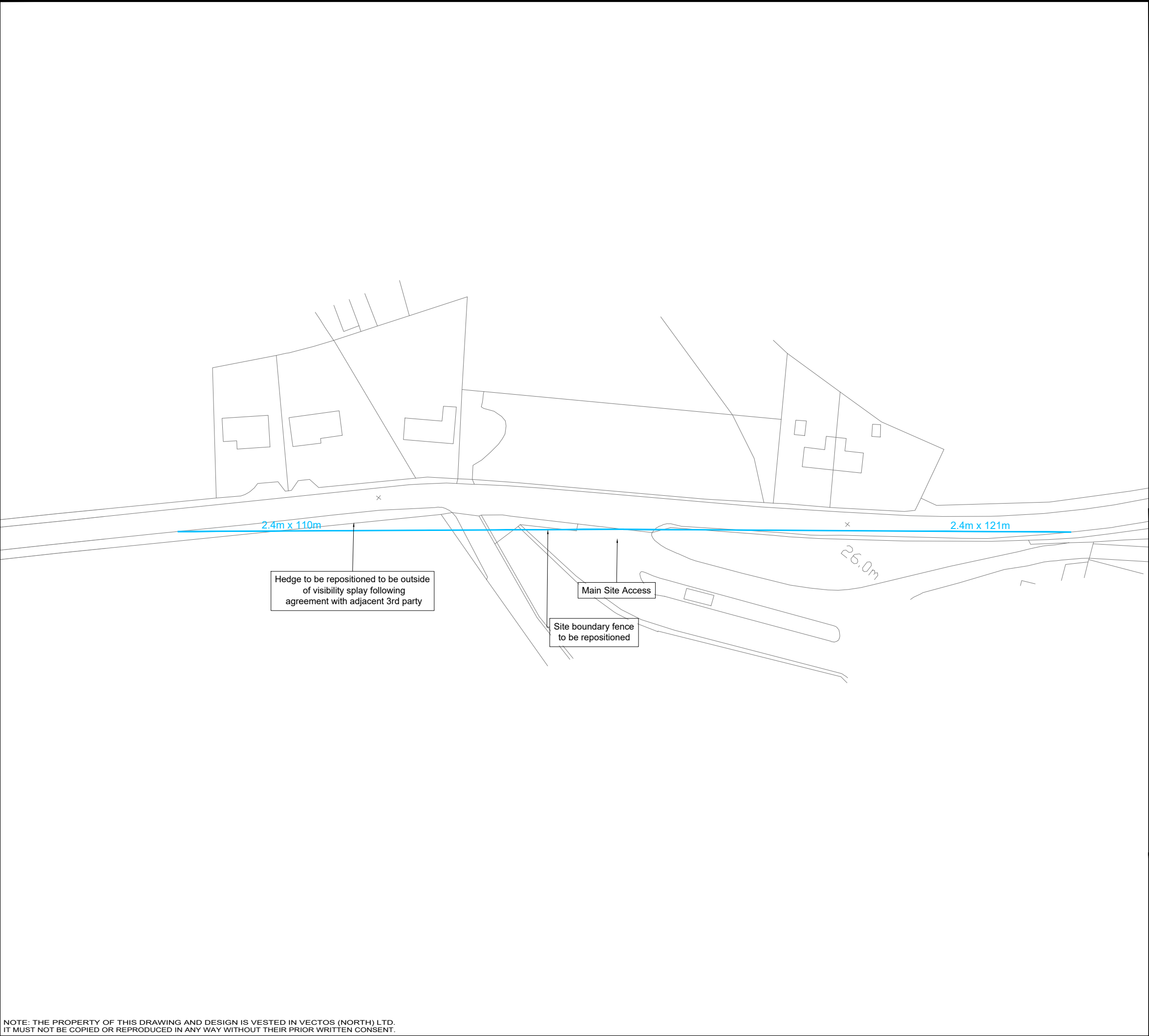


DRAWINGS



- Notes:
- 1. This is not a construction drawing and is intended for illustrative purposes only.
 - 2. White lining is indicative only.



REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

Maelor Foods Ltd

PROJECT:

Maelor Foods, Pickhill Lane

DRAWING TITLE:

Site Access Visibility Splay

SCALES:

1:1,000 at A3

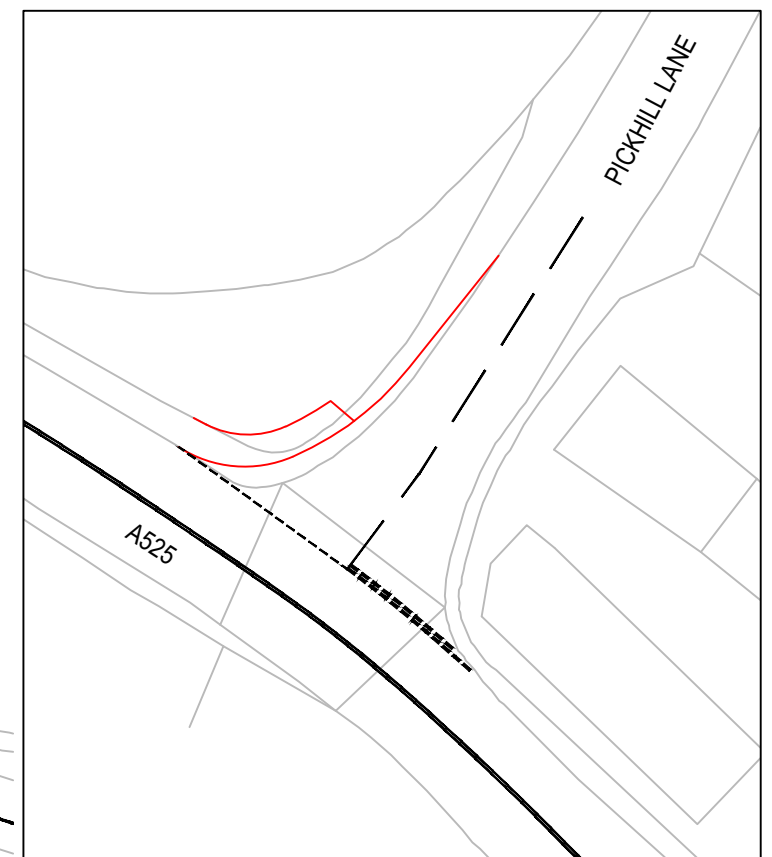
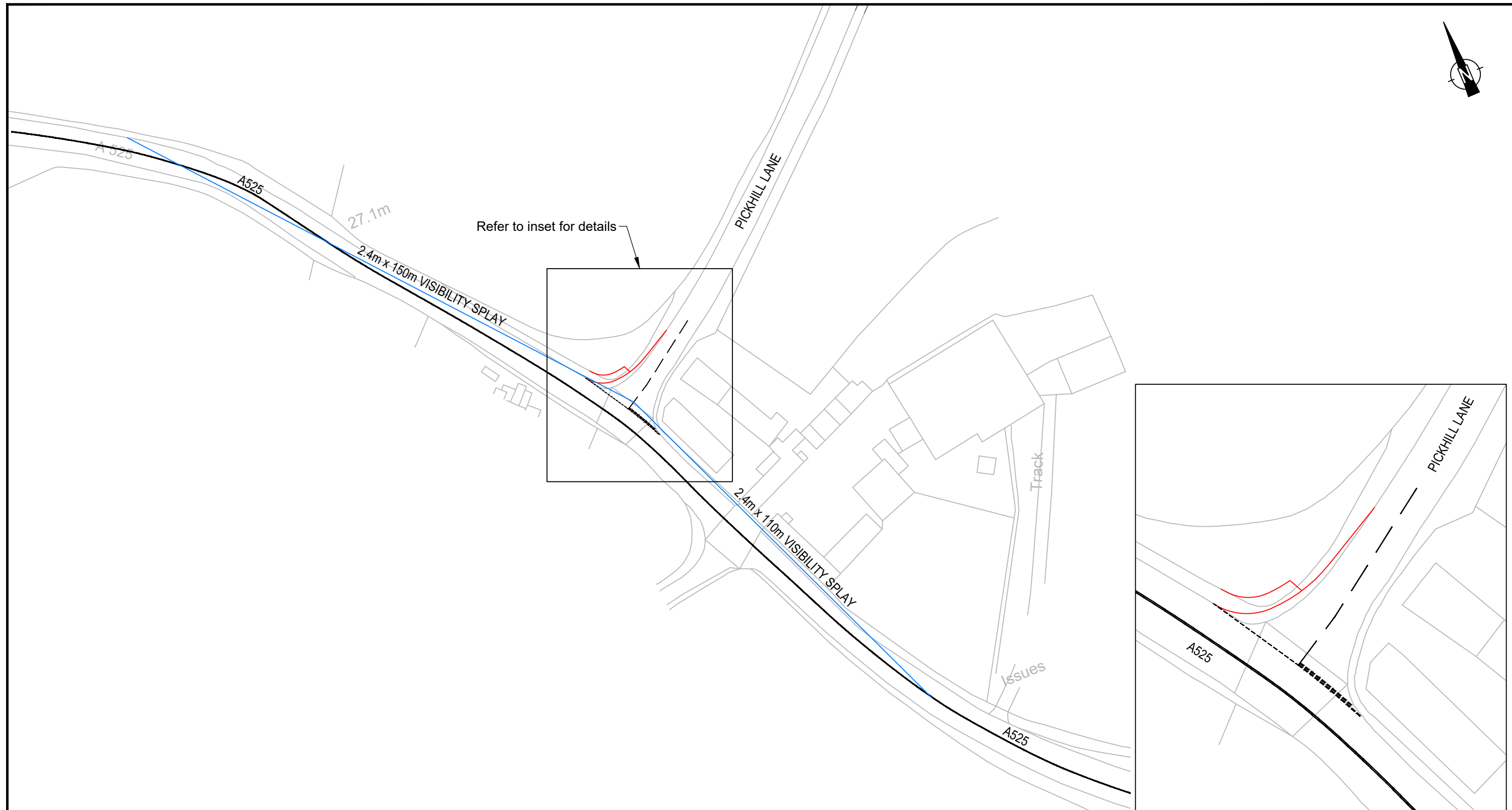
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transport planning specialists

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DRAWING NUMBER:	VN70805-D106	REVISION:	.
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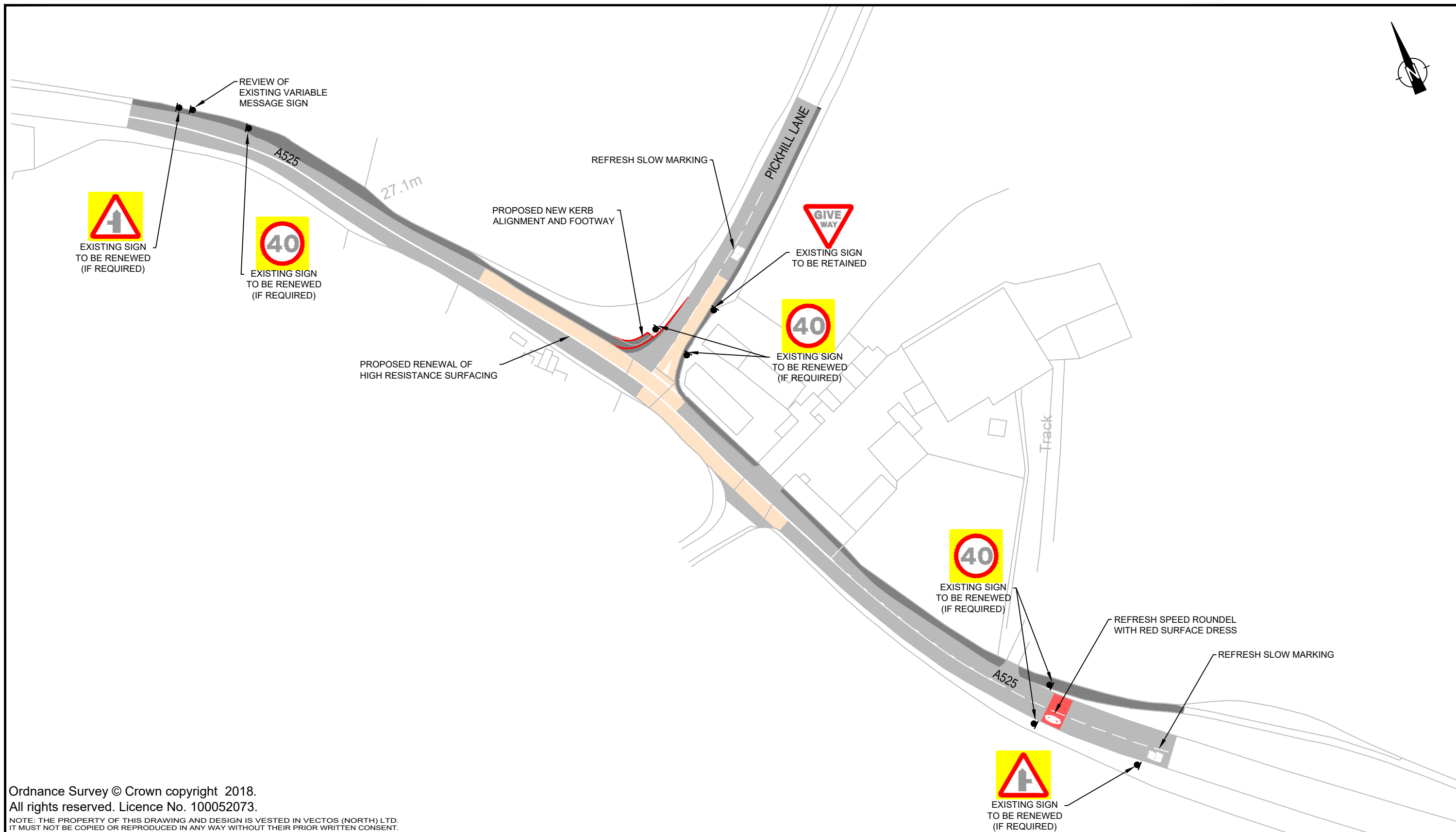


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LAYOUT PLAN
SCALE 1:1000

INSET
SCALE 1:500

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						1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only.	Suggested A525 Pickhill Lane Junction Improvement				 transport planning specialists 4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ 0161 228 1008 e: manchester@vectos.co.uk	
						DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:		REVISION:
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Indicative A525 Improvement Scheme				 4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ 0161 228 1008 e: manchester@vectos.co.uk	
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TO	PW	09.11.18	1:1000 at A3	VN70805-D110	A

APPENDICES

Appendix 1 – Previous WCBC Highways Submissions

Maelor Foods Ltd

**REMOVAL OF CONDITION
MAELOR FOODS, PICKHILL LANE**

Transport Report

VN70805

December 2017

REPORT CONTROL

Document: Transport Report

Project: Removal of Condition - Maelor Foods, Pickhill Lane

Client: Maelor Foods Ltd

Job Number: VN70805

File Origin: N:\Vectos Job Data\2017\VN70805 Maelor Foods, Pickhill Lane\Docs\Reports\Maelor Foods, Pickhill Lane - Removal of Condition_01.docx

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Issue	Date	Status	Checked for Issue
1	December 2017	01	PW
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1 INTRODUCTION

1.1 Background

1.1.1 Vectos has been appointed by Maelor Foods Ltd to provide a Transport Report to accompany a removal of condition application relating to a planning permission granted in 2015 for a poultry processing facility on Pickhill Lane in Wrexham.

1.1.2 In March 2015, the site received planning permission (Ref: P/2014/0781) from Wrexham County Borough Council (WCBC) for the change of use from a cheese cutting and packing facility to a poultry processing facility. One of the planning conditions (No. 14 in the Decision Notice) associated with the planning permission stated that no more than 400,000 birds shall be processed each week at the site. This was deemed to be necessary to protect the amenities of the occupiers of nearby properties. This condition has also been referenced in a number of subsequent consents (Ref: P/2015/0838 and P/2017/0165).

1.2 Market Demand

1.2.1 At the time of the original planning permission, the condition relating to 400,000 birds being processed each week was in line with the predicted operation of Maelor Foods, based on the demand of 350,000 birds per week experienced at their Salisbury Poultry (a related party company) site.

1.2.2 Since the planning permission, it is understood that there has been an increase in total market demand across the UK with a general desire to provide more locally sourced, British produce rather than rely on imports. This general increase in market demand has been experienced by Salisbury Poultry meaning that the Maelor Foods site on Pickhill Lane would no longer be able to supply the required demand which has risen to 700,000 birds per week. As such, there would be shortfall as a result of the condition relating to the number of birds that can be processed each week.

1.2.3 In addition, in response to growing market demand, there is a trend whereby farms supplying sites like Maelor Foods are increasing capacity and production, including a number within 30 miles of Maelor Foods. The condition limiting the number of birds that can be processed each week means that Maelor Foods are not able to accommodate the additional birds from local farms. As such, this will result in local farms having to transport birds greater distances on the network to alternative poultry processing facilities further afield.

1.2.4 It should be noted that the Maelor Foods site has the infrastructure in place to be able to process a greater number of birds per week to meet existing demand whilst still maintaining flexibility for future growth. However, it is the existing condition that is preventing this level of operation due to the perceived impact on amenities of the occupiers of nearby properties.

1.2.5 Maelor Foods are seeking to remove the existing condition which would allow the site on Pickhill Lane to increase the number of birds being processed per week. Based on information provided by Maelor Foods, the site could practically operate with 1,000,000 birds processed each week, based on existing infrastructure and current market demand levels. Without the required level of flexibility to respond to changing market trends, it is possible that the operation of the site (in terms of viability) would need to be reviewed.

1.3 Report Structure

1.3.1 This Transport Report builds upon information previously presented as part of the original planning application and seeks to remove the existing condition to provide flexibility for future operations at the site. The report is structured with the following sections:

- Baseline Data;
- Change in Traffic Impact; and
- Conclusion.

2 BASELINE DATA

2.1 Site Location

- 2.1.1 The site is accessed from Pickhill Lane via the A525 which is a key link into Wrexham whilst also providing access to the wider network. It is characterised as a largely rural route with limited frontage activity.
- 2.1.2 The facility is an established industrial site and has previously accommodated a variety of industrial uses. The site is bound on all sides by agricultural land, with three residential dwellings opposite the site access on the western side of Pickhill Lane.
- 2.1.3 Historically, the site has accommodated a number of industrial uses, each with regular vehicular activity associated with the delivery and distribution of goods and no restriction on production. The site was originally constructed in the 1930s as a creamery and has since been used for butter, milk and cheese manufacturing (including packing), each generating a number of daily heavy goods vehicle movements understood to be higher than movements experienced on the network today.

2.2 A525 Traffic Data

- 2.2.1 Given that a number of years have passed since the previous application was permitted, a review of current traffic flows has been conducted to fully consider the potential implications associated with the removal of the condition. The background data includes information on traffic flows, vehicle speeds and accident history on the local network.

Vehicle Flows

- 2.2.2 Previously, turning count data at the A525/Pickhill Lane junction was presented in the Transport Assessment for the poultry processing facility. This highlighted that in the morning and evening peak hours, there was a low hourly flow and a tidal pattern with the majority of vehicles heading towards Wrexham in the morning peak and away from Wrexham in the evening peak.

2.2.3 Given the age of the previous data (2011), additional data collection was coordinated in September 2017 to supplement the information previously presented. An automatic traffic count (ATC) was arranged for the A525, south of the Pickhill Lane junction, to record the volume of traffic throughout the day over a seven day period. The ATC data for the A525 is presented in **Figure 2.1** and **Figure 2.2** for the weekday and weekends respectively.

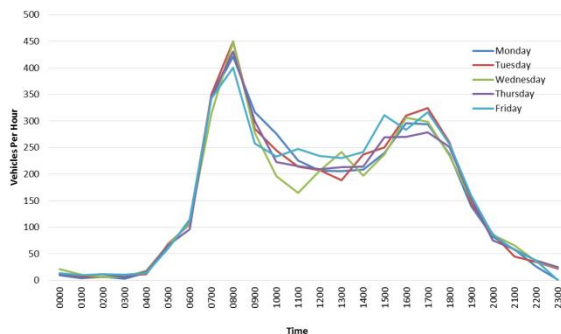


Figure 2.1: A525 Weekday Two-Way Flows

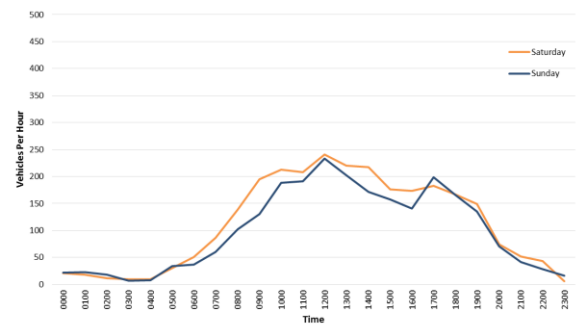


Figure 2.2: A525 Weekend Two-Way Flows

2.2.4 The peak in activity is associated with the typical morning and evening commuter periods (i.e. 0800-0900hrs and 1700-1800hrs). During the inter-peak period, two-way traffic flows reduce to approximately 200-250 vehicles per hour, equivalent to 3-4 vehicles per minute, between 0900-1500hrs.

2.2.5 At the weekend, the flows on both a Saturday and Sunday are similar with a peak around the middle of the day. It is noted that the peak flows on the A525 on a weekend are approximately 50% lower than the peak flows experienced on the A525 in the morning peak.

2.2.6 In terms of vehicle composition, the majority of traffic movements throughout the day are cars and light vehicles. Heavy goods vehicles make up approximately 6-7% of the total two-way daily flow on weekdays and 3-4% on weekends. The majority of heavy goods vehicle movements are focussed in the weekday inter-peak period with an average of 18 two-way movements per hour.

Vehicle Speeds

2.2.7 Speed data was presented in the Transport Assessment for the poultry processing facility in 2014. The data identified that 85th percentile vehicle speeds were 45mph in either direction on the A525. This was recorded at a time when the signed speed limit was 60mph but it is noted that the speed limit has since been changed to 40mph on approach to the junction.

- 2.2.8 To investigate vehicle speeds on the A525 following the introduction of the 40mph speed limit, a new speed survey was undertaken on Wednesday 13th September 2017. The survey was conducted with reference to the DMRB's '*Vehicle Measurement on All Purpose Roads*' (TA22/81) with data collected using a speed radar meter, capturing 200 vehicles in free flow conditions at each location. A summary is presented in **Table 2.1**.

A525 Direction	85 th Percentile (Dry Weather)	85 th Percentile (Wet Weather)	Average
Southbound	44.0mph	41.5mph	38.6mph
Northbound	43.0mph	40.5mph	37.9mph

Table 2.1: Speed Survey Results

- 2.2.9 The data highlights that the average speed in the vicinity of the A525/Pickhill Lane junction is less than the signed 40mph limit, with 85th percentile speeds lower than those previously recorded and presented in the Transport Assessment for the poultry processing facility. This data demonstrates that although vehicle speeds are already naturally controlled by the carriageway alignment, the introduction of a 40mph speed limit in the vicinity of the A525/Pickhill Lane junction has had a positive speed reducing effect.

Junction Operation and Visibility

- 2.2.10 The A525/Pickhill Lane is an existing junction that accommodates daily vehicle movements, including heavy goods vehicles. It has been observed to operate with minimal queueing and delay throughout the day, with vehicles able to identify suitable gaps in traffic to complete their manoeuvre.
- 2.2.11 In terms of junction capacity, a junction model was constructed for previous applications to assess the operation of the existing A525/Pickhill Lane junction. The results highlighted that, in the peak hours, the existing priority arrangement operates with spare capacity and minimal queueing which was deemed to be acceptable to WCBC Highways. The previous results demonstrate that the junction could accommodate an increase in the number of vehicular movements with the existing priority control. It should be noted that WCBC Highways previously noted that improvements would not be required at the junction as part of the cheese cutting and packing facility or the poultry processing application.

- 2.2.12 Visibility at the junction has previously been assessed with WCBC Highways noting that a splay of 2.4 metres by 150 metres is achievable. To the south, WCBC Highways have noted that a visibility splay of 2.4 metres by 95 metres is achievable measured to the nearside kerb edge. Visibility at the junction is shown in **Figure 2.3** and **Figure 2.4**.



Figure 2.3: Junction Visibility to the South



Figure 2.4: Junction Visibility to the North

- 2.2.13 It should be noted that the A525 in the vicinity of the junction with Pickhill Lane incorporates a double white centre line to restrict overtaking. In this instance, a practical visibility splay of approximately 110 metres can be achieved to oncoming vehicles when measured to the double white centre line. This is in line with the stopping sight distance requirements noted in DMRB and the recorded 85th percentile wet weather speeds for northbound vehicles which has been recorded at 41.5mph.

2.3 Pickhill Lane Traffic Data

- 2.3.1 Previously, the peak hour flows on Pickhill Lane were derived from a turning count at the A525/Pickhill Lane junction. The two-way flows on Pickhill Lane in the morning and evening peak hours were 117 and 128 vehicles per hour respectively.
- 2.3.2 Additional data has been collected to investigate the use of Pickhill Lane not only in the peak hours, but throughout the day. The ATC data for Pickhill Lane is presented in **Figure 2.5** and **Figure 2.6** for the weekday and weekends respectively.

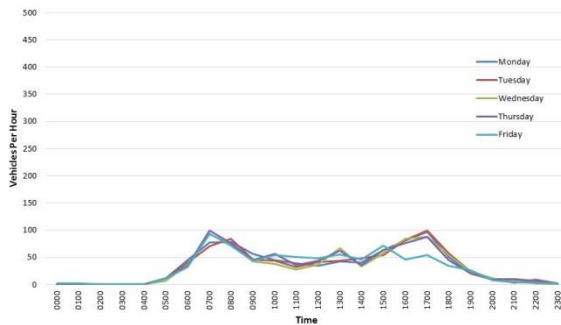


Figure 2.5: Pickhill Lane Weekday Two-Way Flows

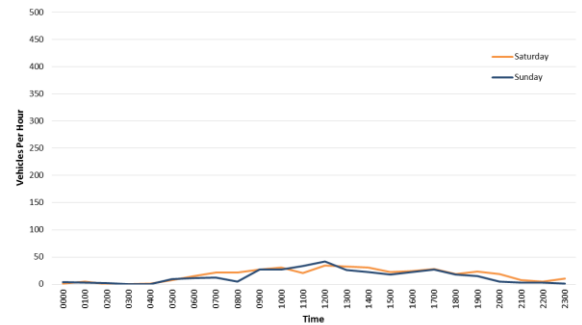


Figure 2.6: Pickhill Lane Weekend Two-Way Flows

2.3.3 Analysis of the most recent survey conducted in September 2017 shows that the average two-way flows on Pickhill Lane are 87 and 85 in the morning and evening peak hours. The flows are considered to be very low in the peak hours equivalent to 1-2 vehicles per minute. During the inter-peak, the two-way flows on Pickhill Lane decrease to an average of 47 vehicles per hour, equivalent to approximately 1 vehicle per minute.

2.3.4 In terms of vehicle composition, the majority of traffic movements throughout the day are cars and light vehicles. Heavy goods vehicles make up approximately 2-3% of the total two-way daily flow on weekdays and approximately 1% on weekends. The majority of heavy goods vehicle movements are focussed in the inter-peak period with an average of 2-3 two-way movements per hour.

2.3.5 It should be noted that although Pickhill Lane currently accommodates a low volume of heavy goods vehicles per hour based on the latest survey, it has historically accommodated a greater number of movements associated with its historic use. In addition, there is a logistics site (Fraser Lloyd Primary Logistics) adjacent to Maelor Foods which has historically generated a greater number of heavy goods vehicle movements than is currently present on the network.

2.4 Recorded Traffic Accidents

2.4.1 A review of the accident history on the local highway network has been conducted, building upon the information previously presented in the poultry processing application and cheese cutting and packing application. The historic data previously presented highlighted that the local highway network operates with few recorded accidents suggesting minimal conflict.

- 2.4.2 For completeness, a further review of online accident records has been conducted to see if there have been any recorded accidents since the previous assessment. Data for the most recent 5-year period is presented in **Figure 2.7**.



Source: Crashmap [Accessed October 2017]

Figure 2.7: Accident Summary Data

- 2.4.3 The data highlights that there have been no recorded accidents on Pickhill Lane or at the junction with the A525 in the most recent 5-year period. The conclusions in the previous assessments are still considered to be valid.

3 CHANGE IN TRAFFIC IMPACT

3.1 Increased Market Demand

3.1.1 As previously noted, since the planning permission was granted in 2015 there has been an increase in market demand for locally sourced, British produce. As a result, the planning condition which specified that no more than 400,000 birds shall be processed each week is acting as a constraint which does not allow Maelor Foods to respond to the changing market environment.

3.1.2 Since the poultry processing facility application was approved, a significant level of investment has taken place at Maelor Foods in order to provide a modern, purpose built facility capable of providing employment opportunities whilst contributing significantly to the local economy. Again, the existing condition is preventing the efficient use of infrastructure that has been invested in and may result in the operation of the site (in terms of viability) being reviewed in due course.

3.1.3 In order to provide additional flexibility to the operation of the site, Maelor Foods are seeking to remove the condition which currently limits production to 400,000 birds per week. This would allow Maelor Foods to accommodate a greater number of birds from local farms, whilst continuing to provide employment opportunities and benefits to the local economy. Based on information provided by Maelor Foods, it is understood that current demand might be in the region of 1,000,000 birds per week.

3.2 Infrastructure Requirements

3.2.1 It should be noted that there are no infrastructure amendments required at the site to accommodate an increase in production. The existing access on Pickhill Lane would continue to be utilised following its earlier improvement to visibility which has now been implemented. No accidents have been recorded at the site access in the most recent 5-year period.

3.2.2 In addition, there would be no changes to the internal site layout. Infrastructure is already provided in the form of a security gate with weighbridge and a one-way circulatory system to manage vehicle movements within the site. There is space within the site for large vehicles to enter, turn and exit in forward gear with dedicated service yard provision for vehicles to park. A delivery management plan would continue to be in operation.

- 3.2.3 It is understood that staff numbers may increase if the condition is removed but this would be in line with staff numbers previously accommodated at the site during historic use and the previously approved cheese cutting and packing use (i.e. 220-230 staff). The car park has previously accommodated this level of demand and no changes are required.

3.3 Traffic Generation

Staff

- 3.3.1 In terms of the potential future operation of the site, it is understood that although staff numbers may increase, it would be in line with numbers previously employed at the site (i.e. 220-230 staff) during operation as a creamery and cheese cutting and packing facility. As such, it is considered that the site could accommodate an increase back up to previous levels.
- 3.3.2 It should be noted that not all staff would be on site at the same time with a range of shift patterns operational in addition to typical office hours. Historically, this has not caused any problems in terms of local network operation and a return to previous staff levels is not expected to result in capacity issues due to the majority of trips occurring outside of the network peak hours.

Deliveries and Servicing

- 3.3.3 The removal of the 400,000 bird condition would result in a change in heavy goods vehicle movements to and from the site. **Table 3.1** provides a summary of the permitted and potential future heavy goods vehicle movements based on the assumption that they increase in line with the number of birds processed each week.

No. of Birds (per week)	No. of HGV Trip Movements (per hour)*		
	Arrivals	Departures	Total
Permitted Operation (400,000)	2	2	4
Potential Future Operation (1,000,000)	6	6	12

* based on 6hrs delivery window

** numbers rounded to nearest integer

Table 3.1: Permitted and Potential Future Heavy Goods Vehicle Movements

3.3.4 The uplift in processing 400,000 to 1,000,000 birds per week equates to an additional 8 heavy goods vehicle movements per hour (i.e. 4 extra arrivals and 4 extra departures) when compared with the permitted operation. This is, on average, 1 extra vehicle every 7-8 minutes over a 6-hour window in the middle of the day.

3.3.5 It should be noted that the heavy goods vehicle information presented in **Table 3.1** is based on the same methodology that was presented in the original Transport Assessment for the poultry processing facility. This sought to manage heavy goods vehicle arrivals and departures during the inter-peak period (i.e. a 6hrs window between 0900-1500hrs) when traffic flows on the local network are lower than the peak periods.

3.4 Potential Traffic Impact

3.4.1 To consider the potential traffic impact associated with the removal of the condition, a breakdown is presented in **Table 3.2**. This presents the changes in traffic flow on both the A525 and Pickhill Lane associated with the permitted 400,000 birds per week, and the potential 1,000,000 birds per week if the condition is removed.

Link	Average Two-Way Inter-Peak Traffic Flow (per hour)	Permitted Additional HGV Movements (per hour)	Total Permitted Flow	% Impact	Potential Additional Two-Way HGV Movements (per hour)	Total Potential Flow	% Impact
A525	235	4	239	2%	8	247	3%
Pickhill Lane	47	4	51	9%	8	59	16%

Table 3.2: Potential Additional Weekday Inter-Peak Traffic Impact (per hour)

3.4.2 The information in **Table 3.2** is based on the assumption that the additional 8 two-way heavy goods vehicle movements per hour would be coordinated during the inter-peak when traffic flows on the network are at their lowest. This seeks to manage potential conflict on the local network and is equivalent to 1 extra vehicle every 7-8 minutes. Based on the small increase, it is considered that there will still be times throughout each hour of the day when there are no vehicles on Pickhill Lane and as such the potential impact on occupiers of the three nearby properties would be limited.

- 3.4.3 The additional movements on the network are unlikely to result in a detrimental impact upon the operation of the local highway network during the inter-peak period, with no change anticipated to the existing peak hour operations in terms of queueing and delay. It is therefore considered that existing occupiers of nearby properties will not experience any increase in driver delay as a result of the additional heavy goods vehicle movements.
- 3.4.4 In addition, although there are no restrictions on the site in terms of operating hours, heavy goods vehicle movements will not take place over night. This seeks to further manage the potential impact on amenities of the occupiers of three nearby properties.
- 3.4.5 As previously noted, heavy goods vehicle movements will continue to be coordinated to and from the south of the site via the A525. The network in the vicinity of the site operates with spare capacity, including the A525/Pickhill Lane junction, and no recorded accidents in the most recent 5-year period. The recently introduced 40mph speed limit in the vicinity of the junction contributes to overall road safety objectives and assists with the management of vehicle movements to and from Pickhill Lane.
- 3.4.6 It should be noted that deliveries to and from the site will continue to be subject to a management system which can positively influence when vehicle movements occur to minimise the potential impact on the operation of the local highway network, but also to limit the potential impact on residential amenity. This includes a delivery booking system, coordination of deliveries outside of peak hours and a close working relationship with suppliers to improve the efficiency of movement between the site and surrounding farms.
- 3.4.7 Overall, it is considered that the small increase in the number of heavy goods vehicle movements per hour would not have a detrimental impact on the amenity of existing occupiers of the three nearby properties with measures in place to regularly monitor and mitigate potential impacts.

3.5 Wider Network Traffic Impact

- 3.5.1 As previously noted, in response to growing market demand, there are a number of farms which are looking to increase production. The Maelor Foods site, with the existing condition relating to the weekly production of birds, is currently unable to accommodate birds from local farms which are increasing capacity. As such, birds from growing local farms within 30 miles of the site are being transported greater distances on the highway network resulting in additional cost and emissions.

- 3.5.2 It is considered that the removal of condition would allow Maelor Foods to continue to support local farms and the economy, by accommodating birds from local farms and thereby reducing vehicle mileage on the network and associated transport costs. A reduction in vehicle mileage would be of benefit to local air quality by reducing emissions.

4 SUMMARY AND CONCLUSION

- 4.1.1 Vectos has been instructed by Maelor Foods to prepare a Transport Report to accompany a removal of condition application. The condition relates to the number of birds processed at the site each week which was previously considered to be acceptable based on market demand at the time.
- 4.1.2 Since the planning permission was granted in 2015, there has been an increase in market demand with a desire for more local, British produce thereby reducing the reliance on imports. The condition restricting the production of birds per week at Maelor Foods means that there is insufficient flexibility to respond to general changes in market demand and as such the operation (in terms of viability) of the site may need to be reviewed in due course.
- 4.1.3 A network review has been conducted with 2017 survey data collected for the A525 and Pickhill Lane in the vicinity of the site. This has highlighted that the network continues to operate with spare capacity and low flows throughout the day, particularly in the inter-peak period. In addition, there have been no recorded accidents on the network in the most recent 5-year period and the introduction of a 40mph speed limit on the A525 has had a positive speed reducing effect.
- 4.1.4 The potential impact associated with the removal of condition would be an increase of 8 heavy goods vehicle movements per hour when compared with the permitted operation. This equates to an average of 1 extra vehicle every 7-8 minutes which would be coordinated within the inter-peak period to maximise operational efficiency but also minimise potential conflict on the surrounding network.
- 4.1.5 The additional heavy goods vehicle movements will be subject to an existing management strategy that includes a dedicated booking system, coordination of deliveries outside of peak times, and close working with local suppliers to better plan journeys and reduce total trip distance travelled on the network.
- 4.1.6 Overall, it is considered that the Maelor Foods site could accommodate the increase in heavy goods vehicle movements associated with the removal of the planning condition. No additional infrastructure is required within the site and the additional movements can be actively managed by the site to minimise the potential impact on the surrounding highway network. As such, it is considered that the removal of condition would assist with future operation of the site to enable it to continue to contribute to the local economy.

MAELOR FOODS, PICKHILL LANE

FURTHER WCBC DISCUSSIONS – MAY 2018

1 BACKGROUND

- 1.1 This note provides additional information to accompany applications (Ref: P/2017/1032, P/2017/1037 and P/2017/1038) submitted in December 2017 seeking to remove a condition associated with previous planning permissions at Maelor Foods. The condition currently restricts the number of birds that can be processed each week to 400,000.
- 1.2 The original applications were accompanied by a transport report which provided a more up to date review of the operation of the local highway network (including traffic data) and described the potential future operation of the Maelor Foods site should the condition be removed. A planning statement was also included as part of the overall submission.
- 1.3 The submission documents were reviewed by WCBC and initial comments were received in January 2018. Specifically, WCBC Highways requested a vehicle tracking assessment at the A525/Pickhill Lane junction and additional consideration of visibility splays at the site access. WCBC Planning also provided initial comments relating to the potential impact on amenity.
- 1.4 A submission was subsequently presented to WCBC Highways in February 2018 which provided a vehicle swept path assessment of key movements at the A525/Pickhill Lane junction and additional information relating to the existing site access visibility splays, based on recorded vehicle speeds. It also reiterated that activity on Pickhill Lane and at the A525/Pickhill Lane junction is associated with not just Maelor Foods, but the adjacent Lloyd Fraser logistics firm, and therefore future activity must be viewed with this local context.
- 1.5 A further response was provided by WCBC in March 2018 requesting additional vehicle tracking information and, although the information previously submitted regarding vehicle speeds and the site access visibility was acknowledged, consideration of how visibility issues might be overcome.
- 1.6 A meeting was coordinated in March 2018 with WCBC to discuss the application and the operation of the Maelor Foods site. Discussions focussed on the highways technical aspects (i.e. A525/Pickhill Lane junction operation and site access visibility) as well as potential impacts on amenity. In addition, the operation of the adjacent Lloyd Fraser site was discussed with WCBC in more detail which, as previously noted, has operated alongside activities at the Maelor Foods site and utilised the same main access. It was noted that Maelor Foods have acquired interests in the Lloyd Fraser site.

- 1.7 Following the meeting, discussions have been coordinated directly with WCBC Highways relating to possible improvements at the A525/Pickhill Lane junction, as well as improvements to the site access visibility. In addition, Maelor Foods have been formalising a Service Management Plan (including a Driver Charter) to best manage existing and future movements to and from the site to minimise any potential impact on the local network, including local residents.
- 1.8 This note summarises the further discussions and information that have been exchanged since the meeting in March 2018. It includes the following:
- Site access visibility improvements;
 - A525/Pickhill Lane junction improvements;
 - Indicative quantification of trip movements associated with the adjacent Lloyd Fraser site; and
 - A more formal Service Management Plan (including a Driver Charter) built around 'quiet delivery' principles.

2 SITE ACCESS

- 2.1 As previously noted, the existing main access junction has been used at the Maelor Foods site for the majority of its time whilst operating as The Milk Marketing Board, Dairy Crest, First Milk and now Maelor Foods. In addition to movements associated with Maelor Foods, it is understood that movements associated with the Lloyd Fraser site have previously made use of the main access junction. It has since accommodated regular, daily HGV movements with minimal conflict given the very low flows on Pickhill Lane.
- 2.2 Traffic flow and vehicle speed data has been presented to WCBC Highways (as requested) which demonstrates that flows on Pickhill Lane are very low throughout the day (approximately 1 vehicle per minute outside of peak times) and vehicle speeds are less than the 60mph signed limit. A copy of the data previously provided to WCBC Highways is included in **Appendix A**.
- 2.3 As part of more detailed discussions with WCBC Highways, it has been confirmed that the existing visibility splay to the north east (which was previously improved as part of the original poultry processing plant application) is acceptable and is in line with recorded vehicle speeds. However, despite the low flows reducing the potential for conflict, the visibility splay to the south west was still considered by WCBC Highways to represent a potential risk to road users given it is below the required standard.
- 2.4 Therefore, as suggested by WCBC Highways, Maelor Foods have entered into discussions with the adjacent land owner to agree in principle that a short section (approximately 45 metres) of the existing hedge that currently restricts visibility be relocated and maintained such that a splay of 110 metres can be provided from the site access to the south west. This would also require a minor amendment to the Maelor Foods site boundary fence which can be accommodated. **Drawing No. VN70805-D106** includes the required visibility splays from the main site access which has been presented to WCBC Highways. It has subsequently been confirmed by WCBC Highways that the provision of the required splays would represent a significant improvement.

3 A525/PICKHILL LANE JUNCTION

- 3.1 As part of discussions with WCBC Highways, consideration has been given to the movement of HGVs at the A525/Pickhill Lane junction. It has previously been noted that the flows on both Pickhill Lane and the A525 are low throughout the day and visibility is currently provided in accordance with recorded vehicle speeds. In addition, the junction already accommodates large vehicle movements with no recorded accidents, and drivers are able to identify when to complete their manoeuvre and view movements at the junction accordingly.
- 3.2 Notwithstanding this information, it was agreed with WCBC Highways that some form of improvement to better accommodate large vehicle movements would be beneficial. **Drawing No. VN70805-D108** presents an improvement to the northern side of the junction with works delivered by Maelor Foods contained within the adopted highway (and subject to the appropriate highways agreements). This retains the junction location, existing visibility splays and priority arrangement but increases the radius so that the swept path of left and right turns from the A525 into Pickhill Lane do not encroach on adjacent lanes (as shown in **Drawing No. VN70805-TR104** and **Drawing No. VN70805-TR105**). This is a betterment over the existing operation and would be of benefit to all network users by facilitating the movement of large vehicles at this location.
- 3.3 As part of the junction improvement, it is considered that there are options to improve the overall road surfacing in the immediate vicinity (including surface treatments which have previously been provided at the junction), a refresh of white lining and on-carriageway 'SLOW' markings on the approaches, as well as any approach signage (including the existing 40mph gateway on the A525).
- 3.4 Although not specifically requested as part of the application, the improvement has been presented to WCBC Highways who have subsequently agreed that the changes would be seen as beneficial.

4 MAELOR AND LLOYD FRASER OPERATIONS

- 4.1 As noted in the previous submissions, activity on Pickhill Lane and at the junction with the A525 has been influenced by two separate sites; the Maelor Foods site (previously Cadbury's, Dairy Crest and First Milk) and Lloyd Fraser. This was acknowledged by WCBC at the meeting in March 2018, but it was noted that no details regarding historic vehicle movements had been presented to date for either Lloyd Fraser or operations before First Milk. It was subsequently agreed that the operation associated with Lloyd Fraser should be quantified (as far as is possible) to allow a more informed judgement to be made.
- 4.2 Previously, to assist in trying to present information regarding the HGV activity associated with Lloyd Fraser, research was conducted into the Vehicle Operator Licences (VOL) that were permitted at the site. The previous submissions to WCBC identified that the site was granted a VOL for 46 vehicles on the site from 2009 at a time when the Maelor site was operational.

- 4.3 Since the meeting in March 2018, further contact has been made with Lloyd Fraser who have provided additional information relating to their historic use of the site. **Appendix B** presents correspondence received from Lloyd Fraser indicating that the historic activity at the site associated with their dairy services business may have been in the region of 140-160 movements per day for their own HGVs, subcontractors and other deliveries. In addition, Lloyd Fraser have indicated that they operated a heavy servicing facility which may have resulted in an additional 20-40 movements including assorted vans and other commercial vehicles (i.e. some HGVs).
- 4.4 The information presented in **Appendix B** suggests that there may have been 140-160 HGV movements per day associated with the main Lloyd Fraser dairy services business. It is important to note this activity would have been at a time when the Maelor site was operating unrestricted, but with around 26 total HGV movements per day. Therefore, the combined activity on Pickhill Lane associated with both sites could potentially have been in the region of 166-186 HGV movements per day.
- 4.5 As noted in previous submissions, the HGV movements associated with potential future operations at Maelor Foods may be in the region of 72 HGVs per day. An indicative summary of historic activity and potential future activity is presented in **Table 1**.

Time Line	Maelor Site HGVs	Lloyd Fraser Site HGVs	Total HGVs
First Milk Operation (c.2012)	26	140/160	166/186
Maelor Foods Operation (c.2018)	72	0	72
Difference	+43	-140/-160	-97/-117

Table 1: Indicative Historic Daily HGV Activity on Pickhill Lane

- 4.6 The indicative summary presented in **Table 1** demonstrates that although activity associated with production at Maelor Foods will increase compared to First Milk operations, the overall activity on Pickhill Lane may be lower than previous levels. In addition, the figures in **Table 1** do not account for activity at the Maelor site associated with operations before First Milk. Again, as part of ongoing research, information has been provided by First Milk indicating that when the site was operated before them by Dairy Crest, their packing operation could well have been far greater and therefore HGV movements would also have been greater. A copy of the correspondence is presented in **Appendix C**.
- 4.7 Although the potential future operation is likely to be less than historic operations (based on the information provided by Lloyd Fraser and First Milk), it should be noted that Maelor Foods have the ability to actively control vehicle arrivals and departures given that the majority of vehicles are their own, or their parent company Salisbury Poultry based in Bilston, and the fact that they have acquired interests in the Lloyd Fraser site. This provides the opportunity to manage vehicle movements which is discussed further in the next section.

5 SERVICE MANAGEMENT PLAN

Local Context

- 5.1 WCBC Planning have commented on the potential impact on amenity if the condition restricting the number of birds that can be processed each week is removed. At the meeting in March 2018, specific reference was made to the increase in the number of HGVs passing the three existing residential properties on Pickhill Lane.
- 5.2 The previous submissions initially sought to quantify the additional number of HGVs associated with the Maelor Foods site, including an indicative assessment of the overall percentage impact on Pickhill Lane and the A525 based on current traffic flows. This has now been supplemented with additional information relating to other historic activity on Pickhill Lane which suggests that potential future activity may well be lower overall (approximately 100-120 HGVs lower). It is therefore important that the potential impact on amenity is viewed in this context.
- 5.3 Notwithstanding this commentary, it was previously suggested that activity to and from the site can be positively managed so that the impact in any one hour is minimised. As previously discussed, this can be practically implemented given that the majority of HGVs accessing the site are owned by either Maelor Foods or their parent company Salisbury Poultry.
- 5.4 For information, although the Maelor site can currently operate 24hrs per day, 7 days per week, the majority of activity is managed to occur during the interpeak period (i.e. a 6hrs window between 0900-1500hrs). On average, the 29 HGV movements per day associated with the permitted operation would equate to 4-5 HGV movements per hour over this period (a vehicle every 12-15 minutes) but in practice some hours may have slightly more with other hours slightly less. It should be noted that there are also occasional movements outside of core delivery hours (i.e. 2000-0600hrs) which are limited to single HGV movements.
- 5.5 The previous submissions highlighted the potential increase in HGV movements associated with the removal of condition and identified that activity is likely to be managed over a longer period (i.e. 16hrs rather than 6hrs). On average, the potential 72 HGV movements per day would equate to 4-5 HGV movements per hour over this period (a vehicle every 12-15 minutes) but as with the permitted operation, Maelor Foods will still have the flexibility to manage the majority of movements to be during the interpeak period. Whilst this may increase HGV activity for some hours during the interpeak when compared with the permitted operation, it ensures that HGV movements outside of the core delivery hours will continue to be limited to single HGV movements.
- 5.6 Based on the information previously presented, it is evident that the potential operation of Maelor Foods will not result in a constant flow of HGVs and there will still be times throughout the day when there are no vehicle movements on Pickhill Lane given the nature of the link.

- 5.7 In addition to managing activity, it should be noted that the three properties on Pickhill Lane have a combined frontage of approximately 70 metres. When considering the HGV movements to and from the site, it is likely that a vehicle will have passed the properties within approximately 10 seconds, minimising the amount of time that any vehicle is in the immediate vicinity. The existing properties are also set back from the road approximately 10 metres, there are boundary treatments (i.e. hedge and other vegetation, fence and wall), each property has double glazing and there are private garden spaces approximately 20m from the road, screened by the properties.
- 5.8 Within the Maelor Foods site, it is considered that the layout already incorporates a range of measures to manage vehicle movements and minimise any potential impact on amenity associated with HGVs on Pickhill Lane. The main site access is wide and avoids the need for vehicles to have to wait before entering the site. The service yard within the site is located to the east of the Maelor Foods site with the main building acting as a screen and a second weighbridge is provided within the site to avoid vehicles having to wait at the site access at certain times of day. In addition, the site is screened by a fence and vegetation along the boundary.
- 5.9 Overall, the local characteristics and on-site measures already combine to minimise potential impacts on amenity associated with operation at the site. In addition, it is considered that the potential future impacts on amenity must be viewed along with the information that HGV activity on Pickhill Lane has been much higher.

Draft Service Management Plan

- 5.10 Notwithstanding the local context, it is recognised by Maelor Foods that there may be further opportunities to manage site operations such that the potential impacts on amenity are limited. Maelor Foods have subsequently prepared a draft Service Management Plan which formalises the existing arrangements at the site and seeks to further manage HGV movements so that they are accommodated safely with minimal noise and environmental impact. This references guidance from the Freight Transport Association (FTA) and 'quiet deliveries' good practice guidance. The draft plan is included in **Appendix D**.
- 5.11 As a starting point, a Driver Charter has been prepared (see **Appendix E**) which will be provided to all drivers, suppliers and carriers emphasising the key principles. In addition, all staff involved in delivery activity will be briefed and trained appropriately in accordance with the code of practice.
- 5.12 As previously noted, it is proposed to make better use of a delivery booking system and develop closer working relationships with suppliers to improve the efficiency of movement between the site and surrounding farms. Coordination of arrivals will ensure that vehicles can enter the site promptly with minimal delay, with infrastructure already provided at the site access so that vehicles do not need to wait to enter (as previously noted).

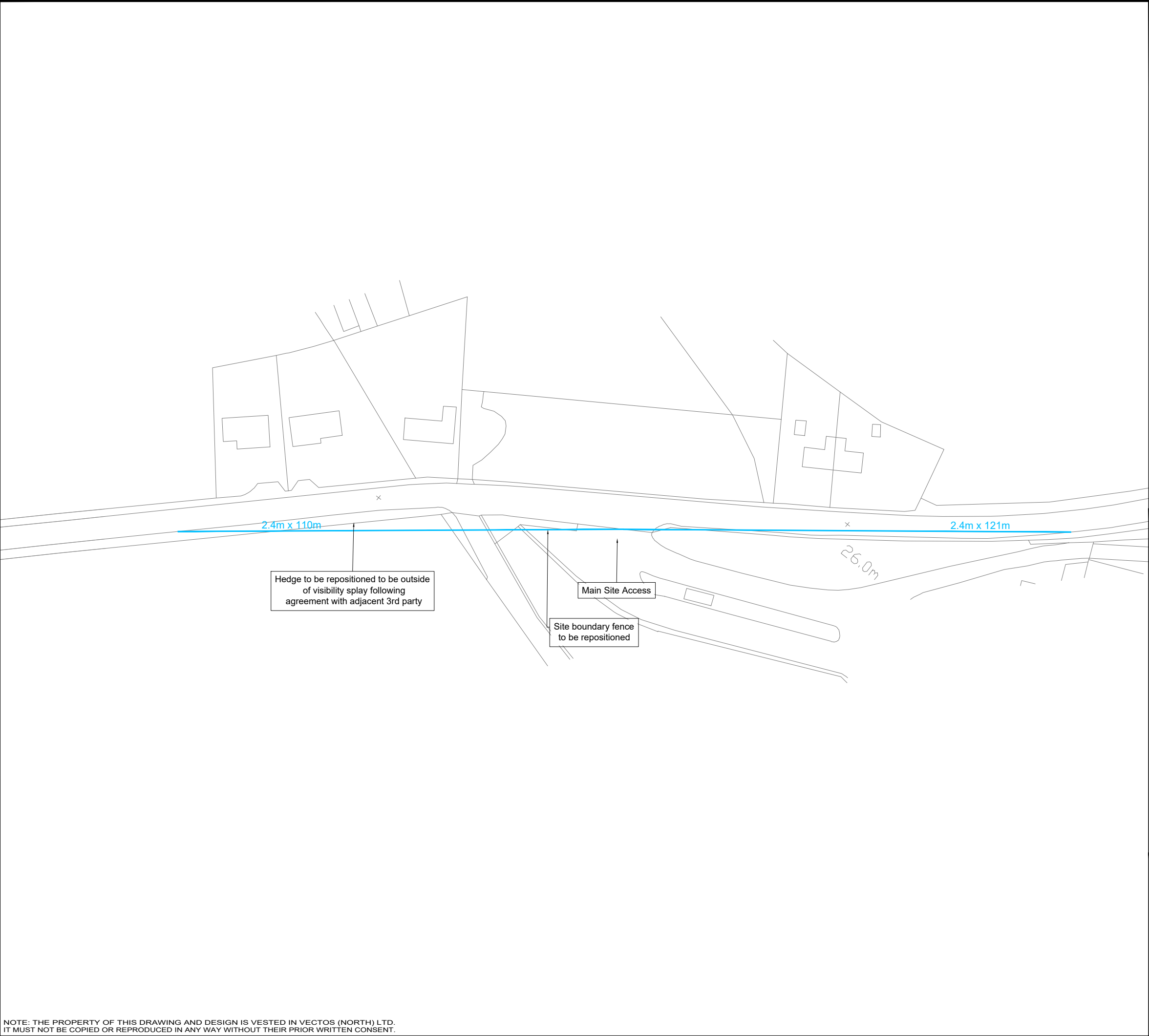
- 5.13 Once within the site, all vehicles will manoeuvre with as little noise as possible. Drivers will be encouraged to employ driving techniques which comprise of engaging gears quietly, keeping engine revs to a minimum, applying brakes gently and closing doors quietly. Adequate signage and instruction will be provided to drivers within the site.
- 5.14 When unloading, a quiet operation strategy will be employed which again is likely to consist of low revving of engines, no slamming of doors, voices kept at a low volume and vehicle radios to be silenced. Vehicles will utilise the loading facilities located away from Pickhill Lane, with care taken to minimise contact with trailer walls, lift guardrails and any other obstructions. Engines and any refrigeration units will be switched off once the vehicle is in the unloading position and all delivery areas will be kept in a manner which will allow for the efficient movement of goods with minimal delay and disruption. Tonal reversing alarms will be turned off (if required) or modified for white noise.
- 5.15 The Service Management Plan will be monitored by staff at Maelor Foods with a feedback process incorporated to consider improvements (where appropriate). It is also proposed to maintain dialogue with existing residents. The strategy will ensure that the number of vehicles present on the site at any one time can be practically managed throughout the day and over time, with consideration to be given to the use of newer and quieter delivery vehicles and equipment (where possible).
- 5.16 Overall, it is considered that the Service Management Plan can positively influence operations at the site to minimise any potential impact on the local community with flexibility built in to the draft plan to facilitate further improvements to site operations.

6 CONCLUSIONS

- 6.1 This note summarises the various discussions and exchanges of information with WCBC relating to removal of condition applications associated with the Maelor Foods site in Wrexham.
- 6.2 Previously, WCBC noted that the main site access visibility did not meet the required standards. Following the presentation of information to WCBC, and as a result of an agreement in principle with the adjacent land owner, it is possible to improve the visibility to the south west of the site access. This has been confirmed as a significant benefit by WCBC Highways.
- 6.3 Although not specifically requested by WCBC Highways, an improvement is proposed at the A525/Pickhill Lane junction that makes a modification to the northern radius of the junction. This work can be completed within existing adopted highway and facilitates the movement of large vehicles at the junction. The improvement has been discussed with WCBC Highways and it has been confirmed that it would be beneficial to all road users on the A525 and Pickhill Lane.

- 6.4 As requested, the historic movements associated with the Lloyd Fraser site have been estimated using information provided by previous site management. This highlights that HGV activity on Pickhill Lane may have been in the region of 166-186 HGV movements per day associated with operations at the Maelor Foods site and Lloyd Fraser. Given that Maelor Foods have now acquired interests in the Lloyd Fraser site, there is effectively only one operator generating HGV movements, and therefore the increased production at Maelor Foods may not actually increase the overall level of activity on Pickhill Lane and at the A525 junction compared to previous operations.
- 6.5 Despite the fact that HGV movements on Pickhill Lane may be lower, it is recognised by Maelor Foods that they can positively influence how HGVs arrive and depart the site such that any potential impact on amenity is minimised. A Service Management Plan will be implemented by Maelor Foods including a Driver Charter which all drivers (both at Maelor Foods and associated suppliers) will be required to adhere to. This builds upon physical measures already built in to the site layout which manage activity and minimises potential impacts on amenity.
- 6.6 Overall, it is considered that the activity associated with the removal of condition at the Maelor Foods site, would not adversely affect the operation of the local highway network and the potential impact on amenity can be mitigated using methods that will minimise, manage, or remove potential disturbance to local residents.

DRAWINGS



- Notes:
- 1. This is not a construction drawing and is intended for illustrative purposes only.
 - 2. White lining is indicative only.



REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

Maelor Foods Ltd

PROJECT:

Maelor Foods, Pickhill Lane

DRAWING TITLE:

Site Access Visibility Splay

SCALES:

1:1,000 at A3

DRAWN:	PJ	CHECKED:	PW	DATE:	04.04.18
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4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008
e: manchester@vectos.co.uk

DRAWING NUMBER:	VN70805-D106	REVISION:	.
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LAYOUT PLAN

SCALE 1:1000

INSET
SCALE 1:500

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Maelor Foods, Pickhill Lane			
Suggested A525 Pickhill Lane Junction Improvement			
DRAWN: JD	CHECKED: PW	DATE: April 2018	SCALES: As Shown at A3

Maelor Foods Ltd	
 4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ 0161 228 1008 e: manchester@vectos.co.uk	
DRAWING NUMBER: VN70805-D108	REVISION: •



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Minor Pavement Marking Amendments	JD	PW	16.04.18

Notes:

- 1. This is not a construction drawing and is intended for illustrative purposes only.
- 2. White lining is indicative only.

Maelor Foods, Pickhill Lane

Improvement of A525 and Pickhill Lane

DRAWN:
JD

CHECKED:
PW

DATE:
April 2018

SCALES:
1:250 at A3

Maelor Foods Ltd



transport planning specialists

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REVISION:
A



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Minor Pavement Marking Amendments	JD	PW	16.04.18

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Maelor Foods, Pickhill Lane

Improvement of A525 and Pickhill Lane

DRAWN:
JD

CHECKED:
PW

DATE:
April 2018

SCALES:
1:250 at A3

Maelor Foods Ltd



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DRAWING NUMBER:
VN70805-TR105

REVISION:
A

APPENDICES

Appendix A – Pickhill Lane Traffic Data

Default

Globals

Report Id	CustomList-25
Descriptor	Default
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-09-21T09:15:58
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + 60 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	ATC 1
Site Attribute	Porthwgan
File Name	C:\Users\Dave\Desktop\2017.137 Wrexham\ATC 1 0 2017-09-21 1001.EC0
File Type	Plus
Algorithm	Factory default axle
Description	!_
Lane	0
Direction	7
Direction Text	7 - North bound A B, South bound B A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-09-12T13:40:00
Start Time	2017-09-12T13:40:00
Finish Time	2017-09-21T09:10:00
Operator	DC
Configuration	40 MC5600 00 00 00 00 00 ? Y510RFBD MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2017-09-13T00:00:00
Filter End	2017-09-20T00:00:00
Class Scheme	ARX
F	Cls(1-12) Dir(N) Sp(0,100) Headway(I0) Span(0 - 300) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

Column

Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Mean	Average speed
Vpp 85	Percentile speed

Wednesday, September 13, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	--------	--------	--------	------	--------

0000	1	0	1	0	0	0	0	0	0	0	0	0	0	48.7	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	39.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	35.3	-
0600	31	0	28	0	1	1	0	0	0	1	0	0	0	31.8	37.8
0700	83	0	68	0	15	0	0	0	0	0	0	0	0	34.5	39.2
0800	50	0	45	1	2	1	1	0	0	0	0	0	0	37.5	44
0900	20	0	15	0	4	0	0	0	0	0	1	0	0	31.7	40.5
1000	20	2	16	0	2	0	0	0	0	0	0	0	0	31.4	38.7
1100	15	0	10	0	4	0	1	0	0	0	0	0	0	30	41.7
1200	18	0	13	0	4	0	0	0	0	0	1	0	0	34	38
1300	38	1	27	0	7	2	0	0	1	0	0	0	0	35.2	44.3
1400	13	0	8	0	5	0	0	0	0	0	0	0	0	32.8	44.2
1500	22	0	16	0	5	1	0	0	0	0	0	0	0	34.5	41.7
1600	16	0	16	0	0	0	0	0	0	0	0	0	0	35.9	46.4
1700	20	0	17	0	3	0	0	0	0	0	0	0	0	35.1	43.3
1800	8	0	7	0	0	0	1	0	0	0	0	0	0	31.5	-
1900	12	1	10	0	1	0	0	0	0	0	0	0	0	31.3	42.3
2000	4	0	2	1	1	0	0	0	0	0	0	0	0	37.1	-
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	35.2	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	32.4	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07-19	323	3	258	1	51	4	3	0	1	0	2	0	0	34.4	41.9
06-22	372	4	300	2	54	5	3	0	1	1	2	0	0	34.1	41.3
06-00	374	4	302	2	54	5	3	0	1	1	2	0	0	34.1	41.3
00-00	380	4	308	2	54	5	3	0	1	1	2	0	0	34.2	41.5

Thursday, September 14, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	7	0	6	0	1	0	0	0	0	0	0	0	0	33.3	-
0600	28	0	26	0	1	0	0	0	0	1	0	0	0	33.6	40.5
0700	86	0	74	2	8	1	1	0	0	0	0	0	0	35.3	40.2
0800	50	0	45	0	4	1	0	0	0	0	0	0	0	37.6	44.3
0900	25	1	20	1	3	0	0	0	0	0	0	0	0	33.7	40
1000	31	1	19	0	7	2	0	0	1	0	1	0	0	31.2	36.7
1100	20	1	12	2	5	0	0	0	0	0	0	0	0	36	40.5
1200	19	0	10	0	9	0	0	0	0	0	0	0	0	34.8	40.6
1300	32	0	25	0	7	0	0	0	0	0	0	0	0	34.6	39.4
1400	16	0	9	0	6	0	1	0	0	0	0	0	0	34.4	41.9
1500	26	1	20	2	1	0	1	0	1	0	0	0	0	31.2	38.8
1600	17	0	16	0	1	0	0	0	0	0	0	0	0	37.7	46.9
1700	19	0	18	1	0	0	0	0	0	0	0	0	0	34.2	40.5
1800	7	0	6	0	0	0	0	0	0	1	0	0	0	38.3	-
1900	8	0	8	0	0	0	0	0	0	0	0	0	0	33.8	-
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	31.9	-
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	41	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	34.7	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	47	-
07-19	348	4	274	8	51	4	3	0	2	1	1	0	0	34.9	40.6
06-22	390	4	314	8	52	4	3	0	2	2	1	0	0	34.8	40.6
06-00	395	4	319	8	52	4	3	0	2	2	1	0	0	34.9	40.7
00-00	402	4	325	8	53	4	3	0	2	2	1	0	0	34.8	40.7

Friday, September 15, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	42.1	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	43.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	42.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	37.2	-
0600	26	0	22	0	2	1	0	0	0	1	0	0	0	31.8	39.1
0700	84	1	67	1	14	0	1	0	0	0	0	0	0	36	41.3
0800	46	0	40	1	4	0	1	0	0	0	0	0	0	36.5	43.6
0900	25	1	19	1	4	0	0	0	0	0	0	0	0	32.7	40.6
1000	27	0	20	0	6	0	1	0	0	0	0	0	0	33.9	41.2
1100	22	0	13	1	7	0	0	0	1	0	0	0	0	33.3	39.3
1200	16	1	7	3	3	0	1	0	1	0	0	0	0	31.6	37.9
1300	20	0	14	1	3	0	1	0	1	0	0	0	0	33.5	42.9

1400	19	1	11	1	5	0	1	0	0	0	0	0	0	33.7	44.1
1500	21	0	19	0	1	0	1	0	0	0	0	0	0	33.1	39.4
1600	10	1	9	0	0	0	0	0	0	0	0	0	0	35.3	-
1700	19	2	15	1	1	0	0	0	0	0	0	0	0	35.7	44.3
1800	15	0	13	1	0	0	1	0	0	0	0	0	0	31.9	41.6
1900	12	1	11	0	0	0	0	0	0	0	0	0	0	33.2	40.4
2000	3	0	3	0	0	0	0	0	0	0	0	0	0	37.8	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	34.3	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	35.8	-
07-19	324	7	247	11	48	0	8	0	3	0	0	0	0	34.5	41.5
06-22	365	8	283	11	50	1	8	0	3	1	0	0	0	34.3	41.4
06-00	369	8	287	11	50	1	8	0	3	1	0	0	0	34.3	41.3
00-00	378	8	296	11	50	1	8	0	3	1	0	0	0	34.5	41.6

Saturday, September 16, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	30.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	41.5	-
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	34	-
0600	11	0	8	0	3	0	0	0	0	0	0	0	0	34.7	41
0700	19	0	14	0	5	0	0	0	0	0	0	0	0	34.9	42.1
0800	14	0	12	0	2	0	0	0	0	0	0	0	0	32.1	37.9
0900	11	1	7	0	3	0	0	0	0	0	0	0	0	30.8	38
1000	15	0	10	1	4	0	0	0	0	0	0	0	0	34.5	42.5
1100	10	1	8	0	1	0	0	0	0	0	0	0	0	30	-
1200	16	0	15	1	0	0	0	0	0	0	0	0	0	39.6	46.8
1300	13	2	9	0	2	0	0	0	0	0	0	0	0	28.1	41.9
1400	13	1	11	0	1	0	0	0	0	0	0	0	0	34	40.3
1500	10	1	8	0	1	0	0	0	0	0	0	0	0	30.4	-
1600	6	0	6	0	0	0	0	0	0	0	0	0	0	37.8	-
1700	13	0	13	0	0	0	0	0	0	0	0	0	0	34.1	44.5
1800	6	0	6	0	0	0	0	0	0	0	0	0	0	35.7	-
1900	9	0	7	2	0	0	0	0	0	0	0	0	0	32.7	-
2000	13	0	13	0	0	0	0	0	0	0	0	0	0	30.7	39.4
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	36.5	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	34.3	-
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	36.7	-
07-19	146	6	119	2	19	0	0	0	0	0	0	0	0	33.5	40.6
06-22	183	6	151	4	22	0	0	0	0	0	0	0	0	33.4	40.3
06-00	189	6	157	4	22	0	0	0	0	0	0	0	0	33.5	40.3
00-00	197	6	165	4	22	0	0	0	0	0	0	0	0	33.5	40.3

Sunday, September 17, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	30.8	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	41.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	34.4	-
0600	9	3	5	0	1	0	0	0	0	0	0	0	0	37.1	-
0700	12	0	11	0	1	0	0	0	0	0	0	0	0	39	43.7
0800	2	0	1	0	1	0	0	0	0	0	0	0	0	22.4	-
0900	15	1	12	0	2	0	0	0	0	0	0	0	0	32.2	36.7
1000	12	2	9	1	0	0	0	0	0	0	0	0	0	30.4	38.7
1100	18	3	11	1	3	0	0	0	0	0	0	0	0	29.2	39.2
1200	18	2	14	0	1	0	0	0	0	1	0	0	0	32.3	38.9
1300	10	1	8	1	0	0	0	0	0	0	0	0	0	34.3	-
1400	12	0	12	0	0	0	0	0	0	0	0	0	0	34.1	38.6
1500	7	0	6	1	0	0	0	0	0	0	0	0	0	34.8	-
1600	9	2	4	2	1	0	0	0	0	0	0	0	0	31.3	-
1700	14	0	14	0	0	0	0	0	0	0	0	0	0	36.5	46.1
1800	6	1	3	0	1	0	1	0	0	0	0	0	0	31.5	-
1900	6	0	6	0	0	0	0	0	0	0	0	0	0	39.7	-
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	38	-
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	41.3	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	36.7	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	35.4	-
07-19	135	12	105	6	10	0	1	0	0	1	0	0	0	32.9	41.1
06-22	154	15	120	6	11	0	1	0	0	1	0	0	0	33.6	42.6
06-00	156	15	122	6	11	0	1	0	0	1	0	0	0	33.6	42.6
00-00	168	15	134	6	11	0	1	0	0	1	0	0	0	33.8	42.4

Monday, September 18, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	37.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	36.6	-
0600	34	0	29	0	3	1	0	0	0	1	0	0	0	31	38.1
0700	67	0	59	0	6	2	0	0	0	0	0	0	0	35.5	40.5
0800	51	1	42	0	7	0	0	1	0	0	0	0	0	36.2	40.9
0900	33	0	25	0	6	1	1	0	0	0	0	0	0	33.2	41.9
1000	21	0	11	0	7	0	2	1	0	0	0	0	0	32.4	39.9
1100	20	0	16	1	3	0	0	0	0	0	0	0	0	32.6	38.4
1200	18	0	14	0	2	0	2	0	0	0	0	0	0	36.3	42.8
1300	19	0	18	0	1	0	0	0	0	0	0	0	0	33.8	40.9
1400	18	0	14	1	3	0	0	0	0	0	0	0	0	32.8	41.1
1500	21	0	15	1	5	0	0	0	0	0	0	0	0	32.4	39.1
1600	18	0	15	0	2	0	0	0	1	0	0	0	0	36.2	41.4
1700	26	0	24	1	1	0	0	0	0	0	0	0	0	35.7	44.8
1800	16	2	13	1	0	0	0	0	0	0	0	0	0	36	46.5
1900	10	0	9	1	0	0	0	0	0	0	0	0	0	35.5	-
2000	4	0	4	0	0	0	0	0	0	0	0	0	0	35.4	-
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	42.5	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	328	3	266	5	43	3	5	2	1	0	0	0	0	34.7	40.9
06-22	380	3	312	6	46	4	5	2	1	1	0	0	0	34.5	40.9
06-00	380	3	312	6	46	4	5	2	1	1	0	0	0	34.5	40.9
00-00	387	3	319	6	46	4	5	2	1	1	0	0	0	34.5	40.9

Tuesday, September 19, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	48	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	36.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	7	0	5	0	2	0	0	0	0	0	0	0	0	31	-
0600	33	1	28	0	2	1	0	0	0	1	0	0	0	31.8	39.3
0700	56	0	48	0	8	0	0	0	0	0	0	0	0	35.9	40.9
0800	57	0	50	0	6	0	0	0	0	0	1	0	0	35.3	40.7
0900	29	0	20	0	7	1	0	0	0	1	0	0	0	33.4	42.4
1000	27	2	21	0	3	1	0	0	0	0	0	0	0	30.8	37.8
1100	12	2	7	0	3	0	0	0	0	0	0	0	0	29.3	42.7
1200	25	0	20	1	1	1	1	0	1	0	0	0	0	35.2	41.1
1300	20	0	16	0	4	0	0	0	0	0	0	0	0	31.9	37.3
1400	26	0	18	0	5	0	1	0	0	1	1	0	0	35.6	45.5
1500	19	1	14	0	2	1	0	0	1	0	0	0	0	33.7	45.9
1600	23	0	20	1	2	0	0	0	0	0	0	0	0	34.5	42.3
1700	21	1	18	2	0	0	0	0	0	0	0	0	0	33.2	43.4
1800	13	1	11	1	0	0	0	0	0	0	0	0	0	36.1	43.3
1900	12	0	12	0	0	0	0	0	0	0	0	0	0	35.4	41.7
2000	4	0	4	0	0	0	0	0	0	0	0	0	0	42.4	-
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	36.1	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	38.7	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	328	7	263	5	41	4	2	0	2	2	2	0	0	34.2	41.1
06-22	380	8	310	5	43	5	2	0	2	3	2	0	0	34.1	41.1
06-00	382	8	312	5	43	5	2	0	2	3	2	0	0	34.2	41.1
00-00	391	8	319	5	45	5	2	0	2	3	2	0	0	34.1	41.1

Default

Globals

Report Id	CustomList-26
Descriptor	Default
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-09-21T09:16:50
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + 60 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	ATC 1
Site Attribute	Porthwgan
File Name	C:\Users\Dave\Desktop\2017.137 Wrexham\ATC 1 0 2017-09-21 1001.EC0
File Type	Plus
Algorithm	Factory default axle
Description	!_
Lane	0
Direction	7
Direction Text	7 - North bound A B, South bound B A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-09-12T13:40:00
Start Time	2017-09-12T13:40:00
Finish Time	2017-09-21T09:10:00
Operator	DC
Configuration	40 MC5600 00 00 00 00 00 ? Y510RFBD MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2017-09-13T00:00:00
Filter End	2017-09-20T00:00:00
Class Scheme	ARX
F	Cls(1-12) Dir(S) Sp(0,100) Headway(J0) Span(0 - 300) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

Column

Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Mean	Average speed
Vpp 85	Percentile speed

Wednesday, September 13, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
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0000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	56.4	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	42.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	62.9	-
0500	3	0	2	0	1	0	0	0	0	0	0	0	0	30.3	-
0600	6	0	5	0	1	0	0	0	0	0	0	0	0	36	-
0700	10	0	9	0	0	1	0	0	0	0	0	0	0	33.4	-
0800	25	0	20	0	3	1	1	0	0	0	0	0	0	35.9	45.4
0900	23	0	14	1	6	1	0	0	0	0	1	0	0	31.6	43.8
1000	18	0	12	0	5	0	0	0	0	0	1	0	0	32.1	41.3
1100	13	0	12	0	1	0	0	0	0	0	0	0	0	38.7	46.3
1200	19	0	15	0	3	0	0	0	0	0	1	0	0	33.2	41.2
1300	29	0	22	1	6	0	0	0	0	0	0	0	0	31.4	42.2
1400	20	1	13	0	5	0	0	0	0	0	1	0	0	34.1	40.7
1500	36	0	28	0	7	1	0	0	0	0	0	0	0	38.8	46.3
1600	68	1	62	0	5	0	0	0	0	0	0	0	0	36.7	44.7
1700	68	0	62	0	6	0	0	0	0	0	0	0	0	38.1	45.2
1800	46	0	42	0	4	0	0	0	0	0	0	0	0	36.5	42.8
1900	12	0	10	0	2	0	0	0	0	0	0	0	0	35.5	44.3
2000	8	0	8	0	0	0	0	0	0	0	0	0	0	35.8	-
2100	5	0	5	0	0	0	0	0	0	0	0	0	0	37.8	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	48.6	-
07-19	375	2	311	2	51	4	1	0	0	0	4	0	0	35.8	43.9
06-22	406	2	339	2	54	4	1	0	0	0	4	0	0	35.8	43.8
06-00	407	2	340	2	54	4	1	0	0	0	4	0	0	35.8	43.9
00-00	413	2	345	2	55	4	1	0	0	0	4	0	0	35.9	44

Thursday, September 14, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	5	1	4	0	0	0	0	0	0	0	0	0	0	27.9	-
0600	7	0	7	0	0	0	0	0	0	0	0	0	0	38.5	-
0700	14	0	9	0	3	1	0	0	0	1	0	0	0	36.1	44.1
0800	26	0	19	2	4	0	1	0	0	0	0	0	0	33.3	42.1
0900	20	0	17	0	2	1	0	0	0	0	0	0	0	33	42.9
1000	26	0	19	0	5	1	1	0	0	0	0	0	0	32.9	38.5
1100	16	0	9	0	6	1	0	0	0	0	0	0	0	30.6	39.1
1200	25	0	16	3	6	0	0	0	0	0	0	0	0	33.7	39.6
1300	30	0	20	1	9	0	0	0	0	0	0	0	0	35.1	41.4
1400	20	0	13	0	7	0	0	0	0	0	0	0	0	33.8	41.5
1500	37	0	33	0	2	0	2	0	0	0	0	0	0	35.5	42.8
1600	59	0	52	1	5	1	0	0	0	0	0	0	0	35.7	43.8
1700	69	0	60	0	9	0	0	0	0	0	0	0	0	38.5	45.8
1800	38	0	35	0	3	0	0	0	0	0	0	0	0	40.1	50.1
1900	13	0	11	0	2	0	0	0	0	0	0	0	0	36	40.1
2000	7	0	7	0	0	0	0	0	0	0	0	0	0	37.9	-
2100	6	0	6	0	0	0	0	0	0	0	0	0	0	38.9	-
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	36.5	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	380	0	302	7	61	5	4	0	0	1	0	0	0	35.6	43.1
06-22	413	0	333	7	63	5	4	0	0	1	0	0	0	35.8	43.2
06-00	417	0	337	7	63	5	4	0	0	1	0	0	0	35.8	43.2
00-00	422	1	341	7	63	5	4	0	0	1	0	0	0	35.7	43.2

Friday, September 15, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	39.1	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	37.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	5	0	4	1	0	0	0	0	0	0	0	0	0	37.1	-
0600	6	0	5	0	0	1	0	0	0	0	0	0	0	31.6	-
0700	10	0	6	1	1	1	0	0	0	0	1	0	0	33.8	-
0800	26	0	18	0	7	0	1	0	0	0	0	0	0	34.3	41.7
0900	19	1	12	0	4	0	1	0	0	1	0	0	0	31.6	39.3
1000	27	0	19	0	6	1	1	0	0	0	0	0	0	34.8	44.7
1100	29	0	23	0	6	0	0	0	0	0	0	0	0	36.6	44.9
1200	32	1	22	2	4	0	1	0	2	0	0	0	0	34.2	41.3
1300	36	0	29	1	3	0	1	0	1	1	0	0	0	35.6	44.2

1400	27	0	18	0	8	0	1	0	0	0	0	0	0	34.2	43.6
1500	51	1	44	0	4	1	1	0	0	0	0	0	0	33.9	42.5
1600	36	0	33	0	2	1	0	0	0	0	0	0	0	39.9	48.5
1700	35	0	31	1	3	0	0	0	0	0	0	0	0	41.8	48.1
1800	20	0	19	0	1	0	0	0	0	0	0	0	0	38.6	51.8
1900	14	0	13	0	1	0	0	0	0	0	0	0	0	40.5	48.2
2000	5	0	5	0	0	0	0	0	0	0	0	0	0	34.4	-
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	41.9	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	37.7	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	348	3	274	5	49	4	7	0	3	2	1	0	0	36	45.1
06-22	377	3	301	5	50	5	7	0	3	2	1	0	0	36.2	45.3
06-00	378	3	302	5	50	5	7	0	3	2	1	0	0	36.2	45.3
00-00	385	3	308	6	50	5	7	0	3	2	1	0	0	36.2	45.3

Saturday, September 16, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	35.7	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	40.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	39	-
0600	4	0	2	2	0	0	0	0	0	0	0	0	0	36	-
0700	2	0	2	0	0	0	0	0	0	0	0	0	0	34	-
0800	7	0	6	0	1	0	0	0	0	0	0	0	0	31.2	-
0900	16	0	12	0	4	0	0	0	0	0	0	0	0	32.8	39.8
1000	16	3	9	0	4	0	0	0	0	0	0	0	0	33.9	46.5
1100	10	0	9	1	0	0	0	0	0	0	0	0	0	36.1	-
1200	18	1	15	1	1	0	0	0	0	0	0	0	0	38.8	49.5
1300	19	1	17	0	1	0	0	0	0	0	0	0	0	35	49.2
1400	18	0	14	0	4	0	0	0	0	0	0	0	0	34.2	40.4
1500	12	1	7	1	3	0	0	0	0	0	0	0	0	31.2	48.7
1600	18	1	13	0	3	1	0	0	0	0	0	0	0	32.1	40.2
1700	15	0	15	0	0	0	0	0	0	0	0	0	0	39.2	46
1800	13	0	12	1	0	0	0	0	0	0	0	0	0	38.8	45.1
1900	14	1	13	0	0	0	0	0	0	0	0	0	0	37.2	48.4
2000	6	0	6	0	0	0	0	0	0	0	0	0	0	33.3	-
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	37.3	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	34	-
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	39.3	-
07-19	164	7	131	4	21	1	0	0	0	0	0	0	0	35	44
06-22	191	8	155	6	21	1	0	0	0	0	0	0	0	35.2	44
06-00	200	8	164	6	21	1	0	0	0	0	0	0	0	35.3	44
00-00	206	8	170	6	21	1	0	0	0	0	0	0	0	35.4	44

Sunday, September 17, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	38	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	46.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	37.7	-
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	43.2	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	3	0	3	0	0	0	0	0	0	0	0	0	0	31.8	-
0900	12	1	11	0	0	0	0	0	0	0	0	0	0	31	43
1000	15	1	9	1	2	0	1	0	0	0	0	1	0	26.9	38.7
1100	15	2	13	0	0	0	0	0	0	0	0	0	0	27.7	40.9
1200	24	2	18	1	2	0	0	0	0	1	0	0	0	31.4	40.8
1300	16	1	13	0	2	0	0	0	0	0	0	0	0	34.5	39.5
1400	10	0	10	0	0	0	0	0	0	0	0	0	0	39.3	-
1500	11	0	11	0	0	0	0	0	0	0	0	0	0	38.9	49.7
1600	13	2	9	2	0	0	0	0	0	0	0	0	0	33.6	42.8
1700	13	1	12	0	0	0	0	0	0	0	0	0	0	37.9	42.7
1800	12	0	12	0	0	0	0	0	0	0	0	0	0	42	51.8
1900	9	3	6	0	0	0	0	0	0	0	0	0	0	41.1	-
2000	3	0	3	0	0	0	0	0	0	0	0	0	0	30.4	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	26.9	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	41.3	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	144	10	121	4	6	0	1	0	0	1	0	1	0	33.7	42.9
06-22	159	13	133	4	6	0	1	0	0	1	0	1	0	34.1	43
06-00	161	13	135	4	6	0	1	0	0	1	0	1	0	34.2	43.2
00-00	167	13	141	4	6	0	1	0	0	1	0	1	0	34.4	43.3

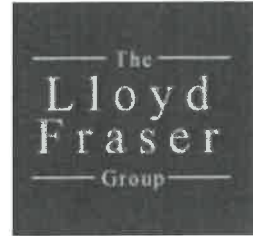
Monday, September 18, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	36.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	20.7	-
0500	5	0	4	0	1	0	0	0	0	0	0	0	0	41.1	-
0600	11	0	10	1	0	0	0	0	0	0	0	0	0	36.8	45.1
0700	10	1	6	0	2	0	0	0	0	0	1	0	0	32.3	-
0800	28	1	20	0	5	2	0	0	0	0	0	0	0	34.6	43.8
0900	24	0	15	1	4	1	1	0	0	1	1	0	0	34.2	46.1
1000	24	0	15	0	6	0	1	1	1	0	0	0	0	30.3	36.8
1100	19	1	14	0	3	0	1	0	0	0	0	0	0	35.8	45.1
1200	17	0	12	2	1	0	2	0	0	0	0	0	0	37.7	44.8
1300	24	2	18	1	3	0	0	0	0	0	0	0	0	32.6	42.9
1400	22	0	18	1	2	0	0	0	1	0	0	0	0	35.6	45.3
1500	42	0	32	0	8	1	0	1	0	0	0	0	0	35.5	43.3
1600	63	0	56	0	7	0	0	0	0	0	0	0	0	36.8	42.2
1700	71	0	64	0	5	0	1	0	1	0	0	0	0	38.5	46.4
1800	35	0	33	1	1	0	0	0	0	0	0	0	0	37	45.3
1900	11	0	10	0	1	0	0	0	0	0	0	0	0	37.4	50.5
2000	6	0	5	0	1	0	0	0	0	0	0	0	0	35.2	-
2100	5	0	4	0	0	1	0	0	0	0	0	0	0	35.1	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	38.7	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	39.4	-
07-19	379	5	303	6	47	4	6	2	3	1	2	0	0	35.8	44.2
06-22	412	5	332	7	49	5	6	2	3	1	2	0	0	35.8	44.1
06-00	416	5	336	7	49	5	6	2	3	1	2	0	0	35.9	44
00-00	423	5	342	7	50	5	6	2	3	1	2	0	0	35.9	44.1

Tuesday, September 19, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	38	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	22.1	-
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	29.1	-
0600	7	0	7	0	0	0	0	0	0	0	0	0	0	32.6	-
0700	14	3	9	0	0	1	0	0	0	1	0	0	0	31.7	42.6
0800	27	0	22	0	5	0	0	0	0	0	0	0	0	36.7	44.3
0900	17	0	12	0	5	0	0	0	0	0	0	0	0	34.7	41.5
1000	17	0	9	0	5	1	0	0	0	1	1	0	0	30.7	37.2
1100	20	0	13	0	5	1	1	0	0	0	0	0	0	34.9	44.4
1200	17	0	16	0	1	0	0	0	0	0	0	0	0	34.7	44.1
1300	24	0	18	0	4	1	1	0	0	0	0	0	0	33.3	41.1
1400	22	1	13	0	6	0	0	0	1	1	0	0	0	35.5	44
1500	35	0	27	2	3	2	0	0	0	0	1	0	0	32.6	39.8
1600	59	1	49	0	8	1	0	0	0	0	0	0	0	37.2	44.8
1700	79	0	74	0	5	0	0	0	0	0	0	0	0	38.2	44.6
1800	45	0	42	0	3	0	0	0	0	0	0	0	0	38.8	46.2
1900	12	0	12	0	0	0	0	0	0	0	0	0	0	41.2	48.7
2000	8	0	8	0	0	0	0	0	0	0	0	0	0	32.3	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	7	0	7	0	0	0	0	0	0	0	0	0	0	38.7	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	40.4	-
07-19	376	5	304	2	50	7	2	0	1	3	2	0	0	35.9	43.7
06-22	403	5	331	2	50	7	2	0	1	3	2	0	0	36	43.7
06-00	412	5	340	2	50	7	2	0	1	3	2	0	0	36	43.6
00-00	419	5	347	2	50	7	2	0	1	3	2	0	0	35.9	43.6

Appendix B – Lloyd Fraser Correspondence



Innovative Supply Chain
SOLUTIONS

Lloyd Fraser Primary Logistics Ltd

Unit 2, Swift Park
Old Leicester Road
Rugby
Warwickshire
CV21 1DZ

Tel: 01788 826 500
Fax: 01788 826 537
Email: mail@lloydfraser.com
Website: www.lloydfraser.com

By email
raj@maelorfoods.co.uk

18 April 2018

Dear Raj,

Pickhill Lane Distribution Centre Maelor

Further to your enquiry. Lloyd Fraser (Dairy Services) Limited at Pickhill Lane Maelor was a very busy site, at peak collecting and delivering about 4.2 million litres of cows milk per week from Cheshire, North Wales and Shropshire onwards nationwide. Vehicle movements happened 24 hours a Day 7 days a week including Christmas Day and Public holidays.

We were licensed by the Welsh Traffic Area for 46 vehicles and 36 trailers on licence OG091889 although our own fleet typically numbered approximately 30 vehicles of our own and subcontracted, with 36 trailers.

I estimate through the gate movements (in and out) daily to be 140-160 for our own trucks and subcontractors plus deliveries. The Dairy Crest Factory received deliveries and shipped out finished product in addition, I regret I could not say the scale of their operation.

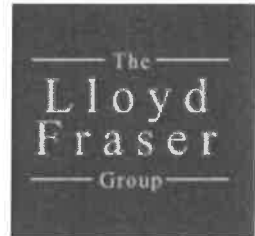
Lloyd Fraser much reduced the licence in 2014 due to restructuring and a name change in our business, Lloyd Fraser Primary Logistics Limited now holds an operator's licence to operate 3 vehicles and 36 trailers on licence number OG1135960 with no environmental restriction on operations.

It would seem to me that your own operations are presently extremely modest in comparison.

I hope this helps in answering your query.

Yours sincerely
Lloyd Fraser Primary Logistics Limited


Keith Spencer
Director



Innovative Supply Chain
SOLUTIONS

Lloyd Fraser Primary Logistics Ltd

Unit 2, Swift Park
Old Leicester Road
Rugby
Warwickshire
CV21 1DZ

Tel: 01788 826 500
Fax: 01788 826 537
Email: mail@lloydfraser.com
Website: www.lloydfraser.com

By email
raj@maelorfoods.co.uk

19 April 2018

Dear Raj,

Pickhill Lane Distribution Centre Maelor

Further to your enquiry.

Lloyd Fraser also operated a full heavy servicing facility at Pickhill Lane Maelor, requiring regular deliveries of spare parts, fuels and lubricants. It is hard to be specific but I would estimate deliveries and collections daily would be in the region of 20-40 movements through the site involving assorted vans and commercial vehicles.

This would be additional to the flow of our own traffic which I presented to you in my letter of 18 April 2018.

I hope this helps in answering your query.

Yours sincerely
Lloyd Fraser Primary Logistics Limited

Keith Spencer
Director

Appendix C – First Milk Correspondence

19th April 2018



By email
raj@maelorfoods.co.uk

First Milk Cheese Company Ltd
Haverfordwest Creamery
Pembroke Road
Merlins Bridge
Haverfordwest
Pembrokeshire
SA61 1JN

T 01437 762852
F 01437 760624
E information@firstmilk.co.uk
W www.firstmilk.co.uk

Dear Raj

Ex First Milk / Dairy Crest Site at Pickhill Lane

Good to hear that things are going well for you and your business.

Further to your enquiry I can confirm that when the site was under First Milk ownership it was a very busy site in terms of traffic movements in & out of the site.

As you know First Milk were looking at extending the operation at the site at one point in time and as a consequence of that we did actually commission a full transport assessment, so the information I am providing you is extracted directly from that report and thus is factually correct as opposed to be anyone's personal recollection.

The site ran as a 24/7 operation with vehicle movements being fairly consistent throughout the week. The busiest times in terms of staff vehicle movements were 05.30 to 06.30 & 17.30 to 18.30 when the production shift changes occurred, during these times you would have circa 88 car movements.

In terms of HGV movements there would have been circa 22 operational vehicle movements (two directions combined) per day which would have consisted of refrigerated lorries and bulk liquid movements to the whey processing plant that existed behind the cheese packing facility. In addition to this we would have been receiving additional HGV movements bringing in packaging, spares etc.

Prior to 2006 the site was owned and operated by Dairy Crest who at that time probably employed 100 more staff than we did at the time the above was calculated and would have packed a third more volume, so I think you could safely pro rata staff & HGV movements up by this amount to get a view of what was happening under their ownership.

If there is anything else I can help you with please do not hesitate to contact me.

Regards


Paul Rowe
Site Director

Appendix D – Draft Service Management Plan

Maelor Foods Ltd

Pickhill Lane, Cross Lanes. LL13 0UE

Service Management Plan

Specification

This Service Management Plan outlines the ways in which Maelor Foods will coordinate and manage all deliveries to and from the site, including those which occur out of hours. It applies to vehicles and drivers which are the direct responsibility of Maelor Foods, but also their primary suppliers and service partners.

By actively influencing and monitoring all delivery vehicle movements, it will be possible to reduce round trip journey times, maximise fleet utilisation, reduce fuel consumption, increase road safety and improve the quality of life for residents and the local community.

It is important that the plan provides an outline structure whilst retaining flexibility to respond positively to changes in market demand or other circumstances outside of the control of Maelor Foods.

Aims and Objectives

The main aim of the Service Management Plan is to manage the movement of delivery vehicles to and from the site in order to maximise operational efficiency and be a good neighbour to residents and the local community.

Key objectives include:

- Minimise the noise associated with all delivery vehicle movements;
- Manage out of hours delivery movements so as to minimise potential impacts on residents and the local community;
- Appoint a key member of staff to be responsible for the management of the plan, monitoring and ongoing assessment;
- Maintain communications with WCBC, local residents on Pickhill Lane and other interests;
- Prepare a 'Driver Charter' built around the principles of a quiet delivery scheme; and
- Monitor site operations and establish a feedback structure for dealing with complaints (if any).

Site Operation

Maelor Foods currently operates daily with the majority of movements coordinated between the site and their parent company Salisbury Poultry in Bilston, Wolverhampton. Key routes between Maelor Foods and Salisbury Poultry are to and from the south along the A41 and M54, as shown in **Figure 1**.

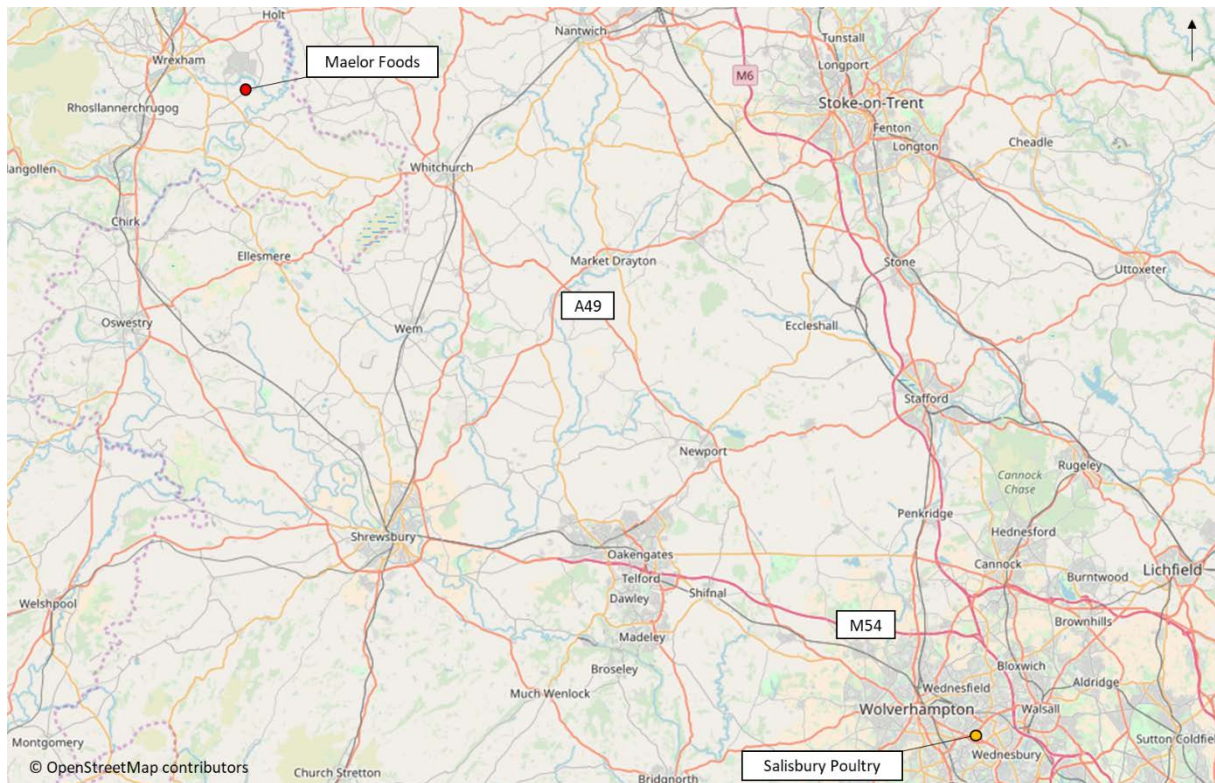


Figure 1: Maelor Foods and Salisbury Poultry Site Locations

There are also a number of other daily movements associated with deliveries from local farms, as well as other supplies required for day to day operations.

Vehicle movements are coordinated from the main site access on Pickhill Lane which is wide and avoids the need for vehicles to wait before entering the site. All vehicles are recorded at the security desk and then proceed to the main loading/unloading area to the east of the main building, away from Pickhill Lane. To further assist, a secondary weighbridge is provided within the site to avoid vehicles having to wait at the site access for longer than is necessary.

Vehicle movements currently occur throughout the day, with the majority coordinated during the inter-peak period (i.e. 0900-1500hrs) when traffic flows are generally lower on the network. There are some vehicle movements that occur out of hours (i.e. 2000-0600hrs).

Vehicle Fleet

Maelor Foods currently have 8 heavy goods vehicles and 8 trailers used for coordinating activity at the site. The majority of vehicles are modern and have Euro 6 emissions standards.

Service Management Plan Coordinator

The key contact responsible for the implementation of the plan is the Transport Manager who should be the first point of contact for all delivery-related enquiries.

Initiatives

A number of initiatives will be implemented at the Maelor Foods site to ensure that it can continue to operate efficiently and considerately. This includes:

- Coordination of deliveries with Salisbury Poultry and other key suppliers through the use of a vehicle booking system with managed arrivals and departures;
- New drivers at Maelor Foods to be sent on an 'eco-driving' course to positively influence driver behaviour;
- New staff at Maelor Foods involved in loading/unloading activity to be briefed and trained with techniques to minimise noise, in accordance with the code of practice;
- Arrange for noise monitoring equipment to be installed on site annually to record baseline noise;
- Consideration to be given to using newer and quieter delivery vehicles and equipment (where possible);
- Ensure all equipment, both on vehicle and at the delivery point, is in a good working order and maintained/modernised to minimise noise when in operation;
- Liaise with WCBC and residents to explain the plans to manage delivery vehicle movements throughout the day and out of hours;
- Liaise with clients, suppliers and other local businesses to minimise the likelihood of unscheduled vehicles arriving at the site; and
- Consideration to be given to the storage of vehicles off-site to minimise out of hours movements (if required).

Working Group

Consideration will be given to establishing a more formal working group comprising management from Maelor Foods, WCBC, residents on Pickhill Lane and Sesswick Community Council. The working group will be engaged so that changes to activity at the site can be communicated to key stakeholders whilst also providing a feedback mechanism to record views, opinions and complaints (if any). Annual updates will be provided.

Monitoring

The Service Management Plan will be monitored regularly to ensure drivers and staff are performing their duties in line with the Driver Charter. Updates will be provided as part of regular working group sessions (as discussed above).

More formal monitoring (i.e. noise emissions) can be coordinated annually by management at Maelor Foods, with an up to date delivery schedule maintained each week for vehicle movements into and out of the site. This will assist in making sure all drivers to and from the site operate in accordance with the code of practice.

Management Support

The management at Maelor Foods are fully supportive of the Service Management Plan for their own staff and vehicles, as well as partners and suppliers staff and vehicles.

Appendix E – Draft Driver Charter

Maelor Foods Ltd

Pickhill Lane, Cross Lanes. LL13 0UE

Delivery Vehicle Movements

Driver Code of Conduct

This code of conduct must be adhered to by drivers for all deliveries, including those that may occur out of hours (i.e. 2000-0600hrs). The code is designed to minimise noise emissions and the potential impact on neighbours and the general public.

For all deliveries, the following must be strictly adhered to:

- Consideration must be given to noise and local residents on approach to the Maelor Foods site and manoeuvres in the service yard;
- Do not sound your horn;
- Reversing beepers must be turned off;
- Engines to be switched off when not manoeuvring;
- Switch off engines for prolonged stops but minimise unnecessary start-ups and engine revving;
- Minimise excessive air braking noise;
- Refrigeration units to be switched off prior to reaching the Maelor Foods site;
- Radios to be switched off and doors must not be slammed when alighting from the cab;
- Staff to be mindful of how far voices can travel when talking;
- Voices to be kept at a low volume... shout only in an emergency;
- No whistling or shouting to attract attention within, or on approach to, the service yard;
- Roller shutters and trailer doors to be opened gently, avoiding any unnecessary banging;
- Load restraining bars to be removed carefully and placed (not dropped) in stowage points;
- Always unload in the designated delivery area, unless instructed otherwise by management at Maelor Foods management; and
- Report any circumstances to management at Maelor Foods where adherence to these instructions cannot be fulfilled.

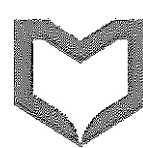
I pledge to carry out my deliveries as quietly as I reasonably can and in accordance with this code of conduct.

Signed:

Print Name:

Date:

Appendix 2 – Supplementary Lloyd Fraser Letter



LLOYD FRASER

By email

raj@maclorfoods.co.uk

08 November 2018

Lloyd Fraser Bulk Liquids Ltd

Four Crosses Depot

Llanymynech

Powys

SY22 6RH

Tel: 01691830366

Mob: 07920 786888

Email: dave.mccarthy@lloydfraser.com

Website: www.lloydfraser.com

Dear Raj,

Further to your enquiry.

Pickhill Lane Depot

I have been employed by Lloyd Fraser for over 40 years for the vast majority of it at Maelor Depot on Pickhill Lane where I was Depot Manager.

During Lloyd Fraser's operations we operated an extremely busy depot on a 24 hour a day, 7 days a week basis collecting milk from North Wales, Cheshire and Shropshire collecting and distributing nationwide. We were licenced for 46 vehicles and 36 trailers but in addition employed regular subcontractors to haul milk on our behalf. The garage facility also received regular deliveries of parts and lubricants and was also very busy.

It was a substantial operation in comparison to your own, I understand my Director Keith Spencer has confirmed our activities as 140-160 separate movements daily through the gate, ins and outs with own vehicles, contractors and suppliers and this would be a good approximation.

Yours sincerely

LLOYD FRASER BULK LIQUIDS LTD

Dave McCarthy
Depot Manager

Appendix 3 – Initial Lloyd Fraser Inquiry



By email

raj@maelorfoods.co.uk

09 November 2018

Lloyd Fraser Primary Logistics Ltd
Four Crosses Depot
Llanymynech
Powys
SY22 6RH
Tel: 01691 830366
Mob: 07920 786888
Email: dave.mccarthy@lloydfraser.com
Website: www.lloydfraser.com

Dear Raj,

Pickhill Lane Depot

Further to our discussion.

As you know our business operated from Pickhill Lane for a number of years before selling it to yourselves.

Due to an increase in our workload, Lloyd Fraser is projected to outgrow its current facilities in the Wrexham/Cheshire area shortly and is looking for further expansion opportunity. If Maelor Foods is willing to grant us a lease or rental licence for our former premises and yard we would be very interested indeed in doing so.

A licence to operate commercial vehicles remains in place so Lloyd Fraser needs no further legal authority to commence operations (subject to your agreement). I have applied to increase the licence suitably pending further commercial discussions on this.

Yours sincerely

LLOYD FRASER PRIMARY LOGISTICS LTD

Keith Spencer
Director