

Proposed Costa Drive-Thru Unit, Plas Coch Retail Park

Response to Additional Highways Comments

INTRODUCTION

1. This Note has been produced in response to comments received from the Local Highway Authority, dated 16th August 2018, regarding our Updated Transport Statement ("TS"), submitted as part of the planning application for proposed development at Plas Coch Retail Park (Planning Case Number: P/2018/0384).
2. It also includes sensitivity test junction model results, in response to later comments regarding a proposal for additional rooms at the Plas Coch Public House.

RAW COUNT DATA

3. The comments requested a copy of the raw count data; this is provided in **Appendix A.**

AM AND PM PEAK ROUNDABOUT ASSESSMENT

4. The comments requested further modelling of the Retail Park access roundabout, during the weekday AM and PM peak hour periods.
5. The recently undertaken 7-day traffic survey was reviewed to identify the greatest hourly junction throughput during the weekday AM and PM peak hours. It was found that Friday 08:00-09:00 hours and Wednesday 17:00-18:00 hours recorded the greatest peak hour throughputs. The results from these periods have therefore been incorporated into the AM and PM junction assessments.

6. These peak count flows have been growthed to produce future year traffic forecasts using the same methodology applied in the TS; TEMPRO growth factors have been applied to produce an assessment year of 2023.
7. The forecast development flows have also been determined using the same methodology used in the TS; using the TRICS database to produce weekday peak hour trip rates.
8. The TRICS results show that the PM peak trip generation of the proposed development would occur between the hours of 18:00-19:00; later than the roundabout peak hour of 17:00-18:00. Therefore, in order to present a robust assessment, the peak development flows will be added to the peak roundabout flow in order to present a worst case analysis. This is despite this situation not occurring in reality. The AM peak flow of the development and the roundabout both occur during 08:00-09:00 hours.
9. A summary of the trip rates used to represent the proposed development, and the subsequent trip generation, is provided in **Table 1** below. The TRICS output is provided in **Appendix B**.

Table 1: Fast Food Drive-Thru Trip Generation				
	Trip Rates (per 100 sq.m.)		Trip Generation (167 sq.m.)	
	IN	OUT	IN	OUT
Weekday 0800 – 0900 hrs	12.6	12.0	21	20
Weekday 1700 – 1800 hrs	13.9	14.0	23	23
Weekday 1800 – 1900 hrs	14.3	15.0	24	25

10. The above trips do not reflect the number of new trips that are actually expected to be generated by the proposed development; the new trip generation is expected to be significantly lower than this. The reasoning for this has already been set out in full within **Section 4** of the TS.

11. The roundabout operation has been assessed using TRL's ARCADY software, which has tested the junction using a 'surge' profile. This uplifts the central half hour of the peak flows by 12.5% on all approach arms simultaneously to create a 'peak within a peak'. This represents a robust assessment of the access junction.
12. The modelling also now includes a Sensitivity Test that incorporates traffic flows from a proposal at the Plas Coch Public House for additional rooms.
13. The ARCADY results are summarised in **Tables 2 and 3** below, for the AM and PM peaks respectively. The full ARCADY outputs are provided in **Appendix C**.

Table 2: Summary of the Access Roundabout ARCADY Weekday AM Results				
	Base Scenario		Base + Development Scenario	
	RFC	Max queue	RFC	Max queue
B5101 North	0.294	1	0.301	1
University	0.034	0	0.047	0
B5101 South	0.524	2	0.537	2
Plas Coch Retail Park	0.196	1	0.208	1

Table 3: Summary of the Access Roundabout ARCADY Weekday PM Results				
	Base Scenario		Base + Development Scenario	
	RFC	Max queue	RFC	Max queue
B5101 North	0.560	2	0.572	2
University	0.507	1	0.546	2
B5101 South	0.630	2	0.645	2
Plas Coch Retail Park	0.461	1	0.473	1

14. The above shows that the roundabout would operate within capacity during the future year weekday peak hour scenarios. The results show that the addition of

development trips has no material detrimental impact on the operation of the roundabout, and will likely be imperceptible in reality. This is despite undertaking a robust assessment of the junction, using an unrealistic 'worst case' scenario.

15. The above results support our conclusions as already set out in the TS; namely that the addition of trips from the proposed development would have a negligible effect on the roundabout's operation and cannot be considered a material detrimental impact on the operation of the highway network, and also that there are no transport-related reasons to prevent the granting of planning permission for the proposed development.

SENSITIVITY TESTING

16. The modelling also now includes a 'Sensitivity Test' that incorporates traffic flows from a new proposal at the Plas Coch Public House for additional rooms. Those flows have been included within the Base flows to consider the implications of the development proposed by this application. The ARCADY results are summarised in **Tables 4 to 6** below, with the full ARCADY output provided in **Appendix D**.

Table 4: Summary of the Access Roundabout ARCADY Sensitivity AM Results				
	Sensitivity Base		Sensitivity Base + Development	
	RFC	Max queue	RFC	Max queue
B5101 North	0.296	1	0.302	1
University	0.034	0	0.048	2
B5101 South	0.525	2	0.539	2
Plas Coch Retail Park	0.199	1	0.210	1

Table 5: Summary of the Access Roundabout ARCADY Sensitivity PM Results

	Sensitivity Base		Sensitivity Base + Development	
	RFC	Max queue	RFC	Max queue
B5101 North	0.562	2	0.574	2
University	0.515	1	0.550	2
B5101 South	0.633	2	0.647	2
Plas Coch Retail Park	0.461	1	0.474	1

Table 6: Summary of the Access Roundabout ARCADY Sensitivity Saturday Results

	Sensitivity Base		Sensitivity Base + Development	
	RFC	Max queue	RFC	Max queue
B5101 North	0.593	2	0.617	2
University	0.205	1	0.243	1
B5101 South	0.896	8	0.925	11
Plas Coch Retail Park	0.571	2	0.594	2

17. The above shows that the proposed development has minimal affect on the operation of the roundabout compared to the Base situation, despite being based on onerous conditions, which represent a 'worst case' scenario.

18. As discussed fully in the Application's Transport Statement; the traffic impact of the proposed development is expected to be much lower than the above in reality. The majority of customers are expected to already be visiting the Retail Park, and therefore they would have no impact on the external highway network. Even those who are classed as 'pass-by' customers would only result in a reallocation of a few turning movements at the roundabout access junction along the B5101. Beyond here, there would be no perceptible impact resulting from the proposed unit.

Appendix A

Daily Junction Throughput - by Hour

Hour Beginning	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
0700	858	842	976	946	901	506	220
0800	1430	1359	1439	1419	1445	1106	444
0900	1746	1565	1637	1611	1674	1763	807
1000	2048	1618	1695	1691	1979	2360	1859
1100	2108	1689	1892	1903	2178	2503	2231
1200	2222	1750	2130	2059	2220	2506	2256
1300	2090	1869	2018	1979	2264	2456	2349
1400	2146	2003	1934	2039	2208	2203	2259
1500	2206	1847	2161	2255	2289	1954	1887
1600	2226	1894	2248	2234	2356	1860	875
1700	2321	1848	2323	2287	2131	2506	680
1800	1680	1767	2041	1959	1958	1340	521

Peak Hour Throughput - by Day

	Time Period (Hour Beginning)	Vehicle Movements	
		Total Junction	Retail Park Arm
Monday	1700	2321	904
Tuesday	1400	2003	725
Wednesday	1700	2323	870
Thursday	1700	2287	874
Friday	1600	2356	921
Saturday	1200	2506	1086
Sunday	1300	2349	1045

Manual Classified Turning Counts, Wrexham

DATE: MONDAY 16th JULY 2018
LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR
ARM: RETAIL PARK

TIME / CLASS	LEFT TO PLAS COCH ROAD NORTH								STRAIGHT TO GLYNDWR								RIGHT TO PLAS COCH ROAD SOUTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	41	3	0	0	1	45	49
7:15 - 7:30	0	0	10	4	0	0	0	14	0	0	1	0	0	0	0	1	0	0	37	9	0	0	1	47	62
7:30 - 7:45	0	0	4	3	0	0	0	7	0	0	2	0	0	0	0	2	0	0	39	10	1	0	1	51	60
7:45 - 8:00	0	0	11	1	0	0	0	12	1	0	3	0	0	0	0	4	0	0	38	5	0	0	1	44	60
HOURLY TOTAL	0	0	29	8	0	0	0	37	1	0	6	0	0	0	0	7	0	0	155	27	1	0	4	187	231
8:00 - 8:15	0	0	13	0	0	0	0	13	0	0	5	0	0	0	0	5	0	0	50	11	1	0	1	63	81
8:15 - 8:30	0	0	9	1	0	0	0	10	0	0	7	0	0	0	0	7	0	0	67	1	1	0	1	70	87
8:30 - 8:45	0	0	15	1	0	0	0	16	0	0	3	0	0	0	0	3	0	0	51	4	0	0	1	56	75
8:45 - 9:00	0	0	9	0	0	0	0	9	0	0	4	0	0	0	0	4	0	0	49	10	1	2	2	64	77
HOURLY TOTAL	0	0	46	2	0	0	0	48	0	0	19	0	0	0	0	19	0	0	217	26	3	2	5	253	320
9:00 - 9:15	0	0	19	1	0	0	0	20	0	0	5	0	0	0	0	5	0	0	68	5	0	0	1	74	99
9:15 - 9:30	0	0	23	1	0	0	0	24	0	0	1	1	0	0	0	2	0	0	79	9	1	0	2	91	117
9:30 - 9:45	0	0	27	3	0	0	0	30	0	0	2	0	0	0	0	2	0	0	110	9	1	0	1	121	153
9:45 - 10:00	0	0	29	1	0	0	0	30	0	0	3	0	0	0	0	3	0	0	112	11	0	0	1	124	157
HOURLY TOTAL	0	0	98	6	0	0	0	104	0	0	11	1	0	0	0	12	0	0	369	34	2	0	5	410	526
10:00 - 10:15	0	0	28	1	0	0	0	29	0	0	1	1	1	0	0	2	0	0	145	11	0	0	1	157	188
10:15 - 10:30	0	0	43	2	0	0	0	45	0	0	1	0	0	0	0	1	0	0	156	10	4	0	3	173	219
10:30 - 10:45	0	0	34	1	0	0	0	35	0	0	3	1	0	0	0	4	0	0	151	9	2	0	2	164	203
10:45 - 11:00	0	0	37	1	0	0	0	38	0	0	0	0	0	0	0	0	1	0	159	14	0	1	1	176	214
HOURLY TOTAL	0	0	142	5	0	0	0	147	0	0	5	2	0	0	0	7	1	0	611	44	6	1	7	670	824
11:00 - 11:15	0	0	28	3	0	0	0	31	0	0	1	0	0	0	0	1	0	0	133	13	1	0	1	148	180
11:15 - 11:30	0	0	42	3	0	0	0	45	0	0	1	0	0	0	0	1	0	0	148	12	1	0	1	162	208
11:30 - 11:45	0	0	34	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	139	12	1	0	0	152	186
11:45 - 12:00	0	0	40	2	0	0	0	42	0	0	0	0	0	0	0	0	0	0	162	11	1	0	2	176	218
HOURLY TOTAL	0	0	144	8	0	0	0	152	0	0	2	0	0	0	0	2	0	0	582	48	4	0	4	638	792
12:00 - 12:15	0	0	38	1	0	0	0	39	0	0	1	0	0	0	0	1	0	0	159	13	0	1	2	175	215
12:15 - 12:30	0	0	34	3	0	0	0	37	0	0	0	1	0	0	0	1	0	0	154	13	0	1	1	169	207
12:30 - 12:45	0	0	36	0	0	0	0	36	0	0	1	1	0	0	0	2	0	0	159	18	0	2	2	181	219
12:45 - 13:00	0	0	34	3	0	0	0	37	0	0	5	1	0	0	0	6	0	0	156	23	0	0	1	180	223
HOURLY TOTAL	0	0	142	7	0	0	0	149	0	0	7	3	0	0	0	10	0	0	628	67	0	4	6	705	864
13:00 - 13:15	0	0	40	2	0	0	0	42	0	0	1	0	0	0	0	1	0	0	162	13	1	0	1	177	220
13:15 - 13:30	0	0	21	2	0	0	0	23	0	0	0	0	0	0	0	0	0	0	167	12	0	0	1	180	203
13:30 - 13:45	0	0	34	1	0	0	0	35	0	0	0	0	0	0	0	0	0	1	160	16	0	1	1	179	214
13:45 - 14:00	0	0	28	2	0	0	0	30	0	0	1	0	0	0	0	1	0	0	147	12	0	0	1	160	191
HOURLY TOTAL	0	0	123	7	0	0	0	130	0	0	2	0	0	0	0	2	0	1	636	53	1	1	4	696	828
14:00 - 14:15	0	0	38	1	0	0	0	39	0	0	0	0	0	0	0	0	0	0	157	8	0	0	1	166	205
14:15 - 14:30	0	0	33	0	0	0	0	33	0	0	1	0	0	0	0	1	0	3	172	13	0	0	2	190	224
14:30 - 14:45	0	0	40	0	0	0	0	40	0	0	0	0	0	0	0	0	0	1	156	12	0	1	2	172	212
14:45 - 15:00	0	0	42	3	0	0	0	45	0	0	0	0	0	0	0	0	0	0	166	7	0	0	1	174	219
HOURLY TOTAL	0	0	153	4	0	0	0	157	0	0	1	0	0	0	0	1	0	4	651	40	0	1	6	702	860
15:00 - 15:15	0	0	43	2	0	0	0	45	0	0	0	0	0	0	0	0	0	0	160	9	0	0	0	169	214
15:15 - 15:30	0	0	32	2	1	0	0	35	0	0	1	0	0	0	0	1	0	1	141	9	1	0	2	154	190
15:30 - 15:45	0	0	28	5	0	0	0	33	0	0	4	0	0	0	0	4	0	1	137	13	0	0	1	152	189
15:45 - 16:00	0	0	42	2	1	0	0	45	0	0	2	0	0	0	0	2	0	1	154	12	0	0	1	168	215
HOURLY TOTAL	0	0	145	11	2	0	0	158	0	0	7	0	0	0	0	7	0	3	592	43	1	0	4	643	808
16:00 - 16:15	0	0	38	2	0	0	0	40	0	0	0	0	0	0	0	0	0	0	150	15	0	0	1	166	206
16:15 - 16:30	0	0	42	2	0	0	0	44	0	0	1	1	0	0	0	2	0	1	148	8	0	0	1	158	204
16:30 - 16:45	0	0	35	0	0	0	0	35	0	0	1	0	0	0	0	1	0	1	168	11	0	0	1	181	217
16:45 - 17:00	0	0	46	1	0	0	0	47	0	0	2	0	0	0	0	2	0	1	164	14	0	0	2	181	230
HOURLY TOTAL	0	0	161	5	0	0	0	166	0	0	4	1	0	0	0	5	0	3	630	48	0	0	5	686	857
17:00 - 17:15	0	0	38	0	0	0	0	38	0	0	1	0	0	0	0	1	0	0	179	13	0	0	1	193	232
17:15 - 17:30	0	0	41	1	0	0	0	42	0	0	0	0	0	0	0	0	0	1	161	9	1	0	1	173	215
17:30 - 17:45	0	0	43	1	0	0	0	44	0	0	4	0	0	0	0	4	0	0	179	12	0	0	1	192	240
17:45 - 18:00	0	0	37	4	0	0	0	41	0	0	0	0	0	0	0	0	0	0	161	12	0	0	3	176	217
HOURLY TOTAL	0	0	159	6	0	0	0	165	0	0	5	0	0	0	0	5	0	1	680	46	1	0	6	734	904
18:00 - 18:15	0	0	38	2	0	0	0	40	0	0	2	0	0	0	0	2	0	0	163	9	0	0	1	173	215
18:15 - 18:30	0	1	35	1	0	0	0	37	0	0	1	0	0	0	0	1	0	0	166	6	0	0	2	174	212
18:30 - 18:45	0	0	29	4	0	0	0	33	0	0	1	0	0	0	0	1	0	0	114	13	0	0	1	128	162
18:45 - 19:00	0	0	25	2	0	0	0	27	0	0	0	0	0	0	0	0	0	0	115	5	0	0	1	121	148
HOURLY TOTAL	0	1	127	9	0	0	0	137	0	0	4	0	0	0	0	4	0	0	558	33	0	0	5	596	737
12 HOUR TOTAL	0	1	1469	78	2	0	0	1550	1	0	73	7	0	0	0	81	1	12	6309	509	19	9	61	6920	8551

Manual Classified Turning Counts, Wrexham

DATE: MONDAY 16th JULY 2018
LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR
ARM: PLAS COCH ROAD NORTH

TIME / CLASS	LEFT TO GLYNDWR								STRAIGHT TO PLAS COCH ROAD SOUTH								RIGHT TO RETAIL PARK								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	24	12	0	0	0	36	0	0	8	2	0	0	0	10	46
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	34	7	0	0	0	41	0	0	5	2	0	0	0	7	48
7:30 - 7:45	0	0	1	0	0	0	0	1	0	0	41	4	0	0	0	45	0	0	4	1	0	0	0	5	51
7:45 - 8:00	0	0	1	0	0	0	0	1	0	0	55	9	0	0	0	64	0	0	10	2	0	0	0	12	77
HOURLY TOTAL	0	0	2	0	0	0	0	2	0	0	154	32	0	0	0	186	0	0	27	7	0	0	0	34	222
8:00 - 8:15	0	0	1	0	0	0	0	1	0	0	44	7	0	0	0	51	0	0	17	0	0	0	0	17	69
8:15 - 8:30	0	0	10	0	0	0	0	10	0	0	54	13	0	0	0	67	0	0	23	0	0	0	0	23	100
8:30 - 8:45	1	0	4	0	0	0	0	5	0	0	59	4	0	0	2	65	0	0	17	2	0	0	0	19	89
8:45 - 9:00	0	0	2	0	0	0	0	2	0	0	61	3	1	0	0	65	0	0	30	2	0	0	0	32	99
HOURLY TOTAL	1	0	17	0	0	0	0	18	0	0	218	27	1	0	2	248	0	0	87	4	0	0	0	91	357
9:00 - 9:15	0	0	1	0	0	0	0	1	0	0	65	5	0	0	0	70	0	0	31	2	0	0	0	33	104
9:15 - 9:30	0	0	2	0	0	0	0	2	0	0	39	7	0	0	0	46	0	0	41	5	0	0	0	46	94
9:30 - 9:45	0	0	2	0	0	0	0	2	0	0	36	8	0	0	0	44	0	0	29	2	0	0	0	31	77
9:45 - 10:00	0	0	1	0	0	0	0	1	1	0	41	7	0	0	0	49	0	0	36	2	0	0	0	38	88
HOURLY TOTAL	0	0	6	0	0	0	0	6	1	0	181	27	0	0	0	209	0	0	137	11	0	0	0	148	363
10:00 - 10:15	0	0	1	0	0	0	0	1	0	0	34	7	0	1	0	42	0	0	41	3	0	0	0	44	87
10:15 - 10:30	0	0	1	0	0	0	0	1	0	0	39	6	1	0	0	46	0	0	35	2	0	0	0	37	84
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	44	5	1	0	0	50	0	0	32	2	0	0	0	34	84
10:45 - 11:00	0	0	1	0	0	0	0	1	0	0	36	5	0	0	0	41	0	0	38	2	0	0	0	40	82
HOURLY TOTAL	0	0	3	0	0	0	0	3	0	0	153	23	2	1	0	179	0	0	146	9	0	0	0	155	337
11:00 - 11:15	0	0	2	0	0	0	0	2	0	0	37	10	0	0	0	47	0	0	44	6	0	0	0	50	99
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	40	2	0	0	0	42	0	0	38	0	0	0	0	38	80
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	60	8	0	1	0	69	0	0	36	2	0	0	0	38	107
11:45 - 12:00	0	0	1	0	0	0	0	1	0	0	27	8	0	0	0	35	0	0	44	4	0	0	0	48	84
HOURLY TOTAL	0	0	3	0	0	0	0	3	0	0	164	28	0	1	0	193	0	0	162	12	0	0	0	174	370
12:00 - 12:15	0	0	1	0	0	0	0	1	0	0	43	4	0	0	0	47	0	0	37	4	0	0	0	41	89
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	57	5	0	0	0	62	0	0	33	1	0	1	0	35	97
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	48	9	0	0	0	57	0	0	26	4	0	0	0	30	87
12:45 - 13:00	0	0	2	1	0	0	0	3	0	0	57	5	1	0	0	63	0	0	35	4	0	0	0	39	105
HOURLY TOTAL	0	0	3	1	0	0	0	4	0	0	205	23	1	0	0	229	0	0	131	13	0	1	0	145	378
13:00 - 13:15	0	0	1	0	0	0	0	1	1	0	54	5	0	0	0	60	1	0	27	2	0	0	0	30	91
13:15 - 13:30	0	0	0	0	0	0	0	0	0	1	49	8	0	0	0	58	0	0	36	4	0	0	0	40	98
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	34	4	0	0	0	38	0	0	39	5	0	0	0	44	82
13:45 - 14:00	0	0	2	1	0	0	0	3	0	0	45	5	0	0	0	50	0	0	41	0	0	0	0	41	94
HOURLY TOTAL	0	0	3	1	0	0	0	4	1	1	182	22	0	0	0	206	1	0	143	11	0	0	0	155	365
14:00 - 14:15	0	0	0	0	0	0	0	0	2	1	61	7	0	0	0	71	0	0	34	6	0	0	0	40	111
14:15 - 14:30	0	0	0	0	0	0	0	0	1	0	50	8	0	0	0	59	1	0	32	3	0	0	0	36	95
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	47	5	1	0	0	53	0	0	38	1	0	0	0	39	92
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	44	6	0	0	0	50	0	0	36	3	0	0	0	39	89
HOURLY TOTAL	0	0	0	0	0	0	0	0	3	1	202	26	1	0	0	233	1	0	140	13	0	0	0	154	387
15:00 - 15:15	0	0	2	0	0	0	0	2	0	0	54	6	0	0	0	60	0	0	35	2	0	0	0	37	99
15:15 - 15:30	0	0	1	0	0	0	0	1	0	0	72	8	0	0	0	80	0	0	41	1	0	0	0	42	123
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	87	6	0	0	2	95	0	1	45	2	0	0	0	48	143
15:45 - 16:00	0	0	1	0	0	0	0	1	1	1	55	8	0	0	0	65	0	0	39	0	0	0	0	39	105
HOURLY TOTAL	0	0	4	0	0	0	0	4	1	1	268	28	0	0	2	300	0	1	160	5	0	0	0	166	470
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	59	7	1	0	0	67	0	0	30	1	0	0	0	31	98
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	61	10	0	0	0	71	0	0	26	5	0	0	0	31	102
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	57	7	0	0	0	64	0	0	40	3	0	0	0	43	107
16:45 - 17:00	0	0	0	0	0	0	0	0	1	0	60	6	0	0	0	67	0	0	33	2	0	0	0	35	102
HOURLY TOTAL	0	0	0	0	0	0	0	0	1	0	237	30	1	0	0	269	0	0	129	11	0	0	0	140	409
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	81	6	1	0	0	88	0	1	29	6	0	0	0	36	124
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	67	9	0	0	0	76	0	0	46	5	0	0	0	51	127
17:30 - 17:45	0	0	0	0	0	0	0	0	1	0	68	4	0	0	0	73	0	1	39	4	0	0	0	44	117
17:45 - 18:00	0	0	0	0	0	0	0	0	0	1	69	7	0	0	0	77	0	0	46	8	0	0	0	54	131
HOURLY TOTAL	0	0	0	0	0	0	0	0	1	1	285	26	1	0	0	314	0	2	160	23	0	0	0	185	499
18:00 - 18:15	0	0	0	0	0	0	0	0	1	0	42	8	0	0	1	52	0	0	32	0	0	0	0	32	84
18:15 - 18:30	1	0	0	0	0	0	0	1	0	1	44	3	0	0	0	48	0	0	19	2	0	0	0	21	70
18:30 - 18:45	0	0	0	0	0	0	0	0	0	1	32	5	0	0	0	38	0	0	11	0	0	0	0	11	49
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	30	2	0	0	0	32	0	0	8	1	0	0	0	9	41
HOURLY TOTAL	1	0	0	0	0	0	0	1	1	2	148	18	0	0	1	170	0	0	70	3	0	0	0	73	244
PERIOD TOTAL	2	0	41	2	0	0	0	45	9	6	2397	310	7	2	5	2736	2	3	1492	122	0	1	0	1620	4401

Manual Classified Turning Counts, Wrexham

DATE: MONDAY 16th JULY 2018
LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR
ARM: GLYNDWR

TIME / CLASS	LEFT TO PLAS COCH ROAD SOUTH								STRAIGHT TO RETAIL PARK								RIGHT TO PLAS COCH ROAD NORTH								TOTAL MOVEMENT FROM ARM	
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL		
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 - 7:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:30 - 7:45	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
7:45 - 8:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
HOURLY TOTAL	0	0	4	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
8:00 - 8:15	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
8:15 - 8:30	0	0	2	1	0	0	0	3	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	5	
8:30 - 8:45	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4	
8:45 - 9:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	3	
HOURLY TOTAL	0	0	10	1	0	0	0	11	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	0	1	16
9:00 - 9:15	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	4	
9:15 - 9:30	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	5	
9:30 - 9:45	0	0	2	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
HOURLY TOTAL	0	0	6	3	0	0	0	9	0	0	4	0	0	0	0	4	0	0	1	1	0	0	0	0	2	15
10:00 - 10:15	0	0	4	2	0	0	0	6	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	7	
10:15 - 10:30	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	
10:30 - 10:45	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	5	
10:45 - 11:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
HOURLY TOTAL	0	0	9	3	0	0	0	12	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	0	1	17
11:00 - 11:15	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	4	
11:15 - 11:30	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	4	
11:30 - 11:45	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
11:45 - 12:00	0	0	10	0	0	0	0	10	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	12	
HOURLY TOTAL	0	0	15	1	0	0	0	16	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	0	1	22
12:00 - 12:15	0	0	4	0	0	0	0	4	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	9	
12:15 - 12:30	0	0	4	0	0	0	0	4	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	7	
12:30 - 12:45	0	0	3	2	0	0	0	5	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	0	10	
12:45 - 13:00	0	0	2	1	0	0	0	3	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	0	6	
HOURLY TOTAL	0	0	13	3	0	0	0	16	0	0	12	2	0	0	0	14	0	0	2	0	0	0	0	0	2	32
13:00 - 13:15	0	0	1	1	0	0	0	2	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	0	7	
13:15 - 13:30	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	3	
13:30 - 13:45	0	0	15	0	0	0	0	15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	17	
13:45 - 14:00	0	0	10	0	0	0	0	10	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	0	13	
HOURLY TOTAL	0	0	27	1	0	0	0	28	0	0	8	1	0	0	0	9	0	0	2	1	0	0	0	0	3	40
14:00 - 14:15	0	0	8	0	1	0	0	9	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	12	
14:15 - 14:30	1	0	4	1	0	0	0	6	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	12	
14:30 - 14:45	0	0	5	0	0	0	0	5	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	7	
14:45 - 15:00	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	7	
HOURLY TOTAL	1	0	22	1	1	0	0	25	0	0	12	0	0	0	0	12	0	0	1	0	0	0	0	0	1	38
15:00 - 15:15	0	0	5	1	1	0	0	7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8	
15:15 - 15:30	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	8	
15:30 - 15:45	0	0	4	1	0	0	0	5	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	0	9	
15:45 - 16:00	0	0	11	0	0	0	0	11	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	14	
HOURLY TOTAL	0	0	26	2	1	0	0	29	0	0	7	0	0	0	0	7	0	0	3	0	0	0	0	0	3	39
16:00 - 16:15	0	0	7	1	0	0	0	8	0	0	3	0	0	0	0	3	0	0	0	1	0	0	0	0	12	
16:15 - 16:30	0	0	11	1	0	0	0	12	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	20	
16:30 - 16:45	0	0	12	2	0	0	0	14	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	0	19	
16:45 - 17:00	0	0	19	0	0	0	0	19	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	21	
HOURLY TOTAL	0	0	49	4	0	0	0	53	0	0	15	0	0	0	0	15	0	0	3	1	0	0	0	0	4	72
17:00 - 17:15	0	1	23	2	0	0	0	26	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	31	
17:15 - 17:30	0	0	12	0	0	0	0	12	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	14	
17:30 - 17:45	0	0	10	0	0	0	0	10	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	0	14	
17:45 - 18:00	0	0	5	0	0	0	0	5	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	11	
HOURLY TOTAL	0	1	50	2	0	0	0	53	0	0	14	0	0	0	0	14	0	0	3	0	0	0	0	0	3	70
18:00 - 18:15	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	0	7	
18:15 - 18:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
18:30 - 18:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	
18:45 - 19:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
HOURLY TOTAL	0	0	8	0	0	0	0	8	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	0	2	12
PERIOD TOTAL	1	1	239	21	3	0	0	265	0	0	87	3	0	0	0	90	0	0	20	3	0	0	0	0	23	378

Manual Classified Turning Counts, Wrexham

DATE: MONDAY 16th JULY 2018
LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR
ARM: PLAS COCH ROAD SOUTH

TIME / CLASS	LEFT TO RETAIL PARK								STRAIGHT TO PLAS COCH ROAD NORTH								RIGHT TO GLYNDWR								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	36	4	0	0	1	41	2	0	19	3	0	0	0	24	0	0	3	0	1	0	0	4	69
7:15 - 7:30	0	0	43	11	0	0	1	55	0	0	17	3	0	0	0	20	0	0	3	0	0	0	0	3	78
7:30 - 7:45	0	0	37	9	1	0	2	49	1	0	33	2	0	0	0	36	0	0	4	0	0	0	0	4	89
7:45 - 8:00	0	0	71	8	1	1	1	82	0	0	54	3	0	0	0	57	0	0	9	1	0	0	0	10	149
HOURLY TOTAL	0	0	187	32	2	1	5	227	3	0	123	11	0	0	0	137	0	0	19	1	1	0	0	21	385
8:00 - 8:15	0	0	75	5	0	0	1	81	0	0	63	5	1	0	0	69	0	0	8	1	0	0	0	9	159
8:15 - 8:30	0	0	60	4	0	0	1	65	0	0	82	7	0	0	1	90	0	1	31	1	0	0	0	33	188
8:30 - 8:45	0	0	72	9	1	0	1	83	0	0	67	8	0	0	1	76	0	0	18	1	0	0	0	19	178
8:45 - 9:00	0	0	92	8	0	0	1	101	0	0	70	5	0	0	0	75	0	0	14	1	0	0	0	15	191
HOURLY TOTAL	0	0	299	26	1	0	4	330	0	0	282	25	1	0	2	310	0	1	71	4	0	0	0	76	716
9:00 - 9:15	1	0	141	7	1	0	1	151	0	0	37	7	0	0	0	44	0	0	12	2	0	0	0	14	209
9:15 - 9:30	0	0	150	10	0	0	3	163	0	0	36	8	1	0	0	45	0	0	9	0	0	0	0	9	217
9:30 - 9:45	0	0	144	7	0	0	1	152	0	0	36	4	0	0	0	40	0	0	5	2	0	0	0	7	199
9:45 - 10:00	0	0	137	13	0	1	1	152	0	0	35	5	0	0	0	40	0	0	8	1	0	0	0	9	201
HOURLY TOTAL	1	0	572	37	1	1	6	618	0	0	144	24	1	0	0	169	0	0	34	5	0	0	0	39	826
10:00 - 10:15	0	0	155	6	1	0	2	164	0	0	29	6	0	0	0	35	0	0	6	2	0	0	0	8	207
10:15 - 10:30	0	0	156	7	0	1	1	165	0	0	35	8	2	0	0	45	0	0	6	0	0	0	0	6	216
10:30 - 10:45	0	0	157	11	1	0	2	171	0	0	26	6	0	0	0	32	0	0	6	0	0	0	0	6	209
10:45 - 11:00	0	0	166	9	1	0	1	177	0	0	25	2	1	0	0	28	0	0	3	0	0	0	0	3	208
HOURLY TOTAL	0	0	634	33	3	1	6	677	0	0	115	22	3	0	0	140	0	0	21	2	0	0	0	23	840
11:00 - 11:15	0	0	177	8	2	0	1	188	0	0	38	3	0	0	0	41	0	0	3	0	0	0	0	3	232
11:15 - 11:30	0	0	189	10	1	0	1	201	0	0	44	5	1	0	0	50	0	0	6	1	0	0	0	7	258
11:30 - 11:45	0	0	156	10	1	1	1	169	0	0	28	4	0	0	0	32	0	0	4	1	0	0	0	5	206
11:45 - 12:00	0	0	158	13	2	0	1	174	0	0	26	3	0	0	0	29	0	0	3	1	0	0	0	4	207
HOURLY TOTAL	0	0	680	41	6	1	4	732	0	0	136	15	1	0	0	152	0	0	16	3	0	0	0	19	903
12:00 - 12:15	0	0	197	10	0	1	3	211	0	0	35	5	0	0	0	40	0	0	2	0	0	0	0	2	253
12:15 - 12:30	0	0	170	11	1	0	0	182	0	0	38	8	1	0	0	47	0	0	1	0	0	0	0	1	230
12:30 - 12:45	0	0	163	14	2	0	2	181	0	0	43	4	0	0	0	47	0	0	4	0	0	0	0	4	232
12:45 - 13:00	0	0	144	14	1	0	1	160	0	0	39	1	1	0	0	41	0	0	7	0	0	0	0	7	208
HOURLY TOTAL	0	0	674	49	4	1	6	734	0	0	155	18	2	0	0	175	0	0	14	0	0	0	0	14	923
13:00 - 13:15	0	0	155	6	0	1	2	164	0	1	33	3	0	0	0	37	0	0	9	1	0	0	0	10	211
13:15 - 13:30	0	1	181	13	0	0	0	195	0	0	31	7	1	0	0	39	0	0	10	0	0	0	0	10	244
13:30 - 13:45	0	0	148	8	0	0	2	158	0	1	27	5	0	0	0	33	0	0	7	0	0	0	0	7	198
13:45 - 14:00	0	1	141	10	1	1	0	154	0	1	27	3	0	0	0	31	0	0	3	0	1	0	0	4	189
HOURLY TOTAL	0	2	625	37	1	2	4	671	0	3	118	18	1	0	0	140	0	0	29	1	1	0	0	31	842
14:00 - 14:15	0	2	155	6	1	0	2	166	1	0	37	5	0	0	0	43	0	0	2	0	0	0	0	2	211
14:15 - 14:30	0	0	145	13	1	0	0	159	0	0	28	2	0	0	0	30	0	0	2	0	0	0	0	2	191
14:30 - 14:45	0	1	160	6	0	0	2	169	0	2	41	7	1	0	0	51	0	0	4	0	1	0	0	5	225
14:45 - 15:00	0	0	140	12	0	0	1	153	0	0	55	5	0	0	0	60	0	0	3	0	0	0	0	3	216
HOURLY TOTAL	0	3	600	37	2	0	5	647	1	2	161	19	1	0	0	184	0	0	11	0	1	0	0	12	843
15:00 - 15:15	0	0	135	5	1	0	2	143	0	0	61	4	0	0	0	65	0	0	2	0	0	0	0	2	210
15:15 - 15:30	0	1	122	13	0	0	0	136	0	1	49	8	0	0	1	59	0	0	2	0	0	0	0	2	197
15:30 - 15:45	0	0	155	16	1	0	2	174	0	0	51	6	0	0	1	58	0	0	5	0	0	0	0	5	237
15:45 - 16:00	0	0	146	10	0	0	0	156	0	0	64	4	0	0	0	68	0	0	3	0	0	0	0	3	227
HOURLY TOTAL	0	1	558	44	2	0	4	609	0	1	225	22	0	0	2	250	0	0	12	0	0	0	0	12	871
16:00 - 16:15	0	1	147	6	0	0	2	156	0	0	55	5	0	0	0	60	0	0	0	1	0	0	0	1	217
16:15 - 16:30	0	1	143	11	0	0	0	155	0	0	42	10	0	0	0	52	0	0	5	1	0	0	0	6	213
16:30 - 16:45	0	2	145	11	0	0	2	160	0	0	53	4	0	0	0	57	0	0	2	0	0	0	0	2	219
16:45 - 17:00	0	1	136	7	0	0	1	145	1	1	69	7	0	0	0	78	1	0	4	0	0	0	0	5	228
HOURLY TOTAL	0	5	571	35	0	0	5	616	1	1	219	26	0	0	0	247	1	0	11	2	0	0	0	14	877
17:00 - 17:15	0	0	123	11	1	0	1	136	0	0	42	10	0	0	0	52	0	0	4	0	0	0	0	4	192
17:15 - 17:30	0	1	137	11	0	0	1	150	1	0	56	7	0	0	0	64	0	0	3	0	1	0	0	4	218
17:30 - 17:45	0	0	125	16	0	0	1	142	0	0	60	5	0	0	0	65	0	0	9	0	0	0	0	9	216
17:45 - 18:00	0	0	128	15	0	0	2	145	0	0	54	5	0	0	0	59	0	0	3	0	0	0	0	3	207
HOURLY TOTAL	0	1	513	53	1	0	5	573	1	0	212	27	0	0	0	240	0	0	19	0	1	0	0	20	833
18:00 - 18:15	0	0	117	10	0	0	1	128	0	0	45	5	0	0	0	50	0	0	1	1	0	0	0	2	180
18:15 - 18:30	0	0	102	13	0	0	2	117	0	0	36	8	0	0	0	44	0	0	0	0	0	0	0	0	161
18:30 - 18:45	0	0	112	8	0	0	1	121	0	0	43	7	0	0	0	50	0	0	3	0	0	0	0	3	174
18:45 - 19:00	0	0	110	10	0	0	1	121	0	0	33	7	0	0	0	40	0	0	0	0	0	0	0	0	161
HOURLY TOTAL	0	0	441	41	0	0	5	487	0	0	157	27	0	0	0	184	0	0	4	1	0	0	0	5	676
PERIOD TOTAL	1	12	6354	465	23	7	59	6921	6	7	2047	254	10	0	4	2328	1	1	261	19	4	0	0	286	9535

Manual Classified Turning Counts, Wrexham

DATE: TUESDAY 17th JULY 2018

LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR

ARM: RETAIL PARK

TIME / CLASS	LEFT TO PLAS COCH ROAD NORTH								STRAIGHT TO GLYNDWR								RIGHT TO PLAS COCH ROAD SOUTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	0	0	35	4	0	0	1	40	46
7:15 - 7:30	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1	0	0	41	8	0	0	1	50	56
7:30 - 7:45	0	0	2	1	0	0	0	3	0	0	2	1	0	0	0	3	0	0	49	2	0	0	1	52	58
7:45 - 8:00	0	0	6	2	0	0	0	8	0	0	3	0	0	0	0	3	0	0	58	2	1	0	1	62	73
HOURLY TOTAL	0	0	17	3	0	0	0	20	0	0	8	1	0	0	0	9	0	0	183	16	1	0	4	204	233
8:00 - 8:15	0	0	6	0	0	0	0	6	0	0	5	0	0	0	0	5	0	0	44	7	0	1	1	53	64
8:15 - 8:30	0	0	17	0	0	0	0	17	0	0	13	0	0	0	0	13	0	0	36	7	2	2	1	48	78
8:30 - 8:45	0	0	9	1	0	0	0	10	1	0	3	1	0	0	0	5	0	0	50	5	0	0	0	55	70
8:45 - 9:00	0	0	17	0	0	0	0	17	0	1	9	0	0	0	0	10	0	1	57	6	0	0	2	66	93
HOURLY TOTAL	0	0	49	1	0	0	0	50	1	1	30	1	0	0	0	33	0	1	187	25	2	3	4	222	305
9:00 - 9:15	0	0	16	0	0	0	0	16	0	0	12	0	0	0	0	12	0	0	69	3	2	0	1	75	103
9:15 - 9:30	0	0	20	4	0	0	0	24	0	0	7	0	0	0	0	7	0	1	81	5	3	0	1	91	122
9:30 - 9:45	0	0	18	3	0	0	0	21	0	0	4	0	0	0	0	4	0	0	84	8	1	0	1	94	119
9:45 - 10:00	0	0	25	4	0	0	0	29	0	0	6	1	0	0	0	7	0	0	89	6	0	0	1	96	132
HOURLY TOTAL	0	0	79	11	0	0	0	90	0	0	29	1	0	0	0	30	0	1	323	22	6	0	4	356	476
10:00 - 10:15	1	0	28	4	0	0	0	33	0	0	2	0	0	0	0	2	0	0	76	11	0	0	1	88	123
10:15 - 10:30	0	0	28	3	0	0	0	31	0	0	2	0	0	0	0	2	0	0	104	6	4	0	2	116	149
10:30 - 10:45	0	0	32	2	0	0	0	34	0	0	0	0	0	0	0	0	0	0	116	4	1	0	3	124	158
10:45 - 11:00	0	0	28	1	0	0	0	29	0	0	4	0	0	0	0	4	0	1	121	11	0	0	1	134	167
HOURLY TOTAL	1	0	116	10	0	0	0	127	0	0	8	0	0	0	0	8	0	1	417	32	5	0	7	462	597
11:00 - 11:15	0	0	32	1	0	0	0	33	0	0	6	1	0	0	0	7	0	0	104	7	0	0	1	112	152
11:15 - 11:30	0	0	35	1	0	0	0	36	0	0	3	1	0	0	0	4	0	3	118	2	1	0	1	125	165
11:30 - 11:45	0	0	25	0	0	0	0	25	0	0	8	0	0	0	0	8	0	0	134	9	0	0	1	144	177
11:45 - 12:00	0	0	34	0	0	0	0	34	0	0	4	0	0	0	0	4	0	0	113	9	0	0	1	123	161
HOURLY TOTAL	0	0	126	2	0	0	0	128	0	0	21	2	0	0	0	23	0	3	469	27	1	0	4	504	655
12:00 - 12:15	0	0	24	0	0	0	0	24	0	0	7	0	0	0	0	7	0	0	111	6	0	0	2	119	150
12:15 - 12:30	0	0	26	4	0	0	0	30	0	0	8	0	0	0	0	8	0	0	124	10	0	0	1	135	173
12:30 - 12:45	0	0	33	3	0	0	0	36	0	0	4	0	0	0	0	4	0	0	125	7	1	0	2	135	175
12:45 - 13:00	0	0	28	0	0	0	0	28	0	0	9	1	0	0	0	10	0	0	127	8	1	0	1	137	175
HOURLY TOTAL	0	0	111	7	0	0	0	118	0	0	28	1	0	0	0	29	0	0	487	31	2	0	6	526	673
13:00 - 13:15	0	0	22	2	0	0	0	24	0	0	9	0	0	0	0	9	0	1	127	14	0	0	1	143	176
13:15 - 13:30	0	0	30	3	0	0	0	33	0	0	5	0	0	0	0	5	0	0	117	7	1	0	1	126	164
13:30 - 13:45	0	0	21	0	0	0	0	21	0	0	12	3	0	0	0	15	0	0	129	10	1	0	1	141	177
13:45 - 14:00	0	0	20	0	0	0	0	20	0	0	8	3	0	0	0	11	0	0	122	12	1	0	1	136	167
HOURLY TOTAL	0	0	93	5	0	0	0	98	0	0	34	6	0	0	0	40	0	1	495	43	3	0	4	546	684
14:00 - 14:15	0	0	38	0	0	0	0	38	0	0	2	0	0	0	0	2	0	0	129	7	0	1	1	138	178
14:15 - 14:30	0	0	32	2	0	0	0	34	0	0	5	0	0	0	0	5	0	0	135	8	0	0	1	144	183
14:30 - 14:45	0	0	33	1	0	0	0	34	0	0	3	0	0	0	0	3	0	1	129	8	1	1	2	142	179
14:45 - 15:00	0	0	29	3	0	0	0	32	0	0	1	0	0	0	0	1	0	0	126	6	0	0	1	133	166
HOURLY TOTAL	0	0	132	6	0	0	0	138	0	0	11	0	0	0	0	11	0	1	519	29	1	2	5	557	706
15:00 - 15:15	0	0	30	1	0	0	0	31	0	0	6	0	0	0	0	6	0	2	101	15	0	0	0	118	155
15:15 - 15:30	0	0	28	2	0	0	0	30	0	0	4	0	0	0	0	4	0	1	114	6	0	3	2	126	160
15:30 - 15:45	0	0	26	0	0	0	0	26	0	0	3	3	0	0	0	6	0	1	115	7	0	0	1	124	156
15:45 - 16:00	0	0	41	3	0	0	0	44	0	0	4	0	0	0	0	4	0	1	137	10	0	0	1	149	197
HOURLY TOTAL	0	0	125	6	0	0	0	131	0	0	17	3	0	0	0	20	0	5	467	38	0	3	4	517	668
16:00 - 16:15	0	0	38	2	0	0	0	40	0	0	2	1	0	0	0	3	0	0	123	11	0	0	0	134	177
16:15 - 16:30	0	0	40	1	0	0	0	41	0	0	3	1	0	0	0	4	0	2	117	12	0	0	2	133	178
16:30 - 16:45	0	0	32	1	0	0	0	33	0	0	4	0	0	0	0	4	0	2	151	10	0	0	1	164	201
16:45 - 17:00	0	0	31	0	0	0	0	31	0	0	4	0	0	0	0	4	0	1	123	8	0	0	2	134	169
HOURLY TOTAL	0	0	141	4	0	0	0	145	0	0	13	2	0	0	0	15	0	5	514	41	0	0	5	565	725
17:00 - 17:15	0	0	31	1	0	0	0	32	0	0	6	0	0	0	0	6	0	0	105	9	0	0	2	116	154
17:15 - 17:30	0	0	27	2	0	0	0	29	0	0	3	0	0	0	0	3	0	1	131	9	0	0	2	143	175
17:30 - 17:45	0	0	34	2	0	0	0	36	0	0	3	1	0	0	0	4	0	0	141	4	0	1	1	147	187
17:45 - 18:00	0	0	40	1	0	0	0	41	0	0	9	0	0	0	0	9	0	1	112	5	0	0	1	119	169
HOURLY TOTAL	0	0	132	6	0	0	0	138	0	0	21	1	0	0	0	22	0	2	489	27	0	1	6	525	685
18:00 - 18:15	0	0	39	1	0	0	0	40	0	0	4	0	0	0	0	4	0	1	122	5	0	0	1	129	173
18:15 - 18:30	0	0	28	5	0	0	0	33	0	0	6	0	0	0	0	6	0	1	145	11	0	0	2	159	198
18:30 - 18:45	0	1	35	1	0	0	0	37	0	0	8	0	0	0	0	8	0	1	116	12	0	1	1	131	176
18:45 - 19:00	0	0	24	0	0	0	0	24	0	0	11	1	0	0	0	12	0	0	115	8	0	1	1	125	161
HOURLY TOTAL	0	1	126	7	0	0	0	134	0	0	29	1	0	0	0	30	0	3	498	36	0	2	5	544	708
12 HOUR TOTAL	1	1	1247	68	0	0	0	1317	1	1	249	19	0	0	0	270	0	23	5048	367	21	11	58	5528	7115

Manual Classified Turning Counts, Wrexham

DATE: TUESDAY 17th JULY 2018

LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR

ARM: PLAS COCH ROAD NORTH

TIME / CLASS	LEFT TO GLYNDWR								STRAIGHT TO PLAS COCH ROAD SOUTH								RIGHT TO RETAIL PARK								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	0	0	0	0	0	2	0	21	9	0	0	0	32	0	0	7	0	0	0	0	7	39
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	33	8	0	0	0	41	0	0	10	0	0	0	0	10	51
7:30 - 7:45	0	0	1	0	0	0	0	1	0	1	34	7	0	0	0	42	0	0	4	0	0	0	0	4	47
7:45 - 8:00	0	0	2	0	0	0	0	2	0	0	53	8	0	0	0	61	0	0	13	0	0	0	0	13	76
HOURLY TOTAL	0	0	3	0	0	0	0	3	2	1	141	32	0	0	0	176	0	0	34	0	0	0	0	34	213
8:00 - 8:15	0	0	2	0	0	0	0	2	0	1	48	6	0	0	0	55	0	0	10	0	0	0	0	10	67
8:15 - 8:30	0	0	12	1	0	0	0	13	0	1	51	6	0	0	0	58	0	0	14	0	0	0	0	14	85
8:30 - 8:45	0	0	5	0	0	0	0	5	0	0	60	6	0	0	1	67	0	0	20	2	0	0	0	22	94
8:45 - 9:00	0	0	5	0	0	0	0	5	1	0	57	7	1	0	0	66	0	0	20	0	2	0	0	22	93
HOURLY TOTAL	0	0	24	1	0	0	0	25	1	2	216	25	1	0	1	246	0	0	64	2	2	0	0	68	339
9:00 - 9:15	0	0	5	0	0	0	0	5	0	0	78	11	0	0	0	89	0	0	26	2	0	0	0	28	122
9:15 - 9:30	0	0	2	0	0	0	0	2	0	0	37	10	0	0	0	47	0	0	28	3	1	0	0	32	81
9:30 - 9:45	0	0	1	0	0	0	0	1	0	0	47	6	0	0	0	53	0	0	25	2	0	0	0	27	81
9:45 - 10:00	0	0	3	0	0	0	0	3	0	0	45	4	1	0	0	50	0	0	34	0	1	0	0	35	88
HOURLY TOTAL	0	0	11	0	0	0	0	11	0	0	207	31	1	0	0	239	0	0	113	7	2	0	0	122	372
10:00 - 10:15	0	0	3	0	0	0	0	3	0	0	39	6	0	0	0	45	0	0	26	0	0	0	0	26	74
10:15 - 10:30	0	0	2	1	0	0	0	3	0	0	37	3	1	0	0	41	0	0	43	1	0	0	0	44	88
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	43	2	0	0	0	45	0	1	42	2	0	0	0	45	90
10:45 - 11:00	0	0	1	0	0	0	0	1	0	0	38	8	0	0	0	46	0	0	37	1	0	0	0	38	85
HOURLY TOTAL	0	0	6	1	0	0	0	7	0	0	157	19	1	0	0	177	0	1	148	4	0	0	0	153	337
11:00 - 11:15	0	0	3	1	0	0	0	4	0	0	51	7	0	0	0	58	0	0	36	1	0	0	0	37	99
11:15 - 11:30	0	0	3	1	0	0	0	4	0	1	46	9	0	0	0	56	0	0	38	2	0	0	0	40	100
11:30 - 11:45	0	0	4	0	0	0	0	4	0	0	52	8	0	0	0	60	0	0	33	2	1	0	0	36	100
11:45 - 12:00	0	0	1	0	0	0	0	1	0	0	38	7	0	0	0	45	0	0	23	1	0	0	0	24	70
HOURLY TOTAL	0	0	11	2	0	0	0	13	0	1	187	31	0	0	0	219	0	0	130	6	1	0	0	137	369
12:00 - 12:15	0	0	1	1	0	0	0	2	1	0	59	10	0	0	0	70	0	0	32	2	0	0	0	34	106
12:15 - 12:30	0	0	4	0	0	0	0	4	3	0	55	5	1	0	0	64	0	0	34	0	0	0	0	34	102
12:30 - 12:45	0	0	1	0	0	0	0	1	0	0	38	9	1	0	0	48	0	1	38	5	0	0	0	44	93
12:45 - 13:00	0	0	6	0	0	0	0	6	0	1	27	6	0	0	0	34	0	0	30	3	0	0	0	33	73
HOURLY TOTAL	0	0	12	1	0	0	0	13	4	1	179	30	2	0	0	216	0	1	134	10	0	0	0	145	374
13:00 - 13:15	0	0	2	0	0	0	0	2	0	2	55	3	0	0	1	61	0	0	41	3	0	0	0	44	107
13:15 - 13:30	0	1	4	0	0	0	0	5	0	0	41	12	0	0	0	53	0	0	34	1	0	0	0	35	93
13:30 - 13:45	0	0	5	0	0	0	0	5	0	0	57	10	0	0	0	67	0	0	18	3	0	0	0	21	93
13:45 - 14:00	1	0	2	0	0	0	0	3	0	0	44	8	0	0	0	52	0	0	30	3	0	0	0	33	88
HOURLY TOTAL	1	1	13	0	0	0	0	15	0	2	197	33	0	0	1	233	0	0	123	10	0	0	0	133	381
14:00 - 14:15	2	0	0	0	0	0	0	2	0	1	55	7	0	0	0	63	0	0	17	1	0	0	0	18	83
14:15 - 14:30	0	0	1	0	0	0	0	1	0	0	49	6	0	0	0	55	0	0	27	2	0	0	0	29	85
14:30 - 14:45	0	0	2	0	0	0	0	2	0	0	57	7	0	0	0	64	0	0	19	3	0	0	0	22	88
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	56	9	0	0	1	66	0	0	23	1	0	0	0	24	90
HOURLY TOTAL	2	0	3	0	0	0	0	5	0	1	217	29	0	0	1	248	0	0	86	7	0	0	0	93	346
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	55	8	0	0	0	63	0	0	34	4	0	0	0	38	101
15:15 - 15:30	0	0	0	1	0	0	0	1	0	0	59	3	0	0	0	62	0	0	28	2	0	0	0	30	93
15:30 - 15:45	0	0	1	0	0	0	0	1	0	0	77	7	0	0	1	85	0	0	45	3	0	0	0	48	134
15:45 - 16:00	0	0	1	0	0	0	0	1	0	0	44	7	0	0	0	51	0	0	36	3	0	0	0	39	91
HOURLY TOTAL	0	0	2	1	0	0	0	3	0	0	235	25	0	0	1	261	0	0	143	12	0	0	0	155	419
16:00 - 16:15	0	0	0	0	0	0	0	0	0	1	61	6	0	0	0	68	0	0	26	1	0	0	0	27	95
16:15 - 16:30	0	0	1	0	0	0	0	1	0	0	42	6	0	0	0	48	0	0	41	2	0	0	0	43	92
16:30 - 16:45	0	0	0	0	0	0	0	0	1	0	49	4	0	0	0	54	0	0	42	1	0	0	0	43	97
16:45 - 17:00	1	1	1	0	0	0	0	3	0	0	37	10	0	0	0	47	0	0	31	2	0	0	0	33	83
HOURLY TOTAL	1	1	2	0	0	0	0	4	1	1	189	26	0	0	0	217	0	0	140	6	0	0	0	146	367
17:00 - 17:15	1	0	0	0	0	0	0	1	0	1	50	8	0	0	0	59	0	0	25	1	0	0	0	26	86
17:15 - 17:30	0	0	3	0	0	0	0	3	1	0	43	3	0	0	0	47	0	0	32	2	0	0	0	34	84
17:30 - 17:45	0	0	0	0	0	0	0	0	0	1	57	4	0	0	0	62	0	0	33	1	0	0	0	34	96
17:45 - 18:00	0	0	1	1	0	0	0	2	0	0	47	1	0	0	0	48	0	0	42	0	0	0	0	42	92
HOURLY TOTAL	1	0	4	1	0	0	0	6	1	2	197	16	0	0	0	216	0	0	132	4	0	0	0	136	358
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	61	5	0	0	0	66	0	0	24	2	0	0	0	26	92
18:15 - 18:30	0	0	0	0	0	0	0	0	6	0	44	4	0	0	0	54	0	0	24	0	0	0	0	24	78
18:30 - 18:45	0	0	1	1	0	0	0	2	0	0	48	12	0	0	0	60	0	0	31	1	0	0	0	32	94
18:45 - 19:00	0	0	6	0	0	0	0	6	0	0	54	5	0	0	0	59	0	0	22	1	0	0	0	23	88
HOURLY TOTAL	0	0	7	1	0	0	0	8	6	0	207	26	0	0	0	239	0	0	101	4	0	0	0	105	352
PERIOD TOTAL	5	2	98	8	0	0	0	113	15	11	2329	323	5	0	4	2687	0	2	1348	72	5	0	0	1427	4227

Manual Classified Turning Counts, Wrexham

DATE: TUESDAY 17th JULY 2018

LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR

ARM: GLYNDWR

TIME / CLASS	LEFT TO PLAS COCH ROAD SOUTH								STRAIGHT TO RETAIL PARK								RIGHT TO PLAS COCH ROAD NORTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 - 7:45	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 - 8:00	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	3
HOURLY TOTAL	0	0	5	1	0	0	0	6	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	8
8:00 - 8:15	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	6
8:15 - 8:30	0	0	2	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	5
8:30 - 8:45	1	0	2	0	0	0	0	3	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	5
8:45 - 9:00	0	0	5	0	0	0	1	6	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	7
HOURLY TOTAL	1	0	14	2	0	0	1	18	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	1	23
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	3
9:15 - 9:30	0	0	2	1	0	0	0	3	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	5
9:30 - 9:45	0	0	1	1	0	0	0	2	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	7
9:45 - 10:00	0	0	2	1	0	0	0	3	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	6
HOURLY TOTAL	0	0	5	3	0	0	0	8	0	0	11	2	0	0	0	13	0	0	0	0	0	0	0	0	21
10:00 - 10:15	1	0	1	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	4
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
10:30 - 10:45	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	8
10:45 - 11:00	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5
HOURLY TOTAL	1	0	10	0	0	0	0	11	0	0	5	0	0	0	0	5	0	0	2	0	0	0	0	2	18
11:00 - 11:15	0	0	11	0	0	0	0	11	0	0	5	0	0	0	0	5	0	0	1	1	0	0	0	2	18
11:15 - 11:30	0	0	2	0	0	0	0	2	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	11
11:30 - 11:45	0	0	7	1	0	0	0	8	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	13
11:45 - 12:00	0	0	7	2	0	0	0	9	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	15
HOURLY TOTAL	0	0	27	3	0	0	0	30	0	0	25	0	0	0	0	25	0	0	1	1	0	0	0	2	57
12:00 - 12:15	0	0	6	1	0	0	0	7	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	11
12:15 - 12:30	2	0	5	0	0	0	0	7	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	10
12:30 - 12:45	0	0	7	0	0	0	0	7	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	12
12:45 - 13:00	0	0	7	2	0	0	0	9	0	0	8	0	0	0	0	8	0	0	1	0	0	0	0	1	18
HOURLY TOTAL	2	0	25	3	0	0	0	30	0	0	20	0	0	0	0	20	0	0	1	0	0	0	0	1	51
13:00 - 13:15	0	0	7	0	0	0	0	7	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	11
13:15 - 13:30	0	0	3	0	0	0	0	3	0	0	5	0	0	0	0	5	0	0	1	1	0	0	0	2	10
13:30 - 13:45	0	0	7	2	0	0	0	9	0	0	6	0	0	0	0	6	0	0	3	0	0	0	0	3	18
13:45 - 14:00	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	11
HOURLY TOTAL	0	0	22	2	0	0	0	24	0	0	19	0	0	0	0	19	0	0	6	1	0	0	0	7	50
14:00 - 14:15	0	0	2	0	0	0	2	4	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	8
14:15 - 14:30	0	0	7	1	0	0	1	9	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	20
14:30 - 14:45	0	0	8	0	0	0	0	8	0	0	4	0	0	0	0	4	0	0	0	1	0	0	0	1	13
14:45 - 15:00	0	0	17	1	0	0	1	19	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	24
HOURLY TOTAL	0	0	34	2	0	0	4	40	0	0	24	0	0	0	0	24	0	0	0	1	0	0	0	1	65
15:00 - 15:15	0	0	18	0	0	0	0	18	0	0	12	0	0	0	0	12	0	0	2	0	0	0	0	2	32
15:15 - 15:30	0	0	15	0	0	0	0	15	0	0	13	0	0	0	0	13	0	0	3	0	0	0	0	3	31
15:30 - 15:45	0	0	7	0	0	0	0	7	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1	14
15:45 - 16:00	0	0	8	1	0	0	0	9	0	0	6	0	0	0	0	6	0	0	2	0	0	0	0	2	17
HOURLY TOTAL	0	0	48	1	0	0	0	49	0	0	37	0	0	0	0	37	0	0	8	0	0	0	0	8	94
16:00 - 16:15	0	0	9	0	0	0	0	9	0	0	3	0	0	0	0	3	0	0	2	1	0	0	0	3	15
16:15 - 16:30	0	0	16	2	0	0	0	18	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	25
16:30 - 16:45	0	0	10	4	0	0	0	14	0	0	12	0	0	0	0	12	0	0	2	0	0	0	0	2	28
16:45 - 17:00	0	0	24	0	0	0	0	24	0	0	6	0	0	0	0	6	0	0	2	0	0	0	0	2	32
HOURLY TOTAL	0	0	59	6	0	0	0	65	0	0	28	0	0	0	0	28	0	0	6	1	0	0	0	7	100
17:00 - 17:15	0	0	26	1	0	0	0	27	0	0	11	0	0	0	0	11	0	0	1	0	0	0	0	1	39
17:15 - 17:30	0	0	19	0	0	0	0	19	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	23
17:30 - 17:45	0	0	13	1	0	0	0	14	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1	20
17:45 - 18:00	0	0	12	0	0	0	0	12	0	0	8	0	0	0	0	8	0	0	4	0	0	0	0	4	24
HOURLY TOTAL	0	0	70	2	0	0	0	72	0	0	28	0	0	0	0	28	0	0	6	0	0	0	0	6	106
18:00 - 18:15	0	0	4	1	0	0	0	5	0	0	6	0	0	0	0	6	0	0	2	0	0	0	0	2	13
18:15 - 18:30	1	0	10	0	0	0	0	11	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	16
18:30 - 18:45	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	6
18:45 - 19:00	0	0	5	0	0	0	0	5	0	0	4	1	0	0	0	5	0	0	1	0	0	0	0	1	11
HOURLY TOTAL	1	0	22	1	0	0	0	24	0	0	17	1	0	0	0	18	0	0	4	0	0	0	0	4	46
PERIOD TOTAL	5	0	341	26	0	0	5	377	0	0	218	4	1	0	0	223	0	0	35	4	0	0	0	39	639

Manual Classified Turning Counts, Wrexham

DATE: TUESDAY 17th JULY 2018

LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR

ARM: PLAS COCH ROAD SOUTH

TIME / CLASS	LEFT TO RETAIL PARK								STRAIGHT TO PLAS COCH ROAD NORTH								RIGHT TO GLYNDWR								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	37	4	0	0	1	42	0	0	14	4	0	0	0	18	0	0	2	0	0	0	0	2	62
7:15 - 7:30	0	0	43	5	0	0	1	49	0	0	23	6	0	0	0	29	0	0	6	2	0	0	0	8	86
7:30 - 7:45	0	1	44	8	0	0	1	54	0	0	25	6	1	0	0	32	0	0	7	1	0	0	0	8	94
7:45 - 8:00	0	0	70	5	1	1	1	78	0	0	41	3	1	0	0	45	0	0	9	0	0	0	0	9	132
HOURLY TOTAL	0	1	194	22	1	1	4	223	0	0	103	19	2	0	0	124	0	0	24	3	0	0	0	27	374
8:00 - 8:15	0	0	60	6	0	1	1	68	0	0	54	3	0	0	0	57	0	0	18	0	0	0	0	18	143
8:15 - 8:30	0	0	60	5	1	0	1	67	0	1	67	3	0	0	0	71	0	0	31	0	0	0	0	31	169
8:30 - 8:45	0	0	74	6	1	0	1	82	0	0	65	8	0	0	1	74	0	1	23	1	0	0	0	25	181
8:45 - 9:00	0	1	77	1	2	0	2	83	0	0	65	4	1	0	0	70	0	0	18	2	0	0	0	20	173
HOURLY TOTAL	0	1	271	18	4	1	5	300	0	1	251	18	1	0	1	272	0	1	90	3	0	0	0	94	666
9:00 - 9:15	1	0	101	5	0	1	1	109	0	0	31	7	2	0	0	40	0	0	23	0	0	0	0	23	172
9:15 - 9:30	0	0	110	16	0	0	1	127	0	0	17	5	0	0	0	22	0	0	8	2	0	0	0	10	159
9:30 - 9:45	0	0	115	5	1	0	1	122	0	0	23	3	0	0	0	26	0	0	7	0	0	0	0	7	155
9:45 - 10:00	0	0	120	11	1	0	1	133	0	0	31	6	1	0	0	38	0	0	16	0	0	0	0	16	187
HOURLY TOTAL	1	0	446	37	2	1	4	491	0	0	102	21	3	0	0	126	0	0	54	2	0	0	0	56	673
10:00 - 10:15	0	0	112	12	1	0	2	127	0	1	27	8	0	0	0	36	0	0	5	1	0	0	0	6	169
10:15 - 10:30	0	0	122	4	2	0	2	130	0	0	27	6	0	0	0	33	0	0	6	0	0	0	0	6	169
10:30 - 10:45	0	0	95	8	0	0	2	105	0	0	35	6	0	0	0	41	0	0	4	0	0	0	0	4	150
10:45 - 11:00	0	0	103	11	0	0	2	116	0	0	32	1	0	0	0	33	0	0	5	0	0	0	0	5	154
HOURLY TOTAL	0	0	432	35	3	0	8	478	0	1	121	21	0	0	0	143	0	0	20	1	0	0	0	21	642
11:00 - 11:15	0	0	95	9	1	0	1	106	0	0	23	4	0	0	0	27	0	0	6	1	0	0	0	7	140
11:15 - 11:30	0	3	104	8	0	0	1	116	0	1	30	2	0	0	0	33	0	0	8	2	0	0	0	10	159
11:30 - 11:45	0	0	105	6	1	0	2	114	0	0	20	3	0	0	0	23	0	0	5	0	0	0	0	5	142
11:45 - 12:00	2	0	116	8	0	0	1	127	0	0	20	3	0	0	0	23	0	0	4	0	0	0	0	4	154
HOURLY TOTAL	2	3	420	31	2	0	5	463	0	1	93	12	0	0	0	106	0	0	23	3	0	0	0	26	595
12:00 - 12:15	1	0	113	12	0	0	2	128	0	0	39	13	0	0	0	52	0	0	3	0	0	0	0	3	183
12:15 - 12:30	0	0	93	8	0	0	1	102	0	0	33	2	0	0	1	36	0	0	7	1	0	0	0	8	146
12:30 - 12:45	0	1	105	5	2	0	1	114	0	0	32	4	0	0	0	36	0	0	8	0	0	0	0	8	158
12:45 - 13:00	0	0	103	6	0	0	1	110	0	0	26	3	0	0	0	29	0	0	8	0	0	0	0	8	147
HOURLY TOTAL	1	1	414	31	2	0	5	454	0	0	130	22	0	0	1	153	0	0	26	1	0	0	0	27	634
13:00 - 13:15	0	0	130	11	1	1	1	144	0	1	19	7	0	0	0	27	0	0	4	0	0	0	0	4	175
13:15 - 13:30	0	0	140	7	1	0	1	149	0	0	20	5	0	0	0	25	0	0	7	0	0	0	0	7	181
13:30 - 13:45	0	0	142	7	0	0	2	151	0	0	25	5	0	0	0	30	0	0	4	0	0	0	0	4	185
13:45 - 14:00	0	0	148	5	0	1	1	155	0	1	28	5	0	0	0	34	0	0	7	0	0	0	0	7	196
HOURLY TOTAL	0	0	560	30	2	2	5	599	0	2	92	22	0	0	0	116	0	0	22	0	0	0	0	22	737
14:00 - 14:15	0	0	160	5	0	1	1	167	4	0	24	7	0	0	0	35	0	0	2	0	0	0	0	2	204
14:15 - 14:30	0	0	188	11	1	0	1	201	0	0	27	4	0	0	0	31	0	0	3	0	0	0	0	3	235
14:30 - 14:45	0	0	175	13	0	0	2	190	0	0	22	6	0	0	1	29	0	0	2	0	0	0	0	2	221
14:45 - 15:00	1	1	147	6	0	0	1	156	0	0	43	5	0	0	0	48	0	0	1	0	0	0	0	1	205
HOURLY TOTAL	1	1	670	35	1	1	5	714	4	0	116	22	0	0	1	143	0	0	8	0	0	0	0	8	865
15:00 - 15:15	0	0	95	7	0	0	2	104	2	1	42	4	0	0	0	49	0	0	4	0	0	0	0	4	157
15:15 - 15:30	0	0	108	5	0	0	0	113	0	0	45	5	0	0	0	50	0	0	1	0	0	0	0	1	164
15:30 - 15:45	0	1	115	11	0	0	1	128	0	0	46	3	0	0	0	49	0	0	4	0	0	0	0	4	181
15:45 - 16:00	0	1	102	8	0	0	1	112	0	1	33	4	0	0	0	38	0	0	2	0	0	0	0	2	152
HOURLY TOTAL	0	2	420	31	0	0	4	457	2	2	166	16	0	0	0	186	0	0	11	0	0	0	0	11	654
16:00 - 16:15	0	0	107	9	0	0	1	117	0	0	38	9	0	0	0	47	0	0	5	0	0	0	0	5	169
16:15 - 16:30	0	1	103	11	0	0	2	117	0	0	54	4	0	0	0	58	0	0	4	0	0	0	0	4	179
16:30 - 16:45	0	1	98	9	0	0	1	109	0	0	39	10	0	0	0	49	0	0	3	0	0	0	0	3	161
16:45 - 17:00	0	1	104	11	0	1	3	120	0	1	52	2	0	0	0	55	0	0	5	0	0	0	0	5	180
HOURLY TOTAL	0	3	412	40	0	1	7	463	0	1	183	25	0	0	0	209	0	0	17	0	0	0	0	17	689
17:00 - 17:15	0	0	102	12	0	0	1	115	0	1	39	9	0	0	0	49	0	0	4	0	0	0	0	4	168
17:15 - 17:30	0	0	121	11	0	1	1	134	0	0	41	4	0	0	0	45	0	0	4	0	0	0	0	4	183
17:30 - 17:45	0	0	93	8	0	1	1	103	0	0	44	6	0	0	0	50	0	0	4	1	0	0	0	5	158
17:45 - 18:00	1	0	111	6	0	0	0	118	0	0	41	5	0	0	0	46	0	0	13	1	0	0	0	14	178
HOURLY TOTAL	1	0	427	37	0	2	3	470	0	1	165	24	0	0	0	190	0	0	25	2	0	0	0	27	687
18:00 - 18:15	0	0	107	11	0	0	2	120	0	0	48	2	0	0	0	50	0	0	3	0	0	0	0	3	173
18:15 - 18:30	0	1	109	10	0	1	1	122	0	0	44	6	0	0	0	50	0	0	1	0	0	0	0	1	173
18:30 - 18:45	0	0	86	8	0	1	0	95	0	0	28	6	0	0	0	34	0	0	11	0	0	0	0	11	140
18:45 - 19:00	0	0	87	11	0	0	0	98	0	0	38	5	0	0	0	43	0	0	21	1	0	0	0	22	163
HOURLY TOTAL	0	1	389	40	0	2	3	435	0	0	158	19	0	0	0	177	0	0	36	1	0	0	0	37	649
PERIOD TOTAL	6	13	5055	387	17	11	58	5547	6	9	1680	241	6	0	3	1945	0	1	356	16	0	0	0	373	7865

Manual Classified Turning Counts, Wrexham

DATE: WEDNESDAY 18th JULY 2018

LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR

ARM: RETAIL PARK

TIME / CLASS	LEFT TO PLAS COCH ROAD NORTH								STRAIGHT TO GLYNDWR								RIGHT TO PLAS COCH ROAD SOUTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	29	9	0	0	1	39	46
7:15 - 7:30	0	0	10	2	0	0	0	12	0	0	3	0	0	0	0	3	1	0	50	5	2	0	1	59	74
7:30 - 7:45	0	0	9	1	1	0	0	11	0	0	0	0	0	0	0	0	0	1	59	7	1	0	1	69	80
7:45 - 8:00	0	0	12	0	0	0	0	12	0	0	3	0	0	0	0	3	1	1	50	4	0	1	1	58	73
HOURLY TOTAL	0	0	36	5	1	0	0	42	0	0	6	0	0	0	0	6	2	2	188	25	3	1	4	225	273
8:00 - 8:15	0	0	6	1	0	0	0	7	0	0	2	0	0	0	0	2	1	0	48	8	0	1	0	58	67
8:15 - 8:30	0	0	17	1	0	0	0	18	0	1	10	0	0	0	0	11	0	1	50	7	0	1	2	61	90
8:30 - 8:45	0	0	17	5	0	0	0	22	1	0	9	0	0	0	0	10	0	0	49	8	1	0	0	58	90
8:45 - 9:00	0	0	13	2	0	0	0	15	0	0	3	0	0	0	0	3	0	0	48	6	0	0	2	56	74
HOURLY TOTAL	0	0	53	9	0	0	0	62	1	1	24	0	0	0	0	26	1	1	195	29	1	2	4	233	321
9:00 - 9:15	0	0	22	0	0	0	0	22	0	0	10	0	0	0	0	10	0	0	68	8	0	0	0	76	108
9:15 - 9:30	0	0	23	1	0	0	0	24	0	0	3	0	0	0	0	3	1	1	76	2	0	3	1	84	111
9:30 - 9:45	0	0	26	4	0	0	0	30	0	0	2	0	0	0	0	2	0	0	108	8	0	1	1	118	150
9:45 - 10:00	0	0	22	2	1	0	0	25	0	0	1	0	0	0	0	1	0	0	99	6	0	1	1	107	133
HOURLY TOTAL	0	0	93	7	1	0	0	101	0	0	16	0	0	0	0	16	1	1	351	24	0	5	3	385	502
10:00 - 10:15	0	0	31	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	103	3	1	2	0	109	140
10:15 - 10:30	0	0	37	3	1	0	0	41	0	0	2	1	0	0	0	3	0	0	119	3	2	1	3	128	172
10:30 - 10:45	0	1	27	2	0	0	0	30	0	0	2	0	0	0	0	2	0	0	120	7	0	0	2	129	161
10:45 - 11:00	0	0	33	2	0	0	0	35	0	0	0	0	0	0	0	0	0	1	119	6	1	0	1	128	163
HOURLY TOTAL	0	1	128	7	1	0	0	137	0	0	4	1	0	0	0	5	0	1	461	19	4	3	6	494	636
11:00 - 11:15	0	1	36	4	0	0	0	41	0	0	2	0	0	0	0	2	0	0	111	10	4	1	0	126	169
11:15 - 11:30	0	0	27	2	0	0	0	29	0	0	0	0	0	0	0	0	0	1	139	10	0	1	2	153	182
11:30 - 11:45	0	0	20	4	0	0	0	24	0	0	2	0	0	0	0	2	0	2	138	7	0	2	1	150	176
11:45 - 12:00	0	0	28	0	1	0	0	29	0	0	0	0	0	0	0	0	0	0	132	7	1	2	1	143	172
HOURLY TOTAL	0	1	111	10	1	0	0	123	0	0	4	0	0	0	0	4	0	3	520	34	5	6	4	572	699
12:00 - 12:15	0	2	33	3	0	0	0	38	0	0	0	0	0	0	0	0	0	0	168	13	0	0	1	182	220
12:15 - 12:30	0	0	28	2	0	0	0	30	0	0	4	0	0	0	0	4	0	3	154	7	0	0	2	166	200
12:30 - 12:45	0	0	31	1	0	0	0	32	0	0	6	0	0	0	0	6	0	0	156	13	1	1	2	173	211
12:45 - 13:00	0	0	37	0	0	0	0	37	0	0	7	0	0	0	0	7	0	1	142	11	3	0	1	158	202
HOURLY TOTAL	0	2	129	6	0	0	0	137	0	0	17	0	0	0	0	17	0	4	620	44	4	1	6	679	833
13:00 - 13:15	0	0	33	2	0	0	0	35	0	0	0	0	0	0	0	0	0	0	150	7	1	0	0	158	193
13:15 - 13:30	0	0	25	1	0	0	0	26	0	0	2	0	0	0	0	2	0	0	157	6	1	0	2	166	194
13:30 - 13:45	0	0	29	4	0	0	0	33	0	0	3	0	0	0	0	3	0	2	151	9	0	0	2	164	200
13:45 - 14:00	0	0	33	1	0	0	0	34	0	0	1	0	0	0	0	1	0	0	144	11	2	0	2	159	194
HOURLY TOTAL	0	0	120	8	0	0	0	128	0	0	6	0	0	0	0	6	0	2	602	33	4	0	6	647	781
14:00 - 14:15	0	0	27	5	0	0	0	32	0	0	0	0	0	0	0	0	0	2	134	7	0	0	1	144	176
14:15 - 14:30	0	0	32	1	0	0	0	33	0	0	0	1	0	0	0	1	0	2	138	4	1	1	1	147	181
14:30 - 14:45	0	0	43	3	0	0	0	46	0	0	1	0	0	0	0	1	0	0	147	8	0	1	2	158	205
14:45 - 15:00	0	0	43	3	0	0	0	46	0	0	2	0	0	0	0	2	0	0	132	10	1	1	1	145	193
HOURLY TOTAL	0	0	145	12	0	0	0	157	0	0	3	1	0	0	0	4	0	4	551	29	2	3	5	594	755
15:00 - 15:15	0	0	42	0	0	0	0	42	0	0	0	0	0	0	0	0	0	0	141	5	1	0	1	148	190
15:15 - 15:30	0	0	46	2	0	0	0	48	0	0	1	0	0	0	0	1	0	0	148	5	0	1	1	155	204
15:30 - 15:45	0	0	45	0	0	0	0	45	0	0	2	0	0	0	0	2	0	0	151	9	0	0	1	161	208
15:45 - 16:00	0	0	47	1	0	0	0	48	0	0	0	0	0	0	0	0	0	1	149	10	0	0	1	161	209
HOURLY TOTAL	0	0	180	3	0	0	0	183	0	0	3	0	0	0	0	3	0	1	589	29	1	1	4	625	811
16:00 - 16:15	0	0	38	3	0	0	0	41	0	0	0	0	0	0	0	0	0	0	157	9	0	0	1	167	208
16:15 - 16:30	0	0	48	3	0	0	0	51	0	0	3	0	0	0	0	3	0	1	142	10	1	0	2	156	210
16:30 - 16:45	0	0	30	7	0	0	0	37	0	0	0	0	0	0	0	0	0	0	171	17	0	0	1	189	226
16:45 - 17:00	0	0	46	4	0	0	0	50	0	0	1	0	0	0	0	1	2	0	159	12	0	0	2	175	226
HOURLY TOTAL	0	0	162	17	0	0	0	179	0	0	4	0	0	0	0	4	2	1	629	48	1	0	6	687	870
17:00 - 17:15	0	0	33	0	0	0	0	33	0	0	3	0	0	0	0	3	0	1	156	10	0	0	0	167	203
17:15 - 17:30	0	0	36	1	1	0	0	38	0	0	0	0	0	0	0	0	0	0	175	12	1	0	2	190	228
17:30 - 17:45	0	0	45	2	0	0	0	47	0	0	1	0	0	0	0	1	0	0	171	9	0	0	0	180	228
17:45 - 18:00	0	0	38	2	0	0	0	40	0	0	0	0	0	0	0	0	0	0	154	12	0	0	2	168	208
HOURLY TOTAL	0	0	152	5	1	0	0	158	0	0	4	0	0	0	0	4	0	1	656	43	1	0	4	705	867
18:00 - 18:15	0	0	46	0	0	0	0	46	0	0	0	0	0	0	0	0	0	2	199	5	0	0	0	206	252
18:15 - 18:30	0	1	31	2	0	0	0	34	0	0	0	0	0	0	0	0	0	2	180	10	0	0	3	195	229
18:30 - 18:45	0	0	32	1	0	0	0	33	0	0	0	0	0	0	0	0	0	1	141	14	0	0	2	158	191
18:45 - 19:00	0	0	36	1	0	0	0	37	0	0	1	0	0	0	0	1	0	1	130	6	0	0	0	137	175
HOURLY TOTAL	0	1	145	4	0	0	0	150	0	0	1	0	0	0	0	1	0	6	650	35	0	0	5	696	847
12 HOUR TOTAL	0	5	1454	93	5	0	0	1557	1	1	92	2	0	0	0	96	6	27	6012	392	26	22	57	6542	8195

Manual Classified Turning Counts, Wrexham

DATE: WEDNESDAY 18th JULY 2018

LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR

ARM: PLAS COCH ROAD NORTH

TIME / CLASS	LEFT TO GLYNDWR								STRAIGHT TO PLAS COCH ROAD SOUTH								RIGHT TO RETAIL PARK								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	36	6	0	0	0	42	0	0	9	5	0	0	0	14	56
7:15 - 7:30	0	0	0	0	0	0	0	0	1	1	43	2	0	0	0	47	0	0	3	1	0	0	0	4	51
7:30 - 7:45	0	0	3	0	0	0	0	3	0	2	40	6	0	0	0	48	0	0	13	0	0	0	0	13	64
7:45 - 8:00	2	0	2	0	0	0	0	4	0	0	62	4	0	0	0	66	0	0	11	3	0	0	0	14	84
HOURLY TOTAL	2	0	5	0	0	0	0	7	1	3	181	18	0	0	0	203	0	0	36	9	0	0	0	45	255
8:00 - 8:15	0	0	1	0	0	0	0	1	0	0	62	7	0	0	0	69	0	1	22	1	0	0	0	24	94
8:15 - 8:30	0	0	14	1	0	0	0	15	0	0	49	2	0	0	0	51	0	1	26	1	0	0	0	28	94
8:30 - 8:45	0	0	5	0	0	0	0	5	0	0	53	10	0	0	2	65	0	0	22	3	0	0	0	25	95
8:45 - 9:00	0	0	5	0	0	0	0	5	0	0	61	7	0	0	0	68	0	0	32	1	0	0	0	33	106
HOURLY TOTAL	0	0	25	1	0	0	0	26	0	0	225	26	0	0	2	253	0	2	102	6	0	0	0	110	389
9:00 - 9:15	0	0	4	1	0	0	0	5	0	0	75	4	2	0	0	81	0	0	45	1	0	0	0	46	132
9:15 - 9:30	1	0	1	0	0	0	0	2	0	0	41	5	0	0	0	46	0	0	38	2	0	0	0	40	88
9:30 - 9:45	0	0	2	0	0	0	0	2	0	0	35	1	0	0	0	36	0	0	35	2	0	0	0	37	75
9:45 - 10:00	0	0	1	0	0	0	0	1	0	0	38	5	1	0	0	44	0	0	26	0	0	0	0	26	71
HOURLY TOTAL	1	0	8	1	0	0	0	10	0	0	189	15	3	0	0	207	0	0	144	5	0	0	0	149	366
10:00 - 10:15	0	0	2	0	0	0	0	2	0	0	37	5	1	0	0	43	0	0	30	2	1	0	0	33	78
10:15 - 10:30	0	0	1	0	0	0	0	1	1	0	41	5	0	0	0	47	0	0	30	0	0	0	0	30	78
10:30 - 10:45	0	0	1	0	0	0	0	1	0	0	36	6	0	0	0	42	0	0	21	2	0	0	0	23	66
10:45 - 11:00	0	0	1	0	0	0	0	1	0	0	47	3	0	0	0	50	0	0	22	2	0	0	0	24	75
HOURLY TOTAL	0	0	5	0	0	0	0	5	1	0	161	19	1	0	0	182	0	0	103	6	1	0	0	110	297
11:00 - 11:15	0	0	1	0	0	0	0	1	0	1	46	11	0	0	0	58	0	0	23	2	0	0	0	25	84
11:15 - 11:30	0	0	1	0	0	0	0	1	0	0	43	6	1	0	0	50	0	1	27	1	0	0	0	29	80
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	48	5	0	0	0	53	0	0	32	4	0	0	0	36	89
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	48	6	1	0	0	55	0	0	40	0	0	0	0	40	95
HOURLY TOTAL	0	0	2	0	0	0	0	2	0	1	185	28	2	0	0	216	0	1	122	7	0	0	0	130	348
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	41	5	1	0	0	47	0	1	36	2	0	0	0	39	86
12:15 - 12:30	0	0	1	0	0	0	0	1	0	0	42	7	2	0	0	51	0	0	55	2	0	0	0	57	109
12:30 - 12:45	0	0	1	0	0	0	0	1	0	0	50	6	1	0	0	57	0	0	31	1	0	0	0	32	90
12:45 - 13:00	0	0	1	0	0	0	0	1	0	0	42	2	0	0	0	44	0	0	33	0	0	0	0	33	78
HOURLY TOTAL	0	0	3	0	0	0	0	3	0	0	175	20	4	0	0	199	0	1	155	5	0	0	0	161	363
13:00 - 13:15	0	0	0	0	0	0	0	0	1	0	45	8	0	0	0	54	0	0	40	1	0	0	0	41	95
13:15 - 13:30	0	0	1	0	0	0	0	1	0	0	44	9	0	0	0	53	0	0	35	1	0	0	0	36	90
13:30 - 13:45	0	0	1	0	0	0	0	1	0	0	63	5	2	0	0	70	0	0	32	1	0	0	0	33	104
13:45 - 14:00	0	0	1	0	0	0	0	1	1	0	50	10	0	0	0	61	0	0	25	0	0	0	0	25	87
HOURLY TOTAL	0	0	3	0	0	0	0	3	2	0	202	32	2	0	0	238	0	0	132	3	0	0	0	135	376
14:00 - 14:15	0	0	0	0	0	0	0	0	4	1	41	6	0	0	0	52	0	1	37	2	0	0	0	40	92
14:15 - 14:30	0	0	1	0	0	0	0	1	0	0	43	5	0	0	0	48	0	0	41	1	0	0	0	42	91
14:30 - 14:45	0	0	3	0	0	0	0	3	0	0	40	6	0	0	0	46	0	0	35	3	0	0	0	38	87
14:45 - 15:00	0	0	1	0	0	0	0	1	0	0	42	7	0	0	0	49	0	0	22	2	0	0	0	24	74
HOURLY TOTAL	0	0	5	0	0	0	0	5	4	1	166	24	0	0	0	195	0	1	135	8	0	0	0	144	344
15:00 - 15:15	0	0	0	0	0	0	0	0	1	0	77	9	0	0	0	87	0	0	33	2	0	0	0	35	122
15:15 - 15:30	0	0	0	0	0	0	0	0	1	0	46	7	0	0	0	54	0	0	40	2	0	0	0	42	96
15:30 - 15:45	0	0	1	0	0	0	0	1	0	0	71	4	0	0	0	75	0	0	49	3	0	0	0	52	128
15:45 - 16:00	0	0	0	0	0	0	0	0	1	0	62	10	0	0	0	73	0	0	36	1	0	0	0	37	110
HOURLY TOTAL	0	0	1	0	0	0	0	1	3	0	256	30	0	0	0	289	0	0	158	8	0	0	0	166	456
16:00 - 16:15	0	0	0	0	0	0	0	0	1	1	69	5	0	0	0	76	0	0	26	4	0	0	0	30	106
16:15 - 16:30	0	0	1	0	0	0	0	1	0	1	74	2	1	0	0	78	0	1	39	7	0	0	0	47	126
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	62	15	0	0	0	77	0	0	49	4	0	0	0	53	130
16:45 - 17:00	0	0	1	0	0	0	0	1	1	2	65	8	0	0	0	76	0	0	37	6	0	0	0	43	120
HOURLY TOTAL	0	0	2	0	0	0	0	2	2	4	270	30	1	0	0	307	0	1	151	21	0	0	0	173	482
17:00 - 17:15	0	0	1	0	0	0	0	1	2	3	86	7	0	0	0	98	0	0	43	3	0	0	1	47	146
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	87	7	0	0	0	94	0	0	48	1	0	0	0	49	143
17:30 - 17:45	0	0	0	0	0	0	0	0	1	0	77	2	0	0	0	80	0	0	49	3	0	0	0	52	132
17:45 - 18:00	0	0	0	0	0	0	0	0	1	0	65	6	0	0	0	72	0	0	32	3	0	0	0	35	107
HOURLY TOTAL	0	0	1	0	0	0	0	1	4	3	315	22	0	0	0	344	0	0	172	10	0	0	1	183	528
18:00 - 18:15	0	0	1	0	0	0	0	1	0	0	75	3	0	0	0	78	0	0	39	2	0	0	0	41	120
18:15 - 18:30	0	0	2	0	0	0	0	2	1	0	49	6	0	0	0	56	0	1	34	2	0	0	0	37	95
18:30 - 18:45	0	0	1	0	0	0	0	1	0	1	40	3	0	0	0	44	0	1	31	2	0	0	0	34	79
18:45 - 19:00	0	0	0	0	1	0	0	1	0	0	41	3	0	0	0	44	0	0	30	2	0	0	0	32	77
HOURLY TOTAL	0	0	4	0	1	0	0	5	1	1	205	15	0	0	0	222	0	2	134	8	0	0	0	144	371
PERIOD TOTAL	3	0	64	2	1	0	0	70	18	13	2530	279	13	0	2	2855	0	8	1544	96	1	0	1	1650	4575

Manual Classified Turning Counts, Wrexham

DATE: WEDNESDAY 18th JULY 2018

LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR

ARM: GLYNDWR

TIME / CLASS	LEFT TO PLAS COCH ROAD SOUTH								STRAIGHT TO RETAIL PARK								RIGHT TO PLAS COCH ROAD NORTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3
7:30 - 7:45	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 - 8:00	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3
HOURLY TOTAL	0	0	7	0	0	0	0	7	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	9
8:00 - 8:15	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 - 8:30	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:30 - 8:45	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5
8:45 - 9:00	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
HOURLY TOTAL	0	0	16	0	0	0	0	16	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	17
9:00 - 9:15	0	1	1	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	4
9:15 - 9:30	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4
9:30 - 9:45	0	0	4	3	0	0	0	7	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	9
9:45 - 10:00	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	7
HOURLY TOTAL	0	1	10	5	0	0	0	16	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3	24
10:00 - 10:15	0	0	3	1	0	0	0	4	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	7
10:15 - 10:30	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4
10:30 - 10:45	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
10:45 - 11:00	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1	3
HOURLY TOTAL	0	0	10	2	0	1	0	13	0	0	3	1	0	1	0	5	0	0	1	0	0	0	0	1	19
11:00 - 11:15	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4
11:15 - 11:30	0	0	3	1	0	0	0	4	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	6
11:30 - 11:45	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2	8
11:45 - 12:00	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	4
HOURLY TOTAL	0	0	11	1	0	0	0	12	0	0	8	0	0	0	0	8	0	0	2	0	0	0	0	2	22
12:00 - 12:15	0	0	3	0	0	0	0	3	0	0	6	0	0	0	0	6	0	0	2	0	0	0	0	2	11
12:15 - 12:30	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	8
12:30 - 12:45	0	0	2	1	0	0	0	3	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	6
12:45 - 13:00	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	10
HOURLY TOTAL	0	0	15	1	0	0	0	16	0	0	15	0	0	0	0	15	0	0	4	0	0	0	0	4	35
13:00 - 13:15	0	0	10	2	0	0	0	12	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1	14
13:15 - 13:30	0	0	7	2	0	0	0	9	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	12
13:30 - 13:45	0	0	5	1	0	0	0	6	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1	12
13:45 - 14:00	0	0	7	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
HOURLY TOTAL	0	0	29	5	0	0	1	35	0	0	8	1	0	0	0	9	1	0	1	0	0	0	0	2	46
14:00 - 14:15	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
14:15 - 14:30	0	0	11	1	0	0	0	12	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	15
14:30 - 14:45	0	0	9	0	0	0	0	9	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	11
14:45 - 15:00	0	0	7	0	0	0	0	7	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	11
HOURLY TOTAL	0	0	36	1	0	0	0	37	0	0	7	0	0	0	0	7	0	0	2	0	0	0	0	2	46
15:00 - 15:15	0	0	14	1	0	0	0	15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	16
15:15 - 15:30	0	0	7	0	0	0	0	7	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	11
15:30 - 15:45	0	0	7	0	0	0	0	7	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	12
15:45 - 16:00	0	0	5	1	0	0	0	6	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	9
HOURLY TOTAL	0	0	33	2	0	0	0	35	0	0	9	1	0	0	0	10	0	0	3	0	0	0	0	3	48
16:00 - 16:15	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
16:15 - 16:30	0	0	9	1	0	0	0	10	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	13
16:30 - 16:45	0	0	28	0	0	0	0	28	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	30
16:45 - 17:00	0	0	15	0	0	0	0	15	0	0	4	0	0	0	0	4	0	0	3	0	0	0	0	3	22
HOURLY TOTAL	0	0	61	1	0	0	0	62	0	0	8	0	0	0	0	8	0	0	4	0	0	0	0	4	74
17:00 - 17:15	0	1	31	0	0	0	0	32	0	0	7	1	0	0	0	8	0	0	1	0	0	0	0	1	41
17:15 - 17:30	0	0	16	0	0	0	0	16	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	21
17:30 - 17:45	0	0	8	0	0	0	0	8	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	11
17:45 - 18:00	0	0	7	1	0	0	0	8	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	11
HOURLY TOTAL	0	1	62	1	0	0	0	64	0	0	16	1	0	0	0	17	0	0	3	0	0	0	0	3	84
18:00 - 18:15	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	5
18:15 - 18:30	0	0	4	0	0	0	0	4	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	9
18:30 - 18:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
18:45 - 19:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
HOURLY TOTAL	0	0	9	0	0	0	0	9	0	0	9	0	0	0	0	9	0	0	1	0	0	0	0	1	19
PERIOD TOTAL	0	2	299	19	0	1	1	322	0	0	91	4	0	1	0	96	1	0	24	0	0	0	0	25	443

Manual Classified Turning Counts, Wrexham

DATE: WEDNESDAY 18th JULY 2018

LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR

ARM: PLAS COCH ROAD SOUTH

TIME / CLASS	LEFT TO RETAIL PARK								STRAIGHT TO PLAS COCH ROAD NORTH								RIGHT TO GLYNDWR								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	38	7	1	1	1	48	0	0	22	4	0	0	0	26	0	0	0	1	0	0	0	1	75
7:15 - 7:30	0	0	56	6	2	0	1	65	0	0	18	1	0	0	0	19	0	0	5	0	0	0	0	5	89
7:30 - 7:45	1	1	54	6	0	0	1	63	0	0	26	5	1	1	0	33	0	0	9	0	0	0	0	9	105
7:45 - 8:00	0	1	70	6	1	1	1	80	0	0	45	8	1	0	0	54	0	0	13	1	0	0	0	14	148
HOURLY TOTAL	1	2	218	25	4	2	4	256	0	0	111	18	2	1	0	132	0	0	27	2	0	0	0	29	417
8:00 - 8:15	1	0	50	9	0	1	1	62	0	0	61	4	0	3	0	68	0	0	13	0	0	0	0	13	143
8:15 - 8:30	0	1	59	6	0	0	1	67	0	1	69	6	0	0	0	76	0	0	25	2	0	0	0	27	170
8:30 - 8:45	0	0	69	9	0	2	0	80	0	0	69	9	1	0	1	80	0	0	28	2	0	1	0	31	191
8:45 - 9:00	0	0	74	3	0	0	2	79	0	0	77	2	1	0	0	80	0	0	26	0	0	0	0	26	185
HOURLY TOTAL	1	1	252	27	0	3	4	288	0	1	276	21	2	3	1	304	0	0	92	4	0	1	0	97	689
9:00 - 9:15	0	0	116	9	1	1	0	127	0	0	40	4	0	0	0	44	0	0	26	1	0	0	0	27	198
9:15 - 9:30	0	0	115	7	0	2	1	125	1	0	34	2	0	0	0	37	0	0	11	1	0	0	0	12	174
9:30 - 9:45	0	0	104	9	0	1	1	115	0	0	38	9	0	0	0	47	0	0	7	0	0	0	0	7	169
9:45 - 10:00	0	0	144	6	0	0	1	151	0	0	24	4	1	0	0	29	0	0	3	0	0	0	0	3	183
HOURLY TOTAL	0	0	479	31	1	4	3	518	1	0	136	19	1	0	0	157	0	0	47	2	0	0	0	49	724
10:00 - 10:15	0	0	114	11	1	0	1	127	2	0	26	9	2	0	0	39	0	0	1	0	0	0	0	1	167
10:15 - 10:30	1	0	122	7	2	1	0	136	0	0	25	5	1	0	0	31	0	0	2	0	0	0	0	2	169
10:30 - 10:45	0	0	111	9	0	1	2	123	0	0	30	4	1	0	0	35	0	0	6	0	0	0	0	6	164
10:45 - 11:00	0	2	148	8	3	0	1	162	0	0	32	7	0	0	0	39	0	0	3	2	0	0	0	5	206
HOURLY TOTAL	1	2	495	35	6	2	7	548	2	0	113	25	4	0	0	144	0	0	12	2	0	0	0	14	706
11:00 - 11:15	0	1	138	8	1	1	1	150	0	0	37	3	1	0	0	41	0	0	5	1	0	0	1	7	198
11:15 - 11:30	0	2	147	10	1	0	1	161	0	0	26	5	0	0	0	31	0	0	2	0	0	0	0	2	194
11:30 - 11:45	0	0	155	7	2	0	3	167	0	0	32	8	0	0	0	40	0	0	3	1	0	0	0	4	211
11:45 - 12:00	0	0	141	10	1	0	0	152	0	0	29	6	0	0	0	35	0	0	2	0	0	0	0	2	189
HOURLY TOTAL	0	3	581	35	5	1	5	630	0	0	124	22	1	0	0	147	0	0	12	2	0	0	1	15	792
12:00 - 12:15	0	1	158	9	0	0	2	170	0	1	39	3	0	0	0	43	0	0	2	0	0	0	0	2	215
12:15 - 12:30	0	0	166	13	1	0	1	181	0	1	43	9	0	0	0	53	0	0	2	1	0	0	0	3	237
12:30 - 12:45	0	0	150	14	0	0	2	166	0	0	33	6	0	0	0	39	0	0	4	0	0	0	0	4	209
12:45 - 13:00	0	0	161	4	1	1	1	168	1	0	37	6	0	0	0	44	0	0	1	1	0	0	0	2	214
HOURLY TOTAL	0	1	635	40	2	1	6	685	1	2	152	24	0	0	0	179	0	0	9	2	0	0	0	11	875
13:00 - 13:15	0	0	163	10	0	0	0	173	1	2	31	10	1	0	0	45	0	0	0	0	0	0	0	0	218
13:15 - 13:30	0	2	126	8	2	2	2	142	0	0	29	3	0	0	0	32	0	0	1	0	0	0	0	1	175
13:30 - 13:45	1	0	141	10	0	1	1	154	2	1	34	4	0	0	0	41	0	0	4	0	0	0	0	4	199
13:45 - 14:00	0	0	143	14	0	0	1	158	0	0	32	3	0	0	0	35	0	0	6	1	0	0	0	7	200
HOURLY TOTAL	1	2	573	42	2	3	4	627	3	3	126	20	1	0	0	153	0	0	11	1	0	0	0	12	792
14:00 - 14:15	0	1	119	9	1	0	1	131	0	1	26	2	0	0	0	29	0	0	2	0	0	0	0	2	162
14:15 - 14:30	0	0	140	14	0	0	1	155	1	0	28	5	0	0	0	34	0	0	3	0	0	0	0	3	192
14:30 - 14:45	0	1	158	10	1	0	2	172	0	0	37	6	0	0	0	43	0	0	4	0	0	0	0	4	219
14:45 - 15:00	0	0	125	6	0	1	1	133	0	1	53	7	0	0	0	61	0	0	4	0	0	0	0	4	198
HOURLY TOTAL	0	2	542	39	2	1	5	591	1	2	144	20	0	0	0	167	0	0	13	0	0	0	0	13	771
15:00 - 15:15	0	0	132	5	0	0	1	138	0	0	56	4	0	0	0	60	0	0	3	1	0	0	0	4	202
15:15 - 15:30	0	0	132	6	0	0	1	139	0	0	51	6	0	0	1	58	0	0	2	0	0	0	0	2	199
15:30 - 15:45	0	1	137	7	0	0	1	146	0	0	48	12	0	0	0	60	0	0	2	0	0	0	0	2	208
15:45 - 16:00	0	1	140	10	0	0	2	153	0	0	63	9	0	0	0	72	0	0	0	0	0	0	0	0	225
HOURLY TOTAL	0	2	541	28	0	0	5	576	0	0	218	31	0	0	1	250	0	0	7	1	0	0	0	8	834
16:00 - 16:15	0	0	129	8	0	0	1	138	1	1	50	4	0	0	0	56	0	0	2	0	0	0	0	2	196
16:15 - 16:30	0	0	142	10	0	0	1	153	0	0	57	4	0	0	0	61	0	0	1	0	0	0	0	1	215
16:30 - 16:45	0	1	140	14	0	0	1	156	0	1	39	5	0	0	0	45	0	0	3	0	0	0	0	3	204
16:45 - 17:00	0	1	138	14	1	0	2	156	0	1	31	3	0	0	0	35	0	0	1	1	0	0	0	2	193
HOURLY TOTAL	0	2	549	46	1	0	5	603	1	3	177	16	0	0	0	197	0	0	7	1	0	0	0	8	808
17:00 - 17:15	0	0	124	16	1	0	0	141	1	0	47	2	1	0	0	51	0	0	6	1	0	0	0	7	199
17:15 - 17:30	0	0	136	8	0	0	2	146	0	0	36	3	0	0	0	39	0	0	2	0	0	0	0	2	187
17:30 - 17:45	0	0	155	9	0	0	0	164	0	0	46	5	0	0	0	51	0	0	1	0	0	0	0	1	216
17:45 - 18:00	0	2	152	12	0	0	3	169	0	0	48	6	0	0	1	55	0	0	2	1	0	0	0	3	227
HOURLY TOTAL	0	2	567	45	1	0	5	620	1	0	177	16	1	0	1	196	0	0	11	2	0	0	0	13	829
18:00 - 18:15	0	0	145	8	0	0	1	154	0	0	47	3	0	0	0	50	0	0	2	0	0	0	0	2	206
18:15 - 18:30	0	0	149	10	0	0	2	161	0	0	39	4	0	0	0	43	0	0	4	0	0	0	0	4	208
18:30 - 18:45	0	2	154	9	0	1	1	167	0	0	36	5	0	0	0	41	0	0	1	0	0	0	0	1	209
18:45 - 19:00	0	1	117	10	0	0	0	128	0	0	38	2	0	0	0	40	0	0	2	0	0	0	0	2	170
HOURLY TOTAL	0	3	565	37	0	1	4	610	0	0	160	14	0	0	0	174	0	0	9	0	0	0	0	9	793
PERIOD TOTAL	4	22	5997	430	24	18	57	6552	10	11	1914	246	12	4	3	2200	0	0	257	19	0	1	1	278	9030

Manual Classified Turning Counts, Wrexham

DATE: THURSDAY 12th JULY 2018

LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR

ARM: RETAIL PARK

TIME / CLASS	LEFT TO PLAS COCH ROAD NORTH								STRAIGHT TO GLYNDWR								RIGHT TO PLAS COCH ROAD SOUTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	38	8	0	0	1	49	52
7:15 - 7:30	0	0	8	0	0	0	0	8	0	0	1	0	0	0	0	1	0	0	56	7	0	1	1	65	74
7:30 - 7:45	0	0	17	2	0	0	0	19	0	0	0	0	0	0	0	0	0	1	43	9	0	0	1	54	73
7:45 - 8:00	0	0	9	2	0	0	0	11	0	0	2	0	0	0	0	2	1	0	46	6	1	1	1	56	69
HOURLY TOTAL	0	0	37	4	0	0	0	41	0	0	3	0	0	0	0	3	1	3	183	30	1	2	4	224	268
8:00 - 8:15	0	0	11	1	0	0	0	12	0	0	5	0	0	0	0	5	0	0	42	6	0	0	1	49	66
8:15 - 8:30	0	0	12	5	0	0	0	17	0	0	2	0	0	0	0	2	0	0	48	11	0	0	1	60	79
8:30 - 8:45	0	0	17	1	0	0	0	18	0	0	2	0	0	0	0	2	0	0	56	11	0	0	1	68	88
8:45 - 9:00	0	0	14	3	0	0	0	17	0	0	0	0	0	0	0	0	0	0	52	9	0	0	1	62	79
HOURLY TOTAL	0	0	54	10	0	0	0	64	0	0	9	0	0	0	0	9	0	0	198	37	0	0	4	239	312
9:00 - 9:15	0	0	22	2	0	0	0	24	0	0	2	0	0	0	0	2	0	0	74	8	0	1	1	84	110
9:15 - 9:30	0	0	27	2	0	0	1	30	0	0	1	1	1	0	0	3	0	1	84	7	1	1	1	95	128
9:30 - 9:45	0	0	22	4	0	0	0	26	0	0	0	0	0	0	0	0	0	0	88	10	0	0	1	99	125
9:45 - 10:00	0	0	26	0	0	0	0	26	0	0	1	1	0	0	0	2	0	0	101	17	1	0	1	120	148
HOURLY TOTAL	0	0	97	8	0	0	1	106	0	0	4	2	1	0	0	7	0	1	347	42	2	2	4	398	511
10:00 - 10:15	0	0	28	5	0	0	0	33	0	0	1	0	0	0	0	1	0	1	108	14	0	0	1	124	158
10:15 - 10:30	0	0	29	2	0	0	0	31	0	0	0	0	0	0	0	0	0	0	114	9	0	1	2	126	157
10:30 - 10:45	0	1	35	4	0	0	0	40	0	0	1	0	0	0	0	1	0	0	123	11	0	0	2	136	177
10:45 - 11:00	0	0	33	1	0	0	0	34	0	0	1	0	0	0	0	1	0	0	135	6	1	1	1	144	179
HOURLY TOTAL	0	1	125	12	0	0	0	138	0	0	3	0	0	0	0	3	0	1	480	40	1	2	6	530	671
11:00 - 11:15	0	0	42	2	0	0	0	44	0	0	1	0	0	0	0	1	0	0	117	7	0	0	1	125	170
11:15 - 11:30	0	0	37	2	0	0	0	39	0	0	0	0	0	0	0	0	0	0	126	10	1	0	1	138	177
11:30 - 11:45	0	0	41	0	1	0	0	42	0	0	0	0	0	0	0	0	0	1	124	11	1	0	1	138	180
11:45 - 12:00	0	0	31	1	0	0	0	32	0	0	0	0	0	0	0	0	0	0	155	13	0	0	1	169	201
HOURLY TOTAL	0	0	151	5	1	0	0	157	0	0	1	0	0	0	0	1	0	1	522	41	2	0	4	570	728
12:00 - 12:15	0	0	30	1	0	0	0	31	0	0	1	0	0	0	0	1	0	0	162	19	0	1	2	184	216
12:15 - 12:30	0	0	20	11	0	0	0	31	0	0	5	0	0	0	0	5	0	1	144	8	0	0	1	154	190
12:30 - 12:45	0	0	41	0	0	0	0	41	0	0	3	0	0	0	0	3	0	0	145	14	0	0	2	161	205
12:45 - 13:00	0	0	38	0	0	0	0	38	0	0	2	0	0	0	0	2	0	0	146	11	0	0	1	158	198
HOURLY TOTAL	0	0	129	12	0	0	0	141	0	0	11	0	0	0	0	11	0	1	597	52	0	1	6	657	809
13:00 - 13:15	0	0	32	2	0	0	0	34	0	0	2	0	0	0	0	2	0	1	155	11	1	1	1	170	206
13:15 - 13:30	0	0	22	3	0	0	0	25	0	0	1	0	0	0	0	1	0	1	161	14	0	1	1	178	204
13:30 - 13:45	0	0	32	1	0	0	0	33	0	0	1	0	0	0	0	1	0	0	156	8	0	0	1	165	199
13:45 - 14:00	0	0	30	0	0	0	0	30	0	0	2	0	0	0	0	2	0	0	148	10	0	0	1	159	191
HOURLY TOTAL	0	0	116	6	0	0	0	122	0	0	6	0	0	0	0	6	0	2	620	43	1	2	4	672	800
14:00 - 14:15	0	0	27	0	0	0	0	27	0	0	1	0	0	0	0	1	0	1	140	9	1	0	1	152	180
14:15 - 14:30	0	1	31	1	0	0	0	33	0	0	0	0	0	0	0	0	0	1	136	11	0	1	1	150	183
14:30 - 14:45	0	0	35	3	0	0	0	38	0	0	0	0	0	0	0	0	0	1	175	15	0	0	1	192	230
14:45 - 15:00	0	0	42	1	0	0	0	43	0	0	2	0	0	0	0	2	1	0	152	9	0	0	1	163	208
HOURLY TOTAL	0	1	135	5	0	0	0	141	0	0	3	0	0	0	0	3	1	3	603	44	1	1	4	657	801
15:00 - 15:15	0	0	36	2	0	0	0	38	0	0	0	0	0	0	0	0	0	0	143	9	0	1	1	154	192
15:15 - 15:30	0	0	39	2	0	0	0	41	0	0	2	0	0	0	0	2	0	1	140	8	0	0	1	150	193
15:30 - 15:45	0	0	46	2	0	0	0	48	0	0	1	0	0	0	0	1	0	0	142	17	0	0	1	160	209
15:45 - 16:00	0	1	32	3	0	0	0	36	0	0	2	0	0	0	0	2	0	0	155	9	1	0	1	166	204
HOURLY TOTAL	0	1	153	9	0	0	0	163	0	0	5	0	0	0	0	5	0	1	580	43	1	1	4	630	798
16:00 - 16:15	0	0	26	3	0	0	0	29	0	0	4	0	0	0	0	4	0	1	162	17	0	0	1	181	214
16:15 - 16:30	0	1	35	0	0	0	0	36	0	0	0	0	0	0	0	0	0	2	158	16	0	0	1	177	213
16:30 - 16:45	0	0	28	2	0	0	0	30	0	0	2	1	0	0	0	3	0	0	161	18	0	0	2	181	214
16:45 - 17:00	0	0	36	4	0	0	0	40	0	0	4	0	0	0	0	4	0	0	166	22	0	0	1	189	233
HOURLY TOTAL	0	1	125	9	0	0	0	135	0	0	10	1	0	0	0	11	0	3	647	73	0	0	5	728	874
17:00 - 17:15	0	0	18	6	0	0	0	24	0	0	2	0	0	0	0	2	1	1	162	9	0	0	2	175	201
17:15 - 17:30	0	0	36	2	0	0	0	38	0	0	2	0	0	0	0	2	0	0	163	15	0	1	2	181	221
17:30 - 17:45	0	0	23	1	0	0	0	24	0	0	2	2	0	0	0	4	0	2	144	14	0	1	1	162	190
17:45 - 18:00	0	0	22	2	0	0	0	24	0	0	1	0	0	0	0	1	0	0	156	10	0	0	2	168	193
HOURLY TOTAL	0	0	99	11	0	0	0	110	0	0	7	2	0	0	0	9	1	3	625	48	0	2	7	686	805
18:00 - 18:15	0	0	20	1	0	0	0	21	0	0	0	0	0	0	0	0	0	0	164	8	0	0	2	174	195
18:15 - 18:30	0	0	24	2	0	0	0	26	0	0	1	0	0	0	0	1	0	1	170	6	0	0	1	178	205
18:30 - 18:45	0	0	19	1	0	0	0	20	0	0	0	0	0	0	0	0	0	0	149	7	0	0	1	157	177
18:45 - 19:00	0	0	25	2	0	0	0	27	0	0	0	0	0	0	0	0	0	0	143	6	0	0	1	150	177
HOURLY TOTAL	0	0	88	6	0	0	0	94	0	0	1	0	0	0	0	1	0	1	626	27	0	0	5	659	754
12 HOUR TOTAL	0	4	1309	97	1	0	1	1412	0	0	63	5	1	0	0	69	3	20	6028	520	9	13	57	6650	8131

Manual Classified Turning Counts, Wrexham

DATE: THURSDAY 12th JULY 2018

LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR

ARM: PLAS COCH ROAD NORTH

TIME / CLASS	LEFT TO GLYNDWR								STRAIGHT TO PLAS COCH ROAD SOUTH								RIGHT TO RETAIL PARK								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	1	0	0	0	0	1	1	0	33	7	0	0	0	41	0	0	6	4	0	0	0	10	52
7:15 - 7:30	0	0	0	0	0	0	0	0	1	0	29	6	0	0	0	36	0	1	11	3	0	1	0	16	52
7:30 - 7:45	0	0	2	0	0	1	0	3	0	2	38	3	2	0	0	45	0	0	8	1	0	0	0	9	57
7:45 - 8:00	0	0	3	0	0	0	0	3	0	0	47	7	1	0	0	55	0	0	10	1	0	0	0	11	69
HOURLY TOTAL	0	0	6	0	0	1	0	7	2	2	147	23	3	0	0	177	0	1	35	9	0	1	0	46	230
8:00 - 8:15	1	0	1	0	0	0	0	2	1	0	53	9	1	1	0	65	0	0	18	1	0	0	0	19	86
8:15 - 8:30	0	0	9	0	0	0	0	9	0	0	52	7	0	0	0	59	0	0	14	2	0	0	0	16	84
8:30 - 8:45	0	0	6	0	0	0	0	6	0	0	61	6	0	0	0	67	0	0	26	3	0	0	0	29	102
8:45 - 9:00	0	0	3	0	0	0	0	3	0	0	71	9	0	0	1	81	0	0	30	4	0	0	0	34	118
HOURLY TOTAL	1	0	19	0	0	0	0	20	1	0	237	31	1	1	1	272	0	0	88	10	0	0	0	98	390
9:00 - 9:15	0	0	4	2	0	0	0	6	1	0	107	15	3	0	0	126	1	0	35	3	1	0	0	40	172
9:15 - 9:30	0	0	0	0	0	0	0	0	1	0	33	8	0	0	0	42	0	0	32	3	0	0	0	35	77
9:30 - 9:45	1	0	3	1	0	0	0	5	0	1	32	6	0	0	1	40	0	0	26	3	0	0	0	29	74
9:45 - 10:00	0	0	1	0	0	0	0	1	0	0	26	7	0	0	0	33	0	0	20	4	0	0	0	24	58
HOURLY TOTAL	1	0	8	3	0	0	0	12	2	1	198	36	3	0	1	241	1	0	113	13	1	0	0	128	381
10:00 - 10:15	0	0	1	0	0	0	0	1	0	0	40	8	0	0	0	48	0	0	23	0	0	0	0	23	72
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	41	4	0	0	0	45	0	0	31	2	0	0	0	33	78
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	34	10	1	0	0	45	0	1	30	1	0	0	0	32	77
10:45 - 11:00	0	0	1	0	0	0	0	1	0	0	27	8	1	0	0	36	0	0	24	1	0	0	0	25	62
HOURLY TOTAL	0	0	2	0	0	0	0	2	0	0	142	30	2	0	0	174	0	1	108	4	0	0	0	113	289
11:00 - 11:15	0	0	1	1	0	0	0	2	0	0	31	5	0	0	0	36	0	0	35	4	0	0	0	39	77
11:15 - 11:30	0	0	1	0	0	0	0	1	0	0	42	6	0	0	0	48	0	0	33	2	0	0	0	35	84
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	40	3	0	1	0	44	0	0	39	1	0	0	0	40	84
11:45 - 12:00	0	0	2	0	0	0	0	2	0	0	48	9	0	0	0	57	0	0	33	6	0	0	0	39	98
HOURLY TOTAL	0	0	4	1	0	0	0	5	0	0	161	23	0	1	0	185	0	0	140	13	0	0	0	153	343
12:00 - 12:15	0	0	0	0	0	0	0	0	1	0	41	5	0	0	0	47	0	0	43	7	0	0	0	50	97
12:15 - 12:30	0	0	2	0	0	0	0	2	0	0	50	8	0	0	0	58	0	0	38	0	0	0	0	38	98
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	45	5	0	0	0	50	0	0	38	2	0	0	0	40	90
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	43	9	1	0	0	53	0	0	29	4	0	0	0	33	86
HOURLY TOTAL	0	0	2	0	0	0	0	2	1	0	179	27	1	0	0	208	0	0	148	13	0	0	0	161	371
13:00 - 13:15	0	0	2	0	0	0	0	2	0	1	48	4	0	0	0	53	0	1	30	2	0	0	0	33	88
13:15 - 13:30	0	0	2	0	0	0	0	2	0	0	49	7	1	0	0	57	0	0	33	2	0	0	0	35	94
13:30 - 13:45	0	0	1	0	0	0	0	1	0	0	56	7	1	0	0	64	0	0	27	0	0	0	0	27	92
13:45 - 14:00	0	0	2	0	0	0	0	2	1	0	41	13	0	0	0	55	0	0	25	1	0	0	0	26	83
HOURLY TOTAL	0	0	7	0	0	0	0	7	1	1	194	31	2	0	0	229	0	1	115	5	0	0	0	121	357
14:00 - 14:15	0	0	0	0	0	0	0	0	1	1	52	7	0	0	0	61	0	1	34	0	0	0	0	35	96
14:15 - 14:30	1	0	0	0	0	0	0	1	0	0	47	5	0	0	0	52	0	0	48	2	0	0	0	50	103
14:30 - 14:45	0	0	2	0	0	0	0	2	0	0	48	3	1	0	0	52	0	0	29	2	0	0	0	31	85
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	50	8	0	0	0	58	0	1	36	2	0	0	0	39	97
HOURLY TOTAL	1	0	2	0	0	0	0	3	1	1	197	23	1	0	0	223	0	2	147	6	0	0	0	155	381
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	63	9	0	0	1	73	0	0	29	2	0	0	0	31	104
15:15 - 15:30	0	0	1	0	0	0	0	1	0	0	66	10	0	0	0	76	0	0	41	3	0	0	0	44	121
15:30 - 15:45	0	0	0	0	0	0	0	0	0	1	81	10	1	0	2	95	0	0	40	5	0	0	0	45	140
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	77	9	0	0	0	86	0	1	38	4	0	0	0	43	129
HOURLY TOTAL	0	0	1	0	0	0	0	1	0	1	287	38	1	0	3	330	0	1	148	14	0	0	0	163	494
16:00 - 16:15	0	0	1	0	0	0	0	1	1	1	38	9	0	0	0	49	0	0	30	2	0	0	0	32	82
16:15 - 16:30	0	0	3	0	0	0	0	3	0	0	66	7	0	0	0	73	0	0	29	2	0	0	0	31	107
16:30 - 16:45	0	0	2	0	0	0	0	2	0	0	69	9	0	0	0	78	0	1	40	7	0	0	0	48	128
16:45 - 17:00	0	0	4	0	0	0	0	4	0	0	53	7	0	0	0	60	0	0	44	3	0	0	0	47	111
HOURLY TOTAL	0	0	10	0	0	0	0	10	1	1	226	32	0	0	0	260	0	1	143	14	0	0	0	158	428
17:00 - 17:15	0	0	1	0	0	0	0	1	1	1	95	6	0	0	0	103	0	0	39	1	0	0	0	40	144
17:15 - 17:30	0	0	0	0	0	0	0	0	1	0	69	6	0	0	0	76	0	0	36	2	0	0	0	38	114
17:30 - 17:45	1	0	1	0	0	0	0	2	0	0	59	8	0	0	0	67	0	1	45	3	0	0	0	49	118
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	55	5	0	0	0	60	0	0	45	2	0	0	0	47	107
HOURLY TOTAL	1	0	2	0	0	0	0	3	2	1	278	25	0	0	0	306	0	1	165	8	0	0	0	174	483
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	46	6	0	0	0	52	0	0	38	2	0	0	0	40	92
18:15 - 18:30	0	0	0	0	0	0	0	0	0	1	48	5	0	0	0	54	0	0	40	3	0	0	0	43	97
18:30 - 18:45	0	0	1	0	0	0	0	1	0	0	47	8	0	0	0	55	0	0	37	2	0	0	0	39	95
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	58	5	0	0	0	63	0	0	46	3	0	0	0	49	112
HOURLY TOTAL	0	0	1	0	0	0	0	1	0	1	199	24	0	0	0	224	0	0	161	10	0	0	0	171	396
PERIOD TOTAL	4	0	64	4	0	1	0	73	11	9	2445	343	14	2	5	2829	1	8	1511	119	1	1	0	1641	4543

Manual Classified Turning Counts, Wrexham

DATE: THURSDAY 12th JULY 2018

LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR

ARM: GLYNDWR

TIME / CLASS	LEFT TO PLAS COCH ROAD SOUTH								STRAIGHT TO RETAIL PARK								RIGHT TO PLAS COCH ROAD NORTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
7:45 - 8:00	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	1	4
HOURLY TOTAL	0	0	2	2	0	0	0	4	0	0	2	0	0	0	0	2	0	0	0	0	0	2	0	2	8
8:00 - 8:15	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	5
8:15 - 8:30	0	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:30 - 8:45	0	0	8	2	0	0	0	10	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	11
8:45 - 9:00	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
HOURLY TOTAL	0	0	17	3	1	0	0	21	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2	24
9:00 - 9:15	0	0	2	1	0	0	0	3	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	5
9:15 - 9:30	0	0	1	1	1	0	0	3	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	5
9:30 - 9:45	0	0	2	2	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
9:45 - 10:00	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	5
HOURLY TOTAL	0	0	8	4	1	0	1	14	0	0	4	1	0	0	0	5	0	0	0	1	0	0	0	1	20
10:00 - 10:15	0	0	2	1	0	0	0	3	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	5
10:15 - 10:30	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
10:30 - 10:45	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	3
10:45 - 11:00	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	5
HOURLY TOTAL	0	0	6	1	0	0	1	8	0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	1	16
11:00 - 11:15	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	3	0	0	0	1	0	0	0	1	7
11:15 - 11:30	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
11:30 - 11:45	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	6
11:45 - 12:00	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	6
HOURLY TOTAL	0	0	12	0	0	0	0	12	0	0	6	0	0	0	0	6	0	0	2	1	0	0	0	3	21
12:00 - 12:15	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	3	0	0	1	1	0	0	0	2	8
12:15 - 12:30	0	0	6	0	0	0	0	6	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	8
12:30 - 12:45	0	0	4	0	0	0	0	4	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	7
12:45 - 13:00	0	0	8	0	0	0	0	8	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1	11
HOURLY TOTAL	0	0	21	0	0	0	0	21	0	0	9	1	0	0	0	10	0	0	2	1	0	0	0	3	34
13:00 - 13:15	0	0	5	0	0	0	0	5	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3	10
13:15 - 13:30	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
13:30 - 13:45	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
13:45 - 14:00	0	0	3	0	0	0	1	4	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	6
HOURLY TOTAL	0	0	14	1	0	0	1	16	0	0	4	0	0	0	0	4	0	0	3	0	0	0	0	3	23
14:00 - 14:15	0	0	4	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	6
14:15 - 14:30	0	0	5	1	0	0	0	6	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	8
14:30 - 14:45	0	0	7	1	0	0	0	8	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	14
14:45 - 15:00	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
HOURLY TOTAL	0	0	19	2	0	0	1	22	0	0	7	1	0	0	0	8	0	0	1	0	0	0	0	1	31
15:00 - 15:15	0	0	10	0	0	0	0	10	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	13
15:15 - 15:30	0	0	5	2	0	0	0	7	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	8
15:30 - 15:45	0	0	8	0	0	0	0	8	0	0	0	1	0	0	0	1	0	0	3	0	0	0	0	3	12
15:45 - 16:00	0	0	9	1	0	0	0	10	0	0	1	0	1	0	0	2	0	0	2	0	0	0	0	2	14
HOURLY TOTAL	0	0	32	3	0	0	0	35	0	0	4	1	1	0	0	6	0	0	6	0	0	0	0	6	47
16:00 - 16:15	0	0	10	3	0	0	0	13	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	15
16:15 - 16:30	0	0	11	1	0	0	0	12	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	16
16:30 - 16:45	0	0	6	1	0	0	0	7	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	10
16:45 - 17:00	0	0	18	3	0	0	0	21	0	0	7	0	0	0	0	7	0	0	2	0	0	0	0	2	30
HOURLY TOTAL	0	0	45	8	0	0	0	53	0	0	14	0	0	0	0	14	0	0	4	0	0	0	0	4	71
17:00 - 17:15	0	0	28	0	0	0	0	28	0	0	7	0	0	0	0	7	0	0	5	0	0	0	0	5	40
17:15 - 17:30	0	1	21	0	0	0	0	22	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	27
17:30 - 17:45	0	0	8	0	0	0	0	8	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2	13
17:45 - 18:00	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5
HOURLY TOTAL	0	1	61	0	0	0	0	62	0	0	16	0	0	0	0	16	0	0	7	0	0	0	0	7	85
18:00 - 18:15	0	0	6	0	0	0	0	6	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	9
18:15 - 18:30	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3
18:30 - 18:45	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4
18:45 - 19:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
HOURLY TOTAL	0	0	13	0	0	0	0	13	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	18
PERIOD TOTAL	0	1	250	24	2	0	4	281	0	0	78	4	1	0	0	83	0	0	28	4	0	2	0	34	398

Manual Classified Turning Counts, Wrexham

DATE: THURSDAY 12th JULY 2018

LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR

ARM: PLAS COCH ROAD SOUTH

TIME / CLASS	LEFT TO RETAIL PARK								STRAIGHT TO PLAS COCH ROAD NORTH								RIGHT TO GLYNDWR								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	2	38	5	0	0	1	46	1	0	29	7	0	0	0	37	0	0	4	0	0	0	0	4	87
7:15 - 7:30	0	0	54	5	0	0	1	60	0	0	24	3	0	0	0	27	0	0	6	0	0	0	0	6	93
7:30 - 7:45	0	0	63	8	1	0	1	73	1	0	22	2	0	0	0	25	0	0	5	0	0	0	0	5	103
7:45 - 8:00	0	0	70	10	0	0	1	81	0	0	54	6	0	0	0	60	0	0	6	4	0	0	0	10	151
HOURLY TOTAL	0	2	225	28	1	0	4	260	2	0	129	18	0	0	0	149	0	0	21	4	0	0	0	25	434
8:00 - 8:15	0	0	50	8	1	0	1	60	0	0	53	7	0	0	0	60	0	0	16	1	0	0	0	17	137
8:15 - 8:30	0	0	61	6	0	0	1	68	0	1	91	4	0	0	1	97	0	0	23	3	0	0	0	26	191
8:30 - 8:45	1	0	64	11	0	0	1	77	0	0	81	9	0	0	0	90	0	1	19	1	0	0	0	21	188
8:45 - 9:00	0	0	70	10	0	0	1	81	0	0	66	3	1	0	0	70	0	0	16	0	0	0	0	16	167
HOURLY TOTAL	1	0	245	35	1	0	4	286	0	1	291	23	1	0	1	317	0	1	74	5	0	0	0	80	683
9:00 - 9:15	0	1	90	12	1	0	1	105	0	0	50	11	0	0	1	62	0	0	11	0	0	0	0	11	178
9:15 - 9:30	0	1	94	13	0	0	2	110	0	0	34	6	1	0	0	41	0	0	5	0	0	0	0	5	156
9:30 - 9:45	0	0	110	15	0	0	1	126	0	0	32	6	1	0	0	39	0	0	5	0	0	0	1	6	171
9:45 - 10:00	0	1	116	13	0	0	1	131	0	0	34	4	0	0	0	38	0	0	6	1	0	0	0	7	176
HOURLY TOTAL	0	3	410	53	1	0	5	472	0	0	150	27	2	0	1	180	0	0	27	1	0	0	1	29	681
10:00 - 10:15	0	0	114	11	0	1	2	128	1	1	29	6	1	1	0	39	0	0	3	0	0	0	1	4	171
10:15 - 10:30	0	0	120	10	1	1	1	133	0	0	25	6	0	0	0	31	0	0	1	0	0	0	0	1	165
10:30 - 10:45	0	1	124	5	0	0	1	131	0	0	32	5	1	0	0	38	0	0	5	0	0	0	0	5	174
10:45 - 11:00	0	0	137	7	1	0	1	146	0	0	22	7	0	0	0	29	0	0	12	0	0	0	0	12	187
HOURLY TOTAL	0	1	495	33	2	1	5	538	1	1	108	24	2	1	0	137	0	0	21	0	0	0	1	22	697
11:00 - 11:15	0	0	138	12	0	0	1	151	0	0	36	3	0	0	0	39	0	0	2	0	0	0	0	2	192
11:15 - 11:30	0	0	137	14	0	0	2	153	0	0	42	5	0	0	0	47	0	0	3	1	0	0	0	4	204
11:30 - 11:45	0	1	146	13	1	0	1	162	0	0	30	7	0	1	0	38	0	0	2	0	0	0	0	2	202
11:45 - 12:00	0	0	142	15	0	1	1	159	0	0	36	4	0	0	0	40	0	0	0	0	0	0	0	0	199
HOURLY TOTAL	0	1	563	54	1	1	5	625	0	0	144	19	0	1	0	164	0	0	7	1	0	0	0	8	797
12:00 - 12:15	0	0	166	13	0	0	2	181	0	0	41	5	0	0	0	46	0	0	0	0	0	0	0	0	227
12:15 - 12:30	0	2	160	12	0	0	1	175	0	0	27	2	0	0	0	29	0	0	5	0	0	0	0	5	209
12:30 - 12:45	0	0	143	8	0	0	3	154	0	0	38	8	0	0	0	46	0	0	1	0	0	0	0	1	201
12:45 - 13:00	0	1	131	10	1	1	1	145	0	1	41	2	0	1	0	45	0	0	6	0	0	0	0	6	196
HOURLY TOTAL	0	3	600	43	1	1	7	655	0	1	147	17	0	1	0	166	0	0	12	0	0	0	0	12	833
13:00 - 13:15	0	0	155	9	0	1	1	166	0	1	37	2	0	0	0	40	0	0	2	0	0	0	0	2	208
13:15 - 13:30	0	0	147	6	1	0	1	155	0	0	32	4	0	0	0	36	0	0	2	0	0	0	0	2	193
13:30 - 13:45	0	1	150	10	0	2	1	164	1	0	31	8	0	0	2	42	0	0	1	0	0	0	2	3	209
13:45 - 14:00	0	0	120	8	1	0	1	130	0	0	36	2	0	0	0	38	0	0	5	1	0	0	0	6	174
HOURLY TOTAL	0	1	572	33	2	3	4	615	1	1	136	16	0	0	2	156	0	0	10	1	0	0	2	13	784
14:00 - 14:15	0	0	130	17	1	0	1	149	0	0	46	3	1	0	0	50	0	0	4	0	0	0	0	4	203
14:15 - 14:30	0	0	142	12	0	0	1	155	1	0	43	7	0	0	0	51	0	0	2	0	0	0	0	2	208
14:30 - 14:45	0	1	143	10	0	0	2	156	0	0	38	3	1	0	0	42	0	0	4	0	0	0	0	4	202
14:45 - 15:00	0	0	133	11	0	0	1	145	0	2	56	6	0	0	0	64	0	0	1	0	0	0	0	1	210
HOURLY TOTAL	0	1	548	50	1	0	5	605	1	2	183	19	2	0	0	207	0	0	11	0	0	0	0	11	823
15:00 - 15:15	0	0	145	9	0	0	1	155	0	0	57	4	0	0	1	62	0	0	2	0	0	0	0	2	219
15:15 - 15:30	0	0	146	9	1	0	1	157	0	0	54	3	0	0	2	59	0	0	0	0	0	0	0	0	216
15:30 - 15:45	0	0	147	10	0	0	1	158	0	1	60	11	0	0	1	73	0	0	5	0	0	0	0	5	236
15:45 - 16:00	0	0	155	16	0	0	1	172	0	0	48	8	0	0	0	56	0	0	1	0	0	0	0	1	229
HOURLY TOTAL	0	0	593	44	1	0	4	642	0	1	219	26	0	0	4	250	0	0	8	0	0	0	0	8	900
16:00 - 16:15	0	0	130	12	0	0	1	143	0	0	52	10	0	0	0	62	0	0	5	0	0	0	0	5	210
16:15 - 16:30	0	0	144	16	0	0	1	161	0	1	48	16	0	0	0	65	0	0	0	0	0	0	0	0	226
16:30 - 16:45	0	1	140	17	0	0	2	160	0	1	41	4	0	0	0	46	0	0	2	0	0	0	0	2	208
16:45 - 17:00	0	0	130	13	0	0	1	144	0	0	49	5	0	0	0	54	0	0	17	1	0	0	0	18	216
HOURLY TOTAL	0	1	544	58	0	0	5	608	0	2	190	35	0	0	0	227	0	0	24	1	0	0	0	25	860
17:00 - 17:15	0	0	138	11	0	0	2	151	0	0	53	8	0	0	0	61	0	0	12	0	0	0	0	12	224
17:15 - 17:30	1	0	145	9	0	1	1	157	0	0	50	7	0	0	0	57	0	0	6	1	0	0	0	7	221
17:30 - 17:45	0	1	146	16	0	1	1	165	0	0	54	6	0	0	0	60	0	0	8	0	0	0	0	8	233
17:45 - 18:00	0	0	150	12	0	0	1	163	0	0	55	4	0	0	0	59	0	0	10	0	0	0	0	10	232
HOURLY TOTAL	1	1	579	48	0	2	5	636	0	0	212	25	0	0	0	237	0	0	36	1	0	0	0	37	910
18:00 - 18:15	0	0	148	10	0	0	2	160	0	0	50	3	0	0	0	53	0	0	5	1	0	0	0	6	219
18:15 - 18:30	0	1	155	8	1	0	1	166	0	0	46	2	0	0	0	48	0	0	6	0	0	0	0	6	220
18:30 - 18:45	0	0	135	6	0	0	1	142	0	0	42	3	0	0	0	45	0	0	2	0	0	0	0	2	189
18:45 - 19:00	0	0	103	8	0	0	1	112	0	0	38	2	0	0	0	40	0	0	3	0	0	0	0	3	155
HOURLY TOTAL	0	1	541	32	1	0	5	580	0	0	176	10	0	0	0	186	0	0	16	1	0	0	0	17	783
PERIOD TOTAL	2	15	5915	511	12	8	58	6522	5	9	2085	259	7	3	8	2376	0	1	267	15	0	0	4	287	9185

Manual Classified Turning Counts, Wrexham

DATE: FRIDAY 13th JULY 2018

LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR

ARM: RETAIL PARK

TIME / CLASS	LEFT TO PLAS COCH ROAD NORTH								STRAIGHT TO GLYNDWR								RIGHT TO PLAS COCH ROAD SOUTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	4	3	0	0	0	7	0	0	0	0	0	0	0	0	0	2	29	4	0	0	0	35	42
7:15 - 7:30	0	0	16	1	0	0	0	17	0	0	1	0	0	0	0	1	0	0	53	8	0	0	2	63	81
7:30 - 7:45	0	0	11	1	0	0	0	12	0	0	1	0	0	0	0	1	0	0	49	3	0	1	1	54	67
7:45 - 8:00	0	0	10	0	0	0	0	10	0	0	4	0	0	0	0	4	0	0	43	12	1	1	1	58	72
HOURLY TOTAL	0	0	41	5	0	0	0	46	0	0	6	0	0	0	0	6	0	2	174	27	1	2	4	210	262
8:00 - 8:15	0	0	18	0	0	0	0	18	0	0	5	0	0	0	0	5	0	0	62	5	0	0	1	68	91
8:15 - 8:30	0	0	11	1	0	0	0	12	0	0	7	2	0	0	0	9	0	0	57	6	0	0	1	64	85
8:30 - 8:45	0	0	19	2	0	0	0	21	0	1	0	1	0	0	0	2	0	0	35	10	0	1	1	47	70
8:45 - 9:00	0	0	18	6	0	0	0	24	0	0	1	0	0	0	0	1	0	0	58	5	1	3	1	68	93
HOURLY TOTAL	0	0	66	9	0	0	0	75	0	1	13	3	0	0	0	17	0	0	212	26	1	4	4	247	339
9:00 - 9:15	0	0	14	1	0	0	0	15	0	0	3	0	0	0	0	3	0	0	75	4	0	0	1	80	98
9:15 - 9:30	0	0	19	1	0	0	0	20	0	0	3	1	0	0	0	4	0	0	97	7	0	0	2	106	130
9:30 - 9:45	1	0	31	2	0	0	0	34	0	0	0	0	0	0	0	0	0	1	88	12	0	0	1	102	136
9:45 - 10:00	0	0	37	1	0	0	0	38	0	0	1	0	1	0	0	2	0	0	109	11	1	1	1	123	163
HOURLY TOTAL	1	0	101	5	0	0	0	107	0	0	7	1	1	0	0	9	0	1	369	34	1	1	5	411	527
10:00 - 10:15	0	0	36	3	0	0	0	39	0	0	2	0	0	0	0	2	0	0	115	8	2	0	1	126	167
10:15 - 10:30	0	0	34	4	0	0	0	38	0	0	0	0	0	0	0	0	0	0	121	14	3	0	2	140	178
10:30 - 10:45	0	0	36	3	0	0	0	39	0	0	0	0	0	0	0	0	0	1	150	9	0	0	2	162	201
10:45 - 11:00	0	0	37	1	0	0	0	38	0	0	1	0	0	0	0	1	0	3	145	18	0	0	2	168	207
HOURLY TOTAL	0	0	143	11	0	0	0	154	0	0	3	0	0	0	0	3	0	4	531	49	5	0	7	596	753
11:00 - 11:15	0	0	42	3	0	0	0	45	0	0	2	0	0	0	0	2	0	0	168	11	0	0	2	181	228
11:15 - 11:30	0	0	43	4	0	0	0	47	0	0	0	0	0	0	0	0	0	0	162	8	0	0	2	172	219
11:30 - 11:45	0	0	33	2	0	0	0	35	0	0	1	0	0	0	0	1	0	0	161	7	1	0	1	170	206
11:45 - 12:00	0	0	30	4	0	0	0	34	0	0	2	0	0	0	0	2	0	0	166	12	0	0	1	179	215
HOURLY TOTAL	0	0	148	13	0	0	0	161	0	0	5	0	0	0	0	5	0	0	657	38	1	0	6	702	868
12:00 - 12:15	0	0	37	4	0	0	0	41	0	0	0	0	0	0	0	0	0	2	166	10	0	0	0	178	219
12:15 - 12:30	0	0	36	1	0	0	0	37	0	0	2	1	0	0	0	3	0	0	171	8	0	0	3	182	222
12:30 - 12:45	0	0	37	5	0	0	0	42	0	0	4	3	0	0	0	7	0	0	159	9	0	1	2	171	220
12:45 - 13:00	0	0	30	4	0	0	0	34	0	0	0	3	0	0	0	3	0	1	174	8	0	0	1	184	221
HOURLY TOTAL	0	0	140	14	0	0	0	154	0	0	6	7	0	0	0	13	0	3	670	35	0	1	6	715	882
13:00 - 13:15	0	0	39	3	1	0	0	43	0	0	1	0	0	0	0	1	0	1	187	13	1	0	1	203	247
13:15 - 13:30	0	0	28	4	1	0	0	33	0	0	4	0	0	0	0	4	0	0	167	10	0	0	2	179	216
13:30 - 13:45	0	0	42	3	0	0	0	45	0	0	2	0	0	0	0	2	0	0	175	10	0	0	1	186	233
13:45 - 14:00	0	0	40	2	0	0	0	42	0	0	7	0	0	0	0	7	0	1	161	13	0	0	1	176	225
HOURLY TOTAL	0	0	149	12	2	0	0	163	0	0	14	0	0	0	0	14	0	2	690	46	1	0	5	744	921
14:00 - 14:15	0	0	39	2	0	0	0	41	0	0	1	0	0	0	0	1	0	1	171	8	0	1	1	182	224
14:15 - 14:30	0	0	40	1	0	0	0	41	0	0	2	2	0	0	0	4	0	0	164	8	2	1	2	177	222
14:30 - 14:45	0	0	35	2	0	0	1	38	0	0	1	0	0	0	0	1	0	0	166	7	1	0	2	176	215
14:45 - 15:00	0	1	37	0	0	0	0	38	0	0	3	1	0	0	0	4	0	1	151	5	0	0	1	158	200
HOURLY TOTAL	0	1	151	5	0	0	1	158	0	0	7	3	0	0	0	10	0	2	652	28	3	2	6	693	861
15:00 - 15:15	0	0	45	1	1	0	0	47	0	0	0	0	0	0	0	0	0	1	166	6	1	0	0	174	221
15:15 - 15:30	0	0	37	3	0	0	1	41	0	0	1	0	0	0	0	1	0	1	141	5	0	1	1	149	191
15:30 - 15:45	0	0	48	2	0	0	0	50	0	0	2	0	0	0	0	2	0	0	153	6	0	0	2	161	213
15:45 - 16:00	0	0	54	1	0	0	0	55	0	0	1	0	0	0	0	1	1	0	160	8	0	0	1	170	226
HOURLY TOTAL	0	0	184	7	1	0	1	193	0	0	4	0	0	0	0	4	1	2	620	25	1	1	4	654	851
16:00 - 16:15	0	0	46	3	0	0	0	49	0	0	3	0	0	0	0	3	0	0	185	10	0	0	0	195	247
16:15 - 16:30	0	0	35	1	0	0	0	36	0	0	3	0	0	0	0	3	0	0	156	11	0	0	1	168	207
16:30 - 16:45	0	1	49	3	0	0	0	53	0	0	0	0	0	0	0	0	0	1	158	15	0	0	1	175	228
16:45 - 17:00	0	0	42	5	0	0	0	47	0	0	0	0	0	0	0	0	0	0	157	14	0	0	2	173	220
HOURLY TOTAL	0	1	172	12	0	0	0	185	0	0	6	0	0	0	0	6	0	1	656	50	0	0	4	711	902
17:00 - 17:15	0	0	43	0	0	0	0	43	0	0	3	0	0	0	0	3	0	0	160	16	0	0	1	177	223
17:15 - 17:30	0	0	37	2	0	0	0	39	0	0	1	0	0	0	0	1	0	0	144	16	0	0	2	162	202
17:30 - 17:45	0	0	31	2	0	0	0	33	0	0	0	0	0	0	0	0	0	1	158	13	0	0	1	173	206
17:45 - 18:00	0	0	32	5	0	0	0	37	0	0	0	0	0	0	0	0	1	0	161	10	0	0	1	173	210
HOURLY TOTAL	0	0	143	9	0	0	0	152	0	0	4	0	0	0	0	4	1	1	623	55	0	0	5	685	841
18:00 - 18:15	0	0	40	3	0	0	0	43	0	0	2	0	0	0	0	2	0	0	150	10	0	0	1	161	206
18:15 - 18:30	0	0	38	3	0	0	0	41	0	0	0	0	0	0	0	0	0	0	156	5	0	0	1	162	203
18:30 - 18:45	0	0	34	4	0	0	0	38	0	0	2	0	0	0	0	2	0	0	154	6	0	0	2	162	202
18:45 - 19:00	0	0	37	3	0	0	0	40	0	0	3	1	0	0	0	4	0	1	164	6	0	0	1	172	216
HOURLY TOTAL	0	0	149	13	0	0	0	162	0	0	7	1	0	0	0	8	0	1	624	27	0	0	5	657	827
12 HOUR TOTAL	1	2	1587	115	3	0	2	1710	0	1	82	15	1	0	0	99	2	19	6478	440	14	11	61	7025	8834

Manual Classified Turning Counts, Wrexham

DATE: FRIDAY 13th JULY 2018

LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR

ARM: PLAS COCH ROAD NORTH

TIME / CLASS	LEFT TO GLYNDWR								STRAIGHT TO PLAS COCH ROAD SOUTH								RIGHT TO RETAIL PARK								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	27	3	0	0	0	30	0	1	13	0	0	0	0	14	44
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	31	6	0	0	0	37	0	0	10	0	0	0	0	10	47
7:30 - 7:45	0	0	2	0	0	0	0	2	0	0	37	3	1	0	0	41	0	0	6	0	0	0	0	6	49
7:45 - 8:00	0	0	4	0	0	0	0	4	0	1	46	10	0	0	0	57	0	0	9	1	0	0	0	10	71
HOURLY TOTAL	0	0	6	0	0	0	0	6	0	1	141	22	1	0	0	165	0	1	38	1	0	0	0	40	211
8:00 - 8:15	0	0	5	0	0	0	0	5	0	0	52	10	0	0	0	62	0	1	16	2	0	0	0	19	86
8:15 - 8:30	0	0	6	0	0	0	0	6	0	0	53	8	0	0	0	61	0	0	17	0	0	0	0	17	84
8:30 - 8:45	0	0	3	0	0	0	0	3	0	0	49	5	0	0	0	54	0	0	23	1	0	0	0	24	81
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	61	6	0	0	0	67	0	0	31	1	0	0	0	32	99
HOURLY TOTAL	0	0	14	0	0	0	0	14	0	0	215	29	0	0	0	244	0	1	87	4	0	0	0	92	350
9:00 - 9:15	0	0	3	0	0	0	1	4	0	0	74	5	2	0	1	82	0	0	40	1	0	0	0	41	127
9:15 - 9:30	0	0	1	0	0	0	0	1	0	0	41	7	0	0	0	48	0	1	31	5	0	0	0	37	86
9:30 - 9:45	0	0	2	0	0	0	0	2	0	0	37	3	0	0	0	40	0	0	30	2	0	0	0	32	74
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	32	6	0	0	0	38	0	0	32	6	0	0	0	38	76
HOURLY TOTAL	0	0	6	0	0	0	1	7	0	0	184	21	2	0	1	208	0	1	133	14	0	0	0	148	363
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	49	3	0	0	0	52	0	0	32	2	0	0	0	34	86
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	39	4	0	0	0	43	0	1	45	3	0	0	0	49	92
10:30 - 10:45	0	0	0	0	0	0	0	0	1	0	43	7	0	1	1	53	0	0	35	3	0	0	0	38	91
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	38	9	0	0	0	47	0	0	42	3	0	0	0	45	92
HOURLY TOTAL	0	0	0	0	0	0	0	0	1	0	169	23	0	1	1	195	0	1	154	11	0	0	0	166	361
11:00 - 11:15	0	0	1	0	0	0	0	1	1	0	48	4	0	0	0	53	0	0	28	6	0	0	1	35	89
11:15 - 11:30	0	0	2	1	0	0	0	3	0	0	37	7	0	0	0	44	0	0	51	6	0	1	0	58	105
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	51	4	0	0	0	55	0	0	38	3	0	0	0	41	96
11:45 - 12:00	0	0	0	0	0	0	0	0	1	0	43	7	0	0	1	52	0	0	31	3	0	0	0	34	86
HOURLY TOTAL	0	0	3	1	0	0	0	4	2	0	179	22	0	0	1	204	0	0	148	18	0	1	1	168	376
12:00 - 12:15	0	0	1	0	0	0	0	1	0	0	47	11	0	0	0	58	0	0	38	5	0	0	0	43	102
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	44	5	1	0	0	50	0	0	45	5	1	0	0	51	101
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	51	6	0	0	0	57	0	0	42	5	0	0	0	47	104
12:45 - 13:00	0	0	1	0	0	0	0	1	0	1	54	8	0	0	0	63	0	2	39	4	0	0	0	45	109
HOURLY TOTAL	0	0	2	0	0	0	0	2	0	1	196	30	1	0	0	228	0	2	164	19	1	0	0	186	416
13:00 - 13:15	0	0	1	0	0	0	0	1	0	0	52	3	0	0	0	55	0	0	48	2	0	0	0	50	106
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	49	6	0	0	1	56	0	0	55	6	0	0	0	61	117
13:30 - 13:45	0	0	3	0	0	0	0	3	0	1	39	9	0	0	0	49	0	0	42	3	0	0	0	45	97
13:45 - 14:00	0	0	1	0	0	0	0	1	0	0	41	5	1	0	0	47	0	0	35	1	0	0	0	36	84
HOURLY TOTAL	0	0	5	0	0	0	0	5	0	1	181	23	1	0	1	207	0	0	180	12	0	0	0	192	404
14:00 - 14:15	0	0	0	0	0	0	0	0	0	1	47	8	0	0	1	57	0	0	40	2	0	0	1	43	100
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	39	9	0	0	0	48	0	0	40	2	1	0	0	43	91
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	53	7	0	0	0	60	0	0	39	4	0	0	0	43	103
14:45 - 15:00	0	0	2	0	0	0	0	2	0	0	50	8	0	0	0	58	0	0	38	3	0	0	0	41	101
HOURLY TOTAL	0	0	2	0	0	0	0	2	0	1	189	32	0	0	1	223	0	0	157	11	1	0	1	170	395
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	73	7	0	0	0	80	0	0	42	7	0	0	0	49	129
15:15 - 15:30	0	0	0	0	0	0	0	0	0	1	56	8	1	0	0	66	0	0	36	5	0	0	0	41	107
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	83	4	0	0	1	88	0	0	43	7	0	0	0	50	138
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	74	3	0	0	1	78	0	0	51	1	0	0	0	52	130
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	1	286	22	1	0	2	312	0	0	172	20	0	0	0	192	504
16:00 - 16:15	0	0	2	0	0	0	0	2	0	0	75	9	0	0	0	84	0	1	43	0	1	0	0	45	131
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	64	8	0	0	0	72	0	1	37	4	0	0	0	42	114
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	80	9	0	0	0	89	0	1	47	5	0	0	0	53	142
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	78	10	0	0	0	88	0	0	44	4	0	0	0	48	136
HOURLY TOTAL	0	0	2	0	0	0	0	2	0	0	297	36	0	0	0	333	0	3	171	13	1	0	0	188	523
17:00 - 17:15	0	0	0	0	0	0	0	0	1	0	75	14	0	0	0	90	0	0	52	4	0	0	0	56	146
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	57	8	0	0	0	65	0	1	50	3	0	0	0	54	119
17:30 - 17:45	0	0	1	0	0	0	0	1	1	0	62	7	0	0	0	70	0	0	29	3	0	0	0	32	103
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	52	6	0	0	0	58	0	0	30	5	0	0	0	35	93
HOURLY TOTAL	0	0	1	0	0	0	0	1	2	0	246	35	0	0	0	283	0	1	161	15	0	0	0	177	461
18:00 - 18:15	0	0	1	0	0	0	0	1	1	0	65	7	0	0	0	73	0	1	49	3	0	0	0	53	127
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	60	2	0	0	0	62	0	0	34	2	0	0	0	36	98
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	39	6	0	0	0	45	0	0	23	2	0	0	0	25	70
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	40	8	0	0	0	48	0	0	42	3	0	0	0	45	93
HOURLY TOTAL	0	0	1	0	0	0	0	1	1	0	204	23	0	0	0	228	0	1	148	10	0	0	0	159	388
PERIOD TOTAL	0	0	42	1	0	0	1	44	6	5	2487	318	6	1	7	2830	0	11	1713	148	3	1	2	1878	4752

Manual Classified Turning Counts, Wrexham

DATE: FRIDAY 13th JULY 2018

LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR

ARM: GLYNDWR

TIME / CLASS	LEFT TO PLAS COCH ROAD SOUTH								STRAIGHT TO RETAIL PARK								RIGHT TO PLAS COCH ROAD NORTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 - 7:30	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 - 7:45	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 - 8:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
HOURLY TOTAL	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:00 - 8:15	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3
8:15 - 8:30	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	6
8:30 - 8:45	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4
8:45 - 9:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
HOURLY TOTAL	0	0	11	0	0	0	0	11	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	15
9:00 - 9:15	0	0	5	1	0	0	0	6	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	7
9:15 - 9:30	0	0	1	1	1	0	0	3	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	6
9:30 - 9:45	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:45 - 10:00	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	3
HOURLY TOTAL	0	0	7	3	1	0	1	12	0	0	4	1	0	0	0	5	0	0	1	0	0	0	0	1	18
10:00 - 10:15	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	6
10:15 - 10:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3
10:30 - 10:45	0	0	4	1	0	0	0	5	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	7
10:45 - 11:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
HOURLY TOTAL	0	0	11	1	0	0	0	12	0	0	2	1	0	0	1	4	0	0	1	0	0	0	0	1	17
11:00 - 11:15	0	0	3	2	0	0	0	5	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	9
11:15 - 11:30	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	5
11:30 - 11:45	0	0	1	0	0	0	0	1	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	6
11:45 - 12:00	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	3
HOURLY TOTAL	0	0	6	2	0	0	0	8	0	0	10	0	0	0	0	10	0	0	5	0	0	0	0	5	23
12:00 - 12:15	0	0	3	1	0	0	0	4	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0	11
12:15 - 12:30	1	0	3	1	0	0	0	5	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	10
12:30 - 12:45	0	0	1	0	0	0	0	1	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	6
12:45 - 13:00	0	0	6	1	0	0	0	7	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	11
HOURLY TOTAL	1	0	13	3	0	0	0	17	0	0	18	2	0	0	0	20	0	0	1	0	0	0	0	1	38
13:00 - 13:15	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	9
13:15 - 13:30	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5
13:30 - 13:45	0	0	1	1	0	0	0	2	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	6
13:45 - 14:00	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
HOURLY TOTAL	0	0	14	1	0	0	0	15	0	0	8	0	0	0	0	8	0	0	1	0	0	0	0	1	24
14:00 - 14:15	0	0	6	1	0	0	0	7	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	9
14:15 - 14:30	0	0	4	1	1	0	1	7	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	11
14:30 - 14:45	0	0	6	0	0	0	0	6	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	9
14:45 - 15:00	0	0	6	0	0	0	0	6	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	8
HOURLY TOTAL	0	0	22	2	1	0	1	26	0	0	10	0	0	0	0	10	0	0	1	0	0	0	0	1	37
15:00 - 15:15	0	0	8	1	0	0	0	9	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4	15
15:15 - 15:30	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	4
15:30 - 15:45	0	0	5	0	1	0	0	6	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	8
15:45 - 16:00	0	1	5	0	0	0	0	6	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3	11
HOURLY TOTAL	0	1	19	1	1	0	0	22	0	0	8	0	0	0	0	8	0	0	8	0	0	0	0	8	38
16:00 - 16:15	0	0	11	0	0	0	0	11	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	14
16:15 - 16:30	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	11
16:30 - 16:45	0	0	14	0	0	0	0	14	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2	19
16:45 - 17:00	0	0	7	0	0	0	0	7	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	11
HOURLY TOTAL	0	0	42	0	0	0	0	42	0	0	9	0	0	0	0	9	0	0	4	0	0	0	0	4	55
17:00 - 17:15	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5
17:15 - 17:30	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	2	1	0	0	0	3	8
17:30 - 17:45	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3
17:45 - 18:00	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5
HOURLY TOTAL	0	0	14	0	0	0	0	14	0	0	4	0	0	0	0	4	0	0	2	1	0	0	0	3	21
18:00 - 18:15	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	5
18:15 - 18:30	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	5
18:30 - 18:45	0	0	2	0	0	0	0	2	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	4
18:45 - 19:00	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	6
HOURLY TOTAL	0	0	9	0	0	0	0	9	0	0	8	1	0	0	0	9	0	0	2	0	0	0	0	2	20
PERIOD TOTAL	1	1	174	14	3	0	2	195	0	0	85	5	0	0	1	91	0	0	26	1	0	0	0	27	313

Manual Classified Turning Counts, Wrexham

DATE: FRIDAY 13th JULY 2018

LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR

ARM: PLAS COCH ROAD SOUTH

TIME / CLASS	LEFT TO RETAIL PARK								STRAIGHT TO PLAS COCH ROAD NORTH								RIGHT TO GLYNDWR								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	37	5	1	2	1	46	1	0	18	6	0	0	0	25	0	0	2	0	0	0	0	2	73
7:15 - 7:30	0	0	48	6	2	0	1	57	0	0	12	2	1	0	0	15	0	0	9	0	0	0	0	9	81
7:30 - 7:45	0	0	54	5	1	0	1	61	0	0	26	4	0	0	0	30	0	0	3	0	0	0	0	3	94
7:45 - 8:00	0	0	94	5	0	0	1	100	0	0	45	1	0	0	0	46	0	0	6	2	0	0	0	8	154
HOURLY TOTAL	0	0	233	21	4	2	4	264	1	0	101	13	1	0	0	116	0	0	20	2	0	0	0	22	402
8:00 - 8:15	0	0	78	7	0	0	1	86	0	0	58	5	0	0	0	63	0	0	9	0	0	0	0	9	158
8:15 - 8:30	0	0	84	7	0	1	1	93	0	1	75	8	0	0	0	84	0	0	17	2	0	0	0	19	196
8:30 - 8:45	0	0	68	5	1	0	1	75	0	0	68	5	1	0	1	75	0	0	20	2	0	0	0	22	172
8:45 - 9:00	0	0	96	9	0	0	1	106	0	0	72	3	0	0	0	75	0	0	16	1	0	0	0	17	198
HOURLY TOTAL	0	0	326	28	1	1	4	360	0	1	273	21	1	0	1	297	0	0	62	5	0	0	0	67	724
9:00 - 9:15	0	0	116	10	0	0	1	127	0	0	48	4	0	0	0	52	0	1	11	0	0	0	0	12	191
9:15 - 9:30	0	0	150	8	1	0	2	161	0	0	43	5	0	0	0	48	0	0	5	0	1	0	0	6	215
9:30 - 9:45	0	0	125	6	0	0	1	132	0	0	21	5	0	0	0	26	0	0	4	1	0	0	0	5	163
9:45 - 10:00	0	0	125	9	1	0	1	136	0	0	27	2	0	0	0	29	0	0	8	0	0	0	1	9	174
HOURLY TOTAL	0	0	516	33	2	0	5	556	0	0	139	16	0	0	0	155	0	1	28	1	1	0	1	32	743
10:00 - 10:15	0	0	153	9	0	0	1	163	0	1	25	8	0	0	1	35	0	0	7	0	0	0	1	8	206
10:15 - 10:30	0	0	137	4	1	0	2	144	0	0	32	5	0	0	0	37	0	0	0	0	0	0	0	0	181
10:30 - 10:45	0	3	158	5	1	0	2	169	0	1	41	8	0	0	0	50	0	0	3	0	0	0	0	3	222
10:45 - 11:00	0	0	160	8	1	0	1	170	0	0	35	4	0	0	0	39	0	0	4	0	0	0	0	4	213
HOURLY TOTAL	0	3	608	26	3	0	6	646	0	2	133	25	0	0	1	161	0	0	14	0	0	0	1	15	822
11:00 - 11:15	0	0	170	5	1	0	2	178	1	0	38	8	0	0	0	47	0	0	4	0	0	0	0	4	229
11:15 - 11:30	0	0	163	6	1	0	1	171	0	0	38	4	0	0	0	42	0	0	4	0	0	0	0	4	217
11:30 - 11:45	0	0	148	9	0	0	2	159	0	0	37	6	0	0	1	44	0	0	4	3	0	0	1	8	211
11:45 - 12:00	0	2	170	10	0	1	0	183	1	1	40	7	0	0	1	50	0	0	0	0	0	0	0	0	233
HOURLY TOTAL	0	2	651	30	2	1	5	691	2	1	153	25	0	0	2	183	0	0	12	3	0	0	1	16	890
12:00 - 12:15	0	1	153	10	1	0	0	165	0	1	35	5	0	0	0	41	0	0	3	0	0	0	0	3	209
12:15 - 12:30	0	1	164	11	0	0	3	179	0	0	27	4	0	0	0	31	0	0	2	0	0	0	0	2	212
12:30 - 12:45	0	0	155	11	1	0	2	169	0	0	40	3	0	0	0	43	0	0	4	0	0	0	0	4	216
12:45 - 13:00	0	0	163	10	0	0	2	175	0	0	37	9	0	0	0	46	0	0	8	0	0	0	0	8	229
HOURLY TOTAL	0	2	635	42	2	0	7	688	0	1	139	21	0	0	0	161	0	0	17	0	0	0	0	17	866
13:00 - 13:15	0	0	155	15	0	0	1	171	0	1	46	2	0	0	1	50	0	0	2	0	0	0	0	2	223
13:15 - 13:30	0	0	153	14	0	1	1	169	0	0	34	1	1	0	0	36	0	0	3	0	0	0	0	3	208
13:30 - 13:45	0	1	162	11	1	2	1	178	0	1	39	7	0	0	0	47	0	0	2	0	0	0	0	2	227
13:45 - 14:00	0	1	166	16	0	0	1	184	0	0	39	8	0	0	1	48	0	0	4	0	0	0	0	4	236
HOURLY TOTAL	0	2	636	56	1	3	4	702	0	2	158	18	1	0	2	181	0	0	11	0	0	0	0	11	894
14:00 - 14:15	0	2	168	10	0	0	2	182	0	0	42	3	0	0	0	45	0	0	2	0	0	0	0	2	229
14:15 - 14:30	0	0	157	8	0	0	1	166	0	0	41	6	0	0	0	47	0	0	7	0	0	0	0	7	220
14:30 - 14:45	0	1	155	8	0	0	2	166	0	1	41	5	0	0	0	47	0	0	2	0	0	0	0	2	215
14:45 - 15:00	0	0	155	9	0	0	1	165	1	0	53	4	1	0	0	59	0	0	3	0	0	0	0	3	227
HOURLY TOTAL	0	3	635	35	0	0	6	679	1	1	177	18	1	0	0	198	0	0	14	0	0	0	0	14	891
15:00 - 15:15	0	0	136	9	0	0	1	146	0	0	75	3	0	0	0	78	0	0	1	0	1	0	0	2	226
15:15 - 15:30	1	0	130	8	0	0	1	140	0	0	61	6	0	0	1	68	0	0	3	0	0	0	0	3	211
15:30 - 15:45	0	0	140	8	1	0	1	150	0	0	54	9	0	0	0	63	0	0	2	0	0	0	0	2	215
15:45 - 16:00	0	0	151	11	1	0	1	164	0	0	55	2	0	0	1	58	0	0	0	1	0	0	0	1	223
HOURLY TOTAL	1	0	557	36	2	0	4	600	0	0	245	20	0	0	2	267	0	0	6	1	1	0	0	8	875
16:00 - 16:15	0	0	144	12	0	0	1	157	0	0	47	10	1	1	0	59	0	0	4	0	0	0	0	4	220
16:15 - 16:30	0	0	145	12	1	0	2	160	0	0	53	5	0	0	0	58	0	0	0	0	0	0	0	0	218
16:30 - 16:45	0	0	142	8	0	0	1	151	0	0	45	8	0	0	0	53	0	0	0	0	0	0	0	0	204
16:45 - 17:00	0	0	137	14	0	0	2	153	0	0	56	6	0	0	0	62	0	0	4	1	0	0	0	5	220
HOURLY TOTAL	0	0	568	46	1	0	6	621	0	0	201	29	1	1	0	232	0	0	8	1	0	0	0	9	862
17:00 - 17:15	0	0	142	14	0	0	0	156	0	0	46	7	0	0	0	53	0	0	2	0	0	0	0	2	211
17:15 - 17:30	0	0	113	11	0	0	2	126	0	0	54	7	0	0	0	61	0	0	1	0	0	0	0	1	188
17:30 - 17:45	0	0	140	10	0	0	1	151	0	0	42	4	0	0	0	46	0	0	6	0	0	0	0	6	203
17:45 - 18:00	0	0	133	8	0	0	1	142	0	0	34	7	0	0	0	41	0	0	12	2	0	0	0	14	197
HOURLY TOTAL	0	0	528	43	0	0	4	575	0	0	176	25	0	0	0	201	0	0	21	2	0	0	0	23	799
18:00 - 18:15	0	0	122	11	1	0	0	134	0	0	47	0	0	0	0	47	0	0	3	0	0	0	0	3	184
18:15 - 18:30	0	0	134	6	0	0	3	143	0	0	31	2	0	0	0	33	0	0	2	0	0	0	0	2	178
18:30 - 18:45	0	0	131	5	0	0	2	138	0	0	31	0	0	0	0	31	0	0	2	0	0	0	0	2	171
18:45 - 19:00	0	0	129	6	0	0	0	135	0	0	32	1	0	0	0	33	0	0	10	1	0	0	0	11	179
HOURLY TOTAL	0	0	516	28	1	0	5	550	0	0	141	3	0	0	0	144	0	0	17	1	0	0	0	18	712
PERIOD TOTAL	1	12	6409	424	19	7	60	6932	4	8	2036	234	5	1	8	2296	0	1	230	16	2	0	3	252	9480

Manual Classified Turning Counts, Wrexham

DATE: SATURDAY 14th JULY 2018

LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR

ARM: RETAIL PARK

TIME / CLASS	LEFT TO PLAS COCH ROAD NORTH								STRAIGHT TO GLYNDWR								RIGHT TO PLAS COCH ROAD SOUTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	1	0	4	1	0	0	0	6	0	0	0	0	0	0	0	0	0	1	12	5	0	0	1	19	25
7:15 - 7:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	24	7	0	0	1	33	35
7:30 - 7:45	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	22	4	0	0	1	27	31
7:45 - 8:00	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	40	0	0	0	1	41	44
HOURLY TOTAL	1	0	13	1	0	0	0	15	0	0	0	0	0	0	0	0	0	2	98	16	0	0	4	120	135
8:00 - 8:15	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1	0	0	35	7	0	0	1	43	50
8:15 - 8:30	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	4	52	6	1	0	1	64	75
8:30 - 8:45	0	0	8	2	0	0	0	10	0	0	3	0	0	0	0	3	0	0	58	9	0	0	2	69	82
8:45 - 9:00	0	0	23	0	0	0	0	23	0	0	3	0	0	0	0	3	0	0	62	3	0	0	1	66	92
HOURLY TOTAL	0	0	48	2	0	0	0	50	0	0	7	0	0	0	0	7	0	4	207	25	1	0	5	242	299
9:00 - 9:15	0	0	24	1	0	0	0	25	0	0	2	0	0	0	0	2	0	0	110	5	1	1	0	117	144
9:15 - 9:30	0	0	31	0	0	0	0	31	0	0	1	0	0	0	0	1	0	0	111	5	0	0	2	118	150
9:30 - 9:45	0	0	27	1	0	0	0	28	0	0	3	0	0	0	0	3	0	1	121	6	0	1	1	130	161
9:45 - 10:00	0	0	41	5	0	0	0	46	0	0	0	0	0	0	0	0	0	0	147	5	1	0	1	154	200
HOURLY TOTAL	0	0	123	7	0	0	0	130	0	0	6	0	0	0	0	6	0	1	489	21	2	2	4	519	655
10:00 - 10:15	0	2	34	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	155	6	1	0	0	162	198
10:15 - 10:30	0	0	38	4	0	0	0	42	0	0	1	0	0	0	0	1	0	3	159	15	1	0	3	181	224
10:30 - 10:45	0	0	50	2	0	0	0	52	0	0	3	0	0	0	0	3	0	1	165	6	0	0	2	174	229
10:45 - 11:00	0	0	45	2	0	0	0	47	0	0	5	0	0	0	0	5	0	1	179	8	0	0	1	189	241
HOURLY TOTAL	0	2	167	8	0	0	0	177	0	0	9	0	0	0	0	9	0	5	658	35	2	0	6	706	892
11:00 - 11:15	0	0	44	1	0	0	0	45	0	0	1	1	0	0	0	2	0	1	198	13	0	1	0	213	260
11:15 - 11:30	0	10	53	3	0	0	0	66	0	0	1	0	0	0	0	1	0	1	200	13	0	0	2	216	283
11:30 - 11:45	1	0	59	3	0	0	0	63	0	0	0	0	0	0	0	0	0	1	196	2	2	0	1	202	265
11:45 - 12:00	0	1	40	4	0	0	0	45	0	0	3	0	0	0	0	3	0	0	188	4	0	0	1	193	241
HOURLY TOTAL	1	11	196	11	0	0	0	219	0	0	5	1	0	0	0	6	0	3	782	32	2	1	4	824	1049
12:00 - 12:15	0	0	56	1	0	0	0	57	0	0	1	0	0	0	0	1	0	2	206	11	0	0	1	220	278
12:15 - 12:30	0	0	46	2	0	0	0	48	0	0	0	0	0	0	0	0	0	1	204	9	0	0	3	217	265
12:30 - 12:45	0	0	54	3	0	0	0	57	0	0	2	0	0	0	0	2	0	2	173	11	0	1	2	189	248
12:45 - 13:00	0	0	76	2	0	0	0	78	0	0	2	0	0	0	0	2	0	3	203	8	0	0	1	215	295
HOURLY TOTAL	0	0	232	8	0	0	0	240	0	0	5	0	0	0	0	5	0	8	786	39	0	1	7	841	1086
13:00 - 13:15	0	0	43	1	0	0	0	44	0	0	3	0	0	0	0	3	0	0	200	13	0	0	0	213	260
13:15 - 13:30	1	0	47	3	0	0	0	51	0	0	2	0	0	0	0	2	0	8	186	7	0	1	2	204	257
13:30 - 13:45	0	1	51	2	0	0	0	54	0	0	1	0	0	0	0	1	0	3	197	8	0	0	1	209	264
13:45 - 14:00	0	0	50	1	0	0	0	51	0	0	1	0	0	0	0	1	0	1	198	10	2	0	1	212	264
HOURLY TOTAL	1	1	191	7	0	0	0	200	0	0	7	0	0	0	0	7	0	12	781	38	2	1	4	838	1045
14:00 - 14:15	0	0	51	0	0	0	0	51	0	0	0	0	0	0	0	0	0	2	210	13	0	0	1	226	277
14:15 - 14:30	0	1	46	2	0	0	0	49	0	0	0	0	0	0	0	0	0	0	181	10	0	0	2	193	242
14:30 - 14:45	0	0	42	3	0	0	0	45	0	0	1	0	0	0	0	1	0	1	206	9	0	0	2	218	264
14:45 - 15:00	0	0	39	4	0	0	0	43	0	0	0	0	0	0	0	0	0	0	172	8	0	0	1	181	224
HOURLY TOTAL	0	1	178	9	0	0	0	188	0	0	1	0	0	0	0	1	0	3	769	40	0	0	6	818	1007
15:00 - 15:15	0	0	37	3	0	0	0	40	0	0	3	0	0	0	0	3	0	0	170	1	1	0	1	173	216
15:15 - 15:30	0	0	42	1	0	0	0	43	0	0	1	1	0	0	0	2	0	0	149	12	0	0	1	162	207
15:30 - 15:45	0	0	42	1	0	0	0	43	0	0	0	0	0	0	0	0	0	1	160	4	0	0	1	166	209
15:45 - 16:00	0	0	33	1	0	0	0	34	0	0	0	0	0	0	0	0	0	0	158	10	0	0	1	169	203
HOURLY TOTAL	0	0	154	6	0	0	0	160	0	0	4	1	0	0	0	5	0	1	637	27	1	0	4	670	835
16:00 - 16:15	1	0	35	3	0	0	0	39	0	0	1	0	0	0	0	1	0	0	178	10	0	0	1	189	229
16:15 - 16:30	0	0	37	3	0	0	0	40	0	0	0	0	0	0	0	0	0	0	168	5	0	0	3	176	216
16:30 - 16:45	0	0	39	0	0	0	0	39	0	0	0	0	0	0	0	0	0	1	154	10	0	0	1	166	205
16:45 - 17:00	0	0	35	1	0	0	0	36	0	0	1	1	0	0	0	2	0	0	152	9	0	0	2	163	201
HOURLY TOTAL	1	0	146	7	0	0	0	154	0	0	2	1	0	0	0	3	0	1	652	34	0	0	7	694	851
17:00 - 17:15	0	0	34	4	0	0	0	38	0	0	0	0	0	0	0	0	0	1	148	7	0	0	1	157	195
17:15 - 17:30	0	0	40	2	0	0	0	42	0	0	0	1	0	0	0	1	0	1	161	8	0	0	1	171	214
17:30 - 17:45	0	0	34	1	0	0	0	35	0	0	1	0	0	0	0	1	0	0	147	13	0	0	1	161	197
17:45 - 18:00	0	0	25	2	0	0	0	27	0	0	0	0	0	0	0	0	0	0	128	9	0	0	1	138	165
HOURLY TOTAL	0	0	133	9	0	0	0	142	0	0	1	1	0	0	0	2	0	2	584	37	0	0	4	627	771
18:00 - 18:15	0	2	39	1	0	0	0	42	0	0	0	0	0	0	0	0	1	1	129	8	0	0	0	139	181
18:15 - 18:30	0	1	30	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	107	4	0	0	3	114	145
18:30 - 18:45	0	0	32	1	0	0	0	33	0	0	0	0	0	0	0	0	0	0	100	8	0	0	1	109	142
18:45 - 19:00	0	0	23	2	0	0	0	25	0	0	2	0	0	0	0	2	0	0	80	7	1	0	1	89	116
HOURLY TOTAL	0	3	124	4	0	0	0	131	0	0	2	0	0	0	0	2	1	1	416	27	1	0	5	451	584
12 HOUR TOTAL	4	18	1705	79	0	0	0	1806	0	0	49	4	0	0	0	53	1	43	6859	371	11	5	60	7350	9209

Manual Classified Turning Counts, Wrexham

DATE: SATURDAY 14th JULY 2018

LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR

ARM: PLAS COCH ROAD NORTH

TIME / CLASS	LEFT TO GLYNDWR								STRAIGHT TO PLAS COCH ROAD SOUTH								RIGHT TO RETAIL PARK								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	0	0	0	0	0	1	0	9	3	0	0	0	13	0	0	8	0	0	0	0	8	21
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	17	2	0	0	0	19	0	0	1	1	0	0	0	2	21
7:30 - 7:45	0	0	1	0	0	0	0	1	0	1	18	2	0	0	0	21	0	0	7	2	0	0	0	9	31
7:45 - 8:00	0	0	1	2	0	0	0	3	1	0	9	3	0	0	0	13	0	0	14	1	0	0	0	15	31
HOURLY TOTAL	0	0	2	2	0	0	0	4	2	1	53	10	0	0	0	66	0	0	30	4	0	0	0	34	104
8:00 - 8:15	0	0	1	0	0	0	0	1	0	0	15	3	0	0	0	18	0	0	29	1	0	0	0	30	49
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0	24	0	0	16	1	0	0	0	17	41
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	20	0	0	8	3	0	0	0	11	31
8:45 - 9:00	1	0	1	0	0	0	0	2	0	0	21	5	0	0	0	26	0	0	31	3	0	0	0	34	62
HOURLY TOTAL	1	0	2	0	0	0	0	3	0	0	77	11	0	0	0	88	0	0	84	8	0	0	0	92	183
9:00 - 9:15	0	0	0	0	0	0	0	0	1	0	32	2	0	0	0	35	0	0	35	0	0	0	0	35	70
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	29	1	0	0	0	30	0	0	27	3	0	0	0	30	60
9:30 - 9:45	0	0	0	0	0	0	0	0	3	2	27	3	0	0	0	35	0	0	23	0	0	0	0	23	58
9:45 - 10:00	0	0	1	0	0	0	0	1	0	0	42	4	0	0	0	46	0	0	44	0	0	0	0	44	91
HOURLY TOTAL	0	0	1	0	0	0	0	1	4	2	130	10	0	0	0	146	0	0	129	3	0	0	0	132	279
10:00 - 10:15	0	0	1	0	0	0	0	1	0	1	45	6	0	0	0	52	0	0	43	0	0	0	0	43	96
10:15 - 10:30	0	0	0	0	0	0	0	0	0	2	45	3	0	0	0	50	0	1	42	7	0	0	0	50	100
10:30 - 10:45	0	0	2	0	0	0	0	2	0	0	34	5	0	0	0	39	0	0	47	2	0	0	0	49	90
10:45 - 11:00	0	0	2	0	0	0	0	2	0	0	49	2	0	0	0	51	0	0	38	2	0	0	0	40	93
HOURLY TOTAL	0	0	5	0	0	0	0	5	2	1	173	16	0	0	0	192	0	1	170	11	0	0	0	182	379
11:00 - 11:15	0	0	0	0	0	0	0	0	1	1	45	5	1	0	0	53	0	1	61	2	0	0	0	64	117
11:15 - 11:30	0	0	1	0	0	0	0	1	0	2	52	5	0	0	0	59	0	0	45	4	0	0	0	49	109
11:30 - 11:45	0	0	1	0	0	0	0	1	0	1	36	1	0	0	0	38	0	1	50	2	0	0	0	53	92
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	42	3	0	0	0	45	0	0	53	2	0	0	0	55	100
HOURLY TOTAL	0	0	2	0	0	0	0	2	1	4	175	14	1	0	0	195	0	2	209	10	0	0	0	221	418
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	51	6	1	0	0	58	0	0	53	3	0	0	0	56	114
12:15 - 12:30	0	0	0	0	0	0	0	0	2	1	35	2	0	0	0	40	0	0	44	1	0	0	0	45	85
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	44	2	0	0	0	46	0	1	36	3	0	0	0	40	86
12:45 - 13:00	0	0	3	0	0	0	0	3	0	1	38	5	0	0	0	44	0	0	52	3	0	0	0	55	102
HOURLY TOTAL	0	0	3	0	0	0	0	3	2	2	168	15	1	0	0	188	0	1	185	10	0	0	0	196	387
13:00 - 13:15	0	0	1	0	0	0	0	1	0	0	56	3	0	0	0	59	0	0	50	2	0	0	0	52	112
13:15 - 13:30	0	0	1	0	0	0	0	1	0	0	42	14	0	0	0	56	0	0	30	10	0	0	0	40	97
13:30 - 13:45	0	0	1	0	0	0	0	1	1	1	42	5	0	0	0	49	0	0	45	3	0	0	0	48	98
13:45 - 14:00	0	0	2	0	0	0	0	2	2	0	48	2	0	0	0	52	0	1	50	0	0	0	0	51	105
HOURLY TOTAL	0	0	5	0	0	0	0	5	3	1	188	24	0	0	0	216	0	1	175	15	0	0	0	191	412
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	51	4	0	0	0	55	0	0	56	3	0	0	0	59	114
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	63	2	0	0	0	65	0	0	39	2	0	0	0	41	106
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	28	3	0	0	0	31	0	0	29	0	0	0	0	29	60
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	48	1	0	0	0	49	0	0	38	1	0	0	0	39	88
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	190	10	0	0	0	200	0	0	162	6	0	0	0	168	368
15:00 - 15:15	0	0	0	0	0	0	0	0	1	0	49	3	0	0	0	53	0	0	46	4	0	0	0	50	103
15:15 - 15:30	0	0	1	0	0	0	0	1	0	0	36	3	0	0	0	39	0	0	39	1	0	0	0	40	80
15:30 - 15:45	0	0	1	0	0	0	0	1	0	1	39	1	0	0	0	41	0	0	28	2	0	0	0	30	72
15:45 - 16:00	0	0	0	0	0	0	0	0	1	0	40	1	0	0	0	42	0	0	28	2	0	0	0	30	72
HOURLY TOTAL	0	0	2	0	0	0	0	2	1	2	164	8	0	0	0	175	0	0	141	9	0	0	0	150	327
16:00 - 16:15	0	0	0	0	0	0	0	0	0	2	31	2	0	0	0	35	0	0	35	0	0	0	0	35	70
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	28	4	0	0	0	32	0	0	32	3	0	0	0	35	67
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	43	1	0	0	0	44	0	0	30	0	0	0	0	30	74
16:45 - 17:00	0	0	0	0	0	0	0	0	0	1	24	1	0	0	0	26	0	0	32	0	0	0	0	32	58
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	3	126	8	0	0	0	137	0	0	129	3	0	0	0	132	269
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	36	5	0	0	0	41	0	0	38	2	0	0	0	40	81
17:15 - 17:30	0	0	0	0	0	0	0	0	0	1	39	2	0	0	0	42	0	0	31	3	0	0	0	34	76
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	39	3	0	0	0	42	0	1	25	1	0	0	0	27	69
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	28	3	0	0	0	31	0	1	25	3	0	0	0	29	60
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	1	142	13	0	0	0	156	0	2	119	9	0	0	0	130	286
18:00 - 18:15	0	0	0	0	0	0	0	0	0	1	28	2	0	0	0	31	0	2	29	2	0	0	0	33	64
18:15 - 18:30	0	0	1	0	0	0	0	1	0	0	40	2	0	0	0	42	0	0	23	1	0	0	0	24	67
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	39	4	0	0	0	43	0	0	13	0	0	0	0	13	56
18:45 - 19:00	0	0	2	0	0	0	0	2	0	0	36	3	0	0	0	39	0	0	15	0	0	0	0	15	56
HOURLY TOTAL	0	0	3	0	0	0	0	3	0	1	143	11	0	0	0	155	0	2	80	3	0	0	0	85	243
PERIOD TOTAL	1	0	25	2	0	0	0	28	15	18	1729	150	2	0	0	1914	0	9	1613	91	0	0	0	1713	3655

Manual Classified Turning Counts, Wrexham

DATE: SATURDAY 14th JULY 2018

LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR

ARM: GLYNDWR

TIME / CLASS	LEFT TO PLAS COCH ROAD SOUTH								STRAIGHT TO RETAIL PARK								RIGHT TO PLAS COCH ROAD NORTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:00 - 9:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
HOURLY TOTAL	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	4
10:00 - 10:15	0	0	6	0	0	0	0	6	0	0	10	0	0	0	0	10	0	0	1	0	0	0	0	1	17
10:15 - 10:30	0	0	2	0	0	0	0	2	1	0	1	0	0	0	0	2	0	0	1	0	0	0	0	1	5
10:30 - 10:45	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	4
10:45 - 11:00	0	0	2	0	0	0	0	2	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	6
HOURLY TOTAL	0	0	11	0	0	0	0	11	1	0	16	1	0	0	0	18	0	0	3	0	0	0	0	3	32
11:00 - 11:15	0	0	5	1	0	0	0	6	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3	14
11:15 - 11:30	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	8
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	2
HOURLY TOTAL	0	0	9	1	0	0	0	10	0	0	10	1	0	0	0	11	0	0	3	0	0	0	0	3	24
12:00 - 12:15	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4
12:15 - 12:30	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	2
12:45 - 13:00	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	3
HOURLY TOTAL	0	0	4	2	0	0	0	6	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1	12
13:00 - 13:15	0	0	7	0	0	0	0	7	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	12
13:15 - 13:30	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	5
13:30 - 13:45	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2
HOURLY TOTAL	0	0	14	0	0	0	0	14	0	0	8	0	0	0	0	8	0	0	1	0	0	0	0	1	23
14:00 - 14:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:15 - 14:30	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
14:30 - 14:45	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	5
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
HOURLY TOTAL	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2	10
15:00 - 15:15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	4
15:15 - 15:30	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4
15:30 - 15:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
15:45 - 16:00	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	5
HOURLY TOTAL	0	0	9	0	0	0	0	9	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	3	15
16:00 - 16:15	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	4
16:15 - 16:30	0	0	4	1	0	0	0	5	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	1	8
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:45 - 17:00	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
HOURLY TOTAL	0	0	9	1	0	0	0	10	0	0	4	0	0	0	0	4	0	0	1	1	0	0	0	2	16
17:00 - 17:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15 - 17:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30 - 17:45	0	0	1	1	0	0	0	2	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	4
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
HOURLY TOTAL	0	0	3	1	0	0	0	4	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	7
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
PERIOD TOTAL	0	0	70	5	0	0	0	75	1	0	55	2	0	0	0	58	0	0	14	1	0	0	0	15	148

Manual Classified Turning Counts, Wrexham

DATE: SATURDAY 14th JULY 2018

LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR

ARM: PLAS COCH ROAD SOUTH

TIME / CLASS	LEFT TO RETAIL PARK								STRAIGHT TO PLAS COCH ROAD NORTH								RIGHT TO GLYNDWR								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	23	5	1	0	2	31	1	0	10	1	0	0	0	12	0	0	0	0	0	0	0	0	43
7:15 - 7:30	0	1	31	5	0	0	0	37	0	0	7	2	0	0	0	9	0	0	1	0	0	0	0	1	47
7:30 - 7:45	0	0	32	3	0	0	2	37	0	0	10	3	0	0	0	13	0	0	0	0	0	0	0	0	50
7:45 - 8:00	0	0	85	9	0	0	0	94	1	0	19	2	0	0	0	22	0	0	2	0	0	0	0	2	118
HOURLY TOTAL	0	1	171	22	1	0	4	199	2	0	46	8	0	0	0	56	0	0	3	0	0	0	0	3	258
8:00 - 8:15	1	4	70	5	0	0	2	82	0	0	22	1	0	0	0	23	0	0	2	0	0	0	0	2	107
8:15 - 8:30	0	0	97	3	0	1	1	102	0	0	28	2	0	0	0	30	0	0	0	0	0	0	0	0	132
8:30 - 8:45	0	0	105	3	1	0	1	110	2	0	34	4	0	0	0	40	0	0	3	0	0	0	0	3	153
8:45 - 9:00	0	1	151	9	0	0	1	162	2	0	38	4	1	0	0	45	0	0	8	0	0	0	0	8	215
HOURLY TOTAL	1	5	423	20	1	1	5	456	4	0	122	11	1	0	0	138	0	0	13	0	0	0	0	13	607
9:00 - 9:15	0	3	162	5	1	0	1	172	0	0	38	3	0	0	0	41	0	0	4	0	0	0	0	4	217
9:15 - 9:30	0	0	164	10	1	0	1	176	0	1	23	6	0	0	0	30	0	0	3	0	0	0	0	3	209
9:30 - 9:45	0	1	131	7	0	0	1	140	0	0	30	4	0	0	0	34	0	0	7	1	0	0	0	8	182
9:45 - 10:00	0	0	160	12	1	0	1	174	0	0	32	5	0	0	0	37	0	0	15	1	0	0	0	16	227
HOURLY TOTAL	0	4	617	34	3	0	4	662	0	1	123	18	0	0	0	142	0	0	29	2	0	0	0	31	835
10:00 - 10:15	0	0	197	10	0	0	1	208	0	0	36	2	0	0	0	38	0	0	5	0	0	0	0	5	251
10:15 - 10:30	1	3	228	19	0	1	2	254	0	0	26	6	0	0	0	32	0	0	0	0	0	0	0	0	286
10:30 - 10:45	0	3	165	9	0	0	2	179	0	1	39	1	0	0	0	41	0	0	3	0	0	0	0	3	223
10:45 - 11:00	0	4	194	10	0	0	1	209	2	0	63	1	0	0	0	66	0	0	7	0	0	0	0	7	282
HOURLY TOTAL	1	10	784	48	0	1	6	850	2	1	164	10	0	0	0	177	0	0	15	0	0	0	0	15	1042
11:00 - 11:15	0	3	197	9	1	0	0	210	0	0	34	1	0	0	0	35	0	0	1	0	0	0	0	1	246
11:15 - 11:30	0	1	171	5	0	1	2	180	0	1	38	4	0	0	0	43	0	0	0	0	0	0	0	0	223
11:30 - 11:45	1	1	216	9	1	0	1	229	0	0	36	3	0	0	0	39	0	0	1	0	0	0	0	1	269
11:45 - 12:00	0	0	204	6	1	0	2	213	0	0	38	2	0	0	0	40	0	0	4	0	0	0	0	4	257
HOURLY TOTAL	1	5	788	29	3	1	5	832	0	1	146	10	0	0	0	157	0	0	6	0	0	0	0	6	995
12:00 - 12:15	1	2	206	10	1	1	0	221	0	3	35	0	0	0	0	38	0	0	1	0	0	0	0	1	260
12:15 - 12:30	0	3	182	10	1	0	3	199	0	0	36	4	0	0	0	40	0	0	2	0	0	0	0	2	241
12:30 - 12:45	2	3	199	14	1	0	2	221	0	0	18	3	0	0	0	21	0	0	2	0	0	0	0	2	244
12:45 - 13:00	0	8	192	7	0	0	1	208	0	0	43	1	0	0	0	44	0	0	5	0	0	0	0	5	257
HOURLY TOTAL	3	16	779	41	3	1	6	849	0	3	132	8	0	0	0	143	0	0	10	0	0	0	0	10	1002
13:00 - 13:15	0	2	179	4	0	0	1	186	0	0	34	0	0	0	0	34	0	0	5	0	0	0	0	5	225
13:15 - 13:30	2	5	186	3	0	0	2	198	0	0	35	0	0	0	0	35	0	0	0	0	0	0	0	0	233
13:30 - 13:45	1	0	192	9	0	0	2	204	0	1	32	0	0	0	0	33	0	0	2	0	0	0	0	2	239
13:45 - 14:00	0	0	211	11	0	0	0	222	0	0	43	1	0	0	0	44	0	0	1	0	0	0	0	1	267
HOURLY TOTAL	3	7	768	27	0	0	5	810	0	1	144	1	0	0	0	146	0	0	8	0	0	0	0	8	964
14:00 - 14:15	0	1	133	10	0	0	2	146	1	1	21	4	0	0	0	27	0	0	1	0	0	0	0	1	174
14:15 - 14:30	0	1	172	7	0	0	1	181	0	0	29	2	0	0	0	31	0	0	0	0	0	0	0	0	212
14:30 - 14:45	0	1	173	9	2	0	3	188	0	1	24	3	0	0	0	28	0	0	0	0	0	0	0	0	216
14:45 - 15:00	0	0	163	4	1	0	0	168	2	0	28	3	0	0	0	33	0	0	0	0	0	0	0	0	201
HOURLY TOTAL	0	3	641	30	3	0	6	683	3	2	102	12	0	0	0	119	0	0	1	0	0	0	0	1	803
15:00 - 15:15	1	1	147	11	0	0	1	161	0	0	29	3	0	0	0	32	0	0	2	0	0	0	0	2	195
15:15 - 15:30	0	1	137	8	0	0	2	148	0	1	27	3	0	0	0	31	0	0	3	0	0	0	0	3	182
15:30 - 15:45	0	0	153	2	1	0	2	158	0	0	30	1	0	0	0	31	0	0	0	0	0	0	0	0	189
15:45 - 16:00	0	0	158	9	0	0	0	167	1	0	32	0	0	0	0	33	0	0	0	0	0	0	0	0	200
HOURLY TOTAL	1	2	595	30	1	0	5	634	1	1	118	7	0	0	0	127	0	0	5	0	0	0	0	5	766
16:00 - 16:15	0	1	164	10	1	0	1	177	0	0	33	2	0	0	0	35	0	0	0	0	0	0	0	0	212
16:15 - 16:30	0	1	142	7	1	0	3	154	0	0	31	2	0	0	0	33	0	0	0	0	0	0	0	0	187
16:30 - 16:45	0	0	120	11	1	0	3	135	0	0	23	3	0	0	0	26	0	0	0	0	0	0	0	0	161
16:45 - 17:00	1	0	134	7	1	0	0	143	0	1	23	2	0	0	0	26	0	0	2	0	0	0	0	2	171
HOURLY TOTAL	1	2	560	35	4	0	7	609	0	1	110	9	0	0	0	120	0	0	2	0	0	0	0	2	731
17:00 - 17:15	0	1	154	8	0	0	1	164	0	0	33	3	0	0	0	36	0	0	1	0	0	0	0	1	201
17:15 - 17:30	0	0	130	8	0	0	1	139	0	0	31	1	0	0	0	32	0	0	0	0	0	0	0	0	171
17:30 - 17:45	0	0	121	13	0	0	1	135	0	0	25	4	0	0	0	29	0	0	0	0	0	0	0	0	164
17:45 - 18:00	0	0	92	3	0	0	1	96	0	0	27	4	0	0	0	31	0	0	0	0	0	0	0	0	127
HOURLY TOTAL	0	1	497	32	0	0	4	534	0	0	116	12	0	0	0	128	0	0	1	0	0	0	0	1	663
18:00 - 18:15	0	0	109	6	0	0	2	117	0	0	23	1	0	0	0	24	0	0	0	0	0	0	0	0	141
18:15 - 18:30	0	0	91	6	0	0	1	98	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0	130
18:30 - 18:45	0	0	88	2	0	1	2	93	0	0	27	1	0	0	0	28	0	0	0	0	0	0	0	0	121
18:45 - 19:00	0	1	76	7	0	0	0	84	0	1	17	2	0	0	0	20	0	0	3	0	0	0	0	3	107
HOURLY TOTAL	0	1	364	21	0	1	5	392	0	1	99	4	0	0	0	104	0	0	3	0	0	0	0	3	499
PERIOD TOTAL	11	57	6987	369	19	5	62	7510	12	12	1422	110	1	0	0	1557	0	0	96	2	0	0	0	98	9165

Manual Classified Turning Counts, Wrexham

DATE: SUNDAY 15th JULY 2018

LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR

ARM: RETAIL PARK

TIME / CLASS	LEFT TO PLAS COCH ROAD NORTH								STRAIGHT TO GLYNDWR								RIGHT TO PLAS COCH ROAD SOUTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	18
7:15 - 7:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	7
7:30 - 7:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	12
7:45 - 8:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	11
HOURLY TOTAL	0	0	3	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	38	5	0	0	0	43	48
8:00 - 8:15	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	18	21
8:15 - 8:30	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	22	1	0	1	0	25	28
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15	1	0	0	0	17	17
8:45 - 9:00	0	0	5	1	0	0	0	6	0	0	1	0	0	0	0	1	0	0	28	3	0	0	0	31	38
HOURLY TOTAL	0	0	11	1	0	0	0	12	0	0	1	0	0	0	0	1	0	2	82	6	0	1	0	91	104
9:00 - 9:15	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	26	1	0	0	0	27	31
9:15 - 9:30	0	0	4	0	0	0	0	4	0	0	3	0	0	0	0	3	0	0	38	1	0	0	0	39	46
9:30 - 9:45	0	0	8	0	0	0	0	8	0	0	1	0	0	0	0	1	0	0	42	8	0	0	0	50	59
9:45 - 10:00	0	0	10	0	0	0	0	10	0	0	2	0	0	0	0	2	0	0	55	2	0	0	0	57	69
HOURLY TOTAL	0	0	26	0	0	0	0	26	0	0	6	0	0	0	0	6	0	0	161	12	0	0	0	173	205
10:00 - 10:15	0	0	9	0	0	0	0	9	0	0	1	0	0	0	0	1	0	0	88	4	0	1	0	93	103
10:15 - 10:30	0	0	24	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	127	4	0	1	1	133	157
10:30 - 10:45	0	0	34	2	0	0	0	36	0	0	3	0	0	0	0	3	0	1	157	4	1	0	0	163	202
10:45 - 11:00	0	0	38	1	0	0	0	39	0	0	3	0	0	0	0	3	0	0	166	4	0	0	0	170	212
HOURLY TOTAL	0	0	105	3	0	0	0	108	0	0	7	0	0	0	0	7	0	1	538	16	1	2	1	559	674
11:00 - 11:15	0	0	31	0	0	0	0	31	0	0	2	0	0	0	0	2	0	0	159	9	0	0	1	169	202
11:15 - 11:30	0	0	36	1	0	0	0	37	0	0	0	0	0	0	0	0	0	3	183	3	0	0	1	190	227
11:30 - 11:45	0	0	44	1	0	0	0	45	0	0	0	0	0	0	0	0	0	0	196	12	0	0	1	209	254
11:45 - 12:00	0	0	57	2	0	0	0	59	0	0	0	0	0	0	0	0	0	0	219	6	0	0	0	225	284
HOURLY TOTAL	0	0	168	4	0	0	0	172	0	0	2	0	0	0	0	2	0	3	757	30	0	0	3	793	967
12:00 - 12:15	0	1	47	2	0	0	0	50	0	0	2	1	0	0	0	3	0	0	194	6	0	0	2	202	255
12:15 - 12:30	0	0	54	0	0	0	0	54	0	0	3	0	0	0	0	3	0	0	180	10	0	0	1	191	248
12:30 - 12:45	0	0	43	0	0	0	0	43	0	0	0	0	0	0	0	0	0	1	185	10	0	1	0	197	240
12:45 - 13:00	0	0	41	0	0	0	0	41	0	0	1	0	0	0	0	1	0	0	202	4	1	0	0	207	249
HOURLY TOTAL	0	1	185	2	0	0	0	188	0	0	6	1	0	0	0	7	0	1	761	30	1	1	3	797	992
13:00 - 13:15	0	0	50	1	0	0	0	51	0	0	3	0	0	0	0	3	0	0	212	11	0	0	1	224	278
13:15 - 13:30	0	0	33	1	0	0	0	34	0	0	4	0	0	0	0	4	0	0	203	10	0	0	1	214	252
13:30 - 13:45	0	0	46	2	0	0	0	48	0	0	1	0	0	0	0	1	0	0	208	4	0	0	0	212	261
13:45 - 14:00	0	0	51	1	0	0	0	52	0	0	1	0	0	0	0	1	0	0	194	6	0	0	1	201	254
HOURLY TOTAL	0	0	180	5	0	0	0	185	0	0	9	0	0	0	0	9	0	0	817	31	0	0	3	851	1045
14:00 - 14:15	0	0	34	1	0	0	0	35	0	0	1	0	0	0	0	1	0	2	201	10	0	0	1	214	250
14:15 - 14:30	0	0	45	0	0	0	0	45	0	0	0	0	0	0	0	0	0	0	222	1	1	1	1	226	271
14:30 - 14:45	0	0	50	1	0	0	0	51	0	0	0	0	0	0	0	0	0	0	193	10	0	0	1	204	255
14:45 - 15:00	0	0	49	2	0	0	0	51	0	0	0	0	0	0	0	0	0	1	186	5	0	0	0	192	243
HOURLY TOTAL	0	0	178	4	0	0	0	182	0	0	1	0	0	0	0	1	0	3	802	26	1	1	3	836	1019
15:00 - 15:15	0	0	31	3	0	0	0	34	0	0	0	0	0	0	0	0	0	0	177	8	0	0	1	186	220
15:15 - 15:30	0	0	45	1	0	0	0	46	0	0	1	0	0	0	0	1	0	2	158	10	0	0	1	171	218
15:30 - 15:45	0	0	42	2	0	0	0	44	0	0	1	0	0	0	0	1	0	1	185	8	0	0	1	195	240
15:45 - 16:00	0	0	56	0	0	0	0	56	0	0	0	0	0	0	0	0	0	0	160	8	0	0	0	168	224
HOURLY TOTAL	0	0	174	6	0	0	0	180	0	0	2	0	0	0	0	2	0	3	680	34	0	0	3	720	902
16:00 - 16:15	0	0	26	0	0	0	0	26	0	0	0	0	0	0	0	0	0	1	124	2	0	0	2	129	155
16:15 - 16:30	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0	0	2	56	3	0	0	1	62	69
16:30 - 16:45	0	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0	0	1	68	2	0	0	0	71	84
16:45 - 17:00	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	55	1	0	0	0	56	63
HOURLY TOTAL	0	0	51	2	0	0	0	53	0	0	0	0	0	0	0	0	0	4	303	8	0	0	3	318	371
17:00 - 17:15	0	1	12	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	51	3	0	0	1	55	68
17:15 - 17:30	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	52	1	0	0	0	53	59
17:30 - 17:45	0	0	7	2	0	0	0	9	0	0	0	0	0	0	0	0	0	1	34	0	0	0	0	35	44
17:45 - 18:00	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	36	2	0	0	0	38	44
HOURLY TOTAL	0	1	30	3	0	0	0	34	0	0	0	0	0	0	0	0	0	1	173	6	0	0	1	181	215
18:00 - 18:15	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	30	4	0	0	1	36	40
18:15 - 18:30	0	0	6	2	0	0	0	8	0	0	1	0	0	0	0	1	0	2	38	3	0	0	0	43	52
18:30 - 18:45	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	27	2	0	0	1	30	35
18:45 - 19:00	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	22	1	0	0	0	23	30
HOURLY TOTAL	0	0	19	5	0	0	0	24	0	0	1	0	0	0	0	1	0	3	117	10	0	0	2	132	157
12 HOUR TOTAL	0	2	1130	37	0	0	0	1169	0	0	35	1	0	0	0	36	0	21	5229	214	3	5	22	5494	6699

Manual Classified Turning Counts, Wrexham

DATE: SUNDAY 15th JULY 2018

LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR

ARM: PLAS COCH ROAD NORTH

TIME / CLASS	LEFT TO GLYNDWR								STRAIGHT TO PLAS COCH ROAD SOUTH								RIGHT TO RETAIL PARK								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	16	3	0	0	0	19	0	0	2	0	0	0	0	2	21
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	24	0	0	0	0	0	0	0	0	24
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	10	0	0	2	0	0	0	0	2	12
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	5	0	0	0	0	5	16
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	58	6	0	0	0	64	0	0	9	0	0	0	0	9	73
8:00 - 8:15	0	0	0	2	0	0	0	2	0	0	15	1	0	0	0	16	0	0	7	0	0	0	0	7	25
8:15 - 8:30	0	0	0	0	0	0	0	0	1	0	15	1	0	0	0	17	0	0	6	0	0	0	0	6	23
8:30 - 8:45	0	0	2	0	0	0	0	2	1	0	14	0	0	0	0	15	0	0	4	1	0	0	0	5	22
8:45 - 9:00	0	0	2	0	0	0	0	2	1	0	20	0	1	0	0	22	0	0	12	0	0	0	0	12	36
HOURLY TOTAL	0	0	4	2	0	0	0	6	3	0	64	2	1	0	0	70	0	0	29	1	0	0	0	30	106
9:00 - 9:15	4	0	0	0	0	0	0	4	0	0	15	2	0	0	0	17	0	0	7	0	0	0	0	7	28
9:15 - 9:30	0	0	2	0	0	0	0	2	0	0	16	0	0	0	0	16	0	0	7	0	0	0	0	7	25
9:30 - 9:45	1	0	0	3	0	0	0	4	0	0	21	3	0	0	0	24	0	1	19	2	0	0	0	22	50
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	22	0	0	37	0	0	0	0	37	59
HOURLY TOTAL	5	0	2	3	0	0	0	10	0	0	72	7	0	0	0	79	0	1	70	2	0	0	0	73	162
10:00 - 10:15	0	0	0	0	0	0	0	0	1	0	24	5	0	0	0	30	0	0	24	1	0	0	0	25	55
10:15 - 10:30	0	0	0	0	0	0	0	0	1	0	28	2	0	0	0	31	0	0	54	1	0	0	0	55	86
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	32	4	0	0	0	36	0	0	38	0	0	0	0	38	74
10:45 - 11:00	0	0	0	0	0	0	0	0	0	1	23	3	0	0	0	27	0	0	38	2	0	0	0	40	67
HOURLY TOTAL	0	0	0	0	0	0	0	0	2	1	107	14	0	0	0	124	0	0	154	4	0	0	0	158	282
11:00 - 11:15	0	0	2	0	0	0	0	2	1	0	36	2	0	0	0	39	0	0	37	2	0	0	0	39	80
11:15 - 11:30	0	1	0	0	0	0	0	1	0	1	39	2	0	0	0	42	0	0	53	4	0	0	0	57	100
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	33	4	0	0	0	37	0	0	52	0	0	0	0	52	89
11:45 - 12:00	0	0	0	0	0	0	0	0	0	1	42	1	0	0	0	44	0	1	34	3	0	0	0	38	82
HOURLY TOTAL	0	1	2	0	0	0	0	3	1	2	150	9	0	0	0	162	0	1	176	9	0	0	0	186	351
12:00 - 12:15	0	0	1	0	0	0	0	1	0	1	46	1	0	0	0	48	0	0	36	2	0	0	0	38	87
12:15 - 12:30	0	0	0	0	0	0	0	0	2	0	44	2	0	0	0	48	0	0	40	1	0	0	0	41	89
12:30 - 12:45	0	0	2	0	0	0	0	2	2	1	41	2	0	0	0	46	0	0	45	0	0	0	0	45	93
12:45 - 13:00	0	0	1	0	0	0	0	1	0	2	44	3	0	0	0	49	0	0	53	2	0	0	0	55	105
HOURLY TOTAL	0	0	4	0	0	0	0	4	4	4	175	8	0	0	0	191	0	0	174	5	0	0	0	179	374
13:00 - 13:15	1	0	0	0	0	0	0	1	0	0	50	4	0	0	0	54	0	0	50	0	0	0	0	50	105
13:15 - 13:30	0	0	0	0	0	0	0	0	0	1	45	3	0	0	0	49	0	0	39	0	0	0	0	39	88
13:30 - 13:45	0	0	0	0	0	0	0	0	2	0	37	2	0	0	0	41	0	0	50	0	0	0	0	50	91
13:45 - 14:00	0	0	1	0	0	0	0	1	0	0	47	1	0	0	0	48	0	0	46	0	0	0	0	46	95
HOURLY TOTAL	1	0	1	0	0	0	0	2	3	0	179	10	0	0	0	192	0	0	185	0	0	0	0	185	379
14:00 - 14:15	0	0	1	0	0	0	0	1	0	1	48	4	0	0	0	53	0	0	38	1	0	0	0	39	93
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	34	4	0	0	0	38	0	0	33	1	0	0	0	34	72
14:30 - 14:45	0	0	1	0	0	0	0	1	0	0	42	1	0	0	0	43	0	0	29	2	0	0	0	31	75
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	30	3	0	0	0	33	0	0	33	1	0	0	0	34	67
HOURLY TOTAL	0	0	2	0	0	0	0	2	0	1	154	12	0	0	0	167	0	0	133	5	0	0	0	138	307
15:00 - 15:15	0	0	0	0	0	0	0	0	0	4	34	1	0	0	0	39	0	0	44	1	0	0	0	45	84
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	32	1	0	0	0	33	0	0	32	1	0	0	0	33	66
15:30 - 15:45	0	0	1	0	0	0	0	1	0	1	41	3	0	0	0	45	0	0	31	1	0	0	0	32	78
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	36	2	0	0	0	38	0	0	12	0	0	0	0	12	50
HOURLY TOTAL	0	0	1	0	0	0	0	1	0	5	143	7	0	0	0	155	0	0	119	3	0	0	0	122	278
16:00 - 16:15	0	0	0	0	0	0	0	0	0	1	50	2	0	0	0	53	0	0	8	0	0	0	0	8	61
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	32	0	0	0	0	32	0	0	7	1	0	0	0	8	40
16:30 - 16:45	0	0	0	0	0	0	0	0	1	0	25	0	0	0	0	26	0	0	3	0	0	0	0	3	29
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	28	1	0	0	0	29	0	0	10	0	0	0	0	10	39
HOURLY TOTAL	0	0	0	0	0	0	0	0	1	1	135	3	0	0	0	140	0	0	28	1	0	0	0	29	169
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	26	2	0	0	0	28	0	0	12	0	0	0	0	12	40
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	28	2	0	0	0	30	0	0	9	0	0	0	0	9	39
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	37	3	0	0	0	40	0	1	10	0	0	0	0	11	51
17:45 - 18:00	0	0	0	0	0	0	0	0	0	1	34	0	0	0	0	35	0	0	14	0	0	0	0	14	49
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	1	125	7	0	0	0	133	0	1	45	0	0	0	0	46	179
18:00 - 18:15	0	0	2	0	0	0	0	2	1	1	21	0	0	0	0	23	0	0	3	0	0	0	0	3	28
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	35	6	0	0	0	41	0	0	2	0	0	0	0	2	43
18:30 - 18:45	0	0	0	0	0	0	0	0	0	1	29	3	0	0	0	33	0	0	4	0	0	0	0	4	37
18:45 - 19:00	0	0	0	0	0	0	0	0	0	1	17	3	0	0	0	21	0	0	2	0	0	0	0	2	23
HOURLY TOTAL	0	0	2	0	0	0	0	2	1	3	102	12	0	0	0	118	0	0	11	0	0	0	0	11	131
PERIOD TOTAL	6	1	18	5	0	0	0	30	15	18	1464	97	1	0	0	1595	0	3	1133	30	0	0	0	1166	2791

Manual Classified Turning Counts, Wrexham

DATE: SUNDAY 15th JULY 2018

LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR

ARM: GLYNDWR

TIME / CLASS	LEFT TO PLAS COCH ROAD SOUTH								STRAIGHT TO RETAIL PARK								RIGHT TO PLAS COCH ROAD NORTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 - 8:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
8:45 - 9:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
HOURLY TOTAL	0	0	1	2	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4
9:00 - 9:15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:15 - 9:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
HOURLY TOTAL	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
10:00 - 10:15	0	0	11	0	0	0	0	11	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	14
10:15 - 10:30	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	5
10:30 - 10:45	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:45 - 11:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
HOURLY TOTAL	0	0	17	0	0	0	0	17	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4	23
11:00 - 11:15	0	0	5	1	0	0	0	6	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	8
11:15 - 11:30	0	0	3	2	0	0	0	5	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	7
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
HOURLY TOTAL	0	0	9	4	0	0	0	13	0	0	2	0	0	0	0	2	0	0	1	1	0	0	0	2	17
12:00 - 12:15	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	2
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
HOURLY TOTAL	0	0	2	1	0	0	0	3	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	6
13:00 - 13:15	0	0	4	0	0	0	0	4	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	6
13:15 - 13:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:30 - 13:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:45 - 14:00	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5
HOURLY TOTAL	0	0	9	1	0	0	0	10	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	13
14:00 - 14:15	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	2	6
14:15 - 14:30	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	2
HOURLY TOTAL	0	0	6	0	0	0	0	6	1	0	2	0	0	0	0	3	0	0	0	2	0	0	0	2	11
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:30 - 15:45	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2
HOURLY TOTAL	0	0	6	1	0	0	0	7	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	9
16:00 - 16:15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:15 - 16:30	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	2
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	7
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:30 - 17:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
18:15 - 18:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
18:45 - 19:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
HOURLY TOTAL	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	1	6
PERIOD TOTAL	0	0	64	11	0	0	0	75	1	0	16	2	0	0	0	19	0	0	7	4	0	0	0	11	105

Manual Classified Turning Counts, Wrexham

DATE: SUNDAY 15th JULY 2018

LOCATION: RETAIL PARK / PLAS COCH ROAD / GLYNDWR

ARM: PLAS COCH ROAD SOUTH

TIME / CLASS	LEFT TO RETAIL PARK								STRAIGHT TO PLAS COCH ROAD NORTH								RIGHT TO GLYNDWR								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:00 - 7:15	0	0	9	0	0	0	0	9	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0	0	16
7:15 - 7:30	0	0	4	1	0	0	0	5	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	16
7:30 - 7:45	0	0	18	1	0	1	0	20	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	29
7:45 - 8:00	0	0	23	1	0	0	0	24	1	0	11	0	0	0	0	12	0	0	0	0	0	0	0	0	36
HOURLY TOTAL	0	0	54	3	0	1	0	58	1	0	36	2	0	0	0	39	0	0	0	0	0	0	0	0	97
8:00 - 8:15	0	1	31	2	0	0	0	34	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0	46
8:15 - 8:30	1	0	22	1	0	0	0	24	0	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0	37
8:30 - 8:45	0	1	33	0	0	0	0	34	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0	44
8:45 - 9:00	2	0	67	4	0	0	0	73	0	0	22	0	0	0	0	22	0	0	6	0	0	0	0	6	101
HOURLY TOTAL	3	2	153	7	0	0	0	165	0	0	54	3	0	0	0	57	0	0	6	0	0	0	0	6	228
9:00 - 9:15	0	0	25	0	0	0	0	25	0	0	23	2	0	0	0	25	0	0	5	0	0	0	0	5	55
9:15 - 9:30	0	0	55	3	0	0	0	58	0	0	20	2	0	0	0	22	0	0	4	0	0	0	0	4	84
9:30 - 9:45	0	0	86	5	0	1	0	92	0	0	13	4	0	0	0	17	0	0	2	0	0	0	0	2	111
9:45 - 10:00	0	0	144	6	0	1	0	151	0	0	24	3	0	0	0	27	0	0	5	0	0	0	0	5	183
HOURLY TOTAL	0	0	310	14	0	2	0	326	0	0	80	11	0	0	0	91	0	0	16	0	0	0	0	16	433
10:00 - 10:15	0	2	193	7	0	0	0	202	0	0	25	0	0	0	0	25	0	0	3	1	0	0	0	4	231
10:15 - 10:30	0	0	181	5	0	0	0	186	0	0	22	3	0	0	0	25	0	0	0	0	0	0	0	0	211
10:30 - 10:45	0	0	174	5	0	0	0	179	0	0	17	2	0	0	0	19	0	0	3	0	0	0	0	3	201
10:45 - 11:00	2	2	187	6	0	0	0	197	0	0	31	1	0	0	0	32	0	0	4	0	0	0	0	4	233
HOURLY TOTAL	2	4	735	23	0	0	0	764	0	0	95	6	0	0	0	101	0	0	10	1	0	0	0	11	876
11:00 - 11:15	0	0	162	15	0	1	1	179	0	0	17	2	0	0	0	19	0	0	2	0	0	0	0	2	200
11:15 - 11:30	2	2	191	8	0	0	1	204	2	0	17	0	0	0	0	19	0	0	0	0	0	0	0	0	223
11:30 - 11:45	2	1	183	6	0	0	1	193	0	0	25	0	0	0	0	25	0	0	0	0	0	0	0	0	218
11:45 - 12:00	2	1	214	8	0	0	0	225	2	0	19	2	0	0	0	23	0	0	0	0	0	0	0	0	248
HOURLY TOTAL	6	4	750	37	0	1	3	801	4	0	78	4	0	0	0	86	0	0	2	0	0	0	0	2	889
12:00 - 12:15	1	1	196	4	0	0	2	204	0	0	22	2	0	0	0	24	0	0	0	0	0	0	0	0	228
12:15 - 12:30	0	0	180	6	0	0	1	187	2	0	19	6	0	0	0	27	0	0	1	0	0	0	0	1	215
12:30 - 12:45	0	0	197	6	0	0	0	203	1	0	17	1	0	0	0	19	0	0	1	0	0	0	0	1	223
12:45 - 13:00	0	3	176	4	0	0	0	183	2	2	21	0	0	0	0	25	0	0	2	0	0	0	0	2	210
HOURLY TOTAL	1	4	749	20	0	0	3	777	5	2	79	9	0	0	0	95	0	0	4	0	0	0	0	4	876
13:00 - 13:15	1	2	203	14	0	0	1	221	2	0	21	3	0	0	0	26	0	0	2	0	0	0	0	2	249
13:15 - 13:30	1	2	176	6	0	1	1	187	0	0	22	2	0	0	0	24	0	0	5	0	0	0	0	5	216
13:30 - 13:45	0	0	188	5	0	0	1	194	0	0	26	0	0	0	0	26	0	0	3	0	0	0	0	3	223
13:45 - 14:00	0	0	183	6	0	0	1	190	2	0	21	2	0	0	0	25	0	0	1	0	0	0	0	1	216
HOURLY TOTAL	2	4	750	31	0	1	4	792	4	0	90	7	0	0	0	101	0	0	11	0	0	0	0	11	904
14:00 - 14:15	1	1	202	5	0	0	1	210	0	0	15	2	0	0	0	17	0	0	1	0	0	0	0	1	228
14:15 - 14:30	0	1	194	9	0	0	1	205	0	0	22	0	0	0	0	22	0	0	1	0	0	0	0	1	228
14:30 - 14:45	1	1	199	8	0	0	1	210	0	0	22	2	0	0	0	24	0	0	1	0	0	0	0	1	235
14:45 - 15:00	0	1	184	9	0	0	0	194	2	0	23	3	0	0	0	28	0	0	1	0	0	0	0	1	223
HOURLY TOTAL	2	4	779	31	0	0	3	819	2	0	82	7	0	0	0	91	0	0	4	0	0	0	0	4	914
15:00 - 15:15	0	0	164	4	0	0	1	169	2	0	31	1	0	0	0	34	0	0	2	0	0	0	0	2	205
15:15 - 15:30	0	1	162	10	0	0	1	174	1	0	28	2	0	0	0	31	0	0	1	0	0	0	0	1	206
15:30 - 15:45	0	0	120	3	0	0	1	124	0	0	30	0	0	0	0	30	0	0	0	0	0	0	0	0	154
15:45 - 16:00	0	0	97	2	0	0	0	99	0	0	27	0	0	0	0	27	0	0	1	0	0	0	0	1	127
HOURLY TOTAL	0	1	543	19	0	0	3	566	3	0	116	3	0	0	0	122	0	0	4	0	0	0	0	4	692
16:00 - 16:15	0	1	70	1	0	0	2	74	0	0	30	0	0	0	0	30	0	0	1	0	0	0	0	1	105
16:15 - 16:30	0	0	46	3	0	0	1	50	0	0	15	1	0	0	0	16	0	0	1	0	0	0	0	1	67
16:30 - 16:45	0	1	41	2	0	0	0	44	1	0	27	0	0	0	0	28	0	0	1	0	0	0	0	1	73
16:45 - 17:00	0	0	47	2	0	0	0	49	2	0	23	3	0	0	0	28	0	0	0	0	0	0	0	0	77
HOURLY TOTAL	0	2	204	8	0	0	3	217	3	0	95	4	0	0	0	102	0	0	3	0	0	0	0	3	322
17:00 - 17:15	0	0	41	1	0	0	2	44	2	0	34	4	0	0	0	40	0	0	0	0	0	0	0	0	84
17:15 - 17:30	0	0	34	4	0	0	0	38	1	0	26	1	0	0	0	28	0	0	2	0	0	0	0	2	68
17:30 - 17:45	0	0	34	2	0	0	1	37	0	0	22	0	0	0	0	22	0	0	1	0	0	0	0	1	60
17:45 - 18:00	0	0	39	3	0	0	0	42	2	0	21	2	0	0	0	25	0	0	0	0	0	0	0	0	67
HOURLY TOTAL	0	0	148	10	0	0	3	161	5	0	103	7	0	0	0	115	0	0	3	0	0	0	0	3	279
18:00 - 18:15	0	0	37	4	0	0	1	42	3	0	20	1	0	0	0	24	0	0	1	0	0	0	0	1	67
18:15 - 18:30	0	1	34	3	0	1	0	39	1	0	19	2	0	0	0	22	0	0	0	0	0	0	0	0	61
18:30 - 18:45	0	0	32	3	0	0	0	35	2	1	17	0	0	0	0	20	0	0	1	0	0	0	0	1	56
18:45 - 19:00	0	0	22	2	0	0	0	24	0	0	14	1	0	0	0	15	0	0	0	0	0	0	0	0	39
HOURLY TOTAL	0	1	125	12	0	1	1	140	6	1	70	4	0	0	0	81	0	0	2	0	0	0	0	2	223
PERIOD TOTAL	16	26	5300	215	0	6	23	5586	33	3	978	67	0	0	0	1081	0	0	65	1	0	0	0	66	6733

Appendix B

M17132**Plas Coch Retail Park****TRICS Trip Rate Calcs**

TRICS 7.5.2

Trip Rate P Gross floor area

RANK ORD FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Ranking Type: TOTALS Time Range: **08:00-09:00**

85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals	
1	BR-06-D-0:	MCDONALD'S	BRISTOL		210	Monday	21/09/2015	27.143	28.571	55.714
2	CO-06-D-0:	MCDONALD'S	ABERGELE		410	Friday	21/10/2011	21.707	20.244	41.951
3	NR-06-D-0:	MCDONALD'S	NORTHAMPTON		220	Tuesday	22/05/2007	20.455	18.182	38.637
4	FI-06-D-01	MCDONALD'S	GLENROTHES		283	Tuesday	26/06/2001	6.007	4.947	10.954
5	DC-06-D-0:	MCDONALD'S	CHRISTCHURCH		498	Thursday	09/10/2003	5.221	4.016	9.237
6	SO-06-D-0:	MCDONALD'S	SLOUGH		480	Wednesday	21/11/2012	4.375	4.375	8.750
7	CA-06-D-0:	MCDONALD'S	CAMBRIDGE		435	Tuesday	19/09/2017	3.218	3.678	6.896
Average							12.589	12.002	24.591	

RANK ORD FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Ranking Type: TOTALS Time Range: **17:00-18:00**

85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures: Totals		
1	FI-06-D-01	MCDONALD'S	GLENROTHES		283	Tuesday	26/06/2001	29.682	27.915	57.597
2	NR-06-D-0:	MCDONALD'S	NORTHAMPTON		220	Tuesday	22/05/2007	30.000	26.818	56.818
3	BR-06-D-0:	MCDONALD'S	BRISTOL		210	Monday	21/09/2015	20.952	27.143	48.095
4	CO-06-D-0:	MCDONALD'S	ABERGELE		410	Friday	21/10/2011	15.610	14.878	30.488
5	DC-06-D-0:	MCDONALD'S	CHRISTCHURCH		498	Thursday	09/10/2003	14.056	15.863	29.919
6	FI-06-D-02	KFC	DUNFERMLINE		275	Tuesday	22/03/2016	10.182	10.909	21.091
7	SY-06-D-01	KFC	BARNSELY		360	Thursday	10/04/2003	12.778	8.056	20.834
8	EB-06-D-01	MCDONALD'S	EDINBURGH		475	Wednesda	18/06/2008	6.947	8.632	15.579
9	SO-06-D-0:	MCDONALD'S	SLOUGH		480	Wednesda	21/11/2012	6.875	6.250	13.125
10	CA-06-D-0:	MCDONALD'S	CAMBRIDGE		435	Tuesday	19/09/2017	4.368	5.057	9.425
11	WM-06-D-1	BURGER KING	BIRMINGHAM		250	Tuesday	25/11/2008	1.600	2.000	3.600
Average							13.914	13.956	27.870	

RANK ORD FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Ranking Type: TOTALS Time Range: **18:00-19:00**

85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals	
1	NR-06-D-0:	MCDONALD'S	NORTHAMPTON		220	Tuesday	22/05/2007	31.364	35.000	66.364
2	FI-06-D-01	MCDONALD'S	GLENROTHES		283	Tuesday	26/06/2001	27.208	31.095	58.303
3	BR-06-D-0:	MCDONALD'S	BRISTOL		210	Monday	21/09/2015	20.952	21.429	42.381
4	DC-06-D-0:	MCDONALD'S	CHRISTCHURCH		498	Thursday	09/10/2003	14.056	16.265	30.321
5	CO-06-D-0:	MCDONALD'S	ABERGELE		410	Friday	21/10/2011	12.683	13.902	26.585
6	FI-06-D-02	KFC	DUNFERMLINE		275	Tuesday	22/03/2016	14.545	11.636	26.181
7	SY-06-D-01	KFC	BARNSELY		360	Thursday	10/04/2003	11.944	12.500	24.444
8	EB-06-D-01	MCDONALD'S	EDINBURGH		475	Wednesday	18/06/2008	8.632	7.789	16.421
9	SO-06-D-0:	MCDONALD'S	SLOUGH		480	Wednesday	21/11/2012	7.500	7.500	15.000
10	CA-06-D-0:	MCDONALD'S	CAMBRIDGE		435	Tuesday	19/09/2017	5.057	5.057	10.114
11	WM-06-D-1	BURGER KING	BIRMINGHAM		250	Tuesday	25/11/2008	3.600	2.800	6.400
Average							14.322	14.998	29.319	

TTHC OXFORD STREET MANCHESTER

Licence No: 734101

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : D - FAST FOOD - DRIVE THROUGH
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SO SLOUGH	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	FI FIFE	2 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 210 to 498 (units: sqm)
 Range Selected by User: 182 to 500 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 19/09/17

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

Selected survey days:

Monday	1 days
Tuesday	5 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	1
Development Zone	1
Residential Zone	3
Out of Town	1
High Street	1
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories

TTHC OXFORD STREET MANCHESTER

Licence No: 734101

Secondary Filtering selection:

Use Class:

A3	5 days
A5	5 days
C3	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	5 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

25,001 to 50,000	2 days
100,001 to 125,000	3 days
125,001 to 250,000	4 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	6 days

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

Travel Plan:

Not Known	1 days
No	10 days

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

PTAL Rating:

No PTAL Present	11 days
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This data displays the number of selected surveys with PTAL Ratings.

TTHC OXFORD STREET MANCHESTER

Licence No: 734101

LIST OF SITES relevant to selection parameters

1	BR-06-D-01 SHEENE ROAD BRISTOL BEDMINSTER Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area: Survey date: MONDAY	MCDONALD'S 210 sqm 21/09/15	BRISTOL CITY Survey Type: MANUAL
2	CA-06-D-02 NEWMARKET ROAD CAMBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: Survey date: TUESDAY	MCDONALD'S 435 sqm 19/09/17	CAMBRIDGESHIRE Survey Type: MANUAL
3	CO-06-D-01 RHUDDLAN ROAD ABERGELE Edge of Town Out of Town Total Gross floor area: Survey date: FRIDAY	MCDONALD'S 410 sqm 21/10/11	CONWY Survey Type: MANUAL
4	DC-06-D-01 SOMERFORD ROAD CHRISTCHURCH SOMERFORD Neighbourhood Centre (PPS6 Local Centre) Industrial Zone Total Gross floor area: Survey date: THURSDAY	MCDONALD'S 498 sqm 09/10/03	DORSET Survey Type: MANUAL
5	EB-06-D-01 GYLEMUIR ROAD EDINBURGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: Survey date: WEDNESDAY	MCDONALD'S 475 sqm 18/06/08	CITY OF EDINBURGH Survey Type: MANUAL
6	FI-06-D-01 FLEMINGTON ROAD GLENROTHES QUEENSWAY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: Survey date: TUESDAY	MCDONALD'S 283 sqm 26/06/01	FIFE Survey Type: MANUAL
7	FI-06-D-02 WHIMBREL PLACE DUNFERMLINE HALBEATH Edge of Town Development Zone Total Gross floor area: Survey date: TUESDAY	KFC 275 sqm 22/03/16	FIFE Survey Type: MANUAL
8	NR-06-D-01 MARQUEE DRIVE NORTHAMPTON Edge of Town Commercial Zone Total Gross floor area: Survey date: TUESDAY	MCDONALD'S 220 sqm 22/05/07	NORTHAMPTONSHIRE Survey Type: MANUAL
9	SO-06-D-01 WINDSOR ROAD SLOUGH Edge of Town Residential Zone Total Gross floor area: Survey date: WEDNESDAY	MCDONALD'S 480 sqm 21/11/12	SLOUGH Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	SY-06-D-01	KFC		SOUTH YORKSHIRE
	WAKEFIELD ROAD			
	BARNSELY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	360 sqm		
	Survey date: THURSDAY	10/04/03		Survey Type: MANUAL
11	WM-06-D-01	BURGER KING		WEST MIDLANDS
	KINGSBURY ROAD			
	BIRMINGHAM			
	ERDINGTON			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	250 sqm		
	Survey date: TUESDAY	25/11/08		Survey Type: MANUAL

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

TTHC OXFORD STREET MANCHESTER

Licence No: 734101

RANK ORDER for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 6 SO-06-D-01 Tot: 8.750
85th Percentile = No. 2 CO-06-D-01 Tot: 41.951

Median Values		Mean Values	
Arrivals:	6.007	Arrivals:	12.589
Departures:	4.947	Departures:	12.002
Totals:	10.954	Totals:	24.591

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	BR-06-D-01	MCDONALD'S	BRISTOL	BRISTOL CITY	210	Mon	21/09/15	27.143	28.571	55.714
2	CO-06-D-01	MCDONALD'S	ABERGELE	CONWY	410	Fri	21/10/11	21.707	20.244	41.951
3	NR-06-D-01	MCDONALD'S	NORTHAMPTON	NORTHAMPTONSHIRE	220	Tue	22/05/07	20.455	18.182	38.637
4	FI-06-D-01	MCDONALD'S	GLENROTHES	FIFE	283	Tue	26/06/01	6.007	4.947	10.954
5	DC-06-D-01	MCDONALD'S	CHRISTCHURCH	DORSET	498	Thu	09/10/03	5.221	4.016	9.237
6	SO-06-D-01	MCDONALD'S	SLOUGH	SLOUGH	480	Wed	21/11/12	4.375	4.375	8.750
7	CA-06-D-02	MCDONALD'S	CAMBRIDGE	CAMBRIDGESHIRE	435	Tue	19/09/17	3.218	3.678	6.896

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TTHC OXFORD STREET MANCHESTER

Licence No: 734101

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : D - FAST FOOD - DRIVE THROUGH
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SO SLOUGH	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	FI FIFE	2 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 210 to 498 (units: sqm)
 Range Selected by User: 182 to 500 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 19/09/17

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

Selected survey days:

Monday	1 days
Tuesday	5 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	1
Development Zone	1
Residential Zone	3
Out of Town	1
High Street	1
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories

TTHC OXFORD STREET MANCHESTER

Licence No: 734101

Secondary Filtering selection:

Use Class:

A3	5 days
A5	5 days
C3	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	5 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

25,001 to 50,000	2 days
100,001 to 125,000	3 days
125,001 to 250,000	4 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	6 days

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

Travel Plan:

Not Known	1 days
No	10 days

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

PTAL Rating:

No PTAL Present	11 days
-----------------	---------

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

TTHC OXFORD STREET MANCHESTER

Licence No: 734101

LIST OF SITES relevant to selection parameters

1	BR-06-D-01 SHEENE ROAD BRISTOL BEDMINSTER Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area: Survey date: MONDAY	MCDONALD'S 210 sqm 21/09/15	BRISTOL CITY Survey Type: MANUAL
2	CA-06-D-02 NEWMARKET ROAD CAMBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: Survey date: TUESDAY	MCDONALD'S 435 sqm 19/09/17	CAMBRIDGESHIRE Survey Type: MANUAL
3	CO-06-D-01 RHUDDLAN ROAD ABERGELE Edge of Town Out of Town Total Gross floor area: Survey date: FRIDAY	MCDONALD'S 410 sqm 21/10/11	CONWY Survey Type: MANUAL
4	DC-06-D-01 SOMERFORD ROAD CHRISTCHURCH SOMERFORD Neighbourhood Centre (PPS6 Local Centre) Industrial Zone Total Gross floor area: Survey date: THURSDAY	MCDONALD'S 498 sqm 09/10/03	DORSET Survey Type: MANUAL
5	EB-06-D-01 GYLEMUIR ROAD EDINBURGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: Survey date: WEDNESDAY	MCDONALD'S 475 sqm 18/06/08	CITY OF EDINBURGH Survey Type: MANUAL
6	FI-06-D-01 FLEMINGTON ROAD GLENROTHES QUEENSWAY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: Survey date: TUESDAY	MCDONALD'S 283 sqm 26/06/01	FIFE Survey Type: MANUAL
7	FI-06-D-02 WHIMBREL PLACE DUNFERMLINE HALBEATH Edge of Town Development Zone Total Gross floor area: Survey date: TUESDAY	KFC 275 sqm 22/03/16	FIFE Survey Type: MANUAL
8	NR-06-D-01 MARQUEE DRIVE NORTHAMPTON Edge of Town Commercial Zone Total Gross floor area: Survey date: TUESDAY	MCDONALD'S 220 sqm 22/05/07	NORTHAMPTONSHIRE Survey Type: MANUAL
9	SO-06-D-01 WINDSOR ROAD SLOUGH Edge of Town Residential Zone Total Gross floor area: Survey date: WEDNESDAY	MCDONALD'S 480 sqm 21/11/12	SLOUGH Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	SY-06-D-01	KFC		SOUTH YORKSHIRE
	WAKEFIELD ROAD			
	BARNSELY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	360	sqm	
	Survey date: THURSDAY	10/04/03		Survey Type: MANUAL
11	WM-06-D-01	BURGER KING		WEST MIDLANDS
	KINGSBURY ROAD			
	BIRMINGHAM			
	ERDINGTON			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	250	sqm	
	Survey date: TUESDAY	25/11/08		Survey Type: MANUAL

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

TTHC OXFORD STREET MANCHESTER

Licence No: 734101

RANK ORDER for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH VEHICLES

Ranking Type: TOTALS Time Range: 18:00-19:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 9 SO-06-D-01 Tot: 15.000
85th Percentile = No. 3 BR-06-D-01 Tot: 42.381

Median Values		Mean Values	
Arrivals:	14.545	Arrivals:	14.322
Departures:	11.636	Departures:	14.998
Totals:	26.181	Totals:	29.319

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	NR-06-D-01	MCDONALD'S	NORTHAMPTON	NORTHAMPTONSHIRE	220	Tue	22/05/07	31.364	35.000	66.364
2	FI-06-D-01	MCDONALD'S	GLENROTHES	FIFE	283	Tue	26/06/01	27.208	31.095	58.303
3	BR-06-D-01	MCDONALD'S	BRISTOL	BRISTOL CITY	210	Mon	21/09/15	20.952	21.429	42.381
4	DC-06-D-01	MCDONALD'S	CHRISTCHURCH	DORSET	498	Thu	09/10/03	14.056	16.265	30.321
5	CO-06-D-01	MCDONALD'S	ABERGELE	CONWY	410	Fri	21/10/11	12.683	13.902	26.585
6	FI-06-D-02	KFC	DUNFERMLINE	FIFE	275	Tue	22/03/16	14.545	11.636	26.181
7	SY-06-D-01	KFC	BARNSELY	SOUTH YORKSHIRE	360	Thu	10/04/03	11.944	12.500	24.444
8	EB-06-D-01	MCDONALD'S	EDINBURGH	CITY OF EDINBURGH	475	Wed	18/06/08	8.632	7.789	16.421
9	SO-06-D-01	MCDONALD'S	SLOUGH	SLOUGH	480	Wed	21/11/12	7.500	7.500	15.000
10	CA-06-D-02	MCDONALD'S	CAMBRIDGE	CAMBRIDGESHIRE	435	Tue	19/09/17	5.057	5.057	10.114
11	WM-06-D-01	BURGER KING	BIRMINGHAM	WEST MIDLANDS	250	Tue	25/11/08	3.600	2.800	6.400

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Appendix C

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)

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program advice and maintenance, contact:

TRL Limited	Tel: +44 (0) 1344 770758
Crowthorne House	Fax: +44 (0) 1344 770356
Nine Mile Ride	Email: software@trl.co.uk
Wokingham, Berks.	Web: www.trlsoftware.co.uk
RG40 3GA,UK	

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-

"p:\17000 PROJECTS\M17132 Plas Coch Retail Park\Tech\Junction Assessments & Modelling\Arcady\Working\
M17132 B5101 Plas Coch Rd 2023 Base +SURGE_AUGUSTAM.vai"
(drive-on-the-left) at 11:15:12 on Thursday, 23 August 2018

.FILE PROPERTIES

RUN TITLE: Plas Coch Road
LOCATION: Wrexham
DATE: 22/08/18
CLIENT:
ENUMERATOR: WS
JOB NUMBER: M17132
STATUS:
DESCRIPTION:

.INPUT DATA

ARM A - B5101 Plas Coch Rd N
ARM B - University
ARM C - B5101 Plas Coch Rd S
ARM D - Retail Park

.GEOMETRIC DATA

----- T5

I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT
(PCU/MIN)																	

I	ARM	A	I	5.54	I	5.97	I	0.40	I	23.30	I	35.90	I	45.0	I	0.622	I
27.182																	
I	ARM	B	I	2.67	I	4.07	I	2.00	I	13.70	I	35.90	I	61.0	I	0.432	I
13.628																	
I	ARM	C	I	4.88	I	10.11	I	4.50	I	27.90	I	35.90	I	52.0	I	0.631	I
28.351																	
I	ARM	D	I	7.36	I	7.36	I	0.00	I	30.90	I	35.90	I	11.0	I	0.820	I
40.260																	

Base - Weekday Surge AM 745 - 815

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

Only sets included in the current run are shown

.SCALING FACTORS

----- T13

IARM I FLOW SCALE(%) I

I A I 100 I
I B I 100 I
I C I 100 I
I D I 100 I

TIME PERIOD BEGINS(07.45)AND ENDS(09.15)

.LENGTH OF TIME PERIOD -(90) MINUTES

.LENGTH OF TIME SEGMENT - (15) MINUTES

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

.DEMAND SET TITLE: Plas Coch Road

----- T15

I	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I	ARM	I FLOW STARTS I TOP OF PEAK I FLOW STOPS I	I	BEFORE I AT TOP I AFTER I	I
I	I	I I IS REACHED I FALLING I	I	PEAK I OF PEAK I PEAK I	I
I	I	I TO RISE I	I	I	I
I	ARM A	I 15.00 I 45.00 I 75.00 I	I	4.63 I 6.94 I 4.63 I	I
I	ARM B	I 15.00 I 45.00 I 75.00 I	I	0.20 I 0.30 I 0.20 I	I
I	ARM C	I 15.00 I 45.00 I 75.00 I	I	9.70 I 14.55 I 9.70 I	I
I	ARM D	I 15.00 I 45.00 I 75.00 I	I	4.60 I 6.90 I 4.60 I	I

DEMAND SET TITLE: Plas Coch Road

----- T33

I	I	TURNING PROPORTIONS	I
I	I	TURNING COUNTS	I
I	I	(PERCENTAGE OF H.V.S)	I
I	I		I
I	TIME	I FROM/T I ARM A I ARM B I ARM C I ARM D I	I
I	07.45 - 09.15	I I I I I I	I
I	I	I ARM A I 0.000 I 0.041 I 0.697 I 0.262 I	I
I	I	I I 0.0 I 15.0 I 258.0 I 97.0 I	I
I	I	I (0.0)I (0.0)I (0.0)I (0.0)I	I
I	I	I I I I I I	I
I	I	I ARM B I 0.000 I 0.000 I 0.750 I 0.250 I	I
I	I	I I 0.0 I 0.0 I 12.0 I 4.0 I	I
I	I	I (0.0)I (0.0)I (0.0)I (0.0)I	I
I	I	I I I I I I	I
I	I	I ARM C I 0.409 I 0.091 I 0.000 I 0.500 I	I
I	I	I I 317.0 I 71.0 I 0.0 I 388.0 I	I
I	I	I (0.0)I (0.0)I (0.0)I (0.0)I	I
I	I	I I I I I I	I
I	I	I ARM D I 0.215 I 0.049 I 0.736 I 0.000 I	I
I	I	I I 79.0 I 18.0 I 271.0 I 0.0 I	I
I	I	I (0.0)I (0.0)I (0.0)I (0.0)I	I
I	I	I I I I I I	I

Base - Weekday Surge AM 745 - 815

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

----- T70										
I TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE	
DELAY I	(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER	
ARRIVING I			(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE	
(MIN) I										
-										
-										
I 07.45-08.00										
I										
I ARM A	4.64	24.38	0.190	- -	-	0.0	0.2	3.4	-	0.051
I										
I ARM B	0.20	10.25	0.020	- -	-	0.0	0.0	0.3	-	0.100
I										
I ARM C	9.74	27.55	0.353	- -	-	0.0	0.5	8.0	-	0.056
I										
I ARM D	4.62	36.28	0.127	- -	-	0.0	0.1	2.2	-	0.032
I										
I										
I										

I TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE	
DELAY I	(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER	
ARRIVING I			(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE	
(MIN) I										
-										
-										
I 08.00-08.15										
I										
I ARM A	5.54	23.83	0.233	- -	-	0.2	0.3	4.5	-	0.055
I										
I ARM B	0.24	9.58	0.025	- -	-	0.0	0.0	0.4	-	0.107
I										
I ARM C	11.63	27.40	0.424	- -	-	0.5	0.7	10.8	-	0.063
I										
I ARM D	5.51	35.50	0.155	- -	-	0.1	0.2	2.7	-	0.033
I										
I										
I										

I TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE	
DELAY I	(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER	
ARRIVING I			(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE	
(MIN) I										
-										
-										
I 08.15-08.30										
I										
I ARM A	6.79	23.07	0.294	- -	-	0.3	0.4	6.1	-	0.061
I										
I ARM B	0.29	8.67	0.034	- -	-	0.0	0.0	0.5	-	0.119
I										
I ARM C	14.24	27.18	0.524	- -	-	0.7	1.1	15.9	-	0.077
I										
I ARM D	6.75	34.43	0.196	- -	-	0.2	0.2	3.6	-	0.036
I										
I										

Base - Weekday Surge AM 745 - 815

I

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC	AVERAGE
DELAY I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER
ARRIVING I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE
I										
(MIN) I										
-										
-										
I	08.30-08.45									
I										
I	ARM A	6.79	23.07	0.294	- -	-	0.4	0.4	6.2	0.061
I										
I	ARM B	0.29	8.67	0.034	- -	-	0.0	0.0	0.5	0.119
I										
I	ARM C	14.24	27.18	0.524	- -	-	1.1	1.1	16.4	0.077
I										
I	ARM D	6.75	34.42	0.196	- -	-	0.2	0.2	3.7	0.036
I										
I										
I										

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC	AVERAGE
DELAY I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER
ARRIVING I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE
I										
(MIN) I										
-										
-										
I	08.45-09.00									
I										
I	ARM A	5.54	23.82	0.233	- -	-	0.4	0.3	4.6	0.055
I										
I	ARM B	0.24	9.57	0.025	- -	-	0.0	0.0	0.4	0.107
I										
I	ARM C	11.63	27.39	0.424	- -	-	1.1	0.7	11.4	0.064
I										
I	ARM D	5.51	35.48	0.155	- -	-	0.2	0.2	2.8	0.033
I										
I										
I										

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC	AVERAGE
DELAY I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER
ARRIVING I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE
I										
(MIN) I										
-										
-										
I	09.00-09.15									
I										
I	ARM A	4.64	24.37	0.191	- -	-	0.3	0.2	3.6	0.051
I										
I	ARM B	0.20	10.23	0.020	- -	-	0.0	0.0	0.3	0.100
I										
I	ARM C	9.74	27.55	0.353	- -	-	0.7	0.5	8.4	0.056
I										
I	ARM D	4.62	36.26	0.127	- -	-	0.2	0.1	2.2	0.032

I
I
I

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.2
08.15	0.3
08.30	0.4
08.45	0.4
09.00	0.3
09.15	0.2

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.5 *
08.15	0.7 *
08.30	1.1 *
08.45	1.1 *
09.00	0.7 *
09.15	0.5 *

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.2
08.30	0.2
08.45	0.2
09.00	0.2
09.15	0.1

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I		I	* DELAY *	I	* DELAY *	I
I	I	I		I		I		I

T75

Base - Weekday Surge AM 745 - 815														
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I			
I	A	I	509.3	I	339.5	I	28.5	I	0.06	I	28.5	I	0.06	I
I	B	I	22.0	I	14.7	I	2.4	I	0.11	I	2.4	I	0.11	I
I	C	I	1068.1	I	712.1	I	70.8	I	0.07	I	70.8	I	0.07	I
I	D	I	506.5	I	337.7	I	17.2	I	0.03	I	17.2	I	0.03	I
I	ALL	I	2105.9	I	1404.0	I	118.8	I	0.06	I	118.9	I	0.06	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

===== end of file =====

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)

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TRL Limited	Tel: +44 (0) 1344 770758
Crowthorne House	Fax: +44 (0) 1344 770356
Nine Mile Ride	Email: software@trl.co.uk
Wokingham, Berks.	Web: www.trlsoftware.co.uk
RG40 3GA,UK	

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-

"p:\17000 PROJECTS\M17132 Plas Coch Retail Park\Tech\Junction Assessments & Modelling\Arcady\Working\
M17132 B5101 Plas Coch Rd 2023 Base +SURGE_AUGUSTPM.vai"
(drive-on-the-left) at 11:12:28 on Thursday, 23 August 2018

.FILE PROPERTIES

RUN TITLE: Plas Coch Road
LOCATION: Wrexham
DATE: 22/08/18
CLIENT:
ENUMERATOR: WS
JOB NUMBER: M17132
STATUS:
DESCRIPTION:

.INPUT DATA

ARM A - B5101 Plas Coch Rd N
ARM B - University
ARM C - B5101 Plas Coch Rd S
ARM D - Retail Park

.GEOMETRIC DATA

----- T5

I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT
(PCU/MIN) I																	

I	ARM	A	I	5.54	I	5.97	I	0.40	I	23.30	I	35.90	I	45.0	I	0.622	I
27.182				I													
I	ARM	B	I	2.67	I	4.07	I	2.00	I	13.70	I	35.90	I	61.0	I	0.432	I
13.628				I													
I	ARM	C	I	4.88	I	10.11	I	4.50	I	27.90	I	35.90	I	52.0	I	0.631	I
28.351				I													
I	ARM	D	I	7.36	I	7.36	I	0.00	I	30.90	I	35.90	I	11.0	I	0.820	I
40.260				I													

V = approach half-width
E = entry width

L = effective flare length
R = entry radius

D = inscribed circle diameter
PHI = entry angle

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

----- T13

I ARM I FLOW SCALE(%) I

I A	I	100	I
I B	I	100	I
I C	I	100	I
I D	I	100	I

TIME PERIOD BEGINS(16.45)AND ENDS(18.15)

.LENGTH OF TIME PERIOD -(90) MINUTES

.LENGTH OF TIME SEGMENT - (15) MINUTES

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

.DEMAND SET TITLE: Plas Coch Road

----- T15

I	I	NUMBER OF MINUTES FROM START WHEN			I	RATE OF FLOW (VEH/MIN)			I					
I	ARM	I	FLOW STARTS	I	TOP OF PEAK	I	FLOW STOPS	I	BEFORE	I	AT TOP	I	AFTER	I
I		I		I		I		I		I		I		I
I		I	TO RISE	I	IS REACHED	I	FALLING	I	PEAK	I	OF PEAK	I	PEAK	I
I	ARM A	I	15.00	I	45.00	I	75.00	I	7.01	I	10.52	I	7.01	I
I	ARM B	I	15.00	I	45.00	I	75.00	I	1.11	I	1.67	I	1.11	I
I	ARM C	I	15.00	I	45.00	I	75.00	I	11.10	I	16.65	I	11.10	I
I	ARM D	I	15.00	I	45.00	I	75.00	I	11.57	I	17.36	I	11.57	I

DEMAND SET TITLE: Plas Coch Road

----- T33

I					I	TURNING PROPORTIONS				I		
I					I	TURNING COUNTS				I		
I					I	(PERCENTAGE OF H.V.S)				I		
I					I					I		
I	TIME	I	FROM/T	I	ARM A	I	ARM B	I	ARM C	I	ARM D	I
I	16.45 - 18.15	I		I		I		I		I		I
I		I	ARM A	I	0.000	I	0.002	I	0.651	I	0.348	I
I		I		I	0.0	I	1.0	I	365.0	I	195.0	I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I		I
I		I	ARM B	I	0.034	I	0.000	I	0.764	I	0.202	I
I		I		I	3.0	I	0.0	I	68.0	I	18.0	I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I		I
I		I	ARM C	I	0.236	I	0.016	I	0.000	I	0.748	I
I		I		I	210.0	I	14.0	I	0.0	I	664.0	I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I		I
I		I	ARM D	I	0.183	I	0.004	I	0.813	I	0.000	I
I		I		I	169.0	I	4.0	I	753.0	I	0.0	I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I		I

Base - Weekday Surge PM 1645 - 1815

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

----- T70										
I TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE	
DELAY I	(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER	
ARRIVING I			(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE	
(MIN) I										
-										
-										
I 16.45-17.00										
I										
I ARM A	7.04	21.18	0.332	- -	-	0.0	0.5	7.2	-	0.070
I										
I ARM B	1.12	6.54	0.171	- -	-	0.0	0.2	2.9	-	0.184
I										
I ARM C	11.14	26.65	0.418	- -	-	0.0	0.7	10.4	-	0.064
I										
I ARM D	11.62	37.93	0.306	- -	-	0.0	0.4	6.5	-	0.038
I										
I										
I										

I TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE	
DELAY I	(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER	
ARRIVING I			(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE	
(MIN) I										
-										
-										
I 17.00-17.15										
I										
I ARM A	8.41	20.00	0.420	- -	-	0.5	0.7	10.5	-	0.086
I										
I ARM B	1.33	5.14	0.259	- -	-	0.2	0.3	4.9	-	0.261
I										
I ARM C	13.30	26.31	0.506	- -	-	0.7	1.0	14.8	-	0.077
I										
I ARM D	13.87	37.47	0.370	- -	-	0.4	0.6	8.7	-	0.042
I										
I										
I										

I TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE	
DELAY I	(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER	
ARRIVING I			(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE	
(MIN) I										
-										
-										
I 17.15-17.30										
I										
I ARM A	10.29	18.39	0.560	- -	-	0.7	1.2	18.0	-	0.122
I										
I ARM B	1.63	3.24	0.503	- -	-	0.3	0.9	12.5	-	0.591
I										
I ARM C	16.30	25.86	0.630	- -	-	1.0	1.7	24.1	-	0.104
I										
I ARM D	16.99	36.85	0.461	- -	-	0.6	0.9	12.5	-	0.050
I										
I										

I

I TIME DELAY I I ARRIVING I I (MIN) I - - I 17.45-18.00 I I I I I I I I I I	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE PER VEHICLE	
I ARM A	8.41	19.98	0.421	- -	-	1.3	0.7	11.3	-	0.087
I ARM B	1.33	5.11	0.261	- -	-	1.0	0.4	5.9	-	0.271
I ARM C	13.30	26.29	0.506	- -	-	1.7	1.0	16.0	-	0.078
I ARM D	13.87	37.46	0.370	- -	-	0.9	0.6	9.0	-	0.042

TIME DELAY I ARRIVING I (MIN) I -	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE PER VEHICLE
I 18.00-18.15									
I ARM A	7.04	21.16	0.333	- -	-	0.7	0.5	7.7	- 0.071
I ARM B	1.12	6.50	0.172	- -	-	0.4	0.2	3.3	- 0.187
I ARM C	11.14	26.64	0.418	- -	-	1.0	0.7	11.1	- 0.065
I ARM D	11.62	37.92	0.306	- -	-	0.6	0.4	6.7	- 0.038

I
I
I

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.5
17.15	0.7 *
17.30	1.2 *
17.45	1.3 *
18.00	0.7 *
18.15	0.5 *

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.3
17.30	0.9 *
17.45	1.0 *
18.00	0.4
18.15	0.2

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.7 *
17.15	1.0 *
17.30	1.7 **
17.45	1.7 **
18.00	1.0 *
18.15	0.7 *

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.4
17.15	0.6 *
17.30	0.9 *
17.45	0.9 *
18.00	0.6 *
18.15	0.4

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I		I	* DELAY *	I	* DELAY *	I

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)

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TRL Limited	Tel: +44 (0) 1344 770758
Crowthorne House	Fax: +44 (0) 1344 770356
Nine Mile Ride	Email: software@trl.co.uk
Wokingham, Berks.	Web: www.trlsoftware.co.uk
RG40 3GA,UK	

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IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-

"p:\17000 PROJECTS\M17132 Plas Coch Retail Park\Tech\Junction Assessments & Modelling\Arcady\Working\
M17132 B5101 Plas Coch Rd 2023 Base + Dev+SURGE_AUGUSTAM.vai"
(drive-on-the-left) at 17:29:46 on Wednesday, 22 August 2018

.FILE PROPERTIES

RUN TITLE: Plas Coch Road
LOCATION: Wrexham
DATE: 22/08/18
CLIENT:
ENUMERATOR: WS
JOB NUMBER: M17132
STATUS:
DESCRIPTION:

.INPUT DATA

ARM A - B5101 Plas Coch Rd N
ARM B - University
ARM C - B5101 Plas Coch Rd S
ARM D - Retail Park

.GEOMETRIC DATA

----- T5

I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT
(PCU/MIN) I																	

I	ARM	A	I	5.54	I	5.97	I	0.40	I	23.30	I	35.90	I	45.0	I	0.622	I
27.182			I														
I	ARM	B	I	2.67	I	4.07	I	2.00	I	13.70	I	35.90	I	61.0	I	0.432	I
13.628			I														
I	ARM	C	I	4.88	I	10.11	I	4.50	I	27.90	I	35.90	I	52.0	I	0.631	I
28.351			I														
I	ARM	D	I	7.36	I	7.36	I	0.00	I	30.90	I	35.90	I	11.0	I	0.820	I
40.260			I														

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

Only sets included in the current run are shown

.SCALING FACTORS

.----- T13

IARM I FLOW SCALE(%) I

I A I 100 I
I B I 100 I
I C I 100 I
I D I 100 I

TIME PERIOD BEGINS(07.45)AND ENDS(09.15)

.LENGTH OF TIME PERIOD -(90) MINUTES

.LENGTH OF TIME SEGMENT - (15) MINUTES

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

.DEMAND SET TITLE: Plas Coch Road

.----- T15

I	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN) I
I	ARM	I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP I AFTER I	I	I
I	I	I TO RISE I IS REACHED I FALLING I PEAK I OF PEAK I PEAK I	I	I
I	ARM A	I 15.00 I 45.00 I 75.00 I 4.69 I 7.03 I 4.69 I	I	I
I	ARM B	I 15.00 I 45.00 I 75.00 I 0.28 I 0.41 I 0.28 I	I	I
I	ARM C	I 15.00 I 45.00 I 75.00 I 9.90 I 14.85 I 9.90 I	I	I
I	ARM D	I 15.00 I 45.00 I 75.00 I 4.86 I 7.29 I 4.86 I	I	I

DEMAND SET TITLE: Plas Coch Road

.----- T33

I	I	TURNING PROPORTIONS	I
I	I	TURNING COUNTS	I
I	I	(PERCENTAGE OF H.V.S)	I
I	TIME	I FROM/T I ARM A I ARM B I ARM C I ARM D I	I
I	07.45 - 09.15	I I I I I I I	I
I	I	I ARM A I 0.000 I 0.040 I 0.688 I 0.272 I	I
I	I	I 0.0 I 15.0 I 258.0 I 102.0 I	I
I	I	I (0.0)I (0.0)I (0.0)I (0.0)I	I
I	I	I I I I I I I	I
I	I	I ARM B I 0.273 I 0.000 I 0.545 I 0.182 I	I
I	I	I 6.0 I 0.0 I 12.0 I 4.0 I	I
I	I	I (0.0)I (0.0)I (0.0)I (0.0)I	I
I	I	I I I I I I I	I
I	I	I ARM C I 0.400 I 0.090 I 0.000 I 0.510 I	I
I	I	I 317.0 I 71.0 I 0.0 I 404.0 I	I
I	I	I (0.0)I (0.0)I (0.0)I (0.0)I	I
I	I	I I I I I I I	I
I	I	I ARM D I 0.216 I 0.049 I 0.735 I 0.000 I	I
I	I	I 84.0 I 19.0 I 286.0 I 0.0 I	I
I	I	I (0.0)I (0.0)I (0.0)I (0.0)I	I
I	I	I I I I I I I	I

Base + Dev - Weekday Surge AM 745 - 815

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

----- T70										
I TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE	
DELAY I	(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER	
ARRIVING I			(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE	
(MIN) I										
-										
-										
I 07.45-08.00										
I										
I ARM A	4.71	24.25	0.194	- -	-	0.0	0.2	3.5	-	0.051
I										
I ARM B	0.28	10.14	0.027	- -	-	0.0	0.0	0.4	-	0.101
I										
I ARM C	9.94	27.47	0.362	- -	-	0.0	0.6	8.3	-	0.057
I										
I ARM D	4.88	36.22	0.135	- -	-	0.0	0.2	2.3	-	0.032
I										
I										
I										

I TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE	
DELAY I	(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER	
ARRIVING I			(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE	
(MIN) I										
-										
-										
I 08.00-08.15										
I										
I ARM A	5.62	23.68	0.237	- -	-	0.2	0.3	4.6	-	0.055
I										
I ARM B	0.33	9.45	0.035	- -	-	0.0	0.0	0.5	-	0.110
I										
I ARM C	11.87	27.29	0.435	- -	-	0.6	0.8	11.2	-	0.065
I										
I ARM D	5.83	35.42	0.165	- -	-	0.2	0.2	2.9	-	0.034
I										
I										
I										

I TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE	
DELAY I	(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER	
ARRIVING I			(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE	
(MIN) I										
-										
-										
I 08.15-08.30										
I										
I ARM A	6.88	22.89	0.301	- -	-	0.3	0.4	6.3	-	0.062
I										
I ARM B	0.40	8.51	0.047	- -	-	0.0	0.0	0.7	-	0.123
I										
I ARM C	14.53	27.06	0.537	- -	-	0.8	1.1	16.7	-	0.080
I										
I ARM D	7.14	34.34	0.208	- -	-	0.2	0.3	3.9	-	0.037
I										
I										

Base + Dev - Weekday Surge AM 745 - 815

I

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE
DELAY I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER
ARRIVING I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE
I										
(MIN) I										
-										
-										
I	08.30-08.45									
I										
I	ARM A	6.88	22.89	0.301	- -	-	0.4	0.4	6.4	0.062
I										
I	ARM B	0.40	8.51	0.047	- -	-	0.0	0.0	0.7	0.123
I										
I	ARM C	14.53	27.05	0.537	- -	-	1.1	1.2	17.3	0.080
I										
I	ARM D	7.14	34.33	0.208	- -	-	0.3	0.3	3.9	0.037
I										
I										
I										

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE
DELAY I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER
ARRIVING I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE
I										
(MIN) I										
-										
-										
I	08.45-09.00									
I										
I	ARM A	5.62	23.67	0.237	- -	-	0.4	0.3	4.8	0.055
I										
I	ARM B	0.33	9.44	0.035	- -	-	0.0	0.0	0.6	0.110
I										
I	ARM C	11.87	27.29	0.435	- -	-	1.2	0.8	11.9	0.065
I										
I	ARM D	5.83	35.41	0.165	- -	-	0.3	0.2	3.0	0.034
I										
I										
I										

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE
DELAY I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER
ARRIVING I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE
I										
(MIN) I										
-										
-										
I	09.00-09.15									
I										
I	ARM A	4.71	24.24	0.194	- -	-	0.3	0.2	3.7	0.051
I										
I	ARM B	0.28	10.12	0.027	- -	-	0.0	0.0	0.4	0.102
I										
I	ARM C	9.94	27.46	0.362	- -	-	0.8	0.6	8.7	0.057
I										
I	ARM D	4.88	36.20	0.135	- -	-	0.2	0.2	2.4	0.032

I
I
I

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.2
08.15	0.3
08.30	0.4
08.45	0.4
09.00	0.3
09.15	0.2

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.6 *
08.15	0.8 *
08.30	1.1 *
08.45	1.2 *
09.00	0.8 *
09.15	0.6 *

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.2
08.15	0.2
08.30	0.3
08.45	0.3
09.00	0.2
09.15	0.2

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	-----						I

T75

Base + Dev - Weekday Surge AM 745 - 815														
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN/VEH)	I	(MIN)	I	(MIN/VEH)	I
I	A	I	516.2	I	344.1	I	29.3	I	0.06	I	29.3	I	0.06	I
I	B	I	30.3	I	20.2	I	3.4	I	0.11	I	3.4	I	0.11	I
I	C	I	1090.1	I	726.8	I	74.1	I	0.07	I	74.1	I	0.07	I
I	D	I	535.4	I	357.0	I	18.4	I	0.03	I	18.4	I	0.03	I
I	ALL	I	2172.0	I	1448.0	I	125.2	I	0.06	I	125.2	I	0.06	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

===== end of file =====

V = approach half-width
E = entry width

L = effective flare length
R = entry radius

D = inscribed circle diameter
PHI = entry angle

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

----- T13

I ARM I FLOW SCALE(%) I

I A	I	100	I
I B	I	100	I
I C	I	100	I
I D	I	100	I

TIME PERIOD BEGINS(16.45)AND ENDS(18.15)

.LENGTH OF TIME PERIOD -(90) MINUTES

.LENGTH OF TIME SEGMENT - (15) MINUTES

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

.DEMAND SET TITLE: Plas Coch Road

----- T15

I	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I	ARM	I FLOW STARTS I TOP OF PEAK I FLOW STOPS	I	I BEFORE I AT TOP I AFTER	I
I	I	I TO RISE I IS REACHED I FALLING	I	I PEAK I OF PEAK I PEAK	I
I ARM A	I	15.00 I 45.00 I 75.00	I	7.07 I 10.61 I 7.07	I
I ARM B	I	15.00 I 45.00 I 75.00	I	1.13 I 1.69 I 1.13	I
I ARM C	I	15.00 I 45.00 I 75.00	I	11.32 I 16.99 I 11.32	I
I ARM D	I	15.00 I 45.00 I 75.00	I	11.88 I 17.81 I 11.88	I

DEMAND SET TITLE: Plas Coch Road

----- T33

I	I	TURNING PROPORTIONS	I
I	I	TURNING COUNTS	I
I	I	(PERCENTAGE OF H.V.S)	I
I	TIME	I FROM/T I ARM A I ARM B I ARM C I ARM D I	I
I	16.45 - 18.15	I I I I I I	I
I	I	I ARM A I 0.000 I 0.002 I 0.645 I 0.353 I	I
I	I	I I 0.0 I 1.0 I 365.0 I 200.0 I	I
I	I	I (0.0)I (0.0)I (0.0)I (0.0)I	I
I	I	I I I I I I	I
I	I	I ARM B I 0.033 I 0.000 I 0.756 I 0.211 I	I
I	I	I I 3.0 I 0.0 I 68.0 I 19.0 I	I
I	I	I (0.0)I (0.0)I (0.0)I (0.0)I	I
I	I	I I I I I I	I
I	I	I ARM C I 0.232 I 0.015 I 0.000 I 0.753 I	I
I	I	I I 210.0 I 14.0 I 0.0 I 682.0 I	I
I	I	I (0.0)I (0.0)I (0.0)I (0.0)I	I
I	I	I I I I I I	I
I	I	I ARM D I 0.182 I 0.004 I 0.814 I 0.000 I	I
I	I	I I 173.0 I 4.0 I 773.0 I 0.0 I	I
I	I	I (0.0)I (0.0)I (0.0)I (0.0)I	I
I	I	I I I I I I	I

Base + Dev - Weekday Surge PM 1645 - 1815

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

----- T70										
I TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE	
DELAY I	(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER	
ARRIVING I			(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE	
(MIN) I										
-										
-										
I 16.45-17.00										
I										
I ARM A	7.10	21.02	0.338	- -	-	0.0	0.5	7.4	-	0.072
I										
I ARM B	1.13	6.40	0.176	- -	-	0.0	0.2	3.0	-	0.189
I										
I ARM C	11.37	26.60	0.427	- -	-	0.0	0.7	10.8	-	0.065
I										
I ARM D	11.92	37.93	0.314	- -	-	0.0	0.5	6.7	-	0.038
I										
I										
I										

I TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE	
DELAY I	(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER	
ARRIVING I			(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE	
(MIN) I										
-										
-										
I 17.00-17.15										
I										
I ARM A	8.48	19.81	0.428	- -	-	0.5	0.7	10.8	-	0.088
I										
I ARM B	1.35	4.98	0.271	- -	-	0.2	0.4	5.2	-	0.274
I										
I ARM C	13.57	26.26	0.517	- -	-	0.7	1.1	15.5	-	0.079
I										
I ARM D	14.23	37.47	0.380	- -	-	0.5	0.6	9.0	-	0.043
I										
I										
I										

I TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE	
DELAY I	(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER	
ARRIVING I			(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE	
(MIN) I										
-										
-										
I 17.15-17.30										
I										
I ARM A	10.39	18.16	0.572	- -	-	0.7	1.3	18.8	-	0.127
I										
I ARM B	1.65	3.05	0.542	- -	-	0.4	1.1	14.2	-	0.674
I										
I ARM C	16.63	25.80	0.644	- -	-	1.1	1.8	25.5	-	0.108
I										
I ARM D	17.43	36.85	0.473	- -	-	0.6	0.9	13.1	-	0.051
I										
I										

Base + Dev - Weekday Surge PM 1645 - 1815

I

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE
DELAY I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER
ARRIVING I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE
I										
(MIN) I										
-										
-										
I	17.30-17.45									
I										
I	ARM A	10.39	18.15	0.572	- -	-	1.3	1.3	19.8	0.129
I										
I	ARM B	1.65	3.03	0.546	- -	-	1.1	1.1	16.7	0.721
I										
I	ARM C	16.63	25.78	0.645	- -	-	1.8	1.8	26.8	0.109
I										
I	ARM D	17.43	36.84	0.473	- -	-	0.9	0.9	13.4	0.052
I										
I										
I										

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE
DELAY I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER
ARRIVING I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE
I										
(MIN) I										
-										
-										
I	17.45-18.00									
I										
I	ARM A	8.48	19.80	0.428	- -	-	1.3	0.8	11.7	0.089
I										
I	ARM B	1.35	4.95	0.273	- -	-	1.1	0.4	6.3	0.285
I										
I	ARM C	13.57	26.24	0.517	- -	-	1.8	1.1	16.8	0.079
I										
I	ARM D	14.23	37.46	0.380	- -	-	0.9	0.6	9.4	0.043
I										
I										
I										

I	TIME	DEMAND	CAPACITY	DEMAND/	PEDESTRIAN	START	END	DELAY	GEOMETRIC DELAY	AVERAGE
DELAY I		(VEH/MIN)	(VEH/MIN)	CAPACITY	FLOW	QUEUE	QUEUE	(VEH.MIN/	(VEH.MIN/	PER
ARRIVING I				(RFC)	(PEDS/MIN)	(VEHS)	(VEHS)	TIME SEGMENT)	TIME SEGMENT)	VEHICLE
I										
(MIN) I										
-										
-										
I	18.00-18.15									
I										
I	ARM A	7.10	21.00	0.338	- -	-	0.8	0.5	7.9	0.072
I										
I	ARM B	1.13	6.37	0.177	- -	-	0.4	0.2	3.4	0.192
I										
I	ARM C	11.37	26.59	0.428	- -	-	1.1	0.8	11.6	0.066
I										
I	ARM D	11.92	37.92	0.314	- -	-	0.6	0.5	7.0	0.038

I
I
I

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	*
17.15	0.7	*
17.30	1.3	*
17.45	1.3	*
18.00	0.8	*
18.15	0.5	*

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.2	
17.15	0.4	
17.30	1.1	*
17.45	1.1	*
18.00	0.4	
18.15	0.2	

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.1	*
17.30	1.8	**
17.45	1.8	**
18.00	1.1	*
18.15	0.8	*

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	
17.15	0.6	*
17.30	0.9	*
17.45	0.9	*
18.00	0.6	*
18.15	0.5	

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I		I	* DELAY *	I	* DELAY *	I
I	I	I		I		I		I

T75

Base + Dev - Weekday Surge PM 1645 - 1815														
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN/VEH)	I	(MIN)	I	(MIN/VEH)	I
I	A	I	779.1	I	519.4	I	76.4	I	0.10	I	76.4	I	0.10	I
I	B	I	123.9	I	82.6	I	48.8	I	0.39	I	48.8	I	0.39	I
I	C	I	1247.0	I	831.4	I	107.0	I	0.09	I	107.0	I	0.09	I
I	D	I	1307.6	I	871.7	I	58.7	I	0.04	I	58.7	I	0.04	I
I	ALL	I	3457.6	I	2305.1	I	290.9	I	0.08	I	290.9	I	0.08	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

===== end of file =====

Appendix D

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)

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program advice and maintenance, contact:

TRL Limited	Tel: +44 (0) 1344 770758
Crowthorne House	Fax: +44 (0) 1344 770356
Nine Mile Ride	Email: software@trl.co.uk
Wokingham, Berks.	Web: www.trlsoftware.co.uk
RG40 3GA,UK	

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-

"p:\17000 PROJECTS\M17132 Plas Coch Retail Park\Tech\Junction Assessments & Modelling\Arcady\Working\September\
05.09.2018\M17132 B5101 Plas Coch Rd 2023 Sensitivity Base Weekday AM.vai"
(drive-on-the-left) at 14:05:54 on Wednesday, 5 September 2018

.FILE PROPERTIES

RUN TITLE: Plas Coch Road
LOCATION: Wrexham
DATE: 05/09/18
CLIENT:
ENUMERATOR: WS
JOB NUMBER: M17132
STATUS:
DESCRIPTION:

.INPUT DATA

ARM A - B5101 Plas Coch Rd N
ARM B - University
ARM C - B5101 Plas Coch Rd S
ARM D - Retail Park

.GEOMETRIC DATA

I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	T5
I	ARM A	I	5.54	I	5.97	I	0.40	I	23.30	I	35.90	I	45.0	I	0.622	I	27.182	I	
I	ARM B	I	2.67	I	4.07	I	2.00	I	13.70	I	35.90	I	61.0	I	0.432	I	13.628	I	
I	ARM C	I	4.88	I	10.11	I	4.50	I	27.90	I	35.90	I	52.0	I	0.631	I	28.351	I	
I	ARM D	I	7.36	I	7.36	I	0.00	I	30.90	I	35.90	I	11.0	I	0.820	I	40.260	I	

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

Only sets included in the current run are shown

.SCALING FACTORS

----- T13

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I
I	D	I	100	I

TIME PERIOD BEGINS(07.45)AND ENDS(09.15)

.LENGTH OF TIME PERIOD -(90) MINUTES

.LENGTH OF TIME SEGMENT -(15) MINUTES

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

.DEMAND SET TITLE: Plas Coch Road with Hotel

----- T15

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I	ARM	I	FLOW STARTS	I	TOP OF PEAK	I
I	ARM	I	FLOW STOPS	I	BEFORE	I
I	ARM	I	FLOW STOPS	I	AFTER	I

Sensitivity Base Weekday AM										
I	I	I	I	I	I	I	I	I	I	I
I	I	TO RISE	I	IS REACHED	I	FALLING	I	PEAK	I	OF PEAK
I	ARM	A	I	45.00	I	75.00	I	4.65	I	6.98
I	ARM	B	I	45.00	I	75.00	I	0.20	I	0.30
I	ARM	C	I	45.00	I	75.00	I	9.71	I	14.57
I	ARM	D	I	45.00	I	75.00	I	4.66	I	6.99

DEMAND SET TITLE: Plas Coch Road with Hotel

T33											
I		I	TURNING PROPORTIONS							I	
I		I	TURNING COUNTS							I	
I		I	(PERCENTAGE OF H.V.S)							I	
I		I									
I	TIME	I	FROM/T	I	ARM A	I	ARM B	I	ARM C	I	ARM D
I	07.45 - 09.15	I		I		I		I		I	
I		I	ARM A	I	0.000	I	0.040	I	0.694	I	0.266
I		I		I	0.0	I	15.0	I	258.0	I	99.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM B	I	0.000	I	0.000	I	0.750	I	0.250
I		I		I	0.0	I	0.0	I	12.0	I	4.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM C	I	0.408	I	0.091	I	0.000	I	0.501
I		I		I	317.0	I	71.0	I	0.0	I	389.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM D	I	0.217	I	0.048	I	0.735	I	0.000
I		I		I	81.0	I	18.0	I	274.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70												
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I	
I											I	
I	07.45-08.00										I	
I	ARM A	4.67	24.35	0.192	- -	-	0.0	0.2	3.5	-	0.051	I
I	ARM B	0.20	10.22	0.020	- -	-	0.0	0.0	0.3	-	0.100	I
I	ARM C	9.75	27.54	0.354	- -	-	0.0	0.5	8.0	-	0.056	I
I	ARM D	4.68	36.28	0.129	- -	-	0.0	0.1	2.2	-	0.032	I
I												I
I												I
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I	
I											I	
I	08.00-08.15										I	
I	ARM A	5.57	23.80	0.234	- -	-	0.2	0.3	4.5	-	0.055	I
I	ARM B	0.24	9.55	0.025	- -	-	0.0	0.0	0.4	-	0.107	I
I	ARM C	11.64	27.38	0.425	- -	-	0.5	0.7	10.8	-	0.063	I
I	ARM D	5.59	35.50	0.157	- -	-	0.1	0.2	2.8	-	0.033	I
I												I
I												I
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I	
I											I	
I	08.15-08.30										I	
I	ARM A	6.83	23.04	0.296	- -	-	0.3	0.4	6.2	-	0.062	I
I	ARM B	0.29	8.63	0.034	- -	-	0.0	0.0	0.5	-	0.120	I
I	ARM C	14.26	27.16	0.525	- -	-	0.7	1.1	16.0	-	0.077	I
I	ARM D	6.84	34.43	0.199	- -	-	0.2	0.2	3.7	-	0.036	I
I												I
I												I
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I	
I											I	
I	08.30-08.45										I	
I	ARM A	6.83	23.04	0.296	- -	-	0.4	0.4	6.3	-	0.062	I
I	ARM B	0.29	8.63	0.034	- -	-	0.0	0.0	0.5	-	0.120	I
I	ARM C	14.26	27.16	0.525	- -	-	1.1	1.1	16.5	-	0.078	I
I	ARM D	6.84	34.42	0.199	- -	-	0.2	0.2	3.7	-	0.036	I
I												I
I												I
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I	
I											I	
I	08.45-09.00										I	
I	ARM A	5.57	23.79	0.234	- -	-	0.4	0.3	4.7	-	0.055	I
I	ARM B	0.24	9.54	0.025	- -	-	0.0	0.0	0.4	-	0.107	I

Sensitivity Base Weekday AM												
I ARM C	11.64	27.38	0.425	-	-	-	1.1	0.7	11.4	-	0.064	I
I ARM D	5.59	35.48	0.158	-	-	-	0.2	0.2	2.8	-	0.033	I
I												I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH./MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH./MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I	
I											I	
I											I	
I											I	
I	09.00-09.15										I	
I	ARM A	4.67	24.35	0.192	- -	-	0.3	0.2	3.6	-	0.051	I
I	ARM B	0.20	10.21	0.020	- -	-	0.0	0.0	0.3	-	0.100	I
I	ARM C	9.75	27.53	0.354	- -	-	0.7	0.6	8.4	-	0.056	I
I	ARM D	4.68	36.26	0.129	- -	-	0.2	0.1	2.2	-	0.032	I
I											I	

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.2
08.15	0.3
08.30	0.4
08.45	0.4
09.00	0.3
09.15	0.2

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.5 *
08.15	0.7 *
08.30	1.1 *
08.45	1.1 *
09.00	0.7 *
09.15	0.6 *

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.2
08.30	0.2
08.45	0.2
09.00	0.2
09.15	0.1

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
I A	I	512.0	I 341.4	I 28.7	I 0.06	I 28.7	I 0.06
I B	I	22.0	I 14.7	I 2.4	I 0.11	I 2.4	I 0.11
I C	I	1069.5	I 713.0	I 71.1	I 0.07	I 71.1	I 0.07
I D	I	513.4	I 342.3	I 17.4	I 0.03	I 17.4	I 0.03
I ALL	I	2116.9	I 1411.3	I 119.7	I 0.06	I 119.7	I 0.06

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

Sensitivity Base Weekday AM

===== end of file =====

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)

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TRL Limited	Tel: +44 (0) 1344 770758
Crowthorne House	Fax: +44 (0) 1344 770356
Nine Mile Ride	Email: software@trl.co.uk
Wokingham, Berks.	Web: www.trlsoftware.co.uk
RG40 3GA,UK	

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IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-

"p:\17000 PROJECTS\M17132 Plas Coch Retail Park\Tech\Junction Assessments & Modelling\Arcady\Working\September\
05.09.2018\New folder\M17132 B5101 Plas Coch Rd 2023 Sensitivity Base + Dev Weekday AM.vai"
(drive-on-the-left) at 14:12:27 on Wednesday, 5 September 2018

.FILE PROPERTIES

RUN TITLE: Plas Coch Road
LOCATION: Wrexham
DATE: 05/09/18
CLIENT:
ENUMERATOR: WS
JOB NUMBER: M17132
STATUS:
DESCRIPTION:

.INPUT DATA

ARM A - B5101 Plas Coch Rd N
ARM B - University
ARM C - B5101 Plas Coch Rd S
ARM D - Retail Park

.GEOMETRIC DATA

I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	T5
I	ARM A	I	5.54	I	5.97	I	0.40	I	23.30	I	35.90	I	45.0	I	0.622	I	27.182	I	
I	ARM B	I	2.67	I	4.07	I	2.00	I	13.70	I	35.90	I	61.0	I	0.432	I	13.628	I	
I	ARM C	I	4.88	I	10.11	I	4.50	I	27.90	I	35.90	I	52.0	I	0.631	I	28.351	I	
I	ARM D	I	7.36	I	7.36	I	0.00	I	30.90	I	35.90	I	11.0	I	0.820	I	40.260	I	

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

Only sets included in the current run are shown

.SCALING FACTORS

----- T13

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I
I	D	I	100	I

TIME PERIOD BEGINS(07.45)AND ENDS(09.15)

.LENGTH OF TIME PERIOD -(90) MINUTES

.LENGTH OF TIME SEGMENT -(15) MINUTES

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

.DEMAND SET TITLE: Plas Coch Road with Hotel

----- T15

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I	ARM	I	FLOW STARTS	I	TOP OF PEAK	I
I		I	FLOW STOPS	I	BEFORE	I
I		I	AT TOP	I	AFTER	I

Sensitivity Base + Dev Weekday AM										
I	I	I	I	I	I	I	I	I	I	I
I	I	TO RISE	I	IS REACHED	I	FALLING	I	PEAK	I	OF PEAK
I	ARM	A	I	45.00	I	75.00	I	4.70	I	7.05
I	ARM	B	I	45.00	I	75.00	I	0.28	I	0.41
I	ARM	C	I	45.00	I	75.00	I	9.93	I	14.89
I	ARM	D	I	45.00	I	75.00	I	4.91	I	7.37

DEMAND SET TITLE: Plas Coch Road with Hotel

T33											
I		I	TURNING PROPORTIONS								I
I		I	TURNING COUNTS								I
I		I	(PERCENTAGE OF H.V.S)								I
I		I									I
I	TIME	I	FROM/T	I	ARM A	I	ARM B	I	ARM C	I	ARM D
I	07.45 - 09.15	I		I		I		I		I	
I		I	ARM A	I	0.000	I	0.040	I	0.686	I	0.274
I		I		I	0.0	I	15.0	I	258.0	I	103.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM B	I	0.273	I	0.000	I	0.545	I	0.182
I		I		I	6.0	I	0.0	I	12.0	I	4.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM C	I	0.399	I	0.089	I	0.000	I	0.511
I		I		I	317.0	I	71.0	I	0.0	I	406.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM D	I	0.216	I	0.048	I	0.735	I	0.000
I		I		I	85.0	I	19.0	I	289.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70												
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I	
I											I	
I	07.45-08.00										I	
I	ARM A	4.72	24.23	0.195	-	-	0.0	0.2	3.5	-	0.051	I
I	ARM B	0.28	10.12	0.027	-	-	0.0	0.0	0.4	-	0.102	I
I	ARM C	9.96	27.46	0.363	-	-	0.0	0.6	8.3	-	0.057	I
I	ARM D	4.93	36.22	0.136	-	-	0.0	0.2	2.3	-	0.032	I
I											I	
I											I	
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I	
I											I	
I	08.00-08.15										I	
I	ARM A	5.63	23.65	0.238	-	-	0.2	0.3	4.6	-	0.055	I
I	ARM B	0.33	9.43	0.035	-	-	0.0	0.0	0.5	-	0.110	I
I	ARM C	11.90	27.28	0.436	-	-	0.6	0.8	11.3	-	0.065	I
I	ARM D	5.89	35.42	0.166	-	-	0.2	0.2	3.0	-	0.034	I
I											I	
I											I	
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I	
I											I	
I	08.15-08.30										I	
I	ARM A	6.90	22.86	0.302	-	-	0.3	0.4	6.3	-	0.063	I
I	ARM B	0.40	8.48	0.048	-	-	0.0	0.0	0.7	-	0.124	I
I	ARM C	14.57	27.04	0.539	-	-	0.8	1.2	16.8	-	0.080	I
I	ARM D	7.21	34.34	0.210	-	-	0.2	0.3	3.9	-	0.037	I
I											I	
I											I	
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I	
I											I	
I	08.30-08.45										I	
I	ARM A	6.90	22.85	0.302	-	-	0.4	0.4	6.5	-	0.063	I
I	ARM B	0.40	8.48	0.048	-	-	0.0	0.0	0.7	-	0.124	I
I	ARM C	14.57	27.04	0.539	-	-	1.2	1.2	17.4	-	0.080	I
I	ARM D	7.21	34.33	0.210	-	-	0.3	0.3	4.0	-	0.037	I
I											I	
I											I	
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I	
I											I	
I	08.45-09.00										I	
I	ARM A	5.63	23.64	0.238	-	-	0.4	0.3	4.8	-	0.056	I
I	ARM B	0.33	9.42	0.035	-	-	0.0	0.0	0.6	-	0.110	I

Sensitivity Base + Dev Weekday AM													
I	ARM C	11.90	27.28	0.436	-	-	-	1.2	0.8	12.0	-	0.065	I
I	ARM D	5.89	35.41	0.166	-	-	-	0.3	0.2	3.0	-	0.034	I
I													

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I	
I	09.00-09.15											
I	ARM A	4.72	24.22	0.195	-	-	0.3	0.2	3.7	-	0.051	I
I	ARM B	0.28	10.10	0.027	-	-	0.0	0.0	0.4	-	0.102	I
I	ARM C	9.96	27.45	0.363	-	-	0.8	0.6	8.8	-	0.057	I
I	ARM D	4.93	36.20	0.136	-	-	0.2	0.2	2.4	-	0.032	I
I												

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.2
08.15	0.3
08.30	0.4
08.45	0.4
09.00	0.3
09.15	0.2

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.6 *
08.15	0.8 *
08.30	1.2 *
08.45	1.2 *
09.00	0.8 *
09.15	0.6 *

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.2
08.15	0.2
08.30	0.3
08.45	0.3
09.00	0.2
09.15	0.2

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	ARM	I	TOTAL DEMAND	I	* QUEUEING * * DELAY *	I	* INCLUSIVE QUEUEING * * DELAY *	I	T75	
I	I	I	I	I	I	I	I	I	I	
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	I	
I	A	I	517.5	I	345.0	I	29.4	I	0.06	I
I	B	I	30.3	I	20.2	I	3.4	I	0.11	I
I	C	I	1092.9	I	728.6	I	74.5	I	0.07	I
I	D	I	540.9	I	360.6	I	18.6	I	0.03	I
I	ALL	I	2181.6	I	1454.4	I	126.0	I	0.06	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

Sensitivity Base + Dev Weekday AM

===== end of file =====

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)

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TRL Limited	Tel: +44 (0) 1344 770758
Crowthorne House	Fax: +44 (0) 1344 770356
Nine Mile Ride	Email: software@trl.co.uk
Wokingham, Berks.	Web: www.trlsoftware.co.uk
RG40 3GA,UK	

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IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-

"p:\17000 PROJECTS\M17132 Plas Coch Retail Park\Tech\Junction Assessments & Modelling\Arcady\Working\September\
05.09.2018\Sensitivity\M17132 B5101 Plas Coch Rd 2023 Sensitivity Base Weekday PM.vai"
(drive-on-the-left) at 14:07:00 on Wednesday, 5 September 2018

.FILE PROPERTIES

RUN TITLE: Plas Coch Road
LOCATION: Wrexham
DATE: 05/09/18
CLIENT:
ENUMERATOR: WS
JOB NUMBER: M17132
STATUS:
DESCRIPTION:

.INPUT DATA

ARM A - B5101 Plas Coch Rd N
ARM B - University
ARM C - B5101 Plas Coch Rd S
ARM D - Retail Park

.GEOMETRIC DATA

I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	T5
I	ARM A	I	5.54	I	5.97	I	0.40	I	23.30	I	35.90	I	45.0	I	0.622	I	27.182	I	
I	ARM B	I	2.67	I	4.07	I	2.00	I	13.70	I	35.90	I	61.0	I	0.432	I	13.628	I	
I	ARM C	I	4.88	I	10.11	I	4.50	I	27.90	I	35.90	I	52.0	I	0.631	I	28.351	I	
I	ARM D	I	7.36	I	7.36	I	0.00	I	30.90	I	35.90	I	11.0	I	0.820	I	40.260	I	

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

Only sets included in the current run are shown

.SCALING FACTORS

----- T13

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I
I	D	I	100	I

TIME PERIOD BEGINS(16.45)AND ENDS(18.15)

.LENGTH OF TIME PERIOD -(90) MINUTES

.LENGTH OF TIME SEGMENT -(15) MINUTES

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

.DEMAND SET TITLE: Copy of Plas Coch Road with Hotel

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I	ARM	I	FLOW STARTS	I	TOP OF PEAK	I
I		I	FLOW STOPS	I	BEFORE	I
I		I	AT TOP	I	AFTER	I

DEMAND SET TITLE: Copy of Plas Coch Road with Hotel

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH./MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH./MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
	17.45-18.00									
ARM A		8.42	19.97	0.422	-	1.3	0.7	11.4	-	0.087
ARM B		1.35	5.10	0.264	-	1.0	0.4	6.0	-	0.272

											Sensitivity Base Weekday PM		
I	ARM C	13.35	26.27	0.508	-	-	-	1.7	1.0	16.1	-	0.078	I
I	ARM D	13.87	37.46	0.370	-	-	-	0.9	0.6	9.0	-	0.042	I
I													

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I	
I												
I	18.00-18.15											
I	ARM A	7.05	21.15	0.333	-	-	0.7	0.5	7.7	-	0.071	I
I	ARM B	1.13	6.49	0.174	-	-	0.4	0.2	3.3	-	0.187	I
I	ARM C	11.18	26.62	0.420	-	-	1.0	0.7	11.2	-	0.065	I
I	ARM D	11.62	37.92	0.306	-	-	0.6	0.4	6.7	-	0.038	I
I												

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
------------------------	--------------------------------

17.00	0.5
17.15	0.7 *
17.30	1.3 *
17.45	1.3 *
18.00	0.7 *
18.15	0.5 *

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
------------------------	--------------------------------

17.00	0.2
17.15	0.3
17.30	1.0 *
17.45	1.0 *
18.00	0.4
18.15	0.2

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
------------------------	--------------------------------

17.00	0.7 *
17.15	1.0 *
17.30	1.7 **
17.45	1.7 **
18.00	1.0 *
18.15	0.7 *

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
------------------------	--------------------------------

17.00	0.4
17.15	0.6 *
17.30	0.9 *
17.45	0.9 *
18.00	0.6 *
18.15	0.4

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

											T75
I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		I	
I	I	I	I	I	* DELAY *	I	* DELAY *	I		I	
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	I	I	
I	A	I	773.6	I	515.7	I	73.9	I	0.10	I	
I	B	I	123.9	I	82.6	I	45.1	I	0.36	I	
I	C	I	1226.4	I	817.6	I	102.6	I	0.08	I	
I	D	I	1274.6	I	849.7	I	56.2	I	0.04	I	
I	ALL	I	3398.4	I	2265.6	I	277.8	I	0.08	I	

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

Sensitivity Base Weekday PM

===== end of file =====

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)

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TRL Limited	Tel: +44 (0) 1344 770758
Crowthorne House	Fax: +44 (0) 1344 770356
Nine Mile Ride	Email: software@trl.co.uk
Wokingham, Berks.	Web: www.trlsoftware.co.uk
RG40 3GA,UK	

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Run with file:-

"p:\17000 PROJECTS\M17132 Plas Coch Retail Park\Tech\Junction Assessments & Modelling\Arcady\Working\September\
05.09.2018\New folder\M17132 B5101 Plas Coch Rd 2023 Sensitivity Base + Dev Weekday PM.vai"
(drive-on-the-left) at 14:13:45 on Wednesday, 5 September 2018

.FILE PROPERTIES

RUN TITLE: Plas Coch Road
LOCATION: Wrexham
DATE: 05/09/18
CLIENT:
ENUMERATOR: WS
JOB NUMBER: M17132
STATUS:
DESCRIPTION:

.INPUT DATA

ARM A - B5101 Plas Coch Rd N
ARM B - University
ARM C - B5101 Plas Coch Rd S
ARM D - Retail Park

.GEOMETRIC DATA

													T5					
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I
I	ARM A	I	5.54	I	5.97	I	0.40	I	23.30	I	35.90	I	45.0	I	0.622	I	27.182	I
I	ARM B	I	2.67	I	4.07	I	2.00	I	13.70	I	35.90	I	61.0	I	0.432	I	13.628	I
I	ARM C	I	4.88	I	10.11	I	4.50	I	27.90	I	35.90	I	52.0	I	0.631	I	28.351	I
I	ARM D	I	7.36	I	7.36	I	0.00	I	30.90	I	35.90	I	11.0	I	0.820	I	40.260	I

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

Only sets included in the current run are shown

.SCALING FACTORS

----- T13

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I
I	D	I	100	I

TIME PERIOD BEGINS(16.45)AND ENDS(18.15)

.LENGTH OF TIME PERIOD -(90) MINUTES

.LENGTH OF TIME SEGMENT -(15) MINUTES

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

.DEMAND SET TITLE: Copy of Plas Coch Road with Hotel

----- T15

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I	ARM	I	FLOW STARTS	I	TOP OF PEAK	I
I		I	FLOW STOPS	I	BEFORE	I
I		I	AT TOP	I	AFTER	I

Sensitivity Base + Dev Weekday PM										
I	I	I	I	I	I	I	I	I	I	I
I	I	TO RISE	I	IS REACHED	I	FALLING	I	PEAK	I	OF PEAK
I	ARM	A	I	45.00	I	75.00	I	7.09	I	10.63
I	ARM	B	I	45.00	I	75.00	I	1.13	I	1.69
I	ARM	C	I	45.00	I	75.00	I	11.36	I	17.04
I	ARM	D	I	45.00	I	75.00	I	11.90	I	17.85

DEMAND SET TITLE: Copy of Plas Coch Road with Hotel

T33											
I		I	TURNING PROPORTIONS								I
I		I	TURNING COUNTS								I
I		I	(PERCENTAGE OF H.V.S)								I
I		I									I
I	TIME	I	FROM/T	I	ARM A	I	ARM B	I	ARM C	I	ARM D
I	16.45 - 18.15	I		I		I		I		I	
I		I	ARM A	I	0.000	I	0.002	I	0.644	I	0.354
I		I		I	0.0	I	1.0	I	365.0	I	201.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM B	I	0.033	I	0.000	I	0.756	I	0.211
I		I		I	3.0	I	0.0	I	68.0	I	19.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM C	I	0.231	I	0.015	I	0.000	I	0.754
I		I		I	210.0	I	14.0	I	0.0	I	685.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM D	I	0.182	I	0.004	I	0.814	I	0.000
I		I		I	173.0	I	4.0	I	775.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70											
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	-	-	-	-	-	-	-	-	-	-	I
I	16.45-17.00	-	-	-	-	-	-	-	-	-	I
I	ARM A	7.11	21.01	0.339	-	-	0.0	0.5	7.4	0.072	I
I	ARM B	1.13	6.39	0.177	-	-	0.0	0.2	3.0	0.189	I
I	ARM C	11.41	26.59	0.429	-	-	0.0	0.7	10.9	0.065	I
I	ARM D	11.95	37.93	0.315	-	-	0.0	0.5	6.8	0.038	I
I	-	-	-	-	-	-	-	-	-	-	I
I	-	-	-	-	-	-	-	-	-	-	I
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	-	-	-	-	-	-	-	-	-	-	I
I	-	-	-	-	-	-	-	-	-	-	I
I	17.00-17.15	-	-	-	-	-	-	-	-	-	I
I	ARM A	8.50	19.79	0.429	-	-	0.5	0.7	10.9	0.088	I
I	ARM B	1.35	4.96	0.272	-	-	0.2	0.4	5.2	0.275	I
I	ARM C	13.62	26.25	0.519	-	-	0.7	1.1	15.6	0.079	I
I	ARM D	14.26	37.47	0.381	-	-	0.5	0.6	9.0	0.043	I
I	-	-	-	-	-	-	-	-	-	-	I
I	-	-	-	-	-	-	-	-	-	-	I
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	-	-	-	-	-	-	-	-	-	-	I
I	-	-	-	-	-	-	-	-	-	-	I
I	17.15-17.30	-	-	-	-	-	-	-	-	-	I
I	ARM A	10.40	18.14	0.574	-	-	0.7	1.3	18.9	0.128	I
I	ARM B	1.65	3.02	0.546	-	-	0.4	1.1	14.3	0.685	I
I	ARM C	16.68	25.78	0.647	-	-	1.1	1.8	25.8	0.109	I
I	ARM D	17.47	36.85	0.474	-	-	0.6	0.9	13.2	0.051	I
I	-	-	-	-	-	-	-	-	-	-	I
I	-	-	-	-	-	-	-	-	-	-	I
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	-	-	-	-	-	-	-	-	-	-	I
I	-	-	-	-	-	-	-	-	-	-	I
I	17.30-17.45	-	-	-	-	-	-	-	-	-	I
I	ARM A	10.40	18.13	0.574	-	-	1.3	1.3	19.9	0.129	I
I	ARM B	1.65	3.00	0.550	-	-	1.1	1.2	17.0	0.733	I
I	ARM C	16.68	25.77	0.647	-	-	1.8	1.8	27.1	0.110	I
I	ARM D	17.47	36.84	0.474	-	-	0.9	0.9	13.5	0.052	I
I	-	-	-	-	-	-	-	-	-	-	I
I	-	-	-	-	-	-	-	-	-	-	I
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	-	-	-	-	-	-	-	-	-	-	I
I	-	-	-	-	-	-	-	-	-	-	I
I	17.45-18.00	-	-	-	-	-	-	-	-	-	I
I	ARM A	8.50	19.78	0.430	-	-	1.3	0.8	11.8	0.089	I
I	ARM B	1.35	4.93	0.274	-	-	1.2	0.4	6.3	0.288	I

Sensitivity Base + Dev Weekday PM													
I	ARM C	13.62	26.23	0.519	-	-	-	1.8	1.1	16.9	-	0.080	I
I	ARM D	14.26	37.46	0.381	-	-	-	0.9	0.6	9.4	-	0.043	I
I													

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	ARM A	7.11	20.98	0.339	-	0.8	0.5	7.9	-	0.072	I
I	ARM B	1.13	6.35	0.178	-	0.4	0.2	3.4	-	0.192	I
I	ARM C	11.41	26.58	0.429	-	1.1	0.8	11.6	-	0.066	I
I	ARM D	11.95	37.92	0.315	-	0.6	0.5	7.0	-	0.039	I

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.5 *
17.15	0.7 *
17.30	1.3 *
17.45	1.3 *
18.00	0.8 *
18.15	0.5 *

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.4
17.30	1.1 *
17.45	1.2 *
18.00	0.4
18.15	0.2

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.7 *
17.15	1.1 *
17.30	1.8 **
17.45	1.8 **
18.00	1.1 *
18.15	0.8 *

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.5
17.15	0.6 *
17.30	0.9 *
17.45	0.9 *
18.00	0.6 *
18.15	0.5

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	ARM	I	TOTAL DEMAND	I	* QUEUEING * * DELAY *	I	* INCLUSIVE QUEUEING * * DELAY *	I	T75
I	I	I	I	I	I	I	I	I	I
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)
I	A	I	780.4	I	520.3	I	76.9	I	0.10
I	B	I	123.9	I	82.6	I	49.3	I	0.40
I	C	I	1251.2	I	834.1	I	107.9	I	0.09
I	D	I	1310.4	I	873.6	I	58.9	I	0.04
I	ALL	I	3465.8	I	2310.6	I	293.0	I	0.08

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

Sensitivity Base + Dev Weekday PM

===== end of file =====

Sensitivity Base Saturday

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)

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Crowthorne House	Fax: +44 (0) 1344 770356
Nine Mile Ride	Email: software@trl.co.uk
Wokingham, Berks.	Web: www.trlsoftware.co.uk
RG40 3GA,UK	

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Run with file:-

"p:\17000 PROJECTS\M17132 Plas Coch Retail Park\Tech\Junction Assessments & Modelling\Arcady\Working\September\
05.09.2018\M17132 B5101 Plas Coch Rd 2023 Sensitivity Base Saturday.vai"
(drive-on-the-left) at 14:04:17 on Wednesday, 5 September 2018

.FILE PROPERTIES

RUN TITLE: Plas Coch Road
LOCATION: Wrexham
DATE: 05/09/18
CLIENT:
ENUMERATOR: WS
JOB NUMBER: M17132
STATUS:
DESCRIPTION:

.INPUT DATA

ARM A - B5101 Plas Coch Rd N
ARM B - University
ARM C - B5101 Plas Coch Rd S
ARM D - Retail Park

.GEOMETRIC DATA

I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	T5
I	ARM A	I	5.54	I	5.97	I	0.40	I	23.30	I	35.90	I	45.0	I	0.622	I	27.182	I	
I	ARM B	I	2.67	I	4.07	I	2.00	I	13.70	I	35.90	I	61.0	I	0.432	I	13.628	I	
I	ARM C	I	4.88	I	10.11	I	4.50	I	27.90	I	35.90	I	52.0	I	0.631	I	28.351	I	
I	ARM D	I	7.36	I	7.36	I	0.00	I	30.90	I	35.90	I	11.0	I	0.820	I	40.260	I	

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

Only sets included in the current run are shown

.SCALING FACTORS

----- T13

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I
I	D	I	100	I

TIME PERIOD BEGINS(11.30)AND ENDS(13.00)

.LENGTH OF TIME PERIOD -(90) MINUTES

.LENGTH OF TIME SEGMENT -(15) MINUTES

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

.DEMAND SET TITLE: Plas Coch Road with Hotel Sat

----- T15

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I	ARM	I	FLOW STARTS	I	TOP OF PEAK	I
I		I	FLOW STOPS	I	BEFORE	I
I		I		I	AT TOP	I
I		I		I	AFTER	I

Sensitivity Base Saturday										
I	I	I	I	I	I	I	I	I	I	I
I	I	TO RISE	I	IS REACHED	I	FALLING	I	PEAK	I	OF PEAK
I	I		I		I		I		I	
I	ARM A	15.00	I	45.00	I	75.00	I	6.65	I	9.98
I	ARM B	15.00	I	45.00	I	75.00	I	0.31	I	0.47
I	ARM C	15.00	I	45.00	I	75.00	I	15.57	I	23.36
I	ARM D	15.00	I	45.00	I	75.00	I	14.26	I	21.39

DEMAND SET TITLE: Plas Coch Road with Hotel Sat

T33											
I		I	TURNING PROPORTIONS						I		
I		I	TURNING COUNTS						I		
I		I	(PERCENTAGE OF H.V.S)						I		
I		I							I		
I	TIME	I	FROM/T	I	ARM A	I	ARM B	I	ARM C	I	ARM D
I	11.30 - 13.00	I		I		I		I		I	
I		I	ARM A	I	0.000	I	0.013	I	0.541	I	0.445
I		I		I	0.0	I	7.0	I	288.0	I	237.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM B	I	0.240	I	0.000	I	0.680	I	0.080
I		I		I	6.0	I	0.0	I	17.0	I	2.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM C	I	0.172	I	0.017	I	0.000	I	0.811
I		I		I	214.0	I	21.0	I	0.0	I	1011.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM D	I	0.196	I	0.004	I	0.799	I	0.000
I		I		I	224.0	I	5.0	I	912.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70											
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH./MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH./MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	-	-	-	-	-	-	-	-	-	-	I
I	11.30-11.45	-	-	-	-	-	-	-	-	-	I
I	ARM A	6.68	19.88	0.336	- -	-	0.0	0.5	7.3	0.075	I
I	ARM B	0.31	5.87	0.053	- -	-	0.0	0.1	0.8	0.180	I
I	ARM C	15.63	26.42	0.592	- -	-	0.0	1.4	20.5	0.091	I
I	ARM D	14.32	37.79	0.379	- -	-	0.0	0.6	8.9	0.042	I
I	-	-	-	-	-	-	-	-	-	-	I
I	-	-	-	-	-	-	-	-	-	-	I
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH./MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH./MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	-	-	-	-	-	-	-	-	-	-	I
I	11.45-12.00	-	-	-	-	-	-	-	-	-	I
I	ARM A	7.97	18.44	0.432	- -	-	0.5	0.8	11.0	0.095	I
I	ARM B	0.37	4.34	0.086	- -	-	0.1	0.1	1.3	0.252	I
I	ARM C	18.67	26.04	0.717	- -	-	1.4	2.5	34.8	0.133	I
I	ARM D	17.10	37.31	0.458	- -	-	0.6	0.8	12.4	0.049	I
I	-	-	-	-	-	-	-	-	-	-	I
I	-	-	-	-	-	-	-	-	-	-	I
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH./MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH./MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	-	-	-	-	-	-	-	-	-	-	I
I	12.00-12.15	-	-	-	-	-	-	-	-	-	I
I	ARM A	9.76	16.49	0.592	- -	-	0.8	1.4	20.2	0.147	I
I	ARM B	0.46	2.27	0.202	- -	-	0.1	0.2	3.3	0.546	I
I	ARM C	22.86	25.53	0.896	- -	-	2.5	7.2	90.2	0.309	I
I	ARM D	20.94	36.68	0.571	- -	-	0.8	1.3	19.2	0.063	I
I	-	-	-	-	-	-	-	-	-	-	I
I	-	-	-	-	-	-	-	-	-	-	I
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH./MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH./MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	-	-	-	-	-	-	-	-	-	-	I
I	12.15-12.30	-	-	-	-	-	-	-	-	-	I
I	ARM A	9.76	16.47	0.593	- -	-	1.4	1.4	21.4	0.149	I
I	ARM B	0.46	2.24	0.205	- -	-	0.2	0.3	3.7	0.559	I
I	ARM C	22.86	25.51	0.896	- -	-	7.2	7.8	112.9	0.359	I
I	ARM D	20.94	36.64	0.571	- -	-	1.3	1.3	19.8	0.064	I
I	-	-	-	-	-	-	-	-	-	-	I
I	-	-	-	-	-	-	-	-	-	-	I
I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH./MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH./MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	-	-	-	-	-	-	-	-	-	-	I
I	12.30-12.45	-	-	-	-	-	-	-	-	-	I
I	ARM A	7.97	18.42	0.433	- -	-	1.4	0.8	12.0	0.097	I
I	ARM B	0.37	4.30	0.087	- -	-	0.3	0.1	1.6	0.256	I

Sensitivity Base Saturday													
I	ARM C	18.67	26.02	0.717	-	-	-	7.8	2.6	44.3	-	0.149	I
I	ARM D	17.10	37.24	0.459	-	-	-	1.3	0.9	13.1	-	0.050	I
I													

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I	
I	12.45-13.00										I	
I	ARM A	6.68	19.85	0.336	-	0.8	0.5	7.8	-	0.076	I	
I	ARM B	0.31	5.83	0.054	-	0.1	0.1	0.9	-	0.182	I	
I	ARM C	15.63	26.41	0.592	-	2.6	1.5	23.0	-	0.094	I	
I	ARM D	14.32	37.77	0.379	-	0.9	0.6	9.3	-	0.043	I	
I												

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
11.45	0.5 *
12.00	0.8 *
12.15	1.4 *
12.30	1.4 *
12.45	0.8 *
13.00	0.5 *

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
11.45	0.1
12.00	0.1
12.15	0.2
12.30	0.3
12.45	0.1
13.00	0.1

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
11.45	1.4 *
12.00	2.5 **
12.15	7.2 *****
12.30	7.8 *****
12.45	2.6 ***
13.00	1.5 *

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
11.45	0.6 *
12.00	0.8 *
12.15	1.3 *
12.30	1.3 *
12.45	0.9 *
13.00	0.6 *

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	ARM	I	TOTAL DEMAND	I	* QUEUEING * * DELAY *	I	* INCLUSIVE QUEUEING * * DELAY *	I	T75	
I	I	I	I	I	I	I	I	I	I	
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	I	
I	A	I	732.3	I	488.2	I	79.8	I	0.11	I
I	B	I	34.4	I	22.9	I	11.6	I	0.34	I
I	C	I	1715.0	I	1143.4	I	325.6	I	0.19	I
I	D	I	1570.5	I	1047.0	I	82.8	I	0.05	I
I	ALL	I	4052.2	I	2701.5	I	499.9	I	0.12	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

Sensitivity Base Saturday

===== end of file =====

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 7.0 (FEBRUARY 2010)

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program advice and maintenance, contact:

TRL Limited	Tel: +44 (0) 1344 770758
Crowthorne House	Fax: +44 (0) 1344 770356
Nine Mile Ride	Email: software@trl.co.uk
Wokingham, Berks.	Web: www.trlsoftware.co.uk
RG40 3GA,UK	

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
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Run with file:-

"p:\17000 PROJECTS\M17132 Plas Coch Retail Park\Tech\Junction Assessments & Modelling\Arcady\Working\September\
05.09.2018\New folder\M17132 B5101 Plas Coch Rd 2023 Sensitivity Base + Devopment Saturday.vai"
(drive-on-the-left) at 14:11:06 on Wednesday, 5 September 2018

.FILE PROPERTIES

RUN TITLE: Plas Coch Road
LOCATION: Wrexham
DATE: 05/09/18
CLIENT:
ENUMERATOR: wsalt [TTHC13]
JOB NUMBER: M17132
STATUS:
DESCRIPTION:

.INPUT DATA

ARM A - B5101 Plas Coch Rd N
ARM B - University
ARM C - B5101 Plas Coch Rd S
ARM D - Retail Park

.GEOMETRIC DATA

I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	T5
I	ARM A	I	5.54	I	5.97	I	0.40	I	23.30	I	35.90	I	45.0	I	0.622	I	27.182	I	
I	ARM B	I	2.67	I	4.07	I	2.00	I	13.70	I	35.90	I	61.0	I	0.432	I	13.628	I	
I	ARM C	I	4.88	I	10.11	I	4.50	I	27.90	I	35.90	I	52.0	I	0.631	I	28.351	I	
I	ARM D	I	7.36	I	7.36	I	0.00	I	30.90	I	35.90	I	11.0	I	0.820	I	40.260	I	

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

.TRAFFIC DEMAND DATA

Only sets included in the current run are shown

.SCALING FACTORS

----- T13

IARM I FLOW SCALE(%) I

I	A	I	100	I
I	B	I	100	I
I	C	I	100	I
I	D	I	100	I

TIME PERIOD BEGINS(11.30)AND ENDS(13.00)

.LENGTH OF TIME PERIOD -(90) MINUTES

.LENGTH OF TIME SEGMENT -(15) MINUTES

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

.DEMAND SET TITLE: Plas Coch Road with Hotel Sat

----- T15

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I	ARM	I	FLOW STARTS	I	TOP OF PEAK	I
I		I	FLOW STOPS	I	BEFORE	I
I		I	AT TOP	I	AFTER	I

Sensitivity Base + Dev Saturday										
I	I	I	I	I	I	I	I	I	I	I
I	I	TO RISE	I	IS REACHED	I	FALLING	I	PEAK	I	OF PEAK
I	ARM	A	I	45.00	I	75.00	I	6.75	I	10.13
I	ARM	B	I	45.00	I	75.00	I	0.31	I	0.47
I	ARM	C	I	45.00	I	75.00	I	16.01	I	24.02
I	ARM	D	I	45.00	I	75.00	I	14.84	I	22.26

DEMAND SET TITLE: Plas Coch Road with Hotel Sat

T33											
I		I	TURNING PROPORTIONS								I
I		I	TURNING COUNTS								I
I		I	(PERCENTAGE OF H.V.S)								I
I		I									I
I	TIME	I	FROM/T	I	ARM A	I	ARM B	I	ARM C	I	ARM D
I	11.30 - 13.00	I		I		I		I		I	
I		ARM A	I	0.000	I	0.013	I	0.533	I	0.454	I
I			I	0.0	I	7.0	I	288.0	I	245.0	I
I			I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I			I		I		I		I		I
I		ARM B	I	0.240	I	0.000	I	0.680	I	0.080	I
I			I	6.0	I	0.0	I	17.0	I	2.0	I
I			I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I			I		I		I		I		I
I		ARM C	I	0.167	I	0.016	I	0.000	I	0.817	I
I			I	214.0	I	21.0	I	0.0	I	1046.0	I
I			I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I			I		I		I		I		I
I		ARM D	I	0.196	I	0.004	I	0.799	I	0.000	I
I			I	233.0	I	5.0	I	949.0	I	0.0	I
I			I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I	

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70																			
I	TIME	I	DEMAND	I	CAPACITY	I	DEMAND/	I	PEDESTRIAN	I	START	I	END	I	DELAY	I	GEOMETRIC DELAY	I	AVERAGE DELAY
I		I	(VEH/MIN)	I	(VEH/MIN)	I	CAPACITY	I	FLOW	I	QUEUE	I	QUEUE	I	(VEH.MIN/	I	(VEH.MIN/	I	PER ARRIVING
I		I		I		I	(RFC)	I	(PEDS/MIN)	I	(VEHS)	I	(VEHS)	I	TIME SEGMENT)	I	TIME SEGMENT)	I	VEHICLE (MIN)
I	11.30-11.45	I		I		I		I		I		I		I		I		I	
I	ARM A	I	6.78	I	19.59	I	0.346	I	-	I	0.0	I	0.5	I	7.6	I	-	I	0.078
I	ARM B	I	0.31	I	5.63	I	0.056	I	-	I	0.0	I	0.1	I	0.8	I	-	I	0.188
I	ARM C	I	16.07	I	26.36	I	0.610	I	-	I	0.0	I	1.5	I	22.0	I	-	I	0.095
I	ARM D	I	14.89	I	37.80	I	0.394	I	-	I	0.0	I	0.6	I	9.5	I	-	I	0.043
I		I		I		I		I		I		I		I		I		I	
I	TIME	I	DEMAND	I	CAPACITY	I	DEMAND/	I	PEDESTRIAN	I	START	I	END	I	DELAY	I	GEOMETRIC DELAY	I	AVERAGE DELAY
I		I	(VEH/MIN)	I	(VEH/MIN)	I	CAPACITY	I	FLOW	I	QUEUE	I	QUEUE	I	(VEH.MIN/	I	(VEH.MIN/	I	PER ARRIVING
I		I		I		I	(RFC)	I	(PEDS/MIN)	I	(VEHS)	I	(VEHS)	I	TIME SEGMENT)	I	TIME SEGMENT)	I	VEHICLE (MIN)
I	11.45-12.00	I		I		I		I		I		I		I		I		I	
I	ARM A	I	8.09	I	18.10	I	0.447	I	-	I	0.5	I	0.8	I	11.6	I	-	I	0.100
I	ARM B	I	0.37	I	4.05	I	0.092	I	-	I	0.1	I	0.1	I	1.4	I	-	I	0.272
I	ARM C	I	19.19	I	25.96	I	0.739	I	-	I	1.5	I	2.7	I	38.5	I	-	I	0.144
I	ARM D	I	17.78	I	37.31	I	0.477	I	-	I	0.6	I	0.9	I	13.3	I	-	I	0.051
I		I		I		I		I		I		I		I		I		I	
I	TIME	I	DEMAND	I	CAPACITY	I	DEMAND/	I	PEDESTRIAN	I	START	I	END	I	DELAY	I	GEOMETRIC DELAY	I	AVERAGE DELAY
I		I	(VEH/MIN)	I	(VEH/MIN)	I	CAPACITY	I	FLOW	I	QUEUE	I	QUEUE	I	(VEH.MIN/	I	(VEH.MIN/	I	PER ARRIVING
I		I		I		I	(RFC)	I	(PEDS/MIN)	I	(VEHS)	I	(VEHS)	I	TIME SEGMENT)	I	TIME SEGMENT)	I	VEHICLE (MIN)
I	12.00-12.15	I		I		I		I		I		I		I		I		I	
I	ARM A	I	9.91	I	16.07	I	0.617	I	-	I	0.8	I	1.6	I	22.2	I	-	I	0.160
I	ARM B	I	0.46	I	1.92	I	0.239	I	-	I	0.1	I	0.3	I	4.0	I	-	I	0.673
I	ARM C	I	23.51	I	25.44	I	0.924	I	-	I	2.7	I	9.1	I	109.8	I	-	I	0.371
I	ARM D	I	21.78	I	36.70	I	0.594	I	-	I	0.9	I	1.4	I	21.1	I	-	I	0.067
I		I		I		I		I		I		I		I		I		I	
I	TIME	I	DEMAND	I	CAPACITY	I	DEMAND/	I	PEDESTRIAN	I	START	I	END	I	DELAY	I	GEOMETRIC DELAY	I	AVERAGE DELAY
I		I	(VEH/MIN)	I	(VEH/MIN)	I	CAPACITY	I	FLOW	I	QUEUE	I	QUEUE	I	(VEH.MIN/	I	(VEH.MIN/	I	PER ARRIVING
I		I		I		I	(RFC)	I	(PEDS/MIN)	I	(VEHS)	I	(VEHS)	I	TIME SEGMENT)	I	TIME SEGMENT)	I	VEHICLE (MIN)
I	12.15-12.30	I		I		I		I		I		I		I		I		I	
I	ARM A	I	9.91	I	16.05	I	0.617	I	-	I	1.6	I	1.6	I	23.7	I	-	I	0.163
I	ARM B	I	0.46	I	1.89	I	0.243	I	-	I	0.3	I	0.3	I	4.6	I	-	I	0.698
I	ARM C	I	23.51	I	25.42	I	0.925	I	-	I	9.1	I	10.3	I	146.7	I	-	I	0.467
I	ARM D	I	21.78	I	36.65	I	0.594	I	-	I	1.4	I	1.5	I	21.8	I	-	I	0.067
I		I		I		I		I		I		I		I		I		I	
I	TIME	I	DEMAND	I	CAPACITY	I	DEMAND/	I	PEDESTRIAN	I	START	I	END	I	DELAY	I	GEOMETRIC DELAY	I	AVERAGE DELAY
I		I	(VEH/MIN)	I	(VEH/MIN)	I	CAPACITY	I	FLOW	I	QUEUE	I	QUEUE	I	(VEH.MIN/	I	(VEH.MIN/	I	PER ARRIVING
I		I		I		I	(RFC)	I	(PEDS/MIN)	I	(VEHS)	I	(VEHS)	I	TIME SEGMENT)	I	TIME SEGMENT)	I	VEHICLE (MIN)
I	12.30-12.45	I		I		I		I		I		I		I		I		I	
I	ARM A	I	8.09	I	18.07	I	0.448	I	-	I	1.6	I	0.8	I	12.8	I	-	I	0.101
I	ARM B	I	0.37	I	4.00	I	0.094	I	-	I	0.3	I	0.1	I	1.7	I	-	I	0.278

										Sensitivity Base + Dev Saturday			
I	ARM C	19.19	25.94	0.740	-	-	-	10.3	3.0	52.7	-	0.172	I
I	ARM D	17.78	37.22	0.478	-	-	-	1.5	0.9	14.1	-	0.052	I
I													

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I	
I	12.45-13.00										I	
I	ARM A	6.78	19.56	0.346	-	-	0.8	0.5	8.2	-	0.078	I
I	ARM B	0.31	5.58	0.056	-	-	0.1	0.1	0.9	-	0.190	I
I	ARM C	16.07	26.34	0.610	-	-	3.0	1.6	25.0	-	0.099	I
I	ARM D	14.89	37.76	0.394	-	-	0.9	0.7	10.0	-	0.044	I
I												

.QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
11.45	0.5 *
12.00	0.8 *
12.15	1.6 **
12.30	1.6 **
12.45	0.8 *
13.00	0.5 *

.QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
11.45	0.1
12.00	0.1
12.15	0.3
12.30	0.3
12.45	0.1
13.00	0.1

.QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
11.45	1.5 **
12.00	2.7 ***
12.15	9.1 *****
12.30	10.3 *****
12.45	3.0 ***
13.00	1.6 **

.QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
11.45	0.6 *
12.00	0.9 *
12.15	1.4 *
12.30	1.5 *
12.45	0.9 *
13.00	0.7 *

.QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	ARM	I	TOTAL DEMAND	I	* QUEUEING * * DELAY *	I	* INCLUSIVE QUEUEING * * DELAY *	I	T75
I	I	I	I	I	I	I	I	I	I
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	I
I	A	I	743.3	I	495.5	I	86.2	I	0.12
I	B	I	34.4	I	22.9	I	13.5	I	0.39
I	C	I	1763.2	I	1175.5	I	394.6	I	0.22
I	D	I	1633.8	I	1089.2	I	89.8	I	0.05
I	ALL	I	4174.7	I	2783.1	I	584.0	I	0.14

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

Sensitivity Base + Dev Saturday

===== end of file =====