

1 INTRODUCTION

1.1 Preamble

- 1.1.1 Prime Transport Planning Ltd (Prime) have been provided with comments from the highways officers at Wrexham County Borough Council (WCBC) dated 22nd March 2023. These comments were made in relation to the Transport Statement (TS) prepared in support of a full planning application (ET/DC/MM/P/2022/1052) for the extension of the existing Dragon Packaging unit which is located on the corner of Clywedog Road South and Clywedog Road North in Wrexham Industrial Estate (WIE).
- 1.1.2 The application seeks to extend the existing warehousing on site by 1,696sqm of B8 use. The total floorspace on-site following the delivery of the extension proposals will be 3,265sqm of B8 use.
- 1.1.3 This document has been produced in response to the abovementioned comments and intends to provide, where possible, the information and clarification requested by WCBC.
- 1.1.4 WCBC's comments are provided in *red italics* below with Primes response in black standard font.

2 RESPONSE TO WCC COMMENTS

- 2.1.1 *Point 1: General comments relating to the design of the site egress onto Clywedog Road South particularly the location of the tactile paving, details of the footway provision/corner taper, drainage and street lighting.*
- 2.1.2 These issues will be dealt with as part of the information that will be submitted as part of the detail design process.
- 2.1.3 *Point 2: It is not known what the current car trips and HGV trips to the existing site are. Given that the application seeks to double the size of the existing Warehouse it is considered reasonable to ask the applicant to provide information in relation to actual car and HGV trips to the site so that WCBC can fully understand the impact of the proposals. Future trip rates associated with the proposed extension can then be estimated based on the current levels.*
- 2.1.4 As reported on in the TS, the TRICS database was utilised to establish the likely levels of trip generation from the proposed development. To allow a robust assessment of the impact of these scheme proposals, these trip rates were applied to the total floorspace that will be provided following the delivery of the proposed development i.e. 3,265 sqm B8 and 390 sqm of ancillary office space.

Trip Generation Reported upon in the TA

- 2.1.5 The overall trip generation of the site based on TRICS is shown in Table 2.1 below, this being a reproduction of Table 6.2 from the original TS.

Table 2.1: 12 Hour TRICS Derived Trip Rates and Trip Generation for 3,265sqm GFA Total Floorspace

Time	Trip Rates			Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
07:00-08:00	0.202	0.106	0.308	7	3	10
08:00-09:00	0.358	0.133	0.491	12	4	16
09:00-10:00	0.271	0.087	0.358	9	3	12
10:00-11:00	0.243	0.188	0.431	8	6	14
11:00-12:00	0.216	0.220	0.436	7	7	14
12:00-13:00	0.248	0.197	0.445	8	6	14
13:00-14:00	0.275	0.202	0.477	9	7	16
14:00-15:00	0.229	0.266	0.495	7	9	16
15:00-16:00	0.174	0.363	0.537	6	12	18
16:00-17:00	0.156	0.239	0.395	5	8	13
17:00-18:00	0.101	0.349	0.450	3	11	14
18:00-19:00	0.064	0.239	0.303	2	8	10
Daily (12hr)	2.537	2.589	5.126	83	84	167
Time	HGV Trip Rates			HGV Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	0.064	0.073	0.137	2	2	4
17:00-18:00	0.018	0.064	0.082	1	2	3
Daily (12hr)	0.868	0.799	1.667	28	26	54

Traffic Surveys at Dragon Packaging

- 2.1.6 The highways officers at WCBC have queried the use of TRICS for the purpose of this assessment and have asked that the actual level of trip generation from the uses on-site be established. This information can then be utilised to calculate a bespoke trip rate for this site.
- 2.1.7 As such a survey of the number of vehicles access and egress in the site via the existing access on Clywedog Road North was undertaken. Consideration was given to the installation of an ATC across the site access, however, there were a number of issues associated with this methodology, namely:
- There was the potential for vehicles to queue over the counting equipment;
 - The angle that vehicles would be approaching the counting equipment meant the 1 vehicle could be recorded as a number of different vehicles; and
 - Given that HGVs would be regularly passing over the counting equipment there was a possibility that the equipment could malfunction.
- 2.1.8 Given the above it was decided to install a video camera at the site access, this camera being positioned so that the vehicles entering and exiting the site could be monitored. This survey was undertaken over a 3 day period from Tuesday 18th April 2023 to Thursday 20th April 2023. Whilst the

data collected was for a 24 hour period on each day, the survey company have provided a summary of the results for the 12 hour period between 07:00 and 19:00. This information has been averaged to provide a 3 day average of the trip generation profile of the existing uses on the site.

2.1.9 These surveys were undertaken by the independent data collection company Paul Castle Associates.

2.1.10 The results of the survey are provided in Appendix I of this TN01.

Derivation of Bespoke Trip Rates

2.1.11 The existing GFA of the Dragon Packaging building i.e. 1,569 sqm has used to derive a trip rate for the existing building based on the number of observed vehicles entering and exiting the site between the hours of 07:00 and 19:00. This exercise has been completed separately for light vehicles and HGVs. This calculates a bespoke trip rate for the existing Dragon Packaging site. Table 2.2 shows the calculation of this bespoke trip rate.

Table 2.2: Calculation of a Bespoke Trip Rate for the existing Dragon Packaging Site

Time	Trip Rates			Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
07:00-08:00	0.319	0.127	0.446	5	2	7
08:00-09:00	0.127	0.064	0.191	2	1	3
09:00-10:00	0.127	0.064	0.191	2	1	3
10:00-11:00	0.127	0.127	0.254	2	2	4
11:00-12:00	0.064	0.127	0.191	1	2	3
12:00-13:00	0.127	0.255	0.382	2	4	6
13:00-14:00	0.064	0.064	0.128	1	1	2
14:00-15:00	0.191	0.319	0.510	3	5	8
15:00-16:00	0.000	0.064	0.064	0	1	1
16:00-17:00	0.000	0.127	0.127	0	2	2
17:00-18:00	0.574	0.127	0.701	9	2	11
18:00-19:00	0.127	0.510	0.637	2	8	10
Daily (12hr)	1.848	1.976	3.824	29	31	60
Time	HGV Trip Rates			HGV Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	0.255	0.191	0.446	4	3	7
17:00-18:00	0.127	0.191	0.319	2	3	5
Daily (12hr)	1.720	1.400	3.119	27	22	49

Application of the Bespoke Trip Rates

2.1.12 The bespoke trip rates calculated for the existing Dragon Packaging site have been utilised to forecast the demand associated with the proposed development i.e. 3,265 sqm B8 and 390 sqm of ancillary office space. The forecast trip generation from the proposed development utilising these bespoke trip rates are shown in Table 2.3 below.

Table 2.3: 12 Hour Bespoke Trip Rates and Trip Generation for 3,265sqm GFA Total Floorspace

Time	Trip Rates			Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
07:00-08:00	0.319	0.127	0.446	10	4	15
08:00-09:00	0.127	0.064	0.191	4	2	6
09:00-10:00	0.127	0.064	0.191	4	2	6
10:00-11:00	0.127	0.127	0.254	4	4	8
11:00-12:00	0.064	0.127	0.191	2	4	6
12:00-13:00	0.127	0.255	0.382	4	8	12
13:00-14:00	0.064	0.064	0.128	2	2	4
14:00-15:00	0.191	0.319	0.510	6	10	17
15:00-16:00	0.000	0.064	0.064	0	2	2
16:00-17:00	0.000	0.127	0.127	0	4	4
17:00-18:00	0.574	0.127	0.701	19	4	23
18:00-19:00	0.127	0.510	0.637	4	17	21
Daily (12hr)	1.848	1.976	3.824	60	65	125
Time	HGV Trip Rates			HGV Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	0.255	0.191	0.446	8	6	7
17:00-18:00	0.127	0.191	0.319	4	6	10
Daily (12hr)	1.720	1.400	3.119	27	22	48

Comparison of Trip Rates (TRICS v Bespoke)

- 2.1.13 Table 2.4 shows the difference in the forecast trip generation utilising the TRICS and bespoke trip rates.

Table 2.4: Difference in Forecast Trip Generation (TRICS v Bespoke Trip Rates)

Time	TRICS Trip Generation			ATC Trip Generation			Difference		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals	Arrivals	Departures	Totals
07:00-08:00	7	3	10	10	4	15	-3	-1	-5
08:00-09:00	12	4	16	4	2	6	8	2	10
09:00-10:00	9	3	12	4	2	6	5	1	6
10:00-11:00	8	6	14	4	4	8	4	2	6
11:00-12:00	7	7	14	2	4	6	5	3	8
12:00-13:00	8	6	14	4	8	12	4	-2	2
13:00-14:00	9	7	16	2	2	4	7	5	12
14:00-15:00	7	9	16	6	10	17	1	-1	-1
15:00-16:00	6	12	18	0	2	2	6	10	16
16:00-17:00	5	8	13	0	4	4	5	4	9
17:00-18:00	3	11	14	19	4	23	-16	7	-9
18:00-19:00	2	8	10	4	17	21	-2	-9	-11
Daily (12hr)	83	84	167	60	65	125	23	19	42
Time	TRICS HGV Trip Generation			ATC HGV Trip Generation			HGV Difference		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	2	2	4	8	6	7	-6	-4	-3
17:00-18:00	1	2	3	4	6	10	-3	-4	-7
Daily (12hr)	28	26	54	27	22	48	1	4	6

- 2.1.14 An examination of the above demonstrates that the TRICS derived trip rates generally forecast a greater level of trip generation than the bespoke trip rates. This is certainly the case for the 12 hour trip generation where the TRICS derived trip rates forecast circa 30% additional demand than the bespoke trip rates. The above analysis also shows that the TRICS trip rates forecast almost double the volume of trips in the AM peak, they also tend to forecast a greater demand for each of the individual hourly periods throughout the day. It should however be note that the bespoke trip rates forecast a greater level of demand during the evening peak.
- 2.1.15 It can be concluded from the above that the TRICS trip rates generally forecast a greater level of demand from the proposed development than the bespoke trip rates. The above would suggest that the analysis contained within the original TS was robust and the conclusion that the proposed development will not have a detrimental impact on the surrounding road network is valid.

3 SUMMARY

- 3.1.1 This response provides the additional information that WCBC have requested. Prime trust that this response clarifies their position on each of the points raised by WCBC and will allow the scheme to be approved on Highways matters.

APPENDICES

Appendix I Summary of Traffic Survey at Dragon Packaging

APPENDIX I

SUMMARY OF TRAFFIC SURVEY AT DRAGON PACKAGING

Wrexham, Tuesday 18th April 2023

Junction: 1
Approach: Dragon Packaging



PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TIME	Outbound					Inbound				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	1	0	1	2.3	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0.0	0	0	0	0	0.0
07:30 - 07:45	1	0	0	1	1.0	2	0	0	2	2.0
07:45 - 08:00	0	0	0	0	0.0	3	2	0	5	7.6
Hourly Total	1	1	0	2	3.3	5	2	0	7	9.6
08:00 - 08:15	0	0	0	0	0.0	0	0	0	0	0.0
08:15 - 08:30	0	1	0	1	2.3	1	0	0	1	1.0
08:30 - 08:45	1	0	0	1	1.0	2	0	0	2	2.0
08:45 - 09:00	2	1	0	3	4.3	0	1	0	1	2.3
Hourly Total	3	2	0	5	7.6	3	1	0	4	5.3
09:00 - 09:15	0	1	0	1	2.3	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0.0	0	0	0	0	0.0
09:30 - 09:45	0	1	0	1	2.3	0	1	0	1	2.3
09:45 - 10:00	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	0	2	0	2	4.6	0	1	0	1	2.3
10:00 - 10:15	0	0	0	0	0.0	1	0	0	1	1.0
10:15 - 10:30	0	0	0	0	0.0	1	0	0	1	1.0
10:30 - 10:45	0	0	0	0	0.0	1	0	0	1	1.0
10:45 - 11:00	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	1	0	0	1	1.0	3	0	0	3	3.0
11:00 - 11:15	1	0	0	1	1.0	0	0	0	0	0.0
11:15 - 11:30	0	0	0	0	0.0	0	0	0	0	0.0
11:30 - 11:45	0	0	0	0	0.0	0	0	0	0	0.0
11:45 - 12:00	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	1	0	0	1	1.0	0	0	0	0	0.0
12:00 - 12:15	1	1	0	2	3.3	1	1	0	2	3.3
12:15 - 12:30	1	0	0	1	1.0	1	0	0	1	1.0
12:30 - 12:45	1	0	0	1	1.0	0	0	0	0	0.0
12:45 - 13:00	0	0	0	0	0.0	0	1	0	1	2.3
Hourly Total	3	1	0	4	5.3	2	2	0	4	6.6
13:00 - 13:15	1	1	0	2	3.3	0	0	0	0	0.0
13:15 - 13:30	0	0	0	0	0.0	0	0	0	0	0.0
13:30 - 13:45	0	1	0	1	2.3	0	1	0	1	2.3
13:45 - 14:00	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	1	2	0	3	5.6	0	1	0	1	2.3
14:00 - 14:15	2	0	0	2	2.0	2	0	0	2	2.0
14:15 - 14:30	0	0	0	0	0.0	0	0	0	0	0.0
14:30 - 14:45	2	0	0	2	2.0	1	0	0	1	1.0
14:45 - 15:00	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	4	0	0	4	4.0	3	0	0	3	3.0
15:00 - 15:15	0	0	0	0	0.0	0	0	0	0	0.0
15:15 - 15:30	0	0	0	0	0.0	0	0	0	0	0.0
15:30 - 15:45	0	0	0	0	0.0	0	0	0	0	0.0
15:45 - 16:00	1	0	0	1	1.0	1	0	0	1	1.0
Hourly Total	1	0	0	1	1.0	1	0	0	1	1.0
16:00 - 16:15	3	0	0	3	3.0	0	0	0	0	0.0
16:15 - 16:30	1	0	0	1	1.0	0	0	0	0	0.0
16:30 - 16:45	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
Hourly Total	4	0	0	4	4.0	0	0	0	0	0.0
17:00 - 17:15	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
17:30 - 17:45	1	0	0	1	1.0	5	0	0	5	5.0
17:45 - 18:00	1	0	0	1	1.0	3	0	0	3	3.0
Hourly Total	2	0	0	2	2.0	8	0	0	8	8.0
18:00 - 18:15	9	0	0	9	9.0	3	0	0	3	3.0
18:15 - 18:30	1	0	0	1	1.0	0	0	0	0	0.0
18:30 - 18:45	1	0	0	1	1.0	0	0	0	0	0.0
18:45 - 19:00	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	11	0	0	11	11.0	3	0	0	3	3.0
TOTAL	32	8	0	40	50.4	28	7	0	35	44.1

Wrexham, Wednesday 19th April 2023

Junction: 1
 Approach: Dragon Packaging



TIME	Outbound					Inbound				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0.0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0.0	0	0	0	0	0.0
07:30 - 07:45	0	1	0	1	2.3	3	1	0	4	5.3
07:45 - 08:00	1	0	0	1	1.0	2	0	0	2	2.0
Hourly Total	1	1	0	2	3.3	5	1	0	6	7.3
08:00 - 08:15	0	1	0	1	2.3	0	1	0	1	2.3
08:15 - 08:30	1	1	0	2	3.3	2	1	0	3	4.3
08:30 - 08:45	0	0	0	0	0.0	0	1	0	1	2.3
08:45 - 09:00	1	1	0	2	3.3	0	0	0	0	0.0
Hourly Total	2	3	0	5	8.9	2	3	0	5	8.9
09:00 - 09:15	1	0	0	1	1.0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0.0	1	0	0	1	1.0
09:30 - 09:45	0	0	0	0	0.0	0	0	0	0	0.0
09:45 - 10:00	1	0	0	1	1.0	2	0	0	2	2.0
Hourly Total	2	0	0	2	2.0	3	0	0	3	3.0
10:00 - 10:15	0	1	0	1	2.3	1	2	0	3	5.6
10:15 - 10:30	0	1	0	1	2.3	0	0	0	0	0.0
10:30 - 10:45	0	0	0	0	0.0	1	0	0	1	1.0
10:45 - 11:00	1	0	0	1	1.0	0	1	0	1	2.3
Hourly Total	1	2	0	3	5.6	2	3	0	5	8.9
11:00 - 11:15	1	1	0	2	3.3	1	0	0	1	1.0
11:15 - 11:30	0	0	0	0	0.0	0	0	0	0	0.0
11:30 - 11:45	0	0	0	0	0.0	2	0	0	2	2.0
11:45 - 12:00	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	2	1	0	3	4.3	3	0	0	3	3.0
12:00 - 12:15	2	0	0	2	2.0	1	0	0	1	1.0
12:15 - 12:30	1	0	0	1	1.0	0	0	0	0	0.0
12:30 - 12:45	1	0	0	1	1.0	3	1	0	4	5.3
12:45 - 13:00	2	1	0	3	4.3	0	1	0	1	2.3
Hourly Total	6	1	0	7	8.3	4	2	0	6	8.6
13:00 - 13:15	0	1	0	1	2.3	0	1	0	1	2.3
13:15 - 13:30	0	1	0	1	2.3	0	0	0	0	0.0
13:30 - 13:45	2	0	0	2	2.0	0	0	0	0	0.0
13:45 - 14:00	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	2	2	0	4	6.6	0	1	0	1	2.3
14:00 - 14:15	3	0	0	3	3.0	1	0	0	1	1.0
14:15 - 14:30	4	0	0	4	4.0	1	1	0	2	3.3
14:30 - 14:45	0	1	0	1	2.3	0	0	0	0	0.0
14:45 - 15:00	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	7	1	0	8	9.3	2	1	0	3	4.3
15:00 - 15:15	1	0	0	1	1.0	0	0	0	0	0.0
15:15 - 15:30	0	0	0	0	0.0	0	0	0	0	0.0
15:30 - 15:45	0	0	0	0	0.0	0	0	0	0	0.0
15:45 - 16:00	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	1	0	0	1	1.0	0	0	0	0	0.0
16:00 - 16:15	2	0	0	2	2.0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0.0	0	1	0	1	2.3
16:30 - 16:45	0	1	0	1	2.3	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	2	1	0	3	4.3	0	1	0	1	2.3
17:00 - 17:15	1	0	0	1	1.0	0	0	0	0	0.0
17:15 - 17:30	0	1	0	1	2.3	1	1	0	2	3.3
17:30 - 17:45	1	0	0	1	1.0	2	0	0	2	2.0
17:45 - 18:00	1	0	0	1	1.0	5	0	0	5	5.0
Hourly Total	3	1	0	4	5.3	8	1	0	9	10.3
18:00 - 18:15	7	0	0	7	7.0	2	0	0	2	2.0
18:15 - 18:30	0	0	0	0	0.0	0	0	0	0	0.0
18:30 - 18:45	0	0	0	0	0.0	0	0	0	0	0.0
18:45 - 19:00	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	7	0	0	7	7.0	2	0	0	2	2.0
TOTAL	36	13	0	49	65.9	31	13	0	44	60.9

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Wrexham, Thursday 20th April 2023

Junction: 1
Approach: Dragon Packaging



TIME	Outbound					Inbound				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	2	0	2	4.6	1	1	0	2	3.3
07:15 - 07:30	2	0	0	2	2.0	1	0	0	1	1.0
07:30 - 07:45	0	0	0	0	0.0	3	1	0	4	5.3
07:45 - 08:00	1	0	0	1	1.0	2	0	0	2	2.0
Hourly Total	3	2	0	5	7.6	7	2	0	9	11.6
08:00 - 08:15	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
08:30 - 08:45	0	0	0	0	0.0	0	0	0	0	0.0
08:45 - 09:00	0	1	0	1	2.3	0	1	0	1	2.3
Hourly Total	0	1	0	1	2.3	0	1	0	1	2.3
09:00 - 09:15	0	0	0	0	0.0	0	0	0	0	0.0
09:15 - 09:30	1	0	0	1	1.0	1	1	0	2	3.3
09:30 - 09:45	0	1	0	1	2.3	0	0	0	0	0.0
09:45 - 10:00	1	0	0	1	1.0	0	1	0	1	2.3
Hourly Total	2	1	0	3	4.3	1	2	0	3	5.6
10:00 - 10:15	0	1	0	1	2.3	0	1	0	1	2.3
10:15 - 10:30	0	1	0	1	2.3	0	0	0	0	0.0
10:30 - 10:45	2	0	0	2	2.0	2	0	0	2	2.0
10:45 - 11:00	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	2	2	0	4	6.6	2	1	0	3	4.3
11:00 - 11:15	0	1	0	1	2.3	0	1	0	1	2.3
11:15 - 11:30	0	0	0	0	0.0	0	0	0	0	0.0
11:30 - 11:45	0	2	0	2	4.6	1	1	0	2	3.3
11:45 - 12:00	1	0	0	1	1.0	1	2	0	3	5.6
Hourly Total	1	3	0	4	7.9	2	4	0	6	11.2
12:00 - 12:15	1	1	0	2	3.3	0	0	0	0	0.0
12:15 - 12:30	0	0	0	0	0.0	0	0	0	0	0.0
12:30 - 12:45	0	0	0	0	0.0	0	0	0	0	0.0
12:45 - 13:00	0	1	0	1	2.3	0	0	0	0	0.0
Hourly Total	1	2	0	3	5.6	0	0	0	0	0.0
13:00 - 13:15	0	0	0	0	0.0	0	1	0	1	2.3
13:15 - 13:30	0	1	0	1	2.3	2	1	0	3	4.3
13:30 - 13:45	2	1	0	3	4.3	0	0	0	0	0.0
13:45 - 14:00	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	3	2	0	5	7.6	2	2	0	4	6.6
14:00 - 14:15	1	0	0	1	1.0	1	0	0	1	1.0
14:15 - 14:30	3	0	0	3	3.0	1	0	0	1	1.0
14:30 - 14:45	2	0	0	2	2.0	1	0	0	1	1.0
14:45 - 15:00	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	6	0	0	6	6.0	3	0	0	3	3.0
15:00 - 15:15	1	0	0	1	1.0	0	0	0	0	0.0
15:15 - 15:30	0	0	0	0	0.0	0	0	0	0	0.0
15:30 - 15:45	0	0	0	0	0.0	0	0	0	0	0.0
15:45 - 16:00	0	1	0	1	2.3	0	1	0	1	2.3
Hourly Total	1	1	0	2	3.3	0	1	0	1	2.3
16:00 - 16:15	2	0	0	2	2.0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0.0	0	0	0	0	0.0
16:30 - 16:45	1	0	0	1	1.0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0.0	0	1	0	1	2.3
Hourly Total	3	0	0	3	3.0	0	1	0	1	2.3
17:00 - 17:15	0	1	0	1	2.3	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0.0	1	0	0	1	1.0
17:30 - 17:45	1	0	0	1	1.0	6	1	0	7	8.3
17:45 - 18:00	1	1	0	2	3.3	4	0	0	4	4.0
Hourly Total	2	2	0	4	6.6	11	1	0	12	13.3
18:00 - 18:15	7	0	0	7	7.0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0.0	0	0	0	0	0.0
18:30 - 18:45	0	0	0	0	0.0	0	0	0	0	0.0
18:45 - 19:00	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	7	0	0	7	7.0	0	0	0	0	0.0
TOTAL	31	16	0	47	67.8	28	15	0	43	62.5

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Light																	
TIME	Tuesday 18th April 2023			Wednesday 19th April 2023			Thursday 20th April 2023			Average			Rounded Average				
	Outbound	Inbound	Total	Outbound	Inbound	Total	Outbound	Inbound	Total	Outbound	Inbound	Total	Outbound	Inbound	Total		
07:00 - 07:15	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0		
07:15 - 07:30	0	0	0	0	0	0	2	1	3	1	0	1	1	0	1		
07:30 - 07:45	1	2	3	0	3	3	0	3	3	0	3	3	0	3	3		
07:45 - 08:00	0	3	3	1	2	3	1	2	3	1	2	3	1	2	3		
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:15 - 08:30	0	1	1	1	2	3	0	0	0	0	1	1	0	1	1		
08:30 - 08:45	1	2	3	0	0	0	0	0	0	0	1	1	0	1	1		
08:45 - 09:00	2	0	2	1	0	1	0	0	0	1	0	1	1	0	1		
09:00 - 09:15	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0		
09:15 - 09:30	0	0	0	0	1	1	1	1	2	0	1	1	0	1	1		
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:45 - 10:00	0	0	0	1	2	3	1	0	1	1	1	1	1	1	1		
10:00 - 10:15	0	1	1	0	1	1	0	0	0	0	1	1	0	1	1		
10:15 - 10:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 - 10:45	0	1	1	0	1	1	2	2	4	1	1	2	1	1	2		
10:45 - 11:00	1	0	1	1	0	1	0	0	0	1	0	1	1	0	1		
11:00 - 11:15	1	0	1	1	1	2	0	0	0	1	0	1	1	0	1		
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 - 11:45	0	0	0	0	2	2	0	1	1	0	1	1	0	1	1		
11:45 - 12:00	0	0	0	1	0	1	1	1	2	1	0	1	1	0	1		
12:00 - 12:15	1	1	2	2	1	3	1	0	1	1	1	2	1	1	2		
12:15 - 12:30	1	1	2	1	0	1	0	0	0	1	0	1	1	0	1		
12:30 - 12:45	1	0	1	1	3	4	0	0	0	1	1	2	1	1	2		
12:45 - 13:00	0	0	0	2	0	2	0	0	0	1	0	1	1	0	1		
13:00 - 13:15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0		
13:15 - 13:30	0	0	0	0	0	0	0	2	2	0	1	1	0	1	1		
13:30 - 13:45	0	0	0	2	0	2	2	0	2	1	0	1	1	0	1		
13:45 - 14:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0		
14:00 - 14:15	2	2	4	3	1	4	1	1	2	2	1	3	2	1	3		
14:15 - 14:30	0	0	0	4	1	5	3	1	4	2	1	3	2	1	3		
14:30 - 14:45	2	1	3	0	0	0	2	1	3	1	1	2	1	1	2		
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:00 - 15:15	0	0	0	1	0	1	1	0	1	1	0	1	1	0	1		
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:45 - 16:00	1	1	2	0	0	0	0	0	0	0	0	1	0	0	1		
16:00 - 16:15	3	0	3	2	0	2	2	0	2	2	0	2	2	0	2		
16:15 - 16:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0		
16:30 - 16:45	0	0	0	0	0	0	1	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		
17:00 - 17:15	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0		
17:15 - 17:30	0	0	0	0	1	1	0	1	1	0	1	1	0	1	1		
17:30 - 17:45	1	5	6	1	2	3	1	6	7	1	4	5	1	4	5		
17:45 - 18:00	1	3	4	1	5	6	1	4	5	1	4	5	1	4	5		
18:00 - 18:15	9	3	12	7	2	9	7	0	7	8	2	9	8	2	9		
18:15 - 18:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0		
18:30 - 18:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0		
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

[illegible]