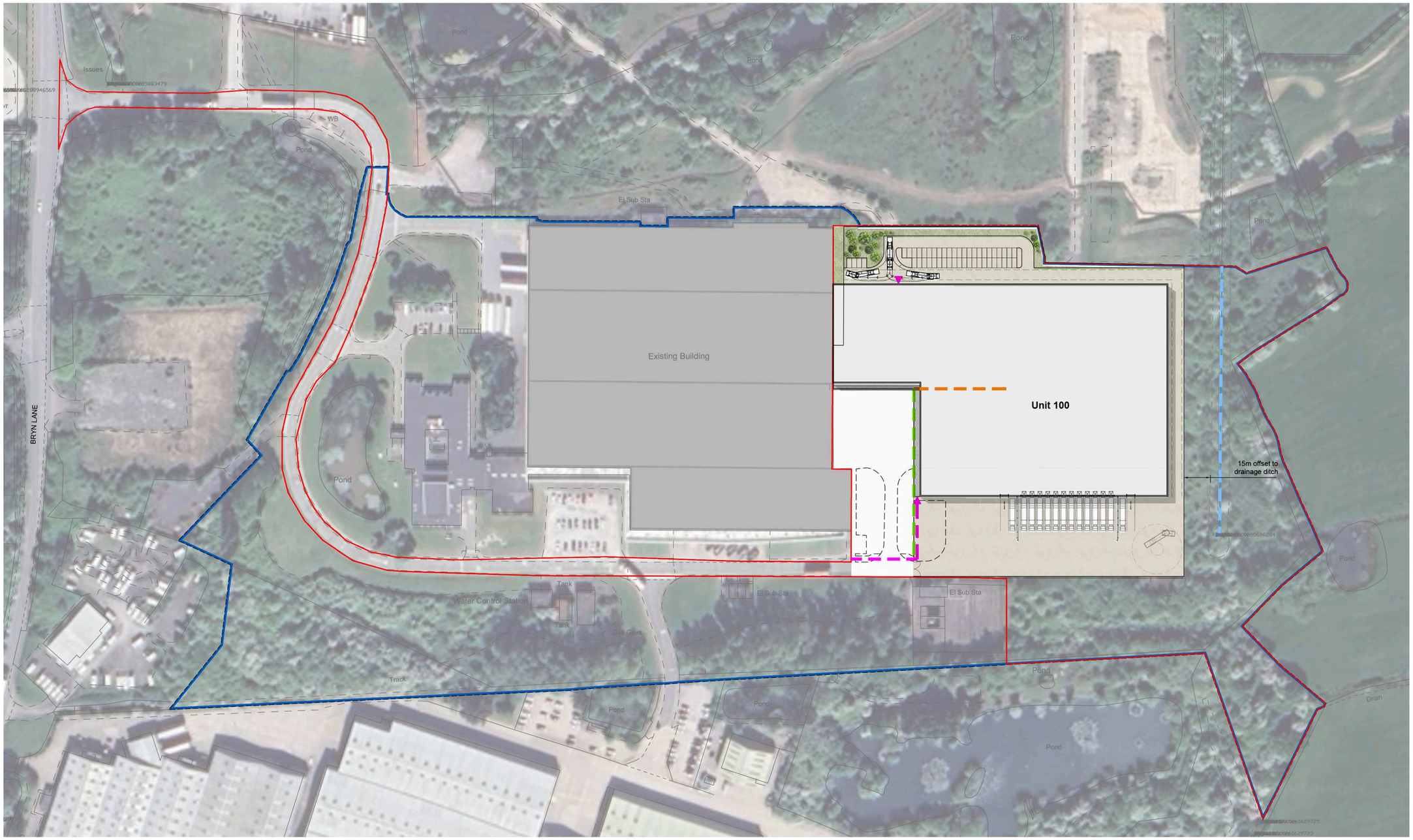
Appendix A – Illustrative Masterplan



Illustrative Masterplan
Scale: 1:1000

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General Notes

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- All relevant drawings and specifications should be read in conjunction with this document.
- Scaling of this document is not recommended.

North

Document Scale(s)

10m SCALE 1:1000

Boundary Notes

The site boundary indicated is taken from Title Plan ref: CYM547568. Please note this information has been provided in scanned .pdf format and is subject to further clarification.

Key

- Planning boundary
- Ownership boundary
- Existing retaining wall
- Proposed retaining wall
- Pedestrian access
- Existing drainage ditch

Project Name

Wrexham Industrial Estate, Bryn Lane

Employer	Project Address
Elite Onyx Properties (UK) SARL	**LL13 9UT**

RIBA Workstage	Suitability
1 - Preparation and Brief	**S2 - Information**

Drawn	Checked	Created	Size
LTS	**SH**	**19.03.2026**	**A1**

UMC Project Reference	Scale	LOD	LOI
26073	**As Indicated**	**1**	**1**

Document Title

Illustrative Masterplan

Document Reference

26073 - UMC - ZZZZ - SI - DR - A - 0630

Revision Note

Issued for planning - Annotations updated

Issue Date	Status	Current Revision
27.05.2026	**Planning**	**P03**

Appendix B – Collision Reports

Authority (highway):	Wrexham	Road 2:	Unclassified, --	Weather:	Fine
Speed limit:	40	Junction detail:	Roundabout	Light conditions:	Light
Police force:	North Wales	Junction control:	Give way/uncontrolled	Special conditions:	--
Road type:	Roundabout	Crossing (human):	None within 50m	Hazards:	--
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	Yes

(Image available to ACP users only)

Vehicles

Vehicle ref & type:	1, Car	2, Motorcycle
Manouevre:	Going ahead	Going ahead
Direction of travel:	Northwest to southeast	Southwest to northeast
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Entering roundabout	Mid junction, on roundabout/main road
First point of impact:	Offside	Front
Driver sex & age:	Male, 43	Male, 25

Casualties

Casualty reference:	1
Vehicle reference:	2 (Motorcycle)
Severity:	Serious
Class:	Driver or rider
Sex & age:	Male, 25

Authority (highway):	Wrexham	Road 2:	Not at junction or within 20m, -1	Weather:	Fine
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Light
Police force:	North Wales	Junction control:	--	Special conditions:	--
Road type:	Dual carriageway	Crossing (human):	None within 50m	Hazards:	--
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	Yes

(Image available to ACP users only)

Vehicles

Vehicle ref & type:	1, Car	2, Cyclist
Manouevre:	Going ahead	Going ahead
Direction of travel:	Northwest to southeast	Northwest to southeast
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Not at/within 20m of junction	Not at/within 20m of junction
First point of impact:	Front	Back
Skidding/overturning:	--	Overturned
Driver sex & age:	Male, 58	Male, 42
Journey purpose:	Commuting to/from work	Commuting to/from work
Engine capacity (cc):	1242	--
Propulsion:	Petrol	--
Age of vehicle:	9	--
Generic make/model:	VAUXHALL AGILA	--

Casualties

Casualty reference:	1
Vehicle reference:	2 (Cyclist)
Severity:	Serious
Class:	Driver or rider
Sex & age:	Male, 42

202260B158304 | Serious | Tue | 18/10/2022 | 18:15 | Dark | Dry

Authority (highway):	Wrexham	Road 2:	Not at junction or within 20m, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	60	Junction detail:	Not at/within 20m of junction	Light conditions:	Dark	
Police force:	North Wales	Junction control:	--	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Car	2, Other
Manouevre:	Waiting to turn right	Going ahead
Direction of travel:	North to south	North to south
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Not at/within 20m of junction	Not at/within 20m of junction
First point of impact:	Did not impact	Did not impact
Skidding/overturning:	--	Overturned
Towing/articulation:	--	Other tow
Driver sex & age:	Male, 45	Female, 27

Casualties

Casualty reference:	1	2
Vehicle reference:	2 (Other)	1 (Car)
Severity:	Serious	Slight
Class:	Driver or rider	Pedestrian
Sex & age:	Female, 27	Male, 32
Pedestrian location:	--	In road, not crossing
Pedestrian movement:	--	Walking in road, back to traffic

Authority (highway):	Wrexham	Road 2:	A, 534	Weather:	Fine
Speed limit:	70	Junction detail:	Roundabout	Light conditions:	Light
Police force:	North Wales	Junction control:	Give way/uncontrolled	Special conditions:	--
Road type:	Roundabout	Crossing (human):	None within 50m	Hazards:	--
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	Yes

(Image available to ACP users only)

Vehicles

Vehicle ref & type:	1, Car	2, Motorcycle
Manouevre:	Going ahead	Overtaking moving vehicle on its offside
Direction of travel:	Northeast to southwest	Northeast to southwest
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Leaving roundabout	Leaving main road
First point of impact:	Front	Front
Leaving road:	Left road nearside	--
Object hit off road:	Road sign/Traffic signal	--
Driver sex & age:	Male, 60	Male, 60
Journey purpose:	Part of work	--
Engine capacity (cc):	1595	999
Propulsion:	Petrol	Petrol
Age of vehicle:	16	5
Generic make/model:	AUDI A3	--

Casualties

Casualty reference:	1
Vehicle reference:	2 (Motorcycle)
Severity:	Serious
Class:	Driver or rider
Sex & age:	Male, 60

Appendix C – TRICS Output

Audit Code: e74233a6-c568-43f2-9fef-d42fd04e86a5

Filtering Summary:

Land Use: 02/C EMPLOYMENT/INDUSTRIAL UNIT

Selected Trip Rate Calculation Parameter Range: 2000 - 30000 sqm GFA

Actual Trip Rate Calculation Parameter Range: 2800 - 23500 sqm GFA

Date Range: Minimum: 13/09/1988 Maximum: 03/06/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 11 4459

Days of the week selected:

Monday	2
Thursday	5
Tuesday	5
Wednesday	4

Main Location Types selected:

Edge of Town	15
Free Standing	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	14
Servicing Vehicles Included	2

Population <1 Mile ranges selected:

1,000 or Less	1
1,001 to 5,000	5
10,001 to 15,000	2
15,001 to 20,000	4
25,001 to 50,000	1
5,001 to 10,000	2
50,001 to 100,000	1

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Population <5 Mile ranges selected:

125,001 to 250,000	3
25,001 to 50,000	1
250,001 to 500,000	2
5,001 to 25,000	4
50,001 to 75,000	5
75,001 to 100,000	1

Car Ownership <5 Mile ranges selected:

0.5 or Less	1
0.6 to 1.0	4
1.1 to 1.5	9
1.6 to 2.0	2

PTAL Rating:

No PTAL Present	16

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	HF	HERTFORDSHIRE	1 day
	WS	WEST SUSSEX	1 day
03	**SOUTH WEST**		
	CW	CORNWALL	1 day
	DC	DORSET	2 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 day
06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	1 day
	WM	WEST MIDLANDS	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	RM	ROTHERHAM	1 day
08	**NORTH WEST**		
	AC	CHESHIRE WEST & CHESTER	1 day
09	**NORTH**		
	FU	WESTMORLAND & FURNESS	1 day
11	**SCOTLAND**		
	ER	EAST RENFREWSHIRE	1 day
	HI	HIGHLAND	1 day
13	**MUNSTER**		
	WA	WATERFORD	1 day
16	**ULSTER (REPUBLIC OF IRELAND)**		
	MG	MONAGHAN	1 day
17	**ULSTER (NORTHERN IRELAND)**		
	AR	ARMAGH	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:	2800 to 23500 (units:sqm)
Range Selected by User:	2000 to 30000 (units:sqm)
Parking Spaces Range:	7 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	13/09/88 to 03/06/25

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	2 days
Thursday	5 days
Tuesday	5 days
Wednesday	4 days

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

Selected survey types:

Manual count	16
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	15 days
Free Standing	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:

Industrial Zone	10 days
No Sub Category	5 days
Out of Town	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 Excluded	1 days
Servicing vehicles Included	2 days
Servicing vehicles Unknown	13 days

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Secondary Filtering Selection:

Use Class:

Not Known	16 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:

11 - 4459

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	5 surveys
10,001 to 15,000	2 surveys
15,001 to 20,000	4 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	2 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	3 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	2 surveys
5,001 to 25,000	4 surveys
50,001 to 75,000	5 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	4 surveys
1.1 to 1.5	9 surveys
1.6 to 2.0	2 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:

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	15 surveys
Yes	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	16 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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LIST OF SITES relevant to selection parameters:

Site 1:	AC-02-C-01	**Gross floor area:**	15000.00 sqm
Development Name:	BAKERY	**Survey Date:**	21/06/2007
Location:	NORTHWICH	**Survey Day:**	Thursday
Postcode:	CW9 7RQ		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 2:	AR-02-C-02	**Gross floor area:**	2980.00 sqm
Development Name:	EMTEK	**Survey Date:**	12/11/2009
Location:	LURGAN	**Survey Day:**	Thursday
Postcode:	BT66 6LN		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 3:	CW-02-C-02	**Gross floor area:**	17675.00 sqm
Development Name:	LIGHTING COMPANY	**Survey Date:**	06/06/2007
Location:	BODMIN	**Survey Day:**	Wednesday
Postcode:	PL31 1HH		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 4:	DC-02-C-02	**Gross floor area:**	3035.00 sqm
Development Name:	NEWSPAPER HQ	**Survey Date:**	04/07/2000
Location:	WEYMOUTH	**Survey Day:**	Tuesday
Postcode:	DT4 9XD		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 5:	DC-02-C-07	**Gross floor area:**	5467.00 sqm
Development Name:	NEW LOOK	**Survey Date:**	
Location:	WEYMOUTH	**Survey Day:**	
Postcode:	DT3 5HJ		
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 6:	DS-02-C-01	**Gross floor area:**	23500.00 sqm
Development Name:	BAKERY	**Survey Date:**	22/06/2006
Location:	NEAR SHEFFIELD	**Survey Day:**	Thursday
Postcode:	S18 1PF		
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 7:	ER-02-C-01	**Gross floor area:**	22926.00 sqm
Development Name:	PET FOODS	**Survey Date:**	11/10/2001
Location:	BARRHEAD	**Survey Day:**	Thursday
Postcode:			
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 8:	FU-02-C-01	**Gross floor area:**	2950.00 sqm
Development Name:	DOMINO'S PIZZA	**Survey Date:**	10/06/2014
Location:	PENRITH	**Survey Day:**	Tuesday
Postcode:	CA11 9BN		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

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Site 9:	HF-02-C-02	**Gross floor area:**	17834.00 sqm
Development Name:	FRESH PRODUCE	**Survey Date:**	08/11/2023
Location:	STEVENAGE	**Survey Day:**	Wednesday
Postcode:	SG1 2NB		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Site 10:	HI-02-C-01	**Gross floor area:**	3000.00 sqm
Development Name:	DAIRY	**Survey Date:**	24/05/2006
Location:	NAIRN	**Survey Day:**	Wednesday
Postcode:	IV12 5QW		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Site 11:	MG-02-C-01	**Gross floor area:**	3240.00 sqm
Development Name:	ENGINEERING	**Survey Date:**	04/12/2012
Location:	NEAR MONAGHAN	**Survey Day:**	Tuesday
Postcode:			
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		

Site 12:	RM-02-C-01	**Gross floor area:**	3210.00 sqm
Development Name:	PRODUCTS MANUFACTURER	**Survey Date:**	
Location:	ROTHERHAM	**Survey Day:**	
Postcode:	S65 1EN		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Site 13:	WA-02-C-01	**Gross floor area:**	2800.00 sqm
Development Name:	FOODS COMPANY	**Survey Date:**	18/11/2008
Location:	WATERFORD	**Survey Day:**	Tuesday
Postcode:			
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		

Site 14:	WK-02-C-01	**Gross floor area:**	9216.00 sqm
Development Name:	MACHINE ENGINEERING	**Survey Date:**	10/11/2021
Location:	RUGBY	**Survey Day:**	Wednesday
Postcode:	CV23 0WB		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Site 15:	WM-02-C-03	**Gross floor area:**	5070.00 sqm
Development Name:	INDUSTRIAL GLASS	**Survey Date:**	06/11/2012
Location:	SMETHWICK	**Survey Day:**	Tuesday
Postcode:	B66 2PP		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Site 16:	WS-02-C-02	**Gross floor area:**	11375.00 sqm
Development Name:	AVIATION COMPANY	**Survey Date:**	23/01/2014
Location:	NEAR HORSHAM	**Survey Day:**	Thursday
Postcode:	RH13 0AS		
Main Location Type:	Free Standing		
Sub Location Type:	Out of Town		
PTAL:	n/a		

DESELECTED SURVEYS

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Site Ref	Survey Date	Reason for Deselection
WS-02-C-01|24-01-2013	24-01-2013	Removed: Site re-surveyed by WS-02-C-02

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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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	4	8302	0.099	0.006	0.105
06:00-07:00	6	11252	0.139	0.105	0.244
07:00-08:00	16	9330	0.319	0.086	0.405
08:00-09:00	16	9330	0.545	0.093	0.638
09:00-10:00	16	9330	0.168	0.098	0.266
10:00-11:00	16	9330	0.119	0.119	0.238
11:00-12:00	16	9330	0.105	0.096	0.201
12:00-13:00	16	9330	0.118	0.174	0.292
13:00-14:00	16	9330	0.218	0.173	0.391
14:00-15:00	16	9330	0.150	0.195	0.345
15:00-16:00	16	9330	0.101	0.184	0.285
16:00-17:00	16	9330	0.087	0.301	0.388
17:00-18:00	16	9330	0.080	0.455	0.535
18:00-19:00	16	9330	0.082	0.214	0.296
19:00-20:00	6	11252	0.019	0.047	0.066
20:00-21:00	5	11227	0.009	0.021	0.030
21:00-22:00	1	22926	0.013	0.004	0.017
22:00-23:00					
23:00-00:00					
Total Rates:			2.371	2.371	4.742

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:	2000 - 30000 (units: sqm)
Survey date date range:	04/07/2000 - 14/04/2025
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total People

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	4	8302	0.123	0.006	0.129
06:00-07:00	6	11252	0.236	0.164	0.400
07:00-08:00	16	9330	0.425	0.099	0.524
08:00-09:00	16	9330	0.659	0.104	0.763
09:00-10:00	16	9330	0.218	0.119	0.337
10:00-11:00	16	9330	0.155	0.147	0.302
11:00-12:00	16	9330	0.133	0.120	0.253
12:00-13:00	16	9330	0.153	0.240	0.393
13:00-14:00	16	9330	0.314	0.230	0.544
14:00-15:00	16	9330	0.209	0.289	0.498
15:00-16:00	16	9330	0.139	0.297	0.436
16:00-17:00	16	9330	0.110	0.405	0.515
17:00-18:00	16	9330	0.098	0.603	0.701
18:00-19:00	16	9330	0.131	0.277	0.408
19:00-20:00	6	11252	0.021	0.083	0.104
20:00-21:00	5	11227	0.011	0.025	0.036
21:00-22:00	1	22926	0.017	0.009	0.026
22:00-23:00					
23:00-00:00					
Total Rates:			3.152	3.217	6.369

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:	2000 - 30000 (units: sqm)
Survey date date range:	04/07/2000 - 14/04/2025
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Cyclists

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	**4**	**8302**	**0.000**	**0.000**	**0.000**
06:00-07:00	**6**	**11252**	**0.010**	**0.001**	**0.011**
07:00-08:00	**16**	**9330**	**0.013**	**0.003**	**0.016**
08:00-09:00	**16**	**9330**	**0.007**	**0.001**	**0.008**
09:00-10:00	**16**	**9330**	**0.001**	**0.001**	**0.002**
10:00-11:00	**16**	**9330**	**0.000**	**0.001**	**0.001**
11:00-12:00	**16**	**9330**	**0.000**	**0.001**	**0.001**
12:00-13:00	**16**	**9330**	**0.000**	**0.001**	**0.001**
13:00-14:00	**16**	**9330**	**0.005**	**0.004**	**0.009**
14:00-15:00	**16**	**9330**	**0.002**	**0.009**	**0.011**
15:00-16:00	**16**	**9330**	**0.001**	**0.005**	**0.006**
16:00-17:00	**16**	**9330**	**0.002**	**0.009**	**0.011**
17:00-18:00	**16**	**9330**	**0.001**	**0.008**	**0.009**
18:00-19:00	**16**	**9330**	**0.007**	**0.005**	**0.012**
19:00-20:00	**6**	**11252**	**0.000**	**0.003**	**0.003**
20:00-21:00	**5**	**11227**	**0.000**	**0.000**	**0.000**
21:00-22:00	**1**	**22926**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.049**	**0.052**	**0.101**

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:	2000 - 30000 (units: sqm)
Survey date date range:	04/07/2000 - 14/04/2025
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

PSVs

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	**4**	**8302**	**0.000**	**0.000**	**0.000**
06:00-07:00	**6**	**11252**	**0.001**	**0.001**	**0.002**
07:00-08:00	**16**	**9330**	**0.000**	**0.000**	**0.000**
08:00-09:00	**16**	**9330**	**0.000**	**0.000**	**0.000**
09:00-10:00	**16**	**9330**	**0.000**	**0.000**	**0.000**
10:00-11:00	**16**	**9330**	**0.000**	**0.000**	**0.000**
11:00-12:00	**16**	**9330**	**0.000**	**0.000**	**0.000**
12:00-13:00	**16**	**9330**	**0.001**	**0.000**	**0.001**
13:00-14:00	**16**	**9330**	**0.000**	**0.000**	**0.000**
14:00-15:00	**16**	**9330**	**0.001**	**0.000**	**0.001**
15:00-16:00	**16**	**9330**	**0.000**	**0.000**	**0.000**
16:00-17:00	**16**	**9330**	**0.000**	**0.000**	**0.000**
17:00-18:00	**16**	**9330**	**0.000**	**0.000**	**0.000**
18:00-19:00	**16**	**9330**	**0.000**	**0.000**	**0.000**
19:00-20:00	**6**	**11252**	**0.000**	**0.000**	**0.000**
20:00-21:00	**5**	**11227**	**0.000**	**0.000**	**0.000**
21:00-22:00	**1**	**22926**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.003**	**0.001**	**0.004**

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.

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Parameter Summary:

Trip rate parameter range selected:	2000 - 30000 (units: sqm)
Survey date date range:	21/06/2007 - 08/11/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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	4	8302	0.003	0.000	0.003
06:00-07:00	6	11252	0.015	0.009	0.024
07:00-08:00	16	9330	0.010	0.015	0.025
08:00-09:00	16	9330	0.030	0.024	0.054
09:00-10:00	16	9330	0.036	0.022	0.058
10:00-11:00	16	9330	0.031	0.025	0.056
11:00-12:00	16	9330	0.031	0.022	0.053
12:00-13:00	16	9330	0.021	0.017	0.038
13:00-14:00	16	9330	0.025	0.021	0.046
14:00-15:00	16	9330	0.028	0.020	0.048
15:00-16:00	16	9330	0.011	0.016	0.027
16:00-17:00	16	9330	0.017	0.017	0.034
17:00-18:00	16	9330	0.009	0.010	0.019
18:00-19:00	16	9330	0.007	0.014	0.021
19:00-20:00	6	11252	0.003	0.010	0.013
20:00-21:00	5	11227	0.002	0.007	0.009
21:00-22:00	1	22926	0.004	0.004	0.008
22:00-23:00					
23:00-00:00					
Total Rates:			0.283	0.253	0.536

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.

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Parameter Summary:

Trip rate parameter range selected:	2000 - 30000 (units: sqm)
Survey date date range:	04/07/2000 - 14/04/2025
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Vehicle Occupants

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	4	8302	0.099	0.006	0.105
06:00-07:00	6	11252	0.179	0.129	0.308
07:00-08:00	16	9330	0.367	0.087	0.454
08:00-09:00	16	9330	0.613	0.098	0.711
09:00-10:00	16	9330	0.186	0.098	0.284
10:00-11:00	16	9330	0.135	0.129	0.264
11:00-12:00	16	9330	0.121	0.103	0.224
12:00-13:00	16	9330	0.131	0.199	0.330
13:00-14:00	16	9330	0.251	0.193	0.444
14:00-15:00	16	9330	0.192	0.222	0.414
15:00-16:00	16	9330	0.131	0.226	0.357
16:00-17:00	16	9330	0.093	0.358	0.451
17:00-18:00	16	9330	0.084	0.541	0.625
18:00-19:00	16	9330	0.093	0.255	0.348
19:00-20:00	6	11252	0.021	0.052	0.073
20:00-21:00	5	11227	0.011	0.025	0.036
21:00-22:00	1	22926	0.017	0.004	0.021
22:00-23:00					
23:00-00:00					
Total Rates:			2.724	2.725	5.449

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.

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Parameter Summary:

Trip rate parameter range selected:	2000 - 30000 (units: sqm)
Survey date date range:	04/07/2000 - 14/04/2025
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Pedestrians

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	4	8302	0.021	0.000	0.021
06:00-07:00	6	11252	0.004	0.003	0.007
07:00-08:00	16	9330	0.029	0.009	0.038
08:00-09:00	16	9330	0.034	0.004	0.038
09:00-10:00	16	9330	0.030	0.019	0.049
10:00-11:00	16	9330	0.019	0.013	0.032
11:00-12:00	16	9330	0.010	0.016	0.026
12:00-13:00	16	9330	0.021	0.038	0.059
13:00-14:00	16	9330	0.057	0.033	0.090
14:00-15:00	16	9330	0.012	0.043	0.055
15:00-16:00	16	9330	0.007	0.046	0.053
16:00-17:00	16	9330	0.015	0.027	0.042
17:00-18:00	16	9330	0.011	0.036	0.047
18:00-19:00	16	9330	0.005	0.013	0.018
19:00-20:00	6	11252	0.000	0.000	0.000
20:00-21:00	5	11227	0.000	0.000	0.000
21:00-22:00	1	22926	0.000	0.004	0.004
22:00-23:00					
23:00-00:00					
Total Rates:			0.275	0.304	0.579

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:	2000 - 30000 (units: sqm)
Survey date date range:	04/07/2000 - 14/04/2025
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Public Transport Users

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	**4**	**8302**	**0.003**	**0.000**	**0.003**
06:00-07:00	**6**	**11252**	**0.037**	**0.031**	**0.068**
07:00-08:00	**16**	**9330**	**0.016**	**0.001**	**0.017**
08:00-09:00	**16**	**9330**	**0.005**	**0.001**	**0.006**
09:00-10:00	**16**	**9330**	**0.002**	**0.000**	**0.002**
10:00-11:00	**16**	**9330**	**0.001**	**0.004**	**0.005**
11:00-12:00	**16**	**9330**	**0.001**	**0.000**	**0.001**
12:00-13:00	**16**	**9330**	**0.001**	**0.003**	**0.004**
13:00-14:00	**16**	**9330**	**0.001**	**0.001**	**0.002**
14:00-15:00	**16**	**9330**	**0.003**	**0.015**	**0.018**
15:00-16:00	**16**	**9330**	**0.001**	**0.019**	**0.020**
16:00-17:00	**16**	**9330**	**0.000**	**0.011**	**0.011**
17:00-18:00	**16**	**9330**	**0.002**	**0.018**	**0.020**
18:00-19:00	**16**	**9330**	**0.026**	**0.004**	**0.030**
19:00-20:00	**6**	**11252**	**0.000**	**0.028**	**0.028**
20:00-21:00	**5**	**11227**	**0.000**	**0.000**	**0.000**
21:00-22:00	**1**	**22926**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.099**	**0.136**	**0.235**

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:	2000 - 30000 (units: sqm)
Survey date date range:	04/07/2000 - 14/04/2025
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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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Audit Code: 7e562fb3-5f29-4e41-af12-b6d97faef731

Filtering Summary:

Land Use: 02/F EMPLOYMENT/WAREHOUSING (COMMERCIAL)

Selected Trip Rate Calculation Parameter Range: 2000 - 50000 sqm GFA

Actual Trip Rate Calculation Parameter Range: 3760 - 49081 sqm GFA

Date Range: Minimum: 05/07/1990 Maximum: 16/09/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 200 3980

Days of the week selected:

Friday	2
Monday	2
Thursday	2
Tuesday	1
Wednesday	1

Main Location Types selected:

Edge of Town	7
Free Standing	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	3
Servicing Vehicles Included	5

Population <1 Mile ranges selected:

1,001 to 5,000	2
10,001 to 15,000	3
15,001 to 20,000	1
20,001 to 25,000	1
25,001 to 50,000	1

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Population <5 Mile ranges selected:

100,001 to 125,000	1
125,001 to 250,000	2
25,001 to 50,000	1
250,001 to 500,000	1
5,001 to 25,000	1
50,001 to 75,000	1
500,001 or More	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	2
1.1 to 1.5	6

PTAL Rating:

1b - Very poor	1
No PTAL Present	7

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	BE	BEXLEY	1 day
	HD	HILLINGDON	1 day
02	**SOUTH EAST**		
	EX	ESSEX	1 day
03	**SOUTH WEST**		
	DC	DORSET	1 day
	DV	DEVON	1 day
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 day
06	**WEST MIDLANDS**		
	WO	WORCESTERSHIRE	1 day
09	**NORTH**		
	CU	CUMBERLAND	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:	3760 to 49081 (units:sqm)
Range Selected by User:	2000 to 50000 (units:sqm)
Parking Spaces Range:	4 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/07/90 to 16/09/25

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:

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

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

Selected survey types:

Manual count	8
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	7 days
Free Standing	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:

Commercial Zone	1 days
Industrial Zone	5 days
No Sub Category	1 days
Out of Town	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 Included	5 days
Servicing vehicles Unknown	3 days

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Secondary Filtering Selection:

Use Class:

B8	7 surveys
N/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:

200 - 3980

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	3 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	2 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	1 surveys
500,001 or More	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	6 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:

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	7 surveys
Yes	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:

1a (Low) - Very poor	1 surveys
2 - Poor	1 surveys
No PTAL Present	6 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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LIST OF SITES relevant to selection parameters:

Site 1:	BE-02-F-01	**Gross floor area:**	20400.00 sqm
Development Name:	FRESH FRUIT DISTRIBUTOR	**Survey Date:**	20/09/2018
Location:	CRAYFORD	**Survey Day:**	Thursday
Postcode:	DA1 4QP		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	1A		
Site 2:	CU-02-F-01	**Gross floor area:**	4007.00 sqm
Development Name:	WAREHOUSING & DISTRIBUTION	**Survey Date:**	19/06/2024
Location:	BRAMPTON	**Survey Day:**	Wednesday
Postcode:	CA8 1SW		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 3:	DC-02-F-02	**Gross floor area:**	6226.00 sqm
Development Name:	PHARMACY DISTRIBRUTION	**Survey Date:**	09/05/2025
Location:	WEYMOUTH	**Survey Day:**	Friday
Postcode:	DT3 5FA		
Main Location Type:	Edge of Town		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 4:	DV-02-F-03	**Gross floor area:**	49081.00 sqm
Development Name:	LIDL DISTRIBUTION CENTRE	**Survey Date:**	22/11/2021
Location:	NEAR EXETER	**Survey Day:**	Monday
Postcode:	EX5 2DU		
Main Location Type:	Free Standing		
Sub Location Type:	Out of Town		
PTAL:	n/a		
Site 5:	EX-02-F-01	**Gross floor area:**	6560.00 sqm
Development Name:	SPORTS SUPPLEMENTS	**Survey Date:**	18/05/2018
Location:	COLCHESTER	**Survey Day:**	Friday
Postcode:	CO4 9XP		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 6:	HD-02-F-01	**Gross floor area:**	8673.00 sqm
Development Name:	FOOD DISTRIBUTOR	**Survey Date:**	27/09/2018
Location:	HAYES	**Survey Day:**	Thursday
Postcode:	UB7 9FN		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	2		
Site 7:	LN-02-F-01	**Gross floor area:**	32300.00 sqm
Development Name:	BOOK SERVICE	**Survey Date:**	29/11/2010
Location:	GRANTHAM	**Survey Day:**	Monday
Postcode:	NG31 7XQ		
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		

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Audit Code: 7e562fb3-5f29-4e41-af12-b6d97faef731

Site 8:	WO-02-F-02	**Gross floor area:**	3824.00 sqm
Development Name:	DISTRIB. CENTRE	**Survey Date:**	10/09/2002
Location:	WORCESTER	**Survey Day:**	Tuesday
Postcode:	WR4 9XN		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

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	2	26544	0.151	0.045	0.196
06:00-07:00	2	26544	0.090	0.068	0.158
07:00-08:00	8	16384	0.126	0.056	0.182
08:00-09:00	8	16384	0.199	0.068	0.267
09:00-10:00	8	16384	0.121	0.076	0.197
10:00-11:00	8	16384	0.085	0.073	0.158
11:00-12:00	8	16384	0.087	0.098	0.185
12:00-13:00	8	16384	0.107	0.115	0.222
13:00-14:00	8	16384	0.128	0.129	0.257
14:00-15:00	8	16384	0.083	0.144	0.227
15:00-16:00	8	16384	0.058	0.083	0.141
16:00-17:00	8	16384	0.064	0.108	0.172
17:00-18:00	8	16384	0.067	0.191	0.258
18:00-19:00	8	16384	0.055	0.095	0.150
19:00-20:00	3	24496	0.033	0.086	0.119
20:00-21:00	3	24496	0.029	0.030	0.059
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.483	1.465	2.948

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.

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Parameter Summary:

Trip rate parameter range selected:	2000 - 50000 (units: sqm)
Survey date date range:	10/09/2002 - 09/05/2025
Number of weekdays (Monday-Friday):	8
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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Total People

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	2	26544	0.177	0.051	0.228
06:00-07:00	2	26544	0.098	0.081	0.179
07:00-08:00	8	16384	0.184	0.069	0.253
08:00-09:00	8	16384	0.285	0.079	0.364
09:00-10:00	8	16384	0.183	0.095	0.278
10:00-11:00	8	16384	0.113	0.094	0.207
11:00-12:00	8	16384	0.111	0.116	0.227
12:00-13:00	8	16384	0.175	0.171	0.346
13:00-14:00	8	16384	0.204	0.208	0.412
14:00-15:00	8	16384	0.127	0.204	0.331
15:00-16:00	8	16384	0.076	0.122	0.198
16:00-17:00	8	16384	0.091	0.178	0.269
17:00-18:00	8	16384	0.105	0.287	0.392
18:00-19:00	8	16384	0.071	0.138	0.209
19:00-20:00	3	24496	0.037	0.108	0.145
20:00-21:00	3	24496	0.035	0.039	0.074
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.072	2.040	4.112

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.

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Parameter Summary:

Trip rate parameter range selected:	2000 - 50000 (units: sqm)
Survey date date range:	10/09/2002 - 09/05/2025
Number of weekdays (Monday-Friday):	8
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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Cyclists

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	**2**	**26544**	**0.006**	**0.000**	**0.006**
06:00-07:00	**2**	**26544**	**0.000**	**0.002**	**0.002**
07:00-08:00	**8**	**16384**	**0.005**	**0.001**	**0.006**
08:00-09:00	**8**	**16384**	**0.006**	**0.000**	**0.006**
09:00-10:00	**8**	**16384**	**0.002**	**0.000**	**0.002**
10:00-11:00	**8**	**16384**	**0.000**	**0.000**	**0.000**
11:00-12:00	**8**	**16384**	**0.002**	**0.001**	**0.003**
12:00-13:00	**8**	**16384**	**0.002**	**0.000**	**0.002**
13:00-14:00	**8**	**16384**	**0.003**	**0.003**	**0.006**
14:00-15:00	**8**	**16384**	**0.004**	**0.003**	**0.007**
15:00-16:00	**8**	**16384**	**0.000**	**0.003**	**0.003**
16:00-17:00	**8**	**16384**	**0.005**	**0.012**	**0.017**
17:00-18:00	**8**	**16384**	**0.002**	**0.005**	**0.007**
18:00-19:00	**8**	**16384**	**0.002**	**0.005**	**0.007**
19:00-20:00	**3**	**24496**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**24496**	**0.001**	**0.001**	**0.002**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.040**	**0.036**	**0.076**

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.

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Parameter Summary:

Trip rate parameter range selected:	2000 - 50000 (units: sqm)
Survey date date range:	10/09/2002 - 09/05/2025
Number of weekdays (Monday-Friday):	6
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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

PSVs

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	**2**	**26544**	**0.000**	**0.000**	**0.000**
06:00-07:00	**2**	**26544**	**0.000**	**0.000**	**0.000**
07:00-08:00	**8**	**16384**	**0.000**	**0.002**	**0.002**
08:00-09:00	**8**	**16384**	**0.002**	**0.000**	**0.002**
09:00-10:00	**8**	**16384**	**0.000**	**0.000**	**0.000**
10:00-11:00	**8**	**16384**	**0.000**	**0.000**	**0.000**
11:00-12:00	**8**	**16384**	**0.000**	**0.000**	**0.000**
12:00-13:00	**8**	**16384**	**0.002**	**0.002**	**0.004**
13:00-14:00	**8**	**16384**	**0.000**	**0.000**	**0.000**
14:00-15:00	**8**	**16384**	**0.001**	**0.002**	**0.003**
15:00-16:00	**8**	**16384**	**0.002**	**0.002**	**0.004**
16:00-17:00	**8**	**16384**	**0.002**	**0.000**	**0.002**
17:00-18:00	**8**	**16384**	**0.002**	**0.002**	**0.004**
18:00-19:00	**8**	**16384**	**0.000**	**0.000**	**0.000**
19:00-20:00	**3**	**24496**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**24496**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.011**	**0.010**	**0.021**

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.

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Parameter Summary:

Trip rate parameter range selected:	2000 - 50000 (units: sqm)
Survey date date range:	27/09/2018 - 19/06/2024
Number of weekdays (Monday-Friday):	2
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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

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	2	26544	0.028	0.019	0.047
06:00-07:00	2	26544	0.049	0.041	0.090
07:00-08:00	8	16384	0.028	0.028	0.056
08:00-09:00	8	16384	0.031	0.026	0.057
09:00-10:00	8	16384	0.046	0.039	0.085
10:00-11:00	8	16384	0.036	0.037	0.073
11:00-12:00	8	16384	0.030	0.034	0.064
12:00-13:00	8	16384	0.028	0.034	0.062
13:00-14:00	8	16384	0.023	0.035	0.058
14:00-15:00	8	16384	0.021	0.026	0.047
15:00-16:00	8	16384	0.025	0.019	0.044
16:00-17:00	8	16384	0.018	0.019	0.037
17:00-18:00	8	16384	0.021	0.021	0.042
18:00-19:00	8	16384	0.015	0.011	0.026
19:00-20:00	3	24496	0.015	0.015	0.030
20:00-21:00	3	24496	0.012	0.004	0.016
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.426	0.408	0.834

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.

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Parameter Summary:

Trip rate parameter range selected:	2000 - 50000 (units: sqm)
Survey date date range:	10/09/2002 - 09/05/2025
Number of weekdays (Monday-Friday):	8
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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Vehicle Occupants

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	2	26544	0.164	0.049	0.213
06:00-07:00	2	26544	0.098	0.077	0.175
07:00-08:00	8	16384	0.148	0.064	0.212
08:00-09:00	8	16384	0.231	0.072	0.303
09:00-10:00	8	16384	0.136	0.084	0.220
10:00-11:00	8	16384	0.094	0.082	0.176
11:00-12:00	8	16384	0.094	0.101	0.195
12:00-13:00	8	16384	0.124	0.130	0.254
13:00-14:00	8	16384	0.145	0.144	0.289
14:00-15:00	8	16384	0.095	0.162	0.257
15:00-16:00	8	16384	0.066	0.098	0.164
16:00-17:00	8	16384	0.067	0.123	0.190
17:00-18:00	8	16384	0.078	0.227	0.305
18:00-19:00	8	16384	0.061	0.112	0.173
19:00-20:00	3	24496	0.037	0.099	0.136
20:00-21:00	3	24496	0.030	0.034	0.064
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.668	1.658	3.326

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:	2000 - 50000 (units: sqm)
Survey date date range:	10/09/2002 - 09/05/2025
Number of weekdays (Monday-Friday):	8
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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Pedestrians

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	**2**	**26544**	**0.000**	**0.000**	**0.000**
06:00-07:00	**2**	**26544**	**0.000**	**0.000**	**0.000**
07:00-08:00	**8**	**16384**	**0.016**	**0.004**	**0.020**
08:00-09:00	**8**	**16384**	**0.024**	**0.006**	**0.030**
09:00-10:00	**8**	**16384**	**0.037**	**0.008**	**0.045**
10:00-11:00	**8**	**16384**	**0.012**	**0.008**	**0.020**
11:00-12:00	**8**	**16384**	**0.009**	**0.013**	**0.022**
12:00-13:00	**8**	**16384**	**0.022**	**0.022**	**0.044**
13:00-14:00	**8**	**16384**	**0.038**	**0.047**	**0.085**
14:00-15:00	**8**	**16384**	**0.021**	**0.018**	**0.039**
15:00-16:00	**8**	**16384**	**0.006**	**0.008**	**0.014**
16:00-17:00	**8**	**16384**	**0.011**	**0.017**	**0.028**
17:00-18:00	**8**	**16384**	**0.012**	**0.024**	**0.036**
18:00-19:00	**8**	**16384**	**0.006**	**0.014**	**0.020**
19:00-20:00	**3**	**24496**	**0.000**	**0.003**	**0.003**
20:00-21:00	**3**	**24496**	**0.000**	**0.003**	**0.003**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.214**	**0.195**	**0.409**

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.

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Parameter Summary:

Trip rate parameter range selected:	2000 - 50000 (units: sqm)
Survey date date range:	10/09/2002 - 09/05/2025
Number of weekdays (Monday-Friday):	8
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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Public Transport Users

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	2	26544	0.008	0.002	0.010
06:00-07:00	2	26544	0.000	0.002	0.002
07:00-08:00	8	16384	0.015	0.000	0.015
08:00-09:00	8	16384	0.023	0.002	0.025
09:00-10:00	8	16384	0.008	0.002	0.010
10:00-11:00	8	16384	0.007	0.004	0.011
11:00-12:00	8	16384	0.007	0.002	0.009
12:00-13:00	8	16384	0.027	0.019	0.046
13:00-14:00	8	16384	0.018	0.014	0.032
14:00-15:00	8	16384	0.008	0.021	0.029
15:00-16:00	8	16384	0.004	0.012	0.016
16:00-17:00	8	16384	0.008	0.026	0.034
17:00-18:00	8	16384	0.013	0.031	0.044
18:00-19:00	8	16384	0.002	0.006	0.008
19:00-20:00	3	24496	0.000	0.005	0.005
20:00-21:00	3	24496	0.004	0.001	0.005
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.152	0.149	0.301

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.

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Parameter Summary:

Trip rate parameter range selected:	2000 - 50000 (units: sqm)
Survey date date range:	29/11/2010 - 09/05/2025
Number of weekdays (Monday-Friday):	6
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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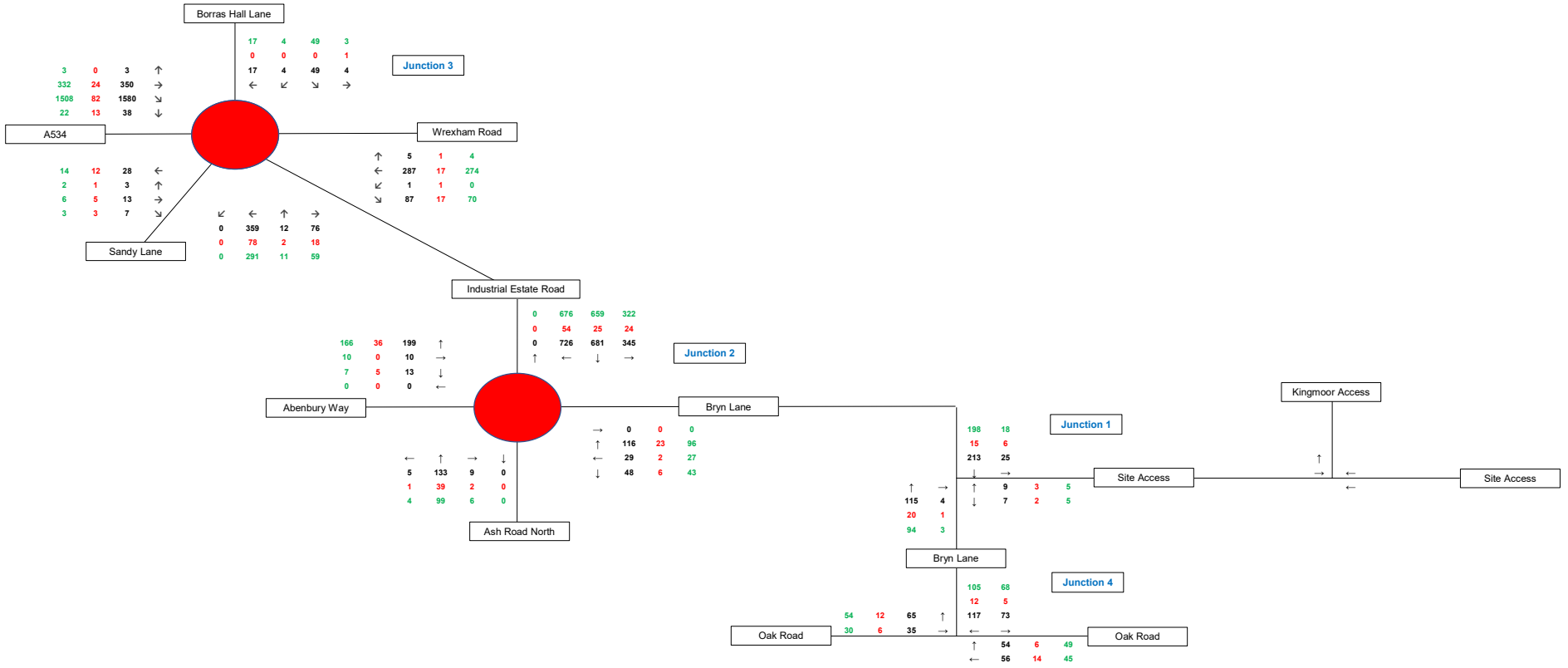
Appendix D – Traffic Figures

Traffic Figure

Figure 1.
AM 2026 Observed Traffic
07:30-08:30

Notes: PCUs in Black
HGVs in Red
Vehicles in Green

Curtins

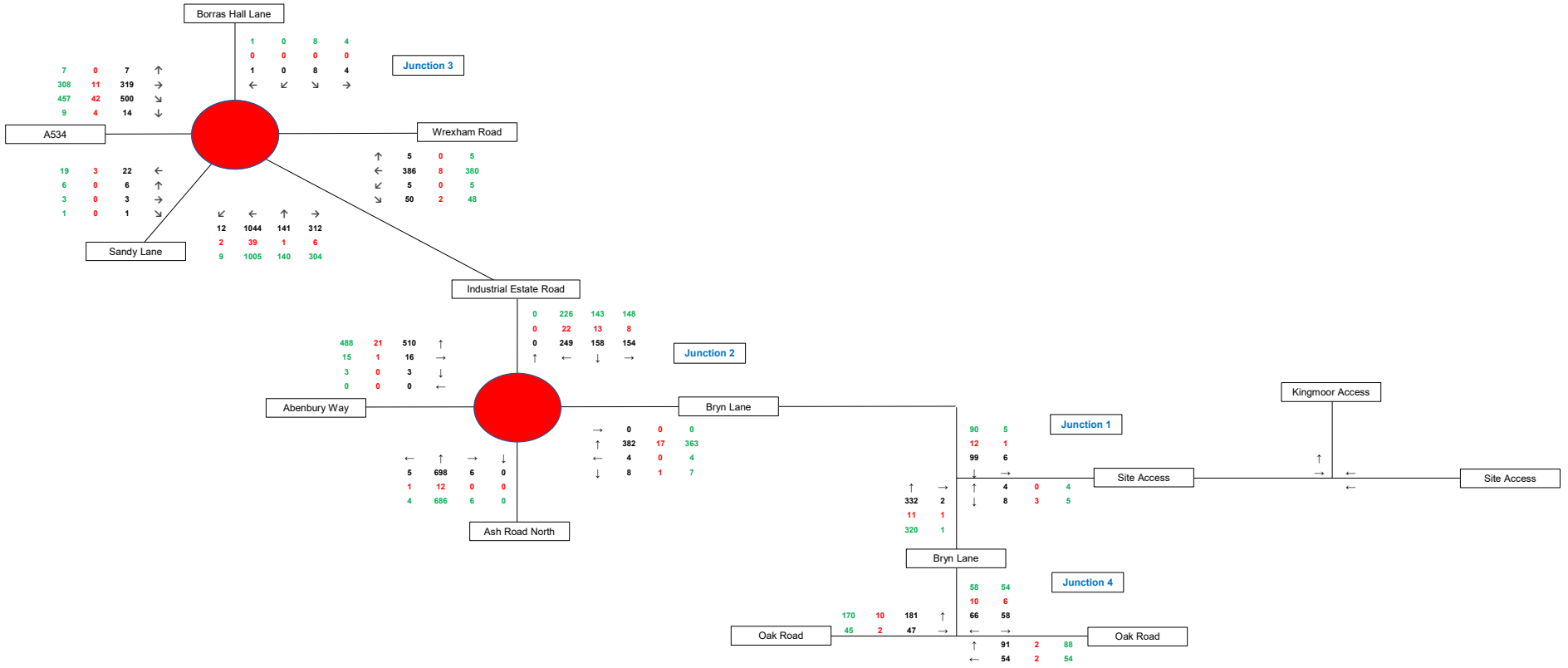


Traffic Figure

Figure 2.
PM 2026 Observed Traffic
16:30-17:30

Notes: PCUs in Black
HGVs in Red
Vehicles in Green

Curtins



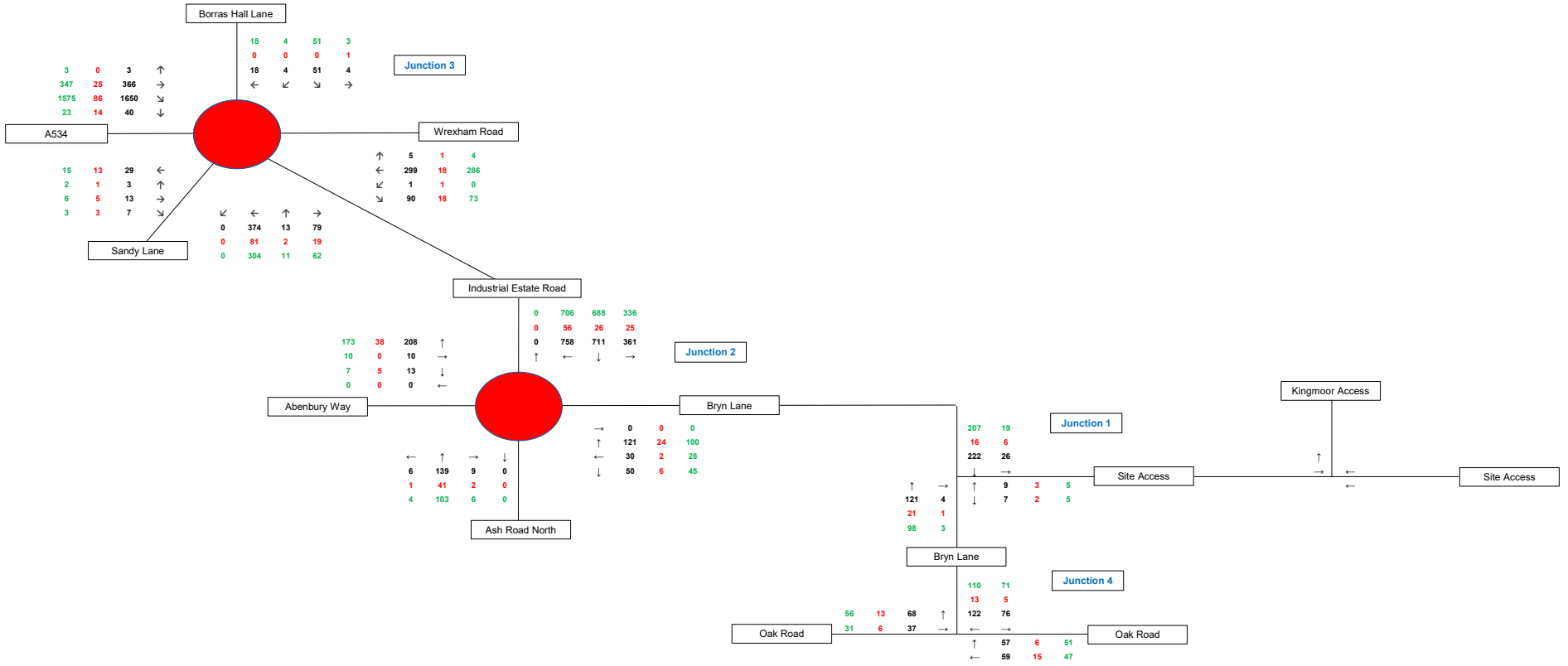
Traffic Figure

Figure 3.
AM 2031 Traffic Growth
07:30-08:30
1.0442 TEMPRO Factor

Notes: **PCUs in Black**
HGVs in Red
Vehicles in Green

Curtins

N

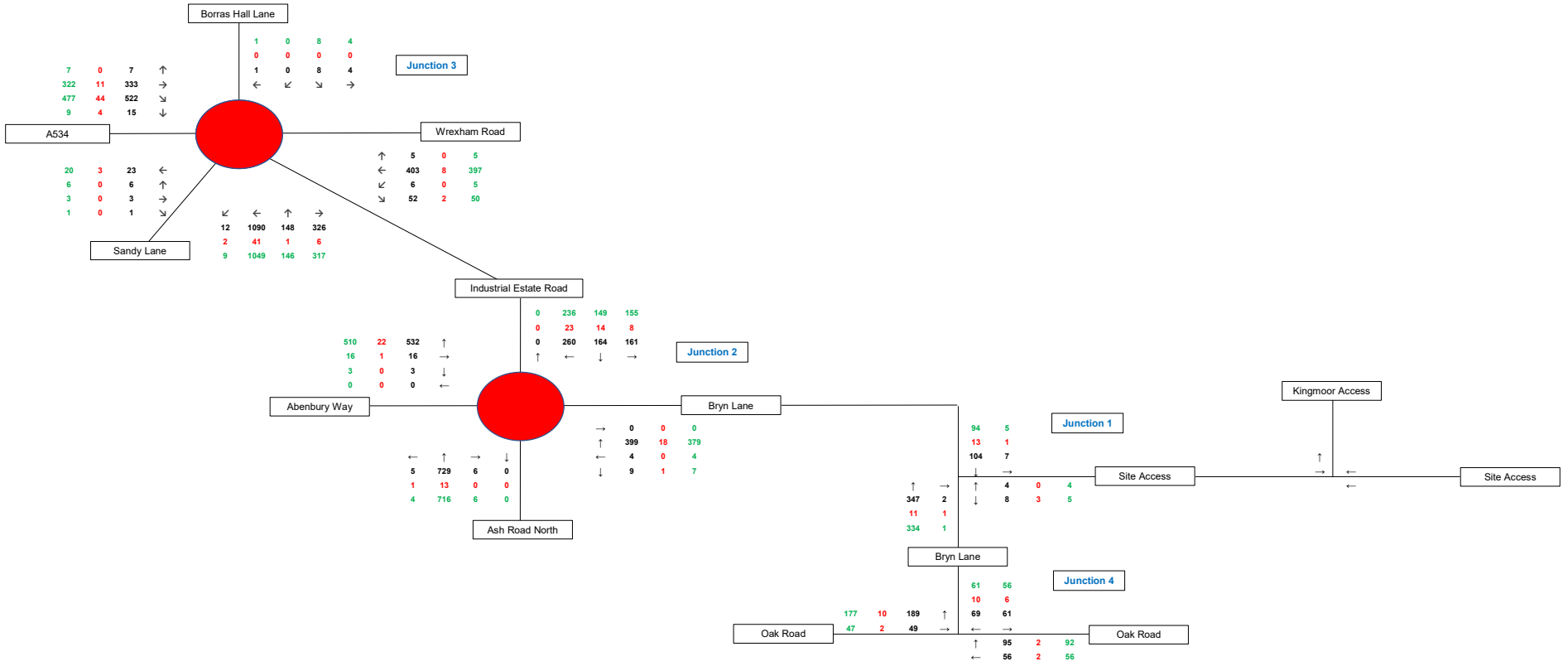


Traffic Figure

Figure 4.
PM 2031 Traffic Growth
16:30-17:30
1.0441 TEMPRO Factor

Notes: PCUs in Black
HGVs in Red
Vehicles in Green

Curtins



Traffic Figure

Figure 5.

AM Development Distribution

Notes: **Light vehicles based on census**

All heavies travel to/from north of site

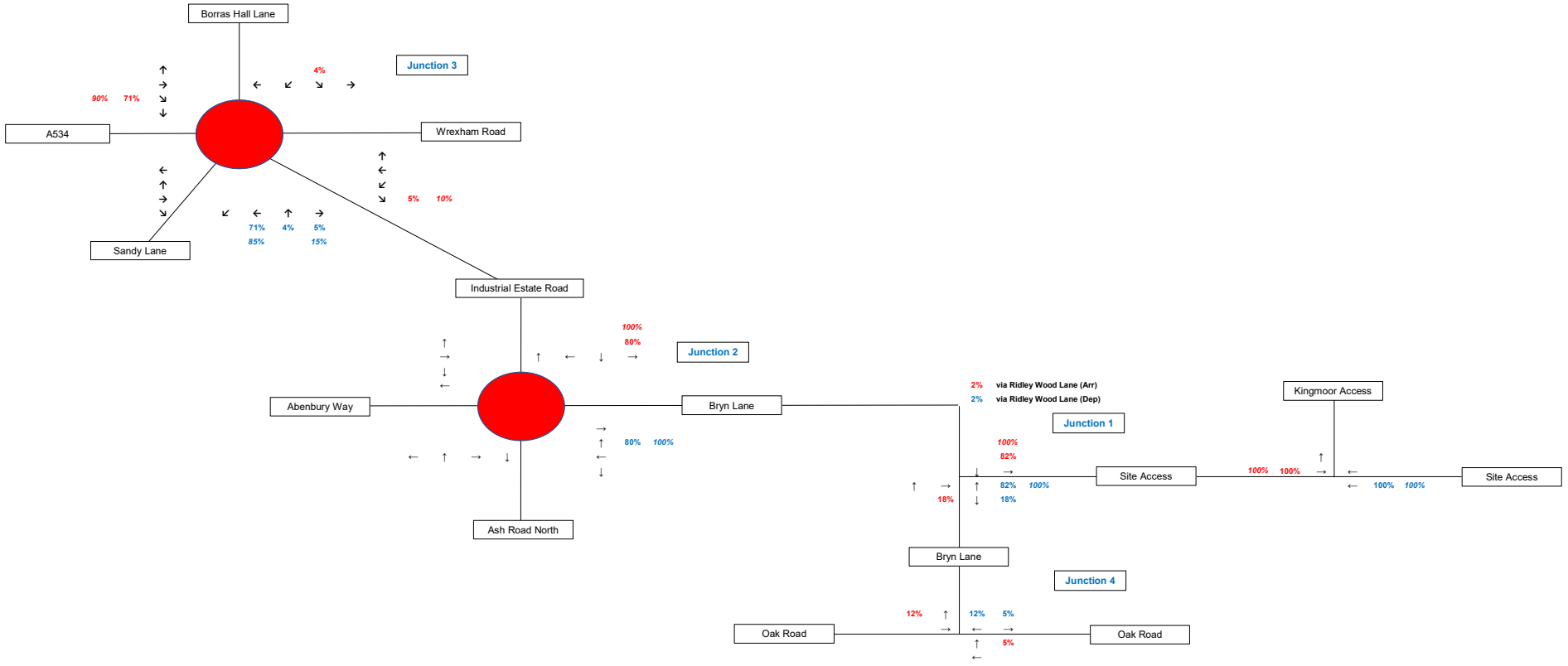
Light arrivals in red standard font

Light departures in blue standard font

Heavy arrivals in red italics

Heavy departures in blue italics

Curtins



Traffic Figure

Figure 6.

PM Development Distribution

Notes: **Light vehicles based on census**

All heavies travel to/from north of site and distributed based on DfT count data

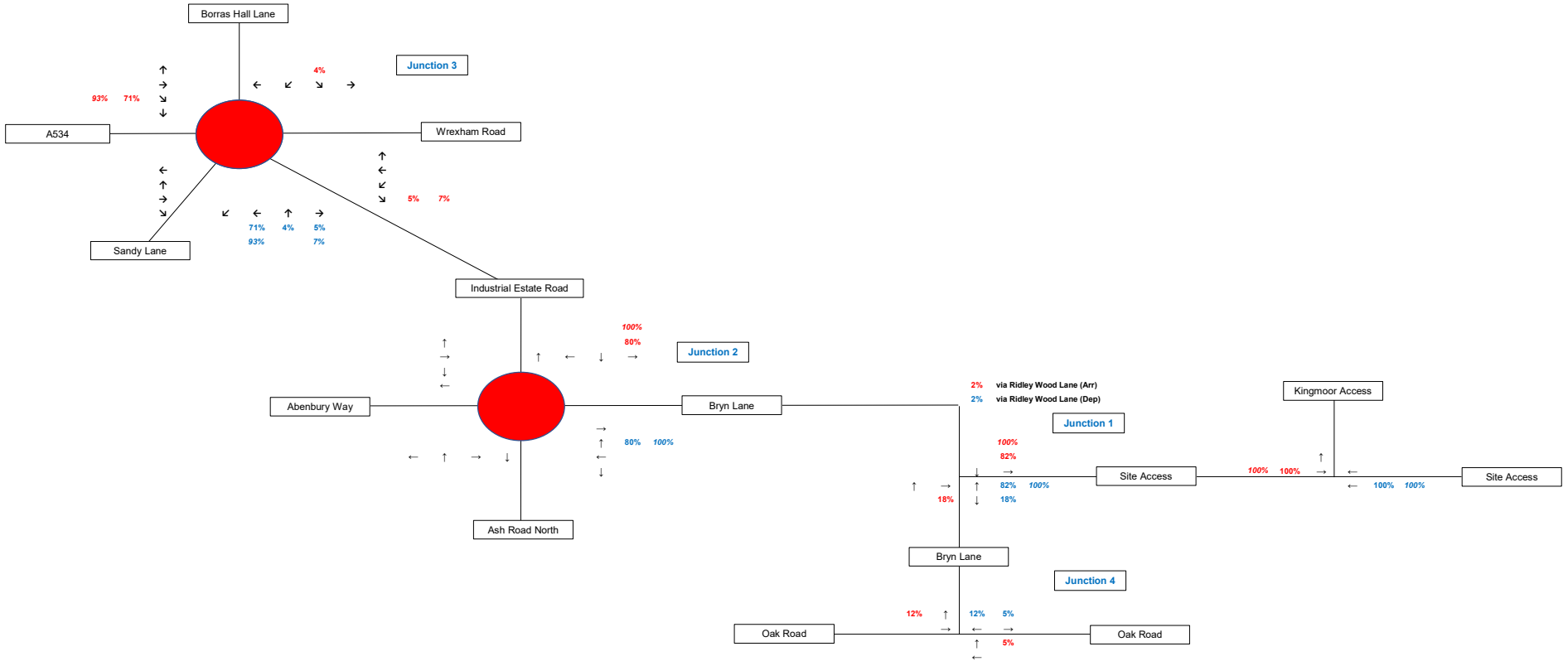
Light arrivals in red standard font

Light departures in blue standard font

Heavy arrivals in red italics

Heavy departures in blue italics

Curtins

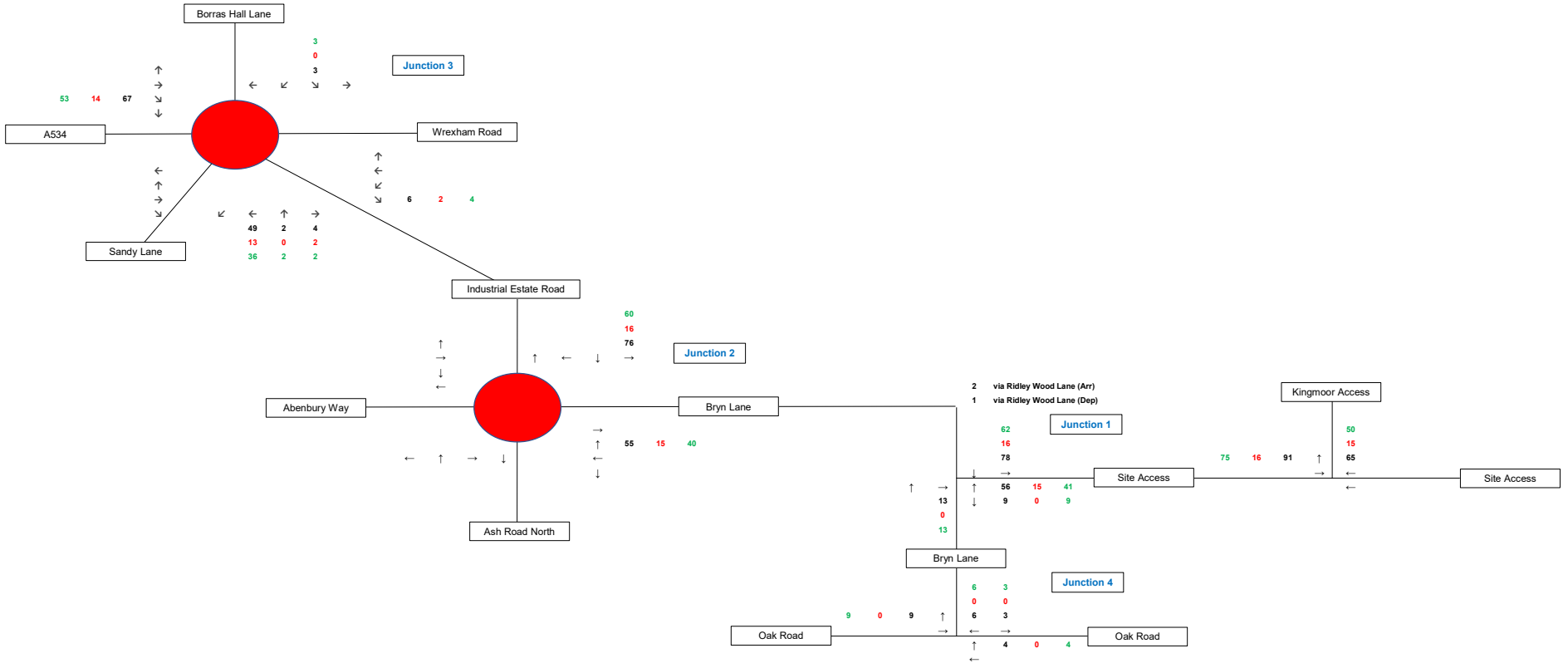


Traffic Figure

Figure 7.
AM Kingmoor Com Dev
P/2023/0280

Notes: **PCUs in Black**
HGVs in Red
Vehicles in Green

Curtins



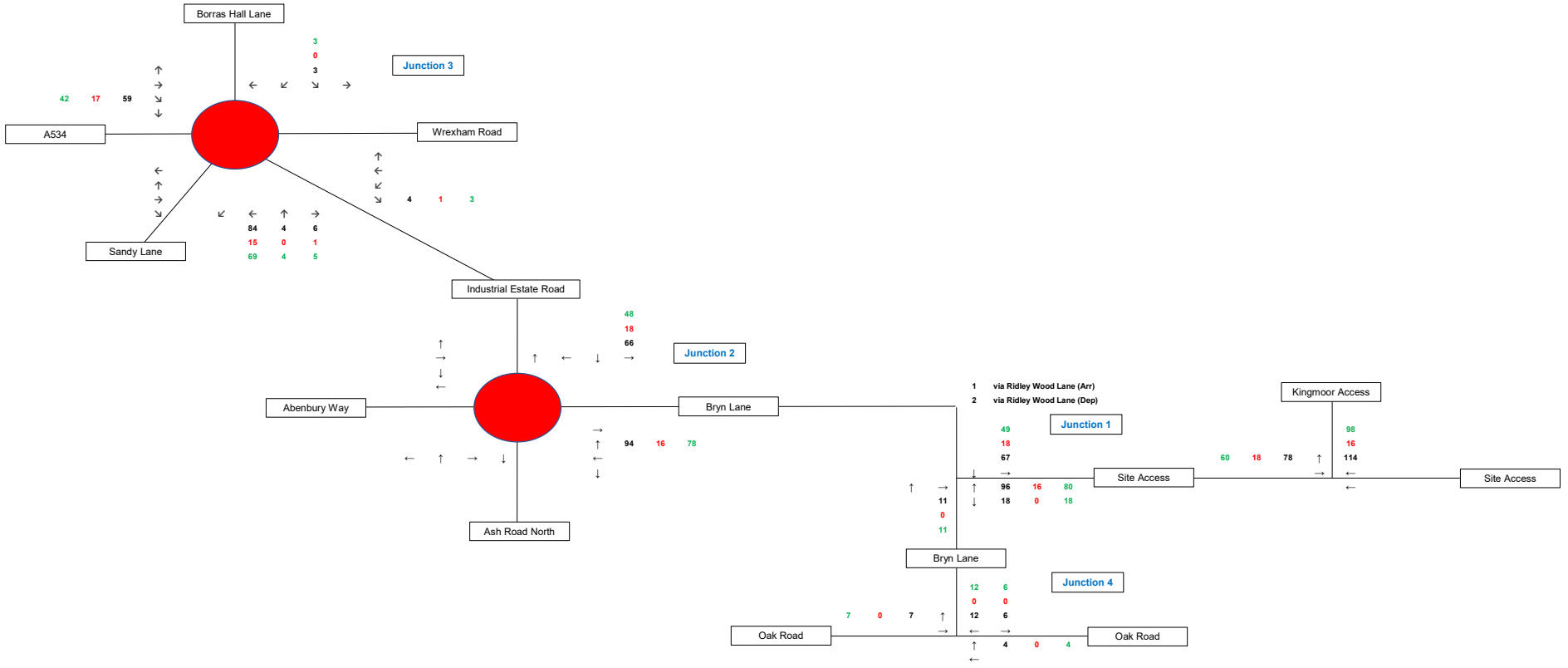
Traffic Figure

Figure 8.
PM Kingmoor Com Dev
P/2023/0280

Notes: **PCUs in Black**
HGVs in Red
Vehicles in Green

Curtins

N



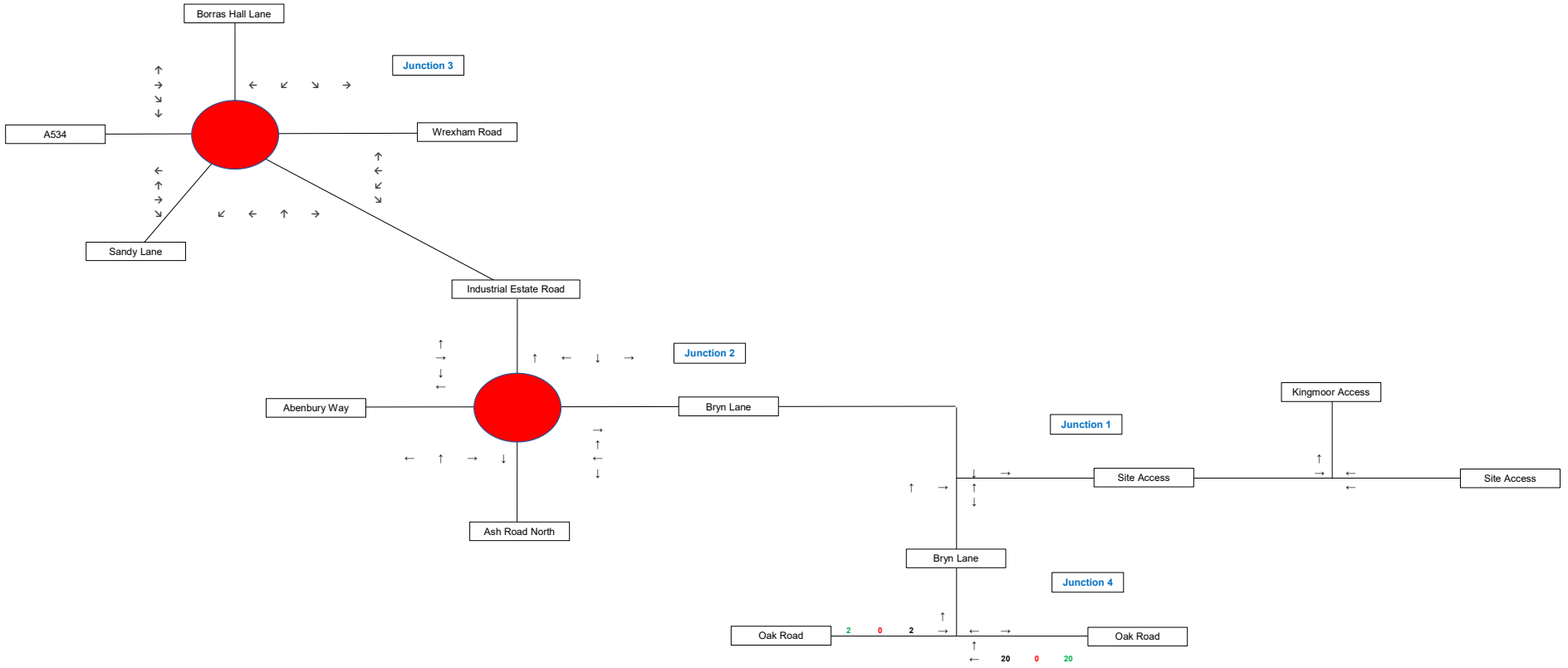
Traffic Figure

Figure 9.
AM The Oaks Com Dev
P/2025/0430

Notes: **PCUs in Black**
HGVs in Red
Vehicles in Green

Curtins

N



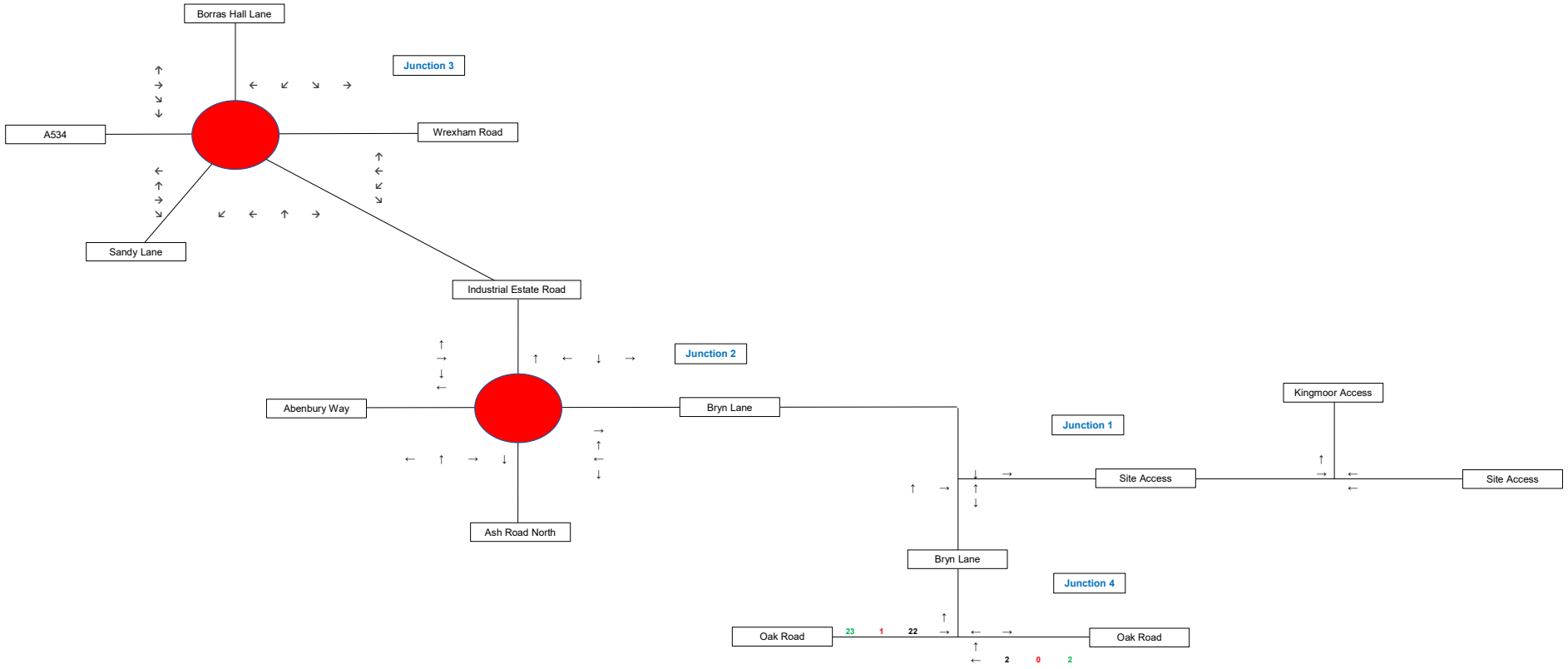
Traffic Figure

Figure 10.
PM The Oaks Com Dev
P/2025/0430

Notes: **PCUs in Black**
HGVs in Red
Vehicles in Green

Curtins

N



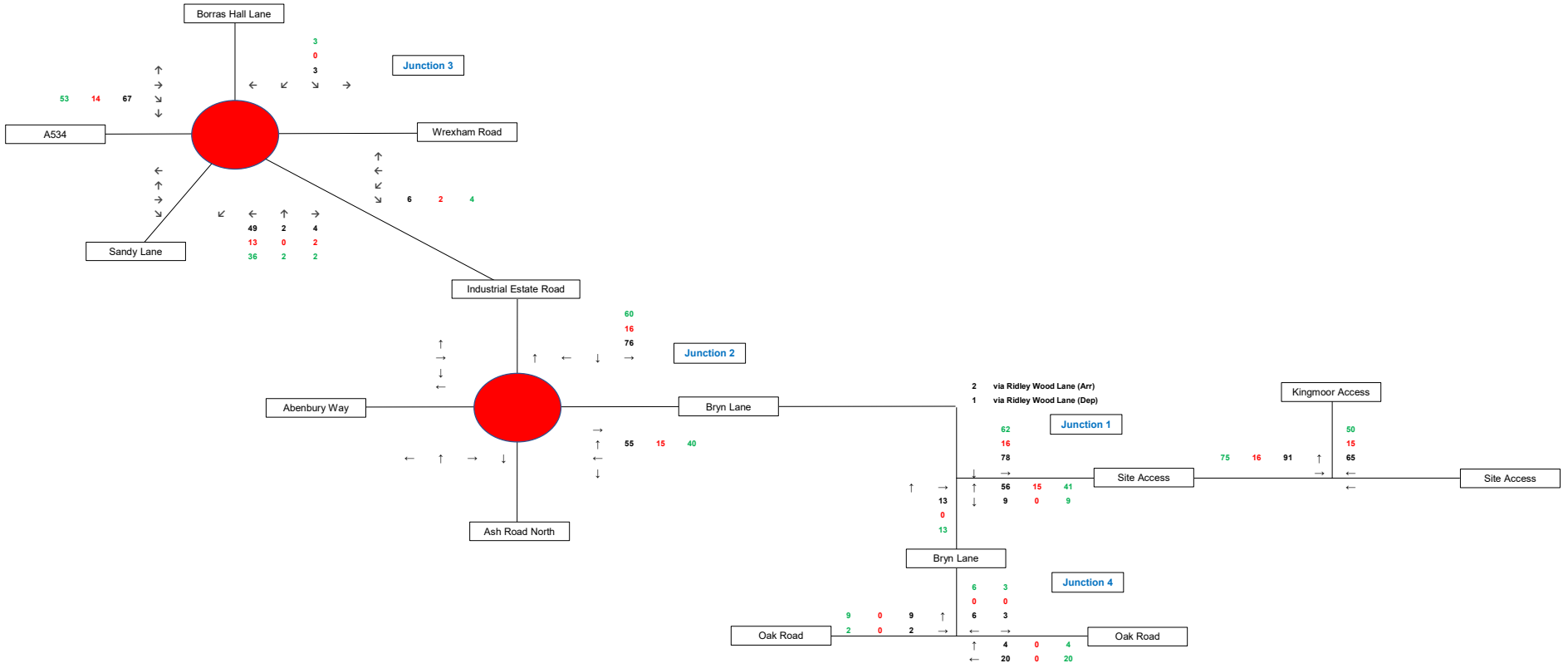
Traffic Figure

Figure 11.

AM Total Com Devs

Notes: PCUs in Black
HGVs in Red
Vehicles in Green

Curtins



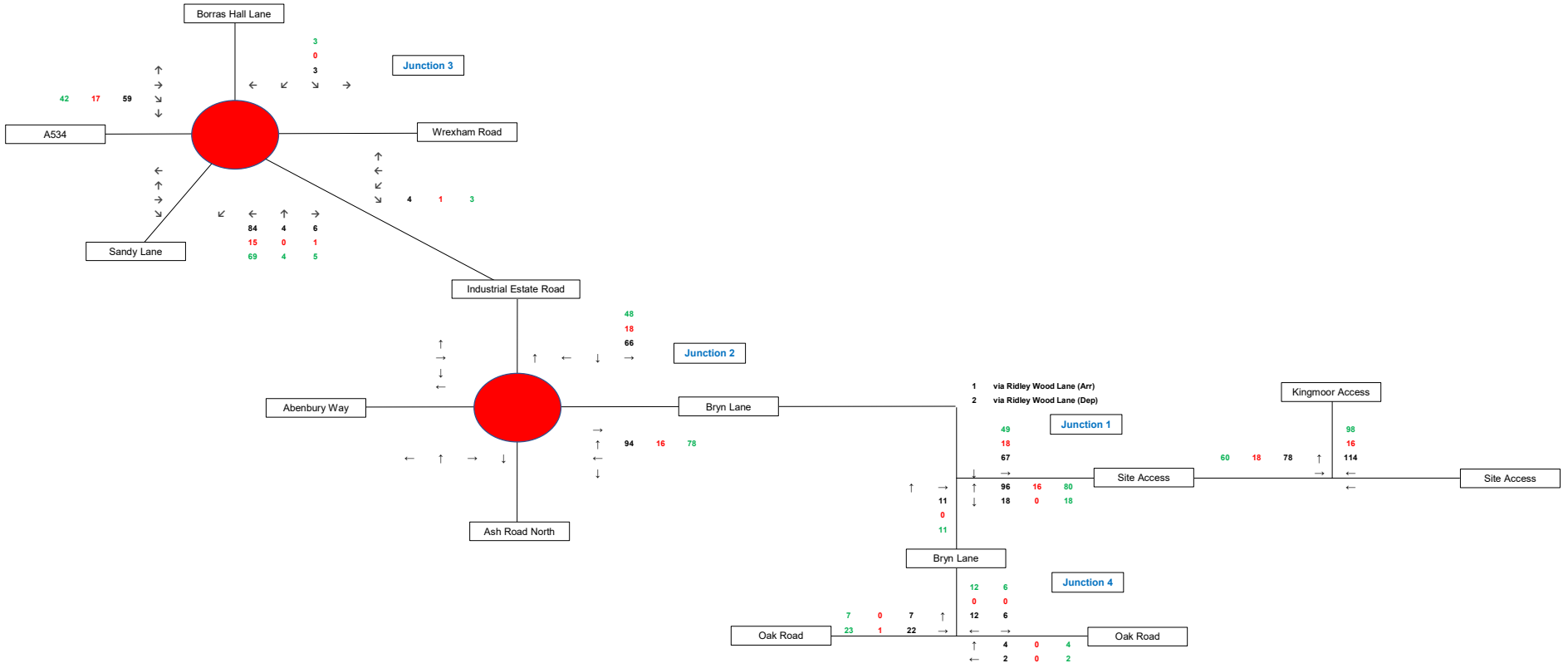
Traffic Figure

Figure 12.

PM Total Com Devs

Notes: PCUs in Black
HGVs in Red
Vehicles in Green

Curtins

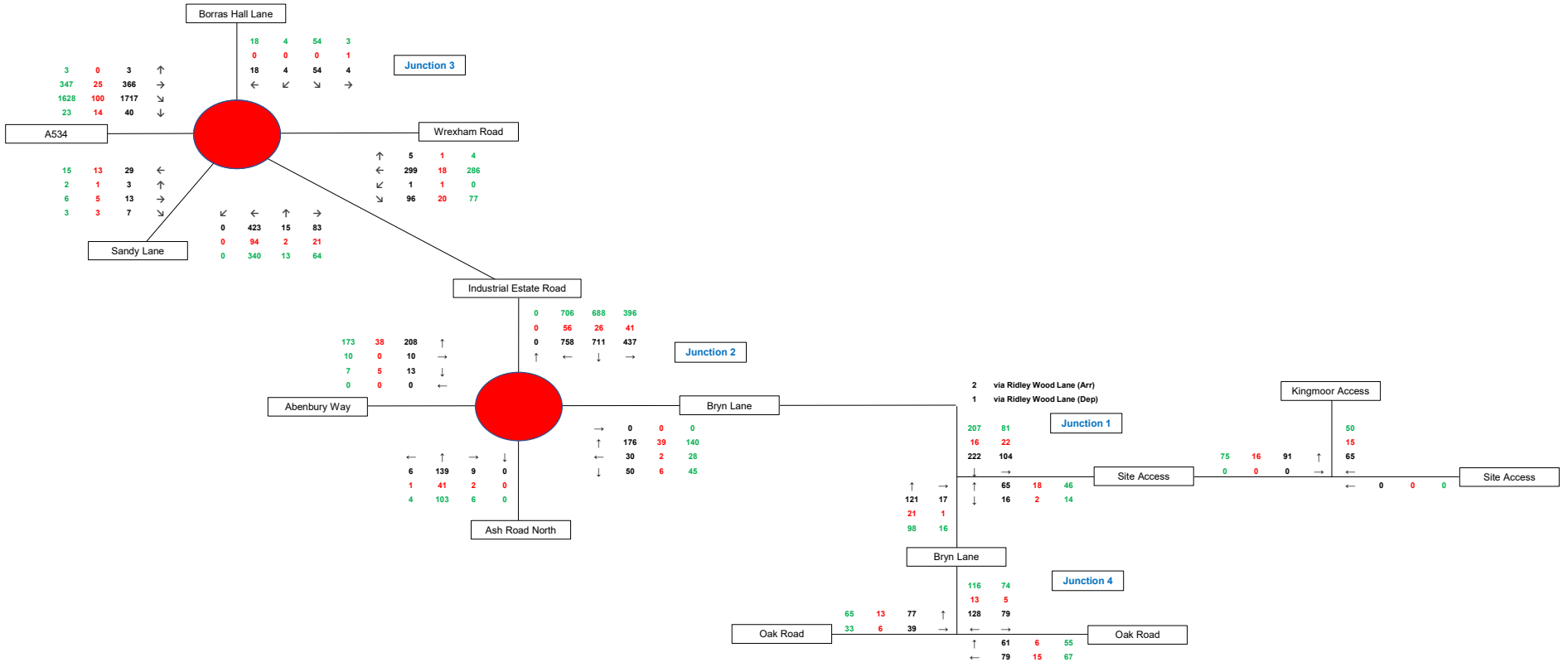


Traffic Figure

Figure 13.
AM 2031 Base Traffic
07:30-08:30

Notes: PCUs in Black
HGVs in Red
Vehicles in Green

Curtins

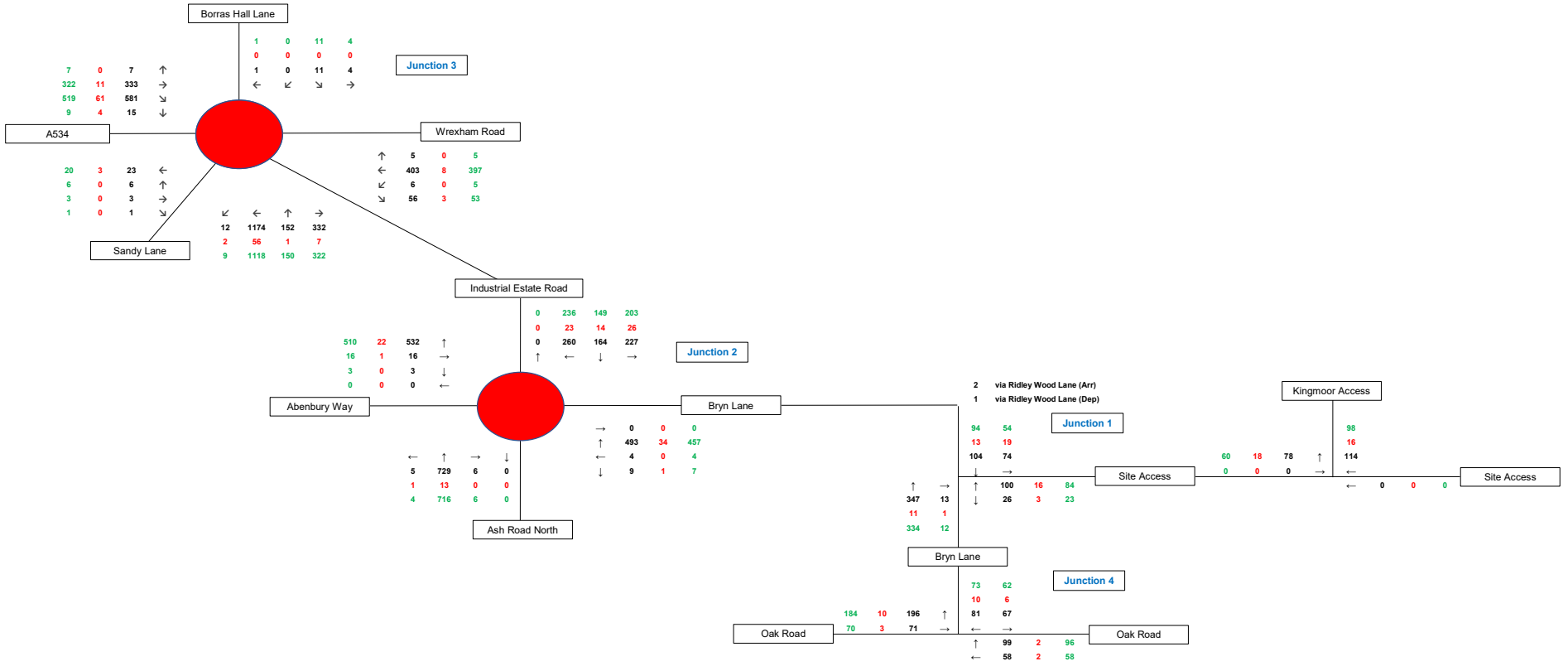


Traffic Figure

Figure 14.
PM 2031 Base Traffic
16:30-17:30

Notes: **PCUs in Black**
HGVs in Red
Vehicles in Green

Curtins



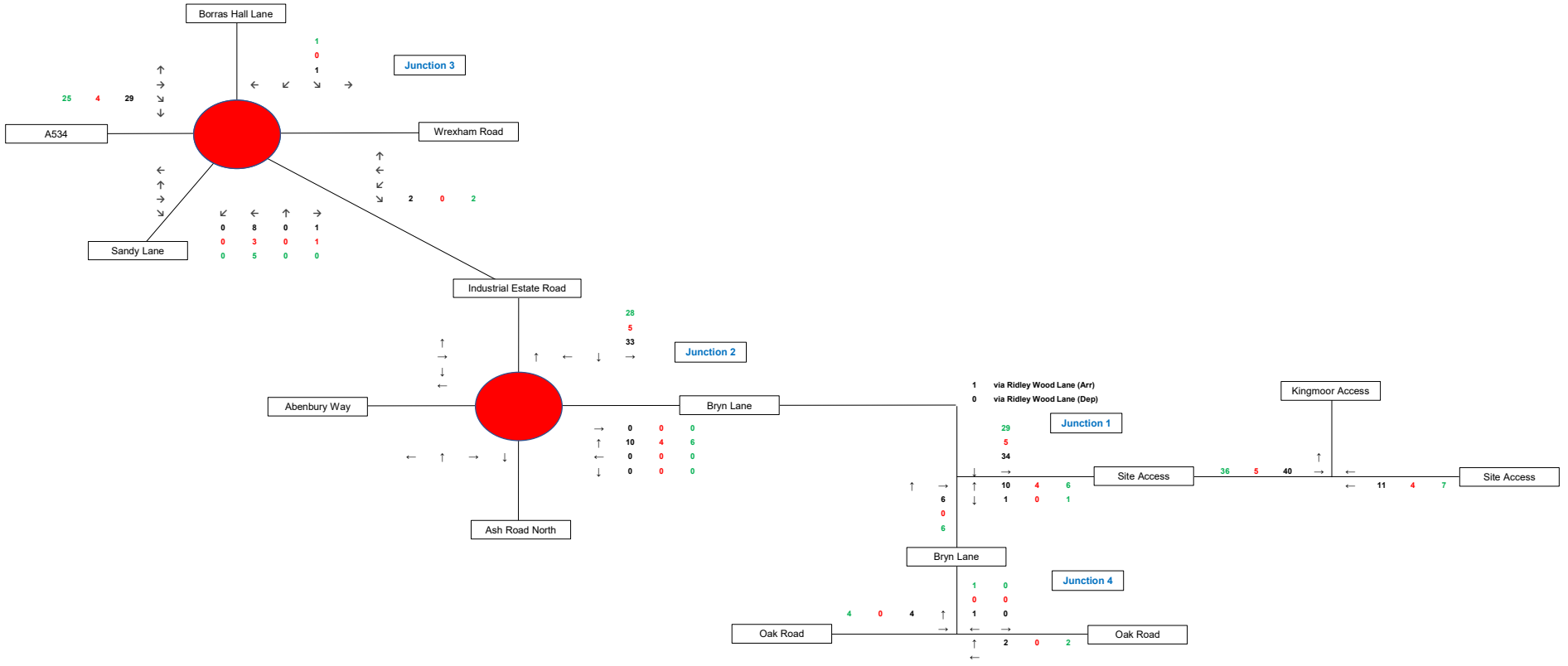
Traffic Figure

Figure 15.
AM Development Flows
07:30-08:30

Trip Generation		
Lights		
Arr	Dep	Tot
36	7	43
HGVs		
Arr	Dep	Tot
5	4	8
Tot		
Arr	Dep	Tot
40	11	51

Notes: PCUs in Black; HGVs in Red; Vehicles in Green

Curtins



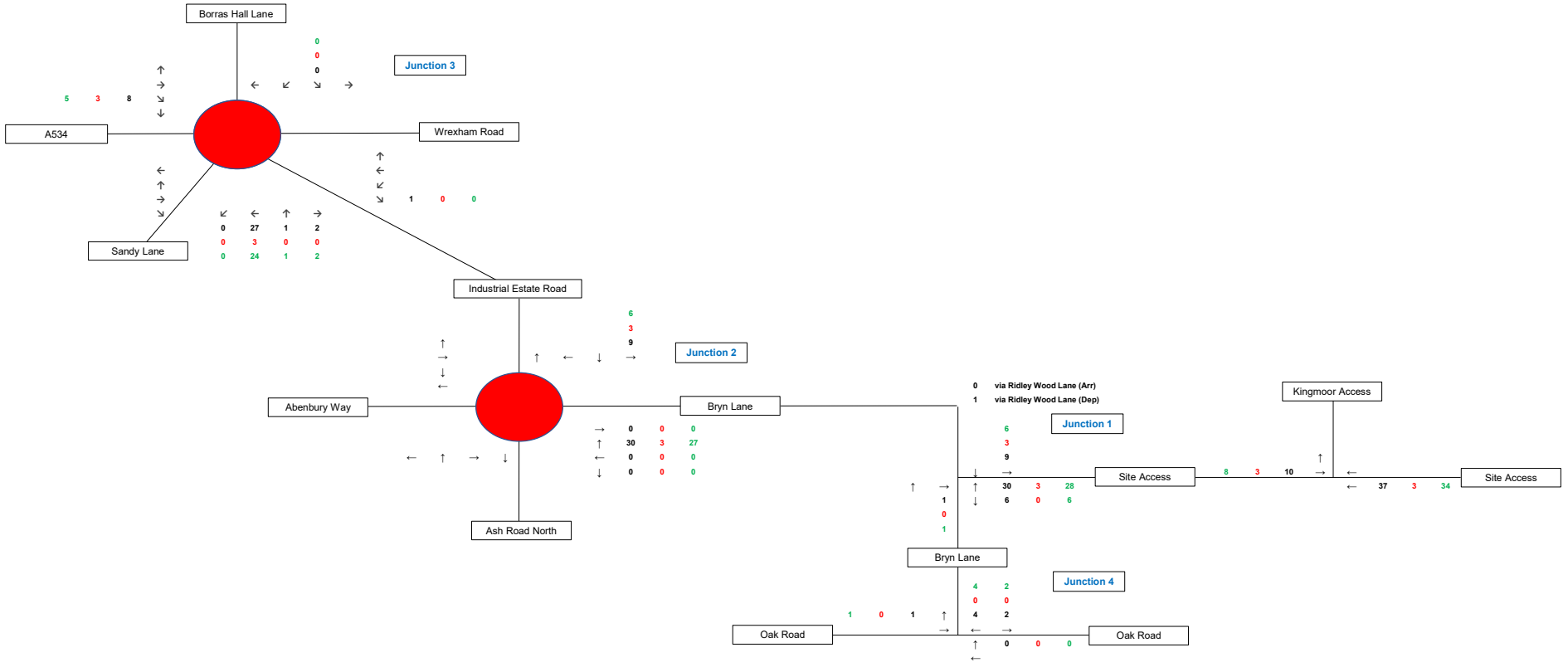
Traffic Figure

Figure 16.
PM Development Flows
16:30-17:30

Notes: PCUs in Black; HGVs in Red; Vehicles in Green

Trip Generation		
Lights		
Arr	Dep	Tot
8	34	41
HGVs		
Arr	Dep	Tot
3	3	6
Tot		
Arr	Dep	Tot
10	37	47

Curtins



Traffic Figure

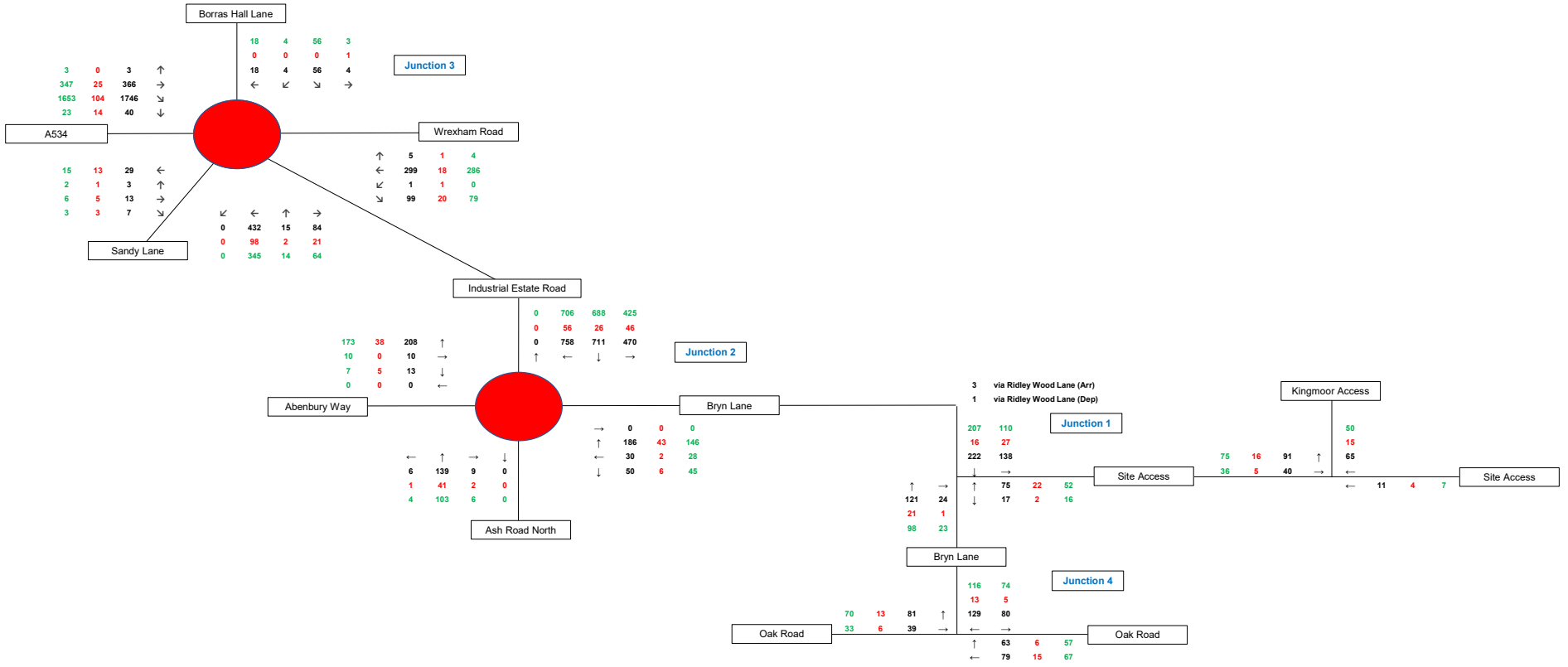
Figure 17.

AM 2031 Base + Development Traffic

07:30-08:30

Notes: PCUs in Black
HGVs in Red
Vehicles in Green

Curtins



Traffic Figure

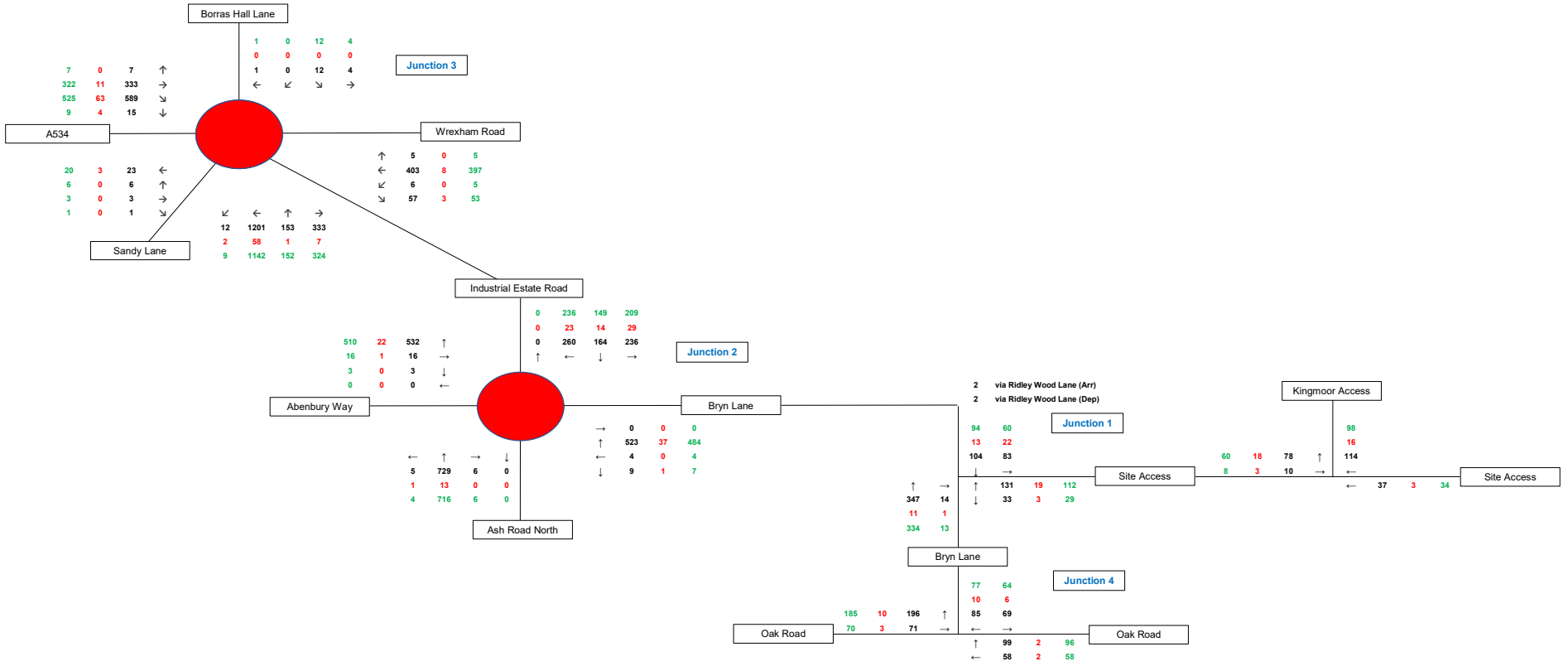
Figure 18.

PM 2031 Base + Development Traffic

16:30-17:30

Notes: PCUs in Black
HGVs in Red
Vehicles in Green

Curtins



Appendix E – Junction Capacity Assessment Results

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: Bryn Lane Site Access.j9
Path: \\MA-FS-1\Projects\089001 - 090000\089023 - Wrexham Industrial Estate\Q3-2-Delivery\T\T05-Models\Junction Models\Junction 1. Bryn Lane Site Access
Report generation date: 10/07/2026 15:53:06

»2026 Observed, AM
»2026 Observed, PM
»2031 Base, AM
»2031 Base, PM
»2031 Base + Dev, AM
»2031 Base + Dev, PM

Summary of junction performance

	AM			PM		
	Delay (s)	RFC	LOS	Delay (s)	RFC	LOS
	2026 Observed					
Stream B-C	6.33	0.01	A	5.89	0.01	A
Stream B-A	8.01	0.02	A	9.63	0.01	A
Stream C-AB	7.14	0.19	A	11.10	0.51	B
	2031 Base					
Stream B-C	7.08	0.03	A	7.05	0.05	A
Stream B-A	9.80	0.15	A	12.86	0.26	B
Stream C-AB	7.60	0.20	A	12.45	0.55	B
	2031 Base + Dev					
Stream B-C	7.21	0.03	A	7.42	0.06	A
Stream B-A	10.19	0.18	B	14.51	0.35	B
Stream C-AB	7.75	0.21	A	12.56	0.55	B

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	22/06/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CURTINS\Matt.Riley
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Observed	AM	ONE HOUR	07:30	09:00	15
D2	2026 Observed	PM	ONE HOUR	16:30	18:00	15
D3	2031 Base	AM	ONE HOUR	07:30	09:00	15
D4	2031 Base	PM	ONE HOUR	16:30	18:00	15
D5	2031 Base + Dev	AM	ONE HOUR	07:30	09:00	15
D6	2031 Base + Dev	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bryn Lane Site Access	T-Junction	Two-way		2.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Bryn Lane (North)		Major
B	Site Access		Minor
C	Bryn Lane (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Bryn Lane (South)	7.10		✓	3.50	150.0	✓	8.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	8.80	5.20	3.30	2.70	✓	2.00	150	47

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	621	0.108	0.272	0.171	0.389
B-C	700	0.102	0.258	-	-
C-B	754	0.278	0.278	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Observed	AM	ONE HOUR	07:30	09:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bryn Lane (North)		✓	238	100.000
B - Site Access		✓	16	100.000
C - Bryn Lane (South)		✓	119	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bryn Lane (North)	B - Site Access	C - Bryn Lane (South)
From	A - Bryn Lane (North)	0	25	213
	B - Site Access	9	0	7
	C - Bryn Lane (South)	4	115	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bryn Lane (North)	B - Site Access	C - Bryn Lane (South)
From	A - Bryn Lane (North)	10	10	10
	B - Site Access	10	10	10
	C - Bryn Lane (South)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	6.33	0.0	A
B-A	0.02	8.01	0.0	A
C-AB	0.19	7.14	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	654	0.008	5	0.0	6.098	A
B-A	7	541	0.013	7	0.0	7.408	A
C-AB	87	704	0.123	86	0.2	6.395	A
C-A	3			3			
A-B	19			19			
A-C	160			160			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	646	0.010	6	0.0	6.194	A
B-A	8	526	0.015	8	0.0	7.651	A
C-AB	103	695	0.149	103	0.2	6.692	A
C-A	4			4			
A-B	22			22			
A-C	191			191			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	633	0.012	8	0.0	6.329	A
B-A	10	504	0.020	10	0.0	8.012	A
C-AB	127	681	0.186	126	0.2	7.131	A
C-A	4			4			
A-B	28			28			
A-C	235			235			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	633	0.012	8	0.0	6.329	A
B-A	10	504	0.020	10	0.0	8.014	A
C-AB	127	681	0.186	127	0.2	7.136	A
C-A	4			4			
A-B	28			28			
A-C	235			235			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	645	0.010	6	0.0	6.197	A
B-A	8	525	0.015	8	0.0	7.653	A
C-AB	103	695	0.149	104	0.2	6.700	A
C-A	4			4			
A-B	22			22			
A-C	191			191			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	654	0.008	5	0.0	6.102	A
B-A	7	541	0.013	7	0.0	7.414	A
C-AB	87	704	0.123	87	0.2	6.411	A
C-A	3			3			
A-B	19			19			
A-C	160			160			

2026 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bryn Lane Site Access	T-Junction	Two-way		8.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Observed	PM	ONE HOUR	16:30	18:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bryn Lane (North)		✓	105	100.000
B - Site Access		✓	12	100.000
C - Bryn Lane (South)		✓	334	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bryn Lane (North)	B - Site Access	C - Bryn Lane (South)
From	A - Bryn Lane (North)	0	6	99
	B - Site Access	4	0	8
	C - Bryn Lane (South)	2	332	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bryn Lane (North)	B - Site Access	C - Bryn Lane (South)
From	A - Bryn Lane (North)	10	10	10
	B - Site Access	10	10	10
	C - Bryn Lane (South)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	5.89	0.0	A
B-A	0.01	9.63	0.0	A
C-AB	0.51	11.10	1.1	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	691	0.009	6	0.0	5.782	A
B-A	3	468	0.006	3	0.0	8.514	A
C-AB	250	732	0.341	248	0.6	8.135	A
C-A	2			2			
A-B	5			5			
A-C	75			75			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	687	0.010	7	0.0	5.827	A
B-A	4	446	0.008	4	0.0	8.951	A
C-AB	298	728	0.410	298	0.8	9.185	A
C-A	2			2			
A-B	5			5			
A-C	89			89			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	681	0.013	9	0.0	5.892	A
B-A	4	416	0.011	4	0.0	9.617	A
C-AB	366	722	0.506	364	1.1	11.016	B
C-A	2			2			
A-B	7			7			
A-C	109			109			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	681	0.013	9	0.0	5.892	A
B-A	4	416	0.011	4	0.0	9.628	A
C-AB	366	722	0.506	365	1.1	11.099	B
C-A	2			2			
A-B	7			7			
A-C	109			109			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	687	0.010	7	0.0	5.830	A
B-A	4	445	0.008	4	0.0	8.969	A
C-AB	298	728	0.410	300	0.8	9.277	A
C-A	2			2			
A-B	5			5			
A-C	89			89			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	691	0.009	6	0.0	5.782	A
B-A	3	467	0.006	3	0.0	8.535	A
C-AB	250	732	0.341	251	0.6	8.238	A
C-A	2			2			
A-B	5			5			
A-C	75			75			

2031 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bryn Lane Site Access	T-Junction	Two-way		3.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 Base	AM	ONE HOUR	07:30	09:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bryn Lane (North)		✓	326	100.000
B - Site Access		✓	81	100.000
C - Bryn Lane (South)		✓	138	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bryn Lane (North)	B - Site Access	C - Bryn Lane (South)
From	A - Bryn Lane (North)	0	104	222
	B - Site Access	65	0	16
	C - Bryn Lane (South)	17	121	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bryn Lane (North)	B - Site Access	C - Bryn Lane (South)
From	A - Bryn Lane (North)	10	10	10
	B - Site Access	10	10	10
	C - Bryn Lane (South)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	7.08	0.0	A
B-A	0.15	9.80	0.2	A
C-AB	0.20	7.60	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	608	0.020	12	0.0	6.647	A
B-A	49	518	0.095	48	0.1	8.436	A
C-AB	91	686	0.133	90	0.2	6.642	A
C-A	13			13			
A-B	78			78			
A-C	167			167			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	595	0.024	14	0.0	6.822	A
B-A	58	500	0.117	58	0.1	8.966	A
C-AB	109	673	0.162	109	0.2	7.017	A
C-A	15			15			
A-B	93			93			
A-C	200			200			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	577	0.031	18	0.0	7.082	A
B-A	72	476	0.150	71	0.2	9.785	A
C-AB	133	654	0.204	133	0.3	7.590	A
C-A	19			19			
A-B	115			115			
A-C	244			244			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	577	0.031	18	0.0	7.083	A
B-A	72	476	0.150	72	0.2	9.797	A
C-AB	133	654	0.204	133	0.3	7.596	A
C-A	19			19			
A-B	115			115			
A-C	244			244			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	595	0.024	14	0.0	6.827	A
B-A	58	500	0.117	59	0.1	8.980	A
C-AB	109	673	0.162	109	0.2	7.027	A
C-A	15			15			
A-B	93			93			
A-C	200			200			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	607	0.020	12	0.0	6.650	A
B-A	49	517	0.095	49	0.1	8.462	A
C-AB	91	686	0.133	91	0.2	6.662	A
C-A	13			13			
A-B	78			78			
A-C	167			167			

2031 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bryn Lane Site Access	T-Junction	Two-way		8.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 Base	PM	ONE HOUR	16:30	18:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bryn Lane (North)		✓	178	100.000
B - Site Access		✓	126	100.000
C - Bryn Lane (South)		✓	360	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bryn Lane (North)	B - Site Access	C - Bryn Lane (South)
From	A - Bryn Lane (North)	0	74	104
	B - Site Access	100	0	26
	C - Bryn Lane (South)	13	347	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bryn Lane (North)	B - Site Access	C - Bryn Lane (South)
From	A - Bryn Lane (North)	10	10	10
	B - Site Access	10	10	10
	C - Bryn Lane (South)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	7.05	0.1	A
B-A	0.26	12.86	0.4	B
C-AB	0.55	12.45	1.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	622	0.031	19	0.0	6.572	A
B-A	75	479	0.157	74	0.2	9.771	A
C-AB	261	717	0.364	259	0.6	8.596	A
C-A	10			10			
A-B	56			56			
A-C	78			78			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	610	0.038	23	0.0	6.755	A
B-A	90	453	0.198	90	0.3	10.882	B
C-AB	312	710	0.439	311	0.8	9.907	A
C-A	12			12			
A-B	67			67			
A-C	93			93			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	591	0.048	29	0.1	7.044	A
B-A	110	419	0.263	110	0.4	12.793	B
C-AB	382	700	0.546	380	1.3	12.320	B
C-A	14			14			
A-B	81			81			
A-C	115			115			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	590	0.048	29	0.1	7.048	A
B-A	110	418	0.263	110	0.4	12.856	B
C-AB	382	700	0.546	382	1.3	12.449	B
C-A	14			14			
A-B	81			81			
A-C	115			115			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	609	0.038	23	0.0	6.764	A
B-A	90	452	0.199	90	0.3	10.954	B
C-AB	312	710	0.439	314	0.9	10.040	B
C-A	12			12			
A-B	67			67			
A-C	93			93			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	621	0.032	20	0.0	6.584	A
B-A	75	478	0.158	76	0.2	9.856	A
C-AB	261	717	0.364	262	0.6	8.724	A
C-A	10			10			
A-B	56			56			
A-C	78			78			

2031 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bryn Lane Site Access	T-Junction	Two-way		3.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 Base + Dev	AM	ONE HOUR	07:30	09:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bryn Lane (North)		✓	360	100.000
B - Site Access		✓	92	100.000
C - Bryn Lane (South)		✓	145	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bryn Lane (North)	B - Site Access	C - Bryn Lane (South)
From	A - Bryn Lane (North)	0	138	222
	B - Site Access	75	0	17
	C - Bryn Lane (South)	24	121	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bryn Lane (North)	B - Site Access	C - Bryn Lane (South)
From	A - Bryn Lane (North)	10	10	10
	B - Site Access	10	10	10
	C - Bryn Lane (South)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	7.21	0.0	A
B-A	0.18	10.19	0.2	B
C-AB	0.21	7.75	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	602	0.021	13	0.0	6.725	A
B-A	56	515	0.110	56	0.1	8.625	A
C-AB	91	679	0.134	90	0.2	6.722	A
C-A	18			18			
A-B	104			104			
A-C	167			167			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	588	0.026	15	0.0	6.919	A
B-A	67	496	0.136	67	0.2	9.229	A
C-AB	109	664	0.164	109	0.2	7.125	A
C-A	22			22			
A-B	124			124			
A-C	200			200			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	568	0.033	19	0.0	7.209	A
B-A	83	471	0.175	82	0.2	10.178	B
C-AB	133	644	0.207	133	0.3	7.744	A
C-A	26			26			
A-B	152			152			
A-C	244			244			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	568	0.033	19	0.0	7.211	A
B-A	83	471	0.175	83	0.2	10.193	B
C-AB	133	644	0.207	133	0.3	7.752	A
C-A	26			26			
A-B	152			152			
A-C	244			244			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	587	0.026	15	0.0	6.924	A
B-A	67	496	0.136	68	0.2	9.250	A
C-AB	109	664	0.164	109	0.2	7.137	A
C-A	22			22			
A-B	124			124			
A-C	200			200			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	601	0.021	13	0.0	6.728	A
B-A	56	514	0.110	57	0.1	8.657	A
C-AB	91	679	0.134	91	0.2	6.740	A
C-A	18			18			
A-B	104			104			
A-C	167			167			

2031 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bryn Lane Site Access	T-Junction	Two-way		9.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 Base + Dev	PM	ONE HOUR	16:30	18:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bryn Lane (North)		✓	187	100.000
B - Site Access		✓	164	100.000
C - Bryn Lane (South)		✓	361	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bryn Lane (North)	B - Site Access	C - Bryn Lane (South)
From	A - Bryn Lane (North)	0	83	104
	B - Site Access	131	0	33
	C - Bryn Lane (South)	14	347	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bryn Lane (North)	B - Site Access	C - Bryn Lane (South)
From	A - Bryn Lane (North)	10	10	10
	B - Site Access	10	10	10
	C - Bryn Lane (South)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	7.42	0.1	A
B-A	0.35	14.51	0.6	B
C-AB	0.55	12.56	1.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	612	0.041	25	0.0	6.742	A
B-A	99	478	0.206	97	0.3	10.369	B
C-AB	261	715	0.365	259	0.6	8.631	A
C-A	11			11			
A-B	62			62			
A-C	78			78			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	596	0.050	30	0.1	6.988	A
B-A	118	452	0.260	117	0.4	11.802	B
C-AB	312	708	0.441	311	0.9	9.962	A
C-A	13			13			
A-B	75			75			
A-C	93			93			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	570	0.064	36	0.1	7.413	A
B-A	144	418	0.345	143	0.6	14.403	B
C-AB	382	697	0.548	380	1.3	12.425	B
C-A	15			15			
A-B	91			91			
A-C	115			115			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	570	0.064	36	0.1	7.422	A
B-A	144	417	0.346	144	0.6	14.512	B
C-AB	382	697	0.548	382	1.3	12.558	B
C-A	15			15			
A-B	91			91			
A-C	115			115			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	596	0.050	30	0.1	6.999	A
B-A	118	451	0.261	118	0.4	11.920	B
C-AB	312	708	0.441	314	0.9	10.098	B
C-A	13			13			
A-B	75			75			
A-C	93			93			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	611	0.041	25	0.0	6.757	A
B-A	99	477	0.207	99	0.3	10.489	B
C-AB	261	715	0.365	262	0.6	8.763	A
C-A	11			11			
A-B	62			62			
A-C	78			78			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: Bryn Lane Oak Road.j9
Path: \\MA-FS-1\Projects\089001 - 090000\089023 - Wrexham Industrial Estate\Q3-2-Delivery\T\T05-Models\Junction Models\Junction 4. Bryn Lane Oak Road
Report generation date: 10/07/2026 15:41:37

»2026 Observed, AM
»2026 Observed, PM
»2031 Base, AM
»2031 Base, PM
»2031 Base + Dev, AM
»2031 Base + Dev, PM

Summary of junction performance

	AM		PM	
	Queue (PCU)	RFC	Queue (PCU)	RFC
	2026 Observed			
Stream B-C	0.3	0.19	0.1	0.11
Stream B-A	0.2	0.16	0.2	0.14
Stream C-AB	0.1	0.10	0.4	0.28
	2031 Base			
Stream B-C	0.3	0.21	0.2	0.13
Stream B-A	0.2	0.18	0.2	0.17
Stream C-AB	0.1	0.12	0.5	0.31
	2031 Base + Dev			
Stream B-C	0.3	0.21	0.2	0.14
Stream B-A	0.2	0.18	0.2	0.17
Stream C-AB	0.2	0.13	0.5	0.31

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	23/06/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CURTINS\Matt.Riley
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Observed	AM	ONE HOUR	07:30	09:00	15
D2	2026 Observed	PM	ONE HOUR	16:30	18:00	15
D3	2031 Base	AM	ONE HOUR	07:30	09:00	15
D4	2031 Base	PM	ONE HOUR	16:30	18:00	15
D5	2031 Base + Dev	AM	ONE HOUR	07:30	09:00	15
D6	2031 Base + Dev	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Oak Road Bryn Lane	T-Junction	Two-way		4.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Oak Road (W)		Major
B	Bryn Lane		Minor
C	Oak Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Oak Road (E)	7.00		✓	3.50	150.0	✓	10.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Bryn Lane	One lane plus flare	10.00	9.60	5.80	3.60	3.20	✓	2.00	40	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	545	0.095	0.240	0.151	0.343
B-C	731	0.107	0.271	-	-
C-B	754	0.280	0.280	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Observed	AM	ONE HOUR	07:30	09:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Oak Road (W)		✓	110	100.000
B - Bryn Lane		✓	190	100.000
C - Oak Road (E)		✓	100	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Oak Road (W)	B - Bryn Lane	C - Oak Road (E)
From	A - Oak Road (W)	0	54	56
	B - Bryn Lane	73	0	117
	C - Oak Road (E)	35	65	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Oak Road (W)	B - Bryn Lane	C - Oak Road (E)
From	A - Oak Road (W)	10	10	10
	B - Bryn Lane	10	10	10
	C - Oak Road (E)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.19	7.21	0.3	A
B-A	0.16	9.58	0.2	A
C-AB	0.10	6.10	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	696	0.127	87	0.2	6.504	A
B-A	55	511	0.108	54	0.1	8.673	A
C-AB	49	731	0.067	49	0.1	5.799	A
C-A	26			26			
A-B	41			41			
A-C	42			42			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	688	0.153	105	0.2	6.788	A
B-A	66	504	0.130	65	0.2	9.037	A
C-AB	58	727	0.080	58	0.1	5.925	A
C-A	31			31			
A-B	49			49			
A-C	50			50			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	678	0.190	129	0.3	7.204	A
B-A	80	494	0.163	80	0.2	9.570	A
C-AB	72	720	0.099	71	0.1	6.101	A
C-A	39			39			
A-B	59			59			
A-C	62			62			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	678	0.190	129	0.3	7.210	A
B-A	80	494	0.163	80	0.2	9.578	A
C-AB	72	720	0.099	72	0.1	6.101	A
C-A	39			39			
A-B	59			59			
A-C	62			62			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	688	0.153	105	0.2	6.801	A
B-A	66	503	0.130	66	0.2	9.052	A
C-AB	58	727	0.080	59	0.1	5.927	A
C-A	31			31			
A-B	49			49			
A-C	50			50			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	695	0.127	88	0.2	6.527	A
B-A	55	510	0.108	55	0.1	8.700	A
C-AB	49	731	0.067	49	0.1	5.807	A
C-A	26			26			
A-B	41			41			
A-C	42			42			

2026 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Oak Road Bryn Lane	T-Junction	Two-way		4.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Observed	PM	ONE HOUR	16:30	18:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Oak Road (W)		✓	145	100.000
B - Bryn Lane		✓	124	100.000
C - Oak Road (E)		✓	228	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Oak Road (W)	B - Bryn Lane	C - Oak Road (E)
From	A - Oak Road (W)	0	91	54
	B - Bryn Lane	58	0	66
	C - Oak Road (E)	47	181	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Oak Road (W)	B - Bryn Lane	C - Oak Road (E)
From	A - Oak Road (W)	10	10	10
	B - Bryn Lane	10	10	10
	C - Oak Road (E)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.11	6.64	0.1	A
B-A	0.14	10.22	0.2	B
C-AB	0.28	7.76	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	687	0.072	49	0.1	6.212	A
B-A	44	484	0.090	43	0.1	8.976	A
C-AB	136	724	0.188	135	0.3	6.718	A
C-A	35			35			
A-B	69			69			
A-C	41			41			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	679	0.087	59	0.1	6.388	A
B-A	52	470	0.111	52	0.1	9.466	A
C-AB	163	718	0.227	162	0.3	7.126	A
C-A	42			42			
A-B	82			82			
A-C	49			49			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	669	0.109	73	0.1	6.640	A
B-A	64	452	0.141	64	0.2	10.206	B
C-AB	199	710	0.281	199	0.4	7.746	A
C-A	52			52			
A-B	100			100			
A-C	59			59			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	669	0.109	73	0.1	6.642	A
B-A	64	451	0.141	64	0.2	10.218	B
C-AB	199	710	0.281	199	0.4	7.758	A
C-A	52			52			
A-B	100			100			
A-C	59			59			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	679	0.087	59	0.1	6.394	A
B-A	52	470	0.111	52	0.1	9.484	A
C-AB	163	718	0.227	163	0.3	7.145	A
C-A	42			42			
A-B	82			82			
A-C	49			49			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	686	0.072	50	0.1	6.222	A
B-A	44	484	0.090	44	0.1	9.003	A
C-AB	136	724	0.188	137	0.3	6.748	A
C-A	35			35			
A-B	69			69			
A-C	41			41			

2031 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Oak Road Bryn Lane	T-Junction	Two-way		4.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 Base	AM	ONE HOUR	07:30	09:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Oak Road (W)		✓	140	100.000
B - Bryn Lane		✓	207	100.000
C - Oak Road (E)		✓	116	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Oak Road (W)	B - Bryn Lane	C - Oak Road (E)
From	A - Oak Road (W)	0	61	79
	B - Bryn Lane	79	0	128
	C - Oak Road (E)	39	77	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Oak Road (W)	B - Bryn Lane	C - Oak Road (E)
From	A - Oak Road (W)	10	10	10
	B - Bryn Lane	10	10	10
	C - Oak Road (E)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.21	7.52	0.3	A
B-A	0.18	10.04	0.2	B
C-AB	0.12	6.32	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	689	0.140	96	0.2	6.667	A
B-A	59	502	0.118	59	0.1	8.925	A
C-AB	58	725	0.080	58	0.1	5.932	A
C-A	29			29			
A-B	46			46			
A-C	59			59			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	115	680	0.169	115	0.2	7.007	A
B-A	71	493	0.144	71	0.2	9.370	A
C-AB	69	719	0.096	69	0.1	6.092	A
C-A	35			35			
A-B	55			55			
A-C	71			71			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	141	667	0.211	141	0.3	7.513	A
B-A	87	481	0.181	87	0.2	10.031	B
C-AB	85	711	0.119	85	0.1	6.318	A
C-A	43			43			
A-B	67			67			
A-C	87			87			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	141	667	0.211	141	0.3	7.521	A
B-A	87	481	0.181	87	0.2	10.045	B
C-AB	85	711	0.119	85	0.1	6.320	A
C-A	43			43			
A-B	67			67			
A-C	87			87			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	115	680	0.169	115	0.2	7.019	A
B-A	71	493	0.144	71	0.2	9.387	A
C-AB	69	719	0.096	69	0.1	6.097	A
C-A	35			35			
A-B	55			55			
A-C	71			71			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	688	0.140	97	0.2	6.694	A
B-A	59	502	0.119	60	0.1	8.956	A
C-AB	58	725	0.080	58	0.1	5.938	A
C-A	29			29			
A-B	46			46			
A-C	59			59			

2031 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Oak Road Bryn Lane	T-Junction	Two-way		5.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 Base	PM	ONE HOUR	16:30	18:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Oak Road (W)		✓	157	100.000
B - Bryn Lane		✓	148	100.000
C - Oak Road (E)		✓	267	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Oak Road (W)	B - Bryn Lane	C - Oak Road (E)
From	A - Oak Road (W)	0	99	58
	B - Bryn Lane	67	0	81
	C - Oak Road (E)	71	196	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Oak Road (W)	B - Bryn Lane	C - Oak Road (E)
From	A - Oak Road (W)	10	10	10
	B - Bryn Lane	10	10	10
	C - Oak Road (E)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.13	6.89	0.2	A
B-A	0.17	10.86	0.2	B
C-AB	0.31	8.08	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	684	0.089	61	0.1	6.348	A
B-A	50	475	0.106	50	0.1	9.309	A
C-AB	148	721	0.205	146	0.3	6.877	A
C-A	53			53			
A-B	75			75			
A-C	44			44			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	676	0.108	73	0.1	6.569	A
B-A	60	459	0.131	60	0.2	9.913	A
C-AB	176	715	0.246	176	0.4	7.344	A
C-A	64			64			
A-B	89			89			
A-C	52			52			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	664	0.134	89	0.2	6.890	A
B-A	74	438	0.168	74	0.2	10.844	B
C-AB	216	706	0.306	215	0.5	8.062	A
C-A	78			78			
A-B	109			109			
A-C	64			64			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	663	0.134	89	0.2	6.894	A
B-A	74	438	0.168	74	0.2	10.861	B
C-AB	216	706	0.306	216	0.5	8.077	A
C-A	78			78			
A-B	109			109			
A-C	64			64			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	675	0.108	73	0.1	6.577	A
B-A	60	459	0.131	60	0.2	9.936	A
C-AB	176	715	0.246	177	0.4	7.363	A
C-A	64			64			
A-B	89			89			
A-C	52			52			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	684	0.089	61	0.1	6.364	A
B-A	50	474	0.106	51	0.1	9.349	A
C-AB	148	721	0.205	148	0.3	6.911	A
C-A	53			53			
A-B	75			75			
A-C	44			44			

2031 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Oak Road Bryn Lane	T-Junction	Two-way		4.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 Base + Dev	AM	ONE HOUR	07:30	09:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Oak Road (W)		✓	142	100.000
B - Bryn Lane		✓	209	100.000
C - Oak Road (E)		✓	120	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Oak Road (W)	B - Bryn Lane	C - Oak Road (E)
From	A - Oak Road (W)	0	63	79
	B - Bryn Lane	80	0	129
	C - Oak Road (E)	39	81	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Oak Road (W)	B - Bryn Lane	C - Oak Road (E)
From	A - Oak Road (W)	10	10	10
	B - Bryn Lane	10	10	10
	C - Oak Road (E)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.21	7.55	0.3	A
B-A	0.18	10.12	0.2	B
C-AB	0.13	6.37	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97	688	0.141	96	0.2	6.683	A
B-A	60	501	0.120	60	0.1	8.962	A
C-AB	61	724	0.084	61	0.1	5.961	A
C-A	29			29			
A-B	47			47			
A-C	59			59			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116	679	0.171	116	0.2	7.027	A
B-A	72	492	0.146	72	0.2	9.420	A
C-AB	73	719	0.101	73	0.1	6.131	A
C-A	35			35			
A-B	57			57			
A-C	71			71			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	142	667	0.213	142	0.3	7.542	A
B-A	88	480	0.184	88	0.2	10.103	B
C-AB	89	711	0.126	89	0.2	6.369	A
C-A	43			43			
A-B	69			69			
A-C	87			87			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	142	666	0.213	142	0.3	7.550	A
B-A	88	480	0.184	88	0.2	10.116	B
C-AB	89	711	0.126	89	0.2	6.371	A
C-A	43			43			
A-B	69			69			
A-C	87			87			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116	679	0.171	116	0.2	7.039	A
B-A	72	492	0.146	72	0.2	9.437	A
C-AB	73	719	0.101	73	0.1	6.133	A
C-A	35			35			
A-B	57			57			
A-C	71			71			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97	688	0.141	97	0.2	6.707	A
B-A	60	501	0.120	60	0.2	8.994	A
C-AB	61	724	0.084	61	0.1	5.969	A
C-A	29			29			
A-B	47			47			
A-C	59			59			

2031 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Oak Road Bryn Lane	T-Junction	Two-way		5.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 Base + Dev	PM	ONE HOUR	16:30	18:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Oak Road (W)		✓	157	100.000
B - Bryn Lane		✓	154	100.000
C - Oak Road (E)		✓	267	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Oak Road (W)	B - Bryn Lane	C - Oak Road (E)
From	A - Oak Road (W)	0	99	58
	B - Bryn Lane	69	0	85
	C - Oak Road (E)	71	196	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Oak Road (W)	B - Bryn Lane	C - Oak Road (E)
From	A - Oak Road (W)	10	10	10
	B - Bryn Lane	10	10	10
	C - Oak Road (E)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.14	6.95	0.2	A
B-A	0.17	10.94	0.2	B
C-AB	0.31	8.08	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	684	0.094	64	0.1	6.379	A
B-A	52	474	0.110	51	0.1	9.351	A
C-AB	148	721	0.205	146	0.3	6.877	A
C-A	53			53			
A-B	75			75			
A-C	44			44			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	675	0.113	76	0.1	6.611	A
B-A	62	459	0.135	62	0.2	9.968	A
C-AB	176	715	0.246	176	0.4	7.344	A
C-A	64			64			
A-B	89			89			
A-C	52			52			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94	663	0.141	93	0.2	6.949	A
B-A	76	438	0.173	76	0.2	10.922	B
C-AB	216	706	0.306	215	0.5	8.062	A
C-A	78			78			
A-B	109			109			
A-C	64			64			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94	663	0.141	94	0.2	6.953	A
B-A	76	438	0.173	76	0.2	10.939	B
C-AB	216	706	0.306	216	0.5	8.077	A
C-A	78			78			
A-B	109			109			
A-C	64			64			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	675	0.113	77	0.1	6.619	A
B-A	62	459	0.135	62	0.2	9.991	A
C-AB	176	715	0.246	177	0.4	7.363	A
C-A	64			64			
A-B	89			89			
A-C	52			52			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	684	0.094	64	0.1	6.393	A
B-A	52	474	0.110	52	0.1	9.391	A
C-AB	148	721	0.205	148	0.3	6.911	A
C-A	53			53			
A-B	75			75			
A-C	44			44			

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.2.1013
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Filename: Bryn Lane Roundabout.j9
Path: \\MA-FS-1\Projects\089001 - 090000\089023 - Wrexham Industrial Estate\Q3-2-Delivery\T\T05-Models\Junction Models\Junction 2. Bryn Lane Roundabout
Report generation date: 10/07/2026 16:01:19

»2026 Observed, AM
»2026 Observed, PM
»2031 Base, AM
»2031 Base, PM
»2031 Base + Dev, AM
»2031 Base + Dev, PM

Summary of junction performance

	AM		PM	
	Queue (PCU)	RFC	Queue (PCU)	RFC
	2026 Observed			
1 - Bryn Lane	0.3	0.23	0.4	0.28
2 - Ash Road North	0.2	0.14	1.6	0.59
3 - Abenbury Way	0.2	0.14	1.0	0.47
4 - Industrial Estate Road	2.3	0.68	0.3	0.22
	2031 Base			
1 - Bryn Lane	0.5	0.33	0.6	0.36
2 - Ash Road North	0.2	0.15	2.0	0.65
3 - Abenbury Way	0.2	0.15	1.2	0.53
4 - Industrial Estate Road	3.1	0.74	0.4	0.25
	2031 Base + Dev			
1 - Bryn Lane	0.6	0.34	0.7	0.38
2 - Ash Road North	0.2	0.15	2.1	0.66
3 - Abenbury Way	0.2	0.15	1.3	0.54
4 - Industrial Estate Road	3.3	0.75	0.4	0.26

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	22/06/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CURTINS\Matt.Riley
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Observed	AM	ONE HOUR	07:30	09:00	15
D2	2026 Observed	PM	ONE HOUR	16:30	18:00	15
D3	2031 Base	AM	ONE HOUR	07:30	09:00	15
D4	2031 Base	PM	ONE HOUR	16:30	18:00	15
D5	2031 Base + Dev	AM	ONE HOUR	07:30	09:00	15
D6	2031 Base + Dev	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bryn Lane Roundabout	Standard Roundabout		1, 2, 3, 4	4.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Bryn Lane	
2	Ash Road North	
3	Abenbury Way	
4	Industrial Estate Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Bryn Lane	3.65	7.20	16.6	39.0	60.0	22.5	
2 - Ash Road North	3.65	7.50	16.5	8.0	60.0	19.0	
3 - Abenbury Way	3.65	8.10	18.3	37.0	60.0	19.5	
4 - Industrial Estate Road	8.40	9.90	7.4	39.0	60.0	33.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Bryn Lane	0.593	1832
2 - Ash Road North	0.550	1711
3 - Abenbury Way	0.620	1974
4 - Industrial Estate Road	0.761	2859

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Observed	AM	ONE HOUR	07:30	09:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bryn Lane		✓	193	100.000
2 - Ash Road North		✓	147	100.000
3 - Abenbury Way		✓	222	100.000
4 - Industrial Estate Road		✓	1752	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Bryn Lane	2 - Ash Road North	3 - Abenbury Way	4 - Industrial Estate Road
From	1 - Bryn Lane	0	48	29	116
	2 - Ash Road North	9	0	5	133
	3 - Abenbury Way	10	13	0	199
	4 - Industrial Estate Road	345	681	726	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Bryn Lane	2 - Ash Road North	3 - Abenbury Way	4 - Industrial Estate Road
From	1 - Bryn Lane	10	10	10	10
	2 - Ash Road North	10	10	10	10
	3 - Abenbury Way	10	10	10	10
	4 - Industrial Estate Road	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Bryn Lane	0.23	5.72	0.3	A
2 - Ash Road North	0.14	3.87	0.2	A
3 - Abenbury Way	0.14	2.55	0.2	A
4 - Industrial Estate Road	0.68	4.38	2.3	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	145	1066	1199	0.121	145	0.2	3.752	A
2 - Ash Road North	111	654	1352	0.082	110	0.1	3.189	A
3 - Abenbury Way	167	193	1854	0.090	167	0.1	2.347	A
4 - Industrial Estate Road	1319	24	2840	0.464	1315	0.9	2.590	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	174	1275	1075	0.161	173	0.2	4.388	A
2 - Ash Road North	132	782	1281	0.103	132	0.1	3.444	A
3 - Abenbury Way	200	232	1830	0.109	199	0.1	2.427	A
4 - Industrial Estate Road	1575	29	2837	0.555	1573	1.4	3.130	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	212	1560	906	0.234	212	0.3	5.700	A
2 - Ash Road North	162	957	1185	0.137	162	0.2	3.869	A
3 - Abenbury Way	244	284	1798	0.136	244	0.2	2.548	A
4 - Industrial Estate Road	1929	35	2832	0.681	1925	2.3	4.349	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	212	1563	905	0.235	212	0.3	5.721	A
2 - Ash Road North	162	959	1184	0.137	162	0.2	3.873	A
3 - Abenbury Way	244	284	1798	0.136	244	0.2	2.548	A
4 - Industrial Estate Road	1929	35	2832	0.681	1929	2.3	4.385	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	174	1280	1073	0.162	174	0.2	4.407	A
2 - Ash Road North	132	785	1280	0.103	132	0.1	3.453	A
3 - Abenbury Way	200	232	1830	0.109	200	0.1	2.430	A
4 - Industrial Estate Road	1575	29	2837	0.555	1579	1.4	3.159	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	145	1070	1197	0.121	146	0.2	3.769	A
2 - Ash Road North	111	657	1350	0.082	111	0.1	3.194	A
3 - Abenbury Way	167	194	1853	0.090	167	0.1	2.350	A
4 - Industrial Estate Road	1319	24	2840	0.464	1321	1.0	2.608	A

2026 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bryn Lane Roundabout	Standard Roundabout		1, 2, 3, 4	4.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Observed	PM	ONE HOUR	16:30	18:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bryn Lane		✓	394	100.000
2 - Ash Road North		✓	709	100.000
3 - Abenbury Way		✓	529	100.000
4 - Industrial Estate Road		✓	561	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Bryn Lane	2 - Ash Road North	3 - Abenbury Way	4 - Industrial Estate Road
From	1 - Bryn Lane	0	8	4	382
	2 - Ash Road North	6	0	5	698
	3 - Abenbury Way	16	3	0	510
	4 - Industrial Estate Road	154	158	249	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Bryn Lane	2 - Ash Road North	3 - Abenbury Way	4 - Industrial Estate Road
From	1 - Bryn Lane	10	10	10	10
	2 - Ash Road North	10	10	10	10
	3 - Abenbury Way	10	10	10	10
	4 - Industrial Estate Road	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Bryn Lane	0.28	3.50	0.4	A
2 - Ash Road North	0.59	7.24	1.6	A
3 - Abenbury Way	0.47	6.09	1.0	A
4 - Industrial Estate Road	0.22	1.78	0.3	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	297	308	1649	0.180	296	0.2	2.925	A
2 - Ash Road North	534	477	1449	0.368	531	0.6	4.301	A
3 - Abenbury Way	398	814	1469	0.271	397	0.4	3.687	A
4 - Industrial Estate Road	422	19	2844	0.148	422	0.2	1.634	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	354	368	1613	0.220	354	0.3	3.144	A
2 - Ash Road North	637	571	1398	0.456	636	0.9	5.193	A
3 - Abenbury Way	476	975	1370	0.347	475	0.6	4.419	A
4 - Industrial Estate Road	504	22	2842	0.177	504	0.2	1.693	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	434	451	1564	0.277	433	0.4	3.500	A
2 - Ash Road North	781	699	1327	0.588	778	1.5	7.177	A
3 - Abenbury Way	582	1193	1235	0.472	581	1.0	6.043	A
4 - Industrial Estate Road	618	27	2838	0.218	617	0.3	1.782	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	434	451	1564	0.277	434	0.4	3.503	A
2 - Ash Road North	781	699	1327	0.588	781	1.6	7.243	A
3 - Abenbury Way	582	1196	1233	0.472	582	1.0	6.088	A
4 - Industrial Estate Road	618	28	2838	0.218	618	0.3	1.782	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	354	369	1613	0.220	355	0.3	3.150	A
2 - Ash Road North	637	571	1397	0.456	640	0.9	5.245	A
3 - Abenbury Way	476	979	1367	0.348	477	0.6	4.457	A
4 - Industrial Estate Road	504	23	2842	0.177	505	0.2	1.693	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	297	309	1648	0.180	297	0.2	2.929	A
2 - Ash Road North	534	478	1448	0.369	535	0.6	4.340	A
3 - Abenbury Way	398	819	1466	0.272	399	0.4	3.711	A
4 - Industrial Estate Road	422	19	2844	0.148	423	0.2	1.634	A

2031 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bryn Lane Roundabout	Standard Roundabout		1, 2, 3, 4	5.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 Base	AM	ONE HOUR	07:30	09:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bryn Lane		✓	256	100.000
2 - Ash Road North		✓	154	100.000
3 - Abenbury Way		✓	231	100.000
4 - Industrial Estate Road		✓	1906	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Bryn Lane	2 - Ash Road North	3 - Abenbury Way	4 - Industrial Estate Road
From	1 - Bryn Lane	0	50	30	176
	2 - Ash Road North	9	0	6	139
	3 - Abenbury Way	10	13	0	208
	4 - Industrial Estate Road	437	711	758	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Bryn Lane	2 - Ash Road North	3 - Abenbury Way	4 - Industrial Estate Road
From	1 - Bryn Lane	10	10	10	10
	2 - Ash Road North	10	10	10	10
	3 - Abenbury Way	10	10	10	10
	4 - Industrial Estate Road	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Bryn Lane	0.33	6.80	0.5	A
2 - Ash Road North	0.15	4.13	0.2	A
3 - Abenbury Way	0.15	2.64	0.2	A
4 - Industrial Estate Road	0.74	5.40	3.1	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	193	1112	1172	0.164	192	0.2	4.037	A
2 - Ash Road North	116	723	1314	0.088	116	0.1	3.305	A
3 - Abenbury Way	174	243	1823	0.095	173	0.1	2.400	A
4 - Industrial Estate Road	1435	24	2840	0.505	1430	1.1	2.799	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	230	1331	1043	0.221	230	0.3	4.869	A
2 - Ash Road North	138	865	1236	0.112	138	0.1	3.608	A
3 - Abenbury Way	208	291	1794	0.116	208	0.1	2.496	A
4 - Industrial Estate Road	1713	29	2837	0.604	1711	1.7	3.510	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	282	1627	867	0.325	281	0.5	6.752	A
2 - Ash Road North	170	1058	1129	0.150	169	0.2	4.123	A
3 - Abenbury Way	254	356	1753	0.145	254	0.2	2.641	A
4 - Industrial Estate Road	2099	35	2832	0.741	2093	3.1	5.316	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	282	1632	864	0.326	282	0.5	6.800	A
2 - Ash Road North	170	1061	1128	0.150	170	0.2	4.131	A
3 - Abenbury Way	254	357	1753	0.145	254	0.2	2.642	A
4 - Industrial Estate Road	2099	35	2832	0.741	2098	3.1	5.397	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	230	1337	1039	0.222	231	0.3	4.905	A
2 - Ash Road North	138	870	1233	0.112	139	0.1	3.617	A
3 - Abenbury Way	208	292	1793	0.116	208	0.1	2.498	A
4 - Industrial Estate Road	1713	29	2837	0.604	1719	1.7	3.559	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	193	1117	1169	0.165	193	0.2	4.060	A
2 - Ash Road North	116	727	1312	0.088	116	0.1	3.314	A
3 - Abenbury Way	174	244	1823	0.095	174	0.1	2.401	A
4 - Industrial Estate Road	1435	24	2840	0.505	1437	1.1	2.828	A

2031 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bryn Lane Roundabout	Standard Roundabout		1, 2, 3, 4	5.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 Base	PM	ONE HOUR	16:30	18:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bryn Lane		✓	506	100.000
2 - Ash Road North		✓	740	100.000
3 - Abenbury Way		✓	551	100.000
4 - Industrial Estate Road		✓	651	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Bryn Lane	2 - Ash Road North	3 - Abenbury Way	4 - Industrial Estate Road
From	1 - Bryn Lane	0	9	4	493
	2 - Ash Road North	6	0	5	729
	3 - Abenbury Way	16	3	0	532
	4 - Industrial Estate Road	227	164	260	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Bryn Lane	2 - Ash Road North	3 - Abenbury Way	4 - Industrial Estate Road
From	1 - Bryn Lane	10	10	10	10
	2 - Ash Road North	10	10	10	10
	3 - Abenbury Way	10	10	10	10
	4 - Industrial Estate Road	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Bryn Lane	0.36	3.98	0.6	A
2 - Ash Road North	0.65	9.02	2.0	A
3 - Abenbury Way	0.53	7.48	1.2	A
4 - Industrial Estate Road	0.25	1.87	0.4	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	381	321	1641	0.232	380	0.3	3.136	A
2 - Ash Road North	557	568	1399	0.398	554	0.7	4.672	A
3 - Abenbury Way	415	920	1403	0.296	413	0.5	3.991	A
4 - Industrial Estate Road	490	19	2844	0.172	489	0.2	1.681	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	455	384	1604	0.284	454	0.4	3.445	A
2 - Ash Road North	665	680	1338	0.497	664	1.1	5.866	A
3 - Abenbury Way	495	1102	1291	0.384	494	0.7	4.968	A
4 - Industrial Estate Road	585	22	2842	0.206	585	0.3	1.754	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	557	470	1553	0.359	556	0.6	3.971	A
2 - Ash Road North	815	833	1254	0.650	811	2.0	8.874	A
3 - Abenbury Way	607	1348	1138	0.533	604	1.2	7.384	A
4 - Industrial Estate Road	717	27	2838	0.253	716	0.4	1.866	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	557	470	1553	0.359	557	0.6	3.976	A
2 - Ash Road North	815	833	1253	0.650	815	2.0	9.023	A
3 - Abenbury Way	607	1352	1136	0.534	607	1.2	7.479	A
4 - Industrial Estate Road	717	28	2838	0.253	717	0.4	1.866	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	455	384	1604	0.284	456	0.4	3.450	A
2 - Ash Road North	665	681	1337	0.498	669	1.1	5.960	A
3 - Abenbury Way	495	1108	1287	0.385	498	0.7	5.030	A
4 - Industrial Estate Road	585	23	2842	0.206	586	0.3	1.754	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	381	322	1641	0.232	381	0.3	3.144	A
2 - Ash Road North	557	570	1398	0.399	559	0.7	4.726	A
3 - Abenbury Way	415	926	1400	0.296	416	0.5	4.029	A
4 - Industrial Estate Road	490	19	2844	0.172	490	0.2	1.684	A

2031 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bryn Lane Roundabout	Standard Roundabout		1, 2, 3, 4	5.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 Base + Dev	AM	ONE HOUR	07:30	09:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bryn Lane		✓	266	100.000
2 - Ash Road North		✓	154	100.000
3 - Abenbury Way		✓	231	100.000
4 - Industrial Estate Road		✓	1939	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Bryn Lane	2 - Ash Road North	3 - Abenbury Way	4 - Industrial Estate Road
From	1 - Bryn Lane	0	50	30	186
	2 - Ash Road North	9	0	6	139
	3 - Abenbury Way	10	13	0	208
	4 - Industrial Estate Road	470	711	758	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Bryn Lane	2 - Ash Road North	3 - Abenbury Way	4 - Industrial Estate Road
From	1 - Bryn Lane	10	10	10	10
	2 - Ash Road North	10	10	10	10
	3 - Abenbury Way	10	10	10	10
	4 - Industrial Estate Road	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Bryn Lane	0.34	6.93	0.6	A
2 - Ash Road North	0.15	4.16	0.2	A
3 - Abenbury Way	0.15	2.65	0.2	A
4 - Industrial Estate Road	0.75	5.68	3.3	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	200	1112	1172	0.171	199	0.2	4.068	A
2 - Ash Road North	116	731	1310	0.089	116	0.1	3.316	A
3 - Abenbury Way	174	250	1819	0.096	173	0.1	2.407	A
4 - Industrial Estate Road	1460	24	2840	0.514	1455	1.2	2.849	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	239	1331	1043	0.229	239	0.3	4.924	A
2 - Ash Road North	138	874	1231	0.112	138	0.1	3.624	A
3 - Abenbury Way	208	300	1788	0.116	208	0.1	2.505	A
4 - Industrial Estate Road	1743	29	2837	0.614	1741	1.7	3.605	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	293	1627	867	0.338	292	0.6	6.876	A
2 - Ash Road North	170	1069	1124	0.151	169	0.2	4.148	A
3 - Abenbury Way	254	367	1747	0.146	254	0.2	2.653	A
4 - Industrial Estate Road	2135	35	2832	0.754	2129	3.3	5.582	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	293	1632	864	0.339	293	0.6	6.931	A
2 - Ash Road North	170	1072	1122	0.151	170	0.2	4.158	A
3 - Abenbury Way	254	368	1746	0.146	254	0.2	2.654	A
4 - Industrial Estate Road	2135	35	2832	0.754	2135	3.3	5.676	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	239	1337	1039	0.230	240	0.3	4.964	A
2 - Ash Road North	138	879	1228	0.113	139	0.1	3.637	A
3 - Abenbury Way	208	301	1787	0.116	208	0.1	2.508	A
4 - Industrial Estate Road	1743	29	2837	0.614	1749	1.8	3.661	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	200	1118	1169	0.171	201	0.2	4.091	A
2 - Ash Road North	116	735	1308	0.089	116	0.1	3.325	A
3 - Abenbury Way	174	252	1818	0.096	174	0.1	2.410	A
4 - Industrial Estate Road	1460	24	2840	0.514	1462	1.2	2.877	A

2031 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bryn Lane Roundabout	Standard Roundabout		1, 2, 3, 4	5.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 Base + Dev	PM	ONE HOUR	16:30	18:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Bryn Lane		✓	536	100.000
2 - Ash Road North		✓	740	100.000
3 - Abenbury Way		✓	551	100.000
4 - Industrial Estate Road		✓	660	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Bryn Lane	2 - Ash Road North	3 - Abenbury Way	4 - Industrial Estate Road
From	1 - Bryn Lane	0	9	4	523
	2 - Ash Road North	6	0	5	729
	3 - Abenbury Way	16	3	0	532
	4 - Industrial Estate Road	236	164	260	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Bryn Lane	2 - Ash Road North	3 - Abenbury Way	4 - Industrial Estate Road
From	1 - Bryn Lane	10	10	10	10
	2 - Ash Road North	10	10	10	10
	3 - Abenbury Way	10	10	10	10
	4 - Industrial Estate Road	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Bryn Lane	0.38	4.11	0.7	A
2 - Ash Road North	0.66	9.41	2.1	A
3 - Abenbury Way	0.54	7.78	1.3	A
4 - Industrial Estate Road	0.26	1.87	0.4	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	404	321	1641	0.246	402	0.4	3.193	A
2 - Ash Road North	557	591	1387	0.402	554	0.7	4.741	A
3 - Abenbury Way	415	943	1390	0.299	413	0.5	4.048	A
4 - Industrial Estate Road	497	19	2844	0.175	496	0.2	1.686	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	482	384	1604	0.300	481	0.5	3.525	A
2 - Ash Road North	665	707	1323	0.503	664	1.1	5.996	A
3 - Abenbury Way	495	1129	1274	0.389	494	0.7	5.072	A
4 - Industrial Estate Road	593	22	2842	0.209	593	0.3	1.760	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	590	470	1553	0.380	589	0.7	4.106	A
2 - Ash Road North	815	866	1236	0.659	811	2.1	9.241	A
3 - Abenbury Way	607	1380	1118	0.543	604	1.3	7.671	A
4 - Industrial Estate Road	727	27	2838	0.256	726	0.4	1.874	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	590	470	1553	0.380	590	0.7	4.113	A
2 - Ash Road North	815	866	1235	0.660	815	2.1	9.412	A
3 - Abenbury Way	607	1385	1115	0.544	607	1.3	7.780	A
4 - Industrial Estate Road	727	28	2838	0.256	727	0.4	1.874	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	482	384	1604	0.300	483	0.5	3.533	A
2 - Ash Road North	665	708	1322	0.503	669	1.1	6.100	A
3 - Abenbury Way	495	1136	1270	0.390	498	0.7	5.142	A
4 - Industrial Estate Road	593	23	2842	0.209	594	0.3	1.763	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Bryn Lane	404	322	1641	0.246	404	0.4	3.204	A
2 - Ash Road North	557	593	1385	0.402	559	0.7	4.798	A
3 - Abenbury Way	415	949	1386	0.299	416	0.5	4.086	A
4 - Industrial Estate Road	497	19	2844	0.175	497	0.2	1.686	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.2.1013
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Filename: A534 Roundabout.j9
Path: \\MA-FS-1\Projects\089001 - 090000\089023 - Wrexham Industrial Estate\Q3-2-Delivery\T\T05-Models\Junction Models\Junction 3. A534 Roundabout
Report generation date: 10/07/2026 16:02:00

»2026 Observed, AM
»2026 Observed, PM
»2031 Base, AM
»2031 Base, PM
»2031 Base + Dev, AM
»2031 Base + Dev, PM

Summary of junction performance

	AM		PM	
	Queue (PCU)	RFC	Queue (PCU)	RFC
2026 Observed				
1 - Borras Hall Lane	0.3	0.20	0.0	0.02
2 - A534 Wrexham Road (E)	1.8	0.62	0.7	0.38
3 - Industrial Estate Road	0.3	0.19	1.9	0.64
4 - Sandy Lane	0.1	0.05	0.1	0.06
5 - A534 Wrexham Road (W)	2.3	0.68	0.5	0.31
2031 Base				
1 - Borras Hall Lane	0.4	0.27	0.0	0.02
2 - A534 Wrexham Road (E)	3.0	0.74	0.8	0.42
3 - Industrial Estate Road	0.3	0.22	2.7	0.71
4 - Sandy Lane	0.1	0.05	0.1	0.08
5 - A534 Wrexham Road (W)	3.0	0.73	0.6	0.35
2031 Base + Dev				
1 - Borras Hall Lane	0.4	0.29	0.0	0.02
2 - A534 Wrexham Road (E)	3.5	0.77	0.8	0.42
3 - Industrial Estate Road	0.3	0.22	2.9	0.72
4 - Sandy Lane	0.1	0.05	0.1	0.08
5 - A534 Wrexham Road (W)	3.1	0.74	0.6	0.36

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	23/06/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CURTINS\Matt.Riley
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Observed	AM	ONE HOUR	07:30	09:00	15
D2	2026 Observed	PM	ONE HOUR	16:30	18:00	15
D3	2031 Base	AM	ONE HOUR	07:30	09:00	15
D4	2031 Base	PM	ONE HOUR	16:30	18:00	15
D5	2031 Base + Dev	AM	ONE HOUR	07:30	09:00	15
D6	2031 Base + Dev	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Gourton Hall (A534) Roundabout	Standard Roundabout		1, 2, 3, 4, 5	5.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Borras Hall Lane	
2	A534 Wrexham Road (E)	
3	Industrial Estate Road	
4	Sandy Lane	
5	A534 Wrexham Road (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Borras Hall Lane	3.70	6.00	7.3	26.0	70.0	26.5	
2 - A534 Wrexham Road (E)	3.65	7.30	9.1	16.0	70.0	30.5	
3 - Industrial Estate Road	8.50	9.00	19.0	38.0	70.0	15.0	
4 - Sandy Lane	3.60	5.90	15.3	15.0	70.0	31.0	
5 - A534 Wrexham Road (W)	8.20	10.00	3.6	32.0	70.0	26.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final slope	Final intercept (PCU/hr)
1 - Borras Hall Lane				0.480	1503
2 - A534 Wrexham Road (E)				0.482	1568
3 - Industrial Estate Road				0.715	2919
4 - Sandy Lane				0.474	1530
5 - A534 Wrexham Road (W)	✓	0.682	3300	0.682	3300

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Observed	AM	ONE HOUR	07:30	09:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Borras Hall Lane		✓	74	100.000
2 - A534 Wrexham Road (E)		✓	380	100.000
3 - Industrial Estate Road		✓	447	100.000
4 - Sandy Lane		✓	51	100.000
5 - A534 Wrexham Road (W)		✓	1971	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Borras Hall Lane	2 - A534 Wrexham Road (E)	3 - Industrial Estate Road	4 - Sandy Lane	5 - A534 Wrexham Road (W)
From	1 - Borras Hall Lane	0	4	49	4	17
	2 - A534 Wrexham Road (E)	5	0	87	1	287
	3 - Industrial Estate Road	12	76	0	0	359
	4 - Sandy Lane	3	13	7	0	28
	5 - A534 Wrexham Road (W)	3	350	1580	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Borras Hall Lane	2 - A534 Wrexham Road (E)	3 - Industrial Estate Road	4 - Sandy Lane	5 - A534 Wrexham Road (W)
From	1 - Borras Hall Lane	10	10	10	10	10
	2 - A534 Wrexham Road (E)	10	10	10	10	10
	3 - Industrial Estate Road	10	10	10	10	10
	4 - Sandy Lane	10	10	10	10	10
	5 - A534 Wrexham Road (W)	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Borras Hall Lane	0.20	12.00	0.3	B
2 - A534 Wrexham Road (E)	0.62	15.73	1.8	C
3 - Industrial Estate Road	0.19	1.84	0.3	A
4 - Sandy Lane	0.05	3.67	0.1	A
5 - A534 Wrexham Road (W)	0.68	3.80	2.3	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	56	1550	758	0.073	55	0.1	5.630	A
2 - A534 Wrexham Road (E)	286	1273	955	0.299	284	0.5	5.884	A
3 - Industrial Estate Road	337	263	2731	0.123	336	0.2	1.652	A
4 - Sandy Lane	38	567	1262	0.030	38	0.0	3.236	A
5 - A534 Wrexham Road (W)	1484	87	3241	0.458	1480	0.9	2.245	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	67	1854	612	0.109	66	0.1	7.249	A
2 - A534 Wrexham Road (E)	342	1522	835	0.409	340	0.8	7.988	A
3 - Industrial Estate Road	402	315	2694	0.149	402	0.2	1.726	A
4 - Sandy Lane	46	679	1209	0.038	46	0.0	3.404	A
5 - A534 Wrexham Road (W)	1772	104	3229	0.549	1770	1.3	2.713	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	81	2269	413	0.197	81	0.3	11.895	B
2 - A534 Wrexham Road (E)	418	1863	671	0.623	414	1.7	15.192	C
3 - Industrial Estate Road	492	384	2645	0.186	492	0.3	1.838	A
4 - Sandy Lane	56	829	1137	0.049	56	0.1	3.661	A
5 - A534 Wrexham Road (W)	2170	128	3213	0.675	2166	2.3	3.769	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	81	2272	412	0.198	81	0.3	11.997	B
2 - A534 Wrexham Road (E)	418	1866	670	0.625	418	1.8	15.729	C
3 - Industrial Estate Road	492	387	2642	0.186	492	0.3	1.840	A
4 - Sandy Lane	56	832	1136	0.049	56	0.1	3.666	A
5 - A534 Wrexham Road (W)	2170	128	3213	0.675	2170	2.3	3.796	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	67	1859	610	0.109	67	0.1	7.304	A
2 - A534 Wrexham Road (E)	342	1527	833	0.410	346	0.8	8.198	A
3 - Industrial Estate Road	402	320	2691	0.149	402	0.2	1.729	A
4 - Sandy Lane	46	683	1207	0.038	46	0.0	3.411	A
5 - A534 Wrexham Road (W)	1772	104	3229	0.549	1776	1.3	2.733	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	56	1556	756	0.074	56	0.1	5.659	A
2 - A534 Wrexham Road (E)	286	1278	953	0.300	287	0.5	5.961	A
3 - Industrial Estate Road	337	266	2729	0.123	337	0.2	1.654	A
4 - Sandy Lane	38	570	1260	0.030	38	0.0	3.240	A
5 - A534 Wrexham Road (W)	1484	87	3240	0.458	1486	0.9	2.258	A

2026 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Gourton Hall (A534) Roundabout	Standard Roundabout		1, 2, 3, 4, 5	3.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Observed	PM	ONE HOUR	16:30	18:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Borras Hall Lane		✓	13	100.000
2 - A534 Wrexham Road (E)		✓	446	100.000
3 - Industrial Estate Road		✓	1509	100.000
4 - Sandy Lane		✓	32	100.000
5 - A534 Wrexham Road (W)		✓	840	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Borras Hall Lane	2 - A534 Wrexham Road (E)	3 - Industrial Estate Road	4 - Sandy Lane	5 - A534 Wrexham Road (W)
From	1 - Borras Hall Lane	0	4	8	0	1
	2 - A534 Wrexham Road (E)	5	0	50	5	386
	3 - Industrial Estate Road	141	312	0	12	1044
	4 - Sandy Lane	6	3	1	0	22
	5 - A534 Wrexham Road (W)	7	319	500	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Borras Hall Lane	2 - A534 Wrexham Road (E)	3 - Industrial Estate Road	4 - Sandy Lane	5 - A534 Wrexham Road (W)
From	1 - Borras Hall Lane	10	10	10	10	10
	2 - A534 Wrexham Road (E)	10	10	10	10	10
	3 - Industrial Estate Road	10	10	10	10	10
	4 - Sandy Lane	10	10	10	10	10
	5 - A534 Wrexham Road (W)	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Borras Hall Lane	0.02	4.49	0.0	A
2 - A534 Wrexham Road (E)	0.38	4.95	0.7	A
3 - Industrial Estate Road	0.64	4.24	1.9	A
4 - Sandy Lane	0.06	7.78	0.1	A
5 - A534 Wrexham Road (W)	0.31	1.96	0.5	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	10	863	1088	0.009	10	0.0	3.671	A
2 - A534 Wrexham Road (E)	336	394	1378	0.244	334	0.4	3.787	A
3 - Industrial Estate Road	1136	308	2699	0.421	1133	0.8	2.523	A
4 - Sandy Lane	24	1418	858	0.028	24	0.0	4.747	A
5 - A534 Wrexham Road (W)	632	351	3060	0.207	631	0.3	1.630	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	12	1032	1007	0.012	12	0.0	3.978	A
2 - A534 Wrexham Road (E)	401	471	1341	0.299	400	0.5	4.207	A
3 - Industrial Estate Road	1357	369	2655	0.511	1355	1.1	3.043	A
4 - Sandy Lane	29	1696	726	0.040	29	0.0	5.678	A
5 - A534 Wrexham Road (W)	755	420	3013	0.251	755	0.4	1.752	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	14	1264	896	0.016	14	0.0	4.492	A
2 - A534 Wrexham Road (E)	491	577	1290	0.381	490	0.7	4.943	A
3 - Industrial Estate Road	1661	452	2596	0.640	1658	1.9	4.207	A
4 - Sandy Lane	35	2076	546	0.065	35	0.1	7.749	A
5 - A534 Wrexham Road (W)	925	514	2949	0.314	924	0.5	1.955	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	14	1265	895	0.016	14	0.0	4.495	A
2 - A534 Wrexham Road (E)	491	577	1290	0.381	491	0.7	4.954	A
3 - Industrial Estate Road	1661	453	2596	0.640	1661	1.9	4.237	A
4 - Sandy Lane	35	2080	544	0.065	35	0.1	7.779	A
5 - A534 Wrexham Road (W)	925	515	2949	0.314	925	0.5	1.956	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	12	1034	1006	0.012	12	0.0	3.983	A
2 - A534 Wrexham Road (E)	401	471	1341	0.299	402	0.5	4.220	A
3 - Industrial Estate Road	1357	370	2655	0.511	1360	1.2	3.064	A
4 - Sandy Lane	29	1702	723	0.040	29	0.0	5.702	A
5 - A534 Wrexham Road (W)	755	422	3012	0.251	756	0.4	1.754	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	10	866	1087	0.009	10	0.0	3.678	A
2 - A534 Wrexham Road (E)	336	395	1378	0.244	336	0.4	3.801	A
3 - Industrial Estate Road	1136	310	2698	0.421	1137	0.8	2.541	A
4 - Sandy Lane	24	1424	855	0.028	24	0.0	4.764	A
5 - A534 Wrexham Road (W)	632	353	3059	0.207	633	0.3	1.633	A

2031 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Gourton Hall (A534) Roundabout	Standard Roundabout		1, 2, 3, 4, 5	7.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 Base	AM	ONE HOUR	07:30	09:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Borras Hall Lane		✓	80	100.000
2 - A534 Wrexham Road (E)		✓	401	100.000
3 - Industrial Estate Road		✓	521	100.000
4 - Sandy Lane		✓	52	100.000
5 - A534 Wrexham Road (W)		✓	2126	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Borras Hall Lane	2 - A534 Wrexham Road (E)	3 - Industrial Estate Road	4 - Sandy Lane	5 - A534 Wrexham Road (W)
From	1 - Borras Hall Lane	0	4	54	4	18
	2 - A534 Wrexham Road (E)	5	0	96	1	299
	3 - Industrial Estate Road	15	83	0	0	423
	4 - Sandy Lane	3	13	7	0	29
	5 - A534 Wrexham Road (W)	3	366	1717	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Borras Hall Lane	2 - A534 Wrexham Road (E)	3 - Industrial Estate Road	4 - Sandy Lane	5 - A534 Wrexham Road (W)
From	1 - Borras Hall Lane	10	10	10	10	10
	2 - A534 Wrexham Road (E)	10	10	10	10	10
	3 - Industrial Estate Road	10	10	10	10	10
	4 - Sandy Lane	10	10	10	10	10
	5 - A534 Wrexham Road (W)	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Borras Hall Lane	0.27	16.64	0.4	C
2 - A534 Wrexham Road (E)	0.74	25.82	3.0	D
3 - Industrial Estate Road	0.22	1.92	0.3	A
4 - Sandy Lane	0.05	3.83	0.1	A
5 - A534 Wrexham Road (W)	0.73	4.58	3.0	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	60	1671	700	0.086	60	0.1	6.180	A
2 - A534 Wrexham Road (E)	302	1381	903	0.334	300	0.5	6.541	A
3 - Industrial Estate Road	392	274	2723	0.144	391	0.2	1.698	A
4 - Sandy Lane	39	632	1231	0.032	39	0.0	3.322	A
5 - A534 Wrexham Road (W)	1601	95	3235	0.495	1596	1.1	2.410	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	72	1999	543	0.133	72	0.2	8.401	A
2 - A534 Wrexham Road (E)	360	1652	773	0.467	359	0.9	9.536	A
3 - Industrial Estate Road	468	329	2684	0.174	468	0.2	1.786	A
4 - Sandy Lane	47	756	1172	0.040	47	0.0	3.518	A
5 - A534 Wrexham Road (W)	1911	113	3223	0.593	1909	1.6	3.009	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	88	2445	328	0.268	87	0.4	16.352	C
2 - A534 Wrexham Road (E)	442	2021	595	0.742	434	2.9	23.518	C
3 - Industrial Estate Road	574	398	2635	0.218	573	0.3	1.920	A
4 - Sandy Lane	57	922	1093	0.052	57	0.1	3.821	A
5 - A534 Wrexham Road (W)	2341	139	3206	0.730	2335	2.9	4.523	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	88	2451	326	0.270	88	0.4	16.643	C
2 - A534 Wrexham Road (E)	442	2026	593	0.745	441	3.0	25.816	D
3 - Industrial Estate Road	574	404	2631	0.218	574	0.3	1.924	A
4 - Sandy Lane	57	928	1091	0.053	57	0.1	3.831	A
5 - A534 Wrexham Road (W)	2341	139	3205	0.730	2341	3.0	4.577	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	72	2007	539	0.133	73	0.2	8.507	A
2 - A534 Wrexham Road (E)	360	1659	769	0.469	369	1.0	10.083	B
3 - Industrial Estate Road	468	337	2679	0.175	469	0.2	1.791	A
4 - Sandy Lane	47	765	1168	0.040	47	0.0	3.531	A
5 - A534 Wrexham Road (W)	1911	113	3223	0.593	1917	1.6	3.043	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	60	1678	697	0.086	60	0.1	6.224	A
2 - A534 Wrexham Road (E)	302	1387	900	0.335	304	0.6	6.659	A
3 - Industrial Estate Road	392	278	2721	0.144	392	0.2	1.702	A
4 - Sandy Lane	39	636	1229	0.032	39	0.0	3.330	A
5 - A534 Wrexham Road (W)	1601	95	3235	0.495	1603	1.1	2.428	A

2031 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Gourton Hall (A534) Roundabout	Standard Roundabout		1, 2, 3, 4, 5	4.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 Base	PM	ONE HOUR	16:30	18:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Borras Hall Lane		✓	16	100.000
2 - A534 Wrexham Road (E)		✓	470	100.000
3 - Industrial Estate Road		✓	1670	100.000
4 - Sandy Lane		✓	33	100.000
5 - A534 Wrexham Road (W)		✓	936	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Borras Hall Lane	2 - A534 Wrexham Road (E)	3 - Industrial Estate Road	4 - Sandy Lane	5 - A534 Wrexham Road (W)
From	1 - Borras Hall Lane	0	4	11	0	1
	2 - A534 Wrexham Road (E)	5	0	56	6	403
	3 - Industrial Estate Road	152	332	0	12	1174
	4 - Sandy Lane	6	3	1	0	23
	5 - A534 Wrexham Road (W)	7	333	581	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Borras Hall Lane	2 - A534 Wrexham Road (E)	3 - Industrial Estate Road	4 - Sandy Lane	5 - A534 Wrexham Road (W)
From	1 - Borras Hall Lane	10	10	10	10	10
	2 - A534 Wrexham Road (E)	10	10	10	10	10
	3 - Industrial Estate Road	10	10	10	10	10
	4 - Sandy Lane	10	10	10	10	10
	5 - A534 Wrexham Road (W)	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Borras Hall Lane	0.02	4.85	0.0	A
2 - A534 Wrexham Road (E)	0.42	5.44	0.8	A
3 - Industrial Estate Road	0.71	5.33	2.7	A
4 - Sandy Lane	0.08	9.54	0.1	A
5 - A534 Wrexham Road (W)	0.35	2.09	0.6	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	12	950	1046	0.012	12	0.0	3.827	A
2 - A534 Wrexham Road (E)	354	458	1348	0.263	352	0.4	3.973	A
3 - Industrial Estate Road	1257	322	2689	0.468	1253	1.0	2.752	A
4 - Sandy Lane	25	1551	795	0.031	25	0.0	5.141	A
5 - A534 Wrexham Road (W)	705	375	3045	0.231	703	0.3	1.691	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	14	1136	957	0.015	14	0.0	4.201	A
2 - A534 Wrexham Road (E)	423	547	1305	0.324	422	0.5	4.483	A
3 - Industrial Estate Road	1501	386	2643	0.568	1499	1.4	3.455	A
4 - Sandy Lane	30	1856	650	0.046	30	0.1	6.378	A
5 - A534 Wrexham Road (W)	841	448	2994	0.281	841	0.4	1.838	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	18	1391	835	0.021	18	0.0	4.846	A
2 - A534 Wrexham Road (E)	517	670	1245	0.416	516	0.8	5.424	A
3 - Industrial Estate Road	1839	473	2581	0.712	1834	2.7	5.262	A
4 - Sandy Lane	36	2270	454	0.080	36	0.1	9.472	A
5 - A534 Wrexham Road (W)	1031	548	2926	0.352	1030	0.6	2.088	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	18	1393	834	0.021	18	0.0	4.851	A
2 - A534 Wrexham Road (E)	517	671	1245	0.416	517	0.8	5.440	A
3 - Industrial Estate Road	1839	473	2581	0.712	1839	2.7	5.333	A
4 - Sandy Lane	36	2276	451	0.081	36	0.1	9.541	A
5 - A534 Wrexham Road (W)	1031	549	2925	0.352	1031	0.6	2.089	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	14	1139	956	0.015	14	0.0	4.208	A
2 - A534 Wrexham Road (E)	423	548	1304	0.324	424	0.5	4.502	A
3 - Industrial Estate Road	1501	387	2642	0.568	1506	1.5	3.502	A
4 - Sandy Lane	30	1864	647	0.046	30	0.1	6.421	A
5 - A534 Wrexham Road (W)	841	450	2993	0.281	842	0.4	1.843	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	12	953	1045	0.012	12	0.0	3.836	A
2 - A534 Wrexham Road (E)	354	459	1347	0.263	354	0.4	3.990	A
3 - Industrial Estate Road	1257	324	2688	0.468	1259	1.0	2.775	A
4 - Sandy Lane	25	1559	791	0.031	25	0.0	5.168	A
5 - A534 Wrexham Road (W)	705	376	3043	0.232	705	0.3	1.695	A

2031 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Gourton Hall (A534) Roundabout	Standard Roundabout		1, 2, 3, 4, 5	7.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 Base + Dev	AM	ONE HOUR	07:30	09:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Borras Hall Lane		✓	82	100.000
2 - A534 Wrexham Road (E)		✓	404	100.000
3 - Industrial Estate Road		✓	531	100.000
4 - Sandy Lane		✓	52	100.000
5 - A534 Wrexham Road (W)		✓	2155	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Borras Hall Lane	2 - A534 Wrexham Road (E)	3 - Industrial Estate Road	4 - Sandy Lane	5 - A534 Wrexham Road (W)
From	1 - Borras Hall Lane	0	4	56	4	18
	2 - A534 Wrexham Road (E)	5	0	99	1	299
	3 - Industrial Estate Road	15	84	0	0	432
	4 - Sandy Lane	3	13	7	0	29
	5 - A534 Wrexham Road (W)	3	366	1746	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Borras Hall Lane	2 - A534 Wrexham Road (E)	3 - Industrial Estate Road	4 - Sandy Lane	5 - A534 Wrexham Road (W)
From	1 - Borras Hall Lane	10	10	10	10	10
	2 - A534 Wrexham Road (E)	10	10	10	10	10
	3 - Industrial Estate Road	10	10	10	10	10
	4 - Sandy Lane	10	10	10	10	10
	5 - A534 Wrexham Road (W)	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Borras Hall Lane	0.29	18.01	0.4	C
2 - A534 Wrexham Road (E)	0.77	29.46	3.5	D
3 - Industrial Estate Road	0.22	1.93	0.3	A
4 - Sandy Lane	0.05	3.85	0.1	A
5 - A534 Wrexham Road (W)	0.74	4.76	3.1	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	62	1694	689	0.090	61	0.1	6.301	A
2 - A534 Wrexham Road (E)	304	1405	892	0.341	302	0.6	6.687	A
3 - Industrial Estate Road	400	274	2723	0.147	399	0.2	1.703	A
4 - Sandy Lane	39	640	1227	0.032	39	0.0	3.332	A
5 - A534 Wrexham Road (W)	1622	95	3235	0.502	1618	1.1	2.443	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	74	2026	530	0.139	73	0.2	8.670	A
2 - A534 Wrexham Road (E)	363	1680	759	0.478	361	1.0	9.915	A
3 - Industrial Estate Road	477	329	2684	0.178	477	0.2	1.793	A
4 - Sandy Lane	47	765	1168	0.040	47	0.0	3.532	A
5 - A534 Wrexham Road (W)	1937	114	3222	0.601	1935	1.6	3.071	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	90	2478	313	0.289	89	0.4	17.636	C
2 - A534 Wrexham Road (E)	445	2054	579	0.768	436	3.2	26.202	D
3 - Industrial Estate Road	585	397	2636	0.222	584	0.3	1.930	A
4 - Sandy Lane	57	932	1089	0.053	57	0.1	3.838	A
5 - A534 Wrexham Road (W)	2373	140	3205	0.740	2367	3.1	4.695	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	90	2484	310	0.291	90	0.4	18.006	C
2 - A534 Wrexham Road (E)	445	2060	576	0.772	444	3.5	29.455	D
3 - Industrial Estate Road	585	403	2631	0.222	585	0.3	1.934	A
4 - Sandy Lane	57	938	1085	0.053	57	0.1	3.851	A
5 - A534 Wrexham Road (W)	2373	140	3205	0.740	2373	3.1	4.757	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	74	2034	526	0.140	75	0.2	8.794	A
2 - A534 Wrexham Road (E)	363	1688	755	0.481	373	1.0	10.602	B
3 - Industrial Estate Road	477	338	2678	0.178	478	0.2	1.801	A
4 - Sandy Lane	47	775	1163	0.040	47	0.0	3.546	A
5 - A534 Wrexham Road (W)	1937	114	3222	0.601	1943	1.7	3.111	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	62	1701	686	0.090	62	0.1	6.348	A
2 - A534 Wrexham Road (E)	304	1411	889	0.342	306	0.6	6.817	A
3 - Industrial Estate Road	400	278	2721	0.147	400	0.2	1.708	A
4 - Sandy Lane	39	644	1225	0.032	39	0.0	3.338	A
5 - A534 Wrexham Road (W)	1622	96	3235	0.502	1625	1.1	2.464	A

2031 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Gourton Hall (A534) Roundabout	Standard Roundabout		1, 2, 3, 4, 5	4.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 Base + Dev	PM	ONE HOUR	16:30	18:00	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Borras Hall Lane		✓	17	100.000
2 - A534 Wrexham Road (E)		✓	471	100.000
3 - Industrial Estate Road		✓	1699	100.000
4 - Sandy Lane		✓	33	100.000
5 - A534 Wrexham Road (W)		✓	944	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Borras Hall Lane	2 - A534 Wrexham Road (E)	3 - Industrial Estate Road	4 - Sandy Lane	5 - A534 Wrexham Road (W)
From	1 - Borras Hall Lane	0	4	12	0	1
	2 - A534 Wrexham Road (E)	5	0	57	6	403
	3 - Industrial Estate Road	153	333	0	12	1201
	4 - Sandy Lane	6	3	1	0	23
	5 - A534 Wrexham Road (W)	7	333	589	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Borras Hall Lane	2 - A534 Wrexham Road (E)	3 - Industrial Estate Road	4 - Sandy Lane	5 - A534 Wrexham Road (W)
From	1 - Borras Hall Lane	10	10	10	10	10
	2 - A534 Wrexham Road (E)	10	10	10	10	10
	3 - Industrial Estate Road	10	10	10	10	10
	4 - Sandy Lane	10	10	10	10	10
	5 - A534 Wrexham Road (W)	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Borras Hall Lane	0.02	4.89	0.0	A
2 - A534 Wrexham Road (E)	0.42	5.48	0.8	A
3 - Industrial Estate Road	0.72	5.57	2.9	A
4 - Sandy Lane	0.08	9.90	0.1	A
5 - A534 Wrexham Road (W)	0.36	2.10	0.6	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	13	957	1043	0.012	13	0.0	3.843	A
2 - A534 Wrexham Road (E)	355	464	1344	0.264	353	0.4	3.982	A
3 - Industrial Estate Road	1279	322	2689	0.476	1275	1.0	2.792	A
4 - Sandy Lane	25	1573	785	0.032	25	0.0	5.210	A
5 - A534 Wrexham Road (W)	711	376	3044	0.234	709	0.3	1.696	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	15	1145	953	0.016	15	0.0	4.222	A
2 - A534 Wrexham Road (E)	423	555	1301	0.326	423	0.5	4.508	A
3 - Industrial Estate Road	1527	386	2643	0.578	1525	1.5	3.536	A
4 - Sandy Lane	30	1882	638	0.046	30	0.1	6.507	A
5 - A534 Wrexham Road (W)	849	450	2993	0.284	848	0.4	1.845	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	19	1401	830	0.023	19	0.0	4.881	A
2 - A534 Wrexham Road (E)	519	680	1241	0.418	518	0.8	5.468	A
3 - Industrial Estate Road	1871	473	2581	0.725	1865	2.8	5.487	A
4 - Sandy Lane	36	2302	439	0.083	36	0.1	9.824	A
5 - A534 Wrexham Road (W)	1039	550	2925	0.355	1039	0.6	2.099	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	19	1403	829	0.023	19	0.0	4.886	A
2 - A534 Wrexham Road (E)	519	680	1240	0.418	519	0.8	5.485	A
3 - Industrial Estate Road	1871	473	2581	0.725	1871	2.9	5.573	A
4 - Sandy Lane	36	2308	436	0.083	36	0.1	9.902	A
5 - A534 Wrexham Road (W)	1039	552	2924	0.355	1039	0.6	2.101	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	15	1147	952	0.016	15	0.0	4.228	A
2 - A534 Wrexham Road (E)	423	556	1300	0.326	424	0.5	4.527	A
3 - Industrial Estate Road	1527	387	2642	0.578	1533	1.5	3.585	A
4 - Sandy Lane	30	1890	634	0.047	30	0.1	6.558	A
5 - A534 Wrexham Road (W)	849	452	2992	0.284	849	0.4	1.848	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Borras Hall Lane	13	960	1042	0.012	13	0.0	3.848	A
2 - A534 Wrexham Road (E)	355	466	1344	0.264	355	0.4	4.008	A
3 - Industrial Estate Road	1279	324	2688	0.476	1281	1.0	2.819	A
4 - Sandy Lane	25	1581	781	0.032	25	0.0	5.237	A
5 - A534 Wrexham Road (W)	711	378	3042	0.234	711	0.3	1.700	A

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