Technical Note

Date: 7 Apr 2026

Project: Wrexham Gateway

Title: Response to Local Highway Authority Comments

1. Purpose

1.1 SK prepared a Transport Assessment (TA) to evaluate the transport and highways aspects of a planning application for new commercial office building, creation of public realm and landscaping, change of use of existing buildings on the site to a brewery with associated museum and taproom/restaurant, accessibility improvements including new highway infrastructure and pedestrian footbridge, including parking facilities and coach/taxi drop off, with all matters reserved except for access.

1.2 Consultation comments were provided on the application by the local highway authority, Wrexham Borough Council (WBC). Additional information and responses to queries raised in relation to transport and highways are set out in this Note.

2. Site Access

2.1 WBC has requested supplementary vehicle tracking for the proposed site access junction, along with a Stage 1 Road safety Audit (RSA) for the proposed junction layout.

2.2 The RSA is attached as Appendix A with the Designer's Response. The RSA raised three points of concern and makes recommendations for further review as part of further design stages, which are accepted subject to the commentary set out in the Designer's Response.

2.3 The requested additional vehicle tracking including internal vehicle route tracking for large articulated HGV to the former Jewsons building, to which the change of use to brewery relates, is presented in Appendix B. The updated tracking includes ahead movements for each of the vehicle types tested at the site access junction. The plans also include buses using the stops nearest to the site access, though it should be noted the internal layout is a reserved matter and is therefore illustrative at this stage.

2.4 Queries relating to the assessment work and junction analysis results are covered below.

3. Assessment Flows

3.1 WBC commented on the age of the baseline data used for the assessment work and other influences on traffic movements such as matchdays. It has subsequently been agreed that a set of supplementary automatic traffic counts (ATC) will be undertaken to validate the baseline traffic flows.

3.2 The timing of the surveys was agreed with WBC and the surveys were undertaken over the week of Monday 16th March – Sunday 22nd March (inclusive). The survey data is presented in Appendix C.

3.3 Average weekday data from the ATC has been used to validate the weekday peak hour assessment flow data and Saturday ATC data for the Saturday peak hour assessment flow data. The comparison has been undertaken by applying TEMPRO growth to the 2022/23 flows, to allow a direct comparison with the 2026 ATC survey data. The survey data for the TA was provided in passenger car units (PCU). To allow a comparison the ATC data has been converted to PCU using standard appraisal factors. The flow comparisons are presented in Tables 3.1 to 3.3.

Location	AM Peak Hour (in PCU)											
	2022 Surveys			2026 TEMPRO			2026 ATC			Change (2026 ATC - 2026 Survey)		
	SB	NB	Tot	SB	NB	Tot	SB	NB	Tot	SB	NB	Tot
Mold Road west of Maesgwyn Rd	724	492	1216	745	506	1252	787	410	1197	42	-96	-54
Regent Street west of Station Approach	773	528	1301	796	543	1339	860	435	1295	64	-108	-44
Central Road	n/a	869	869	n/a	894	894	n/a	822	822	-	-73	-73
Grosvenor Road south of Gerald St	544	716	1260	560	737	1296	532	701	1233	-27	-36	-63

Table 3.1: Assessment Flow Validation – Weekday AM Peak

Location	PM Peak Hour (in PCU)											
	2022 Surveys			2026 TEMPRO			2026 ATC			Change (2026 ATC - 2026 Survey)		
	SB	NB	Tot	SB	NB	Tot	SB	NB	Tot	SB	NB	Tot
Mold Road west of Maesgwyn Rd	599	909	1508	615	933	1548	570	884	1454	-45	-49	-94
Regent Street west of Station Approach	597	938	1535	613	963	1576	607	860	1467	-6	-103	-109
Central Road	n/a	1298	1298	n/a	1333	1333	n/a	1225	1225	-	-108	-108
Grosvenor Road south of Gerald St	645	603	1248	662	619	1281	660	600	1260	-2	-19	-22

Table 3.2: Assessment Flow Validation – Weekday PM Peak

Location	Saturday Peak Hour (in PCU)											
	2023 Surveys			2026 TEMPRO			2026 ATC			Change (2026 ATC - 2026 Survey)		
	SB	NB	Tot	SB	NB	Tot	SB	NB	Tot	SB	NB	Tot
Mold Road west of Maesgwyn Rd	585	590	1175	598	603	1200	691	733	1424	94	130	224
Regent Street west of Station Approach	598	589	1187	611	602	1213	700	701	1400	89	98	187
Central Road	n/a	858	858	n/a	877	877	n/a	1069	1069	-	193	193
Grosvenor Road south of Gerald St	553	514	1067	565	526	1090	581	558	1139	16	33	49

Table 3.3: Assessment Flow Validation – Saturday Peak

3.4 The flow comparisons show that the ATC data collected in 2026 is consistent with the weekday AM and PM peak hours and that, if anything, the level of traffic growth on the network at these times is below the level resulting from application of TEMPRO growth to the 2022 survey data.

3.5 The ATC recorded flows during the Saturday peak hour were generally higher than the growthed 2023 survey flows, particularly on Central Road and Mold Road. The reason for this difference is unclear, but the assessment data has been adjusted using factors equivalent to the differences in the table above, to reflect the higher flow levels captured in the 2026 ATC as the base position for the analysis.

3.6 The TA modelled the new development land uses based on the distribution from the survey data on the assumption that it would not be unreasonable to assume that an employment destination would distribute in a comparable way to station traffic. WBC requested that a revised distribution be used for the new development land uses and this has been undertaken based on Census journey to work data. The revised distribution is attached as Appendix D. The Census assessment is based on the commuter destinations within which the site sits (Wrexham 008) and home origins based on all of Wales, North West England and West Midlands.

3.7 The Jewsons unit was still open in 2022 when the original weekday survey data was collected, but our understanding is that it had closed prior to the Saturday survey data being collected in 2023. The use of the unit as a building supply company is a legitimate use at the site and therefore could be brought back into use if the development does not proceed. Given this, TRICS has been used to derive trip rates for this use type at the unit for inclusion in the Saturday base scenario. The TRICS output is attached as Appendix E.

3.8 The flow adjustments and resulting modified assessment flows are presented in Appendix F. Supplementary network modelling has been undertaken using these flows and is reported in the following section.

4. Network Modelling

4.1 A number of queries were raised in respect of the details of the traffic network models use to evaluate the impact of changes in traffic movements arising from the proposal. The models used are developed from the work already undertaken by WSP on behalf of Transport for Wales (TfW). The models produced by WSP covered the Mold Road corridor between and including the Plas Coch Road roundabout to the west and the King Street junction to the east. For the purposes of evaluating the impact of the current proposal the network area has been reduced to the length of Mold Road between and including the Maesgwyn Road junction (west) and the Grosvenor Road junction (east).

Modelled Network

4.2 The modelling was undertaken using LINSIG network modelling software and includes a mixture of signal-controlled junctions and priority junctions, with relevant capacity parameters for the priority junctions include in the models. The parameters for each junction (intergreen times, controller settings, priority junction capacity parameters etc) have been retained as they were in the WSP models produced for TfW.

4.3 As per the TA, two versions of the network model are included in the assessment of the development impact. These are a future year model representing:

- Do-Minimum Network - including a priority arrangement at Station Approach.
- Do-Something Network – including sections of the TfW scheme that are proposed to be delivered as part of the development scheme, such as signalisation of the Station Approach junction and modifications to the Regent Street junction with Central Road, to deliver a section of the Active Travel scheme along this section of the corridor.

Base Scenarios

4.4 A range of future baseline scenarios have also been tested, these are set out in Section 7 of the TA and in summary comprise:

- Scenario 1a: 2030 with net zero discount/with event at Racecourse Ground
- Scenario 1b: 2030 with net zero discount/no event at Racecourse Ground
- Scenario 2a: 2030 without net zero discount/with event at Racecourse Ground
- Scenario 2b: 2030 without net zero discount/no event at Racecourse Ground

4.5 The base flows include the committed development flows set out in Section 7 of the TA, namely:

- P/2022/0725 – Racecourse Ground new Kop stand and 600 person conference venue
- P/2018/0666 – Wrexham University Plas Coch Campus

4.6 The assessments in the TA are all based on a non-match day therefore the traffic flows associated with the new Kop stand are not included as a committed development. However, it could be that the new conference facility at the Racecourse Ground could generate traffic during the assessed periods. Conference facilities are not in use every day cover this effect the baseline scenarios include both with and without Racecourse Ground conference facility operating, as set out in the list above. The flows for the committed developments have been taken from the respective planning application reports and the WSP modelling.

4.7 As set out in the TA, WSP's modelling included a base scenario whereby it was assumed that mode shift based on Net Zero Wales targets being met.[1] Net Zero Wales targets are:

- Policy 31 – increase in active travel trip mode share of 6% by 2030
- Policy 32 – increase public transport mode share of 2% by 2030

4.8 For consistency with WSP's modelling for TfW, the baseline scenarios model with and without the Net Zero target of 8%.

Base with Development Scenarios

4.9 The new development at the site is comprised of the office building, and brewery. The TA set out the trip generation associated with these new uses at the site.

4.10 The WBC comments make the point that as the office building is outline that it is not appropriate to treat 245sqm of the building as retail. Therefore, the revised assessment is based on this floor area also being office use. This increases the office trip generation by two vehicles in the AM peak and one vehicle in the PM peak. Table 4.1 shows the revised total new development traffic generation for the office and brewery.

	New Development Traffic Flows		
	In	Out	Total
Weekday AM Peak	54	11	65
Weekday PM Peak	8	43	51
Weekend Peak	13	11	24

Table 4.1: New Development Traffic Flows

4.11 As noted earlier, the distribution has been updated in line with WBC's comments and the new development traffic flows have been assigned to the network in line with Census data set out in Appendix D.

4.12 The assessments consider the base (no development) situation (as listed above) and the 'with development' situation where the development traffic flows are combined with the baseline scenarios (listed above), to allow comparison (eight scenarios). In each case, the assessments have been undertaken for the do-minimum network scenario (existing junction arrangements) and the do-something scenario incorporating the active travel scheme on the site frontage.

4.13 As the Jewsons unit will be removed from the site if the development comes forward, the associated flows have been removed from base flows in the 'with development' scenario based on the TRICS data attached as Appendix E.

Modelling Output

4.14 Summary results were presented in the TA, with full assessment output appended, due to the scale of the model. The results of the supplementary network assessments using the assessment flows modified as described in the preceding section, following the flow validation exercise and other adjustments requested by WBC, are presented in Appendices G and H for the do-minimum and do-something network scenarios respectively. Full link performance data is presented in the tables below, as requested by WBC.

4.15 The LINSIG model files have also been issued with this report to aid WBC review.

[1] https://www.gov.wales/sites/default/files/publications/2021-10/net-zero-wales-carbon-budget-2-2021-25.pdf

Do-Minimum Network Modelling

4.16 The results of the Scenario 1a tests for the existing network with and without the proposed development are summarised in Tables 4.2 and 4.3.

Link	Description	AM Peak		PM Peak		Saturday Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ
J1 7/1	Maesgwyn Road	6.3%	0	10.0%	0	7.6%	0
J1 3/1	Crispin Lane	20.7%	0	19.6%	0	15.7%	0
J2 1/1	Mold Road Eb	83.6%	27	46.4%	14	54.1%	11
J2 2/1	Regent St Wb	34.8%	4	65.9%	19	44.8%	6
J2 3/1	Jacques Way	37.1%	2	34.8%	2	12.4%	1
J3 1/1	Station Approach	14.5%	0	21.5%	0	15.0%	0
J4 1/1	Regent St Wb left turn to Bradley St	47.5%	8	59.4%	8	54.9%	6
J4 2/1 & 2/2	Regent St Eb ahead	79.0%	19	57.3%	9	66.0%	9
J4 2/3	Regent St Eb right turn to Bradley St	46.6%	7	66.8%	8	63.9%	7
J4 10/1	Regent St Eb left turn to Grosvenor Rd	32.6%	0	26.0%	0	28.1%	0
J4 10/2	Regent St Eb Ahead at Grosvenor Rd	25.3%	2	13.6%	1	15.7%	1
J4 7/1	Grosvenor Rd R/L	67.1%	8	66.0%	7	64.9%	6
J4 7/2	Grosvenor Rd R	67.2%	8	67.0%	7	65.8%	7
J4 9/1 & 9/2	Regent St Wb A/R at Grosvenor Rd	40.8%	4	66.2%	7	51.8%	4

Table 4.2: Do-Minimum Network: 2030 Scenario 1a Base

Link	Description	AM Peak		PM Peak		Saturday Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ
J1 7/1	Maesgwyn Road	6.3%	0	10.1%	0	8.0%	0
J1 3/1	Crispin Lane	21.1%	0	19.7%	0	15.9%	0
J2 1/1	Mold Road Eb	85.2%	28	46.8%	14	55.1%	12
J2 2/1	Regent St Wb	34.8%	4	66.6%	19	45.3%	7
J2 3/1	Jacques Way	37.1%	2	34.8%	2	12.4%	1
J3 1/1	Station Approach	15.5%	0	28.9%	0	18.7%	0
J4 1/1	Regent St Wb left turn to Bradley St	49.0%	8	59.4%	8	55.1%	6
J4 2/1 & 2/2	Regent St Eb ahead	80.3%	20	57.8%	9	66.4%	10
J4 2/3	Regent St Eb right turn to Bradley St	46.7%	7	68.3%	8	64.3%	7
J4 10/1	Regent St Eb left turn to Grosvenor Rd	32.6%	0	26.2%	0	28.3%	0
J4 10/2	Regent St Eb Ahead at Grosvenor Rd	25.7%	2	13.7%	1	15.8%	1
J4 7/1	Grosvenor Rd R/L	66.1%	8	65.6%	7	65.3%	6
J4 7/2	Grosvenor Rd R	66.6%	8	67.3%	7	66.0%	7
J4 9/1 & 9/2	Regent St Wb A/R at Grosvenor Rd	41.8%	4	66.2%	7	52.0%	4

Table 4.3: Do-Minimum Network: 2030 Scenario 1a with Development

4.17 The Scenario 1a Do-Minimum tests represent the future situation based on the existing network with net zero discount applied and with an event at the Racecourse Ground (committed development). The results indicate that a degree of queuing and congestion can be expected along the Mold Road corridor in each of the modelled time periods but most notably during the weekday AM and PM peak periods.

4.18 However, there are no locations at which the capacity of individual movements is expected to be exceeded, with a maximum degree of saturation of 83.6% predicted in the base at the Jacques Way junction with Mold Road, rising to 85.2% with the proposed development. There is little difference in performance across the network between the base and with development scenarios.

4.19 In a small number of instances queues are predicted to exceed link lengths, which indicates some interaction may occur between junctions and reduce network efficiency. However the network remains within capacity so any junction interaction effects are likely to be limited and short in duration.

4.20 The results of the Scenario 1b tests for the existing network with and without the proposed development are summarised in Tables 4.4 and 4.5.

Link	Description	AM Peak		PM Peak		Saturday Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ
J1 7/1	Maesgwyn Road	6.0%	0	8.7%	0	7.6%	0
J1 3/1	Crispin Lane	18.1%	0	18.8%	0	15.7%	0
J2 1/1	Mold Road Eb	68.0%	18	42.1%	11	54.1%	11
J2 2/1	Regent St Wb	34.8%	3	55.2%	13	44.8%	6
J2 3/1	Jacques Way	37.1%	2	34.8%	2	12.4%	1
J3 1/1	Station Approach	12.7%	0	20.3%	0	15.0%	0
J4 1/1	Regent St Wb left turn to Bradley St	46.1%	8	54.6%	7	54.9%	6
J4 2/1 & 2/2	Regent St Eb ahead	67.6%	14	61.1%	9	66.0%	9
J4 2/3	Regent St Eb right turn to Bradley St	49.0%	8	58.8%	7	63.9%	7
J4 10/1	Regent St Eb left turn to Grosvenor Rd	32.4%	0	26.0%	0	28.1%	0
J4 10/2	Regent St Eb Ahead at Grosvenor Rd	13.3%	1	14.4%	1	15.7%	1
J4 7/1	Grosvenor Rd R/L	61.5%	7	57.7%	7	64.9%	6
J4 7/2	Grosvenor Rd R	62.1%	7	59.4%	7	65.8%	7
J4 9/1 & 9/2	Regent St Wb A/R at Grosvenor Rd	36.6%	3	56.7%	5	51.8%	4

Table 4.4: Do-Minimum Network: 2030 Scenario 1b Base

Link	Description	AM Peak		PM Peak		Saturday Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ
J1 7/1	Maesgwyn Road	6.0%	0	8.8%	0	8.0%	0
J1 3/1	Crispin Lane	18.3%	0	18.8%	0	15.9%	0
J2 1/1	Mold Road Eb	69.4%	18	42.4%	12	55.1%	12
J2 2/1	Regent St Wb	34.8%	4	55.8%	13	45.3%	7
J2 3/1	Jacques Way	37.1%	2	34.8%	2	12.4%	1
J3 1/1	Station Approach	13.3%	0	26.8%	0	18.7%	0
J4 1/1	Regent St Wb left turn to Bradley St	46.5%	8	54.7%	7	55.1%	6
J4 2/1 & 2/2	Regent St Eb ahead	68.7%	15	61.6%	10	66.4%	10
J4 2/3	Regent St Eb right turn to Bradley St	50.4%	8	60.1%	7	64.3%	7
J4 10/1	Regent St Eb left turn to Grosvenor Rd	32.4%	0	26.2%	0	28.3%	0
J4 10/2	Regent St Eb Ahead at Grosvenor Rd	13.5%	1	14.6%	1	15.8%	1
J4 7/1	Grosvenor Rd R/L	61.0%	7	57.7%	7	65.3%	6
J4 7/2	Grosvenor Rd R	61.5%	8	59.2%	7	66.0%	7
J4 9/1 & 9/2	Regent St Wb A/R at Grosvenor Rd	37.2%	4	56.6%	5	52.0%	4

Table 4.5: Do-Minimum Network: 2030 Scenario 1b with Development

4.21 The Scenario 1b tests are the equivalent of the Scenario 1a tests but without an event at the Racecourse Ground. As would be expected, the assessments for this scenario show lower levels of queuing across the network and particularly along Mold Road. As with the Scenario 1a tests, there is little impact on the operation of the network arising from the proposed development.

4.22 The results of the Scenario 2a tests for the existing network with and without the proposed development are summarised in Tables 4.6 and 4.7.

Link	Description	AM Peak		PM Peak		Saturday Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ
J1 7/1	Maesgwyn Road	6.9%	0	11.6%	0	8.6%	0
J1 3/1	Crispin Lane	22.2%	0	22.2%	0	17.5%	0
J2 1/1	Mold Road Eb	90.0%	32	54.3%	19	59.7%	14
J2 2/1	Regent St Wb	37.6%	5	71.2%	23	48.6%	7
J2 3/1	Jacques Way	40.2%	2	40.6%	2	13.9%	1
J3 1/1	Station Approach	15.5%	0	30.9%	0	15.9%	0
J4 1/1	Regent St Wb left turn to Bradley St	51.4%	9	63.7%	8	57.2%	7
J4 2/1 & 2/2	Regent St Eb ahead	84.1%	23	62.2%	10	71.4%	11
J4 2/3	Regent St Eb right turn to Bradley St	48.2%	8	70.5%	9	69.2%	8
J4 10/1	Regent St Eb left turn to Grosvenor Rd	35.1%	0	28.2%	0	30.4%	0
J4 10/2	Regent St Eb Ahead at Grosvenor Rd	26.3%	2	14.8%	1	16.9%	1
J4 7/1	Grosvenor Rd R/L	72.6%	9	71.3%	8	70.1%	7
J4 7/2	Grosvenor Rd R	72.9%	9	72.2%	8	71.2%	7
J4 9/1 & 9/2	Regent St Wb A/R at Grosvenor Rd	47.6%	5	71.9%	8	56.2%	5

Table 4.6: Do-Minimum Network: 2030 Scenario 2a Base

Link	Description	AM Peak		PM Peak		Saturday Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ
J1 7/1	Maesgwyn Road	7.0%	0	11.6%	0	9.1%	0
J1 3/1	Crispin Lane	22.4%	0	22.2%	0	17.7%	0
J2 1/1	Mold Road Eb	91.5%	34	54.3%	19	60.4%	14
J2 2/1	Regent St Wb	37.6%	5	71.2%	23	49.0%	8
J2 3/1	Jacques Way	40.2%	2	40.6%	2	13.9%	1
J3 1/1	Station Approach	16.4%	0	30.9%	0	20.0%	0
J4 1/1	Regent St Wb left turn to Bradley St	52.7%	9	63.7%	8	57.5%	7
J4 2/1 & 2/2	Regent St Eb ahead	85.4%	23	62.2%	10	71.8%	11
J4 2/3	Regent St Eb right turn to Bradley St	48.2%	8	70.5%	9	69.4%	8
J4 10/1	Regent St Eb left turn to Grosvenor Rd	35.1%	0	28.2%	0	30.6%	0
J4 10/2	Regent St Eb Ahead at Grosvenor Rd	26.7%	2	14.8%	1	17.1%	1
J4 7/1	Grosvenor Rd R/L	71.3%	9	71.3%	8	70.5%	7
J4 7/2	Grosvenor Rd R	71.8%	9	72.2%	8	71.6%	7
J4 9/1 & 9/2	Regent St Wb A/R at Grosvenor Rd	49.4%	5	71.9%	8	56.2%	5

Table 4.7: Do-Minimum Network: 2030 Scenario 2a with Development

4.23 The Scenario 2a Do-Minimum tests represent the future situation based on the existing network without net zero discount being applied, and with an event at the Racecourse Ground. This is the worst case test scenario for demand across the network. As would be expected, the predicted degrees of saturation and queuing levels are the highest in this scenario. This is again most pronounced during the Weekday AM and PM peak hours.

4.24 The highest degree of saturation predicted in the base test is 90.0%, rising to 91.5% in the with development test, indicating again that the network will continue to operate within capacity, but the predicted queue lengths indicate that some interaction between junctions is likely, which would reduce the overall efficiency of the network. However this is, as already noted, the worst case test scenario and again, there is only a minor difference between the operational performance of the network with and without the proposed development.

4.25 The results of the Scenario 2b tests for the existing network with and without the proposed development are summarised in Tables 4.8 and 4.9.

Link	Description	AM Peak		PM Peak		Saturday Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ
J1 7/1	Maesgwyn Road	6.6%	0	9.8%	0	8.6%	0
J1 3/1	Crispin Lane	19.6%	0	21.0%	0	17.5%	0
J2 1/1	Mold Road Eb	74.3%	21	47.1%	14	59.7%	14
J2 2/1	Regent St Wb	37.6%	5	59.9%	15	48.6%	7
J2 3/1	Jacques Way	38.7%	2	40.6%	2	13.9%	1
J3 1/1	Station Approach	13.5%	0	21.6%	0	15.9%	0
J4 1/1	Regent St Wb left turn to Bradley St	49.2%	9	57.7%	8	57.2%	7
J4 2/1 & 2/2	Regent St Eb ahead	74.2%	17	65.9%	11	71.4%	11
J4 2/3	Regent St Eb right turn to Bradley St	53.1%	9	63.5%	8	69.2%	8
J4 10/1	Regent St Eb left turn to Grosvenor Rd	34.9%	0	28.1%	0	30.4%	0
J4 10/2	Regent St Eb Ahead at Grosvenor Rd	14.7%	1	15.5%	1	16.9%	1
J4 7/1	Grosvenor Rd R/L	64.0%	8	62.3%	7	70.1%	7
J4 7/2	Grosvenor Rd R	64.7%	8	64.1%	8	71.2%	7
J4 9/1 & 9/2	Regent St Wb A/R at Grosvenor Rd	41.3%	4	62.0%	6	56.2%	5

Table 4.8: Do-Minimum Network: 2030 Scenario 2b Base

Link	Description	AM Peak		PM Peak		Saturday Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ
J1 7/1	Maesgwyn Road	6.6%	0	10.0%	0	9.1%	0
J1 3/1	Crispin Lane	19.8%	0	21.1%	0	17.7%	0
J2 1/1	Mold Road Eb	75.7%	21	47.6%	14	60.4%	14
J2 2/1	Regent St Wb	37.6%	5	61.1%	16	49.0%	8
J2 3/1	Jacques Way	38.7%	2	40.6%	2	13.9%	1
J3 1/1	Station Approach	14.1%	0	28.6%	0	20.0%	0
J4 1/1	Regent St Wb left turn to Bradley St	50.2%	9	57.9%	8	57.5%	7
J4 2/1 & 2/2	Regent St Eb ahead	74.2%	17	66.3%	11	71.8%	11
J4 2/3	Regent St Eb right turn to Bradley St	53.1%	9	64.8%	8	69.4%	8
J4 10/1	Regent St Eb left turn to Grosvenor Rd	34.9%	0	28.2%	0	30.6%	0
J4 10/2	Regent St Eb Ahead at Grosvenor Rd	14.7%	1	15.7%	1	17.1%	1
J4 7/1	Grosvenor Rd R/L	65.4%	8	62.3%	7	70.5%	7
J4 7/2	Grosvenor Rd R	66.7%	9	64.0%	8	71.6%	7
J4 9/1 & 9/2	Regent St Wb A/R at Grosvenor Rd	42.1%	4	62.3%	6	56.2%	5

Table 4.9: Do-Minimum Network: 2030 Scenario 2b with Development

4.26 The Scenario 2a Do-Minimum tests represent the future situation based on the existing network without net zero discount being applied, and without an event at the Racecourse Ground. This again illustrates the impact on the network of traffic associated with such an event, as the operational performance across the network is substantially better than the scenario with an event.

4.27 A maximum degree of saturation of 74.3% is predicted in the base test, rising to 75.7% in the test with the proposed development. Predicted queuing levels are similarly lower than in the scenario with an event at the Racecourse Ground.

Do-Something Network Modelling

4.28 The proposals include delivery of a section of the TfW Active Travel scheme in the vicinity of the site. This includes introduction of new traffic signal control at the site access junction (Station Approach) and neighbouring Central Road junction. These measures are proposed only to deliver the Active Travel improvements. The introduction of traffic signals where there are currently none at the site access junction will inevitably introduce an element of delay for the major road movement (along Mold Road).

4.29 The results of the assessments with the Active Travel elements in place are presented in Tables 4.10 to 4.13, covering Scenarios 1a, 1b, 2a and 2b.

Link	Description	AM Peak		PM Peak		Saturday Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ
J1 7/1	Maesgwyn Road	6.3%	0	10.1%	0	8.0%	0
J1 3/1	Crispin Lane	21.1%	0	19.7%	0	15.9%	0
J2 1/1	Mold Road Eb	85.2%	28	46.8%	14	55.1%	12
J2 2/1	Regent St Wb	34.8%	4	66.6%	19	45.3%	7
J2 3/1	Jacques Way	37.1%	2	34.8%	2	12.4%	1
J3 1/1	Station Approach	30.6%	1	63.9%	3	37.8%	2
J3 3/1	Regent St Eb A/L at Station Approach	87.8%	24	54.4%	10	71.6%	14
J3 4/1 & 4/2	Regent St Wb A/R at Station Approach	42.7%	4	82.9%	23	56.6%	5
J3 5/1	Central Rd left	40.5%	5	78.4%	17	51.5%	7
J3 5/2	Central Rd right	80.4%	10	67.7%	9	69.0%	8
J3 6/1	Regent St Eb Ahead at Central Rd	84.5%	11	62.9%	9	70.9%	5
J4 1/1	Regent St Wb left turn to Bradley St	50.3%	8	58.8%	8	55.7%	6
J4 2/1 & 2/2	Regent St Eb ahead	80.3%	20	59.0%	9	68.2%	10
J4 2/3	Regent St Eb right turn to Bradley St	45.6%	7	71.5%	8	64.3%	7
J4 8/1	Regent St Eb left turn to Grosvenor Rd	32.6%	0	26.2%	0	28.3%	0
J4 8/2	Regent St Eb Ahead at Grosvenor Rd	25.7%	2	14.0%	1	16.1%	1
J4 5/1	Grosvenor Rd R/L	66.1%	8	62.1%	7	62.2%	6
J4 5/2	Grosvenor Rd R	66.6%	8	65.0%	7	62.9%	6
J4 7/1 & 7/2	Regent St Wb A/R at Grosvenor Rd	42.5%	4	66.1%	7	53.7%	4

Table 4.10: Do-Something Network: 2030 Scenario 1a with Development

Link	Description	AM Peak		PM Peak		Saturday Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ
J1 7/1	Maesgwyn Road	6.0%	0	8.8%	0	8.0%	0
J1 3/1	Crispin Lane	18.3%	0	18.8%	0	15.9%	0
J2 1/1	Mold Road Eb	69.4%	18	42.4%	12	55.1%	12
J2 2/1	Regent St Wb	34.8%	5	55.8%	13	45.3%	7
J2 3/1	Jacques Way	37.1%	2	34.8%	2	12.4%	1
J3 1/1	Station Approach	27.0%	1	56.9%	3	37.8%	2
J3 3/1	Regent St Eb A/L at Station Approach	76.3%	16	58.2%	10	71.6%	14
J3 4/1 & 4/2	Regent St Wb A/R at Station Approach	45.5%	4	74.3%	12	56.6%	5
J3 5/1	Central Rd left	41.6%	5	67.7%	11	51.5%	7
J3 5/2	Central Rd right	72.3%	8	70.7%	8	69.0%	8
J3 6/1	Regent St Eb Ahead at Central Rd	75.4%	6	64.5%	8	70.9%	5
J4 1/1	Regent St Wb left turn to Bradley St	46.4%	8	53.3%	8	55.7%	6
J4 2/1 & 2/2	Regent St Eb ahead	68.7%	15	61.6%	10	68.2%	10
J4 2/3	Regent St Eb right turn to Bradley St	50.4%	7	62.6%	7	64.3%	7
J4 8/1	Regent St Eb left turn to Grosvenor Rd	32.4%	0	26.2%	0	28.3%	0
J4 8/2	Regent St Eb Ahead at Grosvenor Rd	13.5%	1	14.6%	1	16.1%	1
J4 5/1	Grosvenor Rd R/L	60.5%	7	57.3%	6	62.2%	6
J4 5/2	Grosvenor Rd R	62.0%	8	59.6%	7	62.9%	6
J4 7/1 & 7/2	Regent St Wb A/R at Grosvenor Rd	37.5%	4	54.8%	5	53.7%	4

Table 4.11: Do-Something Network: 2030 Scenario 1b with Development

Link	Description	AM Peak		PM Peak		Saturday Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ
J1 7/1	Maesgwyn Road	7.0%	0	11.6%	0	9.1%	0
J1 3/1	Crispin Lane	22.4%	0	22.2%	0	17.7%	0
J2 1/1	Mold Road Eb	91.5%	34	54.3%	19	60.4%	14
J2 2/1	Regent St Wb	37.6%	5	71.2%	23	49.0%	8
J2 3/1	Jacques Way	40.2%	2	40.6%	2	13.9%	1
J3 1/1	Station Approach	30.0%	1	63.9%	3	37.8%	2
J3 3/1	Regent St Eb A/L at Station Approach	93.2%	30	58.7%	11	77.3%	16
J3 4/1 & 4/2	Regent St Wb A/R at Station Approach	46.0%	5	88.8%	29	61.3%	6
J3 5/1	Central Rd left	43.6%	5	83.9%	21	55.8%	8
J3 5/2	Central Rd right	87.5%	12	71.1%	10	75.0%	9
J3 6/1	Regent St Eb Ahead at Central Rd	89.6%	17	68.9%	8	76.5%	7
J4 1/1	Regent St Wb left turn to Bradley St	52.6%	9	64.8%	9	59.5%	7
J4 2/1 & 2/2	Regent St Eb ahead	85.4%	23	63.5%	10	73.7%	11
J4 2/3	Regent St Eb right turn to Bradley St	48.2%	8	73.7%	9	69.4%	8
J4 8/1	Regent St Eb left turn to Grosvenor Rd	35.1%	0	28.2%	0	30.6%	0
J4 8/2	Regent St Eb Ahead at Grosvenor Rd	26.7%	2	15.1%	1	17.5%	1
J4 5/1	Grosvenor Rd R/L	70.8%	9	68.0%	8	67.2%	7
J4 5/2	Grosvenor Rd R	72.3%	9	69.3%	8	68.2%	7
J4 7/1 & 7/2	Regent St Wb A/R at Grosvenor Rd	49.4%	5	71.7%	8	59.1%	5

Table 4.12: Do-Something Network: 2030 Scenario 2a with Development

Link	Description	AM Peak		PM Peak		Saturday Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ
J1 7/1	Maesgwyn Road	6.6%	0	10.0%	0	9.1%	0
J1 3/1	Crispin Lane	19.8%	0	21.1%	0	17.7%	0
J2 1/1	Mold Road Eb	75.7%	21	47.6%	14	60.4%	14
J2 2/1	Regent St Wb	37.6%	5	61.1%	16	49.0%	8
J2 3/1	Jacques Way	38.7%	2	40.6%	2	13.9%	1
J3 1/1	Station Approach	27.0%	1	56.9%	3	37.8%	2
J3 3/1	Regent St Eb A/L at Station Approach	82.3%	18	62.8%	11	77.3%	16
J3 4/1 & 4/2	Regent St Wb A/R at Station Approach	49.0%	4	81.4%	17	61.3%	6
J3 5/1	Central Rd left	44.8%	5	74.1%	14	55.8%	8
J3 5/2	Central Rd right	78.7%	10	73.8%	9	75.0%	9
J3 6/1	Regent St Eb Ahead at Central Rd	81.3%	7	70.9%	10	76.5%	7
J4 1/1	Regent St Wb left turn to Bradley St	50.4%	9	56.8%	8	59.5%	7
J4 2/1 & 2/2	Regent St Eb ahead	75.5%	18	66.3%	11	73.7%	11
J4 2/3	Regent St Eb right turn to Bradley St	53.1%	9	67.5%	8	69.4%	8
J4 8/1	Regent St Eb left turn to Grosvenor Rd	34.9%	0	28.2%	0	30.6%	0
J4 8/2	Regent St Eb Ahead at Grosvenor Rd	14.9%	1	15.7%	1	17.5%	1
J4 5/1	Grosvenor Rd R/L	63.2%	8	61.8%	7	67.2%	7
J4 5/2	Grosvenor Rd R	64.1%	8	64.5%	8	68.2%	7
J4 7/1 & 7/2	Regent St Wb A/R at Grosvenor Rd	43.8%	5	60.0%	6	59.1%	5

Table 4.13: Do-Something Network: 2030 Scenario 2b with Development

4.30 As in the assessments undertaken for the existing network, some queues exceeding link lengths in the worst-case scenario tests with an event at the Racecourse Ground, both with and without the net zero discount being applied. In these scenarios there is a possibility of queues from one junction affecting the operation of adjacent junctions and reducing network efficiency, though the network is still predicted to remain within capacity overall.

4.31 This is the case in both the 'base' and 'with development' scenarios, when an event takes place at the Racecourse Ground. The network is, however, still predicted to operate within capacity and the effects are therefore likely to be limited.

4.32 The proposed signals at the site access and Central Road are predicted to operate within capacity in all scenarios but efficiency can be expected to reduce as a result of queuing when an event takes place at the Racecourse Ground.

Summary

4.33 In all scenarios, the impact of additional traffic generated by the proposed development is minimal in the context of baseline traffic conditions.

5. Car & Cycle Parking

5.1 The WBC response confirms that the level of parking proposed is acceptable given the accessible location of the development and subject to the adoption of a Travel Plan, which is proposed.

5.2 The WBC comments note that cycle parking provision will be required in accordance with Welsh Government Active Travel Guidance. This is noted and will be confirmed as part of any reserved matters application.

6. Travel Plan

6.1 A Travel Plan was submitted as part of the TA document. The WBC comments welcome and support the submitted Travel Plan and advise that the Travel Plan will need to be adopted on occupation, with funding commitments secured by condition or legal agreement, which is noted.

7. Construction Traffic Management

7.1 As it is an outline planning application, a Construction Management Plan has not been prepared. However, consideration will be required to be given to construction traffic management prior to start on site and the requirement to prepare a Construction Management Plan will be a condition of planning.

Appendix A

WREXHAM GATEWAY
REGENT STREET, WREXHAM
SECTION 278 WORKS
STAGE 1 ROAD SAFETY AUDIT

SA 5349
March 2026



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REV	ISSUE STATUS	PREPARED BY/DATE	CHECKED BY/DATE	APPROVED BY/DATE
1	DRAFT	AD 09 March 2026	JC 09 March 2026	
2	FINAL	AD 10 March 2026	JC 10 March 2026	ASD 10 March 2026

Disclaimer notes

The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from Waterman Aspen Limited only the losses, if any, it has itself suffered.

This report therefore is for the private and confidential use of the client for whom it was prepared solely for the purposes requested by the client. It should not be reproduced in whole or in part or relied upon by any third party for any use whatsoever without the express written authority of Waterman Aspen Limited.

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1.0 INTRODUCTION

1.1 This report is for a Stage 1 Road Safety Audit (RSA) carried out on the Section 278 element of the access for Wrexham Gateway onto Regent Street in Wrexham. This report was requested by SK Transport.

1.2 The RSA team, staff members from Waterman Aspen, present at the RSA were:

Adrian Dawson
Audit Team Leader

Joe Clarbour
Audit Team Member

1.3 We confirm that no member of the Audit Team has been involved with the design process and that at least one member of the Audit Team holds the National Highways Certificate of Competency.

1.4 The Audit Team visited the site together on Sunday, 08 March 2026. The weather during the site visit was dry with a dry carriageway surface.

1.5 The RSA brief issued to the team comprised various elements listed at Appendix Two.

1.6 The scheme has been examined and this report compiled only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

1.7 All of the problems described in this report are considered by the RSA team to require action in order to improve the safety of the scheme and minimise collision occurrence. However, if any of the problems or recommendations within this Road Safety Audit report is not accepted, a copy of the signed exception report from the Overseeing Organisation should be sent to the Road Safety Audit Team Leader.

1.8 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

2.0 SCHEME DESCRIPTION

2.1 The scheme involves signalising two junctions off Regent Road – the access to Wrexham General station and Central Road – together with new pedestrian and cycle facilities.

3.0 RECORDED INJURY COLLISION HISTORY

3.1 The Audit Brief contained the following information concerning collisions in the area:

- Department for Transport (DfT) Open-Source Data (Crashmap) database has been used to establish collision patterns over the most recent five-year period available.
- Table 3.3 shows that there has been a total of 10 collisions in the study area during the five-year period assessed, of which eight were classified as slight (80%) and two were classified as serious (20%).

Total Collisions	Slight	Severe	Total
Crispin Lane/Mold Road/Maesgwyn Road	2	0	2
Mold Road/Jacques Way	0	0	0
Station Approach/Mold Road	0	0	0
Regent Street/Central Road	1	1	2
Central Road	3	1	4
Regent Street/Bradley Road	1	0	1
Bradley Road/Central Road	1	0	1
Total	8	2	10

Table 3.3: Road Safety Data Summary

- The data shows that none of the collisions involved a cyclist.
- The data shows that there have been no collisions at the site access junction and at the Mold Road/Jacques Way junction.
- There have been two collisions at the Crispin Lane junction, both of which were classified as slight. One of the collisions involved a pedestrian.
- There have been two collisions at the Regent Street/Central Road junction, of which one was classified as slight and the other serious. Both collisions involved a pedestrian.
- There have been four collisions on Central Road between Regent Street and Bradley Road. Three were classified as slight and one as serious. Two of the slight collisions and the serious collision involved a pedestrian.
- There has been a single collision at the Bradley Road/Central Road junction, which was classified as slight and involved a pedestrian.

- Given the size of the study area, the overall number and frequency of collisions is relatively low. Active travel improvements are due to come forward along the corridor, elements of which will be delivered as part of the proposed development, which will provide an improved environment for pedestrians and cyclists.

4.0 DEPARTURES FROM STANDARD

4.1 No departures from standard have been highlighted within the Audit Brief

5.0 DOCUMENTS AND INFORMATION NOT PROVIDED

5.1 The following information was not provided within the audit brief and therefore has not been considered with the audit:

- Site clearance
- Street lighting
- Landscaping
- Road signing/lining
- Drainage
- Levels and gradients
- Construction details
- Kerb details
- Surfacing
- Visibility splays/dimensions

6.0 MATTERS ARISING FROM THIS STAGE 1 ROAD SAFETY AUDIT

6.1 Problem

Location: Regent Street

Summary: Traffic, pedestrian and cycle lane widths

The drawings submitted for audit suggest that pedestrian and cycle facilities will be added to the eastern footway on Regent Road. However, it is not clear that there is sufficient width to accommodate these new facilities, and sufficiently wide carriageway lanes. This is particularly noticeable where the pedestrian desire line crosses the cycleway to the north of the station access. If any of these three are not sufficiently wide, then users may have to use adjacent facilities, risking collisions with vehicles, cycles or pedestrians.

Recommendation

It is recommended that the traffic lanes, and pedestrian/cycle facilities are all designed to appropriate and sufficient widths.

6.2 Problem

Location: Station access

Summary: Misaligned traffic lanes

The southbound 'ahead only' lane at this junction appears to point directly at the 'right turn' lane for traffic to enter the station, with drivers expected to change direction after the Stop line. Drivers not familiar with the area may not be aware of this and may continue directly towards oncoming vehicles, risking a head-on collision. This could be exacerbated if, a right turning driver misjudges the lane and waits in a position that is over the lane lines, restricting the oncoming vehicle's space and manoeuvring area even further.
In dark and wet conditions, if the lining becomes worn and there are no queueing vehicles, an ahead-only driver may even mistake to the right turn lane as the continuation of their ahead lane, and continue along it, also risking a head-on collision.

Recommendation

It is recommended that the layout of the traffic lanes is clear and unambiguous. If redesigning the direction of the lanes is not possible, then it is recommended that additional lining is included at detailed design stage so that the change of direction is clear. It is also recommended that the lines are maintained and refreshed regularly

6.3 Problem

Location: Regent Road

Summary: Lack of pedestrian facilities

There are currently pedestrian crossing facilities at the junction of Central Road so that pedestrians walking from the south-west side of Regent Road can cross it to access the station – and vice versa. Under the proposed design, these are to be removed. The only facilities for pedestrians to cross Regent Road are to the north of the station access. Many pedestrians may prefer not to walk significantly out of their way to access that crossing and may risk crossing at inappropriate locations between. This may result in pedestrians tripping over full height kerbs or to them misjudging traffic and being struck by a vehicle.

Additionally, to reach the facility near the station access, pedestrians must walk along a very narrow length of footway just to the north of Central Road. This could result in pedestrians walking in the live carriageway and being struck by a passing vehicle.

Recommendation

It is recommended that appropriate pedestrian facilities are included in the scheme.

APPENDIX ONE

7.0 AUDIT TEAM STATEMENT

AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with the requirements set out in GG119. The problems identified have been noted in this report together with associated safety improvement suggestions which we recommend should be studied for implementation.

AUDIT TEAM LEADER

Adrian Dawson MCIHT MSoRSA
Senior Traffic Engineer
Waterman Aspen
2nd Floor
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Birmingham
B3 2DJ

[redacted]

Date: 09 March 2026

AUDIT TEAM MEMBER

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[redacted]

Date: 09 March 2026

APPENDIX TWO

8.0 LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

Drawings

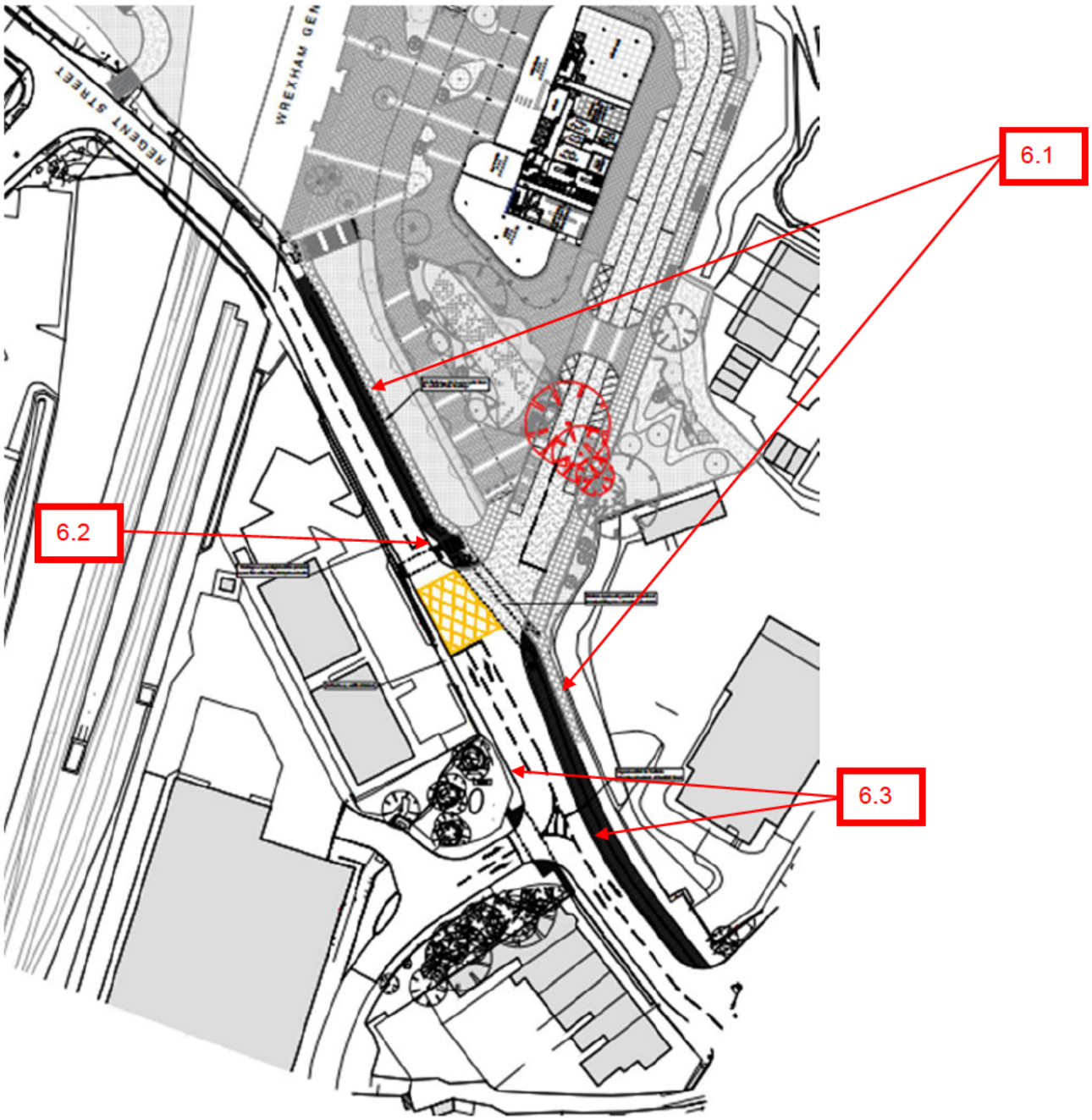
- SK224114-001 Site Access 250502
- SK224114-002 Rev A Tracking RCV 260603
- SK224114-003 Rev A Tracking Bus 260303
- SK224114-004 Tracking Artic 260303

Documents

- 240701_SK224114_TA01(-01) Vol1
- 240701_SK224114_TA01(-01) Vol2

APPENDIX THREE

9.0 PROBLEM LOCATION PLAN


REGENT STREET
6.1
6.2
6.3

Technical Note 03

Date: 20 March 2026

Project: Wrexham Gateway

Title: Road Safety Audit Stage 1 – Designer's Response

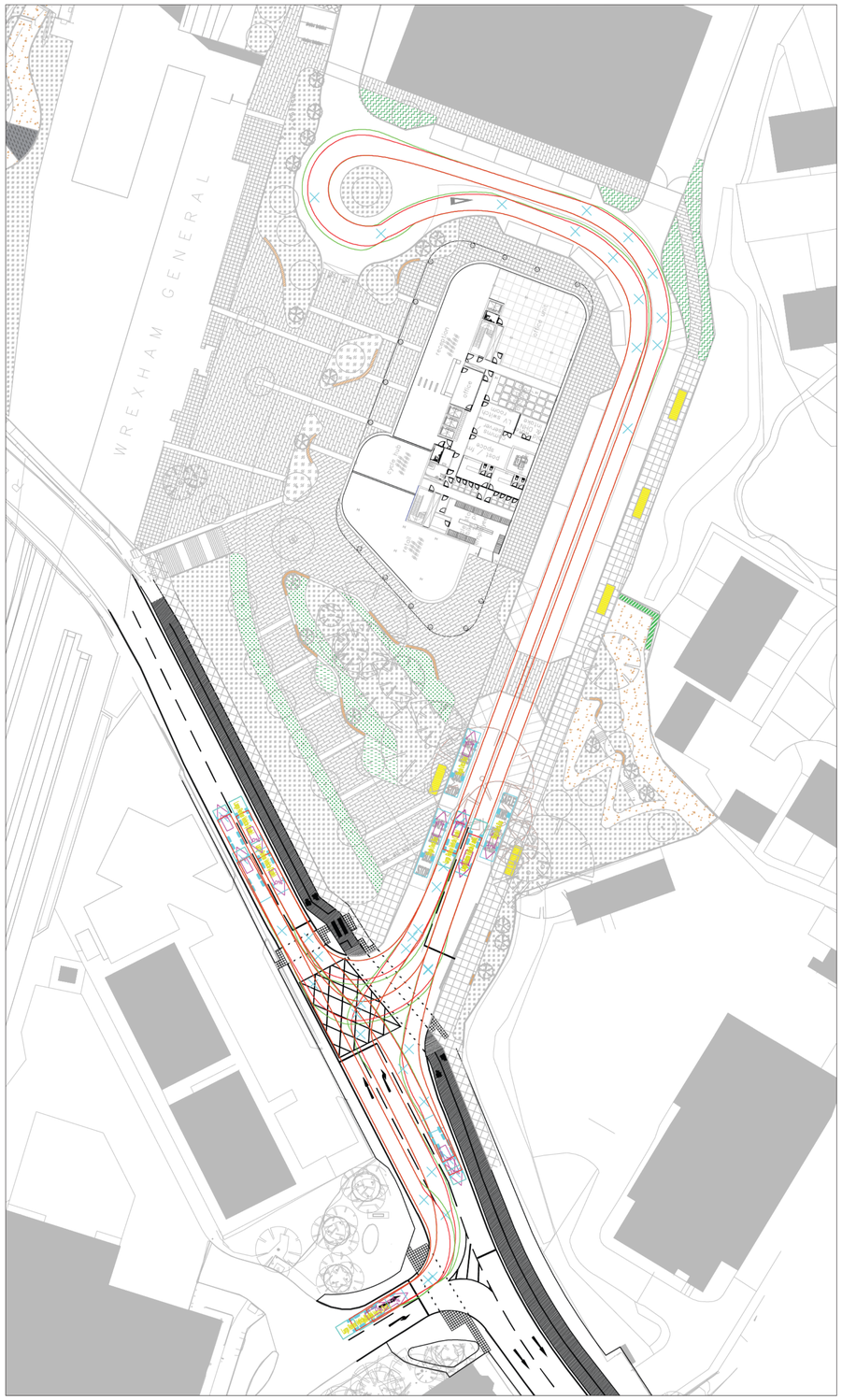
Matters Arising from Stage 1 Road Safety Audit

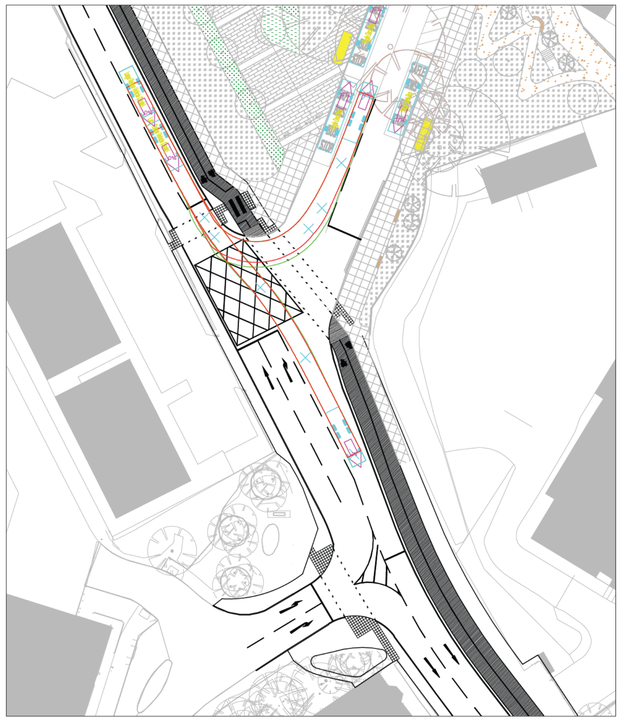
Problem	Recommendation	Response
1. Regent Street – Traffic, pedestrian and cycle lane widths The drawings submitted for audit suggest that pedestrian and cycle facilities will be added to the eastern footway on Regent Road. However, it is not clear that there is sufficient width to accommodate these new facilities, and sufficiently wide carriageway lanes. This is particularly noticeable where the pedestrian desire line crosses the cycleway to the north of the station access. If any of these three are not sufficiently wide, then users may have to use adjacent facilities, risking collisions with vehicles, cycles or pedestrians.	It is recommended that the traffic lanes, and pedestrian/cycle facilities are all designed to appropriate and sufficient widths.	Recommendation accepted. The active travel route widths have been determined as part of prior design development for Transport for Wales as part of proposals for the Mold Road corridor. The active travel infrastructure is to be provided to standard dimensions. Traffic lane widths are all within standard design parameters and vehicle tracking has been undertaken.
2. Station access – Misaligned traffic lanes The southbound 'ahead only' lane at this junction appears to point directly at the 'right turn' lane for traffic to enter the station, with drivers expected to change direction after the Stop line. Drivers not familiar with the area may not be aware of this and may continue directly towards	It is recommended that the layout of the traffic lanes is clear and unambiguous. If redesigning the direction of the lanes is not possible, then it is recommended that additional lining is	Recommendation accepted. Further vehicle tracking has been undertaken to review deflection for southbound ahead movements, indicating a low degree of deflection but this is to be reinforced with clear road markings in line with the RSA recommendation.

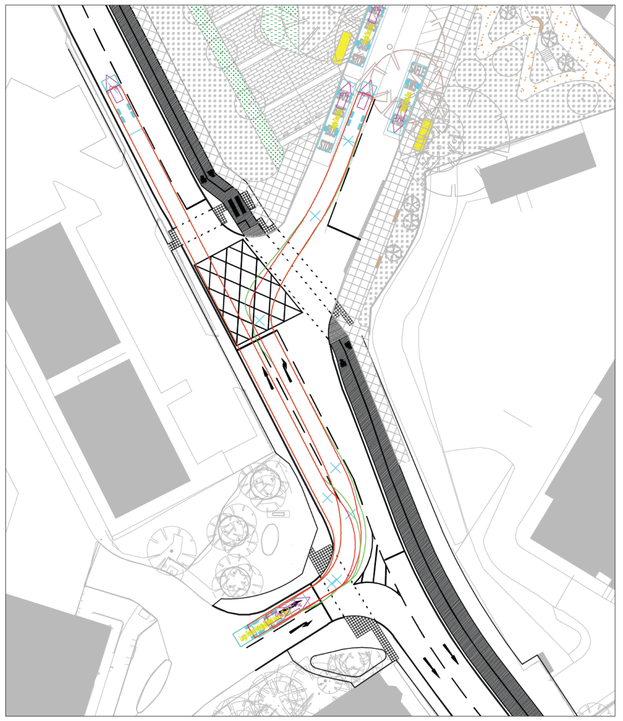
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oncoming vehicles, risking a head-on collision. This could be exacerbated if, a right turning driver misjudges the lane and waits in a position that is over the lane lines, restricting the oncoming vehicle's space and manoeuvring area even further. In dark and wet conditions, if the lining becomes worn and there are no queueing vehicles, an ahead-only driver may even mistake to the right turn lane as the continuation of their ahead lane, and continue along it, also risking a head-on collision.	included at detailed design stage so that the change of direction is clear. It is also recommended that the lines are maintained and refreshed regularly.	
3. Regent Road - Lack of pedestrian facilities There are currently pedestrian crossing facilities at the junction of Central Road so that pedestrians walking from the south-west side of Regent Road can cross it to access the station – and vice versa. Under the proposed design, these are to be removed. The only facilities for pedestrians to cross Regent Road are to the north of the station access. Many pedestrians may prefer not to walk significantly out of their way to access that crossing and may risk crossing at inappropriate locations between. This may result in pedestrians tripping over full height kerbs or to them misjudging traffic and being struck by a vehicle. Additionally, to reach the facility near the station access, pedestrians must walk along a very narrow length of footway just to the north of Central Road. This could result in pedestrians walking in the live carriageway and being struck by a passing vehicle.	It is recommended that appropriate pedestrian facilities are included in the scheme.	Recommendation accepted. The changes to active travel provision and realignment of the carriageway form part of a broader strategy for the Mold Road corridor and align with the layout proposals for this. The proposals do include narrowing of the southern footway between Central Road and Station Approach. Opportunities to retain an increased footway in this location should be investigated as part of the active travel scheme.

Appendix B







THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Vehicle Profile



Large Refuse Vehicle (3 axle)

Overall Length	9.900m
Overall Width	2.470m
Max Body Height	3.430m
Min Ground Clearance	0.256m
Track Width	2.250m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	9.100m

Revision Details	By	Check	Date	Suffix
Ahead movements added	JAT	LGS	03.03.26	A

Drawing Number

SK224114-002

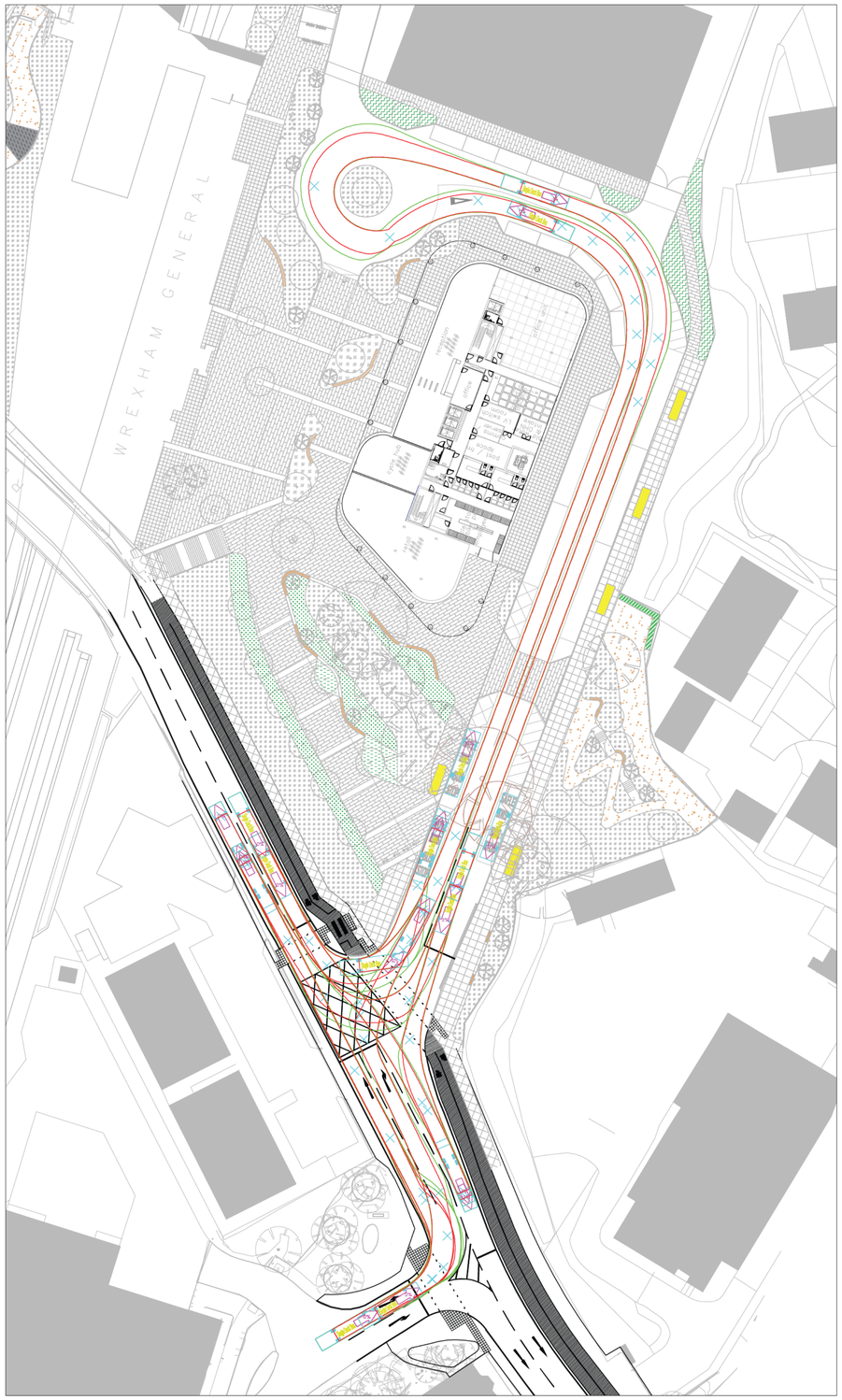
Wrexham Gateway

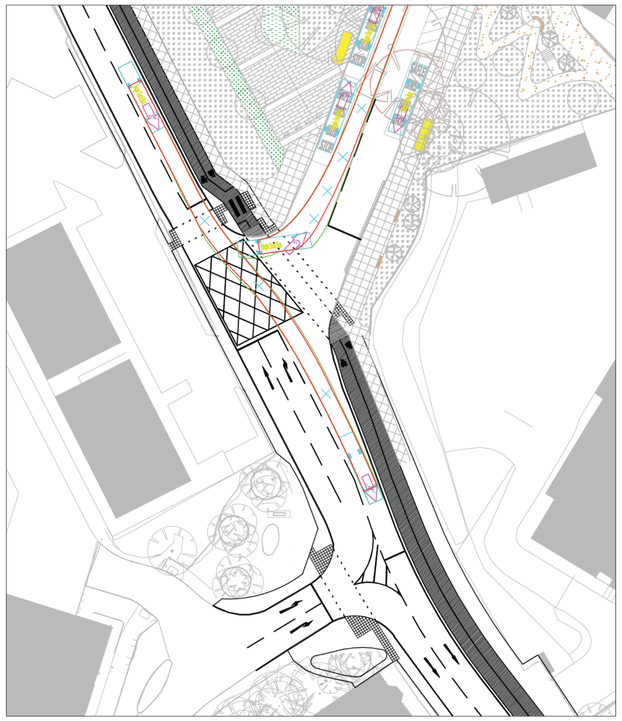
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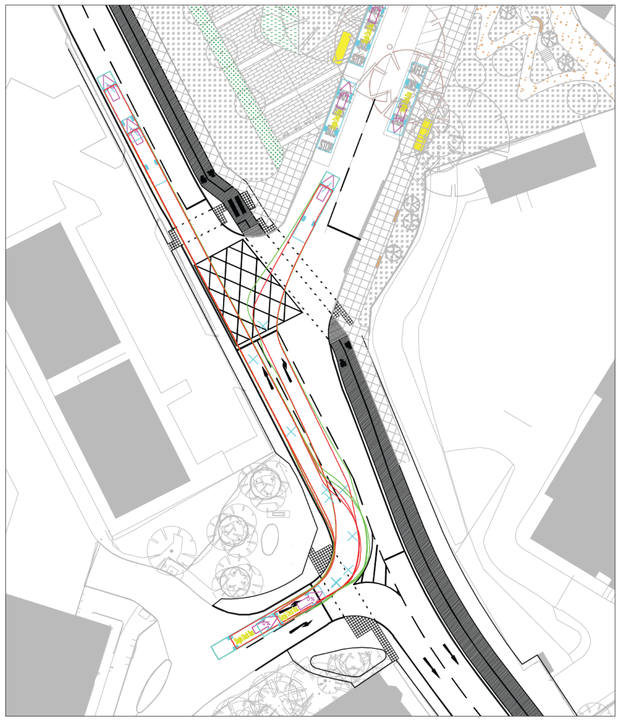
Swept Path Analysis
Refuse Collection Vehicle

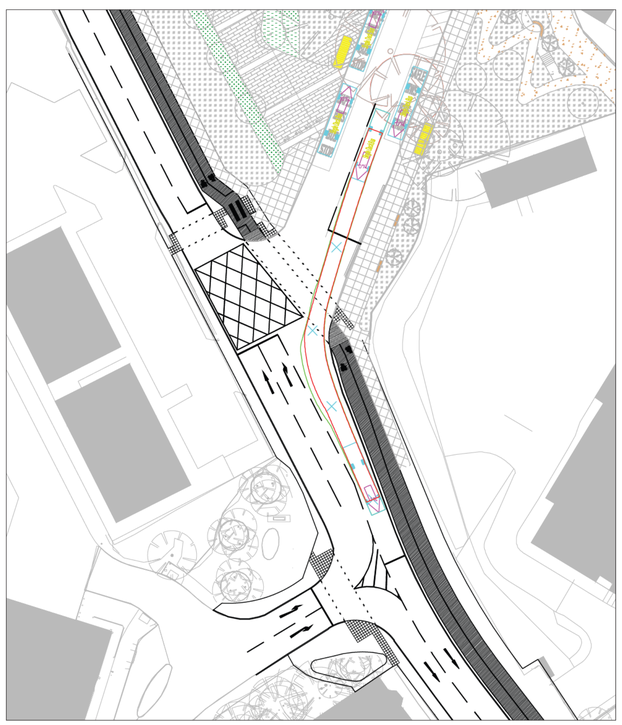
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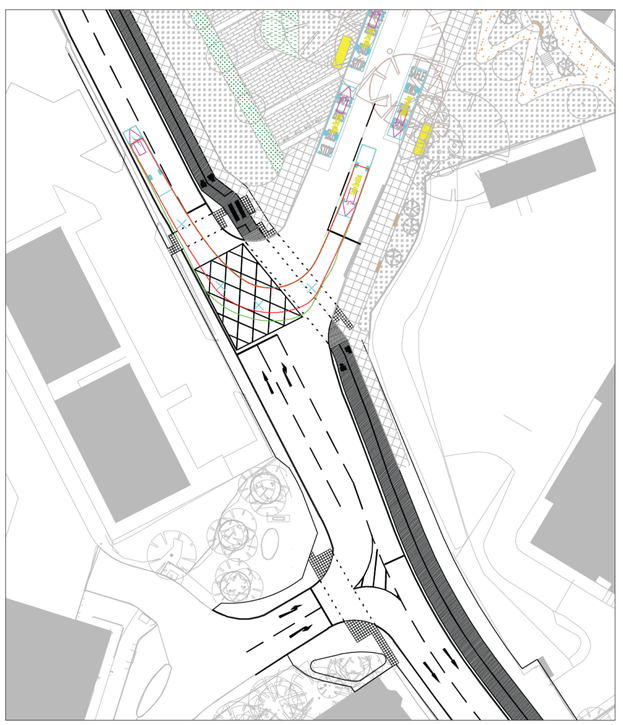
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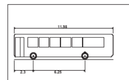




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NOTES

Vehicle Profile



Single Deck Bus	
Overall Length	11.900m
Overall Width	2.440m
Overall Body Height	3.020m
Min. Body Ground Clearance	0.370m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	10.365m

Revision Details	By	Check	Date	Suffix
Ahead movements added	JAT	LGS	03.03.26	A

Drawing Number

SK224114-003

Wrexham Gateway

Drawing Title

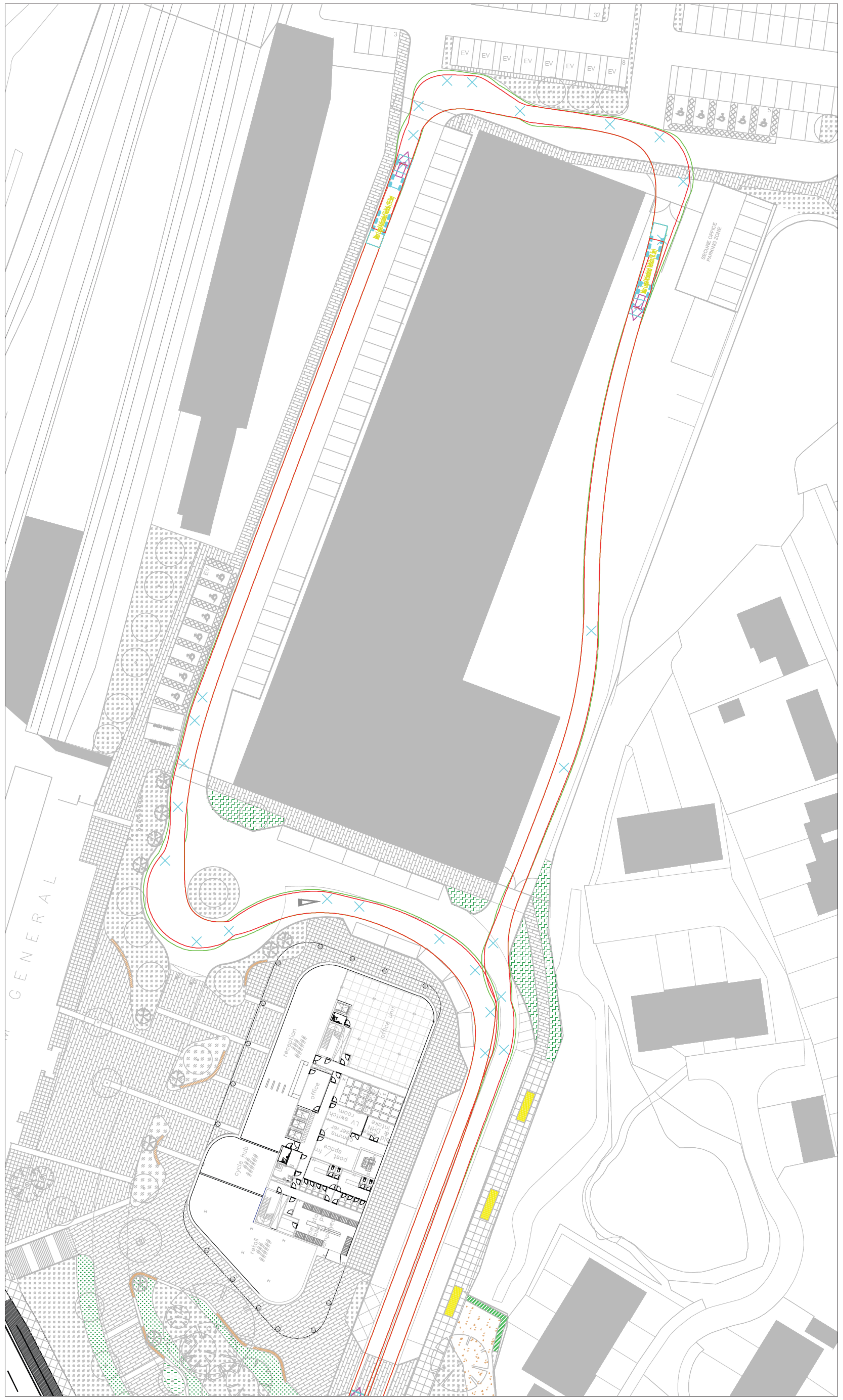
Swept Path Analysis
Single Deck Bus

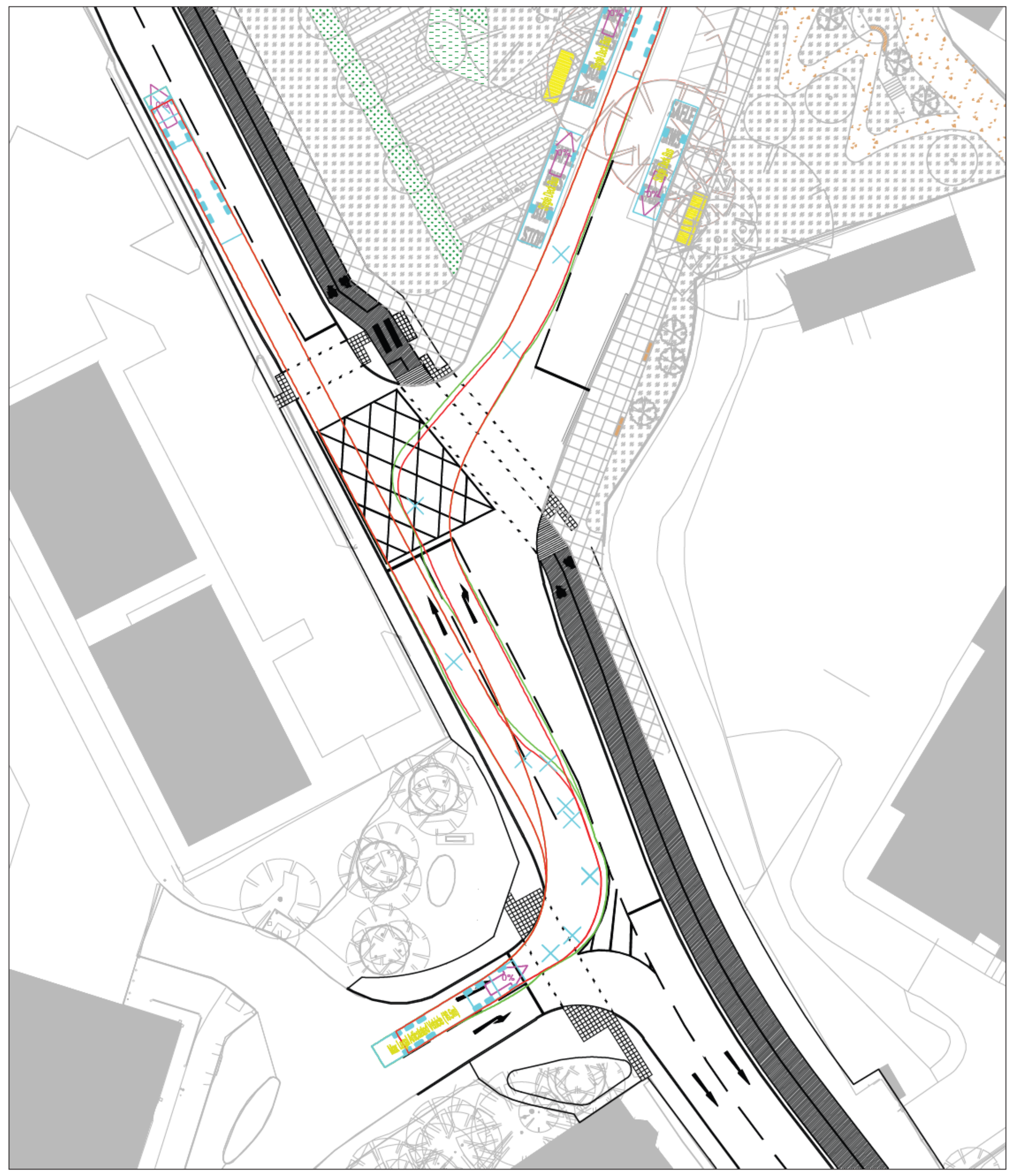
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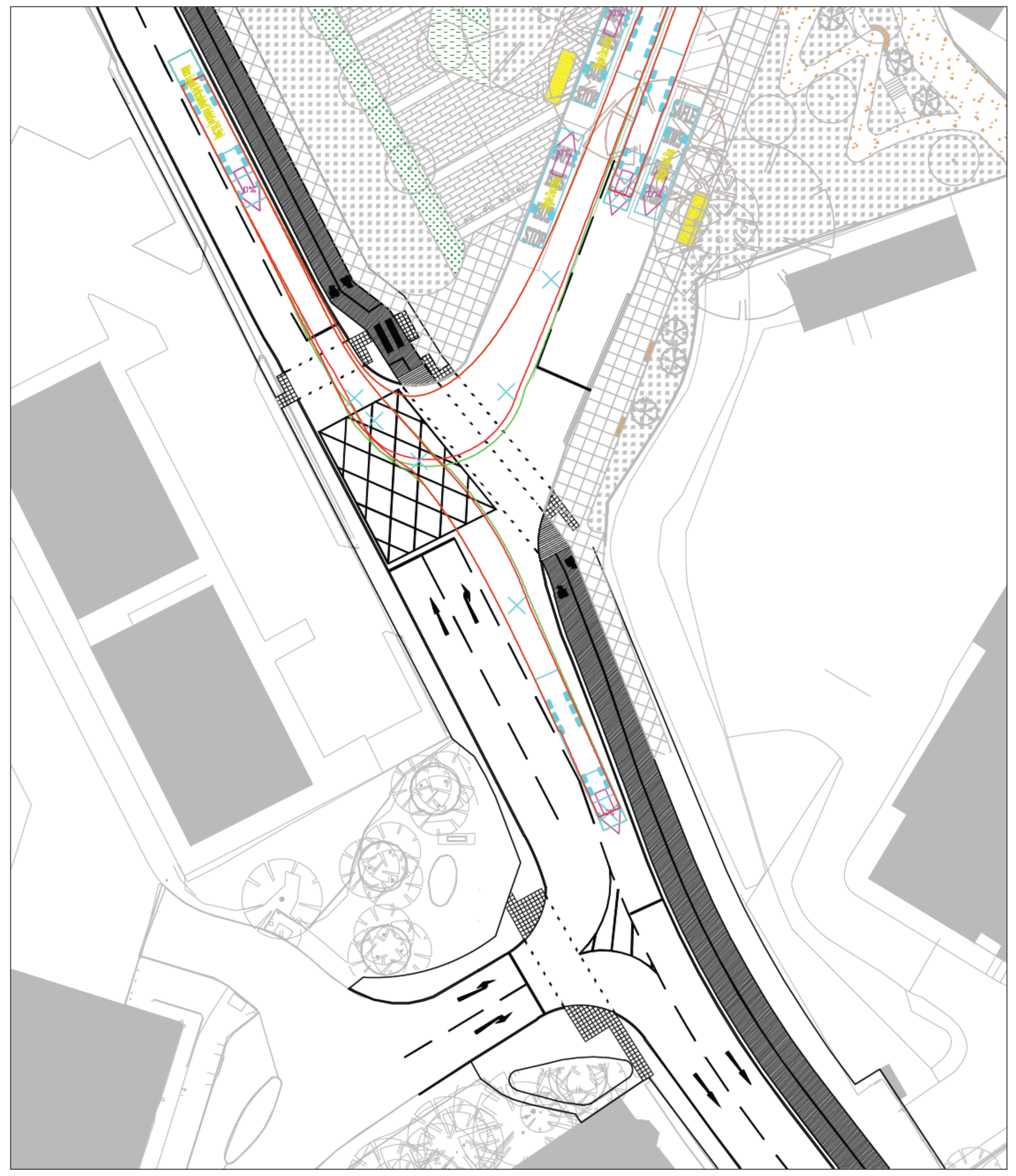
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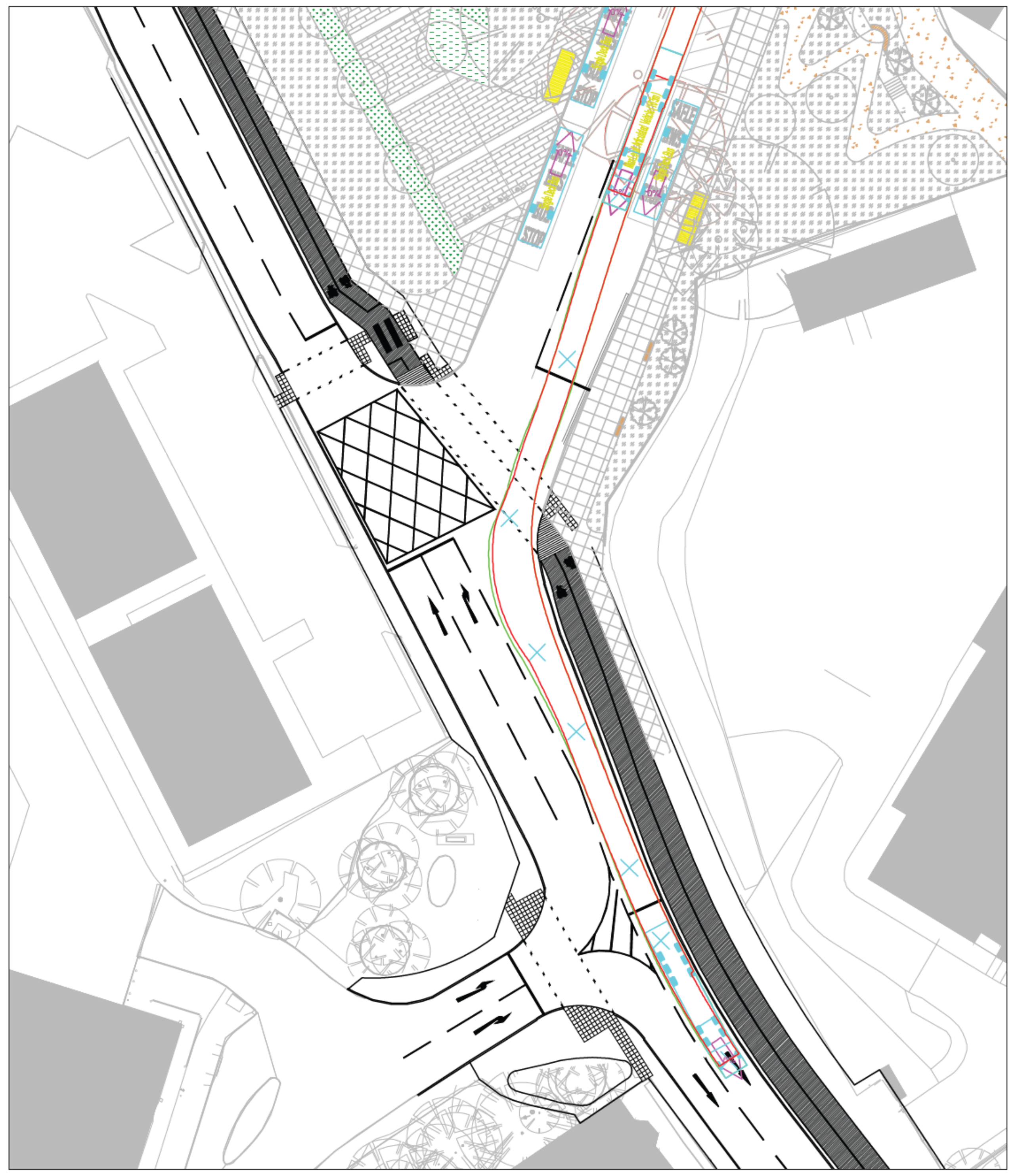
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LGS	02.05.25

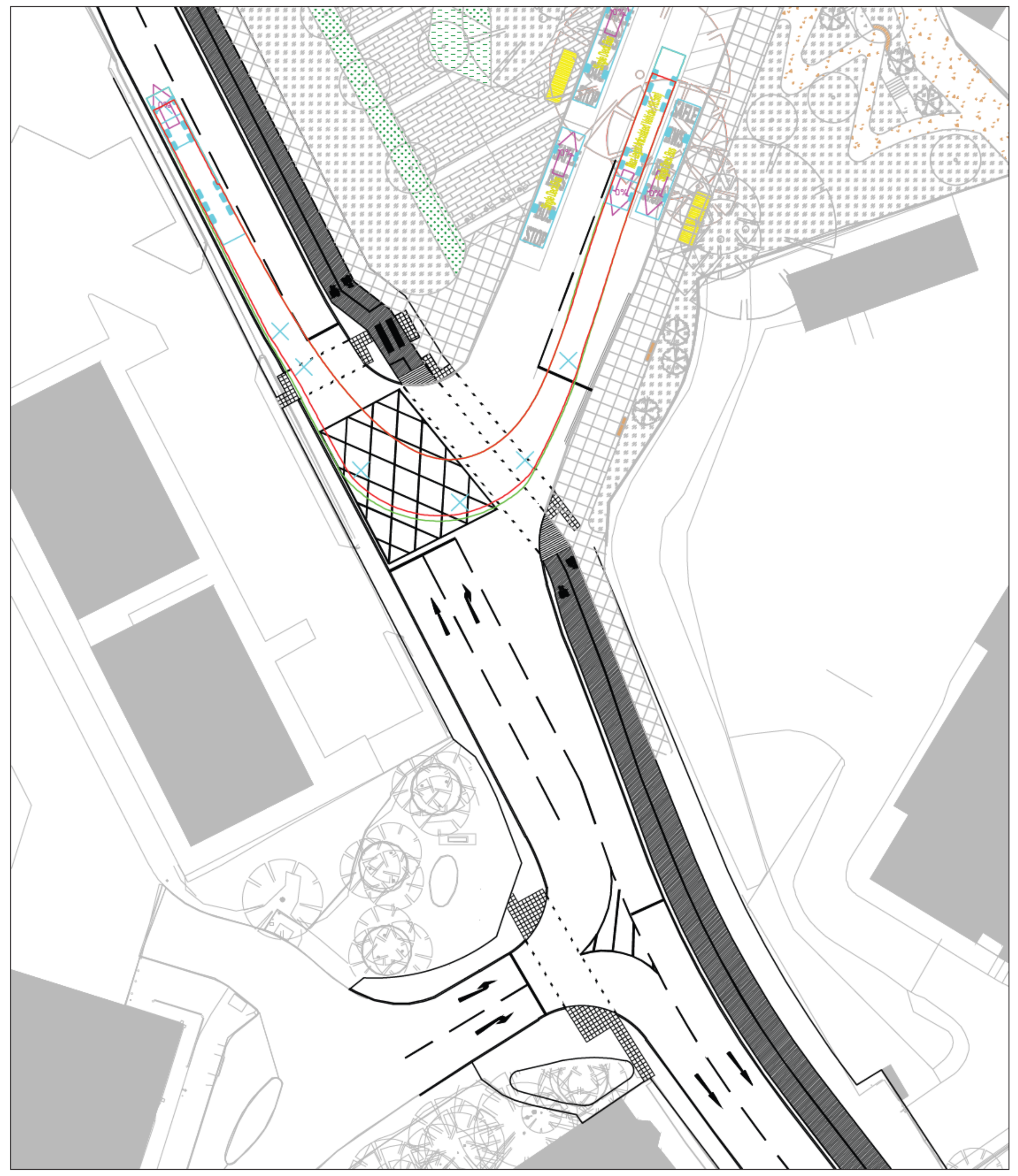
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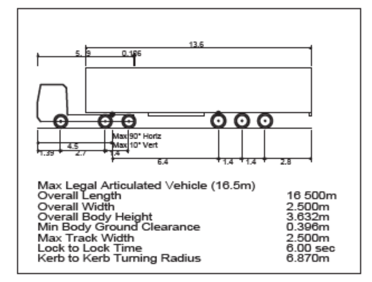




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NOTES

Vehicle Profile



Revision Details	By / Check	Date	Suffix

Drawing Number

SK224114-003

Wrexham Gateway

Drawing Title

Swept Path Analysis
Single Deck Bus

Scale at A1: 1:500

Drawn: JAT | Approved: LGS

Check: LGS | Date: 03.03.25

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Appendix C

Wrexham ATCs

Report Id	080/26
Site Name	Site 1 of 4
Description	A541 Mold Road, 35m west of Maesgwyn Road
Direction	Northbound

Monday 16 March 2026

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													P-Tile 85%	Average Speed
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train		
0000 - 0100	47	13	12	11	11	1	0	43	0	2	0	0	0	0	1	0	0	0	30.9	26.0
0100 - 0200	13	4	3	5	1	0	0	13	0	0	0	0	0	0	0	0	0	0	33.9	27.2
0200 - 0300	19	9	1	4	5	0	0	16	0	3	0	0	0	0	0	0	0	0	28.8	24.3
0300 - 0400	14	3	2	3	6	0	0	12	0	2	0	0	0	0	0	0	0	0	30.6	26.2
0400 - 0500	19	2	7	4	6	0	0	17	0	1	1	0	0	0	0	0	0	0	30.9	25.9
0500 - 0600	65	11	10	25	19	0	0	60	0	4	0	1	0	0	0	0	0	0	29.3	25.1
0600 - 0700	149	28	36	34	51	0	0	127	0	18	2	0	0	1	1	0	0	0	27.6	23.5
0700 - 0800	372	59	106	94	113	0	0	326	1	44	0	1	0	0	0	0	0	0	26.6	22.9
0800 - 0900	381	81	95	89	116	2	2	344	1	31	0	0	0	0	1	0	0	0	26.2	21.3
0900 - 1000	582	152	153	136	141	2	1	532	1	42	2	1	0	1	0	0	0	0	24.6	20.8
1000 - 1100	634	141	165	153	175	2	2	576	1	42	2	3	0	1	2	3	0	0	24.1	20.4
1100 - 1200	620	140	147	176	157	2	1	579	2	34	0	0	0	0	0	2	0	0	23.5	20.2
1200 - 1300	754	195	220	189	150	1	1	709	1	34	1	5	0	0	0	1	1	0	25.9	20.3
1300 - 1400	676	158	170	150	198	3	1	631	0	35	1	3	0	0	1	1	0	0	23.6	20.1
1400 - 1500	741	186	194	162	199	4	3	689	3	39	0	0	1	0	1	1	0	0	23.8	20.4
1500 - 1600	797	165	207	194	231	3	1	744	1	45	1	0	0	0	1	1	0	0	23.6	20.0
1600 - 1700	946	270	211	252	213	2	5	899	5	28	4	2	0	1	0	0	0	0	23.7	20.1
1700 - 1800	823	246	239	171	167	6	2	782	3	24	1	3	0	0	0	2	0	0	22.7	19.3
1800 - 1900	615	197	139	137	142	1	6	571	4	33	0	0	0	0	0	0	0	0	25.0	22.0
1900 - 2000	444	140	125	91	88	1	2	418	2	21	0	0	0	0	0	0	0	0	26.6	22.3
2000 - 2100	300	82	77	84	57	0	1	277	2	19	0	0	0	0	1	0	0	0	26.3	22.8
2100 - 2200	235	81	42	70	42	1	0	228	0	5	0	1	0	0	0	0	0	0	27.2	23.2
2200 - 2300	112	32	38	26	16	0	2	99	0	10	0	0	0	0	1	0	0	0	29.2	23.9
2300 - 0000	61	19	22	9	11	0	0	50	0	10	0	0	0	0	0	1	0	0	30.0	24.6
0700 - 1900	**7941**	**1990**	**2046**	**1903**	**2002**	**28**	**25**	**7382**	**23**	**431**	**12**	**18**	**1**	**3**	**6**	**11**	**1**	**0**	**24.4**	**20.5**
0600 - 2200	**9069**	**2321**	**2326**	**2182**	**2240**	**30**	**28**	**8432**	**27**	**494**	**14**	**19**	**1**	**4**	**8**	**11**	**1**	**0**	**24.8**	**20.8**
0600 - 0000	**9242**	**2372**	**2386**	**2217**	**2267**	**30**	**30**	**8581**	**27**	**514**	**14**	**19**	**1**	**4**	**9**	**12**	**1**	**0**	**24.9**	**20.8**
0000 - 0000	**9419**	**2414**	**2421**	**2269**	**2315**	**31**	**30**	**8742**	**27**	**526**	**15**	**20**	**1**	**4**	**10**	**12**	**1**	**0**	**25.0**	**20.9**

Tuesday 17 March 2026

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													P-Tile 85%	Average Speed
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train		
0000 - 0100	35	12	11	8	4	0	1	31	0	3	0	0	0	0	0	0	0	0	29.8	23.7
0100 - 0200	19	5	5	4	5	0	0	19	0	0	0	0	0	0	0	0	0	0	30.6	25.9
0200 - 0300	8	3	3	0	2	0	0	7	0	1	0	0	0	0	0	0	0	0	28.8	24.3
0300 - 0400	13	5	5	1	2	0	0	9	0	2	0	0	0	0	0	2	0	0	30.3	25.3
0400 - 0500	19	2	4	6	7	0	0	16	0	3	0	0	0	0	0	0	0	0	30.6	25.6
0500 - 0600	75	13	17	26	19	0	0	67	0	4	1	1	0	0	2	0	0	0	29.8	25.1
0600 - 0700	148	37	23	38	50	0	0	129	0	16	2	1	0	0	0	0	0	0	27.4	23.7
0700 - 0800	401	74	111	117	99	0	0	352	1	42	4	1	0	0	0	1	0	0	26.1	22.4
0800 - 0900	458	117	126	114	101	0	1	421	0	33	0	2	0	1	0	0	0	0	24.1	20.9
0900 - 1000	560	145	170	122	123	0	3	513	0	33	1	5	0	0	3	1	1	0	24.4	21.1
1000 - 1100	572	132	145	135	160	4	2	520	0	39	2	4	0	0	1	0	0	0	24.7	21.1
1100 - 1200	708	151	162	204	191	5	1	666	0	27	2	3	0	1	2	1	0	0	23.5	20.0
1200 - 1300	698	153	194	181	170	2	4	651	0	35	1	2	1	1	0	1	0	0	24.0	20.3
1300 - 1400	818	214	212	191	201	3	8	769	1	29	3	2	0	1	0	2	0	0	23.2	19.2
1400 - 1500	821	204	176	219	222	1	1	777	1	34	2	4	0	0	0	1	0	0	23.5	20.3
1500 - 1600	788	164	206	178	240	0	3	732	2	44	1	2	0	1	2	1	0	0	23.7	20.0
1600 - 1700	912	176	284	268	184	0	2	858	5	39	2	5	0	1	0	0	0	0	23.3	20.1
1700 - 1800	811	256	220	188	147	1	1	768	1	32	2	1	0	0	2	3	0	0	23.6	19.5
1800 - 1900	648	197	119	162	170	2	4	614	0	25	1	0	0	1	1	0	0	0	24.8	21.5
1900 - 2000	501	146	138	97	120	0	0	479	1	17	3	0	0	0	0	1	0	0	25.5	22.4
2000 - 2100	337	119	76	55	87	1	2	317	2	13	1	0	0	0	0	1	0	0	26.6	22.5
2100 - 2200	214	65	56	46	47	0	2	202	0	8	0	0	0	0	1	1	0	0	27.5	23.8
2200 - 2300	155	54	43	28	30	1	0	145	0	9	0	0	0	0	0	0	0	0	28.1	24.0
2300 - 0000	87	32	22	21	12	0	1	72	0	12	1	0	0	0	1	0	0	0	27.3	23.2
0700 - 1900	**8195**	**1983**	**2125**	**2079**	**2008**	**18**	**30**	**7641**	**11**	**412**	**21**	**31**	**1**	**7**	**11**	**11**	**1**	**0**	**24.0**	**20.4**
0600 - 2200	**9395**	**2350**	**2418**	**2315**	**2312**	**19**	**34**	**8768**	**14**	**466**	**27**	**32**	**1**	**7**	**12**	**14**	**1**	**0**	**24.5**	**20.7**
0600 - 0000	**9637**	**2436**	**2483**	**2364**	**2354**	**20**	**35**	**8985**	**14**	**487**	**28**	**32**	**1**	**7**	**13**	**14**	**1**	**0**	**24.6**	**20.8**
0000 - 0000	**9806**	**2476**	**2528**	**2409**	**2393**	**20**	**36**	**9134**	**14**	**500**	**29**	**33**	**1**	**7**	**15**	**16**	**1**	**0**	**24.7**	**20.8**

Wednesday 18 March 2026

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													P-Tile 85%	Average Speed
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train		
0000 - 0100	43	14	7	10	12	0	0	34	2	7	0	0	0	0	0	0	0	0	27.9	24.0
0100 - 0200	24	8	9	1	6	0	0	23	0	0	0	0	0	0	0	1	0	0	31.8	25.7
0200 - 0300	39	11	12	11	5	0	0	35	0	4	0	0	0	0	0	0	0	0	30.4	25.7
0300 - 0400	19	6	4	4	5	0	0	14	0	3	1	0	0	1	0	0	0	0	29.1	24.8
0400 - 0500	31	3	13	11	4	1	0	23	0	5	0	0	0	0	2	0	0	0	30.0	24.5
0500 - 0600	92	17	23	27	25	0	0	80	0	12	0	0	0	0	0	0	0	0	29.9	25.8
0600 - 0700	164	29	38	41	56	0	0	135	1	27	0	0	1	0	0	0	0	0	28.2	24.3
0700 - 0800	384	76	118	96	94	0	0	338	0	43	1	1	0	1	0	0	0	0	28.0	23.9
0800 - 0900	399	73	107	100	119	0	0	357	0	41	0	1	0	0	0	0	0	0	26.7	22.6
0900 - 1000	473	129	113	123	108	0	2	421	0	46	1	1	0	0	1	1	0	0	24.7	21.1
1000 - 1100	557	120	145	149	143	1	1	510	1	37	2	4	0	0	1	0	0	0	24.5	21.2
1100 - 1200	582	125	149	152	156	0	5	541	1	33	0	1	0	0	1	0	0	0	24.1	20.8
1200 - 1300	674	174	169	170	161	0	5	620	1	41	1	3	0	1	1	1	0	0	23.8	20.7
1300 - 1400	666	172	181	139	174	1	4	616	2	38	0	4	0	0	0	1	0	0	24.4	20.9
1400 - 1500	672	177	166	163	166	2	6	625	2	35	0	2	0	0	0	0	0	0	24.2	20.7
1500 - 1600	737	168	175	198	196	1	1	674	2	49	2	3	0	0	3	2	0	0	23.8	20.4
1600 - 1700	821	203	212	217	189	1	5	764	2	47	0	2	0	0	0	0	0	0	23.9	20.5
1700 - 1800	809	245	210	194	160	0	3	773	4	25	3	0	1	0	0	0	0	0	23.8	19.4
1800 - 1900	587	179	142	146	120	4	3	552	1	25	0	0	0	1	0	1	0	0	24.7	21.4
1900 - 2000	446	127	124	93	102	0	0	420	1	22	0	3	0	0	0	0	0	0	26.0	22.7
2000 - 2100	352	117	75	76	84	0	1	333	2	16	0	0	0	0	0	0	0	0	26.0	22.4
2100 - 2200	211	65	54	45	47	0	0	204	1	5	0	0	0	0	0	1	0	0	27.4	23.4
2200 - 2300	134	43	42	27	22	0	0	127	1	6	0	0	0	0	0	0	0	0	29.7	24.0
2300 - 0000	87	32	23	14	18	0	1	70	0	16	0	0	0	0	0	0	0	0	30.3	25.5
0700 - 1900	**7361**	**1841**	**1887**	**1847**	**1786**	**10**	**35**	**6791**	**16**	**460**	**10**	**22**	**1**	**3**	**7**	**6**	**0**	**0**	**24.6**	**20.9**
0600 - 2200	**8534**	**2179**	**2178**	**2102**	**2075**	**10**	**36**	**7883**	**21**	**530**	**10**	**25**	**2**	**3**	**7**	**7**	**0**	**0**	**25.0**	**21.2**
0600 - 0000	**8755**	**2254**	**2243**	**2143**	**2115**	**10**	**37**	**8080**	**22**	**552**	**10**	**25**	**2**	**3**	**7**	**7**	**0**	**0**	**25.1**	**21.3**
0000 - 0000	**9003**	**2313**	**2311**	**2207**	**2172**	**11**	**37**	**8289**	**24**	**583**	**11**	**25**	**2**	**4**	**9**	**8**	**0**	**0**	**25.3**	**21.4**

Thursday 19 March 2026

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													P-Tile 85%	Average Speed
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train		
0000 - 0100	33	11	11	4	7	0	1	27	0	5	0	0	0	0	0	0	0	0	28.4	23.5
0100 - 0200	10	2	2	1	5	0	0	10	0	0	0	0	0	0	0	0	0	0	31.8	27.0
0200 - 0300	5	3	0	1	1	0	0	2	0	3	0	0	0	0	0	0	0	0	27.8	25.0
0300 - 0400	16	3	5	3	5	0	0	11	0	3	0	0	0	1	1	0	0	0	27.8	23.9
0400 - 0500	34	4	8	7	15	0	0	29	0	5	0	0	0	0	0	0	0	0	31.1	25.9
0500 - 0600	88	12	16	34	26	0	1	74	0	9	2	0	0	1	1	0	0	0	30.2	25.0
0600 - 0700	144	20	24	46	54	0	0	123	0	21	0	0	0	0	0	0	0	0	28.5	24.5
0700 - 0800	366	76	93	99	98	0	0	336	0	27	1	1	0	0	1	0	0	0	27.2	23.8
0800 - 0900	369	91	90	80	108	1	1	327	0	36	2	0	0	1	1	0	0	0	25.8	22.1
0900 - 1000	509	121	125	126	137	1	2	466	1	34	1	3	0	0	1	0	0	0	24.3	21.1
1000 - 1100	546	122	125	144	155	2	2	495	1	40	2	3	0	0	1	0	0	0	24.9	21.7
1100 - 1200	595	147	147	141	160	1	3	544	0	42	0	3	0	1	1	0	0	0	25.0	21.0
1200 - 1300	587	145	139	157	146	0	2	542	0	38	0	3	0	0	2	0	0	0	24.2	20.9
1300 - 1400	630	157	159	148	166	1	2	587	4	33	0	2	0	1	0	0	0	0	25.0	20.7
1400 - 1500	622	148	171	142	161	2	4	578	2	33	2	1	0	0	0	0	0	0	23.9	20.8
1500 - 1600	781	166	209	175	231	0	4	722	2	45	2	2	0	1	2	1	0	0	23.7	20.1
1600 - 1700	922	188	265	267	202	0	2	869	4	39	3	4	0	1	0	0	0	0	23.4	20.2
1700 - 1800	839	276	212	200	151	1	1	787	1	40	3	1	0	0	2	3	0	0	23.4	19.3
1800 - 1900	645	192	123	169	161	2	3	615	0	22	1	0	0	1	1	0	0	0	24.7	21.4
1900 - 2000	490	142	134	103	111	0	0	471	1	14	3	0	0	0	0	1	0	0	25.8	22.5
2000 - 2100	339	115	84	58	82	2	2	318	2	13	1	0	0	0	0	1	0	0	26.8	22.7
2100 - 2200	250	73	42	72	63	0	1	239	0	8	1	0	0	0	1	0	0	0	27.7	23.9
2200 - 2300	173	55	47	38	33	1	1	161	0	6	3	0	0	0	0	1	0	0	27.9	23.6
2300 - 0000	67	24	23	11	9	0	1	56	0	8	2	0	0	0	0	0	0	0	29.6	24.6
0700 - 1900	**7411**	**1829**	**1858**	**1848**	**1876**	**11**	**26**	**6868**	**15**	**429**	**17**	**23**	**0**	**6**	**12**	**4**	**0**	**0**	**24.6**	**20.8**
0600 - 2200	**8634**	**2179**	**2142**	**2127**	**2186**	**13**	**29**	**8019**	**18**	**485**	**22**	**23**	**0**	**6**	**13**	**6**	**0**	**0**	**25.0**	**21.2**
0600 - 0000	**8874**	**2258**	**2212**	**2176**	**2228**	**14**	**31**	**8236**	**18**	**499**	**27**	**23**	**0**	**6**	**13**	**7**	**0**	**0**	**25.1**	**21.2**
0000 - 0000	**9060**	**2293**	**2254**	**2226**	**2287**	**14**	**33**	**8389**	**18**	**524**	**29**	**23**	**0**	**8**	**15**	**7**	**0**	**0**	**25.2**	**21.3**

Friday 20 March 2026

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													P-Tile 85%	Average Speed
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train		
0000 - 0100	37	9	8	9	11	0	0	33	0	4	0	0	0	0	0	0	0	0	29.5	24.6
0100 - 0200	23	7	8	5	3	0	0	21	0	1	1	0	0	0	0	0	0	0	31.5	26.5
0200 - 0300	9	2	1	3	3	0	0	7	0	2	0	0	0	0	0	0	0	0	33.1	26.9
0300 - 0400	12	1	2	6	3	0	0	11	0	1	0	0	0	0	0	0	0	0	30.2	25.1
0400 - 0500	32	3	10	8	11	0	0	30	0	2	0	0	0	0	0	0	0	0	31.3	26.8
0500 - 0600	82	17	14	30	21	0	1	63	0	13	3	2	0	0	0	0	0	0	31.6	26.5
0600 - 0700	161	30	33	41	57	0	0	140	0	16	3	0	0	1	0	1	0	0	28.7	24.6
0700 - 0800	351	55	92	95	109	0	0	307	0	35	7	1	0	0	0	1	0	0	27.2	23.4
0800 - 0900	436	114	111	91	120	2	0	392	0	35	6	1	0	0	0	0	0	0	25.7	22.5
0900 - 1000	527	164	101	122	140	1	0	486	2	34	1	0	0	1	1	1	0	0	24.4	20.8
1000 - 1100	640	143	177	156	164	1	1	607	1	27	0	1	0	1	0	1	0	0	23.9	20.6
1100 - 1200	616	135	152	168	161	2	1	564	2	44	0	0	0	0	1	2	0	0	23.4	20.2
1200 - 1300	728	183	208	179	158	1	1	688	1	30	1	4	0	0	0	1	1	0	26.1	20.3
1300 - 1400	659	157	167	145	190	4	2	615	0	31	1	4	0	0	1	1	0	0	23.5	20.1
1400 - 1500	744	182	187	166	209	5	3	683	3	47	0	0	1	0	1	1	0	0	23.8	20.3
1500 - 1600	815	163	215	191	246	3	1	766	1	40	1	0	0	0	2	1	0	0	23.6	20.0
1600 - 1700	904	264	197	237	206	2	6	856	4	28	4	2	1	1	0	0	0	0	23.7	20.1
1700 - 1800	807	239	242	157	169	4	2	762	3	28	1	4	0	0	0	3	0	0	22.6	19.1
1800 - 1900	621	186	145	138	152	1	6	573	3	38	0	0	0	0	0	0	0	0	24.8	21.7
1900 - 2000	439	129	126	85	99	1	2	415	1	19	0	0	0	0	0	0	1	0	26.7	22.4
2000 - 2100	308	83	72	93	60	0	0	284	3	20	0	0	0	0	1	0	0	0	26.4	23.0
2100 - 2200	246	77	46	73	50	1	0	238	0	5	0	1	0	0	0	1	0	0	26.7	23.0
2200 - 2300	124	39	43	24	18	0	2	110	0	11	0	0	0	0	1	0	0	0	29.7	24.5
2300 - 0000	68	17	27	8	16	0	0	58	0	8	0	0	1	0	0	1	0	0	29.3	24.0
0700 - 1900	**7848**	**1985**	**1994**	**1845**	**2024**	**26**	**23**	**7299**	**20**	**417**	**22**	**17**	**2**	**3**	**6**	**12**	**1**	**0**	**24.4**	**20.5**
0600 - 2200	**9002**	**2304**	**2271**	**2137**	**2290**	**28**	**25**	**8376**	**24**	**477**	**25**	**18**	**2**	**4**	**7**	**14**	**2**	**0**	**24.8**	**20.8**
0600 - 0000	**9194**	**2360**	**2341**	**2169**	**2324**	**28**	**27**	**8544**	**24**	**496**	**25**	**18**	**3**	**4**	**8**	**15**	**2**	**0**	**24.9**	**20.9**
0000 - 0000	**9389**	**2399**	**2384**	**2230**	**2376**	**28**	**28**	**8709**	**24**	**519**	**29**	**20**	**3**	**4**	**8**	**15**	**2**	**0**	**25.1**	**21.0**

Saturday 21 March 2026

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													P-Tile 85%	Average Speed
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train		
0000 - 0100	41	9	19	8	4	0	3	35	0	3	0	0	0	0	0	0	0	0	27.5	22.4
0100 - 0200	22	11	6	4	1	1	0	19	0	0	0	0	0	0	0	2	0	0	26.1	22.5
0200 - 0300	8	4	2	1	1	1	0	6	0	1	1	0	0	0	0	0	0	0	26.8	23.0
0300 - 0400	9	4	4	1	1	0	0	5	0	3	0	0	0	0	0	1	0	0	28.5	24.2
0400 - 0500	6	1	1	2	2	0	0	4	0	1	0	0	1	0	0	0	0	0	26.9	23.0
0500 - 0600	25	4	4	13	4	0	0	25	0	1	0	0	0	0	0	0	0	0	28.5	24.9
0600 - 0700	62	25	15	6	17	0	0	45	0	13	2	0	0	3	0	0	0	0	27.9	23.5
0700 - 0800	95	12	38	36	8	8	0	62	0	18	0	0	1	0	5	0	0	0	28.0	23.2
0800 - 0900	137	39	39	39	20	0	0	125	0	11	0	0	0	0	1	0	0	0	29.2	25.0
0900 - 1000	230	30	51	64	84	0	0	219	0	8	2	1	0	0	0	0	0	0	26.7	23.3
1000 - 1100	492	104	146	127	115	1	0	486	0	6	0	0	0	0	0	0	0	0	25.3	21.9
1100 - 1200	669	158	151	167	193	0	0	645	3	19	1	1	0	0	0	0	0	0	24.2	20.7
1200 - 1300	692	183	174	178	156	5	1	677	1	7	0	1	0	0	1	0	0	0	23.6	20.4
1300 - 1400	734	176	204	167	188	2	1	719	0	12	0	1	0	0	0	0	0	0	24.5	20.8
1400 - 1500	589	170	144	154	120	0	1	574	0	13	1	0	0	0	0	0	0	0	26.2	21.7
1500 - 1600	506	137	120	117	132	1	0	485	0	16	1	0	3	1	0	0	0	0	25.6	21.7
1600 - 1700	413	127	106	93	87	1	2	396	1	13	0	0	0	0	0	1	0	0	25.7	22.1
1700 - 1800	340	89	81	62	108	1	1	321	0	15	0	0	0	1	0	1	0	0	26.6	22.7
1800 - 1900	317	78	75	92	71	1	0	305	0	11	0	1	0	0	0	0	0	0	26.4	22.5
1900 - 2000	277	67	72	78	61	0	1	267	1	8	0	1	0	0	0	0	0	0	25.9	22.6
2000 - 2100	244	49	58	71	66	1	0	235	1	6	0	0	0	1	1	0	0	0	26.5	22.7
2100 - 2200	192	50	48	37	57	1	1	185	1	5	0	0	0	0	0	0	0	0	27.1	23.1
2200 - 2300	96	46	22	17	12	0	0	89	0	4	0	0	0	0	3	1	0	0	28.8	23.9
2300 - 0000	43	9	14	11	8	0	0	36	0	6	0	0	0	0	0	0	0	0	30.1	26.1
0700 - 1900	**5212**	**1303**	**1329**	**1298**	**1283**	**19**	**5**	**5015**	**5**	**148**	**5**	**4**	**4**	**1**	**6**	**1**	**0**	**0**	**25.5**	**21.6**
0600 - 2200	**5988**	**1492**	**1522**	**1490**	**1483**	**20**	**6**	**5746**	**7**	**180**	**7**	**4**	**4**	**5**	**7**	**1**	**0**	**0**	**25.7**	**21.8**
0600 - 0000	**6126**	**1547**	**1558**	**1518**	**1504**	**20**	**6**	**5872**	**7**	**190**	**7**	**4**	**4**	**5**	**10**	**2**	**0**	**0**	**25.8**	**21.8**
0000 - 0000	**6238**	**1579**	**1593**	**1548**	**1518**	**22**	**9**	**5965**	**7**	**198**	**8**	**4**	**4**	**5**	**10**	**6**	**0**	**0**	**25.8**	**21.9**

Sunday 22 March 2026

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													P-Tile 85%	Average Speed
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train		
0000 - 0100	49	9	20	14	7	0	2	44	0	3	0	0	0	0	0	0	0	0	28.4	23.2
0100 - 0200	28	12	6	4	6	0	0	24	0	0	0	0	0	0	0	4	0	0	28.3	24.1
0200 - 0300	10	6	3	0	2	1	0	9	0	1	0	0	0	0	0	0	0	0	26.8	23.0
0300 - 0400	10	4	3	1	2	0	0	7	0	2	0	0	0	0	0	2	0	0	29.3	24.7
0400 - 0500	10	1	2	4	3	0	0	8	0	2	0	0	1	0	0	0	0	0	27.6	23.8
0500 - 0600	26	3	7	9	7	0	0	26	0	1	0	0	0	0	0	0	0	0	28.2	24.6
0600 - 0700	48	18	11	4	14	0	0	33	0	9	3	0	0	3	0	0	0	0	28.7	24.2
0700 - 0800	67	6	32	20	9	3	0	48	0	11	0	0	0	0	5	0	0	0	29.2	23.8
0800 - 0900	120	29	31	32	27	0	0	110	0	9	0	0	0	0	1	0	0	0	29.5	24.5
0900 - 1000	211	27	45	65	73	0	0	203	0	6	1	1	0	0	0	0	0	0	27.1	23.4
1000 - 1100	474	94	127	137	116	1	1	463	0	9	0	0	0	0	0	0	0	0	25.1	21.9
1100 - 1200	611	141	155	155	161	0	0	592	2	17	0	0	0	0	0	0	0	0	24.7	20.9
1200 - 1300	687	184	173	170	160	4	1	672	1	9	0	1	0	0	0	0	0	0	23.6	20.4
1300 - 1400	672	178	172	139	183	3	1	656	0	12	0	0	0	0	0	0	0	0	24.7	20.9
1400 - 1500	557	172	129	143	113	0	0	544	0	12	1	0	0	0	0	0	0	0	27.1	21.8
1500 - 1600	468	137	112	103	116	1	0	451	0	14	1	0	0	0	0	0	0	0	25.5	21.7
1600 - 1700	399	133	95	93	77	1	2	385	2	9	0	0	0	0	0	1	0	0	25.7	22.0
1700 - 1800	335	83	88	61	102	1	2	319	0	13	0	0	0	0	0	1	0	0	26.5	22.7
1800 - 1900	276	65	67	81	63	1	0	263	0	12	0	1	0	0	0	0	0	0	26.7	22.6
1900 - 2000	264	65	65	69	64	0	1	253	1	8	0	1	0	0	0	0	0	0	26.6	22.9
2000 - 2100	214	50	55	57	52	1	0	205	1	6	0	0	0	1	1	0	0	0	26.8	22.9
2100 - 2200	165	41	49	34	41	1	1	156	1	6	0	0	0	0	0	0	0	0	27.4	23.1
2200 - 2300	82	37	16	18	12	0	0	77	0	4	0	0	0	0	0	1	0	0	29.7	24.3
2300 - 0000	48	14	14	10	9	0	0	43	0	4	0	0	0	0	0	0	0	0	30.3	25.9
0700 - 1900	**4876**	**1250**	**1227**	**1199**	**1199**	**14**	**6**	**4706**	**4**	**133**	**3**	**3**	**0**	**0**	**6**	**2**	**0**	**0**	**25.7**	**21.6**
0600 - 2200	**5566**	**1425**	**1408**	**1363**	**1370**	**15**	**8**	**5354**	**7**	**162**	**5**	**3**	**0**	**3**	**7**	**2**	**0**	**0**	**25.9**	**21.8**
0600 - 0000	**5696**	**1475**	**1438**	**1391**	**1391**	**15**	**8**	**5475**	**7**	**170**	**5**	**3**	**0**	**3**	**7**	**3**	**0**	**0**	**26.0**	**21.9**
0000 - 0000	**5830**	**1510**	**1478**	**1424**	**1418**	**16**	**9**	**5591**	**7**	**179**	**5**	**3**	**1**	**3**	**7**	**9**	**0**	**0**	**26.1**	**21.9**

Wrexham ATCs

Report Id 080/26
Site Name Site 1 of 4
Description A541 Mold Road, 35m west of Maesgwyn Road
Direction Southbound

Monday 16 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	27	9	7	4	7	0	0	25	0	2	0	0	0	0	0	0	0	0	31.5	25.2
0100 - 0200	25	7	7	8	3	0	0	21	0	4	0	0	0	0	0	0	0	0	32.3	26.8
0200 - 0300	8	2	2	3	1	0	0	7	0	1	0	0	0	0	0	0	0	0	27.6	24.9
0300 - 0400	22	4	6	5	7	1	0	17	0	3	1	0	0	0	0	0	0	0	32.7	27.3
0400 - 0500	29	3	6	9	11	0	0	26	0	2	0	0	0	0	1	0	0	0	29.3	25.2
0500 - 0600	120	25	30	34	31	1	0	94	0	23	0	1	0	0	0	1	0	0	28.1	23.4
0600 - 0700	206	38	37	60	71	0	1	169	1	31	3	0	0	0	0	1	0	0	27.1	22.9
0700 - 0800	466	65	116	135	150	2	6	408	0	44	4	1	0	1	0	0	0	0	25.5	21.3
0800 - 0900	773	183	204	180	206	1	1	710	12	35	9	5	0	0	0	0	0	0	21.9	16.7
0900 - 1000	695	171	188	183	153	4	3	619	6	53	1	4	0	3	1	1	0	0	24.1	19.2
1000 - 1100	546	130	136	149	131	3	0	496	3	36	1	7	0	0	0	0	0	0	23.4	19.5
1100 - 1200	646	136	156	193	161	0	3	601	7	30	3	1	0	1	0	0	0	0	22.4	18.3
1200 - 1300	706	156	178	177	195	1	2	661	8	28	2	4	0	0	0	0	0	0	22.3	17.8
1300 - 1400	607	166	119	164	158	0	2	567	6	28	0	3	0	0	0	1	0	0	24.2	19.3
1400 - 1500	668	176	202	145	145	0	0	618	6	34	1	3	0	3	1	2	0	0	22.4	18.3
1500 - 1600	653	151	142	193	167	1	0	611	1	34	3	2	0	1	0	0	0	0	24.6	18.8
1600 - 1700	528	130	123	144	131	0	2	502	3	16	2	1	1	1	0	0	0	0	26.7	20.7
1700 - 1800	596	137	156	147	156	2	6	555	6	20	2	3	0	0	1	1	0	0	24.0	18.5
1800 - 1900	530	136	119	144	131	0	3	496	7	22	0	1	0	1	0	0	0	0	26.1	20.2
1900 - 2000	435	115	126	98	96	0	0	416	1	16	0	0	0	0	1	1	0	0	26.5	21.9
2000 - 2100	314	113	84	63	54	0	3	300	0	11	0	0	0	0	0	0	0	0	26.1	22.3
2100 - 2200	195	85	42	30	38	0	2	177	1	14	0	0	0	0	1	0	0	0	27.1	22.7
2200 - 2300	113	41	28	19	25	0	1	105	0	5	1	0	0	0	1	0	0	0	27.8	23.2
2300 - 0000	57	14	17	14	12	0	1	48	0	7	1	0	0	0	0	0	0	0	28.5	23.0
0700 - 1900	**7414**	**1737**	**1839**	**1954**	**1884**	**14**	**28**	**6844**	**65**	**380**	**28**	**35**	**1**	**11**	**3**	**5**	**0**	**0**	**24.0**	**18.9**
0600 - 2200	**8564**	**2088**	**2128**	**2205**	**2143**	**14**	**34**	**7906**	**68**	**452**	**31**	**35**	**1**	**11**	**5**	**7**	**0**	**0**	**24.5**	**19.3**
0600 - 0000	**8734**	**2143**	**2173**	**2238**	**2180**	**14**	**36**	**8059**	**68**	**464**	**33**	**35**	**1**	**11**	**6**	**7**	**0**	**0**	**24.6**	**19.4**
0000 - 0000	**8965**	**2193**	**2231**	**2301**	**2240**	**16**	**36**	**8249**	**68**	**499**	**34**	**36**	**1**	**11**	**7**	**8**	**0**	**0**	**24.8**	**19.6**

Tuesday 17 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	37	12	8	6	11	0	0	32	0	4	0	0	0	0	1	0	0	0	29.5	24.2
0100 - 0200	19	5	4	5	5	0	0	19	0	0	0	0	0	0	0	0	0	0	29.2	24.6
0200 - 0300	11	2	5	1	3	0	0	11	0	0	0	0	0	0	0	0	0	0	30.6	24.8
0300 - 0400	18	4	4	6	4	1	0	15	0	1	1	0	0	0	0	0	0	0	32.0	26.1
0400 - 0500	46	3	6	13	24	1	0	34	0	10	0	0	0	1	0	0	0	0	29.7	25.5
0500 - 0600	118	24	27	27	40	0	2	100	1	13	0	0	0	0	0	2	0	0	28.6	23.8
0600 - 0700	229	30	48	60	91	0	2	187	0	38	1	1	0	0	0	0	0	0	26.0	22.2
0700 - 0800	501	79	126	121	175	1	3	439	3	47	5	2	0	0	0	0	1	0	24.4	20.4
0800 - 0900	755	167	210	177	201	1	3	689	7	38	4	5	2	3	1	2	0	0	21.3	16.1
0900 - 1000	680	168	153	190	169	1	1	623	2	40	3	5	1	2	0	2	0	0	23.5	19.0
1000 - 1100	567	140	144	141	142	1	2	528	4	26	1	5	0	0	0	0	0	0	23.7	20.1
1100 - 1200	629	145	159	157	168	3	4	582	7	28	0	3	1	0	1	0	0	0	22.3	18.1
1200 - 1300	655	157	158	165	175	1	5	609	2	32	1	2	0	0	1	2	0	0	22.6	18.4
1300 - 1400	660	171	147	147	195	2	6	604	5	35	2	2	2	1	0	1	0	0	22.6	17.6
1400 - 1500	633	144	168	157	164	3	3	578	3	37	3	4	1	1	0	0	0	0	23.8	18.7
1500 - 1600	648	153	159	171	165	0	1	609	6	28	2	1	0	1	0	0	0	0	23.7	19.5
1600 - 1700	524	141	132	112	139	2	1	498	2	18	1	1	0	0	0	0	1	0	24.4	20.5
1700 - 1800	619	136	165	152	166	1	4	584	7	21	1	1	0	0	0	0	0	0	22.6	18.4
1800 - 1900	643	167	166	169	141	0	7	595	5	30	3	2	0	1	0	0	0	0	23.9	19.9
1900 - 2000	472	133	141	101	97	4	2	451	2	11	1	0	0	0	0	1	0	0	24.6	20.8
2000 - 2100	342	119	83	82	58	0	1	327	3	9	1	0	0	0	1	0	0	0	25.5	21.9
2100 - 2200	195	76	49	32	38	0	1	183	0	9	1	0	0	0	1	0	0	0	26.1	22.5
2200 - 2300	155	50	44	32	29	0	1	142	0	11	1	0	0	0	0	0	0	0	27.2	23.5
2300 - 0000	59	17	16	15	11	0	0	51	0	6	1	0	0	0	1	0	0	0	27.9	23.5
0700 - 1900	**7514**	**1768**	**1887**	**1859**	**2000**	**16**	**40**	**6938**	**53**	**380**	**26**	**33**	**7**	**9**	**3**	**7**	**2**	**0**	**23.4**	**18.8**
0600 - 2200	**8752**	**2126**	**2208**	**2134**	**2284**	**20**	**46**	**8086**	**58**	**447**	**30**	**34**	**7**	**9**	**5**	**8**	**2**	**0**	**23.8**	**19.2**
0600 - 0000	**8966**	**2193**	**2268**	**2181**	**2324**	**20**	**47**	**8279**	**58**	**464**	**32**	**34**	**7**	**9**	**6**	**8**	**2**	**0**	**23.9**	**19.3**
0000 - 0000	**9215**	**2243**	**2322**	**2239**	**2411**	**22**	**49**	**8490**	**59**	**492**	**33**	**34**	**7**	**10**	**7**	**10**	**2**	**0**	**24.1**	**19.4**

Wednesday 18 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	40	12	13	5	10	0	1	38	0	0	1	0	0	0	0	0	0	0	29.8	24.5
0100 - 0200	17	10	2	3	2	0	0	15	0	1	0	0	0	1	0	0	0	0	29.2	24.5
0200 - 0300	35	5	15	10	5	0	0	31	0	2	1	0	0	0	1	0	0	0	27.8	22.9
0300 - 0400	14	4	4	2	4	1	0	12	0	1	0	0	0	0	0	0	0	0	27.5	21.6
0400 - 0500	41	4	6	11	20	0	0	34	0	5	1	0	0	0	0	1	0	0	30.0	25.0
0500 - 0600	136	28	38	32	38	0	1	113	0	21	0	0	0	0	1	0	0	0	27.2	23.0
0600 - 0700	224	38	45	64	77	2	2	181	0	34	3	1	0	1	0	0	0	0	27.3	23.0
0700 - 0800	490	91	96	146	157	2	2	438	3	41	1	1	0	1	1	0	0	0	25.4	21.1
0800 - 0900	764	191	205	173	195	1	2	696	8	41	1	6	2	2	2	2	1	0	23.4	18.0
0900 - 1000	680	191	185	166	138	1	3	619	6	47	0	3	0	0	0	1	0	0	22.3	18.1
1000 - 1100	620	166	152	145	157	1	4	564	8	37	1	4	0	0	0	1	0	0	23.1	19.1
1100 - 1200	635	148	146	173	168	4	2	579	2	34	2	6	0	1	3	2	0	0	22.6	18.3
1200 - 1300	656	170	144	152	190	2	2	597	4	40	5	1	0	0	1	4	0	0	22.5	18.6
1300 - 1400	577	158	130	153	136	2	2	532	5	33	1	1	0	1	0	0	0	0	22.9	19.2
1400 - 1500	648	144	168	147	189	0	2	584	12	41	3	3	0	1	1	1	0	0	23.8	19.1
1500 - 1600	611	165	140	148	158	1	4	564	3	31	1	4	0	1	0	2	0	0	23.2	18.9
1600 - 1700	626	157	145	159	165	2	2	587	6	26	0	2	0	0	1	0	0	0	23.9	18.6
1700 - 1800	620	149	145	158	168	1	4	590	5	16	1	2	0	0	0	1	0	0	22.9	18.2
1800 - 1900	577	183	123	141	130	0	5	534	13	20	1	3	0	0	0	0	1	0	23.8	19.6
1900 - 2000	407	106	112	106	83	0	1	392	0	13	0	1	0	0	0	0	0	0	25.4	21.6
2000 - 2100	312	105	65	65	77	0	1	297	0	11	3	0	0	0	0	0	0	0	26.0	22.1
2100 - 2200	223	75	54	59	35	0	0	217	1	4	0	0	0	0	1	0	0	0	26.4	22.3
2200 - 2300	146	48	31	32	35	0	1	135	0	10	0	0	0	0	0	0	0	0	28.6	23.9
2300 - 0000	74	20	24	17	13	0	1	63	0	8	2	0	0	0	0	0	0	0	31.4	25.4
0700 - 1900	**7504**	**1913**	**1779**	**1861**	**1951**	**17**	**34**	**6884**	**75**	**407**	**17**	**36**	**2**	**7**	**9**	**14**	**2**	**0**	**23.4**	**18.8**
0600 - 2200	**8670**	**2237**	**2055**	**2155**	**2223**	**19**	**38**	**7971**	**76**	**469**	**23**	**38**	**2**	**8**	**10**	**14**	**2**	**0**	**23.9**	**19.3**
0600 - 0000	**8890**	**2305**	**2110**	**2204**	**2271**	**19**	**40**	**8169**	**76**	**487**	**25**	**38**	**2**	**8**	**10**	**14**	**2**	**0**	**24.1**	**19.4**
0000 - 0000	**9173**	**2368**	**2188**	**2267**	**2350**	**20**	**42**	**8412**	**76**	**517**	**28**	**38**	**2**	**9**	**12**	**15**	**2**	**0**	**24.3**	**19.5**

Thursday 19 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	25	7	6	5	7	0	1	23	0	0	1	0	0	0	0	0	0	0	27.9	23.6
0100 - 0200	16	3	5	5	3	0	0	13	0	1	0	0	0	1	0	1	0	0	30.5	24.6
0200 - 0300	11	2	5	1	3	0	0	10	0	1	0	0	0	0	0	0	0	0	28.3	23.5
0300 - 0400	13	3	2	2	6	1	0	11	0	0	0	0	0	0	0	1	0	0	29.1	22.6
0400 - 0500	38	5	10	6	17	1	0	32	0	5	0	0	0	0	0	0	0	0	30.1	24.4
0500 - 0600	109	27	29	33	20	0	1	88	0	18	2	0	0	0	0	0	0	0	29.1	23.9
0600 - 0700	198	32	47	50	69	0	2	163	0	28	4	0	0	0	1	0	0	0	26.8	23.0
0700 - 0800	503	67	127	135	174	3	2	446	1	43	3	4	0	1	0	0	0	0	24.8	21.0
0800 - 0900	789	189	207	199	194	0	2	742	4	33	1	3	2	0	1	1	0	0	23.6	18.7
0900 - 1000	724	179	191	181	173	2	0	657	6	51	2	2	0	2	2	0	0	0	22.3	17.4
1000 - 1100	604	140	148	159	157	0	3	548	3	37	4	6	0	2	0	1	0	0	23.2	19.4
1100 - 1200	635	133	170	175	157	1	2	580	6	36	4	2	0	1	1	2	0	0	22.1	17.9
1200 - 1300	648	174	169	152	153	0	5	599	6	31	0	1	1	3	1	1	0	0	23.0	18.9
1300 - 1400	659	163	157	159	180	2	5	617	3	21	4	3	1	0	1	2	0	0	23.6	19.3
1400 - 1500	702	152	162	193	195	2	1	641	10	33	3	6	1	1	1	3	0	0	22.4	17.9
1500 - 1600	632	153	160	168	151	0	1	589	7	30	3	1	0	1	0	0	0	0	23.7	19.4
1600 - 1700	539	147	140	119	133	2	1	508	2	23	1	1	0	0	0	0	1	0	24.2	20.5
1700 - 1800	616	136	169	153	158	2	4	584	6	18	1	1	0	0	0	0	0	0	22.4	18.3
1800 - 1900	620	157	161	156	146	0	6	579	5	25	3	2	0	0	0	0	0	0	23.9	20.0
1900 - 2000	449	137	132	91	89	4	2	429	2	10	1	0	0	0	0	1	0	0	24.8	20.8
2000 - 2100	324	111	80	81	52	0	1	309	3	9	1	0	0	0	1	0	0	0	25.3	21.7
2100 - 2200	224	70	53	52	49	0	0	214	1	8	0	0	0	1	0	0	0	0	27.4	22.8
2200 - 2300	199	78	40	45	36	0	0	190	0	8	1	0	0	0	0	0	0	0	28.0	23.3
2300 - 0000	82	19	27	24	12	0	0	73	0	7	2	0	0	0	0	0	0	0	27.4	23.5
0700 - 1900	**7671**	**1790**	**1961**	**1949**	**1971**	**14**	**32**	**7090**	**59**	**381**	**29**	**32**	**5**	**11**	**7**	**10**	**1**	**0**	**23.4**	**19.0**
0600 - 2200	**8866**	**2140**	**2273**	**2223**	**2230**	**18**	**37**	**8205**	**65**	**436**	**35**	**32**	**5**	**12**	**9**	**11**	**1**	**0**	**23.8**	**19.4**
0600 - 0000	**9147**	**2237**	**2340**	**2292**	**2278**	**18**	**37**	**8468**	**65**	**451**	**38**	**32**	**5**	**12**	**9**	**11**	**1**	**0**	**24.0**	**19.5**
0000 - 0000	**9359**	**2284**	**2397**	**2344**	**2334**	**20**	**39**	**8645**	**65**	**476**	**41**	**32**	**5**	**13**	**9**	**13**	**1**	**0**	**24.2**	**19.6**

Friday 20 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	41	13	9	10	9	0	0	39	0	1	0	0	0	0	0	1	0	0	27.2	23.0
0100 - 0200	25	8	7	4	6	0	0	23	0	1	0	0	0	0	1	0	0	0	30.2	25.0
0200 - 0300	23	4	6	6	7	0	0	20	0	2	1	0	0	0	0	0	0	0	31.6	25.8
0300 - 0400	9	0	3	1	5	2	0	7	0	0	0	0	0	0	0	0	0	0	28.2	20.8
0400 - 0500	39	5	3	12	19	1	0	32	0	6	0	0	0	0	0	0	0	0	30.6	25.7
0500 - 0600	116	28	39	26	23	0	1	92	0	21	1	0	0	0	0	1	0	0	29.2	23.5
0600 - 0700	294	32	70	94	98	3	0	244	1	40	3	0	0	0	0	2	1	0	27.6	22.4
0700 - 0800	486	85	125	139	137	3	1	432	2	38	6	3	0	1	0	0	0	0	25.8	21.6
0800 - 0900	799	196	205	201	197	0	1	733	9	41	3	5	1	3	2	1	0	0	23.4	18.8
0900 - 1000	702	191	165	170	176	3	2	646	4	37	5	3	1	1	0	0	0	0	23.0	18.7
1000 - 1100	711	172	173	169	197	1	2	666	1	31	5	4	0	0	0	1	0	0	23.0	18.9
1100 - 1200	652	133	162	196	161	0	3	609	7	27	4	1	0	1	0	0	0	0	22.2	18.2
1200 - 1300	722	146	187	193	196	1	3	665	10	35	2	5	0	0	0	0	1	0	22.3	17.7
1300 - 1400	613	170	115	165	163	0	3	582	4	19	0	3	0	0	1	1	0	0	23.6	19.0
1400 - 1500	660	167	207	141	145	0	0	607	6	37	1	3	0	3	1	2	0	0	22.4	18.3
1500 - 1600	647	137	148	189	173	1	0	609	1	31	2	2	0	1	0	0	0	0	24.5	18.5
1600 - 1700	522	134	121	138	129	0	1	499	3	14	2	1	1	1	0	0	0	0	26.4	20.7
1700 - 1800	627	137	168	156	166	2	7	581	6	24	2	3	0	0	1	1	0	0	23.5	18.3
1800 - 1900	543	137	120	152	134	0	3	517	5	16	0	1	0	1	0	0	0	0	26.5	20.4
1900 - 2000	431	110	130	96	95	0	0	407	1	21	0	0	0	0	1	1	0	0	26.6	21.8
2000 - 2100	295	103	83	59	50	0	2	282	1	10	0	0	0	0	0	0	0	0	25.8	22.3
2100 - 2200	205	90	42	32	41	0	4	180	1	19	0	0	0	0	1	0	0	0	27.3	23.0
2200 - 2300	110	47	23	19	21	0	1	102	0	5	1	0	0	0	1	0	0	0	28.2	23.5
2300 - 0000	56	13	19	15	9	0	1	49	0	5	1	0	0	0	0	0	0	0	28.2	22.6
0700 - 1900	**7684**	**1805**	**1896**	**2009**	**1974**	**11**	**26**	**7146**	**58**	**350**	**32**	**34**	**3**	**12**	**5**	**6**	**1**	**0**	**23.9**	**19.0**
0600 - 2200	**8909**	**2140**	**2221**	**2290**	**2258**	**14**	**32**	**8259**	**62**	**440**	**35**	**34**	**3**	**12**	**7**	**9**	**2**	**0**	**24.4**	**19.4**
0600 - 0000	**9075**	**2200**	**2263**	**2324**	**2288**	**14**	**34**	**8410**	**62**	**450**	**37**	**34**	**3**	**12**	**8**	**9**	**2**	**0**	**24.5**	**19.5**
0000 - 0000	**9328**	**2258**	**2330**	**2383**	**2357**	**17**	**35**	**8623**	**62**	**481**	**39**	**34**	**3**	**12**	**9**	**11**	**2**	**0**	**24.7**	**19.6**

Saturday 21 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	41	23	5	8	5	0	0	38	0	3	0	0	0	0	1	0	0	0	27.4	23.8
0100 - 0200	29	4	8	13	5	0	0	29	0	0	0	0	0	0	0	0	0	0	30.8	25.2
0200 - 0300	15	4	7	2	3	0	0	14	2	0	0	0	0	0	0	0	0	0	27.8	23.0
0300 - 0400	9	2	2	4	2	0	0	6	0	1	1	0	0	0	1	0	0	0	28.8	24.5
0400 - 0500	10	2	2	2	5	0	0	7	0	2	1	0	0	0	0	0	0	0	29.3	25.7
0500 - 0600	32	5	3	5	19	0	0	28	1	3	0	0	0	0	0	1	0	0	27.0	23.3
0600 - 0700	61	20	7	2	32	8	0	40	9	5	0	0	0	0	0	0	0	0	27.4	21.5
0700 - 0800	114	18	18	22	57	0	0	86	0	23	4	0	0	0	0	3	0	0	28.2	24.4
0800 - 0900	224	36	51	75	62	0	2	202	0	18	1	1	0	0	0	1	0	0	26.6	22.6
0900 - 1000	331	52	67	108	104	0	3	312	2	12	0	1	0	1	0	1	0	0	26.4	22.0
1000 - 1100	683	132	180	168	203	1	0	645	9	23	2	1	0	2	0	0	0	0	24.3	20.6
1100 - 1200	656	171	171	162	152	0	4	632	7	12	0	1	1	0	0	0	0	0	24.0	19.6
1200 - 1300	787	180	175	236	196	2	2	747	14	18	2	1	0	1	0	1	0	0	22.1	17.9
1300 - 1400	688	198	150	173	167	0	3	653	4	22	3	2	1	0	0	0	1	0	24.3	19.7
1400 - 1500	635	158	177	139	162	3	1	607	7	14	2	1	2	0	0	0	0	0	24.7	20.7
1500 - 1600	544	139	137	137	131	0	0	527	0	14	0	3	0	0	0	1	0	0	27.1	21.8
1600 - 1700	402	111	93	122	77	0	0	385	1	9	1	5	0	1	0	1	0	0	25.8	22.1
1700 - 1800	455	130	108	112	106	0	1	434	1	19	1	0	0	0	0	0	0	0	26.6	22.4
1800 - 1900	407	101	77	122	107	2	0	397	2	5	0	0	0	1	0	0	0	0	25.8	22.0
1900 - 2000	270	73	59	69	69	1	2	259	1	5	1	0	0	0	0	1	0	0	27.0	22.7
2000 - 2100	256	74	51	69	61	1	2	241	1	10	0	0	0	0	0	1	0	0	26.5	22.6
2100 - 2200	219	102	59	20	39	0	3	208	0	5	1	0	0	1	1	0	0	0	26.6	22.9
2200 - 2300	113	28	42	16	27	1	1	104	0	5	1	0	0	0	1	0	0	0	28.1	23.3
2300 - 0000	76	30	12	15	19	0	0	74	0	1	0	0	0	1	0	0	0	0	27.8	24.0
0700 - 1900	**5927**	**1425**	**1403**	**1574**	**1525**	**7**	**14**	**5626**	**46**	**187**	**14**	**14**	**4**	**5**	**0**	**7**	**1**	**0**	**25.2**	**20.7**
0600 - 2200	**6732**	**1693**	**1579**	**1734**	**1726**	**17**	**21**	**6374**	**57**	**212**	**16**	**14**	**4**	**6**	**1**	**9**	**1**	**0**	**25.5**	**20.9**
0600 - 0000	**6921**	**1751**	**1633**	**1766**	**1772**	**18**	**22**	**6552**	**57**	**219**	**17**	**14**	**4**	**7**	**2**	**9**	**1**	**0**	**25.6**	**21.0**
0000 - 0000	**7058**	**1789**	**1660**	**1799**	**1810**	**18**	**22**	**6674**	**59**	**227**	**19**	**14**	**4**	**7**	**4**	**10**	**1**	**0**	**25.6**	**21.1**

Sunday 22 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	55	23	10	9	14	0	0	51	0	3	0	0	0	0	1	0	0	0	28.1	23.5
0100 - 0200	37	9	7	15	7	0	0	37	0	0	0	0	0	0	0	0	0	0	30.2	25.1
0200 - 0300	15	5	6	1	4	0	0	14	1	0	0	0	0	0	0	0	0	0	29.8	24.3
0300 - 0400	10	2	2	5	2	0	0	9	0	1	1	0	0	0	0	0	0	0	29.0	24.8
0400 - 0500	10	1	2	3	4	0	0	8	0	2	0	0	0	0	0	0	0	0	30.0	26.5
0500 - 0600	27	7	5	6	10	0	0	23	0	3	0	0	0	0	0	1	0	0	26.7	23.0
0600 - 0700	29	10	5	2	12	3	0	23	0	3	0	0	0	0	0	0	0	0	26.1	20.5
0700 - 0800	91	13	13	21	44	0	0	74	0	13	2	0	0	0	0	2	0	0	29.9	25.1
0800 - 0900	188	35	44	55	54	0	1	171	0	14	1	1	0	0	0	0	0	0	27.1	22.9
0900 - 1000	284	53	61	87	83	0	1	266	0	14	0	1	0	1	0	1	0	0	26.3	21.8
1000 - 1100	547	103	149	130	165	1	0	523	4	16	2	1	0	0	0	0	0	0	24.1	20.5
1100 - 1200	540	132	131	136	141	0	2	518	6	12	0	1	1	0	0	0	0	0	24.2	19.8
1200 - 1300	653	162	152	172	166	0	1	625	9	14	1	1	0	1	0	1	0	0	22.5	18.1
1300 - 1400	577	164	128	148	136	0	2	549	4	17	2	2	1	0	0	0	0	0	25.4	20.0
1400 - 1500	525	131	141	124	130	2	0	505	5	10	2	1	0	0	0	0	0	0	24.8	20.7
1500 - 1600	476	129	123	105	120	0	0	466	0	7	0	2	0	0	0	1	0	0	27.9	22.0
1600 - 1700	361	95	91	100	75	0	0	348	1	10	0	1	0	1	0	0	0	0	26.0	22.1
1700 - 1800	367	104	82	96	86	0	1	349	1	15	1	0	0	0	0	0	0	0	26.9	22.3
1800 - 1900	303	77	66	83	78	2	0	294	1	6	0	0	0	1	0	0	0	0	26.4	22.2
1900 - 2000	238	66	48	57	67	1	1	230	0	5	1	0	0	0	0	1	0	0	27.2	23.0
2000 - 2100	212	64	48	49	51	0	1	200	2	10	0	0	0	0	0	0	0	0	26.6	22.5
2100 - 2200	162	73	45	17	27	0	2	153	0	6	1	0	0	0	0	0	0	0	27.0	22.8
2200 - 2300	98	28	27	17	27	1	1	90	0	4	1	0	0	0	1	0	0	0	28.8	23.2
2300 - 0000	64	26	12	14	11	0	0	63	0	1	0	0	0	0	0	0	0	0	28.9	24.4
0700 - 1900	**4912**	**1199**	**1180**	**1256**	**1277**	**5**	**8**	**4688**	**29**	**150**	**10**	**10**	**2**	**4**	**0**	**5**	**0**	**0**	**25.6**	**20.8**
0600 - 2200	**5552**	**1411**	**1325**	**1381**	**1435**	**9**	**11**	**5293**	**31**	**173**	**12**	**10**	**2**	**4**	**0**	**6**	**0**	**0**	**25.8**	**21.1**
0600 - 0000	**5713**	**1464**	**1364**	**1413**	**1473**	**10**	**12**	**5446**	**31**	**178**	**13**	**10**	**2**	**4**	**1**	**6**	**0**	**0**	**25.9**	**21.1**
0000 - 0000	**5867**	**1510**	**1395**	**1451**	**1512**	**10**	**12**	**5588**	**32**	**186**	**14**	**10**	**2**	**4**	**2**	**7**	**0**	**0**	**26.0**	**21.2**

Wrexham ATCs

Report Id 080/26
Site Name Site 2 of 4
Description A541 Regent Street, 35m north of Station Approach
Direction Northbound

Monday 16 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	47	12	14	11	10	0	1	43	0	2	0	0	0	0	0	1	0	0	31.9	27.1
0100 - 0200	17	5	5	3	4	0	0	17	0	0	0	0	0	0	0	0	0	0	31.1	25.9
0200 - 0300	21	9	1	6	5	0	0	17	0	4	0	0	0	0	0	0	0	0	28.8	24.2
0300 - 0400	16	3	3	4	6	0	0	15	0	1	0	0	0	0	0	0	0	0	29.1	25.8
0400 - 0500	22	3	8	6	5	0	0	20	0	1	1	0	0	0	0	0	0	0	31.8	26.2
0500 - 0600	61	11	8	27	15	0	0	54	0	6	0	1	0	0	0	0	0	0	29.6	25.4
0600 - 0700	163	36	33	35	59	0	0	148	1	13	0	0	0	0	1	0	0	0	28.2	24.3
0700 - 0800	353	59	102	99	93	0	0	316	0	33	4	0	0	0	0	0	0	0	28.3	24.2
0800 - 0900	358	87	85	77	109	0	2	333	0	20	3	0	0	0	0	0	0	0	26.1	22.0
0900 - 1000	541	136	151	132	122	0	1	503	0	35	1	0	0	0	1	0	0	0	25.6	21.3
1000 - 1100	582	126	149	145	162	1	1	537	1	36	1	3	0	0	0	2	0	0	25.3	21.3
1100 - 1200	594	122	140	165	167	1	1	559	5	26	1	1	0	0	0	0	0	0	25.3	21.2
1200 - 1300	706	164	198	180	164	0	0	673	4	25	1	2	0	0	1	0	0	0	24.0	19.7
1300 - 1400	636	146	164	144	182	3	1	592	1	36	0	2	0	0	1	0	0	0	25.5	20.8
1400 - 1500	693	176	181	161	175	0	2	647	6	31	2	2	1	0	0	1	1	0	24.2	19.6
1500 - 1600	730	175	193	166	196	1	2	687	4	34	0	2	0	0	0	0	0	0	24.1	18.5
1600 - 1700	876	227	194	242	213	0	5	828	10	31	0	1	0	0	0	1	0	0	24.3	19.5
1700 - 1800	804	229	241	157	177	2	1	759	11	24	1	3	2	0	1	0	0	0	22.9	17.2
1800 - 1900	570	157	143	123	147	1	5	531	1	30	1	0	0	0	0	1	0	0	25.4	20.5
1900 - 2000	427	129	123	85	90	0	2	401	1	21	1	0	0	0	1	0	0	0	27.1	23.0
2000 - 2100	320	97	79	91	53	0	1	306	2	11	0	0	0	0	0	0	0	0	27.7	23.7
2100 - 2200	225	70	42	64	49	0	0	221	0	4	0	0	0	0	0	0	0	0	28.7	24.6
2200 - 2300	122	37	37	30	18	0	2	112	0	8	0	0	0	0	0	0	0	0	29.5	24.6
2300 - 0000	72	22	22	11	17	0	0	62	0	8	2	0	0	0	0	0	0	0	29.2	24.7
0700 - 1900	**7443**	**1804**	**1941**	**1791**	**1907**	**9**	**21**	**6965**	**43**	**361**	**15**	**16**	**3**	**0**	**4**	**5**	**1**	**0**	**25.1**	**20.1**
0600 - 2200	**8578**	**2136**	**2218**	**2066**	**2158**	**9**	**24**	**8041**	**47**	**410**	**16**	**16**	**3**	**0**	**6**	**5**	**1**	**0**	**25.6**	**20.6**
0600 - 0000	**8772**	**2195**	**2277**	**2107**	**2193**	**9**	**26**	**8215**	**47**	**426**	**18**	**16**	**3**	**0**	**6**	**5**	**1**	**0**	**25.7**	**20.7**
0000 - 0000	**8956**	**2238**	**2316**	**2164**	**2238**	**9**	**27**	**8381**	**47**	**440**	**19**	**17**	**3**	**0**	**6**	**6**	**1**	**0**	**25.9**	**20.8**

Tuesday 17 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	33	11	10	8	4	0	1	29	0	2	1	0	0	0	0	0	0	0	28.5	24.4
0100 - 0200	20	5	5	4	6	0	0	20	0	0	0	0	0	0	0	0	0	0	31.4	28.3
0200 - 0300	9	3	3	1	2	0	0	8	0	1	0	0	0	0	0	0	0	0	31.6	25.8
0300 - 0400	17	9	4	1	3	0	0	14	0	2	0	0	0	0	0	1	0	0	28.5	24.5
0400 - 0500	22	1	7	8	6	0	0	20	0	2	0	0	0	0	0	0	0	0	30.6	26.6
0500 - 0600	76	13	17	31	15	0	0	71	0	3	0	0	0	0	1	1	0	0	30.6	26.1
0600 - 0700	157	41	27	36	53	1	0	140	0	14	0	2	0	0	0	0	0	0	29.3	25.2
0700 - 0800	370	71	105	104	90	0	0	334	1	34	0	0	0	0	0	1	0	0	27.4	23.2
0800 - 0900	417	109	103	99	106	0	0	377	0	36	1	1	0	1	0	0	1	0	26.2	21.5
0900 - 1000	517	144	155	110	108	1	1	470	1	34	2	2	0	1	4	1	0	0	25.9	21.7
1000 - 1100	537	112	143	123	159	0	1	482	5	44	2	0	0	3	0	0	0	0	25.9	22.1
1100 - 1200	659	142	159	184	174	2	3	608	7	32	0	3	0	3	0	1	0	0	24.7	19.8
1200 - 1300	653	139	192	161	161	1	4	606	1	37	2	0	0	1	0	1	0	0	24.8	20.8
1300 - 1400	705	179	188	166	172	0	6	663	5	25	2	2	1	0	0	1	0	0	24.5	19.8
1400 - 1500	717	189	153	174	201	2	3	663	6	37	3	2	0	0	0	1	0	0	24.2	19.6
1500 - 1600	735	146	194	207	188	1	1	686	5	38	1	2	1	0	0	0	0	0	24.3	19.3
1600 - 1700	906	195	214	259	238	0	2	858	13	24	0	5	0	1	1	1	1	0	20.6	15.5
1700 - 1800	797	252	200	177	168	3	1	750	8	20	6	5	2	0	1	1	0	0	22.7	17.1
1800 - 1900	580	188	132	137	123	2	5	530	8	27	5	2	0	1	0	0	0	0	25.2	21.1
1900 - 2000	530	154	146	128	102	1	3	507	3	11	3	2	0	0	0	0	0	0	26.8	22.8
2000 - 2100	361	99	95	85	82	1	2	347	2	5	2	1	0	0	0	0	1	0	27.8	23.6
2100 - 2200	242	74	65	53	50	0	2	226	0	5	9	0	0	0	0	0	0	0	28.4	24.5
2200 - 2300	161	55	45	33	28	1	2	148	1	4	4	1	0	0	0	0	0	0	28.2	24.5
2300 - 0000	92	32	22	24	14	0	1	81	0	4	3	1	0	1	0	1	0	0	28.3	24.3
0700 - 1900	**7593**	**1866**	**1938**	**1901**	**1888**	**12**	**27**	**7027**	**60**	**388**	**24**	**24**	**4**	**11**	**6**	**8**	**2**	**0**	**24.8**	**19.7**
0600 - 2200	**8883**	**2234**	**2271**	**2203**	**2175**	**15**	**34**	**8247**	**65**	**423**	**38**	**29**	**4**	**11**	**6**	**8**	**3**	**0**	**25.5**	**20.2**
0600 - 0000	**9136**	**2321**	**2338**	**2260**	**2217**	**16**	**37**	**8476**	**66**	**431**	**45**	**31**	**4**	**12**	**6**	**9**	**3**	**0**	**25.6**	**20.3**
0000 - 0000	**9313**	**2363**	**2384**	**2313**	**2253**	**16**	**38**	**8638**	**66**	**441**	**46**	**31**	**4**	**12**	**7**	**11**	**3**	**0**	**25.8**	**20.5**

Wednesday 18 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	51	13	13	13	12	0	0	46	0	3	2	0	0	0	0	0	0	0	28.9	24.2
0100 - 0200	33	7	12	7	7	0	0	32	0	0	1	0	0	0	0	0	0	0	32.7	28.0
0200 - 0300	35	11	9	11	4	0	0	31	0	1	2	1	0	0	0	0	0	0	30.3	25.9
0300 - 0400	17	3	5	4	5	0	0	14	0	1	1	0	0	0	0	1	0	0	30.5	25.6
0400 - 0500	38	5	13	16	4	1	0	33	0	2	1	0	0	0	1	0	0	0	29.7	25.1
0500 - 0600	110	21	30	29	30	0	0	100	0	7	3	0	0	0	0	0	0	0	30.2	26.6
0600 - 0700	189	32	43	50	64	0	0	168	0	13	5	2	0	0	0	1	0	0	28.3	24.5
0700 - 0800	425	94	132	97	102	2	0	391	0	20	9	2	0	0	0	1	0	0	29.0	24.3
0800 - 0900	442	98	111	90	143	2	1	411	3	21	2	1	0	0	0	1	0	0	26.7	22.4
0900 - 1000	483	151	116	111	105	0	0	425	6	46	0	2	0	1	0	3	0	0	25.6	20.8
1000 - 1100	579	138	147	155	139	0	1	537	1	36	0	0	0	1	2	0	1	0	25.8	21.3
1100 - 1200	605	132	145	158	170	1	5	562	3	32	1	0	0	1	0	0	0	0	25.3	20.8
1200 - 1300	685	185	163	183	154	0	3	633	5	37	2	1	0	1	0	2	1	0	24.4	20.4
1300 - 1400	647	165	168	136	178	0	4	596	7	37	0	1	0	1	0	1	0	0	25.3	21.3
1400 - 1500	703	177	160	174	192	0	6	660	3	31	1	2	0	0	0	0	0	0	24.8	20.9
1500 - 1600	752	174	172	205	201	3	2	693	5	41	4	1	1	1	1	0	0	0	23.9	18.9
1600 - 1700	843	195	207	221	220	2	4	786	8	34	0	7	0	1	0	1	0	0	22.2	17.4
1700 - 1800	837	244	219	211	163	2	2	788	7	26	0	7	1	2	1	1	0	0	22.5	16.6
1800 - 1900	614	176	161	147	130	1	1	583	4	23	1	1	0	0	0	0	0	0	25.6	21.7
1900 - 2000	468	123	134	98	113	0	0	443	3	16	4	1	0	0	0	1	0	0	26.4	22.5
2000 - 2100	358	117	73	77	91	0	2	343	0	10	1	2	0	0	0	0	0	0	27.1	23.3
2100 - 2200	207	66	49	48	44	0	0	192	3	3	7	0	1	0	0	1	0	0	28.6	24.0
2200 - 2300	146	47	46	31	22	1	0	137	1	3	3	0	1	0	0	0	0	0	29.8	25.3
2300 - 0000	101	39	27	16	19	0	1	89	0	5	5	1	0	0	0	0	0	0	30.0	25.9
0700 - 1900	**7615**	**1929**	**1901**	**1888**	**1897**	**13**	**29**	**7065**	**52**	**384**	**20**	**25**	**2**	**9**	**4**	**10**	**2**	**0**	**25.2**	**20.2**
0600 - 2200	**8837**	**2267**	**2200**	**2161**	**2209**	**13**	**31**	**8211**	**58**	**426**	**37**	**30**	**3**	**9**	**4**	**13**	**2**	**0**	**25.7**	**20.6**
0600 - 0000	**9084**	**2353**	**2273**	**2208**	**2250**	**14**	**32**	**8437**	**59**	**434**	**45**	**31**	**4**	**9**	**4**	**13**	**2**	**0**	**25.9**	**20.7**
0000 - 0000	**9368**	**2413**	**2355**	**2288**	**2312**	**15**	**32**	**8693**	**59**	**448**	**55**	**32**	**4**	**9**	**5**	**14**	**2**	**0**	**26.1**	**20.9**

Thursday 19 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	38	10	14	5	9	0	1	32	0	2	3	0	0	0	0	0	0	0	29.7	24.4
0100 - 0200	15	3	5	2	5	0	0	14	1	0	0	0	0	0	0	0	0	0	31.3	28.7
0200 - 0300	11	5	1	3	2	0	0	9	0	1	1	0	0	0	0	0	0	0	29.2	27.1
0300 - 0400	27	8	5	7	7	0	0	27	0	0	0	0	0	0	0	0	0	0	26.6	24.3
0400 - 0500	37	5	8	6	18	0	0	32	0	1	3	1	0	0	0	0	0	0	31.7	27.5
0500 - 0600	111	16	24	43	28	0	1	103	0	0	5	1	0	0	0	1	0	0	28.9	25.6
0600 - 0700	179	25	38	58	58	0	0	159	1	7	12	0	0	0	0	0	0	0	29.6	25.5
0700 - 0800	374	72	106	111	85	1	0	352	0	10	9	0	0	0	0	2	0	0	27.8	24.3
0800 - 0900	424	111	112	95	106	3	1	387	2	27	1	2	0	1	0	0	0	0	26.2	22.3
0900 - 1000	535	138	123	134	140	3	2	486	4	36	2	1	0	0	0	1	0	0	26.1	21.4
1000 - 1100	540	122	127	159	132	0	2	498	2	32	4	1	0	0	1	0	0	0	26.6	22.4
1100 - 1200	597	130	152	156	159	2	3	542	2	44	3	0	0	1	0	0	0	0	25.2	20.7
1200 - 1300	620	169	135	171	145	0	4	569	4	38	1	2	1	0	1	0	0	0	25.3	20.9
1300 - 1400	631	172	149	142	168	2	3	591	1	30	1	3	0	0	0	0	0	0	24.9	20.9
1400 - 1500	672	161	159	163	189	2	7	617	10	33	1	2	0	0	0	0	0	0	24.8	19.9
1500 - 1600	759	151	206	192	210	2	3	704	7	37	0	2	0	1	2	1	0	0	24.6	19.5
1600 - 1700	891	203	258	239	191	0	3	838	12	32	0	2	1	1	1	1	0	0	23.5	18.1
1700 - 1800	846	275	224	179	168	3	1	773	15	38	4	9	1	1	0	0	1	0	22.1	16.1
1800 - 1900	672	201	141	165	165	0	1	641	4	21	2	1	0	2	0	0	0	0	24.9	20.8
1900 - 2000	526	163	146	109	108	3	0	504	4	11	4	0	0	0	0	0	0	0	27.1	22.5
2000 - 2100	368	124	87	70	87	1	2	348	2	7	5	2	0	0	0	1	0	0	27.8	23.5
2100 - 2200	260	81	48	72	59	1	1	250	0	3	4	0	0	0	0	1	0	0	28.6	24.7
2200 - 2300	177	61	41	40	35	1	1	169	0	2	3	1	0	0	0	0	0	0	28.9	24.9
2300 - 0000	84	30	25	13	16	2	2	74	0	1	5	0	0	0	0	0	0	0	28.7	24.7
0700 - 1900	**7561**	**1905**	**1892**	**1906**	**1858**	**18**	**30**	**6998**	**63**	**378**	**28**	**25**	**3**	**7**	**5**	**5**	**1**	**0**	**25.4**	**20.2**
0600 - 2200	**8894**	**2298**	**2211**	**2215**	**2170**	**23**	**33**	**8259**	**70**	**406**	**53**	**27**	**3**	**7**	**5**	**7**	**1**	**0**	**25.9**	**20.7**
0600 - 0000	**9155**	**2389**	**2277**	**2268**	**2221**	**26**	**36**	**8502**	**70**	**409**	**61**	**28**	**3**	**7**	**5**	**7**	**1**	**0**	**26.1**	**20.8**
0000 - 0000	**9394**	**2436**	**2334**	**2334**	**2290**	**26**	**38**	**8719**	**71**	**413**	**73**	**30**	**3**	**7**	**5**	**8**	**1**	**0**	**26.2**	**20.9**

Friday 20 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	41	10	8	15	8	0	0	38	0	0	2	1	0	0	0	0	0	0	30.5	26.2
0100 - 0200	21	8	8	3	2	0	0	21	0	0	0	0	0	0	0	0	0	0	30.8	26.8
0200 - 0300	15	2	6	3	4	0	0	13	0	1	0	1	0	0	0	0	0	0	31.7	27.3
0300 - 0400	12	0	3	6	3	0	0	11	0	0	1	0	0	0	0	0	0	0	26.8	23.8
0400 - 0500	33	3	10	8	12	0	0	32	0	0	0	1	0	0	0	0	0	0	31.3	27.7
0500 - 0600	96	21	21	30	24	0	1	86	0	3	6	0	0	0	0	0	0	0	31.6	27.6
0600 - 0700	174	34	36	50	54	1	0	152	1	7	9	3	0	0	0	1	0	0	30.1	25.6
0700 - 0800	398	61	101	116	120	1	0	372	2	10	12	0	0	0	0	1	0	0	27.6	23.9
0800 - 0900	513	124	142	112	135	0	0	480	1	13	11	5	1	0	2	0	0	0	27.5	22.5
0900 - 1000	534	148	111	133	142	5	0	499	1	18	9	1	0	0	0	1	0	0	26.0	22.1
1000 - 1100	625	129	165	159	172	0	2	576	4	31	8	1	0	2	0	1	0	0	25.4	20.8
1100 - 1200	655	153	176	136	190	3	4	616	4	23	1	3	0	0	0	1	0	0	24.9	20.1
1200 - 1300	742	171	179	213	179	1	3	701	9	24	2	0	0	1	0	1	0	0	24.7	19.9
1300 - 1400	720	174	196	157	193	2	0	677	4	30	2	3	0	0	0	2	0	0	24.5	19.6
1400 - 1500	770	170	165	220	215	0	7	712	7	32	2	5	2	2	0	1	0	0	24.4	19.5
1500 - 1600	836	211	220	201	204	2	8	771	9	35	2	7	1	0	0	1	0	0	22.6	17.3
1600 - 1700	786	192	214	221	159	2	4	728	10	36	2	2	0	0	0	1	1	0	23.9	18.9
1700 - 1800	757	235	182	170	170	0	1	717	6	23	3	6	0	0	0	1	0	0	24.3	19.1
1800 - 1900	615	176	139	149	151	0	2	580	5	26	2	0	0	0	0	0	0	0	26.0	21.8
1900 - 2000	488	135	134	123	96	0	0	465	1	17	3	1	1	0	0	0	0	0	26.9	22.8
2000 - 2100	351	106	78	84	83	1	1	340	0	8	0	0	0	0	0	1	0	0	28.4	24.4
2100 - 2200	269	82	67	58	62	0	1	258	0	5	4	1	0	0	0	0	0	0	28.4	24.7
2200 - 2300	185	44	60	42	39	0	2	170	0	3	8	2	0	0	0	0	0	0	29.3	25.3
2300 - 0000	136	45	36	33	22	0	1	127	0	4	4	0	0	0	0	0	0	0	29.6	24.7
0700 - 1900	**7951**	**1944**	**1990**	**1987**	**2030**	**16**	**31**	**7429**	**62**	**301**	**56**	**33**	**4**	**5**	**2**	**11**	**1**	**0**	**25.2**	**20.1**
0600 - 2200	**9233**	**2301**	**2305**	**2302**	**2325**	**18**	**33**	**8644**	**64**	**338**	**72**	**38**	**5**	**5**	**2**	**13**	**1**	**0**	**25.8**	**20.7**
0600 - 0000	**9554**	**2390**	**2401**	**2377**	**2386**	**18**	**36**	**8941**	**64**	**345**	**84**	**40**	**5**	**5**	**2**	**13**	**1**	**0**	**26.0**	**20.8**
0000 - 0000	**9772**	**2434**	**2457**	**2442**	**2439**	**18**	**37**	**9142**	**64**	**349**	**93**	**43**	**5**	**5**	**2**	**13**	**1**	**0**	**26.2**	**21.0**

Saturday 21 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	74	22	21	19	12	0	0	72	0	0	1	1	0	0	0	0	0	0	31.7	28.0
0100 - 0200	43	12	17	9	5	0	0	39	0	1	2	1	0	0	0	0	0	0	30.7	26.1
0200 - 0300	29	13	8	4	4	0	0	28	0	1	0	0	0	0	0	0	0	0	31.3	27.7
0300 - 0400	32	8	3	13	8	0	0	30	0	1	1	0	0	0	0	0	0	0	28.6	24.3
0400 - 0500	29	7	9	3	10	1	0	25	0	1	2	0	0	0	0	0	0	0	31.8	27.0
0500 - 0600	46	15	3	13	15	0	0	42	0	3	1	0	0	0	0	0	0	0	30.0	25.8
0600 - 0700	98	9	20	39	30	0	0	88	0	6	4	0	0	0	0	0	0	0	29.9	25.4
0700 - 0800	210	37	67	47	59	1	1	192	0	9	6	0	0	1	0	0	0	0	28.5	24.7
0800 - 0900	283	57	65	82	79	0	0	268	0	15	0	0	0	0	0	0	0	0	28.0	24.2
0900 - 1000	556	108	123	154	171	1	2	522	2	26	0	2	0	1	0	0	0	0	26.6	22.1
1000 - 1100	624	140	147	166	171	0	3	585	4	24	1	5	0	0	0	2	0	0	25.5	20.9
1100 - 1200	715	204	156	158	197	1	2	680	6	20	0	3	0	0	1	2	0	0	24.7	20.3
1200 - 1300	728	191	174	198	165	0	3	696	5	20	4	0	0	0	0	0	0	0	25.3	20.5
1300 - 1400	703	178	188	164	173	1	7	674	3	15	1	1	0	1	0	0	0	0	25.2	20.8
1400 - 1500	658	165	162	168	163	2	4	625	8	15	0	2	0	0	1	1	0	0	25.8	21.4
1500 - 1600	664	194	166	155	149	2	3	637	1	19	0	1	0	0	0	1	0	0	25.9	21.7
1600 - 1700	610	161	163	125	161	0	4	583	2	19	1	1	0	0	0	0	0	0	26.3	22.5
1700 - 1800	522	134	121	140	127	1	8	492	2	18	0	0	0	0	0	1	0	0	26.6	22.7
1800 - 1900	526	171	123	131	101	1	1	496	1	24	2	0	0	0	1	0	0	0	26.4	22.1
1900 - 2000	394	109	98	96	91	1	1	379	2	7	2	2	0	0	0	0	0	0	26.9	23.3
2000 - 2100	295	81	81	69	64	1	1	282	0	10	1	0	0	0	0	0	0	0	28.1	24.3
2100 - 2200	243	65	65	67	46	1	2	227	0	5	5	2	0	0	0	1	0	0	28.7	24.2
2200 - 2300	172	42	55	47	28	0	0	165	1	2	4	0	0	0	0	0	0	0	27.9	24.4
2300 - 0000	131	50	30	27	24	0	0	123	0	2	6	0	0	0	0	0	0	0	29.6	25.4
0700 - 1900	**6799**	**1740**	**1655**	**1688**	**1716**	**10**	**38**	**6450**	**34**	**224**	**15**	**15**	**0**	**3**	**3**	**7**	**0**	**0**	**26.1**	**21.7**
0600 - 2200	**7829**	**2004**	**1919**	**1959**	**1947**	**13**	**42**	**7426**	**36**	**252**	**27**	**19**	**0**	**3**	**3**	**8**	**0**	**0**	**26.4**	**22.0**
0600 - 0000	**8132**	**2096**	**2004**	**2033**	**1999**	**13**	**42**	**7714**	**37**	**256**	**37**	**19**	**0**	**3**	**3**	**8**	**0**	**0**	**26.6**	**22.1**
0000 - 0000	**8385**	**2173**	**2065**	**2094**	**2053**	**14**	**42**	**7950**	**37**	**263**	**44**	**21**	**0**	**3**	**3**	**8**	**0**	**0**	**26.8**	**22.2**

Sunday 22 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	98	34	14	29	21	0	0	92	0	1	4	0	0	0	0	1	0	0	29.5	26.0
0100 - 0200	53	18	7	16	12	0	0	51	0	1	1	0	0	0	0	0	0	0	33.4	27.8
0200 - 0300	67	23	20	10	14	0	0	64	0	1	2	0	0	0	0	0	0	0	30.2	26.7
0300 - 0400	45	15	13	8	9	0	0	43	0	1	1	0	0	0	0	0	0	0	30.0	26.6
0400 - 0500	53	17	12	12	12	0	0	49	0	2	1	1	0	0	0	0	0	0	30.9	26.9
0500 - 0600	40	13	5	13	9	0	0	39	0	1	0	0	0	0	0	0	0	0	29.6	26.8
0600 - 0700	70	11	18	17	24	0	3	64	0	2	1	0	0	0	0	0	0	0	31.9	26.9
0700 - 0800	114	27	37	30	20	0	0	107	0	2	4	1	0	0	0	0	0	0	28.9	24.8
0800 - 0900	178	35	39	54	50	0	0	169	0	9	0	0	0	0	0	0	0	0	28.0	24.3
0900 - 1000	229	35	47	66	81	0	0	220	0	8	1	0	0	0	0	0	0	0	28.6	25.0
1000 - 1100	492	99	131	131	131	0	1	478	0	11	0	2	0	0	0	0	0	0	27.0	22.8
1100 - 1200	615	145	157	149	164	0	0	595	2	16	1	1	0	0	0	0	0	0	25.8	21.9
1200 - 1300	745	172	183	201	189	2	1	716	10	14	1	0	0	0	0	1	0	0	25.1	20.2
1300 - 1400	640	168	162	147	163	0	1	620	4	15	0	0	0	0	0	0	0	0	26.1	22.0
1400 - 1500	606	163	168	139	136	0	0	586	2	15	2	1	0	0	0	0	0	0	26.6	22.8
1500 - 1600	554	168	136	118	132	0	0	539	0	14	0	1	0	0	0	0	0	0	27.1	23.1
1600 - 1700	444	147	112	104	81	1	2	427	2	10	1	0	0	0	0	1	0	0	27.6	23.5
1700 - 1800	362	87	94	70	111	0	0	347	0	13	1	0	0	0	1	0	0	0	27.7	23.8
1800 - 1900	319	79	69	90	81	1	0	306	0	10	2	0	0	0	0	0	0	0	27.1	23.2
1900 - 2000	305	78	81	73	73	0	1	296	1	6	1	0	0	0	0	0	0	0	28.8	24.4
2000 - 2100	258	66	69	66	57	1	0	251	1	5	0	0	0	0	0	0	0	0	28.7	24.4
2100 - 2200	197	42	57	46	52	0	1	187	1	8	0	0	0	0	0	0	0	0	29.7	25.2
2200 - 2300	108	48	20	22	18	1	0	103	0	4	0	0	0	0	0	0	0	0	31.3	25.9
2300 - 0000	60	17	18	12	13	0	0	56	0	3	1	0	0	0	0	0	0	0	30.6	26.3
0700 - 1900	**5298**	**1325**	**1335**	**1299**	**1339**	**4**	**5**	**5110**	**20**	**137**	**13**	**6**	**0**	**0**	**1**	**2**	**0**	**0**	**26.9**	**22.6**
0600 - 2200	**6128**	**1522**	**1560**	**1501**	**1545**	**5**	**10**	**5908**	**23**	**158**	**15**	**6**	**0**	**0**	**1**	**2**	**0**	**0**	**27.3**	**22.9**
0600 - 0000	**6296**	**1587**	**1598**	**1535**	**1576**	**6**	**10**	**6067**	**23**	**165**	**16**	**6**	**0**	**0**	**1**	**2**	**0**	**0**	**27.4**	**23.0**
0000 - 0000	**6652**	**1707**	**1669**	**1623**	**1653**	**6**	**10**	**6405**	**23**	**172**	**25**	**7**	**0**	**0**	**1**	**3**	**0**	**0**	**27.7**	**23.2**

Wrexham ATCs

Report Id 080/26
Site Name Site 2 of 4
Description A541 Regent Street, 35m north of Station Approach
Direction Southbound

Monday 16 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	29	9	7	5	8	0	0	28	0	1	0	0	0	0	0	0	0	0	32.4	27.0
0100 - 0200	28	8	8	10	2	0	0	27	0	1	0	0	0	0	0	0	0	0	34.4	28.9
0200 - 0300	10	1	3	4	2	0	0	10	0	0	0	0	0	0	0	0	0	0	31.4	26.5
0300 - 0400	24	6	6	5	7	0	0	21	0	2	1	0	0	0	0	0	0	0	33.1	28.0
0400 - 0500	34	5	7	10	12	1	0	30	0	1	1	0	0	0	0	1	0	0	29.9	26.1
0500 - 0600	143	27	36	37	43	1	0	134	0	5	3	0	0	0	0	0	0	0	29.5	25.6
0600 - 0700	229	46	32	68	83	1	1	206	0	11	7	1	0	1	1	0	0	0	28.7	24.7
0700 - 0800	527	74	127	139	187	5	6	485	2	10	12	2	1	1	1	2	0	0	27.8	23.9
0800 - 0900	886	212	233	214	227	3	1	822	4	21	25	8	0	0	1	1	0	0	24.4	18.6
0900 - 1000	727	194	183	194	156	1	1	680	1	33	6	3	0	0	0	2	0	0	25.7	21.3
1000 - 1100	569	150	141	154	124	2	0	536	3	26	1	1	0	0	0	0	0	0	24.8	21.0
1100 - 1200	644	152	164	180	148	2	2	607	0	27	3	2	0	0	0	1	0	0	25.0	20.7
1200 - 1300	698	174	171	174	179	0	1	662	0	29	2	3	0	0	0	1	0	0	23.7	20.0
1300 - 1400	614	164	120	172	158	0	2	569	2	34	5	1	0	0	0	1	0	0	24.8	21.5
1400 - 1500	700	190	199	154	157	3	2	651	1	36	1	5	0	0	0	0	1	0	24.3	19.8
1500 - 1600	711	154	157	205	195	1	0	665	0	36	6	2	1	0	0	0	0	0	24.4	19.3
1600 - 1700	569	148	137	148	136	1	1	543	3	16	2	2	0	0	0	1	0	0	26.3	22.0
1700 - 1800	619	157	146	161	155	0	2	584	6	21	4	2	0	0	0	0	0	0	23.9	19.8
1800 - 1900	560	171	112	149	128	2	4	524	5	15	7	2	0	0	0	1	0	0	25.2	21.9
1900 - 2000	480	143	144	100	93	0	1	461	2	10	6	0	0	0	0	0	0	0	26.5	22.7
2000 - 2100	318	113	89	62	54	1	3	302	0	8	4	0	0	0	0	0	0	0	27.7	23.8
2100 - 2200	229	101	50	38	40	1	1	216	0	8	3	0	0	0	0	0	0	0	31.0	24.9
2200 - 2300	120	42	29	21	28	0	1	114	0	2	2	1	0	0	0	0	0	0	29.2	25.3
2300 - 0000	53	13	17	13	10	0	1	45	0	4	3	0	0	0	0	0	0	0	31.8	26.2
0700 - 1900	**7824**	**1940**	**1890**	**2044**	**1950**	**20**	**22**	**7328**	**27**	**304**	**74**	**33**	**2**	**1**	**2**	**10**	**1**	**0**	**25.2**	**20.7**
0600 - 2200	**9080**	**2343**	**2205**	**2312**	**2220**	**23**	**28**	**8513**	**29**	**341**	**94**	**34**	**2**	**2**	**3**	**10**	**1**	**0**	**25.8**	**21.1**
0600 - 0000	**9253**	**2398**	**2251**	**2346**	**2258**	**23**	**30**	**8672**	**29**	**347**	**99**	**35**	**2**	**2**	**3**	**10**	**1**	**0**	**25.9**	**21.2**
0000 - 0000	**9521**	**2454**	**2318**	**2417**	**2332**	**25**	**30**	**8922**	**29**	**357**	**104**	**35**	**2**	**2**	**3**	**11**	**1**	**0**	**26.1**	**21.3**

Tuesday 17 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	35	13	5	6	11	0	0	30	0	3	1	0	0	0	0	1	0	0	30.6	26.4
0100 - 0200	19	4	4	6	5	0	0	19	0	0	0	0	0	0	0	0	0	0	33.1	27.7
0200 - 0300	12	2	5	1	4	0	0	12	0	0	0	0	0	0	0	0	0	0	34.4	27.2
0300 - 0400	23	6	4	8	5	3	0	19	0	1	0	0	0	0	0	0	0	0	33.7	26.7
0400 - 0500	46	4	7	10	25	1	0	35	0	6	4	0	0	0	0	0	0	0	32.2	27.5
0500 - 0600	120	23	30	19	48	1	2	107	0	4	6	0	0	0	0	0	0	0	30.5	25.1
0600 - 0700	246	29	48	64	105	2	1	216	0	20	6	1	0	0	0	0	0	0	27.0	23.7
0700 - 0800	522	75	122	135	190	3	3	467	1	35	8	1	0	1	2	1	0	0	26.4	22.8
0800 - 0900	857	184	241	207	225	3	3	785	3	53	6	1	0	0	2	1	0	0	24.8	20.1
0900 - 1000	706	185	165	187	169	1	0	652	0	45	1	2	0	2	0	3	0	0	25.4	21.7
1000 - 1100	571	148	149	137	137	1	3	522	0	40	1	2	0	0	1	1	0	0	25.8	22.3
1100 - 1200	648	160	155	158	175	0	3	593	2	44	2	0	1	0	1	2	0	0	24.3	20.7
1200 - 1300	684	168	163	179	174	3	3	623	3	38	4	8	1	0	1	0	0	0	24.3	20.0
1300 - 1400	739	186	156	174	223	3	4	677	4	41	5	1	0	2	1	1	0	0	25.2	20.9
1400 - 1500	682	155	187	170	170	4	2	622	2	42	3	2	2	1	0	2	0	0	23.9	19.2
1500 - 1600	631	163	141	152	175	1	3	589	1	32	0	1	0	0	3	0	1	0	23.9	20.5
1600 - 1700	651	158	182	144	167	1	0	621	4	18	3	2	2	0	0	0	0	0	24.0	18.2
1700 - 1800	701	156	192	164	189	2	5	658	1	23	5	4	0	0	1	0	2	0	24.6	17.9
1800 - 1900	567	127	157	158	125	0	4	537	4	17	2	1	1	0	0	0	1	0	26.2	22.4
1900 - 2000	405	105	101	96	103	2	4	380	1	12	4	1	0	1	0	0	0	0	26.9	23.2
2000 - 2100	285	99	61	72	53	1	2	273	1	7	1	0	0	0	0	0	0	0	27.6	24.4
2100 - 2200	215	87	57	36	35	0	3	199	0	4	6	2	0	0	0	1	0	0	28.3	24.2
2200 - 2300	157	47	46	30	34	0	2	145	0	3	7	0	0	0	0	0	0	0	28.8	25.1
2300 - 0000	72	19	18	18	17	2	0	66	0	3	1	0	0	0	0	0	0	0	31.4	25.8
0700 - 1900	**7959**	**1865**	**2010**	**1965**	**2119**	**22**	**33**	**7346**	**25**	**428**	**40**	**25**	**7**	**6**	**12**	**11**	**4**	**0**	**25.2**	**20.5**
0600 - 2200	**9110**	**2185**	**2277**	**2233**	**2415**	**27**	**43**	**8414**	**27**	**471**	**57**	**29**	**7**	**7**	**12**	**12**	**4**	**0**	**25.6**	**20.9**
0600 - 0000	**9339**	**2251**	**2341**	**2281**	**2466**	**29**	**45**	**8625**	**27**	**477**	**65**	**29**	**7**	**7**	**12**	**12**	**4**	**0**	**25.8**	**21.0**
0000 - 0000	**9594**	**2303**	**2396**	**2331**	**2564**	**34**	**47**	**8847**	**27**	**491**	**76**	**29**	**7**	**7**	**12**	**13**	**4**	**0**	**26.0**	**21.1**

Wednesday 18 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	45	14	12	7	12	0	1	44	0	0	0	0	0	0	0	0	0	0	33.2	27.4
0100 - 0200	18	9	4	4	1	0	0	18	0	0	0	0	0	0	0	0	0	0	33.5	28.3
0200 - 0300	44	3	18	14	9	0	0	41	0	1	1	1	0	0	0	0	0	0	32.0	26.9
0300 - 0400	15	4	4	3	4	1	0	14	0	0	0	0	0	0	0	0	0	0	34.9	29.0
0400 - 0500	51	5	8	17	21	0	0	47	0	2	2	0	0	0	0	0	0	0	32.2	27.0
0500 - 0600	149	31	41	32	45	0	1	132	0	10	3	2	0	1	0	0	0	0	28.8	25.0
0600 - 0700	274	53	51	83	87	0	2	256	0	11	4	1	0	0	0	0	0	0	28.2	24.4
0700 - 0800	504	85	104	153	162	0	3	464	1	19	13	3	0	1	0	0	0	0	29.2	24.0
0800 - 0900	840	211	219	212	198	4	4	779	2	39	2	9	0	0	1	0	0	0	24.6	19.7
0900 - 1000	694	202	198	160	134	0	5	618	3	63	0	1	0	1	1	2	0	0	25.0	21.2
1000 - 1100	628	152	164	145	167	1	4	576	1	43	1	1	0	0	0	1	0	0	25.0	21.0
1100 - 1200	654	152	155	176	171	4	1	602	1	39	2	4	0	0	1	0	0	0	24.7	20.8
1200 - 1300	659	164	159	149	187	2	4	597	0	47	2	3	1	1	1	1	0	0	24.8	20.7
1300 - 1400	622	171	141	159	151	1	4	567	3	35	3	6	0	2	0	0	1	0	25.0	21.3
1400 - 1500	660	140	178	158	184	0	3	606	3	43	0	3	1	0	0	1	0	0	24.6	21.0
1500 - 1600	639	164	160	151	164	0	9	582	2	41	1	2	0	1	0	1	0	0	25.0	21.2
1600 - 1700	618	166	133	151	168	2	3	584	0	26	0	3	0	0	0	0	0	0	24.8	19.6
1700 - 1800	590	152	142	133	163	1	1	560	1	24	1	2	0	0	0	0	0	0	24.9	20.6
1800 - 1900	590	193	129	134	134	1	4	551	3	25	1	2	0	1	0	2	0	0	25.1	21.9
1900 - 2000	446	125	122	102	97	0	2	426	0	15	1	1	0	0	0	1	0	0	26.7	23.0
2000 - 2100	322	97	72	70	83	1	3	305	0	10	2	1	0	0	0	0	0	0	27.6	23.9
2100 - 2200	244	80	64	58	42	0	0	232	1	6	4	0	0	0	1	0	0	0	27.7	23.8
2200 - 2300	141	48	28	32	33	0	0	133	0	6	2	0	0	0	0	0	0	0	29.4	25.1
2300 - 0000	78	22	27	17	12	1	1	72	0	3	1	0	0	0	0	0	0	0	30.1	26.0
0700 - 1900	**7698**	**1952**	**1882**	**1881**	**1983**	**16**	**45**	**7086**	**20**	**444**	**26**	**39**	**2**	**7**	**4**	**8**	**1**	**0**	**25.3**	**21.0**
0600 - 2200	**8984**	**2307**	**2191**	**2194**	**2292**	**17**	**52**	**8305**	**21**	**486**	**37**	**42**	**2**	**7**	**5**	**9**	**1**	**0**	**25.7**	**21.4**
0600 - 0000	**9203**	**2377**	**2246**	**2243**	**2337**	**18**	**53**	**8510**	**21**	**495**	**40**	**42**	**2**	**7**	**5**	**9**	**1**	**0**	**25.9**	**21.5**
0000 - 0000	**9525**	**2443**	**2333**	**2320**	**2429**	**19**	**55**	**8806**	**21**	**508**	**46**	**45**	**2**	**8**	**5**	**9**	**1**	**0**	**26.1**	**21.6**

Thursday 19 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	28	9	5	7	7	0	1	27	0	0	0	0	0	0	0	0	0	0	31.1	26.4
0100 - 0200	23	4	5	8	6	0	0	22	0	0	0	0	0	1	0	0	0	0	32.8	28.4
0200 - 0300	13	5	4	2	2	0	0	12	0	1	0	0	0	0	0	0	0	0	33.6	28.0
0300 - 0400	15	5	2	2	6	1	0	14	0	0	0	0	0	0	0	0	0	0	33.2	28.0
0400 - 0500	41	8	11	6	16	0	0	37	0	4	0	0	0	0	0	0	0	0	33.6	28.7
0500 - 0600	127	32	36	34	25	1	1	114	0	3	7	1	0	0	0	0	0	0	30.4	26.1
0600 - 0700	243	43	56	60	84	1	1	223	0	8	6	4	0	0	0	0	0	0	29.1	25.2
0700 - 0800	534	77	131	133	193	3	2	495	1	13	15	2	0	0	2	1	0	0	27.0	23.5
0800 - 0900	849	200	222	221	206	3	4	786	1	40	3	9	0	2	1	0	0	0	25.9	21.3
0900 - 1000	788	213	203	186	186	2	3	711	3	60	3	1	0	0	3	2	0	0	25.3	20.9
1000 - 1100	603	144	147	146	166	2	4	545	2	42	4	0	0	2	0	2	0	0	26.0	22.1
1100 - 1200	641	148	162	176	155	2	3	585	1	48	0	0	0	0	1	1	0	0	25.1	21.4
1200 - 1300	624	149	177	139	159	0	5	577	2	33	1	3	0	1	1	1	0	0	25.1	21.5
1300 - 1400	671	163	172	154	182	1	6	626	2	29	1	3	2	0	1	0	0	0	25.6	21.5
1400 - 1500	721	164	184	180	193	2	1	661	2	46	3	4	0	1	1	0	0	0	24.4	20.5
1500 - 1600	644	171	158	156	159	1	1	600	2	38	0	1	0	0	0	1	0	0	25.5	21.5
1600 - 1700	553	140	139	133	141	5	2	526	1	17	1	1	0	0	0	0	0	0	25.8	22.3
1700 - 1800	589	130	140	151	168	2	1	560	2	21	0	1	0	1	0	1	0	0	24.9	21.1
1800 - 1900	636	163	156	165	152	1	6	600	0	24	1	0	1	0	1	1	0	0	25.0	21.3
1900 - 2000	472	134	131	106	101	2	1	454	2	12	0	0	0	0	0	1	0	0	27.1	22.9
2000 - 2100	319	113	73	78	55	0	2	308	1	4	2	1	0	0	1	0	0	0	26.9	23.5
2100 - 2200	259	72	65	54	68	0	0	244	0	6	9	0	0	0	0	0	0	0	28.8	24.9
2200 - 2300	213	79	49	48	37	0	0	205	0	3	5	0	0	0	0	0	0	0	28.9	25.1
2300 - 0000	90	21	31	24	14	0	0	85	0	3	0	2	0	0	0	0	0	0	29.2	25.6
0700 - 1900	**7853**	**1862**	**1991**	**1940**	**2060**	**24**	**38**	**7272**	**19**	**411**	**32**	**26**	**3**	**7**	**11**	**10**	**0**	**0**	**25.5**	**21.5**
0600 - 2200	**9146**	**2224**	**2316**	**2238**	**2368**	**27**	**42**	**8501**	**22**	**441**	**49**	**31**	**3**	**7**	**12**	**11**	**0**	**0**	**26.0**	**21.8**
0600 - 0000	**9449**	**2324**	**2396**	**2310**	**2419**	**27**	**42**	**8791**	**22**	**447**	**54**	**33**	**3**	**7**	**12**	**11**	**0**	**0**	**26.1**	**21.9**
0000 - 0000	**9696**	**2387**	**2459**	**2369**	**2481**	**29**	**44**	**9017**	**22**	**455**	**61**	**34**	**3**	**8**	**12**	**11**	**0**	**0**	**26.3**	**22.1**

Friday 20 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	40	12	9	10	9	0	0	37	0	0	2	0	0	0	0	1	0	0	28.2	24.6
0100 - 0200	28	8	8	4	8	0	0	27	0	0	0	0	0	0	0	1	0	0	34.2	27.8
0200 - 0300	19	4	5	3	7	0	0	16	0	2	1	0	0	0	0	0	0	0	34.5	29.6
0300 - 0400	11	0	4	2	5	2	0	9	0	0	0	0	0	0	0	0	0	0	31.5	24.8
0400 - 0500	43	4	5	13	21	1	0	36	0	5	1	0	0	0	0	0	0	0	31.8	27.3
0500 - 0600	134	30	40	31	33	0	1	122	0	5	3	2	0	0	0	1	0	0	29.6	25.6
0600 - 0700	322	42	73	94	113	2	1	279	2	19	13	4	0	0	1	1	0	0	31.0	26.0
0700 - 0800	482	83	130	130	139	3	1	442	3	14	14	4	0	1	0	0	0	0	27.4	23.6
0800 - 0900	815	212	183	208	212	2	3	757	4	23	19	3	1	2	1	0	0	0	25.3	21.2
0900 - 1000	780	244	174	174	188	7	5	721	1	29	12	3	2	0	0	0	0	0	26.8	21.3
1000 - 1100	722	169	181	184	188	2	2	679	2	29	5	2	0	1	0	0	0	0	24.6	21.3
1100 - 1200	727	174	165	197	191	2	0	680	1	36	5	1	0	0	1	1	0	0	24.1	20.7
1200 - 1300	716	176	184	154	202	3	1	661	2	44	4	1	0	0	0	0	0	0	24.9	20.7
1300 - 1400	761	217	188	182	174	0	1	728	1	29	1	0	0	1	0	0	0	0	24.7	21.1
1400 - 1500	731	183	186	181	181	1	2	687	3	35	1	2	0	0	0	0	0	0	24.8	21.3
1500 - 1600	686	166	153	163	204	1	2	650	1	30	0	1	0	0	0	1	0	0	24.5	21.0
1600 - 1700	616	179	146	145	146	4	4	579	1	21	3	1	0	1	1	1	0	0	24.7	20.7
1700 - 1800	642	166	170	145	161	1	3	599	3	33	0	3	0	0	0	0	0	0	25.2	21.8
1800 - 1900	615	147	157	148	163	1	1	592	0	18	1	1	0	0	0	1	0	0	26.9	22.4
1900 - 2000	524	143	144	135	102	2	0	509	1	11	1	0	0	0	0	0	0	0	27.9	23.3
2000 - 2100	323	98	81	78	66	0	0	308	0	9	3	1	0	1	1	0	0	0	27.2	23.8
2100 - 2200	230	81	62	42	45	1	0	217	2	5	5	0	0	0	0	0	0	0	29.2	25.2
2200 - 2300	230	87	51	51	41	0	0	211	0	9	9	1	0	0	0	0	0	0	27.2	24.2
2300 - 0000	131	34	37	40	20	0	0	124	0	2	3	2	0	0	0	0	0	0	31.4	27.0
0700 - 1900	**8293**	**2116**	**2017**	**2011**	**2149**	**27**	**25**	**7775**	**22**	**341**	**65**	**22**	**3**	**6**	**3**	**4**	**0**	**0**	**25.4**	**21.3**
0600 - 2200	**9692**	**2480**	**2377**	**2360**	**2475**	**32**	**26**	**9088**	**27**	**385**	**87**	**27**	**3**	**7**	**5**	**5**	**0**	**0**	**26.0**	**21.8**
0600 - 0000	**10053**	**2601**	**2465**	**2451**	**2536**	**32**	**26**	**9423**	**27**	**396**	**99**	**30**	**3**	**7**	**5**	**5**	**0**	**0**	**26.2**	**21.9**
0000 - 0000	**10328**	**2659**	**2536**	**2514**	**2619**	**35**	**27**	**9670**	**27**	**408**	**106**	**32**	**3**	**7**	**5**	**8**	**0**	**0**	**26.4**	**22.0**

Saturday 21 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	77	22	26	15	14	0	0	75	0	1	1	0	0	0	0	0	0	0	31.4	27.1
0100 - 0200	45	11	10	13	11	1	0	40	0	2	1	0	0	0	1	0	0	0	33.2	28.0
0200 - 0300	31	5	5	12	9	0	0	31	0	0	0	0	0	0	0	0	0	0	37.2	32.2
0300 - 0400	31	9	6	4	12	1	0	28	0	2	0	0	0	0	0	0	0	0	34.9	29.8
0400 - 0500	38	3	9	12	14	0	0	37	0	1	0	0	0	0	0	0	0	0	33.9	28.9
0500 - 0600	86	19	22	26	19	0	1	75	0	6	2	1	0	0	0	1	0	0	30.8	26.1
0600 - 0700	118	19	20	39	40	0	1	105	0	5	5	2	0	0	0	0	0	0	30.0	26.1
0700 - 0800	250	53	51	70	76	2	4	226	0	7	9	1	0	1	0	0	0	0	28.9	25.0
0800 - 0900	447	72	99	118	158	3	1	422	0	18	1	0	0	1	0	1	0	0	27.6	24.1
0900 - 1000	610	128	143	164	175	1	1	574	1	28	1	2	0	0	1	1	0	0	26.1	22.3
1000 - 1100	705	201	151	189	164	4	1	648	3	33	4	9	0	0	0	3	0	0	25.0	20.8
1100 - 1200	768	159	227	169	213	2	1	737	1	24	0	3	0	0	0	0	0	0	24.7	20.3
1200 - 1300	709	176	182	191	160	0	2	678	2	20	4	3	0	0	0	0	0	0	25.0	21.4
1300 - 1400	703	156	151	190	206	3	5	665	2	26	0	2	0	0	0	0	0	0	25.8	21.9
1400 - 1500	680	195	190	147	148	0	4	646	1	27	1	1	0	0	0	0	0	0	25.6	22.1
1500 - 1600	552	124	129	161	138	1	2	522	1	24	0	1	0	1	0	0	0	0	26.7	22.4
1600 - 1700	562	119	141	152	150	2	7	531	3	17	1	0	0	0	1	0	0	0	26.2	22.4
1700 - 1800	586	149	162	132	143	1	6	554	2	22	0	0	0	0	1	0	0	0	26.0	22.1
1800 - 1900	471	130	141	99	101	1	3	448	2	14	2	1	0	0	0	0	0	0	26.6	23.0
1900 - 2000	440	128	97	116	99	2	0	427	0	9	1	1	0	0	0	0	0	0	27.1	23.2
2000 - 2100	305	82	72	71	80	0	3	283	1	16	0	1	0	0	0	1	0	0	27.8	24.0
2100 - 2200	274	74	71	60	69	1	1	252	2	13	5	0	0	0	0	0	0	0	27.7	24.1
2200 - 2300	204	71	44	38	51	0	0	196	0	5	3	0	0	0	0	0	0	0	28.7	25.1
2300 - 0000	127	31	42	21	33	0	0	120	0	1	5	1	0	0	0	0	0	0	27.9	24.5
0700 - 1900	**7043**	**1662**	**1767**	**1782**	**1832**	**20**	**37**	**6651**	**18**	**260**	**23**	**23**	**0**	**3**	**3**	**5**	**0**	**0**	**26.1**	**22.0**
0600 - 2200	**8180**	**1965**	**2027**	**2068**	**2120**	**23**	**42**	**7718**	**21**	**303**	**34**	**27**	**0**	**3**	**3**	**6**	**0**	**0**	**26.4**	**22.3**
0600 - 0000	**8511**	**2067**	**2113**	**2127**	**2204**	**23**	**42**	**8034**	**21**	**309**	**42**	**28**	**0**	**3**	**3**	**6**	**0**	**0**	**26.5**	**22.4**
0000 - 0000	**8819**	**2136**	**2191**	**2209**	**2283**	**25**	**43**	**8320**	**21**	**321**	**46**	**29**	**0**	**3**	**4**	**7**	**0**	**0**	**26.9**	**22.6**

Sunday 22 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	113	28	27	26	32	0	0	109	0	1	1	2	0	0	0	0	0	0	30.8	26.6
0100 - 0200	74	10	28	14	22	0	0	70	0	1	2	0	0	0	1	0	0	0	32.4	28.2
0200 - 0300	52	8	16	15	13	0	0	49	0	1	2	0	0	0	0	0	0	0	33.8	28.3
0300 - 0400	55	11	12	17	15	0	0	53	0	1	0	0	0	0	0	1	0	0	32.5	27.8
0400 - 0500	48	11	9	15	13	0	0	45	0	2	0	0	0	0	0	1	0	0	36.4	30.2
0500 - 0600	43	8	11	12	12	0	0	40	0	1	1	1	0	0	0	0	0	0	33.8	28.0
0600 - 0700	71	9	24	25	13	0	0	67	0	3	1	0	0	0	0	0	0	0	31.4	27.5
0700 - 0800	140	20	38	35	47	1	1	129	0	1	6	1	0	1	0	0	0	0	28.8	24.8
0800 - 0900	239	39	55	61	84	2	1	221	0	12	1	0	0	1	0	1	0	0	27.2	23.8
0900 - 1000	301	45	63	94	99	1	1	283	0	10	3	0	0	1	1	1	0	0	28.4	24.1
1000 - 1100	599	118	156	150	175	0	1	579	0	15	4	0	0	0	0	0	0	0	26.2	23.0
1100 - 1200	634	155	161	164	154	1	2	620	0	6	3	2	0	0	0	0	0	0	25.5	22.1
1200 - 1300	717	188	184	183	162	1	1	685	2	14	8	3	0	1	0	2	0	0	24.4	20.6
1300 - 1400	708	189	171	160	188	0	1	685	0	8	10	1	1	1	0	1	0	0	26.1	22.6
1400 - 1500	587	165	141	141	140	1	1	553	5	5	20	1	0	0	0	1	0	0	25.4	22.2
1500 - 1600	494	129	124	116	125	1	0	480	0	3	10	0	0	0	0	0	0	0	26.8	23.1
1600 - 1700	404	97	107	106	94	0	0	385	1	6	11	0	0	0	1	0	0	0	27.3	24.2
1700 - 1800	419	107	103	105	104	0	4	400	1	7	7	0	0	0	0	0	0	0	27.4	23.7
1800 - 1900	369	90	81	112	86	2	1	359	1	2	3	1	0	0	0	0	0	0	27.2	23.9
1900 - 2000	287	71	71	67	78	1	1	276	0	1	5	1	0	0	0	2	0	0	28.0	24.6
2000 - 2100	256	74	60	60	62	0	1	248	0	3	3	1	0	0	0	0	0	0	27.6	24.4
2100 - 2200	204	86	55	33	30	0	1	198	0	2	2	0	0	1	0	0	0	0	28.2	24.1
2200 - 2300	120	30	34	24	32	2	0	117	0	1	0	0	0	0	0	0	0	0	30.4	25.6
2300 - 0000	77	34	17	13	13	0	0	76	0	1	0	0	0	0	0	0	0	0	29.9	26.4
0700 - 1900	**5611**	**1342**	**1384**	**1427**	**1458**	**10**	**14**	**5379**	**10**	**89**	**86**	**9**	**1**	**5**	**2**	**6**	**0**	**0**	**26.5**	**22.8**
0600 - 2200	**6429**	**1582**	**1594**	**1612**	**1641**	**11**	**17**	**6168**	**10**	**98**	**97**	**11**	**1**	**6**	**2**	**8**	**0**	**0**	**26.8**	**23.0**
0600 - 0000	**6626**	**1646**	**1645**	**1649**	**1686**	**13**	**17**	**6361**	**10**	**100**	**97**	**11**	**1**	**6**	**2**	**8**	**0**	**0**	**26.9**	**23.1**
0000 - 0000	**7011**	**1722**	**1748**	**1748**	**1793**	**13**	**17**	**6727**	**10**	**107**	**103**	**14**	**1**	**6**	**3**	**10**	**0**	**0**	**27.4**	**23.4**

Wrexham ATCs

Report Id	080/26
Site Name	Site 3 of 4
Description	A541 Central Road, 90m west of A5152 Bradley Road
Direction	Northbound

Monday 16 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	66	16	22	16	12	0	1	60	0	4	0	0	0	0	1	0	0	0	29.1	24.7
0100 - 0200	25	6	10	4	5	0	0	24	0	1	0	0	0	0	0	0	0	0	29.7	24.4
0200 - 0300	27	9	5	6	7	0	0	20	0	7	0	0	0	0	0	0	0	0	27.7	23.9
0300 - 0400	22	5	4	7	6	0	0	21	0	1	0	0	0	0	0	0	0	0	27.0	23.7
0400 - 0500	46	9	11	9	17	0	0	40	0	5	1	0	0	0	0	0	0	0	27.3	23.2
0500 - 0600	127	22	28	43	34	0	0	114	0	11	1	1	0	0	0	0	0	0	28.6	24.0
0600 - 0700	257	55	56	56	90	0	1	219	1	29	4	1	0	1	1	0	0	0	27.3	23.0
0700 - 0800	499	86	124	131	158	1	0	431	1	58	1	1	0	4	1	1	0	0	27.6	23.5
0800 - 0900	788	140	191	222	235	0	2	713	0	64	3	1	0	4	0	1	0	0	25.4	21.8
0900 - 1000	927	262	233	214	218	1	1	822	4	90	4	0	0	4	0	1	0	0	24.4	20.5
1000 - 1100	917	211	232	234	240	0	6	814	6	74	5	2	1	5	3	1	0	0	24.1	19.9
1100 - 1200	999	212	240	274	273	1	2	910	5	70	3	1	2	5	0	0	0	0	23.9	19.5
1200 - 1300	1079	264	295	262	258	0	1	994	6	63	5	2	3	5	0	0	0	0	22.7	18.3
1300 - 1400	961	233	254	212	262	0	2	891	2	58	4	0	0	3	0	1	0	0	23.7	19.5
1400 - 1500	1052	270	274	249	259	1	2	952	5	75	2	3	1	9	0	2	0	0	23.0	18.7
1500 - 1600	1120	251	297	255	317	1	1	1032	6	67	3	2	1	7	0	0	0	0	23.0	18.6
1600 - 1700	1270	342	280	337	311	2	9	1181	10	51	4	3	1	8	0	1	0	0	23.5	19.1
1700 - 1800	1139	300	315	261	263	2	6	1069	7	40	3	3	2	5	1	1	0	0	23.2	17.9
1800 - 1900	898	270	216	195	217	2	5	839	7	36	3	2	0	4	0	0	0	0	24.7	20.6
1900 - 2000	687	193	178	147	169	0	3	643	4	30	2	1	1	3	0	0	0	0	25.7	21.3
2000 - 2100	434	127	119	100	88	0	3	410	2	15	2	0	0	2	0	0	0	0	26.4	22.6
2100 - 2200	318	99	67	81	71	0	0	312	0	4	1	0	0	1	0	0	0	0	26.8	22.9
2200 - 2300	175	54	45	44	32	0	3	157	0	12	2	0	0	1	0	0	0	0	27.1	23.1
2300 - 0000	102	40	29	20	13	1	0	89	0	10	1	0	0	0	0	1	0	0	27.5	23.6
0700 - 1900	**11649**	**2841**	**2951**	**2846**	**3011**	**11**	**37**	**10648**	**59**	**746**	**40**	**20**	**11**	**63**	**5**	**9**	**0**	**0**	**24.1**	**19.5**
0600 - 2200	**13345**	**3315**	**3371**	**3230**	**3429**	**11**	**44**	**12232**	**66**	**824**	**49**	**22**	**12**	**70**	**6**	**9**	**0**	**0**	**24.5**	**19.9**
0600 - 0000	**13622**	**3409**	**3445**	**3294**	**3474**	**12**	**47**	**12478**	**66**	**846**	**52**	**22**	**12**	**71**	**6**	**10**	**0**	**0**	**24.6**	**19.9**
0000 - 0000	**13935**	**3476**	**3525**	**3379**	**3555**	**12**	**48**	**12757**	**66**	**875**	**54**	**23**	**12**	**71**	**7**	**10**	**0**	**0**	**24.7**	**20.0**

Tuesday 17 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	46	17	11	11	7	0	1	45	0	1	0	0	0	0	0	0	0	0	26.8	23.2
0100 - 0200	25	7	6	4	8	0	0	22	0	3	0	0	0	0	0	0	0	0	28.2	24.6
0200 - 0300	13	6	3	1	3	0	0	11	0	2	0	0	0	0	0	0	0	0	24.0	21.5
0300 - 0400	30	9	5	10	6	1	0	23	0	3	1	2	0	0	0	0	0	0	27.4	22.3
0400 - 0500	53	5	13	15	20	0	0	43	0	8	2	0	0	0	0	0	0	0	26.5	23.0
0500 - 0600	149	24	39	43	43	0	0	136	0	9	1	1	0	0	1	0	1	0	28.4	23.9
0600 - 0700	266	51	49	69	97	0	0	239	1	17	6	3	0	0	0	0	0	0	27.7	23.6
0700 - 0800	540	119	132	150	139	1	0	491	3	38	5	1	0	1	0	0	0	0	27.0	23.6
0800 - 0900	809	164	213	202	230	0	1	732	1	65	5	2	0	2	1	0	0	0	25.9	21.8
0900 - 1000	909	283	240	203	183	0	2	815	5	74	4	2	0	2	3	2	0	0	24.8	20.7
1000 - 1100	889	196	229	213	251	0	4	801	6	65	4	2	3	0	2	2	0	0	24.2	20.0
1100 - 1200	978	234	243	246	255	2	3	877	7	62	10	2	0	7	3	5	0	0	23.3	18.7
1200 - 1300	1060	239	273	277	271	2	3	976	5	56	5	4	3	2	1	3	0	0	23.6	18.3
1300 - 1400	1076	266	284	240	286	5	4	979	6	64	6	3	1	6	0	2	0	0	23.3	18.9
1400 - 1500	1045	264	244	277	260	0	5	951	5	67	9	3	0	3	0	1	1	0	23.9	19.4
1500 - 1600	1119	252	291	280	296	0	6	1018	7	68	11	0	1	4	1	2	1	0	23.7	19.4
1600 - 1700	1259	314	311	299	335	3	4	1161	11	50	5	5	4	9	2	4	1	0	20.8	15.8
1700 - 1800	1205	324	340	284	257	4	2	1132	7	42	1	4	2	8	0	3	0	0	22.7	17.5
1800 - 1900	860	266	201	207	186	0	6	797	6	41	3	2	1	2	0	2	0	0	24.7	20.4
1900 - 2000	751	202	183	191	175	1	3	705	8	20	9	2	0	1	0	2	0	0	25.4	21.7
2000 - 2100	516	154	123	130	109	1	3	491	4	13	3	1	0	0	0	0	0	0	26.1	22.1
2100 - 2200	345	109	90	72	74	0	3	324	1	10	5	1	0	0	0	1	0	0	26.8	22.9
2200 - 2300	233	73	65	51	44	0	4	213	1	11	4	0	0	0	0	0	0	0	26.6	23.2
2300 - 0000	145	48	44	27	26	0	1	134	0	7	3	0	0	0	0	0	0	0	26.7	23.1
0700 - 1900	**11749**	**2921**	**3001**	**2878**	**2949**	**17**	**40**	**10730**	**69**	**692**	**68**	**30**	**15**	**46**	**13**	**26**	**3**	**0**	**24.1**	**19.2**
0600 - 2200	**13627**	**3437**	**3446**	**3340**	**3404**	**19**	**49**	**12489**	**83**	**752**	**91**	**37**	**15**	**47**	**13**	**29**	**3**	**0**	**24.5**	**19.6**
0600 - 0000	**14005**	**3558**	**3555**	**3418**	**3474**	**19**	**54**	**12836**	**84**	**770**	**98**	**37**	**15**	**47**	**13**	**29**	**3**	**0**	**24.6**	**19.7**
0000 - 0000	**14321**	**3626**	**3632**	**3502**	**3561**	**20**	**54**	**13116**	**84**	**796**	**102**	**40**	**15**	**47**	**14**	**29**	**4**	**0**	**24.7**	**19.8**

Wednesday 18 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	76	22	14	21	19	1	0	64	0	5	6	0	0	0	0	0	0	0	27.9	23.7
0100 - 0200	37	8	16	6	7	0	0	35	0	0	1	0	0	0	0	1	0	0	32.3	26.6
0200 - 0300	40	13	12	9	6	0	0	37	0	0	2	1	0	0	0	0	0	0	28.2	24.6
0300 - 0400	34	11	7	8	8	0	0	28	0	2	2	0	0	0	2	0	0	0	27.4	24.0
0400 - 0500	61	7	16	21	17	0	0	50	0	8	2	0	0	0	0	1	0	0	26.4	23.3
0500 - 0600	171	37	43	52	39	0	0	147	0	17	6	0	0	0	0	1	0	0	28.3	24.3
0600 - 0700	285	49	66	72	98	0	0	248	2	16	16	2	0	0	1	0	0	0	27.3	23.5
0700 - 0800	560	118	163	133	146	0	0	493	1	44	17	1	0	1	1	2	0	0	27.8	23.5
0800 - 0900	819	174	193	202	250	0	2	734	5	69	6	1	0	1	0	1	0	0	26.1	22.0
0900 - 1000	895	266	226	207	196	0	4	799	4	72	5	1	0	7	2	1	0	0	24.5	20.4
1000 - 1100	915	206	245	227	237	0	2	824	6	77	3	1	0	0	2	0	0	0	23.9	19.7
1100 - 1200	959	229	227	257	246	2	7	875	6	57	0	3	1	6	1	1	0	0	23.8	18.9
1200 - 1300	1003	281	236	258	228	0	8	905	4	64	4	2	5	9	0	2	0	0	23.8	19.2
1300 - 1400	994	260	239	236	259	0	8	923	5	51	4	1	0	2	0	0	0	0	24.1	19.9
1400 - 1500	1019	246	252	257	264	0	9	940	4	50	6	3	1	6	0	0	0	0	24.1	20.0
1500 - 1600	1143	266	272	315	290	4	3	1056	8	53	8	2	2	4	1	2	0	0	23.0	18.9
1600 - 1700	1233	301	307	321	304	1	5	1132	6	70	8	2	1	6	0	1	1	0	23.3	18.7
1700 - 1800	1193	332	314	294	253	3	4	1111	8	41	6	8	6	3	1	2	0	0	23.0	17.6
1800 - 1900	921	254	230	221	216	1	3	858	5	38	6	3	0	4	1	2	0	0	24.2	20.3
1900 - 2000	724	199	183	159	183	1	2	677	3	29	9	0	0	1	0	2	0	0	25.3	21.5
2000 - 2100	516	174	116	117	109	0	4	478	3	17	9	0	0	2	1	2	0	0	25.8	21.7
2100 - 2200	309	101	74	69	65	0	1	287	0	12	9	0	0	0	0	0	0	0	27.0	23.0
2200 - 2300	200	67	56	39	38	1	0	187	1	4	7	0	0	0	0	0	0	0	27.0	23.1
2300 - 0000	123	47	31	19	26	1	3	101	0	8	10	0	0	0	0	0	0	0	28.2	24.1
0700 - 1900	**11654**	**2933**	**2904**	**2928**	**2889**	**11**	**55**	**10650**	**62**	**686**	**73**	**28**	**16**	**49**	**9**	**14**	**1**	**0**	**24.3**	**19.7**
0600 - 2200	**13488**	**3456**	**3343**	**3345**	**3344**	**12**	**62**	**12340**	**70**	**760**	**116**	**30**	**16**	**52**	**11**	**18**	**1**	**0**	**24.7**	**20.0**
0600 - 0000	**13811**	**3570**	**3430**	**3403**	**3408**	**14**	**65**	**12628**	**71**	**772**	**133**	**30**	**16**	**52**	**11**	**18**	**1**	**0**	**24.8**	**20.1**
0000 - 0000	**14230**	**3668**	**3538**	**3520**	**3504**	**15**	**65**	**12989**	**71**	**804**	**152**	**31**	**16**	**52**	**13**	**21**	**1**	**0**	**24.9**	**20.2**

Thursday 19 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	48	16	16	9	7	0	1	46	0	0	1	0	0	0	0	0	0	0	28.1	23.7
0100 - 0200	20	4	8	2	6	0	0	20	0	0	0	0	0	0	0	0	0	0	29.3	25.8
0200 - 0300	20	10	4	4	2	0	0	19	0	1	0	0	0	0	0	0	0	0	28.2	24.8
0300 - 0400	28	11	5	5	7	0	0	23	0	3	1	0	0	0	1	0	0	0	24.8	21.8
0400 - 0500	62	7	20	9	26	0	0	54	0	6	2	0	0	0	0	0	0	0	28.7	24.7
0500 - 0600	159	23	32	65	39	0	1	142	0	7	6	3	0	0	0	0	0	0	27.9	24.0
0600 - 0700	259	43	59	78	79	0	0	230	0	20	9	0	0	0	0	0	0	0	28.3	24.1
0700 - 0800	540	114	146	141	139	0	0	489	3	31	12	3	0	0	0	2	0	0	27.3	23.7
0800 - 0900	814	170	193	218	233	0	3	728	4	60	8	2	1	6	2	0	0	0	25.9	22.0
0900 - 1000	970	273	226	243	228	3	4	872	2	79	4	3	0	2	1	0	0	0	24.0	20.2
1000 - 1100	881	210	222	225	224	1	3	796	0	69	4	3	0	3	1	1	0	0	24.4	20.0
1100 - 1200	933	224	244	228	237	0	3	843	4	69	7	1	0	5	1	0	0	0	24.0	19.5
1200 - 1300	999	254	238	251	256	1	5	905	8	65	3	3	0	6	2	1	0	0	23.6	19.5
1300 - 1400	984	260	227	229	268	1	6	900	6	62	2	2	2	2	0	0	1	0	23.8	19.3
1400 - 1500	1015	231	254	265	265	0	4	918	4	69	10	2	0	6	0	2	0	0	24.2	19.8
1500 - 1600	1135	251	304	281	299	1	4	1044	4	60	5	5	1	9	1	1	0	0	23.9	19.4
1600 - 1700	1251	289	355	322	285	1	8	1167	5	48	4	5	0	12	0	1	0	0	22.8	17.7
1700 - 1800	1220	366	296	278	280	3	5	1128	9	48	8	3	3	7	3	3	0	0	23.2	18.0
1800 - 1900	993	295	218	258	222	3	3	934	8	32	7	0	2	1	2	1	0	0	23.8	19.1
1900 - 2000	780	217	216	181	166	1	4	748	3	16	5	0	0	1	1	1	0	0	25.1	21.3
2000 - 2100	556	161	138	118	139	2	5	525	5	11	6	0	0	1	0	1	0	0	25.9	22.0
2100 - 2200	344	102	72	83	87	2	3	326	0	4	8	0	0	0	1	0	0	0	26.1	22.8
2200 - 2300	246	81	58	59	48	1	1	234	0	4	3	3	0	0	0	0	0	0	27.5	23.3
2300 - 0000	117	36	32	26	23	1	2	108	0	0	5	1	0	0	0	0	0	0	28.1	24.2
0700 - 1900	**11735**	**2937**	**2923**	**2939**	**2936**	**14**	**48**	**10724**	**57**	**692**	**74**	**32**	**9**	**59**	**13**	**12**	**1**	**0**	**24.3**	**19.6**
0600 - 2200	**13674**	**3460**	**3408**	**3399**	**3407**	**19**	**60**	**12553**	**65**	**743**	**102**	**32**	**9**	**61**	**15**	**14**	**1**	**0**	**24.6**	**19.9**
0600 - 0000	**14037**	**3577**	**3498**	**3484**	**3478**	**21**	**63**	**12895**	**65**	**747**	**110**	**36**	**9**	**61**	**15**	**14**	**1**	**0**	**24.8**	**20.0**
0000 - 0000	**14374**	**3648**	**3583**	**3578**	**3565**	**21**	**65**	**13199**	**65**	**764**	**120**	**39**	**9**	**61**	**16**	**14**	**1**	**0**	**24.9**	**20.1**

Friday 20 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	54	17	12	12	13	0	0	51	0	1	1	1	0	0	0	0	0	0	28.6	24.3
0100 - 0200	35	8	12	6	9	0	0	34	0	1	0	0	0	0	0	0	0	0	30.7	26.0
0200 - 0300	20	3	6	5	6	0	0	19	0	1	0	0	0	0	0	0	0	0	29.4	23.8
0300 - 0400	18	3	4	8	3	0	0	16	0	2	0	0	0	0	0	0	0	0	28.3	24.1
0400 - 0500	62	8	18	13	23	0	0	58	0	4	0	0	0	0	0	0	0	0	28.7	24.3
0500 - 0600	143	32	30	48	33	0	1	127	0	4	10	1	0	0	0	0	0	0	28.3	24.3
0600 - 0700	327	52	58	107	110	0	1	297	1	11	11	4	0	0	2	0	0	0	28.2	23.9
0700 - 0800	600	118	155	154	173	1	2	551	0	21	15	7	0	1	0	2	0	0	27.1	23.5
0800 - 0900	809	194	185	198	232	2	0	719	5	32	32	7	1	2	3	5	1	0	25.2	21.5
0900 - 1000	938	247	228	230	233	3	5	849	8	35	26	7	1	3	0	1	0	0	25.2	20.8
1000 - 1100	965	212	250	266	237	1	3	889	5	47	9	1	1	3	1	5	0	0	23.3	19.3
1100 - 1200	1052	248	260	242	302	4	5	979	4	41	8	1	1	5	0	4	0	0	23.5	19.4
1200 - 1300	1129	279	278	291	281	0	7	1044	8	49	6	1	1	9	1	3	0	0	22.9	18.1
1300 - 1400	1147	298	291	276	282	1	0	1052	9	62	5	6	3	7	0	2	0	0	22.9	17.8
1400 - 1500	1190	309	275	318	288	1	7	1100	7	59	5	3	2	5	0	1	0	0	23.4	18.9
1500 - 1600	1218	283	302	331	302	0	6	1121	9	56	8	3	1	13	0	1	0	0	23.7	19.0
1600 - 1700	1125	298	281	291	255	1	6	1050	7	49	2	3	1	4	2	0	0	0	24.0	19.6
1700 - 1800	1035	304	272	229	230	0	2	969	8	35	7	1	2	6	1	3	1	0	24.2	19.5
1800 - 1900	883	239	228	207	209	0	1	827	5	34	6	2	2	5	1	0	0	0	24.8	20.2
1900 - 2000	738	205	202	178	153	0	0	696	4	20	10	2	1	2	1	2	0	0	26.3	22.2
2000 - 2100	523	154	119	126	124	1	2	492	2	12	10	1	0	1	1	1	0	0	26.2	22.5
2100 - 2200	393	124	94	80	95	0	1	380	2	5	2	2	0	0	0	1	0	0	26.7	23.0
2200 - 2300	263	71	70	69	53	0	3	245	3	2	8	0	0	1	0	1	0	0	27.8	23.8
2300 - 0000	214	64	59	55	36	1	1	201	1	2	6	2	0	0	0	0	0	0	27.3	23.4
0700 - 1900	**12091**	**3029**	**3005**	**3033**	**3024**	**14**	**44**	**11150**	**75**	**520**	**129**	**42**	**16**	**63**	**9**	**27**	**2**	**0**	**24.2**	**19.6**
0600 - 2200	**14072**	**3564**	**3478**	**3524**	**3506**	**15**	**48**	**13015**	**84**	**568**	**162**	**51**	**17**	**66**	**13**	**31**	**2**	**0**	**24.7**	**20.0**
0600 - 0000	**14549**	**3699**	**3607**	**3648**	**3595**	**16**	**52**	**13461**	**88**	**572**	**176**	**53**	**17**	**67**	**13**	**32**	**2**	**0**	**24.9**	**20.1**
0000 - 0000	**14881**	**3770**	**3689**	**3740**	**3682**	**16**	**53**	**13766**	**88**	**585**	**187**	**55**	**17**	**67**	**13**	**32**	**2**	**0**	**25.0**	**20.2**

Saturday 21 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	85	27	22	20	16	0	0	80	0	1	2	2	0	0	0	0	0	0	29.2	25.0
0100 - 0200	55	15	19	15	6	0	1	50	0	3	1	0	0	0	0	0	0	0	28.7	23.7
0200 - 0300	35	12	15	3	5	0	0	32	0	1	1	0	0	0	0	1	0	0	29.9	25.3
0300 - 0400	38	10	4	19	5	0	0	35	0	2	1	0	0	0	0	0	0	0	28.1	23.8
0400 - 0500	30	8	10	4	8	0	0	26	0	4	0	0	0	0	0	0	0	0	27.7	23.7
0500 - 0600	81	18	9	28	26	0	0	77	0	4	0	0	0	0	0	0	0	0	28.5	25.0
0600 - 0700	144	25	29	45	45	0	0	124	0	14	5	0	0	1	0	0	0	0	28.8	24.8
0700 - 0800	329	69	94	74	92	0	0	302	0	17	7	0	0	2	0	1	0	0	27.6	23.7
0800 - 0900	503	102	107	131	163	2	0	472	0	21	3	2	0	2	0	1	0	0	26.6	22.6
0900 - 1000	854	160	191	235	268	1	3	775	4	61	7	0	1	1	0	1	0	0	25.5	21.3
1000 - 1100	1006	243	223	273	267	1	4	943	4	40	9	2	1	1	0	1	0	0	24.3	20.0
1100 - 1200	1065	265	258	233	309	1	3	994	6	50	0	3	0	6	1	1	0	0	23.7	18.9
1200 - 1300	1137	296	288	278	275	0	3	1077	2	40	7	1	1	6	0	0	0	0	23.4	18.8
1300 - 1400	1065	269	250	250	296	0	6	998	6	44	6	3	0	2	0	0	0	0	23.0	18.5
1400 - 1500	990	254	262	227	247	1	6	930	8	33	4	3	0	5	0	0	0	0	24.3	19.4
1500 - 1600	922	251	239	215	217	2	1	869	8	34	1	1	2	3	0	1	0	0	24.5	20.0
1600 - 1700	866	206	246	182	232	0	4	826	3	27	3	2	0	1	0	0	0	0	25.1	21.0
1700 - 1800	863	212	224	223	204	3	5	801	12	26	9	1	0	4	0	2	0	0	25.1	21.0
1800 - 1900	758	234	178	196	150	1	7	704	3	32	3	0	0	6	0	2	0	0	25.6	21.3
1900 - 2000	615	164	157	137	157	0	2	581	2	14	5	5	0	2	1	3	0	0	25.9	22.2
2000 - 2100	459	149	125	99	86	1	2	428	1	13	11	1	0	0	1	1	0	0	26.1	22.5
2100 - 2200	369	98	105	93	73	0	0	347	1	6	12	2	0	0	1	0	0	0	27.0	23.0
2200 - 2300	247	66	70	60	51	0	0	238	0	3	3	1	0	0	0	2	0	0	27.3	23.5
2300 - 0000	196	65	48	46	37	0	0	186	0	3	4	2	0	1	0	0	0	0	26.9	23.2
0700 - 1900	**10358**	**2561**	**2560**	**2517**	**2720**	**12**	**42**	**9691**	**56**	**425**	**59**	**18**	**5**	**39**	**1**	**10**	**0**	**0**	**24.8**	**20.2**
0600 - 2200	**11945**	**2997**	**2976**	**2891**	**3081**	**13**	**46**	**11171**	**60**	**472**	**92**	**26**	**5**	**42**	**4**	**14**	**0**	**0**	**25.1**	**20.5**
0600 - 0000	**12388**	**3128**	**3094**	**2997**	**3169**	**13**	**46**	**11595**	**60**	**478**	**99**	**29**	**5**	**43**	**4**	**16**	**0**	**0**	**25.2**	**20.6**
0000 - 0000	**12712**	**3218**	**3173**	**3086**	**3235**	**13**	**47**	**11895**	**60**	**493**	**104**	**31**	**5**	**43**	**4**	**17**	**0**	**0**	**25.3**	**20.7**

Sunday 22 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	122	38	29	34	21	0	0	117	1	2	1	0	0	0	0	1	0	0	28.5	24.4
0100 - 0200	72	22	17	15	18	0	0	67	0	4	1	0	0	0	0	0	0	0	30.9	26.1
0200 - 0300	78	28	23	14	13	0	0	75	0	2	1	0	0	0	0	0	0	0	29.0	24.9
0300 - 0400	56	16	18	13	9	0	0	53	0	3	0	0	0	0	0	0	0	0	28.6	24.5
0400 - 0500	71	24	16	15	16	1	0	68	0	2	0	0	0	0	0	0	0	0	30.0	24.8
0500 - 0600	59	15	14	16	14	0	0	55	0	3	1	0	0	0	0	0	0	0	28.4	24.1
0600 - 0700	112	17	34	23	38	0	3	101	0	8	0	0	0	0	0	0	0	0	30.2	25.2
0700 - 0800	207	47	54	48	58	1	0	201	0	5	0	0	0	0	0	0	0	0	27.0	23.3
0800 - 0900	240	42	59	72	67	0	0	218	1	19	1	0	0	0	1	0	0	0	27.6	23.4
0900 - 1000	406	77	91	112	126	0	2	383	2	15	3	0	0	1	0	0	0	0	27.0	22.9
1000 - 1100	823	183	208	218	214	1	2	787	3	24	0	0	1	4	0	1	0	0	24.6	20.7
1100 - 1200	991	219	264	224	284	0	0	942	1	36	3	2	0	7	0	0	0	0	24.3	19.9
1200 - 1300	1150	313	285	275	277	1	2	1096	4	37	5	0	0	5	0	0	0	0	23.4	18.5
1300 - 1400	984	270	250	224	240	0	3	941	1	31	2	1	0	4	0	1	0	0	23.9	19.9
1400 - 1500	930	257	230	217	226	1	0	886	4	31	6	0	0	2	0	0	0	0	24.5	20.1
1500 - 1600	764	227	176	178	183	0	0	737	0	26	1	0	0	0	0	0	0	0	25.2	21.5
1600 - 1700	641	197	160	166	118	0	1	615	3	18	1	0	0	2	0	1	0	0	25.7	21.7
1700 - 1800	540	136	140	115	149	1	0	509	2	25	1	0	0	0	2	0	0	0	26.7	22.7
1800 - 1900	497	135	100	124	138	1	1	473	0	17	1	1	0	3	0	0	0	0	26.5	22.4
1900 - 2000	522	143	135	114	130	0	3	497	2	18	0	0	0	2	0	0	0	0	27.0	23.1
2000 - 2100	442	121	127	104	90	0	2	421	2	10	1	4	0	1	1	0	0	0	26.5	22.8
2100 - 2200	296	74	79	68	75	0	3	282	1	10	0	0	0	0	0	0	0	0	27.5	23.3
2200 - 2300	172	58	45	35	34	0	0	161	0	10	0	0	0	0	0	1	0	0	28.5	23.6
2300 - 0000	93	28	25	26	14	0	0	86	0	7	0	0	0	0	0	0	0	0	27.6	23.7
0700 - 1900	**8173**	**2103**	**2017**	**1973**	**2080**	**6**	**11**	**7788**	**21**	**284**	**24**	**4**	**1**	**28**	**3**	**3**	**0**	**0**	**25.2**	**20.8**
0600 - 2200	**9545**	**2458**	**2392**	**2282**	**2413**	**6**	**22**	**9089**	**26**	**330**	**25**	**8**	**1**	**31**	**4**	**3**	**0**	**0**	**25.6**	**21.1**
0600 - 0000	**9810**	**2544**	**2462**	**2343**	**2461**	**6**	**22**	**9336**	**26**	**347**	**25**	**8**	**1**	**31**	**4**	**4**	**0**	**0**	**25.7**	**21.2**
0000 - 0000	**10268**	**2687**	**2579**	**2450**	**2552**	**7**	**22**	**9771**	**27**	**363**	**29**	**8**	**1**	**31**	**4**	**5**	**0**	**0**	**25.9**	**21.3**

Wrexham ATCs

Report Id	080/26
Site Name	Site 4 of 4
Description	A5152 Grosvenor Road, 20m south of Gerald Street
Direction	Northbound

Monday 16 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	49	18	13	8	10	0	0	47	0	2	0	0	0	0	0	0	0	0	33.7	26.7
0100 - 0200	22	6	10	4	2	0	0	17	0	5	0	0	0	0	0	0	0	0	39.2	29.4
0200 - 0300	10	3	4	1	2	0	0	8	0	2	0	0	0	0	0	0	0	0	32.8	25.0
0300 - 0400	20	7	2	6	5	0	0	17	0	2	1	0	0	0	0	0	0	0	33.4	27.8
0400 - 0500	17	3	1	6	7	1	0	12	0	3	0	0	0	0	1	0	0	0	29.9	24.8
0500 - 0600	90	19	23	29	19	1	0	80	0	8	0	0	0	0	0	1	0	0	33.5	27.1
0600 - 0700	127	27	17	37	46	2	1	111	1	10	1	1	0	0	0	0	0	0	32.8	26.5
0700 - 0800	373	56	78	103	136	1	4	335	1	31	1	0	0	0	0	0	0	0	27.0	21.4
0800 - 0900	709	155	180	184	190	0	1	656	5	39	0	4	1	2	0	1	0	0	22.8	18.4
0900 - 1000	623	150	159	166	148	0	3	559	6	46	1	3	1	1	3	0	0	0	22.7	18.3
1000 - 1100	508	119	125	141	123	3	1	469	2	29	1	2	0	0	0	1	0	0	23.9	19.5
1100 - 1200	577	133	136	162	146	1	3	535	3	33	1	0	0	0	0	0	1	0	24.1	19.6
1200 - 1300	606	154	150	154	148	1	1	563	3	36	1	1	0	0	0	0	0	0	23.0	18.5
1300 - 1400	580	147	161	119	153	1	1	542	2	30	0	3	0	1	0	0	0	0	23.4	19.1
1400 - 1500	629	161	157	151	160	2	1	593	7	21	0	1	2	2	0	0	0	0	22.6	18.5
1500 - 1600	667	129	151	192	195	2	1	617	5	34	2	4	0	2	0	0	0	0	23.0	18.4
1600 - 1700	587	176	123	156	132	1	2	557	5	21	0	0	0	0	0	1	0	0	23.8	18.7
1700 - 1800	623	142	162	175	144	2	1	598	4	12	0	2	2	1	0	1	0	0	24.5	19.1
1800 - 1900	480	128	110	130	112	3	1	458	2	15	0	0	0	0	0	1	0	0	26.0	21.7
1900 - 2000	453	132	125	89	107	0	1	435	4	10	1	1	0	0	0	1	0	0	25.7	21.0
2000 - 2100	290	100	67	65	58	2	3	273	0	10	2	0	0	0	0	0	0	0	27.8	23.5
2100 - 2200	219	62	55	38	64	1	2	206	1	7	0	0	0	1	1	0	0	0	27.8	22.8
2200 - 2300	126	42	30	25	29	1	0	123	0	1	0	0	0	0	1	0	0	0	29.4	24.4
2300 - 0000	64	25	19	12	8	0	0	58	0	6	0	0	0	0	0	0	0	0	32.9	26.8
0700 - 1900	**6962**	**1650**	**1692**	**1833**	**1787**	**17**	**20**	**6482**	**45**	**347**	**7**	**20**	**6**	**9**	**3**	**5**	**1**	**0**	**23.9**	**19.1**
0600 - 2200	**8051**	**1971**	**1956**	**2062**	**2062**	**22**	**27**	**7507**	**51**	**384**	**11**	**22**	**6**	**10**	**4**	**6**	**1**	**0**	**24.6**	**19.6**
0600 - 0000	**8241**	**2038**	**2005**	**2099**	**2099**	**23**	**27**	**7688**	**51**	**391**	**11**	**22**	**6**	**10**	**5**	**6**	**1**	**0**	**24.8**	**19.7**
0000 - 0000	**8449**	**2094**	**2058**	**2153**	**2144**	**25**	**27**	**7869**	**51**	**413**	**12**	**22**	**6**	**10**	**6**	**7**	**1**	**0**	**25.1**	**19.9**

Tuesday 17 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	46	15	16	4	11	0	0	40	0	5	0	0	0	0	1	0	0	0	33.9	26.3
0100 - 0200	18	5	3	4	6	0	0	15	0	3	0	0	0	0	0	0	0	0	31.9	26.6
0200 - 0300	12	4	3	2	3	1	0	8	0	3	0	0	0	0	0	0	0	0	29.7	22.6
0300 - 0400	17	7	4	2	4	2	0	12	0	2	0	0	0	0	1	0	0	0	33.3	25.9
0400 - 0500	31	6	7	7	11	1	0	23	0	7	0	0	0	0	0	0	0	0	36.2	28.6
0500 - 0600	84	18	18	28	20	1	1	74	0	8	0	0	0	0	0	0	0	0	33.2	27.0
0600 - 0700	154	19	29	49	57	2	0	134	0	15	2	1	0	0	0	0	0	0	31.2	26.1
0700 - 0800	397	68	83	102	144	0	3	363	3	24	2	0	0	0	1	1	0	0	26.8	21.5
0800 - 0900	689	159	180	175	175	3	0	639	5	31	2	3	1	1	2	2	0	0	22.7	18.1
0900 - 1000	628	176	144	150	158	1	2	579	3	39	0	2	1	1	0	0	0	0	23.7	19.3
1000 - 1100	543	130	148	122	143	0	1	500	2	36	2	2	0	0	0	0	0	0	25.4	21.1
1100 - 1200	610	148	162	138	162	0	3	562	6	35	0	2	1	1	0	0	0	0	23.7	19.1
1200 - 1300	619	143	148	145	183	1	2	577	7	25	2	2	2	1	0	0	0	0	22.0	16.9
1300 - 1400	613	164	142	141	166	1	4	565	4	33	1	3	0	0	1	1	0	0	23.6	19.0
1400 - 1500	583	143	145	141	154	1	3	539	6	30	2	1	0	1	0	0	0	0	24.6	19.8
1500 - 1600	635	145	153	158	179	1	1	585	5	37	1	1	0	1	0	3	0	0	23.3	18.0
1600 - 1700	616	155	164	134	163	2	2	576	8	16	1	8	2	0	0	1	0	0	21.4	15.0
1700 - 1800	543	112	149	142	140	0	4	518	4	12	2	1	1	0	0	1	0	0	23.4	17.3
1800 - 1900	510	118	163	129	100	1	4	479	4	13	5	0	1	1	2	0	0	0	26.0	21.5
1900 - 2000	379	104	109	93	73	0	1	361	2	13	1	0	0	0	1	0	0	0	26.9	22.7
2000 - 2100	265	79	71	64	51	0	0	249	0	14	0	1	0	0	0	1	0	0	28.7	23.5
2100 - 2200	218	60	63	51	44	2	2	208	1	5	0	0	0	0	0	0	0	0	29.4	24.1
2200 - 2300	122	38	34	26	24	1	0	114	0	7	0	0	0	0	0	0	0	0	29.5	24.6
2300 - 0000	67	20	20	16	11	0	1	64	0	1	1	0	0	0	0	0	0	0	32.2	26.2
0700 - 1900	**6986**	**1661**	**1781**	**1677**	**1867**	**11**	**29**	**6482**	**57**	**331**	**20**	**25**	**9**	**7**	**6**	**9**	**0**	**0**	**24.1**	**18.7**
0600 - 2200	**8002**	**1923**	**2053**	**1934**	**2092**	**15**	**32**	**7434**	**60**	**378**	**23**	**27**	**9**	**7**	**7**	**10**	**0**	**0**	**25.0**	**19.4**
0600 - 0000	**8191**	**1981**	**2107**	**1976**	**2127**	**16**	**33**	**7612**	**60**	**386**	**24**	**27**	**9**	**7**	**7**	**10**	**0**	**0**	**25.2**	**19.5**
0000 - 0000	**8399**	**2036**	**2158**	**2023**	**2182**	**21**	**34**	**7784**	**60**	**414**	**24**	**27**	**9**	**7**	**9**	**10**	**0**	**0**	**25.5**	**19.7**

Wednesday 18 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	44	8	9	16	11	0	1	38	0	4	1	0	0	0	0	0	0	0	34.5	27.1
0100 - 0200	12	2	4	4	2	0	0	12	0	0	0	0	0	0	0	0	0	0	34.0	27.6
0200 - 0300	21	3	9	5	4	0	0	20	0	1	0	0	0	0	0	0	0	0	38.0	30.4
0300 - 0400	16	4	2	6	4	2	0	12	0	1	0	0	0	0	1	0	0	0	34.2	26.4
0400 - 0500	30	4	4	8	14	0	0	26	0	3	0	0	0	0	0	1	0	0	34.1	28.0
0500 - 0600	96	24	22	30	20	1	0	87	0	8	0	0	0	0	0	0	0	0	32.9	27.0
0600 - 0700	142	20	31	41	50	1	1	126	0	11	0	1	0	0	2	0	0	0	31.0	25.8
0700 - 0800	383	71	67	113	132	0	1	348	3	27	4	0	0	0	0	0	0	0	29.0	22.8
0800 - 0900	730	167	201	174	188	2	4	684	4	27	4	4	0	0	0	0	1	0	22.3	18.0
0900 - 1000	621	157	159	154	151	0	3	566	3	44	2	0	0	3	0	0	0	0	23.9	19.3
1000 - 1100	584	136	160	134	154	1	2	538	3	33	4	2	0	1	0	0	0	0	24.3	19.9
1100 - 1200	539	134	124	130	151	4	4	490	8	28	2	0	0	1	2	0	0	0	24.8	20.0
1200 - 1300	603	165	137	147	154	3	4	551	5	33	1	1	2	1	0	2	0	0	24.1	19.4
1300 - 1400	543	140	142	131	130	3	2	504	7	20	3	2	1	1	0	0	0	0	24.2	19.5
1400 - 1500	572	125	148	152	147	3	1	540	0	25	2	1	0	0	0	0	0	0	25.1	20.4
1500 - 1600	629	157	154	165	153	2	4	585	6	27	0	1	1	1	0	2	0	0	23.2	18.0
1600 - 1700	631	154	140	167	170	1	3	592	9	22	0	3	0	1	0	0	0	0	21.7	15.8
1700 - 1800	566	143	142	133	148	2	3	517	11	22	2	6	2	1	0	0	0	0	24.2	17.4
1800 - 1900	552	149	128	137	138	0	2	527	4	14	1	3	1	0	0	0	0	0	25.5	20.8
1900 - 2000	434	123	112	92	107	0	1	422	1	8	2	0	0	0	0	0	0	0	26.4	21.9
2000 - 2100	307	96	71	61	79	0	2	295	2	7	0	0	0	0	0	1	0	0	27.3	22.5
2100 - 2200	214	52	54	67	41	1	1	201	1	8	2	0	0	0	0	0	0	0	28.1	24.1
2200 - 2300	127	45	28	28	26	1	0	123	0	2	1	0	0	0	0	0	0	0	31.0	25.3
2300 - 0000	78	36	16	11	15	1	3	72	0	2	0	0	0	0	0	0	0	0	31.4	26.0
0700 - 1900	**6953**	**1698**	**1702**	**1737**	**1816**	**21**	**33**	**6442**	**63**	**322**	**25**	**23**	**7**	**10**	**2**	**4**	**1**	**0**	**24.5**	**19.1**
0600 - 2200	**8050**	**1989**	**1970**	**1998**	**2093**	**23**	**38**	**7486**	**67**	**356**	**29**	**24**	**7**	**10**	**4**	**5**	**1**	**0**	**25.1**	**19.6**
0600 - 0000	**8255**	**2070**	**2014**	**2037**	**2134**	**25**	**41**	**7681**	**67**	**360**	**30**	**24**	**7**	**10**	**4**	**5**	**1**	**0**	**25.3**	**19.8**
0000 - 0000	**8474**	**2115**	**2064**	**2106**	**2189**	**28**	**42**	**7876**	**67**	**377**	**31**	**24**	**7**	**10**	**5**	**6**	**1**	**0**	**25.7**	**20.0**

Thursday 19 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	34	11	5	11	7	0	0	31	0	1	2	0	0	0	0	0	0	0	30.9	25.9
0100 - 0200	17	3	8	3	3	0	0	17	0	0	0	0	0	0	0	0	0	0	32.0	27.1
0200 - 0300	14	6	2	5	1	0	0	12	0	1	1	0	0	0	0	0	0	0	30.1	26.2
0300 - 0400	14	6	1	4	3	0	0	12	0	1	0	1	0	0	0	0	0	0	32.8	25.5
0400 - 0500	19	5	5	3	6	1	0	15	0	3	0	0	0	0	0	0	0	0	32.5	27.2
0500 - 0600	84	19	21	31	13	1	0	75	0	8	0	0	0	0	0	0	0	0	33.7	27.1
0600 - 0700	150	23	30	42	55	2	1	132	1	14	0	0	0	0	0	0	0	0	31.9	27.0
0700 - 0800	406	55	85	121	145	2	1	373	3	17	7	1	1	0	0	1	0	0	27.7	22.2
0800 - 0900	676	160	189	167	160	1	0	635	1	27	6	2	1	2	0	1	0	0	23.3	18.2
0900 - 1000	667	184	170	157	156	1	1	606	10	41	2	2	1	1	2	0	0	0	22.4	17.6
1000 - 1100	552	142	142	117	151	0	3	511	3	24	7	3	0	1	0	0	0	0	25.4	20.8
1100 - 1200	563	129	142	164	128	3	3	515	4	34	4	0	0	0	0	0	0	0	24.1	19.5
1200 - 1300	597	160	149	134	154	1	4	558	6	26	0	0	1	0	0	1	0	0	24.0	19.2
1300 - 1400	590	164	135	133	158	3	3	540	5	31	3	2	1	1	1	0	0	0	24.1	19.7
1400 - 1500	571	130	126	150	165	3	4	510	3	45	1	2	1	1	0	1	0	0	24.4	19.9
1500 - 1600	641	163	167	146	165	2	1	594	7	27	2	5	2	1	0	0	0	0	22.1	16.9
1600 - 1700	586	142	152	132	160	3	1	555	7	15	2	2	0	1	0	0	0	0	24.0	18.5
1700 - 1800	563	117	129	159	158	3	0	537	7	7	2	6	1	0	0	0	0	0	23.8	18.0
1800 - 1900	554	136	164	134	120	3	5	523	2	17	1	1	1	0	0	1	0	0	25.3	21.2
1900 - 2000	451	128	106	108	109	1	1	433	5	6	2	2	0	0	1	0	0	0	26.3	21.8
2000 - 2100	312	92	74	79	67	0	2	302	3	3	1	0	0	0	0	1	0	0	28.1	23.4
2100 - 2200	210	70	45	47	48	0	3	198	1	4	3	1	0	0	0	0	0	0	28.4	23.7
2200 - 2300	161	61	40	31	29	0	0	153	0	2	4	1	0	1	0	0	0	0	29.4	25.0
2300 - 0000	69	16	20	23	10	0	1	68	0	0	0	0	0	0	0	0	0	0	32.7	27.1
0700 - 1900	**6966**	**1682**	**1750**	**1714**	**1820**	**25**	**26**	**6457**	**58**	**311**	**37**	**26**	**10**	**8**	**3**	**5**	**0**	**0**	**24.3**	**19.2**
0600 - 2200	**8089**	**1995**	**2005**	**1990**	**2099**	**28**	**33**	**7522**	**68**	**338**	**43**	**29**	**10**	**8**	**4**	**6**	**0**	**0**	**25.1**	**19.7**
0600 - 0000	**8319**	**2072**	**2065**	**2044**	**2138**	**28**	**34**	**7743**	**68**	**340**	**47**	**30**	**10**	**9**	**4**	**6**	**0**	**0**	**25.3**	**19.9**
0000 - 0000	**8501**	**2122**	**2107**	**2101**	**2171**	**30**	**34**	**7905**	**68**	**354**	**50**	**31**	**10**	**9**	**4**	**6**	**0**	**0**	**25.6**	**20.0**

Friday 20 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	43	14	7	8	14	0	0	41	0	2	0	0	0	0	0	0	0	0	34.2	27.2
0100 - 0200	28	8	8	3	9	0	0	27	0	0	1	0	0	0	0	0	0	0	35.9	29.4
0200 - 0300	10	2	2	4	2	0	0	10	0	0	0	0	0	0	0	0	0	0	39.2	31.0
0300 - 0400	15	3	5	4	3	1	0	13	0	1	0	0	0	0	0	0	0	0	39.4	29.7
0400 - 0500	19	4	1	9	5	0	0	14	0	5	0	0	0	0	0	0	0	0	35.4	30.4
0500 - 0600	82	17	19	29	17	0	0	77	0	5	0	0	0	0	0	0	0	0	33.4	26.8
0600 - 0700	185	14	37	56	78	4	1	169	0	4	5	1	0	0	0	1	0	0	28.8	21.9
0700 - 0800	406	85	87	102	132	2	0	381	4	4	8	5	0	0	1	1	0	0	24.2	19.2
0800 - 0900	658	169	168	151	170	5	0	600	8	19	16	5	1	1	2	0	1	0	21.7	17.1
0900 - 1000	640	163	170	163	144	5	4	597	2	13	15	3	0	0	0	1	0	0	24.3	19.3
1000 - 1100	613	152	160	164	137	1	0	579	2	19	6	3	1	0	1	1	0	0	25.4	19.7
1100 - 1200	636	169	135	155	177	5	1	605	3	16	3	2	0	0	0	1	0	0	23.4	18.6
1200 - 1300	665	165	188	151	161	1	1	631	5	20	3	3	0	0	0	1	0	0	23.3	18.5
1300 - 1400	657	165	170	177	145	1	1	617	3	28	2	2	0	2	0	1	0	0	22.2	17.8
1400 - 1500	651	171	167	156	157	2	2	614	5	23	2	3	0	0	0	0	0	0	21.8	16.6
1500 - 1600	629	166	158	154	151	3	3	587	12	17	0	5	0	1	0	0	1	0	22.6	17.4
1600 - 1700	552	137	145	134	136	1	3	521	3	17	1	4	0	1	0	1	0	0	24.3	19.2
1700 - 1800	568	163	136	129	140	1	1	539	5	20	0	2	0	0	0	0	0	0	25.9	20.7
1800 - 1900	534	129	142	145	118	0	0	514	2	15	1	1	0	1	0	0	0	0	27.1	22.5
1900 - 2000	441	119	124	117	81	1	2	424	0	10	3	0	1	0	0	0	0	0	27.7	22.9
2000 - 2100	336	107	81	71	77	0	1	321	0	8	2	3	0	0	0	1	0	0	28.4	23.8
2100 - 2200	252	83	60	53	56	0	0	245	0	5	1	1	0	0	0	0	0	0	29.2	24.4
2200 - 2300	206	59	51	64	32	0	0	200	0	4	2	0	0	0	0	0	0	0	31.3	25.7
2300 - 0000	144	44	43	36	21	0	0	139	0	3	2	0	0	0	0	0	0	0	31.3	26.4
0700 - 1900	**7209**	**1834**	**1826**	**1781**	**1768**	**27**	**16**	**6785**	**54**	**211**	**57**	**38**	**2**	**6**	**4**	**7**	**2**	**0**	**24.0**	**18.8**
0600 - 2200	**8423**	**2157**	**2128**	**2078**	**2060**	**32**	**20**	**7944**	**54**	**238**	**68**	**43**	**3**	**6**	**4**	**9**	**2**	**0**	**24.9**	**19.4**
0600 - 0000	**8773**	**2260**	**2222**	**2178**	**2113**	**32**	**20**	**8283**	**54**	**245**	**72**	**43**	**3**	**6**	**4**	**9**	**2**	**0**	**25.3**	**19.7**
0000 - 0000	**8970**	**2308**	**2264**	**2235**	**2163**	**33**	**20**	**8465**	**54**	**258**	**73**	**43**	**3**	**6**	**4**	**9**	**2**	**0**	**25.7**	**19.9**

Saturday 21 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	66	18	23	8	17	0	0	64	0	2	0	0	0	0	0	0	0	0	33.7	27.8
0100 - 0200	36	15	7	9	5	1	0	33	0	1	0	0	0	0	0	1	0	0	33.5	26.2
0200 - 0300	21	4	4	8	5	1	0	18	0	2	0	0	0	0	0	0	0	0	37.1	29.9
0300 - 0400	20	3	4	7	6	0	0	19	0	0	0	0	0	0	0	1	0	0	33.1	27.3
0400 - 0500	12	1	1	6	4	0	0	11	0	1	0	0	0	0	0	0	0	0	40.1	32.6
0500 - 0600	56	9	12	17	18	0	1	51	0	4	0	0	0	0	0	0	0	0	34.2	28.8
0600 - 0700	72	14	9	23	26	0	0	60	0	12	0	0	0	0	0	0	0	0	34.1	28.3
0700 - 0800	176	42	43	33	58	1	0	160	0	10	4	0	0	1	0	0	0	0	30.2	24.9
0800 - 0900	326	58	74	83	111	2	0	304	2	13	2	2	1	0	0	0	0	0	30.6	25.3
0900 - 1000	496	91	108	145	152	3	1	468	2	15	3	3	0	0	0	1	0	0	27.2	22.6
1000 - 1100	622	168	155	145	154	4	0	583	4	26	3	1	0	0	0	1	0	0	24.9	21.1
1100 - 1200	596	147	164	139	146	1	0	571	4	16	2	1	1	0	0	0	0	0	25.6	20.9
1200 - 1300	600	148	170	139	143	3	2	574	5	14	0	1	0	0	0	1	0	0	25.4	21.1
1300 - 1400	556	147	125	141	143	0	4	532	2	14	0	2	0	0	0	2	0	0	26.0	21.2
1400 - 1500	528	147	134	133	114	3	5	501	4	13	0	1	0	1	0	0	0	0	27.0	22.1
1500 - 1600	425	126	93	110	96	1	3	411	3	7	0	0	0	0	0	0	0	0	27.0	22.3
1600 - 1700	456	109	109	119	119	2	2	434	3	15	0	0	0	0	0	0	0	0	27.6	22.8
1700 - 1800	496	118	127	141	110	0	3	474	6	10	1	2	0	0	0	0	0	0	26.8	22.1
1800 - 1900	397	106	106	98	87	1	2	380	4	10	0	0	0	0	0	0	0	0	27.4	23.4
1900 - 2000	418	108	93	90	127	1	3	403	3	5	2	0	0	0	0	1	0	0	26.8	21.9
2000 - 2100	283	81	74	61	67	0	2	266	2	5	6	1	0	0	0	1	0	0	29.0	23.8
2100 - 2200	226	71	44	60	51	0	1	218	0	4	3	0	0	0	0	0	0	0	29.9	24.3
2200 - 2300	161	49	44	30	38	0	0	158	0	1	2	0	0	0	0	0	0	0	30.1	25.0
2300 - 0000	116	38	30	19	29	0	0	112	0	2	2	0	0	0	0	0	0	0	31.4	25.9
0700 - 1900	**5674**	**1407**	**1408**	**1426**	**1433**	**21**	**22**	**5392**	**39**	**163**	**15**	**13**	**2**	**2**	**0**	**5**	**0**	**0**	**26.9**	**22.1**
0600 - 2200	**6673**	**1681**	**1628**	**1660**	**1704**	**22**	**28**	**6339**	**44**	**189**	**26**	**14**	**2**	**2**	**0**	**7**	**0**	**0**	**27.2**	**22.3**
0600 - 0000	**6950**	**1768**	**1702**	**1709**	**1771**	**22**	**28**	**6609**	**44**	**192**	**30**	**14**	**2**	**2**	**0**	**7**	**0**	**0**	**27.4**	**22.5**
0000 - 0000	**7161**	**1818**	**1753**	**1764**	**1826**	**24**	**29**	**6805**	**44**	**202**	**30**	**14**	**2**	**2**	**0**	**9**	**0**	**0**	**27.7**	**22.6**

Sunday 22 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	53	18	17	10	8	0	0	52	0	1	0	0	0	0	0	0	0	0	31.7	26.1
0100 - 0200	49	18	11	12	8	0	0	45	0	2	1	0	0	0	1	0	0	0	33.9	28.5
0200 - 0300	36	8	14	4	10	0	0	32	0	4	0	0	0	0	0	0	0	0	35.1	29.3
0300 - 0400	33	3	10	11	9	0	0	31	0	1	0	0	0	0	1	0	0	0	34.0	27.1
0400 - 0500	24	7	7	3	7	1	0	22	0	1	0	0	0	0	0	0	0	0	40.2	29.9
0500 - 0600	45	7	11	13	14	0	0	42	0	2	1	0	0	0	0	0	0	0	34.9	29.4
0600 - 0700	58	7	15	18	18	0	0	54	0	4	0	0	0	0	0	0	0	0	35.6	29.3
0700 - 0800	107	18	27	26	36	3	0	98	0	5	1	0	0	0	0	0	0	0	33.2	26.7
0800 - 0900	182	34	43	46	59	2	0	166	2	7	2	2	1	0	0	0	0	0	30.2	25.1
0900 - 1000	256	48	54	79	75	0	3	245	0	8	0	0	0	0	0	0	0	0	29.9	25.1
1000 - 1100	481	105	120	111	145	1	1	461	0	17	1	0	0	0	0	0	0	0	26.4	22.6
1100 - 1200	559	129	134	147	149	0	0	540	3	15	1	0	0	0	0	0	0	0	26.5	21.9
1200 - 1300	654	157	166	184	147	0	0	626	6	20	0	1	1	0	0	0	0	0	25.2	20.6
1300 - 1400	550	144	141	138	127	0	0	540	2	7	0	0	0	1	0	0	0	0	26.2	21.7
1400 - 1500	487	130	115	140	102	0	1	472	1	12	0	0	0	1	0	0	0	0	27.1	22.2
1500 - 1600	423	118	107	101	97	0	0	418	2	2	1	0	0	0	0	0	0	0	27.8	23.5
1600 - 1700	330	100	90	71	69	0	1	319	0	10	0	0	0	0	0	0	0	0	29.4	24.2
1700 - 1800	347	88	99	77	83	1	3	329	2	12	0	0	0	0	0	0	0	0	27.9	23.1
1800 - 1900	343	78	94	92	79	0	2	329	3	8	1	0	0	0	0	0	0	0	28.8	24.0
1900 - 2000	309	79	88	71	71	0	1	300	1	6	0	0	0	0	0	1	0	0	27.7	22.9
2000 - 2100	246	72	76	50	48	0	2	236	0	6	2	0	0	0	0	0	0	0	28.0	23.0
2100 - 2200	182	45	44	36	57	2	1	173	0	6	0	0	0	0	0	0	0	0	28.9	23.7
2200 - 2300	120	37	34	23	26	1	0	110	0	8	0	0	0	0	1	0	0	0	30.3	25.6
2300 - 0000	62	19	24	10	9	0	0	61	0	1	0	0	0	0	0	0	0	0	30.3	25.5
0700 - 1900	**4719**	**1149**	**1190**	**1212**	**1168**	**7**	**11**	**4543**	**21**	**123**	**7**	**3**	**2**	**2**	**0**	**0**	**0**	**0**	**27.7**	**22.7**
0600 - 2200	**5514**	**1352**	**1413**	**1387**	**1362**	**9**	**15**	**5306**	**22**	**145**	**9**	**3**	**2**	**2**	**0**	**1**	**0**	**0**	**27.8**	**22.9**
0600 - 0000	**5696**	**1408**	**1471**	**1420**	**1397**	**10**	**15**	**5477**	**22**	**154**	**9**	**3**	**2**	**2**	**1**	**1**	**0**	**0**	**27.9**	**22.9**
0000 - 0000	**5936**	**1469**	**1541**	**1473**	**1453**	**11**	**15**	**5701**	**22**	**165**	**11**	**3**	**2**	**2**	**3**	**1**	**0**	**0**	**28.3**	**23.2**

Wrexham ATCs

Report Id	080/26
Site Name	Site 4 of 4
Description	A5152 Grosvenor Road, 20m south of Gerald Street
Direction	Southbound

Monday 16 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	35	11	8	5	11	0	0	31	0	4	0	0	0	0	0	0	0	0	32.3	25.7
0100 - 0200	14	5	2	4	3	0	0	11	0	3	0	0	0	0	0	0	0	0	33.6	28.7
0200 - 0300	11	4	1	1	5	0	0	8	0	3	0	0	0	0	0	0	0	0	30.7	26.6
0300 - 0400	15	3	7	1	4	0	0	13	0	2	0	0	0	0	0	0	0	0	38.0	31.3
0400 - 0500	21	5	3	5	8	0	0	18	0	1	0	0	0	1	0	1	0	0	30.1	23.7
0500 - 0600	50	9	17	12	12	1	0	45	0	3	1	0	0	0	0	0	0	0	32.4	25.8
0600 - 0700	127	25	30	20	52	0	0	119	0	6	1	0	0	0	1	0	0	0	31.8	26.2
0700 - 0800	312	56	86	79	91	2	0	282	1	26	1	0	0	0	0	0	0	0	28.5	22.8
0800 - 0900	514	106	140	117	151	2	1	482	0	27	1	1	0	0	0	0	0	0	25.2	20.6
0900 - 1000	495	132	126	142	95	1	0	452	0	39	2	0	0	1	0	0	0	0	24.6	20.1
1000 - 1100	488	124	112	132	120	0	2	453	2	24	2	2	0	0	2	0	1	0	24.5	20.2
1100 - 1200	529	126	130	132	141	2	1	496	1	25	1	2	0	0	0	1	0	0	25.0	20.8
1200 - 1300	588	142	152	137	157	2	1	560	2	20	0	2	0	0	0	1	0	0	24.0	20.0
1300 - 1400	520	132	116	142	130	2	1	492	1	20	2	1	0	0	0	1	0	0	23.8	19.5
1400 - 1500	598	148	145	124	181	0	0	569	0	26	2	1	0	0	0	0	0	0	23.7	19.9
1500 - 1600	609	146	159	142	162	0	1	569	3	33	1	1	0	0	0	0	1	0	24.0	19.8
1600 - 1700	710	185	173	182	170	2	4	672	1	27	0	3	0	0	0	1	0	0	24.1	19.8
1700 - 1800	590	194	151	132	113	0	3	570	1	14	2	0	0	0	0	0	0	0	25.5	20.6
1800 - 1900	486	142	109	113	122	1	3	468	0	12	0	1	0	1	0	0	0	0	26.5	22.4
1900 - 2000	487	109	144	101	133	2	1	468	0	16	0	0	0	0	0	0	0	0	26.4	21.9
2000 - 2100	348	107	89	84	68	0	2	332	0	12	0	2	0	0	0	0	0	0	27.7	23.0
2100 - 2200	251	87	48	64	52	1	2	242	0	3	0	3	0	0	0	0	0	0	28.0	23.2
2200 - 2300	130	30	43	33	24	0	2	121	0	7	0	0	0	0	0	0	0	0	31.6	25.6
2300 - 0000	71	30	15	12	14	0	0	63	0	7	0	0	0	0	0	1	0	0	31.1	25.4
0700 - 1900	**6439**	**1633**	**1599**	**1574**	**1633**	**14**	**17**	**6065**	**12**	**293**	**14**	**14**	**0**	**2**	**2**	**4**	**2**	**0**	**24.9**	**20.4**
0600 - 2200	**7652**	**1961**	**1910**	**1843**	**1938**	**17**	**22**	**7226**	**12**	**330**	**15**	**19**	**0**	**2**	**3**	**4**	**2**	**0**	**25.4**	**20.8**
0600 - 0000	**7853**	**2021**	**1968**	**1888**	**1976**	**17**	**24**	**7410**	**12**	**344**	**15**	**19**	**0**	**2**	**3**	**5**	**2**	**0**	**25.7**	**20.9**
0000 - 0000	**7999**	**2058**	**2006**	**1916**	**2019**	**18**	**24**	**7536**	**12**	**360**	**16**	**19**	**0**	**3**	**3**	**6**	**2**	**0**	**25.9**	**21.0**

Tuesday 17 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	40	21	10	3	6	0	0	36	0	4	0	0	0	0	0	0	0	0	30.9	25.5
0100 - 0200	24	4	5	7	8	0	0	20	0	4	0	0	0	0	0	0	0	0	34.8	28.0
0200 - 0300	13	3	3	4	3	0	0	10	0	2	0	0	0	0	0	1	0	0	35.5	26.5
0300 - 0400	21	7	5	2	7	1	0	15	0	4	0	0	0	0	0	1	0	0	29.4	24.7
0400 - 0500	24	3	5	6	10	1	0	23	0	0	0	0	0	0	0	0	0	0	33.1	27.0
0500 - 0600	65	14	15	15	21	1	0	60	0	3	0	0	0	0	1	0	0	0	32.6	25.3
0600 - 0700	121	20	34	27	40	2	0	105	0	11	2	1	0	0	0	0	0	0	31.4	25.6
0700 - 0800	315	50	78	82	105	0	0	293	0	21	1	0	0	0	0	0	0	0	29.2	23.7
0800 - 0900	513	117	127	132	137	1	4	477	1	29	0	1	0	0	0	0	0	0	25.8	21.7
0900 - 1000	486	125	144	111	106	0	1	438	2	42	0	2	0	0	1	0	0	0	25.9	21.5
1000 - 1100	477	122	106	113	136	0	1	435	0	35	2	3	0	1	0	0	0	0	24.9	20.9
1100 - 1200	545	138	132	140	135	2	0	519	0	20	1	1	1	1	0	0	0	0	25.3	21.1
1200 - 1300	557	121	130	163	143	0	0	528	2	22	3	1	0	1	0	0	0	0	23.0	18.6
1300 - 1400	574	150	142	132	150	0	1	532	5	33	1	2	0	0	0	0	0	0	24.7	19.7
1400 - 1500	631	154	160	163	154	0	0	599	1	25	2	4	0	0	0	0	0	0	23.9	20.0
1500 - 1600	616	168	145	165	138	0	2	563	5	41	1	3	0	0	0	1	0	0	24.4	19.9
1600 - 1700	644	157	161	151	175	1	0	618	1	20	1	2	0	0	0	1	0	0	23.0	17.8
1700 - 1800	598	166	150	146	136	0	5	581	1	10	0	0	0	0	0	1	0	0	24.9	20.8
1800 - 1900	522	139	139	129	115	0	3	505	1	12	0	1	0	0	0	0	0	0	26.5	22.2
1900 - 2000	444	133	108	105	98	1	1	431	1	9	0	0	0	0	1	0	0	0	27.7	23.2
2000 - 2100	307	98	78	74	57	0	2	297	1	5	0	2	0	0	0	0	0	0	27.6	22.9
2100 - 2200	199	74	47	43	35	1	2	187	0	8	0	1	0	0	0	0	0	0	30.3	24.6
2200 - 2300	136	49	37	27	23	0	1	130	0	5	0	0	0	0	0	0	0	0	31.1	25.5
2300 - 0000	72	22	20	18	12	0	0	66	0	5	0	1	0	0	0	0	0	0	36.5	27.7
0700 - 1900	**6478**	**1607**	**1614**	**1627**	**1630**	**4**	**17**	**6088**	**19**	**310**	**12**	**20**	**1**	**3**	**1**	**3**	**0**	**0**	**25.2**	**20.5**
0600 - 2200	**7549**	**1932**	**1881**	**1876**	**1860**	**8**	**22**	**7108**	**21**	**343**	**14**	**24**	**1**	**3**	**2**	**3**	**0**	**0**	**25.8**	**20.9**
0600 - 0000	**7757**	**2003**	**1938**	**1921**	**1895**	**8**	**23**	**7304**	**21**	**353**	**14**	**25**	**1**	**3**	**2**	**3**	**0**	**0**	**26.1**	**21.1**
0000 - 0000	**7944**	**2055**	**1981**	**1958**	**1950**	**11**	**23**	**7468**	**21**	**370**	**14**	**25**	**1**	**3**	**3**	**5**	**0**	**0**	**26.3**	**21.2**

Wednesday 18 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	36	11	8	8	9	0	0	33	0	3	0	0	0	0	0	0	0	0	34.9	26.8
0100 - 0200	21	5	6	4	6	0	0	21	0	0	0	0	0	0	0	0	0	0	35.7	27.8
0200 - 0300	21	6	4	6	5	0	0	20	0	1	0	0	0	0	0	0	0	0	37.8	29.4
0300 - 0400	15	6	3	1	5	0	0	14	0	1	0	0	0	0	0	0	0	0	36.7	30.0
0400 - 0500	22	5	4	6	7	0	0	18	0	3	0	0	0	0	1	0	0	0	34.7	28.7
0500 - 0600	76	19	19	18	20	0	0	69	0	6	1	0	0	0	0	0	0	0	33.1	26.2
0600 - 0700	141	16	37	31	57	4	0	122	0	15	0	0	0	0	0	0	0	0	32.2	26.7
0700 - 0800	316	49	71	89	107	0	0	281	1	31	2	0	0	1	0	0	0	0	29.7	24.3
0800 - 0900	526	110	134	131	151	2	2	494	1	23	3	1	0	0	0	0	0	0	25.9	21.6
0900 - 1000	499	139	124	116	120	0	4	446	2	42	2	1	1	0	1	0	0	0	25.4	20.3
1000 - 1100	479	105	122	118	134	1	2	441	1	31	1	1	0	0	0	0	1	0	25.5	21.3
1100 - 1200	522	124	126	127	145	2	5	481	2	30	0	2	0	0	0	0	0	0	25.9	21.3
1200 - 1300	561	126	142	159	134	1	0	530	0	26	2	1	1	0	0	0	0	0	24.6	20.5
1300 - 1400	612	173	146	133	160	0	4	579	2	21	5	0	0	1	0	0	0	0	25.2	19.8
1400 - 1500	597	152	143	149	153	0	3	563	2	26	1	2	0	0	0	0	0	0	24.3	20.2
1500 - 1600	617	152	152	171	142	1	0	572	3	34	1	4	1	1	0	0	0	0	23.5	19.4
1600 - 1700	647	187	164	142	154	0	3	609	3	30	1	1	0	0	0	0	0	0	24.0	18.8
1700 - 1800	573	148	116	150	159	2	4	544	3	19	1	0	0	0	0	0	0	0	25.4	20.3
1800 - 1900	523	150	141	128	104	0	0	510	1	10	0	1	0	0	0	1	0	0	26.3	21.7
1900 - 2000	456	139	117	97	103	1	2	437	0	15	1	0	0	0	0	0	0	0	27.3	22.8
2000 - 2100	342	114	92	75	61	1	0	331	1	9	0	0	0	0	0	0	0	0	27.1	22.3
2100 - 2200	232	70	55	65	42	1	3	219	1	6	1	0	0	0	0	1	0	0	29.7	24.0
2200 - 2300	118	36	33	21	28	0	1	112	0	4	1	0	0	0	0	0	0	0	31.4	25.8
2300 - 0000	62	16	15	14	17	0	2	59	0	1	0	0	0	0	0	0	0	0	31.2	26.0
0700 - 1900	**6472**	**1615**	**1581**	**1613**	**1663**	**9**	**27**	**6050**	**21**	**323**	**19**	**14**	**3**	**3**	**1**	**1**	**1**	**0**	**25.4**	**20.6**
0600 - 2200	**7643**	**1954**	**1882**	**1881**	**1926**	**16**	**32**	**7159**	**23**	**368**	**21**	**14**	**3**	**3**	**1**	**2**	**1**	**0**	**26.0**	**21.0**
0600 - 0000	**7823**	**2006**	**1930**	**1916**	**1971**	**16**	**35**	**7330**	**23**	**373**	**22**	**14**	**3**	**3**	**1**	**2**	**1**	**0**	**26.2**	**21.1**
0000 - 0000	**8014**	**2058**	**1974**	**1959**	**2023**	**16**	**35**	**7505**	**23**	**387**	**23**	**14**	**3**	**3**	**2**	**2**	**1**	**0**	**26.5**	**21.3**

Thursday 19 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	36	11	15	6	4	0	0	34	0	2	0	0	0	0	0	0	0	0	34.2	28.3
0100 - 0200	20	5	6	3	6	1	0	19	0	0	0	0	0	0	0	0	0	0	33.8	27.3
0200 - 0300	16	2	5	5	4	0	0	15	0	1	0	0	0	0	0	0	0	0	34.9	28.6
0300 - 0400	14	5	1	3	5	0	0	12	0	1	0	0	0	0	1	0	0	0	32.8	26.6
0400 - 0500	24	6	4	5	9	0	0	24	0	0	0	0	0	0	0	0	0	0	36.6	30.5
0500 - 0600	60	5	19	20	16	0	1	56	0	3	0	0	0	0	0	0	0	0	33.1	26.4
0600 - 0700	109	18	25	35	31	0	0	98	0	9	1	1	0	0	0	0	0	0	32.2	26.6
0700 - 0800	340	59	69	87	125	3	0	313	3	15	1	3	0	0	2	0	0	0	29.1	24.1
0800 - 0900	553	123	154	137	139	2	0	516	2	26	0	5	1	1	0	0	0	0	25.4	21.0
0900 - 1000	496	138	111	129	118	2	1	465	0	27	0	1	0	0	0	0	0	0	24.3	19.7
1000 - 1100	492	106	124	128	134	1	2	462	1	25	0	1	0	0	0	0	0	0	26.6	21.8
1100 - 1200	543	125	138	128	152	2	1	506	1	29	1	0	0	2	1	0	0	0	24.9	20.6
1200 - 1300	523	130	125	130	138	3	3	502	0	12	1	0	0	1	1	0	0	0	25.6	21.4
1300 - 1400	541	126	137	145	133	1	2	509	1	28	0	0	0	0	0	0	0	0	24.7	20.6
1400 - 1500	556	132	147	150	127	0	4	525	3	22	2	0	0	0	0	0	0	0	24.9	20.5
1500 - 1600	613	139	173	166	135	2	1	568	0	39	2	0	1	0	0	0	0	0	24.1	19.5
1600 - 1700	691	175	214	169	133	1	1	649	1	34	1	4	0	0	0	0	0	0	23.2	18.6
1700 - 1800	628	164	171	137	156	1	0	603	1	21	0	2	0	0	0	0	0	0	24.8	20.2
1800 - 1900	562	165	133	143	121	1	2	547	0	8	1	2	0	1	0	0	0	0	25.5	21.1
1900 - 2000	448	123	115	102	108	2	3	434	1	7	0	1	0	0	0	0	0	0	26.8	22.6
2000 - 2100	348	114	95	69	70	0	2	339	1	5	1	0	0	0	0	0	0	0	27.0	23.1
2100 - 2200	219	56	65	46	52	0	4	209	0	3	2	0	0	0	0	1	0	0	28.3	24.0
2200 - 2300	158	62	38	34	24	1	1	149	0	3	3	0	0	0	0	1	0	0	29.9	25.0
2300 - 0000	65	15	15	19	16	1	0	62	0	1	1	0	0	0	0	0	0	0	32.2	25.4
0700 - 1900	**6538**	**1582**	**1696**	**1649**	**1611**	**19**	**17**	**6165**	**13**	**286**	**9**	**18**	**2**	**5**	**4**	**0**	**0**	**0**	**25.2**	**20.6**
0600 - 2200	**7662**	**1893**	**1996**	**1901**	**1872**	**21**	**26**	**7245**	**15**	**310**	**13**	**20**	**2**	**5**	**4**	**1**	**0**	**0**	**25.7**	**21.0**
0600 - 0000	**7885**	**1970**	**2049**	**1954**	**1912**	**23**	**27**	**7456**	**15**	**314**	**17**	**20**	**2**	**5**	**4**	**2**	**0**	**0**	**25.9**	**21.1**
0000 - 0000	**8055**	**2004**	**2099**	**1996**	**1956**	**24**	**28**	**7616**	**15**	**321**	**17**	**20**	**2**	**5**	**5**	**2**	**0**	**0**	**26.2**	**21.2**

Friday 20 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	38	12	6	11	9	0	1	35	0	1	0	1	0	0	0	0	0	0	33.3	26.2
0100 - 0200	23	6	5	8	4	0	0	22	0	0	1	0	0	0	0	0	0	0	36.0	28.9
0200 - 0300	12	3	5	1	3	0	0	12	0	0	0	0	0	0	0	0	0	0	38.1	31.3
0300 - 0400	15	5	2	4	4	0	0	14	0	1	0	0	0	0	0	0	0	0	42.0	31.3
0400 - 0500	21	3	5	3	10	0	0	21	0	0	0	0	0	0	0	0	0	0	32.0	28.0
0500 - 0600	49	6	13	15	15	0	1	44	1	3	0	0	0	0	0	0	0	0	32.2	25.7
0600 - 0700	203	21	48	39	95	2	1	188	0	9	2	0	0	1	0	0	0	0	28.8	21.8
0700 - 0800	375	64	71	106	134	2	0	348	0	9	14	1	0	0	0	1	0	0	25.9	19.4
0800 - 0900	552	132	146	137	137	3	2	523	2	15	5	2	0	0	0	0	0	0	23.8	19.0
0900 - 1000	511	128	129	130	124	1	1	473	0	24	7	5	0	0	0	0	0	0	25.4	20.3
1000 - 1100	577	138	145	143	151	0	4	551	2	15	4	1	0	0	0	0	0	0	25.7	20.9
1100 - 1200	603	149	156	145	153	1	5	577	0	17	0	2	1	0	0	0	0	0	24.6	19.6
1200 - 1300	606	159	146	147	154	1	5	574	3	20	0	1	0	2	0	0	0	0	24.3	20.4
1300 - 1400	649	149	168	161	171	3	2	610	0	28	1	4	0	0	0	1	0	0	23.4	19.1
1400 - 1500	665	177	146	175	167	4	2	626	2	22	3	5	0	1	0	0	0	0	22.6	17.4
1500 - 1600	622	145	158	165	154	1	2	592	1	25	0	1	0	0	0	0	0	0	24.1	20.0
1600 - 1700	664	193	167	169	135	1	5	620	1	29	1	5	1	1	0	0	0	0	24.4	20.3
1700 - 1800	601	173	160	122	146	1	2	581	3	10	2	2	0	0	0	0	0	0	26.7	22.0
1800 - 1900	542	144	135	125	138	2	1	529	2	7	0	0	0	0	0	1	0	0	27.0	22.3
1900 - 2000	478	138	132	121	87	1	2	456	0	17	2	0	0	0	0	0	0	0	27.4	23.2
2000 - 2100	353	111	90	77	75	1	2	341	1	6	2	0	0	0	0	0	0	0	28.7	24.1
2100 - 2200	246	73	59	49	65	0	1	236	0	1	7	0	0	0	1	0	0	0	30.0	24.8
2200 - 2300	190	56	44	50	40	0	0	188	0	1	1	0	0	0	0	0	0	0	30.3	24.9
2300 - 0000	136	41	26	34	35	0	0	130	0	1	5	0	0	0	0	0	0	0	32.9	27.0
0700 - 1900	**6967**	**1751**	**1727**	**1725**	**1764**	**20**	**31**	**6604**	**16**	**221**	**37**	**29**	**2**	**4**	**0**	**3**	**0**	**0**	**24.9**	**20.0**
0600 - 2200	**8247**	**2094**	**2056**	**2011**	**2086**	**24**	**37**	**7825**	**17**	**254**	**50**	**29**	**2**	**5**	**1**	**3**	**0**	**0**	**25.7**	**20.6**
0600 - 0000	**8573**	**2191**	**2126**	**2095**	**2161**	**24**	**37**	**8143**	**17**	**256**	**56**	**29**	**2**	**5**	**1**	**3**	**0**	**0**	**26.0**	**20.8**
0000 - 0000	**8731**	**2226**	**2162**	**2137**	**2206**	**24**	**39**	**8291**	**18**	**261**	**57**	**30**	**2**	**5**	**1**	**3**	**0**	**0**	**26.3**	**20.9**

Saturday 21 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	62	22	12	19	9	0	0	61	0	0	1	0	0	0	0	0	0	0	33.8	27.5
0100 - 0200	38	14	11	6	7	0	0	33	0	2	1	1	0	0	0	1	0	0	33.6	26.3
0200 - 0300	34	10	9	11	4	0	0	33	0	1	0	0	0	0	0	0	0	0	38.8	29.9
0300 - 0400	24	3	3	9	9	0	0	24	0	0	0	0	0	0	0	0	0	0	36.5	29.9
0400 - 0500	20	5	4	4	7	0	0	15	0	4	1	0	0	0	0	0	0	0	36.9	30.3
0500 - 0600	40	6	5	8	21	0	1	37	0	2	0	0	0	0	0	0	0	0	34.6	28.8
0600 - 0700	67	6	15	15	31	1	0	58	0	8	0	0	0	0	0	0	0	0	33.5	27.4
0700 - 0800	191	39	48	56	48	1	2	171	1	11	4	0	0	0	1	0	0	0	30.7	25.3
0800 - 0900	261	42	66	74	79	0	0	252	0	9	0	0	0	0	0	0	0	0	29.3	24.2
0900 - 1000	415	79	84	115	137	1	2	391	0	21	0	0	0	0	0	0	0	0	28.4	23.6
1000 - 1100	501	116	101	150	134	2	2	479	1	17	0	0	0	0	0	0	0	0	27.1	22.7
1100 - 1200	566	153	118	148	147	1	3	536	2	21	2	0	0	0	0	1	0	0	27.0	22.8
1200 - 1300	624	178	144	153	149	0	0	604	1	16	1	2	0	0	0	0	0	0	26.3	22.0
1300 - 1400	577	148	145	127	157	0	4	551	2	14	1	1	0	2	0	2	0	0	25.8	21.8
1400 - 1500	524	146	141	123	114	2	5	499	4	12	0	2	0	0	0	0	0	0	27.5	22.6
1500 - 1600	494	117	129	119	129	2	1	476	0	14	0	1	0	0	0	0	0	0	27.1	22.5
1600 - 1700	463	110	123	107	123	0	0	448	0	14	0	0	0	0	0	1	0	0	27.5	23.0
1700 - 1800	463	115	101	117	130	0	4	450	0	9	0	0	0	0	0	0	0	0	27.1	22.5
1800 - 1900	419	111	106	106	96	0	1	409	1	8	0	0	0	0	0	0	0	0	27.6	23.2
1900 - 2000	384	101	108	86	89	2	2	371	0	7	1	0	0	0	0	1	0	0	27.5	22.9
2000 - 2100	285	93	69	60	63	0	1	274	0	5	2	2	0	0	1	0	0	0	28.7	24.1
2100 - 2200	221	66	59	56	40	1	1	208	1	3	6	1	0	0	0	0	0	0	30.5	24.5
2200 - 2300	142	36	40	37	29	0	2	133	0	3	4	0	0	0	0	0	0	0	31.0	26.1
2300 - 0000	113	35	28	31	19	0	0	101	0	3	8	1	0	0	0	0	0	0	32.9	27.2
0700 - 1900	**5498**	**1354**	**1306**	**1395**	**1443**	**9**	**24**	**5266**	**12**	**166**	**8**	**6**	**0**	**2**	**1**	**4**	**0**	**0**	**27.4**	**22.8**
0600 - 2200	**6455**	**1620**	**1557**	**1612**	**1666**	**13**	**28**	**6177**	**13**	**189**	**17**	**9**	**0**	**2**	**2**	**5**	**0**	**0**	**27.7**	**23.0**
0600 - 0000	**6710**	**1691**	**1625**	**1680**	**1714**	**13**	**30**	**6411**	**13**	**195**	**29**	**10**	**0**	**2**	**2**	**5**	**0**	**0**	**27.9**	**23.1**
0000 - 0000	**6928**	**1751**	**1669**	**1737**	**1771**	**13**	**31**	**6614**	**13**	**204**	**32**	**11**	**0**	**2**	**2**	**6**	**0**	**0**	**28.2**	**23.3**

Sunday 22 March 2026

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	P-Tile 85%	Average Speed
0000 - 0100	84	22	22	22	18	1	1	77	0	3	2	0	0	0	0	0	0	0	33.3	26.5
0100 - 0200	50	12	15	10	13	0	0	48	0	1	1	0	0	0	0	0	0	0	35.2	28.4
0200 - 0300	47	14	16	5	12	0	0	42	0	5	0	0	0	0	0	0	0	0	39.3	30.6
0300 - 0400	30	11	7	4	8	0	0	26	0	4	0	0	0	0	0	0	0	0	33.8	27.5
0400 - 0500	29	7	6	9	7	0	0	25	0	2	1	0	0	0	1	0	0	0	36.9	27.5
0500 - 0600	30	9	3	12	6	0	0	28	0	2	0	0	0	0	0	0	0	0	39.1	29.7
0600 - 0700	59	12	17	14	16	0	2	53	0	4	0	0	0	0	0	0	0	0	34.4	27.1
0700 - 0800	110	30	27	32	21	1	0	102	0	4	3	0	0	0	0	0	0	0	32.7	25.9
0800 - 0900	149	24	37	40	48	0	0	143	0	6	0	0	0	0	0	0	0	0	29.3	24.4
0900 - 1000	215	44	45	54	72	1	1	211	0	2	0	0	0	0	0	0	0	0	30.0	25.0
1000 - 1100	469	104	119	129	117	0	2	452	0	13	0	1	0	0	0	1	0	0	27.2	22.4
1100 - 1200	545	131	144	134	136	0	0	520	4	20	1	0	0	0	0	0	0	0	26.1	21.6
1200 - 1300	583	153	162	128	140	0	0	560	0	21	2	0	0	0	0	0	0	0	25.8	21.6
1300 - 1400	524	121	108	148	147	0	0	509	2	9	1	2	0	1	0	0	0	0	26.0	21.9
1400 - 1500	520	120	137	130	133	1	3	504	2	8	1	1	0	0	0	0	0	0	27.4	22.9
1500 - 1600	433	119	100	107	107	0	0	416	0	16	0	1	0	0	0	0	0	0	27.0	22.5
1600 - 1700	377	130	90	85	72	0	0	361	2	10	3	1	0	0	0	0	0	0	28.9	23.8
1700 - 1800	334	90	70	89	85	0	0	320	1	12	0	1	0	0	0	0	0	0	28.1	23.0
1800 - 1900	336	80	75	71	110	0	2	331	0	3	0	0	0	0	0	0	0	0	28.6	23.5
1900 - 2000	278	90	66	63	59	0	0	269	2	7	0	0	0	0	0	0	0	0	28.5	23.8
2000 - 2100	213	60	74	38	41	0	2	205	0	6	0	0	0	0	0	0	0	0	29.4	23.8
2100 - 2200	167	43	52	41	31	1	1	163	0	2	0	0	0	0	0	0	0	0	29.7	23.9
2200 - 2300	99	34	19	26	20	0	1	92	0	5	0	0	0	0	0	1	0	0	32.0	25.6
2300 - 0000	50	15	11	12	12	0	0	50	0	0	0	0	0	0	0	0	0	0	33.6	27.3
0700 - 1900	**4595**	**1146**	**1114**	**1147**	**1188**	**3**	**8**	**4429**	**11**	**124**	**11**	**7**	**0**	**1**	**0**	**1**	**0**	**0**	**27.5**	**22.7**
0600 - 2200	**5312**	**1351**	**1323**	**1303**	**1335**	**4**	**13**	**5119**	**13**	**143**	**11**	**7**	**0**	**1**	**0**	**1**	**0**	**0**	**27.9**	**22.9**
0600 - 0000	**5461**	**1400**	**1353**	**1341**	**1367**	**4**	**14**	**5261**	**13**	**148**	**11**	**7**	**0**	**1**	**0**	**2**	**0**	**0**	**28.0**	**23.0**
0000 - 0000	**5731**	**1475**	**1422**	**1403**	**1431**	**5**	**15**	**5507**	**13**	**165**	**15**	**7**	**0**	**1**	**1**	**2**	**0**	**0**	**28.6**	**23.2**

Appendix D

Wrexham Gateway Project - Census Distribution

Origin	Wrexham, Rest of Wales by Authority, North West England by Authority + West Midlands by Authority
Destination	Wrexham 008

*Trips below 50 removed

Origin	**Origin Centroid**	**Location to Site**	**Car Trips**	**%**	Arrival Route at Site Access		Departure Route at Site Access	
					Mold Rd N	Mold Rd S	Mold Rd N	Mold Rd S
W02000080 : Wrexham 003	Bradley	North	223	4%	2%	2%	2%	2%
W02000081 : Wrexham 004	Summerhill	North West	172	3%	3%	0%	3%	0%
W02000082 : Wrexham 005	Southsea	North West	238	5%	5%	0%	5%	0%
W02000083 : Wrexham 006	Coedpoeth	North West	274	5%	5%	0%	5%	0%
W02000084 : Wrexham 007	Borras	North East	209	4%	2%	2%	2%	2%
W02000085 : Wrexham 008	Little Acton	North	324	6%	0%	6%	0%	6%
W02000086 : Wrexham 009	Acton	North	128	2%	0%	2%	0%	2%
W02000087 : Wrexham 010	Caia Park	North East	120	2%	0%	2%	0%	2%
W02000088 : Wrexham 011	Offa	South	195	4%	0%	4%	0%	4%
W02000089 : Wrexham 012	Kings Mill	South East	182	3%	0%	3%	0%	3%
W02000090 : Wrexham 013	New Brighton	North West	211	4%	2%	2%	4%	0%
W02000091 : Wrexham 014	Rhostyllen	South	217	4%	0%	4%	2%	2%
W02000092 : Wrexham 015	Rhosllanerchrugog	South West	173	3%	2%	2%	2%	2%
W02000093 : Wrexham 016	Marchwiel	South East	203	4%	0%	4%	0%	4%
W02000094 : Wrexham 017	Trevor	South West	188	4%	4%	0%	4%	0%
W02000095 : Wrexham 018	Bangor on Dee	South East	101	2%	0%	2%	0%	2%
W02000096 : Wrexham 019	Chirk	South	99	2%	0%	2%	2%	0%
W02000420 : Wrexham 020	Gresford	North	366	7%	0%	7%	0%	7%
Conwy	Conwy	North West	50	1%	1%	0%	1%	0%
Denbighshire	Denbigh	North West	226	4%	4%	0%	4%	0%
Flintshire	Buckley	North West	705	14%	14%	0%	7%	7%
Cheshire West and Chester	Broxton/Chester	North	322	6%	3%	3%	3%	3%
Wirral	Birkenhead	North	70	1%	1%	0%	1%	0%
Shropshire	Ellesmere	South East	219	4%	0%	4%	2%	2%
			5,215	100%	48%	52%	49%	51%

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

popu at on	A usua res dents aged 16 and over n emp oyment the week before the census
un ts	Persons
date	2011
p ace of work	W02000085 : Wrexham 008 (2011 super output area - m dd e ayer)

usual residence	Driving a car or van
W02000080 : Wrexham 003	223
W02000081 : Wrexham 004	172
W02000082 : Wrexham 005	238
W02000083 : Wrexham 006	274
W02000084 : Wrexham 007	209
W02000085 : Wrexham 008	324
W02000086 : Wrexham 009	128
W02000087 : Wrexham 010	120
W02000088 : Wrexham 011	195
W02000089 : Wrexham 012	182
W02000090 : Wrexham 013	211
W02000091 : Wrexham 014	217
W02000092 : Wrexham 015	173
W02000093 : Wrexham 016	203
W02000094 : Wrexham 017	188
W02000095 : Wrexham 018	101
W02000096 : Wrexham 019	99
W02000420 : Wrexham 020	366
B aenau Gwent	5
Brdgend	0
Caerph y	1
Card ff	2
Carmarthensh re	1
Cered g on	2
Conwy	50
Denb ghsh re	226
F ntsh re	705
Gwynedd	23
Is e of Ang esey	6
Merthyr Tydf	1
Monmouthsh re	1
Neath Port Ta bot	3
Newport	0
Pembrokesh re	3
Powys	33
Rhondda Cynon Taf	9
Swansea	3
The Va e of G amorgan	1
Torfaen	0
A erda e	0
Barrow- n-Furness	0
B ackburn w th Darwen	0
B ackpoo	1
Bo ton	3
Burn ey	1
Bury	2
Car s e	2
Chesh re East	33
Chesh re West and Chester	322
Chor ey	0
Cope and	0
Eden	0
Fy de	0
Ha ton	13
Hyndburn	1
Knows ey	4
Lancaster	0
L verpoo	32
Manchester	5
O dham	2
Pend e	0
Preston	1
R bb e Va ey	0
Rochda e	0
Rossenda e	0
Sa ford	3
Sefton	2
South Lake and	0
South R bb e	1
St. He ens	10
Stockport	9
Tames de	3
Trafford	8
Warr ngton	14
West Lancash re	1
W gan	7
W rra	70
Wyre	0
B rm ngham	0
Bromsgrove	0
Cannock Chase	1
Coventry	0
Dud ey	0
East Staffordsh re	0
Herefordsh re, County of	0
L chf e d	1
Ma vern H s	0
Newcast e-under-Lyme	8
North Warw cksh re	0
Nuneaton and Bedworth	0
Redd tch	0
Rugby	0
Sandwe	2
Shropsh re	219
So hu	1
South Staffordsh re	0
Stafford	0
Staffordsh re Moor ands	2
Stoke-on-Trent	0
Stratford-on-Avon	1
Tamworth	2
Te ford and Wrek n	9
Wa sa	0
Warw ck	1
Wo verhampton	0
Worcester	1
Wychavon	0
Wyre Forest	6

Appendix E

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: L - BUILDER'S MERCHANTS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 day

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

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Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	6020 to 6020 (units:sqm)
Range Selected by User:	1500 to 10000 (units:sqm)
Parking Spaces Range:	3 - 72

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	24/10/94 to 10/09/24

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

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

Selected survey types:

Manual count	1
Direction ATC Count	0

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

Selected Locations:

Edge of Town Centre	1 days

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:

Built-Up Zone	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	1 days

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Secondary Filtering Selection:

Use Class:

E(a)	1 surveys

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

Population within 500m Range:

2154 - 2154

Population within 1 mile:

15,001 to 20,000	1 surveys

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

Population within 5 miles:

25,001 to 50,000	1 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	1 surveys

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.

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Petrol filling station:

PFS is present at the site but is excluded from the count	1 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	1 surveys

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	1 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

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1 **LN-01-L-01** **JEWSON** **LINCOLNSHIRE**
WHARF ROAD
GRANTHAM
Edge of Town Centre
Built-Up Zone
Gross floor area: 6020.00 sqm
Survey date:

Survey Type: Unknown

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TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	**1**	**6020**	**0.000**	**0.000**	**0.000**
07:00-08:00	**1**	**6020**	**0.249**	**0.133**	**0.382**
08:00-09:00	**1**	**6020**	**0.382**	**0.266**	**0.648**
09:00-10:00	**1**	**6020**	**0.249**	**0.299**	**0.548**
10:00-11:00	**1**	**6020**	**0.332**	**0.316**	**0.648**
11:00-12:00	**1**	**6020**	**0.282**	**0.332**	**0.614**
12:00-13:00	**1**	**6020**	**0.266**	**0.266**	**0.532**
13:00-14:00	**1**	**6020**	**0.299**	**0.266**	**0.565**
14:00-15:00	**1**	**6020**	**0.282**	**0.266**	**0.548**
15:00-16:00	**1**	**6020**	**0.166**	**0.199**	**0.365**
16:00-17:00	**1**	**6020**	**0.216**	**0.216**	**0.432**
17:00-18:00	**1**	**6020**	**0.000**	**0.166**	**0.166**
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.723**	**2.725**	**5.448**

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

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

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Parameter Summary:

Trip rate parameter range selected:	1500 - 10000 (units: sqm)
Survey date date range:	15/11/2010 - 15/11/2010
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	**1**	**6020**	**0.033**	**0.033**	**0.066**
07:00-08:00	**1**	**6020**	**0.083**	**0.050**	**0.133**
08:00-09:00	**1**	**6020**	**0.083**	**0.100**	**0.183**
09:00-10:00	**1**	**6020**	**0.050**	**0.066**	**0.116**
10:00-11:00	**1**	**6020**	**0.050**	**0.033**	**0.083**
11:00-12:00	**1**	**6020**	**0.083**	**0.066**	**0.149**
12:00-13:00	**1**	**6020**	**0.050**	**0.017**	**0.067**
13:00-14:00	**1**	**6020**	**0.066**	**0.050**	**0.116**
14:00-15:00	**1**	**6020**	**0.050**	**0.100**	**0.150**
15:00-16:00	**1**	**6020**	**0.000**	**0.017**	**0.017**
16:00-17:00	**1**	**6020**	**0.000**	**0.000**	**0.000**
17:00-18:00	**1**	**6020**	**0.000**	**0.000**	**0.000**
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.548**	**0.532**	**1.080**

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

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

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Parameter Summary:

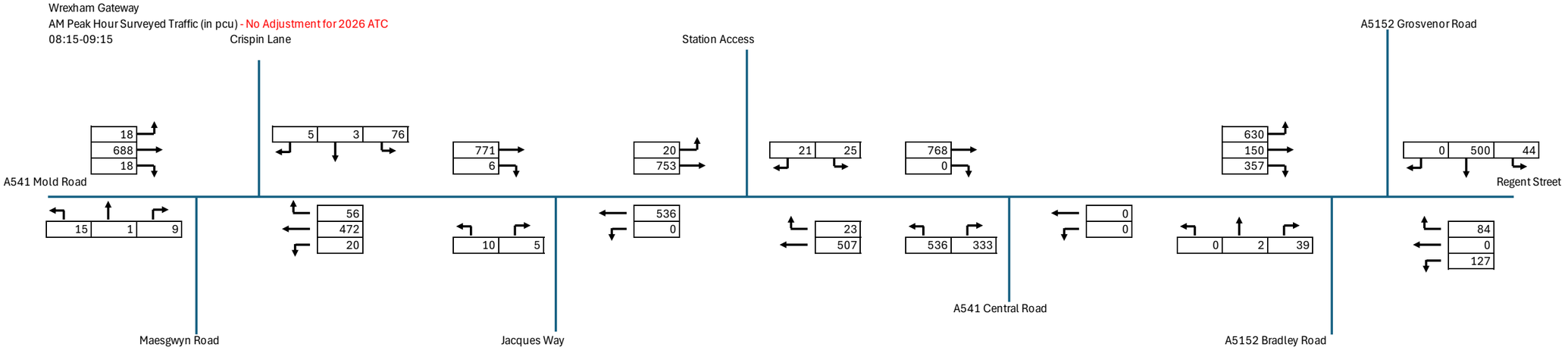
Trip rate parameter range selected:	1500 - 10000 (units: sqm)
Survey date date range:	15/11/2010 - 15/11/2010
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

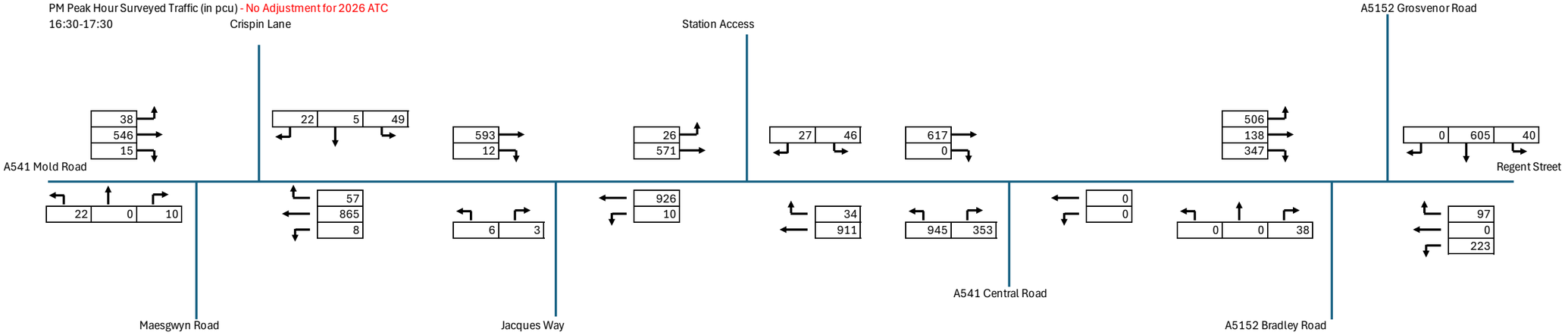
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Appendix F

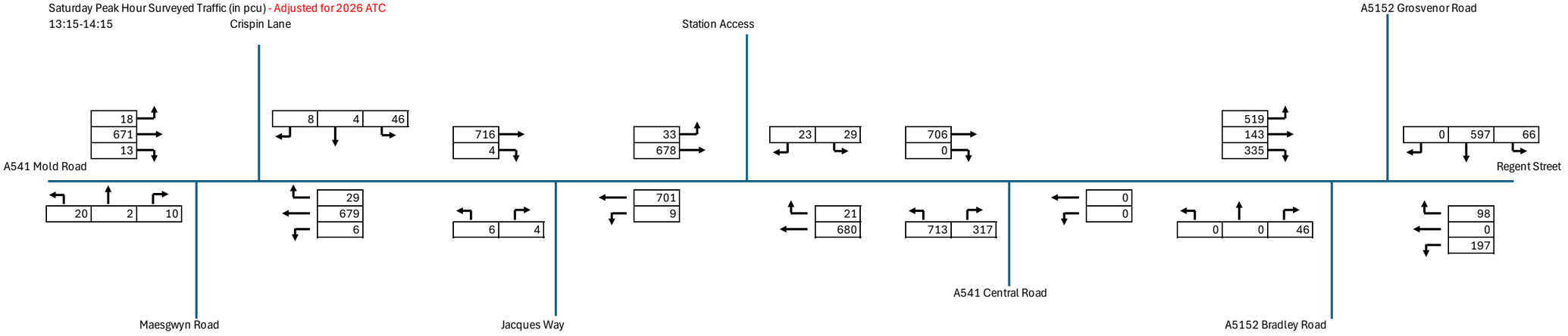
Wrexham Gateway
AM Peak Hour Surveyed Traffic (in pcu) - No Adjustment for 2026 ATC
08:15-09:15



Wrexham Gateway
PM Peak Hour Surveyed Traffic (in pcu) - No Adjustment for 2026 ATC
16:30-17:30

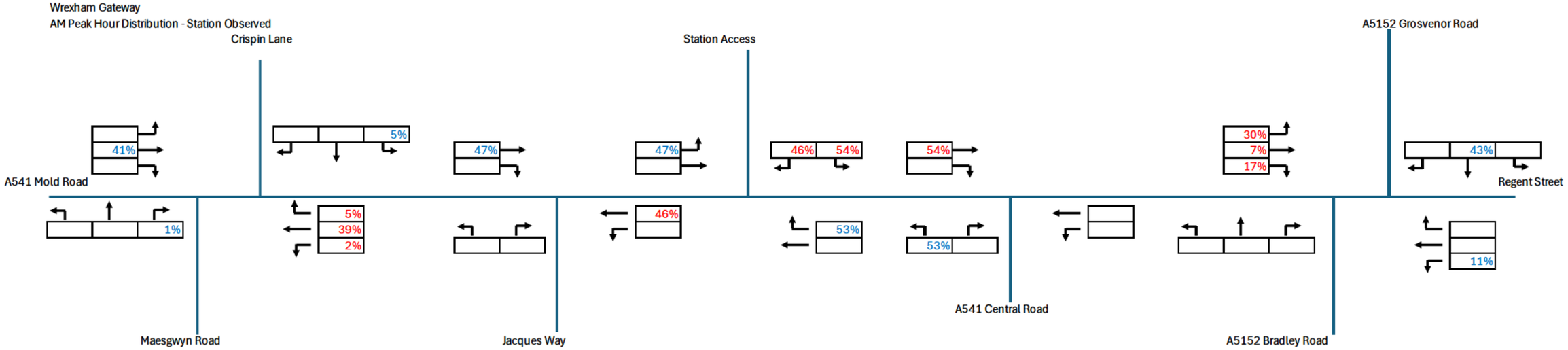


Wrexham Gateway
Saturday Peak Hour Surveyed Traffic (in pcu) - Adjusted for 2026 ATC
13:15-14:15

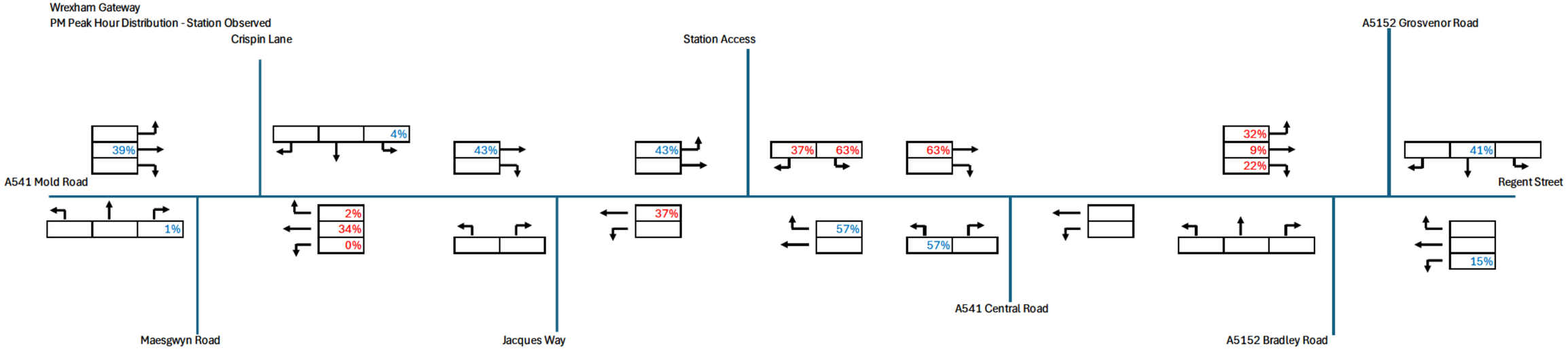


2026-2023	Nbnd	Sbnd	Total
Mold Rd W	18%	24%	21%
Regent Rd W	17%	19%	18%
Central Rd	0%	25%	25%
Grosvenor Rd S	5%	9%	7%
Average	10%	19%	18%
Assessment			20%

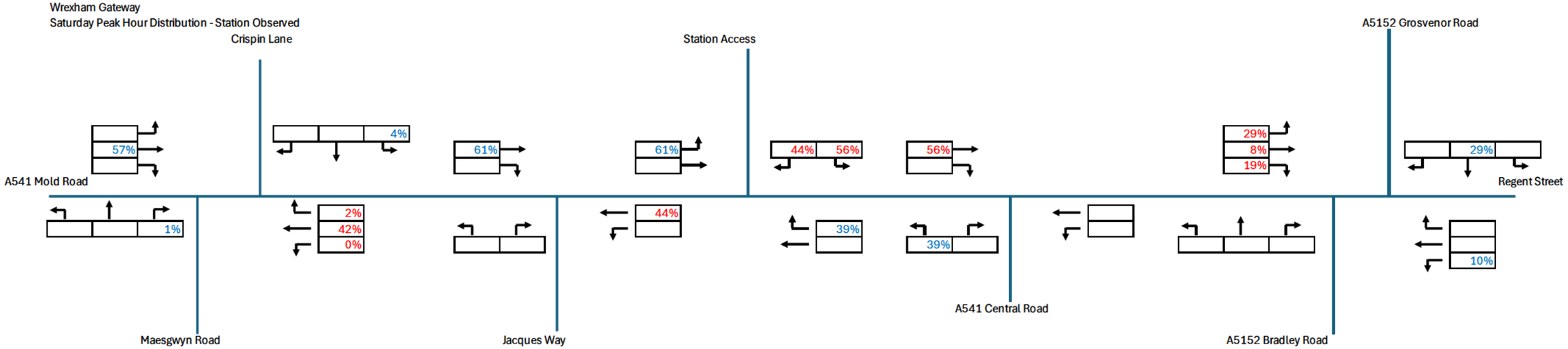
Wrexham Gateway
AM Peak Hour Distribution - Station Observed



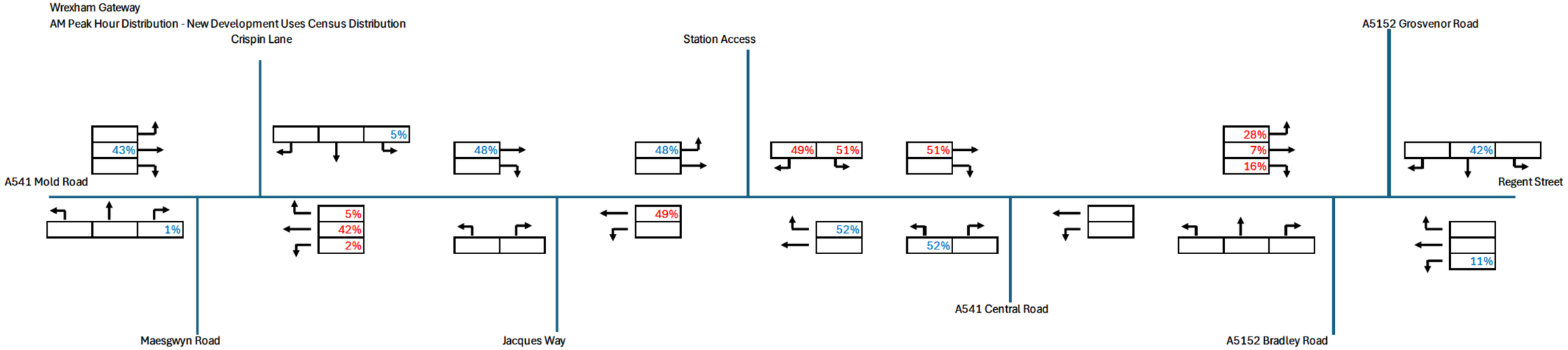
Wrexham Gateway
PM Peak Hour Distribution - Station Observed



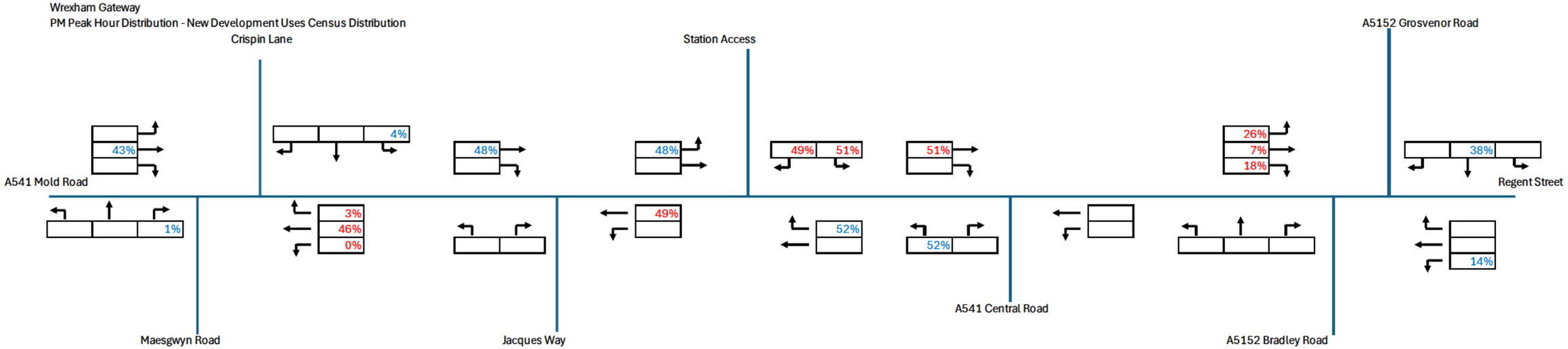
Wrexham Gateway
Saturday Peak Hour Distribution - Station Observed



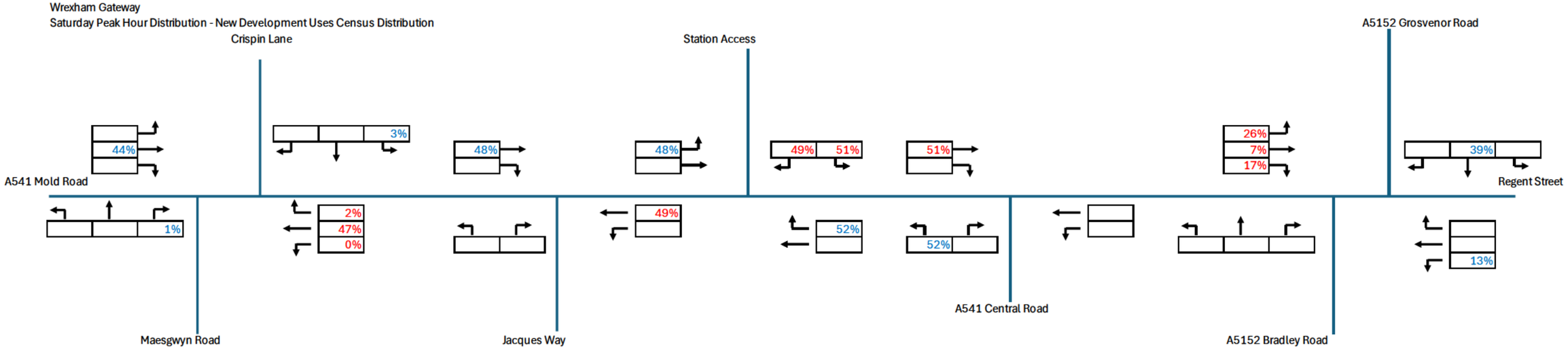
Wrexham Gateway
AM Peak Hour Distribution - New Development Uses Census Distribution



Wrexham Gateway
PM Peak Hour Distribution - New Development Uses Census Distribution

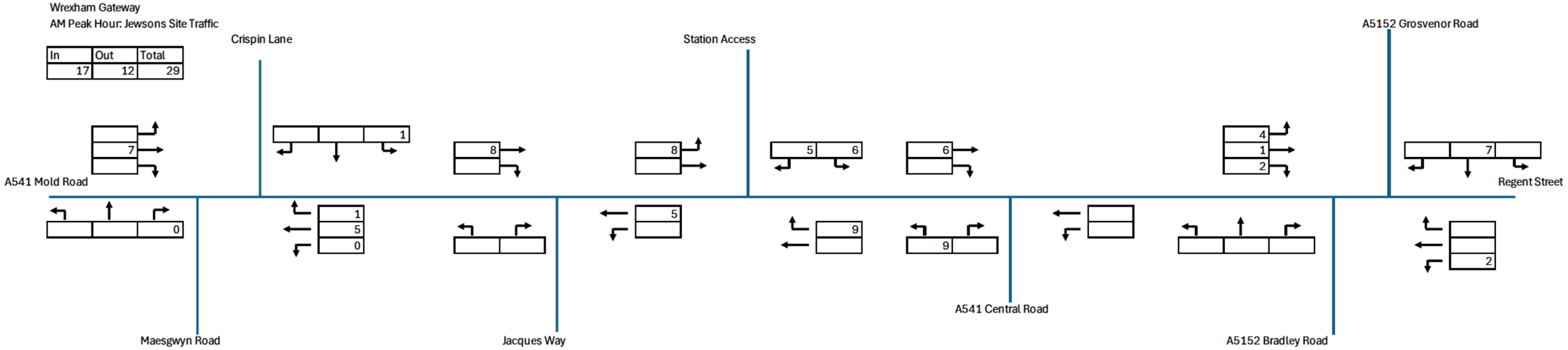


Wrexham Gateway
Saturday Peak Hour Distribution - New Development Uses Census Distribution



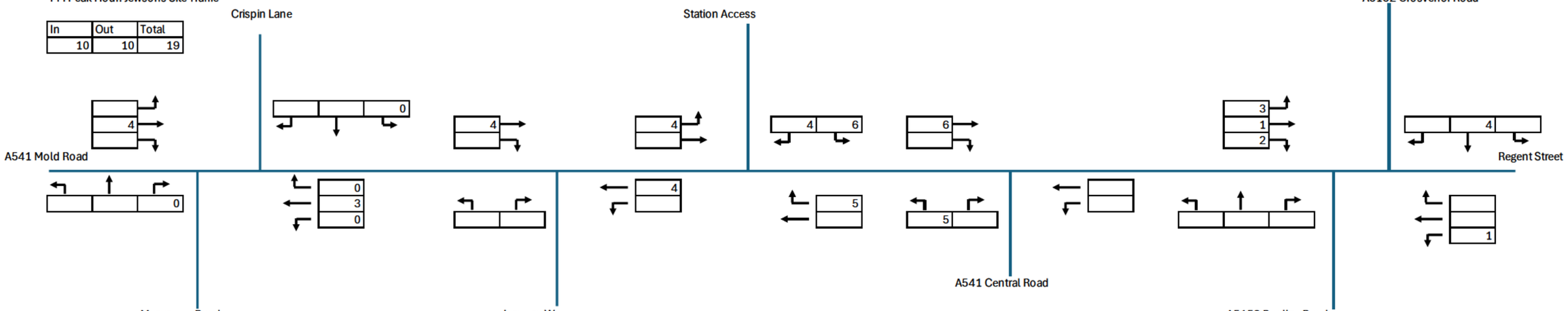
Wrexham Gateway
AM Peak Hour: Jewsons Site Traffic

In	Out	Total
17	12	29



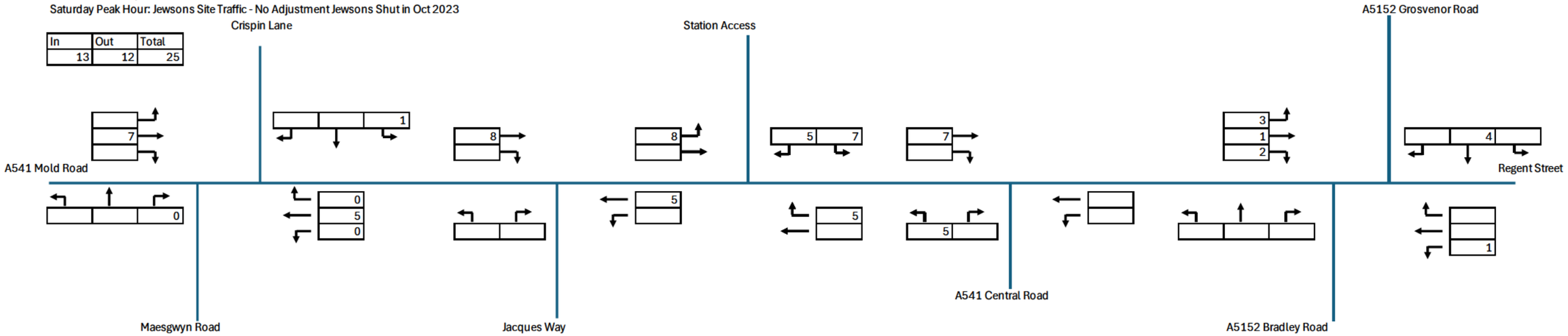
Wrexham Gateway
PM Peak Hour: Jewsons Site Traffic

In	Out	Total
10	10	19



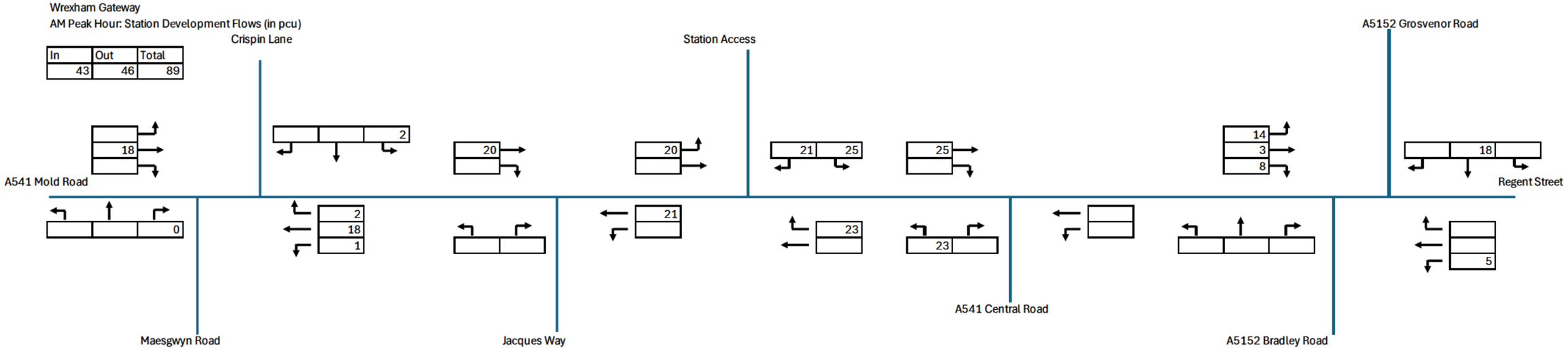
Wrexham Gateway
Saturday Peak Hour: Jewsons Site Traffic - No Adjustment Jewsons Shut in Oct 2023

In	Out	Total
13	12	25



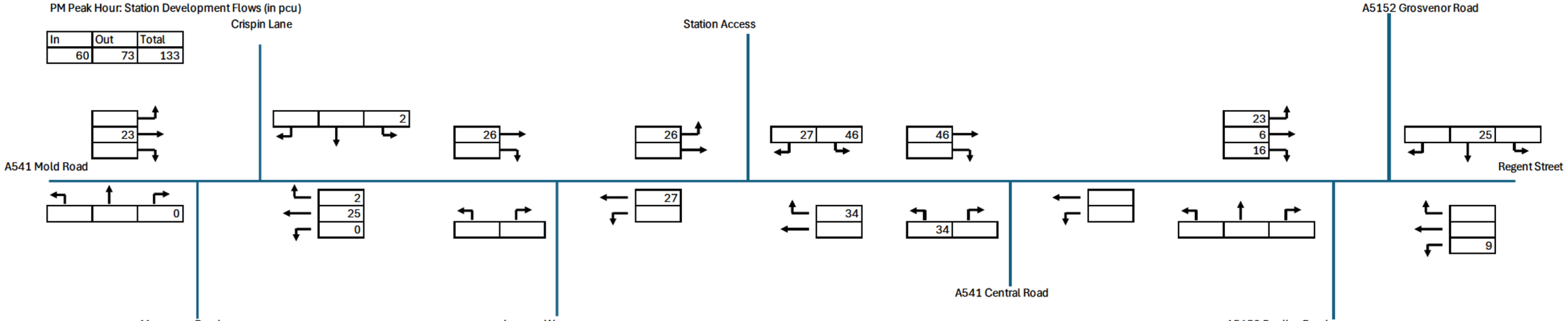
Wrexham Gateway
AM Peak Hour: Station Development Flows (in pcu)

In	Out	Total
43	46	89



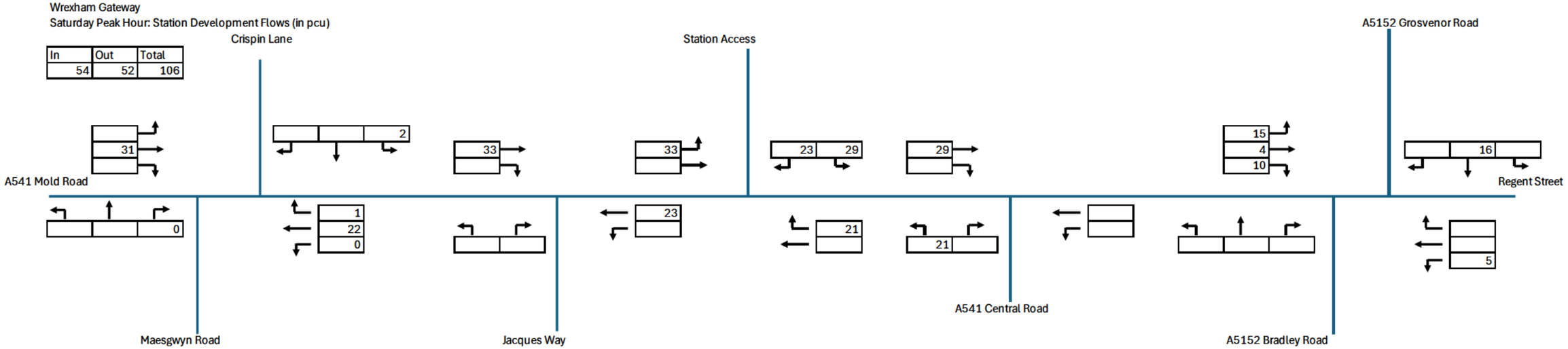
Wrexham Gateway
PM Peak Hour: Station Development Flows (in pcu)

In	Out	Total
60	73	133



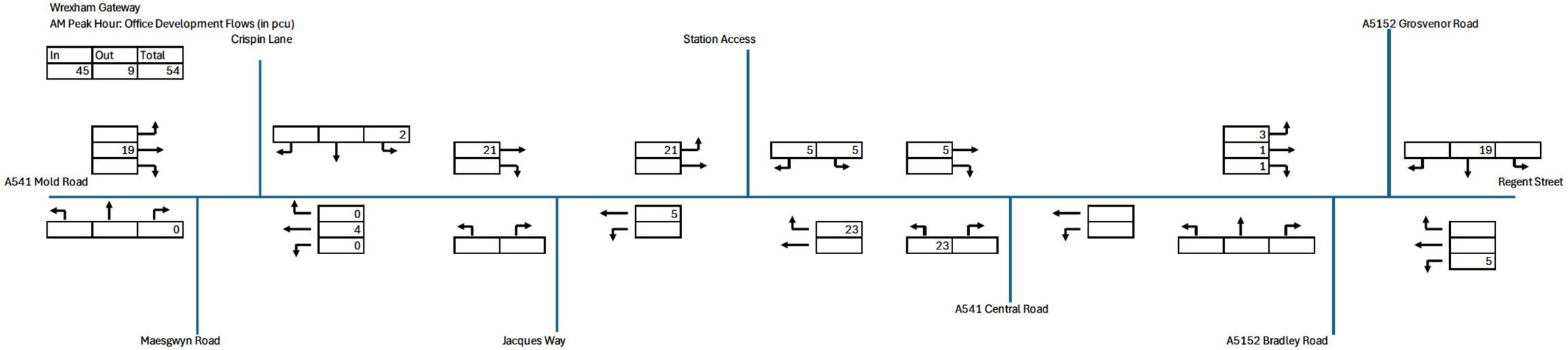
Wrexham Gateway
Saturday Peak Hour: Station Development Flows (in pcu)

In	Out	Total
54	52	106



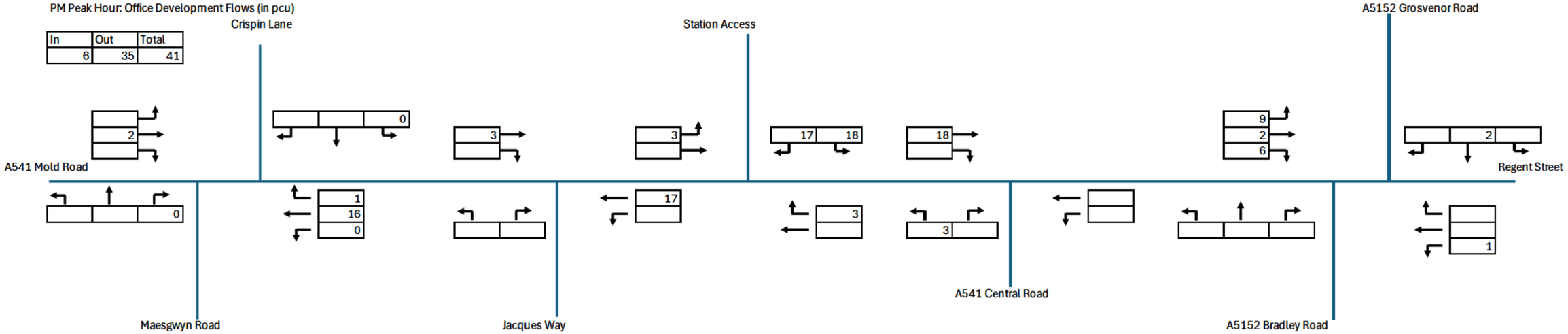
Wrexham Gateway
AM Peak Hour: Office Development Flows (in pcu)

In	Out	Total
45	9	54



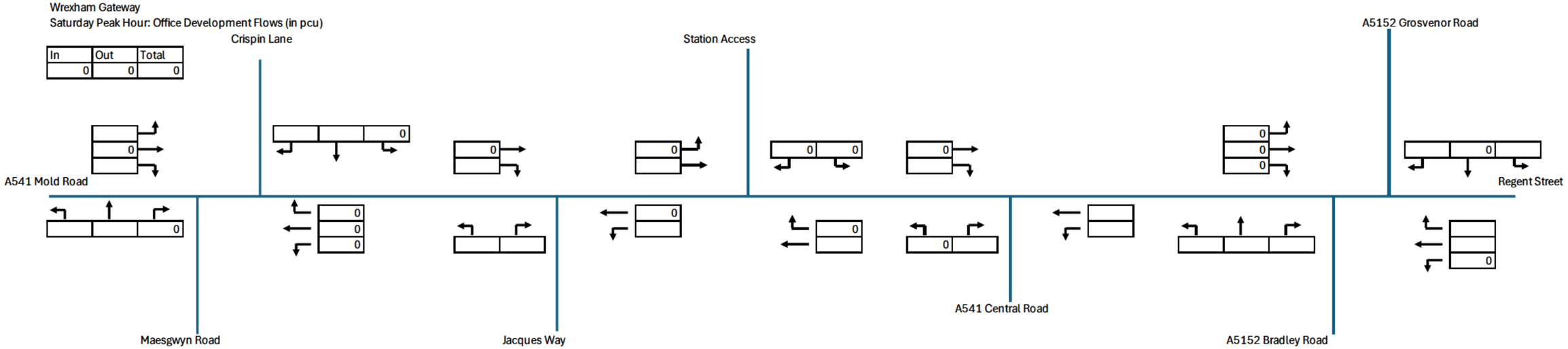
Wrexham Gateway
PM Peak Hour: Office Development Flows (in pcu)

In	Out	Total
6	35	41



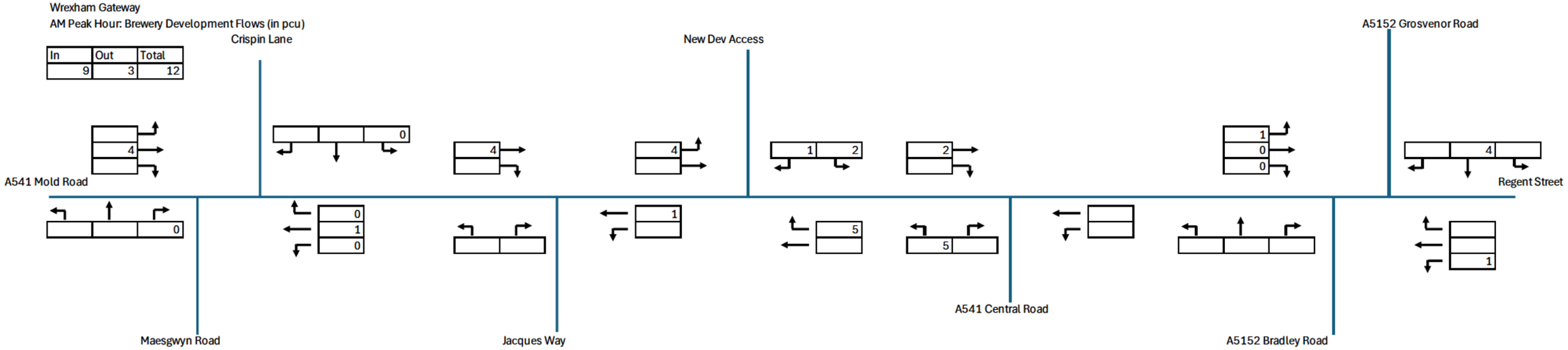
Wrexham Gateway
Saturday Peak Hour: Office Development Flows (in pcu)

In	Out	Total
0	0	0



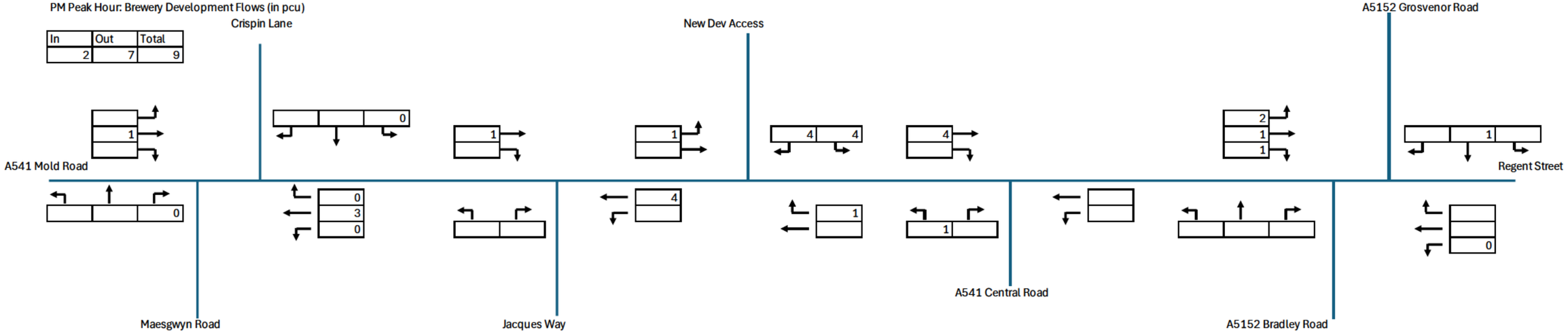
Wrexham Gateway
AM Peak Hour: Brewery Development Flows (in pcu)

In	Out	Total
9	3	12



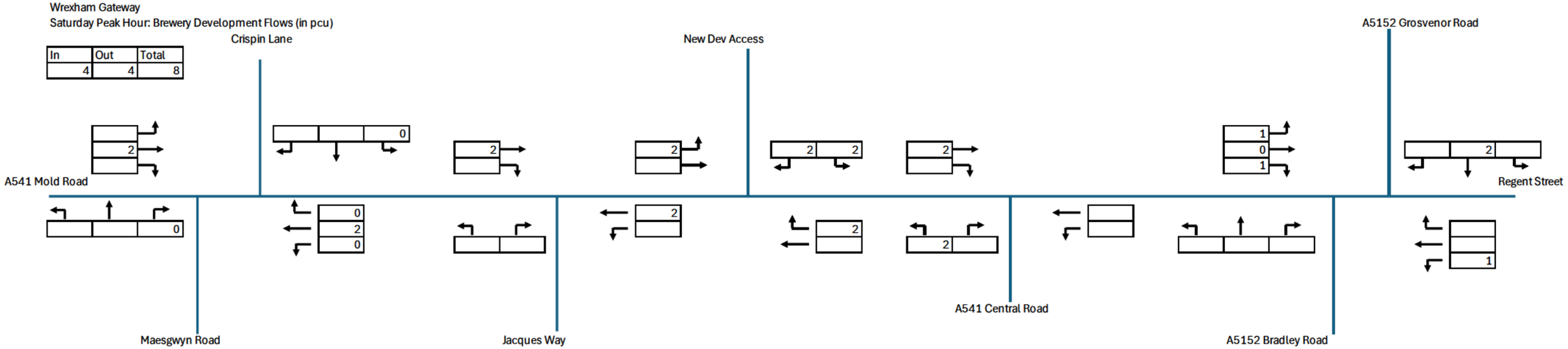
Wrexham Gateway
PM Peak Hour: Brewery Development Flows (in pcu)

In	Out	Total
2	7	9



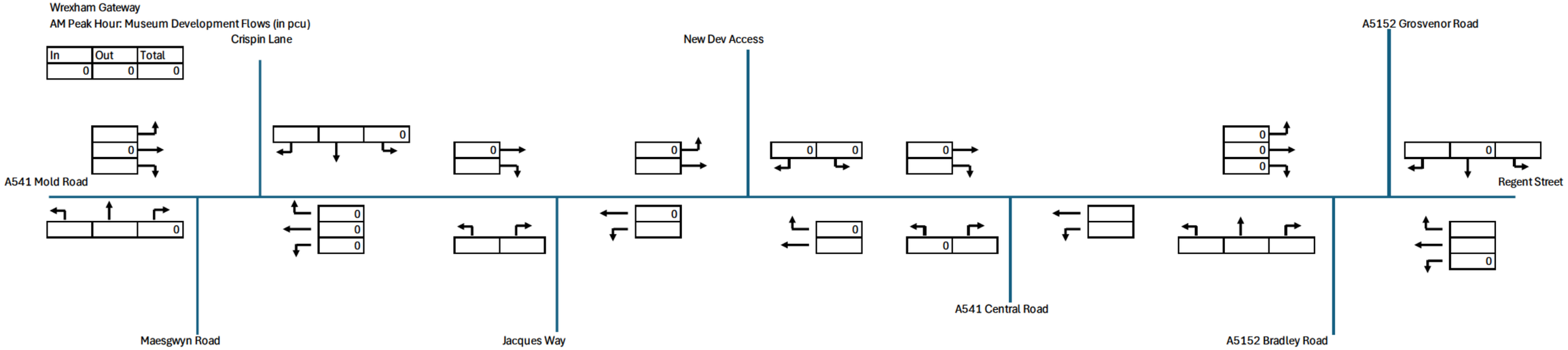
Wrexham Gateway
Saturday Peak Hour: Brewery Development Flows (in pcu)

In	Out	Total
4	4	8



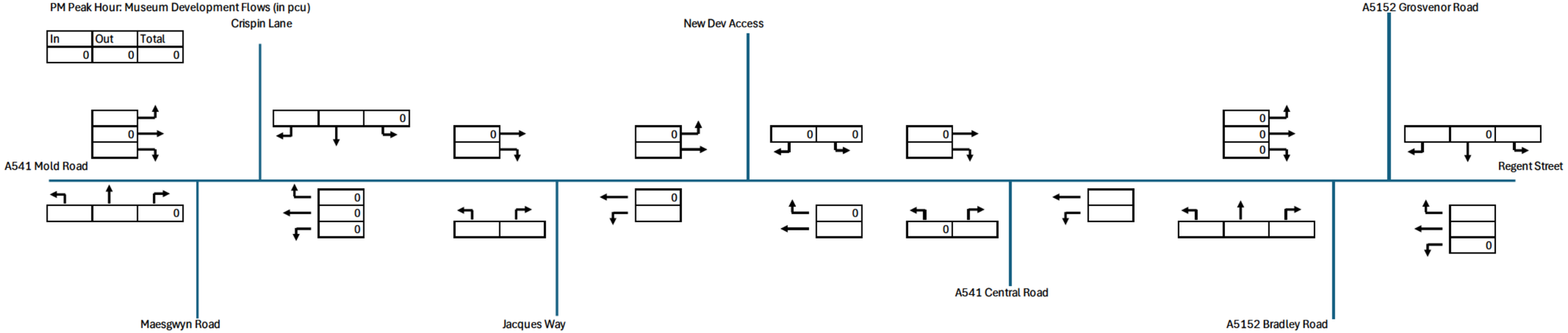
Wrexham Gateway
AM Peak Hour: Museum Development Flows (in pcu)

In	Out	Total
0	0	0



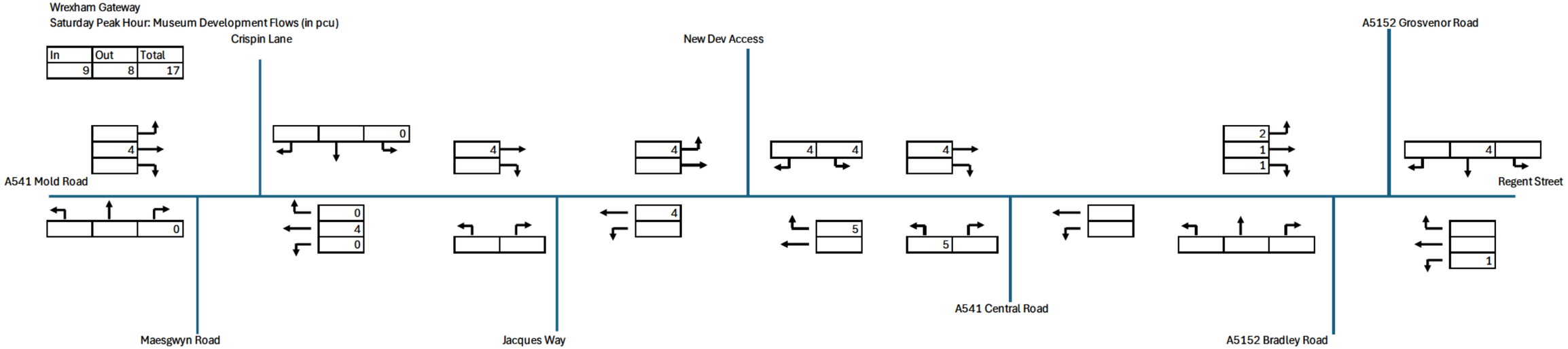
Wrexham Gateway
PM Peak Hour: Museum Development Flows (in pcu)

In	Out	Total
0	0	0

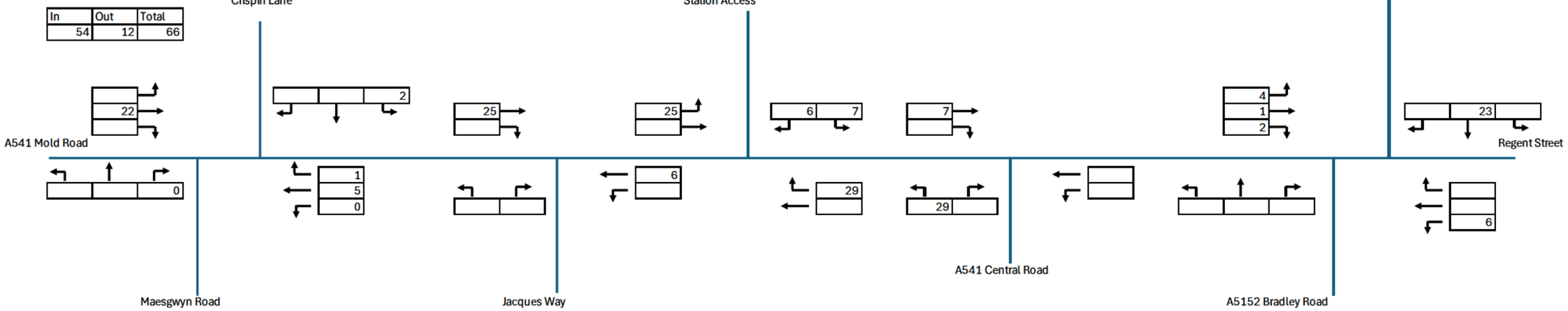


Wrexham Gateway
Saturday Peak Hour: Museum Development Flows (in pcu)

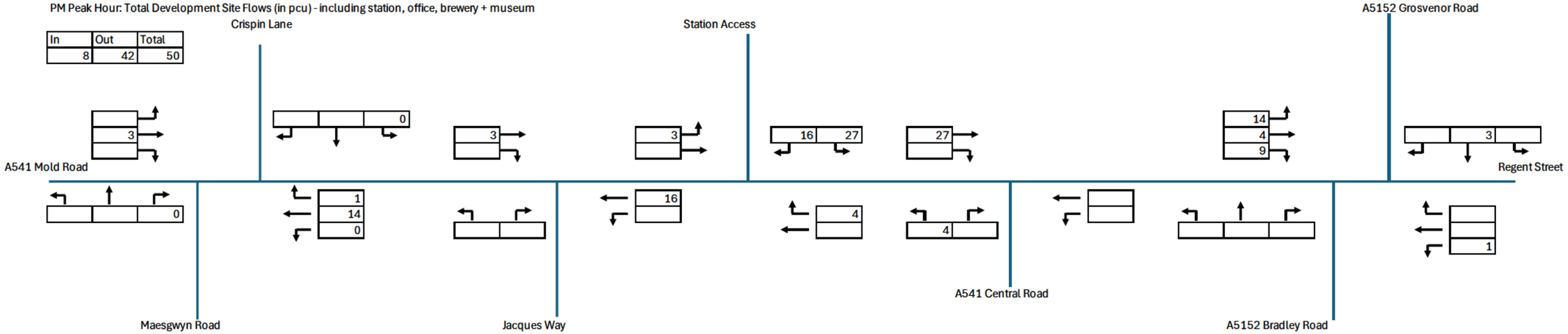
In	Out	Total
9	8	17



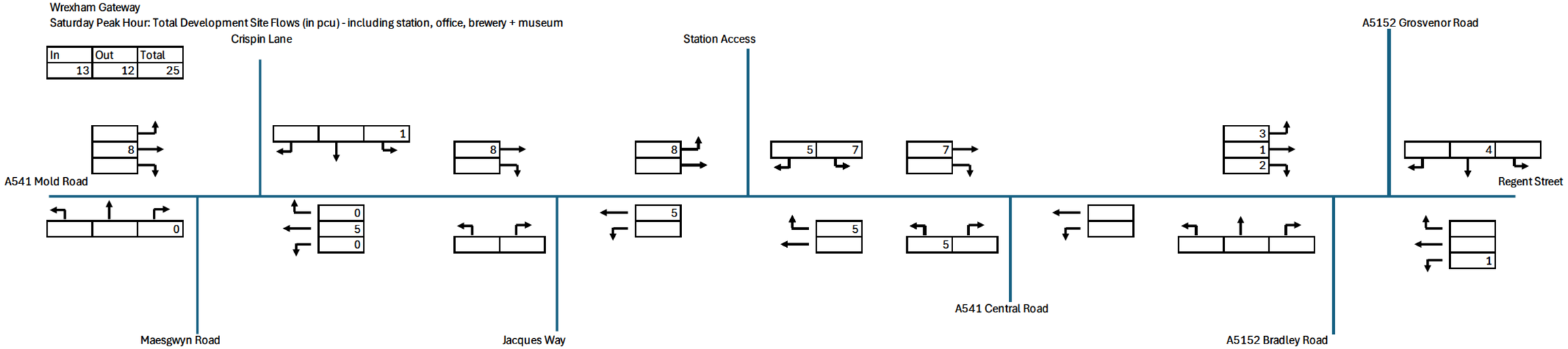
Wrexham Gateway
AM Peak Hour: Total Development Site Flows (in pcu) - including station, office, brewery + museum



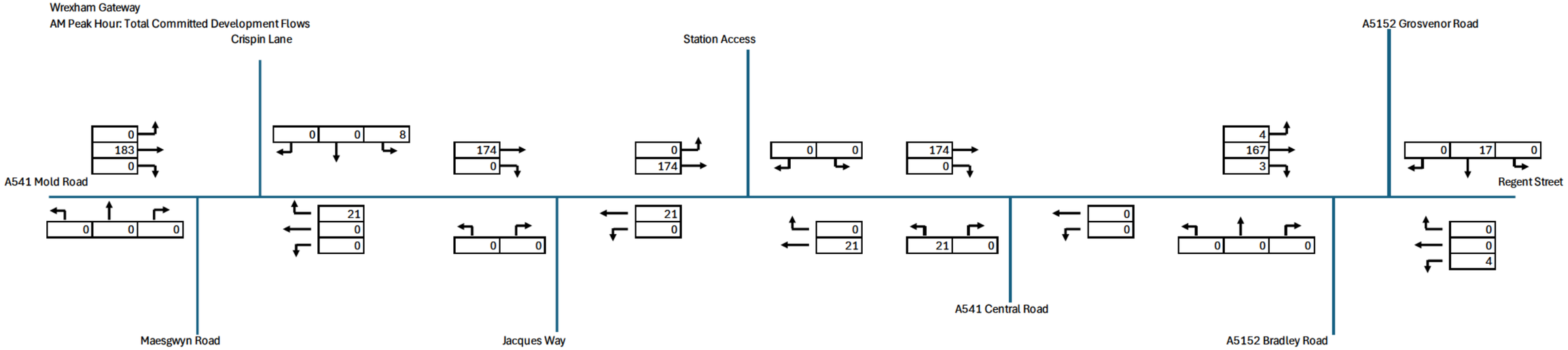
Wrexham Gateway
PM Peak Hour: Total Development Site Flows (in pcu) - including station, office, brewery + museum



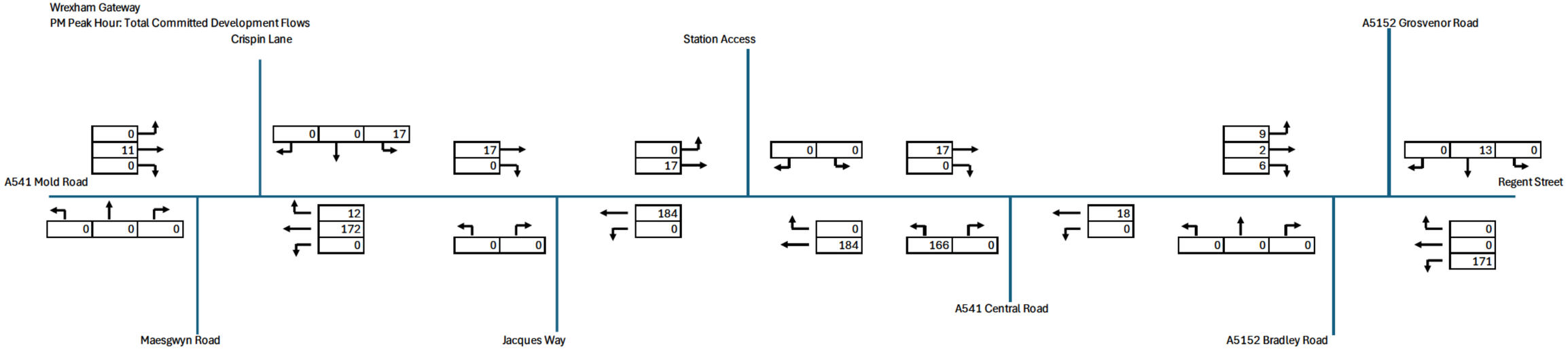
Wrexham Gateway
Saturday Peak Hour: Total Development Site Flows (in pcu) - including station, office, brewery + museum



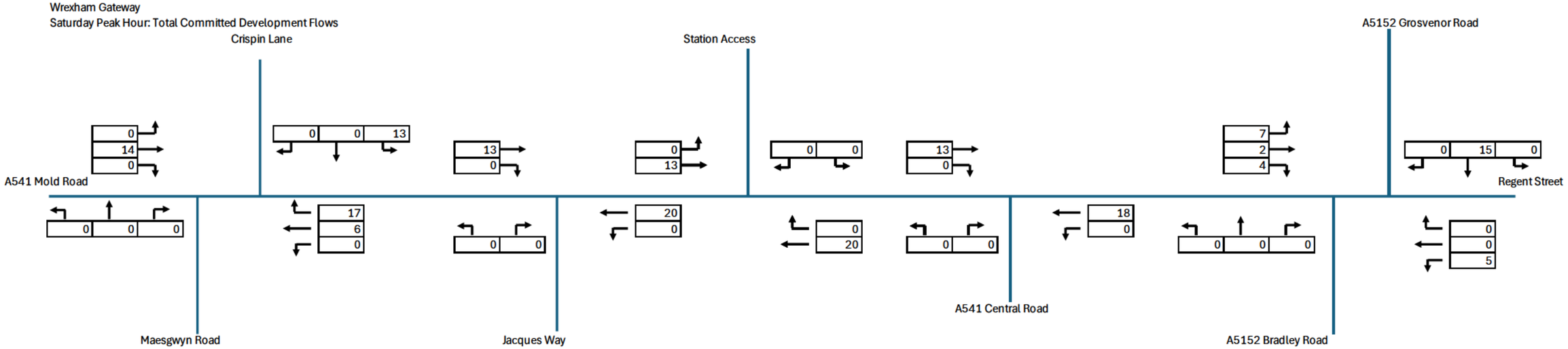
Wrexham Gateway
AM Peak Hour: Total Committed Development Flows



Wrexham Gateway
PM Peak Hour: Total Committed Development Flows

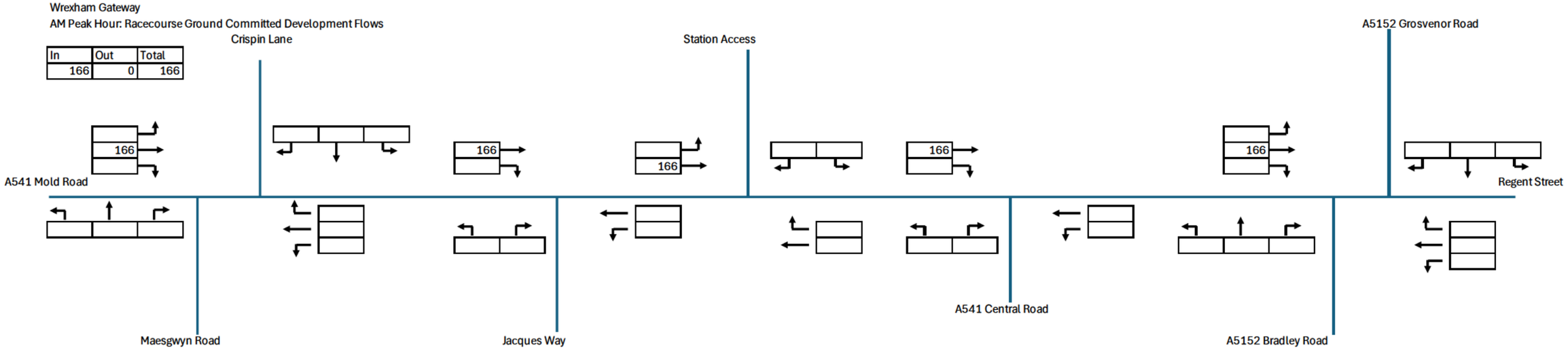


Wrexham Gateway
Saturday Peak Hour: Total Committed Development Flows



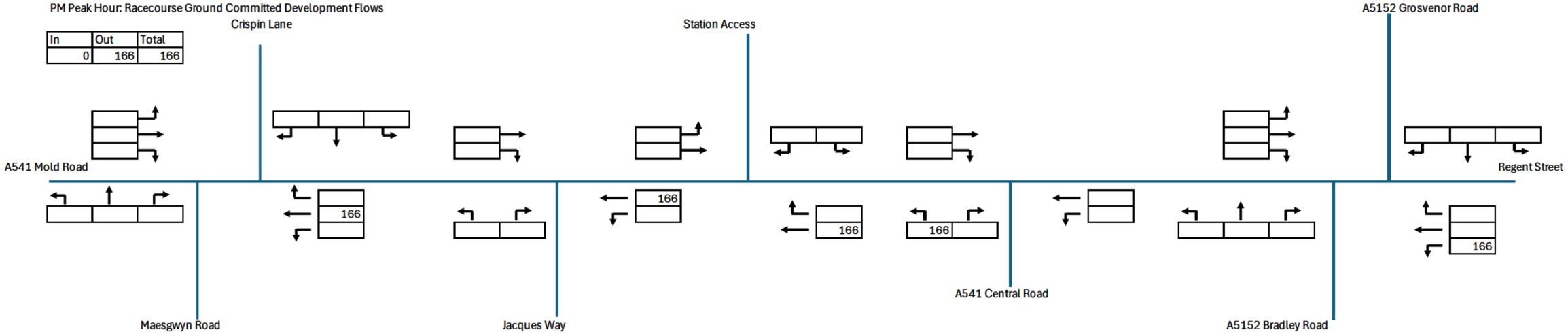
Wrexham Gateway
AM Peak Hour: Racecourse Ground Committed Development Flows

In	Out	Total
166	0	166



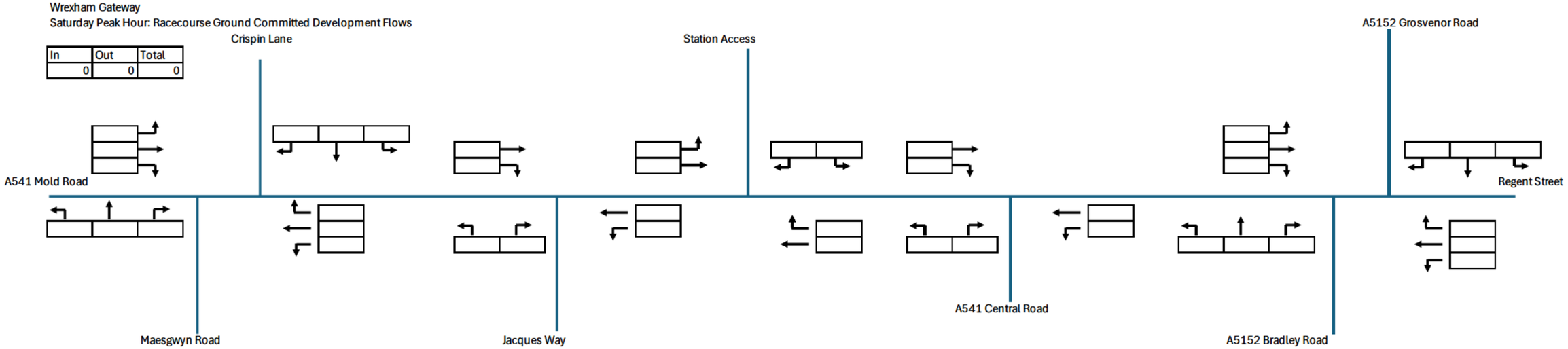
Wrexham Gateway
PM Peak Hour: Racecourse Ground Committed Development Flows

In	Out	Total
0	166	166

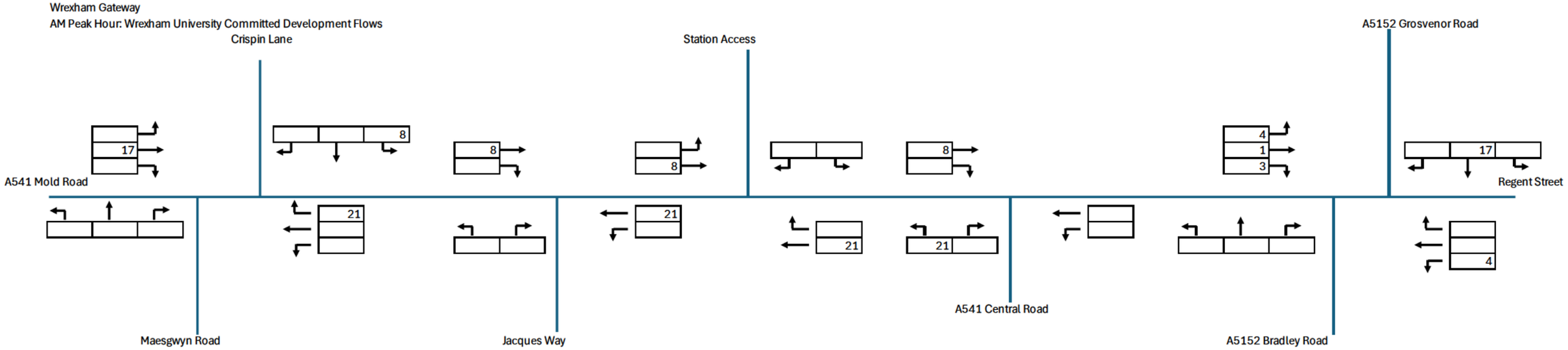


Wrexham Gateway
Saturday Peak Hour: Racecourse Ground Committed Development Flows

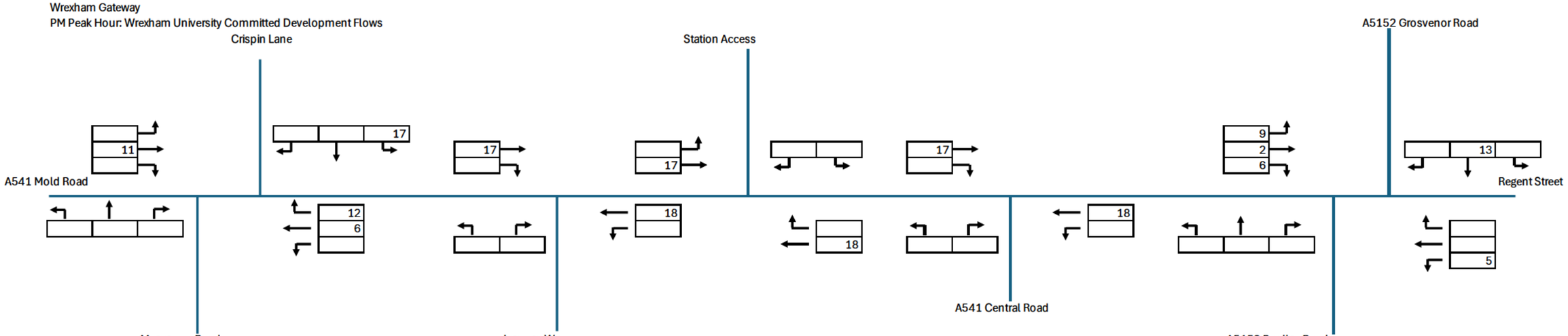
In	Out	Total
0	0	0



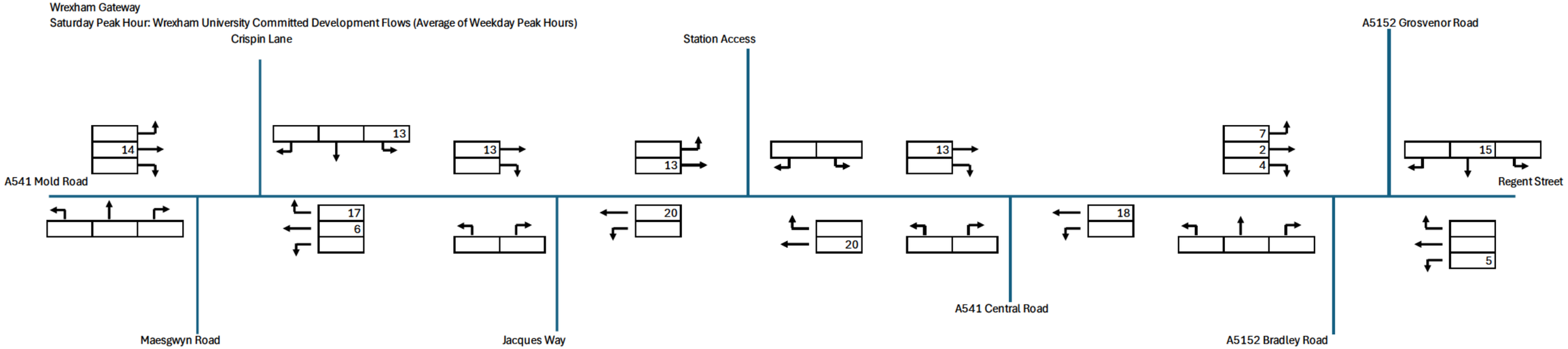
Wrexham Gateway
AM Peak Hour: Wrexham University Committed Development Flows



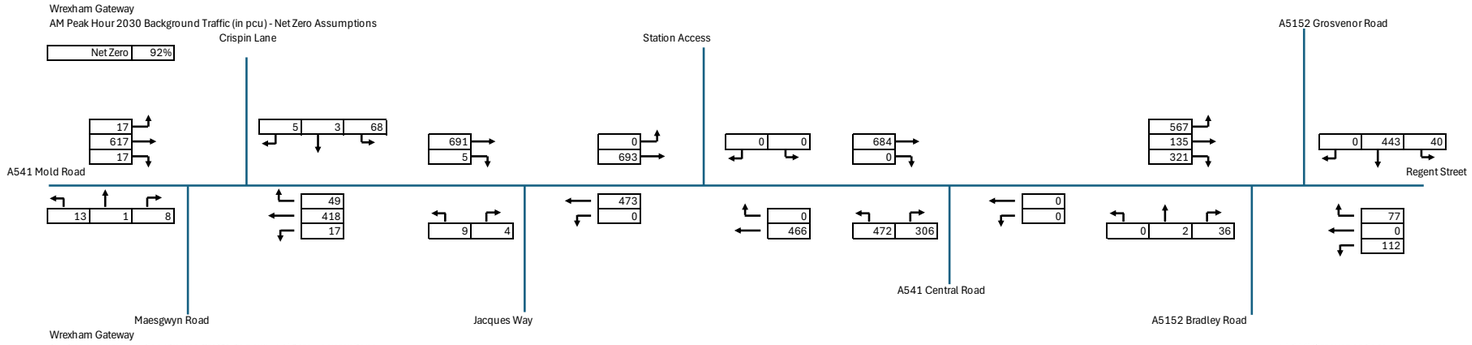
Wrexham Gateway
PM Peak Hour: Wrexham University Committed Development Flows



Wrexham Gateway
Saturday Peak Hour: Wrexham University Committed Development Flows (Average of Weekday Peak Hours)



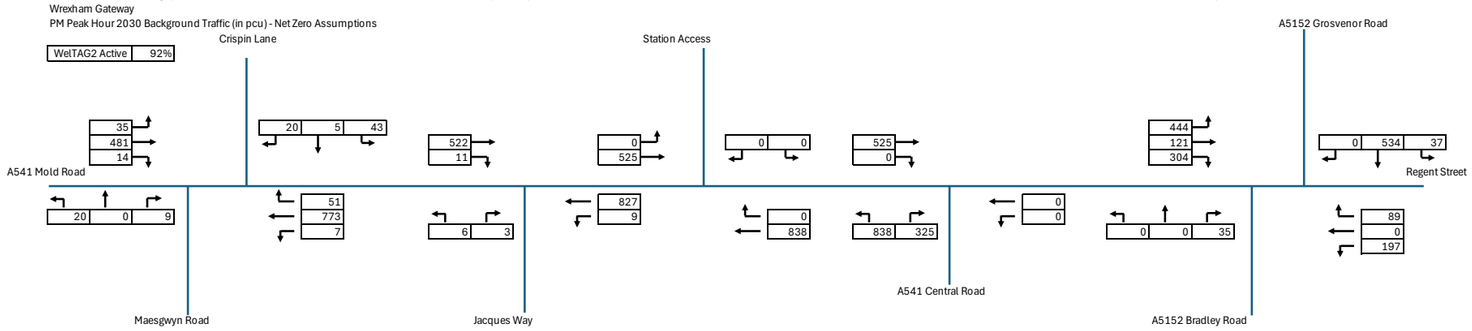
Wrexham Gateway
AM Peak Hour 2030 Background Traffic (in pcu) - Net Zero Assumptions



	Mold	Crisp	Stat	Grosv	Reg	Brad	Cen	Jacq	Maes		Check
Mold Rd		17	0	273	65	275	0	4	17		650 650
Crispin L	5		0	30	7	30		0	3		76 76
Station A	0	0		0	0	0	0	0	0		0 0
Grosven	0	0	0		40	443	0	0	0		483 483
Regent S	0	0	0	77		112	0	0	0		189 189
Bradley F	0	0	0	2	36		0	0	0		38 38
Central F	407	48	0	247	59	0		0	17		778 778
Jacques	8	1	0	2	0	2	0		0		13 13
Maesgwy	13	1	0	4	1	4	0	0			22 22
											2250 2250
	433	66	0	635	209	865	0	5	36	2250	
Check	436	67	0	646	211	876	0	5	37	2278	

319	247
76	59
321	

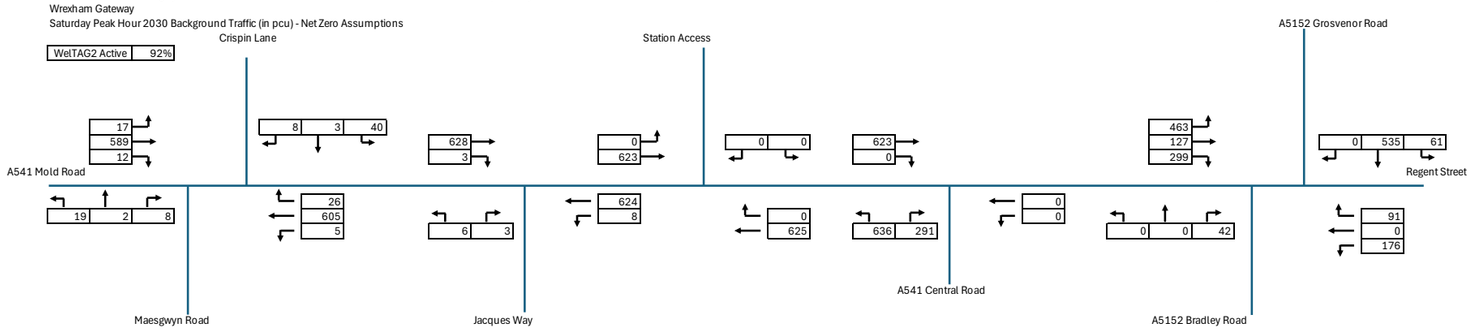
Wrexham Gateway
PM Peak Hour 2030 Background Traffic (in pcu) - Net Zero Assumptions



	Mold	Crisp	Stat	Grosv	Reg	Brad	Cen	Jacq	Maes		Check
Mold Rd		35	0	163	44	263	0	10	14		529 529
Crispin L	20		0	15	4	24		1	5		68 68
Station A	0	0		0	0	0	0	0	0		0 0
Grosven	0	0	0		37	534	0	0	0		571 571
Regent S	0	0	0	89		197	0	0	0		286 286
Bradley F	0	0	0	0	35		0	0	0		35 35
Central F	771	51	0	255	70	0		9	7		1163 1163
Jacques	5	0	0	1	0	2	0		0		8 8
Maesgwy	20	0	0	3	1	5	0	0			29 29
											2689 2689
	817	86	0	526	191	1024	0	20	26	2689	
Check	813	86	0	533	193	1035	0	20	26	2706	

189	255
51	70
304	

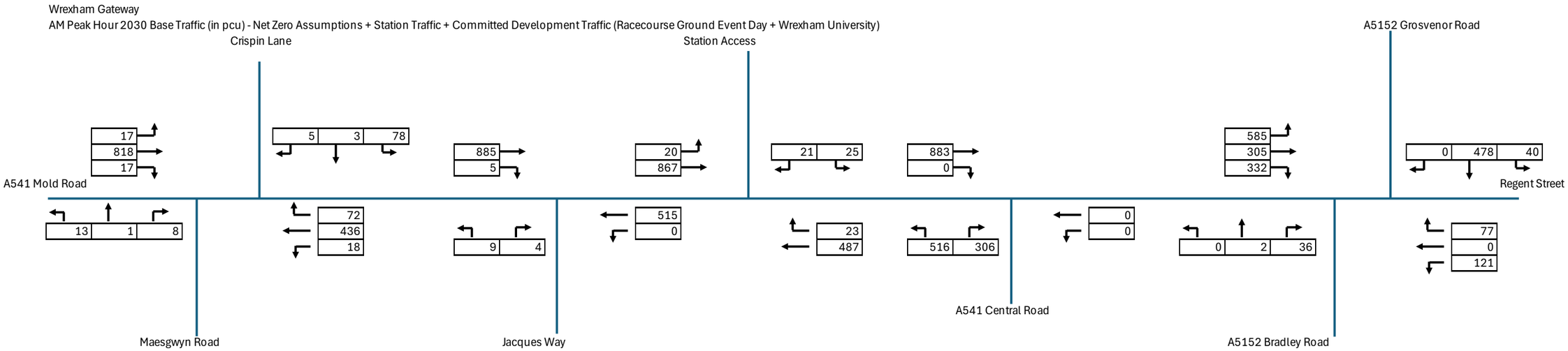
Wrexham Gateway
Saturday Peak Hour 2030 Background Traffic (in pcu) - Net Zero Assumptions



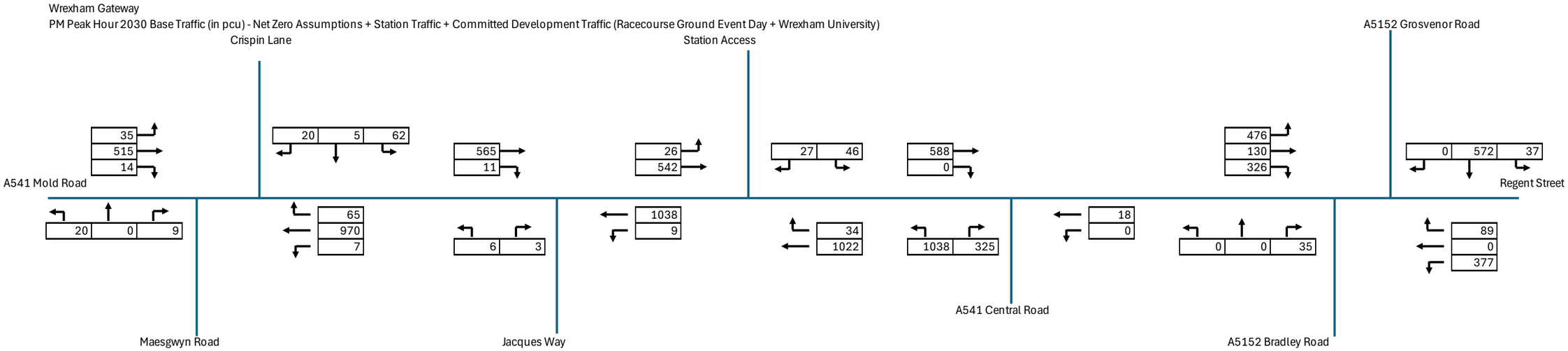
	Mold	Crisp	Stat	Grosv	Reg	Brad	Cen	Jacq	Maes		Check
Mold Rd		17	0	230	63	293	0	3	12		617 617
Crispin L	8		0	16	4	20		0	3		51 51
Station A	0	0		0	0	0	0	0	0		0 0
Grosven	0	0	0		61	535	0	0	0		596 596
Regent S	0	0	0	91		176	0	0	0		267 267
Bradley F	0	0	0	0	42		0	0	0		42 42
Central F	597	26	0	229	63	0		8	5		928 928
Jacques	6	0	0	1	0	2	0		0		9 9
Maesgwy	19	2	0	3	1	4	0	0			29 29
											2539 2539
	629	45	0	569	234	1030	0	11	21	2539	
Check	631	45	0	554	230	1010	0	11	21	2502	

235	229
65	63
299	

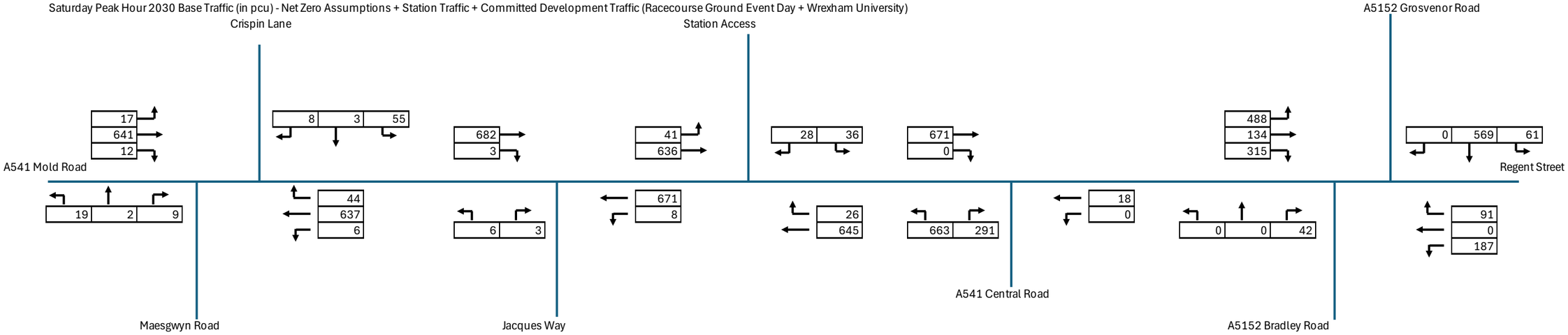
Wrexham Gateway
AM Peak Hour 2030 Base Traffic (in pcu) - Net Zero Assumptions + Station Traffic + Committed Development Traffic (Racecourse Ground Event Day + Wrexham University)



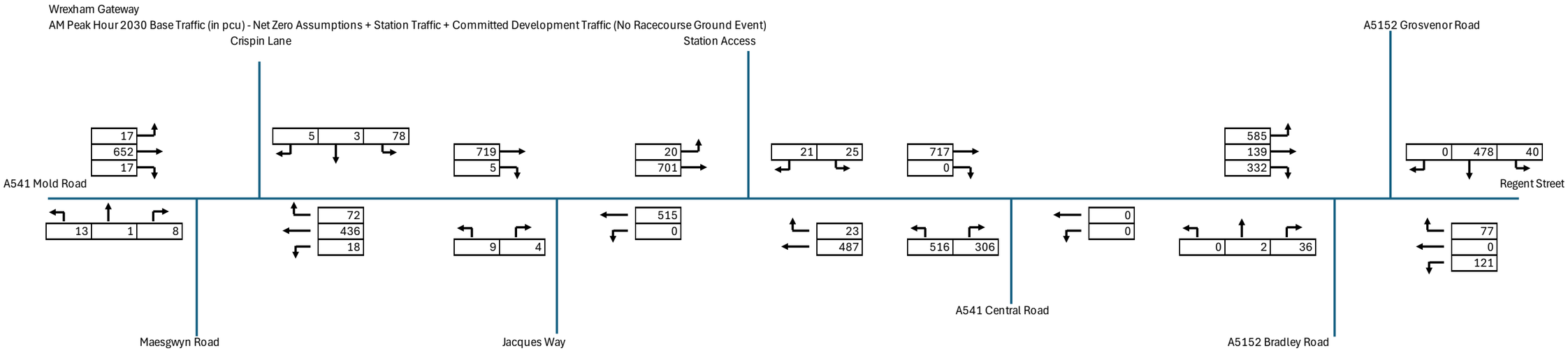
Wrexham Gateway
PM Peak Hour 2030 Base Traffic (in pcu) - Net Zero Assumptions + Station Traffic + Committed Development Traffic (Racecourse Ground Event Day + Wrexham University)



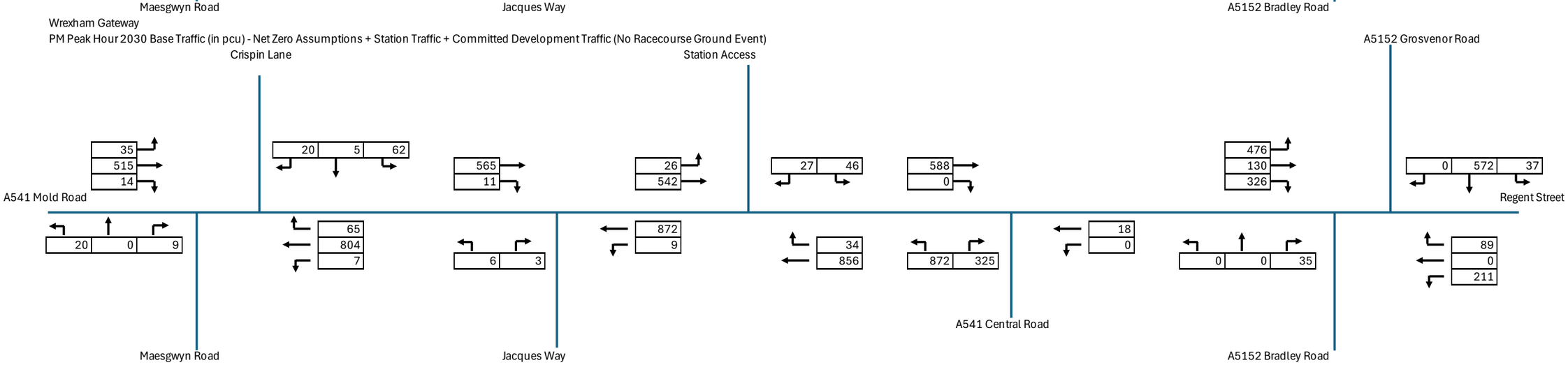
Wrexham Gateway
Saturday Peak Hour 2030 Base Traffic (in pcu) - Net Zero Assumptions + Station Traffic + Committed Development Traffic (Racecourse Ground Event Day + Wrexham University)



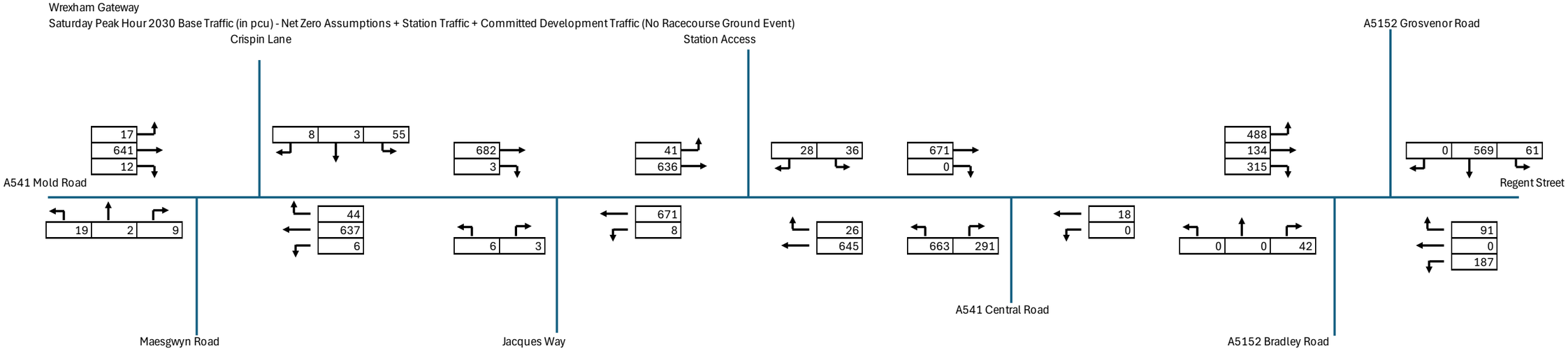
Wrexham Gateway
AM Peak Hour 2030 Base Traffic (in pcu) - Net Zero Assumptions + Station Traffic + Committed Development Traffic (No Racecourse Ground Event)



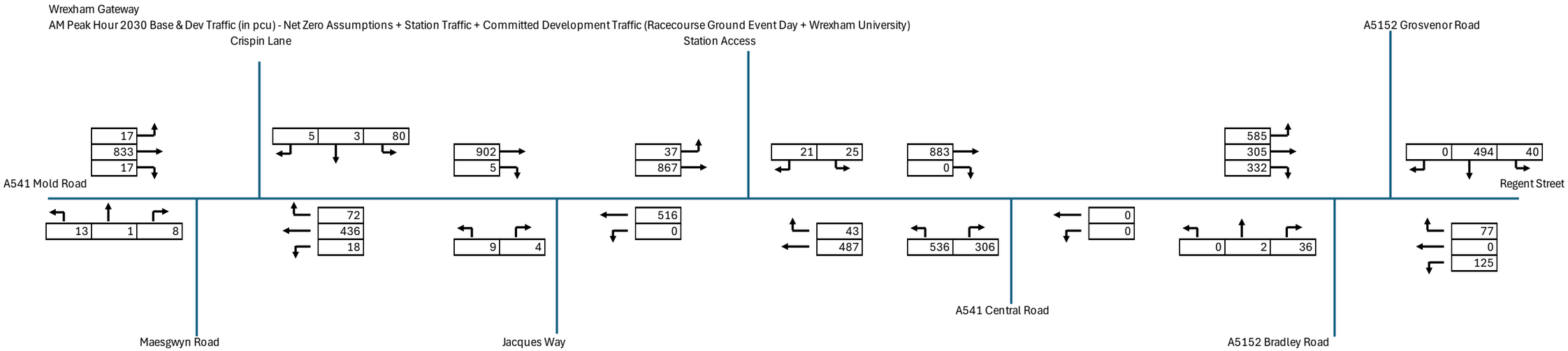
Wrexham Gateway
PM Peak Hour 2030 Base Traffic (in pcu) - Net Zero Assumptions + Station Traffic + Committed Development Traffic (No Racecourse Ground Event)



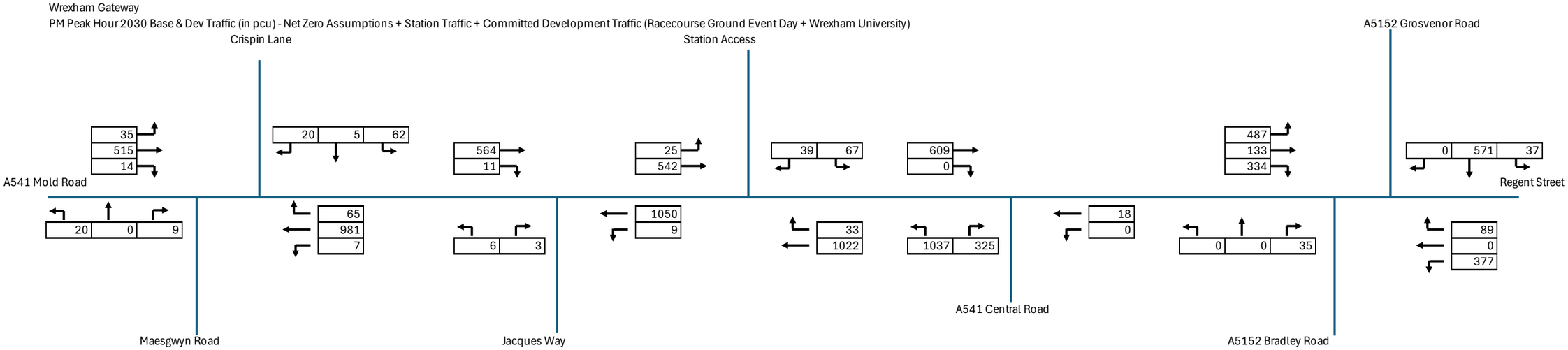
Wrexham Gateway
Saturday Peak Hour 2030 Base Traffic (in pcu) - Net Zero Assumptions + Station Traffic + Committed Development Traffic (No Racecourse Ground Event)



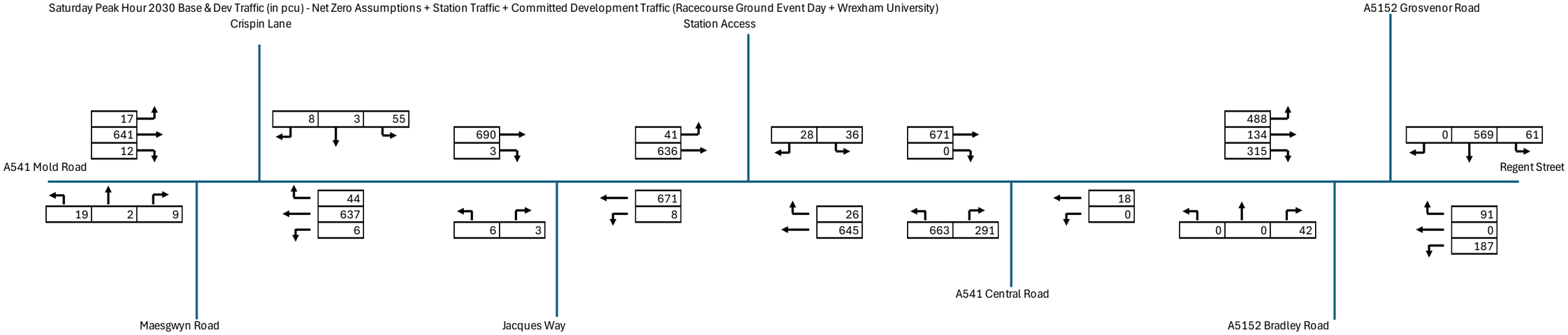
Wrexham Gateway
AM Peak Hour 2030 Base & Dev Traffic (in pcu) - Net Zero Assumptions + Station Traffic + Committed Development Traffic (Racecourse Ground Event Day + Wrexham University)



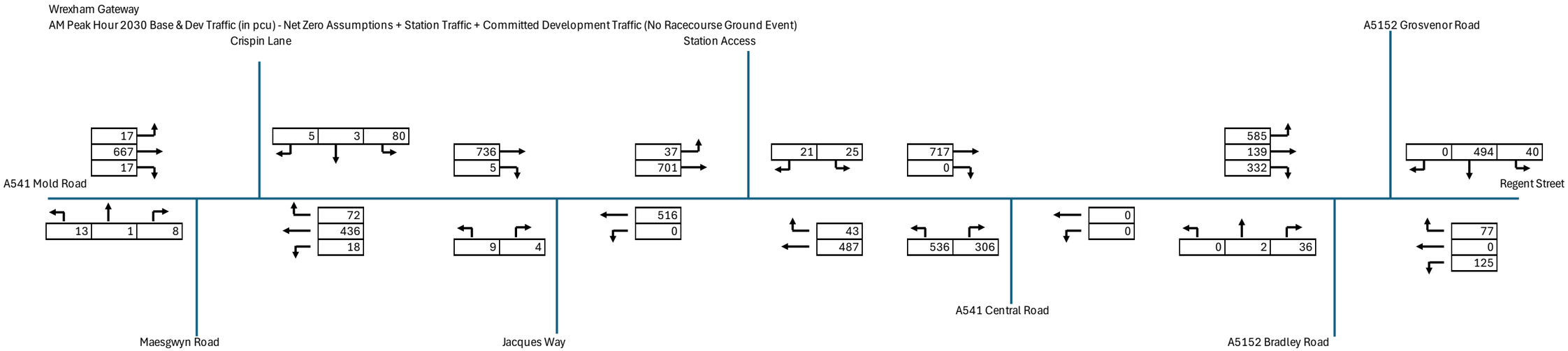
Wrexham Gateway
PM Peak Hour 2030 Base & Dev Traffic (in pcu) - Net Zero Assumptions + Station Traffic + Committed Development Traffic (Racecourse Ground Event Day + Wrexham University)



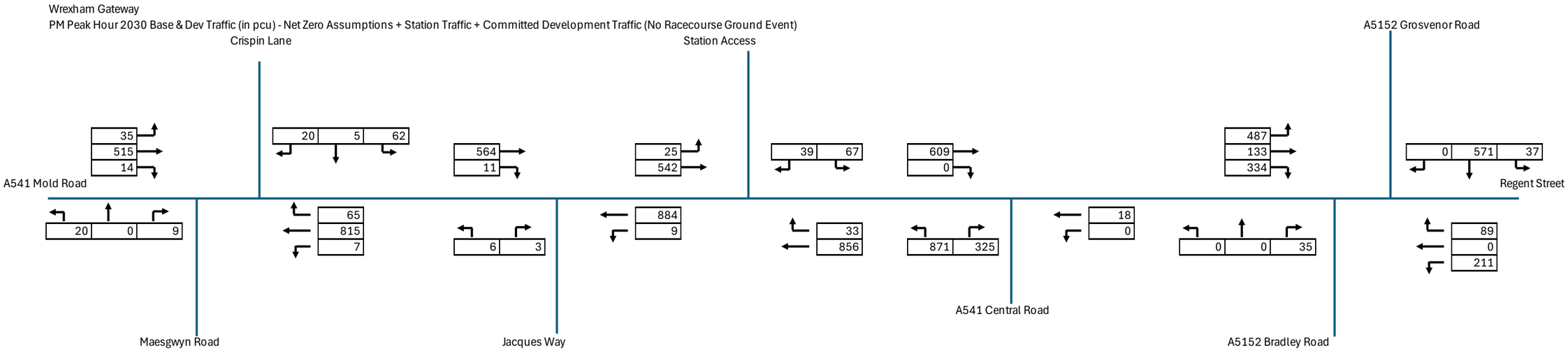
Wrexham Gateway
Saturday Peak Hour 2030 Base & Dev Traffic (in pcu) - Net Zero Assumptions + Station Traffic + Committed Development Traffic (Racecourse Ground Event Day + Wrexham University)



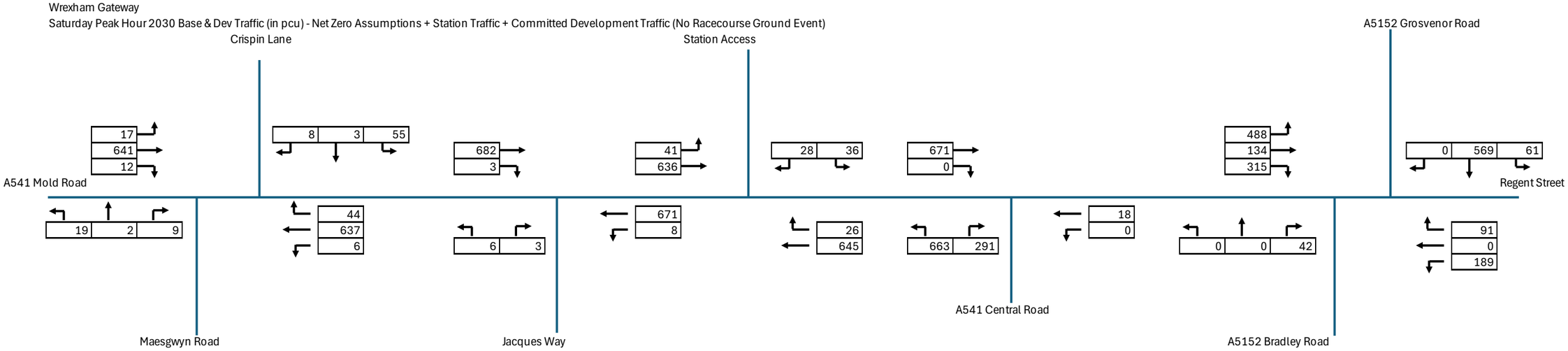
Wrexham Gateway
AM Peak Hour 2030 Base & Dev Traffic (in pcu) - Net Zero Assumptions + Station Traffic + Committed Development Traffic (No Racecourse Ground Event)



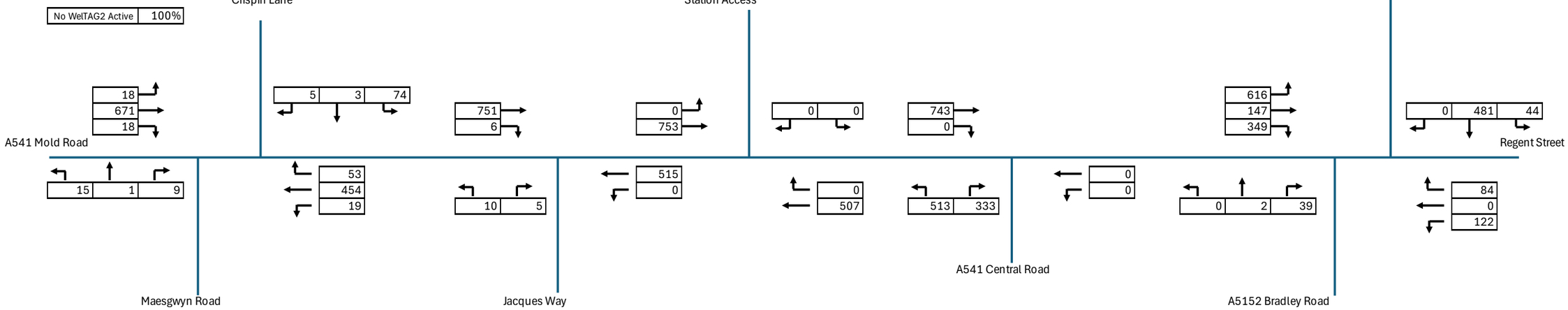
Wrexham Gateway
PM Peak Hour 2030 Base & Dev Traffic (in pcu) - Net Zero Assumptions + Station Traffic + Committed Development Traffic (No Racecourse Ground Event)



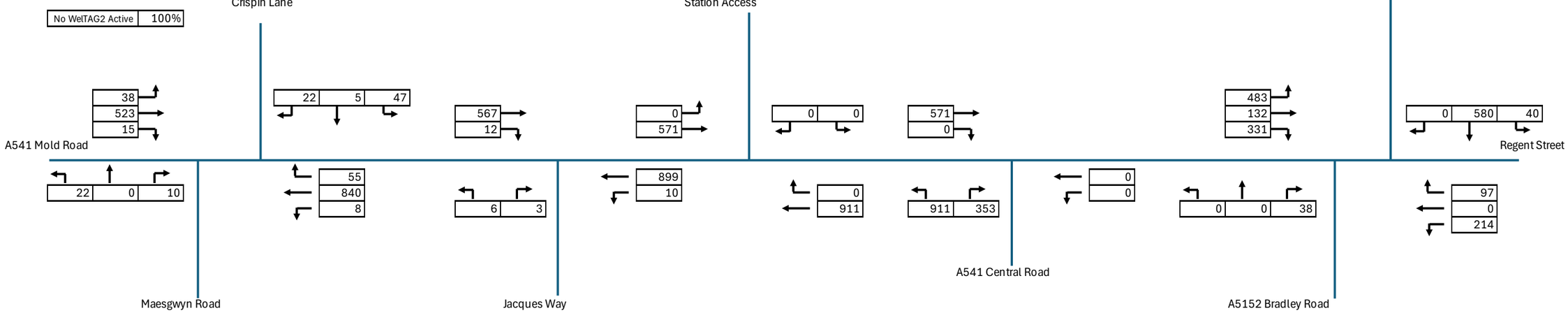
Wrexham Gateway
Saturday Peak Hour 2030 Base & Dev Traffic (in pcu) - Net Zero Assumptions + Station Traffic + Committed Development Traffic (No Racecourse Ground Event)



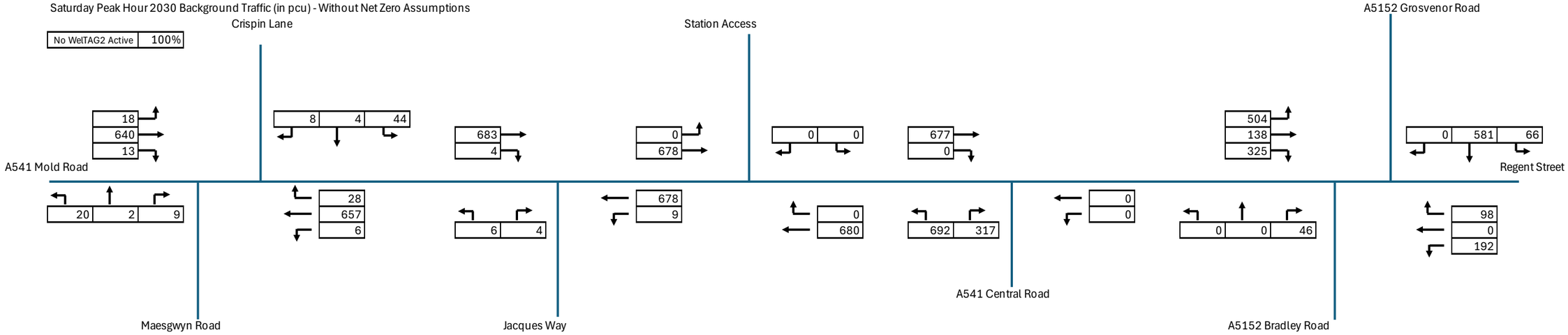
Wrexham Gateway
AM Peak Hour 2030 Background Traffic (in pcu) - Without Net Zero Assumptions



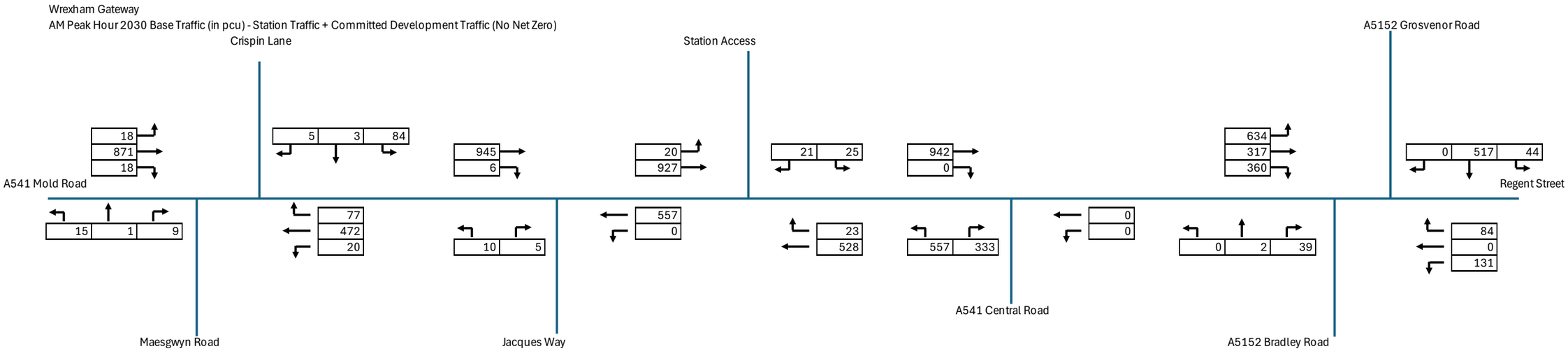
Wrexham Gateway
PM Peak Hour 2030 Background Traffic (in pcu) - Without Net Zero Assumptions



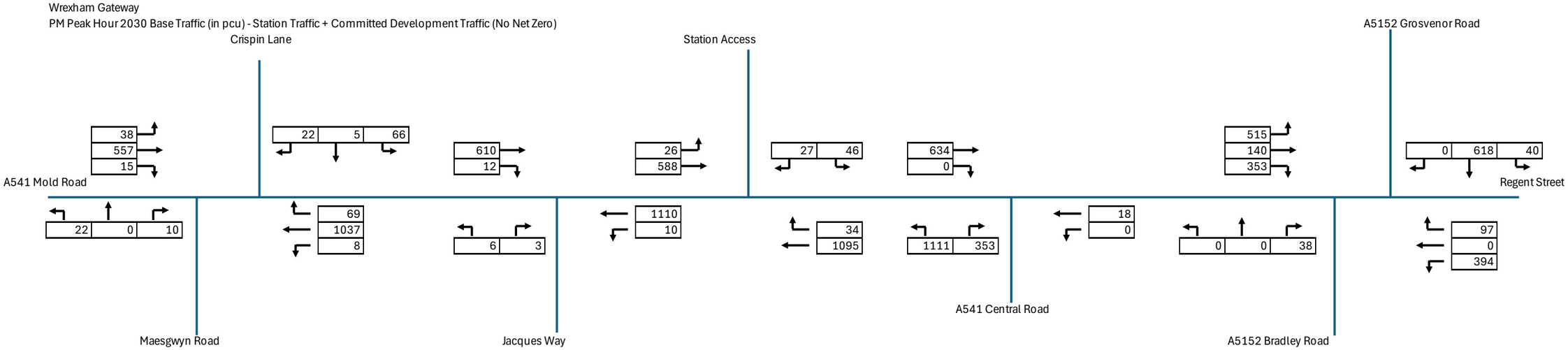
Wrexham Gateway
Saturday Peak Hour 2030 Background Traffic (in pcu) - Without Net Zero Assumptions



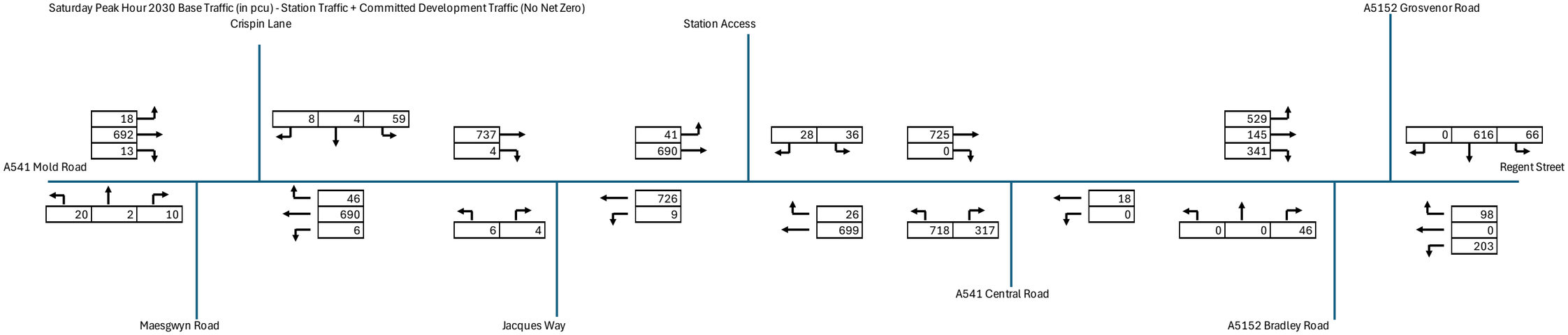
Wrexham Gateway
AM Peak Hour 2030 Base Traffic (in pcu) - Station Traffic + Committed Development Traffic (No Net Zero)



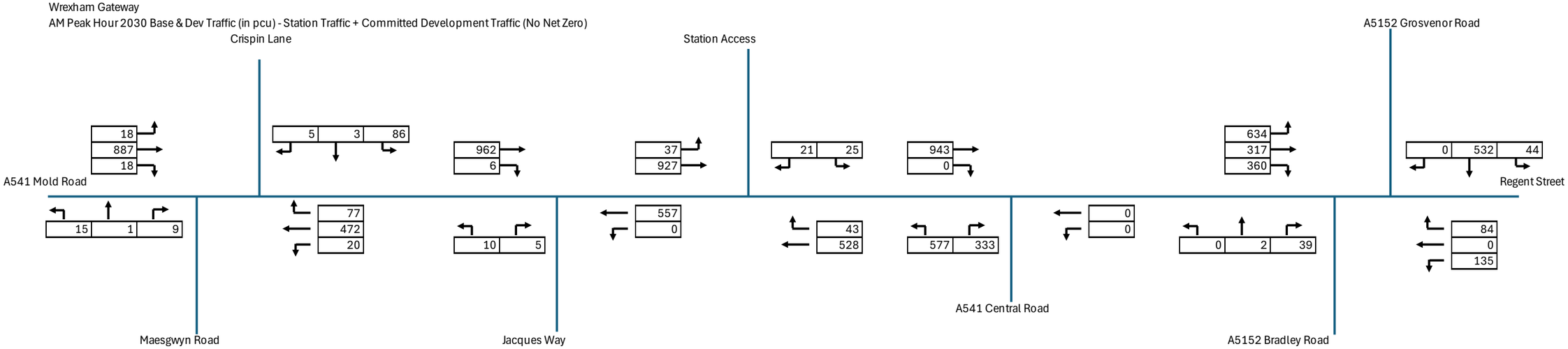
Wrexham Gateway
PM Peak Hour 2030 Base Traffic (in pcu) - Station Traffic + Committed Development Traffic (No Net Zero)



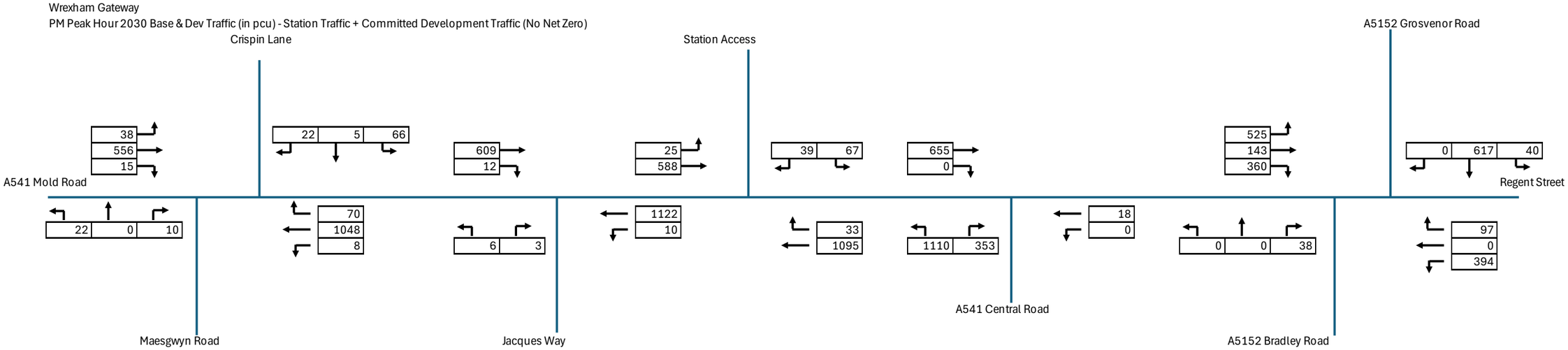
Wrexham Gateway
Saturday Peak Hour 2030 Base Traffic (in pcu) - Station Traffic + Committed Development Traffic (No Net Zero)



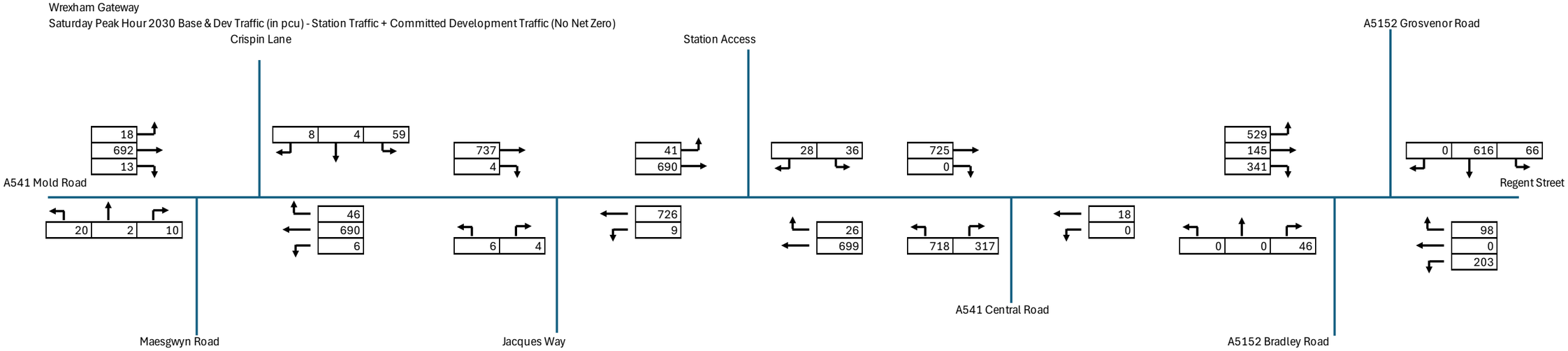
Wrexham Gateway
AM Peak Hour 2030 Base & Dev Traffic (in pcu) - Station Traffic + Committed Development Traffic (No Net Zero)



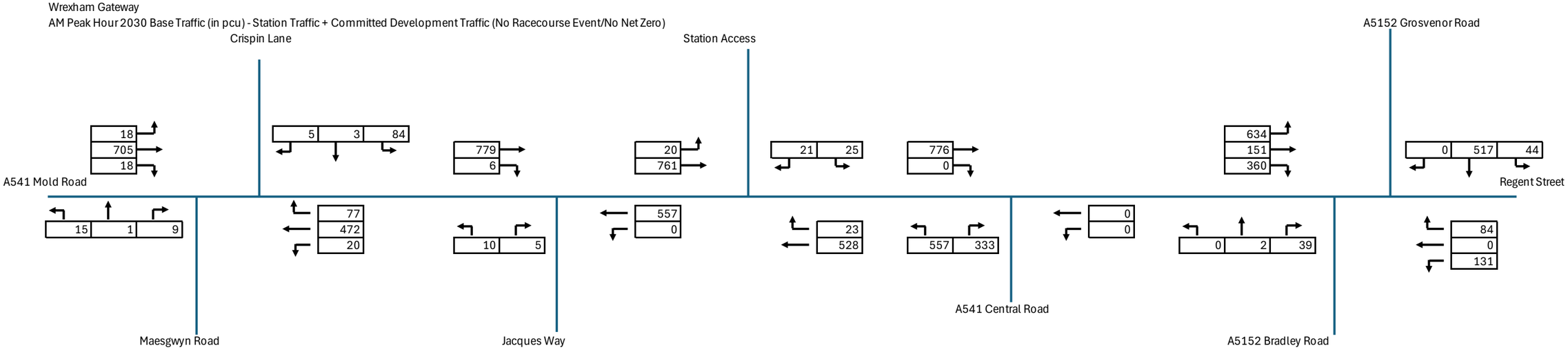
Wrexham Gateway
PM Peak Hour 2030 Base & Dev Traffic (in pcu) - Station Traffic + Committed Development Traffic (No Net Zero)



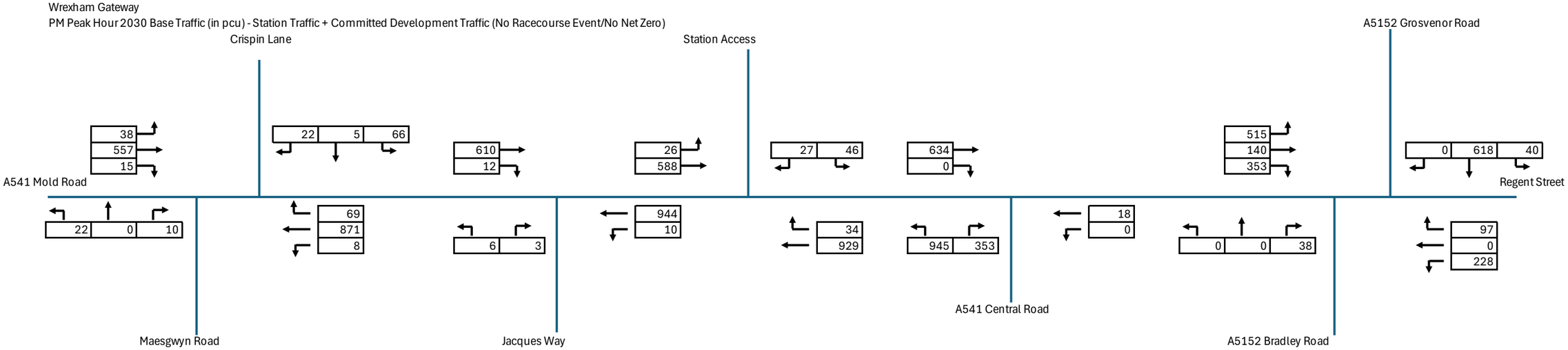
Wrexham Gateway
Saturday Peak Hour 2030 Base & Dev Traffic (in pcu) - Station Traffic + Committed Development Traffic (No Net Zero)



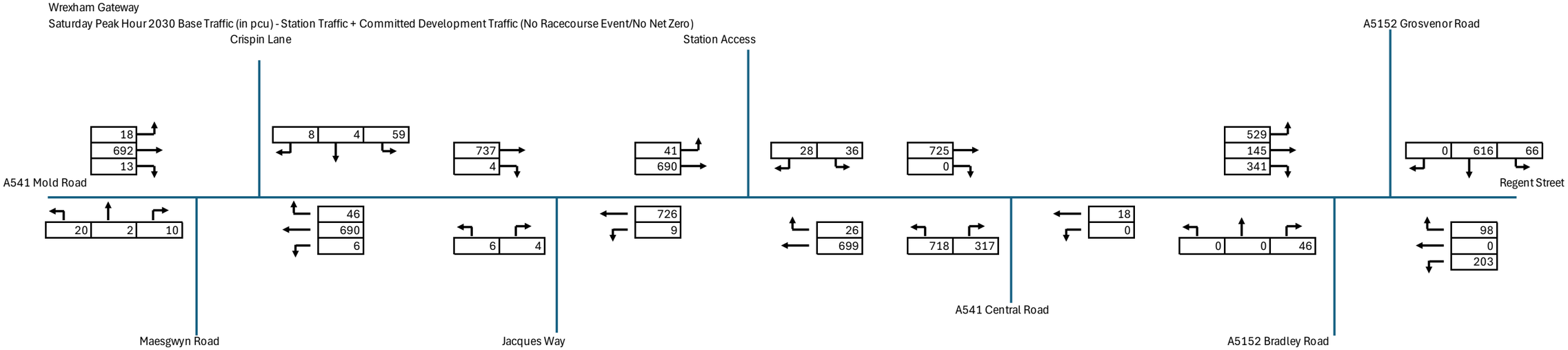
Wrexham Gateway
AM Peak Hour 2030 Base Traffic (in pcu) - Station Traffic + Committed Development Traffic (No Racecourse Event/No Net Zero)



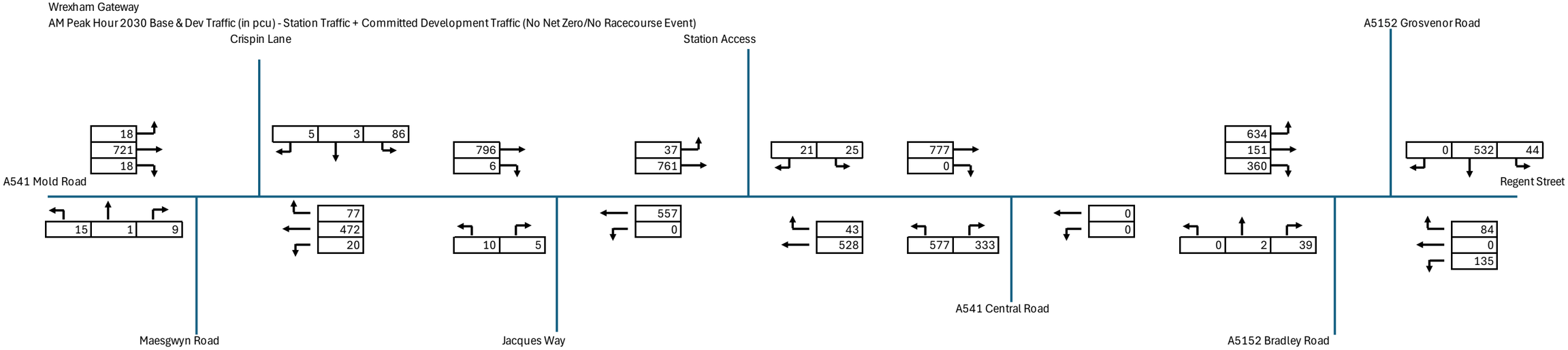
Wrexham Gateway
PM Peak Hour 2030 Base Traffic (in pcu) - Station Traffic + Committed Development Traffic (No Racecourse Event/No Net Zero)



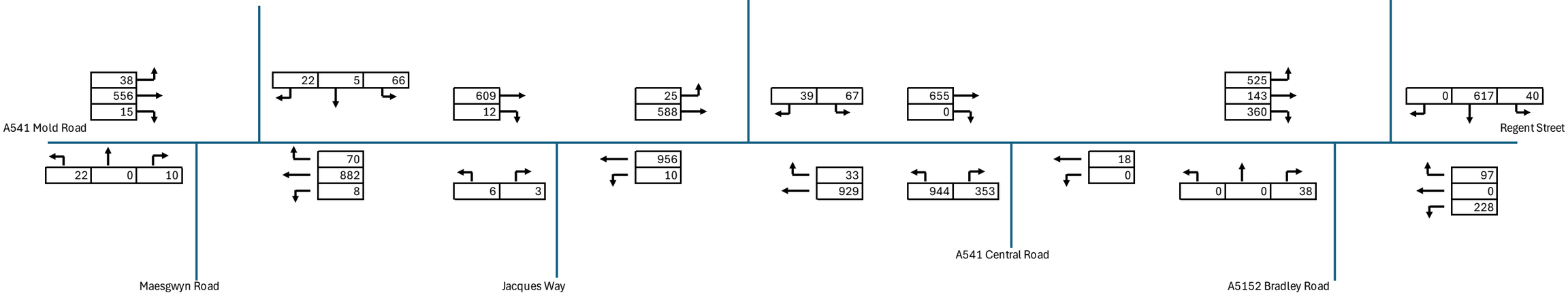
Wrexham Gateway
Saturday Peak Hour 2030 Base Traffic (in pcu) - Station Traffic + Committed Development Traffic (No Racecourse Event/No Net Zero)



Wrexham Gateway
AM Peak Hour 2030 Base & Dev Traffic (in pcu) - Station Traffic + Committed Development Traffic (No Net Zero/No Racecourse Event)



Wrexham Gateway
PM Peak Hour 2030 Base & Dev Traffic (in pcu) - Station Traffic + Committed Development Traffic (No Net Zero/No Racecourse Event)



Wrexham Gateway
Saturday Peak Hour 2030 Base & Dev Traffic (in pcu) - Station Traffic + Committed Development Traffic (No Net Zero/No Racecourse Event)

