-	10.0	57.6	22.3	3.0	25.3
5/1	959	959	-	-	-	4.4	2.3	-	6.6	24.8	14.9	2.3	17.2
5/2	418	416	0	416	0	2.8	10.8	-	13.6	117.2	17.3	10.8	28.1
6/1	1208	1208	-	-	-	7.5	5.1	-	12.6	37.5	47.0	5.1	52.1
6/2	622	622	7	254	1	5.4	8.0	0.0	13.4	77.5	8.5	8.0	16.5
7/1	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1604	1604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	263	263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1240	1240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1 C1	Stream: 1 PRC for Signalled Lanes (%): -10.1 Stream: 2 PRC for Signalled Lanes (%): -12.4 PRC Over All Lanes (%): -12.4				Total Delay for Signalled Lanes (pcuHr): 67.74 Total Delay for Signalled Lanes (pcuHr): 83.36 Total Delay Over All Lanes(pcuHr): 151.10		Cycle Time (s): 140 Cycle Time (s): 140				

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

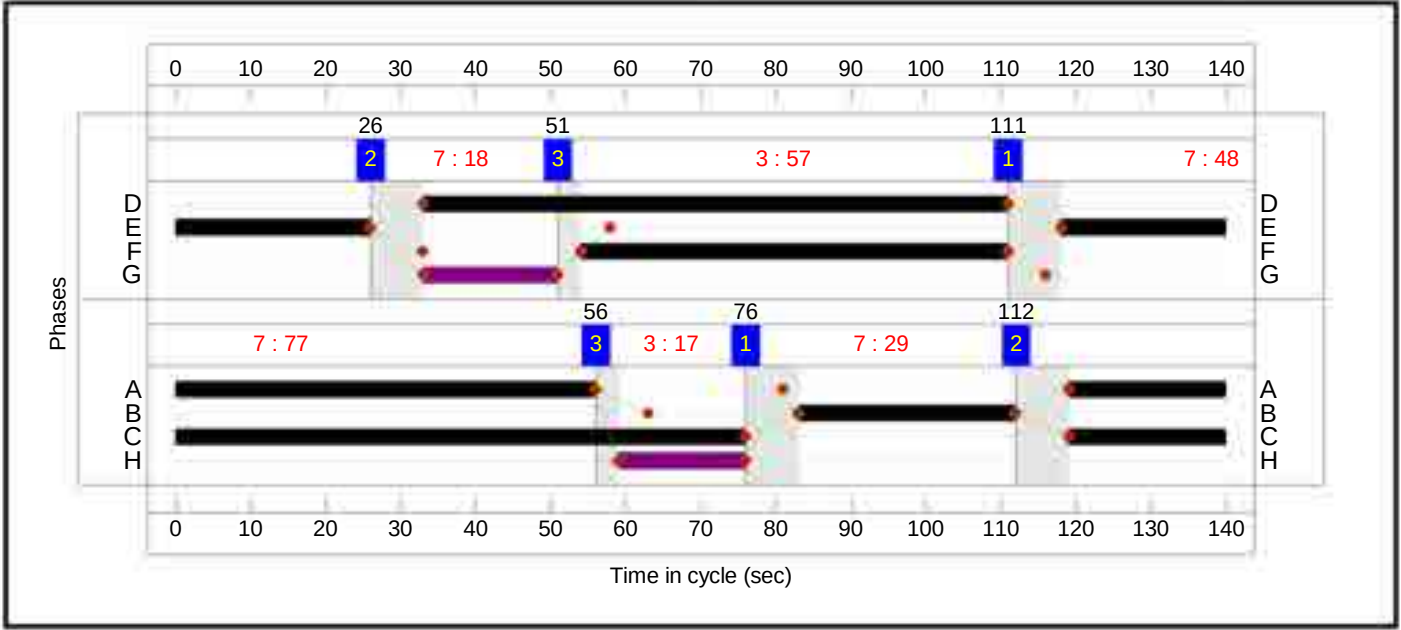
Stage Stream: 1

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

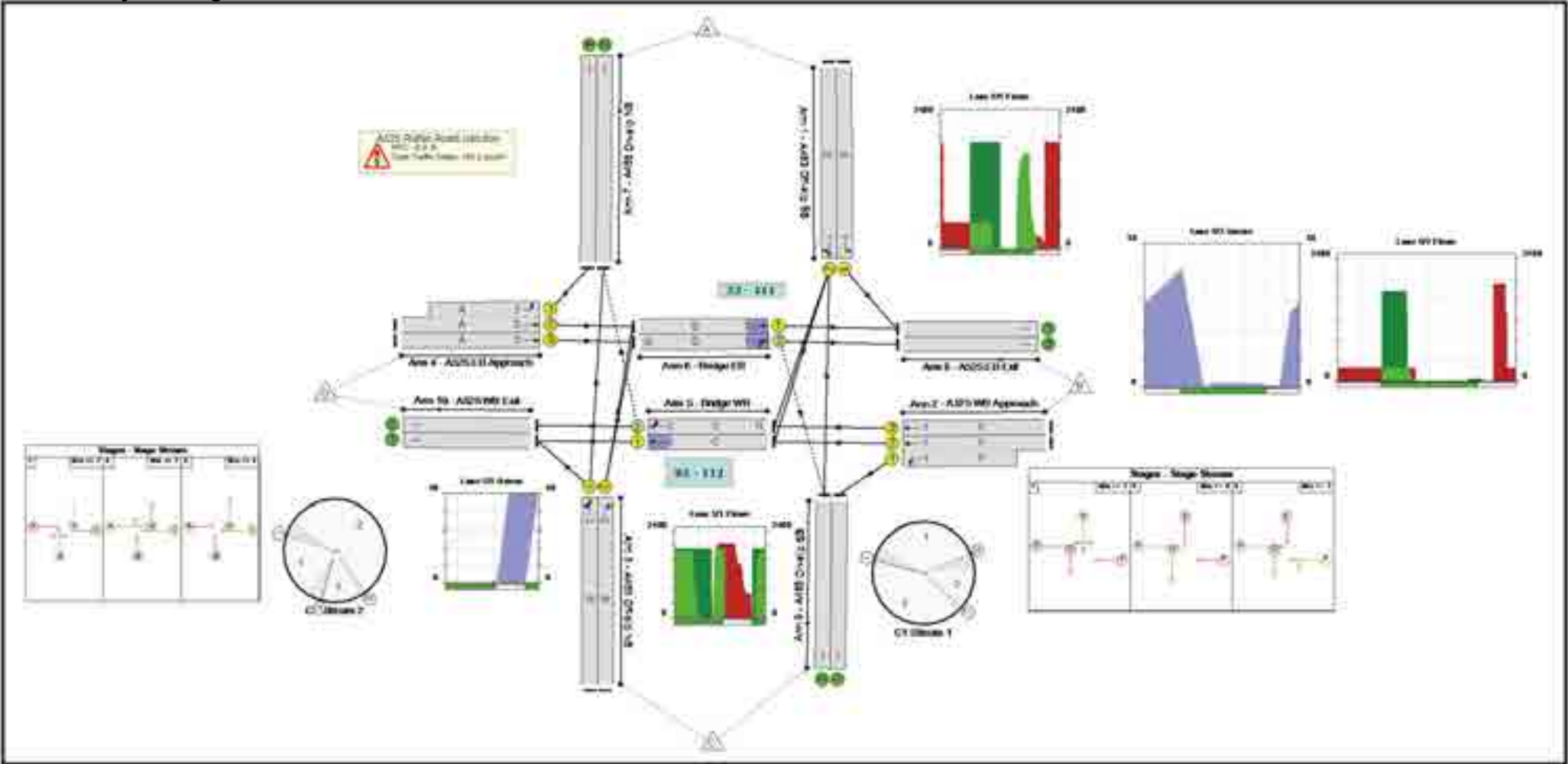
Stage Stream: 2

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

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

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

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 / A525 Linsig Model	-	-	145	360	2	65.6	39.5	0.0	105.2	-	-	-	-
A525 Ruthin Road Junction	-	-	145	360	2	65.6	39.5	0.0	105.2	-	-	-	-
1/1	460	460	-	-	-	5.1	1.3	-	6.4	50.0	15.6	1.3	16.9
1/2	604	604	-	-	-	7.4	6.1	-	13.6	80.8	22.7	6.1	28.8
2/2+2/1	920	920	-	-	-	8.7	4.2	-	12.9	50.6	25.5	4.2	29.7
2/3	610	610	-	-	-	6.0	1.7	-	7.7	45.3	20.3	1.7	22.0
3/1	376	376	-	-	-	5.7	6.4	-	12.1	116.0	14.4	6.4	20.8
3/2	205	205	-	-	-	2.8	0.6	-	3.4	60.1	7.1	0.6	7.7
4/2+4/1	825	825	-	-	-	4.1	0.6	-	4.6	20.2	10.6	0.6	11.1
4/3	256	256	-	-	-	1.1	0.2	-	1.3	18.1	5.0	0.2	5.2
5/1	1279	1279	-	-	-	9.3	9.2	-	18.6	52.2	40.2	9.2	49.5
5/2	610	610	141	110	0	6.7	3.0	-	9.7	57.4	13.5	3.0	16.6
6/1	669	669	-	-	-	5.8	0.8	-	6.7	35.8	18.5	0.8	19.3
6/2	256	256	4	250	2	2.9	5.2	0.0	8.2	114.7	8.2	5.2	13.5
7/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	251	251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1129	1129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1655	1655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	359	359	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
C1 Stream: 1 PRC for Signalled Lanes (%): -5.3 C1 Stream: 2 PRC for Signalled Lanes (%): -6.9 PRC Over All Lanes (%): -6.9 Total Delay for Signalled Lanes (pcuHr): 55.36 Total Delay for Signalled Lanes (pcuHr): 49.73 Total Delay Over All Lanes(pcuHr): 105.20 Cycle Time (s): 140 Cycle Time (s): 140													

S|C|P

APPENDIX C1



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

Elch cyf / Your ref P/2023 /0593

Ein cyf / Our ref 23/NM-5991

11 October 2023

Dear Sir/Madam,

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

LAND AT LOWER BERSE FARM BERSHAM WREXHAM

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

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

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



Traffic Growth Figures

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

Committed Development

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

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

Trip Generation

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

Trip Distribution

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

Transport Implementation Strategy

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

Assessment Years

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

A483 Junction 3

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



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

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

A525 Eastbound

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

A525 Westbound

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

A483 Southbound off-slip

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

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

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

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

A525 Ruthin Road / Croesnewydd Road / Site Access Signal Junction

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



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

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

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

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

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

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

Heavy goods vehicle percentages

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

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

Yours faithfully,

Helen Lewis



MEMORANDUM

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

Land At, Lower Berse Farm, Bersham, Wrexham, LL14 4HP.

Outline application seeking planning permission for the erection of 1520 dwellings plus associated roads, open space, community facilities, a site for a primary school and a wastewater treatment plant (if necessary) (all matters reserved except access).

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

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

Planning Policy

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

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

Transport Implementation Strategy (TIS)

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

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

Access

Site access is proposed as follows:

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

The following active travel measures are proposed.

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

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

Parking

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

Public Transport

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

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

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

Active Travel

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

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

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

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

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

Public Rights of Way

A number of Public Rights of way and a public bridleway cross the site. The routes of these are maintained via a network of mainly off street cycleways and footways. The Applicant should liaise with the Wrexham PRow officer on requirements for maintaining these routes.

Modelling

It is noted that the application will result in development traffic routing onto the A483 through Junction 4. It is likely that NMWTRA will review and comment on the planning application as managers of the Welsh Government's strategic Road Network. It is recommended that a joint meeting is held between Wrexham (as Highway Authority), NMWTRA (as Trunk Road Agent) and the Applicant to co-ordinate efforts to determine the impact of the development on both the trunk road and local road network. Agreement of common assessment parameters and methodologies, if possible, between all parties could assist in a more efficient process for all involved.

Modelled area.

The Applicant has undertaken turning count and queue traffic surveys at the following locations in November 2022:

- A525 Ruthin Road / Croesnewydd Road Signal Junction;
- A525 Ruthin Road / Berse Lane Priority Junction;
- Bersham Road / Berse Lane Priority Junction;
- B5098 / Vicarage Hill Priority Junction;
- A5152 Ruabon Road / A525 Ruthin Road Priority Junction;
- A525 Ruthin Road / A5152 Signalised Crossroads;

- Croesnewydd Road / Rhyd Broughton Lane / Wrexham Maelor Hospital Access Priority Roundabout;
- Berse Road / Rhyd Broughton Lane Priority Roundabout;
- A525 Ruthin Road / Heritage Way Priority Junction; and
- Junction 4 of the A483.

Assessment Year & Committed Development

A single assessment year of the 2028 (end of local plan period) is provided when it is stated that the development would be completed. The Applicant uses NTM and Temprow to account for growth which is acceptable. In addition to this the Applicant takes account of the following committed developments:

- 112 dwellings along Gatewen Road (LPA Ref: P/2021/0955);
- 70 dwellings along Heritage Way (LPA Ref: PP/2021/0255);
- 189 dwellings along Main Road (LPA Ref: 2021/0135);
- 455 dwellings along Chain Road (LPA Ref: P/2019/0923) – application pending;
- 450 dwellings at Brymbo Park (LPA Ref: P/2019/0546) – appeal pending.
- Western Gateway Employment Site (LPA Ref: P/2014/0665).

Consultation with Wrexham Planning has highlighted the Applicant should also consider the following sites as committed development:

- 90 dwellings at Plas Coch (LPA Ref: P/2021/0094) and;
- Wrexham Stadium (LPA Ref: P/2022/0725)

Trip Rates

The Applicant states that the residential vehicle trip rates proposed are sourced from ‘the Council’s Consultant report’. We are at present unaware of what report this refers to. The vehicular trip rates the Applicant has provided are substantially lower than for other similar developments in Wrexham. The Applicant should undertake a person trip generation assessment in TRICs using sites with similar accessibility, location and scale to that proposed and using a modal split from local evidence. For an application of this scale typically a multi modal trip generation assessment would be provided with evidence of how the trips can be accommodated on each mode. Such evidence has not been provided by the Applicant.

A local centre is proposed within the development site with frontage along Ruthin Road. The floor area of this is not specified. The planning statement which accompanies the application states that the local centre due to its location is intended also to serve those living and working outside the development site as well as those within it. However, the mix of uses proposed at present is not known but would likely include shops, community facilities and a public house. We consider it likely therefore that the local centre would attract trips from outside the development site itself. The Applicant should take account of this in the trip generation, distribution and modelling assessment.

A primary school is proposed to the east of the site intended to serve local residents. It is accepted that trips to this would largely be internal. However staff and servicing traffic from beyond the development should be considered.

Trip Distribution

Trip distribution has been undertaken using 2011 Census 'Travel to Work' Data. The 2021 Census was undertaken during Covid travel restrictions and therefore 2011 is accepted.

The internal road network and new site accesses will cause a redistribution of existing traffic. Two new north – south road connections will be provided between Ruthin Road and Bersham Road. The applicant has accounted for this by redistributing all existing traffic on Berse Road to the new road network. This is accepted, notwithstanding this however there will be through traffic on Homestead Lane which may also divert to the new network and consideration of these should be made by the applicant.

Ideally a traffic model capable of assignment should be used by the Applicant to identify traffic redistribution patterns. The Applicant should provide details of the routing assumptions provided for the Census distribution methodology.

Highway Impact- Model Results

It is recommended that the Applicant issue the models used in this assessment for review along with plans showing the geometries and dimensions inputted into the models. The commentary below is based upon the model results and interpretation as provided in the Transport Assessment and is not our interpretation of the results.

No	Junction	Comment
1	Proposed Signalised A525 Ruthin Road / Croesnewydd Road / Site Access	Junction operates within capacity with proposed development in place
2.1	Proposed North-Western Accesses along the A525 Ruthin Road. Roundabout Option 1	Junction operates within capacity with proposed development in place
2.2	Proposed North-Western Accesses along the A525 Ruthin Road. T Junction Option 2	Junction operates within capacity with proposed development in place
3	Proposed Western Priority Site Access along the B5099 Bersham Road Site Access	Junction operates within capacity with proposed development in place
4	Proposed Eastern Priority Site Access along the B5099 Bersham Road	Junction operates within capacity with proposed development in place
5	B5098 / Vicarage Hill Priority Junction	Junction operates within capacity with proposed development in place
6	Bersham Road / Victoria Rd/ Hampden Road Crossroads	No modelling undertaken due to increase of 54-56 vehicles in each peak hour
8	A5152 Ruabon Road/ A525 Ruthin Road Priority Junction	Junction operates within capacity with proposed development in place
9	A525 Ruthin Road / A5152 Crossroads	Junction operates within capacity with proposed development in place
10	Croesnewydd Road / Rhyd Broughton Lane / Hospital Access Priority Roundabout	Junction operates within capacity with proposed development in place
11	B5101 Berse Road / Rhyd Broughton Lane Roundabout	Junction operates within capacity with proposed development in place
12	Junction 4 of the A483 (no mitigation)	Junction operates over its theoretical capacity with proposed development in place.
13	Junction 4 of the A483 (with mitigation)	Junction operates over its theoretical capacity with proposed development in place to a lesser extent than with no mitigation

It is noted that the Applicant has not presented any model results based on existing traffic flow. The applicant should provide model runs using surveyed traffic flows and compare with observed queued data. Without this information it is not possible to determine how well the models reflect existing traffic conditions.

It is noted that the Applicant does not provide a 2028 baseline assessment to compare with the 'with development' scenario. This information should be provided.

The following junction assessments appear to be missing from the Transport Assessment, introduced in Section 8.1 but not provided in Section 8.23 onwards. These should be provided by the Applicant;

- Ruthin Road / Berse Lane Priority Junction
- Bersham Road / Berse Lane priority junction

For the Bersham Road / Victoria Road/ Hampden Road Crossroads junction we consider that modelling should be provided. The applicant states that the development impact of 54-56 vehicles would not have an impact. The Applicant however has assessed other junctions with fewer development trips. The Applicant should provide assessment for this junction. It is noted that the junction has limited visibility with a 'stop' vehicle restriction on the Bersham Road arm.

Highway Impact- A483 Junction 4

The Applicant assesses the impact of development at A483 Junction 4 and provides a 'with mitigation' and 'without mitigation' scenario. The Applicant has not provided a plan of the proposed mitigation works to the junction.

The Applicant notes that an improvement scheme at the same location was promoted by Welsh Government in the past but is no longer proposed.

The base and with mitigation models should be provided by the Applicant for checking. A plan of the proposed mitigation works should be provided. A Stage 1 Road Safety Audit and WCHAR of the proposed scheme should be undertaken.

Summary

The following additional information and clarifications are requested from the Applicant, for more detail please review the note in its entirety:

- A Stage 1 Road Safety Audit and WCHAR (Walking, Cycling and Horse-Riding Assessment & Review) is required on all proposed highway works including A483 Junction 4 in addition to the receipt of swept path analysis drawings demonstrating that the designs are acceptable. The now cancelled junction 4 improvements and Western Gateway link road created the level and scale of junction improvements considered necessary for a scheme of this size. Without these works being implemented or any similar scheme of improvement, we struggle to understand how the existing road network will come close to accommodating development of this scale
- It is clear that at present public transport access to the site is poor. The Applicant should liaise with Wrexham's Public Transport Officer and subsequently develop a strategy

including tangible measures which will improve access to public transport for future residents to make this a realistic mode choice for everyday journeys.

- The Applicant should liaise with the Wrexham Active Travel Officer and subsequently develop an active travel strategy for the site which can demonstrate how the development will connect into existing / improved infrastructure for convenient and safe active travel.
- A number of Public Rights of way and a public bridleways cross the site. The routes of these are maintained via a network of mainly off street cycleways and footways. The Applicant should liaise with the Wrexham PRoW officer on requirements for maintaining these routes.
- It is recommended that a joint meeting is held between Wrexham (as Highway Authority), NMWTRA (as Trunk Road Agent) and the applicant to co-ordinate efforts to determine the impact of the development. Agreement of common assessment parameters and methodologies, if possible, between all parties could assist in a more efficient process for all involved. We note the WG trunk road agency's draft response
- Modelling should take account of the committed development sites cited in this note.
- The vehicular trip rates the Applicant has provided are substantially lower than for other similar developments in Wrexham. The Applicant should undertake a person trip generation assessment in TRICs using sites with similar accessibility, location and scale to that proposed and using a modal split from local evidence. A multi modal trip generation assessment would be provided with evidence of how the trips can be accommodated on each mode.
- The local centre will attract trips from outside the development site itself. The Applicant should take account of this in the trip generation, distribution and modelling assessment.
- The Applicant should provide details of the routing assumptions provided for the Census distribution methodology.
- It is recommended that the Applicant issue the models used in this assessment for review along with plans showing the geometries and dimensions inputted into the models.
- It is noted that the Applicant has not presented any model results based on existing traffic flow. The Applicant should provide model runs using surveyed traffic flows and compare with observed queued data. Without this information it is not possible to determine how well the models reflect existing traffic conditions.
- It is noted that the Applicant does not provide a 2028 baseline assessment to compare with the 'with development' scenario. This information should be provided by the Applicant.
- The following junction assessment appear to be missing from the Transport Assessment, introduced in Section 8.1 but not provided in Section 8.23 onwards. These should be provided by the Applicant;
 - Ruthin Road / Berse Lane Priority Junction
 - Bersham Road / Berse Lane priority junction
- Modeling should be provided for the Bersham Road / Victoria Rd/ Hampden Road Crossroads junction.

Conclusion

We request that planning permission **is not granted** at this time as there is a considerable amount of additional information required so the impact of the development on the network can be clearly determined.

Major concerns exist over the principles that the junction 4 improvement works shown in the Appendix below have not been proposed as part of this development. The Ruthin Rd/A483 junction and Ruthin Rd would not be able to accommodate additional traffic generated by this proposal.

The Bersham Rd B5099 is a semi rural country lane and the potential increase in the city bound traffic along this road, approaching the A5152 T junction is of concern.

It would be beneficial for Wrexham Highways to meet with the Applicant's transport consultant to discuss the points made in this note, the appraisal of a smaller number of houses, anticipated traffic flow movements, the suggested closing of Berse Lane and other queries raised recently.

A handwritten signature in dark ink, appearing to read 'R. H. W. J.', is positioned above the title. The signature is fluid and cursive.

Chief Officer, Environment & Technical

Appendix:

Junction 4 and Western Gateway improvements

Proposed Scheme for Junction 4 (Ruthin Road)



S|C|P

APPENDIX C2



Validated Data

Crash Date: Friday, May 04, 2018 **Time of Crash:** 4:10:00 PM **Crash Reference:** 201860W057541

Highest Injury Severity: Fatal
Highway Authority: Wrexham
Local Authority: Wrexham County Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 50
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Auto traffic signal

Road Number: A525

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 331143 350386



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	46 - 55	Vehicle is in the act of turning right	Nearside	Unknown	None	None
2	Motorcycle over 500cc	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Fatal	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

S|C|P

APPENDIX C3



MERCURY
TRAFFIC SOLUTIONS LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 1 - SITE PLAN





MERCURY
Traffic Services Ltd

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 1

1 1 1.5 2.3 2 0.4 0.2

		MOVEMENT A								MOVEMENT B									
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	PCU	HR	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE		
07:30	- 07:45	63	18	1	0	0	0	0	82.5		77	6	0	0	0	1	0	83.4	
07:45	- 08:00	69	16	0	2	2	0	0	93.6		128	10	0	0	0	0	0	138	
08:00	- 08:15	95	15	1	1	3	0	0	120		119	3	0	0	0	0	0	122	
08:15	- 08:30	103	9	0	0	3	0	0	118	414	155	7	1	0	0	0	0	164	507
08:30	- 08:45	146	7	1	0	2	0	0	159	490	141	6	0	0	0	0	0	147	571
08:45	- 09:00	106	12	0	0	1	0	0	120	516	134	6	0	0	0	0	1	140	573
09:00	- 09:15	98	8	0	1	0	0	0	108	505	85	3	0	0	0	1	0	88.4	539
09:15	- 09:30	88	15	2	0	0	0	0	106	493	60	6	0	0	0	0	0	66	442
									PCU	HR								PCU	HR
16:30	- 16:45	85	13	0	0	1	0	0	100		35	2	0	0	0	0	0	37	
16:45	- 17:00	81	11	1	0	0	0	0	93.5		24	5	0	0	0	0	0	29	
17:00	- 17:15	76	12	0	0	0	0	0	88		22	3	0	0	0	0	0	25	
17:15	- 17:30	89	9	0	0	0	2	0	98.8	380	28	2	0	0	0	0	0	30	121
17:30	- 17:45	85	8	0	0	0	0	0	93	373	27	2	0	0	0	0	0	29	113
17:45	- 18:00	117	6	1	0	0	0	0	125	404	57	1	1	0	0	0	0	59.5	144
18:00	- 18:15	94	8	1	0	0	0	0	104	420	30	1	0	0	0	0	0	31	150
18:15	- 18:30	84	3	1	0	0	1	0	88.9	410	31	1	0	0	0	0	0	32	152



MERCURY
Traffic Services Ltd

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 1

1 1 1.5 2.3 2 0.4 0.2

		MOVEMENT C								MOVEMENT D									
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	PCU	HR	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE		
07:30	- 07:45	19	7	0	0	0	0	0	26		20	0	0	0	0	0	0	20	
07:45	- 08:00	40	4	1	0	0	0	0	45.5		19	4	0	0	0	0	0	23	
08:00	- 08:15	42	3	0	0	0	0	0	45		30	3	0	0	0	0	0	33	
08:15	- 08:30	26	3	1	1	0	0	0	32.8	149	38	3	0	0	0	0	0	41	117
08:30	- 08:45	24	5	0	0	0	0	0	29	152	44	3	0	0	1	0	0	49	146
08:45	- 09:00	23	2	1	0	0	0	0	26.5	133	16	2	0	0	0	0	0	18	141
09:00	- 09:15	20	6	0	0	0	0	0	26	114	18	2	2	0	0	0	0	23	131
09:15	- 09:30	20	3	1	0	0	0	1	24.7	106	13	1	0	0	0	0	0	14	104
									PCU	HR								PCU	HR
16:30	- 16:45	81	4	0	0	0	0	0	85		35	0	0	0	0	0	0	35	
16:45	- 17:00	73	1	0	0	0	0	0	74		42	4	0	0	0	1	0	46.4	
17:00	- 17:15	86	2	0	0	0	0	0	88		35	1	0	0	0	0	0	36	
17:15	- 17:30	55	1	0	0	0	0	0	56	303	23	0	0	0	0	0	0	23	140
17:30	- 17:45	69	3	0	0	0	1	0	72.4	290	64	0	0	0	0	0	0	64	169
17:45	- 18:00	45	2	0	0	0	0	0	47	263	38	3	0	0	0	0	0	41	164
18:00	- 18:15	64	5	0	0	0	1	0	69.4	245	17	1	0	0	0	0	0	18	146
18:15	- 18:30	40	1	0	0	0	0	0	41	230	17	2	0	0	0	0	0	19	142



MERCURY
TRAFFIC SURVEYORS LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 1

1 1 1.5 2.3 2 0.4 0.2

		MOVEMENT E								MOVEMENT F									
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	PCU	HR	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE		
07:30	- 07:45	11	1	0	0	0	0	0	12		37	6	1	1	0	0	0	46.8	
07:45	- 08:00	15	2	0	0	0	0	0	17		45	12	1	0	1	0	0	60.5	
08:00	- 08:15	16	2	0	0	0	0	0	18		48	12	1	1	2	1	0	68.2	
08:15	- 08:30	27	2	0	0	0	0	0	29	76	51	5	0	0	1	0	0	58	233.5
08:30	- 08:45	37	3	2	0	0	0	0	43	107	74	11	2	0	6	0	0	100	286.7
08:45	- 09:00	38	0	0	0	0	0	1	38.2	128	59	8	2	0	1	0	0	72	298.2
09:00	- 09:15	29	2	0	0	0	0	0	31	141	62	9	1	0	1	0	0	74.5	304.5
09:15	- 09:30	17	0	0	0	0	0	0	17	129	57	8	1	1	0	1	0	69.2	315.7
									PCU	HR								PCU	HR
16:30	- 16:45	36	3	0	0	0	1	0	39.4		73	11	0	0	0	0	0	84	
16:45	- 17:00	38	3	0	0	0	0	0	41		71	15	0	1	0	0	0	88.3	
17:00	- 17:15	29	0	0	0	0	1	0	29.4		70	13	0	0	0	0	0	83	
17:15	- 17:30	34	3	0	0	0	0	0	37	147	76	8	0	0	0	1	0	84.4	339.7
17:30	- 17:45	18	2	0	0	0	0	0	20	127	84	7	0	0	0	0	0	91	346.7
17:45	- 18:00	19	1	0	0	0	0	0	20	106	89	5	0	0	0	0	0	94	352.4
18:00	- 18:15	22	0	0	0	0	0	0	22	99	95	4	0	0	0	0	0	99	368.4
18:15	- 18:30	20	0	0	0	0	0	0	20	82	66	11	1	0	0	1	0	78.9	362.9



MERCURY
TRAFFIC SURVEYING & ANALYSIS

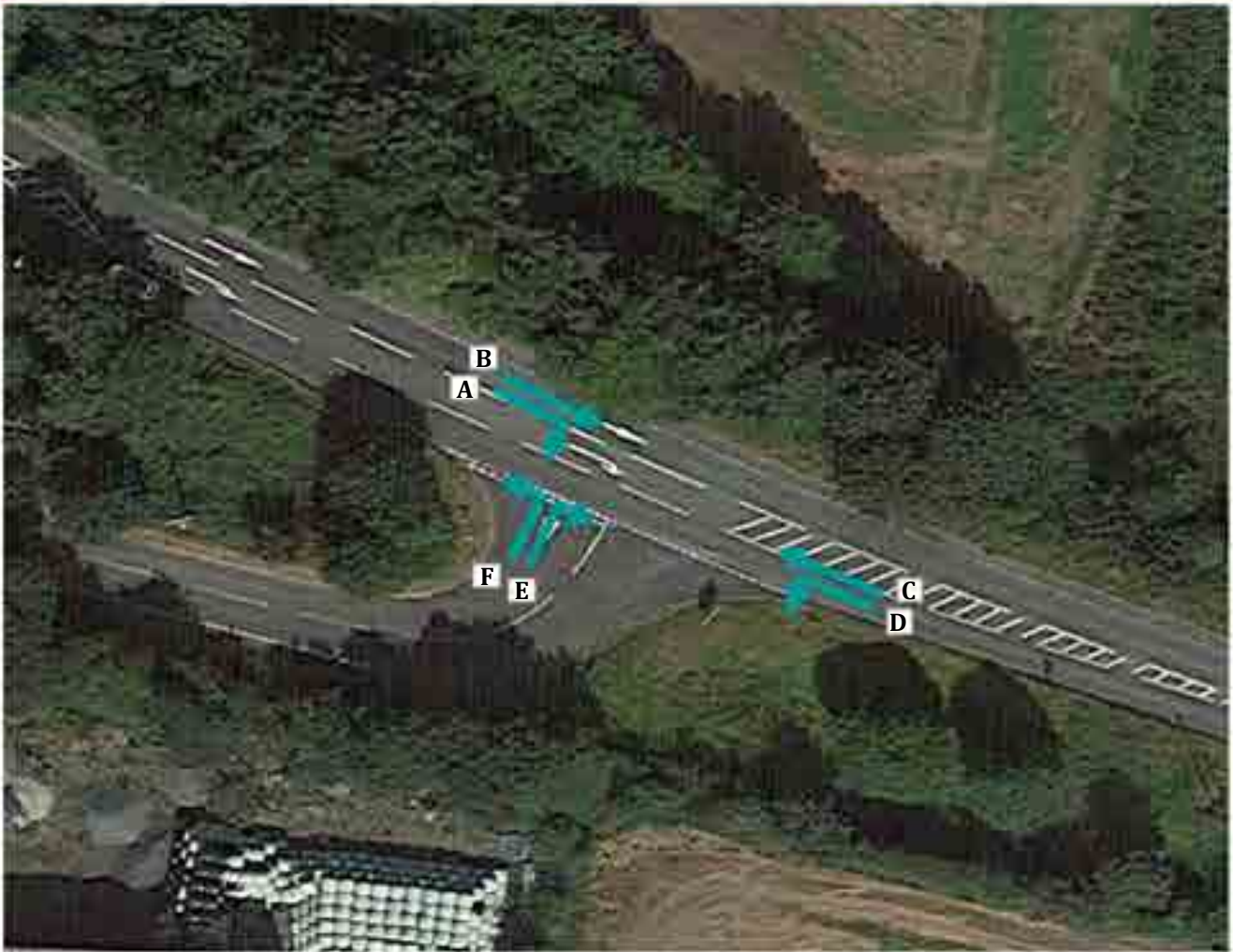
CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 2 - SITE PLAN





MERCURY
TRAFFIC SURVEY LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 2

	MOVEMENT A								MOVEMENT B							
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	
07:30 - 07:45	4	2	0	0	0	0	0		142	21	1	0	0	0	0	
07:45 - 08:00	10	2	0	0	0	0	0		178	26	0	2	2	1	0	
TOTAL	14	4	0	0	0	0	0		320	47	1	2	2	1	0	
08:00 - 08:15	14	3	1	0	0	1	0		202	19	1	1	3	0	0	
08:15 - 08:30	10	1	0	0	0	0	0		232	16	1	0	5	0	0	
08:30 - 08:45	14	0	0	0	0	0	0		269	14	1	0	0	0	1	
08:45 - 09:00	25	1	0	0	0	0	1		229	18	0	0	1	0	1	
TOTAL	63	5	1	0	0	1	1		932	67	3	1	9	0	2	
09:00 - 09:15	7	2	0	0	0	0	0		165	13	0	1	0	1	0	
09:15 - 09:30	3	1	0	0	0	0	0		138	19	2	0	0	0	0	
TOTAL	10	3	0	0	0	0	0		303	32	2	1	0	1	0	
PERIOD TOTAL	87	12	1	0	0	1	1		1555	146	6	4	11	2	2	
16:30 - 16:45	14	1	0	0	0	0	0		120	18	0	0	1	0	0	
16:45 - 17:00	8	2	0	0	0	0	0		106	13	1	0	0	0	0	
TOTAL	22	3	0	0	0	0	0		226	31	1	0	1	0	0	
17:00 - 17:15	11	1	0	0	0	0	0		94	15	0	0	0	0	0	
17:15 - 17:30	11	3	0	0	0	1	0		122	8	0	0	0	2	0	
17:30 - 17:45	4	1	0	0	0	0	0		106	8	0	0	0	0	0	
17:45 - 18:00	9	2	0	0	0	0	0		163	9	2	0	0	0	0	
TOTAL	35	7	0	0	0	1	0		485	40	2	0	0	2	0	
18:00 - 18:15	9	3	0	1	0	0	0		123	5	1	0	0	0	0	
18:15 - 18:30	8	2	0	0	0	0	0		104	6	1	0	0	1	0	
TOTAL	17	5	0	1	0	0	0		227	11	2	0	0	1	0	
PERIOD TOTAL	74	15	0	1	0	1	0		938	82	5	0	1	3	0	
DAILY TOTAL	161	27	1	1	0	2	1		2493	228	11	4	12	5	2	
GRAND TOTAL				193								2755				



PROJECT NUMBER: 221102

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 2

		MOVEMENT C							MOVEMENT D						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	- 07:45	55	14	1	1	0	0	0	2	0	0	0	0	0	0
07:45	- 08:00	76	13	2	0	1	0	0	8	1	0	0	0	0	0
TOTAL		131	27	3	1	1	0	0	10	1	0	0	0	0	0
08:00	- 08:15	86	17	1	1	2	1	0	2	0	0	0	0	0	0
08:15	- 08:30	73	8	0	1	1	0	0	4	0	1	0	0	0	0
08:30	- 08:45	90	17	2	0	6	0	0	7	1	0	0	0	0	0
08:45	- 09:00	78	8	3	0	1	0	0	5	0	0	0	0	0	0
TOTAL		327	50	6	2	10	1	0	18	1	1	0	0	0	0
09:00	- 09:15	83	9	2	0	1	0	0	5	2	0	0	0	0	0
09:15	- 09:30	68	14	1	1	0	1	0	4	1	0	0	0	0	1
TOTAL		151	23	3	1	1	1	0	9	3	0	0	0	0	1
PERIOD TOTAL		609	100	12	4	12	2	0	37	5	1	0	0	0	1
16:30	- 16:45	130	16	0	0	0	0	0	8	0	0	0	0	0	0
16:45	- 17:00	127	14	0	1	0	0	0	12	2	0	0	0	0	0
TOTAL		257	30	0	1	0	0	0	20	2	0	0	0	0	0
17:00	- 17:15	141	12	0	0	0	0	0	11	0	0	0	0	0	0
17:15	- 17:30	122	12	0	0	0	0	0	7	1	0	0	0	1	0
17:30	- 17:45	152	6	0	0	0	0	0	7	0	0	0	0	1	0
17:45	- 18:00	142	11	0	0	0	0	0	9	2	0	0	0	0	0
TOTAL		557	41	0	0	0	0	0	34	3	0	0	0	2	0
18:00	- 18:15	155	7	0	0	0	0	0	7	0	0	0	0	0	0
18:15	- 18:30	100	9	0	0	0	2	0	5	1	0	0	0	0	0
TOTAL		255	16	0	0	0	2	0	12	1	0	0	0	0	0
PERIOD TOTAL		1069	87	0	1	0	2	0	66	6	0	0	0	2	0
DAILY TOTAL		1678	187	12	5	12	4	0	103	11	1	0	0	2	1
GRAND TOTAL		1898							118						



PROJECT NUMBER: 221102

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 2

		MOVEMENT E							MOVEMENT F						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	- 07:45	5	3	0	0	0	0	0	10	2	0	0	0	0	0
07:45	- 08:00	22	0	0	0	0	0	0	7	2	0	0	0	0	0
TOTAL		27	3	0	0	0	0	0	17	4	0	0	0	0	0
08:00	- 08:15	8	1	0	0	0	0	0	10	2	0	0	0	0	0
08:15	- 08:30	18	1	0	0	0	0	0	8	1	0	0	0	0	0
08:30	- 08:45	13	0	0	0	0	0	0	9	2	0	0	0	0	0
08:45	- 09:00	14	0	0	0	0	0	0	26	1	0	0	1	0	0
TOTAL		53	2	0	0	0	0	0	53	6	0	0	1	0	0
09:00	- 09:15	15	0	0	0	0	0	0	7	3	0	0	0	0	0
09:15	- 09:30	9	0	0	0	0	0	0	3	1	0	0	0	0	0
TOTAL		24	0	0	0	0	0	0	10	4	0	0	0	0	0
PERIOD TOTAL		104	5	0	0	0	0	0	80	14	0	0	1	0	0
16:30	- 16:45	8	0	0	0	0	0	0	27	3	0	0	0	2	0
16:45	- 17:00	3	0	0	0	0	0	0	8	1	0	0	0	0	0
TOTAL		11	0	0	0	0	0	0	35	4	0	0	0	2	0
17:00	- 17:15	5	1	0	0	0	0	0	18	2	0	0	0	0	0
17:15	- 17:30	3	0	0	0	0	0	0	11	4	0	0	0	0	0
17:30	- 17:45	2	0	0	0	0	0	0	9	1	0	0	0	0	0
17:45	- 18:00	8	0	0	0	0	0	0	4	1	0	0	0	0	0
TOTAL		18	1	0	0	0	0	0	42	8	0	0	0	0	0
18:00	- 18:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0
18:15	- 18:30	4	1	0	0	0	0	0	9	0	0	0	0	0	0
TOTAL		9	1	0	0	0	0	0	14	0	0	0	0	0	0
PERIOD TOTAL		38	2	0	0	0	0	0	91	12	0	0	0	2	0
DAILY TOTAL		142	7	0	0	0	0	0	171	26	0	0	1	2	0
GRAND TOTAL		149							200						



MERCURY
TRAFFIC SOLUTIONS

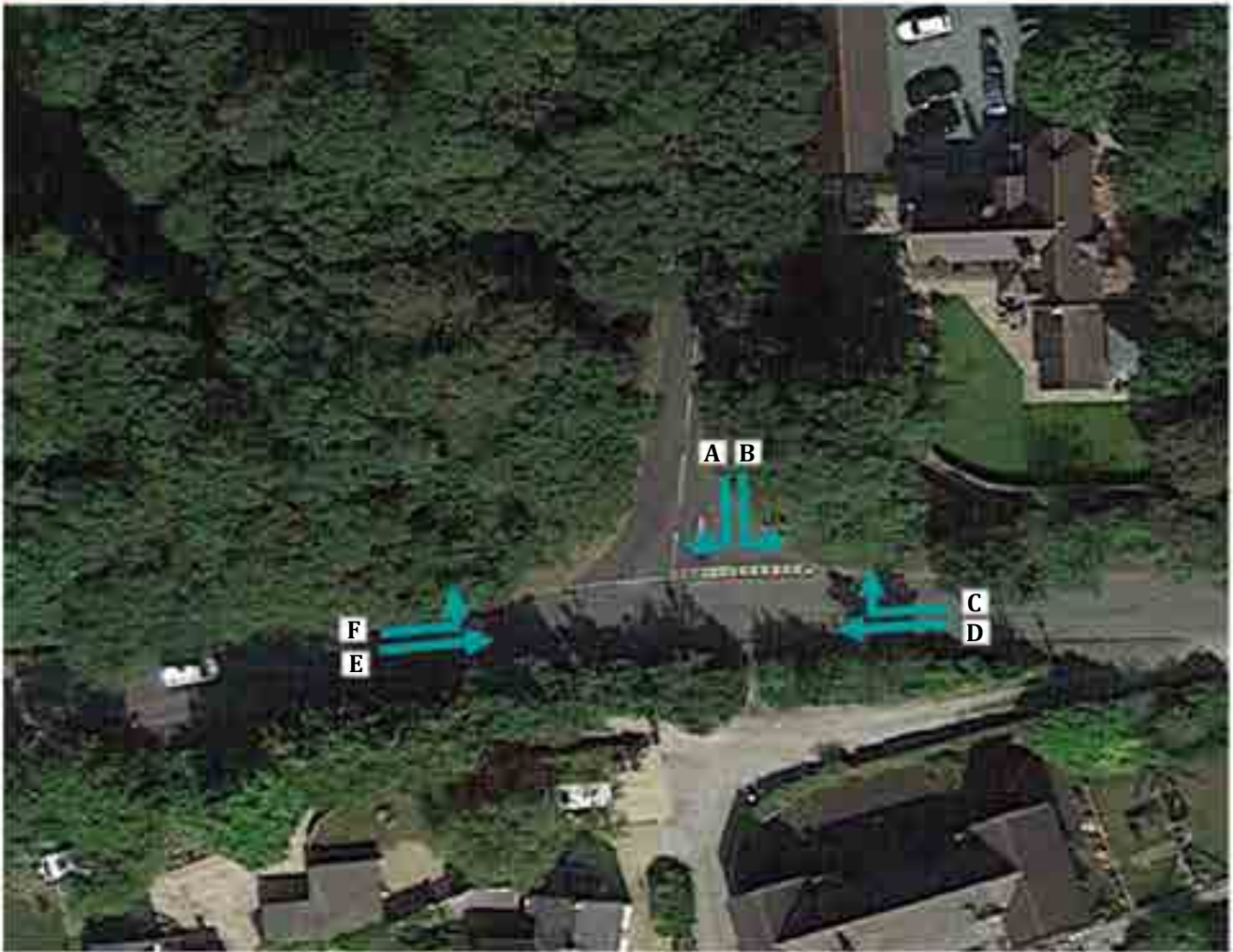
CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 3 - SITE PLAN





PROJECT NUMBER: 221102

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 3

		MOVEMENT A							MOVEMENT B						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	- 07:45	2	0	0	0	0	0	0	3	1	0	0	0	0	0
07:45	- 08:00	11	3	0	0	0	0	0	4	1	0	0	0	0	0
TOTAL		13	3	0	0	0	0	0	7	2	0	0	0	0	0
08:00	- 08:15	11	3	1	0	0	0	0	10	1	0	0	0	1	0
08:15	- 08:30	7	0	0	0	0	0	0	9	1	1	0	0	0	0
08:30	- 08:45	7	0	0	0	0	0	0	11	0	0	0	0	0	0
08:45	- 09:00	12	1	0	0	0	0	0	18	1	0	0	0	0	0
TOTAL		37	4	1	0	0	0	0	48	3	1	0	0	1	0
09:00	- 09:15	6	3	0	0	0	0	0	6	0	0	0	0	0	0
09:15	- 09:30	7	1	0	0	0	0	1	1	1	0	0	0	0	0
TOTAL		13	4	0	0	0	0	1	7	1	0	0	0	0	0
PERIOD TOTAL		63	11	1	0	0	0	1	62	6	1	0	0	1	0
16:30	- 16:45	19	1	0	0	0	0	0	3	0	0	0	0	0	0
16:45	- 17:00	19	2	0	0	0	0	0	1	1	0	0	0	0	0
TOTAL		38	3	0	0	0	0	0	4	1	0	0	0	0	0
17:00	- 17:15	20	1	0	0	0	0	0	2	1	0	0	0	0	0
17:15	- 17:30	12	2	0	0	0	2	0	4	1	0	0	0	0	0
17:30	- 17:45	10	1	0	0	0	0	0	1	0	0	0	0	0	0
17:45	- 18:00	19	2	0	0	0	1	0	1	0	0	0	0	0	0
TOTAL		61	6	0	0	0	3	0	8	2	0	0	0	0	0
18:00	- 18:15	14	2	0	0	0	0	0	4	1	0	0	0	0	0
18:15	- 18:30	9	2	0	0	0	0	0	4	0	0	0	0	0	0
TOTAL		23	4	0	0	0	0	0	8	1	0	0	0	0	0
PERIOD TOTAL		122	13	0	0	0	3	0	20	4	0	0	0	0	0
DAILY TOTAL		185	24	1	0	0	3	1	82	10	1	0	0	1	0
GRAND TOTAL		214							94						



PROJECT NUMBER: 221102

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 3

		MOVEMENT C							MOVEMENT D						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	- 07:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0
07:45	- 08:00	2	0	0	0	0	0	0	4	1	0	0	0	0	0
TOTAL		5	1	0	0	0	0	0	8	1	0	0	0	0	0
08:00	- 08:15	3	1	0	0	0	0	0	5	0	0	0	0	0	1
08:15	- 08:30	3	0	0	0	0	0	0	11	1	0	0	0	0	0
08:30	- 08:45	6	1	0	0	0	0	0	8	2	1	0	0	0	0
08:45	- 09:00	14	0	0	0	1	0	0	8	2	0	0	0	0	0
TOTAL		26	2	0	0	1	0	0	32	5	1	0	0	0	1
09:00	- 09:15	6	1	0	0	0	0	0	8	0	0	0	0	0	0
09:15	- 09:30	2	1	0	0	0	0	0	5	0	0	0	0	0	0
TOTAL		8	2	0	0	0	0	0	13	0	0	0	0	0	0
PERIOD TOTAL		39	5	0	0	1	0	0	53	6	1	0	0	0	1
16:30	- 16:45	23	2	0	0	0	1	0	29	1	0	0	0	1	0
16:45	- 17:00	4	1	0	0	0	0	0	25	0	0	0	0	0	1
TOTAL		27	3	0	0	0	1	0	54	1	0	0	0	1	1
17:00	- 17:15	8	1	0	0	0	0	0	28	0	0	0	0	2	0
17:15	- 17:30	5	1	0	0	0	0	0	20	1	0	0	0	1	1
17:30	- 17:45	7	1	0	0	0	0	0	11	1	0	0	0	0	0
17:45	- 18:00	1	1	0	0	0	0	0	9	0	0	0	0	0	0
TOTAL		21	4	0	0	0	0	0	68	2	0	0	0	3	1
18:00	- 18:15	0	0	0	0	0	0	0	16	0	0	0	0	0	0
18:15	- 18:30	1	0	0	0	0	0	0	4	0	0	0	0	0	0
TOTAL		1	0	0	0	0	0	0	20	0	0	0	0	0	0
PERIOD TOTAL		49	7	0	0	0	1	0	142	3	0	0	0	4	2
DAILY TOTAL		88	12	0	0	1	1	0	195	9	1	0	0	4	3
GRAND TOTAL		102							212						



PROJECT NUMBER: 221102

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 3

		MOVEMENT E							MOVEMENT F						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	- 07:45	7	0	0	0	0	0	0	15	4	0	0	0	0	0
07:45	- 08:00	10	2	0	0	0	1	0	23	2	0	0	0	0	0
TOTAL		17	2	0	0	0	1	0	38	6	0	0	0	0	0
08:00	- 08:15	29	1	0	0	0	0	2	14	1	0	0	0	0	0
08:15	- 08:30	45	0	0	0	0	0	2	23	2	0	0	0	0	0
08:30	- 08:45	65	3	0	0	0	0	1	21	1	0	0	0	0	0
08:45	- 09:00	37	2	0	0	0	1	0	22	1	0	0	0	0	0
TOTAL		176	6	0	0	0	1	5	80	5	0	0	0	0	0
09:00	- 09:15	19	3	0	0	0	0	1	15	1	0	0	0	0	0
09:15	- 09:30	9	3	0	0	0	0	0	12	0	0	0	0	0	0
TOTAL		28	6	0	0	0	0	1	27	1	0	0	0	0	0
PERIOD TOTAL		221	14	0	0	0	2	6	145	12	0	0	0	0	0
16:30	- 16:45	12	2	0	0	0	0	2	14	1	0	0	0	1	0
16:45	- 17:00	7	1	0	0	0	1	0	5	0	0	0	0	0	0
TOTAL		19	3	0	0	0	1	2	19	1	0	0	0	1	0
17:00	- 17:15	7	0	0	0	0	0	0	18	1	0	0	0	0	0
17:15	- 17:30	7	1	0	0	0	0	1	9	2	0	0	0	0	0
17:30	- 17:45	10	1	0	0	0	1	0	6	1	0	0	0	0	0
17:45	- 18:00	5	0	0	0	0	0	0	10	0	0	0	0	0	0
TOTAL		29	2	0	0	0	1	1	43	4	0	0	0	0	0
18:00	- 18:15	8	0	0	0	0	0	0	10	0	0	0	0	0	0
18:15	- 18:30	10	0	0	0	0	0	1	9	1	0	0	0	0	0
TOTAL		18	0	0	0	0	0	1	19	1	0	0	0	0	0
PERIOD TOTAL		66	5	0	0	0	2	4	81	6	0	0	0	1	0
DAILY TOTAL		287	19	0	0	0	4	10	226	18	0	0	0	1	0
GRAND TOTAL		320							245						



MERCURY
TRAFFIC SOLUTIONS

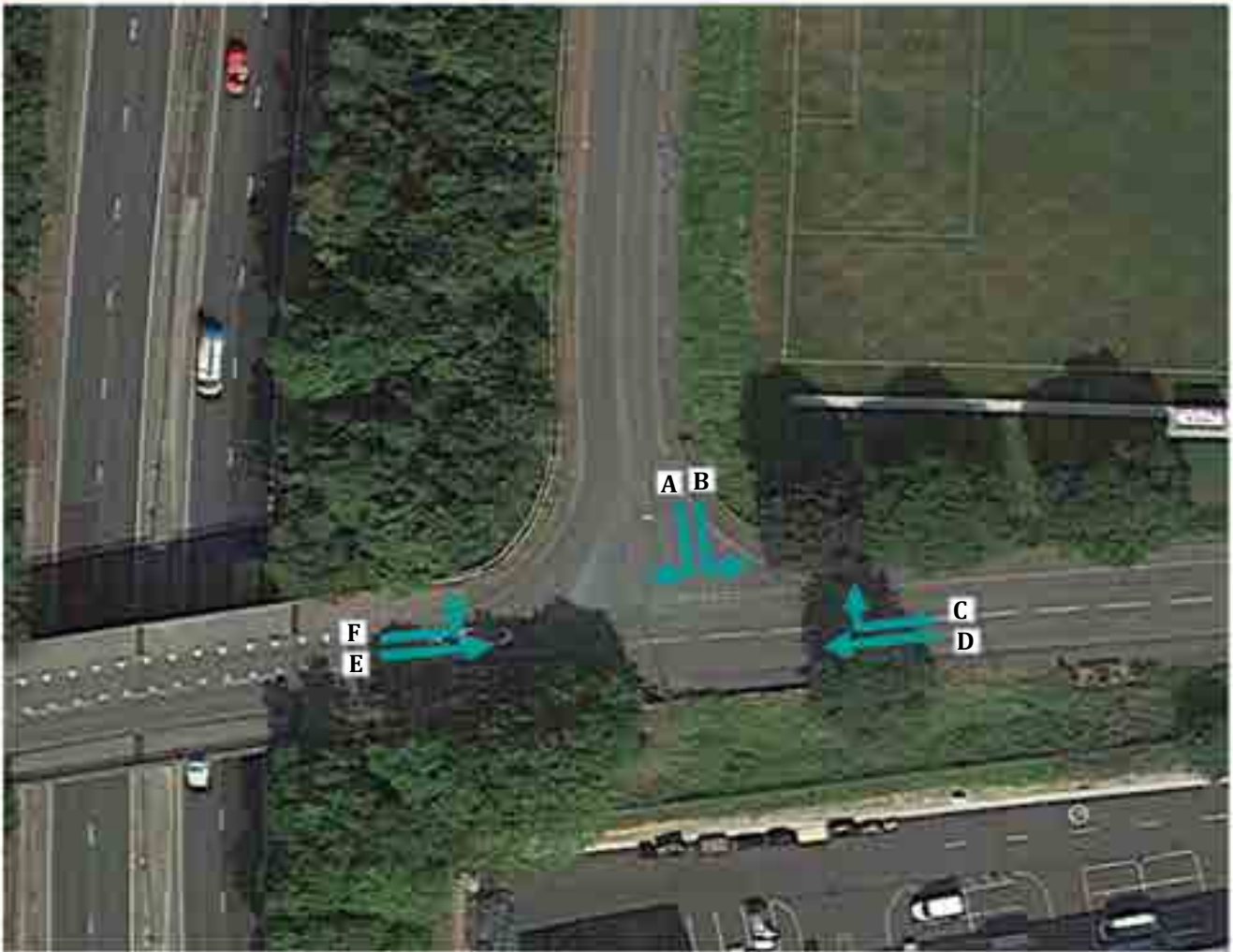
CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 4 - SITE PLAN





PROJECT NUMBER: 221102

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 4

			MOVEMENT A						MOVEMENT B						
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C
07:30	-	07:45	5	0	0	0	0	0	0	1	0	0	0	0	0
07:45	-	08:00	17	3	0	0	0	0	4	1	0	0	0	0	0
TOTAL			22	3	0	0	0	0	4	2	0	0	0	0	0
08:00	-	08:15	20	2	1	0	0	1	13	0	0	0	0	0	0
08:15	-	08:30	17	3	0	0	0	0	6	1	0	0	0	0	0
08:30	-	08:45	12	5	0	0	0	0	7	3	0	0	0	0	0
08:45	-	09:00	14	2	1	0	0	0	8	0	0	0	0	0	0
TOTAL			63	12	2	0	0	1	34	4	0	0	0	0	0
09:00	-	09:15	8	2	0	0	0	0	6	1	0	0	0	0	0
09:15	-	09:30	4	1	0	0	0	0	5	0	0	0	0	0	0
TOTAL			12	3	0	0	0	0	11	1	0	0	0	0	0
PERIOD TOTAL			97	18	2	0	0	1	49	7	0	0	0	0	0
16:30	-	16:45	27	1	0	0	0	1	15	1	0	0	0	0	0
16:45	-	17:00	26	3	0	0	0	0	11	0	0	0	0	0	0
TOTAL			53	4	0	0	0	1	26	1	0	0	0	0	0
17:00	-	17:15	26	0	0	0	0	0	14	1	0	0	0	1	0
17:15	-	17:30	18	3	0	0	0	1	8	0	0	0	0	2	1
17:30	-	17:45	16	2	0	0	0	1	4	0	0	0	0	0	0
17:45	-	18:00	16	1	0	0	0	0	10	2	0	0	0	0	0
TOTAL			76	6	0	0	0	2	36	3	0	0	0	3	1
18:00	-	18:15	12	1	0	0	0	0	13	0	0	0	0	1	0
18:15	-	18:30	10	0	0	0	0	0	6	0	0	0	0	0	0
TOTAL			22	1	0	0	0	0	19	0	0	0	0	1	0
PERIOD TOTAL			151	11	0	0	0	3	81	4	0	0	0	4	1
DAILY TOTAL			248	29	2	0	0	3	130	11	0	0	0	4	1
GRAND TOTAL			284						146						



PROJECT NUMBER: 221102

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 4

		MOVEMENT C							MOVEMENT D						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	- 07:45	6	2	0	0	0	0	0	5	2	0	0	0	0	0
07:45	- 08:00	7	1	0	0	0	0	0	6	2	0	0	0	0	0
TOTAL		13	3	0	0	0	0	0	11	4	0	0	0	0	0
08:00	- 08:15	10	1	0	0	0	0	0	4	0	0	0	0	0	0
08:15	- 08:30	10	1	0	0	0	0	0	8	1	0	0	0	0	0
08:30	- 08:45	16	2	0	0	0	0	0	14	3	1	0	0	0	0
08:45	- 09:00	14	0	0	0	0	0	0	9	2	0	0	1	0	0
TOTAL		50	4	0	0	0	0	0	35	6	1	0	1	0	0
09:00	- 09:15	11	1	0	0	0	0	0	4	4	0	0	0	0	0
09:15	- 09:30	5	0	0	0	0	0	0	6	0	0	0	0	0	0
TOTAL		16	1	0	0	0	0	0	10	4	0	0	0	0	0
PERIOD TOTAL		79	8	0	0	0	0	0	56	14	1	0	1	0	0
16:30	- 16:45	11	2	0	0	0	0	0	9	1	0	0	0	0	0
16:45	- 17:00	6	1	0	0	0	0	0	8	0	0	0	0	0	0
TOTAL		17	3	0	0	0	0	0	17	1	0	0	0	0	0
17:00	- 17:15	8	2	0	0	0	0	0	10	1	0	0	0	0	0
17:15	- 17:30	3	0	0	0	0	0	0	7	0	0	0	0	0	0
17:30	- 17:45	7	1	0	0	0	0	0	8	1	0	0	0	0	0
17:45	- 18:00	13	0	0	0	0	0	0	4	1	0	0	0	0	0
TOTAL		31	3	0	0	0	0	0	29	3	0	0	0	0	0
18:00	- 18:15	12	0	0	0	0	0	0	6	0	0	0	0	0	0
18:15	- 18:30	3	0	0	0	0	0	0	4	0	0	0	0	0	0
TOTAL		15	0	0	0	0	0	0	10	0	0	0	0	0	0
PERIOD TOTAL		63	6	0	0	0	0	0	56	4	0	0	0	0	0
DAILY TOTAL		142	14	0	0	0	0	0	112	18	1	0	1	0	0
GRAND TOTAL		156							132						



PROJECT NUMBER: 221102

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 4

		MOVEMENT E							MOVEMENT F						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	- 07:45	4	1	0	0	0	0	0	8	1	0	0	0	0	0
07:45	- 08:00	8	2	0	0	0	0	0	19	3	0	0	0	1	0
TOTAL		12	3	0	0	0	0	0	27	4	0	0	0	1	0
08:00	- 08:15	5	1	0	0	0	0	0	22	2	0	0	0	0	0
08:15	- 08:30	11	1	0	0	0	0	0	31	1	0	0	0	2	0
08:30	- 08:45	13	1	0	0	0	0	0	49	1	0	0	0	0	0
08:45	- 09:00	11	2	0	0	0	0	0	37	2	0	0	0	1	0
TOTAL		40	5	0	0	0	0	0	139	6	0	0	0	3	0
09:00	- 09:15	7	0	0	0	0	0	0	18	3	0	0	0	0	0
09:15	- 09:30	2	2	2	0	0	0	0	10	2	0	0	0	0	0
TOTAL		9	2	2	0	0	0	0	28	5	0	0	0	0	0
PERIOD TOTAL		61	10	2	0	0	0	0	194	15	0	0	0	4	0
16:30	- 16:45	8	3	0	0	0	0	0	14	3	0	0	0	2	2
16:45	- 17:00	4	1	0	0	0	0	0	10	0	0	0	0	0	0
TOTAL		12	4	0	0	0	0	0	24	3	0	0	0	2	2
17:00	- 17:15	4	1	0	0	0	0	0	11	1	0	0	0	0	0
17:15	- 17:30	1	0	0	0	0	0	0	13	3	0	0	0	0	0
17:30	- 17:45	5	0	0	0	0	0	0	12	0	0	0	0	0	0
17:45	- 18:00	6	1	0	0	0	0	0	6	1	0	0	0	0	0
TOTAL		16	2	0	0	0	0	0	42	5	0	0	0	0	0
18:00	- 18:15	6	2	0	0	0	0	0	3	0	0	0	0	0	0
18:15	- 18:30	5	0	0	0	0	0	0	12	2	0	0	0	0	0
TOTAL		11	2	0	0	0	0	0	15	2	0	0	0	0	0
PERIOD TOTAL		39	8	0	0	0	0	0	81	10	0	0	0	2	2
DAILY TOTAL		100	18	2	0	0	0	0	275	25	0	0	0	6	2
GRAND TOTAL		120							308						



MERCURY
TRAFFIC SOLUTIONS

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 5 - SITE PLAN





PROJECT NUMBER: 221102

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 5

			MOVEMENT A							MOVEMENT B							MOVEMENT C						
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	-	07:45	11	2	1	0	1	1	1	20	4	0	0	0	0	0	2	1	0	0	0	0	0
07:45	-	08:00	16	7	0	0	2	0	0	28	5	0	0	0	0	0	6	0	0	0	0	0	0
TOTAL			27	9	1	0	3	1	1	48	9	0	0	0	0	0	8	1	0	0	0	0	0
08:00	-	08:15	13	5	0	0	4	0	0	38	4	0	0	0	0	0	8	3	0	0	0	0	0
08:15	-	08:30	18	3	0	0	2	1	0	61	5	1	0	2	0	0	8	2	0	0	0	0	0
08:30	-	08:45	13	3	1	0	1	0	0	79	4	0	0	3	1	0	12	1	0	0	0	0	0
08:45	-	09:00	22	5	1	0	2	0	0	55	4	0	0	0	1	0	9	0	0	0	0	0	0
TOTAL			66	16	2	0	9	1	0	233	17	1	0	5	2	0	37	6	0	0	0	0	0
09:00	-	09:15	31	4	0	0	3	0	0	37	3	0	0	0	0	0	15	0	0	0	0	0	0
09:15	-	09:30	28	4	0	0	2	0	0	29	3	0	0	0	1	1	3	2	0	0	0	0	0
TOTAL			59	8	0	0	5	0	0	66	6	0	0	0	1	1	18	2	0	0	0	0	0
PERIOD TOTAL			152	33	3	0	17	2	1	347	32	1	0	5	3	1	63	9	0	0	0	0	0
16:30	-	16:45	66	3	0	0	2	0	0	38	4	0	0	0	0	0	6	1	0	0	0	0	0
16:45	-	17:00	52	3	0	0	1	0	0	48	7	0	0	0	0	0	9	1	0	0	0	0	0
TOTAL			118	6	0	0	3	0	0	86	11	0	0	0	0	0	15	2	0	0	0	0	0
17:00	-	17:15	71	5	0	0	3	0	0	50	3	0	0	0	0	0	8	0	0	0	0	0	0
17:15	-	17:30	55	1	1	0	4	0	1	41	6	0	0	0	0	0	9	0	0	0	0	0	0
17:30	-	17:45	51	2	0	0	2	0	0	39	2	0	0	0	1	0	8	1	0	0	0	0	0
17:45	-	18:00	45	4	0	0	1	1	0	37	0	0	0	0	0	0	9	1	0	0	0	0	0
TOTAL			222	12	1	0	10	1	1	167	11	0	0	0	1	0	34	2	0	0	0	0	0
18:00	-	18:15	42	2	0	0	3	1	0	37	6	0	0	0	0	0	10	1	0	0	0	0	0
18:15	-	18:30	35	1	0	0	1	0	0	27	2	0	0	0	0	0	9	0	0	0	0	0	0
TOTAL			77	3	0	0	4	1	0	64	8	0	0	0	0	0	19	1	0	0	0	0	0
PERIOD TOTAL			417	21	1	0	17	2	1	317	30	0	0	0	1	0	68	5	0	0	0	0	0
DAILY TOTAL			569	54	4	0	34	4	2	664	62	1	0	5	4	1	131	14	0	0	0	0	0
GRAND TOTAL			667							737							145						



PROJECT NUMBER: 221102

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 5

			MOVEMENT D							MOVEMENT E							MOVEMENT F						
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	-	07:45	1	1	0	0	0	0	0	8	10	0	0	0	0	0	1	1	0	0	0	0	0
07:45	-	08:00	4	2	0	0	0	0	0	23	7	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL			5	3	0	0	0	0	0	31	17	0	0	0	0	0	2	1	0	0	0	0	0
08:00	-	08:15	4	0	0	0	0	0	0	15	2	0	0	0	0	0	3	0	0	0	0	0	0
08:15	-	08:30	8	1	0	0	0	0	0	10	6	1	0	1	0	0	2	0	0	0	0	0	0
08:30	-	08:45	15	0	0	0	0	0	0	10	9	0	0	1	0	0	6	0	0	0	0	1	0
08:45	-	09:00	14	0	0	0	0	0	0	22	13	0	0	0	0	0	4	0	0	0	0	0	0
TOTAL			41	1	0	0	0	0	0	57	30	1	0	2	0	0	15	0	0	0	0	1	0
09:00	-	09:15	7	1	0	0	0	0	0	24	7	1	0	0	0	0	1	0	0	0	0	0	0
09:15	-	09:30	0	0	0	0	0	0	0	14	9	1	0	0	0	0	1	0	1	0	0	0	0
TOTAL			7	1	0	0	0	0	0	38	16	2	0	0	0	0	2	0	1	0	0	0	0
PERIOD TOTAL			53	5	0	0	0	0	0	126	63	3	0	2	0	0	19	1	1	0	0	1	0
16:30	-	16:45	6	3	0	0	0	0	0	52	11	0	0	0	0	0	3	1	0	0	0	0	0
16:45	-	17:00	14	2	0	0	0	0	0	56	6	0	0	0	0	1	1	1	0	0	0	0	0
TOTAL			20	5	0	0	0	0	0	108	17	0	0	0	0	1	4	2	0	0	0	0	0
17:00	-	17:15	5	0	0	0	0	0	0	56	6	0	1	1	1	0	6	0	0	0	0	0	0
17:15	-	17:30	12	0	0	0	0	0	0	62	4	1	0	0	0	0	4	2	0	0	0	0	0
17:30	-	17:45	13	3	0	0	0	0	0	57	7	0	0	0	0	2	4	1	0	0	0	0	0
17:45	-	18:00	12	1	0	0	0	0	0	43	2	0	0	0	0	1	3	0	0	0	0	0	0
TOTAL			42	4	0	0	0	0	0	218	19	1	1	1	4	0	17	3	0	0	0	0	0
18:00	-	18:15	7	1	0	0	0	0	0	57	6	0	0	0	0	0	0	0	0	0	0	0	0
18:15	-	18:30	7	0	0	0	0	0	0	36	1	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL			14	1	0	0	0	0	0	93	7	0	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL			76	10	0	0	0	0	0	419	43	1	1	1	5	1	21	5	0	0	0	0	0
DAILY TOTAL			129	15	0	0	0	0	0	545	106	4	1	3	5	1	40	6	1	0	0	1	0
GRAND TOTAL			144							665							48						

		MOVEMENT G							MOVEMENT H							MOVEMENT I						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	- 07:45	2	0	0	0	0	0	0	28	5	0	0	0	0	0	29	6	1	0	0	0	1
07:45	- 08:00	2	0	0	0	0	0	0	41	4	0	0	0	0	0	26	15	1	0	0	0	0
TOTAL		4	0	0	0	0	0	0	69	9	0	0	0	0	0	55	21	2	0	0	0	1
08:00	- 08:15	2	0	0	0	0	0	0	41	3	0	0	0	0	0	22	8	0	0	0	0	0
08:15	- 08:30	6	0	0	0	0	1	0	67	1	0	0	0	0	0	27	7	0	0	0	0	0
08:30	- 08:45	15	3	0	0	0	0	0	83	1	1	0	3	0	0	27	3	0	0	1	0	0
08:45	- 09:00	12	0	0	0	0	0	0	65	4	1	0	0	0	0	46	10	0	0	0	0	0
TOTAL		35	3	0	0	0	1	0	256	9	2	0	3	0	0	122	28	0	0	1	0	0
09:00	- 09:15	6	0	0	0	0	0	0	30	0	0	0	1	0	0	43	6	1	0	0	1	0
09:15	- 09:30	0	0	0	0	0	0	0	22	3	0	0	0	0	0	22	7	0	0	0	0	0
TOTAL		6	0	0	0	0	0	0	52	3	0	0	1	0	0	65	13	1	0	0	1	0
PERIOD TOTAL		45	3	0	0	0	1	0	377	21	2	0	4	0	0	242	62	3	0	1	1	1
16:30	- 16:45	4	0	0	0	0	0	0	43	4	0	0	0	0	0	40	3	0	0	0	0	0
16:45	- 17:00	3	0	0	0	0	0	0	39	9	0	0	1	0	0	33	4	0	0	0	0	0
TOTAL		7	0	0	0	0	0	0	82	13	0	0	1	0	0	73	7	0	0	0	0	0
17:00	- 17:15	4	0	0	0	0	0	0	53	7	0	0	0	1	0	41	10	0	0	0	0	3
17:15	- 17:30	1	0	0	0	0	0	0	30	6	0	0	0	0	0	35	6	0	0	0	0	0
17:30	- 17:45	3	0	0	0	0	0	0	26	5	0	0	0	1	0	32	1	0	0	0	0	1
17:45	- 18:00	1	1	0	0	0	0	0	40	3	0	0	0	0	1	28	2	0	0	0	0	0
TOTAL		9	1	0	0	0	0	0	149	21	0	0	0	2	1	136	19	0	0	0	0	4
18:00	- 18:15	0	0	0	0	0	0	0	36	4	0	0	0	0	0	25	2	0	0	0	0	0
18:15	- 18:30	0	0	0	0	0	0	0	31	1	0	0	0	0	0	28	2	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	67	5	0	0	0	0	0	53	4	0	0	0	0	0
PERIOD TOTAL		16	1	0	0	0	0	0	298	39	0	0	1	2	1	262	30	0	0	0	0	4
DAILY TOTAL		61	4	0	0	0	1	0	675	60	2	0	5	2	1	504	92	3	0	1	1	5
GRAND TOTAL		66							745							606						



PROJECT NUMBER: 221102

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 5

			MOVEMENT J							MOVEMENT K							MOVEMENT L						
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	-	07:45	39	8	0	0	0	0	0	32	8	0	0	0	1	0	25	8	1	0	2	0	0
07:45	-	08:00	42	12	0	0	0	0	0	55	11	1	0	0	0	0	15	5	0	0	3	0	0
TOTAL			81	20	0	0	0	0	0	87	19	1	0	0	1	0	40	13	1	0	5	0	0
08:00	-	08:15	40	7	1	0	0	0	0	48	14	1	0	0	1	0	40	4	0	0	3	0	0
08:15	-	08:30	43	5	0	0	0	0	1	65	11	1	0	1	0	0	43	8	0	0	3	1	1
08:30	-	08:45	39	8	0	0	3	0	0	62	11	0	0	0	0	0	28	7	0	0	1	0	0
08:45	-	09:00	48	5	0	1	0	0	0	62	13	0	0	0	0	0	26	3	1	0	4	0	0
TOTAL			170	25	1	1	3	0	1	237	49	2	0	1	1	0	137	22	1	0	11	1	1
09:00	-	09:15	36	8	0	0	0	0	0	64	13	0	0	0	0	0	53	1	0	0	1	0	0
09:15	-	09:30	15	8	0	0	0	0	0	57	10	1	1	0	0	0	40	2	0	0	3	0	0
TOTAL			51	16	0	0	0	0	0	121	23	1	1	0	0	0	93	3	0	0	4	0	0
PERIOD TOTAL			302	61	1	1	3	0	1	445	91	4	1	1	2	0	270	38	2	0	20	1	1
16:30	-	16:45	25	9	0	0	0	0	1	59	13	0	0	0	1	0	31	10	0	0	2	0	1
16:45	-	17:00	26	3	0	0	0	0	0	57	14	0	0	0	0	0	32	1	0	0	1	0	1
TOTAL			51	12	0	0	0	0	1	116	27	0	0	0	1	0	63	11	0	0	3	0	2
17:00	-	17:15	39	5	0	0	0	0	0	57	3	0	0	0	1	0	23	4	0	0	2	1	0
17:15	-	17:30	21	5	0	0	0	0	0	45	2	0	0	0	0	0	26	1	0	0	1	0	0
17:30	-	17:45	22	2	0	0	0	0	0	49	1	0	0	0	1	0	20	3	0	0	0	0	0
17:45	-	18:00	22	1	0	0	0	0	0	46	8	0	0	0	1	1	37	1	0	0	4	0	0
TOTAL			104	13	0	0	0	0	0	197	14	0	0	0	3	1	106	9	0	0	7	1	0
18:00	-	18:15	23	8	0	0	0	0	0	50	6	0	0	0	0	0	31	2	0	0	1	0	0
18:15	-	18:30	20	4	0	0	0	0	0	51	4	0	0	0	1	0	26	2	0	0	1	0	0
TOTAL			43	12	0	0	0	0	0	101	10	0	0	0	1	0	57	4	0	0	2	0	0
PERIOD TOTAL			198	37	0	0	0	0	1	414	51	0	0	0	5	1	226	24	0	0	12	1	2
DAILY TOTAL			500	98	1	1	3	0	2	859	142	4	1	1	7	1	496	62	2	0	32	2	3
GRAND TOTAL			605							1015							597						



MERCURY
SOLUTIONS

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 5

		ABC							DEF							GHI							JKL						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	- 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	- 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	- 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	- 08:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	- 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	- 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	- 09:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
09:15	- 09:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
PERIOD TOTAL		4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0
16:30	- 16:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
16:45	- 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
17:00	- 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	- 17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
17:30	- 17:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	- 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL		2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
18:00	- 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	- 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL		3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
DAILY TOTAL		7	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	4	0	0	0	0	0	0
GRAND TOTAL					7							1							2						4				



MERCURY
TRAFFIC SOLUTIONS LTD

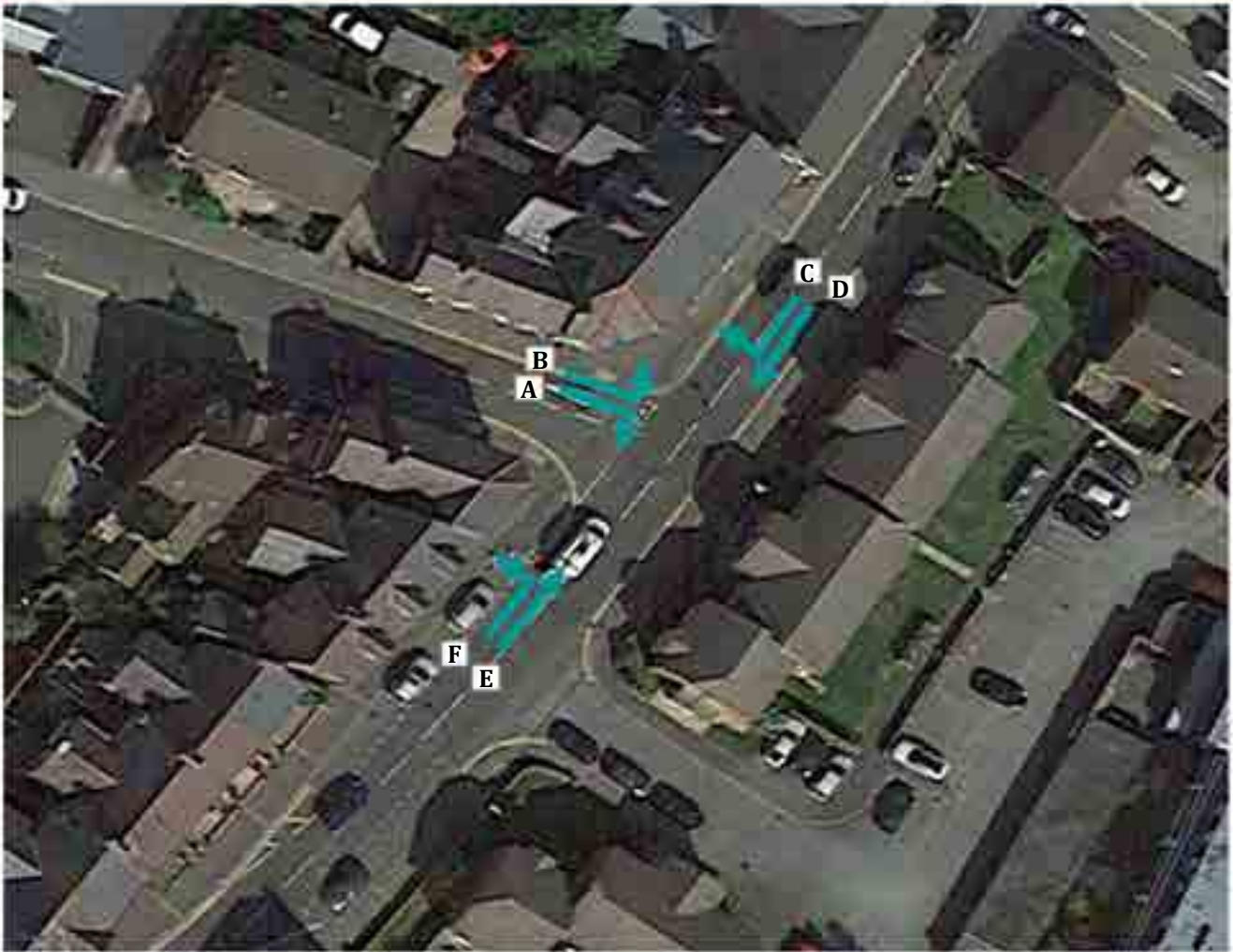
CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 6 - SITE PLAN





PROJECT NUMBER: 221102

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 6

		MOVEMENT A							MOVEMENT B						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	- 07:45	0	0	0	0	0	0	0	30	8	0	0	0	0	0
07:45	- 08:00	0	0	0	0	0	0	0	25	6	1	0	0	0	0
TOTAL		0	0	0	0	0	0	0	55	14	1	0	0	0	0
08:00	- 08:15	1	0	0	0	0	0	0	29	11	0	0	0	0	0
08:15	- 08:30	0	0	0	0	0	0	0	27	3	1	0	0	0	0
08:30	- 08:45	1	0	0	0	0	0	0	38	3	0	0	1	0	0
08:45	- 09:00	0	2	0	0	0	0	0	43	3	0	0	1	0	0
TOTAL		2	2	0	0	0	0	0	137	20	1	0	2	0	0
09:00	- 09:15	1	0	0	0	0	0	0	28	4	1	0	0	0	0
09:15	- 09:30	1	0	0	0	0	0	0	36	6	0	0	0	0	0
TOTAL		2	0	0	0	0	0	0	64	10	1	0	0	0	0
PERIOD TOTAL		4	2	0	0	0	0	0	256	44	3	0	2	0	0
16:30	- 16:45	1	1	0	0	0	0	0	31	4	0	0	0	0	0
16:45	- 17:00	4	2	0	0	0	0	0	37	3	0	0	0	0	0
TOTAL		5	3	0	0	0	0	0	68	7	0	0	0	0	0
17:00	- 17:15	3	0	0	0	0	0	0	33	5	0	0	0	0	0
17:15	- 17:30	3	0	0	0	0	0	0	35	5	0	0	0	1	0
17:30	- 17:45	1	0	0	0	0	0	0	41	4	0	0	0	0	0
17:45	- 18:00	2	0	0	0	0	1	0	37	3	0	0	0	0	0
TOTAL		9	0	0	0	0	1	0	146	17	0	0	0	1	0
18:00	- 18:15	1	1	0	0	0	0	0	38	2	0	0	0	0	0
18:15	- 18:30	1	0	0	0	0	0	0	43	1	0	0	0	0	0
TOTAL		2	1	0	0	0	0	0	81	3	0	0	0	0	0
PERIOD TOTAL		16	4	0	0	0	1	0	295	27	0	0	0	1	0
DAILY TOTAL		20	6	0	0	0	1	0	551	71	3	0	2	1	0
GRAND TOTAL		27							628						



PROJECT NUMBER: 221102

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 6

		MOVEMENT C							MOVEMENT D						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	- 07:45	8	0	0	0	0	0	1	12	12	0	0	0	0	0
07:45	- 08:00	14	3	0	0	0	0	0	26	8	0	0	0	0	0
TOTAL		22	3	0	0	0	0	1	38	20	0	0	0	0	0
08:00	- 08:15	15	2	0	0	0	0	0	20	4	0	0	0	0	0
08:15	- 08:30	19	4	0	0	0	0	0	21	6	1	0	1	0	0
08:30	- 08:45	29	2	1	0	0	0	0	36	11	0	0	1	0	0
08:45	- 09:00	29	3	0	0	0	1	0	46	12	0	0	0	0	0
TOTAL		92	11	1	0	0	1	0	123	33	1	0	2	0	0
09:00	- 09:15	22	4	1	0	1	0	0	28	9	1	0	0	0	0
09:15	- 09:30	11	6	0	0	1	0	0	19	10	3	0	0	0	0
TOTAL		33	10	1	0	2	0	0	47	19	4	0	0	0	0
PERIOD TOTAL		147	24	2	0	2	1	1	208	72	5	0	2	0	0
16:30	- 16:45	23	5	0	0	0	0	1	63	13	0	0	0	0	0
16:45	- 17:00	25	4	0	0	0	1	1	62	6	0	0	0	0	0
TOTAL		48	9	0	0	0	1	2	125	19	0	0	0	0	0
17:00	- 17:15	31	4	0	0	0	1	1	71	7	0	1	1	1	1
17:15	- 17:30	17	2	0	0	0	0	0	70	5	0	0	0	0	0
17:30	- 17:45	27	1	0	0	0	0	0	78	10	0	0	0	1	1
17:45	- 18:00	29	2	0	0	0	1	0	57	4	0	0	0	1	0
TOTAL		104	9	0	0	0	2	1	276	26	0	1	1	3	2
18:00	- 18:15	26	2	0	0	0	0	0	71	5	0	0	0	1	0
18:15	- 18:30	15	1	0	0	0	0	0	50	2	0	0	0	0	0
TOTAL		41	3	0	0	0	0	0	121	7	0	0	0	1	0
PERIOD TOTAL		193	21	0	0	0	3	3	522	52	0	1	1	4	2
DAILY TOTAL		340	45	2	0	2	4	4	730	124	5	1	3	4	2
GRAND TOTAL		397							869						



PROJECT NUMBER: 221102

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 6

			MOVEMENT E						MOVEMENT F							
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	-	07:45	33	11	0	0	0	0	0	4	0	0	0	0	0	0
07:45	-	08:00	69	12	2	0	0	2	0	2	0	0	0	0	0	0
TOTAL			102	23	2	0	0	2	0	6	0	0	0	0	0	0
08:00	-	08:15	64	14	1	0	0	1	0	4	0	0	0	0	0	1
08:15	-	08:30	87	14	1	0	1	0	0	5	0	0	0	0	0	0
08:30	-	08:45	102	15	0	0	0	0	0	4	1	0	0	0	0	0
08:45	-	09:00	89	11	0	0	0	0	0	14	2	0	0	0	0	0
TOTAL			342	54	2	0	1	1	0	27	3	0	0	0	0	1
09:00	-	09:15	90	15	0	0	0	0	0	17	1	0	0	0	0	0
09:15	-	09:30	67	14	1	1	0	0	0	1	0	0	0	0	0	0
TOTAL			157	29	1	1	0	0	0	18	1	0	0	0	0	0
PERIOD TOTAL			601	106	5	1	1	3	0	51	4	0	0	0	0	1
16:30	-	16:45	74	16	0	0	0	0	0	1	0	0	0	0	0	0
16:45	-	17:00	63	17	0	0	0	1	0	9	0	0	0	0	0	0
TOTAL			137	33	0	0	0	1	0	10	0	0	0	0	0	0
17:00	-	17:15	76	2	0	0	0	1	0	4	0	0	0	0	0	0
17:15	-	17:30	50	3	0	0	0	0	0	3	0	0	0	0	0	0
17:30	-	17:45	62	2	0	0	0	1	0	2	0	0	0	0	0	0
17:45	-	18:00	59	6	0	0	0	2	0	3	0	0	0	0	0	0
TOTAL			247	13	0	0	0	4	0	12	0	0	0	0	0	0
18:00	-	18:15	61	6	0	0	0	2	0	1	0	0	0	0	0	0
18:15	-	18:30	64	5	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL			125	11	0	0	0	2	0	1	0	0	0	0	0	0
PERIOD TOTAL			509	57	0	0	0	7	0	23	0	0	0	0	0	0
DAILY TOTAL			1110	163	5	1	1	10	0	74	4	0	0	0	0	1
GRAND TOTAL			1290						79							



MERCURY
TRAFFIC SOLUTIONS LTD

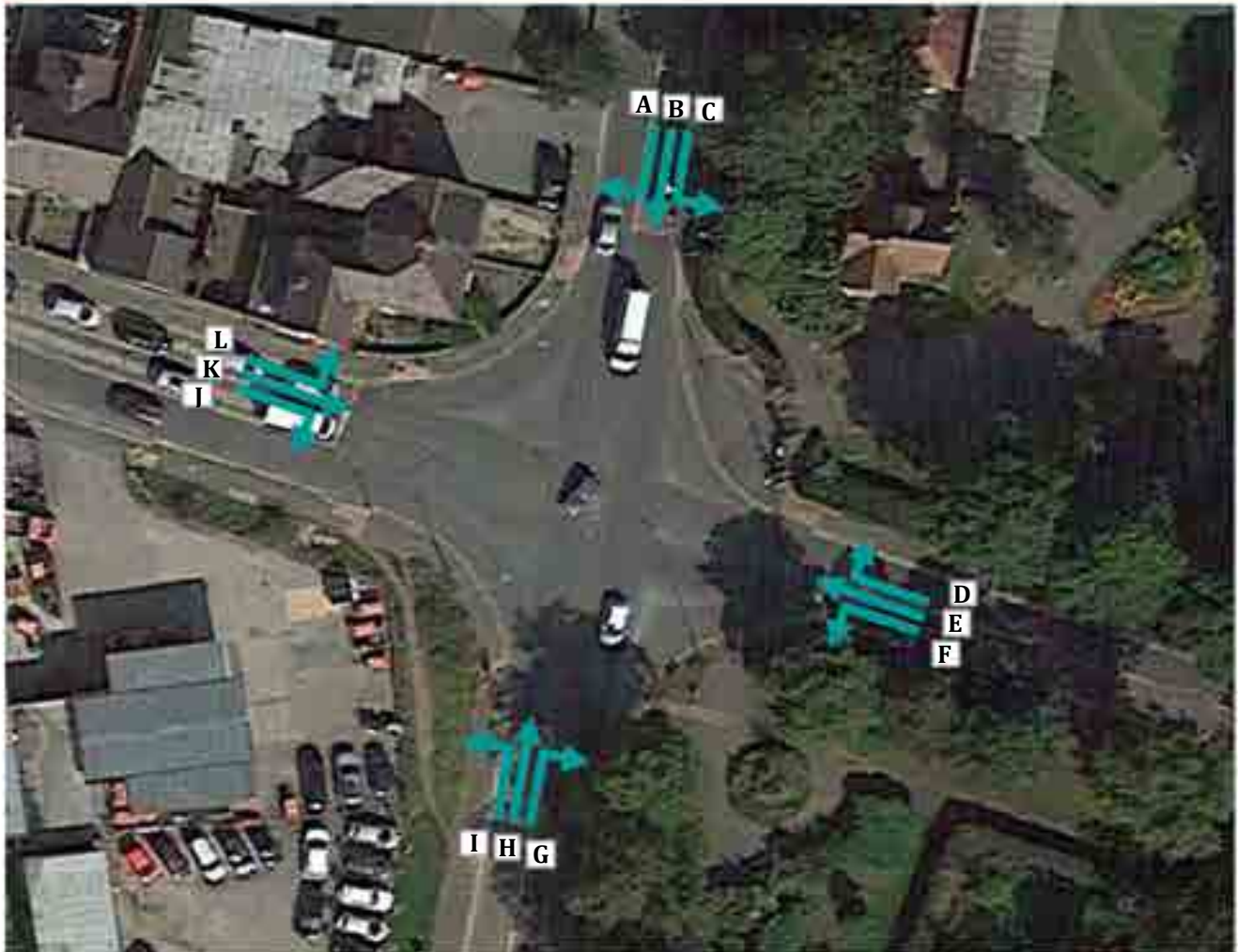
CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 7 - SITE PLAN



		MOVEMENT A							MOVEMENT B							MOVEMENT C						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	- 07:45	8	1	0	0	0	0	0	20	4	0	0	1	1	0	2	0	0	0	0	0	0
07:45	- 08:00	19	3	0	0	0	0	0	41	5	1	0	2	0	1	2	0	1	0	0	0	0
TOTAL		27	4	0	0	0	0	0	61	9	1	0	3	1	1	4	0	1	0	0	0	0
08:00	- 08:15	13	1	0	0	0	0	0	45	12	0	0	3	1	0	4	1	0	0	0	0	0
08:15	- 08:30	15	1	0	0	0	0	0	63	9	1	0	4	0	0	6	0	0	0	0	0	0
08:30	- 08:45	25	1	1	0	3	0	0	81	5	1	0	3	1	0	6	0	0	0	0	0	0
08:45	- 09:00	25	5	1	0	0	0	0	77	6	0	0	2	2	1	1	0	0	0	0	0	0
TOTAL		78	8	2	0	3	0	0	266	32	2	0	12	4	1	17	1	0	0	0	0	0
09:00	- 09:15	25	5	1	0	0	0	0	47	6	0	0	4	0	1	4	1	0	0	0	0	0
09:15	- 09:30	16	2	0	0	0	0	0	40	8	0	0	1	0	0	5	0	0	0	0	0	0
TOTAL		41	7	1	0	0	0	0	87	14	0	0	5	0	1	9	1	0	0	0	0	0
PERIOD TOTAL		146	19	3	0	3	0	0	414	55	3	0	20	5	3	30	2	1	0	0	0	0
16:30	- 16:45	37	2	0	0	0	0	0	76	5	0	0	2	0	0	4	0	0	0	0	0	0
16:45	- 17:00	43	2	0	0	0	1	0	75	6	0	0	1	0	0	5	0	0	0	0	0	0
TOTAL		80	4	0	0	0	1	0	151	11	0	0	3	0	0	9	0	0	0	0	0	0
17:00	- 17:15	50	3	0	0	0	1	0	90	8	0	0	3	1	0	2	0	0	0	0	0	0
17:15	- 17:30	32	3	0	0	0	0	0	72	4	0	0	4	0	1	1	1	0	0	0	0	0
17:30	- 17:45	36	1	0	0	0	0	0	64	4	0	0	2	1	0	5	1	0	0	0	0	0
17:45	- 18:00	36	2	0	0	0	0	0	63	2	0	0	1	0	0	4	0	0	0	0	1	0
TOTAL		154	9	0	0	0	1	0	289	18	0	0	10	2	1	12	2	0	0	0	1	0
18:00	- 18:15	32	4	0	0	0	0	0	62	6	0	0	3	0	1	8	0	0	0	0	0	0
18:15	- 18:30	27	3	0	0	0	0	0	56	2	0	0	2	0	0	6	0	0	0	0	0	0
TOTAL		59	7	0	0	0	0	0	118	8	0	0	5	0	1	14	0	0	0	0	0	0
PERIOD TOTAL		293	20	0	0	0	2	0	558	37	0	0	18	2	2	35	2	0	0	0	1	0
DAILY TOTAL		439	39	3	0	3	2	0	972	92	3	0	38	7	5	65	4	1	0	0	1	0
GRAND TOTAL		486							1117							71						

		MOVEMENT D							MOVEMENT E							MOVEMENT F						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	- 07:45	2	0	0	0	0	0	0	10	0	0	0	0	0	1	1	0	0	0	0	0	0
07:45	- 08:00	1	0	0	0	0	0	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		3	0	0	0	0	0	0	24	3	0	0	0	0	1	1	0	0	0	0	0	0
08:00	- 08:15	0	0	0	0	0	0	0	16	2	0	0	0	0	0	1	0	0	0	0	0	0
08:15	- 08:30	2	0	0	0	0	0	0	15	3	0	0	0	0	1	1	0	0	0	0	0	0
08:30	- 08:45	3	2	0	0	0	0	0	30	2	1	0	0	0	0	1	0	0	0	0	0	0
08:45	- 09:00	9	1	0	0	0	0	0	29	3	0	0	0	0	0	2	0	0	0	0	0	0
TOTAL		14	3	0	0	0	0	0	90	10	1	0	0	0	1	5	0	0	0	0	0	0
09:00	- 09:15	8	0	0	0	0	0	0	32	6	1	0	1	0	0	4	0	0	0	0	1	0
09:15	- 09:30	2	1	0	0	1	0	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		10	1	0	0	1	0	0	40	10	1	0	1	0	0	4	0	0	0	0	1	0
PERIOD TOTAL		27	4	0	0	1	0	0	154	23	2	0	1	0	2	10	0	0	0	0	1	0
16:30	- 16:45	1	1	0	0	0	0	1	24	3	0	0	0	1	0	3	0	0	0	0	0	0
16:45	- 17:00	3	0	0	0	0	1	0	26	6	0	0	0	0	0	3	0	0	0	0	0	0
TOTAL		4	1	0	0	0	1	1	50	9	0	0	0	1	0	6	0	0	0	0	0	0
17:00	- 17:15	5	0	0	0	0	0	1	25	4	0	0	0	1	0	0	0	0	0	0	0	0
17:15	- 17:30	3	0	0	0	0	0	0	23	2	0	0	0	0	0	0	0	0	0	0	0	0
17:30	- 17:45	5	0	0	0	0	0	0	24	2	0	0	0	0	0	2	0	0	0	0	0	0
17:45	- 18:00	5	0	0	0	0	0	0	25	0	0	0	0	0	0	1	1	0	0	0	0	0
TOTAL		18	0	0	0	0	0	1	97	8	0	0	0	1	0	3	1	0	0	0	0	0
18:00	- 18:15	3	0	0	0	0	0	0	26	3	0	0	0	0	0	1	0	0	0	0	0	0
18:15	- 18:30	1	0	0	0	0	0	0	13	0	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL		4	0	0	0	0	0	0	39	3	0	0	0	0	0	2	0	0	0	0	0	0
PERIOD TOTAL		26	1	0	0	0	1	2	186	20	0	0	0	2	0	11	1	0	0	0	0	0
DAILY TOTAL		53	5	0	0	1	1	2	340	43	2	0	1	2	2	21	1	0	0	0	1	0
GRAND TOTAL					62							390						23				

		MOVEMENT G							MOVEMENT H							MOVEMENT I						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	- 07:45	1	0	0	0	0	0	0	41	7	1	0	2	0	0	15	8	0	0	0	0	0
07:45	- 08:00	0	0	0	0	0	0	0	50	9	0	0	3	1	0	18	1	0	0	0	0	0
TOTAL		1	0	0	0	0	0	0	91	16	1	0	5	1	0	33	9	0	0	0	0	0
08:00	- 08:15	0	0	0	0	0	0	0	53	4	0	0	3	0	1	24	2	0	0	0	0	0
08:15	- 08:30	2	0	0	0	0	0	0	65	4	0	0	3	0	1	30	1	0	0	0	0	0
08:30	- 08:45	0	0	0	0	1	0	0	70	9	0	0	1	0	0	33	2	1	0	1	0	0
08:45	- 09:00	1	0	0	0	1	0	0	54	4	0	0	3	0	0	21	2	1	0	0	0	0
TOTAL		3	0	0	0	2	0	0	242	21	0	0	10	0	2	108	7	2	0	1	0	0
09:00	- 09:15	0	0	0	0	0	0	0	85	2	0	0	2	0	0	32	1	0	0	0	0	0
09:15	- 09:30	0	0	0	0	0	0	0	52	4	0	0	4	0	0	23	1	1	0	0	0	0
TOTAL		0	0	0	0	0	0	0	137	6	0	0	6	0	0	55	2	1	0	0	0	0
PERIOD TOTAL		4	0	0	0	2	0	0	470	43	1	0	21	1	2	196	18	3	0	1	0	0
16:30	- 16:45	0	0	0	0	0	0	0	55	8	0	0	2	0	0	29	5	0	0	0	0	0
16:45	- 17:00	2	0	0	0	0	0	0	47	8	0	0	3	0	1	33	4	0	0	0	0	0
TOTAL		2	0	0	0	0	0	0	102	16	0	0	5	0	1	62	9	0	0	0	0	0
17:00	- 17:15	1	0	0	0	0	0	0	45	4	0	0	2	1	0	39	4	0	0	0	0	0
17:15	- 17:30	0	0	0	0	0	0	0	49	4	0	0	1	1	0	23	2	0	0	0	0	0
17:30	- 17:45	0	0	0	0	0	0	0	33	6	0	0	0	0	0	29	5	0	0	0	0	0
17:45	- 18:00	0	0	0	0	0	0	0	61	2	0	0	4	0	0	29	2	0	0	0	0	0
TOTAL		1	0	0	0	0	0	0	188	16	0	0	7	1	0	120	13	0	0	0	0	0
18:00	- 18:15	2	0	0	0	0	0	0	47	6	0	0	1	0	0	23	3	0	0	0	0	0
18:15	- 18:30	2	0	0	0	0	0	0	46	2	0	0	1	0	1	22	0	0	0	0	0	0
TOTAL		4	0	0	0	0	0	0	93	8	0	0	2	0	1	45	3	0	0	0	0	0
PERIOD TOTAL		7	0	0	0	0	0	0	383	40	0	0	14	1	2	227	25	0	0	0	0	0
DAILY TOTAL		11	0	0	0	2	0	0	853	83	1	0	35	2	4	423	43	3	0	1	0	0
GRAND TOTAL		13							978							470						

		MOVEMENT J							MOVEMENT K							MOVEMENT L						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	- 07:45	21	4	1	0	0	0	0	26	6	0	0	0	0	0	13	3	1	0	0	0	0
07:45	- 08:00	14	2	0	0	0	0	0	25	9	0	0	0	0	0	19	1	0	0	0	0	0
TOTAL		35	6	1	0	0	0	0	51	15	0	0	0	0	0	32	4	1	0	0	0	0
08:00	- 08:15	29	3	0	0	1	0	0	26	7	0	0	0	0	0	21	8	0	2	1	0	0
08:15	- 08:30	41	5	0	0	1	0	0	23	3	1	0	0	0	0	22	2	0	0	0	0	0
08:30	- 08:45	42	2	0	0	1	0	0	36	3	0	0	0	0	0	39	7	1	0	1	0	0
08:45	- 09:00	36	1	0	0	0	0	0	41	6	0	0	0	0	0	63	5	0	1	0	0	0
TOTAL		148	11	0	0	3	0	0	126	19	1	0	0	0	0	145	22	1	3	2	0	0
09:00	- 09:15	19	3	0	0	0	0	0	23	4	1	0	0	0	0	32	4	0	0	0	0	0
09:15	- 09:30	20	3	0	0	0	0	0	32	4	0	0	0	0	0	37	6	1	0	0	0	0
TOTAL		39	6	0	0	0	0	0	55	8	1	0	0	0	0	69	10	1	0	0	0	0
PERIOD TOTAL		222	23	1	0	3	0	0	232	42	2	0	0	0	0	246	36	3	3	2	0	0
16:30	- 16:45	32	1	0	0	0	0	0	35	4	0	0	0	0	0	28	3	0	0	1	0	0
16:45	- 17:00	47	3	0	0	0	0	0	26	5	0	0	0	0	0	23	5	0	0	0	0	0
TOTAL		79	4	0	0	0	0	0	61	9	0	0	0	0	0	51	8	0	0	1	0	0
17:00	- 17:15	36	3	1	0	0	0	0	34	6	0	0	0	0	0	30	5	0	0	0	0	0
17:15	- 17:30	36	4	0	0	0	0	0	36	2	0	0	0	0	0	42	6	0	0	0	1	0
17:30	- 17:45	35	2	0	0	0	0	0	37	3	0	0	0	0	0	29	4	0	0	0	0	0
17:45	- 18:00	34	1	0	0	0	0	0	34	3	0	0	0	0	0	34	3	0	0	0	0	0
TOTAL		141	10	1	0	0	0	0	141	14	0	0	0	0	0	135	18	0	0	0	1	0
18:00	- 18:15	25	4	0	0	0	0	0	38	1	0	0	0	0	0	39	2	0	1	0	0	0
18:15	- 18:30	17	1	0	0	0	0	0	33	2	0	0	0	0	0	33	2	0	0	0	0	0
TOTAL		42	5	0	0	0	0	0	71	3	0	0	0	0	0	72	4	0	1	0	0	0
PERIOD TOTAL		262	19	1	0	0	0	0	273	26	0	0	0	0	0	258	30	0	1	1	1	0
DAILY TOTAL		484	42	2	0	3	0	0	505	68	2	0	0	0	0	504	66	3	4	3	1	0
GRAND TOTAL		531							575							581						



MERCURY
TRAFFIC SOLUTIONS

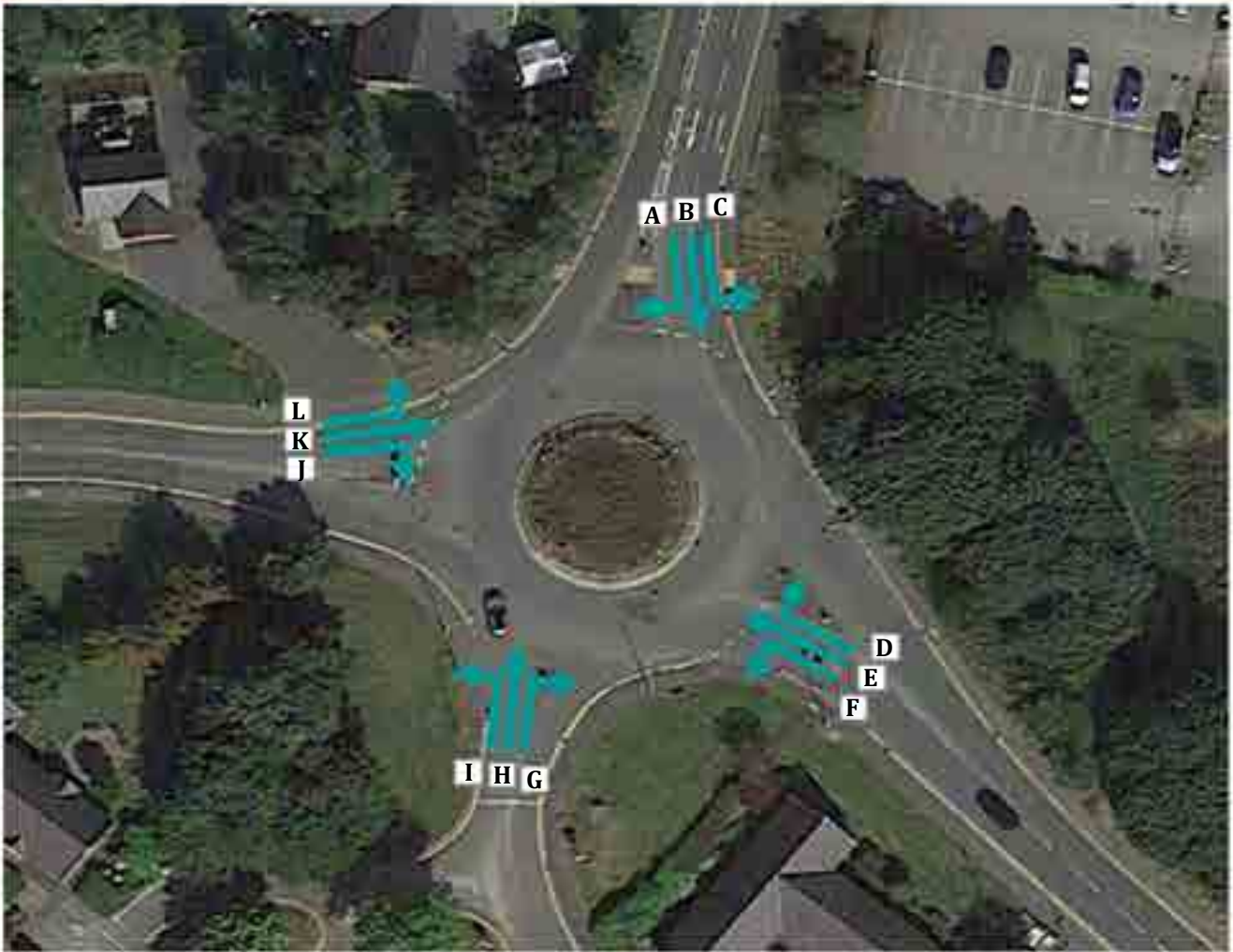
CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 8 - SITE PLAN





MERCURY
SURVEILLANCE SYSTEMS LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 8

			MOVEMENT A							MOVEMENT B							MOVEMENT C						
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	-	07:45	40	4	0	0	0	0	0	2	0	0	0	0	0	0	114	9	1	0	3	1	0
07:45	-	08:00	75	3	1	0	0	0	0	6	0	0	0	0	0	0	196	15	0	0	1	0	0
TOTAL			115	7	1	0	0	0	0	8	0	0	0	0	0	0	310	24	1	0	4	1	0
08:00	-	08:15	52	8	0	0	0	0	0	7	0	0	0	0	0	0	184	13	0	1	3	0	0
08:15	-	08:30	68	5	0	0	0	0	0	5	0	0	0	0	0	0	184	10	1	0	3	0	0
08:30	-	08:45	63	4	1	0	1	0	0	9	2	0	0	0	0	0	185	8	1	0	1	1	0
08:45	-	09:00	55	4	1	0	0	0	0	11	0	0	0	0	0	0	140	5	1	1	3	0	0
TOTAL			238	21	2	0	1	0	0	32	2	0	0	0	0	0	693	36	3	2	10	1	0
09:00	-	09:15	50	6	2	0	0	0	0	10	0	0	0	0	0	0	114	8	1	0	3	0	0
09:15	-	09:30	30	6	0	0	0	0	0	6	0	0	0	0	0	0	91	7	0	0	2	0	0
TOTAL			80	12	2	0	0	0	0	16	0	0	0	0	0	0	205	15	1	0	5	0	0
PERIOD TOTAL			433	40	5	0	1	0	0	56	2	0	0	0	0	0	1208	75	5	2	19	2	0
16:30	-	16:45	32	0	0	0	0	0	0	2	0	0	0	0	0	0	49	5	0	0	3	0	0
16:45	-	17:00	22	2	0	0	0	0	0	4	0	0	0	0	0	0	63	7	0	0	3	1	0
TOTAL			54	2	0	0	0	0	0	6	0	0	0	0	0	0	112	12	0	0	6	1	0
17:00	-	17:15	30	1	0	0	0	0	0	1	0	0	0	0	0	0	57	9	0	0	1	0	0
17:15	-	17:30	40	1	0	0	0	0	0	0	0	0	0	0	0	0	65	3	0	0	3	0	0
17:30	-	17:45	35	1	0	0	0	0	0	0	0	0	0	0	0	0	56	6	0	0	1	0	0
17:45	-	18:00	41	2	0	0	0	0	0	1	0	0	0	0	0	0	62	5	0	0	2	0	0
TOTAL			146	5	0	0	0	0	0	2	0	0	0	0	0	0	240	23	0	0	7	0	0
18:00	-	18:15	18	1	0	0	0	0	1	0	0	0	0	0	0	0	55	4	0	0	2	1	0
18:15	-	18:30	26	3	0	0	0	0	0	2	0	0	0	0	0	0	46	2	0	0	3	0	0
TOTAL			44	4	0	0	0	0	1	2	0	0	0	0	0	0	101	6	0	0	5	1	0
PERIOD TOTAL			244	11	0	0	0	0	1	10	0	0	0	0	0	0	453	41	0	0	18	2	0
DAILY TOTAL			677	51	5	0	1	0	1	66	2	0	0	0	0	0	1661	116	5	2	37	4	0
GRAND TOTAL			735							68							1825						

			MOVEMENT D						MOVEMENT E						MOVEMENT F							
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C
07:30	-	07:45	30	5	0	0	0	0	13	4	1	0	0	0	0	0	0	0	0	0	0	0
07:45	-	08:00	44	6	0	0	2	0	25	2	0	0	0	0	0	0	1	0	0	0	0	0
TOTAL			74	11	0	0	2	0	38	6	1	0	0	0	0	0	1	0	0	0	0	0
08:00	-	08:15	63	5	0	0	2	0	1	24	0	0	0	0	0	0	0	0	0	0	0	0
08:15	-	08:30	41	7	2	0	1	0	0	21	3	0	0	0	0	0	3	1	0	0	0	0
08:30	-	08:45	32	4	0	0	2	0	0	15	5	0	0	0	0	0	4	1	0	0	0	0
08:45	-	09:00	31	4	1	0	2	0	0	18	4	0	0	0	0	0	4	0	0	0	0	0
TOTAL			167	20	3	0	7	0	1	78	12	0	0	0	0	0	11	2	0	0	0	0
09:00	-	09:15	32	9	1	0	2	0	0	14	2	0	0	0	0	0	2	1	0	0	0	0
09:15	-	09:30	37	13	1	0	4	0	0	9	2	0	0	0	0	0	3	0	0	0	0	0
TOTAL			69	22	2	0	6	0	0	23	4	0	0	0	0	0	5	1	0	0	0	0
PERIOD TOTAL			310	53	5	0	15	0	1	139	22	1	0	0	0	0	16	4	0	0	0	0
16:30	-	16:45	134	5	0	0	2	0	0	31	2	0	0	0	0	0	0	0	0	0	0	0
16:45	-	17:00	104	4	1	1	2	0	0	38	1	0	0	0	1	0	0	0	0	0	0	0
TOTAL			238	9	1	1	4	0	0	69	3	0	0	0	1	0	0	0	0	0	0	0
17:00	-	17:15	85	3	0	0	2	1	0	22	2	0	0	0	0	0	0	1	0	0	0	0
17:15	-	17:30	97	6	0	0	4	0	0	16	1	0	0	0	0	0	1	0	0	0	0	0
17:30	-	17:45	81	6	0	0	3	1	0	22	1	0	0	0	1	0	1	0	0	0	0	0
17:45	-	18:00	71	2	0	0	4	0	0	28	2	0	0	0	0	0	1	0	0	0	0	0
TOTAL			334	17	0	0	13	2	0	88	6	0	0	0	1	0	3	1	0	0	0	0
18:00	-	18:15	80	5	0	0	1	0	0	28	6	0	0	0	0	0	0	0	0	0	0	0
18:15	-	18:30	59	4	0	0	3	0	0	18	2	0	0	0	0	0	0	0	0	0	0	0
TOTAL			139	9	0	0	4	0	0	46	8	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL			711	35	1	1	21	2	0	203	17	0	0	0	2	0	3	1	0	0	0	0
DAILY TOTAL			1021	88	6	1	36	2	1	342	39	1	0	0	2	0	19	5	0	0	0	0
GRAND TOTAL			1155						384						24							

		MOVEMENT G							MOVEMENT H							MOVEMENT I						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	- 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	- 08:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
08:00	- 08:15	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
08:15	- 08:30	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	- 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0
08:45	- 09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0	0
TOTAL		0	1	0	0	0	0	0	4	2	0	0	0	0	0	3	3	0	0	0	0	0
09:00	- 09:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0
09:15	- 09:30	0	0	0	0	0	0	0	6	0	0	0	0	0	0	2	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	8	0	0	0	0	0	0	3	1	0	0	0	0	0
PERIOD TOTAL		0	1	0	0	0	0	0	13	2	0	0	0	0	0	6	5	0	0	0	0	0
16:30	- 16:45	3	0	0	0	0	0	0	10	0	0	0	0	0	0	6	0	0	0	0	0	0
16:45	- 17:00	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	0	0	0	0	0	0
TOTAL		3	0	0	0	0	0	0	15	0	0	0	0	0	0	8	0	0	0	0	0	0
17:00	- 17:15	2	1	0	0	0	0	0	8	0	0	0	0	0	0	5	1	0	0	0	0	0
17:15	- 17:30	1	0	0	0	0	0	0	4	0	0	0	0	0	0	2	0	0	0	0	0	0
17:30	- 17:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0
17:45	- 18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	4	0	0	0	0	0	0
TOTAL		5	1	0	0	0	0	0	16	0	0	0	0	0	0	13	1	0	0	0	0	0
18:00	- 18:15	0	0	0	0	0	0	0	4	0	0	0	0	0	0	3	0	0	0	0	0	0
18:15	- 18:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	6	0	0	0	0	0	0	4	0	0	0	0	0	0
PERIOD TOTAL		8	1	0	0	0	0	0	37	0	0	0	0	0	0	25	1	0	0	0	0	0
DAILY TOTAL		8	2	0	0	0	0	0	50	2	0	0	0	0	0	31	6	0	0	0	0	0
GRAND TOTAL		10							52							37						

		MOVEMENT J							MOVEMENT K							MOVEMENT L						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	- 07:45	1	0	0	0	0	0	0	31	8	0	0	0	0	0	12	4	1	0	0	0	0
07:45	- 08:00	3	0	0	0	0	0	0	39	6	0	0	0	0	0	29	3	0	0	0	0	0
TOTAL		4	0	0	0	0	0	0	70	14	0	0	0	0	0	41	7	1	0	0	0	0
08:00	- 08:15	4	0	0	0	0	0	0	35	2	0	0	0	0	0	38	5	0	0	0	0	0
08:15	- 08:30	9	0	0	0	0	0	0	44	3	0	0	0	0	0	35	2	0	0	0	0	0
08:30	- 08:45	2	0	0	0	0	0	0	60	4	0	0	0	0	0	51	4	2	0	0	0	0
08:45	- 09:00	5	1	0	0	0	0	0	48	5	0	0	0	0	0	49	2	0	0	0	0	0
TOTAL		20	1	0	0	0	0	0	187	14	0	0	0	0	0	173	13	2	0	0	0	0
09:00	- 09:15	3	1	0	0	0	0	0	30	1	0	0	0	0	0	35	8	0	0	0	0	0
09:15	- 09:30	8	0	0	0	0	0	0	35	3	0	0	0	0	0	35	3	0	0	0	0	0
TOTAL		11	1	0	0	0	0	0	65	4	0	0	0	0	0	70	11	0	0	0	0	0
PERIOD TOTAL		35	2	0	0	0	0	0	322	32	0	0	0	0	0	284	31	3	0	0	0	0
16:30	- 16:45	1	0	0	0	0	0	0	17	2	0	0	0	0	0	70	4	1	0	0	1	0
16:45	- 17:00	0	0	0	0	0	0	0	21	2	0	0	0	0	0	72	2	0	0	0	0	0
TOTAL		1	0	0	0	0	0	0	38	4	0	0	0	0	0	142	6	1	0	0	1	0
17:00	- 17:15	0	0	0	0	0	0	0	11	2	0	0	0	0	0	46	0	0	0	0	1	0
17:15	- 17:30	0	0	0	0	0	0	0	22	2	0	0	0	0	0	74	5	0	0	0	1	0
17:30	- 17:45	0	0	0	0	0	0	0	20	0	0	0	0	0	0	73	6	0	0	0	0	0
17:45	- 18:00	0	0	0	0	0	0	0	22	1	0	0	0	0	0	41	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	75	5	0	0	0	0	0	234	11	0	0	0	2	0
18:00	- 18:15	2	0	0	0	0	0	0	13	0	0	0	0	0	0	55	1	0	0	0	0	0
18:15	- 18:30	1	0	0	0	0	0	0	17	2	0	0	0	0	0	39	1	0	0	0	0	0
TOTAL		3	0	0	0	0	0	0	30	2	0	0	0	0	0	94	2	0	0	0	0	0
PERIOD TOTAL		4	0	0	0	0	0	0	143	11	0	0	0	0	0	470	19	1	0	0	3	0
DAILY TOTAL		39	2	0	0	0	0	0	465	43	0	0	0	0	0	754	50	4	0	0	3	0
GRAND TOTAL		41							508							811						



MERCURY
Engineering & Technology

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 8

		ABC							DEF							GHI							JKL						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	- 07:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:45	- 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:00	- 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	- 08:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	- 08:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:45	- 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
09:00	- 09:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	- 09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL		5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
16:30	- 16:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	- 17:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	- 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	- 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	- 17:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	- 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	- 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	- 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
PERIOD TOTAL		2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
DAILY TOTAL		7	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0
GRAND TOTAL					8							1							0						3				



MERCURY
TRAFFIC SOLUTIONS

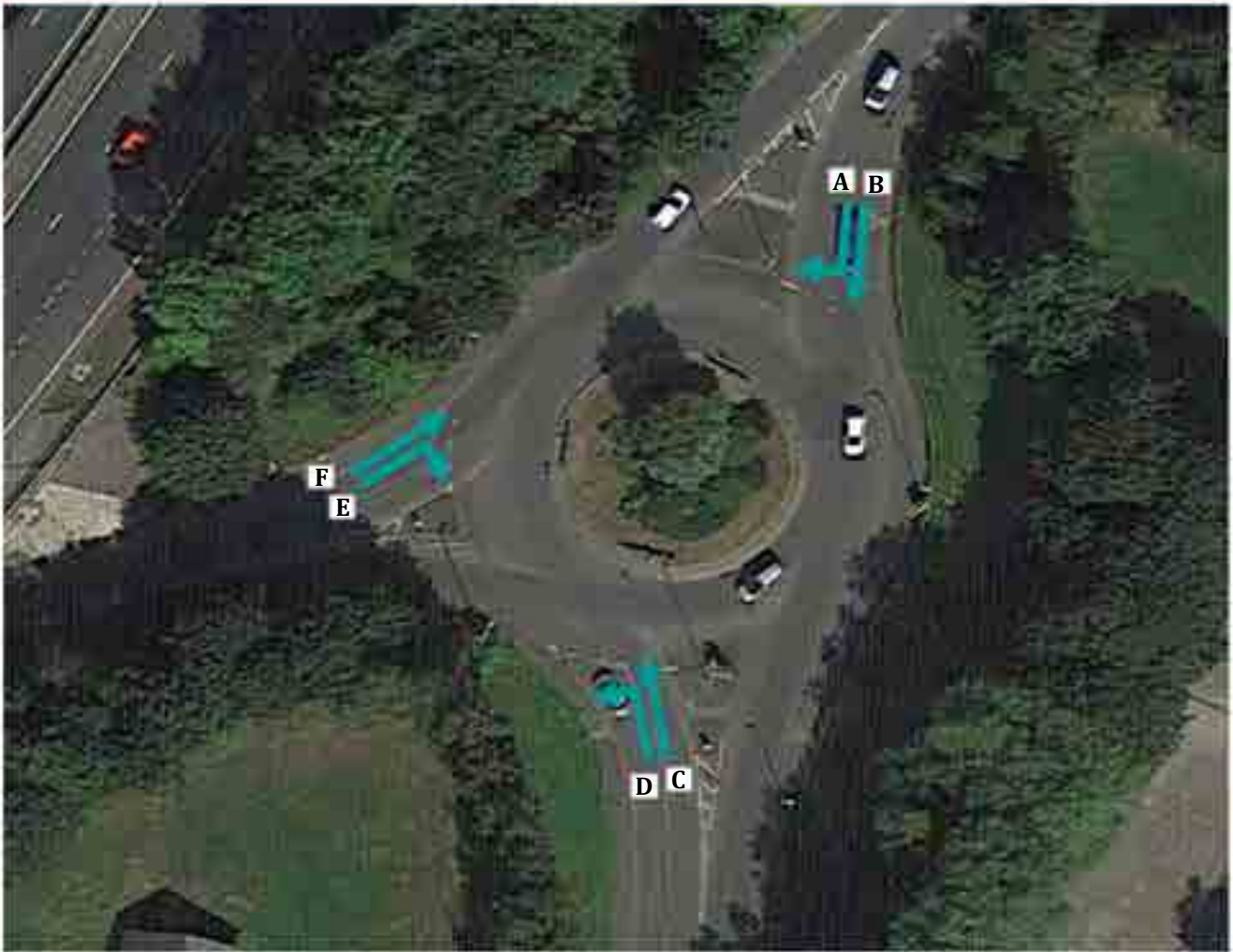
CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 9 - SITE PLAN





PROJECT NUMBER: 221102

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 9

			MOVEMENT A						MOVEMENT B							
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	-	07:45	18	4	0	0	0	0	129	7	1	0	2	0	0	
07:45	-	08:00	15	3	0	0	0	1	226	18	1	0	1	1	0	
TOTAL			33	7	0	0	0	1	355	25	2	0	3	1	0	
08:00	-	08:15	22	10	1	0	1	0	171	10	1	1	0	0	0	
08:15	-	08:30	27	5	1	0	0	0	182	6	0	0	2	0	0	
08:30	-	08:45	28	4	0	0	0	0	193	9	2	0	0	0	0	
08:45	-	09:00	36	5	0	0	2	0	158	9	1	0	2	0	0	
TOTAL			113	24	2	0	3	0	704	34	4	1	4	0	0	
09:00	-	09:15	43	6	0	0	0	0	151	10	3	0	1	0	0	
09:15	-	09:30	37	11	1	0	0	0	110	11	0	0	0	1	0	
TOTAL			80	17	1	0	0	0	261	21	3	0	1	1	0	
PERIOD TOTAL			226	48	3	0	3	1	0	1320	80	9	1	8	2	0
16:30	-	16:45	101	13	0	0	1	1	55	4	0	0	1	0	0	
16:45	-	17:00	110	18	0	0	0	0	52	9	0	0	1	1	0	
TOTAL			211	31	0	0	1	1	1	107	13	0	0	2	1	0
17:00	-	17:15	124	13	0	0	2	0	56	5	0	0	0	0	0	
17:15	-	17:30	133	13	0	0	0	0	55	4	0	0	1	0	0	
17:30	-	17:45	106	7	0	0	1	1	50	5	0	0	1	0	0	
17:45	-	18:00	97	14	0	0	0	0	71	6	0	0	0	0	0	
TOTAL			460	47	0	0	3	1	2	232	20	0	0	2	0	0
18:00	-	18:15	91	7	0	0	3	0	1	48	0	0	0	1	0	1
18:15	-	18:30	67	10	0	0	3	0	0	47	4	0	0	1	0	0
TOTAL			158	17	0	0	6	0	1	95	4	0	0	2	0	1
PERIOD TOTAL			829	95	0	0	10	2	4	434	37	0	0	6	1	1
DAILY TOTAL			1055	143	3	0	13	3	4	1754	117	9	1	14	3	1
GRAND TOTAL			1221						1899							



PROJECT NUMBER: 221102

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 9

			MOVEMENT C						MOVEMENT D							
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	-	07:45	30	4	1	0	1	0	0	10	2	0	0	0	0	0
07:45	-	08:00	56	4	0	0	1	0	0	14	3	0	0	1	0	0
TOTAL			86	8	1	0	2	0	0	24	5	0	0	1	0	0
08:00	-	08:15	80	7	0	0	0	0	0	18	3	0	0	1	0	0
08:15	-	08:30	48	5	1	0	0	0	0	12	4	1	0	2	0	0
08:30	-	08:45	63	5	1	0	1	0	0	15	2	1	0	1	0	0
08:45	-	09:00	46	4	1	0	0	0	0	15	3	0	0	2	0	0
TOTAL			237	21	3	0	1	0	0	60	12	2	0	6	0	0
09:00	-	09:15	49	9	2	0	2	0	0	14	1	0	0	0	0	0
09:15	-	09:30	53	12	1	0	1	0	0	21	0	0	0	3	0	0
TOTAL			102	21	3	0	3	0	0	35	1	0	0	3	0	0
PERIOD TOTAL			425	50	7	0	6	0	0	119	18	2	0	10	0	0
16:30	-	16:45	145	7	0	0	0	0	0	67	3	0	0	0	1	0
16:45	-	17:00	134	3	2	0	2	0	0	69	3	0	0	2	0	0
TOTAL			279	10	2	0	2	0	0	136	6	0	0	2	1	0
17:00	-	17:15	93	0	0	0	1	0	0	52	1	0	0	1	2	0
17:15	-	17:30	115	5	0	0	0	0	0	68	5	0	0	3	2	0
17:30	-	17:45	123	8	0	0	3	0	0	63	4	0	0	1	0	0
17:45	-	18:00	89	3	0	0	1	0	0	65	1	0	0	3	0	0
TOTAL			420	16	0	0	5	0	0	248	11	0	0	8	4	0
18:00	-	18:15	106	4	0	0	0	0	0	41	2	0	0	1	1	0
18:15	-	18:30	67	3	0	0	0	0	0	40	4	0	0	3	0	0
TOTAL			173	7	0	0	0	0	0	81	6	0	0	4	1	0
PERIOD TOTAL			872	33	2	0	7	0	0	465	23	0	0	14	6	0
DAILY TOTAL			1297	83	9	0	13	0	0	584	41	2	0	24	6	0
GRAND TOTAL			1402						657							



PROJECT NUMBER: 221102

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 9

			MOVEMENT E						MOVEMENT F							
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	-	07:45	46	5	0	0	1	0	1	100	18	0	0	2	2	0
07:45	-	08:00	76	11	0	0	0	0	0	136	26	1	0	0	0	1
TOTAL			122	16	0	0	1	0	1	236	44	1	0	2	2	1
08:00	-	08:15	98	4	0	0	3	0	0	152	17	0	0	2	1	0
08:15	-	08:30	109	8	0	0	1	0	0	149	17	1	0	3	2	0
08:30	-	08:45	108	7	1	0	2	0	0	124	20	1	0	0	0	0
08:45	-	09:00	80	1	1	1	2	0	0	104	7	1	0	0	0	0
TOTAL			395	20	2	1	8	0	0	529	61	3	0	5	3	0
09:00	-	09:15	49	3	0	0	1	0	0	80	11	1	0	0	0	0
09:15	-	09:30	32	1	0	0	2	1	0	67	4	0	0	0	0	0
TOTAL			81	4	0	0	3	1	0	147	15	1	0	0	0	0
PERIOD TOTAL			598	40	2	1	12	1	1	912	120	5	0	7	5	1
16:30	-	16:45	29	2	0	0	1	0	0	48	8	0	0	0	0	0
16:45	-	17:00	31	2	0	0	2	0	0	56	5	0	0	0	1	0
TOTAL			60	4	0	0	3	0	0	104	13	0	0	0	1	0
17:00	-	17:15	25	2	0	0	1	0	0	43	3	0	0	0	0	0
17:15	-	17:30	42	2	0	0	2	0	0	52	3	0	0	0	1	0
17:30	-	17:45	32	1	0	0	0	0	0	64	4	0	0	0	0	0
17:45	-	18:00	34	0	0	0	2	0	0	65	3	0	0	0	0	0
TOTAL			133	5	0	0	5	0	0	224	13	0	0	0	1	0
18:00	-	18:15	30	6	0	0	1	0	0	53	5	0	0	0	0	0
18:15	-	18:30	31	2	0	0	2	1	0	49	6	0	0	1	0	0
TOTAL			61	8	0	0	3	1	0	102	11	0	0	1	0	0
PERIOD TOTAL			254	17	0	0	11	1	0	430	37	0	0	1	2	0
DAILY TOTAL			852	57	2	1	23	2	1	1342	157	5	0	8	7	1
GRAND TOTAL			938						1520							



PROJECT NUMBER: 221102

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 9

			AB						CD						EF								
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	-	07:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	-	08:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL			1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	-	08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	-	08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	-	08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	-	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	-	09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	-	09:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL			1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL			2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	-	16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	-	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	-	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	-	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	-	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	-	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	-	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	-	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL			2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL			2						1						0								



MERCURY
TRAFFIC SOLUTIONS

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 10 - SITE PLAN





PROJECT NUMBER: 221102

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 10

			MOVEMENT A						MOVEMENT B							
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	-	07:45	102	22	1	1	2	2	0	0	0	0	0	0	0	0
07:45	-	08:00	86	20	3	2	2	1	0	3	1	0	0	0	0	0
TOTAL			188	42	4	3	4	3	0	3	1	0	0	0	0	0
08:00	-	08:15	77	25	3	3	2	0	0	0	1	0	0	0	0	0
08:15	-	08:30	86	9	1	2	4	0	0	0	0	0	0	0	0	0
08:30	-	08:45	80	20	0	1	0	0	0	1	1	0	0	0	0	0
08:45	-	09:00	92	9	0	0	0	0	0	3	0	0	0	0	0	0
TOTAL			335	63	4	6	6	0	0	4	2	0	0	0	0	0
09:00	-	09:15	85	22	1	6	0	0	0	2	2	0	0	0	0	0
09:15	-	09:30	71	17	2	2	0	0	0	2	0	0	0	0	0	0
TOTAL			156	39	3	8	0	0	0	4	2	0	0	0	0	0
PERIOD TOTAL			679	144	11	17	10	3	0	11	5	0	0	0	0	0
16:30	-	16:45	82	16	1	1	1	0	0	2	1	0	0	0	0	0
16:45	-	17:00	79	16	0	1	0	0	0	1	2	0	0	0	0	0
TOTAL			161	32	1	2	1	0	0	3	3	0	0	0	0	0
17:00	-	17:15	86	20	0	2	1	0	0	4	0	0	0	1	0	0
17:15	-	17:30	99	13	0	0	0	1	0	0	0	0	0	0	0	0
17:30	-	17:45	101	17	1	0	0	0	0	2	0	0	0	0	0	0
17:45	-	18:00	98	16	2	1	0	1	0	2	0	0	0	0	0	0
TOTAL			384	66	3	3	1	2	0	8	0	0	0	1	0	0
18:00	-	18:15	96	11	0	2	0	0	0	1	0	0	0	0	0	0
18:15	-	18:30	91	6	1	0	0	1	0	1	0	0	0	0	0	0
TOTAL			187	17	1	2	0	1	0	2	0	0	0	0	0	0
PERIOD TOTAL			732	115	5	7	2	3	0	13	3	0	0	1	0	0
DAILY TOTAL			1411	259	16	24	12	6	0	24	8	0	0	1	0	0
GRAND TOTAL			1728						33							



PROJECT NUMBER: 221102

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 10

		MOVEMENT C							MOVEMENT D						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	- 07:45	1	0	0	0	0	0	0	79	19	1	0	2	1	0
07:45	- 08:00	0	0	0	0	0	0	0	100	18	0	1	1	0	0
TOTAL		1	0	0	0	0	0	0	179	37	1	1	3	1	0
08:00	- 08:15	1	1	0	0	0	0	0	104	13	0	0	1	0	0
08:15	- 08:30	0	0	0	0	0	0	0	102	7	0	0	1	0	0
08:30	- 08:45	0	0	0	0	0	0	0	92	5	1	1	0	0	0
08:45	- 09:00	0	0	0	0	0	0	0	72	10	0	0	1	0	0
TOTAL		1	1	0	0	0	0	0	370	35	1	1	3	0	0
09:00	- 09:15	1	0	0	0	0	0	0	57	4	0	1	0	0	0
09:15	- 09:30	3	1	0	0	0	0	0	52	17	2	0	0	0	0
TOTAL		4	1	0	0	0	0	0	109	21	2	1	0	0	0
PERIOD TOTAL		6	2	0	0	0	0	0	658	93	4	3	6	1	0
16:30	- 16:45	0	0	0	0	0	0	0	47	9	1	0	0	0	0
16:45	- 17:00	1	0	0	0	0	0	0	56	8	0	0	0	0	0
TOTAL		1	0	0	0	0	0	0	103	17	1	0	0	0	0
17:00	- 17:15	1	0	0	0	0	0	0	66	11	0	0	0	0	0
17:15	- 17:30	0	0	0	0	0	0	0	70	13	0	0	0	0	0
17:30	- 17:45	1	0	0	0	0	0	0	63	11	0	0	0	0	0
17:45	- 18:00	0	0	0	0	0	0	0	58	9	1	0	1	0	0
TOTAL		2	0	0	0	0	0	0	257	44	1	0	1	0	0
18:00	- 18:15	1	0	0	0	0	0	0	49	8	0	0	0	1	0
18:15	- 18:30	0	0	0	0	0	0	0	47	4	0	0	0	0	0
TOTAL		1	0	0	0	0	0	0	96	12	0	0	0	1	0
PERIOD TOTAL		4	0	0	0	0	0	0	456	73	2	0	1	1	0
DAILY TOTAL		10	2	0	0	0	0	0	1114	166	6	3	7	2	0
GRAND TOTAL		12							1298						



PROJECT NUMBER: 221102

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 10

		MOVEMENT E							MOVEMENT F						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	- 07:45	16	10	1	1	0	0	0	39	20	3	0	0	0	0
07:45	- 08:00	39	6	1	0	2	0	0	62	18	10	2	0	0	0
TOTAL		55	16	2	1	2	0	0	101	38	13	2	0	0	0
08:00	- 08:15	58	9	0	0	1	1	0	55	24	0	2	0	0	0
08:15	- 08:30	59	16	0	1	1	0	0	81	26	1	3	2	0	0
08:30	- 08:45	58	8	0	0	1	0	0	74	27	5	0	6	0	0
08:45	- 09:00	62	10	2	0	0	0	0	65	18	1	2	3	0	0
TOTAL		237	43	2	1	3	1	0	275	95	7	7	11	0	0
09:00	- 09:15	51	8	0	1	4	0	0	65	17	4	1	0	0	0
09:15	- 09:30	28	9	3	2	0	1	0	55	23	4	2	0	0	0
TOTAL		79	17	3	3	4	1	0	120	40	8	3	0	0	0
PERIOD TOTAL		371	76	7	5	9	2	0	496	173	28	12	11	0	0
16:30	- 16:45	80	16	0	0	0	2	0	140	27	1	1	0	2	1
16:45	- 17:00	103	17	0	0	0	0	0	138	22	1	0	0	0	0
TOTAL		183	33	0	0	0	2	0	278	49	2	1	0	2	1
17:00	- 17:15	93	13	0	0	0	1	0	139	23	0	0	0	0	0
17:15	- 17:30	95	16	0	0	0	0	0	160	18	1	1	0	0	0
17:30	- 17:45	87	12	0	0	0	0	0	141	16	0	1	1	0	0
17:45	- 18:00	82	9	0	1	0	0	0	146	12	0	0	1	0	0
TOTAL		357	50	0	1	0	1	0	586	69	1	2	2	0	0
18:00	- 18:15	78	10	0	1	0	0	0	144	14	0	0	1	0	0
18:15	- 18:30	64	8	0	0	0	0	0	109	13	0	0	1	1	0
TOTAL		142	18	0	1	0	0	0	253	27	0	0	2	1	0
PERIOD TOTAL		682	101	0	2	0	3	0	1117	145	3	3	4	3	1
DAILY TOTAL		1053	177	7	7	9	5	0	1613	318	31	15	15	3	1
GRAND TOTAL		1258							1996						



MERCURY
TRAFFIC SOLUTIONS

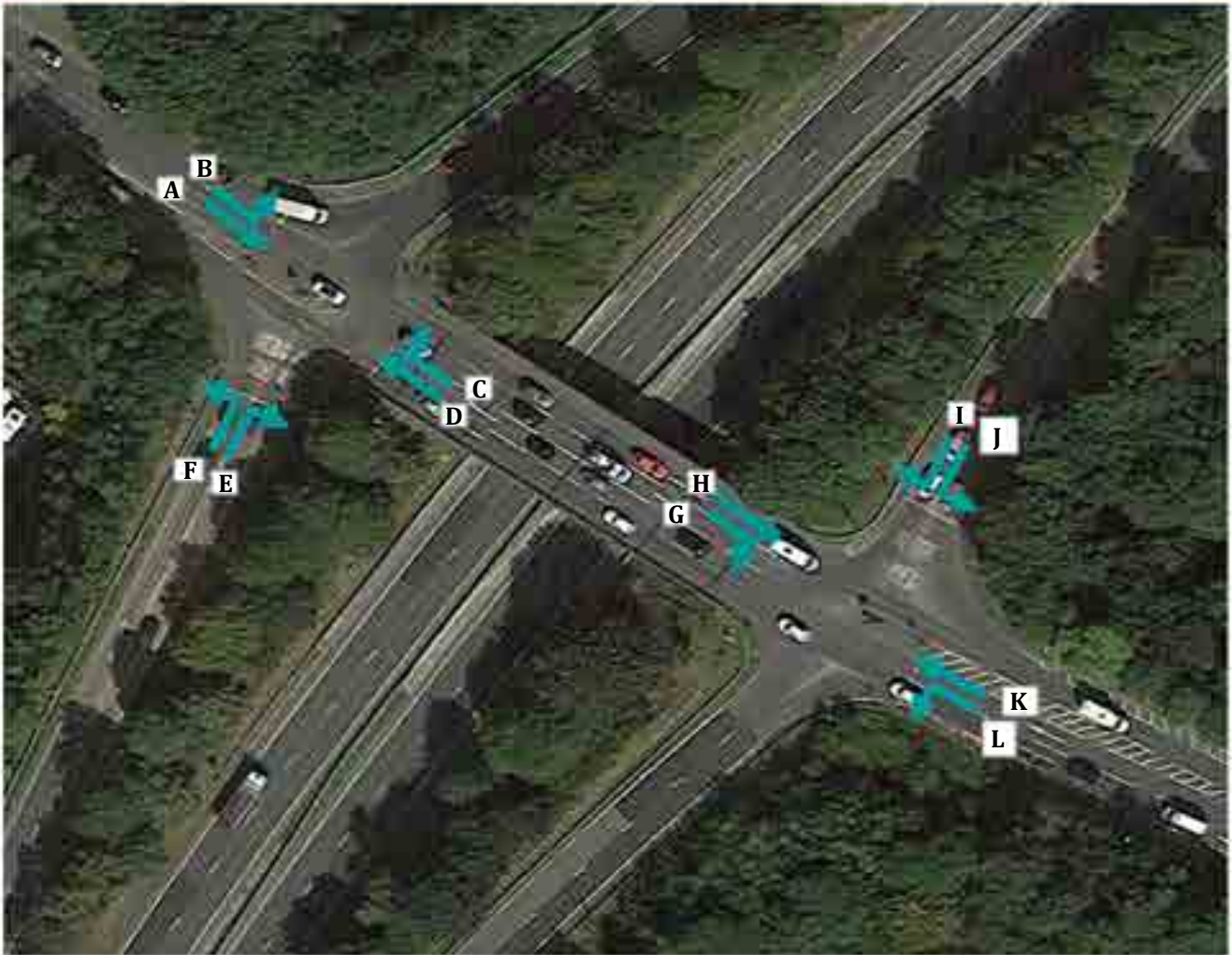
CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 11 - SITE PLAN





PROJECT NUMBER: 221102

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 11

			MOVEMENT A						MOVEMENT B							
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	-	07:45	89	21	1	0	2	2	0	88	15	1	2	0	0	0
07:45	-	08:00	88	30	3	2	4	0	0	85	11	1	0	0	2	0
TOTAL			177	51	4	2	6	2	0	173	26	2	2	0	2	0
08:00	-	08:15	113	27	2	1	3	0	0	57	11	1	3	1	0	0
08:15	-	08:30	130	18	1	0	5	0	0	74	3	0	0	0	0	0
08:30	-	08:45	132	18	1	1	0	0	1	53	8	0	3	0	0	0
08:45	-	09:00	132	10	0	0	0	0	1	66	10	0	0	1	0	0
TOTAL			507	73	4	2	8	0	2	250	32	1	6	2	0	0
09:00	-	09:15	92	13	0	5	0	0	0	40	9	1	0	0	0	0
09:15	-	09:30	83	19	4	2	0	0	0	38	13	1	0	0	0	0
TOTAL			175	32	4	7	0	0	0	78	22	2	0	0	0	0
PERIOD TOTAL			859	156	12	11	14	2	2	501	80	5	8	2	2	0
16:30	-	16:45	84	23	0	0	1	0	0	65	7	1	1	0	0	0
16:45	-	17:00	80	12	1	1	0	0	0	49	7	0	0	0	0	0
TOTAL			164	35	1	1	1	0	0	114	14	1	1	0	0	0
17:00	-	17:15	89	25	0	2	0	1	0	67	11	0	0	1	0	0
17:15	-	17:30	86	20	0	0	0	2	0	67	9	0	0	0	0	0
17:30	-	17:45	92	14	0	0	0	0	0	74	10	1	0	0	0	0
17:45	-	18:00	102	11	0	0	1	0	0	55	12	2	1	0	1	0
TOTAL			369	70	0	2	1	3	0	263	42	3	1	1	1	0
18:00	-	18:15	99	14	0	2	0	0	0	44	6	0	0	0	1	0
18:15	-	18:30	99	3	1	0	0	1	0	39	5	0	0	0	0	0
TOTAL			198	17	1	2	0	1	0	83	11	0	0	0	1	0
PERIOD TOTAL			731	122	2	5	2	4	0	460	67	4	2	1	2	0
DAILY TOTAL			1590	278	14	16	16	6	2	961	147	9	10	3	4	0
GRAND TOTAL			1922						1134							



PROJECT NUMBER: 221102

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 11

			MOVEMENT C							MOVEMENT D						
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	-	07:45	28	5	1	0	0	0	0	32	17	3	0	0	0	0
07:45	-	08:00	27	6	1	0	0	0	0	69	14	7	1	1	0	0
TOTAL			55	11	2	0	0	0	0	101	31	10	1	1	0	0
08:00	-	08:15	26	4	1	0	0	0	0	76	24	0	1	1	1	0
08:15	-	08:30	28	2	0	0	0	0	0	90	29	1	2	3	0	0
08:30	-	08:45	30	4	1	0	0	0	0	99	20	1	0	7	0	0
08:45	-	09:00	36	4	0	0	0	0	0	87	15	3	1	3	0	0
TOTAL			120	14	2	0	0	0	0	352	88	5	4	14	1	0
09:00	-	09:15	38	4	1	1	0	0	0	81	15	2	1	4	0	0
09:15	-	09:30	21	5	1	1	0	0	0	61	21	4	2	0	1	0
TOTAL			59	9	2	2	0	0	0	142	36	6	3	4	1	0
PERIOD TOTAL			234	34	6	2	0	0	0	595	155	21	8	19	2	0
16:30	-	16:45	38	6	0	0	0	0	0	163	29	1	1	0	4	0
16:45	-	17:00	23	2	0	1	0	0	0	178	28	1	0	0	0	0
TOTAL			61	8	0	1	0	0	0	341	57	2	1	0	4	0
17:00	-	17:15	29	3	0	0	0	0	0	167	23	0	0	0	0	0
17:15	-	17:30	25	2	0	0	0	0	0	195	20	0	0	0	0	0
17:30	-	17:45	32	2	0	0	0	0	0	174	16	0	0	0	0	0
17:45	-	18:00	22	2	0	0	0	0	0	173	12	0	0	0	0	0
TOTAL			108	9	0	0	0	0	0	709	71	0	0	0	0	0
18:00	-	18:15	24	1	0	0	0	0	0	163	13	0	1	0	0	0
18:15	-	18:30	24	3	0	0	0	0	0	126	15	0	0	0	1	0
TOTAL			48	4	0	0	0	0	0	289	28	0	1	0	1	0
PERIOD TOTAL			217	21	0	1	0	0	0	1339	156	2	2	0	5	0
DAILY TOTAL			451	55	6	3	0	0	0	1934	311	23	10	19	7	0
GRAND TOTAL			515							2304						



PROJECT NUMBER: 221102

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 11

			MOVEMENT E						MOVEMENT F							
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	-	07:45	78	12	0	0	0	1	0	24	11	0	1	0	0	0
07:45	-	08:00	86	7	0	0	0	0	0	35	9	4	1	1	0	0
TOTAL			164	19	0	0	0	1	0	59	20	4	2	1	0	0
08:00	-	08:15	82	1	0	1	1	0	0	37	14	0	1	0	0	0
08:15	-	08:30	92	9	1	0	0	0	0	47	13	0	2	0	0	0
08:30	-	08:45	113	2	0	0	0	0	0	33	16	4	0	0	0	0
08:45	-	09:00	101	9	0	0	1	0	0	40	13	1	1	0	0	0
TOTAL			388	21	1	1	2	0	0	157	56	5	4	0	0	0
09:00	-	09:15	60	2	0	0	0	1	0	34	10	1	1	0	0	0
09:15	-	09:30	62	8	0	0	0	0	0	25	10	4	3	0	0	0
TOTAL			122	10	0	0	0	1	0	59	20	5	4	0	0	0
PERIOD TOTAL			674	50	1	1	2	2	0	275	96	14	10	1	0	0
16:30	-	16:45	24	4	1	0	0	0	0	55	16	0	0	0	0	0
16:45	-	17:00	31	4	0	0	0	0	0	58	18	0	0	0	0	0
TOTAL			55	8	1	0	0	0	0	113	34	0	0	0	0	0
17:00	-	17:15	23	4	0	0	0	0	0	65	15	0	0	0	1	0
17:15	-	17:30	28	2	0	0	0	0	0	55	17	1	1	0	0	0
17:30	-	17:45	26	2	0	0	0	0	0	51	11	0	1	1	0	0
17:45	-	18:00	42	1	2	0	0	0	0	49	8	0	1	1	0	0
TOTAL			119	9	2	0	0	0	0	220	51	1	3	2	1	0
18:00	-	18:15	33	2	0	0	0	0	0	62	11	0	0	1	0	0
18:15	-	18:30	24	2	0	0	0	0	0	44	6	0	0	1	0	0
TOTAL			57	4	0	0	0	0	0	106	17	0	0	2	0	0
PERIOD TOTAL			231	21	3	0	0	0	0	439	102	1	3	4	1	0
DAILY TOTAL			905	71	4	1	2	2	0	714	198	15	13	5	1	0
GRAND TOTAL			985						946							



MERCURY
TRAFFIC SURVEY LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 11

	MOVEMENT G								MOVEMENT H							
	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	
07:30 - 07:45	40	15	0	0	2	2	0		130	17	1	0	0	1	0	
07:45 - 08:00	33	15	3	1	2	0	0		145	22	0	0	2	0	0	
TOTAL	73	30	3	1	4	2	0		275	39	1	0	2	1	0	
08:00 - 08:15	38	14	0	3	1	0	0		154	15	1	1	3	0	0	
08:15 - 08:30	48	15	1	0	0	0	0		180	10	1	0	5	0	0	
08:30 - 08:45	26	8	0	1	0	0	0		221	9	1	0	0	0	1	
08:45 - 09:00	41	7	0	0	0	0	0		194	15	0	0	1	0	1	
TOTAL	153	44	1	4	1	0	0		749	49	3	1	9	0	2	
09:00 - 09:15	34	6	0	0	0	0	0		120	10	0	0	0	1	0	
09:15 - 09:30	25	13	2	2	0	0	0		124	15	2	0	0	0	0	
TOTAL	59	19	2	2	0	0	0		244	25	2	0	0	1	0	
PERIOD TOTAL	285	93	6	7	5	2	0		1268	113	6	1	11	2	2	
16:30 - 16:45	42	16	1	0	0	0	0		71	14	0	0	1	0	0	
16:45 - 17:00	32	7	1	1	0	0	0		77	10	0	0	0	0	0	
TOTAL	74	23	2	1	0	0	0		148	24	0	0	1	0	0	
17:00 - 17:15	36	14	0	2	0	1	0		70	13	0	0	0	0	0	
17:15 - 17:30	37	13	0	0	0	1	0		82	10	0	0	0	1	0	
17:30 - 17:45	28	6	0	0	0	0	0		86	6	0	0	0	0	0	
17:45 - 18:00	34	8	0	0	1	0	0		118	5	2	0	0	0	0	
TOTAL	135	41	0	2	1	2	0		356	34	2	0	0	1	0	
18:00 - 18:15	32	7	0	1	0	0	0		93	10	0	1	0	0	0	
18:15 - 18:30	46	2	0	0	0	0	0		84	3	1	0	0	1	0	
TOTAL	78	9	0	1	0	0	0		177	13	1	1	0	1	0	
PERIOD TOTAL	287	73	2	4	1	2	0		681	71	3	1	1	2	0	
DAILY TOTAL	572	166	8	11	6	4	0		1949	184	9	2	12	4	2	
GRAND TOTAL				767								2162				



PROJECT NUMBER: 221102

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 11

			MOVEMENT I						MOVEMENT J							
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	-	07:45	22	11	3	0	0	0	0	20	7	0	0	0	0	0
07:45	-	08:00	38	11	6	1	0	0	0	40	5	0	2	0	0	0
TOTAL			60	22	9	1	0	0	0	60	12	0	2	0	0	0
08:00	-	08:15	42	18	0	1	0	0	0	64	8	1	0	0	1	0
08:15	-	08:30	49	21	1	1	2	0	0	66	4	0	0	0	0	0
08:30	-	08:45	45	12	0	0	1	0	0	64	5	0	0	0	0	0
08:45	-	09:00	37	9	1	1	2	0	0	60	4	0	0	0	0	0
TOTAL			173	60	2	3	5	0	0	254	21	1	0	0	1	0
09:00	-	09:15	39	13	2	3	3	0	0	48	4	0	1	0	0	0
09:15	-	09:30	34	14	4	1	0	0	0	19	4	0	0	0	0	0
TOTAL			73	27	6	4	3	0	0	67	8	0	1	0	0	0
PERIOD TOTAL			306	109	17	8	8	0	0	381	41	1	3	0	1	0
16:30	-	16:45	87	20	1	1	0	2	0	68	6	0	0	0	0	0
16:45	-	17:00	106	16	1	0	0	0	0	35	6	1	0	0	0	0
TOTAL			193	36	2	1	0	2	0	103	12	1	0	0	0	0
17:00	-	17:15	102	15	0	0	0	0	0	36	4	0	0	0	0	0
17:15	-	17:30	127	7	0	0	0	0	0	48	2	0	0	0	2	0
17:30	-	17:45	95	13	0	0	0	0	0	28	3	0	0	0	0	0
17:45	-	18:00	94	8	0	0	0	0	0	52	5	0	0	0	0	0
TOTAL			418	43	0	0	0	0	0	164	14	0	0	0	2	0
18:00	-	18:15	91	7	0	1	0	0	0	37	1	1	0	0	0	0
18:15	-	18:30	74	5	0	0	0	0	0	26	3	0	0	0	0	0
TOTAL			165	12	0	1	0	0	0	63	4	1	0	0	0	0
PERIOD TOTAL			776	91	2	2	0	2	0	330	30	2	0	0	2	0
DAILY TOTAL			1082	200	19	10	8	2	0	711	71	3	3	0	3	0
GRAND TOTAL			1321						791							



PROJECT NUMBER: 221102

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - MCC - SITE 11

			MOVEMENT K						MOVEMENT L							
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	-	07:45	41	11	1	0	0	0	0	26	6	0	1	0	0	0
07:45	-	08:00	61	9	2	0	1	0	0	27	6	0	0	0	0	0
TOTAL			102	20	3	0	1	0	0	53	12	0	1	0	0	0
08:00	-	08:15	59	9	1	1	1	1	0	28	4	0	0	1	0	0
08:15	-	08:30	70	9	0	1	1	0	0	16	4	0	0	0	0	0
08:30	-	08:45	89	11	2	0	6	0	0	15	7	0	0	0	0	0
08:45	-	09:00	89	11	1	0	1	0	0	14	1	1	0	0	0	0
TOTAL			307	40	4	2	9	1	0	73	16	1	0	1	0	0
09:00	-	09:15	73	9	1	0	1	0	0	16	4	0	0	0	0	0
09:15	-	09:30	48	9	1	1	0	1	0	20	3	0	0	0	0	0
TOTAL			121	18	2	1	1	1	0	36	7	0	0	0	0	0
PERIOD TOTAL			530	78	9	3	11	2	0	162	35	1	1	1	0	0
16:30	-	16:45	113	14	0	0	0	2	0	44	3	0	0	0	0	0
16:45	-	17:00	96	11	0	1	0	0	0	33	1	0	0	0	0	0
TOTAL			209	25	0	1	0	2	0	77	4	0	0	0	0	0
17:00	-	17:15	107	14	0	0	0	0	0	62	4	0	0	0	0	0
17:15	-	17:30	93	13	0	0	0	0	0	32	2	0	0	0	0	0
17:30	-	17:45	113	6	0	0	0	0	0	50	2	0	0	0	0	0
17:45	-	18:00	107	9	0	0	0	0	0	42	10	0	0	0	0	0
TOTAL			420	42	0	0	0	0	0	186	18	0	0	0	0	0
18:00	-	18:15	98	8	0	0	0	0	0	57	1	0	0	0	0	0
18:15	-	18:30	75	11	1	0	0	1	0	30	3	0	0	0	1	0
TOTAL			173	19	1	0	0	1	0	87	4	0	0	0	1	0
PERIOD TOTAL			802	86	1	1	0	3	0	350	26	0	0	0	1	0
DAILY TOTAL			1332	164	10	4	11	5	0	512	61	1	1	1	1	0
GRAND TOTAL			1526						577							



MERCURY
TRAFFIC SOLUTIONS

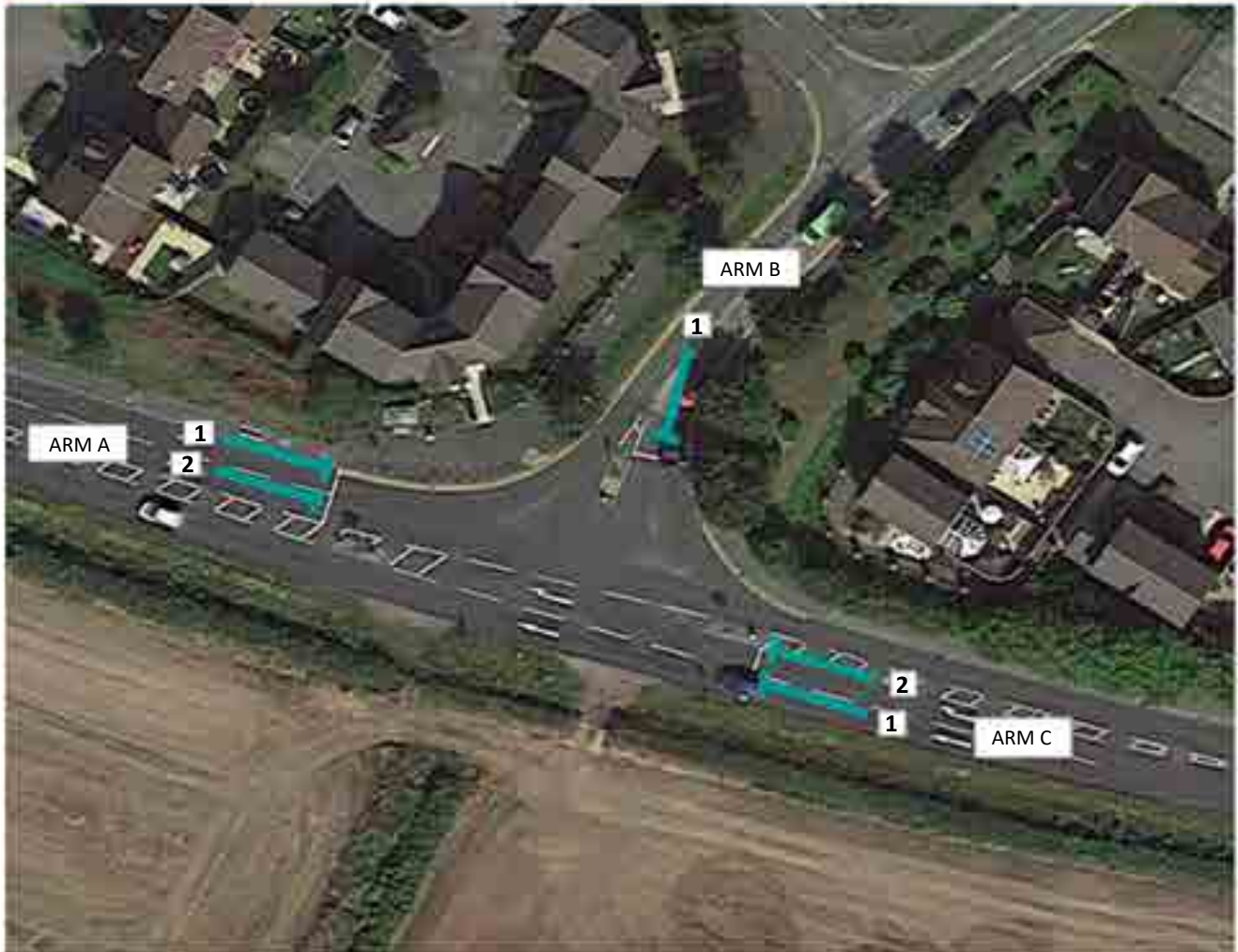
CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 1 - SITE PLAN





MERCURY
TRAFFIC SYSTEMS LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 1

(LANE 1 IS NEARSIDE TO KERB)

Time		Vehicle Count							PCU TOTAL	Vehicle Count							PCU TOTAL
		LANE 1								LANE 2							
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C		CARS	LGV	OGV3	OGV4	PSV	M/C	B/C	
07:30	- 07:35	4	0	0	0	0	0	0	4	2	1	0	0	0	0	0	3
07:35	- 07:40	1	1	0	0	0	0	0	2	4	0	1	0	0	0	0	5.5
07:40	- 07:45	2	1	0	0	0	0	0	3	1	3	0	0	0	0	0	4
07:45	- 07:50	7	0	0	0	0	0	0	7	2	1	0	0	0	0	0	3
07:50	- 07:55	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
07:55	- 08:00	12	0	0	0	0	0	0	12	1	0	0	2	0	0	0	6
08:00	- 08:05	10	0	0	0	0	0	0	10	3	0	0	0	1	0	0	5
08:05	- 08:10	9	0	0	0	0	0	0	9	7	1	0	0	0	0	0	8
08:10	- 08:15	6	0	0	0	0	0	0	6	12	1	0	0	1	0	0	15
08:15	- 08:20	6	0	0	0	0	0	0	6	5	0	0	0	0	0	0	5
08:20	- 08:25	11	0	0	0	0	0	0	11	6	0	0	0	0	0	0	6
08:25	- 08:30	7	0	0	0	0	0	0	7	9	0	0	0	3	0	0	15
08:30	- 08:35	8	0	0	0	0	0	0	8	10	2	0	0	0	0	0	12
08:35	- 08:40	6	0	0	0	0	0	0	6	10	1	0	0	0	0	0	11
08:40	- 08:45	8	0	0	0	0	0	0	8	5	1	0	0	0	0	0	6
08:45	- 08:50	3	1	0	0	0	0	0	4	9	0	0	0	0	0	0	9
08:50	- 08:55	5	0	0	0	0	0	0	5	6	0	0	0	0	0	0	6
08:55	- 09:00	6	1	0	0	0	0	0	7	4	1	0	0	0	0	0	5
09:00	- 09:05	4	1	0	0	0	0	0	5	6	1	0	0	0	0	0	7
09:05	- 09:10	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
09:10	- 09:15	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
09:15	- 09:20	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
09:20	- 09:25	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
09:25	- 09:30	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
PERIOD TOTAL		133	5	0	0	0	0	0	138	121	13	1	2	5	0	0	151
PERIOD AVG		5.54	0.21	0	0	0	0	0	5.75	5.04	0.54	0.04	0.08	0.21	0	0	6.27
16:30	- 16:35	4	0	0	0	0	0	0	4	3	1	0	0	0	0	0	4
16:35	- 16:40	4	0	0	0	0	0	0	4	6	2	0	0	1	0	0	10
16:40	- 16:45	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	5
16:45	- 16:50	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
16:50	- 16:55	1	0	0	0	0	0	0	1	6	1	0	0	0	0	0	7
16:55	- 17:00	2	0	0	0	0	0	0	2	10	0	0	0	0	0	0	10
17:00	- 17:05	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6
17:05	- 17:10	5	0	0	0	0	0	0	5	7	2	0	0	0	0	0	9
17:10	- 17:15	3	0	0	0	0	0	0	3	7	2	0	0	0	0	0	9
17:15	- 17:20	2	0	0	0	0	0	0	2	9	0	0	0	0	1	0	9.5
17:20	- 17:25	1	0	0	0	0	0	0	1	6	1	0	0	0	0	0	7
17:25	- 17:30	6	1	0	0	0	0	0	7	6	0	0	0	0	0	0	6
17:30	- 17:35	3	0	0	0	0	0	0	3	9	2	0	0	0	0	0	11
17:35	- 17:40	3	0	0	0	0	0	0	3	9	0	0	0	0	0	0	9
17:40	- 17:45	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
17:45	- 17:50	3	0	0	0	0	0	0	3	8	0	0	0	0	0	0	8
17:50	- 17:55	6	0	0	0	0	0	0	6	5	0	0	0	0	0	0	5
17:55	- 18:00	5	0	1	0	0	0	0	6.5	7	2	0	0	0	0	0	9
18:00	- 18:05	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5
18:05	- 18:10	4	0	0	0	0	0	0	4	9	0	0	0	0	0	0	9
18:10	- 18:15	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
18:15	- 18:20	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
18:20	- 18:25	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6
18:25	- 18:30	3	1	0	0	0	0	0	4	3	0	0	0	0	0	0	3
PERIOD TOTAL		69	2	1	0	0	0	0	72.5	147	15	0	0	1	1	0	165
PERIOD AVG		2.88	0.08	0.04	0	0	0	0	3.0	6.13	0.63	0	0	0.04	0.04	0	6.85
DAILY TOTAL		202	7	1	0	0	0	0	210.5	268	28	1	2	6	1	0	315
DAILY AVG		4.21	0.15	0.02	0	0	0	0	4.4	5.58	0.58	0.02	0.04	0.13	0.02	0	6.56



MERCURY
TRAFFIC RESEARCH LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 1

(LANE 1 IS NEARSIDE TO KERB)

Time		Vehicle Count							PCU TOTAL
		LANE 1							
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30	- 07:35	3	1	0	0	0	0	0	4
07:35	- 07:40	3	0	0	0	0	0	0	3
07:40	- 07:45	3	0	0	0	0	0	0	3
07:45	- 07:50	3	0	0	0	0	0	0	3
07:50	- 07:55	5	4	0	0	0	0	0	9
07:55	- 08:00	8	0	0	0	0	0	0	8
08:00	- 08:05	6	0	0	0	0	0	0	6
08:05	- 08:10	8	0	0	0	0	0	0	8
08:10	- 08:15	7	2	0	0	0	0	0	9
08:15	- 08:20	3	0	0	0	0	0	0	3
08:20	- 08:25	7	1	0	1	0	0	0	10.5
08:25	- 08:30	10	0	0	0	0	0	0	10
08:30	- 08:35	7	2	0	0	0	0	0	9
08:35	- 08:40	10	0	0	0	0	0	0	10
08:40	- 08:45	4	1	0	0	0	0	0	5
08:45	- 08:50	4	0	0	0	0	0	0	4
08:50	- 08:55	3	1	0	0	0	0	0	4
08:55	- 09:00	5	0	0	0	0	0	0	5
09:00	- 09:05	1	0	2	0	0	0	0	4
09:05	- 09:10	2	0	0	0	0	0	0	2
09:10	- 09:15	4	3	0	0	0	0	0	7
09:15	- 09:20	2	1	0	0	0	0	0	3
09:20	- 09:25	4	0	0	0	0	0	0	4
09:25	- 09:30	2	1	0	0	0	0	0	3
PERIOD TOTAL		114	17	2	1	0	0	0	137
PERIOD AVG		4.75	0.71	0.08	0.04	0	0	0	5.69
16:30	- 16:35	9	0	0	0	0	0	0	9
16:35	- 16:40	10	0	0	0	0	0	0	10
16:40	- 16:45	8	0	0	0	0	0	0	8
16:45	- 16:50	6	0	0	0	0	0	0	6
16:50	- 16:55	10	0	0	0	0	0	0	10
16:55	- 17:00	8	0	0	0	0	0	0	8
17:00	- 17:05	6	0	0	0	0	0	0	6
17:05	- 17:10	10	0	0	0	0	0	0	10
17:10	- 17:15	10	0	0	0	0	0	0	10
17:15	- 17:20	10	0	0	0	0	0	0	10
17:20	- 17:25	10	0	0	0	0	0	0	10
17:25	- 17:30	10	1	0	0	0	0	0	11
17:30	- 17:35	11	0	0	0	0	0	0	11
17:35	- 17:40	10	1	0	0	0	0	0	11
17:40	- 17:45	6	1	0	0	0	0	0	7
17:45	- 17:50	9	0	0	0	0	0	0	9
17:50	- 17:55	8	1	0	0	0	0	0	9
17:55	- 18:00	8	0	0	0	0	0	0	8
18:00	- 18:05	6	0	0	0	0	0	0	6
18:05	- 18:10	10	0	0	0	0	0	0	10
18:10	- 18:15	5	0	0	0	0	0	0	5
18:15	- 18:20	6	0	0	0	0	0	0	6
18:20	- 18:25	3	0	0	0	0	0	0	3
18:25	- 18:30	6	0	0	0	0	0	0	6
PERIOD TOTAL		195	4	0	0	0	0	0	199
PERIOD AVG		8.13	0.17	0	0	0	0	0	8.29
DAILY TOTAL		309	21	2	1	0	0	0	336
DAILY AVG		6.44	0.44	0.04	0.02	0	0	0	6.99



CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 1

(LANE 1 IS NEARSIDE TO KERB)

Time			Vehicle Count							PCU TOTAL	Vehicle Count							PCU TOTAL
			LANE 1								LANE 2							
			CARS	LGV	OGV1	OGV2	PSV	M/C	B/C		CARS	LGV	OGV3	OGV4	PSV	M/C	B/C	
07:30	-	07:35	2	0	0	1	0	0	0	4.5	3	0	0	0	0	0	0	3
07:35	-	07:40	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
07:40	-	07:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
07:45	-	07:50	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
07:50	-	07:55	0	0	0	0	1	0	0	2	0	1	0	0	0	0	0	1
07:55	-	08:00	1	1	0	0	0	0	0	2	3	0	0	0	0	0	0	3
08:00	-	08:05	2	0	0	0	0	0	0	2	3	1	0	0	0	0	0	4
08:05	-	08:10	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
08:10	-	08:15	3	1	0	0	0	0	0	4	3	0	0	0	0	0	0	3
08:15	-	08:20	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
08:20	-	08:25	2	0	0	0	0	0	0	2	3	1	0	0	0	0	0	4
08:25	-	08:30	1	1	0	0	1	0	0	4	4	0	0	0	0	0	0	4
08:30	-	08:35	4	0	0	0	0	0	0	4	8	0	0	0	0	0	0	8
08:35	-	08:40	2	0	0	0	1	0	0	4	4	0	2	0	0	0	0	7
08:40	-	08:45	4	0	0	0	0	0	0	4	2	1	0	0	0	0	0	3
08:45	-	08:50	3	1	0	0	0	0	0	4	3	0	0	0	0	0	0	3
08:50	-	08:55	1	1	0	0	0	0	0	2	3	0	0	0	0	0	0	3
08:55	-	09:00	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
09:00	-	09:05	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
09:05	-	09:10	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
09:10	-	09:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
09:15	-	09:20	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
09:20	-	09:25	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
09:25	-	09:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
PERIOD TOTAL			53	5	0	1	3	0	0	66.5	69	4	2	0	0	0	0	76
PERIOD AVG			2.21	0.21	0	0.04	0.13	0	0	2.77	2.88	0.17	0.08	0	0	0	0	3.17
16:30	-	16:35	3	2	0	0	0	0	0	5	3	1	0	0	0	0	0	4
16:35	-	16:40	9	0	0	0	0	0	0	9	4	0	0	0	0	0	0	4
16:40	-	16:45	8	1	0	0	0	0	0	9	2	0	0	0	0	0	0	2
16:45	-	16:50	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
16:50	-	16:55	5	1	0	0	0	0	0	6	2	0	0	0	0	0	0	2
16:55	-	17:00	4	2	0	0	0	0	0	6	6	0	0	0	0	0	0	6
17:00	-	17:05	4	1	0	0	0	0	0	5	2	0	0	0	0	0	0	2
17:05	-	17:10	10+	2	0	0	0	0	0	####	4	0	0	0	0	0	0	4
17:10	-	17:15	9	1	0	0	0	0	0	10	3	0	0	0	0	0	0	3
17:15	-	17:20	10	0	0	0	0	0	0	10	4	0	0	0	0	0	0	4
17:20	-	17:25	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
17:25	-	17:30	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
17:30	-	17:35	11	0	0	0	0	0	0	11	1	0	0	0	0	0	0	1
17:35	-	17:40	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
17:40	-	17:45	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
17:45	-	17:50	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
17:50	-	17:55	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
17:55	-	18:00	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
18:00	-	18:05	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
18:05	-	18:10	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
18:10	-	18:15	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
18:15	-	18:20	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
18:20	-	18:25	4	1	0	0	0	0	0	5	3	0	0	0	0	0	0	3
18:25	-	18:30	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
PERIOD TOTAL			127	12	0	0	0	0	0	####	62	1	0	0	0	0	0	63
PERIOD AVG			5.52	0.5	0	0	0	0	0	####	2.58	0.04	0	0	0	0	0	2.63
DAILY TOTAL			180	17	0	1	3	0	0	####	131	5	2	0	0	0	0	139
DAILY AVG			3.87	0.35	0	0.02	0.06	0	0	####	2.73	0.1	0.04	0	0	0	0	2.9



MERCURY
TRAFFIC SOLUTIONS

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 2 - SITE PLAN





MERCURY
TRAFFIC ENGINEERING LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 2

(LANE 1 IS NEARSIDE TO KERB)

Time		Vehicle Count							PCU TOTAL
		LANE 1							
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30	- 07:35	1	0	0	0	0	0	0	1
07:35	- 07:40	0	0	0	0	0	0	0	0
07:40	- 07:45	0	0	0	0	0	0	0	0
07:45	- 07:50	0	0	0	0	0	0	0	0
07:50	- 07:55	1	0	0	0	0	0	0	1
07:55	- 08:00	1	0	0	0	0	0	0	1
08:00	- 08:05	1	0	0	0	0	0	0	1
08:05	- 08:10	1	0	0	0	0	0	0	1
08:10	- 08:15	2	0	0	0	0	0	0	2
08:15	- 08:20	1	0	0	0	0	0	0	1
08:20	- 08:25	1	0	0	0	0	0	0	1
08:25	- 08:30	1	0	0	0	0	0	0	1
08:30	- 08:35	1	0	0	0	0	0	0	1
08:35	- 08:40	1	0	0	0	0	0	0	1
08:40	- 08:45	2	0	0	0	0	0	0	2
08:45	- 08:50	1	1	0	0	0	0	0	2
08:50	- 08:55	1	0	0	0	0	0	0	1
08:55	- 09:00	1	0	0	0	0	0	0	1
09:00	- 09:05	1	0	0	0	0	0	0	1
09:05	- 09:10	1	0	0	0	0	0	0	1
09:10	- 09:15	1	0	0	0	0	0	0	1
09:15	- 09:20	0	0	0	0	0	0	0	0
09:20	- 09:25	0	0	0	0	0	0	0	0
09:25	- 09:30	0	0	0	0	0	0	0	0
PERIOD TOTAL		20	1	0	0	0	0	0	21
PERIOD AVG		0.83	0.04	0	0	0	0	0	0.88
16:30	- 16:35	2	0	0	0	0	0	0	2
16:35	- 16:40	1	0	0	0	0	0	0	1
16:40	- 16:45	1	0	0	0	0	0	0	1
16:45	- 16:50	1	0	0	0	0	0	0	1
16:50	- 16:55	1	0	0	0	0	0	0	1
16:55	- 17:00	1	0	0	0	0	0	0	1
17:00	- 17:05	1	0	0	0	0	0	0	1
17:05	- 17:10	2	0	0	0	0	0	0	2
17:10	- 17:15	1	0	0	0	0	0	0	1
17:15	- 17:20	1	0	0	0	0	0	0	1
17:20	- 17:25	1	0	0	0	0	0	0	1
17:25	- 17:30	1	0	0	0	0	0	0	1
17:30	- 17:35	0	0	0	0	0	0	0	0
17:35	- 17:40	1	0	0	0	0	0	0	1
17:40	- 17:45	1	0	0	0	0	0	0	1
17:45	- 17:50	1	1	0	0	0	0	0	2
17:50	- 17:55	1	0	0	0	0	0	0	1
17:55	- 18:00	1	0	0	0	0	0	0	1
18:00	- 18:05	1	0	0	0	0	0	0	1
18:05	- 18:10	1	0	0	0	0	0	0	1
18:10	- 18:15	1	0	0	0	0	0	0	1
18:15	- 18:20	1	0	0	0	0	0	0	1
18:20	- 18:25	1	0	0	0	0	0	0	1
18:25	- 18:30	2	0	0	0	0	0	0	2
PERIOD TOTAL		26	1	0	0	0	0	0	27
PERIOD AVG		1.08	0.04	0	0	0	0	0	1.13
DAILY TOTAL		46	2	0	0	0	0	0	48
DAILY AVG		0.96	0.04	0	0	0	0	0	1



MERCURY
TRAFFIC ENGINEERING LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 2

(LANE 1 IS NEAR SIDE TO KERB)

Time		Vehicle Count							PCU TOTAL
		LANE 1							
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30	- 07:35	1	1	0	0	0	0	0	2
07:35	- 07:40	0	1	0	0	0	0	0	1
07:40	- 07:45	0	1	0	0	0	0	0	1
07:45	- 07:50	2	0	0	0	0	0	0	2
07:50	- 07:55	2	0	0	0	0	0	0	2
07:55	- 08:00	2	0	0	0	0	0	0	2
08:00	- 08:05	2	0	0	0	0	0	0	2
08:05	- 08:10	2	0	0	0	0	0	0	2
08:10	- 08:15	3	0	0	0	0	0	0	3
08:15	- 08:20	2	0	0	0	0	0	0	2
08:20	- 08:25	5	0	0	0	0	0	0	5
08:25	- 08:30	2	0	0	0	0	0	0	2
08:30	- 08:35	3	0	0	0	0	0	0	3
08:35	- 08:40	6	0	0	0	0	0	0	6
08:40	- 08:45	2	0	0	0	0	0	0	2
08:45	- 08:50	3	0	0	0	0	0	0	3
08:50	- 08:55	2	0	0	0	0	0	0	2
08:55	- 09:00	1	0	0	0	1	0	0	3
09:00	- 09:05	3	0	0	0	0	0	0	3
09:05	- 09:10	2	0	0	0	0	0	0	2
09:10	- 09:15	1	0	0	0	0	0	0	1
09:15	- 09:20	1	0	0	0	0	0	0	1
09:20	- 09:25	2	0	0	0	0	0	0	2
09:25	- 09:30	1	0	0	0	0	0	0	1
PERIOD TOTAL		50	3	0	0	1	0	0	55
PERIOD AVG		2.08	0.13	0	0	0.04	0	0	2.29
16:30	- 16:35	1	1	0	0	0	0	0	2
16:35	- 16:40	3	0	0	0	0	0	0	3
16:40	- 16:45	3	1	0	0	0	1	0	4.5
16:45	- 16:50	3	0	0	0	0	0	0	3
16:50	- 16:55	1	0	0	0	0	0	0	1
16:55	- 17:00	2	0	0	0	0	0	0	2
17:00	- 17:05	3	0	0	0	0	0	0	3
17:05	- 17:10	3	0	0	0	0	0	0	3
17:10	- 17:15	3	0	0	0	0	0	0	3
17:15	- 17:20	2	2	0	0	0	0	0	4
17:20	- 17:25	2	0	0	0	0	0	0	2
17:25	- 17:30	1	0	0	0	0	0	0	1
17:30	- 17:35	1	0	0	0	0	0	0	1
17:35	- 17:40	2	0	0	0	0	0	0	2
17:40	- 17:45	1	1	0	0	0	0	0	2
17:45	- 17:50	1	0	0	0	0	0	0	1
17:50	- 17:55	2	0	0	0	0	0	0	2
17:55	- 18:00	0	1	0	0	0	0	0	1
18:00	- 18:05	1	0	0	0	0	0	0	1
18:05	- 18:10	1	0	0	0	0	0	0	1
18:10	- 18:15	1	0	0	0	0	0	0	1
18:15	- 18:20	2	0	0	0	0	0	0	2
18:20	- 18:25	1	0	0	0	0	0	0	1
18:25	- 18:30	1	0	0	0	0	0	0	1
PERIOD TOTAL		41	6	0	0	0	1	0	47.5
PERIOD AVG		1.71	0.25	0	0	0	0.04	0	1.98
DAILY TOTAL		91	9	0	0	1	1	0	103
DAILY AVG		1.9	0.19	0	0	0.02	0.02	0	2.14



MERCURY
TRAFFIC SOLUTIONS

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 3 - SITE PLAN





MERCURY
TRAFFIC ENGINEERING LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 3

(LANE 1 IS NEAR SIDE TO KERB)

Time		Vehicle Count							PCU TOTAL
		LANE 1							
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30	- 07:35	0	0	0	0	0	0	0	0
07:35	- 07:40	0	0	0	0	0	0	0	0
07:40	- 07:45	1	0	0	0	0	0	0	1
07:45	- 07:50	2	1	0	0	0	0	0	3
07:50	- 07:55	1	0	0	0	0	0	0	1
07:55	- 08:00	2	0	0	0	0	0	0	2
08:00	- 08:05	2	0	0	0	0	0	0	2
08:05	- 08:10	1	0	0	0	0	0	0	1
08:10	- 08:15	4	0	0	0	0	0	0	4
08:15	- 08:20	1	0	0	0	0	0	0	1
08:20	- 08:25	1	1	0	0	0	0	0	2
08:25	- 08:30	1	0	0	0	0	0	0	1
08:30	- 08:35	3	0	0	0	0	0	0	3
08:35	- 08:40	1	0	0	0	0	0	0	1
08:40	- 08:45	1	0	0	0	0	0	0	1
08:45	- 08:50	2	1	0	0	0	0	0	3
08:50	- 08:55	1	0	0	0	0	0	0	1
08:55	- 09:00	2	0	0	0	0	0	0	2
09:00	- 09:05	1	0	0	0	0	0	0	1
09:05	- 09:10	0	2	0	0	0	0	0	2
09:10	- 09:15	1	0	0	0	0	0	0	1
09:15	- 09:20	0	1	0	0	0	0	0	1
09:20	- 09:25	1	0	0	0	0	0	0	1
09:25	- 09:30	1	0	0	0	0	0	0	1
PERIOD TOTAL		30	6	0	0	0	0	0	36
PERIOD AVG		1.25	0.25	0	0	0	0	0	1.5
16:30	- 16:35	3	0	0	0	0	0	0	3
16:35	- 16:40	1	0	0	0	0	0	0	1
16:40	- 16:45	1	0	0	0	0	0	0	1
16:45	- 16:50	3	0	0	0	0	0	0	3
16:50	- 16:55	1	0	0	0	0	0	0	1
16:55	- 17:00	2	0	0	0	0	0	0	2
17:00	- 17:05	3	0	0	0	0	0	0	3
17:05	- 17:10	1	0	0	0	0	0	0	1
17:10	- 17:15	3	0	0	0	0	0	0	3
17:15	- 17:20	1	0	0	0	0	0	0	1
17:20	- 17:25	0	1	0	0	0	0	0	1
17:25	- 17:30	1	0	0	0	0	0	0	1
17:30	- 17:35	2	0	0	0	0	0	0	2
17:35	- 17:40	1	0	0	0	0	0	0	1
17:40	- 17:45	1	0	0	0	0	0	0	1
17:45	- 17:50	1	0	0	0	0	0	0	1
17:50	- 17:55	1	0	0	0	0	0	0	1
17:55	- 18:00	2	0	0	0	0	0	0	2
18:00	- 18:05	1	0	0	0	0	0	0	1
18:05	- 18:10	1	0	0	0	0	0	0	1
18:10	- 18:15	1	0	0	0	0	0	0	1
18:15	- 18:20	1	0	0	0	0	0	0	1
18:20	- 18:25	1	0	0	0	0	0	0	1
18:25	- 18:30	0	1	0	0	0	0	0	1
PERIOD TOTAL		33	2	0	0	0	0	0	35
PERIOD AVG		1.38	0.08	0	0	0	0	0	1.46
DAILY TOTAL		63	8	0	0	0	0	0	71
DAILY AVG		1.31	0.17	0	0	0	0	0	1.48



CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 3

(LANE 1 IS NEAR SIDE TO KERB)

(LANE 1 IS NEARSIDE TO KERB)

Time			Vehicle Count						PCU TOTAL	
			LANE 1							
			CARS	LGV	OGV1	OGV2	PSV	M/C		B/C
07:30	-	07:35	0	0	0	0	0	0	0	0
07:35	-	07:40	0	0	0	0	0	0	0	0
07:40	-	07:45	0	0	0	0	0	0	0	0
07:45	-	07:50	0	0	0	0	0	0	0	0
07:50	-	07:55	0	0	0	0	0	0	0	0
07:55	-	08:00	0	0	0	0	0	0	0	0
08:00	-	08:05	0	0	0	0	0	0	0	0
08:05	-	08:10	0	0	0	0	0	0	0	0
08:10	-	08:15	1	0	0	0	0	0	0	1
08:15	-	08:20	0	0	0	0	0	0	0	0
08:20	-	08:25	0	0	0	0	0	0	0	0
08:25	-	08:30	0	0	0	0	0	0	0	0
08:30	-	08:35	0	0	0	0	0	0	0	0
08:35	-	08:40	1	0	0	0	0	0	0	1
08:40	-	08:45	0	0	0	0	0	0	0	0
08:45	-	08:50	2	0	0	0	0	0	0	2
08:50	-	08:55	0	0	0	0	0	0	0	0
08:55	-	09:00	2	0	0	0	0	0	0	2
09:00	-	09:05	1	0	0	0	0	0	0	1
09:05	-	09:10	0	0	0	0	0	0	0	0
09:10	-	09:15	0	0	0	0	0	0	0	0
09:15	-	09:20	0	0	0	0	0	0	0	0
09:20	-	09:25	0	0	0	0	0	0	0	0
09:25	-	09:30	0	0	0	0	0	0	0	0
PERIOD TOTAL			7	0	0	0	0	0	0	7
PERIOD AVG			0.29	0	0	0	0	0	0	0.29
16:30	-	16:35	0	0	0	0	0	0	0	0
16:35	-	16:40	1	0	0	0	0	0	0	1
16:40	-	16:45	2	0	0	0	0	0	0	2
16:45	-	16:50	0	0	0	0	0	0	0	0
16:50	-	16:55	0	0	0	0	0	0	0	0
16:55	-	17:00	0	0	0	0	0	0	0	0
17:00	-	17:05	2	0	0	0	0	0	0	2
17:05	-	17:10	0	0	0	0	0	0	0	0
17:10	-	17:15	0	0	0	0	0	0	0	0
17:15	-	17:20	0	0	0	0	0	0	0	0
17:20	-	17:25	0	0	0	0	0	0	0	0
17:25	-	17:30	0	0	0	0	0	0	0	0
17:30	-	17:35	0	0	0	0	0	0	0	0
17:35	-	17:40	1	0	0	0	0	0	0	1
17:40	-	17:45	0	0	0	0	0	0	0	0
17:45	-	17:50	0	0	0	0	0	0	0	0
17:50	-	17:55	0	0	0	0	0	0	0	0
17:55	-	18:00	0	0	0	0	0	0	0	0
18:00	-	18:05	0	0	0	0	0	0	0	0
18:05	-	18:10	0	0	0	0	0	0	0	0
18:10	-	18:15	0	0	0	0	0	0	0	0
18:15	-	18:20	0	0	0	0	0	0	0	0
18:20	-	18:25	0	0	0	0	0	0	0	0
18:25	-	18:30	0	0	0	0	0	0	0	0
PERIOD TOTAL			6	0	0	0	0	0	0	6
PERIOD AVG			0.25	0	0	0	0	0	0	0.25
DAILY TOTAL			13	0	0	0	0	0	0	13
DAILY AVG			0.27	0	0	0	0	0	0	0.27



MERCURY
TRAFFIC SOLUTIONS

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 4 - SITE PLAN





MERCURY
TRAFFIC ENGINEERING LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 4

(LANE 1 IS NEAR SIDE TO KERB)

Time		Vehicle Count							PCU TOTAL
		LANE 1							
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30	- 07:35	1	0	0	0	0	0	0	1
07:35	- 07:40	0	0	0	0	0	0	0	0
07:40	- 07:45	1	0	0	0	0	0	0	1
07:45	- 07:50	2	0	0	0	0	0	0	2
07:50	- 07:55	0	1	0	0	0	0	0	1
07:55	- 08:00	1	0	0	0	0	0	0	1
08:00	- 08:05	1	0	0	0	0	0	0	1
08:05	- 08:10	2	0	0	0	0	0	0	2
08:10	- 08:15	1	0	0	0	0	0	0	1
08:15	- 08:20	2	0	0	0	0	0	0	2
08:20	- 08:25	2	0	0	0	0	0	0	2
08:25	- 08:30	1	0	0	0	0	0	0	1
08:30	- 08:35	1	0	0	0	0	0	0	1
08:35	- 08:40	1	0	0	0	0	0	0	1
08:40	- 08:45	1	2	0	0	0	0	0	3
08:45	- 08:50	1	1	0	0	0	0	0	2
08:50	- 08:55	1	1	0	0	0	0	0	2
08:55	- 09:00	1	0	0	0	0	0	0	1
09:00	- 09:05	1	0	0	0	0	0	0	1
09:05	- 09:10	2	0	0	0	0	0	0	2
09:10	- 09:15	1	0	0	0	0	0	0	1
09:15	- 09:20	0	1	0	0	0	0	0	1
09:20	- 09:25	1	0	0	0	0	0	0	1
09:25	- 09:30	1	0	0	0	0	0	0	1
PERIOD TOTAL		26	6	0	0	0	0	0	32
PERIOD AVG		1.08	0.25	0	0	0	0	0	1.33
16:30	- 16:35	2	0	0	0	0	0	0	2
16:35	- 16:40	1	1	0	0	0	0	0	2
16:40	- 16:45	1	0	0	0	0	0	0	1
16:45	- 16:50	2	0	0	0	0	0	0	2
16:50	- 16:55	1	1	0	0	0	0	0	2
16:55	- 17:00	1	0	0	0	0	0	0	1
17:00	- 17:05	2	0	0	0	0	0	0	2
17:05	- 17:10	3	0	0	0	0	0	0	3
17:10	- 17:15	1	0	0	0	0	0	0	1
17:15	- 17:20	2	0	0	0	0	1	0	2.5
17:20	- 17:25	2	0	0	0	0	0	0	2
17:25	- 17:30	0	1	0	0	0	0	0	1
17:30	- 17:35	1	0	0	0	0	0	0	1
17:35	- 17:40	1	0	0	0	0	0	0	1
17:40	- 17:45	1	1	0	0	0	0	0	2
17:45	- 17:50	3	0	0	0	0	0	0	3
17:50	- 17:55	1	0	0	0	0	0	0	1
17:55	- 18:00	1	0	0	0	0	0	0	1
18:00	- 18:05	1	0	0	0	0	0	0	1
18:05	- 18:10	1	0	0	0	0	0	0	1
18:10	- 18:15	1	0	0	0	0	0	0	1
18:15	- 18:20	1	0	0	0	0	0	0	1
18:20	- 18:25	1	0	0	0	0	0	0	1
18:25	- 18:30	1	0	0	0	0	0	0	1
PERIOD TOTAL		32	4	0	0	0	1	0	36.5
PERIOD AVG		1.33	0.17	0	0	0	0.04	0	1.52
DAILY TOTAL		58	10	0	0	0	1	0	68.5
DAILY AVG		1.21	0.21	0	0	0	0.02	0	1.43



MERCURY
TRAFFIC ENGINEERING LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 4

(LANE 1 IS NEAR SIDE TO KERB)

Time		Vehicle Count							PCU TOTAL
		LANE 1							
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30	- 07:35	0	0	0	0	0	0	0	0
07:35	- 07:40	0	0	0	0	0	0	0	0
07:40	- 07:45	0	0	0	0	0	0	0	0
07:45	- 07:50	1	0	0	0	0	0	0	1
07:50	- 07:55	0	0	0	0	0	0	0	0
07:55	- 08:00	1	0	0	0	0	0	0	1
08:00	- 08:05	0	0	0	0	0	0	0	0
08:05	- 08:10	0	0	0	0	0	0	0	0
08:10	- 08:15	0	0	0	0	0	0	0	0
08:15	- 08:20	0	0	0	0	0	0	0	0
08:20	- 08:25	0	0	0	0	0	0	0	0
08:25	- 08:30	0	0	0	0	0	0	0	0
08:30	- 08:35	1	0	0	0	0	0	0	1
08:35	- 08:40	0	0	0	0	0	0	0	0
08:40	- 08:45	0	0	0	0	0	0	0	0
08:45	- 08:50	0	0	0	0	0	0	0	0
08:50	- 08:55	0	0	0	0	0	0	0	0
08:55	- 09:00	2	0	0	0	0	0	0	2
09:00	- 09:05	0	0	0	0	0	0	0	0
09:05	- 09:10	0	0	0	0	0	0	0	0
09:10	- 09:15	0	0	0	0	0	0	0	0
09:15	- 09:20	0	0	0	0	0	0	0	0
09:20	- 09:25	0	0	0	0	0	0	0	0
09:25	- 09:30	0	0	0	0	0	0	0	0
PERIOD TOTAL		5	0	0	0	0	0	0	5
PERIOD AVG		0.21	0	0	0	0	0	0	0.21
16:30	- 16:35	0	0	0	0	0	0	0	0
16:35	- 16:40	0	0	0	0	0	0	0	0
16:40	- 16:45	1	0	0	0	0	0	0	1
16:45	- 16:50	0	0	0	0	0	0	0	0
16:50	- 16:55	0	0	0	0	0	0	0	0
16:55	- 17:00	0	0	0	0	0	0	0	0
17:00	- 17:05	0	0	0	0	0	0	0	0
17:05	- 17:10	1	0	0	0	0	0	0	1
17:10	- 17:15	0	0	0	0	0	0	0	0
17:15	- 17:20	0	0	0	0	0	0	0	0
17:20	- 17:25	0	0	0	0	0	0	0	0
17:25	- 17:30	0	0	0	0	0	0	0	0
17:30	- 17:35	0	0	0	0	0	0	0	0
17:35	- 17:40	0	0	0	0	0	0	0	0
17:40	- 17:45	0	0	0	0	0	0	0	0
17:45	- 17:50	0	0	0	0	0	0	0	0
17:50	- 17:55	0	0	0	0	0	0	0	0
17:55	- 18:00	0	0	0	0	0	0	0	0
18:00	- 18:05	1	0	0	0	0	0	0	1
18:05	- 18:10	0	0	0	0	0	0	0	0
18:10	- 18:15	0	0	0	0	0	0	0	0
18:15	- 18:20	0	0	0	0	0	0	0	0
18:20	- 18:25	0	0	0	0	0	0	0	0
18:25	- 18:30	0	0	0	0	0	0	0	0
PERIOD TOTAL		3	0	0	0	0	0	0	3
PERIOD AVG		0.13	0	0	0	0	0	0	0.13
DAILY TOTAL		8	0	0	0	0	0	0	8
DAILY AVG		0.17	0	0	0	0	0	0	0.17



MERCURY
TRAFFIC SOLUTIONS

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 12TH JAN 2023

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 5 - SITE PLAN





MERCURY
TRAFFIC ENGINEERING LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 12TH JAN 2023

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 5

(LANE 1 IS NEARSIDE TO KERB)

Time		Vehicle Count							PCU TOTAL
		LANE 1							
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30	- 07:35	0	0	0	0	0	0	0	0
07:35	- 07:40	0	0	0	0	0	0	0	0
07:40	- 07:45	0	0	0	0	0	0	0	0
07:45	- 07:50	0	0	0	0	0	0	0	0
07:50	- 07:55	0	1	0	0	0	0	0	1
07:55	- 08:00	1	1	0	0	0	0	0	2
08:00	- 08:05	2	0	0	0	0	0	0	2
08:05	- 08:10	0	1	0	0	0	0	0	1
08:10	- 08:15	0	0	0	0	0	0	0	0
08:15	- 08:20	1	0	0	0	0	0	0	1
08:20	- 08:25	1	0	0	0	1	0	0	3
08:25	- 08:30	1	0	0	0	0	0	0	1
08:30	- 08:35	3	1	0	0	0	0	0	4
08:35	- 08:40	3	2	0	0	1	0	0	7
08:40	- 08:45	1	0	0	0	0	0	0	1
08:45	- 08:50	4	0	0	0	1	0	0	6
08:50	- 08:55	8	0	0	0	0	0	0	8
08:55	- 09:00	3	0	0	0	1	0	0	5
09:00	- 09:05	1	0	0	0	0	0	0	1
09:05	- 09:10	3	0	0	0	0	0	0	3
09:10	- 09:15	0	1	0	0	0	0	0	1
09:15	- 09:20	1	0	0	0	0	0	0	1
09:20	- 09:25	0	0	0	0	0	0	0	0
09:25	- 09:30	0	0	0	0	0	0	0	0
PERIOD TOTAL		33	7	0	0	4	0	0	48
PERIOD AVG		1.38	0.29	0	0	0.17	0	0	2
16:30	- 16:35	1	0	0	0	0	0	0	1
16:35	- 16:40	6	0	0	0	1	0	0	8
16:40	- 16:45	3	0	0	0	0	0	0	3
16:45	- 16:50	1	0	0	0	0	0	0	1
16:50	- 16:55	0	0	0	0	0	0	0	0
16:55	- 17:00	1	0	0	0	0	0	0	1
17:00	- 17:05	0	0	0	0	1	0	0	2
17:05	- 17:10	0	0	0	0	0	0	0	0
17:10	- 17:15	0	0	0	0	0	0	0	0
17:15	- 17:20	1	0	0	0	0	0	0	1
17:20	- 17:25	1	0	0	0	0	0	0	1
17:25	- 17:30	0	0	0	0	0	0	0	0
17:30	- 17:35	1	0	0	0	0	0	0	1
17:35	- 17:40	2	0	0	0	2	0	0	6
17:40	- 17:45	1	0	0	0	0	0	0	1
17:45	- 17:50	0	0	0	0	0	0	0	0
17:50	- 17:55	2	0	0	0	1	0	0	4
17:55	- 18:00	1	0	0	0	0	0	0	1
18:00	- 18:05	0	0	0	0	0	0	0	0
18:05	- 18:10	3	1	0	0	1	0	0	6
18:10	- 18:15	1	0	0	0	0	0	0	1
18:15	- 18:20	0	0	0	0	0	0	0	0
18:20	- 18:25	0	0	0	0	0	0	0	0
18:25	- 18:30	0	0	0	0	0	0	0	0
PERIOD TOTAL		25	1	0	0	6	0	0	38
PERIOD AVG		1.04	0.04	0	0	0.25	0	0	1.58
DAILY TOTAL		58	8	0	0	10	0	0	86
DAILY AVG		1.21	0.17	0	0	0.21	0	0	1.79



MERCURY
TRAFFIC ENGINEERING LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 12TH JAN 2023

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 5

(LANE 1 IS NEARSIDE TO KERB)

Time		Vehicle Count							PCU TOTAL
		LANE 1							
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30	- 07:35	0	0	0	0	0	0	0	0
07:35	- 07:40	0	0	0	0	0	0	0	0
07:40	- 07:45	0	0	0	0	0	0	0	0
07:45	- 07:50	0	0	0	0	0	0	0	0
07:50	- 07:55	1	0	0	0	0	0	0	1
07:55	- 08:00	0	1	0	0	0	0	0	1
08:00	- 08:05	0	0	0	0	0	0	0	0
08:05	- 08:10	0	1	0	0	0	0	0	1
08:10	- 08:15	1	0	0	0	0	0	0	1
08:15	- 08:20	1	0	0	0	0	0	0	1
08:20	- 08:25	3	0	0	0	0	0	0	3
08:25	- 08:30	1	0	0	0	0	0	0	1
08:30	- 08:35	0	0	0	0	0	0	0	0
08:35	- 08:40	0	0	0	0	0	0	0	0
08:40	- 08:45	1	0	0	0	0	0	0	1
08:45	- 08:50	1	0	0	0	0	0	0	1
08:50	- 08:55	0	0	0	0	0	0	0	0
08:55	- 09:00	1	0	0	0	0	0	0	1
09:00	- 09:05	1	0	0	0	0	0	0	1
09:05	- 09:10	1	0	0	0	0	0	0	1
09:10	- 09:15	1	0	0	0	0	0	0	1
09:15	- 09:20	0	0	0	0	0	0	0	0
09:20	- 09:25	0	0	0	0	0	0	0	0
09:25	- 09:30	1	0	0	0	0	0	0	1
PERIOD TOTAL		14	2	0	0	0	0	0	16
PERIOD AVG		0.58	0.08	0	0	0	0	0	0.67
16:30	- 16:35	1	0	0	0	0	0	0	1
16:35	- 16:40	0	0	0	0	0	0	0	0
16:40	- 16:45	0	1	0	0	0	0	0	1
16:45	- 16:50	1	0	0	0	0	0	0	1
16:50	- 16:55	0	0	0	0	0	0	0	0
16:55	- 17:00	0	0	0	0	0	0	0	0
17:00	- 17:05	0	1	0	0	0	0	0	1
17:05	- 17:10	0	0	0	0	0	0	0	0
17:10	- 17:15	1	0	0	0	0	0	0	1
17:15	- 17:20	0	0	0	0	0	0	0	0
17:20	- 17:25	0	0	0	0	0	0	0	0
17:25	- 17:30	0	0	0	0	0	0	0	0
17:30	- 17:35	0	0	0	0	0	0	0	0
17:35	- 17:40	1	0	0	0	0	0	0	1
17:40	- 17:45	1	0	0	0	0	0	0	1
17:45	- 17:50	0	0	0	0	0	0	0	0
17:50	- 17:55	1	0	0	0	0	0	0	1
17:55	- 18:00	0	0	0	0	0	0	0	0
18:00	- 18:05	0	0	0	0	0	0	0	0
18:05	- 18:10	1	0	0	0	0	0	0	1
18:10	- 18:15	1	0	0	0	0	0	0	1
18:15	- 18:20	1	0	0	0	0	0	0	1
18:20	- 18:25	0	0	0	0	0	0	0	0
18:25	- 18:30	0	0	0	0	0	0	0	0
PERIOD TOTAL		9	2	0	0	0	0	0	11
PERIOD AVG		0.38	0.08	0	0	0	0	0	0.46
DAILY TOTAL		23	4	0	0	0	0	0	27
DAILY AVG		0.48	0.08	0	0	0	0	0	0.56



CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 12TH JAN 2023

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 5

(LANE 1 IS NEAR SIDE TO KERB)

Time			Vehicle Count							PCU TOTAL
			LANE 1							
			CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30	-	07:35	0	0	0	0	0	0	0	0
07:35	-	07:40	0	0	0	0	0	0	0	0
07:40	-	07:45	0	0	0	0	0	0	0	0
07:45	-	07:50	0	0	0	0	0	0	0	0
07:50	-	07:55	0	1	0	0	0	0	0	1
07:55	-	08:00	1	0	0	0	0	0	0	1
08:00	-	08:05	0	0	0	0	0	0	0	0
08:05	-	08:10	0	0	0	0	0	0	0	0
08:10	-	08:15	0	0	0	0	0	0	0	0
08:15	-	08:20	0	0	0	0	0	0	0	0
08:20	-	08:25	0	0	0	0	0	0	0	0
08:25	-	08:30	0	0	0	0	0	0	0	0
08:30	-	08:35	0	0	0	0	0	0	0	0
08:35	-	08:40	0	0	0	0	0	0	0	0
08:40	-	08:45	5	0	0	0	0	0	0	5
08:45	-	08:50	5	1	0	0	0	0	0	6
08:50	-	08:55	7	1	0	0	1	0	0	10
08:55	-	09:00	7	2	0	0	0	0	0	9
09:00	-	09:05	10	3	0	0	0	0	0	13
09:05	-	09:10	6	0	0	0	0	0	0	6
09:10	-	09:15	0	0	0	0	0	0	0	0
09:15	-	09:20	0	0	0	0	0	0	0	0
09:20	-	09:25	0	0	0	0	0	0	0	0
09:25	-	09:30	0	0	0	0	0	0	0	0
PERIOD TOTAL			41	8	0	0	1	0	0	51
PERIOD AVG			1.71	0.33	0	0	0.04	0	0	2.13
16:30	-	16:35	0	0	0	0	0	0	0	0
16:35	-	16:40	0	0	0	0	0	0	0	0
16:40	-	16:45	0	0	0	0	0	0	0	0
16:45	-	16:50	0	0	0	0	0	0	0	0
16:50	-	16:55	0	0	0	0	0	0	0	0
16:55	-	17:00	0	0	0	0	0	0	0	0
17:00	-	17:05	0	0	0	0	0	0	0	0
17:05	-	17:10	0	0	0	0	0	0	0	0
17:10	-	17:15	1	0	0	0	0	0	0	1
17:15	-	17:20	0	0	0	0	0	0	0	0
17:20	-	17:25	0	0	0	0	0	0	0	0
17:25	-	17:30	0	0	0	0	0	0	0	0
17:30	-	17:35	1	0	0	0	0	0	0	1
17:35	-	17:40	0	0	0	0	0	0	0	0
17:40	-	17:45	0	0	0	0	0	0	0	0
17:45	-	17:50	0	0	0	0	0	0	0	0
17:50	-	17:55	0	0	0	0	0	0	0	0
17:55	-	18:00	0	0	0	0	0	0	0	0
18:00	-	18:05	0	0	0	0	0	0	0	0
18:05	-	18:10	0	0	0	0	0	0	0	0
18:10	-	18:15	0	0	0	0	0	0	0	0
18:15	-	18:20	0	0	0	0	0	0	0	0
18:20	-	18:25	0	0	0	0	0	0	0	0
18:25	-	18:30	0	0	0	0	0	0	0	0
PERIOD TOTAL			2	0	0	0	0	0	0	2
PERIOD AVG			0.08	0	0	0	0	0	0	0.08
DAILY TOTAL			43	8	0	0	1	0	0	53
DAILY AVG			0.9	0.17	0	0	0.02	0	0	1.1



CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 12TH JAN 2023

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 5

(LANE 1 IS NEAR SIDE TO KERB)

Time			Vehicle Count						PCU TOTAL	
			LANE 1							
			CARS	LGV	OGV1	OGV2	PSV	M/C		B/C
07:30	-	07:35	1	0	0	0	0	0	0	1
07:35	-	07:40	1	0	0	0	0	0	0	1
07:40	-	07:45	2	0	0	0	0	0	0	2
07:45	-	07:50	1	0	0	0	0	0	0	1
07:50	-	07:55	1	1	0	0	0	0	0	2
07:55	-	08:00	1	2	0	0	0	0	0	3
08:00	-	08:05	0	1	0	0	0	0	0	1
08:05	-	08:10	1	0	0	0	0	0	0	1
08:10	-	08:15	0	1	0	0	0	0	0	1
08:15	-	08:20	2	1	0	0	0	0	0	3
08:20	-	08:25	3	0	0	0	0	0	0	3
08:25	-	08:30	0	1	0	0	0	0	0	1
08:30	-	08:35	2	0	0	0	0	0	0	2
08:35	-	08:40	6	0	0	0	0	0	0	6
08:40	-	08:45	7	1	0	0	0	0	0	8
08:45	-	08:50	6	0	0	0	0	0	0	6
08:50	-	08:55	3	0	0	0	0	0	0	3
08:55	-	09:00	3	0	0	0	0	0	0	3
09:00	-	09:05	4	1	0	0	0	0	0	5
09:05	-	09:10	2	0	0	0	0	0	0	2
09:10	-	09:15	1	0	0	0	0	0	0	1
09:15	-	09:20	1	0	0	0	0	0	0	1
09:20	-	09:25	1	0	0	0	0	0	0	1
09:25	-	09:30	1	0	0	0	0	0	0	1
PERIOD TOTAL			50	9	0	0	0	0	0	59
PERIOD AVG			2.08	0.38	0	0	0	0	0	2.46
16:30	-	16:35	2	0	0	0	0	0	0	2
16:35	-	16:40	4	0	0	0	0	0	0	4
16:40	-	16:45	3	0	0	0	0	0	0	3
16:45	-	16:50	1	0	0	0	0	0	0	1
16:50	-	16:55	0	1	0	0	0	0	0	1
16:55	-	17:00	1	0	0	0	0	0	0	1
17:00	-	17:05	1	0	0	0	0	0	0	1
17:05	-	17:10	1	1	0	0	0	0	0	2
17:10	-	17:15	1	0	0	0	0	0	0	1
17:15	-	17:20	3	1	0	0	0	0	0	4
17:20	-	17:25	1	1	0	0	0	0	0	2
17:25	-	17:30	1	0	0	0	0	0	0	1
17:30	-	17:35	2	0	0	0	0	0	0	2
17:35	-	17:40	1	0	0	0	0	0	0	1
17:40	-	17:45	0	1	0	0	0	0	0	1
17:45	-	17:50	1	0	0	0	0	0	0	1
17:50	-	17:55	1	0	0	0	0	0	0	1
17:55	-	18:00	2	0	0	0	0	0	0	2
18:00	-	18:05	2	0	0	0	0	0	0	2
18:05	-	18:10	1	0	0	0	0	0	0	1
18:10	-	18:15	1	0	0	0	0	0	0	1
18:15	-	18:20	2	0	0	0	0	0	0	2
18:20	-	18:25	1	0	0	0	0	0	0	1
18:25	-	18:30	1	1	0	0	0	0	0	2
PERIOD TOTAL			34	6	0	0	0	0	0	40
PERIOD AVG			1.42	0.25	0	0	0	0	0	1.67
DAILY TOTAL			84	15	0	0	0	0	0	99
DAILY AVG			1.75	0.31	0	0	0	0	0	2.06



MERCURY
TRAFFIC SOLUTIONS

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 6 - SITE PLAN





MERCURY
TRAFFIC ENGINEERING LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 6

(LANE 1 IS NEAR SIDE TO KERB)

Time		Vehicle Count							PCU TOTAL
		LANE 1							
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30	- 07:35	4	0	0	0	0	0	0	4
07:35	- 07:40	3	0	0	0	0	0	0	3
07:40	- 07:45	2	0	0	0	0	0	0	2
07:45	- 07:50	3	0	0	0	0	0	0	3
07:50	- 07:55	2	1	0	0	0	0	0	3
07:55	- 08:00	2	0	0	0	0	0	0	2
08:00	- 08:05	0	3	0	0	0	0	0	3
08:05	- 08:10	1	1	0	0	0	0	0	2
08:10	- 08:15	2	0	0	0	0	0	0	2
08:15	- 08:20	2	0	1	0	0	0	0	3.5
08:20	- 08:25	3	0	0	0	0	0	0	3
08:25	- 08:30	3	0	0	0	0	0	0	3
08:30	- 08:35	3	1	0	0	0	0	0	4
08:35	- 08:40	3	1	0	0	0	0	0	4
08:40	- 08:45	5	0	0	0	0	0	0	5
08:45	- 08:50	4	2	0	0	0	0	0	6
08:50	- 08:55	8	0	0	0	0	0	0	8
08:55	- 09:00	1	1	0	0	0	0	0	2
09:00	- 09:05	4	1	0	0	0	0	0	5
09:05	- 09:10	2	1	0	0	0	0	0	3
09:10	- 09:15	0	0	1	0	0	0	0	1.5
09:15	- 09:20	1	0	0	0	0	0	0	1
09:20	- 09:25	1	0	0	0	0	0	0	1
09:25	- 09:30	3	1	0	0	0	0	0	4
PERIOD TOTAL		62	13	2	0	0	0	0	78
PERIOD AVG		2.58	0.54	0.08	0	0	0	0	3.25
16:30	- 16:35	5	0	0	0	0	0	0	5
16:35	- 16:40	3	1	0	0	0	0	0	4
16:40	- 16:45	4	1	0	0	0	0	0	5
16:45	- 16:50	2	0	0	0	0	0	0	2
16:50	- 16:55	4	1	0	0	0	0	0	5
16:55	- 17:00	2	0	0	0	0	0	0	2
17:00	- 17:05	3	0	0	0	0	0	0	3
17:05	- 17:10	3	0	0	0	0	0	0	3
17:10	- 17:15	2	1	0	0	0	0	0	3
17:15	- 17:20	1	0	0	0	0	0	0	1
17:20	- 17:25	1	0	0	0	0	0	0	1
17:25	- 17:30	2	0	0	0	0	0	0	2
17:30	- 17:35	5	0	0	0	0	0	0	5
17:35	- 17:40	3	0	0	0	0	0	0	3
17:40	- 17:45	2	2	0	0	0	0	0	4
17:45	- 17:50	3	1	0	0	0	0	0	4
17:50	- 17:55	4	0	0	0	0	0	0	4
17:55	- 18:00	2	0	0	0	0	0	0	2
18:00	- 18:05	3	0	0	0	0	0	0	3
18:05	- 18:10	10	0	0	0	0	0	0	10
18:10	- 18:15	6	0	0	0	0	0	0	6
18:15	- 18:20	5	0	0	0	0	0	0	5
18:20	- 18:25	2	0	0	0	0	0	0	2
18:25	- 18:30	6	0	0	0	0	0	0	6
PERIOD TOTAL		83	7	0	0	0	0	0	90
PERIOD AVG		3.46	0.29	0	0	0	0	0	3.75
DAILY TOTAL		145	20	2	0	0	0	0	168
DAILY AVG		3.02	0.42	0.04	0	0	0	0	3.5



CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 6

(LANE 1 IS NEAR SIDE TO KERB)

Time			Vehicle Count						PCU TOTAL	
			LANE 1							
			CARS	LGV	OGV1	OGV2	PSV	M/C		B/C
07:30	-	07:35	0	0	0	0	0	0	0	0
07:35	-	07:40	0	0	0	0	0	0	0	0
07:40	-	07:45	0	0	0	0	0	0	0	0
07:45	-	07:50	0	0	0	0	0	0	0	0
07:50	-	07:55	0	0	0	0	0	0	0	0
07:55	-	08:00	1	0	0	0	0	0	0	1
08:00	-	08:05	2	0	0	0	0	0	0	2
08:05	-	08:10	1	0	0	0	0	0	0	1
08:10	-	08:15	0	0	0	0	0	0	0	0
08:15	-	08:20	2	0	0	0	0	0	0	2
08:20	-	08:25	1	0	0	0	0	0	0	1
08:25	-	08:30	3	0	0	0	0	0	0	3
08:30	-	08:35	2	0	0	0	0	0	0	2
08:35	-	08:40	3	1	0	0	0	0	0	4
08:40	-	08:45	1	0	0	0	0	0	0	1
08:45	-	08:50	3	0	0	0	0	0	0	3
08:50	-	08:55	2	0	0	0	0	0	0	2
08:55	-	09:00	1	0	0	0	0	0	0	1
09:00	-	09:05	2	1	0	0	0	0	0	3
09:05	-	09:10	0	0	0	0	0	0	0	0
09:10	-	09:15	1	0	0	0	0	0	0	1
09:15	-	09:20	2	1	0	0	0	0	0	3
09:20	-	09:25	0	0	0	0	0	0	0	0
09:25	-	09:30	2	0	1	0	0	0	0	3.5
PERIOD TOTAL			29	3	1	0	0	0	0	33.5
PERIOD AVG			1.21	0.13	0.04	0	0	0	0	1.4
16:30	-	16:35	1	0	0	0	0	0	0	1
16:35	-	16:40	1	1	0	0	0	0	0	2
16:40	-	16:45	3	0	0	0	0	0	0	3
16:45	-	16:50	0	0	0	0	0	0	0	0
16:50	-	16:55	2	0	0	0	0	0	0	2
16:55	-	17:00	2	0	0	0	0	0	0	2
17:00	-	17:05	0	0	0	0	0	0	0	0
17:05	-	17:10	4	1	0	0	0	0	0	5
17:10	-	17:15	2	0	0	0	0	0	0	2
17:15	-	17:20	2	0	0	0	0	0	0	2
17:20	-	17:25	1	0	0	0	0	0	0	1
17:25	-	17:30	3	1	0	0	0	0	0	4
17:30	-	17:35	2	0	0	0	0	0	0	2
17:35	-	17:40	4	1	0	0	0	0	0	5
17:40	-	17:45	1	0	0	0	0	0	0	1
17:45	-	17:50	2	0	0	0	0	0	0	2
17:50	-	17:55	3	0	0	0	0	0	0	3
17:55	-	18:00	1	0	0	0	0	0	0	1
18:00	-	18:05	2	0	0	0	0	0	0	2
18:05	-	18:10	4	1	0	0	0	0	0	5
18:10	-	18:15	1	0	0	0	0	0	0	1
18:15	-	18:20	0	0	0	0	0	0	0	0
18:20	-	18:25	1	0	0	0	0	0	0	1
18:25	-	18:30	1	0	0	0	0	0	0	1
PERIOD TOTAL			43	5	0	0	0	0	0	48
PERIOD AVG			1.79	0.21	0	0	0	0	0	2
DAILY TOTAL			72	8	1	0	0	0	0	81.5
DAILY AVG			1.5	0.17	0.02	0	0	0	0	1.7



MERCURY
TRAFFIC SOLUTIONS

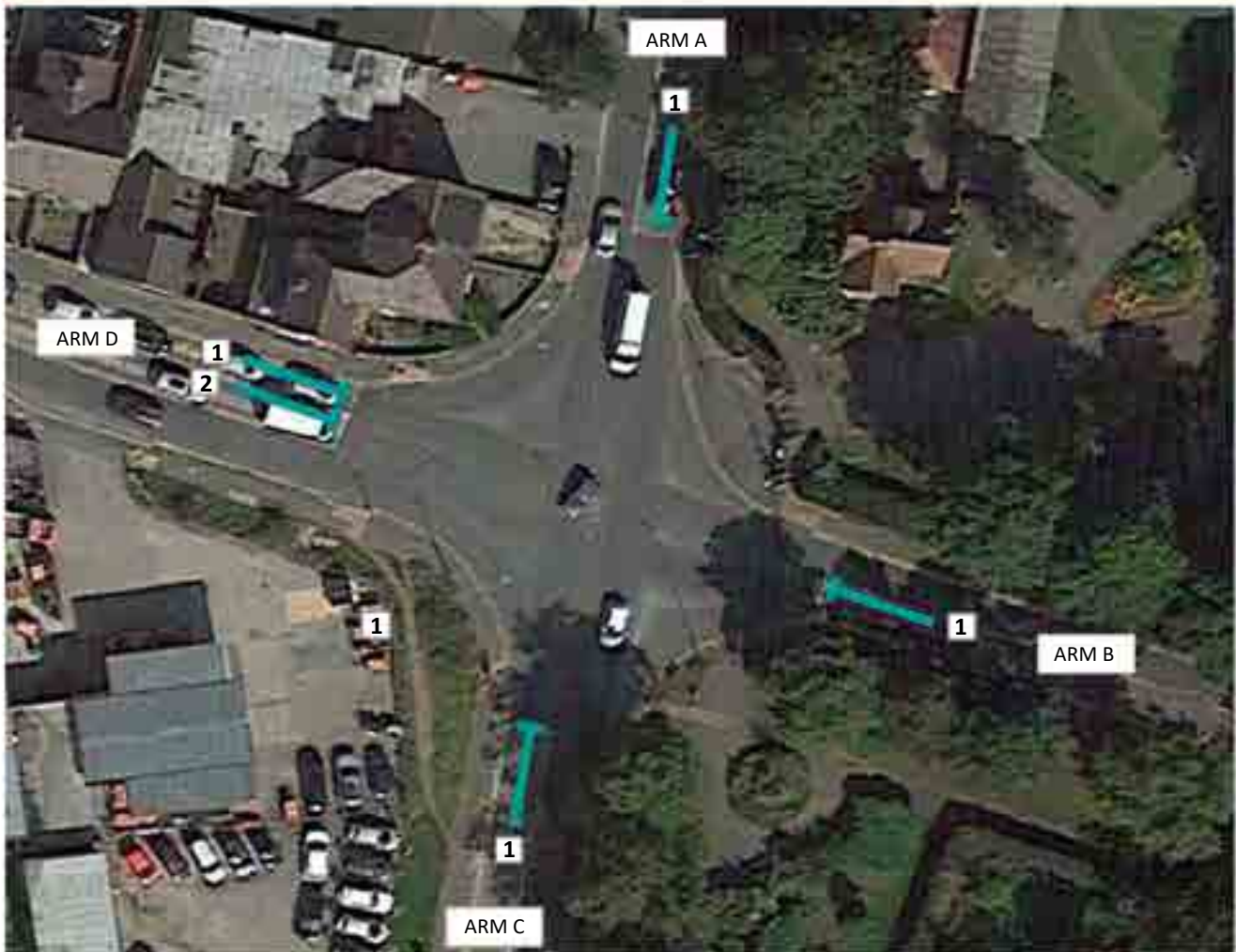
CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 7 - SITE PLAN





MERCURY
TRAFFIC SOLUTIONS LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 7

(LANE 1 IS NEAR SIDE TO KERB)

Time		Vehicle Count							PCU TOTAL
		LANE 1							
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30	- 07:35	1	0	0	0	0	0	0	1
07:35	- 07:40	3	4	0	0	0	0	0	7
07:40	- 07:45	3	0	0	0	0	0	0	3
07:45	- 07:50	6	0	1	0	0	0	0	7.5
07:50	- 07:55	8	1	0	0	0	0	0	9
07:55	- 08:00	6	1	0	0	1	0	0	9
08:00	- 08:05	7	0	0	0	0	0	0	7
08:05	- 08:10	4	2	0	0	0	0	0	6
08:10	- 08:15	5	1	0	0	0	0	0	6
08:15	- 08:20	6	0	0	0	1	0	0	8
08:20	- 08:25	6	0	1	0	0	0	0	7.5
08:25	- 08:30	4	2	0	0	2	0	0	10
08:30	- 08:35	12	1	1	0	1	0	0	16.5
08:35	- 08:40	12	0	0	1	0	0	0	14.5
08:40	- 08:45	9	1	0	0	1	0	0	12
08:45	- 08:50	12	1	0	0	1	0	0	15
08:50	- 08:55	12	0	1	0	0	0	0	13.5
08:55	- 09:00	13	0	0	0	0	1	0	13.5
09:00	- 09:05	8	2	0	0	0	0	0	10
09:05	- 09:10	6	2	1	0	0	0	0	9.5
09:10	- 09:15	5	1	0	0	0	0	0	6
09:15	- 09:20	6	2	0	0	0	0	0	8
09:20	- 09:25	9	1	0	0	0	0	0	10
09:25	- 09:30	10	2	0	0	0	0	0	12
PERIOD TOTAL		173	24	5	1	7	1	0	222
PERIOD AVG		7.21	1	0.21	0.04	0.29	0.04	0	9.23
16:30	- 16:35	9	2	0	0	0	0	0	11
16:35	- 16:40	9	0	0	0	0	0	0	9
16:40	- 16:45	7	1	0	0	1	0	0	10
16:45	- 16:50	9	1	0	0	0	0	0	10
16:50	- 16:55	12	1	0	0	0	0	0	13
16:55	- 17:00	12	2	0	0	0	0	0	14
17:00	- 17:05	11	1	0	0	1	0	0	14
17:05	- 17:10	12	0	0	0	1	0	0	14
17:10	- 17:15	12	1	0	0	0	0	0	13
17:15	- 17:20	12	1	0	0	0	0	0	13
17:20	- 17:25	7	0	0	0	2	0	0	11
17:25	- 17:30	8	0	0	0	0	0	0	8
17:30	- 17:35	10	0	0	0	0	0	0	10
17:35	- 17:40	7	0	0	0	1	0	0	9
17:40	- 17:45	10	0	0	0	0	0	0	10
17:45	- 17:50	6	0	0	0	0	0	0	6
17:50	- 17:55	12	0	0	0	1	0	0	14
17:55	- 18:00	12	1	0	0	0	0	0	13
18:00	- 18:05	8	0	0	0	0	0	0	8
18:05	- 18:10	12	0	0	0	1	0	0	14
18:10	- 18:15	5	0	0	0	0	0	0	5
18:15	- 18:20	7	0	0	0	0	0	0	7
18:20	- 18:25	7	0	0	0	1	0	0	9
18:25	- 18:30	4	0	0	0	0	0	0	4
PERIOD TOTAL		220	11	0	0	9	0	0	249
PERIOD AVG		9.17	0.46	0	0	0.38	0	0	10.4
DAILY TOTAL		393	35	5	1	16	1	0	471
DAILY AVG		8.19	0.73	0.1	0.02	0.33	0.02	0	9.8



CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 7

(LANE 1 IS NEAR SIDE TO KERB)

Time			Vehicle Count						PCU TOTAL	
			LANE 1							
			CARS	LGV	OGV1	OGV2	PSV	M/C		B/C
07:30	-	07:35	1	0	0	0	0	0	0	1
07:35	-	07:40	1	0	0	0	0	0	0	1
07:40	-	07:45	1	0	0	0	0	0	0	1
07:45	-	07:50	1	0	0	0	0	0	0	1
07:50	-	07:55	4	0	0	0	0	0	0	4
07:55	-	08:00	2	0	0	0	0	0	0	2
08:00	-	08:05	2	0	0	0	0	0	0	2
08:05	-	08:10	1	1	0	0	0	0	0	2
08:10	-	08:15	1	0	0	0	0	0	0	1
08:15	-	08:20	2	0	0	0	0	0	0	2
08:20	-	08:25	2	0	0	0	0	0	0	2
08:25	-	08:30	2	1	0	0	0	0	0	3
08:30	-	08:35	3	0	1	0	0	0	0	4.5
08:35	-	08:40	10	0	0	0	0	0	0	10
08:40	-	08:45	3	1	0	0	0	0	0	4
08:45	-	08:50	7	0	0	0	0	0	0	7
08:50	-	08:55	8	0	0	0	0	0	0	8
08:55	-	09:00	4	1	0	0	0	0	0	5
09:00	-	09:05	8	1	0	0	0	0	0	9
09:05	-	09:10	1	0	0	0	1	0	0	3
09:10	-	09:15	2	2	0	0	0	0	0	4
09:15	-	09:20	1	1	0	0	0	0	0	2
09:20	-	09:25	1	0	0	0	0	0	0	1
09:25	-	09:30	2	1	0	0	0	0	0	3
PERIOD TOTAL			70	9	1	0	1	0	0	82.5
PERIOD AVG			2.92	0.38	0.04	0	0.04	0	0	3.44
16:30	-	16:35	2	0	0	0	0	0	0	2
16:35	-	16:40	2	0	0	0	0	1	0	2.5
16:40	-	16:45	2	0	0	0	0	1	0	2.5
16:45	-	16:50	4	1	0	0	0	0	0	5
16:50	-	16:55	4	1	0	0	0	0	0	5
16:55	-	17:00	2	0	0	0	0	1	0	2.5
17:00	-	17:05	3	1	0	0	0	0	0	4
17:05	-	17:10	4	0	0	0	0	0	0	4
17:10	-	17:15	8	0	0	0	0	0	0	8
17:15	-	17:20	8	0	0	0	0	0	0	8
17:20	-	17:25	2	1	0	0	0	0	0	3
17:25	-	17:30	2	0	0	0	0	0	0	2
17:30	-	17:35	5	0	0	0	0	0	0	5
17:35	-	17:40	3	0	0	0	0	0	0	3
17:40	-	17:45	5	0	0	0	0	0	0	5
17:45	-	17:50	3	0	0	0	0	0	0	3
17:50	-	17:55	2	0	0	0	0	0	0	2
17:55	-	18:00	7	1	0	0	0	0	0	8
18:00	-	18:05	5	0	0	0	0	0	0	5
18:05	-	18:10	6	0	0	0	0	0	0	6
18:10	-	18:15	2	0	0	0	0	0	0	2
18:15	-	18:20	2	0	0	0	0	0	0	2
18:20	-	18:25	2	0	0	0	0	0	0	2
18:25	-	18:30	2	0	0	0	0	0	0	2
PERIOD TOTAL			87	5	0	0	0	3	0	93.5
PERIOD AVG			3.63	0.21	0	0	0	0.13	0	3.9
DAILY TOTAL			157	14	1	0	1	3	0	176
DAILY AVG			3.27	0.29	0.02	0	0.02	0.06	0	3.67



MERCURY
TRAFFIC RESEARCH LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 7

(LANE 1 IS NEAR SIDE TO KERB)

Time		Vehicle Count							PCU TOTAL
		LANE 1							
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30	- 07:35	2	0	1	0	0	0	0	3.5
07:35	- 07:40	3	0	0	0	2	0	0	7
07:40	- 07:45	3	3	0	0	0	0	0	6
07:45	- 07:50	4	0	0	0	0	0	0	4
07:50	- 07:55	4	1	0	0	2	0	0	9
07:55	- 08:00	4	2	0	0	1	0	0	8
08:00	- 08:05	7	0	0	0	1	0	0	9
08:05	- 08:10	5	2	0	0	0	0	0	7
08:10	- 08:15	9	0	0	0	0	0	0	9
08:15	- 08:20	11	0	0	0	0	0	0	11
08:20	- 08:25	12	1	0	0	1	0	0	15
08:25	- 08:30	12	1	0	0	1	0	0	15
08:30	- 08:35	12	2	0	0	0	0	0	14
08:35	- 08:40	15	0	0	0	0	0	0	15
08:40	- 08:45	9	1	0	0	0	0	0	10
08:45	- 08:50	15	0	0	0	1	0	0	17
08:50	- 08:55	12	3	0	0	0	0	0	15
08:55	- 09:00	12	0	1	0	2	0	0	17.5
09:00	- 09:05	12	1	0	0	1	0	0	15
09:05	- 09:10	12	0	0	0	2	0	0	16
09:10	- 09:15	12	0	0	0	0	0	0	12
09:15	- 09:20	2	0	1	0	3	0	0	9.5
09:20	- 09:25	4	0	0	0	0	0	0	4
09:25	- 09:30	7	1	0	0	1	0	0	10
PERIOD TOTAL		200	18	3	0	18	0	0	259
PERIOD AVG		8.33	0.75	0.13	0	0.75	0	0	10.8
16:30	- 16:35	7	2	0	0	0	0	0	9
16:35	- 16:40	10	0	0	0	0	0	0	10
16:40	- 16:45	4	0	0	0	2	0	0	8
16:45	- 16:50	7	2	0	0	0	0	0	9
16:50	- 16:55	12	3	0	0	1	0	0	17
16:55	- 17:00	6	1	0	0	0	0	0	7
17:00	- 17:05	12	0	0	0	0	0	0	12
17:05	- 17:10	10	1	0	0	0	0	0	11
17:10	- 17:15	6	1	0	0	0	0	0	7
17:15	- 17:20	9	0	0	0	0	0	0	9
17:20	- 17:25	5	1	0	0	0	0	0	6
17:25	- 17:30	6	0	0	0	0	0	0	6
17:30	- 17:35	3	1	0	0	0	0	0	4
17:35	- 17:40	5	2	0	0	0	0	0	7
17:40	- 17:45	3	3	0	0	0	0	0	6
17:45	- 17:50	10	0	0	0	0	0	0	10
17:50	- 17:55	13	0	0	0	1	0	0	15
17:55	- 18:00	4	1	0	0	0	0	0	5
18:00	- 18:05	6	0	0	0	0	0	0	6
18:05	- 18:10	7	1	0	0	0	0	0	8
18:10	- 18:15	5	1	0	0	0	0	0	6
18:15	- 18:20	6	0	0	0	0	0	0	6
18:20	- 18:25	6	0	0	0	0	0	0	6
18:25	- 18:30	4	0	0	0	0	0	0	4
PERIOD TOTAL		166	20	0	0	4	0	0	194
PERIOD AVG		6.92	0.83	0	0	0.17	0	0	8.08
DAILY TOTAL		366	38	3	0	22	0	0	453
DAILY AVG		7.63	0.79	0.06	0	0.46	0	0	9.43



CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 7

(LANE 1 IS NEARSIDE TO KERB)

Time		Vehicle Count								PCU TOTAL	Vehicle Count								PCU TOTAL
		LANE 1									LANE 2								
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	CARS		LGV	OGV1	OGV2	PSV	M/C	B/C			
07:30	- 07:35	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2		
07:35	- 07:40	3	1	1	0	0	0	0	5.5	2	1	1	0	0	0	0	4.5		
07:40	- 07:45	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3		
07:45	- 07:50	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1		
07:50	- 07:55	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1		
07:55	- 08:00	0	3	0	0	0	0	0	3	1	0	0	0	0	0	0	1		
08:00	- 08:05	2	2	0	0	0	0	0	4	1	1	0	0	0	0	0	2		
08:05	- 08:10	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2		
08:10	- 08:15	7	0	0	1	0	0	0	9.5	5	0	0	0	0	0	0	5		
08:15	- 08:20	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3		
08:20	- 08:25	6	1	0	0	0	0	0	7	1	0	0	0	0	0	0	1		
08:25	- 08:30	7	4	0	0	0	0	0	11	1	1	0	0	1	0	0	4		
08:30	- 08:35	9	4	0	0	0	0	0	13	6	0	0	0	0	0	0	6		
08:35	- 08:40	12	0	1	0	1	0	0	15.5	5	1	0	0	0	0	0	6		
08:40	- 08:45	12	1	1	0	0	0	0	14.5	5	0	0	0	0	0	0	5		
08:45	- 08:50	12	3	0	0	0	0	0	15	6	0	0	0	0	0	0	6		
08:50	- 08:55	12	1	0	0	0	0	0	13	3	0	0	0	0	0	0	3		
08:55	- 09:00	10	2	0	0	0	0	0	12	3	1	0	0	0	0	0	4		
09:00	- 09:05	5	0	0	0	0	0	0	5	0	2	0	0	0	0	0	2		
09:05	- 09:10	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2		
09:10	- 09:15	11	1	0	0	0	0	0	12	2	0	0	0	0	0	0	2		
09:15	- 09:20	10	3	0	0	0	0	0	13	4	0	0	0	0	0	0	4		
09:20	- 09:25	9	0	0	0	0	0	0	9	0	1	0	0	0	0	0	1		
09:25	- 09:30	4	0	0	0	0	0	0	4	1	1	0	0	0	0	0	2		
PERIOD TOTAL		159	27	3	1	1	0	0	195	60	9	1	0	1	0	0	72.5		
PERIOD AVG		6.63	1.13	0.13	0.04	0.04	0	0	8.125	2.5	0.38	0.04	0	0.04	0	0	3.02		
16:30	- 16:35	6	0	0	0	0	0	0	6	3	1	0	0	0	0	0	4		
16:35	- 16:40	7	1	0	0	0	0	0	8	1	0	0	0	0	0	0	1		
16:40	- 16:45	4	2	0	0	0	0	0	6	3	0	0	0	0	0	0	3		
16:45	- 16:50	6	1	0	0	0	0	0	7	4	0	0	0	0	0	0	4		
16:50	- 16:55	12	2	0	0	0	0	0	14	6	0	0	0	0	0	0	6		
16:55	- 17:00	9	1	0	0	0	0	0	10	6	0	0	0	0	0	0	6		
17:00	- 17:05	10	1	0	0	0	0	0	11	3	0	0	0	0	0	0	3		
17:05	- 17:10	6	0	0	0	0	0	0	6	5	0	0	0	0	0	0	5		
17:10	- 17:15	4	3	0	0	0	0	0	7	9	0	0	0	0	0	0	9		
17:15	- 17:20	10	1	0	0	0	0	0	11	9	0	0	0	0	0	0	9		
17:20	- 17:25	8	0	0	0	0	0	0	8	4	0	0	0	0	0	0	4		
17:25	- 17:30	7	0	0	0	0	0	0	7	1	1	0	0	0	0	0	2		
17:30	- 17:35	7	2	0	0	0	0	0	9	6	0	0	0	0	0	0	6		
17:35	- 17:40	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2		
17:40	- 17:45	12	0	0	0	0	0	0	12	3	0	0	0	0	0	0	3		
17:45	- 17:50	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	3		
17:50	- 17:55	7	0	0	0	0	0	0	7	6	0	0	0	0	0	0	6		
17:55	- 18:00	6	0	0	0	0	0	0	6	7	0	0	0	0	0	0	7		
18:00	- 18:05	11	1	0	0	0	0	0	12	1	2	0	0	0	0	0	3		
18:05	- 18:10	11	0	0	0	0	0	0	11	11	1	0	0	0	0	0	12		
18:10	- 18:15	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3		
18:15	- 18:20	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0		
18:20	- 18:25	5	1	0	0	0	0	0	6	1	0	0	0	0	0	0	1		
18:25	- 18:30	6	0	0	0	0	0	0	6	3	1	0	0	0	0	0	4		
PERIOD TOTAL		177	16	0	0	0	0	0	193	100	6	0	0	0	0	0	106		
PERIOD AVG		7.38	0.67	0	0	0	0	0	8.042	4.17	0.25	0	0	0	0	0	4.42		
DAILY TOTAL		336	43	3	1	1	0	0	388	160	15	1	0	1	0	0	179		
DAILY AVG		7	0.9	0.06	0.02	0.02	0	0	8.083	3.33	0.31	0.02	0	0.02	0	0	3.72		



MERCURY
TRAFFIC SOLUTIONS

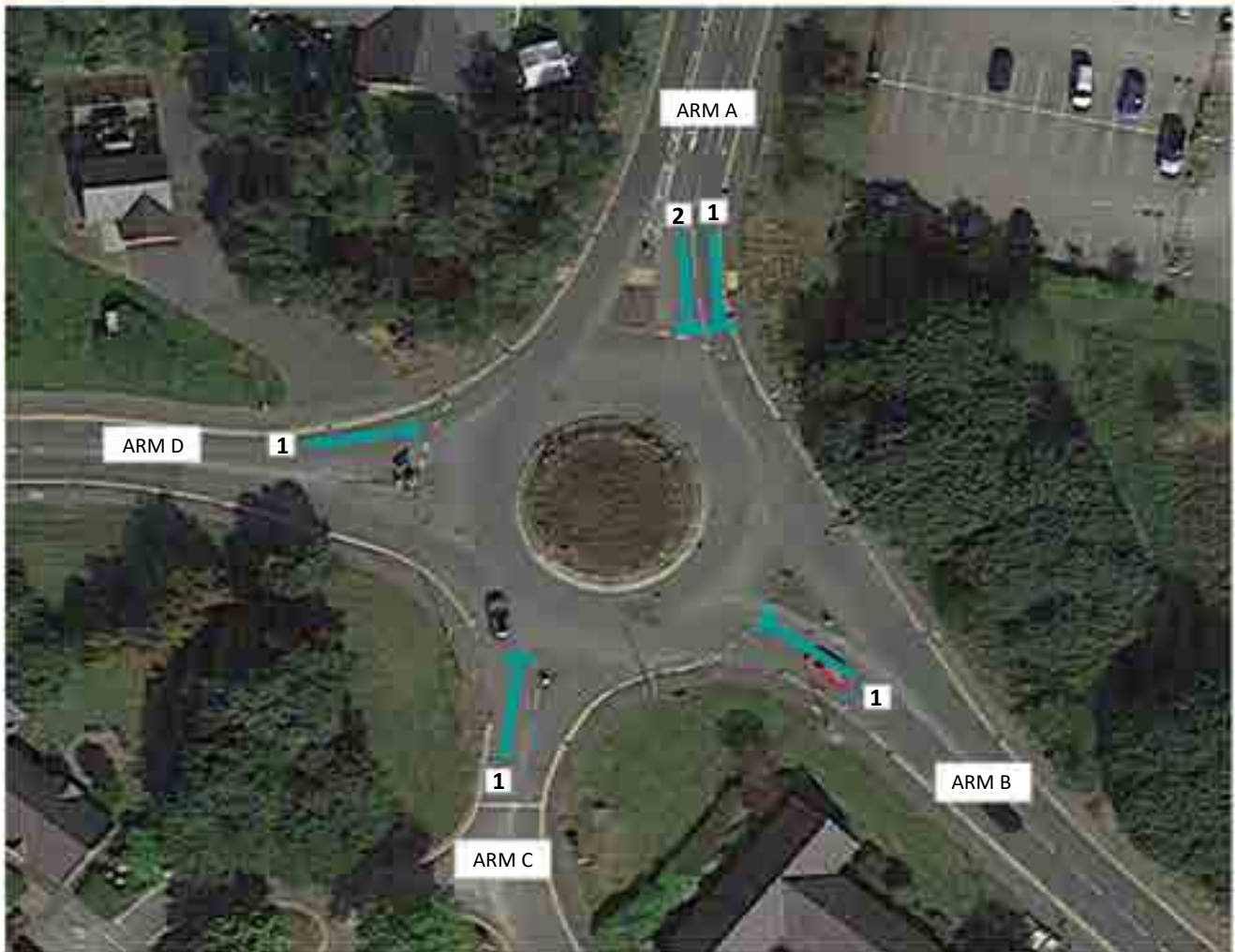
CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 8 - SITE PLAN





MERCURY
TRAFFIC ENGINEERING LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 8

(LANE 1 IS NEARSIDE TO KERB)

Time		Vehicle Count								PCU TOTAL	Vehicle Count							PCU TOTAL
		LANE 1							LANE 2									
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	CARS		LGV	OGV1	OGV2	PSV	M/C	B/C		
07:30	- 07:35	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	
07:35	- 07:40	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
07:40	- 07:45	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	
07:45	- 07:50	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	
07:50	- 07:55	2	2	0	0	0	0	0	4	1	0	0	0	0	0	0	1	
07:55	- 08:00	5	1	0	0	0	0	0	6	1	0	0	0	0	0	0	1	
08:00	- 08:05	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1	
08:05	- 08:10	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	
08:10	- 08:15	3	1	0	0	0	0	0	4	3	0	0	0	0	0	0	3	
08:15	- 08:20	10	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1	
08:20	- 08:25	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4	
08:25	- 08:30	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	
08:30	- 08:35	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2	
08:35	- 08:40	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	
08:40	- 08:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	
08:45	- 08:50	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	
08:50	- 08:55	3	0	0	0	0	0	0	3	1	1	0	0	0	0	0	2	
08:55	- 09:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	
09:00	- 09:05	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3	
09:05	- 09:10	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2	
09:10	- 09:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
09:15	- 09:20	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	
09:20	- 09:25	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
09:25	- 09:30	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	
PERIOD TOTAL		74	6	0	0	0	0	0	80	38	1	0	0	0	0	0	39	
PERIOD AVG		3.08	0.25	0	0	0	0	0	3.33	1.58	0.04	0	0	0	0	0	1.63	
16:30	- 16:35	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
16:35	- 16:40	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
16:40	- 16:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
16:45	- 16:50	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
16:50	- 16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:55	- 17:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	
17:00	- 17:05	0	2	0	0	0	0	0	2	1	0	0	0	0	0	0	1	
17:05	- 17:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:10	- 17:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
17:15	- 17:20	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	
17:20	- 17:25	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	
17:25	- 17:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	
17:30	- 17:35	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	
17:35	- 17:40	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
17:40	- 17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
17:45	- 17:50	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	
17:50	- 17:55	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
17:55	- 18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
18:00	- 18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:05	- 18:10	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	
18:10	- 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:15	- 18:20	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
18:20	- 18:25	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
18:25	- 18:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	
PERIOD TOTAL		23	2	0	0	0	0	0	25	15	1	0	0	0	0	0	16	
PERIOD AVG		0.96	0.08	0	0	0	0	0	1.04	0.63	0.04	0	0	0	0	0	0.67	
DAILY TOTAL		97	8	0	0	0	0	0	105	53	2	0	0	0	0	0	55	
DAILY AVG		2.02	0.17	0	0	0	0	0	2.19	1.1	0.04	0	0	0	0	0	1.15	



MERCURY
TRAFFIC RESEARCH LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 8

(LANE 1 IS NEARSIDE TO KERB)

Time		Vehicle Count							PCU TOTAL
		LANE 1							
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30	- 07:35	2	0	0	0	0	0	0	2
07:35	- 07:40	2	0	0	0	0	0	0	2
07:40	- 07:45	0	1	0	0	0	0	0	1
07:45	- 07:50	1	0	0	0	0	0	0	1
07:50	- 07:55	2	0	0	0	0	0	0	2
07:55	- 08:00	3	0	0	0	0	0	0	3
08:00	- 08:05	5	0	0	0	0	0	0	5
08:05	- 08:10	8	0	0	0	1	0	0	10
08:10	- 08:15	1	1	0	0	0	0	0	2
08:15	- 08:20	1	0	0	0	0	0	0	1
08:20	- 08:25	1	0	0	1	0	0	0	3.5
08:25	- 08:30	6	1	0	0	0	0	0	7
08:30	- 08:35	1	0	0	0	0	0	0	1
08:35	- 08:40	1	0	0	0	0	0	0	1
08:40	- 08:45	1	0	0	0	0	0	0	1
08:45	- 08:50	1	0	0	0	1	0	0	3
08:50	- 08:55	2	0	0	0	0	0	0	2
08:55	- 09:00	1	1	0	0	1	0	0	4
09:00	- 09:05	1	0	0	0	0	0	0	1
09:05	- 09:10	3	1	0	0	0	0	0	4
09:10	- 09:15	2	0	0	0	0	0	0	2
09:15	- 09:20	1	0	0	0	1	0	0	3
09:20	- 09:25	1	0	0	0	0	0	0	1
09:25	- 09:30	1	0	0	0	1	0	0	3
PERIOD TOTAL		48	5	0	1	5	0	0	65.5
PERIOD AVG		2	0.21	0	0.04	0.21	0	0	2.73
16:30	- 16:35	4	0	0	0	0	0	0	4
16:35	- 16:40	2	0	0	0	0	0	0	2
16:40	- 16:45	8	0	0	0	0	0	0	8
16:45	- 16:50	11	1	0	0	0	0	0	12
16:50	- 16:55	13	0	0	0	0	0	0	13
16:55	- 17:00	13	0	0	0	0	0	0	13
17:00	- 17:05	2	0	0	0	0	0	0	2
17:05	- 17:10	13	2	0	0	0	0	0	15
17:10	- 17:15	13	0	0	0	1	0	0	15
17:15	- 17:20	13	1	0	0	0	0	0	14
17:20	- 17:25	4	1	0	0	0	0	0	5
17:25	- 17:30	9	0	0	0	0	0	0	9
17:30	- 17:35	6	1	0	0	0	0	0	7
17:35	- 17:40	1	1	0	0	0	0	0	2
17:40	- 17:45	4	0	0	0	0	0	0	4
17:45	- 17:50	4	0	0	0	0	0	0	4
17:50	- 17:55	5	0	0	0	0	0	0	5
17:55	- 18:00	2	0	0	0	0	0	0	2
18:00	- 18:05	1	0	0	0	1	0	0	3
18:05	- 18:10	1	1	0	0	0	0	0	2
18:10	- 18:15	2	0	0	0	0	0	0	2
18:15	- 18:20	1	0	0	0	0	0	0	1
18:20	- 18:25	1	1	0	0	0	0	0	2
18:25	- 18:30	3	0	0	0	0	0	0	3
PERIOD TOTAL		136	9	0	0	2	0	0	149
PERIOD AVG		5.67	0.38	0	0	0.08	0	0	6.21
DAILY TOTAL		184	14	0	1	7	0	0	215
DAILY AVG		3.83	0.29	0	0.02	0.15	0	0	4.47



CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 8

(LANE 1 IS NEAR SIDE TO KERB)

Time			Vehicle Count						PCU TOTAL	
			LANE 1							
			CARS	LGV	OGV1	OGV2	PSV	M/C		B/C
07:30	-	07:35	0	0	0	0	0	0	0	0
07:35	-	07:40	0	0	0	0	0	0	0	0
07:40	-	07:45	0	0	0	0	0	0	0	0
07:45	-	07:50	0	0	0	0	0	0	0	0
07:50	-	07:55	0	0	0	0	0	0	0	0
07:55	-	08:00	0	1	0	0	0	0	0	1
08:00	-	08:05	0	0	0	0	0	0	0	0
08:05	-	08:10	1	0	0	0	0	0	0	1
08:10	-	08:15	0	1	0	0	0	0	0	1
08:15	-	08:20	1	0	0	0	0	0	0	1
08:20	-	08:25	0	0	0	0	0	0	0	0
08:25	-	08:30	0	0	0	0	0	0	0	0
08:30	-	08:35	0	0	0	0	0	0	0	0
08:35	-	08:40	0	0	0	0	0	0	0	0
08:40	-	08:45	0	1	0	0	0	0	0	1
08:45	-	08:50	0	1	0	0	0	0	0	1
08:50	-	08:55	0	1	0	0	0	0	0	1
08:55	-	09:00	0	0	0	0	0	0	0	0
09:00	-	09:05	0	0	0	0	0	0	0	0
09:05	-	09:10	0	0	0	0	0	0	0	0
09:10	-	09:15	0	0	0	0	0	0	0	0
09:15	-	09:20	1	0	0	0	0	0	0	1
09:20	-	09:25	0	0	0	0	0	0	0	0
09:25	-	09:30	1	0	0	0	0	0	0	1
PERIOD TOTAL			4	5	0	0	0	0	0	9
PERIOD AVG			0.17	0.21	0	0	0	0	0	0.38
16:30	-	16:35	1	0	0	0	0	0	0	1
16:35	-	16:40	1	0	0	0	0	0	0	1
16:40	-	16:45	1	0	0	0	0	0	0	1
16:45	-	16:50	1	0	0	0	0	0	0	1
16:50	-	16:55	1	0	0	0	0	0	0	1
16:55	-	17:00	1	0	0	0	0	0	0	1
17:00	-	17:05	2	0	0	0	0	0	0	2
17:05	-	17:10	0	1	0	0	0	0	0	1
17:10	-	17:15	1	0	0	0	0	0	0	1
17:15	-	17:20	1	0	0	0	0	0	0	1
17:20	-	17:25	0	0	0	0	0	0	0	0
17:25	-	17:30	1	0	0	0	0	0	0	1
17:30	-	17:35	0	0	0	0	0	0	0	0
17:35	-	17:40	1	0	0	0	0	0	0	1
17:40	-	17:45	1	0	0	0	0	0	0	1
17:45	-	17:50	1	0	0	0	0	0	0	1
17:50	-	17:55	0	0	0	0	0	0	0	0
17:55	-	18:00	2	0	0	0	0	0	0	2
18:00	-	18:05	1	0	0	0	0	0	0	1
18:05	-	18:10	1	0	0	0	0	0	0	1
18:10	-	18:15	0	0	0	0	0	0	0	0
18:15	-	18:20	1	0	0	0	0	0	0	1
18:20	-	18:25	0	0	0	0	0	0	0	0
18:25	-	18:30	0	0	0	0	0	0	0	0
PERIOD TOTAL			19	1	0	0	0	0	0	20
PERIOD AVG			0.79	0.04	0	0	0	0	0	0.83
DAILY TOTAL			23	6	0	0	0	0	0	29
DAILY AVG			0.48	0.13	0	0	0	0	0	0.6



MERCURY
TRAFFIC RESEARCH LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 8

(LANE 1 IS NEARSIDE TO KERB)

Time		Vehicle Count							PCU TOTAL
		LANE 1							
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30	- 07:35	0	0	0	0	0	0	0	0
07:35	- 07:40	1	0	0	0	0	0	0	1
07:40	- 07:45	0	0	0	0	0	0	0	0
07:45	- 07:50	0	0	0	0	0	0	0	0
07:50	- 07:55	2	0	0	0	0	0	0	2
07:55	- 08:00	1	0	0	0	0	0	0	1
08:00	- 08:05	3	0	0	0	0	0	0	3
08:05	- 08:10	2	0	0	0	0	0	0	2
08:10	- 08:15	0	0	0	0	0	0	0	0
08:15	- 08:20	2	0	0	0	0	0	0	2
08:20	- 08:25	0	0	0	0	0	0	0	0
08:25	- 08:30	0	0	0	0	0	0	0	0
08:30	- 08:35	0	0	0	0	0	0	0	0
08:35	- 08:40	4	0	0	0	0	0	0	4
08:40	- 08:45	2	1	0	0	0	0	0	3
08:45	- 08:50	0	0	0	0	0	0	0	0
08:50	- 08:55	0	0	0	0	0	0	0	0
08:55	- 09:00	0	0	0	0	0	0	0	0
09:00	- 09:05	0	0	0	0	0	0	0	0
09:05	- 09:10	3	0	0	0	0	0	0	3
09:10	- 09:15	1	0	0	0	0	0	0	1
09:15	- 09:20	0	0	0	0	0	0	0	0
09:20	- 09:25	1	0	0	0	0	0	0	1
09:25	- 09:30	4	0	0	0	0	0	0	4
PERIOD TOTAL		26	1	0	0	0	0	0	27
PERIOD AVG		1.08	0.04	0	0	0	0	0	1.13
16:30	- 16:35	4	0	0	0	0	0	0	4
16:35	- 16:40	6	1	0	0	0	0	0	7
16:40	- 16:45	5	0	0	0	0	0	0	5
16:45	- 16:50	6	1	0	0	0	0	0	7
16:50	- 16:55	8	1	0	0	0	0	0	9
16:55	- 17:00	9	0	0	0	0	0	0	9
17:00	- 17:05	4	0	0	0	0	0	0	4
17:05	- 17:10	11	0	0	0	0	0	0	11
17:10	- 17:15	11	0	0	0	0	0	0	11
17:15	- 17:20	11	2	0	0	0	0	0	13
17:20	- 17:25	6	1	0	0	0	0	0	7
17:25	- 17:30	2	0	0	0	0	0	0	2
17:30	- 17:35	7	2	0	0	0	0	0	9
17:35	- 17:40	2	0	0	0	0	0	0	2
17:40	- 17:45	2	0	0	0	0	0	0	2
17:45	- 17:50	1	0	0	0	0	0	0	1
17:50	- 17:55	3	0	0	0	0	0	0	3
17:55	- 18:00	1	0	0	0	0	0	0	1
18:00	- 18:05	3	0	0	0	0	0	0	3
18:05	- 18:10	2	0	0	0	0	0	0	2
18:10	- 18:15	2	0	0	0	0	0	0	2
18:15	- 18:20	1	0	0	0	0	0	0	1
18:20	- 18:25	2	0	0	0	0	0	0	2
18:25	- 18:30	0	0	0	0	0	0	0	0
PERIOD TOTAL		109	8	0	0	0	0	0	117
PERIOD AVG		4.54	0.33	0	0	0	0	0	4.88
DAILY TOTAL		135	9	0	0	0	0	0	144
DAILY AVG		2.81	0.19	0	0	0	0	0	3



MERCURY
TRAFFIC SOLUTIONS

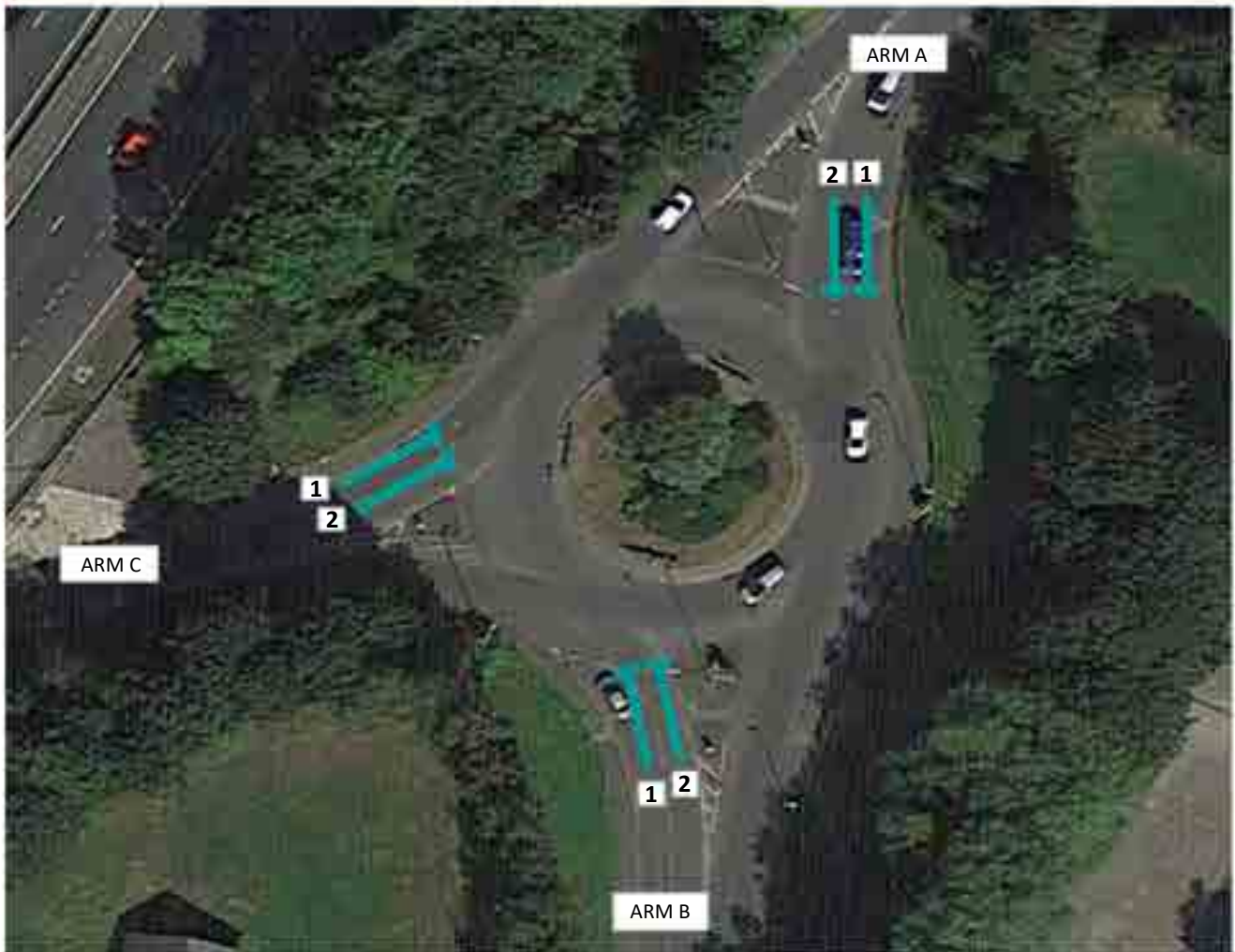
CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 9 - SITE PLAN





MERCURY
TRAFFIC ENGINEERING LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 9

(LANE 1 IS NEARSIDE TO KERB)

Time		Vehicle Count								PCU TOTAL	Vehicle Count								PCU TOTAL
		LANE 1									LANE 2								
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	CARS		LGV	OGV1	OGV2	PSV	M/C	B/C			
07:30	- 07:35	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0		
07:35	- 07:40	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1		
07:40	- 07:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0		
07:45	- 07:50	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1		
07:50	- 07:55	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0		
07:55	- 08:00	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1		
08:00	- 08:05	6	0	0	1	0	0	0	8.5	1	0	0	0	1	0	0	3		
08:05	- 08:10	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1		
08:10	- 08:15	6	0	0	0	0	0	0	6	1	1	0	0	0	0	0	2		
08:15	- 08:20	5	0	0	0	0	0	0	5	1	1	0	0	0	0	0	2		
08:20	- 08:25	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2		
08:25	- 08:30	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1		
08:30	- 08:35	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2		
08:35	- 08:40	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1		
08:40	- 08:45	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1		
08:45	- 08:50	6	0	0	0	1	0	0	8	1	1	0	0	0	0	0	2		
08:50	- 08:55	5	1	0	0	0	0	0	6	2	0	0	0	0	0	0	2		
08:55	- 09:00	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2		
09:00	- 09:05	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1		
09:05	- 09:10	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	3		
09:10	- 09:15	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2		
09:15	- 09:20	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0		
09:20	- 09:25	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2		
09:25	- 09:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2		
PERIOD TOTAL		105	2	0	1	1	0	0	112	29	3	0	0	1	0	0	34		
PERIOD AVG		4.38	0.08	0	0.04	0.04	0	0	4.65	1.21	0.13	0	0	0.04	0	0	1.42		
16:30	- 16:35	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2		
16:35	- 16:40	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2		
16:40	- 16:45	0	0	0	0	1	0	0	2	2	0	0	0	0	0	0	2		
16:45	- 16:50	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2		
16:50	- 16:55	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6		
16:55	- 17:00	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3		
17:00	- 17:05	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
17:05	- 17:10	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2		
17:10	- 17:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
17:15	- 17:20	3	0	0	0	1	0	0	5	4	0	0	0	0	0	0	4		
17:20	- 17:25	1	0	0	0	0	0	0	1	8	0	0	0	0	0	0	8		
17:25	- 17:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2		
17:30	- 17:35	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2		
17:35	- 17:40	2	0	0	0	0	0	0	2	3	1	0	0	0	0	0	4		
17:40	- 17:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1		
17:45	- 17:50	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1		
17:50	- 17:55	0	1	0	0	0	0	0	1	3	0	0	0	0	0	0	3		
17:55	- 18:00	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4		
18:00	- 18:05	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
18:05	- 18:10	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2		
18:10	- 18:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1		
18:15	- 18:20	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	5		
18:20	- 18:25	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1		
18:25	- 18:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
PERIOD TOTAL		24	1	0	0	2	0	0	29	55	4	0	0	1	0	0	61		
PERIOD AVG		1	0.04	0	0	0.08	0	0	1.21	2.29	0.17	0	0	0.04	0	0	2.54		
DAILY TOTAL		129	3	0	1	3	0	0	141	84	7	0	0	2	0	0	95		
DAILY AVG		2.69	0.06	0	0.02	0.06	0	0	2.93	1.75	0.15	0	0	0.04	0	0	1.98		



CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 9

(LANE 1 IS NEARSIDE TO KERB)

Time			Vehicle Count							PCU TOTAL	Vehicle Count							PCU TOTAL
			LANE 1								LANE 2							
			CARS	LGV	OGV1	OGV2	PSV	M/C	B/C		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30	-	07:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:35	-	07:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:40	-	07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45	-	07:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:50	-	07:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:55	-	08:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
08:00	-	08:05	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
08:05	-	08:10	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
08:10	-	08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
08:15	-	08:20	0	0	1	0	0	0	0	1.5	0	0	0	0	0	0	0	
08:20	-	08:25	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
08:25	-	08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
08:30	-	08:35	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
08:35	-	08:40	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	
08:40	-	08:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
08:45	-	08:50	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	
08:50	-	08:55	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1	
08:55	-	09:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
09:00	-	09:05	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	
09:05	-	09:10	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
09:10	-	09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
09:15	-	09:20	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	
09:20	-	09:25	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	
09:25	-	09:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
PERIOD TOTAL			2	2	1	0	0	0	0	5.5	21	6	0	0	0	0	0	27
PERIOD AVG			0.08	0.08	0.04	0	0	0	0	0.23	0.88	0.25	0	0	0	0	0	1.13
16:30	-	16:35	1	0	0	0	0	0	0	1	4	0	0	0	0	0	4	
16:35	-	16:40	5	0	0	0	0	0	0	5	12	1	0	0	0	0	13	
16:40	-	16:45	2	0	0	0	0	0	0	2	12	1	0	0	0	0	13	
16:45	-	16:50	5	0	0	0	0	0	0	5	7	0	0	0	0	0	7	
16:50	-	16:55	4	0	0	0	0	0	0	4	12	0	0	0	0	0	12	
16:55	-	17:00	5	0	0	0	0	0	0	5	7	0	0	0	0	0	7	
17:00	-	17:05	5	0	0	0	0	0	0	5	12	1	0	0	0	0	13	
17:05	-	17:10	2	0	0	0	0	0	0	2	12	0	0	0	0	0	12	
17:10	-	17:15	5	0	0	0	0	0	0	5	12	0	0	0	0	0	12	
17:15	-	17:20	4	0	0	0	0	0	0	4	12	0	0	0	0	0	12	
17:20	-	17:25	5	0	0	0	0	0	0	5	7	0	0	0	0	0	7	
17:25	-	17:30	1	0	0	0	1	0	0	3	12	0	0	0	0	0	12	
17:30	-	17:35	2	0	0	0	1	0	0	4	8	3	0	0	0	0	11	
17:35	-	17:40	1	0	0	0	0	0	0	1	8	0	0	0	0	0	8	
17:40	-	17:45	2	0	0	0	0	0	0	2	8	0	0	0	0	0	8	
17:45	-	17:50	0	0	0	0	1	0	0	2	3	0	0	0	0	0	3	
17:50	-	17:55	2	0	0	0	0	0	0	2	2	0	0	0	1	0	4	
17:55	-	18:00	2	0	0	0	0	0	0	2	4	0	0	0	0	0	4	
18:00	-	18:05	2	1	0	0	0	0	0	3	4	0	0	0	0	0	4	
18:05	-	18:10	3	0	0	0	0	0	0	3	5	1	0	0	0	0	6	
18:10	-	18:15	1	0	0	0	0	0	0	1	6	0	0	0	0	0	6	
18:15	-	18:20	0	1	0	0	0	0	0	1	2	1	0	0	0	0	3	
18:20	-	18:25	4	0	0	0	0	0	0	4	3	0	0	0	0	0	3	
18:25	-	18:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	3	
PERIOD TOTAL			64	2	0	0	3	0	0	72	177	8	0	0	1	0	0	187
PERIOD AVG			2.67	0.08	0	0	0.13	0	0	3	7.38	0.33	0	0	0.04	0	0	7.79
DAILY TOTAL			66	4	1	0	3	0	0	77.5	198	14	0	0	1	0	0	214
DAILY AVG			1.38	0.08	0.02	0	0.06	0	0	1.61	4.13	0.29	0	0	0.02	0	0	4.46



MERCURY
TRAFFIC BUREAU LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 9

(LANE 1 IS NEARSIDE TO KERB)

Time		Vehicle Count								PCU TOTAL	Vehicle Count								PCU TOTAL
		LANE 1									LANE 2								
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	CARS		LGV	OGV1	OGV2	PSV	M/C	B/C			
07:30	- 07:35	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1		
07:35	- 07:40	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1		
07:40	- 07:45	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1		
07:45	- 07:50	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2		
07:50	- 07:55	4	1	0	0	0	0	0	5	2	0	0	0	0	0	0	2		
07:55	- 08:00	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2		
08:00	- 08:05	10	0	0	0	0	0	0	10	2	0	0	0	0	0	0	2		
08:05	- 08:10	10	0	0	0	0	0	0	10	5	0	0	0	0	0	0	5		
08:10	- 08:15	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4		
08:15	- 08:20	6	0	0	0	1	0	0	8	2	0	0	0	0	0	0	2		
08:20	- 08:25	9	0	0	0	0	0	0	9	3	0	0	0	0	0	0	3		
08:25	- 08:30	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5		
08:30	- 08:35	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2		
08:35	- 08:40	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3		
08:40	- 08:45	8	1	0	0	0	0	0	9	4	0	0	0	0	1	0	4.5		
08:45	- 08:50	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3		
08:50	- 08:55	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2		
08:55	- 09:00	0	1	0	0	0	0	0	1	3	0	0	0	0	0	0	3		
09:00	- 09:05	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1		
09:05	- 09:10	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1		
09:10	- 09:15	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2		
09:15	- 09:20	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1		
09:20	- 09:25	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1		
09:25	- 09:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
PERIOD TOTAL		95	4	0	0	1	0	0	101	54	0	0	0	0	1	0	54.5		
PERIOD AVG		3.96	0.17	0	0	0.04	0	0	4.21	2.25	0	0	0	0	0.04	0	2.27		
16:30	- 16:35	2	1	0	0	0	0	0	3	1	1	0	0	0	0	0	2		
16:35	- 16:40	5	1	0	0	0	0	0	6	2	0	0	0	0	0	0	2		
16:40	- 16:45	4	0	0	0	0	0	0	4	2	1	0	0	0	0	0	3		
16:45	- 16:50	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1		
16:50	- 16:55	10	0	0	0	0	0	0	10	3	0	0	0	0	0	0	3		
16:55	- 17:00	2	1	0	0	0	0	0	3	1	0	0	0	1	0	0	3		
17:00	- 17:05	9	1	0	0	0	0	0	10	1	0	0	0	0	0	0	1		
17:05	- 17:10	10	1	0	0	0	0	0	11	1	0	0	0	1	0	0	3		
17:10	- 17:15	10	1	0	0	0	0	0	11	10	0	0	0	0	0	0	10		
17:15	- 17:20	5	0	0	0	0	0	0	5	10	0	0	0	0	0	0	10		
17:20	- 17:25	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2		
17:25	- 17:30	7	1	0	0	0	0	0	8	4	0	0	0	1	0	0	6		
17:30	- 17:35	5	0	0	0	0	0	0	5	0	2	0	0	0	0	0	2		
17:35	- 17:40	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2		
17:40	- 17:45	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3		
17:45	- 17:50	3	1	0	0	0	0	0	4	3	0	0	0	0	0	0	3		
17:50	- 17:55	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
17:55	- 18:00	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1		
18:00	- 18:05	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1		
18:05	- 18:10	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1		
18:10	- 18:15	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2		
18:15	- 18:20	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2		
18:20	- 18:25	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2		
18:25	- 18:30	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	1		
PERIOD TOTAL		102	11	0	0	1	0	0	115	57	4	0	0	3	0	0	67		
PERIOD AVG		4.25	0.46	0	0	0.04	0	0	4.79	2.38	0.17	0	0	0.13	0	0	2.79		
DAILY TOTAL		197	15	0	0	2	0	0	216	111	4	0	0	3	1	0	122		
DAILY AVG		4.1	0.31	0	0	0.04	0	0	4.5	2.31	0.08	0	0	0.06	0.02	0	2.53		



MERCURY
TRAFFIC SOLUTIONS

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 10 - SITE PLAN





MERCURY
TRAFFIC BUREAU LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 10

(LANE 1 IS NEARSIDE TO KERB)

Time		Vehicle Count								PCU TOTAL	Vehicle Count							PCU TOTAL
		LANE 1							LANE 2									
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	CARS		LGV	OGV1	OGV2	PSV	M/C	B/C		
07:30	- 07:35	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	
07:35	- 07:40	13	4	0	0	0	0	0	17	0	0	0	0	0	0	0	0	
07:40	- 07:45	13	3	0	0	1	0	0	18	0	0	0	0	0	0	0	0	
07:45	- 07:50	13	4	0	0	0	0	0	17	0	0	0	0	0	0	0	0	
07:50	- 07:55	13	3	0	0	0	0	0	16	0	0	0	0	0	0	0	0	
07:55	- 08:00	13	1	0	0	1	0	0	16	0	0	0	0	0	0	0	0	
08:00	- 08:05	7	2	0	0	0	0	0	9	0	1	0	0	0	0	0	1	
08:05	- 08:10	9	1	0	0	1	0	0	12	0	0	0	0	0	0	0	0	
08:10	- 08:15	10	2	0	0	0	0	0	12	1	0	0	0	0	0	0	1	
08:15	- 08:20	13	2	0	0	0	0	0	15	0	0	0	0	0	0	0	0	
08:20	- 08:25	13	2	0	0	0	0	0	15	0	0	0	0	0	0	0	0	
08:25	- 08:30	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	
08:30	- 08:35	13	0	1	1	0	0	0	17	0	0	0	0	0	0	0	0	
08:35	- 08:40	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	
08:40	- 08:45	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	
08:45	- 08:50	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	
08:50	- 08:55	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
08:55	- 09:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	
09:00	- 09:05	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
09:05	- 09:10	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
09:10	- 09:15	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	
09:15	- 09:20	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
09:20	- 09:25	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	
09:25	- 09:30	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	
PERIOD TOTAL		193	27	1	1	3	0	0	230	5	1	0	0	0	0	0	6	
PERIOD AVG		8.04	1.13	0.04	0.04	0.13	0	0	9.58	0.21	0.04	0	0	0	0	0	0.25	
16:30	- 16:35	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
16:35	- 16:40	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	
16:40	- 16:45	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	
16:45	- 16:50	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
16:50	- 16:55	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
16:55	- 17:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
17:00	- 17:05	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
17:05	- 17:10	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
17:10	- 17:15	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1	
17:15	- 17:20	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
17:20	- 17:25	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	
17:25	- 17:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
17:30	- 17:35	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
17:35	- 17:40	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
17:40	- 17:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
17:45	- 17:50	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	
17:50	- 17:55	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
17:55	- 18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
18:00	- 18:05	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
18:05	- 18:10	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
18:10	- 18:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
18:15	- 18:20	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
18:20	- 18:25	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
18:25	- 18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
PERIOD TOTAL		58	7	0	0	0	0	0	65	2	0	0	0	0	0	0	2	
PERIOD AVG		2.42	0.29	0	0	0	0	0	2.71	0.08	0	0	0	0	0	0	0.08	
DAILY TOTAL		251	34	1	1	3	0	0	295	7	1	0	0	0	0	0	8	
DAILY AVG		5.23	0.71	0.02	0.02	0.06	0	0	6.15	0.15	0.02	0	0	0	0	0	0.17	



MERCURY
TRAFFIC ENGINEERING LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 10

(LANE 1 IS NEAR SIDE TO KERB)

Time		Vehicle Count							PCU TOTAL
		LANE 1							
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30	- 07:35	1	0	0	0	0	0	0	1
07:35	- 07:40	0	0	0	0	0	0	0	0
07:40	- 07:45	1	0	0	0	0	0	0	1
07:45	- 07:50	1	1	0	0	0	0	0	2
07:50	- 07:55	1	0	0	0	1	0	0	3
07:55	- 08:00	1	1	0	0	0	0	0	2
08:00	- 08:05	2	0	0	0	0	0	0	2
08:05	- 08:10	2	0	0	0	1	0	0	4
08:10	- 08:15	2	1	0	0	0	0	0	3
08:15	- 08:20	0	1	0	0	0	0	0	1
08:20	- 08:25	4	0	0	0	0	0	0	4
08:25	- 08:30	4	0	0	0	0	0	0	4
08:30	- 08:35	3	0	0	0	0	0	0	3
08:35	- 08:40	0	0	0	0	0	0	0	0
08:40	- 08:45	1	0	0	0	0	0	0	1
08:45	- 08:50	2	1	0	0	0	0	0	3
08:50	- 08:55	4	1	0	0	0	0	0	5
08:55	- 09:00	3	1	0	0	0	0	0	4
09:00	- 09:05	3	0	0	0	1	0	0	5
09:05	- 09:10	2	1	0	0	0	0	0	3
09:10	- 09:15	2	1	0	0	1	0	0	5
09:15	- 09:20	3	1	0	0	0	0	0	4
09:20	- 09:25	2	1	0	0	0	0	0	3
09:25	- 09:30	1	0	0	0	0	0	0	1
PERIOD TOTAL		45	11	0	0	4	0	0	64
PERIOD AVG		1.88	0.46	0	0	0.17	0	0	2.67
16:30	- 16:35	3	1	0	0	0	0	0	4
16:35	- 16:40	3	1	0	0	0	0	0	4
16:40	- 16:45	3	0	0	0	0	0	0	3
16:45	- 16:50	5	0	0	0	0	0	0	5
16:50	- 16:55	4	0	0	0	0	0	0	4
16:55	- 17:00	5	0	0	0	0	0	0	5
17:00	- 17:05	3	0	0	0	0	0	0	3
17:05	- 17:10	4	0	0	0	0	0	0	4
17:10	- 17:15	4	0	0	0	0	0	0	4
17:15	- 17:20	3	0	0	0	0	0	0	3
17:20	- 17:25	5	0	0	0	0	0	0	5
17:25	- 17:30	5	0	0	0	0	0	0	5
17:30	- 17:35	4	1	0	0	0	0	0	5
17:35	- 17:40	4	0	0	0	0	0	0	4
17:40	- 17:45	5	0	0	0	0	0	0	5
17:45	- 17:50	3	1	0	0	0	0	0	4
17:50	- 17:55	2	0	0	0	0	0	0	2
17:55	- 18:00	2	1	0	0	0	0	0	3
18:00	- 18:05	3	0	0	0	0	0	0	3
18:05	- 18:10	1	0	0	0	0	0	0	1
18:10	- 18:15	3	0	0	0	0	0	0	3
18:15	- 18:20	1	0	0	0	0	0	0	1
18:20	- 18:25	2	0	0	0	0	0	0	2
18:25	- 18:30	0	0	0	0	0	0	0	0
PERIOD TOTAL		77	5	0	0	0	0	0	82
PERIOD AVG		3.21	0.21	0	0	0	0	0	3.42
DAILY TOTAL		122	16	0	0	4	0	0	146
DAILY AVG		2.54	0.33	0	0	0.08	0	0	3.04



MERCURY
TRAFFIC SOLUTIONS

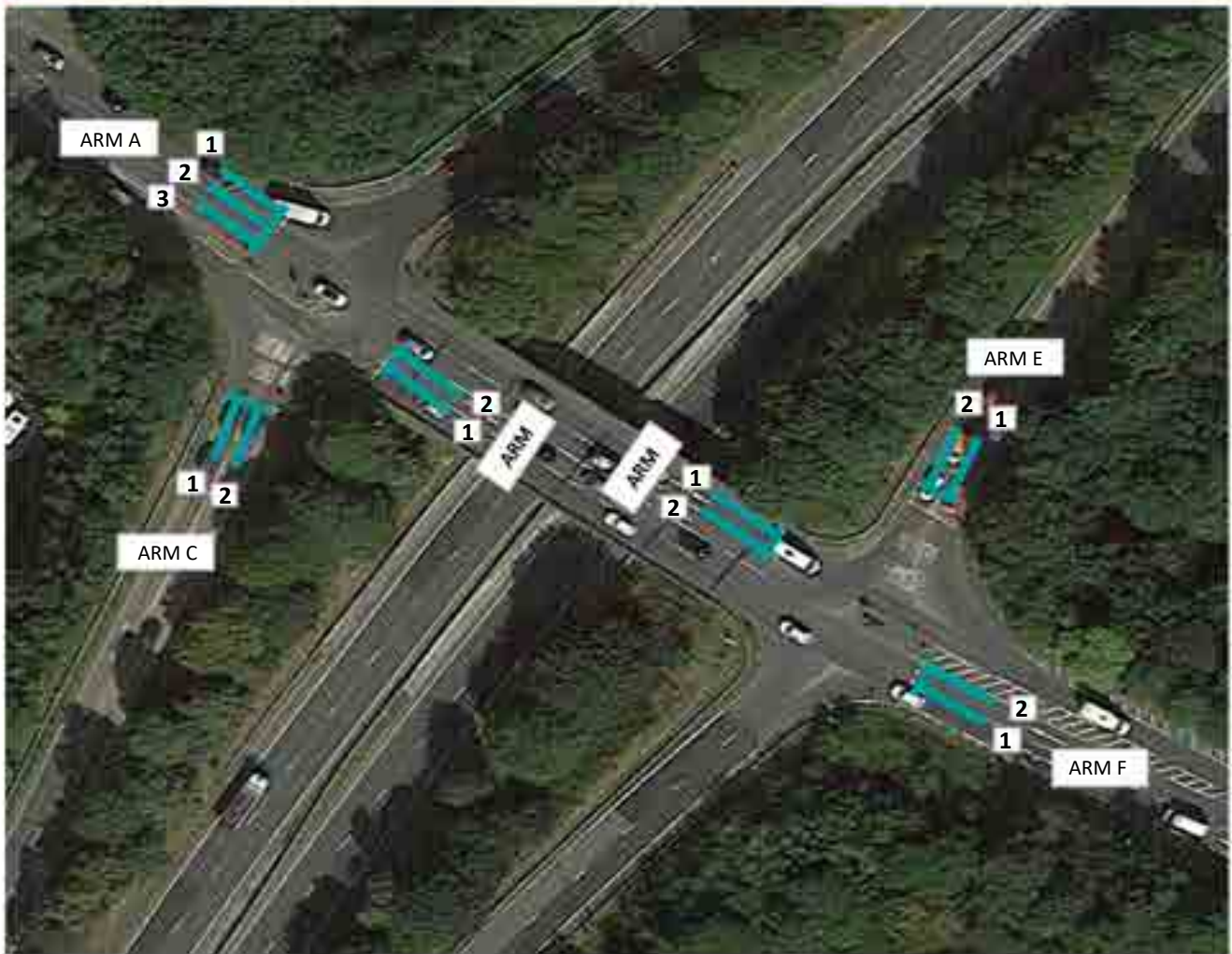
CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 11 - SITE PLAN





MERCURY
TRANSPORT & TRADING

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 11

(LANE 1 IS NEARSIDE TO KERB)

Time		Vehicle Count							PCU TOTAL	Vehicle Count							PCU TOTAL	Vehicle Count							PCU TOTAL
		LANE 1								LANE 2								LANE 3							
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30	- 07:35	12	0	0	0	0	0	0	12	12+	1	0	0	0	0	0	12	6	3	0	0	0	0	0	9
07:35	- 07:40	11	0	0	0	0	0	0	11	5	0	1	0	0	0	0	6.5	6	2	0	0	1	0	0	10
07:40	- 07:45	12+	1	0	1	0	0	0	12	6	0	0	0	0	0	0	6	7	0	0	0	1	0	0	9
07:45	- 07:50	12+	3	0	0	0	0	0	12	4	1	0	0	2	0	0	9	7	0	0	0	0	0	0	7
07:50	- 07:55	12+	1	0	0	0	0	0	12	12+	2	0	0	0	0	0	12	3	3	0	1	0	0	0	8.5
07:55	- 08:00	12+	1	1	0	0	0	0	12	7	0	0	0	1	0	0	9	2	3	1	0	0	0	0	6.5
08:00	- 08:05	12+	2	0	2	0	0	0	12	7	1	0	0	0	0	0	8	4	3	0	1	0	0	0	9.5
08:05	- 08:10	12+	1	0	0	1	0	0	12	7	1	0	0	0	0	0	8	5	3	1	0	0	0	0	9.5
08:10	- 08:15	12+	1	0	0	0	0	0	12	12+	1	0	0	0	0	0	12	5	1	0	1	0	0	0	8.5
08:15	- 08:20	12+	0	0	0	0	0	0	12	6	0	0	0	0	0	0	6	3	6	0	0	0	0	0	9
08:20	- 08:25	5	0	0	0	0	0	0	5	12+	0	0	0	0	0	0	12	9	1	0	0	0	0	0	10
08:25	- 08:30	5	3	0	0	0	0	0	8	12+	1	0	0	2	0	0	12	8	1	0	0	0	0	0	9
08:30	- 08:35	4	0	0	1	0	0	0	6.5	12+	1	0	0	0	0	0	12	5	1	0	0	0	0	0	6
08:35	- 08:40	2	2	0	0	0	0	0	4	12+	1	0	0	0	0	0	12	3	0	0	0	0	0	0	3
08:40	- 08:45	12+	1	0	0	0	0	0	12	5	2	0	0	0	0	0	7	2	2	0	0	0	0	0	4
08:45	- 08:50	6	1	0	0	0	0	0	7	12+	0	1	0	0	0	0	12	5	1	0	0	0	0	0	6
08:50	- 08:55	12+	2	0	0	0	0	0	12	12+	0	0	0	0	0	0	12	7	0	0	0	0	0	0	7
08:55	- 09:00	9	3	0	0	0	0	0	12	12+	1	0	0	1	0	0	12	6	0	0	0	0	0	0	6
09:00	- 09:05	12+	4	1	0	0	0	0	12	12+	1	0	0	0	0	0	12	1	0	0	0	0	0	0	1
09:05	- 09:10	12+	4	1	0	0	0	0	12	12+	1	0	0	0	0	0	12	3	0	0	3	0	0	0	10.5
09:10	- 09:15	6	1	0	0	0	0	0	7	5	1	0	0	0	0	0	6	4	1	0	0	0	0	0	5
09:15	- 09:20	12+	4	0	0	0	0	0	12	12+	1	0	0	0	0	0	12	6	4	1	0	0	0	0	11.5
09:20	- 09:25	8	1	0	0	0	0	0	9	7	1	0	0	0	0	0	8	0	2	0	0	0	0	0	2
09:25	- 09:30	8	1	0	0	0	0	0	9	5	3	0	0	0	0	0	8	5	3	0	0	0	0	0	8
PERIOD TOTAL		76	37	3	4	1	0	0	247	64	21	2	0	6	0	0	238	112	40	3	6	2	0	0	176
PERIOD AVG		6.91	1.54	0.13	0.17	0.04	0	0	10.3	5.82	0.88	0.08	0	0.25	0	0	9.9	4.67	1.67	0.13	0.25	0.08	0	0	7.31
16:30	- 16:35	12+	0	0	0	0	0	0	12	5	2	0	0	0	0	0	7	8	2	0	0	0	0	0	10
16:35	- 16:40	12+	0	1	0	0	0	0	12	8	0	0	0	0	0	0	8	4	2	0	0	0	0	0	6
16:40	- 16:45	8	0	0	0	0	0	0	8	3	1	0	0	0	0	0	4	3	1	0	0	0	0	0	4
16:45	- 16:50	9	1	0	0	0	0	0	10	3	1	0	0	0	0	0	4	4	1	0	0	0	0	0	5
16:50	- 16:55	9	2	0	0	0	0	0	11	12+	0	0	0	0	0	0	12	9	1	0	0	0	0	0	10
16:55	- 17:00	8	2	0	0	0	0	0	10	11	0	0	0	0	0	0	11	5	1	0	0	0	0	0	6
17:00	- 17:05	7	1	0	0	0	0	0	8	10	0	0	0	0	0	0	10	5	1	0	1	0	0	0	8.5
17:05	- 17:10	7	1	0	0	0	0	0	8	12+	1	0	0	1	0	0	12	7	1	0	0	0	0	0	8
17:10	- 17:15	12+	1	0	0	0	0	0	12	4	0	0	0	0	0	0	4	10+	2	0	1	0	0	0	10
17:15	- 17:20	5	1	0	0	0	0	0	6	12+	2	0	0	0	0	0	12	5	1	0	0	0	0	0	6
17:20	- 17:25	12+	2	0	0	0	0	0	12	7	2	0	0	0	1	0	9.5	4	2	0	0	0	0	0	6
17:25	- 17:30	12+	1	0	0	0	0	0	12	3	1	0	0	0	0	0	4	4	2	0	0	0	0	0	6
17:30	- 17:35	12+	2	0	0	0	0	0	12	4	3	0	0	0	0	0	7	6	0	0	0	0	0	0	6
17:35	- 17:40	9	1	0	0	0	0	0	10	6	0	0	0	0	0	0	6	5	0	0	0	0	0	0	5
17:40	- 17:45	4	0	0	0	0	0	0	4	12+	0	0	0	0	0	0	12	5	0	0	0	0	0	0	5
17:45	- 17:50	7	0	0	0	0	0	0	7	12+	1	0	0	0	0	0	12	5	1	0	0	0	0	0	6
17:50	- 17:55	12+	3	1	0	0	0	0	12	6	0	0	0	0	0	0	6	5	0	0	0	0	0	0	5
17:55	- 18:00	5	0	0	0	0	0	0	5	12+	0	0	1	0	0	0	12	3	0	0	0	1	0	0	5
18:00	- 18:05	4	0	0	0	0	0	0	4	12+	1	0	1	0	0	0	12	1	2	0	0	0	0	0	3
18:05	- 18:10	7	1	0	0	0	0	0	8	10	1	0	0	0	0	0	11	7	0	0	0	0	0	0	7
18:10	- 18:15	5	1	0	0	0	0	0	6	12+	1	0	0	0	0	0	12	6	0	0	0	0	0	0	6
18:15	- 18:20	3	2	0	0	0	0	0	5	7	0	0	0	0	0	0	7	4	1	0	0	0	0	0	5
18:20	- 18:25	4	0	0	0	0	0	0	4	11	0	0	0	0	0	0	11	9	0	0	0	0	0	0	9
18:25	- 18:30	6	0	0	0	0	0	0	6	13	1	0	0	0	0	1	14.5	4	0	0	0	0	0	0	4
PERIOD TOTAL		107	22	2	0	0	0	0	204	111	18	0	2	1	2	0	220	118	21	0	2	1	0	0	152
PERIOD AVG		6.29	0.92	0.08	0	0	0	0	8.5	6.94	0.75	0	0.08	0.04	0.08	0	9.17	5.13	0.88	0	0.08	0.04	0	0	6.31
DAILY TOTAL		183	59	5	4	1	0	0	451	175	39	2	2	7	2	0	458	230	61	3	8	3	0	0	327
DAILY AVG		6.6	1.23	0.1	0.08	0.02	0	0	9.39	6.38	0.81	0.04	0.04	0.15	0.04	0	9.53	4.9	1.27	0.06	0.17	0.06	0	0	6.81



MERCURY
TRAFFIC ENGINEERING LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 11

(LANE 1 IS NEARSIDE TO KERB)

Time		Vehicle Count								PCU TOTAL	Vehicle Count							PCU TOTAL
		LANE 1							LANE 2									
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	CARS		LGV	OGV1	OGV2	PSV	M/C	B/C		
07:30	- 07:35	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	5.5	
07:35	- 07:40	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	
07:40	- 07:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	
07:45	- 07:50	1	0	1	0	0	0	0	2.5	4	1	0	0	0	0	0	5	
07:50	- 07:55	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5.5	
07:55	- 08:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	
08:00	- 08:05	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	
08:05	- 08:10	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5	
08:10	- 08:15	3	0	0	0	0	0	0	3	6	1	0	0	0	0	0	7	
08:15	- 08:20	3	0	0	0	0	0	0	3	4	1	0	0	0	0	0	5	
08:20	- 08:25	1	1	0	0	0	0	0	2	4	1	0	0	0	0	0	5	
08:25	- 08:30	1	1	0	0	0	0	0	2	6	0	0	0	0	0	0	6	
08:30	- 08:35	1	1	0	0	0	0	0	2	4	1	0	0	0	0	0	5	
08:35	- 08:40	0	0	0	0	0	0	0	0	7	1	1	0	0	0	0	9.5	
08:40	- 08:45	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	
08:45	- 08:50	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	
08:50	- 08:55	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	
08:55	- 09:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	
09:00	- 09:05	0	0	0	0	0	0	0	0	6	0	0	1	0	0	0	8.5	
09:05	- 09:10	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	
09:10	- 09:15	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5.5	
09:15	- 09:20	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	
09:20	- 09:25	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5.5	
09:25	- 09:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	
PERIOD TOTAL		12	3	1	0	0	0	0	16.5	123	18	5	1	0	0	0	151	
PERIOD AVG		0.5	0.13	0.04	0	0	0	0	0.69	5.13	0.75	0.21	0.04	0	0	0	6.29	
16:30	- 16:35	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	
16:35	- 16:40	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	
16:40	- 16:45	1	1	0	0	0	0	0	2	8	1	0	0	0	0	0	9	
16:45	- 16:50	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	
16:50	- 16:55	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7	
16:55	- 17:00	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	
17:00	- 17:05	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	
17:05	- 17:10	1	0	0	0	0	0	0	1	7	2	0	0	0	0	0	9	
17:10	- 17:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	
17:15	- 17:20	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	
17:20	- 17:25	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	
17:25	- 17:30	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6	
17:30	- 17:35	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	
17:35	- 17:40	1	0	0	0	0	0	0	1	8	0	0	0	0	0	0	8	
17:40	- 17:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	
17:45	- 17:50	1	0	0	0	0	0	0	1	4	2	0	0	0	0	0	6	
17:50	- 17:55	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	
17:55	- 18:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	
18:00	- 18:05	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	
18:05	- 18:10	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
18:10	- 18:15	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	
18:15	- 18:20	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	
18:20	- 18:25	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
18:25	- 18:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	
PERIOD TOTAL		8	1	0	0	0	0	0	9	127	13	0	0	0	0	0	140	
PERIOD AVG		0.33	0.04	0	0	0	0	0	0.38	5.29	0.54	0	0	0	0	0	5.83	
DAILY TOTAL		20	4	1	0	0	0	0	25.5	250	31	5	1	0	0	0	291	
DAILY AVG		0.42	0.08	0.02	0	0	0	0	0.53	5.21	0.65	0.1	0.02	0	0	0	6.06	



MERCURY
TRAFFIC RESEARCH LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 11

(LANE 1 IS NEARSIDE TO KERB)

Time		Vehicle Count								PCU TOTAL	Vehicle Count							PCU TOTAL
		LANE 1							LANE 2									
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	CARS		LGV	OGV1	OGV2	PSV	M/C	B/C		
07:30	- 07:35	5	1	0	0	0	0	0	6	8	2	0	0	0	0	0	10	
07:35	- 07:40	1	4	0	0	0	0	0	5	7	0	0	0	0	0	0	7	
07:40	- 07:45	3	2	0	1	0	0	0	7.5	10	5	0	0	0	0	0	15	
07:45	- 07:50	3	3	0	0	0	0	0	6	10	2	0	0	0	0	0	12	
07:50	- 07:55	8	1	1	0	0	0	0	10.5	12+	2	0	0	0	0	0	12	
07:55	- 08:00	7	1	0	0	0	0	0	8	13	1	0	0	0	0	0	14	
08:00	- 08:05	3	3	0	0	0	0	0	6	10	0	0	0	1	0	0	12	
08:05	- 08:10	5	0	0	1	0	0	0	7.5	13	0	0	0	0	0	0	13	
08:10	- 08:15	8	2	0	0	0	0	0	10	12+	0	0	0	0	0	0	12	
08:15	- 08:20	7	1	0	1	0	0	0	10.5	12+	1	0	0	0	0	0	12	
08:20	- 08:25	8	1	0	0	0	0	0	9	12+	1	0	0	0	0	0	12	
08:25	- 08:30	6	1	0	0	0	0	0	7	13	3	0	0	0	0	0	16	
08:30	- 08:35	5	2	2	0	0	0	0	10	12+	0	0	0	0	0	0	12	
08:35	- 08:40	3	2	0	0	0	0	0	5	12+	0	0	0	0	0	0	12	
08:40	- 08:45	5	2	0	0	0	0	0	7	12+	1	0	0	0	0	0	12	
08:45	- 08:50	5	0	0	0	0	0	0	5	12+	1	0	0	0	0	0	12	
08:50	- 08:55	8	5	0	0	0	0	0	13	12+	1	0	0	0	0	0	12	
08:55	- 09:00	6	1	0	1	0	0	0	9.5	12+	2	0	0	0	0	0	12	
09:00	- 09:05	4	1	0	1	0	0	0	7.5	12+	0	0	0	0	0	0	12	
09:05	- 09:10	6	3	0	0	0	0	0	9	9	0	0	0	0	0	0	9	
09:10	- 09:15	4	1	1	0	0	0	0	6.5	11	0	0	0	0	1	0	11.5	
09:15	- 09:20	6	2	0	0	0	0	0	8	8	1	0	0	0	0	0	9	
09:20	- 09:25	5	3	0	0	0	0	0	8	10	2	0	0	0	0	0	12	
09:25	- 09:30	3	0	1	2	0	0	0	9.5	9	1	0	0	0	0	0	10	
PERIOD TOTAL		124	42	5	7	0	0	0	191	131	26	0	0	1	1	0	283	
PERIOD AVG		5.17	1.75	0.21	0.29	0	0	0	7.96	10.1	1.08	0	0	0.04	0.04	0	11.8	
16:30	- 16:35	9	1	0	0	0	0	0	10	6	0	0	0	0	0	0	6	
16:35	- 16:40	10	2	0	0	0	0	0	12	5	0	0	0	0	0	0	5	
16:40	- 16:45	12	5	0	0	0	0	0	17	6	1	0	0	0	0	0	7	
16:45	- 16:50	8	3	0	0	0	0	0	11	5	2	0	0	0	0	0	7	
16:50	- 16:55	7	4	0	0	0	0	0	11	7	0	0	0	0	0	0	7	
16:55	- 17:00	9	2	0	0	0	0	0	11	2	1	0	0	0	0	0	3	
17:00	- 17:05	9	2	0	0	0	0	0	11	8	0	0	0	0	0	0	8	
17:05	- 17:10	8	3	0	0	0	0	0	11	4	1	0	0	0	0	0	5	
17:10	- 17:15	9	3	0	0	0	0	0	12	2	2	0	0	0	0	0	4	
17:15	- 17:20	8	4	0	0	0	0	0	12	7	1	0	0	0	0	0	8	
17:20	- 17:25	5	2	1	1	0	0	0	11	8	0	0	0	0	0	0	8	
17:25	- 17:30	10	1	0	0	0	0	0	11	3	0	0	0	0	0	0	3	
17:30	- 17:35	9	2	0	0	0	0	0	11	4	0	0	0	0	0	0	4	
17:35	- 17:40	5	2	0	0	0	0	0	7	5	0	0	0	0	0	0	5	
17:40	- 17:45	7	1	0	0	0	0	0	8	5	0	0	0	0	0	0	5	
17:45	- 17:50	10	1	0	0	0	0	0	11	7	0	0	0	0	0	0	7	
17:50	- 17:55	6	2	0	0	1	0	0	10	9	0	0	0	0	0	0	9	
17:55	- 18:00	10	2	0	0	0	0	0	12	10	1	0	0	0	0	0	11	
18:00	- 18:05	3	1	0	0	0	0	0	4	8	1	0	0	1	0	0	11	
18:05	- 18:10	8	0	0	0	0	0	0	8	5	0	0	0	0	0	0	5	
18:10	- 18:15	10	0	0	0	0	0	0	10	9	0	0	0	0	0	0	9	
18:15	- 18:20	8	1	0	0	0	0	0	9	3	0	0	0	0	0	0	3	
18:20	- 18:25	7	2	0	0	0	0	0	9	6	0	0	0	0	0	0	6	
18:25	- 18:30	4	2	0	0	0	0	0	6	5	1	0	0	0	0	0	6	
PERIOD TOTAL		191	48	1	1	1	0	0	245	139	11	0	0	1	0	0	152	
PERIOD AVG		7.96	2	0.04	0.04	0.04	0	0	10.2	5.79	0.46	0	0	0.04	0	0	6.33	
DAILY TOTAL		315	90	6	8	1	0	0	436	270	37	0	0	2	1	0	435	
DAILY AVG		6.56	1.88	0.13	0.17	0.02	0	0	9.08	7.93	0.77	0	0	0.04	0.02	0	9.05	



MERCURY
TRAFFIC ENGINEERING LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 11

(LANE 1 IS NEARSIDE TO KERB)

Time		Vehicle Count								PCU TOTAL	Vehicle Count							PCU TOTAL
		LANE 1							LANE 2									
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	CARS		LGV	OGV1	OGV2	PSV	M/C	B/C		
07:30	- 07:35	1	0	0	0	0	0	0	1	6	1	0	0	0	0	0	7	
07:35	- 07:40	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	4	
07:40	- 07:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	
07:45	- 07:50	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	
07:50	- 07:55	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	6	
07:55	- 08:00	0	0	0	0	0	0	0	0	2	1	0	0	1	0	0	5	
08:00	- 08:05	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	
08:05	- 08:10	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9	
08:10	- 08:15	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	6.5	
08:15	- 08:20	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	
08:20	- 08:25	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	
08:25	- 08:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	
08:30	- 08:35	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	
08:35	- 08:40	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	
08:40	- 08:45	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	
08:45	- 08:50	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	
08:50	- 08:55	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	
08:55	- 09:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
09:00	- 09:05	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	
09:05	- 09:10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
09:10	- 09:15	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	6.5	
09:15	- 09:20	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	6.5	
09:20	- 09:25	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	
09:25	- 09:30	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	
PERIOD TOTAL		1	0	0	0	0	0	0	1	85	25	1	4	2	0	0	126	
PERIOD AVG		0.04	0	0	0	0	0	0	0.04	3.54	1.04	0.04	0.17	0.08	0	0	5.23	
16:30	- 16:35	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10	
16:35	- 16:40	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9	
16:40	- 16:45	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	9	
16:45	- 16:50	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	
16:50	- 16:55	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	
16:55	- 17:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	
17:00	- 17:05	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	10	
17:05	- 17:10	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	
17:10	- 17:15	0	0	0	0	0	0	0	0	6	2	0	1	0	0	0	10.5	
17:15	- 17:20	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	
17:20	- 17:25	0	1	0	0	0	0	0	1	7	1	0	0	0	0	0	8	
17:25	- 17:30	1	0	0	0	0	0	0	1	5	3	0	0	0	0	0	8	
17:30	- 17:35	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	
17:35	- 17:40	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	
17:40	- 17:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	
17:45	- 17:50	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9	
17:50	- 17:55	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	
17:55	- 18:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	
18:00	- 18:05	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	8	
18:05	- 18:10	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	
18:10	- 18:15	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	
18:15	- 18:20	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	
18:20	- 18:25	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	
18:25	- 18:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
PERIOD TOTAL		1	1	0	0	0	0	0	2	147	35	0	1	0	0	0	185	
PERIOD AVG		0.04	0.04	0	0	0	0	0	0.08	6.13	1.46	0	0.04	0	0	0	7.69	
DAILY TOTAL		2	1	0	0	0	0	0	3	232	60	1	5	2	0	0	310	
DAILY AVG		0.04	0.02	0	0	0	0	0	0.06	4.83	1.25	0.02	0.1	0.04	0	0	6.46	



CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 11

(LANE 1 IS NEARSIDE TO KERB)

Time			Vehicle Count							PCU TOTAL	Vehicle Count							PCU TOTAL
			LANE 1								LANE 2							
			CARS	LGV	OGV1	OGV2	PSV	M/C	B/C		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:30	-	07:35	2	1	0	0	0	0	0	3	6	1	2	0	0	0	0	10
07:35	-	07:40	2	2	0	0	0	0	0	4	6	2	2	0	0	0	0	11
07:40	-	07:45	4	4	0	0	0	0	0	8	1	2	0	0	0	0	0	3
07:45	-	07:50	9	0	0	0	0	0	0	9	6	2	0	0	0	0	0	8
07:50	-	07:55	9	0	0	2	0	0	0	14	4	2	1	0	0	0	0	7.5
07:55	-	08:00	9	3	0	0	0	0	0	12	8	2	1	0	0	0	0	11.5
08:00	-	08:05	6	4	1	0	0	0	0	11.5	7	2	1	0	0	0	0	10.5
08:05	-	08:10	12	1	0	0	0	0	0	13	7	3	0	1	0	0	0	12.5
08:10	-	08:15	12	1	0	0	0	0	0	13	10	2	0	0	0	0	0	12
08:15	-	08:20	9	2	0	0	0	0	0	11	10	3	0	0	0	0	0	13
08:20	-	08:25	12+	1	0	0	0	0	0	12	9+	5	1	0	0	0	0	9
08:25	-	08:30	12	0	0	0	0	0	0	12	6	5	0	0	2	0	0	15
08:30	-	08:35	12	0	0	0	0	0	0	12	9	2	0	0	0	0	0	11
08:35	-	08:40	12+	2	0	0	0	0	0	12	12+	1	0	0	0	0	0	12
08:40	-	08:45	12+	1	0	0	0	0	0	12	4	1	0	0	1	0	0	7
08:45	-	08:50	11	1	0	0	0	0	0	12	9	0	0	0	0	0	0	9
08:50	-	08:55	4	0	0	0	0	0	0	4	6	4	0	0	1	0	0	12
08:55	-	09:00	12	0	0	0	0	0	0	12	4	1	0	0	1	0	0	7
09:00	-	09:05	8	0	0	0	0	0	0	8	6	1	0	0	1	0	0	9
09:05	-	09:10	10	1	0	0	0	0	0	11	5	1	2	0	0	0	0	9
09:10	-	09:15	7	1	0	0	0	0	0	8	1	4	1	1	0	0	0	9
09:15	-	09:20	3	1	0	0	0	0	0	4	3	3	1	0	0	0	0	7.5
09:20	-	09:25	3	1	0	0	0	0	0	4	7	2	1	0	0	0	0	10.5
09:25	-	09:30	3	1	0	0	0	0	0	4	5	0	0	0	0	0	0	5
PERIOD TOTAL			159	28	1	2	0	0	0	226	130	51	13	2	6	0	0	231
PERIOD AVG			7.57	1.17	0.04	0.08	0	0	0	9.4	5.91	2.13	0.54	0.08	0.25	0	0	9.63
16:30	-	16:35	10	1	0	0	0	0	0	11	12+	2	0	0	0	0	0	12
16:35	-	16:40	7	0	1	0	0	0	0	8.5	12+	3	0	1	0	0	0	12
16:40	-	16:45	5	2	0	0	0	0	0	7	12+	2	0	0	0	0	0	12
16:45	-	16:50	3	0	0	0	0	0	0	3	12+	1	1	0	0	0	0	12
16:50	-	16:55	6	3	0	0	0	0	0	9	12+	3	0	0	0	0	0	12
16:55	-	17:00	5	1	0	0	0	0	0	6	12+	1	0	0	0	0	0	12
17:00	-	17:05	6	1	0	0	0	0	0	7	12+	2	0	0	0	0	0	12
17:05	-	17:10	5	0	0	0	0	0	0	5	12+	2	0	0	0	0	0	12
17:10	-	17:15	4	1	0	0	0	0	0	5	12+	1	0	0	0	0	0	12
17:15	-	17:20	5	0	0	0	0	1	0	5.5	12+	1	0	0	0	0	0	12
17:20	-	17:25	4	0	0	0	0	0	0	4	12+	1	0	0	0	0	0	12
17:25	-	17:30	5	0	0	0	0	0	0	5	12+	2	0	0	0	0	0	12
17:30	-	17:35	5	0	0	0	0	0	0	5	12+	3	0	0	0	0	0	12
17:35	-	17:40	3	1	0	0	0	0	0	4	12+	2	0	0	0	0	0	12
17:40	-	17:45	3	0	0	0	0	0	0	3	12+	2	0	0	0	0	0	12
17:45	-	17:50	11	1	0	0	0	0	0	12	12+	0	0	0	0	0	0	12
17:50	-	17:55	6	1	0	0	0	0	0	7	11	0	0	0	0	0	0	11
17:55	-	18:00	8	0	0	0	0	0	0	8	11	1	0	0	0	0	0	12
18:00	-	18:05	7	0	0	0	0	0	0	7	12+	1	0	0	0	0	0	12
18:05	-	18:10	6	0	0	0	0	0	0	6	9	2	0	1	0	0	0	13.5
18:10	-	18:15	5	0	0	0	0	0	0	5	12+	0	0	0	0	0	0	12
18:15	-	18:20	4	0	0	0	0	0	0	4	12+	0	0	0	0	0	0	12
18:20	-	18:25	4	0	0	0	0	0	0	4	10	2	0	0	0	0	0	12
18:25	-	18:30	2	1	0	0	0	0	0	3	5	1	0	0	0	0	0	6
PERIOD TOTAL			129	13	1	0	0	1	0	144	46	35	1	2	0	0	0	283
PERIOD AVG			5.38	0.54	0.04	0	0	0.04	0	6	9.2	1.46	0.04	0.08	0	0	0	11.8
DAILY TOTAL			288	41	2	2	0	1	0	370	176	86	14	4	6	0	0	514
DAILY AVG			6.47	0.85	0.04	0.04	0	0.02	0	7.7	7.55	1.79	0.29	0.08	0.13	0	0	10.7



MERCURY
TRANSPORT & TRAFFIC CONSULTANTS LTD

CLIENT: SCP

PROJECT NUMBER: 221102

PROJECT MANAGER: ADAM CARTER

DATE: THUR 10TH NOV 2022

SURVEY DESCRIPTION: WREXHAM - QUEUE LENGTH COUNT - SITE 11

(LANE 1 IS NEARSIDE TO KERB)

Time		Vehicle Count								PCU TOTAL	Vehicle Count							PCU TOTAL
		LANE 1							LANE 2									
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	CARS		LGV	OGV1	OGV2	PSV	M/C	B/C		
07:30	- 07:35	8	0	0	0	0	0	0	8	2	3	0	0	0	0	0	5	
07:35	- 07:40	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3	
07:40	- 07:45	8	0	0	0	0	0	0	8	5	0	0	0	0	0	0	5	
07:45	- 07:50	6	1	1	0	0	0	0	8.5	4	0	0	0	0	0	0	4	
07:50	- 07:55	7	1	0	0	0	0	0	8	2	1	1	0	0	0	0	4.5	
07:55	- 08:00	7	2	0	0	0	0	0	9	6	1	0	0	0	0	0	7	
08:00	- 08:05	9	0	0	0	1	0	0	11	4	0	0	0	0	0	0	4	
08:05	- 08:10	7	2	0	0	1	0	0	11	3	0	0	0	0	0	0	3	
08:10	- 08:15	10	5	0	0	0	0	0	15	4	0	0	0	0	0	0	4	
08:15	- 08:20	10	6	0	0	0	0	0	16	3	0	0	0	0	0	0	3	
08:20	- 08:25	7	0	0	0	1	0	0	9	4	0	0	0	0	0	0	4	
08:25	- 08:30	5	0	0	0	0	0	0	5	6	0	0	0	0	0	0	6	
08:30	- 08:35	4	1	0	0	1	0	0	7	4	0	0	0	0	0	0	4	
08:35	- 08:40	6	2	0	0	1	0	0	10	1	1	1	0	0	0	0	3.5	
08:40	- 08:45	6	2	0	0	1	0	0	10	5	1	0	0	0	0	0	6	
08:45	- 08:50	3	1	1	0	1	0	0	7.5	5	1	0	0	0	0	0	6	
08:50	- 08:55	8	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	
08:55	- 09:00	6	1	0	0	0	0	0	7	4	0	0	0	0	0	0	4	
09:00	- 09:05	9	0	0	0	0	0	0	9	4	0	0	0	0	0	0	4	
09:05	- 09:10	8	0	0	0	0	0	0	8	4	0	0	0	0	0	0	4	
09:10	- 09:15	6	2	0	0	1	0	0	10	3	0	0	0	0	0	0	3	
09:15	- 09:20	5	3	0	0	0	0	0	8	4	0	0	0	0	0	0	4	
09:20	- 09:25	6	0	0	0	0	0	0	6	2	1	1	0	0	0	0	4.5	
09:25	- 09:30	5	2	0	0	0	0	0	7	2	1	0	0	0	0	0	3	
PERIOD TOTAL		160	31	2	0	8	0	0	210	92	10	3	0	0	0	0	107	
PERIOD AVG		6.67	1.29	0.08	0	0.33	0	0	8.75	3.83	0.42	0.13	0	0	0	0	4.44	
16:30	- 16:35	14+	1	0	0	0	0	0	14	4	0	0	0	0	0	0	4	
16:35	- 16:40	14+	2	0	0	0	1	0	14	4	0	0	0	0	0	0	4	
16:40	- 16:45	14+	1	0	0	0	0	0	14	6	1	0	0	0	0	0	7	
16:45	- 16:50	14+	1	0	0	0	0	0	14	7	0	0	0	0	0	0	7	
16:50	- 16:55	14+	0	1	1	0	0	0	14	7	0	0	0	0	0	0	7	
16:55	- 17:00	14+	2	0	0	0	0	0	14	4	2	0	0	0	0	0	6	
17:00	- 17:05	14+	1	0	0	0	0	0	14	6	1	0	0	0	0	0	7	
17:05	- 17:10	14+	2	0	0	0	0	0	14	6	0	0	0	0	0	0	6	
17:10	- 17:15	14+	1	0	0	0	0	0	14	4	0	0	0	0	0	0	4	
17:15	- 17:20	14+	0	0	0	0	0	0	14	2	0	0	0	0	0	0	2	
17:20	- 17:25	14+	1	0	0	0	0	0	14	3	0	0	0	0	0	0	3	
17:25	- 17:30	14+	2	0	0	0	0	0	14	3	0	0	0	0	0	0	3	
17:30	- 17:35	14+	1	0	0	0	0	0	14	5	1	0	0	0	0	0	6	
17:35	- 17:40	14+	0	0	0	0	0	0	14	6	0	0	0	0	0	0	6	
17:40	- 17:45	14+	1	0	0	0	0	0	14	4	0	0	0	0	0	0	4	
17:45	- 17:50	14+	2	0	0	0	0	0	14	4	0	0	0	0	0	0	4	
17:50	- 17:55	14+	1	0	0	0	0	0	14	2	0	0	0	0	0	0	2	
17:55	- 18:00	14+	0	0	0	0	0	0	14	6	0	0	0	0	0	0	6	
18:00	- 18:05	14+	1	0	0	0	0	0	14	1	1	0	0	0	0	0	2	
18:05	- 18:10	14+	1	0	0	0	0	0	14	7	0	0	0	0	0	0	7	
18:10	- 18:15	14+	2	0	0	0	0	0	14	3	0	0	0	0	0	0	3	
18:15	- 18:20	15	0	0	0	0	0	0	15	4	0	0	0	0	0	0	4	
18:20	- 18:25	11	1	0	0	0	1	0	12.5	1	1	0	0	0	0	0	2	
18:25	- 18:30	9	0	0	0	0	0	0	9	4	0	0	0	0	0	0	4	
PERIOD TOTAL		35	24	1	1	0	2	0	331	103	7	0	0	0	0	0	110	
PERIOD AVG		11.7	1	0.04	0.04	0	0.08	0	13.8	4.29	0.29	0	0	0	0	0	4.58	
DAILY TOTAL		195	55	3	1	8	2	0	541	195	17	3	0	0	0	0	217	
DAILY AVG		9.17	1.15	0.06	0.02	0.17	0.04	0	11.3	4.06	0.35	0.06	0	0	0	0	4.51	

Manual Classified Turning Counts, Wrexham

DATE: TUESDAY 24th JANUARY 2024

LOCATION: HOMESTEAD LANE / SCHOOL ACCESS

ARM: HOMESTEAD LANE NORTH

TIME / CLASS	LEFT TO SCHOOL ACCESS								STRAIGHT TO HOMESTEAD LANE SOUTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR / TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR / TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	4	0	0	0	0	4	0	0	2	2	0	0	0	4	8
7:45 - 8:00	1	0	10	0	0	0	0	11	0	0	4	2	0	0	0	6	17
8:00 - 8:15	0	0	20	0	0	0	0	20	1	0	2	1	0	0	1	5	25
8:15 - 8:30	0	0	43	1	0	0	0	44	0	0	12	1	0	1	0	14	58
HOURLY TOTAL	1	0	77	1	0	0	0	79	1	0	20	6	0	1	1	29	108
8:30 - 8:45	0	0	71	0	0	0	0	71	0	0	15	3	0	0	6	24	95
8:45 - 9:00	0	0	33	0	0	0	0	33	0	2	26	4	0	0	0	32	65
9:00 - 9:15	0	0	11	1	0	0	0	12	0	0	19	1	0	0	0	20	32
9:15 - 9:30	0	0	3	0	0	0	0	3	0	0	8	2	0	0	0	10	13
HOURLY TOTAL	0	0	118	1	0	0	0	119	0	2	68	10	0	0	6	86	205
PERIOD TOTAL	1	0	195	2	0	0	0	198	1	2	88	16	0	1	7	115	313
14:30 - 14:45	0	0	11	0	0	0	0	11	0	0	9	1	0	0	0	10	21
14:45 - 15:00	0	0	40	2	0	0	0	42	0	0	12	1	0	0	0	13	55
15:00 - 15:15	0	0	19	0	0	0	0	19	0	0	15	1	0	0	0	16	35
15:15 - 15:30	0	0	6	0	1	0	0	7	0	0	7	0	0	0	0	7	14
HOURLY TOTAL	0	0	76	2	1	0	0	79	0	0	43	3	0	0	0	46	125
15:30 - 15:45	0	0	2	0	0	0	0	2	0	0	12	0	1	0	1	14	16
15:45 - 16:00	0	0	2	0	0	0	0	2	0	0	23	1	0	0	0	24	26
16:00 - 16:15	0	0	5	1	0	0	0	6	0	0	13	2	0	0	0	15	21
16:15 - 16:30	0	0	3	0	0	0	0	3	0	0	7	1	0	0	0	8	11
HOURLY TOTAL	0	0	12	1	0	0	0	13	0	0	55	4	1	0	1	61	74
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10
16:45 - 17:00	0	0	4	0	0	0	0	4	0	0	18	7	0	0	0	25	29
17:00 - 17:15	0	0	22	0	0	0	0	22	0	0	17	2	0	0	0	19	41
17:15 - 17:30	0	0	6	0	0	0	0	6	0	0	24	1	0	0	0	25	31
HOURLY TOTAL	0	0	32	0	0	0	0	32	0	0	69	10	0	0	0	79	111
17:30 - 17:45	0	0	17	2	0	0	0	19	1	0	24	1	0	0	0	26	45
17:45 - 18:00	0	0	30	3	0	0	0	33	0	0	11	1	0	0	0	12	45
18:00 - 18:15	0	0	22	4	0	0	0	26	0	0	10	1	0	0	0	11	37
18:15 - 18:30	0	0	8	0	0	0	0	8	0	0	8	1	0	0	0	9	17
HOURLY TOTAL	0	0	77	9	0	0	0	86	1	0	53	4	0	0	0	58	144
PERIOD TOTAL	0	0	197	12	1	0	0	210	1	0	220	21	1	0	1	244	454

Manual Classified Turning Counts, Wrexham

DATE: TUESDAY 24th JANUARY 2024

LOCATION: HOMESTEAD LANE / SCHOOL ACCESS

ARM: SCHOOL ACCESS

TIME / CLASS	LEFT TO HOMESTEAD LANE SOUTH								RIGHT TO HOMESTEAD LANE NORTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR / TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR / TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	2	0	0	0	0	2	0	0	8	0	0	0	0	8	10
8:15 - 8:30	0	0	2	0	0	0	0	2	0	0	24	0	0	0	0	24	26
HOURLY TOTAL	0	0	4	0	0	0	0	4	0	0	33	0	0	0	0	33	37
8:30 - 8:45	0	0	8	1	0	0	0	9	0	0	58	0	0	0	0	58	67
8:45 - 9:00	0	0	1	0	0	0	0	1	0	0	40	1	0	0	0	41	42
9:00 - 9:15	0	0	1	0	0	0	0	1	0	0	8	1	0	0	0	9	10
9:15 - 9:30	0	0	3	0	0	0	0	3	0	0	2	1	0	0	0	3	6
HOURLY TOTAL	0	0	13	1	0	0	0	14	0	0	108	3	0	0	0	111	125
PERIOD TOTAL	0	0	17	1	0	0	0	18	0	0	141	3	0	0	0	144	162
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
14:45 - 15:00	0	0	1	0	0	0	0	1	0	0	7	0	0	0	0	7	8
15:00 - 15:15	0	0	1	0	0	0	0	1	0	0	64	4	0	0	0	68	69
15:15 - 15:30	0	0	1	0	0	0	0	1	0	0	17	0	0	0	0	17	18
HOURLY TOTAL	0	0	3	0	0	0	0	3	0	0	92	4	0	0	0	96	99
15:30 - 15:45	0	0	1	0	1	0	0	2	0	0	14	0	0	0	0	14	16
15:45 - 16:00	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	4
16:00 - 16:15	0	0	3	0	0	0	0	3	0	0	19	1	0	0	0	20	23
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
HOURLY TOTAL	0	0	5	0	1	0	0	6	0	0	43	1	0	0	0	44	50
16:30 - 16:45	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	5
16:45 - 17:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	2
17:00 - 17:15	0	0	1	1	0	0	0	2	0	0	4	0	0	0	0	4	6
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
HOURLY TOTAL	0	0	3	1	0	0	0	4	0	0	11	1	0	0	0	12	16
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
17:45 - 18:00	0	0	1	0	0	0	0	1	0	0	7	0	0	0	0	7	8
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
HOURLY TOTAL	0	0	1	0	0	0	0	1	0	0	16	0	0	0	0	16	17
PERIOD TOTAL	0	0	12	1	1	0	0	14	0	0	162	6	0	0	0	168	182

Manual Classified Turning Counts, Wrexham

DATE: TUESDAY 24th JANUARY 2024

LOCATION: HOMESTEAD LANE / SCHOOL ACCESS

ARM: HOMESTEAD LANE SOUTH

TIME / CLASS	STRAIGHT TO HOMESTEAD LANE NORTH								RIGHT TO SCHOOL ACCESS								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR / TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR / TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0	8
7:45 - 8:00	0	0	8	0	0	0	0	8	0	0	1	0	0	0	0	1	9
8:00 - 8:15	0	0	4	0	0	0	2	6	0	0	4	0	0	0	0	4	10
8:15 - 8:30	0	0	8	1	0	0	0	9	0	0	3	0	0	0	0	3	12
HOURLY TOTAL	0	0	27	2	0	0	2	31	0	0	8	0	0	0	0	8	39
8:30 - 8:45	0	0	17	3	0	0	3	23	0	0	17	1	0	0	0	18	41
8:45 - 9:00	0	0	15	2	0	0	2	19	0	0	6	0	0	0	0	6	25
9:00 - 9:15	0	0	25	1	0	0	0	26	0	0	2	0	0	0	0	2	28
9:15 - 9:30	0	0	14	2	0	0	2	18	0	0	0	0	0	0	0	0	18
HOURLY TOTAL	0	0	71	8	0	0	7	86	0	0	25	1	0	0	0	26	112
PERIOD TOTAL	0	0	98	10	0	0	9	117	0	0	33	1	0	0	0	34	151
14:30 - 14:45	0	0	10	1	1	0	1	13	0	0	1	0	0	0	0	1	14
14:45 - 15:00	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	1	5
15:00 - 15:15	0	0	23	3	0	0	0	26	0	0	1	0	0	0	0	1	27
15:15 - 15:30	0	0	10	0	0	0	0	10	0	0	3	0	0	0	0	3	13
HOURLY TOTAL	0	0	46	5	1	0	1	53	0	0	6	0	0	0	0	6	59
15:30 - 15:45	0	0	7	0	0	0	1	8	0	0	1	0	0	0	0	1	9
15:45 - 16:00	0	0	14	3	2	0	0	19	0	0	2	0	0	0	0	2	21
16:00 - 16:15	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	8
16:15 - 16:30	0	0	5	3	0	0	0	8	0	0	0	0	0	0	0	0	8
HOURLY TOTAL	0	0	34	6	2	0	1	43	0	0	3	0	0	0	0	3	46
16:30 - 16:45	0	0	2	4	0	0	0	6	0	0	0	0	0	0	0	0	6
16:45 - 17:00	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	5
17:00 - 17:15	0	0	5	2	0	0	0	7	0	0	1	1	0	0	0	2	9
17:15 - 17:30	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	4
HOURLY TOTAL	0	0	15	7	0	0	0	22	0	0	1	1	0	0	0	2	24
17:30 - 17:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:45 - 18:00	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	2	3
18:00 - 18:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1
18:15 - 18:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
HOURLY TOTAL	1	0	2	1	0	0	0	4	0	0	0	2	0	0	0	2	6
PERIOD TOTAL	1	0	97	19	3	0	2	122	0	0	10	3	0	0	0	13	135

S|C|P

APPENDIX C4

S|C|P

APPENDIX C5



1. Ruthin Road development up to 100m wide
2. Two site access points onto Berse Lane
3. Two site access points onto Berse Lane
4. Main access roads suitable for buses with active travel walking and cycling routes, tree avenue planting and landscape verges with swales for drainage
5. Site for a primary school up to 200m located close to the existing high school
6. Local centre reflecting historic courtyard layout with Lower Berse Farmhouse and associated buildings of heritage value retained and enhanced
7. Development blocks to front onto existing and proposed roads and open space to create active frontages
8. Development overlooking Ruthin Road and set back to create a green frontage to the road
9. Development to sensitively integrate with Berse Lane Conservation Area and create a rural character along Berse Lane and Berse Lane
10. Variations in density and building heights to be used to create different character areas with lower density development to the south and west to respect the Conservation Area and rural character
11. Development set back from the existing dwelling Bryn-mor at the site centre
12. East-west green corridor and active travel route along the P10W Brideway with buffers to development and central open space
13. Northeast-southwest green link and active travel route along P10W connecting Berse Lane to Wrexham and providing a wildlife corridor
14. Retention of the existing watercourse as a wildlife corridor and feature providing a green link through the northern part of the site
15. Retention of existing landscape features to create a strong landscape framework, including important hedgerows, veteran trees, and ancient woodland
16. Drainage attenuation basins integrated at low parts of the site and along primary roads as needed
17. Land to the south of the site retained as a strategic green space and Green Village to Berse Lane
18. Series of distinctive and attractive green spaces through the development to create a sense of place and lightness with play provision focused along the P10W Brideway at the centre of the site
19. Ancient Woodland adjacent Berse Lane protected and sensitively integrated with development with public access restricted
20. Access to the western development parcel from Berse Lane or if feasible from development on the east side of Berse Lane. Consider potential access/interconnectivity between development if Berse Lane closed and becomes a Greenway, or provide emergency access and pedestrian cycle connection
21. Potential to close Berse Lane and Homestead Lane to vehicles and create Greenways as active travel walking and cycling routes

NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATES TO LAYOUT	19.07.24	CP

SCP

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www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

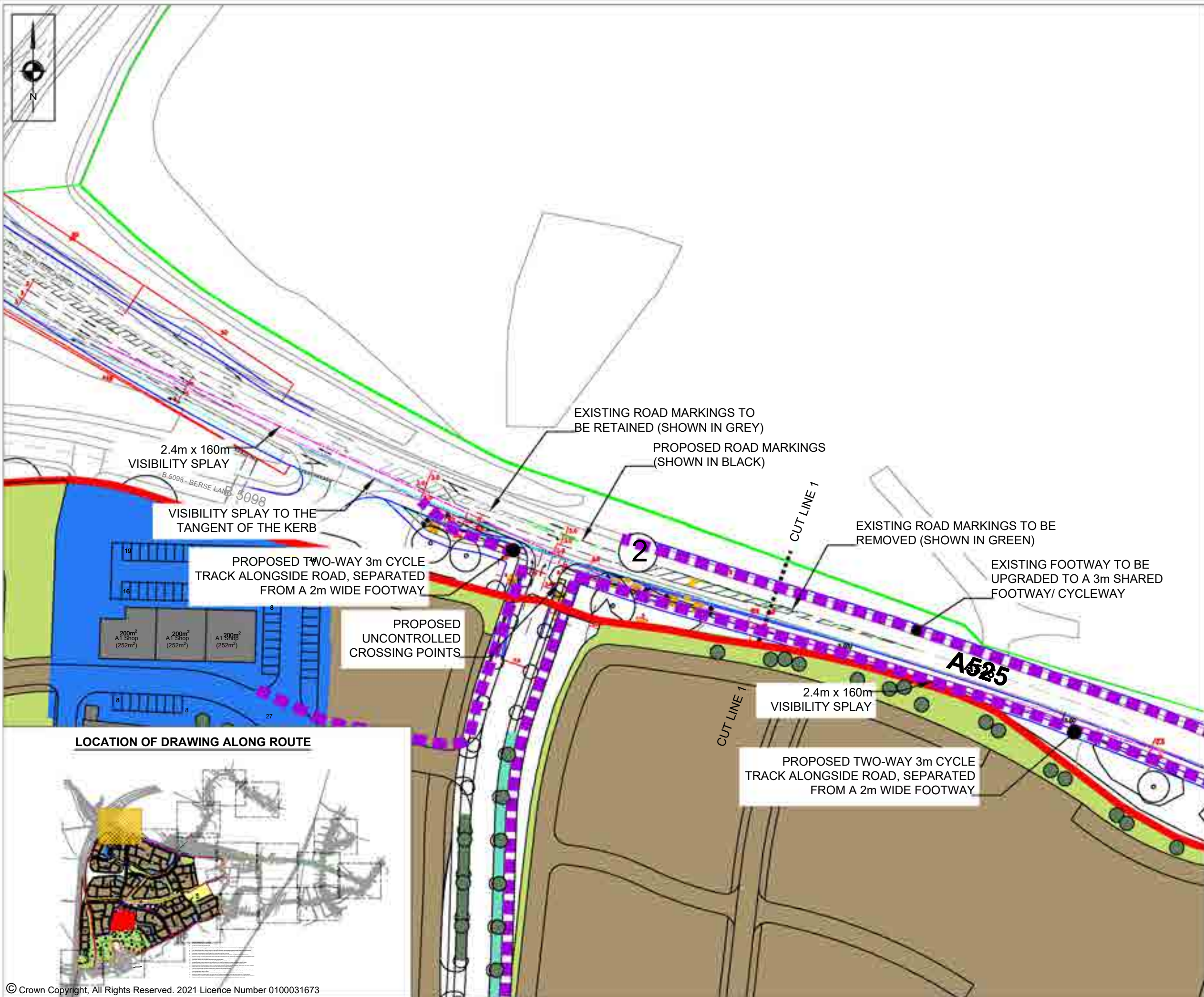
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RUTHIN ROAD, WREXHAM

Drawing Title:
DRAFT WALKING / CYCLING
INFRASTRUCTURE REVIEW -
OVERALL PLAN

Drawn By:	BA	Date:	19.03.2024
Checked:	LB	Scale:	NTS @ A3

Drawing No.	Rev.
SCP/210187/SK02	A



KEY

- EXISTING DIMENSIONS
- PROPOSED DIMENSIONS
- EXISTING ADOPTED HIGHWAY
- SITE BOUNDARY
- SCP PROPOSED KERBS
- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS

REV	DESCRIPTION	DATE	BY
1	UPDATES TO LAYOUT	22.07.24	OP

SCP

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Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

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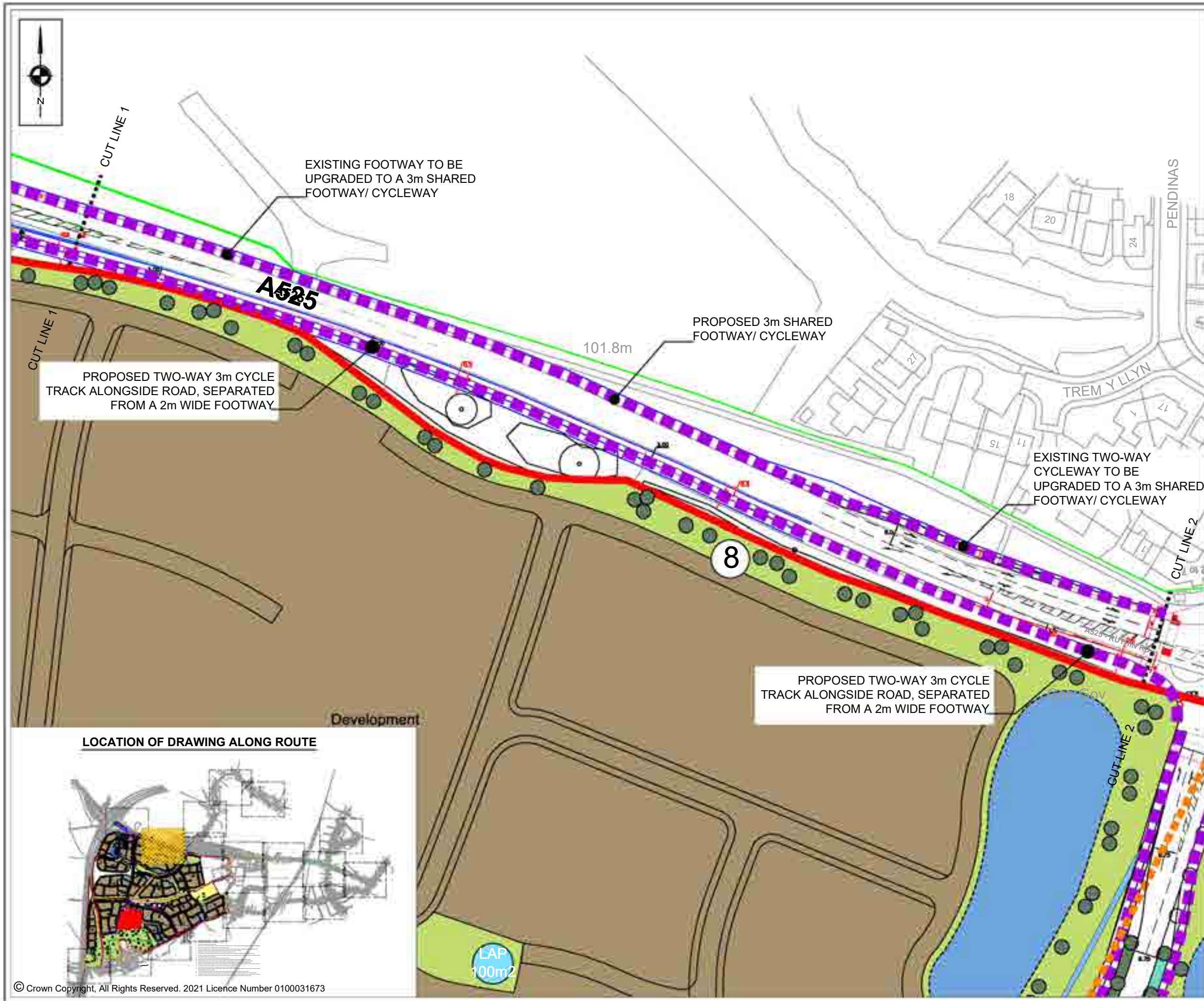
RUTHIN ROAD, WREXHAM

Drawing Title:

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Drawn By:	BA	Date:	19.03.2024
Checked:	LB	Scale:	1:1000 @ A3

Drawing No.	SCP/210187/SK03	Rev.	B
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	PROPOSED DIMENSIONS
	EXISTING ADOPTED HIGHWAY
	SITE BOUNDARY
	SCP PROPOSED KERBS
	SCP PROPOSED CROSSINGS
	SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS			
REV	DESCRIPTION	DATE	BY
1	UPDATES TO SITE LAYOUT	22.07.24	CP

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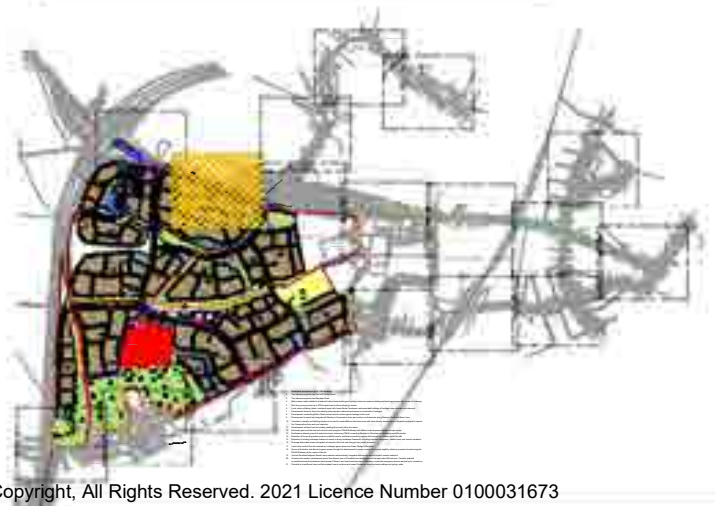
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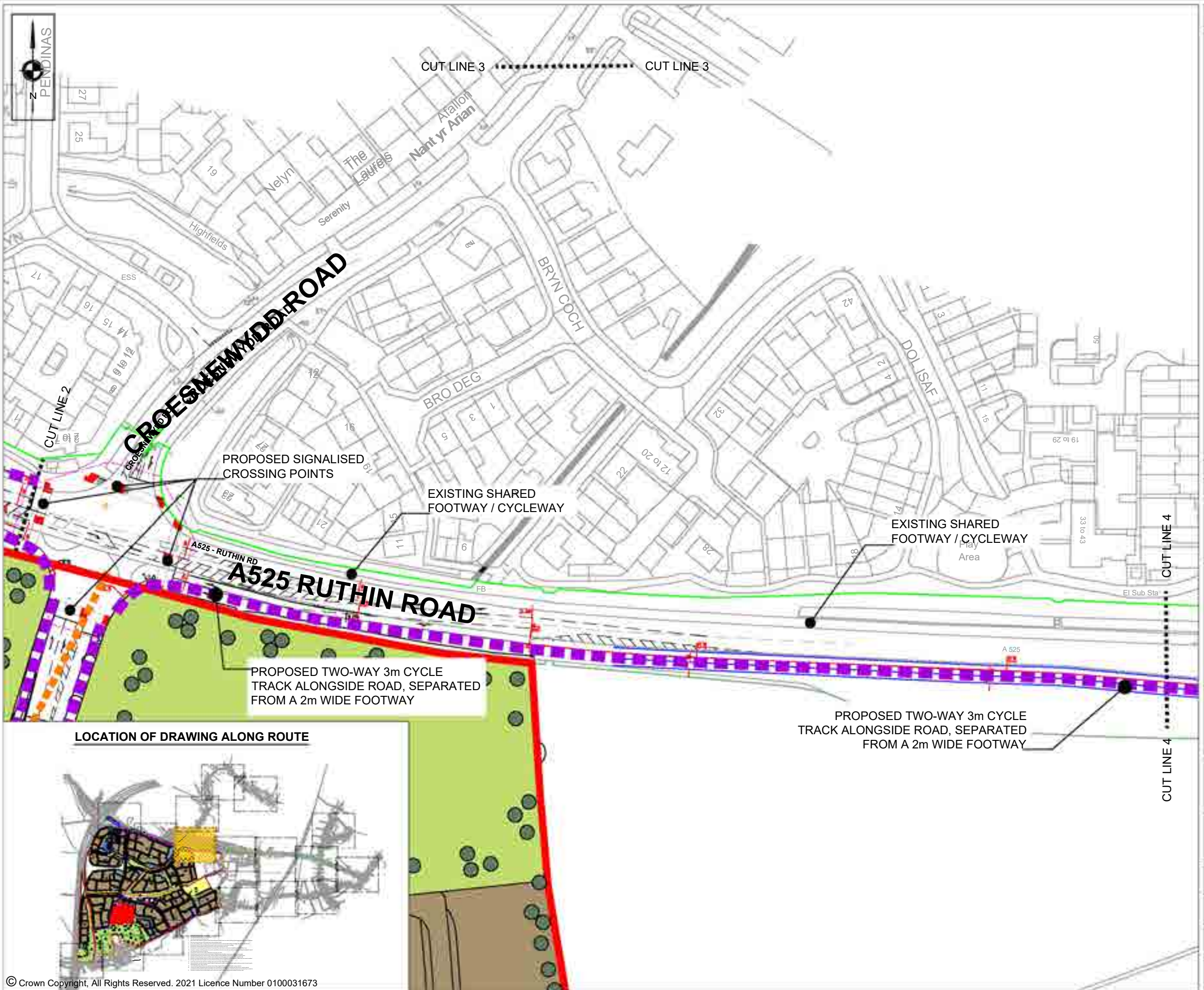
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Checked:	LB	Scale:	1:1000 @ A3

Drawing No.	SCP/210187/SK04	Rev.	B
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LOCATION OF DRAWING ALONG ROUTE





KEY

- EXISTING DIMENSIONS
- PROPOSED DIMENSIONS
- EXISTING ADOPTED HIGHWAY
- SITE BOUNDARY
- SCP PROPOSED KERBS
- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS			
REV	DESCRIPTION	DATE	BY
1	UPDATES TO SITE LAYOUT	22.07.24	CP

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Client Name:

Project Title:

RUTHIN ROAD, WREXHAM

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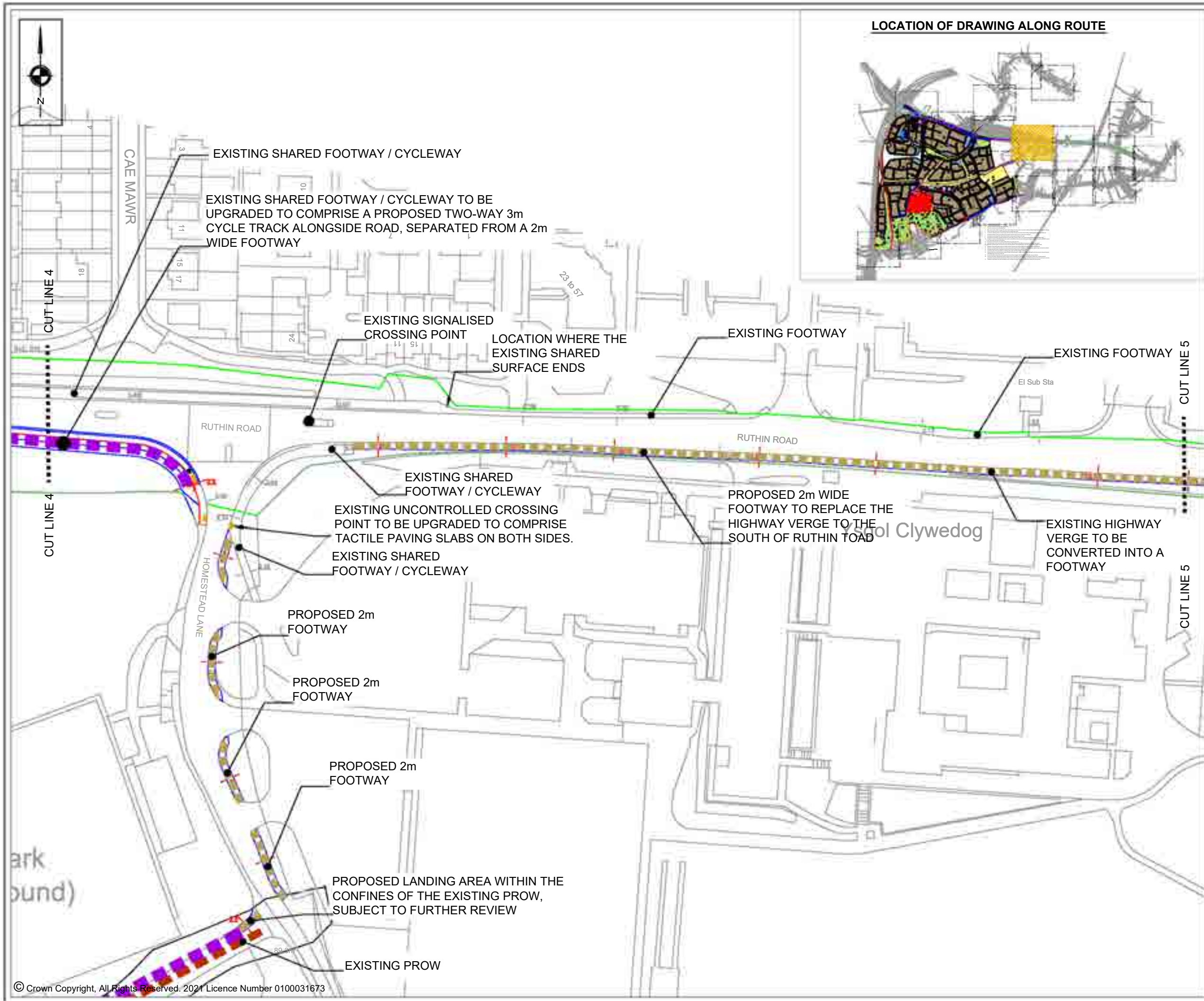
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Drawing No.	SCP/210187/SK05	Rev.	A
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LOCATION OF DRAWING ALONG ROUTE





LOCATION OF DRAWING ALONG ROUTE



KEY

- EXISTING DIMENSIONS
- PROPOSED DIMENSIONS
- EXISTING ADOPTED HIGHWAY
- SITE BOUNDARY
- SCP PROPOSED KERBS
- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATES TO SITE LAYOUT	22.07.24	OP

SCP

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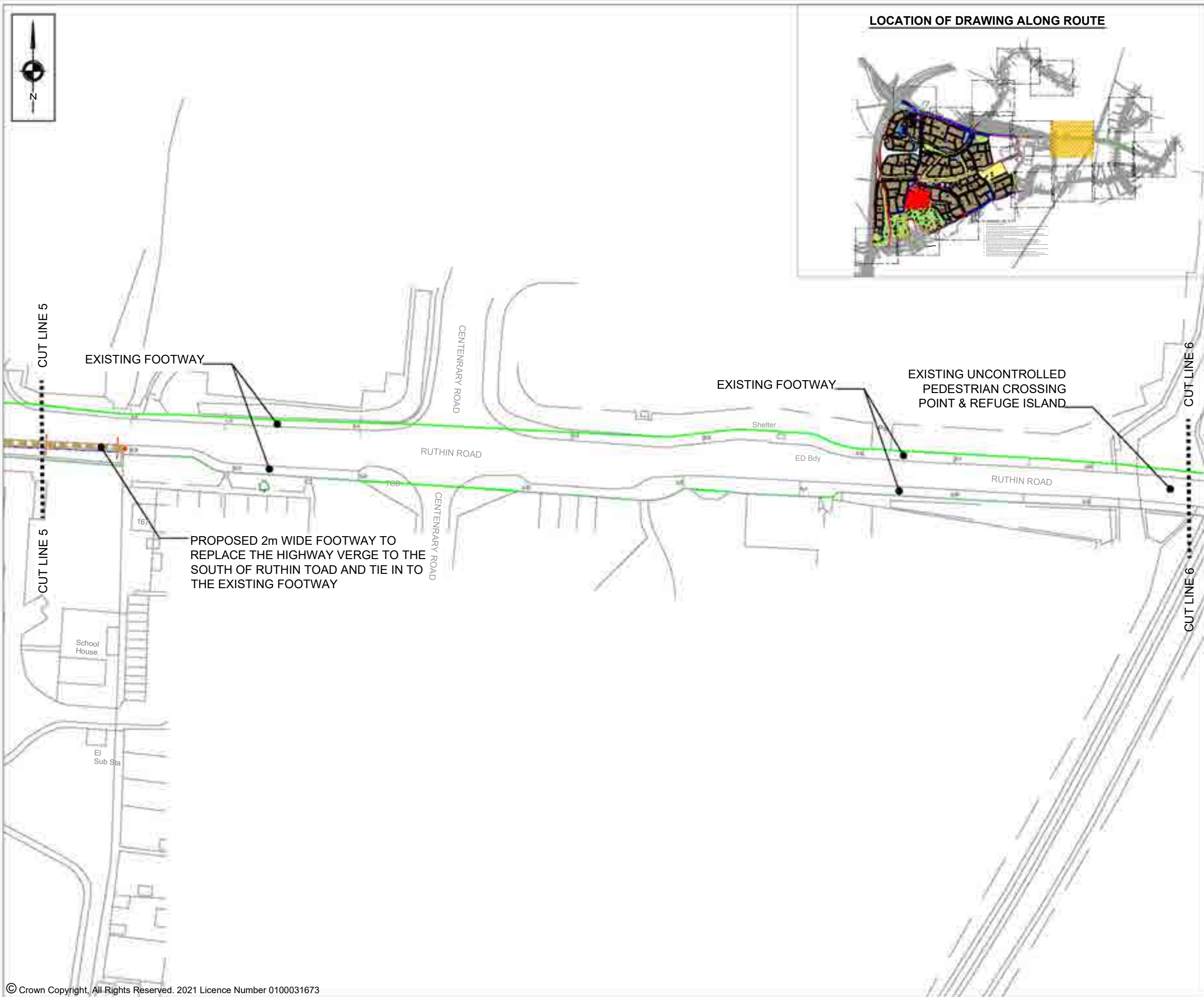
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Project Title:
RUTHIN ROAD, WREXHAM

Drawing Title:
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Drawn By:	BA	Date:	19.03.2024
Checked:	LB	Scale:	1:1000 @ A3

Drawing No.	SCP/210187/SK06	Rev.	A
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LOCATION OF DRAWING ALONG ROUTE



KEY

- EXISTING DIMENSIONS
- PROPOSED DIMENSIONS
- EXISTING ADOPTED HIGHWAY
- SITE BOUNDARY
- SCP PROPOSED KERBS
- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATES TO SITE LAYOUT	22.07.24	OP

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Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

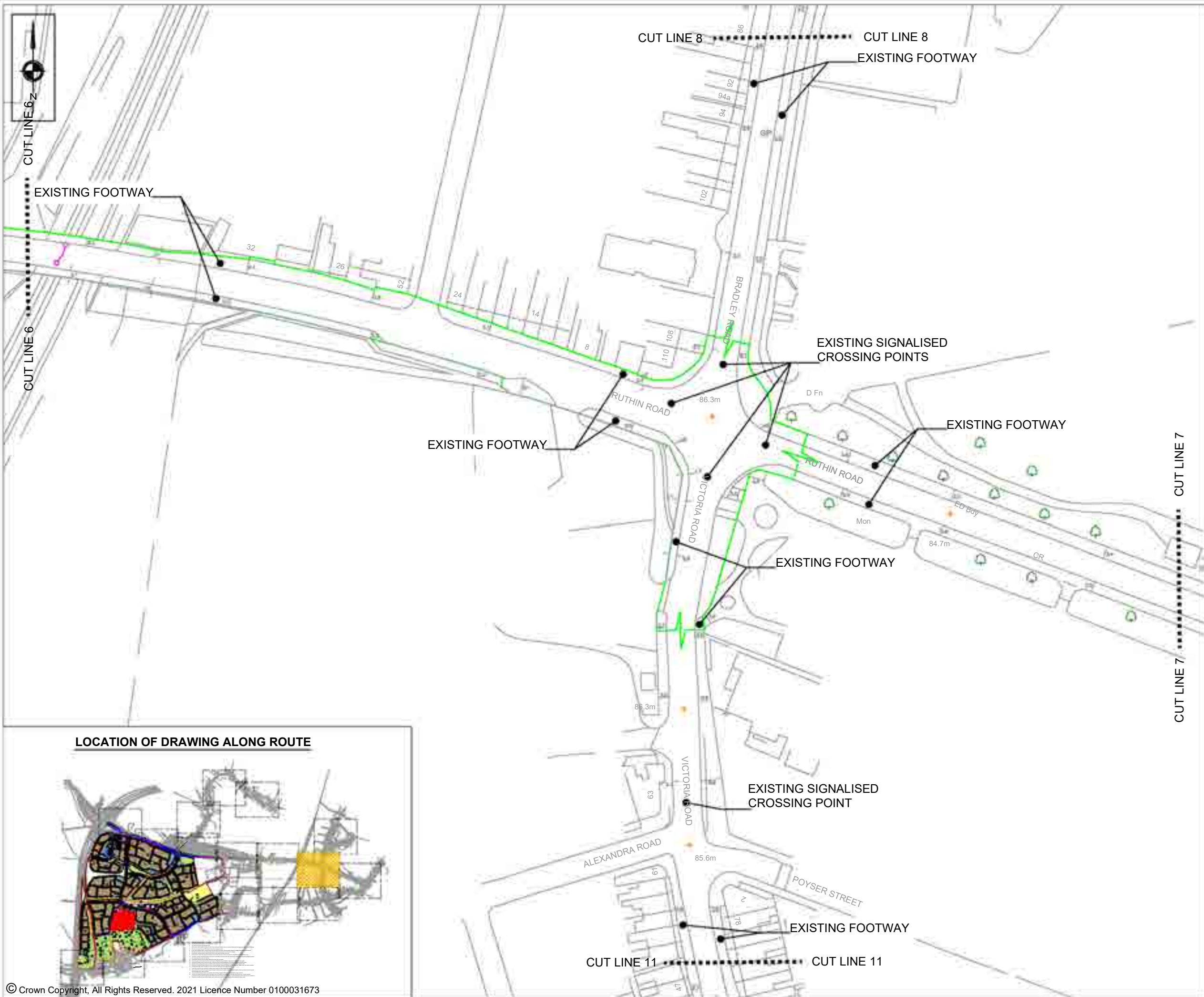
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RUTHIN ROAD, WREXHAM

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Drawn By: BA Date: 19.03.2024

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LOCATION OF DRAWING ALONG ROUTE



KEY

- EXISTING DIMENSIONS
- PROPOSED DIMENSIONS
- EXISTING ADOPTED HIGHWAY
- SITE BOUNDARY
- SCP PROPOSED KERBS
- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS			
REV	DESCRIPTION	DATE	BY
1	UPDATES TO SITE LAYOUT	22.07.24	CP

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Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

Project Title:

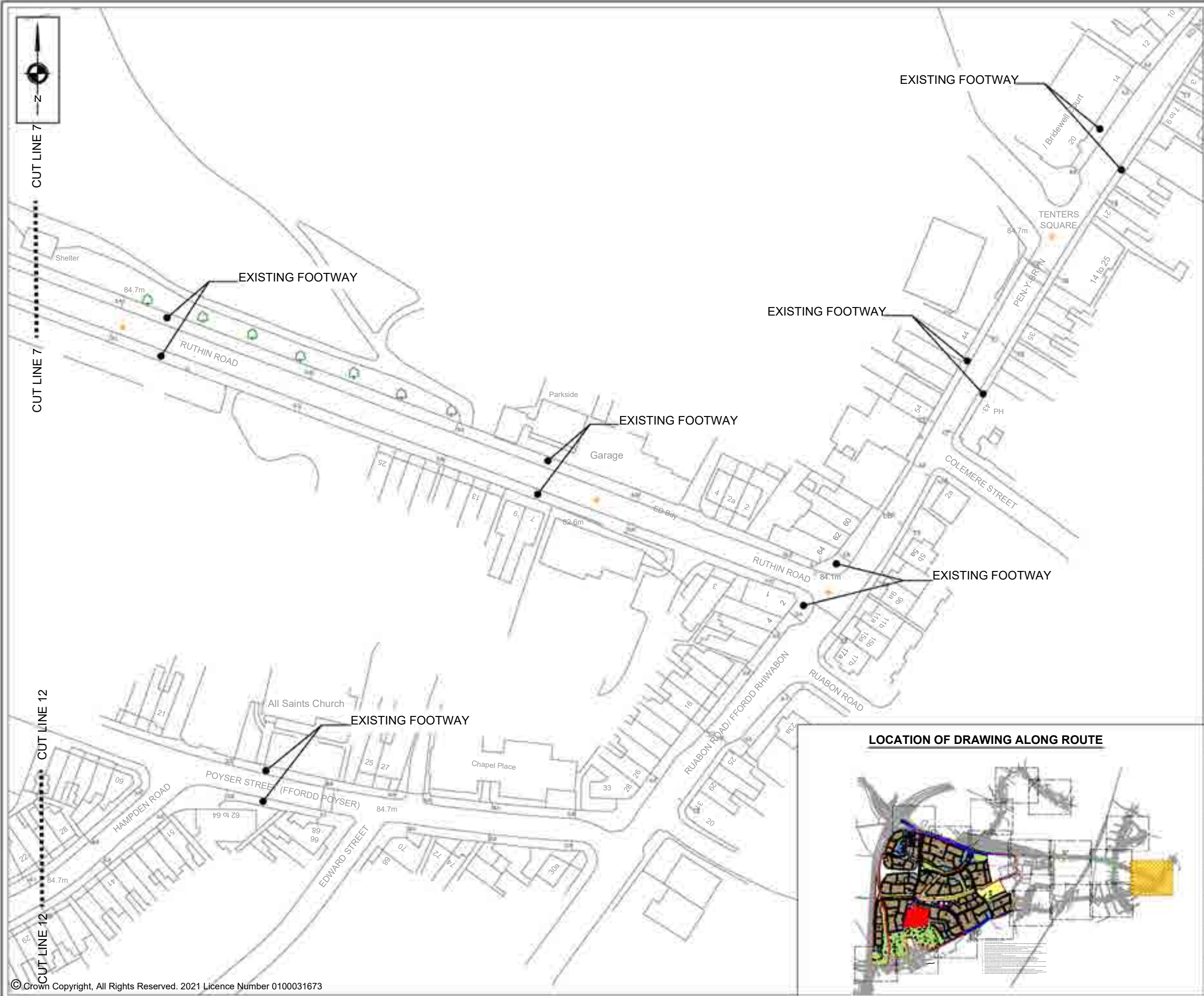
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Drawing Title:

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Drawing No.	SCP/210187/SK08	Rev.	A
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KEY

- EXISTING DIMENSIONS
- PROPOSED DIMENSIONS
- EXISTING ADOPTED HIGHWAY
- SITE BOUNDARY
- SCP PROPOSED KERBS
- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATES TO SITE LAYOUT	22.07.24	JP

SCP

Transportation Planning : Infrastructure Design

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Client Name:

Project Title:

RUTHIN ROAD, WREXHAM

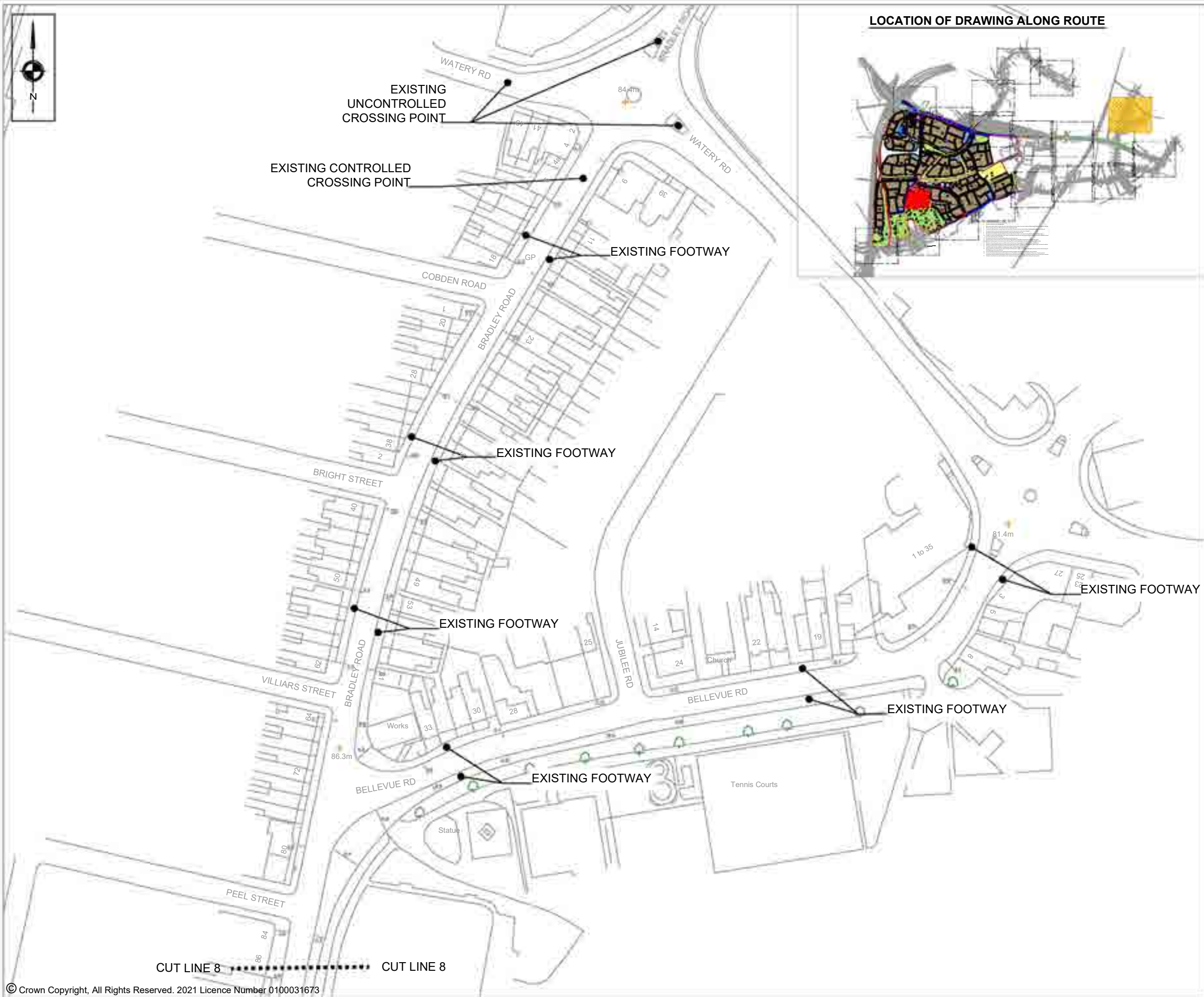
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LOCATION OF DRAWING ALONG ROUTE



LOCATION OF DRAWING ALONG ROUTE



KEY

- EXISTING DIMENSIONS
- PROPOSED DIMENSIONS
- EXISTING ADOPTED HIGHWAY
- SITE BOUNDARY
- SCP PROPOSED KERBS
- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATES TO SITE LAYOUT	22.07.24	CP

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Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

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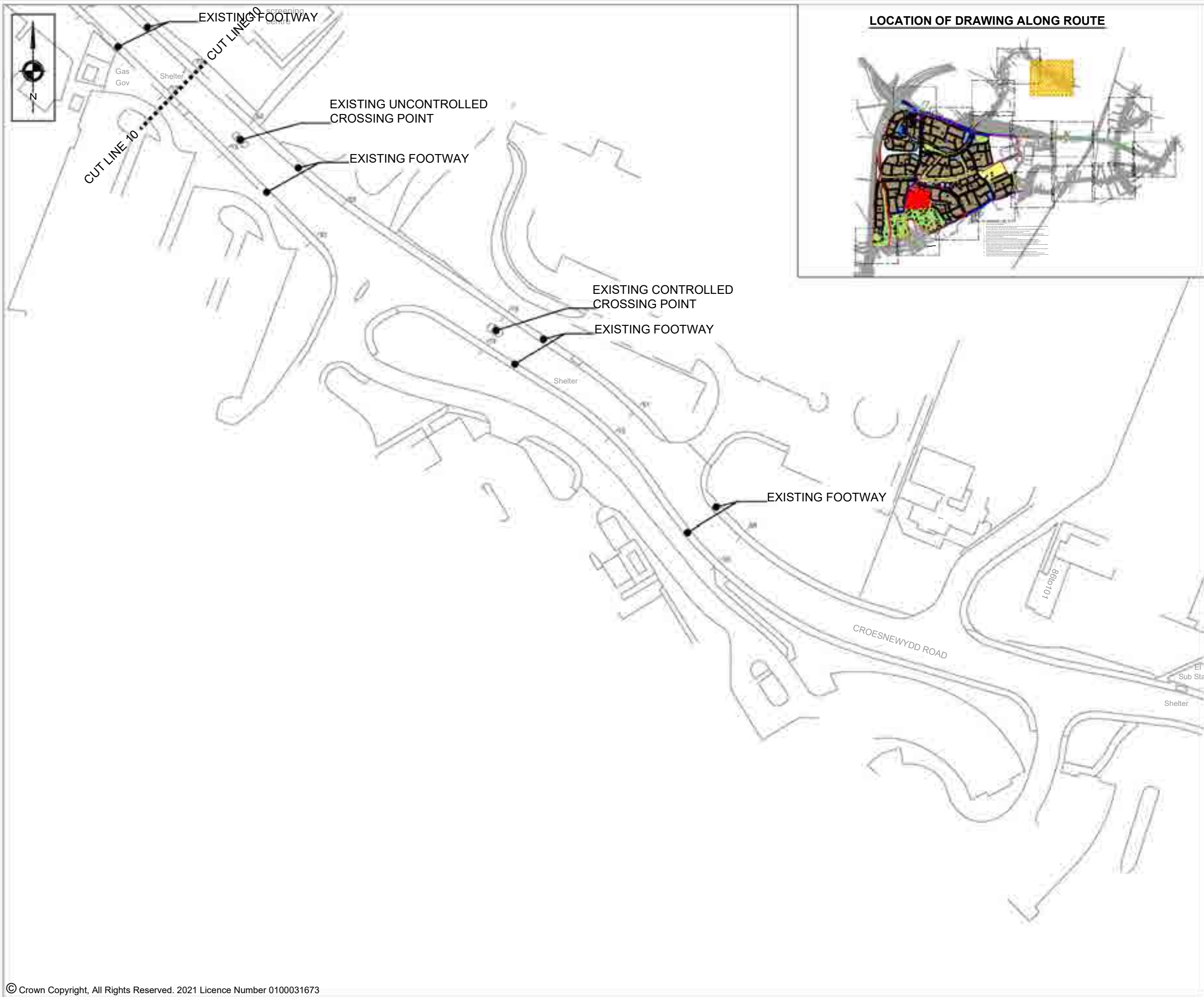
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LOCATION OF DRAWING ALONG ROUTE



KEY

EXISTING DIMENSIONS

PROPOSED DIMENSIONS

EXISTING ADOPTED HIGHWAY

SITE BOUNDARY

SCP PROPOSED KERBS

SCP PROPOSED CROSSINGS

SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATES TO SITE LAYOUT	22.07.24	CP

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Client Name:

Project Title:

RUTHIN ROAD, WREXHAM

Drawing Title:

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Drawn By:	BA	Date:	19.03.2024
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KEY

EXISTING DIMENSIONS

PROPOSED DIMENSIONS

EXISTING ADOPTED HIGHWAY

SITE BOUNDARY

SCP PROPOSED KERBS

SCP PROPOSED CROSSINGS

SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATES TO SITE LAYOUT	22.07.24	OP

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Client Name:

Project Title:

RUTHIN ROAD, WREXHAM

Drawing Title:

DRAFT WALKING / CYCLING INFRASTRUCTURE REVIEW

Drawn By:

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19.03.2024

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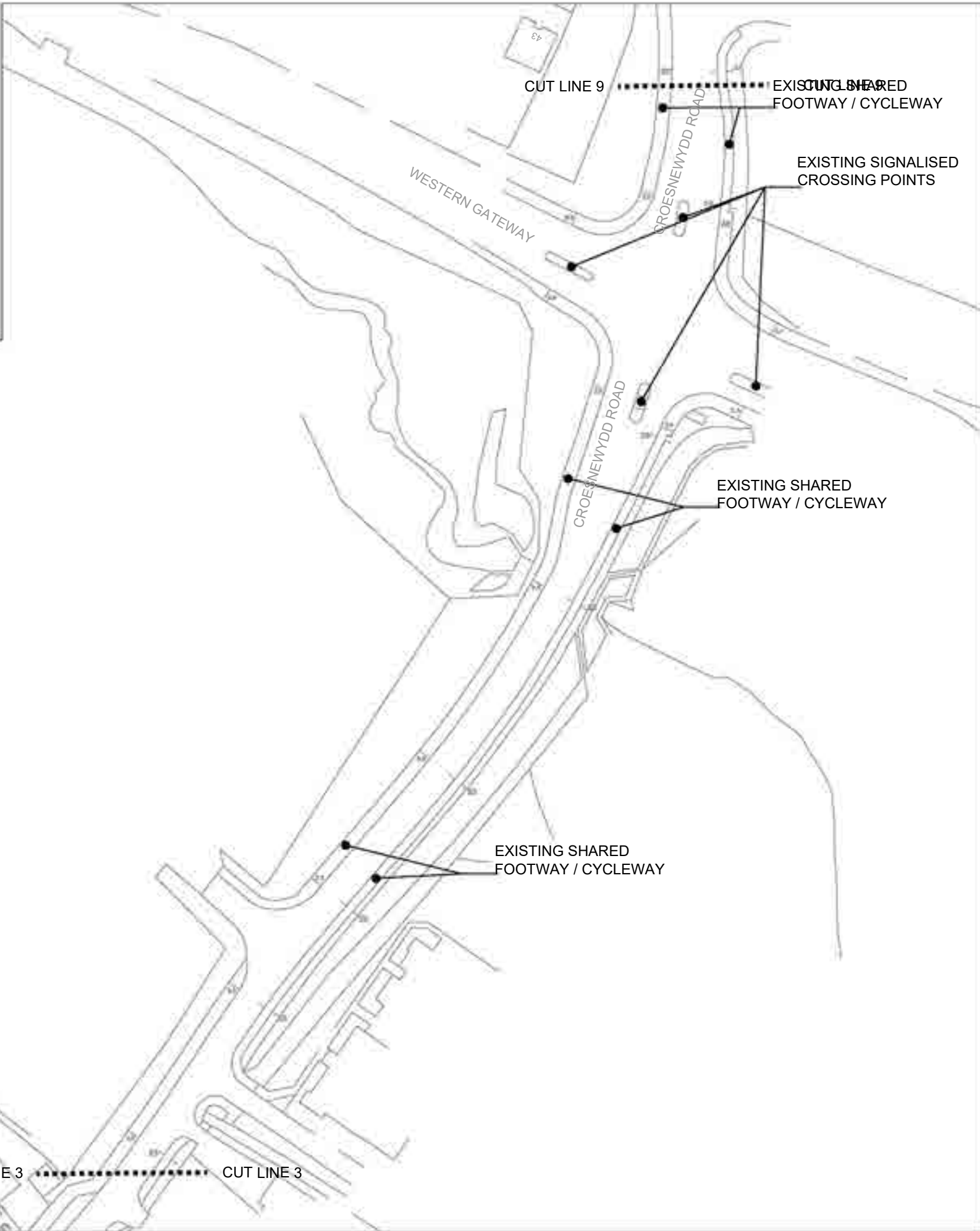
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Rev.

A



LOCATION OF DRAWING ALONG ROUTE



KEY

- EXISTING DIMENSIONS
- PROPOSED DIMENSIONS
- EXISTING ADOPTED HIGHWAY
- SITE BOUNDARY
- SCP PROPOSED KERBS
- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATES TO SITE LAYOUT	22.07.24	CP

SCP

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Client Name:

Project Title:

RUTHIN ROAD, WREXHAM

Drawing Title:
DRAFT WALKING / CYCLING
INFRASTRUCTURE REVIEW

Drawn By: BA Date: 19.03.2024

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Drawing No. SCP/210187/SK13 Rev. A



LOCATION OF DRAWING ALONG ROUTE



KEY

- EXISTING DIMENSIONS
- PROPOSED DIMENSIONS
- EXISTING ADOPTED HIGHWAY
- SITE BOUNDARY
- SCP PROPOSED KERBS
- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS			
REV	DESCRIPTION	DATE	BY
A	UPDATES TO SITE LAYOUT	22.07.24	GP

SCP

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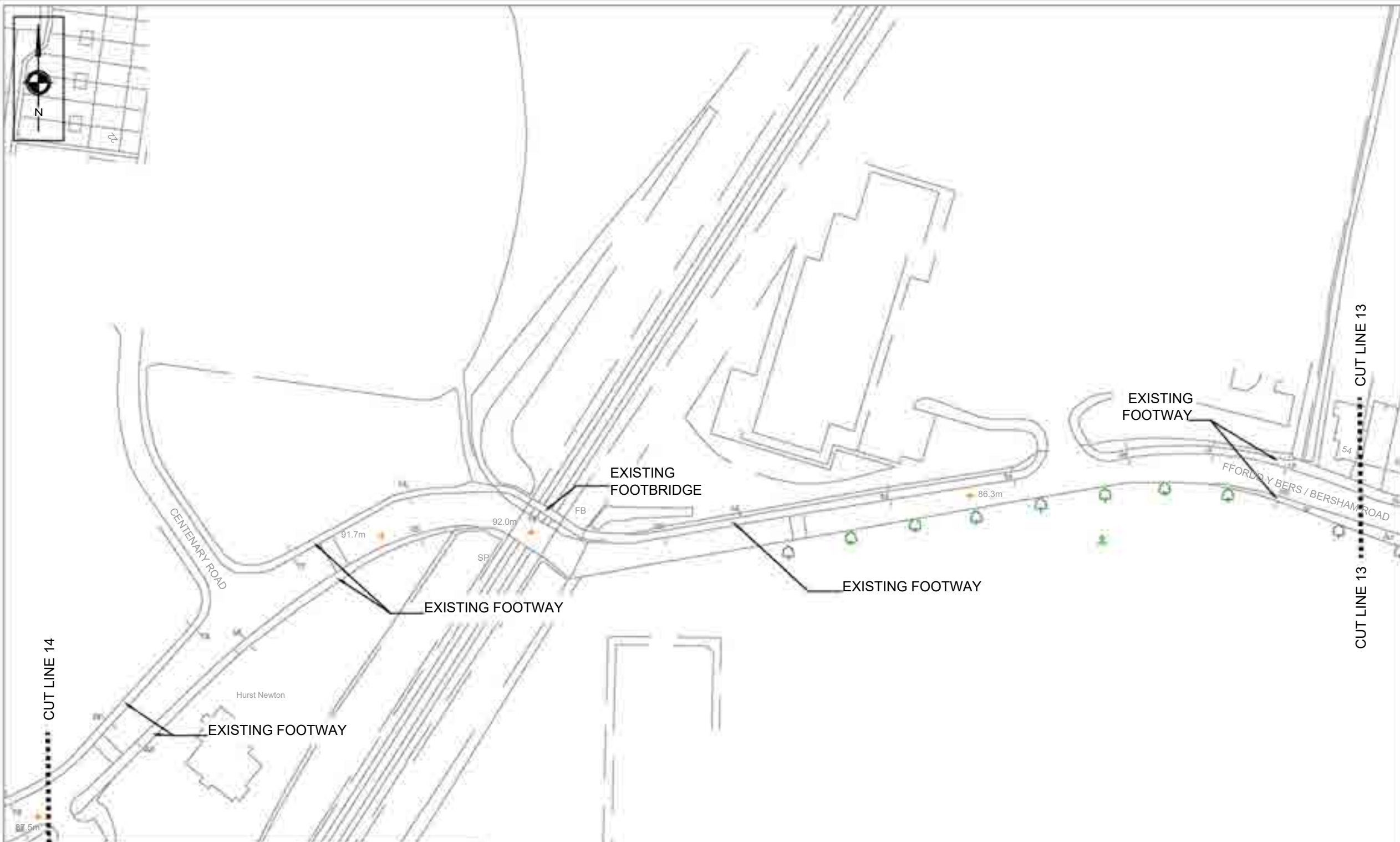
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Drawing No.	SCP/210187/SK14	Rev.	A
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	SITE BOUNDARY
	SCP PROPOSED KERBS
	SCP PROPOSED CROSSINGS
	SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS			
REV	DESCRIPTION	DATE	BY
A	UPDATES TO SITE LAYOUT	22.07.24	OP

SCP

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

Project Title:

RUTHIN ROAD, WREXHAM

Drawing Title:

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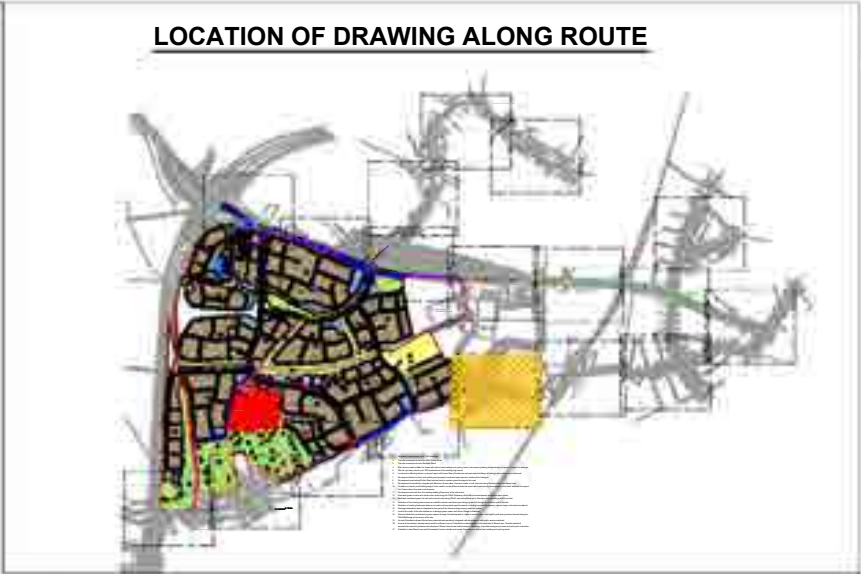
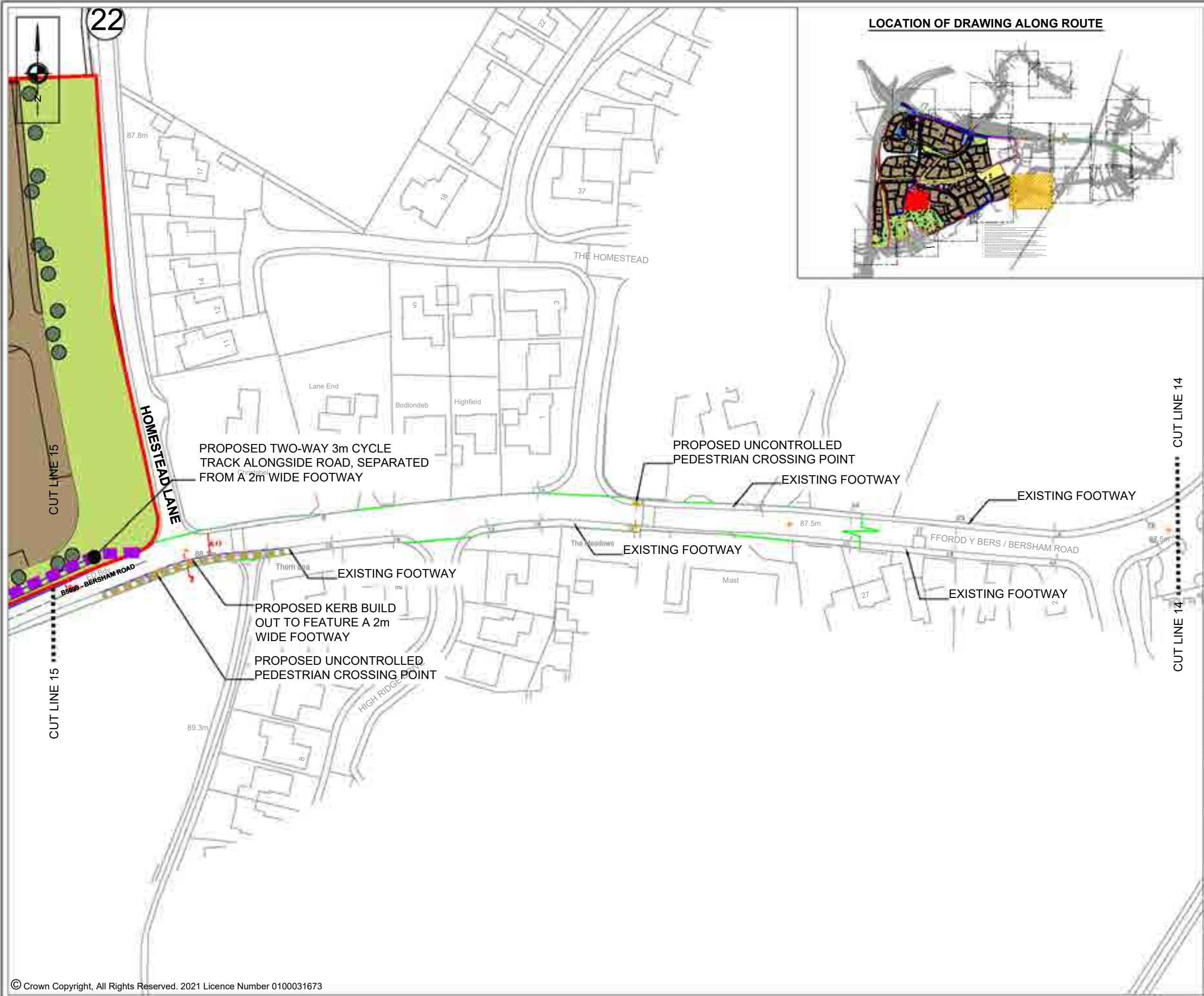
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Drawing No.	SCP/210187/SK15	Rev.	A
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LOCATION OF DRAWING ALONG ROUTE





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	SITE BOUNDARY
	SCP PROPOSED KERBS
	SCP PROPOSED CROSSINGS
	SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS			
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A	UPDATES TO SITE LAYOUT	22.07.24	OP

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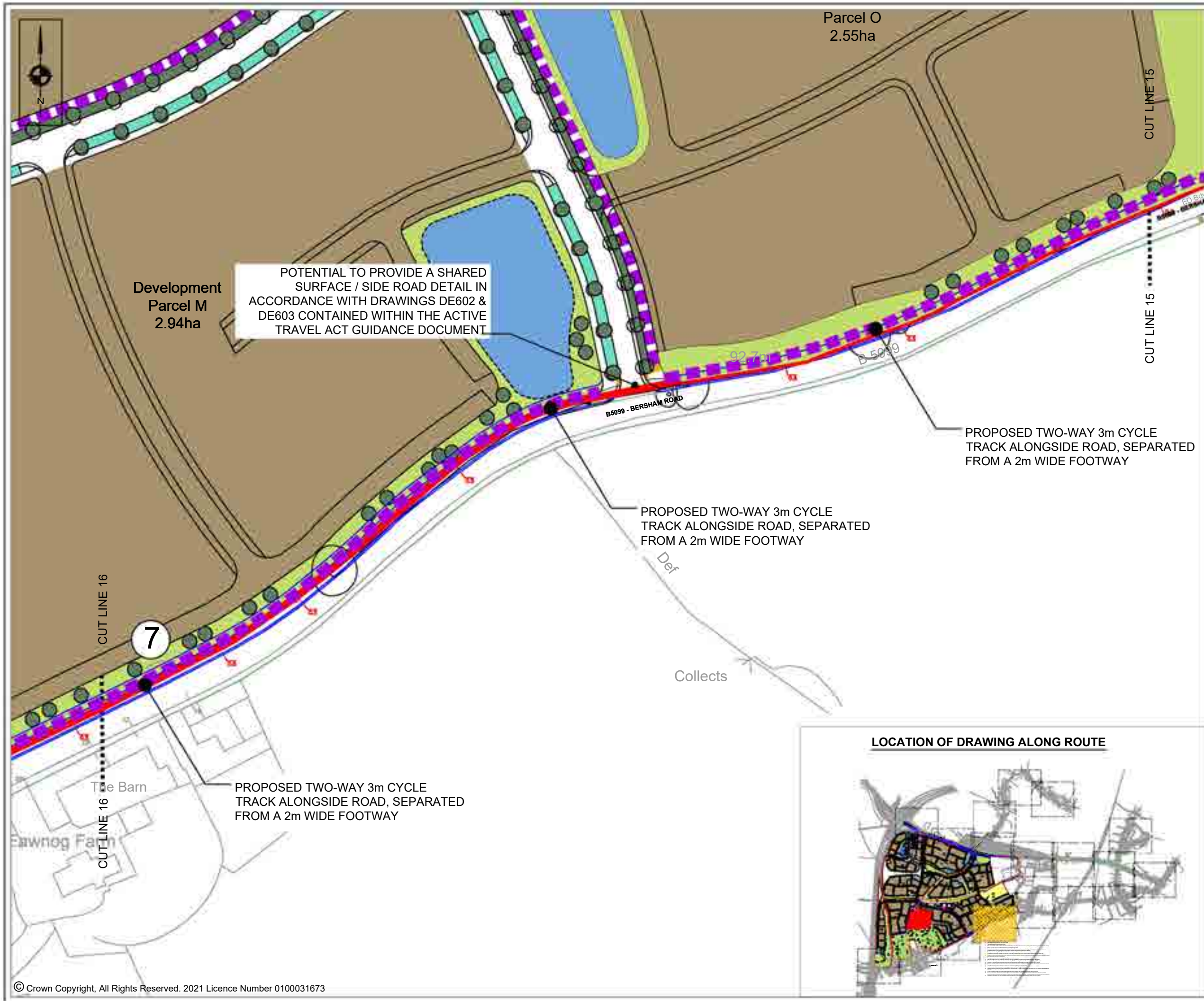
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Drawing No.	SCP/210187/SK16	Rev.	A
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KEY

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- PROPOSED DIMENSIONS
- EXISTING ADOPTED HIGHWAY
- SITE BOUNDARY
- SCP PROPOSED KERBS
- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATED SITE LAYOUT UNDERLAIN	15.07.24	CP
B	UPDATES TO SITE LAYOUT	22.07.24	CP

SCP

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

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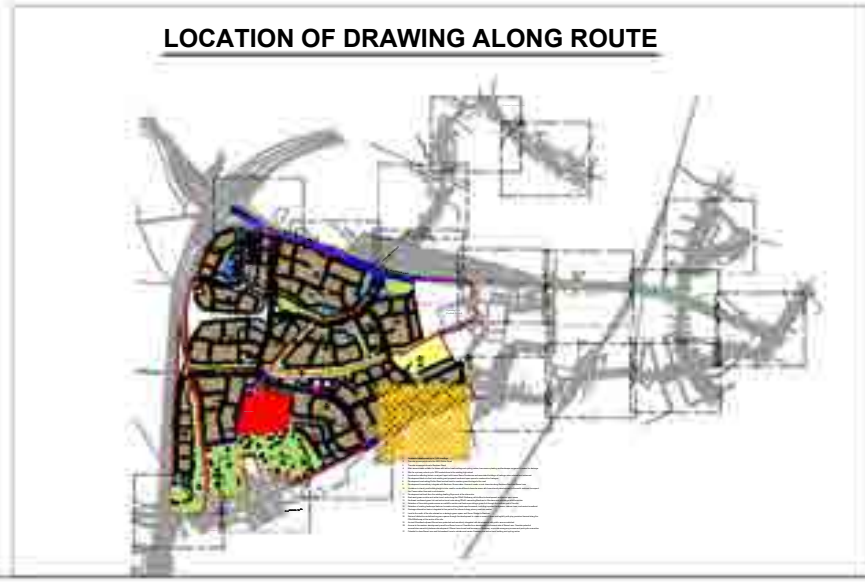
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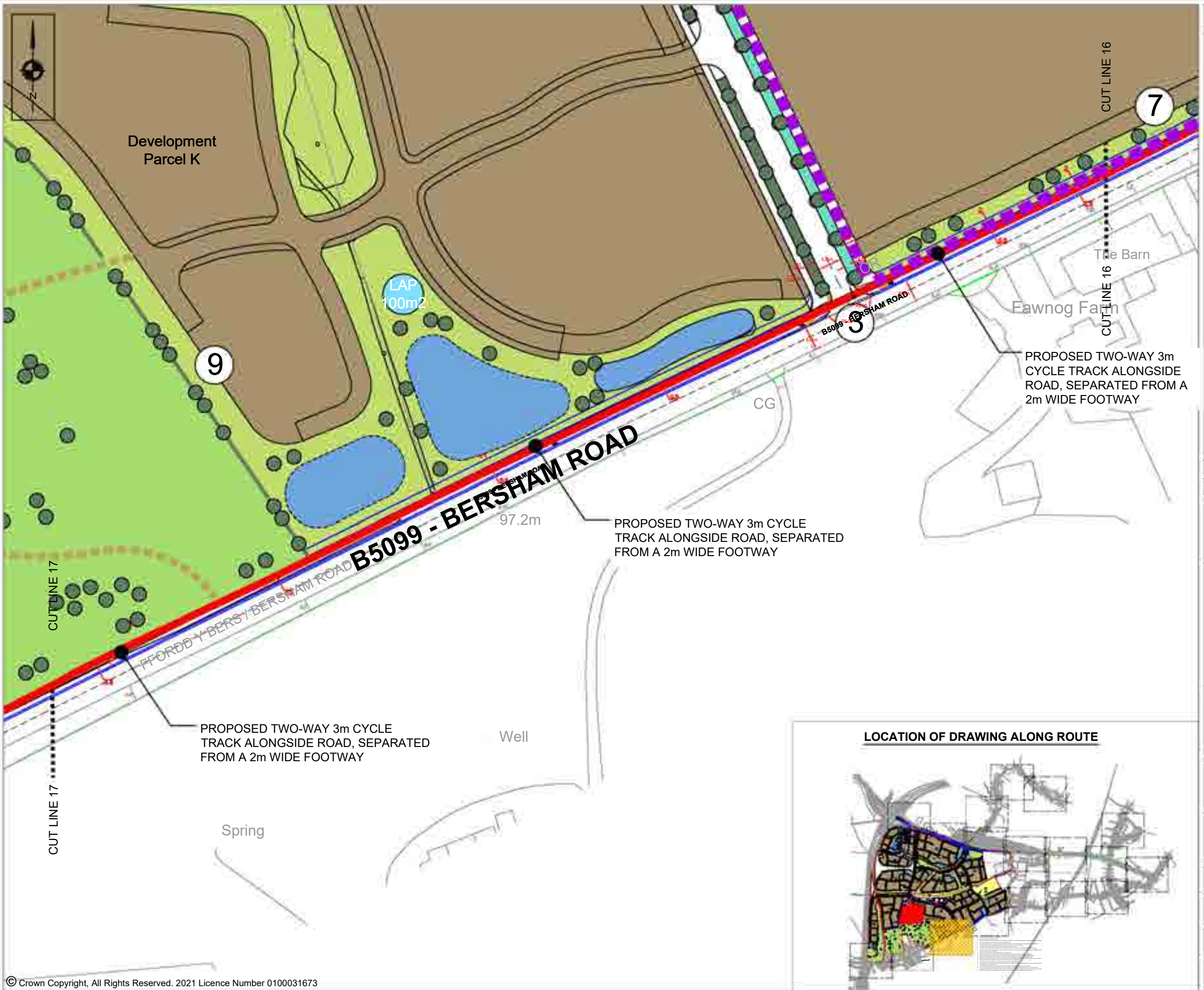
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Drawing No.	SCP/210187/SK17	Rev.	B
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KEY

- EXISTING DIMENSIONS
- PROPOSED DIMENSIONS
- EXISTING ADOPTED HIGHWAY
- SITE BOUNDARY
- SCP PROPOSED KERBS
- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATED SITE LAYOUT UNDERLAIN	15.07.24	OP
B	UPDATES TO SITE LAYOUT	22.07.24	OP

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Transportation Planning : Infrastructure Design

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Client Name:

Project Title:

RUTHIN ROAD, WREXHAM

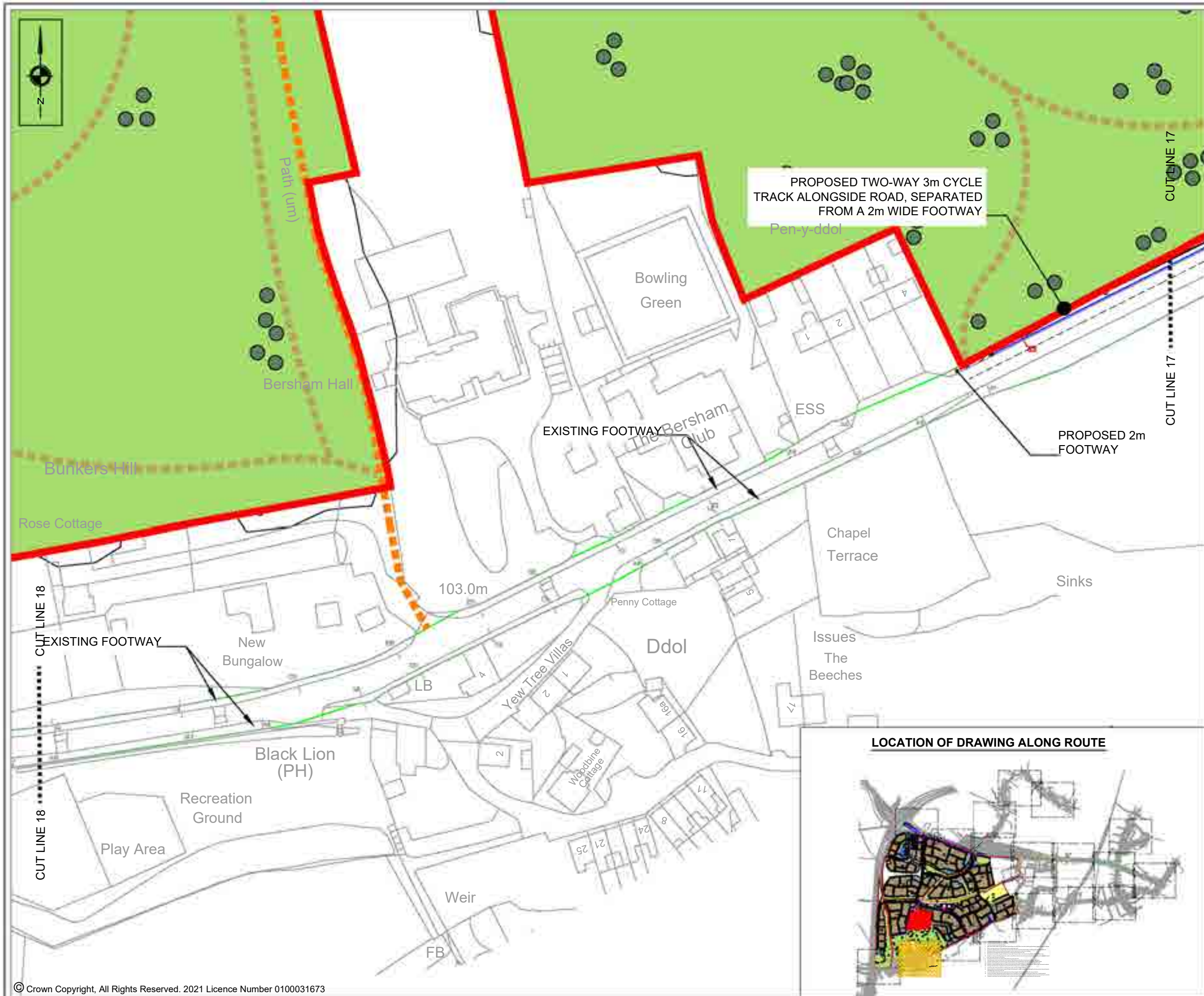
Drawing Title:

DRAFT WALKING / CYCLING INFRASTRUCTURE REVIEW

Drawn By:	BA	Date:	19.03.2024
Checked:	LB	Scale:	1:1000 @ A3

Drawing No.	SCP/210187/SK18	Rev.	B
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KEY	
	EXISTING DIMENSIONS
	PROPOSED DIMENSIONS
	EXISTING ADOPTED HIGHWAY
	SITE BOUNDARY
	SCP PROPOSED KERBS
	SCP PROPOSED CROSSINGS
	SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS			
REV	DESCRIPTION	DATE	BY
A	UPDATES TO SITE LAYOUT	21.07.24	CP

SCP

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

Project Title:

RUTHIN ROAD, WREXHAM

Drawing Title:

DRAFT WALKING / CYCLING INFRASTRUCTURE REVIEW

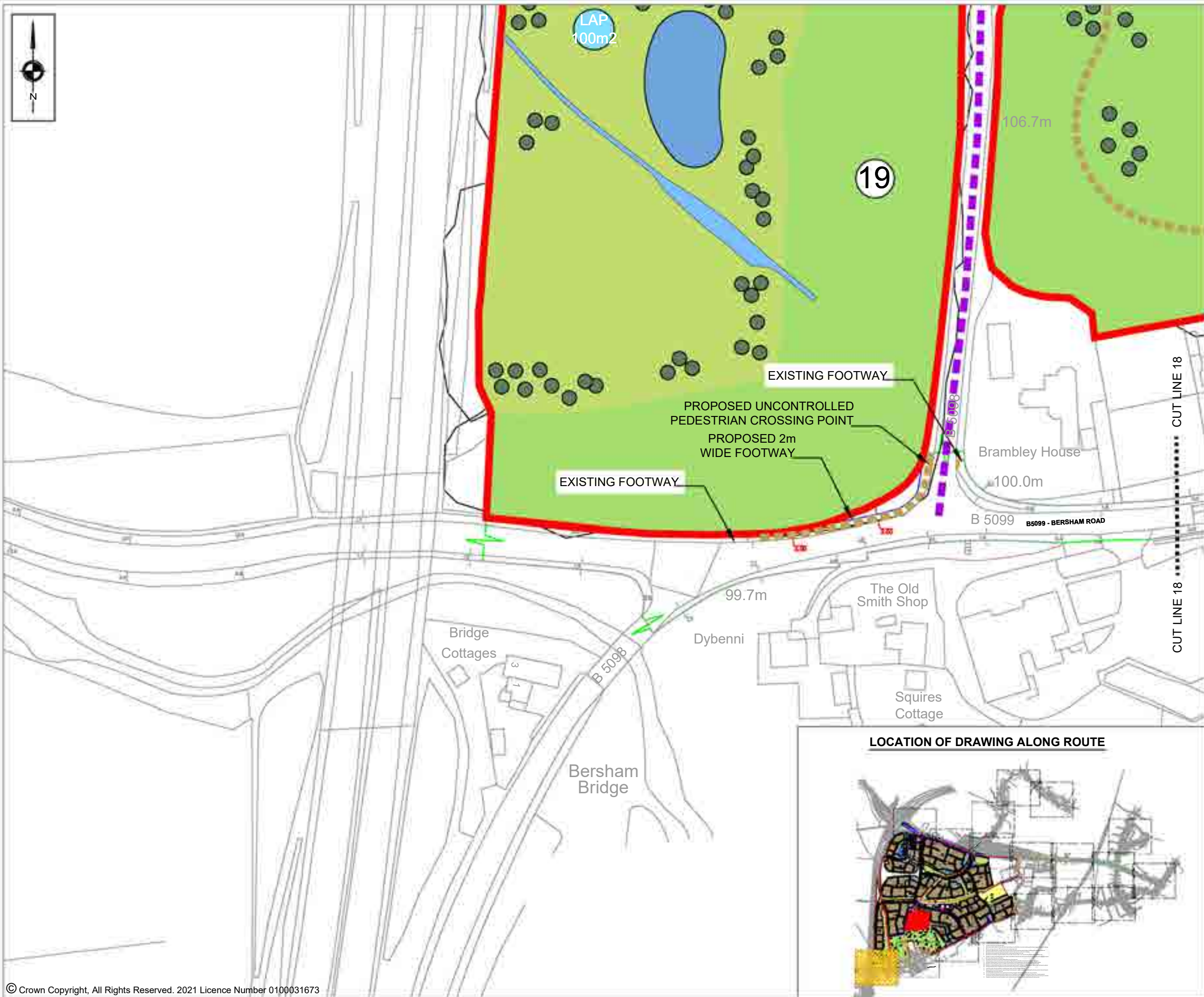
Drawn By: BA Date: 19.03.2024

Checked: LB Scale: 1:1000 @ A3

Drawing No. **SCP/210187/SK19** Rev. **A**

LOCATION OF DRAWING ALONG ROUTE





KEY

- EXISTING DIMENSIONS
- PROPOSED DIMENSIONS
- EXISTING ADOPTED HIGHWAY
- SITE BOUNDARY
- SCP PROPOSED KERBS
- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATES TO SITE LAYOUT	22.07.24	OP

SCP

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

Project Title:

RUTHIN ROAD, WREXHAM

Drawing Title:

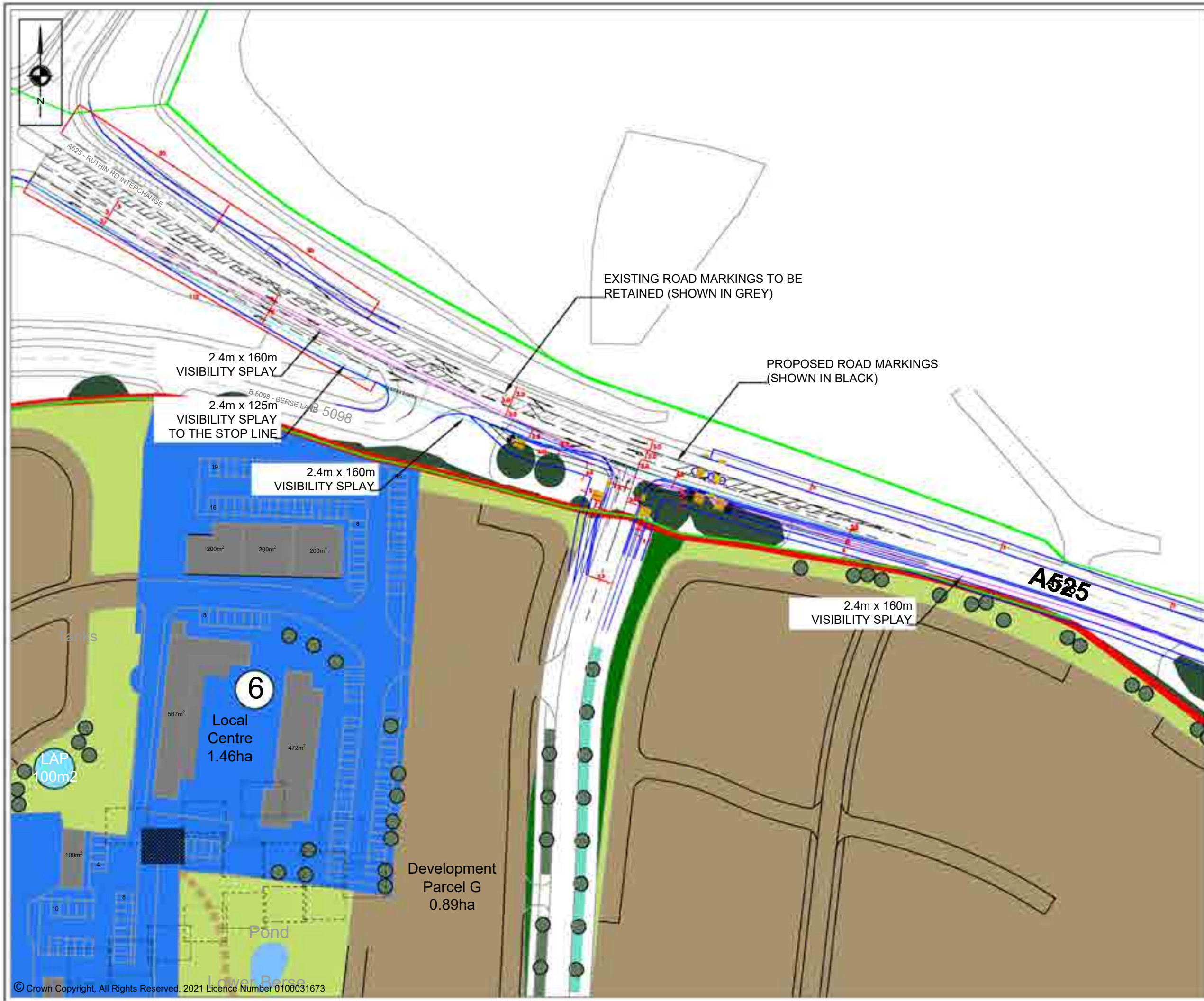
DRAFT WALKING / CYCLING INFRASTRUCTURE REVIEW

Drawn By:	BA	Date:	19.03.2024
Checked:	LB	Scale:	1:1000 @ A3

Drawing No.	SCP/210187/SK20	Rev.	A
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S|C|P

APPENDIX C6



KEY

- EXISTING DIMENSIONS
- PROPOSED DIMENSIONS
- EXISTING ADOPTED HIGHWAY
- SITE BOUNDARY
- SCP PROPOSED KERBS
- SCP PROPOSED CROSSINGS
- SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS

REV	DESCRIPTION	DATE	BY
A	MASTERPLAN REV E UNDERLAIN	30.11.22	BA
B	MASTERPLAN UNDERLAIN	08.06.23	AM
C	LATEST MASTERPLAN UNDERLAIN, ACCESS RELOCATED FURTHER WEST BY 24m TO SRT	08.07.24	BA
D	A525 / A462 APPROACHMENT SCHEME INCLUDED, SITE ACCESS / BERSE LANE JUNCTIONS UPDATED TO SRT	15.07.24	BA

SCP

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

REDROW HOMES (NW)

Project Title:

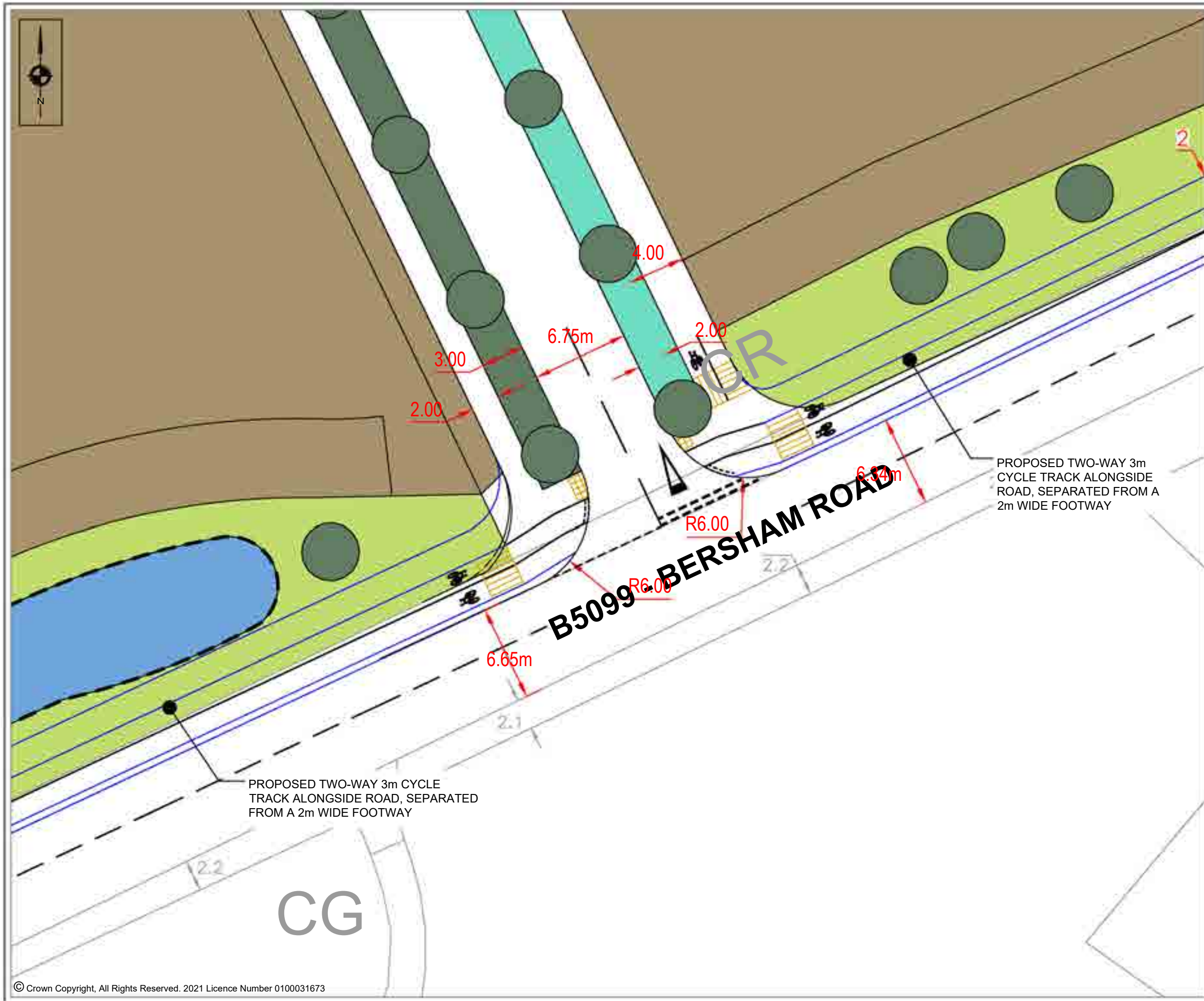
RUTHIN ROAD, WREXHAM

Drawing Title:

Proposed North-Western Site Access on A525 Ruthin Road

Drawn By:	BH	Date:	24.08.2021
Checked:	DR	Scale:	1:1250 @ A3

Drawing No.	SCP/210187/AC02	Rev.	-
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KEY

EXISTING DIMENSIONS

PROPOSED DIMENSIONS

SCP PROPOSED KERBS

SCP PROPOSED CROSSINGS

SCP PROPOSED TRAMLINE TACTILE SLABS

REVISIONS

REV	DESCRIPTION	DATE	BY

SCP

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

Project Title:

RUTHIN ROAD, WREXHAM

Drawing Title:

Proposed South-Western Priority Access on Bersham Road

Drawn By:

OP

Date:

19.03.2024

Checked:

LB

Scale:

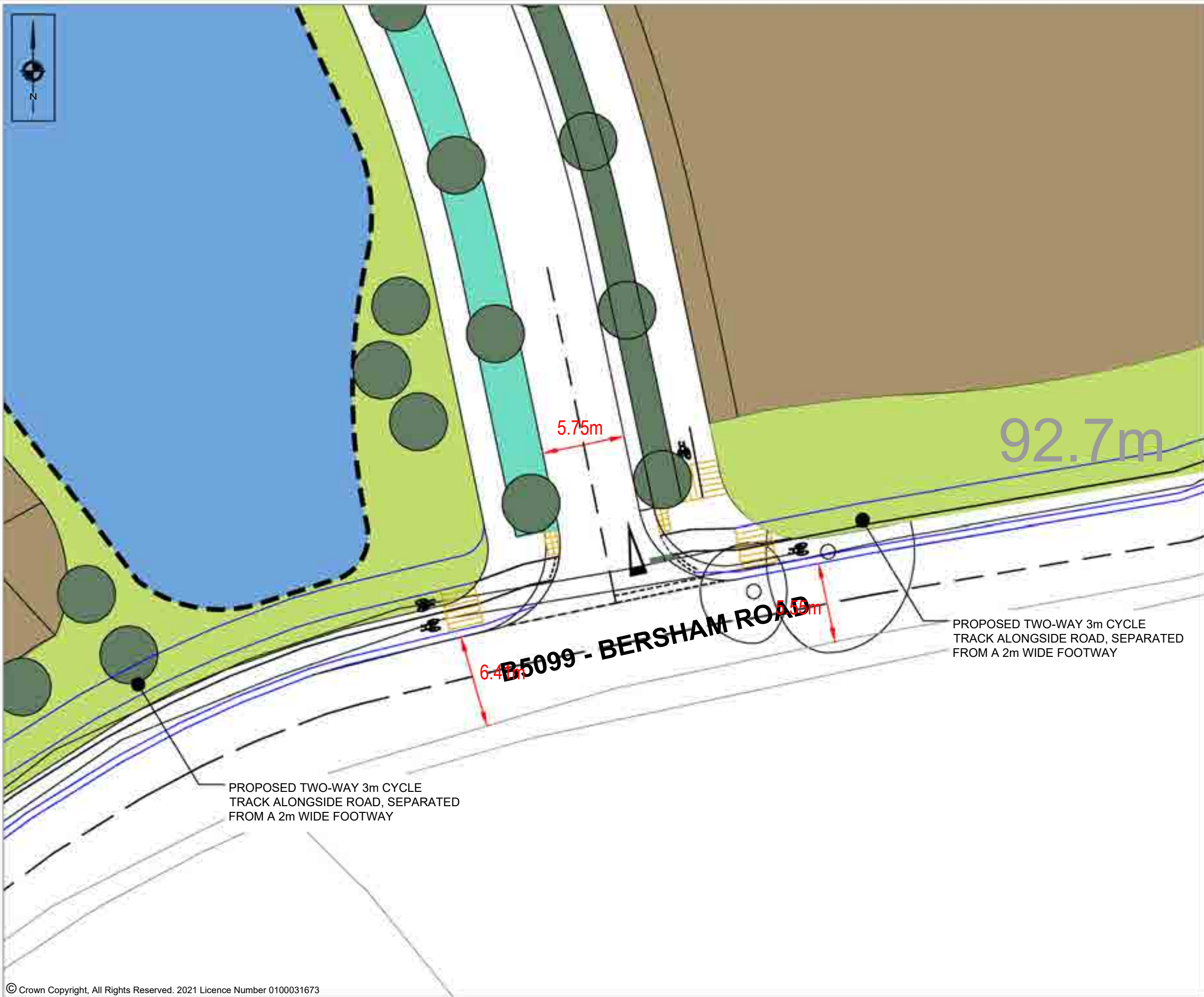
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Drawing No.

SCP/210187/AC03

Rev.

-



KEY

EXISTING DIMENSIONS

PROPOSED DIMENSIONS

SCP PROPOSED KERBS

SCP PROPOSED CROSSINGS

SCP PROPOSED TRAMLINE TACTILE SLABS

SCP

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

Project Title:

RUTHIN ROAD, WREXHAM

Drawing Title:

Proposed South-Eastern Priority Access on Bersham Road

Drawn By:

OP

Date:

19.03.2024

Checked:

LB

Scale:

1:250 @ A3

Drawing No.

SCP/210187/AC04

Rev.

-



SEE DRAWING SCP/210187/JCT02 FOR JUNCTION IMPROVEMENT SCHEME

SEE DRAWING SCP/210187/JCT03 FOR JUNCTION IMPROVEMENT SCHEME

Travellers Site
HIGHWAY BOUNDARY LINE AS
TAKEN FROM CAPITA REPORT

SCP

Transportation Planning : Infrastructure Design

Client Name

REDROW HOMES NW

Project Title

RUTHIN ROAD, WREXHAM

Drawing Title: PROPOSED JUNCTION
IMPROVEMENT WORKS -
OVERALL PLAN

Drawn By: BA

Date: 15.07.2024

Checked: LB

Scale: 1:1250 @ A3

Status: PLANNING

Approved/Disapproved: -

Drawing No.

SCP/210187/JCT01

REVISIONS

REV	DESCRIPTION	DATE	BY

- EXISTING SIGNAL HEADS TO BE RETAINED
- EXISTING SIGNAL HEADS TO BE RELOCATED
- INDICATIVE LOCATIONS FOR THE RELOCATED SIGNAL HEADS

NOTE - LOCATIONS OF SIGNAL HEADS AS
OBSERVED ON GOOGLE EARTH IMAGERY -
SUBJECT TO FURTHER REVIEW.

DRAWING BASED ON ORDNANCE SURVEY
BASE DATA. SCHEME TO BE REVIEWED
WITH TOPOGRAPHICAL SURVEY DATA.

