Proposed Residential Development
Mindale Farm, Meliden

December 2025

TRANSPORT ASSESSMENT

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REPORT

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APPENDICES

1 INTRODUCTION

1.1 Preamble

1.1.1 Eddisons has been instructed by Castle Green Homes to advise on the traffic and transport issues relating to a planning application for a residential development on land off the A547 Ffordd Talargoch in Meliden, known as Mindale Farm.

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals and assist the local planning authority in the positive determination of the forthcoming planning application.

1.1.3 Following this introduction, Section 2 of the report details the existing site conditions and describes the adjacent highway network.

1.1.4 Section 3 provides details of the proposed development including vehicular, pedestrian and cycle access. Section 4 of the report considers the aspects of national and local planning policy which are relevant to the development.

1.1.5 Section 5 considers the accessibility of the site by non-car modes and Section 6 contains details of the Framework Travel Plan.

1.1.6 Section 7 considers the trip generation and traffic impact assessment of the local highway network, whilst Section 8 analyses the accident statistics within the vicinity of the site.

1.1.7 Section 9 draws together the conclusions to this report.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

2.1.1 The site is located within the village of Meliden approximately 800 metres north-west of the village centre. The location of the site is shown on **Plan 1**.

2.1.2 The site is bound to the south by residential development and the A547 Ffordd Talargoch, whilst agricultural land bounds the site to the north and west and undeveloped land bounds the site to the east. The site is currently used for undeveloped and vehicular access is provided via gated access points off neighbouring agricultural fields.

2.1.3 The A547 Ffordd Talargoch which bounds the site to the south runs in an approximate north-south alignment. In the vicinity of the site, the A547 Ffordd Talargoch is a single carriageway road and has a carriageway width of 7.2 metres. A shared pedestrian/cycleway is located on the western side of the A547 Ffordd Talargoch along the frontage of the site and a footway with a width of at least 2 metres is located on the eastern side of the carriageway.

2.1.4 The speed limit on the A547 Ffordd Talargoch changes adjacent to the site boundary. To the north it is subject to a 20mph speed limit whilst to the south the A457 Ffordd Talargoch is subject to a 40mph speed limit.

2.1.5 To the south the A547 Ffordd Talargoch provides access to Dysarth before continuing into Dysarth and linking with the wider highway network.

2.1.6 To the north the A547 Ffordd Talargoch provides access into Meliden village centre, to the north it provides access to road network located in Prestatyn and the wider highway network including the A458 Prestatyn Road.

2.2 Baseline Transport Data

2.2.1 The site currently comprises undeveloped land and does not generate any traffic movements onto the local highway network.

3 DEVELOPMENT PROPOSALS

3.1.1 The development proposals relate to a planning application for the development of 154 residential units on the site. The residential development will comprise of the following mix of house types.

- 12 x 1-Bedroom flats.
- 58 x 2-Bedroom units.
- 76 x 3-Bedroom dwellings.
- 8 x 4-Bedroom dwellings.

3.1.2 The proposed site layout is displayed in **Plan 2**.

3.2 Vehicular Access

3.2.1 Vehicular access into the site will be provided for via a new priority-controlled access off the A547 Ffordd Talargoch approximately 75 metres south of the A547 Ffordd Talargoch/Ffordd Ty Newydd priority-controlled junction.

3.2.2 The proposed access will have a carriageway width of 5.5 metres, incorporate 6 metre corner radii and provide 3 metre shared cycle footway on the northern side of the access road and a 1 metre service strip on the southern side. The proposed footway provision links with the existing provision located on the western side of the A547 Ffordd Talargoch carriageway.

3.2.3 As previously stated, the existing speed limit on A547 Ffordd Talargoch changes at the point where the access junction is provided. As part of the proposed access arrangements, it is proposed to extend the existing 20mph speed limit to the south beyond the site access junction. This extension reflects the change in nature with increased pedestrian and cyclist usage as a result of the proposed development.

3.2.4 Based on 20mph speed limit, a visibility splays of 2.4 metres by 25 metres can be achieved in each direction. It should be noted that a visibility splay to the south that accords with the existing 40mph speed can be achieved.

3.2.5 The proposed site access arrangement is displayed in **Plan 3**.

3.3 Pedestrian and Cycle Access

3.3.1 Pedestrian and cycle access into the site will be afforded via the proposed vehicular access off the A547 Ffordd Talargoch which link with the existing provision on the A547 Ffordd Talargoch.

3.3.2 In addition, a further pedestrian/cycle access into the site will be provided on the eastern side of the site to link with the existing public footpath that links with Ffordd Ty Newydd. Whilst a further pedestrian link from the site is proposed in the north-east corner which links with the existing PRoW that runs along Maes Meurig.

3.3.3 The pedestrian and cycle provision detailed above together with the provision within the site will ensure that the application site is linked to the extensive provision located in the vicinity of the site, which in turn provide access to the local amenities and services located within the surrounding areas of Meliden

3.4 Servicing

3.4.1 To demonstrate that the site can be serviced in a safe and efficient manner, swept path analysis has been undertaken using a 11.5 metre refuse vehicle. This is the same size/type of vehicle that has been used and accepted by Denbighshire Council on other planning applications in the area.

3.4.2 As can be seen in **Plan 4**, the refuse vehicle can manoeuvre safely and efficiently within the proposed site layout.

3.5 Internal Layout

3.5.1 In order to fully advise the local highway authority an illustration of the visibility at junctions and forward visibility at bends within the site has been undertaken. The speed limit within the site will be 20mph, therefore, visibility requirements for based on this speed limit have been provided i.e. Stopping Speed Distance of 25 metres.

3.5.2 The internal layout visibility splays and forward visibility are displayed on **Plan 5**.

4 TRANSPORT PLANNING POLICY

4.1 Introduction

4.1.1 Planning Policy Wales (PPW) sets out the Welsh Government's planning policies and is a relevant material consideration. The Technical Advice Notes (TANs) provides further detail on how the PPW should be applied.

4.1.2 Local transport planning policy has been taken from the North Wales Joint Local Transport Plan (2015-2020) and the Denbighshire County Council's Local Development Plan (2021).

4.1.3 This section will briefly outline the pertinent policies relating to the proposed development.

4.2 National Policy

Planning Policy Wales Edition 12 (2024)

4.2.1 Planning Policy Wales (PPW) Edition 12, was published in February 2024, and sets out the land use planning policies of the Welsh Government. It translates the Government's commitment to sustainable development into the planning system to ensure that it plays an appropriate role in moving towards sustainability.

4.2.2 The PPW is supplemented by a series of Technical Advice Notes (TAN's) with procedural advice given in circulars and policy clarification letters.

4.2.3 At the heart of the PPW is the key theme of sustainable development and the PPW highlights the need for the planning system to play an active role in guiding development to sustainable solutions. It highlights that the planning system should reconcile the needs of development and conservation, securing economy, efficiency and amenity in the use of land, and protecting natural resources and the historic environment. It maintains that a well-functioning planning system is fundamental for sustainable development.

4.2.4 The Welsh Government was one of the first administrations in the world to have a distinctive statutory duty in relation to sustainable development. The Well-being of Future Generations (Wales) Act 2015 places a duty on public bodies that they must carry out sustainable development. The PPW addresses each of the seven goals of the Well-being of Future Generations Act, which are:

- A Prosperous Wales.
- A Resilient Wales.
- A More Equal Wales.
- A Healthier Wales.
- A Wales of Cohesive Communities.
- A Wales of Vibrant Culture and Thriving Welsh Language; and
- A Globally Responsible Wales.

4.2.5 Transport plays a key part in promoting and ensuring sustainable development and meeting each of these themes. Well-designed sustainable transport solutions can ensure access to employment, services and amenities, promotes social inclusion, and promotes a healthy society whilst minimising the impact of development on the environment.

4.2.6 Section 4 of the PPW concerns Active and Social Places and highlights that:

"Active and Social Places are those which promote our social, economic, environmental and cultural well-being by providing well-connected cohesive communities. Places which are active and social contribute to the seven goals of the Well-being of Future Generations Act".

4.2.7 It goes on to state that:

"Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through provision of off-site measures, such as the development of active travel routes,

bus priority infrastructure and financial support for public transport services. Importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established".

The document provides an illustration of the hierarchy to be applied in development planning, and this is reproduced in **Figure 4.1**.

Figure 9: The Sustainable Transport Hierarchy for Planning

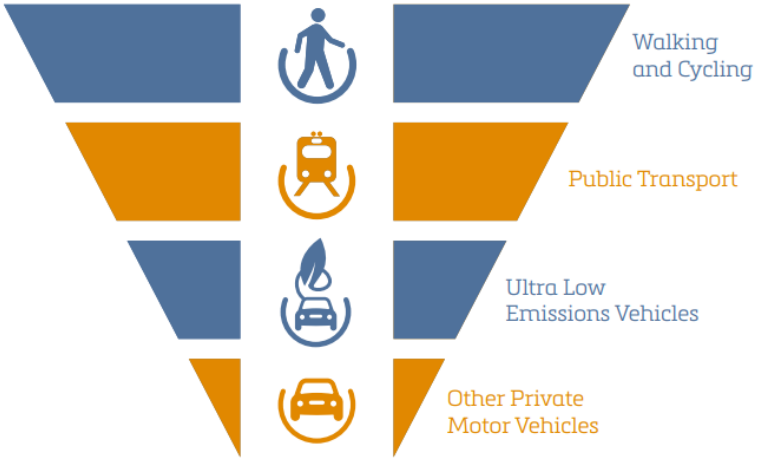


Figure 3.1 PPW Extract – The Sustainable Transport Hierarchy for Planning

4.2.8 In relation to design standards, PPW notes that the design of new or enhanced streets should respond to urban design principles, including those in Manual for Streets and the Active Travel Act Guidance, and not adhere to rigid standards.

4.2.9 It goes on to state that:

"Planning authorities must support active travel by ensuring new development is fully accessible by walking and cycling. The aim should be to create walkable neighbourhoods, where a range of facilities are within walking distance of most residents, and the streets are safe, comfortable and enjoyable to walk and cycle."

Technical Advice Note 18 (TAN18): Transport

4.2.10 Technical Advice Note 18 (TAN 18) should be read in conjunction with the PPW and is intended as a supplementary document. TAN 18 outlines how to integrate land use and transport planning and explains how transport impacts should be assessed and mitigated.

4.2.11 It includes advice on transport related issues when planning for new development including integration between land use planning and transport, location of development and design of development. It provides the standards to be applied in terms of visibility splays at junctions, and these are in accordance with those set out in Manual for Streets.

4.2.12 TAN18 highlights that an efficient and sustainable transport system is a requirement for a modern, prosperous and inclusive society. However, transport, particularly road traffic, can also have negative impacts on human health and the environment. It highlights that the overarching aim of transport policy in Wales is aimed at reducing road traffic.

4.2.13 TAN18 outlines a number of objectives to achieve sustainable transport. These objectives include:

- Promoting resource and travel efficient settlement patterns.
- Ensuring new development is located where there is, or will be, good access by public transport, walking and cycling, minimising the need for travel and fostering social inclusion.
- Managing parking provision.
- Ensuring that new developments include appropriate provision for pedestrians.
- Encouraging the location of development near other related uses to encourage multi-purpose trips.
- Promoting cycling and walking.
- Supporting the provision of high quality, inclusive public transport, and

- Encouraging good quality design of streets that provide a safe public realm and a distinct sense of place.

4.2.14 TAN 18 highlights that local authorities should seek to maximise relative accessibility rather than ensuring everyone can travel everywhere. In this instance accessibility refers to the relative ability to take up services, markets or facilities. The Welsh Government argues that focusing on accessibility is important in addressing social exclusion and for maximising choice in services, employment and recreation opportunities.

4.2.15 As will be demonstrated within this document, the proposed development accords with the aims and objections of the PPW and TAN18.

4.3 Local Policy

Joint North Wales Local Transport Plan

4.3.1 The Joint North Wales Local Transport Plan (LTP) has been jointly prepared by the six North Wales Local Authorities of Conwy County Borough Council, Denbighshire County Council, Flintshire County Council, Gwynedd Council, Isle of Anglesey County Council and Wrexham County Borough Council. The joint authority is commonly referred to as Taith.

4.3.2 Taith has responsibility for the development and delivery of the LTP in North Wales. The underlying theme and objectives of the LTP are to promote policies and measures to foster and achieve improved opportunities for travel choices by non-car modes. This provides the context for specific local measures to be considered, promoted and introduced.

4.3.3 The LTP covers a detailed programme from 2015 to 2020 and provides a framework for schemes until 2030. It sets out a range of interventions for all modes of travel with schemes responding to the issues of transport in the region and complementing those being developed at the national level and across borders.

4.3.4 The LTP aims to improve connections to key destinations and markets, enhance access to employment and services, increase the level of walking and cycling, bring improved safety and security and at the same time bring benefits and minimised impacts on the environment.

Denbighshire Local Development Plan (2013)

4.3.5 The Denbighshire Local Development Plan (2006-2021) adopted 4th June 2013 and aims to achieve its vision for a sustainable and prosperous county through the implementation of sixteen objectives addressing areas for concern such as employment, transport and infrastructure.

4.3.6 Transport policies place emphasis on integrating land-use in order to reduce the need to travel while promoting sustainable transport. Denbighshire is recognised as being predominantly a car dependant county due to its rural nature, and the LDP objectives stress the need for improvement of facilities to promote sustainable forms of transport and address this car dependence.

4.3.7 The application site is allocated in Local Development Plan for residential development (Policy BSC1). In terms of transport policy this is contained within the following policies.

Policy RD 1 – Sustainable development and Good Standard Design

"Development proposals will be supported within development boundaries provided that all the following criteria are met:

vii) Provides safe and convenient access for disabled people, pedestrians, cyclists, vehicles and emergency vehicles together with adequate parking, services and manoeuvring space. Proposals should also consider impacts on the wider Rights of Way network surrounding the site; and

viii) Does not have an unacceptable effect on the local highway network as a result of congestion, danger and nuisance arising from traffic generated and incorporates traffic management/calming measures where necessary and appropriate. A transport assessment and travel plan will be required where appropriate; and

ix) Has regard to the adequacy of existing public facilities and services;"

Policy ASA 1 – New Transport Infrastructure

"Development proposals for the provision of new transport infrastructure an improvement to existing infrastructure facilities will be supported providing that the following criteria are met:

- *There is a need and justification for the proposal on economic and/or social grounds, and*
- *There are no unacceptable effects on the natural and built environment; and*
- *Provision is made for safe access by all users, including cyclists, pedestrians and the mobility impaired."*

4.3.8 This Transport Assessment provides appropriate responses to these items as necessary.

4.4 National and Local Policy Summary

4.4.1 Reference to national guidance contained within PPW has helped to demonstrate that the site is well related to the surrounding area and will contribute towards the creation of a sustainable development.

4.4.2 The proposed development will reduce the need to travel by car in part due to its location close to a range of services and amenities. Further details on the accessibility of the proposed development by non-car modes is provided in Section 5 of this Transport Assessment.

4.4.3 The site has been designed to promote the use of active travel, it also provides connections to the public transport network, which will also facilitate non-car travel to and from the proposed development.

4.4.4 This planning application is also supported by a Travel Plan document, which seeks to maximise travel by sustainable means and reduce car travel, particularly single occupancy journeys. The Travel Plan is discussed in more detail in Section 6.

5 ACCESSIBILITY BY NON CAR MODES

5.1 Introduction

5.1.1 In order to accord with the aspirations of the Planning Policy for Wales (PPW), any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

5.1.2 The principle of the PWW policy is to encourage sustainable travel as set out in paragraph 4.1.1:

The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution.

5.1.3 New proposals should therefore be planned to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

5.1.4 The accessibility of the proposed site has been considered by the following modes of transport:

- access on foot.
- access by cycle.
- access by bus.

5.2 Access on Foot

5.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

5.2.2 A shared pedestrian/cycleway is located on the western side of the A547 Ffordd Talargoch and a footway with a width of 2 metres is located on the western side of the carriageway. To the north, the footway provision provides access to the pedestrian footway network infrastructure located within Meliden, whilst to the south it provides access to Dysarth and the outskirts of Rhuddlan.

5.2.3 In addition to the footway provision provided between the site and the services and amenities located in Meliden, pedestrian crossing facilities are provided in the form of dropped kerbs and tactile paving at all major side junctions, whilst the following controlled crossing facilities are provided.

- Puffin crossing with dropped kerbs, tactile paving and guard railing located on A547 Ffordd Talargoch 60 metres south of The Grove.

- Puffin crossing with dropped kerbs, tactile paving and guard railing located on A547 Ffordd Talargoch 20 metres south of Ffordd Tanrallt.

5.2.4 The pedestrian and cycle network located within the Meliden area is displayed on the Denbighshire County Council Active Travel mapping for the area. Figure 5.1 below shows the provision in the area.

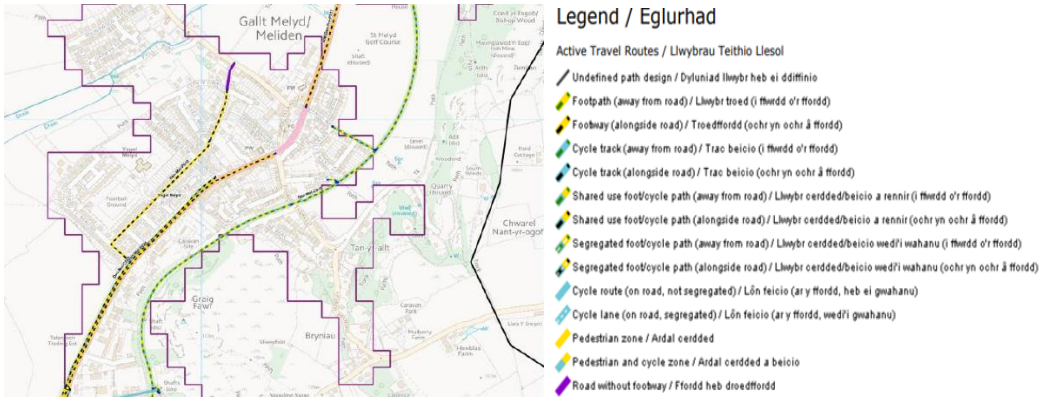


Figure 5.1 Meliden Active Travel Map (Source: DCC)

5.2.5 As previously stated, the development layout has been designed to link with these existing routes together with the existing PRoWs that are located in the vicinity of the site.

5.2.6 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 5.1**.

Suggested Preferred Maximum Walk		
Town Centre	**Commuting/School**	**Elsewhere**
800m	2,000m	1,200m

Table 5.1 IHT 'Providing for Journeys on Foot' Walk Distances'

5.2.7 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that '*walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km*'.

5.2.8 **Table 5.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 5.2 Manual for Streets Walk Distances

5.2.9 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;

- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

5.2.10 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. **Table 5.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 5.3 WYG Report/NTS Data Walk Distances

5.2.11 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

5.2.12 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'

5.2.13 A 20-minute walk equates to a walking distance of around 1,600 metres.

5.2.14 In light of the above, a pedestrian catchment of 800 metres and 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 6**.

5.2.15 The 800 metre pedestrian catchment encompasses the majority of Meliden including the Ysgol Meld Primary School and One Stop Conveneniece store.

5.2.16 Whilst the 2,000-metre pedestrian catchment illustrates that almost the entirety of the Meliden as well as the southern areas of Prestatyn and the northern areas of Dyserth.

5.2.17 In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15 minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in **Figure 5.2** below:

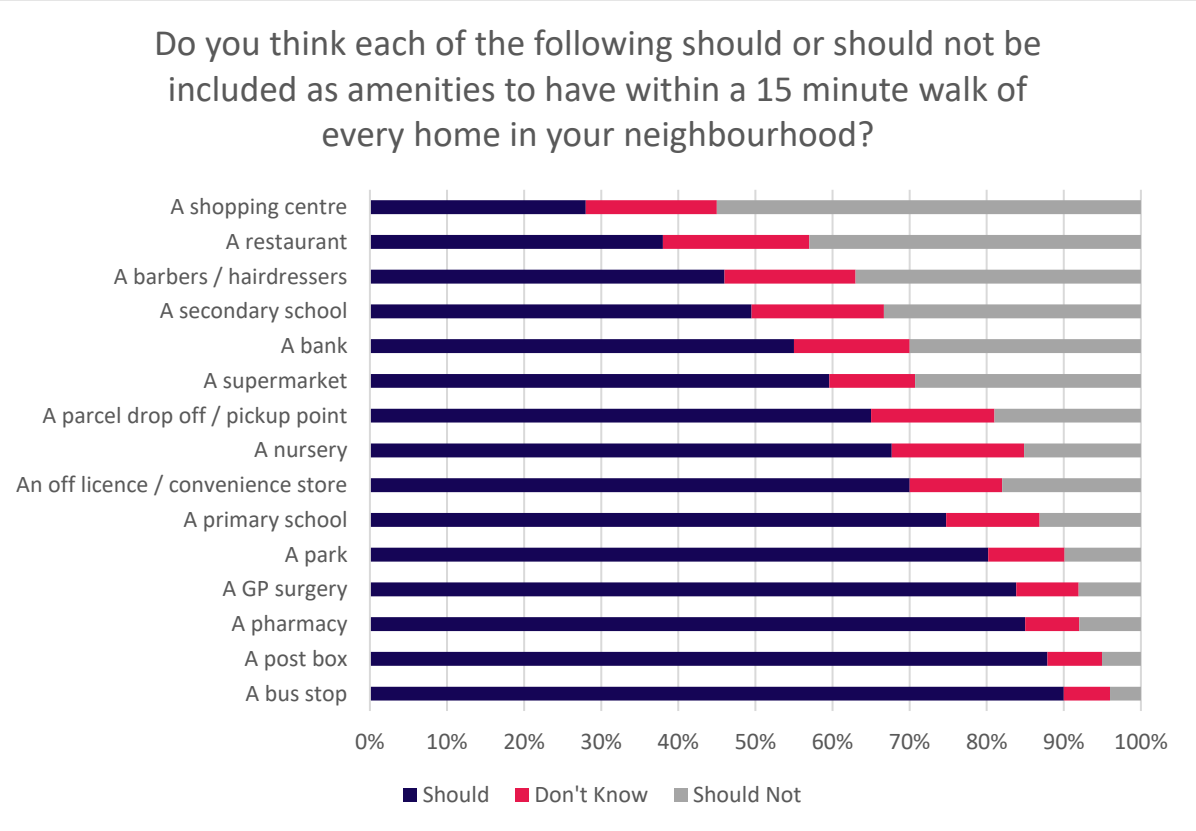


Figure 5.2 YouGov Poll Results (Source YouGov)

5.2.18 Figure 5.2 shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.

5.2.19 Plan 3 provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.

5.2.20 As can be seen in **Plan 6**, the site is located in close proximity to a number of a local amenities, including a bus stop, a post box, a pharmacy / GP surgery, and a local convenience store.

5.2.21 **Table 5.4** below, shows the walking distance from the centre point of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Ysgol Meld Primary School	800m	3,200m	**YES**
One Stop Convenience Store	1,000m	1,600m	**YES**
Pritchard's Pharmacy	1,100m	1,600m	**YES**
Miners Arms Public House	1,200m	1,600m	**YES**
Meliden Branch Surgery	1,200m	1,600m	**YES**
Saints Health and Fitness	1,400m	1,600m	**YES**

Table 5.4 Distance from Site to Local Facilities

5.2.22 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

5.3 Access by Cycle

5.3.1 An alternative mode of travel to the site could be achieved by bicycle.

5.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour. The site's cycle catchment would encompass Meliden, Prestatyn, Dyserth, Rhuddlan and large parts of Rhyl.

5.3.3 In recent years, there has been a significant uptake in electric bikes, known as e-bikes. An e-bike features a pedal-assist motor which can propel the cyclist at 25kph, while the batteries are capable of c.100km on a single charge. Assuming a commute time of 25 minutes, a cyclist on an e bike would travel 10km, therefore, providing the opportunity for quicker and longer cycle trips, even in locations where the topography is undulating.

5.3.4 As previously stated and displayed in Figure 5.1, a shared pedestrian/cycleway is located on the western side of the A547 Ffordd Talargoch. To the north, the footway provision provides access to the pedestrian footway network infrastructure located within Meliden, whilst to the south it provides access to Dysarth and the outskirts of Rhuddlan.

5.3.5 The site can, therefore, be considered as being highly accessible by cycle.

5.4 Access by Bus

5.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

5.4.2 The nearest bus stops to the site are located along the A547 Ffordd Talargoch, to the north of the priority junction with Ffordd Ty Newydd. The bus stop located on the eastern side of the road is approximately 650 metres walking distance from the centre of the site. The bus stop located on the western side of the road is approximately 600 metres walking distance from the centre of the site. The bus stop on the western side of the road is sheltered, with seating and timetable provided.

5.4.3 A summary of the services available from the nearest bus stops from the development site is provided in **Table 5.5** below.

Service No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
13	Llandudno - Prestatyn Bus Station - Clifton Road	-	Every 60 mins	5 services	-	Every 60 mins	5 services	6 services
36	Rhyl - Prestatyn via Dyserth, Rhuddlan Circular	4 services	Every 30 mins	5 services	4 services	Every 30 mins	5 services	Every 120 mins
F19	Flint - Holywell, Prestatyn - Rhyl	-	4 services	-	-	2 services	-	-

Table 5.5 Existing Bus Services Operating in the Vicinity of the Site

5.4.4 As can be seen from **Table 5.5**, the nearest bus stops to the site provides various services throughout the day to destinations such as Llandudno, Prestatyn, and Rhyl.

5.4.5 It is noted that the above services provide a choice of how people travel with the bus services operating from around 05:00am to around 01:00am, making travel by public transport a real alternative to travelling by car for commuting trips.

5.4.6 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 5.6** below.

Destination	Duration
Prestatyn	5 mins
Rhyl	28 mins

Table 5.6 Example Bus Journey Times from the Site

5.4.7 The above table demonstrates that Prestatyn is around a 7-minute bus journey from the site, whilst Rhyl is just a 28-minute bus journey,

5.4.8 It is therefore concluded that the proposed development site is accessible by bus.

5.5 Access by Rail

5.5.1 The closest rail station to the site is Prestatyn, which is located 3km north-east of the site. The station can be accessed by a 7-minute bus journey via bus service 36 which runs along A547 Ffordd Talargoch.

5.5.2 Equally, the train station can also be accessed via a 9 minute cycle journey. There is currently secure cycle parking provision and storage at the station, as well as cycle hire.

5.5.3 The station is managed by Transport for Wales and has 2 platforms, offering 6 services per hour to destinations such as London Euston, Manchester Airport, Llandudno, Holyhead and Birmingham International.

5.5.4 This provides opportunities for commuting/leisure opportunities from the site via rail.

5.6 Non-Car Access Summary

5.6.1 The proposals have been considered in terms of access by non-car modes for the proposed development.

5.6.2 The following conclusions can be drawn from this section of the report:

- the site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the local services and amenities located within Meliden.
- it has been demonstrated that the site is accessible by cycle, with designated cycle provision located within close proximity of the site.
- the services from the bus stops on travelling to destinations such as Prestatyn and Rhyl, shows that the proposed development can be considered as accessible by bus, and
- The site is accessible via rail with Prestatyn station located just a short bus or cycle journey away.

5.6.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in PPW.

6 PROMOTING SMARTER CHOICES VIA TRAVEL PLANS

6.1 Introduction

6.1.1 To encourage resident and visitor travel to the site by non-car modes, a Travel Plan is proposed.

6.2 Travel Plan

6.2.1 A Framework Travel Plan is included in **Appendix 1**. The objective of the Travel Plan is the delivery of the objectives of National Planning Policy, i.e. to encourage residents to travel by non-car modes of travel. The Travel Plan outlines physical and management measures that are designed to achieve this objective.

6.2.2 The effectiveness of Travel Plans in assisting the use of non-car modes for journeys is intrinsically linked to the accessibility of a given site by means other than the private car.

6.2.3 The proposed development has been demonstrated to benefit from good non-car accessibility, and it should, therefore, be expected that the adoption of a Travel Plan would be effective.

7 TRAFFIC IMPACT ANALYSIS

7.1 Introduction

7.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

7.2 Assessment Criteria

7.2.1 Given the proposed land use, it is assumed reasonable to consider the AM and PM weekday peak hours as being those with the greatest impact on the local highway network.

7.3 Surveyed Traffic Flows

7.3.1 Before considering the potential changes in traffic that would occur on the local highway as a result of development proposals, the existing levels of traffic on the highway network in the vicinity of the site must first be established.

7.3.2 Traffic surveys were undertaken on Wednesday 1st October 2025 at the following locations:

- A547 Meliden Road/Ffordd Talargoch priority-controlled junctions.
- Ffordd Penrhwylfa/Ffordd Talargoch priority-controlled junction.
- A547 Ffordd Talargoch/B5119/Allt Y Graig priority-controlled junction.

7.3.3 The survey data is included at **Appendix 2**.

7.3.4 From the analysis, the weekday AM peak occurred between 0800 and 0900 hours, whilst the weekday PM peak occurred between 1645 and 1745 hours.

7.3.5 **Figures 1** and **2** show the 2025 surveyed traffic flows in passenger car units (PCUs), the unit of analysis, for the weekday AM and weekday PM peak periods respectively.

7.4 Growthed Flows

7.4.1 Information provided by the applicant indicates that the forecast year of the first occupation of the development will be 2028, therefore, an assessment year of 2033 has been assumed as this will be 5 years post opening of the development.

7.4.2 The future year traffic flow factors have been derived using TEMPro version 8.1. The application site falls with the Middle Super Output Area (MSOA) Denbighshire 008.

7.4.3 The resulting growth factors are as follows:

- 2025 to 2033 AM Peak – 1.0782
- 2025 to 2033 PM Peak – 1.0757.

7.4.4 The resultant 2033 growthed traffic flows are shown in **Figures 3** and **4** for the weekday AM and PM peak periods respectively.

7.5 Committed Development

7.5.1 It is our understanding that there are no major committed developments within the vicinity of the site that need to be included with this traffic impact analysis. As such, the growthed flows represent the base traffic flows.

7.6 Proposed Trip Distribution

7.6.1 In order to assign the proposed residential development trips to the local highway network, reference has been made to the Journey to Work (JtW) data for 'Location of Usual Residence and Place of Work' data available from the 2011 census.

7.6.2 The application site falls with the MSOA Denbighshire 008. The census data identifies the destination of residents travelling by car and, by using route planning software, the likely routes residents would take when travelling to the various destinations has been determined.

7.6.3 **Table 7.1** below summarises the route assumptions, whilst the full data is contained within **Appendix 3**.

Route	Trip Distribution %	
	Arrivals	Departures
A547 Ffordd Talargoch	51.6%	51.6%
B5119	13.5%	13.5%
A547 Meliden Road (N) then Victoria Road	3.0%	3.0%
A547 Meliden Road (N) then A548 Prestatyn Road	9.1%	9.1%
Allt Y Graig	22.8%	22.8%
Total	100%	100%

Table 7.1 – Proposed Trip Distribution

7.6.4 The resulting proposed trip distribution for the weekday peak periods is shown in **Figures 5**.

7.7 Proposed Development

7.7.1 It is proposed to development the site to provide a residential development of up to 155 dwellings (use class C3).

Proposed Residential Development Flows

7.7.2 In order to establish the person trip rates for the proposed residential development reference has been made to the TRICS database in the field of 'Residential – Privately Owned Properties' using the following parameters.

- Greater London and Republic of Ireland sites excluded.
- Range of sites between 50 and 300 units.
- Edge of Town, Suburban Area and Neighbourhood centre locations.
- Tuesday to Thursday surveys only.

7.7.3 The full TRICS Output is contained in **Appendix 4**.

7.7.4 The peak hour person trip rates and forecast trip generation based on a total of 155 residential units are shown within **Table 7.2** below.

Peak Period	Trip Rate (per unit)		Number of Trips		
	Arr	Dep	Arr	Dep	2-way
AM Peak Hour	0.241	0.814	37	126	164
PM Peak Hour	0.561	0.299	87	46	133

Table 7.2 Proposed Development Trip Rates and Trips (155 Units)

7.7.5 As can be seen from Table 7.3, the provision of 155 residential units is predicted to generate 164 two-way person trips during the weekday AM peak hour and 133 two-way trips during the weekday PM peak hour.

7.7.6 To calculate the proposed development vehicle trips, reference has been made to the 2011 Census and in particular the Method of Travel to Work data for the Denbighshire 008 MSOA which is where the site is located. **Table 7.3** below summarises the Modal Split data for the Denbighshire 008 MSOA, whist the modal split data is contained within **Appendix 4.**

Mode	Denbighshire 008 MSOA
Car (Driver)	73%
Car (Passenger)	5%
Public Transport	6%
Bicycle	1%
Walk	7%
Work from Home	8%
Other	0%
Total	**100%**

Table 7.3 Summary of Modal Share Data

7.7.7 The Car (driver) modal split of 73% has been applied to the total person trips, summarised in Table 7.3, and the resulting modal split trips for the proposed development are summarised in **Table 7.4,** below.

Mode	Proposed Trip Generation (155 Dwellings)			
	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Work from Home	14		11	
Car Driver	**27**	**92**	**63**	**34**
Car Passenger	2	6	8	1
Public Transport	2	6	4	1
Bicycle	0	1	1	1
Walk	3	9	11	6

Table 7.4 Summary of Multi Modal Peak Hour Trips by Mode

7.7.8 As can be seen from Table 7.5, the provision of 155 residential units is predicted to generate 119 two-way car trips during the weekday AM peak hour and 97 two-way car trips during the weekday PM peak hour.

7.7.9 In order to assign the traffic, forecast to be generated by the proposed development, the trip distribution shown in the **Figures 5** has been utilised.

7.7.10 The resultant proposed development flows for the Weekday AM and PM peak hours are displayed in **Figures 6** and **7**, respectively.

7.8 With Development Flows

7.8.1 To calculate the 2033 'With Development' Flows, the proposed development flows contained in Figures 6 and 7 have been added to the 2033 Growthed Flows displayed in Figures 3 and 4. The resultant 2033 'With Development' Flows are displayed in **Figures 8** and **9**.

7.9 Changes in Traffic

7.9.1 Having determined the levels of traffic that could occur as a result of the proposed development proposals, the changes in traffic that would occur on the local highway network can be determined.

7.9.2 **Table 7.5**, below, summarises the changes in traffic on the network during the weekday AM and PM peak periods.

	2033 Base	2033 'With Dev'	Change in Traffic	Percentage Change
A547 Meliden Road/Ffordd Talargoch (South) priority-controlled junction				
AM Peak	1511	1525	+14	+0.9%
PM Peak	1572	1583	+11	+0.7%
A547 Meliden Road/Ffordd Talargoch (North) priority-controlled junction				
AM Peak	1469	1483	+14	+1.0%
PM Peak	1373	1384	+11	+0.8%
Ffordd Penrhwylfa/Ffordd Talargoch priority-controlled junction				
AM Peak	274	274	+0	+0.0%
PM Peak	385	385	+0	+0.0%
A547 Ffordd Talargoch/B5119/Allt Y Graig priority-controlled junction				
AM Peak	1740	1845	+105	+6.0%
PM Peak	1677	1763	+86	+5.1%

Table 7.5 Changes in Traffic Resulting from the Proposed Development

7.9.3 As can be seen above, the proposed development is forecast to result in minimal increases in changes with only the A547 Ffordd Talargoch/Dyserth Road/Waterfall Road priority-controlled junction forecast to have an increase over 5%. Notwithstanding the above, to assist the local highway authority with their

consideration of the traffic impact, capacity assessments have been undertaken at the following junctions.

- A547 Ffordd Talargoch/Proposed Site Access priority-controlled junction.
- A547 Meliden Road/Ffordd Talargoch North priority-controlled junction.
- A547 Meliden Road/Ffordd Talargoch South priority-controlled junction.
- A547 Ffordd Talargoch/B5119/Allt Y Graig priority-controlled junction.
- Ffordd Penrhwylfa/Ffordd Talargoch priority-controlled junction.

7.10 Capacity Assessments

A547 Ffordd Talargoch/Proposed Site Access Priority-controlled Junction

7.10.1 To assess the operation of the proposed A547 Ffordd Talargoch/Site Access priority-controlled junction, the computer program JUNCTIONS 11 has been utilised.

7.10.2 To ascertain the impacts of the proposed development, assessments have been undertaken using the 2033 'With Development' Flows. The results of this analysis are summarised below in **Table 7.6** whilst the full output is contained within **Appendix 5**.

Arm	2033 With Development Flows			
	Weekday AM		Weekday PM	
	RFC	Q	RFC	Q
Site Access	0.49	1	0.22	0
A547 Ffordd Talargoch (n)	0.01	0	0.04	0

Table 7.6 Summary of JUNCTIONS 11 Results for the A547 Ffordd Talargoch/Site Access Junction – 2033 With Development Flows

7.10.3 As can be seen in Table 7.6, the proposed A547 Ffordd Talargoch/Site Access junction is forecast to operate well within its theoretical capacity.

7.10.4 Based on the above it is concluded that the proposed site access junction can accommodate the levels of traffic forecast to be generated by the proposed development.

A547 Meliden Road/Ffordd Talargoch North Priority Controlled Junction

7.10.5 Capacity assessments of the A547 Meliden Road/Ffordd Talargoch North priority-controlled junction have been undertaken using the JUNCTIONS 11 program.

7.10.6 To ascertain the impacts of the proposed development, assessments have been undertaken using the 2033 Base Flows and 'With Development' Flows. The results of this analysis are summarised below in **Table 7.7** whilst the full output is contained within **Appendix 6**.

Movement	2033 Base Flows				2033 'With Dev' Flows			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
Fford Talargoch (n)	0.67	2	0.86	5	0.68	2	0.87	5

Table 7.7 Summary of JUNCTIONS11 Output A547 Meliden Road/Ffordd Talargoch North Junction – 2033 Base and With Development Flows

7.10.7 As can be seen from the above, the A547 Meliden Road/Ffordd Talargoch North junction is predicted to operate within its actual capacity in the Base scenarios. With the addition of the proposed development there is forecast to be minimal increases in the RFC and vehicle queuing.

7.10.8 Based on the above it is concluded that the proposed development will have a minimal impact on the operation of the A547 Meliden Road/Ffordd Talargoch North junction.

A547 Meliden Road/Ffordd Talargoch South Priority Controlled Junction

7.10.9 Capacity assessments of the A547 Meliden Road/Ffordd Talargoch South priority-controlled junction have been undertaken using the JUNCTIONS 11 program.

7.10.10 To ascertain the impacts of the proposed development, assessments have been undertaken using the 2033 Base Flows and 'With Development' Flows. The results of this analysis are summarised below in **Table 7.8** whilst the full output is contained within **Appendix 7**.

Movement	2033 Base Flows				2033 'With Dev' Flows			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
A547 Meliden Road (n)	0.06	0	0.18	0	0.07	0	0.18	0

Table 7.8 Summary of JUNCTIONS11 Output A547 Meliden Road/Ffordd Talargoch South Junction – 2033 Base and With Development Flows

7.10.11 As can be seen from the above, the A547 Meliden Road/Ffordd Talargoch South junction is predicted to operate within its theoretical capacity in the Base scenarios. With the addition of the proposed development there is forecast to be minimal increases in the RFC and vehicle queuing.

7.10.12 Based on the above it is concluded that the proposed development will have a minimal impact on the operation of the A547 Meliden Road/Ffordd Talargoch South junction.

A547 Ffordd Talargoch/B5119/Allt Y Graig Priority Controlled Junction

7.10.13 Capacity assessments of the A547 Ffordd Talargoch/B5119/Allt Y Graig priority-controlled junction have been undertaken using the JUNCTIONS 11 program.

7.10.14 To ascertain the impacts of the proposed development, assessments have been undertaken using the 2033 Base Flows and 'With Development' Flows. The results of this analysis are summarised below in **Table 7.9** whilst the full output is contained within **Appendix 8**.

Movement	2033 Base Flows				2033 'With Dev' Flows			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
Alt Y Graig Right	0.14	0	0.10	0	0.15	0	0.12	0
Alt Y Graig Left	0.23	0	0.18	0	0.28	0	0.27	0
A547 Ffordd Talargoch (s)	0.08	0	0.06	0	0.10	0	0.07	0
B5119	0.58	1	0.45	1	0.63	2	0.50	1
A547 Ffordd Talargoch (s)	0.07	0	0.03	0	0.08	0	0.03	0

Table 7.9 Summary of JUNCTIONS11 Output A547 Ffordd Talargoch/B5119/Allt Y Graig Junction – 2033 Base and With Development Flows

7.10.15 As can be seen from the above, the A547 Ffordd Talargoch/B5119/Allt Y Graig priority-controlled junction is predicted to operate within its theoretical capacity in the Base scenarios. With the addition of the proposed development there is forecast to be minimal increases in the RFC and vehicle queuing.

7.10.16 Based on the above it is concluded that the proposed development will have a minimal impact on the operation of the A547 Ffordd Talargoch/B5119/Allt Y Graig junction.

Ffordd Penrhwylfa/Ffordd Talargoch Junction

7.10.17 Capacity assessments of the Ffordd Penrhwylfa/Ffordd Talargoch priority-controlled junction have been undertaken using the JUNCTIONS 11 program.

7.10.18 To ascertain the impacts of the proposed development, assessments have been undertaken using the 2033 Base Flows and 'With Development' Flows. The results of this analysis are summarised below in **Table 7.11** whilst the full output is contained within **Appendix 8**.

Movement	2033 Base Flows				2033 'With Dev' Flows			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
Fford Talargoch	0.23	0	0.44	0	0.23	0	0.44	0

Table 7.11 Summary of JUNCTIONS11 Output Ffordd Penrhwylfa/Ffordd Talargoch Junction – 2033 Base and With Development Flows

7.10.19 As can be seen from the above, the Ffordd Penrhwylfa/Ffordd Talargoch junction is predicted to operate well within capacity for all assessment scenarios.

Impact on Wider Highway Network

7.10.20 To assist the local highway authority, consideration has been given to the impacts of the proposals on the wider highway network.

7.10.21 **Table 7.12** summarises the forecast in increases in traffic nearby junctions to the site which are under the jurisdiction of Denbighshire County Council.

Junction	Proposed Development Traffic	
	AM Peak	PM Peak
A548 Victoria Road/A548 Marine Road/Bastion Road	4	3
A548 Prestatyn Road/Nant Drive	10	9

Table 7.12 Summary of Proposed Development Flows On Wider Highway Network

7.10.22 As can be seen in Table 7.12, the proposed development is forecast to result in minimal increase in vehicle movements at the junctions in the vicinity of the application site.

7.10.23 Based on the above it is concluded that the proposed development will have a minimal impact on the operation of these junctions. Therefore, no detailed analysis of these junctions is required as part of this traffic impact analysis.

7.11 Traffic Impact Summary

7.11.1 In summary, the traffic impact analysis undertaken on the surrounding highway network has demonstrated the following.

- The proposed site access junction off the A547 Ffordd Talargoch/Site access junction has been designed to accord with highway design standards and will have sufficient capacity to accommodate the proposed development traffic.
- The proposed development will have a minimal impact on the operation of the A547 Meliden Road/Ffordd Talargoch North priority-controlled junction.
- The proposed development will have a minimal impact on the operation of the A547 Meliden Road/Ffordd Talargoch South priority-controlled junction.
- The proposed development will have a minimal impact on the operation of the A547 Ffordd Talargoch/B5119/Allt Y Graig priority-controlled junction.
- The proposed development will have a minimal impact on the operation the Ffordd Penrhwylfa/Ffordd Talargoch priority-controlled junction priority-controlled junction.

- The proposed development will have a minimal impact on the wider highway network.

7.11.2 It is therefore concluded that the development proposals will result in a minimal impact and can be accommodated on the local highway network.

8 ACCIDENT ANALYSIS

8.1 Introduction

8.1.1 In order to consider the potential impact of the development on road safety, a review of the Crashmap website (www.crashmap.co.uk) has been undertaken. The information provided on the website covered the five-year period 2020 to 2024, the latest data available in the vicinity of the development site.

8.1.2 The Crashmap accident data, including location maps are contained within **Appendix 10**.

8.2 Accident Analysis

8.2.1 For the purposes of this analysis, the study area has been split up into key areas to establish whether there are any particular accident hotspots on the local highway network. Each of the below listed areas have been considered in turn.

- A547 Ffordd Talargoch in the Vicinity of the Site Access.
- A547 Meliden Road/Ffordd Talargoch priority-controlled junctions.
- A547 Ffordd Talargoch/B5119/Allt Y Graig priority-controlled junction.
- Ffordd Penrhwylfa/Ffordd Talargoch priority-controlled junction.

A547 Ffordd Talargoch in the Vicinity of the Site Access

8.2.2 There were no reported accidents in the vicinity of the proposed site access junction. However, two reported accidents occurred on A547 Ffordd Talargoch around 150 metres south of the proposed site access junction.

8.2.3 One of these accidents resulted on a serious injury when two vehicles travelling in opposite directions. Whilst the remaining accident resulted in slight injury and occurred when a vehicle collided with a cyclist.

A547 Meliden Road/Ffordd Talargoch Priority Controlled Junctions

8.2.4 There were no reported accidents at these junctions during the study period.

A547 Ffordd Talargoch/B5119/Allt Y Graig Priority Controlled Junction

8.2.5 One accident has been reported at this junction during the study period. The accident resulted in slight injuries and occurred when vehicle turned right in the path of an on-coming vehicle and was the result of driver error.

Ffordd Penrhwylfa/Ffordd Talargoch Priority Controlled Junction

8.2.6 There have been two accidents reported in the vicinity of this junction within the study period. Both accidents resulted in slight injuries and involved pedestrian colliding with vehicles when crossing the road. Both of these accidents occurred due to driver error.

8.3 Accident Summary

8.3.1 The data reviewed has not identified any untypical accidents. The evidence shows that there are no particular engineering issues or problems with the road network or junction layouts.

8.3.2 The data reviewed has demonstrated that there are no particular road safety issues in the vicinity of the site.

8.3.3 It is not considered that the proposals for a residential development will unduly change the characteristics or nature of the surrounding highway network and as such will not have a detrimental impact on overall road safety.

9 CONCLUSIONS

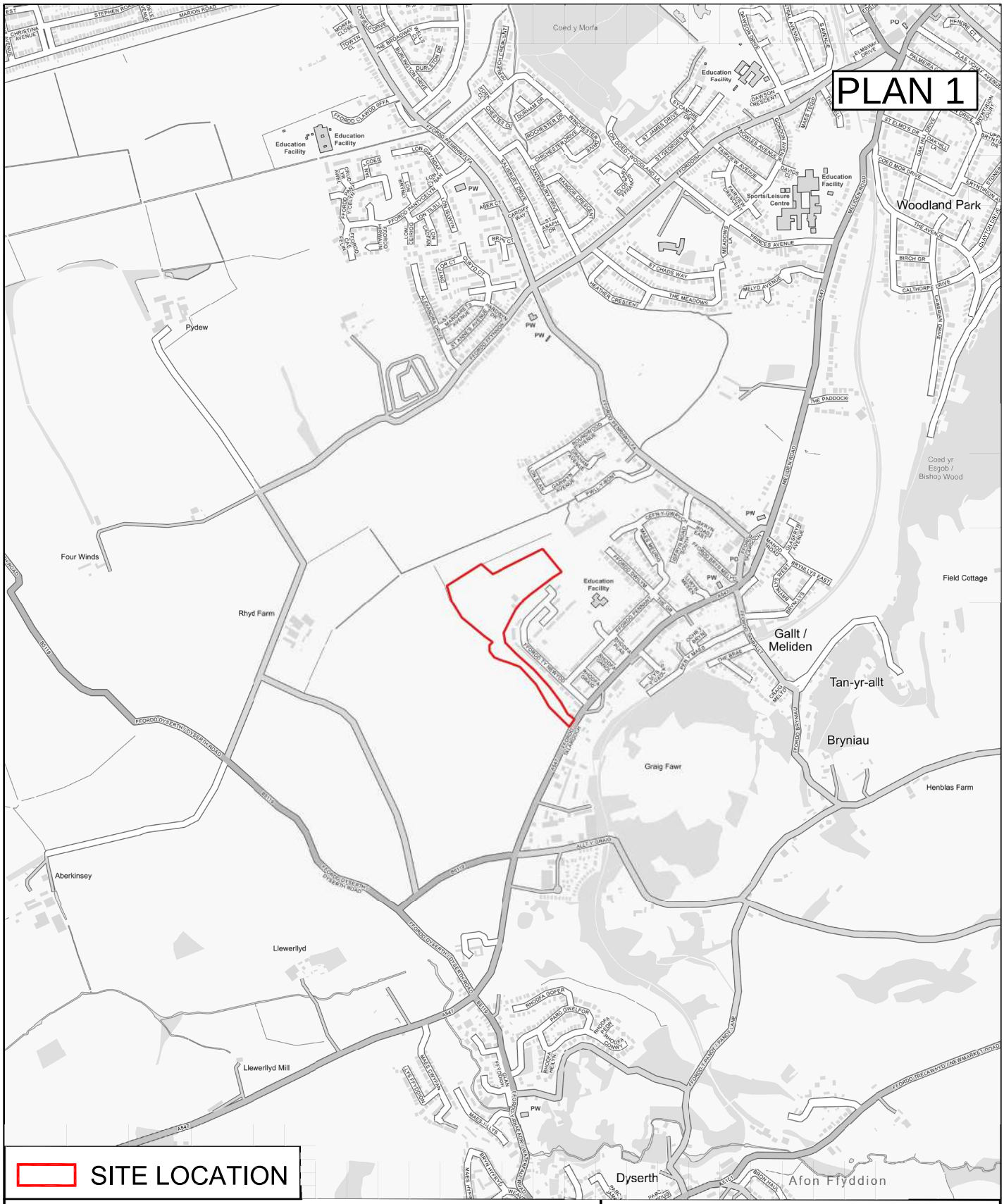
9.1.1 Eddisons has been instructed by Castle Green Homes to advice on the traffic and transport issues relating to a planning application for a residential development on land off the A547 Ffordd Talargoch in Meliden, known as Mindale Farm.

9.1.2 A number of conclusions can be drawn from the report, namely:

- The proposed development will be accessed by safe and efficient vehicular access arrangement off the A547 Ffordd Talargoch.
- The proposed development site benefits from being accessible on foot and cycle to local services and amenities, but improvements will be provided as part of the development proposals.
- The site benefits from being located close to the bus stops located on the A547 Ffordd Talargoch which provides services that are ideally placed to cater for the needs of the development's residents.
- The site is located within a short bus or cycle journey of Prestatyn train station which provides access to services to destinations such as London Euston, Manchester Airport, Llandudno, Holyhead and Birmingham International.
- The traffic impact assessments indicate that the proposed development would be able to be accommodated on the local highway network. The proposals will have not result in a severe traffic impact on the local highway network.
- A Framework Travel Plan will be implemented to encourage the use of non-car modes.

9.1.3 In conclusion, the proposals for a residential development will provide a sustainable development in transport terms and planning permission should be granted in accordance with the Framework.

PLANS



CLIENT:

CASTLE GREEN

DRAWING TITLE:

MINDALE FARM, MELIDEN: SITE LOCATION

DRAWN:	DATE:	CHECKED:	DATE:	SCALES:
RC	26.11.25	TSB	26.11.25	NTS @ A4

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

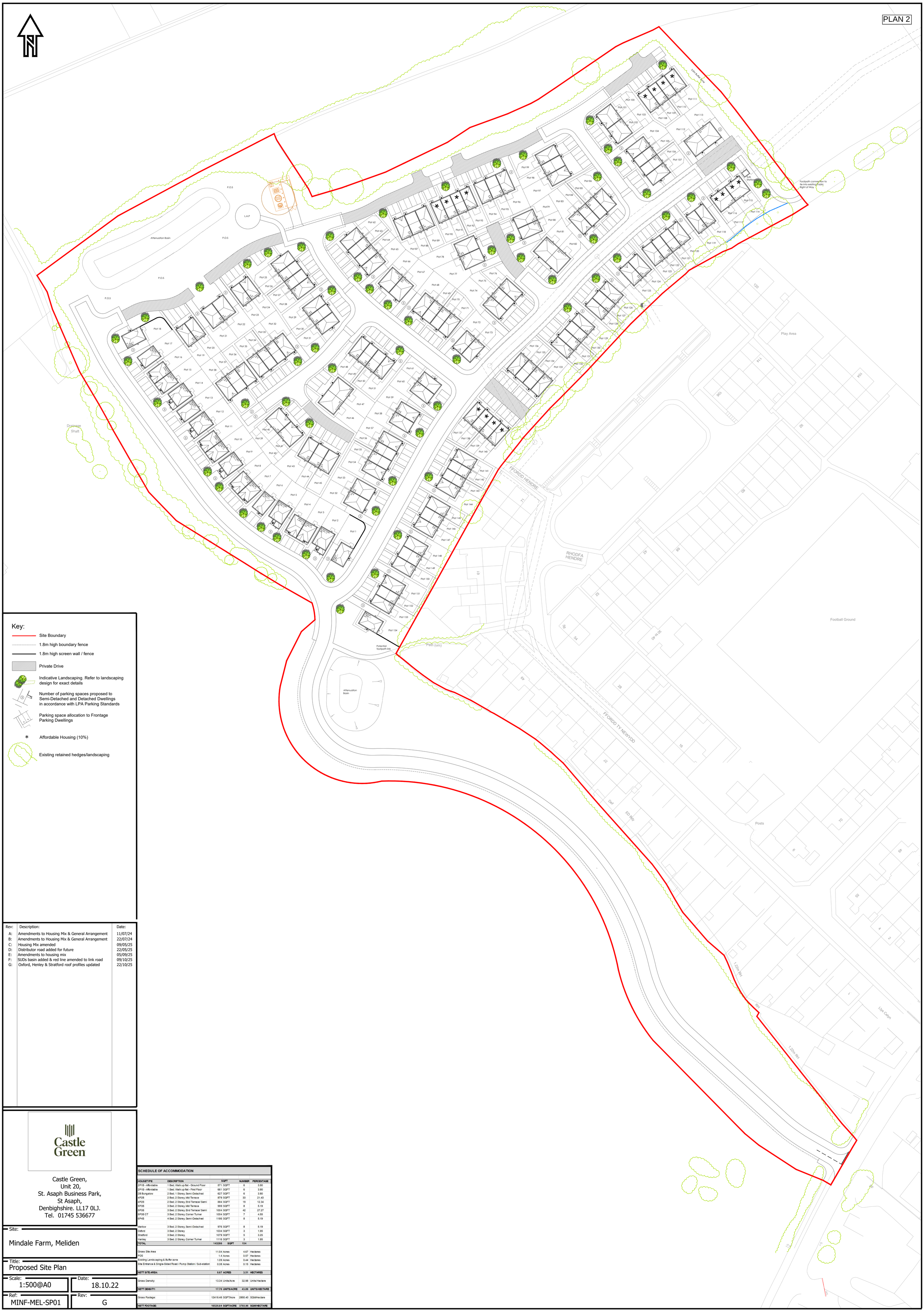
DRAWING NUMBER: 5052-01

REVISION: -

Eddisons

Z:\projects\5052 Mindale Farm, Meliden\GIS\Workspaces\5052-01.dwg

PLAN 2



Key:

- Site Boundary
- 1.8m high boundary fence
- 1.8m high screen wall / fence
- Private Drive
- Indicative Landscaping. Refer to landscaping design for exact details
- Number of parking spaces proposed to Semi-Detached and Detached Dwellings in accordance with LPA Parking Standards
- Parking space allocation to Frontage Parking Dwellings
- * Affordable Housing (10%)
- Existing retained hedges/landscaping

Rev:	Description:	Date:
A:	Amendments to Housing Mix & General Arrangement	11/07/24
B:	Amendments to Housing Mix & General Arrangement	22/07/24
C:	Housing Mix amended	09/05/25
D:	Distributor road added for future	22/05/25
E:	Amendments to housing mix	05/09/25
F:	SUDs basin added & red line amended to link road	09/10/25
G:	Oxford, Henley & Stratford roof profiles updated	22/10/25

Castle Green

Castle Green,
Unit 20,
St. Asaph Business Park,
St Asaph,
Denbighshire. LL17 0LJ.
Tel. 01745 536677

Site:
Mindale Farm, Meliden

Title:
Proposed Site Plan

Scale: 1:500@A0

Date: 18.10.22

Ref: MINF-MEL-SP01

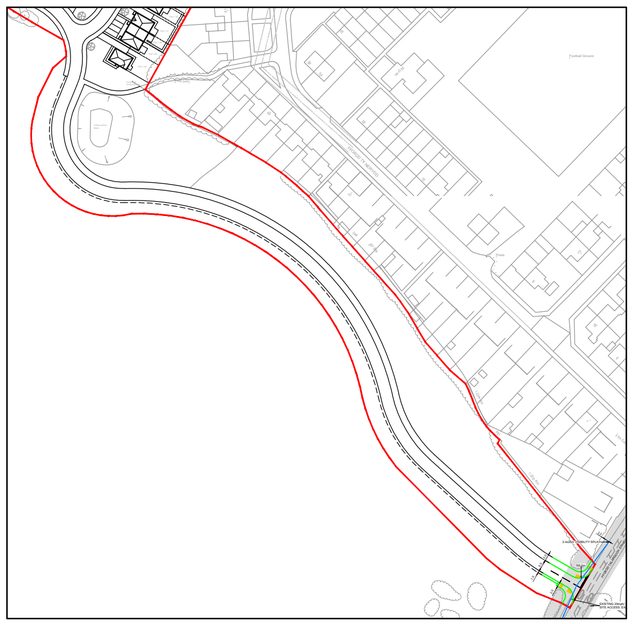
Rev: G

SCHEDULE OF ACCOMMODATION

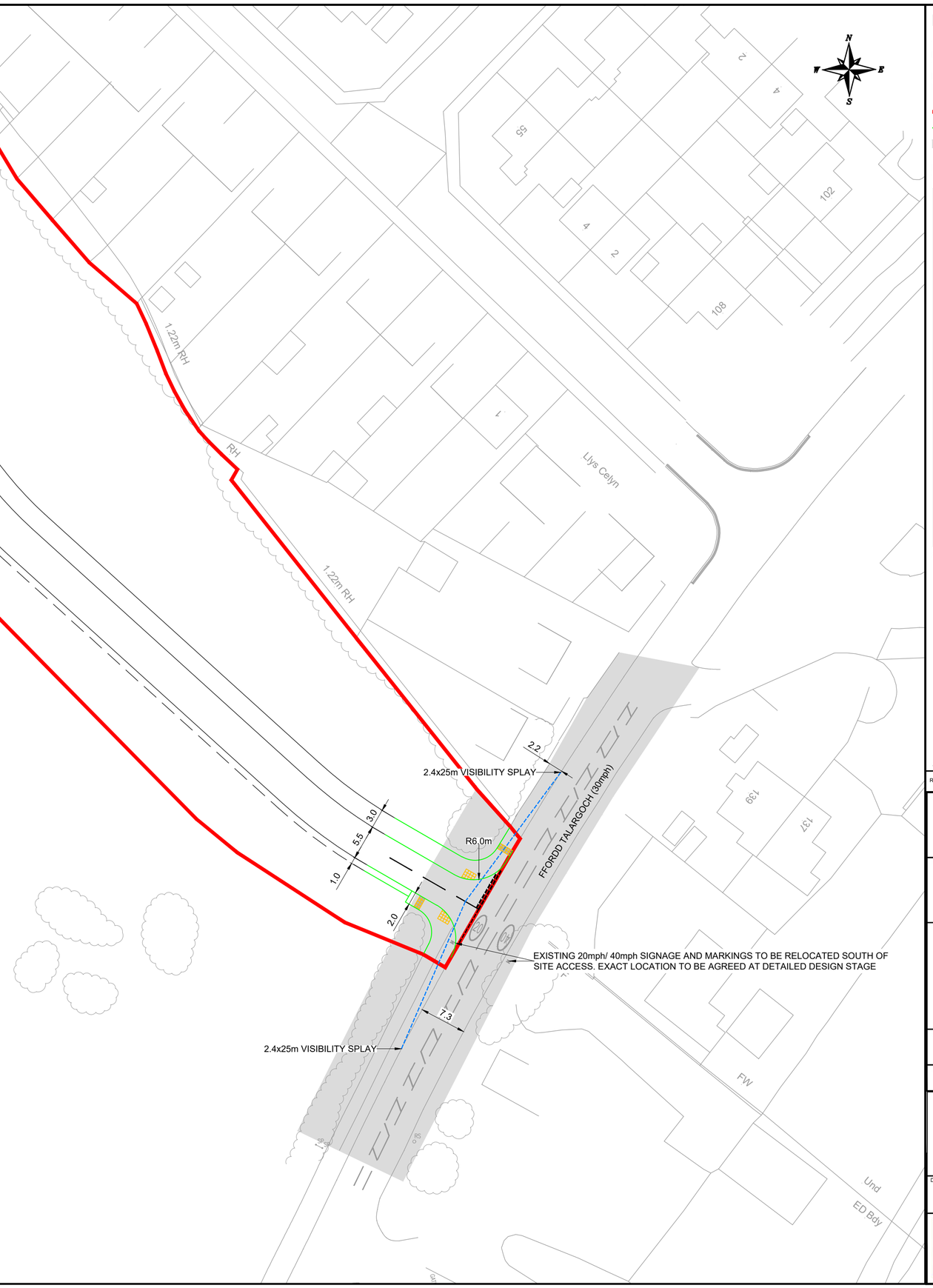
HOUSETYPE	DESCRIPTION	SQFT		NUMBER	PERCENTAGE
2P1B - Affordable	1 Bed, Walk up flat - Ground Floor	571	SQFT	6	3.90
2P1B - Affordable	1 Bed, Walk up flat - First Floor	661	SQFT	6	3.90
2B Bungalow	2 Bed, 1 Storey, Semi-Detached	627	SQFT	6	3.90
4P2B	2 Bed, 2 Storey, Mid Terrace	879	SQFT	33	21.43
4P2B	2 Bed, 2 Storey, End Terrace/ Semi	884	SQFT	19	12.34
5P3B	3 Bed, 2 Storey, Mid Terrace	999	SQFT	8	5.19
5P3B	3 Bed, 2 Storey, End Terrace/ Semi	1004	SQFT	42	27.27
5P3B CT	3 Bed, 2 Storey, Corner Turner	1004	SQFT	7	4.55
6P4B	4 Bed, 2 Storey, Semi-Detached	1186	SQFT	8	5.19
Marlow	3 Bed, 2 Storey, Semi-Detached	976	SQFT	8	5.19
Oxford	3 Bed, 2 Storey	1034	SQFT	3	1.95
Stratford	3 Bed, 2 Storey,	1079	SQFT	5	3.25
Henley	3 Bed, 2 Storey, Corner Turner	1116	SQFT	3	1.95
TOTAL		143286	SQFT	154	
Gross Site Area		11.54	Acres	4.67	Hectares
POS		1.4	Acres	0.57	Hectares
Existing Landscaping & Buffer zone		1.09	Acres	0.44	Hectares
Site Entrance & Single-Sided Road / Pump Station / Sub-station		0.38	Acres	0.15	Hectares
NETT SITE AREA:		8.67	ACRES	3.51	HECTARES
Gross Density:		13.34	Units/Acre	32.98	Units/Hectare
NETT DENSITY:		17.76	UNITS/ACRE	43.89	UNITS/HECTARE
Gross Footage:		12416.46	SQFT/Acre	2850.40	SQM/Hectare
NETT FOOTAGE:		16526.64	SQFT/ACRE	3793.96	SQM/HECTARE

NORTH SOUTH AERIAL VIEW (NTS)

ADOPTED HIGHWAY PLAN (NTS)



PROPOSED SITE ACCESS ROAD TO SITE (1:2000)

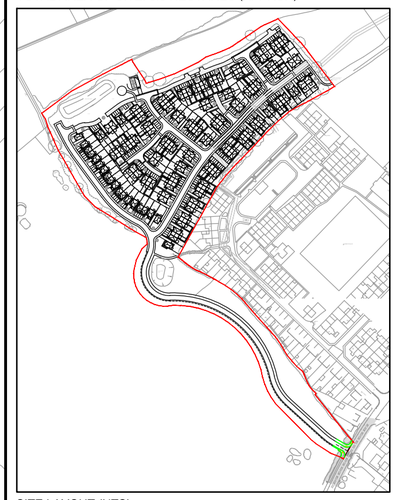


NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS
- EXISTING ADOPTED HIGHWAY

LOCAL AUTHORITY: DENBIGHSHIRE COUNTY COUNCIL
TOTAL AREA OF SITE: 5.8 HECTARES (APPROX)



SITE LAYOUT (NTS)

PLAN 3

REV	DETAILS	DRAWN	CHECKED	DATE
A	MINOR UPDATES	SL	TB	DEC 2025

CLIENT: CASTLE GREEN

PROJECT: MINDALE FARM, MELIDEN

DRAWING TITLE: PROPOSED SITE ACCESS

SCALES: 1:500 @ A2

DRAWN:	CHECKED:	DATE:
SL	TB	NOV 2025

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 5052-F01
REVISION: A

Eddisons

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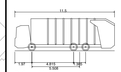

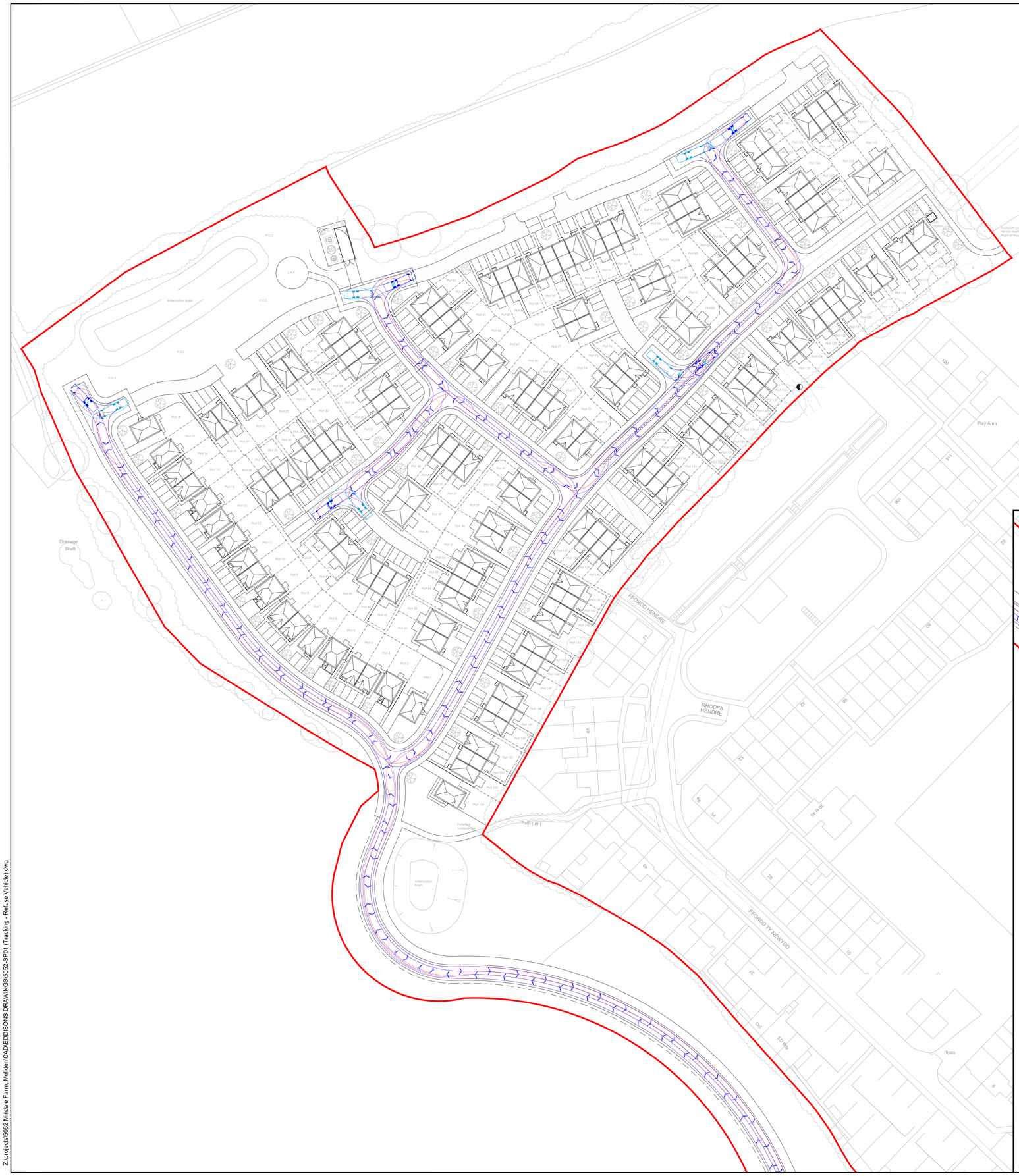

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CONTINUATION OF SITE TO THE SOUTH

NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

PLAN 4

Refuse Vehicle	
Overall Length	11.500m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
CASTLE GREEN

PROJECT:
MINDALE FARM, MELIDEN

DRAWING TITLE:
SWEPT PATH ANALYSIS
REFUSE VEHICLE

SCALES:
1:500 @ A0

DRAWN: SL
CHECKED: TB
DATE: NOV 2025

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Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:
5052-SP01

REVISION:
-

Eddisons

NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- - - - - DENOTES JUNCTION VISIBILITY
- - - - - DENOTES FORWARD VISIBILITY

PLAN 5

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT: CASTLE GREEN

PROJECT: MINDALE FARM, MELIDEN

DRAWING TITLE: VISIBILITY PLAN

SCALES: 1:500 @ A0

DRAWN: SL | CHECKED: TB | DATE: NOV 2025

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DRAWING NUMBER: 5052-01 | REVISION: -

Eddisons

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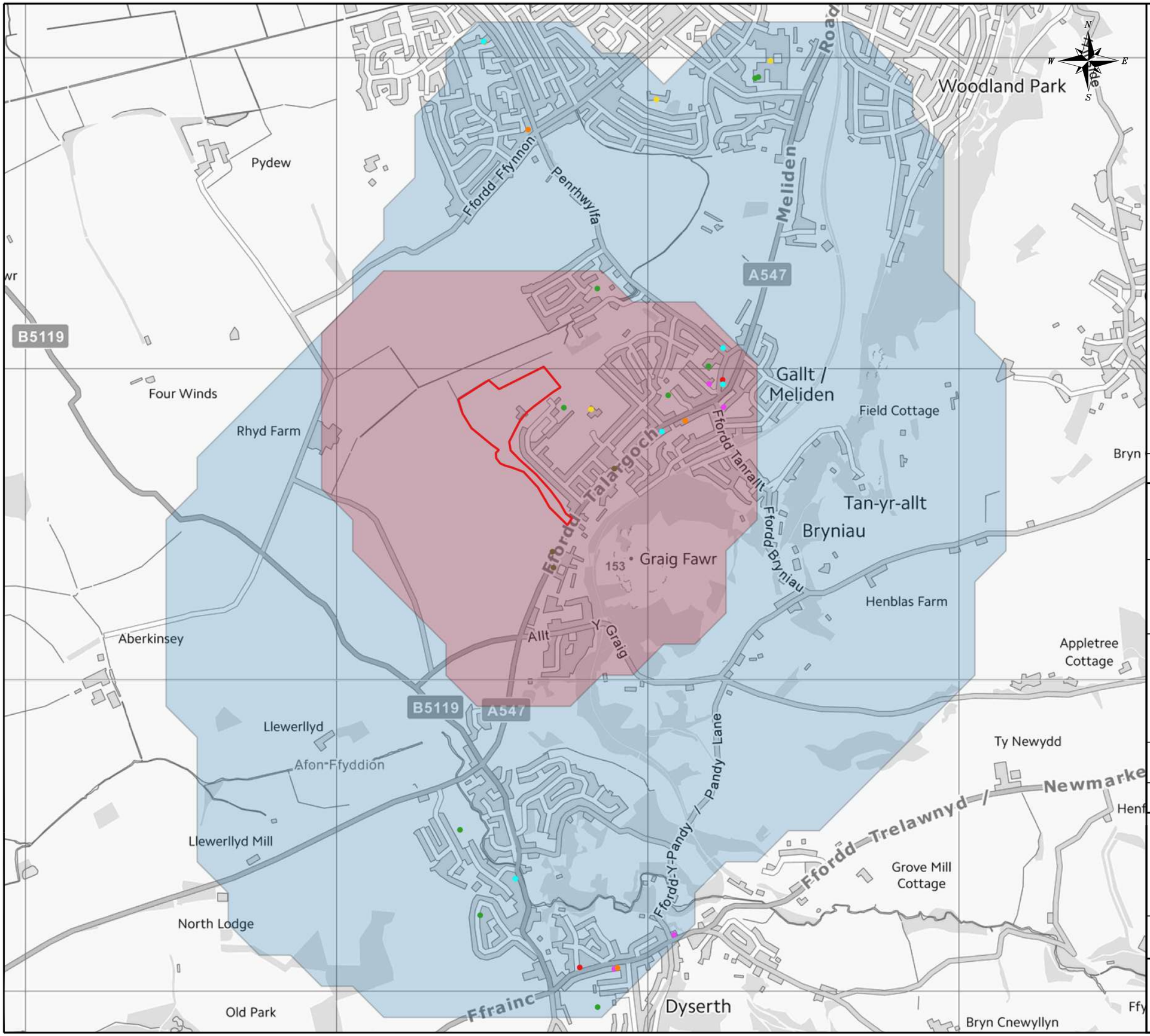

NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Nearest Bus Stops

ameninties

- Café/Takeaway/Public House
- Education
- Medical/Pharmacy/Healthcare
- Post Office/Parcel Dropbox
- Retail
- Sport/Leisure/Gym

PLAN 6

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

CASTLE GREEN

PROJECT:

MINDALE FARM, MELIDEN

DRAWING TITLE:

800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES:

NTS @ A3

DRAWN:	CHECKED:	DATE:
RC	TSB	NOV 25

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Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 5052-03

REVISION: -

Eddisons

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FIGURES

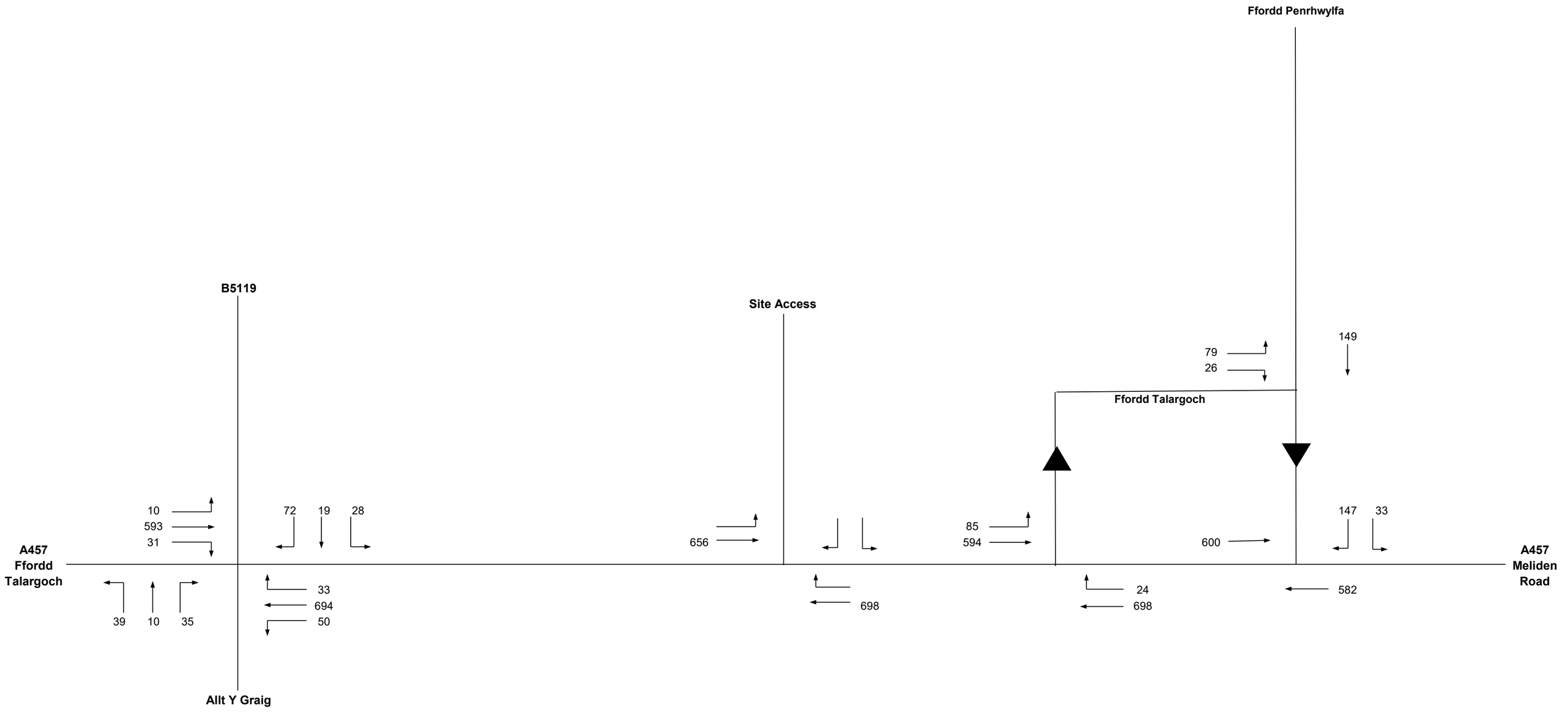


Figure 1 2025 Surveyed Flows - Weekday AM Peak (0800-0900)

Eddisons

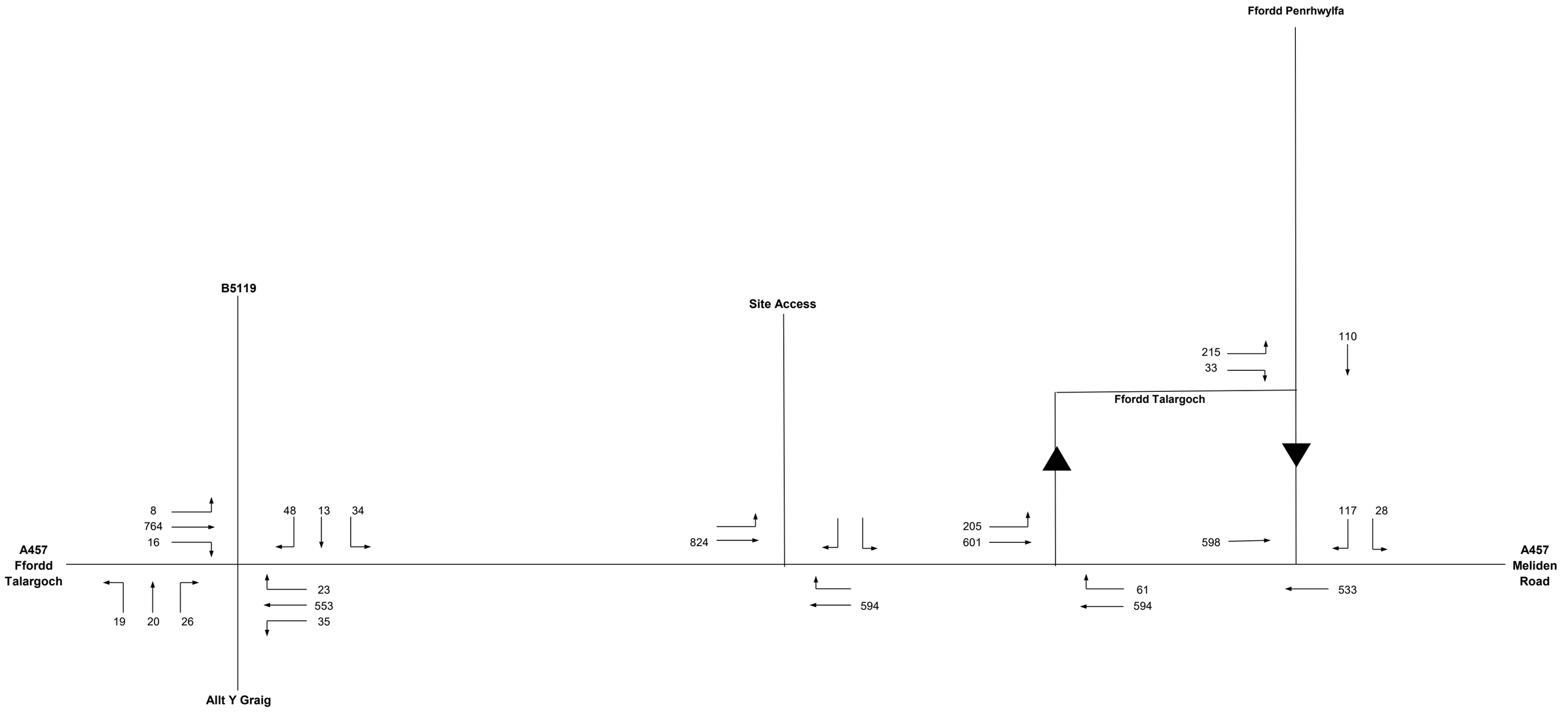


Figure 2 2025 Surveyed Flows - Weekday PM Peak (1645-1745)

Eddisons

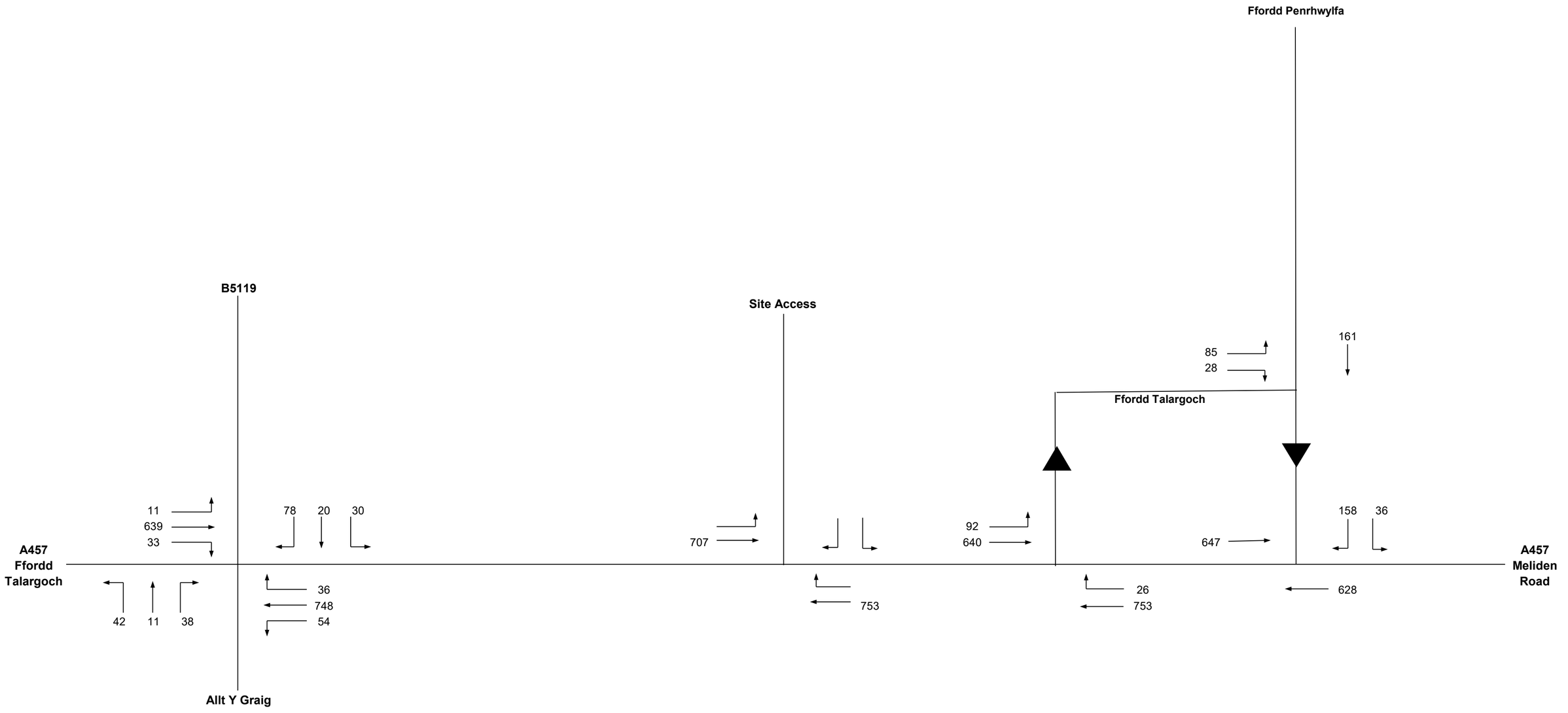


Figure 3 2033 Growthed Flows - Weekday AM Peak

Eddisons

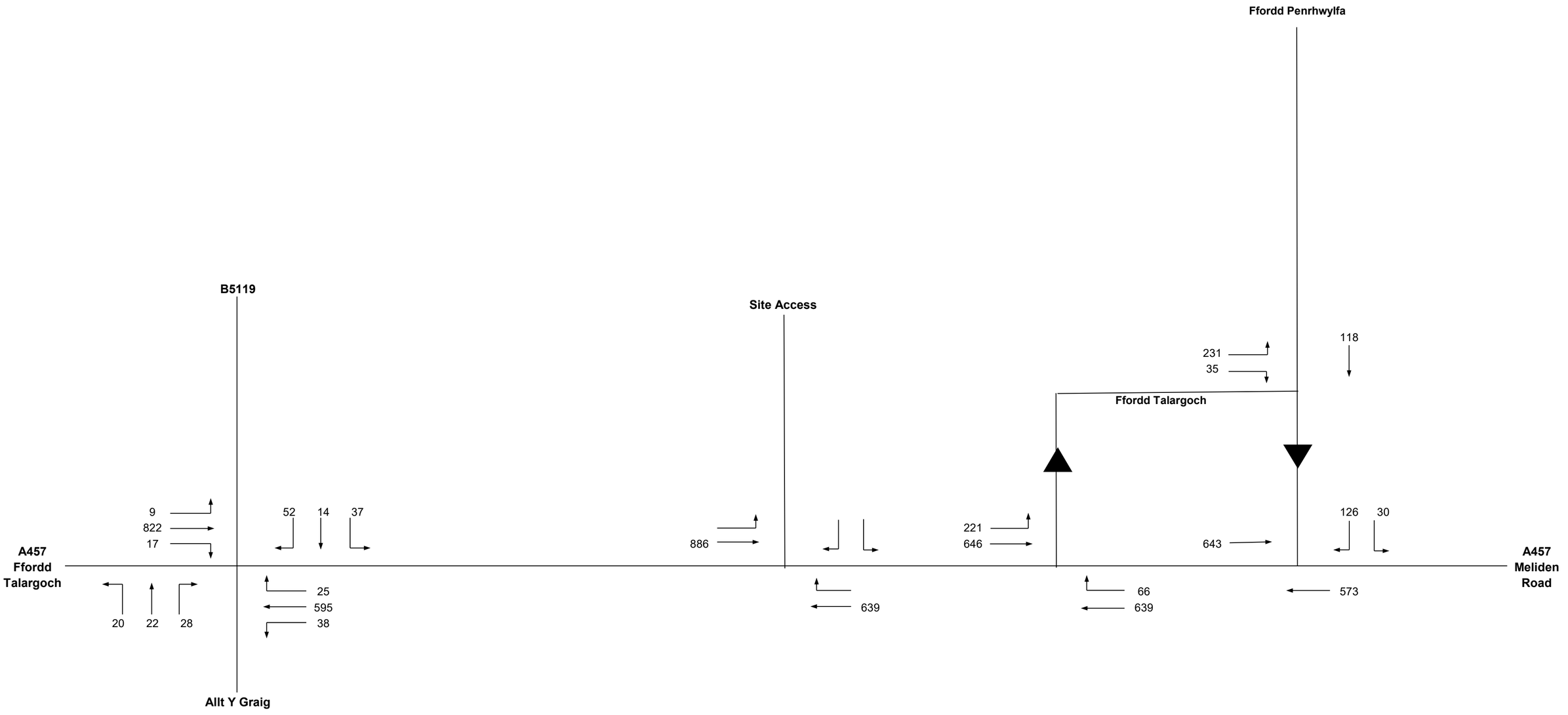


Figure 4 2033 Growthed Flows - Weekday PM Peak

Eddisons

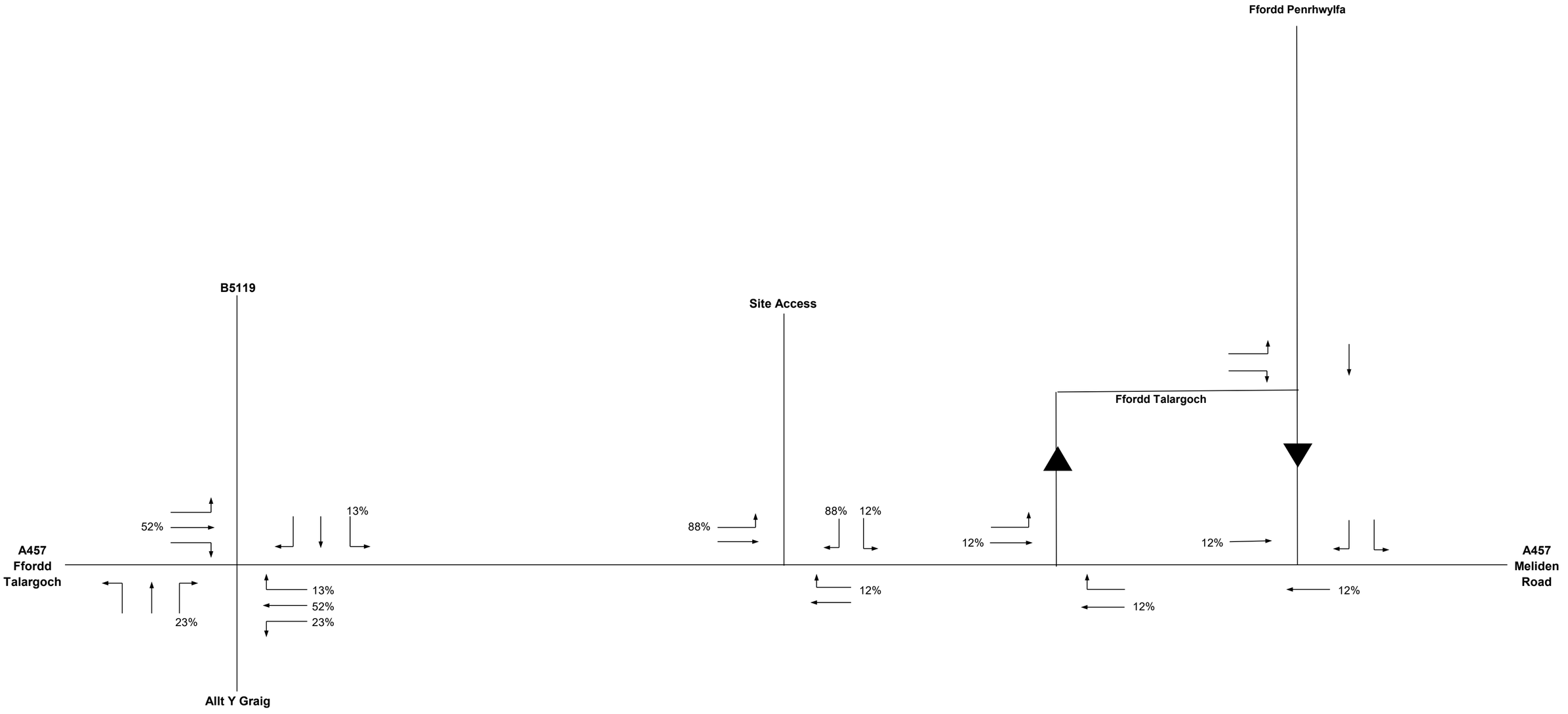


Figure 5 Trip Distribution - AM & PM Peak

Eddisons

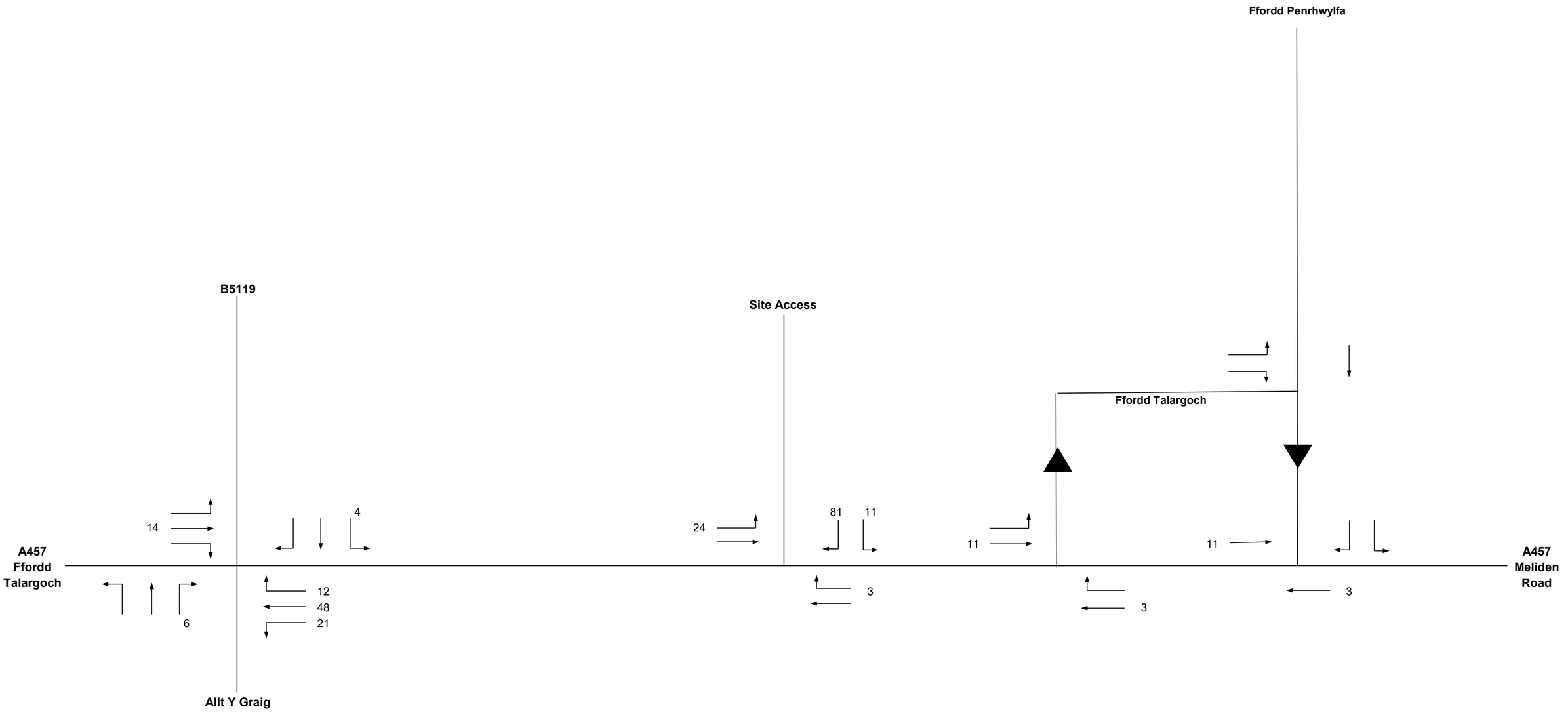
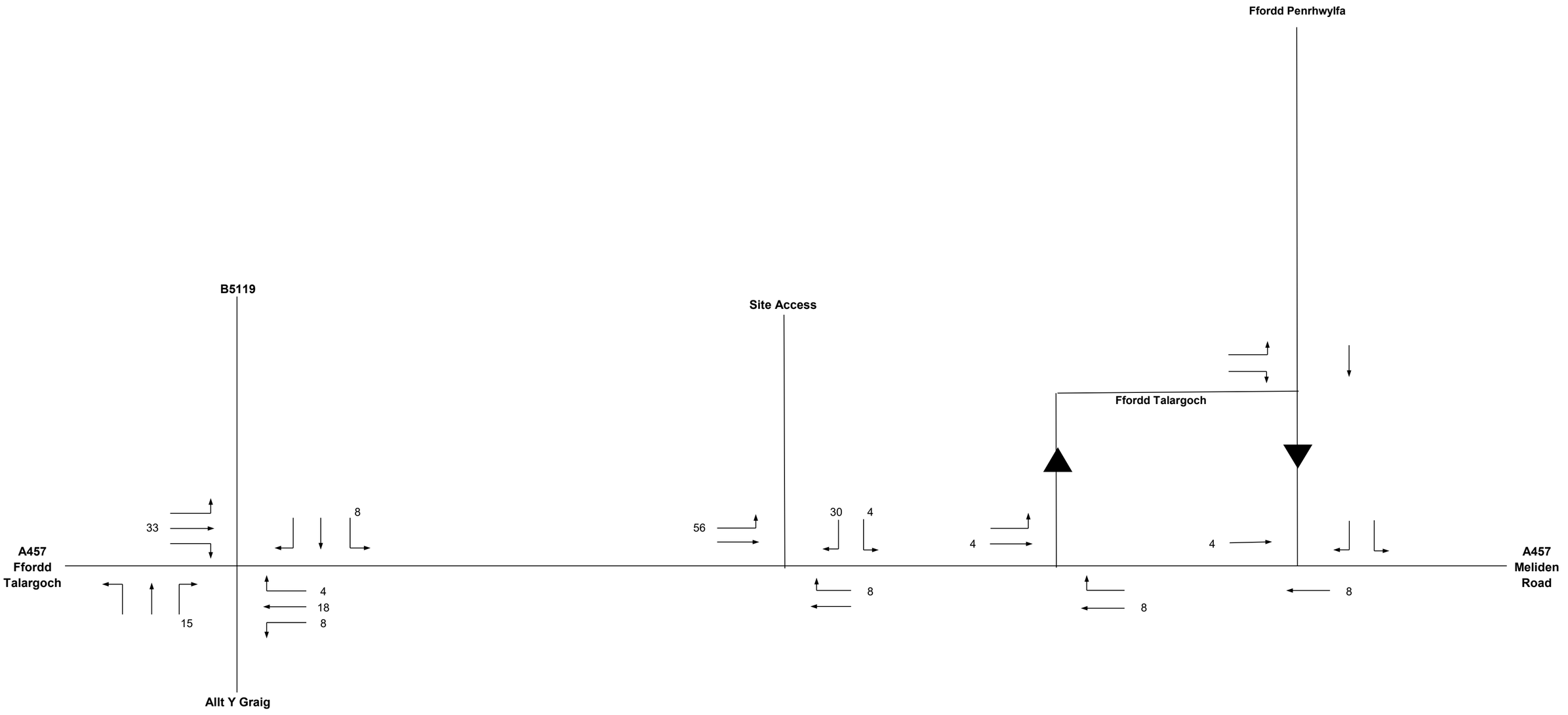


Figure 6 Trip Generation - Weekday AM Peak

Eddisons



ARR	63
DEP	34

Figure 7 Trip Generation - Weekday PM Peak

Eddisons

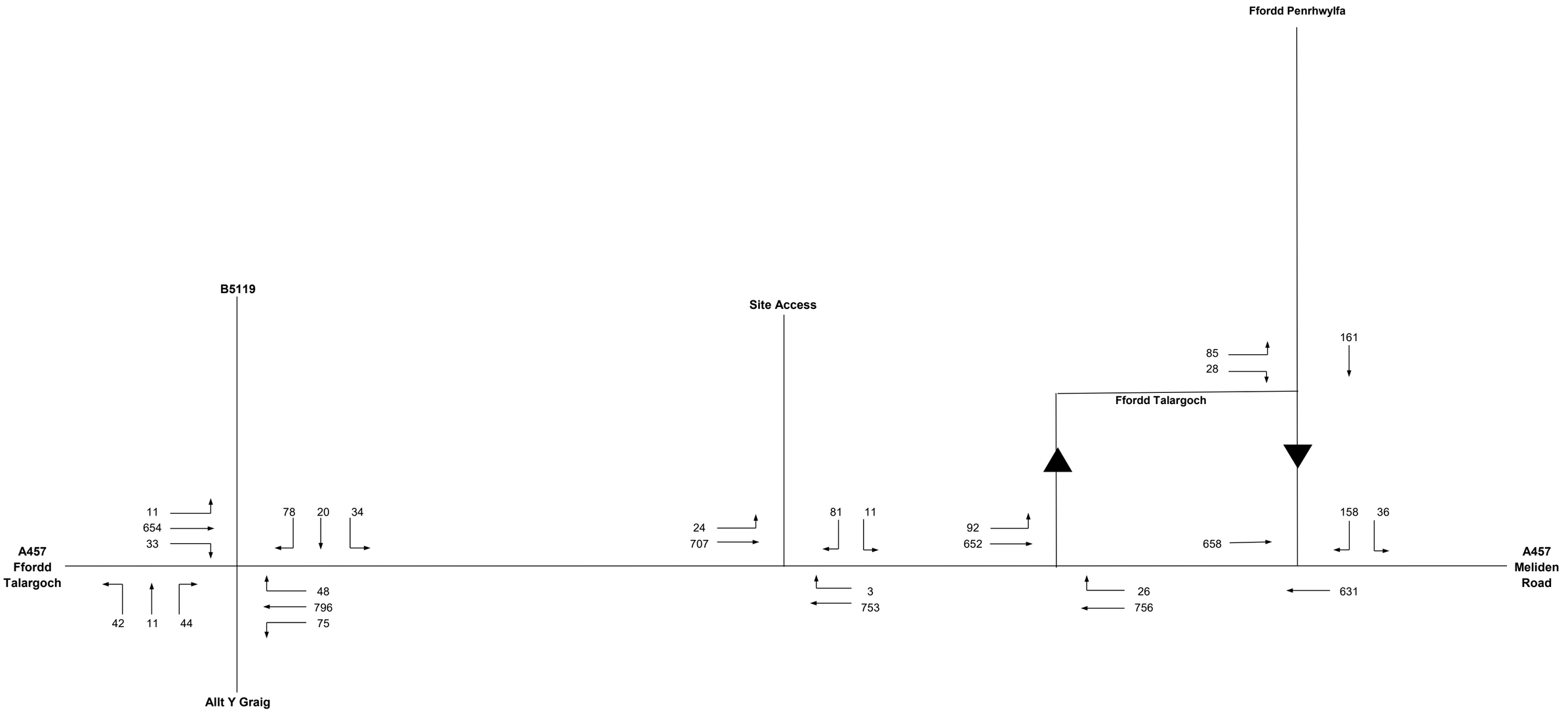


Figure 12 2033 with Development Flows - Weekday AM Peak

Eddisons

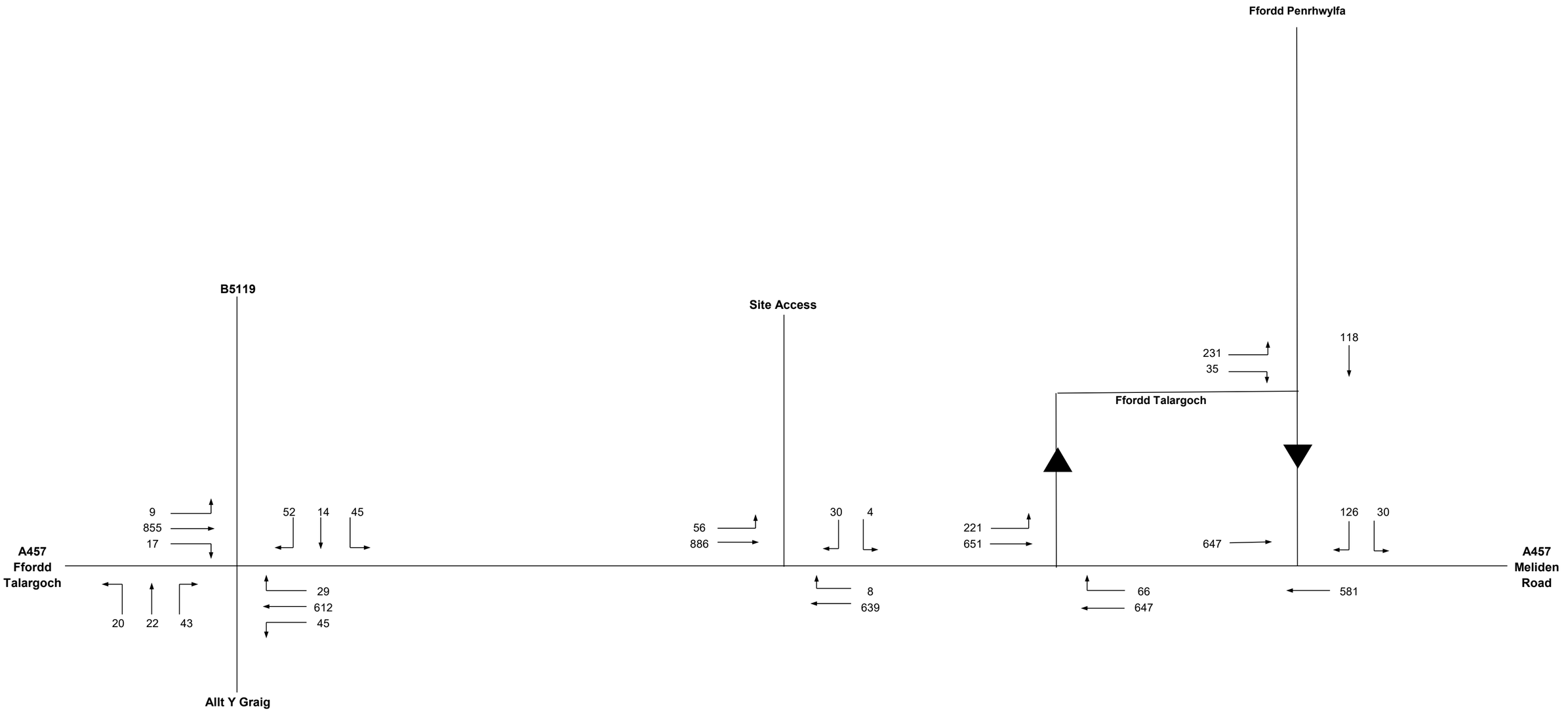


Figure 9 2033 with Development Flows - Weekday PM Peak

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APPENDICES

APPENDIX 1

Travel Plan Framework

Proposed Residential Development
Mindale Farm, Meliden

December 2025

FRAMEWORK TRAVEL PLAN

eddisons.com

Eddisons

REPORT

DOCUMENT:	Travel Plan Framework
PROJECT:	Proposed Residential Development, Mindale Farm, Meliden
CLIENT:	Castle Green Homes
JOB NUMBER:	5052
FILE ORIGIN:	Z:\projects\5052 Mindale Farm, Meliden\Docs\Reports\5052.TPF01.docx

DOCUMENT CHECKING:

Primary Author:	GM	**Initialled:**
Contributor	-	**Initialled:**
Review By:	TSB	**Initialled:**

Issue	Date	Status	Checked for Issue
1	05-12-25	First Draft	
2			
3			
4			

CONTENTS

PLANS

See Transport Assessment

1 INTRODUCTION

1.1 Preamble

1.1.1 Eddisons has been instructed by Castle Green Homes to advice on the traffic and transport issues relating to a planning application for a residential development on land off the A547 Ffordd Talargoch in Meliden, known as Mindale Farm.

1.1.2 One of the UK's top priorities is to reduce transport's emissions of carbon dioxide and other greenhouse gases with the desired outcome of tackling climate change. To achieve this, society must improve and encourage the use of sustainable (low carbon) transport, whilst ensuring that new development takes place in accessible locations thereby minimising the need for travel.

1.1.3 This Travel Plan Framework has been prepared to accompany the planning application for the proposed development. It considers travel to and from the proposed development and outlines a number of suggested initiatives and measures that will allow sustainable travel modes to be positively promoted at the Mindale Farm development from day one. It seeks to encourage less travel, and where travel does occur, more sustainable journeys.

1.1.4 The measures identified within this Travel Plan will assist in promoting healthy and sustainable travel to, from and within the proposed development, and elsewhere within the community, in line with local, regional, and national policies.

1.2 Development Site and Location

1.3 The site is located within the village of Meliden approximately 800 metres north-west of the village centre. The location of the site is shown on **Plan 1.**

1.4 Development Proposals

1.4.1 The development proposals relate to a planning application for the development of 154 residential units on the site. The residential development will comprise of the following mix of house types.

- 12 x 1-Bedroom flats.
- 58 x 2-Bedroom units.
- 76 x 3-Bedroom dwellings.
- 8 x 4-Bedroom dwellings.

1.4.2 Vehicular access into the site will be provided for via a new priority-controlled access off the A547 Ffordd Talargoch approximately 75 metres south of the A547 Ffordd Talargoch/Ffordd Ty Newydd priority-controlled junction.

1.4.3 The proposed site layout is displayed in **Plan 2**.

1.5 Pedestrian and Cycle Access

1.5.1 Pedestrian and cycle access into the site will be afforded via the proposed vehicular access off the A547 Ffordd Talargoch which link with the existing provision on the A547 Ffordd Talargoch.

1.5.2 In addition, a further pedestrian/cycle access into the site will be provided on the eastern side of the site to link with the existing public footpath that links with Ffordd Ty Newydd. Whilst a further pedestrian link from the site is proposed in the north-east corner which links with the existing PRoW that runs along Maes Meurig.

1.5.3 The pedestrian and cycle provision detailed above together with the provision within the site will ensure that the application site is linked to the extensive provision located in the vicinity of the site, which in turn provide access to the local amenities and services located within the surrounding areas of Meliden.

1.6 The Travel Plan

1.6.1 The primary aim of this Travel Plan is to facilitate and encourage modes of travel other than single occupancy car.

1.6.2 The objectives of this Travel Plan include:

- Reduce reliance on single occupancy car journeys; • Encouraging less travel in general.
- Encouraging use of sustainable travel modes (which includes all non-single car occupancy modes).
- Promoting healthy lifestyles within the community; • Enabling residents to identify their travel choices.
- Promoting sustainability as a key factor of the development by raising the awareness of environmental damage, and
- Give weight to advocating means of travel that are beneficial to the health of those living on or visiting the site

1.7 Residents Travel Pack

1.7.1 The principal measure will consist of a Residents Travel Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures. This will be discussed further in Section 3.

1.8 Plan Administration

1.8.1 The developer will be required to designate a Travel Plan Co-ordinator prior to occupation of the site. Initially, the role is likely to be undertaken by a person employed by Castle Green Homes. Essentially this Co-ordinator will act as a main point of contact and liaison in implementing the Travel Plan with the local authority.

1.8.2 The name and contact details of the Travel Plan Co-ordinator will be provided to the Sustainable Travel Plan Officer at Denbighshire Council.

2 ACCESSBILITY OF SITE BY NON-CAR MODES

2.1 Introduction

2.1.1 In order to accord with the aspirations of the Planning Policy for Wales (PPW), any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

2.1.2 The principle of the PWW policy is to encourage sustainable travel as set out in paragraph 4.1.1:

The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution.

2.1.3 New proposals should therefore be planned to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

2.1.4 The accessibility of the proposed site has been considered by the following modes of transport:

- access on foot.
- access by cycle.
- access by bus.
- access by rail.

2.2 Access on Foot

2.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

2.2.2 A shared pedestrian/cycleway is located on the western side of the A547 Ffordd Talargoch and a footway with a width of 2 metres is located on the western side of the carriageway. To the north, the footway provision provides access to the pedestrian footway network infrastructure located within Meliden, whilst to the south it provides access to Dysarth and the outskirts of Rhuddlan.

2.2.3 In addition to the footway provision provided between the site and the services and amenities located in Meliden, pedestrian crossing facilities are provided in the form of dropped kerbs and tactile paving at all major side junctions, whilst the following controlled crossing facilities are provided.

- Puffin crossing with dropped kerbs, tactile paving and guard railing located on A547 Ffordd Talargoch 60 metres south of The Grove.

- Puffin crossing with dropped kerbs, tactile paving and guard railing located on A547 Ffordd Talargoch 20 metres south of Ffordd Tanrallt.

2.2.4 The pedestrian and cycle network located within the Meliden area is displayed on the Denbighshire County Council Active Travel mapping for the area. **Figure 2.1** below shows the provision in the area.

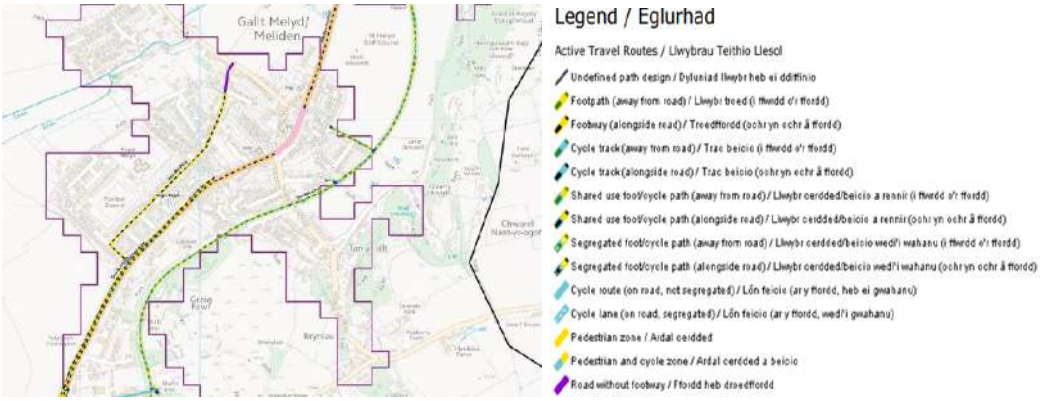


Figure 2.1 Meliden Active Travel Map (Source: DCC)

2.2.5 As previously stated, the development layout has been designed to link with these existing routes together with the existing PRoWs that are located in the vicinity of the site.

2.2.6 A pedestrian catchment of 800 metres and 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 6**. The 800 metre pedestrian catchment encompasses the majority of Meliden including the Ysgol Meld Primary School and One Stop Conveneniece store.

2.2.7 Whilst the 2,000-metre pedestrian catchment illustrates that almost the entirety of the Meliden as well as the southern areas of Prestatyn and the northern areas of Dyserth.

2.2.8 In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15 minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in **Figure 2.2** below:

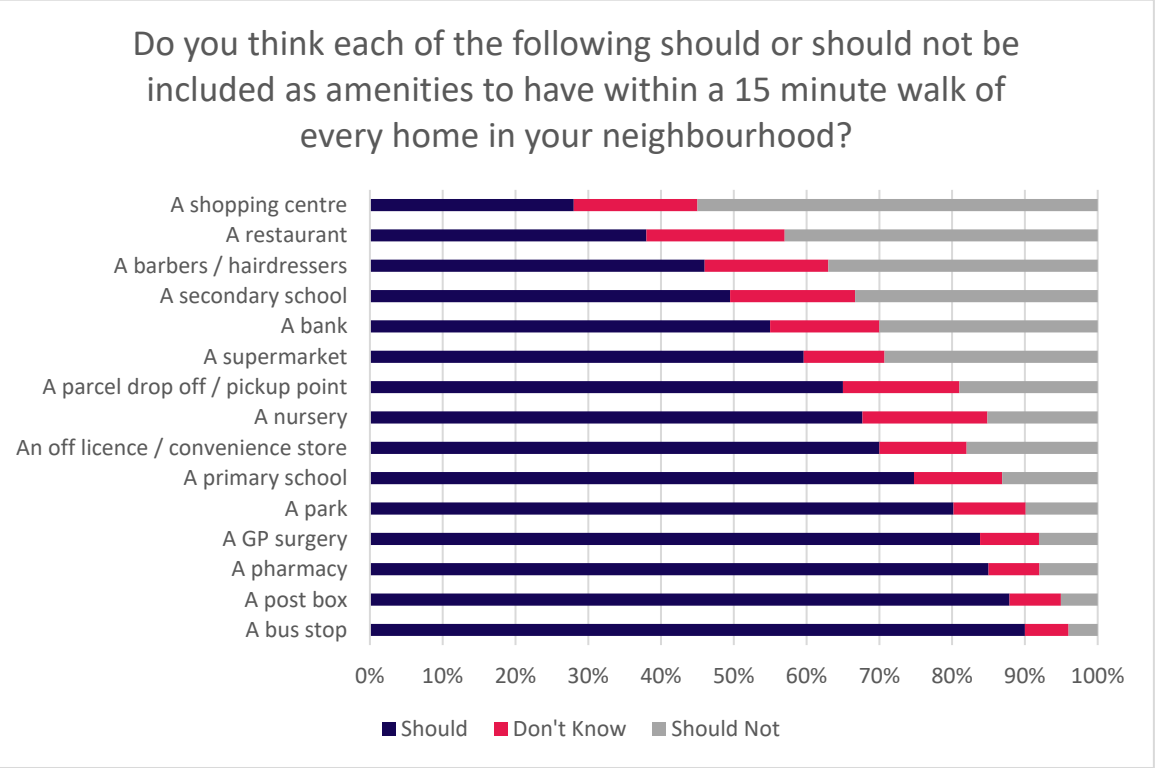


Figure 2.2 YouGov Poll Results (Source YouGov)

2.2.9 Figure 2.2 shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.

2.2.10 Plan 3 provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.

2.2.11 As can be seen in **Plan 6**, the site is located in close proximity to a number of a local amenities, including a bus stop, a post box, a pharmacy / GP surgery, and a local convenience store.

2.2.12 **Table 2.1** below, shows the walking distance from the centre point of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Ysgol Meld Primary School	800m	3,200m	**YES**
One Stop Convenience Store	1,000m	1,600m	**YES**
Pritchard's Pharmacy	1,100m	1,600m	**YES**
Miners Arms Public House	1,200m	1,600m	**YES**
Meliden Branch Surgery	1,200m	1,600m	**YES**
Saints Health and Fitness	1,400m	1,600m	**YES**

Table 2.1 Distance from Site to Local Facilities

2.2.13 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

2.3 Access by Cycle

2.3.1 An alternative mode of travel to the site could be achieved by bicycle.

2.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour. The site's cycle catchment would encompass Meliden, Prestatyn, Dyserth, Rhuddlan and large parts of Rhyl.

2.3.3 In recent years, there has been a significant uptake in electric bikes, known as e-bikes. An e-bike features a pedal-assist motor which can propel the cyclist at 25kph, while the batteries are capable of c.100km on a single charge. Assuming a commute time of 25 minutes, a cyclist on an e bike would travel 10km, therefore, providing the opportunity for quicker and longer cycle trips, even in locations where the topography is undulating.

2.3.4 As previously stated and displayed in Figure 5.1, a shared pedestrian/cycleway is located on the western side of the A547 Ffordd Talargoch. To the north, the footway provision provides access to the pedestrian footway network infrastructure located within Meliden, whilst to the south it provides access to Dysarth and the outskirts of Rhuddlan.

2.3.5 The site can, therefore, be considered as being highly accessible by cycle.

2.4 Access by Bus

2.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

2.4.2 The nearest bus stops to the site are located along the A547 Ffordd Talargoch, to the north of the priority junction with Ffordd Ty Newydd. The bus stop located on the eastern side of the road is approximately 650 metres walking distance from the centre of the site. The bus stop located on the western side of the road is approximately 600 metres walking distance from the centre of the site. The bus stop on the western side of the road is sheltered, with seating and timetable provided.

2.4.3 A summary of the services available from the nearest bus stops from the development site is provided in **Table 2.3** below.

Service No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
13	Llandudno - Prestatyn Bus Station - Clifton Road	-	Every 60 mins	5 services	-	Every 60 mins	5 services	6 services
36	Rhyl - Prestatyn via Dyserth, Rhuddlan Circular	4 services	Every 30 mins	5 services	4 services	Every 30 mins	5 services	Every 120 mins
F19	Flint - Holywell, Prestatyn - Rhyl	-	4 services	-	-	2 services	-	-

Table 2.3 Existing Bus Services Operating in the Vicinity of the Site

2.4.4 As can be seen from **Table 2.3**, the nearest bus stops to the site provides various services throughout the day to destinations such as Llandudno, Prestatyn, and Rhyl.

2.4.5 It is noted that the above services provide a choice of how people travel with the bus services operating from around 05:00am to around 01:00am, making travel by public transport a real alternative to travelling by car for commuting trips.

2.4.6 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 2.4** below.

Destination	Duration
Prestatyn	5 mins
Rhyl	28 mins

Table 2.4 Example Bus Journey Times from the Site

2.4.7 The above table demonstrates that Prestatyn is around a 7-minute bus journey from the site, whilst Rhyl is just a 28-minute bus journey,

2.4.8 It is therefore concluded that the proposed development site is accessible by bus.

2.5 Access by Rail

2.5.1 The closest rail station to the site is Prestatyn, which is located 3km north-east of the site. The station can be accessed by a 7-minute bus journey via bus service 36 which runs along A547 Ffordd Talargoch.

2.5.2 Equally, the train station can also be accessed via a 9 minute cycle journey. There is currently secure cycle parking provision and storage at the station, as well as cycle hire.

2.5.3 The station is managed by Transport for Wales and has 2 platforms, offering 6 services per hour to destinations such as London Euston, Manchester Airport, Llandudno, Holyhead and Birmingham International.

2.5.4 This provides opportunities for commuting/leisure opportunities from the site via rail.

2.6 Non-Car Access Summary

2.6.1 The proposals have been considered in terms of access by non-car modes for the proposed development.

2.6.2 The following conclusions can be drawn from this section of the report:

- the site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the local services and amenities located within Meliden.
- it has been demonstrated that the site is accessible by cycle, with designated cycle provision located within close proximity of the site.

- the services from the bus stops on travelling to destinations such as Prestatyn and Rhyl, shows that the proposed development can be considered as accessible by bus, and

- The site is accessible via rail with Prestatyn station located just a short bus or cycle journey away.

2.6.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in PPW.

3 MANAGEMENT MEASURES

3.1 Introduction

3.1.1 The following Travel Plan measures will be implemented:

i) Resident's Travel Pack,

ii) Travel awareness and Information,

iii) Promotion of Lift Share Scheme, and

iv) Encouraging Walking/Cycling.

3.2 Resident's Travel Pack

3.2.1 It is an important and emerging principle in residential developments that where appropriate the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.

3.2.2 The proposed development is very well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly the existence of a local bus service will encourage choice of public transport as a primary means of travel for the development.

3.2.3 However, in order to build on these locational advantages it is recommended that a Residents' Travel Pack is provided for the occupants of each new dwelling.

3.2.4 The contents of such a travel pack would include information relating to walking and cycling routes in the area and the provision of up to date bus and rail timetable information as well as identification of the location of nearby amenity facilities as part of the information supplied to prospective purchasers.

3.2.5 The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a residential development.

3.2.6 Within the Resident's Welcome Pack, residents will be encouraged to consider ways in which to reduce their need to travel such as home delivery for shopping and working from home. The first issue of the Resident's Travel Pack will be the responsibility of the house builder.

3.2.7 The provision of a Resident's Travel Pack will form part of the terms of the sale or occupancy of the dwellings and therefore they are aware in advance of what is required of them within the Travel Plan framework.

3.3 Travel Awareness and Information

3.3.1 Residents will be made aware of the existence of the Travel Plan and a copy of the plan will be made available to residents on purchasing a property.

3.3.2 As mentioned previously, Resident's Travel Packs will be issued for new residents moving into the development and prospective buyers will be made aware of the travel plan when viewing properties.

3.4 Car Sharing Scheme

3.4.1 The Travel Plan Co-ordinator will promote the use of car sharing scheme and employees will be encouraged to register on the Liftshare or Cowheels websites.

3.4.2 This allows users to register their details, where they are travelling to the Meliden area and if they are offering a lift or require a lift to their destination.

3.4.3 Travel Plan Co-ordinator will also investigate the viability of establishing a Car Sharing Club for the residential development, however, it is likely that the promotion of the above schemes will be more beneficial.

3.5 Encouraging Walking/Cycling

3.5.1 Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site through the provision of the Resident’s Travel Pack. Local and National campaigns for walking and cycling will also be promoted by the Travel Plan Co-ordinator.

3.5.2 To encourage pedestrian/cyclist links between the site and the surrounding area, the layout has been designed to link with the existing pedestrian provision located within the Meliden area.

3.5.3 The provision of walking/cycling signage will be investigated by the Travel Plan Co-ordinator, this signage could provide details on the routes and distances to and from local services and amenities in the area.

4 TRAVEL PLAN TARGETS

4.1 Introduction

4.1.1 This section of the Travel Plan will provide details of the targets against which the success of the Plan in achieving its objectives will be measured.

4.1.2 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

4.1.3 In order to set the targets further information (e.g. through a travel survey) may have to be obtained in order to establish against which to set the targets. This information will be related to existing patterns of movement (i.e. the proportion of residents who travel to their workplace by non-car mode) and may be obtained from sources such as the National Travel Survey and the National Census.

4.1.4 Suitable targets for reducing the need to travel by private car will be set and agreed with Denbighshire County Council and included in the final Travel Plan for the development.

4.2 Initial Targets

4.2.1 Targets will be set now and may be modified once travel surveys have been carried out, and after each new set of travel surveys. Targets will be 'SMART' meaning:

- Site-specific.
- Measurable.
- Achievable.
- Realistic, and
- Time related.

4.2.2 A preliminary target has been set at a 10% reduction in single occupancy vehicle trips over the life of the Travel Plan. This takes into consideration the existing and proposed new and existing infrastructure in the vicinity of the site and the close proximity of local services to the development site.

4.3 Action Plan

4.3.1 **Table 4.1** below provides an Action Plan and timescales to assist the Travel Plan Co-ordinator (TPC) to implement the obligations of the Travel Plan.

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	Developer
Production of Travel Pack	Upon Occupation	Resident travel survey	Developer/Travel Plan Co-ordinator
Undertake initial travel surveys	Within 1 month of reaching 75% occupation of development	Receipt of survey results	Travel Plan Co-ordinator
Agree Travel Plan Targets	1 month after initial travel survey undertaken	Receipt of written agreements of target	Travel Plan Co-ordinator
Achieve target car driver travel to work mode split	5 years after initial travel survey (75% occupation)	Multimodal resident travel surveys conducted in years 1, 3 and 5	Travel Plan Co-ordinator
Produce final Travel Plan	3 months following collection of initial Travel Surveys	Amend targets (if necessary) and submit final document to Local Authority	Travel Plan Co-ordinator

Table 4.1 Travel Plan Action Plan

4.3.2 The table above sets out the key tasks that will need to be undertaken by the Travel Plan Co-ordinator as part of the Travel Plan including guidance as to timescales for the tasks to be undertaken.

4.3.3 The above table includes the production of the final Travel Plan document which will be submitted to the Travel Officer at the Council within 3 months of the initial travel surveys.

APPENDIX 2

Traffic Count Data

Meliden, Wednesday 1st October 2025

Junction: 1

Approach: A547 Meliden Road North

	Ahead to A547 Meliden Road (South)					Right to	
TIME	LIGHT	HEAVY	BUS	**TOTAL**	**PCUs**	LIGHT	HEAVY
07:30 - 07:45	131	4	0	**135**	**140.2**	0	0
07:45 - 08:00	129	6	4	**139**	**150.8**	0	0
Hourly Total	**260**	**10**	**4**	**274**	**291.0**	**0**	**0**
08:00 - 08:15	154	5	2	**161**	**169.5**	0	0
08:15 - 08:30	126	1	4	**131**	**136.3**	0	0
08:30 - 08:45	139	2	4	**145**	**151.6**	0	0
08:45 - 09:00	120	2	0	**122**	**124.6**	0	0
Hourly Total	**539**	**10**	**10**	**559**	**582.0**	**0**	**0**
09:00 - 09:15	120	2	4	**126**	**132.6**	0	0
09:15 - 09:30	95	3	0	**98**	**101.9**	0	0
Hourly Total	**215**	**5**	**4**	**224**	**234.5**	**0**	**0**
TOTAL	**1014**	**25**	**18**	**1057**	**1107.5**	**0**	**0**
16:30 - 16:45	98	4	2	**104**	**111.2**	0	0
16:45 - 17:00	120	0	0	**120**	**120.0**	0	0
Hourly Total	**218**	**4**	**2**	**224**	**231.2**	**0**	**0**
17:00 - 17:15	139	1	1	**141**	**143.3**	0	0
17:15 - 17:30	144	0	1	**145**	**146.0**	0	0
17:30 - 17:45	117	1	2	**120**	**123.3**	0	0
17:45 - 18:00	144	0	0	**144**	**144.0**	0	0
Hourly Total	**544**	**2**	**4**	**550**	**556.6**	**0**	**0**
18:00 - 18:15	97	0	1	**98**	**99.0**	0	0
18:15 - 18:30	101	1	2	**104**	**107.3**	0	0
Hourly Total	**198**	**1**	**3**	**202**	**206.3**	**0**	**0**
TOTAL	**960**	**7**	**9**	**976**	**994.1**	**0**	**0**

ɔ Ffordd Talargoch		
BUS	**TOTAL**	**PCUs**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Meliden, Wednesday 1st October 2025

Junction: 1

Approach: A547 Meliden Road South

	Left to Ffordd Talargoch					Ahead to A547 Meliden		
TIME	LIGHT	HEAVY	BUS	**TOTAL**	**PCUs**	LIGHT	HEAVY	BUS
07:30 - 07:45	0	0	0	**0**	**0.0**	68	3	4
07:45 - 08:00	0	0	0	**0**	**0.0**	93	1	4
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**161**	**4**	**8**
08:00 - 08:15	0	0	0	**0**	**0.0**	132	1	1
08:15 - 08:30	0	0	0	**0**	**0.0**	148	2	1
08:30 - 08:45	0	0	0	**0**	**0.0**	133	2	2
08:45 - 09:00	0	0	0	**0**	**0.0**	154	5	1
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**567**	**10**	**5**
09:00 - 09:15	0	0	0	**0**	**0.0**	129	7	0
09:15 - 09:30	0	0	0	**0**	**0.0**	101	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**230**	**7**	**0**
TOTAL	**0**	**0**	**0**	**0**	**0.0**	**958**	**21**	**13**
16:30 - 16:45	0	0	0	**0**	**0.0**	130	1	0
16:45 - 17:00	0	0	0	**0**	**0.0**	150	1	0
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**280**	**2**	**0**
17:00 - 17:15	0	0	0	**0**	**0.0**	159	1	0
17:15 - 17:30	0	0	0	**0**	**0.0**	146	2	0
17:30 - 17:45	0	0	0	**0**	**0.0**	130	0	2
17:45 - 18:00	0	0	0	**0**	**0.0**	132	0	1
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**567**	**3**	**3**
18:00 - 18:15	0	0	0	**0**	**0.0**	93	0	0
18:15 - 18:30	0	0	0	**0**	**0.0**	74	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**167**	**0**	**0**
TOTAL	**0**	**0**	**0**	**0**	**0.0**	**1014**	**5**	**3**

Road (North)		U-Turn				
TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
75	82.9	0	0	0	0	0.0
98	103.3	0	0	0	0	0.0
173	186.2	0	0	0	0	0.0
134	136.3	0	0	0	0	0.0
151	154.6	0	0	0	0	0.0
137	141.6	0	0	0	0	0.0
160	167.5	0	0	0	0	0.0
582	600.0	0	0	0	0	0.0
136	145.1	0	0	0	0	0.0
101	101.0	0	0	0	0	0.0
237	246.1	0	0	0	0	0.0
992	1032.3	0	0	0	0	0.0
131	132.3	0	0	0	0	0.0
151	152.3	0	0	0	0	0.0
282	284.6	0	0	0	0	0.0
160	161.3	0	0	0	0	0.0
148	150.6	0	0	0	0	0.0
132	134.0	1	0	0	1	1.0
133	134.0	0	0	0	0	0.0
573	579.9	1	0	0	1	1.0
93	93.0	0	0	0	0	0.0
74	74.0	0	0	0	0	0.0
167	167.0	0	0	0	0	0.0
1022	1031.5	1	0	0	1	1.0

PCU Fa
LIGHT
HEAVY
BUS

actors:
1.0
2.3
2.0

Meliden, Wednesday 1st October 2025

Junction: 1
Approach: Ffordd Talargoch

	Left to A547 Meliden Road (North)					Right to A547 Meliden R		
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS
07:30 - 07:45	6	0	0	6	6.0	48	0	1
07:45 - 08:00	11	0	2	13	15.0	45	0	0
Hourly Total	**17**	**0**	**2**	**19**	**21.0**	**93**	**0**	**1**
08:00 - 08:15	7	0	0	7	7.0	43	0	0
08:15 - 08:30	3	0	0	3	3.0	37	0	0
08:30 - 08:45	11	0	1	12	13.0	40	0	0
08:45 - 09:00	10	0	0	10	10.0	27	0	0
Hourly Total	**31**	**0**	**1**	**32**	**33.0**	**147**	**0**	**0**
09:00 - 09:15	3	0	1	4	5.0	25	0	0
09:15 - 09:30	7	0	0	7	7.0	31	0	0
Hourly Total	**10**	**0**	**1**	**11**	**12.0**	**56**	**0**	**0**
TOTAL	**58**	**0**	**4**	**62**	**66.0**	**296**	**0**	**1**
16:30 - 16:45	2	0	0	2	2.0	21	0	0
16:45 - 17:00	6	0	0	6	6.0	30	0	0
Hourly Total	**8**	**0**	**0**	**8**	**8.0**	**51**	**0**	**0**
17:00 - 17:15	5	0	1	6	7.0	29	0	0
17:15 - 17:30	9	0	0	9	9.0	30	0	0
17:30 - 17:45	4	0	1	5	6.0	28	0	0
17:45 - 18:00	3	0	0	3	3.0	36	0	0
Hourly Total	**21**	**0**	**2**	**23**	**25.0**	**123**	**0**	**0**
18:00 - 18:15	5	0	1	6	7.0	24	0	1
18:15 - 18:30	11	0	1	12	13.0	23	0	0
Hourly Total	**16**	**0**	**2**	**18**	**20.0**	**47**	**0**	**1**
TOTAL	**45**	**0**	**4**	**49**	**53.0**	**221**	**0**	**1**

Road (South)	
TOTAL	PCUs
49	50.0
45	45.0
94	95.0
43	43.0
37	37.0
40	40.0
27	27.0
147	147.0
25	25.0
31	31.0
56	56.0
297	298.0
21	21.0
30	30.0
51	51.0
29	29.0
30	30.0
28	28.0
36	36.0
123	123.0
25	26.0
23	23.0
48	49.0
222	223.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Meliden, Wednesday 1st October 2025

From: 1) 07:30

To: 1) 09:30

Class: All Vehicles

Show Peak Hour: ☐

Show PCUs: ☑

Show Session 2

PCUs in red

U-Turn

A547 Meliden Road (North)		
To C	To B	
0	1057	
0	1107.5	

Ffordd Talargoch			
	To A	62	66
	To B	297	298

0	1032.3	0
0	992	0
To C	To A	U-Turn
A547 Meliden Road (South)		

Meliden, Wednesday 1st October 2025

Junction: 2

Approach: A547 Meliden Road North

	Ahead to A547 Meliden Road (South)					Right to	
TIME	LIGHT	HEAVY	BUS	**TOTAL**	**PCUs**	LIGHT	HEAVY
07:30 - 07:45	181	4	1	**186**	**192.2**	2	0
07:45 - 08:00	167	5	4	**176**	**186.5**	4	0
Hourly Total	**348**	**9**	**5**	**362**	**378.7**	**6**	**0**
08:00 - 08:15	191	6	2	**199**	**208.8**	5	0
08:15 - 08:30	155	1	4	**160**	**165.3**	4	0
08:30 - 08:45	174	2	4	**180**	**186.6**	7	0
08:45 - 09:00	133	2	0	**135**	**137.6**	8	0
Hourly Total	**653**	**11**	**10**	**674**	**698.3**	**24**	**0**
09:00 - 09:15	141	2	4	**147**	**153.6**	11	0
09:15 - 09:30	119	3	0	**122**	**125.9**	7	0
Hourly Total	**260**	**5**	**4**	**269**	**279.5**	**18**	**0**
TOTAL	**1261**	**25**	**19**	**1305**	**1356.5**	**48**	**0**
16:30 - 16:45	113	4	2	**119**	**126.2**	6	0
16:45 - 17:00	138	0	0	**138**	**138.0**	11	0
Hourly Total	**251**	**4**	**2**	**257**	**264.2**	**17**	**0**
17:00 - 17:15	150	1	1	**152**	**154.3**	17	0
17:15 - 17:30	158	0	1	**159**	**160.0**	17	0
17:30 - 17:45	135	1	2	**138**	**141.3**	16	0
17:45 - 18:00	155	0	0	**155**	**155.0**	23	0
Hourly Total	**598**	**2**	**4**	**604**	**610.6**	**73**	**0**
18:00 - 18:15	111	0	2	**113**	**115.0**	9	0
18:15 - 18:30	117	1	2	**120**	**123.3**	7	0
Hourly Total	**228**	**1**	**4**	**233**	**238.3**	**16**	**0**
TOTAL	**1077**	**7**	**10**	**1094**	**1113.1**	**106**	**0**

› Ffordd Talargoch		
BUS	**TOTAL**	**PCUs**
0	**2**	**2.0**
0	**4**	**4.0**
0	**6**	**6.0**
0	**5**	**5.0**
0	**4**	**4.0**
0	**7**	**7.0**
0	**8**	**8.0**
0	**24**	**24.0**
0	**11**	**11.0**
0	**7**	**7.0**
0	**18**	**18.0**
0	**48**	**48.0**
0	**6**	**6.0**
0	**11**	**11.0**
0	**17**	**17.0**
0	**17**	**17.0**
0	**17**	**17.0**
0	**16**	**16.0**
0	**23**	**23.0**
0	**73**	**73.0**
0	**9**	**9.0**
0	**7**	**7.0**
0	**16**	**16.0**
0	**106**	**106.0**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Meliden, Wednesday 1st October 2025

Junction: 2

Approach: A547 Meliden Road South

	Left to Ffordd Talargoch					Ahead to A547 Meliden		
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS
07:30 - 07:45	8	1	1	10	12.3	68	3	4
07:45 - 08:00	16	0	2	18	20.0	91	1	4
Hourly Total	**24**	**1**	**3**	**28**	**32.3**	**159**	**4**	**8**
08:00 - 08:15	13	0	0	13	13.0	131	1	1
08:15 - 08:30	21	0	0	21	21.0	146	2	1
08:30 - 08:45	26	0	1	27	28.0	132	2	2
08:45 - 09:00	21	1	0	22	23.3	152	5	1
Hourly Total	**81**	**1**	**1**	**83**	**85.3**	**561**	**10**	**5**
09:00 - 09:15	16	0	1	17	18.0	134	7	0
09:15 - 09:30	20	0	0	20	20.0	95	0	0
Hourly Total	**36**	**0**	**1**	**37**	**38.0**	**229**	**7**	**0**
TOTAL	**141**	**2**	**5**	**148**	**155.6**	**949**	**21**	**13**
16:30 - 16:45	33	0	0	33	33.0	133	1	0
16:45 - 17:00	53	0	2	55	57.0	144	1	0
Hourly Total	**86**	**0**	**2**	**88**	**90.0**	**277**	**2**	**0**
17:00 - 17:15	51	0	1	52	53.0	163	1	0
17:15 - 17:30	42	0	0	42	42.0	147	2	0
17:30 - 17:45	51	0	1	52	53.0	134	0	2
17:45 - 18:00	50	0	0	50	50.0	126	0	1
Hourly Total	**194**	**0**	**2**	**196**	**198.0**	**570**	**3**	**3**
18:00 - 18:15	31	0	2	33	35.0	92	0	0
18:15 - 18:30	33	0	1	34	35.0	75	0	0
Hourly Total	**64**	**0**	**3**	**67**	**70.0**	**167**	**0**	**0**
TOTAL	**344**	**0**	**7**	**351**	**358.0**	**1014**	**5**	**3**

Road (North)	
TOTAL	**PCUs**
75	**82.9**
96	**101.3**
171	**184.2**
133	**135.3**
149	**152.6**
136	**140.6**
158	**165.5**
576	**594.0**
141	**150.1**
95	**95.0**
236	**245.1**
983	**1023.3**
134	**135.3**
145	**146.3**
279	**281.6**
164	**165.3**
149	**151.6**
136	**138.0**
127	**128.0**
576	**582.9**
92	**92.0**
75	**75.0**
167	**167.0**
1022	**1031.5**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Meliden, Wednesday 1st October 2025

Junction: 2

Approach: Ffordd Talargoch

	Left to A547 Meliden Road (North)					Right to A547 Meliden R		
TIME	LIGHT	HEAVY	BUS	**TOTAL**	**PCUs**	LIGHT	HEAVY	BUS
07:30 - 07:45	0	0	0	**0**	**0.0**	0	0	0
07:45 - 08:00	0	0	0	**0**	**0.0**	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	**0**	**0.0**	0	0	0
08:15 - 08:30	0	0	0	**0**	**0.0**	0	0	0
08:30 - 08:45	0	0	0	**0**	**0.0**	0	0	0
08:45 - 09:00	0	0	0	**0**	**0.0**	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	**0**	**0.0**	0	0	0
09:15 - 09:30	0	0	0	**0**	**0.0**	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**
TOTAL	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**
16:30 - 16:45	0	0	0	**0**	**0.0**	0	0	0
16:45 - 17:00	1	0	0	**1**	**1.0**	0	0	0
Hourly Total	**1**	**0**	**0**	**1**	**1.0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	**0**	**0.0**	0	0	0
17:15 - 17:30	0	0	0	**0**	**0.0**	0	0	0
17:30 - 17:45	0	0	0	**0**	**0.0**	0	0	0
17:45 - 18:00	0	0	0	**0**	**0.0**	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	**0**	**0.0**	0	0	0
18:15 - 18:30	0	0	0	**0**	**0.0**	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**
TOTAL	**1**	**0**	**0**	**1**	**1.0**	**0**	**0**	**0**

Road (South)	
TOTAL	PCUs
0	0.0
0	0.0
0	0.0
0	0.0
0	0.0
0	0.0
0	0.0
0	0.0
0	0.0
0	0.0
0	0.0

0	0.0

0	0.0
0	0.0
0	0.0
0	0.0
0	0.0
0	0.0
0	0.0
0	0.0
0	0.0
0	0.0
0	0.0

0	0.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Meliden, Wednesday 1st October 2025

From: 1) 07:30

To: 1) 09:30

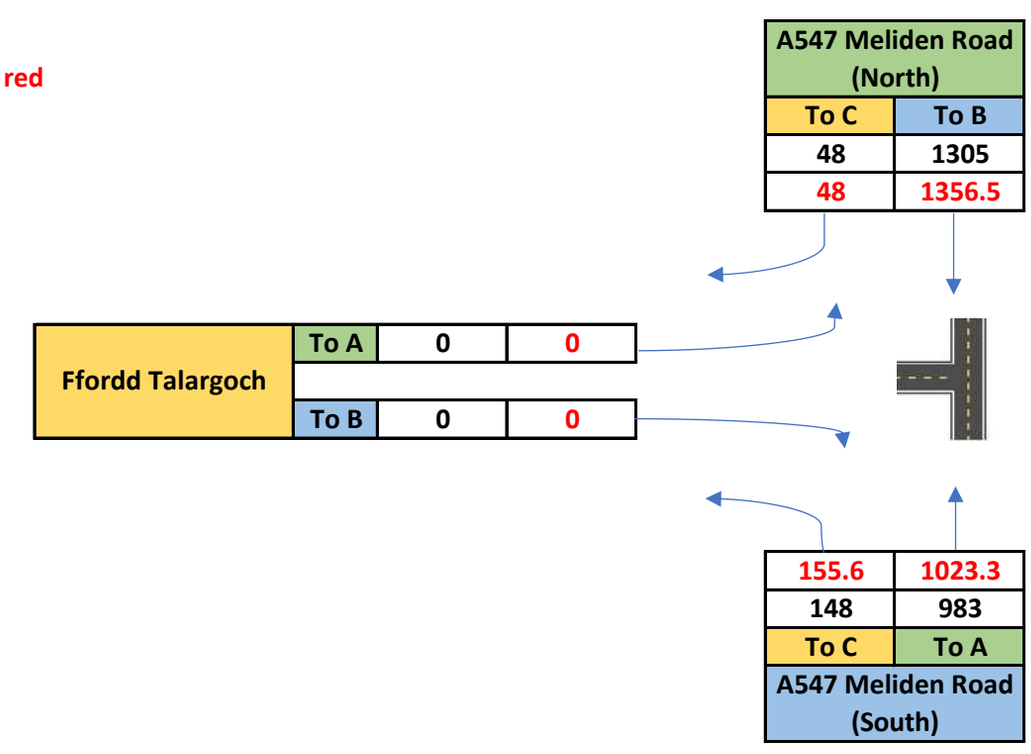
Class: All Vehicles

Show Peak Hour: ☐

Show PCUs: ☑

Show Session 2

PCUs in red



Meliden, Wednesday 1st October 2025

Junction: 3
Approach: A547 North

	Left to Allt Y Graig					Ahead	
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
07:30 - 07:45	15	0	0	15	15.0	179	6
07:45 - 08:00	10	0	0	10	10.0	147	5
Hourly Total	25	0	0	25	25.0	326	11
08:00 - 08:15	14	0	0	14	14.0	213	5
08:15 - 08:30	14	0	0	14	14.0	145	4
08:30 - 08:45	9	0	0	9	9.0	144	3
08:45 - 09:00	13	0	0	13	13.0	140	2
Hourly Total	50	0	0	50	50.0	642	14
09:00 - 09:15	7	0	0	7	7.0	124	2
09:15 - 09:30	8	0	0	8	8.0	102	7
Hourly Total	15	0	0	15	15.0	226	9
TOTAL	90	0	0	90	90.0	1194	34
16:30 - 16:45	10	0	0	10	10.0	109	2
16:45 - 17:00	7	0	0	7	7.0	117	0
Hourly Total	17	0	0	17	17.0	226	2
17:00 - 17:15	11	0	0	11	11.0	124	0
17:15 - 17:30	7	0	0	7	7.0	145	1
17:30 - 17:45	10	0	0	10	10.0	154	1
17:45 - 18:00	9	0	0	9	9.0	114	0
Hourly Total	37	0	0	37	37.0	537	2
18:00 - 18:15	4	0	0	4	4.0	106	0
18:15 - 18:30	3	0	0	3	3.0	84	1
Hourly Total	7	0	0	7	7.0	190	1
TOTAL	61	0	0	61	61.0	953	5

l to A547 (South)			Right to B5119				
BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
2	187	196.8	2	0	0	2	2.0
3	155	164.5	9	0	0	9	9.0
5	342	361.3	11	0	0	11	11.0
3	221	230.5	8	0	0	8	8.0
3	152	160.2	4	0	0	4	4.0
4	151	158.9	10	0	0	10	10.0
0	142	144.6	11	0	0	11	11.0
10	666	694.2	33	0	0	33	33.0
4	130	136.6	6	0	0	6	6.0
0	109	118.1	4	0	0	4	4.0
4	239	254.7	10	0	0	10	10.0
19	1247	1310.2	54	0	0	54	54.0
2	113	117.6	5	0	0	5	5.0
0	117	117.0	5	0	0	5	5.0
2	230	234.6	10	0	0	10	10.0
0	124	124.0	3	0	0	3	3.0
2	148	151.3	9	0	0	9	9.0
2	157	160.3	6	0	0	6	6.0
0	114	114.0	9	0	0	9	9.0
4	543	549.6	27	0	0	27	27.0
2	108	110.0	5	0	0	5	5.0
1	86	88.3	1	0	0	1	1.0
3	194	198.3	6	0	0	6	6.0
9	967	982.5	43	0	0	43	43.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Meliden, Wednesday 1st October 2025

Junction: 3
Approach: Allt Y Graig

	Left to A547 (South)					Ahead to B51		
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS
07:30 - 07:45	6	1	0	7	8.3	3	0	0
07:45 - 08:00	5	1	0	6	7.3	2	0	0
Hourly Total	**11**	**2**	**0**	**13**	**15.6**	**5**	**0**	**0**
08:00 - 08:15	5	2	0	7	9.6	5	0	0
08:15 - 08:30	7	0	0	7	7.0	2	0	0
08:30 - 08:45	5	3	0	8	11.9	0	0	0
08:45 - 09:00	10	0	0	10	10.0	3	0	0
Hourly Total	**27**	**5**	**0**	**32**	**38.5**	**10**	**0**	**0**
09:00 - 09:15	6	2	0	8	10.6	4	0	0
09:15 - 09:30	3	1	0	4	5.3	2	0	0
Hourly Total	**9**	**3**	**0**	**12**	**15.9**	**6**	**0**	**0**
TOTAL	**47**	**10**	**0**	**57**	**70.0**	**21**	**0**	**0**
16:30 - 16:45	5	0	0	5	5.0	10	0	0
16:45 - 17:00	2	0	0	2	2.0	4	0	0
Hourly Total	**7**	**0**	**0**	**7**	**7.0**	**14**	**0**	**0**
17:00 - 17:15	12	0	0	12	12.0	6	0	0
17:15 - 17:30	3	0	0	3	3.0	4	0	0
17:30 - 17:45	2	0	0	2	2.0	6	0	0
17:45 - 18:00	1	0	0	1	1.0	3	0	0
Hourly Total	**18**	**0**	**0**	**18**	**18.0**	**19**	**0**	**0**
18:00 - 18:15	0	0	0	0	0.0	2	0	0
18:15 - 18:30	5	0	0	5	5.0	2	0	0
Hourly Total	**5**	**0**	**0**	**5**	**5.0**	**4**	**0**	**0**
TOTAL	**30**	**0**	**0**	**30**	**30.0**	**37**	**0**	**0**

19		Right to A547 (North)				
TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
3	3.0	4	0	0	4	4.0
2	2.0	4	0	0	4	4.0
5	5.0	8	0	0	8	8.0
5	5.0	12	0	0	12	12.0
2	2.0	10	0	0	10	10.0
0	0.0	6	1	0	7	8.3
3	3.0	5	0	0	5	5.0
10	10.0	33	1	0	34	35.3
4	4.0	9	0	0	9	9.0
2	2.0	8	0	0	8	8.0
6	6.0	17	0	0	17	17.0
21	21.0	58	1	0	59	60.3
10	10.0	10	0	0	10	10.0
4	4.0	3	0	0	3	3.0
14	14.0	13	0	0	13	13.0
6	6.0	11	0	0	11	11.0
4	4.0	8	0	0	8	8.0
6	6.0	4	0	0	4	4.0
3	3.0	7	0	0	7	7.0
19	19.0	30	0	0	30	30.0
2	2.0	4	0	0	4	4.0
2	2.0	7	0	0	7	7.0
4	4.0	11	0	0	11	11.0
37	37.0	54	0	0	54	54.0

PCU Fa
LIGHT
HEAVY
BUS

actors:
1.0
2.3
2.0

Meliden, Wednesday 1st October 2025

Junction: 3
Approach: A547 South

	Left to B5119					Ahead to A547 (N		
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS
07:30 - 07:45	1	0	0	1	1.0	76	2	5
07:45 - 08:00	0	0	0	0	0.0	107	1	7
Hourly Total	**1**	**0**	**0**	**1**	**1.0**	**183**	**3**	**12**
08:00 - 08:15	1	0	0	1	1.0	135	3	0
08:15 - 08:30	4	0	0	4	4.0	139	2	2
08:30 - 08:45	1	0	0	1	1.0	143	2	3
08:45 - 09:00	4	0	0	4	4.0	131	8	0
Hourly Total	**10**	**0**	**0**	**10**	**10.0**	**548**	**15**	**5**
09:00 - 09:15	1	0	0	1	1.0	131	3	1
09:15 - 09:30	0	0	0	0	0.0	108	0	0
Hourly Total	**1**	**0**	**0**	**1**	**1.0**	**239**	**3**	**1**
TOTAL	**12**	**0**	**0**	**12**	**12.0**	**970**	**21**	**18**
16:30 - 16:45	0	0	0	0	0.0	161	1	1
16:45 - 17:00	1	0	0	1	1.0	182	1	1
Hourly Total	**1**	**0**	**0**	**1**	**1.0**	**343**	**2**	**2**
17:00 - 17:15	1	0	0	1	1.0	203	2	1
17:15 - 17:30	4	0	0	4	4.0	181	1	1
17:30 - 17:45	2	0	0	2	2.0	179	0	2
17:45 - 18:00	1	0	0	1	1.0	150	1	1
Hourly Total	**8**	**0**	**0**	**8**	**8.0**	**713**	**4**	**5**
18:00 - 18:15	5	0	0	5	5.0	133	0	2
18:15 - 18:30	1	0	0	1	1.0	101	1	1
Hourly Total	**6**	**0**	**0**	**6**	**6.0**	**234**	**1**	**3**
TOTAL	**15**	**0**	**0**	**15**	**15.0**	**1290**	**7**	**10**

North)		Right to Allt Y Graig				
TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
83	90.6	4	2	0	6	8.6
115	123.3	6	0	0	6	6.0
198	213.9	10	2	0	12	14.6
138	141.9	9	0	0	9	9.0
143	147.6	4	3	0	7	10.9
148	153.6	6	0	0	6	6.0
139	149.4	5	0	0	5	5.0
568	592.5	24	3	0	27	30.9
135	139.9	6	1	0	7	8.3
108	108.0	8	0	0	8	8.0
243	247.9	14	1	0	15	16.3
1009	1054.3	48	6	0	54	61.8
163	165.3	2	0	0	2	2.0
184	186.3	3	0	0	3	3.0
347	351.6	5	0	0	5	5.0
206	209.6	8	0	0	8	8.0
183	185.3	4	0	0	4	4.0
181	183.0	1	0	0	1	1.0
152	154.3	4	0	0	4	4.0
722	732.2	17	0	0	17	17.0
135	137.0	0	0	0	0	0.0
103	105.3	2	0	0	2	2.0
238	242.3	2	0	0	2	2.0
1307	1326.1	24	0	0	24	24.0

PCU Fa
LIGHT
HEAVY
BUS

actors:
1.0
2.3
2.0

Meliden, Wednesday 1st October 2025

Junction: 3
Approach: B5119

	Left to A547 (North)					Ahead to Allt Y		
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS
07:30 - 07:45	4	0	0	4	4.0	4	0	0
07:45 - 08:00	10	0	0	10	10.0	6	0	0
Hourly Total	**14**	**0**	**0**	**14**	**14.0**	**10**	**0**	**0**
08:00 - 08:15	3	0	0	3	3.0	4	0	0
08:15 - 08:30	5	0	0	5	5.0	5	0	0
08:30 - 08:45	6	0	0	6	6.0	5	0	0
08:45 - 09:00	14	0	0	14	14.0	5	0	0
Hourly Total	**28**	**0**	**0**	**28**	**28.0**	**19**	**0**	**0**
09:00 - 09:15	6	0	0	6	6.0	7	0	0
09:15 - 09:30	7	0	0	7	7.0	4	0	0
Hourly Total	**13**	**0**	**0**	**13**	**13.0**	**11**	**0**	**0**
TOTAL	**55**	**0**	**0**	**55**	**55.0**	**40**	**0**	**0**
16:30 - 16:45	4	0	0	4	4.0	3	0	0
16:45 - 17:00	9	0	0	9	9.0	4	0	0
Hourly Total	**13**	**0**	**0**	**13**	**13.0**	**7**	**0**	**0**
17:00 - 17:15	12	0	0	12	12.0	2	0	0
17:15 - 17:30	8	0	0	8	8.0	4	0	0
17:30 - 17:45	5	0	0	5	5.0	3	0	0
17:45 - 18:00	7	0	0	7	7.0	2	0	0
Hourly Total	**32**	**0**	**0**	**32**	**32.0**	**11**	**0**	**0**
18:00 - 18:15	6	0	0	6	6.0	3	0	0
18:15 - 18:30	4	0	0	4	4.0	3	0	0
Hourly Total	**10**	**0**	**0**	**10**	**10.0**	**6**	**0**	**0**
TOTAL	**55**	**0**	**0**	**55**	**55.0**	**24**	**0**	**0**

Graig		Right to A547 (South)				
TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
4	4.0	13	0	0	13	13.0
6	6.0	15	0	0	15	15.0
10	10.0	28	0	0	28	28.0
4	4.0	17	0	0	17	17.0
5	5.0	13	0	0	13	13.0
5	5.0	24	0	0	24	24.0
5	5.0	18	0	0	18	18.0
19	19.0	72	0	0	72	72.0
7	7.0	14	0	0	14	14.0
4	4.0	12	0	0	12	12.0
11	11.0	26	0	0	26	26.0
40	40.0	126	0	0	126	126.0
3	3.0	8	0	0	8	8.0
4	4.0	8	0	0	8	8.0
7	7.0	16	0	0	16	16.0
2	2.0	11	1	0	12	13.3
4	4.0	17	0	0	17	17.0
3	3.0	10	0	0	10	10.0
2	2.0	17	0	0	17	17.0
11	11.0	55	1	0	56	57.3
3	3.0	13	1	0	14	15.3
3	3.0	5	0	0	5	5.0
6	6.0	18	1	0	19	20.3
24	24.0	89	2	0	91	93.6

PCU Fa
LIGHT
HEAVY
BUS

actors:
1.0
2.3
2.0

Meliden, Wednesday 1st October 2025

From: 1) 07:30

To: 1) 09:30

Class: All Vehicles

Show Peak Hour: ☐

Show PCUs: ☑

Show Session 2

PCUs in red

A547 (North)		
To D	To C	To B
54	1247	90
54	1310.2	90

B5119			
To A	51	51
To B	40	40
To C	126	126

Allt Y Graig			
To A	59	60.3
To D	21	21
To C	57	70

12	1054.3	61.8
12	1009	54
To D	To A	To B
A547 (South)		

Meliden, Wednesday 1st October 2025

Junction: 4

Approach: Ffordd Talargoch East

	Left to Ffordd Talargoch (South)					Ahead to	
TIME	LIGHT	HEAVY	BUS	**TOTAL**	**PCUs**	LIGHT	HEAVY
07:30 - 07:45	0	0	0	**0**	**0.0**	0	0
07:45 - 08:00	0	0	0	**0**	**0.0**	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**
08:00 - 08:15	0	0	0	**0**	**0.0**	0	0
08:15 - 08:30	0	0	0	**0**	**0.0**	0	0
08:30 - 08:45	0	0	0	**0**	**0.0**	0	0
08:45 - 09:00	0	0	0	**0**	**0.0**	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**
09:00 - 09:15	0	0	0	**0**	**0.0**	0	0
09:15 - 09:30	0	0	0	**0**	**0.0**	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**
TOTAL	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**
16:30 - 16:45	0	0	0	**0**	**0.0**	0	0
16:45 - 17:00	0	0	0	**0**	**0.0**	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**
17:00 - 17:15	0	0	0	**0**	**0.0**	0	0
17:15 - 17:30	0	0	0	**0**	**0.0**	0	0
17:30 - 17:45	0	0	0	**0**	**0.0**	0	0
17:45 - 18:00	0	0	0	**0**	**0.0**	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**
18:00 - 18:15	0	0	0	**0**	**0.0**	0	0
18:15 - 18:30	0	0	0	**0**	**0.0**	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**
TOTAL	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**

› Ffordd Penrhwylfa		
BUS	**TOTAL**	**PCUs**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**

0	**0**	**0.0**

0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**
0	**0**	**0.0**

0	**0**	**0.0**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Meliden, Wednesday 1st October 2025

Junction: 4

Approach: Ffordd Talargoch South

	Left to Ffordd Penrhwylfa					Right to Ffordd Talarg		
TIME	LIGHT	HEAVY	BUS	**TOTAL**	**PCUs**	LIGHT	HEAVY	BUS
07:30 - 07:45	8	1	0	**9**	**10.3**	5	0	1
07:45 - 08:00	7	0	0	**7**	**7.0**	16	0	2
Hourly Total	**15**	**1**	**0**	**16**	**17.3**	**21**	**0**	**3**
08:00 - 08:15	7	0	0	**7**	**7.0**	12	0	0
08:15 - 08:30	20	0	0	**20**	**20.0**	6	0	0
08:30 - 08:45	25	1	0	**26**	**27.3**	4	0	1
08:45 - 09:00	20	2	0	**22**	**24.6**	2	0	0
Hourly Total	**72**	**3**	**0**	**75**	**78.9**	**24**	**0**	**1**
09:00 - 09:15	13	0	0	**13**	**13.0**	4	0	1
09:15 - 09:30	16	0	0	**16**	**16.0**	10	0	0
Hourly Total	**29**	**0**	**0**	**29**	**29.0**	**14**	**0**	**1**
TOTAL	**116**	**4**	**0**	**120**	**125.2**	**59**	**0**	**5**
16:30 - 16:45	35	0	0	**35**	**35.0**	2	0	0
16:45 - 17:00	58	0	0	**58**	**58.0**	3	0	0
Hourly Total	**93**	**0**	**0**	**93**	**93.0**	**5**	**0**	**0**
17:00 - 17:15	51	0	0	**51**	**51.0**	8	0	1
17:15 - 17:30	51	0	0	**51**	**51.0**	8	0	0
17:30 - 17:45	55	0	0	**55**	**55.0**	10	0	1
17:45 - 18:00	56	0	0	**56**	**56.0**	9	0	0
Hourly Total	**213**	**0**	**0**	**213**	**213.0**	**35**	**0**	**2**
18:00 - 18:15	35	0	0	**35**	**35.0**	4	0	2
18:15 - 18:30	26	0	0	**26**	**26.0**	14	0	1
Hourly Total	**61**	**0**	**0**	**61**	**61.0**	**18**	**0**	**3**
TOTAL	**367**	**0**	**0**	**367**	**367.0**	**58**	**0**	**5**

;och (East)	
TOTAL	PCUs
6	7.0
18	20.0
24	27.0
12	12.0
6	6.0
5	6.0
2	2.0
25	26.0
5	6.0
10	10.0
15	16.0
64	69.0
2	2.0
3	3.0
5	5.0
9	10.0
8	8.0
11	12.0
9	9.0
37	39.0
6	8.0
15	16.0
21	24.0
63	68.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Meliden, Wednesday 1st October 2025

Junction: 4
Approach: Ffordd Penrhwylfa

	Ahead to Ffordd Talargoch (East)					Right to Ffordd Talarg		
TIME	LIGHT	HEAVY	BUS	**TOTAL**	**PCUs**	LIGHT	HEAVY	BUS
07:30 - 07:45	50	0	0	**50**	**50.0**	0	0	0
07:45 - 08:00	44	0	0	**44**	**44.0**	0	0	0
Hourly Total	**94**	**0**	**0**	**94**	**94.0**	**0**	**0**	**0**
08:00 - 08:15	38	0	0	**38**	**38.0**	0	0	0
08:15 - 08:30	35	0	0	**35**	**35.0**	0	0	0
08:30 - 08:45	41	0	0	**41**	**41.0**	0	0	0
08:45 - 09:00	35	0	0	**35**	**35.0**	1	0	0
Hourly Total	**149**	**0**	**0**	**149**	**149.0**	**1**	**0**	**0**
09:00 - 09:15	25	0	0	**25**	**25.0**	0	0	0
09:15 - 09:30	27	0	0	**27**	**27.0**	0	0	0
Hourly Total	**52**	**0**	**0**	**52**	**52.0**	**0**	**0**	**0**
TOTAL	**295**	**0**	**0**	**295**	**295.0**	**1**	**0**	**0**
16:30 - 16:45	21	0	0	**21**	**21.0**	0	0	0
16:45 - 17:00	32	0	0	**32**	**32.0**	0	0	0
Hourly Total	**53**	**0**	**0**	**53**	**53.0**	**0**	**0**	**0**
17:00 - 17:15	27	0	0	**27**	**27.0**	0	0	0
17:15 - 17:30	30	0	0	**30**	**30.0**	0	0	0
17:30 - 17:45	21	0	0	**21**	**21.0**	0	0	0
17:45 - 18:00	32	0	0	**32**	**32.0**	0	0	0
Hourly Total	**110**	**0**	**0**	**110**	**110.0**	**0**	**0**	**0**
18:00 - 18:15	24	0	0	**24**	**24.0**	0	0	0
18:15 - 18:30	20	0	0	**20**	**20.0**	0	0	0
Hourly Total	**44**	**0**	**0**	**44**	**44.0**	**0**	**0**	**0**
TOTAL	**207**	**0**	**0**	**207**	**207.0**	**0**	**0**	**0**

och (South)		U-Turn				
TOTAL	**PCUs**	LIGHT	HEAVY	BUS	**TOTAL**	**PCUs**
0	**0.0**	0	0	0	**0**	**0.0**
0	**0.0**	0	0	0	**0**	**0.0**
0	**0.0**	**0**	**0**	**0**	**0**	**0.0**
0	**0.0**	0	0	0	**0**	**0.0**
0	**0.0**	0	0	0	**0**	**0.0**
0	**0.0**	0	0	0	**0**	**0.0**
1	**1.0**	0	0	0	**0**	**0.0**
1	**1.0**	**0**	**0**	**0**	**0**	**0.0**
0	**0.0**	0	0	0	**0**	**0.0**
0	**0.0**	0	0	0	**0**	**0.0**
0	**0.0**	**0**	**0**	**0**	**0**	**0.0**
1	**1.0**	**0**	**0**	**0**	**0**	**0.0**
0	**0.0**	0	0	0	**0**	**0.0**
0	**0.0**	0	0	0	**0**	**0.0**
0	**0.0**	**0**	**0**	**0**	**0**	**0.0**
0	**0.0**	0	0	0	**0**	**0.0**
0	**0.0**	0	0	0	**0**	**0.0**
0	**0.0**	0	0	0	**0**	**0.0**
0	**0.0**	0	0	0	**0**	**0.0**
0	**0.0**	**0**	**0**	**0**	**0**	**0.0**
0	**0.0**	0	0	0	**0**	**0.0**
0	**0.0**	0	0	0	**0**	**0.0**
0	**0.0**	**0**	**0**	**0**	**0**	**0.0**
0	**0.0**	**0**	**0**	**0**	**0**	**0.0**

PCU Fa
LIGHT
HEAVY
BUS

actors:
1.0
2.3
2.0

Meliden, Wednesday 1st October 2025

From: 1) 07:30

To: 1) 09:30

Class: All Vehicles

Show Peak Hour: ☐

Show PCUs: ☑

Show Session 2

PCUs in red

U-Turn	Ffordd Penrhwylfa	To A	295	295
		To B	1	1
		U-Turn	0	0

0	0	To C	Ffordd Talargoch (East)
0	0	To B	

125.2	69
120	64
To C	To A

Ffordd Talargoch (South)

Meliden, Wednesday 1st October 2025

Site 1

Queues are stationary vehicles each 5 minutes
LANE 1 is nearside lane

	Ffordd Talargoch	
TIME	**LANE 1**	**LANE 2**
07:30	0	0
07:35	0	1
07:40	0	6
07:45	0	0
07:50	0	5
07:55	0	0
08:00	0	2
08:05	0	0
08:10	0	0
08:15	0	3
08:20	0	0
08:25	0	2
08:30	0	6
08:35	0	0
08:40	0	4
08:45	0	0
08:50	0	2
08:55	0	0
09:00	0	0
09:05	0	0
09:10	0	4
09:15	1	0
09:20	0	0
09:25	0	0
09:30	0	0
16:30	1	1
16:35	0	2
16:40	0	1
16:45	0	0
16:50	0	0
16:55	0	4
17:00	0	0
17:05	0	0
17:10	0	6
17:15	1	5
17:20	0	1
17:25	0	0
17:30	0	1
17:35	0	0
17:40	1	1
17:45	0	0
17:50	0	1
17:55	0	0
18:00	0	0
18:05	0	0
18:10	0	0
18:15	0	0
18:20	0	0
18:25	0	1
18:30	0	0

Meliden, Wednesday 1st October 2025

Site 2

Queues are stationary vehicles each 5 minutes

TIME	A547 (North) RIGHT TURN	Ffordd Talargoch
07:30	0	0
07:35	0	0
07:40	0	0
07:45	0	0
07:50	0	0
07:55	0	0
08:00	0	0
08:05	0	0
08:10	0	0
08:15	0	0
08:20	1	0
08:25	0	0
08:30	0	0
08:35	0	0
08:40	0	0
08:45	0	0
08:50	0	0
08:55	0	0
09:00	0	0
09:05	0	0
09:10	0	0
09:15	0	0
09:20	0	0
09:25	0	0
09:30	0	0

16:30	0	0
16:35	0	0
16:40	0	0
16:45	0	0
16:50	0	0
16:55	0	0
17:00	0	0
17:05	0	0
17:10	0	0
17:15	0	0
17:20	0	0
17:25	0	0
17:30	0	0
17:35	1	0
17:40	0	0
17:45	0	0
17:50	0	0
17:55	0	0
18:00	0	0
18:05	1	0
18:10	0	0
18:15	0	0
18:20	0	0
18:25	0	0
18:30	0	0

Meliden, Wednesday 1st October 2025

Site 3

Queues are stationary vehicles each 5 minutes

TIME	A547 (North) RIGHT TURN	Allt Y Graig	A547 (South) RIGHT TURN	B5119
07:30	0	0	0	0
07:35	0	0	0	1
07:40	0	0	0	0
07:45	0	0	0	0
07:50	0	0	0	3
07:55	0	0	0	0
08:00	0	1	0	0
08:05	0	4	0	5
08:10	0	1	0	1
08:15	0	0	0	1
08:20	0	0	0	0
08:25	0	0	0	0
08:30	0	0	0	1
08:35	0	1	1	2
08:40	0	0	0	1
08:45	0	0	0	0
08:50	0	0	0	0
08:55	0	0	0	0
09:00	0	0	0	0
09:05	1	0	0	0
09:10	0	0	0	0
09:15	0	0	0	0
09:20	0	0	0	0
09:25	0	0	0	0
09:30	0	0	0	0

16:30	0	0	0	0
16:35	0	1	0	0
16:40	0	0	0	0
16:45	0	0	0	0
16:50	0	0	0	2
16:55	0	0	0	1
17:00	0	0	0	0
17:05	0	0	0	0
17:10	0	0	0	0
17:15	0	1	0	0
17:20	0	1	0	7
17:25	0	0	0	0
17:30	0	0	0	1
17:35	0	0	0	1
17:40	0	0	0	1
17:45	0	0	0	1
17:50	0	0	0	5
17:55	0	0	0	0
18:00	0	0	0	0
18:05	0	0	0	0
18:10	0	1	0	0
18:15	0	0	0	0
18:20	0	0	0	1
18:25	0	1	0	0
18:30	0	0	0	0

Meliden, Wednesday 1st October 2025

Site 4

Queues are stationary vehicles each 5 minutes

TIME	Ffordd Talargoch
07:30	0
07:35	0
07:40	0
07:45	0
07:50	0
07:55	0
08:00	0
08:05	0
08:10	0
08:15	0
08:20	0
08:25	0
08:30	0
08:35	0
08:40	0
08:45	0
08:50	0
08:55	0
09:00	0
09:05	0
09:10	0
09:15	0
09:20	0
09:25	0
09:30	0

16:30	0
16:35	0
16:40	0
16:45	0
16:50	0
16:55	0
17:00	0
17:05	0
17:10	0
17:15	0
17:20	0
17:25	0
17:30	0
17:35	0
17:40	0
17:45	0
17:50	0
17:55	0
18:00	0
18:05	0
18:10	0
18:15	0
18:20	0
18:25	0
18:30	0

APPENDIX 3

Trip Distribution Information

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

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	All categories: Method of travel to work (2001 specification)

place of work	usual residence W02000049 : Denbighshire 008	Route
W02000050 : Denbighshire 009	304	1
Conwy	260	1
W02000045 : Denbighshire 004	201	2
W02000049 : Denbighshire 008	171	1
W02000043 : Denbighshire 002	158	3
W02000051 : Denbighshire 010	125	1
W02000047 : Denbighshire 006	83	2
Cheshire West and Chester	77	4
W02000055 : Denbighshire 014	62	1
W02000052 : Denbighshire 011	59	1
W02000053 : Denbighshire 012	58	1
Wrexham	51	4
W02000058 : Flintshire 001	47	3
W02000060 : Flintshire 003	44	4
W02000073 : Flintshire 016	40	4
W02000044 : Denbighshire 003	39	4
W02000419 : Denbighshire 017	32	4
W02000072 : Flintshire 015	32	4
Liverpool	30	4
W02000066 : Flintshire 009	29	4
W02000042 : Denbighshire 001	27	3
W02000059 : Flintshire 002	23	3
W02000054 : Denbighshire 013	22	1
W02000061 : Flintshire 004	22	4
Gwynedd	22	1
W02000068 : Flintshire 011	17	4
Manchester	15	4
W02000064 : Flintshire 007	14	4
W02000070 : Flintshire 013	13	4
Wirral	12	4
W02000057 : Denbighshire 016	11	4
	2,100	

Routes						
1	A547 (S)	1,083	51.6%	3a	A548 Victoria Road (W)	
2	B5119	284	13.5%	3b	A548 Victoria Road (E)	70 3%
3	A547 Meliden Road (N)	255	12.1%			
4	Allt Y Graig	478	22.8%	3c	Prestatyn Road (W)	
				3d	Prestatyn Road (E)	

APPENDIX 4

Traffic Generation Information

Audit Code: b45240c2-be42-40a0-8ad2-b116627fcaf3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	CT	CENTRAL BEDFORDSHIRE	1 day
	ES	EAST SUSSEX	7 days
	HC	HAMPSHIRE	11 days
	HF	HERTFORDSHIRE	1 day
	KC	KENT	6 days
	ON	LUTON	2 days
	SC	SURREY	7 days
	SP	SOUTHAMPTON	1 day
	TK	THURROCK	1 day
	WB	WEST BERKSHIRE	1 day
	WS	WEST SUSSEX	11 days
03	**SOUTH WEST**		
	CW	CORNWALL	1 day
	DC	DORSET	1 day
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	3 days
	NF	NORFOLK	11 days
	SF	SUFFOLK	4 days
05	**EAST MIDLANDS**		
	LE	LEICESTERSHIRE	1 day
	LN	LINCOLNSHIRE	1 day
	NT	NOTTINGHAMSHIRE	1 day
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 day
	ST	STAFFORDSHIRE	2 days
	TE	TELFORD & WREKIN	1 day
	WO	WORCESTERSHIRE	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	DR	DONCASTER	1 day
	NY	NORTH YORKSHIRE	3 days
	YO	YORK	1 day
08	**NORTH WEST**		
	BB	BLACKBURN WITH DARWEN	1 day
	EC	CHESHIRE EAST	1 day
	LC	LANCASHIRE	1 day
09	**NORTH**		
	DH	DURHAM	1 day
	IM	ISLE OF MAN	2 days
	TV	TEES VALLEY	1 day
	TW	TYNE & WEAR	1 day
10	**WALES**		
	CF	CARDIFF	1 day
11	**SCOTLAND**		
	AS	ABERDEENSHIRE	1 day
	FA	FALKIRK	1 day

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

Audit Code: b45240c2-be42-40a0-8ad2-b116627fcaf3

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:	DWELLS
Actual Range:	4 to 1817 (units:DWELLS)
Range Selected by User:	50 to 300 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/87 to 30/06/25

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:

Thursday	34 days
Tuesday	41 days
Wednesday	18 days

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

Selected survey types:

Manual count	93
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	60 days
Neighbourhood Centre	14 days
Suburban Area	19 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:

Development Zone	1 days
No Sub Category	9 days
Out of Town	3 days
Residential Zone	66 days
Village	14 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	85 days
Servicing vehicles Included	8 days

Secondary Filtering Selection:

Use Class:

C3	93 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 - 8961

Population within 1 mile:

1,001 to 5,000	13 surveys
10,001 to 15,000	24 surveys
15,001 to 20,000	16 surveys
20,001 to 25,000	10 surveys
25,001 to 50,000	4 surveys
5,001 to 10,000	26 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	9 surveys
125,001 to 250,000	30 surveys
25,001 to 50,000	17 surveys
250,001 to 500,000	5 surveys
5,001 to 25,000	10 surveys
50,001 to 75,000	10 surveys
75,001 to 100,000	12 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	20 surveys
1.1 to 1.5	64 surveys
1.6 to 2.0	9 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.

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	39 surveys
Yes	54 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	93 surveys

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

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

1	**AS-03-A-02**	**MIXED HOUSES**	**ABERDEENSHIRE**

FARROCHIE ROAD
STONEHAVEN
Edge of Town
Residential Zone
Site area: 5.300000190734863 hect
Survey date: Wednesday 20/04/2022
Survey Type: Manual

2	**BB-03-A-03**	**DETACHED/SEMI D.**	**BLACKBURN WITH DARWEN**

REVIDGE ROAD
BLACKBURN
FOUR LANE ENDS
Edge of Town
Residential Zone
Site area: 7.599999904632568 hect
Survey date: Thursday 10/06/2004
Survey Type: Manual

3	**CA-03-A-01**	**SEMI D./TERRACED**	**CAMBRIDGESHIRE**

FALLOWFIELD
CAMBRIDGE
CHESTERTON
Edge of Town
Residential Zone
Site area: 5 hect
Survey date:
Survey Type: Manual

4	**CA-03-A-08**	**DETACHED & SEMI-DETACHED**	**CAMBRIDGESHIRE**

GIDDING ROAD
SAWTRY
Neighbourhood Centre
Village
Site area: 2.680000066757202 hect
Survey date: Thursday 13/10/2022
Survey Type: Manual

5	**CA-03-A-09**	**MIXED HOUSES & FLATS**	**CAMBRIDGESHIRE**

EDDINGTON AVENUE
CAMBRIDGE
EDDINGTON
Edge of Town
Development Zone
Site area: 3.57 hect
Survey date: Thursday 28/11/2024
Survey Type: Manual

6	**CF-03-A-01**	**MIXED HOUSES**	**CARDIFF**

VIRGIL STREET
CARDIFF
NINIAN PARK
Suburban Area
No Sub Category
Site area: 15 hect
Survey date: Thursday 17/10/2002
Survey Type: Manual

7	**CT-03-A-03**	**MIXED HOUSES**	**CENTRAL BEDFORDSHIRE**

ARLESEY ROAD
STOTFOLD
Edge of Town
Residential Zone
Site area: 3.690000057220459 hect
Survey date:
Survey Type: Manual

8	**CW-03-A-02**	**SEMI D./DETATCHED**	**CORNWALL**

BOSVEAN GARDENS

TRURO
Suburban Area
Residential Zone
Site area: 3.3499999046325684 hect
Survey date: Survey Type: Manual

9	**DC-03-A-11**	**MIXED HOUSES**	**DORSET**

A350
SHAFTESBURY
Edge of Town
No Sub Category
Site area: 6.630000114440918 hect
Survey date: Survey Type: Manual

10	**DH-03-A-01**	**SEMI DETACHED**	**DURHAM**

GREENFIELDS ROAD
BISHOP AUCKLAND
Suburban Area
Residential Zone
Site area: 0.8999999761581421 hect
Survey date: Survey Type: Manual

11	**DR-03-A-01**	**SEMI DETACHED HOUSES**	**DONCASTER**

A19 BENTLEY ROAD
DONCASTER
BENTLEY RISE
Suburban Area
Residential Zone
Site area: 1.7300000190734863 hect
Survey date: Wednesday 18/09/2013 Survey Type: Manual

12	**EC-03-A-05**	**SEMI-DET./BUNGALOWS**	**CHESHIRE EAST**

CREWE ROAD
CREWE
Suburban Area
No Sub Category
Site area: 5.320000171661377 hect
Survey date: Survey Type: Manual

13	**ES-03-A-07**	**MIXED HOUSES & FLATS**	**EAST SUSSEX**

NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Site area: 3.490000009536743 hect
Survey date: Thursday 07/11/2019 Survey Type: Manual

14	**ES-03-A-10**	**MIXED HOUSES & FLATS**	**EAST SUSSEX**

WATERGATE
BEXHILL-ON-SEA
Edge of Town
Residential Zone
Site area: 5.409999847412109 hect
Survey date: Thursday 28/09/2023 Survey Type: Manual

15	**ES-03-A-11**	**MIXED HOUSES**	**EAST SUSSEX**

BISHOPS LANE
RINGMER
Neighbourhood Centre
Village
Site area: 4.340000152587891 hect

Survey date: Thursday 28/09/2023 Survey Type: Manual

16	**ES-03-A-12**	**MIXED HOUSES & FLATS**	**EAST SUSSEX**

HOREBEECH LANE
HORAM
Neighbourhood Centre
Village
Site area: 8.109999656677246 hect
Survey date: Survey Type: Manual

17	**ES-03-A-14**	**MIXED HOUSES & FLATS**	**EAST SUSSEX**

RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Site area: 3.4000000953674316 hect
Survey date: Survey Type: Manual

18	**ES-03-A-19**	**MIXED HOUSES & FLATS**	**EAST SUSSEX**

WRESTWOOD ROAD
BEXHILL-ON-SEA
Edge of Town
Residential Zone
Site area: 6.699999809265137 hect
Survey date: Wednesday 09/10/2024 Survey Type: Manual

19	**ES-03-A-22**	**MIXED HOUSES**	**EAST SUSSEX**

THE FAIRWAY
NEWHAVEN
Edge of Town
Residential Zone
Site area: 2.5 hect
Survey date: Survey Type: Manual

20	**FA-03-A-02**	**MIXED HOUSES**	**FALKIRK**

ROSEBANK AVENUE & SPRINGFIELD DRIVE
FALKIRK
Suburban Area
Residential Zone
Site area: 4.690000057220459 hect
Survey date: Wednesday 29/05/2013 Survey Type: Manual

21	**HC-03-A-18**	**HOUSES & FLATS**	**HAMPSHIRE**

CANADA WAY
LIPHOOK
Suburban Area
Residential Zone
Site area: 1.399999976158142 hect
Survey date: Survey Type: Manual

22	**HC-03-A-23**	**HOUSES & FLATS**	**HAMPSHIRE**

CANADA WAY
LIPHOOK
Suburban Area
Residential Zone
Site area: 1.399999976158142 hect
Survey date: Survey Type: Manual

23	**HC-03-A-26**	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

BOTLEY ROAD
WHITELEY

Edge of Town
Out of Town
Site area: 7.010000228881836 hect
Survey date: Thursday 24/06/2021 Survey Type: Manual

24	**HC-03-A-27**	**MIXED HOUSES**	**HAMPSHIRE**

DAIRY ROAD
ANDOVER
Edge of Town
Residential Zone
Site area: 2.5 hect
Survey date: Survey Type: Manual

25	**HC-03-A-32**	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

GREEN LANE
FARNHAM
WEYBOURNE
Neighbourhood Centre
Residential Zone
Site area: 3.2899999618530273 hect
Survey date: Thursday 29/06/2023 Survey Type: Manual

26	**HC-03-A-33**	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

CROW LANE
RINGWOOD
CROW
Edge of Town
Residential Zone
Site area: 6.199999809265137 hect
Survey date: Survey Type: Manual

27	**HC-03-A-34**	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

STONEHAM LANE
EASTLEIGH
Edge of Town
Residential Zone
Site area: 8.470000267028809 hect
Survey date: Survey Type: Manual

28	**HC-03-A-35**	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Site area: 9.100000381469727 hect
Survey date: Survey Type: Manual

29	**HC-03-A-36**	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

HAVANT ROAD
EMSWORTH
Edge of Town
Residential Zone
Site area: 6.230000019073486 hect
Survey date: Survey Type: Manual

30	**HC-03-A-37**	**MIXED HOUSES**	**HAMPSHIRE**

REDFIELDS LANE
FLEET
CHURCH CROOKHAM
Edge of Town
Residential Zone

Site area: 3.46 hect
Survey date: Wednesday 27/03/2024 Survey Type: Manual

31 **HC-03-A-39** **MIXED HOUSES & FLATS** **HAMPSHIRE**
KILN ROAD
LIPHOOK
Edge of Town
Residential Zone
Site area: 6.09 hect
Survey date: Thursday 14/11/2024 Survey Type: Manual

32 **HF-03-A-06** **MIXED HOUSES & FLATS** **HERTFORDSHIRE**
A505
ROYSTON
Edge of Town
Residential Zone
Site area: 8 hect
Survey date: Survey Type: Manual

33 **IM-03-A-03** **MIXED HOUSES** **ISLE OF MAN**
MAIN ROAD
COLBY
Neighbourhood Centre
Village
Site area: 6.989999771118164 hect
Survey date: Survey Type: Manual

34 **IM-03-A-06** **MIXED HOUSES** **ISLE OF MAN**
MOORAGH PROMENADE
RAMSEY
Edge of Town
Residential Zone
Site area: 6.900000095367432 hect
Survey date: Thursday 23/05/2024 Survey Type: Manual

35 **KC-03-A-03** **MIXED HOUSES & FLATS** **KENT**
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area
Residential Zone
Site area: 1.3799999952316284 hect
Survey date: Thursday 14/07/2016 Survey Type: Manual

36 **KC-03-A-07** **MIXED HOUSES** **KENT**
RECULVER ROAD
HERNE BAY
Edge of Town
Residential Zone
Site area: 9.460000038146973 hect
Survey date: Wednesday 27/09/2017 Survey Type: Manual

37 **KC-03-A-08** **MIXED HOUSES** **KENT**
MAIDSTONE ROAD
CHARING
Neighbourhood Centre
Village
Site area: 0.8600000143051147 hect
Survey date: Survey Type: Manual

38 **KC-03-A-10** **MIXED HOUSES** **KENT**
HEADCORN ROAD

STAPLEHURST
Edge of Town
Residential Zone
Site area: 3.9100000858306885 hect
Survey date: Survey Type: Manual

39	**KC-03-A-12**	**MIXED HOUSES & FLATS**	**KENT**

WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Site area: 6.78000020980835 hect
Survey date: Survey Type: Manual

40	**KC-03-A-14**	**MIXED HOUSES**	**KENT**

HEADCORN ROAD
STAPLEHURST
Edge of Town
Residential Zone
Site area: 6.84 hect
Survey date: Thursday 22/05/2025 Survey Type: Manual

41	**LC-03-A-22**	**BUNGALOWS**	**LANCASHIRE**

CLIFTON DRIVE NORTH
BLACKPOOL
Edge of Town
Residential Zone
Site area: 6.429999828338623 hect
Survey date: Survey Type: Manual

42	**LE-03-A-02**	**DETACHED & OTHERS**	**LEICESTERSHIRE**

MELBOURNE ROAD
IBSTOCK
Neighbourhood Centre
Village
Site area: 3.296999931335449 hect
Survey date: Thursday 28/06/2018 Survey Type: Manual

43	**LN-03-A-01**	**MIXED HOUSES**	**LINCOLNSHIRE**

BRANT ROAD
LINCOLN
BRACEBRIDGE
Edge of Town
Residential Zone
Site area: 6 hect
Survey date: Survey Type: Manual

44	**NF-03-A-25**	**MIXED HOUSES & FLATS**	**NORFOLK**

WOODFARM LANE
GORLESTON-ON-SEA
Edge of Town
Residential Zone
Site area: 3.0999999046325684 hect
Survey date: Survey Type: Manual

45	**NF-03-A-27**	**MIXED HOUSES & FLATS**	**NORFOLK**

YARMOUTH ROAD
NEAR NORWICH
BLOFIELD
Neighbourhood Centre
Village

Site area: 3.690000057220459 hect
Survey date: Thursday 16/09/2021 Survey Type: Manual

46 **NF-03-A-30** **MIXED HOUSES** **NORFOLK**
BRANDON ROAD
SWAFFHAM
Edge of Town
Residential Zone
Site area: 11.770000457763672 hect
Survey date: Thursday 23/09/2021 Survey Type: Manual

47 **NF-03-A-33** **MIXED HOUSES** **NORFOLK**
LONDON ROAD
ATTLEBOROUGH
Edge of Town
Residential Zone
Site area: 4.78000020980835 hect
Survey date: Thursday 29/09/2022 Survey Type: Manual

48 **NF-03-A-34** **MIXED HOUSES** **NORFOLK**
NORWICH ROAD
SWAFFHAM
Edge of Town
Out of Town
Site area: 3.1500000953674316 hect
Survey date: Survey Type: Manual

49 **NF-03-A-35** **MIXED HOUSES & FLATS** **NORFOLK**
REPTON AVENUE
NORWICH
Edge of Town
Residential Zone
Site area: 5.340000152587891 hect
Survey date: Wednesday 28/09/2022 Survey Type: Manual

50 **NF-03-A-36** **MIXED HOUSES** **NORFOLK**
LONDON ROAD
WYMONDHAM
Edge of Town
No Sub Category
Site area: 3.200000047683716 hect
Survey date: Thursday 29/09/2022 Survey Type: Manual

51 **NF-03-A-39** **MIXED HOUSES** **NORFOLK**
HEATH DRIVE
HOLT
Edge of Town
Residential Zone
Site area: 7.840000152587891 hect
Survey date: Survey Type: Manual

52 **NF-03-A-43** **MIXED HOUSES** **NORFOLK**
MILL LANE
NEAR NORWICH
HORSFORD
Neighbourhood Centre
Village
Site area: 5.400000095367432 hect
Survey date: Wednesday 15/09/2021 Survey Type: Manual

53 **NF-03-A-46** **MIXED HOUSES & FLATS** **NORFOLK**
BURGH ROAD

AYLSHAM
Edge of Town
Residential Zone
Site area: 13.050000190734863 hect
Survey date: Survey Type: Manual

54	**NF-03-A-52**	**MIXED HOUSES**	**NORFOLK**

LYNNSPORT WAY
KING'S LYNN
Suburban Area
Residential Zone
Site area: 5.309999942779541 hect
Survey date: Survey Type: Manual

55	**NT-03-A-03**	**SEMI DETACHED**	**NOTTINGHAMSHIRE**

B6018 SUTTON ROAD
KIRKBY-IN-ASHFIELD
Edge of Town
Residential Zone
Site area: 7.53000020980835 hect
Survey date: Wednesday 28/06/2006 Survey Type: Manual

56	**NY-03-A-01**	**MIXED HOUSES**	**NORTH YORKSHIRE**

GRAMMAR SCHOOL LANE
NORTHALLERTON
Suburban Area
Residential Zone
Site area: 3.299999952316284 hect
Survey date: Survey Type: Manual

57	**NY-03-A-10**	**HOUSES AND FLATS**	**NORTH YORKSHIRE**

BOROUGHBRIDGE ROAD
RIPON
Edge of Town
No Sub Category
Site area: 2.2100000381469727 hect
Survey date: Survey Type: Manual

58	**NY-03-A-15**	**DETACHED & SEMI-DETACHED**	**NORTH YORKSHIRE**

MILBY ROAD
BOROUGHBRIDGE
MILBY
Edge of Town
Residential Zone
Site area: 6.8 hect
Survey date: Thursday 19/09/2024 Survey Type: Manual

59	**ON-03-A-01**	**SEMI DETACHED**	**LUTON**

NEW BEDFORD ROAD
LUTON
Suburban Area
Residential Zone
Site area: 5.199999809265137 hect
Survey date: Thursday 08/07/2004 Survey Type: Manual

60	**ON-03-A-02**	**SEMI DETACHED**	**LUTON**

RIDDY LANE
LUTON
Suburban Area
Residential Zone
Site area: 3.4000000953674316 hect
Survey date: Survey Type: Manual

61	**SC-03-A-03**	**DETACHED**	**SURREY**
A3050 HURST ROAD EAST MOLESEY HURST PARK Suburban Area Residential Zone Site area: 3 hect Survey date:			Survey Type: Manual
62	**SC-03-A-04**	**DETACHED & TERRACED**	**SURREY**
HIGH ROAD BYFLEET Edge of Town Residential Zone Site area: 3.200000047683716 hect Survey date: Thursday 23/01/2014			Survey Type: Manual
63	**SC-03-A-09**	**MIXED HOUSES & FLATS**	**SURREY**
AMLETS LANE CRANLEIGH Neighbourhood Centre Village Site area: 13.479999542236328 hect Survey date:			Survey Type: Manual
64	**SC-03-A-11**	**MIXED HOUSES**	**SURREY**
FOLLY HILL FARNHAM Edge of Town Residential Zone Site area: 5.820000171661377 hect Survey date:			Survey Type: Manual
65	**SC-03-A-12**	**MIXED HOUSES & FLATS**	**SURREY**
AARONS HILL GODALMING Edge of Town Residential Zone Site area: 9.380000114440918 hect Survey date: Wednesday 12/06/2024			Survey Type: Manual
66	**SC-03-A-13**	**MIXED HOUSES & FLATS**	**SURREY**
GUILDFORD ROAD ASH Neighbourhood Centre Village Site area: 5.56 hect Survey date: Thursday 05/09/2024			Survey Type: Manual
67	**SC-03-A-14**	**MIXED HOUSES & FLATS**	**SURREY**
HOLLOWAY HILL CHERTSEY Edge of Town Residential Zone Site area: 8.1 hect Survey date:			Survey Type: Manual
68	**SF-03-A-01**	**SEMI DETACHED**	**SUFFOLK**
A1156 FELIXSTOWE ROAD IPSWICH RACECOURSE Suburban Area			

Residential Zone
Site area: 2.4000000953674316 hect
Survey date: Wednesday 23/05/2007 Survey Type: Manual

69	**SF-03-A-02**	**SEMI DET./TERRACED**	**SUFFOLK**

STOKE PARK DRIVE
IPSWICH
MAIDENHALL
Edge of Town
Residential Zone
Site area: 7.099999904632568 hect
Survey date: Thursday 24/05/2007 Survey Type: Manual

70	**SF-03-A-09**	**MIXED HOUSES & FLATS**	**SUFFOLK**

FOXHALL ROAD
IPSWICH
Suburban Area
Residential Zone
Site area: 6.659999847412109 hect
Survey date: Thursday 24/06/2021 Survey Type: Manual

71	**SF-03-A-10**	**TERRACED & SEMI-DETACHED**	**SUFFOLK**

LOVETOFTS DRIVE
IPSWICH
WHITEHOUSE
Edge of Town
Residential Zone
Site area: 4.920000076293945 hect
Survey date: Survey Type: Manual

72	**SH-03-A-04**	**TERRACED**	**SHROPSHIRE**

ST MICHAEL'S STREET
SHREWSBURY
Suburban Area
No Sub Category
Site area: 5.300000190734863 hect
Survey date: Thursday 11/06/2009 Survey Type: Manual

73	**SP-03-A-03**	**MIXED HOUSES & FLATS**	**SOUTHAMPTON**

BARNFIELD WAY
NEAR SOUTHAMPTON
HEDGE END
Edge of Town
Out of Town
Site area: 20.899999618530273 hect
Survey date: Thursday 03/10/2024 Survey Type: Manual

74	**ST-03-A-03**	**MIXED HOUSES**	**STAFFORDSHIRE**

QUEENSVILLE
STAFFORD
Edge of Town
No Sub Category
Site area: 8.5 hect
Survey date: Survey Type: Manual

75	**ST-03-A-07**	**DETACHED & SEMI-DETACHED**	**STAFFORDSHIRE**

BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Site area: 9 hect

Survey date: Wednesday 22/11/2017 Survey Type: Manual

76 **TE-03-A-03** **SEMI-DETACHED/TERRACED** **TELFORD & WREKIN**
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Site area: 1.3200000524520874 hect
Survey date: Thursday 24/10/2013 Survey Type: Manual

77 **TK-03-A-01** **SEMI-DET.** **THURROCK**
MILTON ROAD
STANFORD-LE-HOPE
CORRINGHAM
Edge of Town
Residential Zone
Site area: 6.840000152587891 hect
Survey date: Survey Type: Manual

78 **TV-03-A-01** **HOUSES & FLATS** **TEES VALLEY**
POWLETT ROAD
HARTLEPOOL
Suburban Area
No Sub Category
Site area: 6.900000095367432 hect
Survey date: Thursday 14/04/2005 Survey Type: Manual

79 **TW-03-A-01** **SEMI DETACHED** **TYNE & WEAR**
LEECHMERE ROAD
SUNDERLAND
HILLVIEW
Edge of Town
Residential Zone
Site area: 2.5 hect
Survey date: Wednesday 18/09/2002 Survey Type: Manual

80 **WB-03-A-04** **MIXED HOUSES** **WEST BERKSHIRE**
DORKING WAY
READING
CALCOT
Edge of Town
Residential Zone
Site area: 7.5 hect
Survey date: Thursday 12/09/2024 Survey Type: Manual

81 **WO-03-A-06** **DET./TERRACED** **WORCESTERSHIRE**
ST GODWALDS ROAD
BROMSGROVE
ASTON FIELDS
Edge of Town
No Sub Category
Site area: 6.699999809265137 hect
Survey date: Thursday 30/06/2005 Survey Type: Manual

82 **WS-03-A-04** **MIXED HOUSES** **WEST SUSSEX**
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Site area: 5.449999809265137 hect

Survey date: Thursday 11/12/2014 Survey Type: Manual

83 **WS-03-A-07** **BUNGALOWS** **WEST SUSSEX**
EMMS LANE
NEAR HORSHAM
BROOKS GREEN
Neighbourhood Centre
Village
Site area: 3.25 hect
Survey date: Thursday 19/10/2017 Survey Type: Manual

84 **WS-03-A-08** **MIXED HOUSES** **WEST SUSSEX**
ROUNDSTONE LANE
ANGMERING
Edge of Town
Residential Zone
Site area: 8.859999656677246 hect
Survey date: Thursday 19/04/2018 Survey Type: Manual

85 **WS-03-A-13** **MIXED HOUSES & FLATS** **WEST SUSSEX**
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Site area: 5.360000133514404 hect
Survey date: Wednesday 23/06/2021 Survey Type: Manual

86 **WS-03-A-14** **MIXED HOUSES** **WEST SUSSEX**
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Site area: 2.8299999237060547 hect
Survey date: Wednesday 20/10/2021 Survey Type: Manual

87 **WS-03-A-16** **DETACHED & SEMI-DETACHED** **WEST SUSSEX**
BRACKLESHAM LANE
BRACKLESHAM BAY
Neighbourhood Centre
Village
Site area: 1.899999976158142 hect
Survey date: Wednesday 09/11/2022 Survey Type: Manual

88 **WS-03-A-22** **MIXED HOUSES & FLATS** **WEST SUSSEX**
SHOPWHYKE ROAD
CHICHESTER
Edge of Town
Residential Zone
Site area: 3.799999952316284 hect
Survey date: Survey Type: Manual

89 **WS-03-A-23** **MIXED HOUSES & FLATS** **WEST SUSSEX**
TURNERS HILL ROAD
EAST GRINSTEAD
Edge of Town
Residential Zone
Site area: 6.639999866485596 hect
Survey date: Survey Type: Manual

90 **WS-03-A-24** **MIXED HOUSES** **WEST SUSSEX**

MADGWICK LANE
CHICHESTER
WESTHAMPNETT
Edge of Town
Village
Site area: 13.489999771118164 hect
Survey date: Thursday 23/05/2024 Survey Type: Manual

91 **WS-03-A-25** **PRIVATE HOUSES & FLATS** **WEST SUSSEX**
LIDSEY ROAD
WOODGATE
Neighbourhood Centre
Village
Site area: 2.4000000953674316 hect
Survey date: Wednesday 18/09/2024 Survey Type: Manual

92 **WS-03-A-26** **MIXED HOUSES & FLATS** **WEST SUSSEX**
RUSPER ROAD
HORSHAM
NORTH HORSHAM
Edge of Town
Residential Zone
Site area: 4 hect
Survey date: Survey Type: Manual

93 **YO-03-A-02** **MIXED HOUSES & FLATS** **YORK**
WATER LANE
YORK
CLIFTON MOOR
Suburban Area
Residential Zone
Site area: 6.130000114440918 hect
Survey date: Wednesday 18/09/2024 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BN-03-A-04	21-09-2021	Grt London & Ireland

Audit Code: b45240c2-be42-40a0-8ad2-b116627fcaf3

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**93**	**143**	**0.076**	**0.288**	**0.364**
08:00-09:00	**93**	**143**	**0.156**	**0.375**	**0.531**
09:00-10:00	**93**	**143**	**0.139**	**0.173**	**0.312**
10:00-11:00	**93**	**143**	**0.122**	**0.151**	**0.273**
11:00-12:00	**93**	**143**	**0.141**	**0.148**	**0.289**
12:00-13:00	**93**	**143**	**0.162**	**0.149**	**0.311**
13:00-14:00	**93**	**143**	**0.161**	**0.155**	**0.316**
14:00-15:00	**93**	**143**	**0.156**	**0.174**	**0.330**
15:00-16:00	**93**	**143**	**0.268**	**0.176**	**0.444**
16:00-17:00	**93**	**143**	**0.275**	**0.169**	**0.444**
17:00-18:00	**93**	**143**	**0.336**	**0.172**	**0.508**
18:00-19:00	**93**	**143**	**0.261**	**0.159**	**0.420**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.253**	**2.289**	**4.542**

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.*

Audit Code: b45240c2-be42-40a0-8ad2-b116627fcaf3

Parameter Summary:

Trip rate parameter range selected:	50 - 300 (units: DWELLS)
Survey date date range:	04/07/2000 - 22/05/2025
Number of weekdays (Monday-Friday):	93
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	37
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.

Audit Code: b45240c2-be42-40a0-8ad2-b116627fcaf3

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**93**	**143**	**0.111**	**0.476**	**0.587**
08:00-09:00	**93**	**143**	**0.241**	**0.814**	**1.055**
09:00-10:00	**93**	**143**	**0.216**	**0.283**	**0.499**
10:00-11:00	**93**	**143**	**0.183**	**0.239**	**0.422**
11:00-12:00	**93**	**143**	**0.223**	**0.234**	**0.457**
12:00-13:00	**93**	**143**	**0.255**	**0.237**	**0.492**
13:00-14:00	**93**	**143**	**0.257**	**0.242**	**0.499**
14:00-15:00	**93**	**143**	**0.257**	**0.273**	**0.530**
15:00-16:00	**93**	**143**	**0.615**	**0.305**	**0.920**
16:00-17:00	**93**	**143**	**0.516**	**0.295**	**0.811**
17:00-18:00	**93**	**143**	**0.561**	**0.299**	**0.860**
18:00-19:00	**93**	**143**	**0.432**	**0.279**	**0.711**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**3.867**	**3.976**	**7.843**

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.*

Audit Code: b45240c2-be42-40a0-8ad2-b116627fcaf3

Parameter Summary:

Trip rate parameter range selected:	50 - 300 (units: DWELLS)
Survey date date range:	04/07/2000 - 22/05/2025
Number of weekdays (Monday-Friday):	93
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	37
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.

QS701EW - Method of travel to work

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Units 155

population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - middle layer
area name	W02000049 : Denbighshire 008
rural urban	Total

Peak Period	Trip Generation ARR	Trip Generation DEP	Trip Generation 2-WAY	Trip Generation ARR	Trip Generation DEP	Trip Generation 2-WAY
AM Peak	0.241	0.814	1.055	37	126	164
PM Peak	0.561	0.299	0.860	87	46	133

Method of Travel to Work	2011	Modal Split	Weekday AM ARR	Weekday AM DEP	Weekday AM 2-Way	Weekday PM ARR	Weekday PM DEP	Weekday PM 2-Way
Work mainly at or from home	249	8%	3	11	14	7	4	11
Underground, metro, light rail, tram	3	0%	0	0	0	0	0	0
Train	20	1%	0	1	1	1	0	1
Bus, minibus or coach	94	3%	1	4	5	3	1	4
Taxi	19	1%	0	1	1	1	0	1
Motorcycle, scooter or moped	18	1%	0	1	1	1	0	1
Driving a car or van	2,150	73%	27	92	119	63	34	97
Passenger in a car or van	147	5%	2	6	8	4	2	7
Bicycle	25	1%	0	1	1	1	0	1
On foot	203	7%	3	9	11	6	3	9
Other method of travel to work	17	1%	0	1	1	1	0	1
Total	**2,945**	**100%**	**37**	**126**	**164**	**87**	**46**	**133**

MSOA	Denbighshire 008	
2025-2033 Growth Factor (AM)		1.0782
2025-2033 Growth Factor (PM)		1.0757

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

APPENDIX 5

JUNCTIONS 11 Output A547 Ffordd Talargoch/Proposed Site Access Junction

Junctions 11

PICADY 11 - Priority Intersection Module

Filename: Ffordd Talagargoch-Site Access Priority Junction.j11
Path: Z:\projects\5052 Mindale Farm, Meliden\Picady
Report generation date: 08/12/2025 14:25:18

»2033 | with Development Flows | AM
»2033 | with Development Flows | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Junction LOS
	2033 - with Development Flows											
Stream B-AC	D1	0.9	34.61	0.49	2.04	A	D2	0.3	26.81	0.22	0.64	A
Stream C-AB		0.0	4.02	0.01				0.1	4.52	0.04		

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	Ffordd Talargoch/Site Access
Location	Prestatyn
Site number	
Date	04/12/2025
Version	
Status	(new file)
Identifier	Eddisons
Client	
Jobnumber	
Enumerator	EDD\George.Monks
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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓					0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2033	with Development Flows	AM	ONE HOUR	08:00	09:30	15	✓
D2	2033	with Development Flows	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2033 | with Development Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.04	A

Arms

Arms

Arm	Name	Description	Arm type
A	Ffordd Talargoch (S)		Major
B	Site Access		Minor
C	Ffordd Talargoch (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			79.0	✓	0.00

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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.50	20	53

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	485	0.088	0.223	0.140	0.319
B-C	624	0.096	0.242	-	-
C-B	620	0.240	0.240	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2033	with Development Flows	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	731	100.000
B		ONE HOUR	✓	92	100.000
C		ONE HOUR	✓	756	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	24	707
	B	81	0	11
	C	753	3	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.49	34.61	0.9	4.7	D	84	127
C-AB	0.01	4.02	0.0	0.5	A	10	15
C-A						684	1025
A-B						22	33
A-C						649	973

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	299	0.232	68	0.0	0.3	15.506	C
C-AB	6	2	0.00	901	0.007	6	0.0	0.0	4.022	A
C-A	563	141	0.00			563				
A-B	18	5	0.00			18				
A-C	532	133	0.00			532				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	21	0.00	260	0.318	82	0.3	0.5	20.180	C
C-AB	9	2	0.00	965	0.009	9	0.0	0.0	3.764	A
C-A	671	168	0.00			671				
A-B	22	5	0.00			22				
A-C	636	159	0.00			636				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	25	0.00	205	0.495	99	0.5	0.9	33.579	D
C-AB	15	4	0.00	1059	0.014	15	0.0	0.0	3.447	A
C-A	817	204	0.00			817				
A-B	26	7	0.00			26				
A-C	778	195	0.00			778				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	25	0.00	205	0.495	101	0.9	0.9	34.612	D
C-AB	15	4	0.00	1059	0.014	15	0.0	0.0	3.450	A
C-A	817	204	0.00			817				
A-B	26	7	0.00			26				
A-C	778	195	0.00			778				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	21	0.00	260	0.318	85	0.9	0.5	20.746	C
C-AB	9	2	0.00	965	0.009	9	0.0	0.0	3.767	A
C-A	671	168	0.00			671				
A-B	22	5	0.00			22				
A-C	636	159	0.00			636				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	299	0.232	70	0.5	0.3	15.756	C
C-AB	6	2	0.00	901	0.007	6	0.0	0.0	4.022	A
C-A	563	141	0.00			563				
A-B	18	5	0.00			18				
A-C	532	133	0.00			532				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.00	0.00	0.45	0.45			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.91	0.03	0.28	0.91	2.99			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.94	0.03	0.31	1.76	4.73			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.48	0.04	0.41	1.27	1.40			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.03	0.31	1.00	1.26			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2033 | with Development Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2033	with Development Flows	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	942	100.000
B		ONE HOUR	✓	34	100.000
C		ONE HOUR	✓	647	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	56	886
	B	30	0	4
	C	639	8	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.22	26.81	0.3	1.3	D	31	47
C-AB	0.04	4.52	0.1	0.5	A	24	37
C-A						569	854
A-B						51	77
A-C						813	1220

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	6	0.00	277	0.093	25	0.0	0.1	14.281	B
C-AB	15	4	0.00	810	0.018	15	0.0	0.0	4.524	A
C-A	472	118	0.00			472				
A-B	42	11	0.00			42				
A-C	667	167	0.00			667				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	233	0.131	30	0.1	0.1	17.768	C
C-AB	22	5	0.00	858	0.025	22	0.0	0.0	4.305	A
C-A	560	140	0.00			560				
A-B	50	13	0.00			50				
A-C	796	199	0.00			796				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	172	0.218	37	0.1	0.3	26.626	D
C-AB	36	9	0.00	929	0.039	36	0.0	0.1	4.030	A
C-A	676	169	0.00			676				
A-B	62	15	0.00			62				
A-C	976	244	0.00			976				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	172	0.218	37	0.3	0.3	26.807	D
C-AB	36	9	0.00	929	0.039	36	0.1	0.1	4.031	A
C-A	676	169	0.00			676				
A-B	62	15	0.00			62				
A-C	976	244	0.00			976				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	233	0.131	31	0.3	0.2	17.888	C
C-AB	22	5	0.00	858	0.025	22	0.1	0.0	4.307	A
C-A	560	140	0.00			560				
A-B	50	13	0.00			50				
A-C	796	199	0.00			796				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	6	0.00	276	0.093	26	0.2	0.1	14.374	B
C-AB	15	4	0.00	810	0.018	15	0.0	0.0	4.525	A
C-A	472	118	0.00			472				
A-B	42	11	0.00			42				
A-C	667	167	0.00			667				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.26	0.47	0.60			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.30	0.95	1.26			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

APPENDIX 6

JUNCTIONS 11 Output A547 Meliden Road/Ffordd Talargoch North Junction

Junctions 11

PICADY 11 - Priority Intersection Module

Filename: A547 Meliden Road - Ffordd Talargoch.j11
Path: Z:\projects\5052 Mindale Farm, Meliden\Picady
Report generation date: 08/12/2025 14:22:41

Summary of junction performance

	PM					AM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2025 - Surveyed										
Stream B-AC	D2	1.4	32.22	0.59	D	D1	2.8	53.35	0.75	F
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2033 - Base Flows										
Stream B-AC	D4	1.9	42.07	0.67	E	D3	4.8	87.50	0.86	F
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2033 - with Development Flows										
Stream B-AC	D6	2.0	42.97	0.68	E	D5	5.0	92.20	0.87	F
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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	A547 Meliden Road - Ffordd Talargoch
Location	Prestatyn
Site number	
Date	10/10/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	4433
Enumerator	EDD
Description	Based on existing arrangement.

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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓					0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Surveyed	AM	ONE HOUR	00:00	01:30	15	✓
D2	2025	Surveyed	PM	ONE HOUR	17:00	18:30	15	✓
D3	2033	Base Flows	AM	ONE HOUR	00:00	01:30	15	✓
D4	2033	Base Flows	PM	ONE HOUR	17:00	18:30	15	✓
D5	2033	with Development Flows	AM	ONE HOUR	00:00	01:30	15	✓
D6	2033	with Development Flows	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2025 | Surveyed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		7.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.05	A

Arms

Arms

Arm	Name	Description	Arm type
A	A547 Meliden Road (S)		Major
B	Ffordd Talargoch		Minor
C	A547 Meliden Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.80			100.0	✓	1.00

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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.20	0	0

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	440	0.074	0.187	0.117	0.266
B-C	574	0.081	0.205	-	-
C-B	632	0.226	0.226	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Surveyed	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	600	100.000
B		ONE HOUR	✓	180	100.000
C		ONE HOUR	✓	582	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	600
	B	147	0	33
	C	582	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.75	53.35	2.8	14.8	F	165	248
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						534	801
A-B						0	0
A-C						551	826

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	136	34	0.00	326	0.416	133	0.0	0.7	18.391	C
C-AB	0	0	0.00	1060	0.000	0	0.0	0.0	0.000	A
C-A	438	110	0.00			438				
A-B	0	0	0.00			0				
A-C	452	113	0.00			452				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	40	0.00	300	0.540	160	0.7	1.1	25.486	D
C-AB	0	0	0.00	1020	0.000	0	0.0	0.0	0.000	A
C-A	523	131	0.00			523				
A-B	0	0	0.00			0				
A-C	539	135	0.00			539				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	198	50	0.00	263	0.754	192	1.1	2.5	47.618	E
C-AB	0	0	0.00	966	0.000	0	0.0	0.0	0.000	A
C-A	641	160	0.00			641				
A-B	0	0	0.00			0				
A-C	661	165	0.00			661				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	198	50	0.00	263	0.754	197	2.5	2.8	53.350	F
C-AB	0	0	0.00	966	0.000	0	0.0	0.0	0.000	A
C-A	641	160	0.00			641				
A-B	0	0	0.00			0				
A-C	661	165	0.00			661				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	40	0.00	300	0.540	168	2.8	1.2	28.423	D
C-AB	0	0	0.00	1020	0.000	0	0.0	0.0	0.000	A
C-A	523	131	0.00			523				
A-B	0	0	0.00			0				
A-C	539	135	0.00			539				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	136	34	0.00	326	0.416	138	1.2	0.7	19.308	C
C-AB	0	0	0.00	1060	0.000	0	0.0	0.0	0.000	A
C-A	438	110	0.00			438				
A-B	0	0	0.00			0				
A-C	452	113	0.00			452				

Queue Variation Results for each time segment

00:00 - 00:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.69	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

00:15 - 00:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.11	0.13	1.04	1.73	1.99			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

00:30 - 00:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.54	0.04	0.41	6.90	12.78			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

00:45 - 01:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.76	0.03	0.34	6.07	14.78			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

01:00 - 01:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.24	0.04	0.42	3.17	5.30			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

01:15 - 01:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.74	0.03	0.33	1.66	3.42			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2025 | Surveyed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		3.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.66	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Surveyed	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	598	100.000
B		ONE HOUR	✓	145	100.000
C		ONE HOUR	✓	533	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	598
	B	117	0	28
	C	533	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.59	32.22	1.4	6.6	D	133	200
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						489	734
A-B						0	0
A-C						549	823

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27	0.00	332	0.329	107	0.0	0.5	15.923	C
C-AB	0	0	0.00	1061	0.000	0	0.0	0.0	0.000	A
C-A	401	100	0.00			401				
A-B	0	0	0.00			0				
A-C	450	113	0.00			450				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	33	0.00	306	0.426	129	0.5	0.7	20.258	C
C-AB	0	0	0.00	1021	0.000	0	0.0	0.0	0.000	A
C-A	479	120	0.00			479				
A-B	0	0	0.00			0				
A-C	538	134	0.00			538				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	160	40	0.00	271	0.590	157	0.7	1.3	31.044	D
C-AB	0	0	0.00	967	0.000	0	0.0	0.0	0.000	A
C-A	587	147	0.00			587				
A-B	0	0	0.00			0				
A-C	658	165	0.00			658				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	160	40	0.00	271	0.590	159	1.3	1.4	32.221	D
C-AB	0	0	0.00	967	0.000	0	0.0	0.0	0.000	A
C-A	587	147	0.00			587				
A-B	0	0	0.00			0				
A-C	658	165	0.00			658				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	33	0.00	306	0.426	133	1.4	0.8	21.050	C
C-AB	0	0	0.00	1021	0.000	0	0.0	0.0	0.000	A
C-A	479	120	0.00			479				
A-B	0	0	0.00			0				
A-C	538	134	0.00			538				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27	0.00	332	0.329	110	0.8	0.5	16.345	C
C-AB	0	0	0.00	1061	0.000	0	0.0	0.0	0.000	A
C-A	401	100	0.00			401				
A-B	0	0	0.00			0				
A-C	450	113	0.00			450				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.48	0.00	0.00	0.48	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.72	0.21	0.93	1.39	1.44			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.33	0.03	0.30	1.59	6.26			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.38	0.03	0.30	1.72	6.57			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.77	0.05	0.50	1.49	1.98			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.50	0.04	0.37	1.42	1.54			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2033 | Base Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		11.56	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.56	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2033	Base Flows	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	647	100.000
B		ONE HOUR	✓	194	100.000
C		ONE HOUR	✓	628	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	647
	B	158	0	36
	C	628	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.86	87.50	4.8	23.7	F	178	267
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						576	864
A-B						0	0
A-C						594	891

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	37	0.00	316	0.463	143	0.0	0.8	20.470	C
C-AB	0	0	0.00	1044	0.000	0	0.0	0.0	0.000	A
C-A	473	118	0.00			473				
A-B	0	0	0.00			0				
A-C	487	122	0.00			487				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	174	44	0.00	287	0.607	172	0.8	1.4	30.611	D
C-AB	0	0	0.00	1001	0.000	0	0.0	0.0	0.000	A
C-A	565	141	0.00			565				
A-B	0	0	0.00			0				
A-C	582	145	0.00			582				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	214	53	0.00	247	0.864	203	1.4	4.1	69.036	F
C-AB	0	0	0.00	942	0.000	0	0.0	0.0	0.000	A
C-A	691	173	0.00			691				
A-B	0	0	0.00			0				
A-C	712	178	0.00			712				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	214	53	0.00	247	0.864	211	4.1	4.8	87.501	F
C-AB	0	0	0.00	942	0.000	0	0.0	0.0	0.000	A
C-A	691	173	0.00			691				
A-B	0	0	0.00			0				
A-C	712	178	0.00			712				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	174	44	0.00	287	0.607	187	4.8	1.7	39.310	E
C-AB	0	0	0.00	1001	0.000	0	0.0	0.0	0.000	A
C-A	565	141	0.00			565				
A-B	0	0	0.00			0				
A-C	582	145	0.00			582				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	37	0.00	316	0.463	149	1.7	0.9	22.016	C
C-AB	0	0	0.00	1044	0.000	0	0.0	0.0	0.000	A
C-A	473	118	0.00			473				
A-B	0	0	0.00			0				
A-C	487	122	0.00			487				

Queue Variation Results for each time segment

00:00 - 00:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.83	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

00:15 - 00:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.43	0.11	1.16	2.68	3.51			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

00:30 - 00:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.08	0.07	1.35	11.14	16.87			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

00:45 - 01:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.77	0.05	0.48	13.62	23.66			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

01:00 - 01:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.68	0.04	0.39	4.45	8.16			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

01:15 - 01:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.90	0.03	0.31	1.59	4.47			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2033 | Base Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		4.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2033	Base Flows	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	643	100.000
B		ONE HOUR	✓	156	100.000
C		ONE HOUR	✓	573	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	643
	B	126	0	30
	C	573	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.67	42.07	1.9	9.8	E	143	215
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						526	789
A-B						0	0
A-C						590	885

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	29	0.00	322	0.365	115	0.0	0.6	17.266	C
C-AB	0	0	0.00	1045	0.000	0	0.0	0.0	0.000	A
C-A	431	108	0.00			431				
A-B	0	0	0.00			0				
A-C	484	121	0.00			484				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	140	35	0.00	294	0.477	139	0.6	0.9	22.999	C
C-AB	0	0	0.00	1003	0.000	0	0.0	0.0	0.000	A
C-A	515	129	0.00			515				
A-B	0	0	0.00			0				
A-C	578	145	0.00			578				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	172	43	0.00	256	0.671	168	0.9	1.8	39.324	E
C-AB	0	0	0.00	944	0.000	0	0.0	0.0	0.000	A
C-A	631	158	0.00			631				
A-B	0	0	0.00			0				
A-C	708	177	0.00			708				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	172	43	0.00	256	0.671	171	1.8	1.9	42.067	E
C-AB	0	0	0.00	944	0.000	0	0.0	0.0	0.000	A
C-A	631	158	0.00			631				
A-B	0	0	0.00			0				
A-C	708	177	0.00			708				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	140	35	0.00	294	0.477	144	1.9	1.0	24.542	C
C-AB	0	0	0.00	1003	0.000	0	0.0	0.0	0.000	A
C-A	515	129	0.00			515				
A-B	0	0	0.00			0				
A-C	578	145	0.00			578				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	29	0.00	322	0.365	119	1.0	0.6	17.884	C
C-AB	0	0	0.00	1045	0.000	0	0.0	0.0	0.000	A
C-A	431	108	0.00			431				
A-B	0	0	0.00			0				
A-C	484	121	0.00			484				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.56	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.87	0.16	0.94	1.24	1.24			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.81	0.03	0.34	4.03	9.50			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.91	0.03	0.31	3.24	9.83			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.95	0.04	0.45	2.18	3.38			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.59	0.03	0.35	1.30	2.32			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2033 | with Development Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		12.06	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.06	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2033	with Development Flows	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	658	100.000
B		ONE HOUR	✓	194	100.000
C		ONE HOUR	✓	631	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	658
	B	158	0	36
	C	631	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.87	92.20	5.0	24.4	F	178	267
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						579	869
A-B						0	0
A-C						604	906

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	37	0.00	314	0.466	143	0.0	0.8	20.677	C
C-AB	0	0	0.00	1040	0.000	0	0.0	0.0	0.000	A
C-A	475	119	0.00			475				
A-B	0	0	0.00			0				
A-C	495	124	0.00			495				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	174	44	0.00	285	0.612	172	0.8	1.5	31.163	D
C-AB	0	0	0.00	997	0.000	0	0.0	0.0	0.000	A
C-A	567	142	0.00			567				
A-B	0	0	0.00			0				
A-C	592	148	0.00			592				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	214	53	0.00	245	0.874	202	1.5	4.2	71.688	F
C-AB	0	0	0.00	937	0.000	0	0.0	0.0	0.000	A
C-A	695	174	0.00			695				
A-B	0	0	0.00			0				
A-C	724	181	0.00			724				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	214	53	0.00	245	0.874	210	4.2	5.0	92.205	F
C-AB	0	0	0.00	937	0.000	0	0.0	0.0	0.000	A
C-A	695	174	0.00			695				
A-B	0	0	0.00			0				
A-C	724	181	0.00			724				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	174	44	0.00	285	0.612	188	5.0	1.7	40.854	E
C-AB	0	0	0.00	997	0.000	0	0.0	0.0	0.000	A
C-A	567	142	0.00			567				
A-B	0	0	0.00			0				
A-C	592	148	0.00			592				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	37	0.00	314	0.466	149	1.7	0.9	22.298	C
C-AB	0	0	0.00	1040	0.000	0	0.0	0.0	0.000	A
C-A	475	119	0.00			475				
A-B	0	0	0.00			0				
A-C	495	124	0.00			495				

Queue Variation Results for each time segment

00:00 - 00:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.83	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

00:15 - 00:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.46	0.10	1.17	2.75	3.63			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

00:30 - 00:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.25	0.07	1.49	11.51	17.18			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

00:45 - 01:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	5.03	0.05	0.61	14.42	24.43			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

01:00 - 01:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.72	0.04	0.39	4.56	8.41			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

01:15 - 01:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.91	0.03	0.31	1.55	4.51			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2033 | with Development Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		4.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.84	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2033	with Development Flows	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	647	100.000
B		ONE HOUR	✓	156	100.000
C		ONE HOUR	✓	581	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	647
	B	126	0	30
	C	581	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.68	42.97	2.0	10.1	E	143	215
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						533	800
A-B						0	0
A-C						594	891

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	29	0.00	320	0.367	115	0.0	0.6	17.368	C
C-AB	0	0	0.00	1044	0.000	0	0.0	0.0	0.000	A
C-A	437	109	0.00			437				
A-B	0	0	0.00			0				
A-C	487	122	0.00			487				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	140	35	0.00	293	0.479	139	0.6	0.9	23.216	C
C-AB	0	0	0.00	1001	0.000	0	0.0	0.0	0.000	A
C-A	522	131	0.00			522				
A-B	0	0	0.00			0				
A-C	582	145	0.00			582				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	172	43	0.00	254	0.676	168	0.9	1.8	40.055	E
C-AB	0	0	0.00	942	0.000	0	0.0	0.0	0.000	A
C-A	640	160	0.00			640				
A-B	0	0	0.00			0				
A-C	712	178	0.00			712				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	172	43	0.00	254	0.676	171	1.8	2.0	42.969	E
C-AB	0	0	0.00	942	0.000	0	0.0	0.0	0.000	A
C-A	640	160	0.00			640				
A-B	0	0	0.00			0				
A-C	712	178	0.00			712				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	140	35	0.00	293	0.479	144	2.0	1.0	24.831	C
C-AB	0	0	0.00	1001	0.000	0	0.0	0.0	0.000	A
C-A	522	131	0.00			522				
A-B	0	0	0.00			0				
A-C	582	145	0.00			582				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	29	0.00	320	0.367	119	1.0	0.6	17.997	C
C-AB	0	0	0.00	1044	0.000	0	0.0	0.0	0.000	A
C-A	437	109	0.00			437				
A-B	0	0	0.00			0				
A-C	487	122	0.00			487				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.56	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.88	0.16	0.95	1.32	1.32			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.85	0.03	0.34	4.21	9.65			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.95	0.03	0.32	3.40	10.08			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.96	0.04	0.44	2.23	3.47			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.03	0.34	1.32	2.38			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

APPENDIX 7

JUNCTIONS 11 Output A547 Meliden Road/Ffordd Talargoch South Junction

Junctions 11

PICADY 11 - Priority Intersection Module

Filename: A547 - Ffordd Penrhwylfa.j11
Path: Z:\projects\5052 Mindale Farm, Meliden\Picady
Report generation date: 08/12/2025 14:32:20

Summary of junction performance

	AM								PM							
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2025 - Surveyed															
Stream B-C	D1	0.0	0.00	0.00	A	0.14	A	164 % [Stream C-B]	D2	0.0	0.00	0.00	A	0.42	A	93 % [Stream C-B]
Stream B-A		0.0	0.00	0.00	A					0.0	0.00	0.00	A			
Stream C-B		0.1	8.36	0.06	A					0.2	10.09	0.16	B			
	2033 - Base Flows															
Stream B-C	D3	0.0	0.00	0.00	A	0.15	A	144 % [Stream C-B]	D4	0.0	0.00	0.00	A	0.44	A	79 % [Stream C-B]
Stream B-A		0.0	0.00	0.00	A					0.0	0.00	0.00	A			
Stream C-B		0.1	8.68	0.06	A					0.2	10.72	0.18	B			
	2033 - with Development Flows															
Stream B-C	D5	0.0	0.00	0.00	A	0.15	A	141 % [Stream C-B]	D6	0.0	0.00	0.00	A	0.45	A	79 % [Stream C-B]
Stream B-A		0.0	0.00	0.00	A					0.0	0.00	0.00	A			
Stream C-B		0.1	8.75	0.07	A					0.2	10.77	0.18	B			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	A547 - Ffordd Penrhwylfa
Location	Prestatyn
Site number	
Date	10/10/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	4433
Enumerator	EDD
Description	Based on existing.

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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Surveyed	AM	ONE HOUR	08:00	09:30	15	✓
D2	2025	Surveyed	PM	ONE HOUR	00:00	01:30	15	✓
D3	2033	Base Flows	AM	ONE HOUR	08:00	09:30	15	✓
D4	2033	Base Flows	PM	ONE HOUR	00:00	01:30	15	✓
D5	2033	with Development Flows	AM	ONE HOUR	08:00	09:30	15	✓
D6	2033	with Development Flows	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2025 | Surveyed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Exit Only	Two-way		0.14	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	164	Stream C-B	0.14	A

Arms

Arms

Arm	Name	Description	Arm type
A	A547 (S)		Major
B	Ffordd Penrhwylfa		Minor
C	A547 (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			100.0		-

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	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B		3.45	3.45		

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	517	0.090	0.228	0.143	0.325
B-C	665	0.098	0.247	-	-
C-B	632	0.234	0.234	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Surveyed	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	679	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	722	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	85	594
	B	0	0	0
	C	698	24	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-A						640	961
C-B	0.06	8.36	0.1	0.5	A	22	33
A-B						78	117
A-C						545	818

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	549	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	328	0.000	0	0.0	0.0	0.000	A
C-A	525	131	0.00			525				
C-B	18	5	0.00	512	0.035	18	0.0	0.0	7.282	A
A-B	64	16	0.00			64				
A-C	447	112	0.00			447				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	526	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	292	0.000	0	0.0	0.0	0.000	A
C-A	627	157	0.00			627				
C-B	22	5	0.00	489	0.044	22	0.0	0.0	7.702	A
A-B	76	19	0.00			76				
A-C	534	133	0.00			534				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	495	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	241	0.000	0	0.0	0.0	0.000	A
C-A	769	192	0.00			769				
C-B	26	7	0.00	457	0.058	26	0.0	0.1	8.362	A
A-B	94	23	0.00			94				
A-C	654	164	0.00			654				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	495	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	241	0.000	0	0.0	0.0	0.000	A
C-A	769	192	0.00			769				
C-B	26	7	0.00	457	0.058	26	0.1	0.1	8.364	A
A-B	94	23	0.00			94				
A-C	654	164	0.00			654				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	526	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	291	0.000	0	0.0	0.0	0.000	A
C-A	627	157	0.00			627				
C-B	22	5	0.00	489	0.044	22	0.1	0.0	7.706	A
A-B	76	19	0.00			76				
A-C	534	133	0.00			534				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	549	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	328	0.000	0	0.0	0.0	0.000	A
C-A	525	131	0.00			525				
C-B	18	5	0.00	512	0.035	18	0.0	0.0	7.286	A
A-B	64	16	0.00			64				
A-C	447	112	0.00			447				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.05	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.06	0.03	0.26	0.46	0.49			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.06	0.00	0.00	0.06	0.06			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.05	0.00	0.00	0.05	0.05			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2025 | Surveyed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Exit Only	Two-way		0.42	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	93	Stream C-B	0.42	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Surveyed	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	806	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	655	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	205	601
	B	0	0	0
	C	594	61	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-A						545	818
C-B	0.16	10.09	0.2	0.5	B	56	84
A-B						188	282
A-C						551	827

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	539	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	321	0.000	0	0.0	0.0	0.000	A
C-A	447	112	0.00			447				
C-B	46	11	0.00	490	0.094	46	0.0	0.1	8.096	A
A-B	154	39	0.00			154				
A-C	452	113	0.00			452				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	514	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	283	0.000	0	0.0	0.0	0.000	A
C-A	534	133	0.00			534				
C-B	55	14	0.00	462	0.119	55	0.1	0.1	8.831	A
A-B	184	46	0.00			184				
A-C	540	135	0.00			540				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	480	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	230	0.000	0	0.0	0.0	0.000	A
C-A	654	164	0.00			654				
C-B	67	17	0.00	424	0.158	67	0.1	0.2	10.074	B
A-B	226	56	0.00			226				
A-C	662	165	0.00			662				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	480	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	230	0.000	0	0.0	0.0	0.000	A
C-A	654	164	0.00			654				
C-B	67	17	0.00	424	0.158	67	0.2	0.2	10.086	B
A-B	226	56	0.00			226				
A-C	662	165	0.00			662				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	514	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	283	0.000	0	0.0	0.0	0.000	A
C-A	534	133	0.00			534				
C-B	55	14	0.00	462	0.119	55	0.2	0.1	8.845	A
A-B	184	46	0.00			184				
A-C	540	135	0.00			540				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	539	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	321	0.000	0	0.0	0.0	0.000	A
C-A	447	112	0.00			447				
C-B	46	11	0.00	490	0.094	46	0.1	0.1	8.115	A
A-B	154	39	0.00			154				
A-C	452	113	0.00			452				

Queue Variation Results for each time segment

00:00 - 00:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.10	0.00	0.00	0.10	0.10			N/A	N/A

00:15 - 00:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.13	0.00	0.00	0.13	0.13			N/A	N/A

00:30 - 00:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.19	0.03	0.26	0.46	0.49			N/A	N/A

00:45 - 01:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.19	0.03	0.26	0.46	0.49			N/A	N/A

01:00 - 01:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.14	0.00	0.00	0.14	0.14			N/A	N/A

01:15 - 01:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.10	0.00	0.00	0.10	0.10			N/A	N/A

2033 | Base Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Exit Only	Two-way		0.15	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	144	Stream C-B	0.15	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2033	Base Flows	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	732	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	779	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	92	640
	B	0	0	0
	C	753	26	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-A						691	1036
C-B	0.06	8.68	0.1	0.5	A	24	36
A-B						84	127
A-C						587	881

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	540	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	313	0.000	0	0.0	0.0	0.000	A
C-A	567	142	0.00			567				
C-B	20	5	0.00	503	0.039	19	0.0	0.0	7.445	A
A-B	69	17	0.00			69				
A-C	482	120	0.00			482				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	515	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	274	0.000	0	0.0	0.0	0.000	A
C-A	677	169	0.00			677				
C-B	23	6	0.00	478	0.049	23	0.0	0.1	7.922	A
A-B	83	21	0.00			83				
A-C	575	144	0.00			575				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	482	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	219	0.000	0	0.0	0.0	0.000	A
C-A	829	207	0.00			829				
C-B	29	7	0.00	443	0.065	29	0.1	0.1	8.682	A
A-B	101	25	0.00			101				
A-C	705	176	0.00			705				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	482	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	219	0.000	0	0.0	0.0	0.000	A
C-A	829	207	0.00			829				
C-B	29	7	0.00	443	0.065	29	0.1	0.1	8.684	A
A-B	101	25	0.00			101				
A-C	705	176	0.00			705				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	515	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	274	0.000	0	0.0	0.0	0.000	A
C-A	677	169	0.00			677				
C-B	23	6	0.00	478	0.049	23	0.1	0.1	7.926	A
A-B	83	21	0.00			83				
A-C	575	144	0.00			575				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	540	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	313	0.000	0	0.0	0.0	0.000	A
C-A	567	142	0.00			567				
C-B	20	5	0.00	503	0.039	20	0.1	0.0	7.449	A
A-B	69	17	0.00			69				
A-C	482	120	0.00			482				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.05	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.07	0.03	0.26	0.47	0.49			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.07	0.00	0.00	0.07	0.07			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.05	0.00	0.00	0.05	0.05			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2033 | Base Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Exit Only	Two-way		0.44	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	79	Stream C-B	0.44	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2033	Base Flows	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	867	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	759	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	221	646
	B	0	0	0
	C	693	66	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-A						636	954
C-B	0.18	10.72	0.2	0.9	B	61	91
A-B						203	304
A-C						593	889

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	529	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	300	0.000	0	0.0	0.0	0.000	A
C-A	522	130	0.00			522				
C-B	50	12	0.00	479	0.104	49	0.0	0.1	8.368	A
A-B	166	42	0.00			166				
A-C	486	122	0.00			486				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	503	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	258	0.000	0	0.0	0.0	0.000	A
C-A	623	156	0.00			623				
C-B	59	15	0.00	449	0.132	59	0.1	0.2	9.224	A
A-B	199	50	0.00			199				
A-C	581	145	0.00			581				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	466	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	200	0.000	0	0.0	0.0	0.000	A
C-A	763	191	0.00			763				
C-B	73	18	0.00	408	0.178	72	0.2	0.2	10.709	B
A-B	243	61	0.00			243				
A-C	711	178	0.00			711				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	466	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	200	0.000	0	0.0	0.0	0.000	A
C-A	763	191	0.00			763				
C-B	73	18	0.00	408	0.178	73	0.2	0.2	10.724	B
A-B	243	61	0.00			243				
A-C	711	178	0.00			711				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	503	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	258	0.000	0	0.0	0.0	0.000	A
C-A	623	156	0.00			623				
C-B	59	15	0.00	449	0.132	60	0.2	0.2	9.243	A
A-B	199	50	0.00			199				
A-C	581	145	0.00			581				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	529	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	300	0.000	0	0.0	0.0	0.000	A
C-A	522	130	0.00			522				
C-B	50	12	0.00	479	0.104	50	0.2	0.1	8.390	A
A-B	166	42	0.00			166				
A-C	486	122	0.00			486				

Queue Variation Results for each time segment

00:00 - 00:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.11	0.00	0.00	0.11	0.11			N/A	N/A

00:15 - 00:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.15	0.00	0.00	0.15	0.15			N/A	N/A

00:30 - 00:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.21	0.03	0.26	0.46	0.49			N/A	N/A

00:45 - 01:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.21	0.03	0.27	0.49	0.92			N/A	N/A

01:00 - 01:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.15	0.00	0.00	0.15	0.15			N/A	N/A

01:15 - 01:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.12	0.00	0.00	0.12	0.12			N/A	N/A

2033 | with Development Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Exit Only	Two-way		0.15	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	141	Stream C-B	0.15	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2033	with Development Flows	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	744	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	782	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	92	652
	B	0	0	0
	C	756	26	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-A						694	1041
C-B	0.07	8.75	0.1	0.5	A	24	36
A-B						84	127
A-C						598	897

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	537	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	311	0.000	0	0.0	0.0	0.000	A
C-A	569	142	0.00			569				
C-B	20	5	0.00	501	0.039	19	0.0	0.0	7.478	A
A-B	69	17	0.00			69				
A-C	491	123	0.00			491				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	513	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	271	0.000	0	0.0	0.0	0.000	A
C-A	680	170	0.00			680				
C-B	23	6	0.00	475	0.049	23	0.0	0.1	7.964	A
A-B	83	21	0.00			83				
A-C	586	147	0.00			586				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	478	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	216	0.000	0	0.0	0.0	0.000	A
C-A	832	208	0.00			832				
C-B	29	7	0.00	440	0.065	29	0.1	0.1	8.748	A
A-B	101	25	0.00			101				
A-C	718	179	0.00			718				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	478	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	216	0.000	0	0.0	0.0	0.000	A
C-A	832	208	0.00			832				
C-B	29	7	0.00	440	0.065	29	0.1	0.1	8.749	A
A-B	101	25	0.00			101				
A-C	718	179	0.00			718				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	513	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	271	0.000	0	0.0	0.0	0.000	A
C-A	680	170	0.00			680				
C-B	23	6	0.00	475	0.049	23	0.1	0.1	7.968	A
A-B	83	21	0.00			83				
A-C	586	147	0.00			586				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	537	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	311	0.000	0	0.0	0.0	0.000	A
C-A	569	142	0.00			569				
C-B	20	5	0.00	501	0.039	20	0.1	0.0	7.482	A
A-B	69	17	0.00			69				
A-C	491	123	0.00			491				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.05	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.07	0.03	0.26	0.47	0.49			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.07	0.00	0.00	0.07	0.07			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.05	0.00	0.00	0.05	0.05			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2033 | with Development Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Exit Only	Two-way		0.45	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	79	Stream C-B	0.45	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2033	with Development Flows	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	872	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	713	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	221	651
	B	0	0	0
	C	647	66	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-A						594	891
C-B	0.18	10.77	0.2	0.9	B	61	91
A-B						203	304
A-C						597	896

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	528	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	304	0.000	0	0.0	0.0	0.000	A
C-A	487	122	0.00			487				
C-B	50	12	0.00	478	0.104	49	0.0	0.1	8.385	A
A-B	166	42	0.00			166				
A-C	490	123	0.00			490				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	502	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	263	0.000	0	0.0	0.0	0.000	A
C-A	582	145	0.00			582				
C-B	59	15	0.00	448	0.132	59	0.1	0.2	9.249	A
A-B	199	50	0.00			199				
A-C	585	146	0.00			585				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	465	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	206	0.000	0	0.0	0.0	0.000	A
C-A	712	178	0.00			712				
C-B	73	18	0.00	407	0.179	72	0.2	0.2	10.750	B
A-B	243	61	0.00			243				
A-C	717	179	0.00			717				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	465	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	206	0.000	0	0.0	0.0	0.000	A
C-A	712	178	0.00			712				
C-B	73	18	0.00	407	0.179	73	0.2	0.2	10.765	B
A-B	243	61	0.00			243				
A-C	717	179	0.00			717				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	502	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	263	0.000	0	0.0	0.0	0.000	A
C-A	582	145	0.00			582				
C-B	59	15	0.00	448	0.132	60	0.2	0.2	9.268	A
A-B	199	50	0.00			199				
A-C	585	146	0.00			585				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	528	0.000	0	0.0	0.0	0.000	A
B-A	0	0	0.00	304	0.000	0	0.0	0.0	0.000	A
C-A	487	122	0.00			487				
C-B	50	12	0.00	478	0.104	50	0.2	0.1	8.407	A
A-B	166	42	0.00			166				
A-C	490	123	0.00			490				

Queue Variation Results for each time segment

00:00 - 00:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.11	0.00	0.00	0.11	0.11			N/A	N/A

00:15 - 00:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.15	0.00	0.00	0.15	0.15			N/A	N/A

00:30 - 00:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.21	0.03	0.26	0.46	0.49			N/A	N/A

00:45 - 01:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.22	0.03	0.27	0.49	0.93			N/A	N/A

01:00 - 01:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.15	0.00	0.00	0.15	0.15			N/A	N/A

01:15 - 01:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-B	0.12	0.00	0.00	0.12	0.12			N/A	N/A

APPENDIX 8

JUNCTIONS 11 Output A547 Ffordd Talargoch/B5119/Allt Y Graig Junction

Junctions 11

PICADY 11 - Priority Intersection Module

Filename: A547 Ffordd Talargoch - Allt Y Graig - A547 - B5119 Crossroads.j11
Path: Z:\projects\5052 Mindale Farm, Meliden\Picady
Report generation date: 05/12/2025 08:56:17

Summary of junction performance

	AM								PM							
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2025 - Surveyed															
Stream B-CD	D1	0.1	9.78	0.12	A	2.96	A	8 % [Stream D-ABC]	D2	0.1	10.56	0.09	B	2.04	A	17 % [Stream D-ABC]
Stream B-AD		0.2	19.54	0.19	C					0.2	16.91	0.15	C			
Stream A-BCD		0.1	7.19	0.07	A					0.1	7.67	0.05	A			
Stream D-ABC		0.9	26.10	0.49	D					0.6	20.97	0.38	C			
Stream C-ABD		0.1	7.57	0.07	A					0.0	6.65	0.03	A			
	2033 - Base Flows															
Stream B-CD	D3	0.2	10.73	0.14	B	3.70	A	1 % [Stream D-ABC]	D4	0.1	11.62	0.10	B	2.43	A	8 % [Stream D-ABC]
Stream B-AD		0.3	23.14	0.23	C					0.2	19.23	0.18	C			
Stream A-BCD		0.1	7.45	0.08	A					0.1	8.00	0.06	A			
Stream D-ABC		1.3	34.38	0.58	D					0.8	25.86	0.45	D			
Stream C-ABD		0.1	7.91	0.07	A					0.0	6.84	0.03	A			
	2033 - with Development Flows															
Stream B-CD	D5	0.2	11.76	0.15	B	4.33	A	-3 % [Stream D-ABC]	D6	0.1	12.82	0.12	B	2.95	A	4 % [Stream D-ABC]
Stream B-AD		0.4	27.73	0.28	D					0.4	22.92	0.27	C			
Stream A-BCD		0.1	7.73	0.10	A					0.1	8.25	0.07	A			
Stream D-ABC		1.6	41.38	0.63	E					1.0	29.08	0.50	D			
Stream C-ABD		0.1	8.37	0.08	A					0.0	6.96	0.03	A			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	A547 Ffordd Talargoch - Allt Y Graig - A547 - B5119 Crossroads
Location	Prestatyn
Site number	
Date	10/10/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	4433
Enumerator	EDD
Description	Based on existing arrangement.

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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Surveyed	AM	ONE HOUR	08:00	09:30	15	✓
D2	2025	Surveyed	PM	ONE HOUR	17:00	18:30	15	✓
D3	2033	Base Flows	AM	ONE HOUR	08:00	09:30	15	✓
D4	2033	Base Flows	PM	ONE HOUR	17:00	18:30	15	✓
D5	2033	with Development Flows	AM	ONE HOUR	08:00	09:30	15	✓
D6	2033	with Development Flows	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2025 | Surveyed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.96	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	8	Stream D-ABC	2.96	A

Arms

Arms

Arm	Name	Description	Arm type
A	A547 Ffordd Talargoch (N)		Major
B	Allt Y Graig		Minor
C	A547 (S)		Major
D	B5119		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	7.70		✓	3.50	100.0	✓	4.00
C	7.70		✓	3.50	130.0	✓	3.00

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	Lane width (m)	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	One lane plus flare		10.00	5.40	3.20	3.10	3.10	✓	1.00	32	32
D	One lane	3.40								33	27

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	721	-	-	-	-	-	-	0.259	0.370	0.259	-	-	-
B-A	547	0.092	0.233	0.233	-	-	-	0.147	0.333	-	0.233	0.233	0.117
B-C	699	0.099	0.251	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	547	0.092	0.233	0.233	-	-	-	0.147	0.333	0.147	-	-	-
B-D, offside lane	547	0.092	0.233	0.233	-	-	-	0.147	0.333	0.147	-	-	-
C-B	741	0.266	0.266	0.380	-	-	-	-	-	-	-	-	-
D-A	667	-	-	-	-	-	-	0.239	-	0.095	-	-	-
D-B, nearside lane	522	0.140	0.140	0.318	-	-	-	0.222	0.222	0.088	-	-	-
D-B, offside lane	522	0.140	0.140	0.318	-	-	-	0.222	0.222	0.088	-	-	-
D-C	522	-	0.140	0.318	0.111	0.222	0.222	0.222	0.222	0.088	-	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Surveyed	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	777	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	634	100.000
D		ONE HOUR	✓	119	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	50	694	33
	B	35	0	39	10
	C	593	31	0	10
	D	28	19	72	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.12	9.78	0.1	0.5	A	41	61
B-AD	0.19	19.54	0.2	1.1	C	36	54
A-BCD	0.07	7.19	0.1	0.5	A	30	45
A-B						46	69
A-C						637	955
D-ABC	0.49	26.10	0.9	4.5	D	109	164
C-ABD	0.07	7.57	0.1	0.5	A	28	43
C-D						9	14
C-A						544	816

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	33	8	0.00	510	0.065	33	0.0	0.1	7.540	A
B-AD	30	7	0.00	329	0.091	29	0.0	0.1	11.994	B
A-BCD	25	6	0.00	595	0.042	25	0.0	0.0	6.309	A
A-B	38	9	0.00			38				
A-C	522	131	0.00			522				
D-ABC	90	22	0.00	361	0.248	88	0.0	0.3	13.140	B
C-ABD	23	6	0.00	583	0.040	23	0.0	0.0	6.431	A
C-D	8	2	0.00			8				
C-A	446	112	0.00			446				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	40	10	0.00	474	0.085	40	0.1	0.1	8.296	A
B-AD	35	9	0.00	287	0.124	35	0.1	0.1	14.322	B
A-BCD	30	7	0.00	571	0.052	30	0.0	0.1	6.654	A
A-B	45	11	0.00			45				
A-C	624	156	0.00			624				
D-ABC	107	27	0.00	323	0.331	106	0.3	0.5	16.587	C
C-ABD	28	7	0.00	552	0.050	28	0.0	0.1	6.867	A
C-D	9	2	0.00			9				
C-A	533	133	0.00			533				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	49	12	0.00	418	0.118	49	0.1	0.1	9.759	A
B-AD	43	11	0.00	228	0.189	43	0.1	0.2	19.441	C
A-BCD	36	9	0.00	537	0.068	36	0.1	0.1	7.192	A
A-B	55	14	0.00			55				
A-C	764	191	0.00			764				
D-ABC	131	33	0.00	269	0.488	129	0.5	0.9	25.516	D
C-ABD	34	9	0.00	510	0.067	34	0.1	0.1	7.570	A
C-D	11	3	0.00			11				
C-A	653	163	0.00			653				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	49	12	0.00	418	0.118	49	0.1	0.1	9.777	A
B-AD	43	11	0.00	227	0.190	43	0.2	0.2	19.543	C
A-BCD	36	9	0.00	537	0.068	36	0.1	0.1	7.193	A
A-B	55	14	0.00			55				
A-C	764	191	0.00			764				
D-ABC	131	33	0.00	269	0.488	131	0.9	0.9	26.096	D
C-ABD	34	9	0.00	510	0.067	34	0.1	0.1	7.571	A
C-D	11	3	0.00			11				
C-A	653	163	0.00			653				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	40	10	0.00	473	0.085	40	0.1	0.1	8.315	A
B-AD	35	9	0.00	286	0.124	36	0.2	0.1	14.405	B
A-BCD	30	7	0.00	571	0.052	30	0.1	0.1	6.658	A
A-B	45	11	0.00			45				
A-C	624	156	0.00			624				
D-ABC	107	27	0.00	323	0.332	109	0.9	0.5	16.957	C
C-ABD	28	7	0.00	552	0.051	28	0.1	0.1	6.870	A
C-D	9	2	0.00			9				
C-A	533	133	0.00			533				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	33	8	0.00	510	0.066	34	0.1	0.1	7.555	A
B-AD	30	7	0.00	329	0.091	30	0.1	0.1	12.056	B
A-BCD	25	6	0.00	595	0.042	25	0.1	0.0	6.313	A
A-B	38	9	0.00			38				
A-C	522	131	0.00			522				
D-ABC	90	22	0.00	361	0.248	90	0.5	0.3	13.343	B
C-ABD	23	6	0.00	583	0.040	23	0.1	0.0	6.436	A
C-D	8	2	0.00			8				
C-A	446	112	0.00			446				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-AD	0.10	0.00	0.00	0.10	0.10			N/A	N/A
A-BCD	0.04	0.00	0.00	0.04	0.04			N/A	N/A
D-ABC	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-ABD	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.09	0.03	0.25	0.45	0.48			N/A	N/A
B-AD	0.14	0.00	0.00	0.14	0.14			N/A	N/A
A-BCD	0.05	0.03	0.25	0.45	0.48			N/A	N/A
D-ABC	0.48	0.00	0.00	0.48	0.48			N/A	N/A
C-ABD	0.05	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.13	0.03	0.26	0.47	0.49			N/A	N/A
B-AD	0.23	0.03	0.26	0.47	0.50			N/A	N/A
A-BCD	0.07	0.03	0.26	0.47	0.49			N/A	N/A
D-ABC	0.90	0.03	0.27	0.90	1.99			N/A	N/A
C-ABD	0.07	0.03	0.26	0.47	0.49			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.13	0.03	0.25	0.45	0.48			N/A	N/A
B-AD	0.23	0.03	0.28	0.66	1.09			N/A	N/A
A-BCD	0.07	0.00	0.00	0.07	0.07			N/A	N/A
D-ABC	0.93	0.03	0.30	1.39	4.54			N/A	N/A
C-ABD	0.07	0.00	0.00	0.07	0.07			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-AD	0.14	0.00	0.00	0.14	0.14			N/A	N/A
A-BCD	0.06	0.00	0.00	0.06	0.06			N/A	N/A
D-ABC	0.51	0.04	0.44	1.28	1.40			N/A	N/A
C-ABD	0.05	0.00	0.00	0.05	0.05			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-AD	0.10	0.00	0.00	0.10	0.10			N/A	N/A
A-BCD	0.04	0.00	0.00	0.04	0.04			N/A	N/A
D-ABC	0.34	0.03	0.32	1.04	1.28			N/A	N/A
C-ABD	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2025 | Surveyed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.04	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	17	Stream D-ABC	2.04	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Surveyed	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	611	100.000
B		ONE HOUR	✓	65	100.000
C		ONE HOUR	✓	788	100.000
D		ONE HOUR	✓	95	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	35	553	23
	B	26	0	19	20
	C	764	16	0	8
	D	34	13	48	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.09	10.56	0.1	0.5	B	27	41
B-AD	0.15	16.91	0.2	0.5	C	32	48
A-BCD	0.05	7.67	0.1	0.5	A	21	32
A-B						32	48
A-C						507	761
D-ABC	0.38	20.97	0.6	2.8	C	87	131
C-ABD	0.03	6.65	0.0	0.5	A	15	22
C-D						7	11
C-A						701	1052

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	22	6	0.00	468	0.048	22	0.0	0.0	8.074	A
B-AD	27	7	0.00	345	0.077	26	0.0	0.1	11.277	B
A-BCD	17	4	0.00	566	0.031	17	0.0	0.0	6.552	A
A-B	26	7	0.00			26				
A-C	416	104	0.00			416				
D-ABC	72	18	0.00	372	0.192	71	0.0	0.2	11.914	B
C-ABD	12	3	0.00	617	0.020	12	0.0	0.0	5.957	A
C-D	6	2	0.00			6				
C-A	575	144	0.00			575				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	27	7	0.00	430	0.062	27	0.0	0.1	8.920	A
B-AD	32	8	0.00	306	0.104	32	0.1	0.1	13.118	B
A-BCD	21	5	0.00	536	0.039	21	0.0	0.0	6.980	A
A-B	31	8	0.00			31				
A-C	497	124	0.00			497				
D-ABC	85	21	0.00	332	0.257	85	0.2	0.3	14.531	B
C-ABD	14	4	0.00	593	0.024	14	0.0	0.0	6.230	A
C-D	7	2	0.00			7				
C-A	687	172	0.00			687				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	33	8	0.00	374	0.089	33	0.1	0.1	10.546	B
B-AD	38	10	0.00	251	0.153	38	0.1	0.2	16.858	C
A-BCD	25	6	0.00	495	0.051	25	0.0	0.1	7.667	A
A-B	39	10	0.00			39				
A-C	609	152	0.00			609				
D-ABC	105	26	0.00	276	0.379	104	0.3	0.6	20.737	C
C-ABD	18	4	0.00	559	0.032	18	0.0	0.0	6.651	A
C-D	9	2	0.00			9				
C-A	841	210	0.00			841				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	33	8	0.00	374	0.089	33	0.1	0.1	10.560	B
B-AD	38	10	0.00	251	0.153	38	0.2	0.2	16.908	C
A-BCD	25	6	0.00	495	0.051	25	0.1	0.1	7.667	A
A-B	39	10	0.00			39				
A-C	609	152	0.00			609				
D-ABC	105	26	0.00	276	0.379	105	0.6	0.6	20.969	C
C-ABD	18	4	0.00	559	0.032	18	0.0	0.0	6.651	A
C-D	9	2	0.00			9				
C-A	841	210	0.00			841				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	27	7	0.00	430	0.062	27	0.1	0.1	8.935	A
B-AD	32	8	0.00	306	0.104	32	0.2	0.1	13.162	B
A-BCD	21	5	0.00	536	0.039	21	0.1	0.0	6.985	A
A-B	31	8	0.00			31				
A-C	497	124	0.00			497				
D-ABC	85	21	0.00	332	0.257	86	0.6	0.4	14.701	B
C-ABD	14	4	0.00	593	0.024	14	0.0	0.0	6.231	A
C-D	7	2	0.00			7				
C-A	687	172	0.00			687				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	22	6	0.00	467	0.048	22	0.1	0.1	8.090	A
B-AD	27	7	0.00	345	0.077	27	0.1	0.1	11.320	B
A-BCD	17	4	0.00	566	0.031	17	0.0	0.0	6.556	A
A-B	26	7	0.00			26				
A-C	416	104	0.00			416				
D-ABC	72	18	0.00	372	0.192	72	0.4	0.2	12.030	B
C-ABD	12	3	0.00	617	0.020	12	0.0	0.0	5.958	A
C-D	6	2	0.00			6				
C-A	575	144	0.00			575				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-AD	0.08	0.00	0.00	0.08	0.08			N/A	N/A
A-BCD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
D-ABC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-ABD	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.07	0.03	0.25	0.45	0.48			N/A	N/A
B-AD	0.11	0.00	0.00	0.11	0.11			N/A	N/A
A-BCD	0.04	0.03	0.25	0.45	0.48			N/A	N/A
D-ABC	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C-ABD	0.02	0.02	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.10	0.03	0.26	0.47	0.50			N/A	N/A
B-AD	0.18	0.03	0.26	0.47	0.50			N/A	N/A
A-BCD	0.05	0.03	0.26	0.46	0.49			N/A	N/A
D-ABC	0.59	0.03	0.26	0.59	0.59			N/A	N/A
C-ABD	0.03	0.00	0.00	0.03	0.03			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.10	0.03	0.25	0.45	0.48			N/A	N/A
B-AD	0.18	0.03	0.26	0.46	0.49			N/A	N/A
A-BCD	0.05	0.00	0.00	0.05	0.05			N/A	N/A
D-ABC	0.60	0.03	0.31	1.08	2.80			N/A	N/A
C-ABD	0.03	0.00	0.00	0.03	0.03			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-AD	0.12	0.00	0.00	0.12	0.12			N/A	N/A
A-BCD	0.04	0.00	0.00	0.04	0.04			N/A	N/A
D-ABC	0.35	0.03	0.27	0.48	0.74			N/A	N/A
C-ABD	0.03	0.00	0.00	0.03	0.03			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-AD	0.08	0.00	0.00	0.08	0.08			N/A	N/A
A-BCD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
D-ABC	0.24	0.03	0.25	0.45	0.48			N/A	N/A
C-ABD	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2033 | Base Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		3.70	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	1	Stream D-ABC	3.70	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2033	Base Flows	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	838	100.000
B		ONE HOUR	✓	91	100.000
C		ONE HOUR	✓	683	100.000
D		ONE HOUR	✓	128	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	54	748	36
	B	38	0	42	11
	C	639	33	0	11
	D	30	20	78	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.14	10.73	0.2	0.5	B	44	67
B-AD	0.23	23.14	0.3	1.3	C	39	59
A-BCD	0.08	7.45	0.1	0.5	A	33	50
A-B						50	74
A-C						686	1030
D-ABC	0.58	34.38	1.3	6.5	D	117	176
C-ABD	0.07	7.91	0.1	0.5	A	30	45
C-D						10	15
C-A						586	880

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	36	9	0.00	495	0.073	36	0.0	0.1	7.832	A
B-AD	32	8	0.00	312	0.104	32	0.0	0.1	12.818	B
A-BCD	27	7	0.00	585	0.046	27	0.0	0.0	6.444	A
A-B	41	10	0.00			41				
A-C	563	141	0.00			563				
D-ABC	96	24	0.00	346	0.279	95	0.0	0.4	14.276	B
C-ABD	25	6	0.00	570	0.044	25	0.0	0.0	6.596	A
C-D	8	2	0.00			8				
C-A	481	120	0.00			481				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	43	11	0.00	454	0.095	43	0.1	0.1	8.756	A
B-AD	38	10	0.00	266	0.144	38	0.1	0.2	15.774	C
A-BCD	32	8	0.00	559	0.058	32	0.0	0.1	6.834	A
A-B	49	12	0.00			49				
A-C	672	168	0.00			672				
D-ABC	115	29	0.00	304	0.379	114	0.4	0.6	18.889	C
C-ABD	30	7	0.00	537	0.055	30	0.0	0.1	7.093	A
C-D	10	2	0.00			10				
C-A	574	144	0.00			574				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	54	13	0.00	390	0.137	53	0.1	0.2	10.696	B
B-AD	47	12	0.00	203	0.230	46	0.2	0.3	22.940	C
A-BCD	40	10	0.00	523	0.076	40	0.1	0.1	7.453	A
A-B	59	15	0.00			59				
A-C	824	206	0.00			824				
D-ABC	141	35	0.00	245	0.575	138	0.6	1.3	32.923	D
C-ABD	36	9	0.00	491	0.074	36	0.1	0.1	7.909	A
C-D	12	3	0.00			12				
C-A	704	176	0.00			704				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	54	13	0.00	389	0.138	54	0.2	0.2	10.728	B
B-AD	47	12	0.00	202	0.231	47	0.3	0.3	23.144	C
A-BCD	40	10	0.00	523	0.076	40	0.1	0.1	7.453	A
A-B	59	15	0.00			59				
A-C	824	206	0.00			824				
D-ABC	141	35	0.00	245	0.575	141	1.3	1.3	34.379	D
C-ABD	36	9	0.00	491	0.074	36	0.1	0.1	7.910	A
C-D	12	3	0.00			12				
C-A	704	176	0.00			704				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	43	11	0.00	454	0.096	44	0.2	0.1	8.782	A
B-AD	38	10	0.00	266	0.145	39	0.3	0.2	15.914	C
A-BCD	32	8	0.00	559	0.058	32	0.1	0.1	6.840	A
A-B	49	12	0.00			49				
A-C	672	168	0.00			672				
D-ABC	115	29	0.00	304	0.379	118	1.3	0.6	19.619	C
C-ABD	30	7	0.00	537	0.055	30	0.1	0.1	7.099	A
C-D	10	2	0.00			10				
C-A	574	144	0.00			574				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	36	9	0.00	495	0.073	36	0.1	0.1	7.854	A
B-AD	32	8	0.00	312	0.104	33	0.2	0.1	12.905	B
A-BCD	27	7	0.00	585	0.046	27	0.1	0.0	6.449	A
A-B	41	10	0.00			41				
A-C	563	141	0.00			563				
D-ABC	96	24	0.00	345	0.279	97	0.6	0.4	14.572	B
C-ABD	25	6	0.00	570	0.044	25	0.1	0.0	6.604	A
C-D	8	2	0.00			8				
C-A	481	120	0.00			481				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-AD	0.11	0.00	0.00	0.11	0.11			N/A	N/A
A-BCD	0.05	0.00	0.00	0.05	0.05			N/A	N/A
D-ABC	0.38	0.00	0.00	0.38	0.38			N/A	N/A
C-ABD	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-AD	0.17	0.00	0.00	0.17	0.17			N/A	N/A
A-BCD	0.06	0.03	0.25	0.45	0.48			N/A	N/A
D-ABC	0.59	0.10	0.84	1.37	1.43			N/A	N/A
C-ABD	0.06	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.16	0.03	0.26	0.47	0.49			N/A	N/A
B-AD	0.29	0.03	0.26	0.47	0.50			N/A	N/A
A-BCD	0.08	0.03	0.26	0.47	0.49			N/A	N/A
D-ABC	1.25	0.03	0.29	1.29	5.69			N/A	N/A
C-ABD	0.08	0.03	0.26	0.47	0.49			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.16	0.03	0.25	0.45	0.48			N/A	N/A
B-AD	0.29	0.03	0.31	1.04	1.33			N/A	N/A
A-BCD	0.08	0.00	0.00	0.08	0.08			N/A	N/A
D-ABC	1.30	0.03	0.31	2.08	6.55			N/A	N/A
C-ABD	0.08	0.00	0.00	0.08	0.08			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.11	0.00	0.00	0.11	0.11			N/A	N/A
B-AD	0.17	0.00	0.00	0.17	0.17			N/A	N/A
A-BCD	0.06	0.00	0.00	0.06	0.06			N/A	N/A
D-ABC	0.63	0.05	0.46	1.47	1.56			N/A	N/A
C-ABD	0.06	0.00	0.00	0.06	0.06			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-AD	0.12	0.00	0.00	0.12	0.12			N/A	N/A
A-BCD	0.05	0.00	0.00	0.05	0.05			N/A	N/A
D-ABC	0.40	0.03	0.34	1.25	1.48			N/A	N/A
C-ABD	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2033 | Base Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.43	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	8	Stream D-ABC	2.43	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2033	Base Flows	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	658	100.000
B		ONE HOUR	✓	70	100.000
C		ONE HOUR	✓	848	100.000
D		ONE HOUR	✓	103	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	38	595	25
	B	28	0	20	22
	C	822	17	0	9
	D	37	14	52	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.10	11.62	0.1	0.5	B	29	44
B-AD	0.18	19.23	0.2	1.0	C	35	52
A-BCD	0.06	8.00	0.1	0.5	A	23	34
A-B						35	52
A-C						546	819
D-ABC	0.45	25.86	0.8	3.9	D	95	142
C-ABD	0.03	6.84	0.0	0.5	A	16	23
C-D						8	12
C-A						754	1131

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24	6	0.00	451	0.053	24	0.0	0.1	8.426	A
B-AD	29	7	0.00	330	0.087	28	0.0	0.1	11.929	B
A-BCD	19	5	0.00	555	0.034	19	0.0	0.0	6.715	A
A-B	29	7	0.00			29				
A-C	448	112	0.00			448				
D-ABC	78	19	0.00	357	0.217	76	0.0	0.3	12.798	B
C-ABD	13	3	0.00	607	0.021	13	0.0	0.0	6.061	A
C-D	7	2	0.00			7				
C-A	619	155	0.00			619				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	29	7	0.00	409	0.070	29	0.1	0.1	9.462	A
B-AD	34	9	0.00	287	0.119	34	0.1	0.1	14.198	B
A-BCD	22	6	0.00	522	0.043	22	0.0	0.0	7.202	A
A-B	34	9	0.00			34				
A-C	535	134	0.00			535				
D-ABC	93	23	0.00	314	0.295	92	0.3	0.4	16.199	C
C-ABD	15	4	0.00	581	0.026	15	0.0	0.0	6.366	A
C-D	8	2	0.00			8				
C-A	739	185	0.00			739				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	36	9	0.00	346	0.104	36	0.1	0.1	11.592	B
B-AD	41	10	0.00	229	0.180	41	0.1	0.2	19.144	C
A-BCD	28	7	0.00	478	0.058	27	0.0	0.1	7.997	A
A-B	42	10	0.00			42				
A-C	655	164	0.00			655				
D-ABC	113	28	0.00	252	0.449	112	0.4	0.8	25.357	D
C-ABD	19	5	0.00	545	0.034	19	0.0	0.0	6.842	A
C-D	10	2	0.00			10				
C-A	905	226	0.00			905				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	36	9	0.00	346	0.104	36	0.1	0.1	11.616	B
B-AD	41	10	0.00	228	0.181	41	0.2	0.2	19.231	C
A-BCD	28	7	0.00	478	0.058	28	0.1	0.1	7.999	A
A-B	42	10	0.00			42				
A-C	655	164	0.00			655				
D-ABC	113	28	0.00	252	0.449	113	0.8	0.8	25.862	D
C-ABD	19	5	0.00	545	0.034	19	0.0	0.0	6.842	A
C-D	10	2	0.00			10				
C-A	905	226	0.00			905				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	29	7	0.00	409	0.070	29	0.1	0.1	9.486	A
B-AD	34	9	0.00	287	0.119	34	0.2	0.1	14.271	B
A-BCD	22	6	0.00	522	0.043	23	0.1	0.0	7.204	A
A-B	34	9	0.00			34				
A-C	535	134	0.00			535				
D-ABC	93	23	0.00	314	0.295	94	0.8	0.4	16.505	C
C-ABD	15	4	0.00	581	0.026	15	0.0	0.0	6.370	A
C-D	8	2	0.00			8				
C-A	739	185	0.00			739				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24	6	0.00	450	0.053	24	0.1	0.1	8.445	A
B-AD	29	7	0.00	330	0.087	29	0.1	0.1	11.982	B
A-BCD	19	5	0.00	555	0.034	19	0.0	0.0	6.722	A
A-B	29	7	0.00			29				
A-C	448	112	0.00			448				
D-ABC	78	19	0.00	357	0.218	78	0.4	0.3	12.961	B
C-ABD	13	3	0.00	607	0.021	13	0.0	0.0	6.064	A
C-D	7	2	0.00			7				
C-A	619	155	0.00			619				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-AD	0.09	0.00	0.00	0.09	0.09			N/A	N/A
A-BCD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
D-ABC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-ABD	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.07	0.03	0.26	0.47	0.49			N/A	N/A
B-AD	0.13	0.00	0.00	0.13	0.13			N/A	N/A
A-BCD	0.04	0.03	0.25	0.45	0.48			N/A	N/A
D-ABC	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C-ABD	0.03	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.11	0.03	0.26	0.47	0.50			N/A	N/A
B-AD	0.21	0.03	0.26	0.47	0.50			N/A	N/A
A-BCD	0.06	0.03	0.26	0.46	0.49			N/A	N/A
D-ABC	0.78	0.03	0.27	0.78	1.47			N/A	N/A
C-ABD	0.04	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.11	0.03	0.25	0.45	0.48			N/A	N/A
B-AD	0.22	0.03	0.28	0.50	0.99			N/A	N/A
A-BCD	0.06	0.00	0.00	0.06	0.06			N/A	N/A
D-ABC	0.80	0.03	0.31	1.41	3.90			N/A	N/A
C-ABD	0.04	0.00	0.00	0.04	0.04			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-AD	0.14	0.00	0.00	0.14	0.14			N/A	N/A
A-BCD	0.05	0.00	0.00	0.05	0.05			N/A	N/A
D-ABC	0.43	0.04	0.36	1.18	1.34			N/A	N/A
C-ABD	0.03	0.00	0.00	0.03	0.03			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-AD	0.10	0.00	0.00	0.10	0.10			N/A	N/A
A-BCD	0.04	0.00	0.00	0.04	0.04			N/A	N/A
D-ABC	0.28	0.03	0.28	0.59	1.05			N/A	N/A
C-ABD	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2033 | with Development Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		4.33	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-3	Stream D-ABC	4.33	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2033	with Development Flows	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	919	100.000
B		ONE HOUR	✓	97	100.000
C		ONE HOUR	✓	698	100.000
D		ONE HOUR	✓	132	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	75	796	48
	B	42	0	44	11
	C	654	33	0	11
	D	34	20	78	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.15	11.76	0.2	0.5	B	46	70
B-AD	0.28	27.73	0.4	1.2	D	43	64
A-BCD	0.10	7.73	0.1	0.5	A	44	66
A-B						69	103
A-C						730	1096
D-ABC	0.63	41.38	1.6	8.3	E	121	182
C-ABD	0.08	8.37	0.1	0.5	A	30	45
C-D						10	15
C-A						600	900

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	38	9	0.00	483	0.078	37	0.0	0.1	8.081	A
B-AD	35	9	0.00	298	0.119	35	0.0	0.1	13.658	B
A-BCD	36	9	0.00	583	0.062	36	0.0	0.1	6.582	A
A-B	56	14	0.00			56				
A-C	599	150	0.00			599				
D-ABC	99	25	0.00	338	0.294	98	0.0	0.4	14.861	B
C-ABD	25	6	0.00	553	0.045	25	0.0	0.0	6.811	A
C-D	8	2	0.00			8				
C-A	492	123	0.00			492				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	45	11	0.00	437	0.103	45	0.1	0.1	9.173	A
B-AD	42	10	0.00	249	0.169	42	0.1	0.2	17.350	C
A-BCD	43	11	0.00	556	0.078	43	0.1	0.1	7.024	A
A-B	67	17	0.00			67				
A-C	716	179	0.00			716				
D-ABC	119	30	0.00	294	0.403	118	0.4	0.7	20.274	C
C-ABD	30	7	0.00	517	0.057	30	0.0	0.1	7.393	A
C-D	10	2	0.00			10				
C-A	588	147	0.00			588				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	56	14	0.00	363	0.154	56	0.1	0.2	11.701	B
B-AD	51	13	0.00	181	0.280	50	0.2	0.4	27.335	D
A-BCD	53	13	0.00	518	0.102	53	0.1	0.1	7.730	A
A-B	83	21	0.00			83				
A-C	876	219	0.00			876				
D-ABC	145	36	0.00	231	0.628	142	0.7	1.5	38.795	E
C-ABD	36	9	0.00	466	0.078	36	0.1	0.1	8.370	A
C-D	12	3	0.00			12				
C-A	720	180	0.00			720				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	56	14	0.00	362	0.155	56	0.2	0.2	11.761	B
B-AD	51	13	0.00	180	0.281	51	0.4	0.4	27.733	D
A-BCD	53	13	0.00	518	0.102	53	0.1	0.1	7.733	A
A-B	83	21	0.00			83				
A-C	876	219	0.00			876				
D-ABC	145	36	0.00	231	0.629	145	1.5	1.6	41.381	E
C-ABD	36	9	0.00	466	0.078	36	0.1	0.1	8.374	A
C-D	12	3	0.00			12				
C-A	720	180	0.00			720				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	45	11	0.00	437	0.104	46	0.2	0.1	9.215	A
B-AD	42	10	0.00	248	0.169	43	0.4	0.2	17.582	C
A-BCD	43	11	0.00	556	0.078	43	0.1	0.1	7.031	A
A-B	67	17	0.00			67				
A-C	716	179	0.00			716				
D-ABC	119	30	0.00	294	0.404	122	1.6	0.7	21.365	C
C-ABD	30	7	0.00	516	0.057	30	0.1	0.1	7.400	A
C-D	10	2	0.00			10				
C-A	588	147	0.00			588				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	38	9	0.00	482	0.078	38	0.1	0.1	8.107	A
B-AD	35	9	0.00	297	0.119	36	0.2	0.1	13.775	B
A-BCD	36	9	0.00	582	0.062	36	0.1	0.1	6.593	A
A-B	56	14	0.00			56				
A-C	599	150	0.00			599				
D-ABC	99	25	0.00	338	0.294	100	0.7	0.4	15.220	C
C-ABD	25	6	0.00	553	0.045	25	0.1	0.0	6.817	A
C-D	8	2	0.00			8				
C-A	492	123	0.00			492				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-AD	0.13	0.00	0.00	0.13	0.13			N/A	N/A
A-BCD	0.07	0.00	0.00	0.07	0.07			N/A	N/A
D-ABC	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C-ABD	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.11	0.00	0.00	0.11	0.11			N/A	N/A
B-AD	0.20	0.00	0.00	0.20	0.20			N/A	N/A
A-BCD	0.08	0.03	0.26	0.47	0.50			N/A	N/A
D-ABC	0.65	0.11	0.85	1.37	1.44			N/A	N/A
C-ABD	0.06	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.18	0.03	0.26	0.47	0.49			N/A	N/A
B-AD	0.37	0.03	0.26	0.48	0.66			N/A	N/A
A-BCD	0.11	0.03	0.26	0.47	0.49			N/A	N/A
D-ABC	1.52	0.03	0.32	2.82	7.86			N/A	N/A
C-ABD	0.08	0.03	0.26	0.47	0.49			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.18	0.03	0.25	0.46	0.48			N/A	N/A
B-AD	0.38	0.03	0.32	1.25	1.25			N/A	N/A
A-BCD	0.11	0.03	0.25	0.45	0.48			N/A	N/A
D-ABC	1.60	0.03	0.32	2.96	8.29			N/A	N/A
C-ABD	0.08	0.00	0.00	0.08	0.08			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.12	0.00	0.00	0.12	0.12			N/A	N/A
B-AD	0.21	0.00	0.00	0.21	0.21			N/A	N/A
A-BCD	0.08	0.00	0.00	0.08	0.08			N/A	N/A
D-ABC	0.70	0.04	0.44	1.42	1.98			N/A	N/A
C-ABD	0.06	0.00	0.00	0.06	0.06			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-AD	0.14	0.03	0.25	0.45	0.48			N/A	N/A
A-BCD	0.07	0.00	0.00	0.07	0.07			N/A	N/A
D-ABC	0.43	0.03	0.33	1.34	1.47			N/A	N/A
C-ABD	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2033 | with Development Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Queue variations	Analysis Options	Queue Variations cannot be calculated for crossroads.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.95	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	4	Stream D-ABC	2.95	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2033	with Development Flows	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	686	100.000
B		ONE HOUR	✓	85	100.000
C		ONE HOUR	✓	881	100.000
D		ONE HOUR	✓	111	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	45	612	29
	B	43	0	20	22
	C	855	17	0	9
	D	45	14	52	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.12	12.82	0.1	0.5	B	30	45
B-AD	0.27	22.92	0.4	1.1	C	48	72
A-BCD	0.07	8.25	0.1	0.5	A	27	40
A-B						41	62
A-C						562	842
D-ABC	0.50	29.08	1.0	4.8	D	102	153
C-ABD	0.03	6.96	0.0	0.5	A	16	23
C-D						8	12
C-A						785	1177

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24	6	0.00	437	0.055	24	0.0	0.1	8.720	A
B-AD	40	10	0.00	320	0.124	39	0.0	0.1	12.788	B
A-BCD	22	5	0.00	548	0.040	22	0.0	0.0	6.835	A
A-B	34	8	0.00			34				
A-C	461	115	0.00			461				
D-ABC	84	21	0.00	356	0.235	82	0.0	0.3	13.121	B
C-ABD	13	3	0.00	601	0.021	13	0.0	0.0	6.122	A
C-D	7	2	0.00			7				
C-A	644	161	0.00			644				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	29	7	0.00	390	0.075	29	0.1	0.1	9.964	A
B-AD	47	12	0.00	276	0.171	47	0.1	0.2	15.709	C
A-BCD	26	7	0.00	515	0.051	26	0.0	0.1	7.368	A
A-B	40	10	0.00			40				
A-C	550	138	0.00			550				
D-ABC	100	25	0.00	311	0.321	99	0.3	0.5	16.977	C
C-ABD	15	4	0.00	574	0.027	15	0.0	0.0	6.447	A
C-D	8	2	0.00			8				
C-A	769	192	0.00			769				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	37	9	0.00	318	0.116	37	0.1	0.1	12.770	B
B-AD	57	14	0.00	214	0.265	56	0.2	0.3	22.724	C
A-BCD	32	8	0.00	468	0.068	32	0.1	0.1	8.250	A
A-B	50	12	0.00			50				
A-C	674	168	0.00			674				
D-ABC	122	31	0.00	246	0.497	120	0.5	0.9	28.282	D
C-ABD	19	5	0.00	537	0.035	19	0.0	0.0	6.957	A
C-D	10	2	0.00			10				
C-A	941	235	0.00			941				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	37	9	0.00	318	0.116	37	0.1	0.1	12.822	B
B-AD	57	14	0.00	214	0.265	57	0.3	0.4	22.921	C
A-BCD	32	8	0.00	468	0.068	32	0.1	0.1	8.252	A
A-B	50	12	0.00			50				
A-C	674	168	0.00			674				
D-ABC	122	31	0.00	246	0.498	122	0.9	1.0	29.078	D
C-ABD	19	5	0.00	537	0.035	19	0.0	0.0	6.958	A
C-D	10	2	0.00			10				
C-A	941	235	0.00			941				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	29	7	0.00	389	0.075	30	0.1	0.1	10.007	B
B-AD	47	12	0.00	275	0.171	48	0.4	0.2	15.845	C
A-BCD	26	7	0.00	515	0.051	26	0.1	0.1	7.373	A
A-B	40	10	0.00			40				
A-C	550	138	0.00			550				
D-ABC	100	25	0.00	310	0.322	102	1.0	0.5	17.400	C
C-ABD	15	4	0.00	574	0.027	15	0.0	0.0	6.449	A
C-D	8	2	0.00			8				
C-A	769	192	0.00			769				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24	6	0.00	436	0.056	24	0.1	0.1	8.748	A
B-AD	40	10	0.00	320	0.124	40	0.2	0.1	12.868	B
A-BCD	22	5	0.00	548	0.040	22	0.1	0.0	6.840	A
A-B	34	8	0.00			34				
A-C	461	115	0.00			461				
D-ABC	84	21	0.00	355	0.235	84	0.5	0.3	13.312	B
C-ABD	13	3	0.00	601	0.021	13	0.0	0.0	6.124	A
C-D	7	2	0.00			7				
C-A	644	161	0.00			644				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-AD	0.14	0.00	0.00	0.14	0.14			N/A	N/A
A-BCD	0.04	0.00	0.00	0.04	0.04			N/A	N/A
D-ABC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-ABD	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.08	0.03	0.25	0.45	0.48			N/A	N/A
B-AD	0.20	0.00	0.00	0.20	0.20			N/A	N/A
A-BCD	0.05	0.03	0.25	0.45	0.48			N/A	N/A
D-ABC	0.46	0.00	0.00	0.46	0.46			N/A	N/A
C-ABD	0.03	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.13	0.03	0.26	0.47	0.50			N/A	N/A
B-AD	0.35	0.03	0.26	0.47	0.50			N/A	N/A
A-BCD	0.07	0.03	0.26	0.47	0.49			N/A	N/A
D-ABC	0.93	0.03	0.28	0.93	2.57			N/A	N/A
C-ABD	0.04	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.13	0.03	0.25	0.45	0.48			N/A	N/A
B-AD	0.35	0.03	0.32	1.06	1.06			N/A	N/A
A-BCD	0.07	0.00	0.00	0.07	0.07			N/A	N/A
D-ABC	0.96	0.03	0.31	1.65	4.79			N/A	N/A
C-ABD	0.04	0.00	0.00	0.04	0.04			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-AD	0.21	0.00	0.00	0.21	0.21			N/A	N/A
A-BCD	0.05	0.00	0.00	0.05	0.05			N/A	N/A
D-ABC	0.49	0.04	0.42	1.27	1.39			N/A	N/A
C-ABD	0.03	0.00	0.00	0.03	0.03			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-AD	0.14	0.00	0.00	0.14	0.14			N/A	N/A
A-BCD	0.04	0.00	0.00	0.04	0.04			N/A	N/A
D-ABC	0.31	0.03	0.31	0.99	1.25			N/A	N/A
C-ABD	0.02	0.00	0.00	0.02	0.02			N/A	N/A

APPENDIX 9

JUNCTIONS 11 Output Ffordd Penrhwylfa/Ffordd Talargoch Junction

Junctions 11

PICADY 11 - Priority Intersection Module

Filename: Ffordd Penrhwylfa - Ffordd Talagoch.j11
Path: Z:\projects\5052 Mindale Farm, Meliden\Picady
Report generation date: 08/12/2025 11:17:22

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2025 - Surveyed													
Stream B-AC	D1	0.3	8.29	0.21	A	3.43	245 % [Stream B-AC]	D2	0.7	9.24	0.41	A	6.40	106 % [Stream B-AC]
Stream C-B		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	2033 - Base Flows													
Stream B-AC	D3	0.3	8.50	0.23	A	3.50	220 % [Stream B-AC]	D4	0.8	9.73	0.44	A	6.74	92 % [Stream B-AC]
Stream C-B		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	2033 - with Development Flows													
Stream B-AC	D5	0.3	8.50	0.23	A	3.50	220 % [Stream B-AC]	D6	0.8	9.73	0.44	A	6.74	92 % [Stream B-AC]
Stream C-B		0.0	0.00	0.00	A				0.0	0.00	0.00	A		

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Ffordd Penrhwylfa - Ffordd Talagoch
Location	Prestatyn
Site number	
Date	10/10/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	4433
Enumerator	EDD
Description	Based on existing arrangement.

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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Surveyed	AM	ONE HOUR	08:00	09:30	15	✓
D2	2025	Surveyed	PM	ONE HOUR	17:00	18:30	15	✓
D3	2033	Base Flows	AM	ONE HOUR	08:00	09:30	15	✓
D4	2033	Base Flows	PM	ONE HOUR	17:00	18:30	15	✓
D5	2033	with Development Flows	AM	ONE HOUR	08:00	09:30	15	✓
D6	2033	with Development Flows	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2025 | Surveyed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		3.43	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	245	Stream B-AC	3.43	A

Arms

Arms

Arm	Name	Description	Arm type
A	Ffordd Talagoch (E)		Major
B	Ffordd Talagoch (S)		Minor
C	Ffordd Penrhwylfa (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.70			50.0		-

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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.70	30	35

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	540	0.095	0.241	0.152	0.344
B-C	691	0.103	0.260	-	-
C-B	603	0.226	0.226	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Surveyed	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	0	100.000
B		ONE HOUR	✓	105	100.000
C		ONE HOUR	✓	149	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	0
	B	79	0	26
	C	149	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.21	8.29	0.3	1.3	A	96	145
C-A						137	205
C-B	0.00	0.00	0.0	~1	A	0	0
A-B						0	0
A-C						0	0

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	20	0.00	556	0.142	78	0.0	0.2	7.522	A
C-A	112	28	0.00			112				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	24	0.00	554	0.171	94	0.2	0.2	7.834	A
C-A	134	33	0.00			134				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	116	29	0.00	550	0.210	115	0.2	0.3	8.284	A
C-A	164	41	0.00			164				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	116	29	0.00	550	0.210	116	0.3	0.3	8.292	A
C-A	164	41	0.00			164				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	24	0.00	554	0.171	95	0.3	0.2	7.848	A
C-A	134	33	0.00			134				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	20	0.00	556	0.142	79	0.2	0.2	7.545	A
C-A	112	28	0.00			112				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.03	0.26	0.46	0.49			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.03	0.30	0.93	1.25			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2025 | Surveyed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		6.40	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	106	Stream B-AC	6.40	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Surveyed	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	0	100.000
B		ONE HOUR	✓	248	100.000
C		ONE HOUR	✓	110	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	0
	B	33	0	215
	C	110	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.41	9.24	0.7	2.7	A	228	341
C-A						101	151
C-B	0.00	0.00	0.0	~1	A	0	0
A-B						0	0
A-C						0	0

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	187	47	0.00	664	0.281	185	0.0	0.4	7.497	A
C-A	83	21	0.00			83				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	223	56	0.00	663	0.336	222	0.4	0.5	8.159	A
C-A	99	25	0.00			99				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	273	68	0.00	663	0.412	272	0.5	0.7	9.206	A
C-A	121	30	0.00			121				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	273	68	0.00	663	0.412	273	0.7	0.7	9.240	A
C-A	121	30	0.00			121				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	223	56	0.00	663	0.336	224	0.7	0.5	8.202	A
C-A	99	25	0.00			99				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	187	47	0.00	664	0.281	187	0.5	0.4	7.560	A
C-A	83	21	0.00			83				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.39	0.00	0.00	0.39	0.39			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.50	0.00	0.00	0.50	0.50			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.69	0.03	0.26	0.69	0.69			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.70	0.03	0.28	0.88	2.74			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.51	0.05	0.56	1.31	1.41			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.03	0.28	0.62	1.06			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2033 | Base Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		3.50	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	220	Stream B-AC	3.50	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2033	Base Flows	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	0	100.000
B		ONE HOUR	✓	113	100.000
C		ONE HOUR	✓	161	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	0
	B	85	0	28
	C	161	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.23	8.50	0.3	1.4	A	104	156
C-A						148	222
C-B	0.00	0.00	0.0	~1	A	0	0
A-B						0	0
A-C						0	0

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	0.00	555	0.153	84	0.0	0.2	7.634	A
C-A	121	30	0.00			121				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	25	0.00	552	0.184	101	0.2	0.2	7.981	A
C-A	145	36	0.00			145				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	31	0.00	548	0.227	124	0.2	0.3	8.488	A
C-A	177	44	0.00			177				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	31	0.00	548	0.227	124	0.3	0.3	8.498	A
C-A	177	44	0.00			177				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	25	0.00	552	0.184	102	0.3	0.2	7.998	A
C-A	145	36	0.00			145				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	0.00	555	0.153	85	0.2	0.2	7.664	A
C-A	121	30	0.00			121				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.03	0.26	0.46	0.49			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.03	0.31	1.04	1.36			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2033 | Base Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		6.74	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	92	Stream B-AC	6.74	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2033	Base Flows	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	0	100.000
B		ONE HOUR	✓	266	100.000
C		ONE HOUR	✓	118	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	0
	B	35	0	231
	C	118	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.44	9.73	0.8	2.7	A	244	366
C-A						108	162
C-B	0.00	0.00	0.0	~1	A	0	0
A-B						0	0
A-C						0	0

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	200	50	0.00	664	0.302	199	0.0	0.4	7.709	A
C-A	89	22	0.00			89				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	239	60	0.00	663	0.360	239	0.4	0.6	8.466	A
C-A	106	27	0.00			106				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	293	73	0.00	663	0.442	292	0.6	0.8	9.689	A
C-A	130	32	0.00			130				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	293	73	0.00	663	0.442	293	0.8	0.8	9.735	A
C-A	130	32	0.00			130				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	239	60	0.00	663	0.360	240	0.8	0.6	8.522	A
C-A	106	27	0.00			106				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	200	50	0.00	664	0.302	201	0.6	0.4	7.784	A
C-A	89	22	0.00			89				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.56	0.55	1.00	1.40	1.45			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.78	0.03	0.26	0.78	0.78			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.78	0.03	0.28	0.78	2.74			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.57	0.08	0.75	1.35	1.43			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.03	0.35	1.15	1.32			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2033 | with Development Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		3.50	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	220	Stream B-AC	3.50	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2033	with Development Flows	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	0	100.000
B		ONE HOUR	✓	113	100.000
C		ONE HOUR	✓	161	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	0
	B	85	0	28
	C	161	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.23	8.50	0.3	1.4	A	104	156
C-A						148	222
C-B	0.00	0.00	0.0	~1	A	0	0
A-B						0	0
A-C						0	0

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	0.00	555	0.153	84	0.0	0.2	7.634	A
C-A	121	30	0.00			121				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	25	0.00	552	0.184	101	0.2	0.2	7.981	A
C-A	145	36	0.00			145				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	31	0.00	548	0.227	124	0.2	0.3	8.488	A
C-A	177	44	0.00			177				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	31	0.00	548	0.227	124	0.3	0.3	8.498	A
C-A	177	44	0.00			177				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	25	0.00	552	0.184	102	0.3	0.2	7.998	A
C-A	145	36	0.00			145				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	0.00	555	0.153	85	0.2	0.2	7.664	A
C-A	121	30	0.00			121				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.03	0.26	0.46	0.49			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.03	0.31	1.04	1.36			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2033 | with Development Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		6.74	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	92	Stream B-AC	6.74	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2033	with Development Flows	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	0	100.000
B		ONE HOUR	✓	266	100.000
C		ONE HOUR	✓	118	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	0
	B	35	0	231
	C	118	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.44	9.73	0.8	2.7	A	244	366
C-A						108	162
C-B	0.00	0.00	0.0	~1	A	0	0
A-B						0	0
A-C						0	0

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	200	50	0.00	664	0.302	199	0.0	0.4	7.709	A
C-A	89	22	0.00			89				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	239	60	0.00	663	0.360	239	0.4	0.6	8.466	A
C-A	106	27	0.00			106				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	293	73	0.00	663	0.442	292	0.6	0.8	9.689	A
C-A	130	32	0.00			130				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	293	73	0.00	663	0.442	293	0.8	0.8	9.735	A
C-A	130	32	0.00			130				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	239	60	0.00	663	0.360	240	0.8	0.6	8.522	A
C-A	106	27	0.00			106				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	200	50	0.00	664	0.302	201	0.6	0.4	7.784	A
C-A	89	22	0.00			89				
C-B	0	0	0.00	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0	0.00			0				
A-C	0	0	0.00			0				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.56	0.55	1.00	1.40	1.45			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.78	0.03	0.26	0.78	0.78			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.78	0.03	0.28	0.78	2.74			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.57	0.08	0.75	1.35	1.43			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:15 - 18:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.03	0.35	1.15	1.32			N/A	N/A
C-B	0.00	0.00	0.00	0.00	0.00			N/A	N/A

APPENDIX 10

Accident Data

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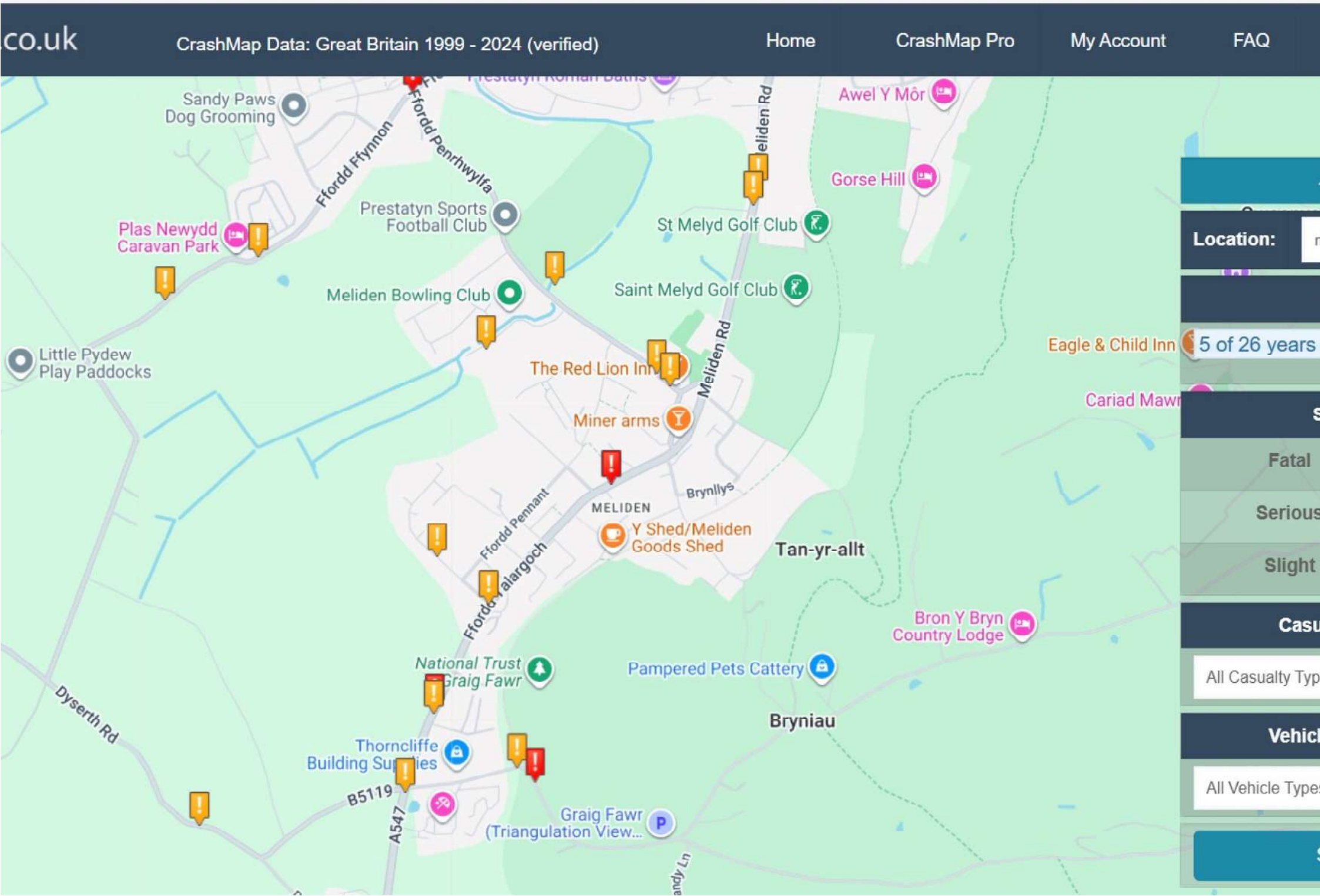

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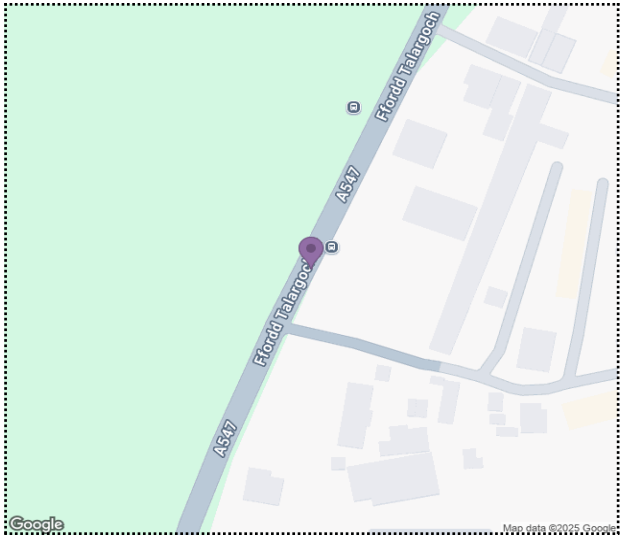
Validated Data

Crash Date:	Sunday, January 19, 2020	**Time of Crash:**	12:00:00	**Crash Reference:**	202060Y008505
Highest Injury Severity:	Slight	**Road Number:**	A547	**Casualties:**	1
Highway Authority:	Denbighshire			**Vehicles:**	2
Local Authority:	Denbighshire			**OS Grid Reference:**	305662 380311
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Validated Data

Crash Date: Sunday, January 19, 2020 **Time of Crash:** 12:00:00 **Crash Reference:** 202060Y008505

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Female	26 - 35	Unknown	Nearside	Unknown	None	None
2	Pedal cycle	-1	Male	46 - 55	Unknown	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

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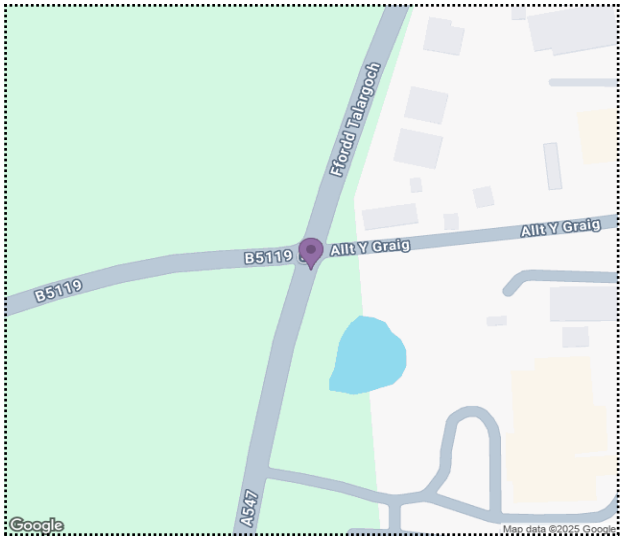
Validated Data

Crash Date:	Friday, January 14, 2022	**Time of Crash:**	12:30:00	**Crash Reference:**	202260B005975
Highest Injury Severity:	Slight	**Road Number:**	A547	**Casualties:**	1
Highway Authority:	Denbighshire			**Vehicles:**	2
Local Authority:	Denbighshire			**OS Grid Reference:**	305591 380132
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Crash Date: Friday, January 14, 2022 **Time of Crash:** 12:30:00 **Crash Reference:** 202260B005975

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	7	Female	46 - 55	Unknown	Front	Commuting to/from work	None	None
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	-1	Male	36 - 45	Vehicle is in the act of turning right	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

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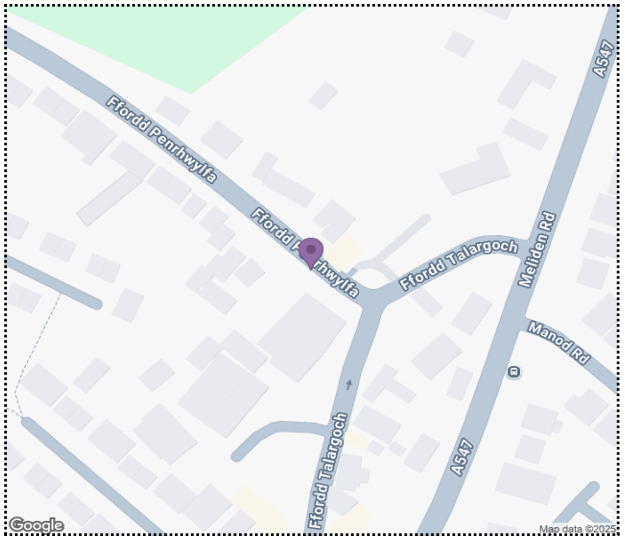
Validated Data

Crash Date:	Friday, September 2, 2022	**Time of Crash:**	11:38:00	**Crash Reference:**	202260B133831
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Denbighshire			**Vehicles:**	1
Local Authority:	Denbighshire			**OS Grid Reference:**	306229 381062
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date: Friday, September 2, 2022 **Time of Crash:** 11:38:00 **Crash Reference:** 202260B133831

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	10	Female	56 - 65	Vehicle is parked in the carriageway	Front	Unknown	None	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	56 - 65	In carriageway, not crossing	Unknown or other

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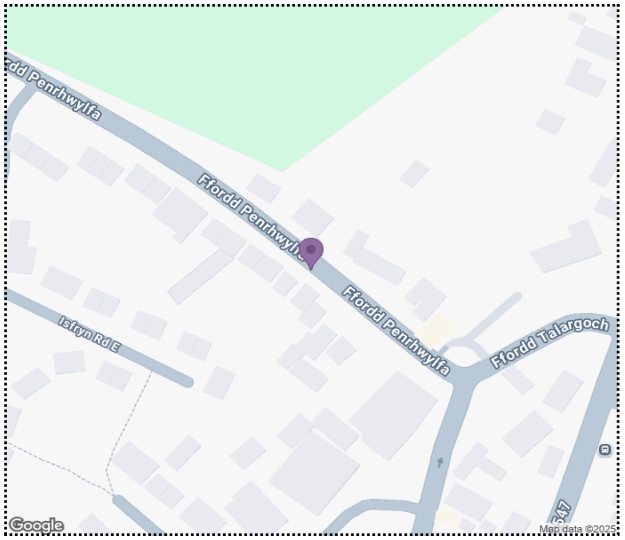
Validated Data

Crash Date:	Thursday, December 22, 2022	**Time of Crash:**	12:10:00	**Crash Reference:**	202260B190937
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Denbighshire			**Vehicles:**	1
Local Authority:	Denbighshire			**OS Grid Reference:**	306196 381094
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Crash Date: Thursday, December 22, 2022 **Time of Crash:** 12:10:00 **Crash Reference:** 202260B190937

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	7	Unknown	Unknown	Vehicle is moving off	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	26 - 35	In carriageway, not crossing	In carriageway, stationary - not crossing (standing or playing)

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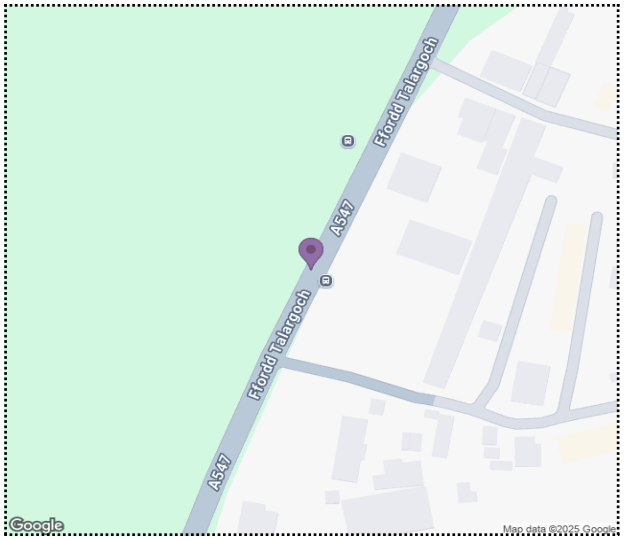
Validated Data

Crash Date:	Thursday, May 2, 2024	**Time of Crash:**	18:40:00	**Crash Reference:**	202460Q061619
Highest Injury Severity:	Serious	**Road Number:**	A547	**Casualties:**	2
Highway Authority:	Denbighshire			**Vehicles:**	2
Local Authority:	Denbighshire			**OS Grid Reference:**	305664 380326
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Crash Date: Thursday, May 2, 2024 **Time of Crash:** 18:40:00 **Crash Reference:** 202460Q061619

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	8	Male	56 - 65	Unknown	Front	Commuting to/from work	None	None
2	Minibus (8 - 16 passenger seats)	-1	Female	26 - 35	Unknown	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

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