Pell Frischmann

Technical Note 01 – Response to FCC Comments

Job Title: **Land at Highmere Drive, Connah's Quay**
Job Number: 102394
Topic: Technical Note
Author: C Ebbrell
Checked: R Ellam
Approved: R Ellam
Date Issued: 26.06.19

---

1. Introduction

1.1 Pell Frischmann have been appointed by J.A. Thomas & Son to provide Highways and Transportation advice in relation to a proposed residential development at Land at Highmere Drive, Connah's Quay.

1.2 A Transport Assessment (TA) for the site was submitted to Flintshire County Council (FCC) on 23rd April 2019, to which FCC responded with a number of comments and requests for further information. FCC's comments have been attached in full at **Appendix A** for reference.

1.3 The subsequent sections of this Technical Note will address each of the comments or requests for further information in turn.

2. Junction Assessments

2.1 FCC has expressed concern in relation to the forecast operation of the Ffordd Llanarth / Mold Road roundabout junction. FCC commented:

'The Ffordd Llanarth/Mold Road roundabout is likely to operate close to the design capacity of 0.85RFC; some further analysis as a sensitivity assessment is required…'

2.2 The junction assessments for the Ffordd Llanarth / Mold Road junction set out in the Transport Assessment were informed by appropriate residential trip rates obtained from the TRICS database, which had been agreed with FCC prior to the production of the TA.

2.3 In light of the submission of the TA, FCC has requested that the sensitivity test use trip rates calculated from the traffic survey data included within the TA (i.e. existing observed trips from Highmere Drive).

2.4 A comparison of the TRICS trip rates used within the assessments included within the TA and the trip rates taken from the traffic survey and used in the sensitivity test has been presented in **Table 2.1**.

Table 2.1 – Trip Rate Comparison

	TRICS (TA)			Survey (Sensitivity Test)			Difference		
	Trip Rates			Trip Rates			Trip Rates		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
AM	0.15	0.36	0.51	0.16	0.46	0.62	0.01	0.10	0.11
PM	0.34	0.17	0.50	0.40	0.22	0.62	0.06	0.05	0.12

2.5 FCC has also requested that the forecast traffic generation associated with two nearby committed developments be included within the base scenario in the sensitivity test. Those two committed developments are:

- Residential development (33 dwellings) – Broadoak Holdings
- Residential development (37 dwellings) – Fairoaks

2.6 It should be noted that neither of those two committed developments were supported by site specific Transport Assessments, suggesting that their impact on the local highway network would be very limited. However, in order to provide a robust assessment of the impact of the proposed development they have been taken account of in the following junction assessment.

2.7 The forecast trip generation associated with the committed developments, calculated using the surveyed trip rates and proposed property numbers is set out in **Table 2.2**.

Table 2.2 – Forecast Trip Generation Committed Development

	Trip Rate			Trip Gen		
	Arr	Dep	Tot	Arr	Dep	Tot
AM	0.16	0.46	0.62	11	32	43
PM	0.40	0.22	0.62	28	15	43

2.8 **Table 2.2** shows that the two committed developments have the potential to generate up to 43 two-way vehicle movements in each peak hour. Those movements have been distributed onto the network using the same distribution as was applied in the TA.

2.9 **Figures 3 & 4** show the committed development traffic flows for the AM and PM peak hours respectively. The committed developments identified above have been included within the '2024 Base' scenario'.

2.10 When the surveyed trip rates are applied to the proposed development, then a higher potential trip generation is forecast when compared to the traffic generation considered within the TA. This comparison is set out in **Table 2.3**.

Table 2.3 – Trip Generation Comparison

	TRICS (TA)			Survey (Sensitivity Test)			Difference		
	Trip Generation			Trip Generation			Trip Generation		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
AM	31	77	108	34	98	131	+3	+21	+23
PM	71	35	106	85	47	131	+14	+11	+25

2.11 **Table 2.3** shows that calculating the proposed development's potential trip generation using the surveyed trip rates results in 23 additional two-way vehicle movements in the AM peak hour and 25 additional two-way vehicle movements in the PM peak hour. That increase equates to an additional vehicle movement approximately every three minutes on average in both peak hours.

2.12 **Figures 6 & 7** show the traffic generation associated with the proposed development calculated using the surveyed trip rates distributed across the network for the AM and PM peak hours respectively.

2.13 The junction assessments have been rerun for the Ffordd Llanarth / Mold Road roundabout using the industry standard ARCADY software to include the committed development trips and surveyed trip rate assumptions. The full ARCADY output has been attached at **Appendix B**. A summary of the modelling results is set out in **Table 6.4**.

Table 6.4 – Summary of Ffordd Llanarth / Mold Road Modelling Results

Arm	2019 Observed		2024 Base		2024 With Development		Development Impact	
	Queue (PCU)	RFC	Queue (PCU)	RFC	Queue (PCU)	RFC	Queue (PCU)	RFC
AM Peak (08:00-09:00)								
Mold Rd (W)	3	0.75	4	0.82	5	0.84	1	0.02
Ffordd Llanarth	3	0.77	4	0.82	8	0.91	4	0.09
Mold Rd (E)	1	0.55	1	0.58	2	0.60	1	0.02
PM Peak (16:15-17:15)								
Mold Rd (W)	2	0.63	2	0.67	2	0.71	0	0.04
Ffordd Llanarth	5	0.84	7	0.90	10	0.94	3	0.04
Mold Rd (E)	1	0.59	2	0.63	2	0.67	0	0.04

2.14 **Table 6.4** shows that the Ffordd Llanarth / Mold Road junction would continue to operate within maximum theoretical capacity in both AM and PM peak periods. In the AM peak hour, the junction is forecast to operate with 9% spare capacity in the with development scenario. The junction is forecast to operate with 6% spare capacity in the PM peak hour in the with development scenario. Albeit over the desirable theoretical capacity threshold of 0.85.

2.15 The proposed development will however result in only minor increase to queues in the with development scenario. An additional 4 PCUs will be added to the queue on Ffordd Llanarth, and queues on both Mold Road arms of the junction will grow by one PCU in the AM peak hour. In the PM peak hour, no increases in queue length will be experienced on Mold Road, whilst Ffordd Llanarth is forecast to experience an additional 3 PCU of queueing in the with development scenario. The increases are not considered to be severe.

2.16 Given the robust nature of the sensitivity test, which uses higher trip rates than had previously been agreed with FCC, it is apparent that the proposed development would have no material impact on the operation of the Ffordd Llanarth / Mold Road junction.

3. Sustainable Transport

3.1 One of the matters on which FCC commented was sustainable transport provision. More detail in respect to vehicular speeds and traffic flows has been requested in relation to considering the suitability of the cycle infrastructure to support the site.

3.2 Cycle access to and from the site will be via the new vehicular access onto Highmere Drive. Highmere Drive is a lightly trafficked residential cul-de-sac, with average daily flows of 567 vehicles eastbound and 565 vehicles westbound (see survey data attached at **Appendix C**). The recorded average speeds on Highmere Drive are also low (23.4mph eastbound and 23.2mph westbound).

3.3 Cycle journeys along Highmere Drive will be on-road, however cyclists will only have to cover a distance of approximately 375m before reaching the traffic free cycle route on Golftyn Lane.

3.4 In the context of the low recorded traffic flows and speeds, and the short distance of on-road cycling necessary before reaching a traffic-free cycle route, it is considered Highmere Drive provides an appropriate route for cycle trips into and out of the site.

3.5 As identified within the Transport Assessment, National Cycle Route 5 extends along Golftyn Lane between Viking Way and Kelsterton Road before extending in both an eastbound and westbound direction along Kelsterton Road.

3.6 The section of the cycle route which lies between Viking Way and Kelsterton Road is off-road and traffic-free, utilising the shared pedestrian footway / cycleway located on the eastern side of Golftyn Lane.

3.7 A cycle improvement scheme known as CQ2/1 on the Flintshire Active Integrated Network Map is also proposed along Golftyn Lane / Ffordd Llanarth, and future residents at the site will be able to make use of the benefits of that scheme.

4. Proposed Access Arrangements

4.1 The TA proposed that the site be accessed via a single vehicular access point onto Highmere Drive, as shown on Appendix C of the TA.

4.2 In response to this, FCC raised concerns relating to the singular access point, suggesting that the 5.5m wide access road would be unsuitable for accommodating more than 150 residential units.

4.3 However, FCC also acknowledge in their response that there is no reference in Manual for Streets relating to the number of units which can be accessed via a single access point.

4.4 The layout of the site will form an internal loop, enabling each of the dwellings to be accessed via a single access point. The characteristics of the internal road is likely to be very similar to that of Highmere Drive, with a similar carriageway width and the dwellings benefiting from similar levels of off-street parking provision.

4.5 An assessment of on-street parking on Highmere Drive undertaken as part of the TA found that the minimum available carriageway width when taking into account on-street parking was 4.4m. The widest fire tenders used by North Wales Fire and Rescue are 2.55m wide, and as such, the entirety of the site will be accessible via fire tenders from a single access point.

5. Summary and Conclusions

5.1 This Technical Note addresses comments made by Flintshire County Council (FCC) in relation to the Transport Assessment (TA) submitted in support of a residential development off Highmere Drive, Connah's Quay.

5.2 FCC has requested that a sensitivity junction assessment be undertaken at the Ffordd Llanarth / Mold Road roundabout junction using trip rates derived from the traffic surveys presented within the TA. The same sensitivity test also included two committed developments which had previously not been considered. The results of that sensitivity test show that the junction will continue to perform within capacity in both AM and PM peak hours with no significant queueing.

5.3 A request was also made for more detail regarding sustainable transport routes from the site. Highmere Drive has been demonstrated to be a safe and suitable route for cycling from the site, with AADT flows of less than 570 vehicles and recorded speeds of less than 24mph in both directions. Cycle journeys would only have to cover a distance of approximately 375m along Highmere Drive before reaching high quality traffic-free cycling facilities along Golftyn Lane/Ffordd Llanarth.

Figures

Figure 1 - 2019 Weekday AM Peak (08:00-09:00)

Pell Frischmann

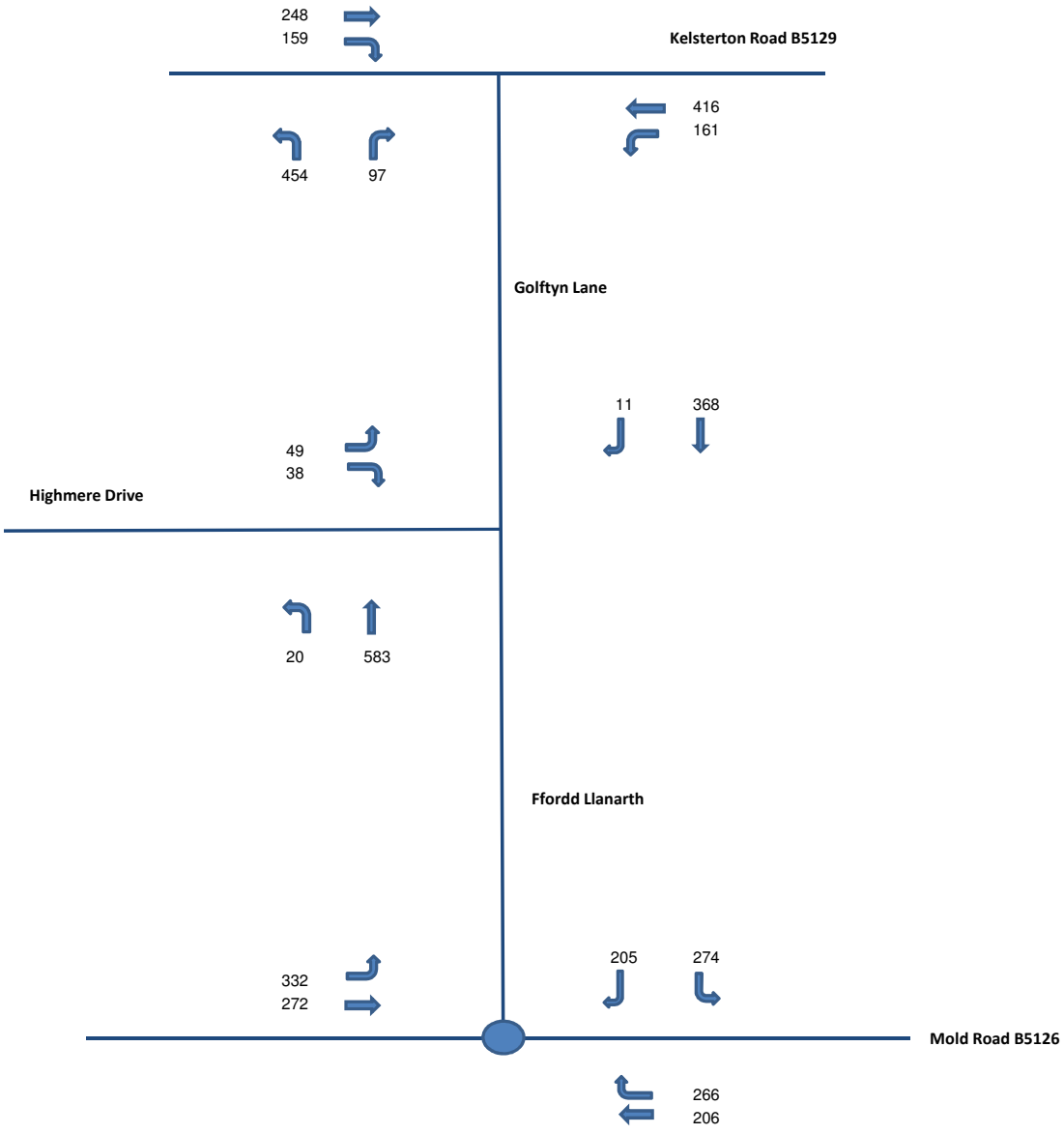


Figure 2 - 2019 Weekday PM Peak (16:15-17:15)

Pell Frischmann

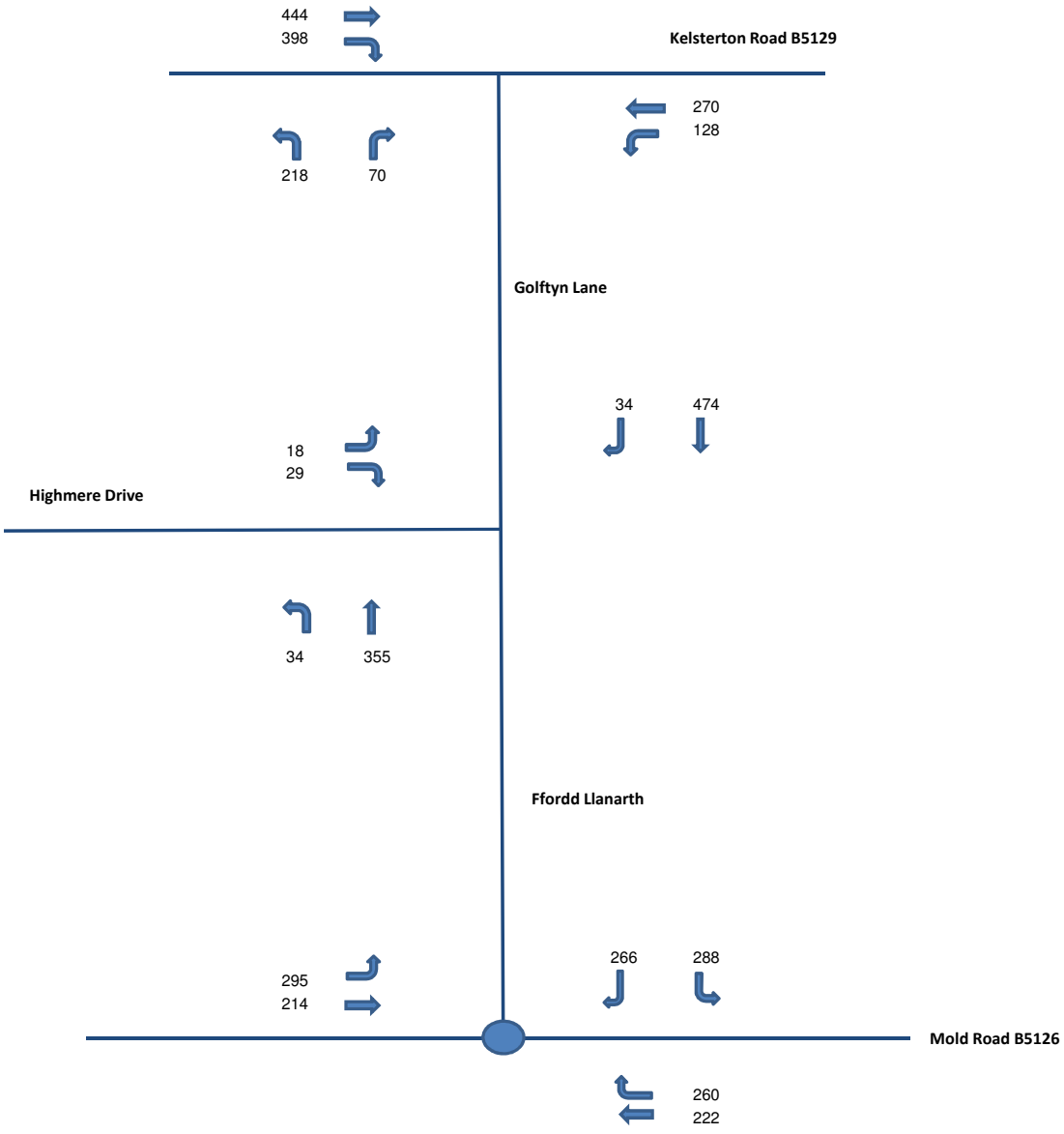


Figure 3 - Committed Development AM

Pell Frischmann

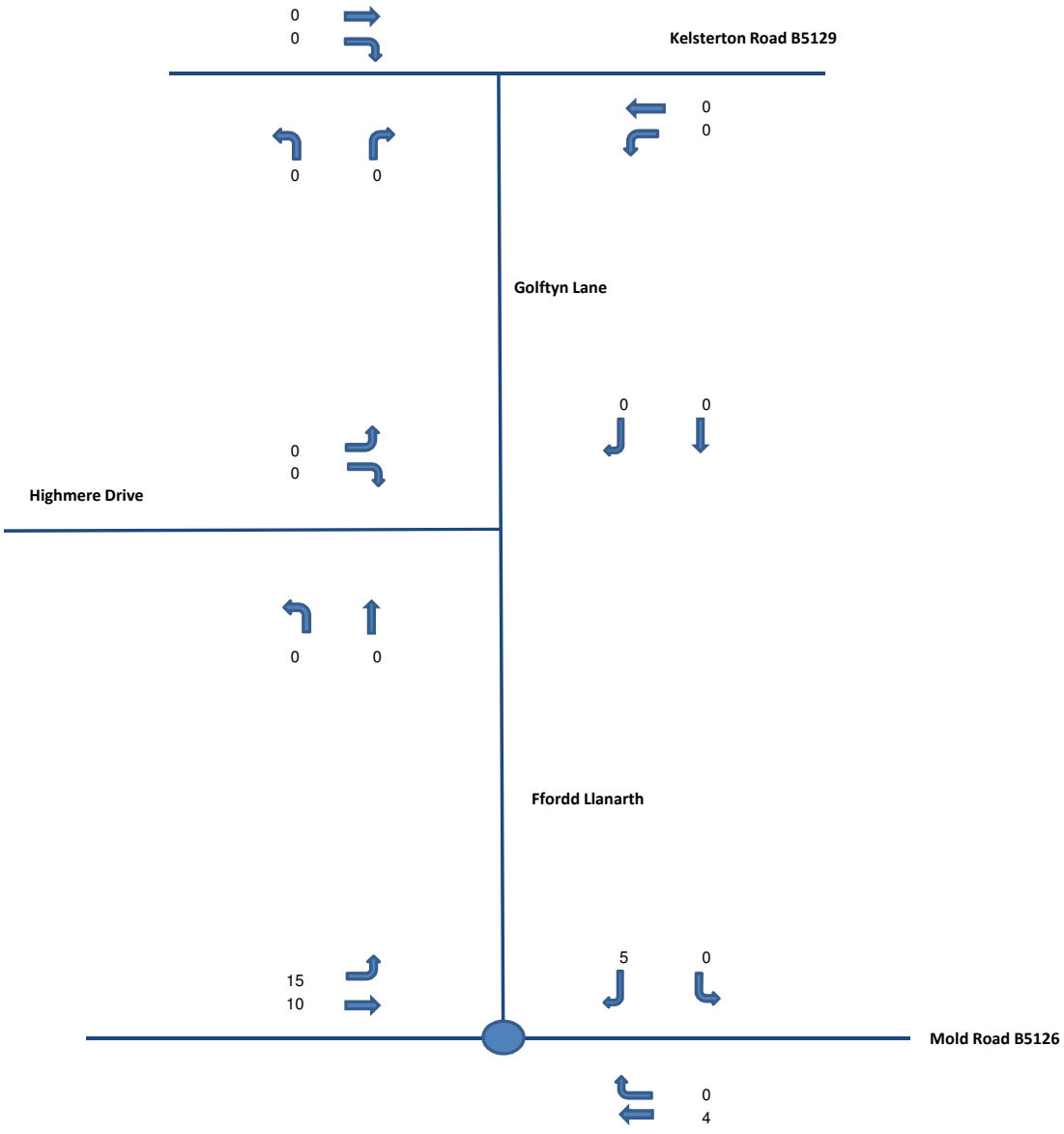


Figure 4 - Committed Development PM

Pell Frischmann

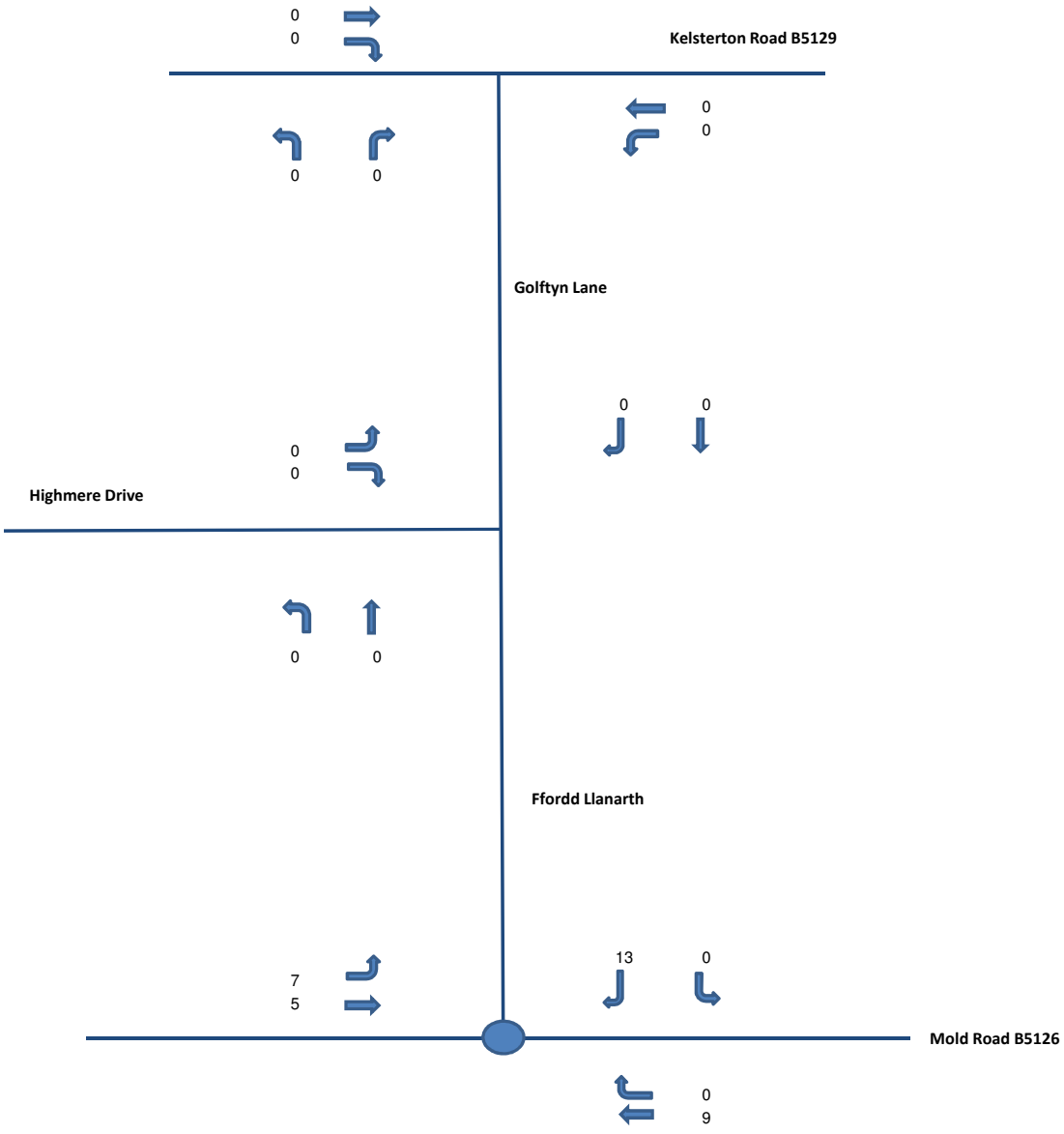


Figure 5 - 2024 Baseline AM

Pell Frischmann

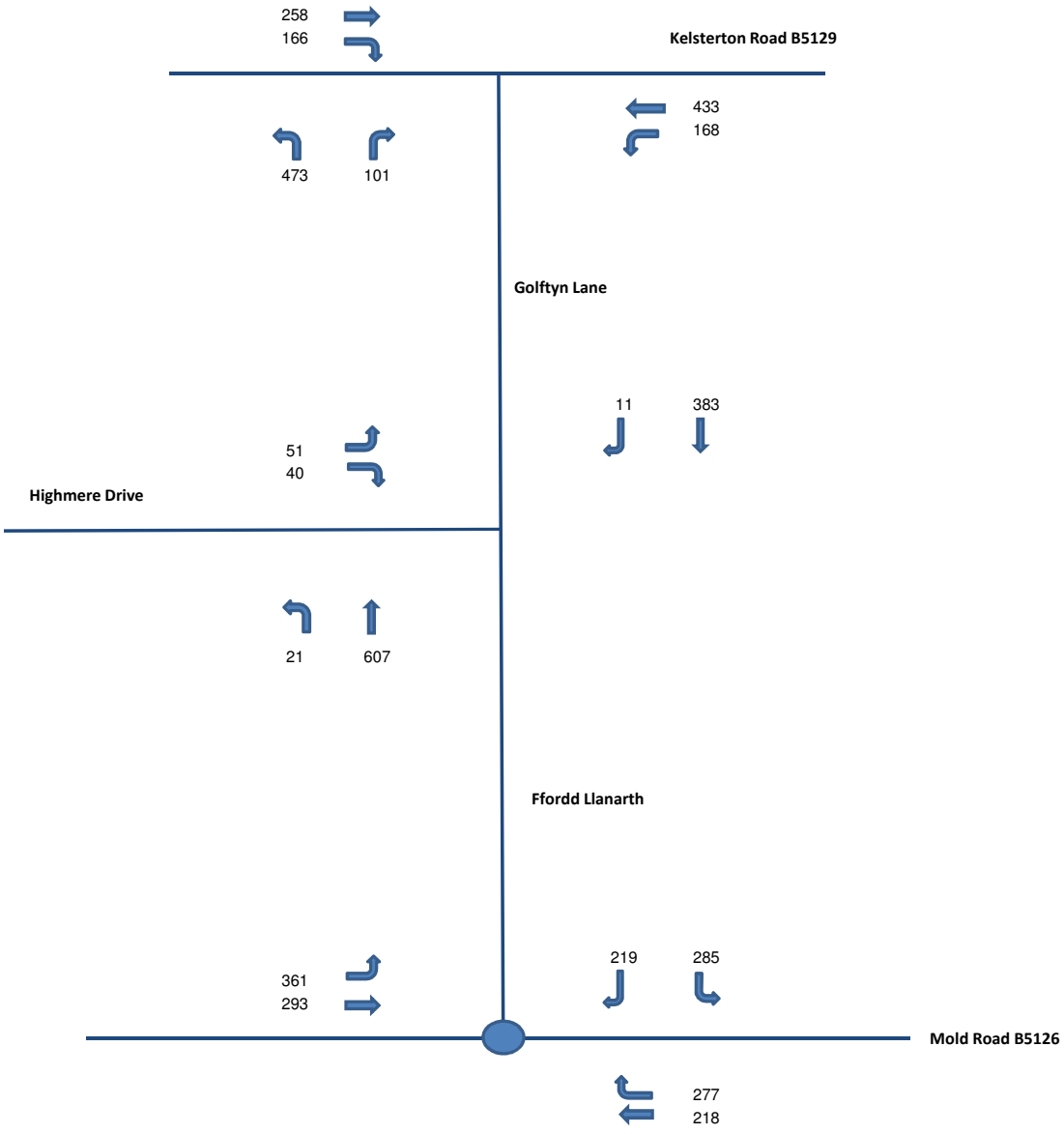


Figure 6 - 2024 Baseline PM

Pell Frischmann

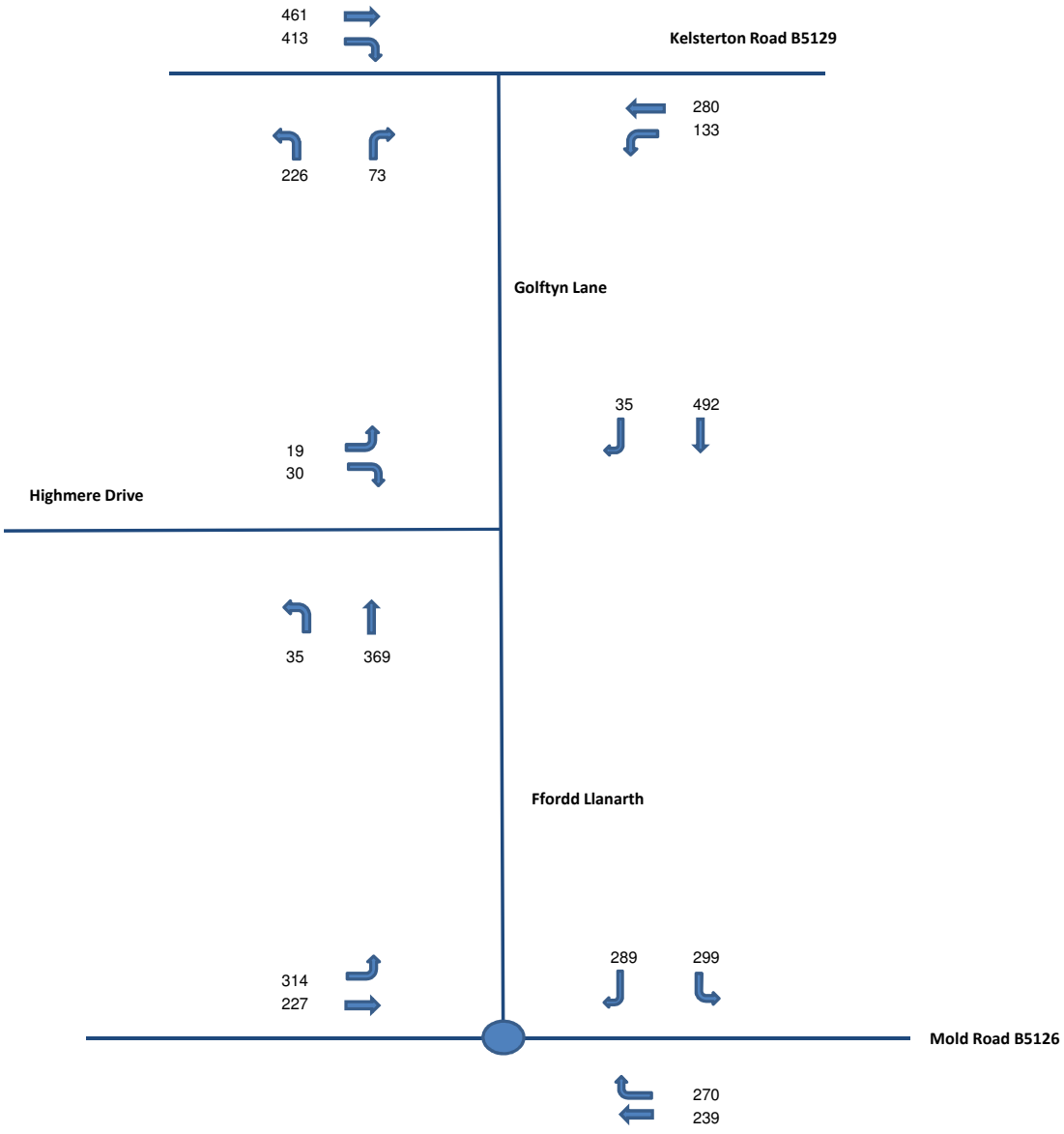


Figure 7 - AM Peak Development Trip Generation

Pell Frischmann

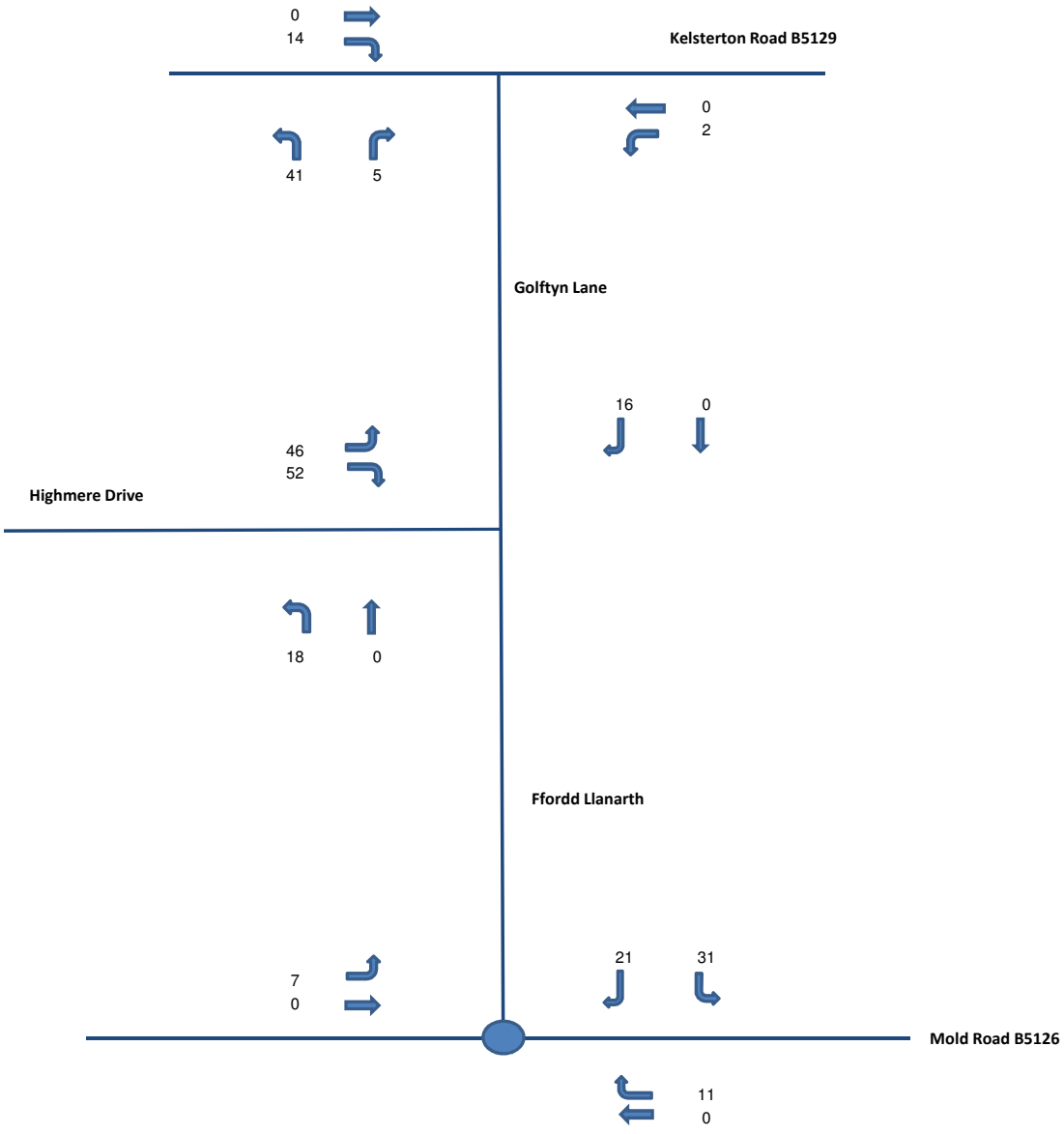


Figure 8 - PM Peak Development Trip Generation

Pell Frischmann

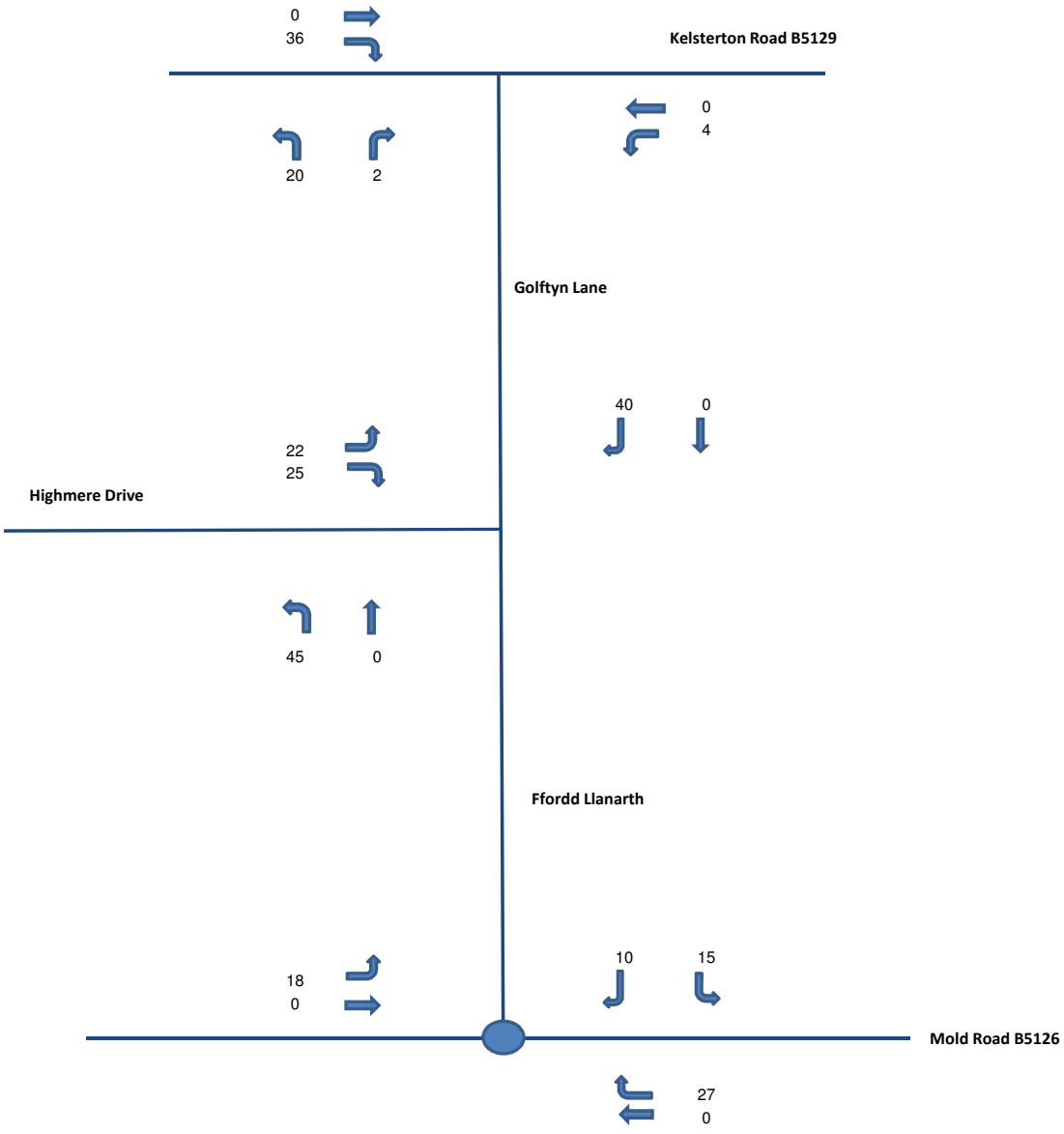


Figure 9 - 2024 AM Peak With Development

Pell Frischmann

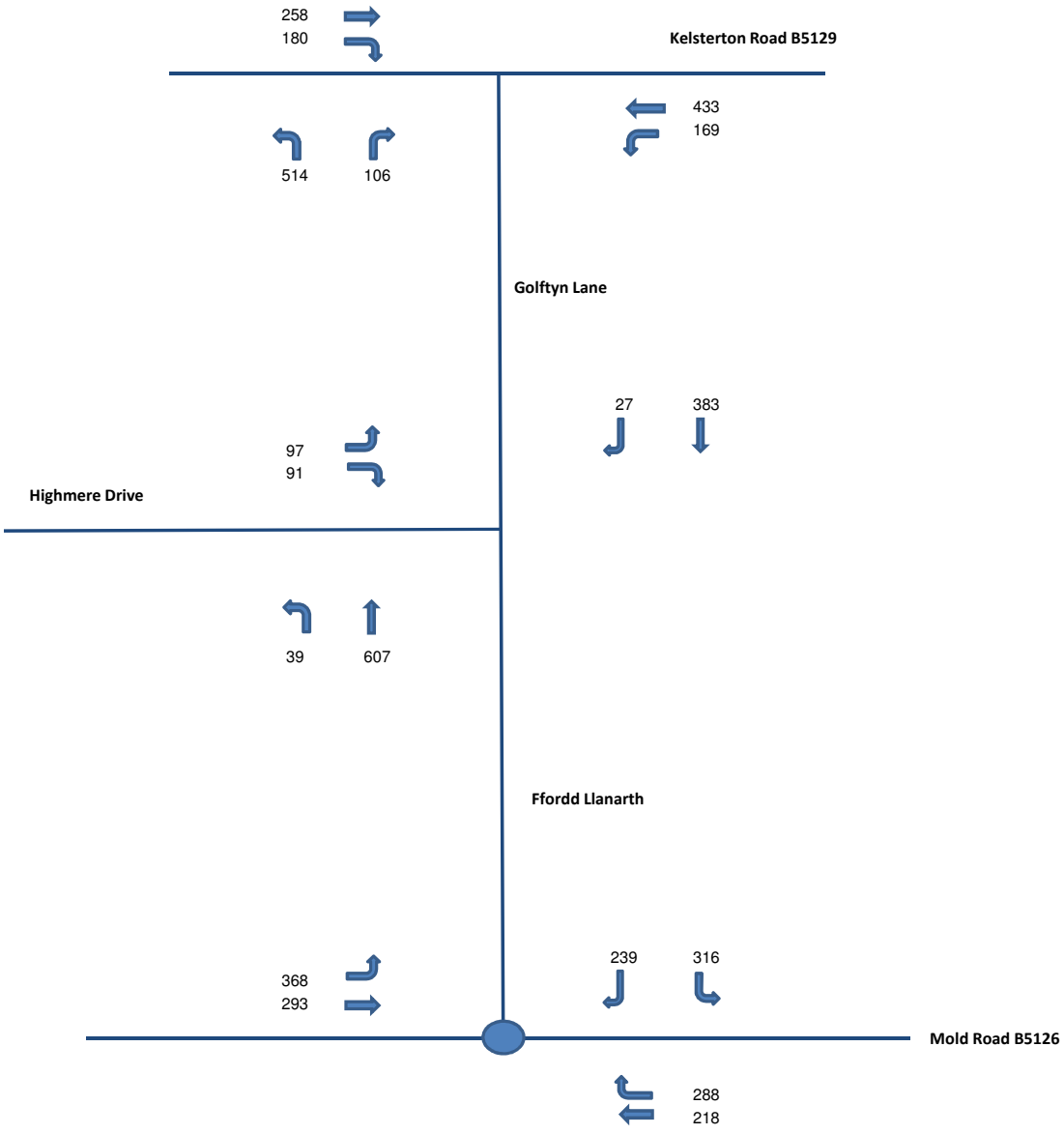
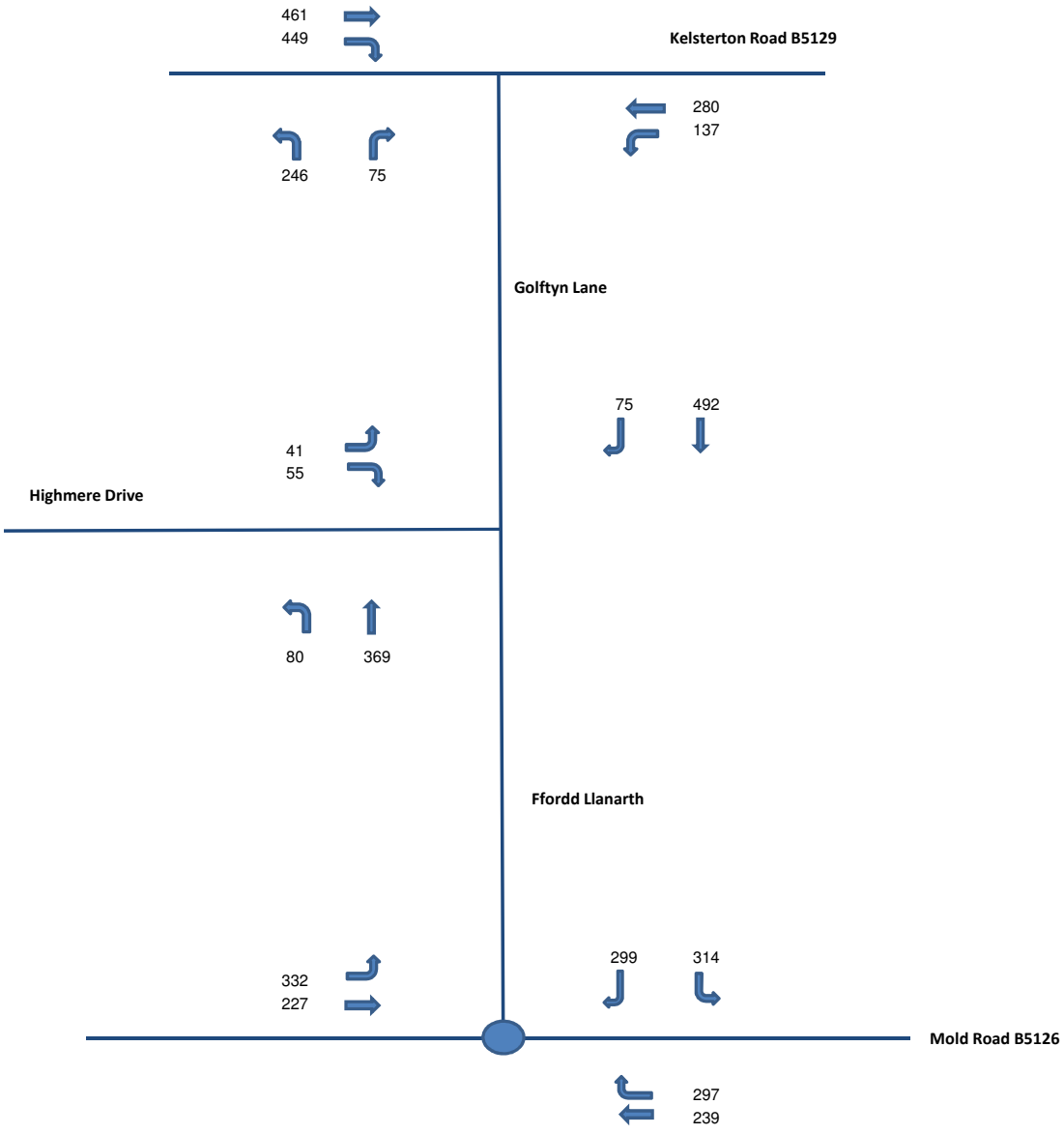


Figure 10 - 2024 PM Peak With Development

Pell Frischmann



Appendices

Appendix A – FCC Comments

Charlie Ebbrell

From: Colin Simpson <colin.simpson@flintshire.gov.uk>
Sent: 08 May 2019 16:43
To: Charlie Ebbrell
Cc: Richard Ellam; Glyn; David Lloyd Jones; Scott Brett
Subject: RE: Land at Highmere Drive, Transport Assessment

Afternoon Charlie

Thanks for the submission of your TA; I have the following comment:

In summary the TA has shown that the site is a suitable location for a residential development of this size however additional detail and further considerations are required to identify full access detail and potential off-site improvements/alterations. Analysis has shown no capacity concern at the Highmere Drive/Ffordd Llanarth junction. The Golftyn Lane/Kelsterton Road junction is likely to operate at or beyond capacity levels however this level of demand is likely associated with the close proximity of the school and college and is restricted to the morning period. The Ffordd Llanarth/Mold Road roundabout is likely to operate close to the design capacity of 0.85RFC; some further analysis as a sensitivity assessment is required. The TA identifies that sustainable transport opportunities exist but does not consider the adequacy of potential links or improvements that may be required.

TRICs generation rates have previously been agreed however traffic survey information provided within the TA indicates that existing development generates a higher level of vehicle movement. Based upon an existing 191 dwellings served via Highmere Drive, the traffic survey provides generation rates of 0.16 arrivals and 0.46 departures during the am peak period and 0.40 arrivals and 0.22 departures during the pm peak period. These compare with respective TRICs generation rates of 0.15, 0.36, 0.34 and 0.17.

Pre-discussions identified two committed development sites however due to lack of available TAs, you have chosen to exclude them. The sites total 70 dwellings; traffic generation and distribution could have been assessed in a similar way to that of the proposed development. These committed developments could add an additional 20-30 vehicle movements through the Mold Road roundabout during each peak period.

A sensitivity analysis should be undertaken for the operation of the roundabout including additional traffic generated from surveyed generation rates and from the committed development sites; further analyses of the Highmere Drive junction or of the Kelsterton Road junction are not considered necessary.

Our pre-discussions also highlighted concerns related to a single point of access serving the proposed development in addition to serving the existing Highmere Drive estate. Prior to the publication of Manual For Streets, Flintshire CC along with many other authorities, published a residential design guide; this document included guidance related to the width of roads in respect of the number of dwellings served. A 5.5m wide road was considered suitable to serve a cul-de-sac development restricted to 150 dwellings or a loop collector road serving up to 300 dwellings; your proposals would have the existing road serving in excess of 400 dwellings. MFS places the responsibility for consideration of the adequacy of an access on emergency services but I would raise significant concern upon the reliance of a single point of access. Additional access points are available even if they were to be restricted for emergency use. There is Council owned land linking between the application site and Courbet Drive (to the north) or alternatively the site abuts Golftyn Lane to the west.

The report concludes that the site is suitably located for active travel but does not include a suitability assessment of local routes. The close proximity of National Cycle Route 5 is identified; an improvement scheme CQ2/1 is included on the Flintshire Active Travel Integrated Network Map (a financial contribution towards the costs of this scheme is likely to be required as part of any development) however no routes between the site and these off-site routes has been identified. Any alternative/emergency access, as discussed above, should be appropriate for cycle use but the proposed layout relies upon the use of the existing Highmere Drive. Highmere Drive may be appropriate subject to AADT flows of less than 5000 (a value closer to 2000 is anticipated) along with the introduction of a 20mph speed

restriction. The introduction of a 20mph speed restriction would be subject to consultation and a TRO but will also rely upon traffic speeds of less than 24mph or the introduction of traffic calming. A link onto the northern section of Golftyn Lane may be appropriate but again subject to the same restrictions. I would recommend that ATC surveys are undertaken to establish the current situation.

Please feel free to call and discuss.

Regards, Colin

Colin Simpson BTech CEng MICE MCIHT
Senior Engineer| Uwch Beiriannydd
Highways Development Control | Rheoli Datblygu Priffyrdd
Planning and Environment | Cynllunio a'r Amgylchedd
Flintshire County Council | Cyngor Sir y Fflint
County Hall | Neuadd y Sir
Mold | Yr Wyddgrug
CH7 6NF | CH7 6NF

Tel | Ffôn | 01352 704618
Email | Ebost | colin.simpson@flintshire.gov.uk

Appendix B – ARCADY Output

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947
© Copyright TRL Limited, 2017

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Mold Road_Ffordd Llanarth.j9
Path: P:\Manchester Office Projects\102394 - Land at Highmere Drive, Connah's Quay TA\1. Work In Progress\Transport\Junction Assessments\JUNCTIONS9
Report generation date: 26/06/2019 15:29:11

»2019, AM
»2019, PM
»2024, AM
»2024, PM
»2024 + Dev, AM
»2024 + Dev, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2019										
1 - Mold Road (W)	2.9	16.21	0.75	C	9 %	1.7	10.91	0.63	B	3 %
2 - Ffordd Llanarth	3.1	22.01	0.77	C	[2 - Ffordd Llanarth]	4.7	29.20	0.84	D	[2 - Ffordd Llanarth]
3 - Mold Road (E)	1.2	8.43	0.55	A		1.4	9.66	0.59	A	
2024										
1 - Mold Road (W)	4.3	22.37	0.82	C	3 %	2.0	12.51	0.67	B	-3 %
2 - Ffordd Llanarth	4.3	29.09	0.82	D	[2 - Ffordd Llanarth]	7.3	43.46	0.90	E	[2 - Ffordd Llanarth]
3 - Mold Road (E)	1.4	9.18	0.58	A		1.7	11.00	0.63	B	
2024 + Dev										
1 - Mold Road (W)	4.7	24.63	0.84	C	-4 %	2.4	14.46	0.71	B	-6 %
2 - Ffordd Llanarth	7.5	47.76	0.91	E	[2 - Ffordd Llanarth]	10.1	57.61	0.94	F	[2 - Ffordd Llanarth]
3 - Mold Road (E)	1.5	9.82	0.60	A		2.0	12.35	0.67	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. 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	Mold Road / Ffordd Llanarth
Location	
Site number	
Date	02/04/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFGROUP\JGreen
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

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9		✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019	AM	ONE HOUR	07:45	09:15	15
D2	2019	PM	ONE HOUR	16:45	18:15	15
D3	2024	AM	ONE HOUR	07:45	09:15	15
D4	2024	PM	ONE HOUR	16:45	18:15	15
D5	2024 + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2024 + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2019, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mold Road / Ffordd Llanarth	Mini-roundabout	1, 2, 3	15.63	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		9	2 - Ffordd Llanarth

Arms

Arms

Arm	Name	Description
1	Mold Road (W)	
2	Ffordd Llanarth	
3	Mold Road (E)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Mold Road (W)	3.90	3.90	4.90	12.8	9.70	5.80	0.0	
2 - Ffordd Llanarth	3.50	3.50	4.20	2.7	12.90	10.50	0.0	
3 - Mold Road (E)	3.90	3.90	4.70	1.9	16.10	14.50	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Mold Road (W)	0.655	1077
2 - Ffordd Llanarth	0.626	876
3 - Mold Road (E)	0.657	1095

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Mold Road (W)		✓	604	100.000
2 - Ffordd Llanarth		✓	479	100.000
3 - Mold Road (E)		✓	472	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Mold Road (W)	2 - Ffordd Llanarth	3 - Mold Road (E)
From	1 - Mold Road (W)	0	332	272
	2 - Ffordd Llanarth	205	0	274
	3 - Mold Road (E)	206	266	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Mold Road (W)	2 - Ffordd Llanarth	3 - Mold Road (E)
From	1 - Mold Road (W)	0	0	0
	2 - Ffordd Llanarth	0	0	0
	3 - Mold Road (E)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Mold Road (W)	0.75	16.21	2.9	C
2 - Ffordd Llanarth	0.77	22.01	3.1	C
3 - Mold Road (E)	0.55	8.43	1.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	455	199	947	0.480	451	0.9	7.206	A
2 - Ffordd Llanarth	361	203	749	0.481	357	0.9	9.099	A
3 - Mold Road (E)	355	153	994	0.357	353	0.6	5.594	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	543	239	921	0.589	541	1.4	9.419	A
2 - Ffordd Llanarth	431	244	724	0.595	429	1.4	12.106	B
3 - Mold Road (E)	424	183	974	0.435	423	0.8	6.535	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	665	292	886	0.750	659	2.8	15.478	C
2 - Ffordd Llanarth	527	297	690	0.764	521	3.0	20.553	C
3 - Mold Road (E)	520	223	948	0.548	518	1.2	8.331	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	665	293	886	0.751	665	2.9	16.210	C
2 - Ffordd Llanarth	527	299	689	0.766	527	3.1	22.012	C
3 - Mold Road (E)	520	225	947	0.549	520	1.2	8.426	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	543	240	920	0.590	549	1.5	9.834	A
2 - Ffordd Llanarth	431	247	722	0.597	437	1.5	12.911	B
3 - Mold Road (E)	424	187	972	0.437	426	0.8	6.612	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	455	201	946	0.481	457	0.9	7.393	A
2 - Ffordd Llanarth	361	206	748	0.482	363	1.0	9.416	A
3 - Mold Road (E)	355	155	993	0.358	356	0.6	5.662	A

2019, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mold Road / Ffordd Llanarth	Mini-roundabout	1, 2, 3	17.08	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		3	2 - Ffordd Llanarth

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2019	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Mold Road (W)		✓	509	100.000
2 - Ffordd Llanarth		✓	554	100.000
3 - Mold Road (E)		✓	482	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Mold Road (W)	2 - Ffordd Llanarth	3 - Mold Road (E)
From	1 - Mold Road (W)	0	295	214
	2 - Ffordd Llanarth	266	0	288
	3 - Mold Road (E)	222	260	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Mold Road (W)	2 - Ffordd Llanarth	3 - Mold Road (E)
From	1 - Mold Road (W)	0	0	0
	2 - Ffordd Llanarth	0	0	0
	3 - Mold Road (E)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Mold Road (W)	0.63	10.91	1.7	B
2 - Ffordd Llanarth	0.84	29.20	4.7	D
3 - Mold Road (E)	0.59	9.66	1.4	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	383	194	950	0.403	381	0.7	6.291	A
2 - Ffordd Llanarth	417	160	776	0.537	413	1.1	9.784	A
3 - Mold Road (E)	363	198	965	0.376	360	0.6	5.936	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	458	233	925	0.495	456	1.0	7.666	A
2 - Ffordd Llanarth	498	192	756	0.659	495	1.9	13.636	B
3 - Mold Road (E)	433	238	939	0.462	432	0.8	7.094	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	560	285	891	0.629	558	1.6	10.719	B
2 - Ffordd Llanarth	610	234	730	0.836	600	4.4	25.938	D
3 - Mold Road (E)	531	288	906	0.586	529	1.4	9.491	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	560	286	890	0.630	560	1.7	10.907	B
2 - Ffordd Llanarth	610	236	729	0.837	609	4.7	29.203	D
3 - Mold Road (E)	531	292	903	0.588	531	1.4	9.664	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	458	235	924	0.495	460	1.0	7.812	A
2 - Ffordd Llanarth	498	194	755	0.660	509	2.0	15.185	C
3 - Mold Road (E)	433	244	934	0.464	435	0.9	7.244	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	383	196	949	0.404	384	0.7	6.393	A
2 - Ffordd Llanarth	417	162	775	0.538	420	1.2	10.242	B
3 - Mold Road (E)	363	202	962	0.377	364	0.6	6.027	A

2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mold Road / Ffordd Llanarth	Mini-roundabout	1, 2, 3	20.47	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		3	2 - Ffordd Llanarth

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2024	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Mold Road (W)		✓	654	100.000
2 - Ffordd Llanarth		✓	504	100.000
3 - Mold Road (E)		✓	495	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Mold Road (W)	2 - Ffordd Llanarth	3 - Mold Road (E)
From	1 - Mold Road (W)	0	361	293
	2 - Ffordd Llanarth	219	0	285
	3 - Mold Road (E)	218	277	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Mold Road (W)	2 - Ffordd Llanarth	3 - Mold Road (E)
From	1 - Mold Road (W)	0	0	0
	2 - Ffordd Llanarth	0	0	0
	3 - Mold Road (E)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Mold Road (W)	0.82	22.37	4.3	C
2 - Ffordd Llanarth	0.82	29.09	4.3	D
3 - Mold Road (E)	0.58	9.18	1.4	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	492	207	942	0.523	488	1.1	7.862	A
2 - Ffordd Llanarth	379	219	739	0.513	375	1.0	9.781	A
3 - Mold Road (E)	373	163	988	0.377	370	0.6	5.809	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	588	248	915	0.643	585	1.7	10.835	B
2 - Ffordd Llanarth	453	262	712	0.636	450	1.7	13.618	B
3 - Mold Road (E)	445	196	966	0.461	444	0.8	6.881	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	720	304	879	0.820	711	4.0	20.414	C
2 - Ffordd Llanarth	555	318	677	0.820	546	3.9	25.825	D
3 - Mold Road (E)	545	237	939	0.580	543	1.4	9.041	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	720	305	878	0.820	719	4.3	22.365	C
2 - Ffordd Llanarth	555	322	675	0.823	554	4.3	29.089	D
3 - Mold Road (E)	545	241	937	0.582	545	1.4	9.182	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	588	250	914	0.643	598	1.9	11.716	B
2 - Ffordd Llanarth	453	268	709	0.639	463	1.8	15.161	C
3 - Mold Road (E)	445	201	963	0.462	447	0.9	7.008	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	492	209	941	0.523	495	1.1	8.140	A
2 - Ffordd Llanarth	379	222	737	0.515	382	1.1	10.230	B
3 - Mold Road (E)	373	166	986	0.378	374	0.6	5.892	A

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mold Road / Ffordd Llanarth	Mini-roundabout	1, 2, 3	23.15	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-3	2 - Ffordd Llanarth

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2024	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Mold Road (W)		✓	541	100.000
2 - Ffordd Llanarth		✓	588	100.000
3 - Mold Road (E)		✓	509	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Mold Road (W)	2 - Ffordd Llanarth	3 - Mold Road (E)
From	1 - Mold Road (W)	0	314	227
	2 - Ffordd Llanarth	289	0	299
	3 - Mold Road (E)	239	270	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Mold Road (W)	2 - Ffordd Llanarth	3 - Mold Road (E)
From	1 - Mold Road (W)	0	0	0
	2 - Ffordd Llanarth	0	0	0
	3 - Mold Road (E)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Mold Road (W)	0.67	12.51	2.0	B
2 - Ffordd Llanarth	0.90	43.46	7.3	E
3 - Mold Road (E)	0.63	11.00	1.7	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	407	202	945	0.431	404	0.7	6.619	A
2 - Ffordd Llanarth	443	170	770	0.575	437	1.3	10.661	B
3 - Mold Road (E)	383	215	954	0.402	381	0.7	6.253	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	486	242	919	0.529	485	1.1	8.266	A
2 - Ffordd Llanarth	529	203	749	0.706	525	2.3	15.787	C
3 - Mold Road (E)	458	258	925	0.494	456	1.0	7.655	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	596	296	884	0.674	592	2.0	12.194	B
2 - Ffordd Llanarth	647	248	721	0.898	631	6.4	34.913	D
3 - Mold Road (E)	560	310	891	0.629	558	1.6	10.706	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	596	297	883	0.675	595	2.0	12.506	B
2 - Ffordd Llanarth	647	250	720	0.899	644	7.3	43.458	E
3 - Mold Road (E)	560	316	887	0.632	560	1.7	11.005	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	486	244	918	0.530	490	1.1	8.485	A
2 - Ffordd Llanarth	529	206	748	0.707	548	2.6	19.456	C
3 - Mold Road (E)	458	269	918	0.498	460	1.0	7.908	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	407	204	944	0.431	409	0.8	6.748	A
2 - Ffordd Llanarth	443	172	769	0.576	447	1.4	11.352	B
3 - Mold Road (E)	383	220	950	0.403	385	0.7	6.377	A

2024 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mold Road / Ffordd Llanarth	Mini-roundabout	1, 2, 3	27.73	D

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-4	2 - Ffordd Llanarth

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2024 + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Mold Road (W)		✓	661	100.000
2 - Ffordd Llanarth		✓	555	100.000
3 - Mold Road (E)		✓	506	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Mold Road (W)	2 - Ffordd Llanarth	3 - Mold Road (E)
From	1 - Mold Road (W)	0	368	293
	2 - Ffordd Llanarth	239	0	316
	3 - Mold Road (E)	218	288	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Mold Road (W)	2 - Ffordd Llanarth	3 - Mold Road (E)
From	1 - Mold Road (W)	0	0	0
	2 - Ffordd Llanarth	0	0	0
	3 - Mold Road (E)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Mold Road (W)	0.84	24.63	4.7	C
2 - Ffordd Llanarth	0.91	47.76	7.5	E
3 - Mold Road (E)	0.60	9.82	1.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	498	215	936	0.531	493	1.1	8.047	A
2 - Ffordd Llanarth	418	219	739	0.565	413	1.3	10.860	B
3 - Mold Road (E)	381	178	978	0.389	378	0.6	5.978	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	594	258	908	0.654	591	1.8	11.251	B
2 - Ffordd Llanarth	499	262	712	0.701	495	2.2	16.294	C
3 - Mold Road (E)	455	213	955	0.476	454	0.9	7.169	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	728	316	871	0.836	717	4.4	22.084	C
2 - Ffordd Llanarth	611	318	677	0.902	594	6.5	37.276	E
3 - Mold Road (E)	557	256	927	0.601	555	1.5	9.617	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	728	317	870	0.837	727	4.7	24.629	C
2 - Ffordd Llanarth	611	322	675	0.906	607	7.5	47.755	E
3 - Mold Road (E)	557	261	923	0.603	557	1.5	9.823	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	594	260	907	0.655	605	2.0	12.337	B
2 - Ffordd Llanarth	499	268	708	0.704	519	2.5	20.735	C
3 - Mold Road (E)	455	223	948	0.480	457	0.9	7.368	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	498	217	935	0.532	501	1.2	8.352	A
2 - Ffordd Llanarth	418	222	737	0.567	423	1.3	11.606	B
3 - Mold Road (E)	381	182	975	0.391	382	0.6	6.080	A

2024 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mold Road / Ffordd Llanarth	Mini-roundabout	1, 2, 3	29.28	D

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-6	2 - Ffordd Llanarth

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2024 + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Mold Road (W)		✓	559	100.000
2 - Ffordd Llanarth		✓	613	100.000
3 - Mold Road (E)		✓	536	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Mold Road (W)	2 - Ffordd Llanarth	3 - Mold Road (E)
From	1 - Mold Road (W)	0	332	227
	2 - Ffordd Llanarth	299	0	314
	3 - Mold Road (E)	239	297	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Mold Road (W)	2 - Ffordd Llanarth	3 - Mold Road (E)
From	1 - Mold Road (W)	0	0	0
	2 - Ffordd Llanarth	0	0	0
	3 - Mold Road (E)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Mold Road (W)	0.71	14.46	2.4	B
2 - Ffordd Llanarth	0.94	57.61	10.1	F
3 - Mold Road (E)	0.67	12.35	2.0	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	421	222	932	0.451	418	0.8	6.954	A
2 - Ffordd Llanarth	461	170	770	0.599	456	1.4	11.252	B
3 - Mold Road (E)	404	222	949	0.425	401	0.7	6.533	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	503	266	903	0.556	501	1.2	8.911	A
2 - Ffordd Llanarth	551	203	749	0.736	546	2.6	17.373	C
3 - Mold Road (E)	482	267	920	0.524	480	1.1	8.167	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	615	325	865	0.712	611	2.3	13.948	B
2 - Ffordd Llanarth	675	248	721	0.936	652	8.3	42.332	E
3 - Mold Road (E)	590	318	886	0.666	587	1.9	11.898	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	615	327	863	0.713	615	2.4	14.463	B
2 - Ffordd Llanarth	675	250	720	0.938	668	10.1	57.609	F
3 - Mold Road (E)	590	326	881	0.670	590	2.0	12.347	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	503	269	901	0.557	507	1.3	9.230	A
2 - Ffordd Llanarth	551	206	747	0.737	579	3.0	24.338	C
3 - Mold Road (E)	482	283	909	0.530	485	1.1	8.554	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Mold Road (W)	421	224	930	0.452	423	0.8	7.115	A
2 - Ffordd Llanarth	461	172	769	0.600	467	1.5	12.163	B
3 - Mold Road (E)	404	228	945	0.427	405	0.8	6.685	A

Appendix C - Traffic Survey Data

Automatic Classified Counts, Connahs Quay

LOCATION: HIGHMERE DRIVE

Direction : EASTBOUND

Saturday 18/05/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	12	1	0	0	0	0	0	0	0	0	0	0	0	13
2	3	1	0	0	0	0	0	0	0	0	0	0	0	4
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	5	0	0	0	0	0	0	0	0	0	0	0	0	5
6	8	0	0	0	0	0	0	0	0	0	0	0	0	8
7	14	0	0	0	0	0	0	0	0	0	0	0	0	14
8	12	2	0	0	0	0	0	0	0	0	0	0	0	14
9	23	0	0	0	1	0	0	0	0	0	0	1	0	25
10	39	2	0	0	0	0	0	0	0	0	0	0	0	41
11	48	3	0	0	0	0	0	0	0	0	0	0	0	51
12	41	1	0	0	0	0	0	0	0	0	0	0	0	42
13	53	2	0	0	0	0	0	0	0	0	0	0	0	55
14	30	1	0	0	1	0	0	0	0	0	0	0	0	32
15	39	2	0	0	0	0	0	0	0	0	0	0	0	41
16	32	0	0	0	0	0	0	0	0	0	0	0	0	32
17	35	1	0	0	0	0	0	0	0	0	0	0	0	36
18	30	1	0	0	0	0	0	0	0	0	0	0	0	31
19	36	1	0	0	0	0	0	0	0	0	0	0	0	37
20	20	0	0	0	0	0	0	0	0	0	0	0	0	20
21	22	0	0	0	0	0	0	0	0	0	0	0	0	22
22	13	1	0	0	0	0	0	0	0	0	0	0	0	14
23	13	0	0	0	0	0	0	0	0	0	0	0	0	13
24	8	1	0	0	0	0	0	0	0	0	0	0	0	9

7-19	418	16	0	0	2	0	0	0	0	0	0	1	0	437
6-22	487	17	0	0	2	0	0	0	0	0	0	1	0	507
6-24	508	18	0	0	2	0	0	0	0	0	0	1	0	529
0-24	538	20	0	0	2	0	0	0	0	0	0	1	0	561

Direction : WESTBOUND

Saturday 18/05/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	5	1	0	0	0	0	0	0	0	0	0	0	0	6
2	3	1	0	0	0	0	0	0	0	0	0	0	0	4
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	2	1	0	0	0	0	0	0	0	0	0	0	0	3
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7	5	1	0	0	0	0	0	0	0	0	0	0	0	6
8	8	1	0	0	0	0	0	0	0	0	0	0	0	9
9	9	0	0	0	0	0	0	0	0	0	0	1	0	10
10	18	3	0	0	0	0	0	0	0	0	0	0	0	21
11	43	3	0	0	0	0	0	0	0	0	0	0	0	46
12	37	0	0	0	1	0	0	0	0	0	0	0	0	38
13	45	0	0	0	0	0	0	0	0	0	0	1	0	46
14	39	4	0	0	1	0	0	0	0	0	0	0	0	44
15	40	2	0	0	0	0	0	0	0	0	0	0	0	42
16	44	0	0	0	0	0	0	0	0	0	0	0	0	44
17	48	1	0	0	0	0	0	0	0	0	0	0	0	49
18	43	3	0	0	0	0	0	0	0	0	0	0	0	46
19	35	2	0	0	0	0	0	0	0	0	0	0	0	37
20	31	0	0	0	0	0	0	0	0	0	0	0	0	31
21	22	0	0	0	0	0	0	0	0	0	0	0	0	22
22	20	1	0	0	0	0	0	0	0	0	0	0	0	21
23	19	0	0	0	0	0	0	0	0	0	0	0	0	19
24	14	0	0	0	0	0	0	0	0	0	0	0	0	14

7-19	409	19	0	0	2	0	0	0	0	0	0	2	0	432
6-22	487	21	0	0	2	0	0	0	0	0	0	2	0	512
6-24	520	21	0	0	2	0	0	0	0	0	0	2	0	545
0-24	537	24	0	0	2	0	0	0	0	0	0	2	0	565

LOCATION: HIGHMERE DRIVE

Direction : EASTBOUND

Saturday 18/05/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	1	8	4	0	0	0	0	0	0	0	0	0	13
2	0	3	1	0	0	0	0	0	0	0	0	0	4
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	1	1	0	0	0	0	0	0	0	0	0	2
5	0	3	2	0	0	0	0	0	0	0	0	0	5
6	0	4	4	0	0	0	0	0	0	0	0	0	8
7	0	8	6	0	0	0	0	0	0	0	0	0	14
8	0	8	6	0	0	0	0	0	0	0	0	0	14
9	0	16	9	0	0	0	0	0	0	0	0	0	25
10	0	28	13	0	0	0	0	0	0	0	0	0	41
11	2	41	8	0	0	0	0	0	0	0	0	0	51
12	0	27	15	0	0	0	0	0	0	0	0	0	42
13	0	38	17	0	0	0	0	0	0	0	0	0	55
14	0	28	4	0	0	0	0	0	0	0	0	0	32
15	0	26	15	0	0	0	0	0	0	0	0	0	41
16	1	22	9	0	0	0	0	0	0	0	0	0	32
17	0	27	9	0	0	0	0	0	0	0	0	0	36
18	0	18	13	0	0	0	0	0	0	0	0	0	31
19	1	21	15	0	0	0	0	0	0	0	0	0	37
20	0	15	5	0	0	0	0	0	0	0	0	0	20
21	0	15	7	0	0	0	0	0	0	0	0	0	22
22	0	9	5	0	0	0	0	0	0	0	0	0	14
23	0	8	5	0	0	0	0	0	0	0	0	0	13
24	0	6	3	0	0	0	0	0	0	0	0	0	9
7-19	4	300	133	0	0	0	0	0	0	0	0	0	437
6-22	4	347	156	0	0	0	0	0	0	0	0	0	507
6-24	4	361	164	0	0	0	0	0	0	0	0	0	529
0-24	5	380	176	0	0	0	0	0	0	0	0	0	561

Direction : WESTBOUND

Saturday 18/05/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	4	2	0	0	0	0	0	0	0	0	0	6
2	0	4	0	0	0	0	0	0	0	0	0	0	4
3	0	1	1	0	0	0	0	0	0	0	0	0	2
4	1	1	1	0	0	0	0	0	0	0	0	0	3
5	0	1	1	0	0	0	0	0	0	0	0	0	2
6	0	2	1	0	0	0	0	0	0	0	0	0	3
7	0	5	1	0	0	0	0	0	0	0	0	0	6
8	0	3	6	0	0	0	0	0	0	0	0	0	9
9	0	8	2	0	0	0	0	0	0	0	0	0	10
10	0	19	2	0	0	0	0	0	0	0	0	0	21
11	0	31	15	0	0	0	0	0	0	0	0	0	46
12	1	22	15	0	0	0	0	0	0	0	0	0	38
13	1	35	10	0	0	0	0	0	0	0	0	0	46
14	0	34	10	0	0	0	0	0	0	0	0	0	44
15	0	29	13	0	0	0	0	0	0	0	0	0	42
16	1	30	13	0	0	0	0	0	0	0	0	0	44
17	0	36	13	0	0	0	0	0	0	0	0	0	49
18	1	34	11	0	0	0	0	0	0	0	0	0	46
19	0	24	13	0	0	0	0	0	0	0	0	0	37
20	0	25	6	0	0	0	0	0	0	0	0	0	31
21	0	12	10	0	0	0	0	0	0	0	0	0	22
22	0	15	6	0	0	0	0	0	0	0	0	0	21
23	0	9	10	0	0	0	0	0	0	0	0	0	19
24	0	12	2	0	0	0	0	0	0	0	0	0	14
7-19	4	305	123	0	0	0	0	0	0	0	0	0	432
6-22	4	362	146	0	0	0	0	0	0	0	0	0	512
6-24	4	383	158	0	0	0	0	0	0	0	0	0	545
0-24	5	396	164	0	0	0	0	0	0	0	0	0	565

Automatic Classified Counts, Connahs Quay

LOCATION: HIGHMERE DRIVE

Direction : EASTBOUND

Sunday 19/05/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7	8	1	0	0	0	0	0	0	0	0	0	0	0	9
8	12	1	0	0	0	0	0	0	0	0	0	0	0	13
9	13	0	0	0	0	0	0	0	0	0	0	0	0	13
10	19	3	0	0	0	0	0	0	0	0	0	0	0	22
11	41	2	0	0	0	0	0	0	0	0	0	0	0	43
12	53	3	0	0	0	0	0	0	0	0	0	0	0	56
13	33	4	0	0	0	0	0	0	0	0	0	0	0	37
14	31	1	0	0	0	0	0	0	0	0	0	0	0	32
15	34	2	0	0	0	0	0	0	0	0	0	0	0	36
16	35	1	0	0	0	0	0	0	0	0	0	0	0	36
17	21	1	0	0	0	0	0	0	0	0	0	0	0	22
18	25	1	0	0	0	0	0	0	0	0	0	0	0	26
19	35	0	0	0	0	0	0	0	0	0	0	0	0	35
20	24	1	0	0	0	0	0	0	0	0	0	0	0	25
21	15	1	0	0	0	0	0	0	0	0	0	0	0	16
22	14	0	0	0	0	0	0	0	0	0	0	0	0	14
23	11	0	0	0	0	0	0	0	0	0	0	0	0	11
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1

7-19	352	19	0	0	0	0	0	0	0	0	0	0	0	371
6-22	413	22	0	0	0	0	0	0	0	0	0	0	0	435
6-24	425	22	0	0	0	0	0	0	0	0	0	0	0	447
0-24	441	22	0	0	0	0	0	0	0	0	0	0	0	463

Direction : WESTBOUND

Sunday 19/05/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	6	0	0	0	0	0	0	0	0	0	0	0	0	6
8	4	2	0	0	0	0	0	0	0	0	0	0	0	6
9	9	0	0	0	0	0	0	0	0	0	0	0	0	9
10	13	2	0	0	0	0	0	0	0	0	0	0	0	15
11	24	1	0	0	0	0	0	0	0	0	0	0	0	25
12	27	3	0	0	0	0	0	0	0	0	0	0	0	30
13	34	1	0	0	0	0	0	0	0	0	0	0	0	35
14	39	4	0	0	0	0	0	0	0	0	0	0	0	43
15	33	0	0	0	0	0	0	0	0	0	0	0	0	33
16	41	1	0	0	0	0	0	0	0	0	0	0	0	42
17	41	5	0	0	0	0	0	0	0	0	0	0	0	46
18	45	1	0	0	0	0	0	0	0	0	0	0	0	46
19	34	0	0	0	0	0	0	0	0	0	0	0	0	34
20	27	4	0	0	0	0	0	0	0	0	0	0	0	31
21	21	1	0	0	0	0	0	0	0	0	0	0	0	22
22	20	0	0	0	0	0	0	0	0	0	0	0	0	20
23	15	0	0	0	0	0	0	0	0	0	0	0	0	15
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2

7-19	344	20	0	0	0	0	0	0	0	0	0	0	0	364
6-22	418	25	0	0	0	0	0	0	0	0	0	0	0	443
6-24	435	25	0	0	0	0	0	0	0	0	0	0	0	460
0-24	449	26	0	0	0	0	0	0	0	0	0	0	0	475

LOCATION: HIGHMERE DRIVE

Direction : EASTBOUND

Sunday 19/05/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	4	0	0	0	0	0	0	0	0	0	0	4
2	0	1	1	0	0	0	0	0	0	0	0	0	2
3	0	2	1	0	0	0	0	0	0	0	0	0	3
4	0	0	1	0	0	0	0	0	0	0	0	0	1
5	0	1	1	0	0	0	0	0	0	0	0	0	2
6	0	3	1	0	0	0	0	0	0	0	0	0	4
7	0	9	0	0	0	0	0	0	0	0	0	0	9
8	0	7	6	0	0	0	0	0	0	0	0	0	13
9	0	7	6	0	0	0	0	0	0	0	0	0	13
10	0	13	9	0	0	0	0	0	0	0	0	0	22
11	0	31	12	0	0	0	0	0	0	0	0	0	43
12	1	39	16	0	0	0	0	0	0	0	0	0	56
13	0	25	12	0	0	0	0	0	0	0	0	0	37
14	1	20	11	0	0	0	0	0	0	0	0	0	32
15	0	22	14	0	0	0	0	0	0	0	0	0	36
16	0	16	20	0	0	0	0	0	0	0	0	0	36
17	0	14	8	0	0	0	0	0	0	0	0	0	22
18	0	18	8	0	0	0	0	0	0	0	0	0	26
19	0	20	15	0	0	0	0	0	0	0	0	0	35
20	0	18	7	0	0	0	0	0	0	0	0	0	25
21	0	12	4	0	0	0	0	0	0	0	0	0	16
22	1	13	0	0	0	0	0	0	0	0	0	0	14
23	0	8	3	0	0	0	0	0	0	0	0	0	11
24	0	0	1	0	0	0	0	0	0	0	0	0	1
7-19	2	232	137	0	0	0	0	0	0	0	0	0	371
6-22	3	284	148	0	0	0	0	0	0	0	0	0	435
6-24	3	292	152	0	0	0	0	0	0	0	0	0	447
0-24	3	303	157	0	0	0	0	0	0	0	0	0	463

Direction : WESTBOUND

Sunday 19/05/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	5	1	0	0	0	0	0	0	0	0	0	6
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	2	2	0	0	0	0	0	0	0	0	0	4
4	0	3	0	0	0	0	0	0	0	0	0	0	3
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	1	0	0	0	0	0	0	0	0	0	0	1
7	0	4	2	0	0	0	0	0	0	0	0	0	6
8	0	3	3	0	0	0	0	0	0	0	0	0	6
9	0	7	2	0	0	0	0	0	0	0	0	0	9
10	0	8	7	0	0	0	0	0	0	0	0	0	15
11	0	16	9	0	0	0	0	0	0	0	0	0	25
12	0	19	11	0	0	0	0	0	0	0	0	0	30
13	0	24	11	0	0	0	0	0	0	0	0	0	35
14	0	30	13	0	0	0	0	0	0	0	0	0	43
15	0	24	9	0	0	0	0	0	0	0	0	0	33
16	0	27	15	0	0	0	0	0	0	0	0	0	42
17	0	34	12	0	0	0	0	0	0	0	0	0	46
18	0	33	13	0	0	0	0	0	0	0	0	0	46
19	0	26	8	0	0	0	0	0	0	0	0	0	34
20	0	22	9	0	0	0	0	0	0	0	0	0	31
21	0	20	2	0	0	0	0	0	0	0	0	0	22
22	1	12	7	0	0	0	0	0	0	0	0	0	20
23	0	9	6	0	0	0	0	0	0	0	0	0	15
24	0	0	2	0	0	0	0	0	0	0	0	0	2
7-19	0	251	113	0	0	0	0	0	0	0	0	0	364
6-22	1	309	133	0	0	0	0	0	0	0	0	0	443
6-24	1	318	141	0	0	0	0	0	0	0	0	0	460
0-24	1	329	145	0	0	0	0	0	0	0	0	0	475

Automatic Classified Counts, Connahs Quay

LOCATION: HIGHMERE DRIVE

Direction : EASTBOUND

Monday 20/05/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5	9	0	0	0	0	0	0	0	0	0	0	0	0	9
6	14	0	0	0	0	0	0	0	0	0	0	0	0	14
7	20	3	0	0	0	0	0	0	0	0	0	0	0	23
8	51	7	0	0	0	0	0	0	0	0	0	0	0	58
9	65	5	0	0	0	0	0	0	0	0	0	0	0	70
10	38	4	0	0	0	0	0	0	0	0	0	0	0	42
11	25	1	0	0	0	0	0	0	0	0	0	0	0	26
12	21	1	0	0	0	0	0	0	0	0	0	0	0	22
13	24	0	0	0	0	0	0	0	0	0	0	0	0	24
14	20	5	0	0	0	0	0	0	0	0	0	0	0	25
15	32	4	0	0	0	0	0	0	0	0	0	0	0	36
16	27	2	0	0	0	0	0	0	0	0	0	0	0	29
17	34	2	0	0	0	0	0	0	0	0	0	0	0	36
18	32	4	0	0	0	0	0	0	0	0	0	0	0	36
19	36	1	0	0	0	0	0	0	0	0	0	0	0	37
20	20	1	0	0	0	0	0	0	0	0	0	0	0	21
21	23	0	0	0	0	0	0	0	0	0	0	0	0	23
22	10	1	0	0	0	0	0	0	0	0	0	0	0	11
23	3	0	0	0	0	0	0	0	0	0	0	0	0	3
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2

7-19	405	36	0	0	0	0	0	0	0	0	0	0	0	441
6-22	478	41	0	0	0	0	0	0	0	0	0	0	0	519
6-24	483	41	0	0	0	0	0	0	0	0	0	0	0	524
0-24	508	42	0	0	0	0	0	0	0	0	0	0	0	550

Direction : WESTBOUND

Monday 20/05/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	10	1	0	0	0	0	0	0	0	0	0	0	0	11
8	5	4	1	0	0	0	0	0	0	0	0	0	0	10
9	22	3	0	0	0	0	0	0	0	0	0	0	0	25
10	21	4	0	0	0	0	0	0	0	0	0	0	0	25
11	26	1	0	0	0	0	0	0	0	0	0	0	0	27
12	20	3	0	0	0	0	0	1	0	0	0	0	0	24
13	25	1	0	0	0	0	0	0	0	0	0	0	0	26
14	14	7	0	0	0	0	0	0	0	0	0	0	0	21
15	29	2	0	0	0	0	0	0	0	0	0	0	0	31
16	50	1	0	0	0	0	0	0	0	0	0	0	0	51
17	56	5	0	0	0	0	0	0	0	0	0	0	0	61
18	73	5	0	0	0	0	0	0	0	0	0	0	0	78
19	49	4	0	0	0	0	0	0	0	0	0	0	0	53
20	36	0	0	0	0	0	0	0	0	0	0	0	0	36
21	35	0	0	0	0	0	0	0	0	0	0	0	0	35
22	10	0	0	0	0	0	0	0	0	0	0	0	0	10
23	8	3	0	0	0	0	0	0	0	0	0	0	0	11
24	5	0	0	0	0	0	0	0	0	0	0	0	0	5

7-19	390	40	1	0	0	0	0	1	0	0	0	0	0	432
6-22	481	41	1	0	0	0	0	1	0	0	0	0	0	524
6-24	494	44	1	0	0	0	0	1	0	0	0	0	0	540
0-24	502	44	1	0	0	0	0	1	0	0	0	0	0	548

LOCATION: HIGHMERE DRIVE

Direction : EASTBOUND

Monday 20/05/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	0	0	0	0	0	0	0	0	0	0	1
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0	0	0	0	0	1
5	0	4	5	0	0	0	0	0	0	0	0	0	9
6	0	10	4	0	0	0	0	0	0	0	0	0	14
7	0	13	10	0	0	0	0	0	0	0	0	0	23
8	0	38	20	0	0	0	0	0	0	0	0	0	58
9	3	45	22	0	0	0	0	0	0	0	0	0	70
10	0	32	10	0	0	0	0	0	0	0	0	0	42
11	0	18	7	1	0	0	0	0	0	0	0	0	26
12	0	17	4	1	0	0	0	0	0	0	0	0	22
13	0	15	9	0	0	0	0	0	0	0	0	0	24
14	0	18	7	0	0	0	0	0	0	0	0	0	25
15	1	18	17	0	0	0	0	0	0	0	0	0	36
16	0	22	7	0	0	0	0	0	0	0	0	0	29
17	0	27	9	0	0	0	0	0	0	0	0	0	36
18	0	34	2	0	0	0	0	0	0	0	0	0	36
19	2	28	7	0	0	0	0	0	0	0	0	0	37
20	2	14	5	0	0	0	0	0	0	0	0	0	21
21	1	18	4	0	0	0	0	0	0	0	0	0	23
22	0	8	3	0	0	0	0	0	0	0	0	0	11
23	0	3	0	0	0	0	0	0	0	0	0	0	3
24	0	2	0	0	0	0	0	0	0	0	0	0	2
7-19	6	312	121	2	0	0	0	0	0	0	0	0	441
6-22	9	365	143	2	0	0	0	0	0	0	0	0	519
6-24	9	370	143	2	0	0	0	0	0	0	0	0	524
0-24	9	386	153	2	0	0	0	0	0	0	0	0	550

Direction : WESTBOUND

Monday 20/05/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	2	0	0	0	0	0	0	0	0	0	0	2
2	0	2	1	0	0	0	0	0	0	0	0	0	3
3	0	1	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	2	0	0	0	0	0	0	0	0	0	0	2
7	0	8	3	0	0	0	0	0	0	0	0	0	11
8	0	5	5	0	0	0	0	0	0	0	0	0	10
9	1	19	5	0	0	0	0	0	0	0	0	0	25
10	0	19	5	1	0	0	0	0	0	0	0	0	25
11	0	20	7	0	0	0	0	0	0	0	0	0	27
12	0	19	5	0	0	0	0	0	0	0	0	0	24
13	0	11	15	0	0	0	0	0	0	0	0	0	26
14	0	16	5	0	0	0	0	0	0	0	0	0	21
15	1	11	19	0	0	0	0	0	0	0	0	0	31
16	1	33	17	0	0	0	0	0	0	0	0	0	51
17	2	37	22	0	0	0	0	0	0	0	0	0	61
18	0	55	23	0	0	0	0	0	0	0	0	0	78
19	1	40	12	0	0	0	0	0	0	0	0	0	53
20	0	17	19	0	0	0	0	0	0	0	0	0	36
21	0	27	8	0	0	0	0	0	0	0	0	0	35
22	0	6	4	0	0	0	0	0	0	0	0	0	10
23	0	6	4	1	0	0	0	0	0	0	0	0	11
24	0	4	1	0	0	0	0	0	0	0	0	0	5
7-19	6	285	140	1	0	0	0	0	0	0	0	0	432
6-22	6	343	174	1	0	0	0	0	0	0	0	0	524
6-24	6	353	179	2	0	0	0	0	0	0	0	0	540
0-24	6	360	180	2	0	0	0	0	0	0	0	0	548

Automatic Classified Counts, Connahs Quay

LOCATION: HIGHMERE DRIVE

Direction : EASTBOUND

Tuesday 21/05/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	3	1	0	0	0	0	0	0	0	0	0	0	0	4
5	4	1	0	0	0	0	0	0	0	0	0	0	0	5
6	15	1	0	0	0	0	0	0	0	0	0	0	0	16
7	22	1	0	0	0	0	0	0	0	0	0	0	0	23
8	49	4	0	0	0	0	0	0	0	0	0	0	0	53
9	70	5	0	0	0	0	0	0	0	0	0	0	0	75
10	28	4	0	0	0	0	0	0	0	0	0	0	0	32
11	27	3	0	0	0	0	0	0	0	0	0	0	0	30
12	20	0	0	0	0	0	0	0	0	0	0	0	0	20
13	25	4	0	0	0	0	0	0	0	0	0	0	0	29
14	30	3	0	0	0	0	0	0	0	0	0	0	0	33
15	38	2	0	0	0	0	0	0	0	0	0	0	0	40
16	32	6	0	0	0	0	0	0	0	0	0	0	0	38
17	37	2	0	0	0	0	0	0	0	0	0	0	0	39
18	38	1	0	0	0	0	0	0	0	0	0	0	0	39
19	38	1	0	0	0	0	0	0	0	0	0	0	0	39
20	23	0	0	0	0	0	0	0	0	0	0	0	0	23
21	20	0	0	0	0	0	0	0	0	0	0	0	0	20
22	14	2	0	0	0	0	0	0	0	0	0	0	0	16
23	9	0	0	0	0	0	0	0	0	0	0	0	0	9
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2

7-19	432	35	0	0	0	0	0	0	0	0	0	0	0	467
6-22	511	38	0	0	0	0	0	0	0	0	0	0	0	549
6-24	522	38	0	0	0	0	0	0	0	0	0	0	0	560
0-24	547	41	0	0	0	0	0	0	0	0	0	0	0	588

Direction : WESTBOUND

Tuesday 21/05/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	4	1	0	0	0	0	0	0	0	0	0	0	0	5
7	5	1	0	0	0	0	0	0	0	0	0	0	0	6
8	9	4	0	0	0	0	0	0	0	0	0	0	0	13
9	15	2	0	0	0	0	0	0	0	0	0	0	0	17
10	20	3	0	0	0	0	0	0	0	0	0	0	0	23
11	26	3	0	0	0	0	0	0	0	0	0	0	0	29
12	20	0	0	0	0	0	0	0	0	0	0	0	0	20
13	37	5	0	0	0	0	0	0	0	0	0	0	0	42
14	27	6	0	0	0	0	0	0	0	0	0	0	0	33
15	26	1	0	0	0	0	0	0	0	0	0	0	0	27
16	49	3	0	0	0	0	0	0	0	0	0	0	0	52
17	63	2	0	0	0	0	0	0	0	0	0	0	0	65
18	62	4	0	0	0	0	0	0	0	0	0	0	0	66
19	61	2	0	0	0	0	0	0	0	0	0	0	0	63
20	44	0	0	0	0	0	0	0	0	0	0	0	0	44
21	32	0	0	0	0	0	0	0	0	0	0	0	0	32
22	15	3	0	0	0	0	0	0	0	0	0	0	0	18
23	12	0	0	0	0	0	0	0	0	0	0	0	0	12
24	9	0	0	0	0	0	0	0	0	0	0	0	0	9

7-19	415	35	0	0	0	0	0	0	0	0	0	0	0	450
6-22	511	39	0	0	0	0	0	0	0	0	0	0	0	550
6-24	532	39	0	0	0	0	0	0	0	0	0	0	0	571
0-24	542	41	0	0	0	0	0	0	0	0	0	0	0	583

LOCATION: HIGHMERE DRIVE

Direction : EASTBOUND

Tuesday 21/05/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	1	0	0	0	0	0	0	0	0	0	2
2	1	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	1	3	0	0	0	0	0	0	0	0	0	4
5	0	4	1	0	0	0	0	0	0	0	0	0	5
6	0	8	8	0	0	0	0	0	0	0	0	0	16
7	0	17	6	0	0	0	0	0	0	0	0	0	23
8	0	30	23	0	0	0	0	0	0	0	0	0	53
9	1	51	23	0	0	0	0	0	0	0	0	0	75
10	0	21	11	0	0	0	0	0	0	0	0	0	32
11	0	17	13	0	0	0	0	0	0	0	0	0	30
12	2	13	5	0	0	0	0	0	0	0	0	0	20
13	1	12	16	0	0	0	0	0	0	0	0	0	29
14	1	22	10	0	0	0	0	0	0	0	0	0	33
15	2	20	18	0	0	0	0	0	0	0	0	0	40
16	0	30	8	0	0	0	0	0	0	0	0	0	38
17	0	30	9	0	0	0	0	0	0	0	0	0	39
18	0	32	7	0	0	0	0	0	0	0	0	0	39
19	0	25	14	0	0	0	0	0	0	0	0	0	39
20	0	15	8	0	0	0	0	0	0	0	0	0	23
21	0	11	9	0	0	0	0	0	0	0	0	0	20
22	0	13	3	0	0	0	0	0	0	0	0	0	16
23	1	6	2	0	0	0	0	0	0	0	0	0	9
24	0	1	1	0	0	0	0	0	0	0	0	0	2
7-19	7	303	157	0	0	0	0	0	0	0	0	0	467
6-22	7	359	183	0	0	0	0	0	0	0	0	0	549
6-24	8	366	186	0	0	0	0	0	0	0	0	0	560
0-24	9	380	199	0	0	0	0	0	0	0	0	0	588

Direction : WESTBOUND

Tuesday 21/05/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	0	0	0	0	0	0	0	0	0	0	1
2	1	1	0	0	0	0	0	0	0	0	0	0	2
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	1	0	0	0	0	0	0	0	0	0	1
5	0	1	1	0	0	0	0	0	0	0	0	0	2
6	0	3	2	0	0	0	0	0	0	0	0	0	5
7	0	3	3	0	0	0	0	0	0	0	0	0	6
8	0	8	5	0	0	0	0	0	0	0	0	0	13
9	1	12	4	0	0	0	0	0	0	0	0	0	17
10	0	13	10	0	0	0	0	0	0	0	0	0	23
11	0	20	9	0	0	0	0	0	0	0	0	0	29
12	0	10	10	0	0	0	0	0	0	0	0	0	20
13	1	26	15	0	0	0	0	0	0	0	0	0	42
14	0	22	11	0	0	0	0	0	0	0	0	0	33
15	1	18	8	0	0	0	0	0	0	0	0	0	27
16	0	37	15	0	0	0	0	0	0	0	0	0	52
17	0	38	27	0	0	0	0	0	0	0	0	0	65
18	0	45	21	0	0	0	0	0	0	0	0	0	66
19	1	45	17	0	0	0	0	0	0	0	0	0	63
20	1	27	16	0	0	0	0	0	0	0	0	0	44
21	0	18	14	0	0	0	0	0	0	0	0	0	32
22	0	10	8	0	0	0	0	0	0	0	0	0	18
23	0	9	3	0	0	0	0	0	0	0	0	0	12
24	0	6	3	0	0	0	0	0	0	0	0	0	9
7-19	4	294	152	0	0	0	0	0	0	0	0	0	450
6-22	5	352	193	0	0	0	0	0	0	0	0	0	550
6-24	5	367	199	0	0	0	0	0	0	0	0	0	571
0-24	6	373	204	0	0	0	0	0	0	0	0	0	583

Automatic Classified Counts, Connahs Quay

LOCATION: HIGHMERE DRIVE

Direction : EASTBOUND

Wednesday 22/05/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
5	5	1	0	0	0	0	0	0	0	0	0	0	0	6
6	13	0	0	0	0	0	0	0	0	0	0	0	0	13
7	21	3	0	0	0	0	0	0	0	0	0	0	0	24
8	48	3	0	0	0	0	0	0	0	0	0	0	0	51
9	60	4	0	0	0	0	0	0	0	0	0	0	0	64
10	39	3	0	0	0	0	0	0	0	0	0	0	0	42
11	23	0	0	0	0	0	0	0	0	0	0	1	0	24
12	36	0	0	0	0	0	0	0	0	0	0	0	0	36
13	23	2	0	0	0	0	0	0	0	0	0	0	0	25
14	18	3	0	0	0	0	0	0	0	0	0	0	0	21
15	36	2	0	0	0	0	0	0	0	0	0	0	0	38
16	24	4	0	0	0	0	0	0	0	0	0	0	0	28
17	41	2	0	0	0	0	0	0	0	0	0	0	0	43
18	25	3	0	0	0	0	0	0	0	0	0	0	0	28
19	34	1	0	0	0	0	0	0	0	0	0	0	0	35
20	25	0	0	0	0	0	0	0	0	0	0	0	0	25
21	17	0	0	0	0	0	0	0	0	0	0	0	0	17
22	16	0	0	0	0	0	0	0	0	0	0	0	0	16
23	8	0	0	0	0	0	0	0	0	0	0	0	0	8
24	4	0	0	0	0	0	0	0	0	0	0	0	0	4

7-19	407	27	0	0	0	0	0	0	0	0	0	1	0	435
6-22	486	30	0	0	0	0	0	0	0	0	0	1	0	517
6-24	498	30	0	0	0	0	0	0	0	0	0	1	0	529
0-24	522	31	0	0	0	0	0	0	0	0	0	1	0	554

Direction : WESTBOUND

Wednesday 22/05/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	6	1	0	0	0	0	0	0	0	0	0	0	0	7
8	12	2	0	0	0	0	0	0	0	0	0	0	0	14
9	13	3	0	0	0	0	0	0	0	0	0	0	0	16
10	29	3	0	0	0	0	0	0	0	0	0	0	0	32
11	17	1	0	0	0	0	0	0	0	0	0	0	0	18
12	22	0	0	0	0	0	0	0	0	0	0	0	0	22
13	29	3	0	0	0	0	0	0	0	0	0	0	0	32
14	21	2	0	0	0	0	0	0	0	0	0	0	0	23
15	36	3	0	0	0	0	0	0	0	0	0	0	0	39
16	46	2	0	0	0	0	0	0	0	0	0	0	0	48
17	52	5	0	0	0	0	0	0	0	0	0	0	0	57
18	62	5	0	0	0	0	0	0	0	0	0	0	0	67
19	34	1	0	0	0	0	0	0	0	0	0	0	0	35
20	41	4	0	0	0	0	0	0	0	0	0	0	0	45
21	40	0	0	0	0	0	0	0	0	0	0	0	0	40
22	27	0	0	0	0	0	0	0	0	0	0	0	0	27
23	11	0	0	0	0	0	0	0	0	0	0	0	0	11
24	9	0	0	0	0	0	0	0	0	0	0	0	0	9

7-19	373	30	0	0	0	0	0	0	0	0	0	0	0	403
6-22	487	35	0	0	0	0	0	0	0	0	0	0	0	522
6-24	507	35	0	0	0	0	0	0	0	0	0	0	0	542
0-24	515	36	0	0	0	0	0	0	0	0	0	0	0	551

LOCATION: HIGHMERE DRIVE

Direction : EASTBOUND

Wednesday 22/05/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	0	0	0	0	0	0	0	0	1
2	0	1	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	4	0	0	0	0	0	0	0	0	0	4
5	0	4	2	0	0	0	0	0	0	0	0	0	6
6	0	6	7	0	0	0	0	0	0	0	0	0	13
7	0	12	12	0	0	0	0	0	0	0	0	0	24
8	0	30	21	0	0	0	0	0	0	0	0	0	51
9	1	46	17	0	0	0	0	0	0	0	0	0	64
10	1	27	14	0	0	0	0	0	0	0	0	0	42
11	1	14	9	0	0	0	0	0	0	0	0	0	24
12	2	23	11	0	0	0	0	0	0	0	0	0	36
13	0	15	9	1	0	0	0	0	0	0	0	0	25
14	0	16	5	0	0	0	0	0	0	0	0	0	21
15	0	30	8	0	0	0	0	0	0	0	0	0	38
16	0	23	5	0	0	0	0	0	0	0	0	0	28
17	0	27	16	0	0	0	0	0	0	0	0	0	43
18	0	19	9	0	0	0	0	0	0	0	0	0	28
19	0	26	9	0	0	0	0	0	0	0	0	0	35
20	1	13	11	0	0	0	0	0	0	0	0	0	25
21	0	9	8	0	0	0	0	0	0	0	0	0	17
22	0	11	5	0	0	0	0	0	0	0	0	0	16
23	0	6	2	0	0	0	0	0	0	0	0	0	8
24	0	2	2	0	0	0	0	0	0	0	0	0	4
7-19	5	296	133	1	0	0	0	0	0	0	0	0	435
6-22	6	341	169	1	0	0	0	0	0	0	0	0	517
6-24	6	349	173	1	0	0	0	0	0	0	0	0	529
0-24	6	360	187	1	0	0	0	0	0	0	0	0	554

Direction : WESTBOUND

Wednesday 22/05/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	1	1	1	0	0	0	0	0	0	0	0	0	3
2	0	1	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	1	0	0	0	0	0	0	0	0	0	1
5	0	2	0	0	0	0	0	0	0	0	0	0	2
6	0	2	0	0	0	0	0	0	0	0	0	0	2
7	0	4	3	0	0	0	0	0	0	0	0	0	7
8	0	9	5	0	0	0	0	0	0	0	0	0	14
9	0	13	3	0	0	0	0	0	0	0	0	0	16
10	1	19	12	0	0	0	0	0	0	0	0	0	32
11	0	16	2	0	0	0	0	0	0	0	0	0	18
12	1	13	8	0	0	0	0	0	0	0	0	0	22
13	1	22	8	0	1	0	0	0	0	0	0	0	32
14	1	20	2	0	0	0	0	0	0	0	0	0	23
15	0	31	8	0	0	0	0	0	0	0	0	0	39
16	0	37	11	0	0	0	0	0	0	0	0	0	48
17	1	42	14	0	0	0	0	0	0	0	0	0	57
18	0	44	23	0	0	0	0	0	0	0	0	0	67
19	0	22	13	0	0	0	0	0	0	0	0	0	35
20	0	33	12	0	0	0	0	0	0	0	0	0	45
21	0	26	14	0	0	0	0	0	0	0	0	0	40
22	0	16	11	0	0	0	0	0	0	0	0	0	27
23	0	5	6	0	0	0	0	0	0	0	0	0	11
24	0	5	4	0	0	0	0	0	0	0	0	0	9
7-19	5	288	109	0	1	0	0	0	0	0	0	0	403
6-22	5	367	149	0	1	0	0	0	0	0	0	0	522
6-24	5	377	159	0	1	0	0	0	0	0	0	0	542
0-24	6	383	161	0	1	0	0	0	0	0	0	0	551

Automatic Classified Counts, Connahs Quay

LOCATION: HIGHMERE DRIVE

Direction : EASTBOUND

Thursday 23/05/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
5	4	0	0	0	0	0	0	0	0	0	0	0	0	4
6	12	2	0	0	0	0	0	0	0	0	0	0	0	14
7	24	1	0	0	0	0	0	0	0	0	0	0	0	25
8	42	5	0	0	0	0	0	0	0	0	0	0	0	47
9	67	5	0	0	0	0	0	0	0	0	0	0	0	72
10	31	3	1	0	0	0	0	0	0	0	0	0	0	35
11	19	1	0	0	0	0	0	0	0	0	0	0	0	20
12	33	0	0	0	0	0	0	0	0	0	0	0	0	33
13	18	2	0	0	1	0	0	0	0	0	0	0	0	21
14	24	4	0	0	0	0	0	0	0	0	0	0	0	28
15	28	1	0	0	0	0	0	0	0	0	0	1	0	30
16	39	3	0	0	0	0	0	0	0	0	0	0	0	42
17	38	4	0	0	0	0	0	0	0	0	0	0	0	42
18	47	2	0	0	0	0	0	0	0	0	0	0	0	49
19	44	5	0	0	0	0	0	0	0	0	0	0	0	49
20	32	1	0	0	0	0	0	0	0	0	0	0	0	33
21	27	1	0	0	0	0	0	0	0	0	0	0	0	28
22	14	1	0	0	0	0	0	0	0	0	0	0	0	15
23	10	1	0	0	0	0	0	0	0	0	0	0	0	11
24	4	1	0	0	0	0	0	0	0	0	0	0	0	5

7-19	430	35	1	0	1	0	0	0	0	0	0	1	0	468
6-22	527	39	1	0	1	0	0	0	0	0	0	1	0	569
6-24	541	41	1	0	1	0	0	0	0	0	0	1	0	585
0-24	564	44	1	0	1	0	0	0	0	0	0	1	0	611

Direction : WESTBOUND

Thursday 23/05/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	3	1	0	0	0	0	0	0	0	0	0	0	0	4
7	13	1	0	0	0	0	0	0	0	0	0	0	0	14
8	11	4	0	0	0	0	0	0	0	0	0	0	0	15
9	14	4	0	0	0	0	0	0	0	0	0	0	0	18
10	26	4	0	0	0	0	0	0	0	0	0	0	0	30
11	12	1	0	0	0	0	0	0	0	0	0	0	0	13
12	29	2	0	0	0	0	0	0	0	0	0	0	0	31
13	24	2	1	0	0	0	0	0	0	0	0	0	0	27
14	29	2	0	0	0	0	0	0	0	0	0	0	0	31
15	31	2	0	0	0	0	0	0	0	0	0	0	0	33
16	37	6	0	0	0	0	0	0	0	0	0	0	0	43
17	61	7	0	0	0	0	0	0	0	0	0	0	0	68
18	65	4	0	0	1	0	0	0	0	0	0	0	0	70
19	60	5	0	0	0	0	0	0	0	0	0	0	0	65
20	36	3	0	0	0	0	0	0	0	0	0	0	0	39
21	48	2	0	0	0	0	0	0	0	0	0	0	0	50
22	20	1	0	0	0	0	0	0	0	0	0	0	0	21
23	15	1	0	0	0	0	0	0	0	0	0	0	0	16
24	9	0	0	0	0	0	0	0	0	0	0	0	0	9

7-19	399	43	1	0	1	0	0	0	0	0	0	0	0	444
6-22	516	50	1	0	1	0	0	0	0	0	0	0	0	568
6-24	540	51	1	0	1	0	0	0	0	0	0	0	0	593
0-24	548	53	1	0	1	0	0	0	0	0	0	0	0	603

LOCATION: HIGHMERE DRIVE

Direction : EASTBOUND

Thursday 23/05/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	2	0	0	0	0	0	0	0	0	0	0	2
2	0	1	0	0	0	0	0	0	0	0	0	0	1
3	0	1	0	0	0	0	0	0	0	0	0	0	1
4	0	2	2	0	0	0	0	0	0	0	0	0	4
5	0	4	0	0	0	0	0	0	0	0	0	0	4
6	0	7	7	0	0	0	0	0	0	0	0	0	14
7	0	14	11	0	0	0	0	0	0	0	0	0	25
8	1	36	10	0	0	0	0	0	0	0	0	0	47
9	0	52	20	0	0	0	0	0	0	0	0	0	72
10	1	23	11	0	0	0	0	0	0	0	0	0	35
11	0	15	5	0	0	0	0	0	0	0	0	0	20
12	0	24	9	0	0	0	0	0	0	0	0	0	33
13	1	15	5	0	0	0	0	0	0	0	0	0	21
14	0	17	11	0	0	0	0	0	0	0	0	0	28
15	1	22	7	0	0	0	0	0	0	0	0	0	30
16	0	32	10	0	0	0	0	0	0	0	0	0	42
17	1	33	8	0	0	0	0	0	0	0	0	0	42
18	1	40	8	0	0	0	0	0	0	0	0	0	49
19	2	33	14	0	0	0	0	0	0	0	0	0	49
20	0	23	10	0	0	0	0	0	0	0	0	0	33
21	0	18	10	0	0	0	0	0	0	0	0	0	28
22	0	9	6	0	0	0	0	0	0	0	0	0	15
23	0	5	5	1	0	0	0	0	0	0	0	0	11
24	0	2	3	0	0	0	0	0	0	0	0	0	5
7-19	8	342	118	0	0	0	0	0	0	0	0	0	468
6-22	8	406	155	0	0	0	0	0	0	0	0	0	569
6-24	8	413	163	1	0	0	0	0	0	0	0	0	585
0-24	8	430	172	1	0	0	0	0	0	0	0	0	611

Direction : WESTBOUND

Thursday 23/05/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	0	0	0	0	0	0	0	0	0	0	1
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	1	1	0	0	0	0	0	0	0	0	0	2
5	0	1	0	0	0	0	0	0	0	0	0	0	1
6	0	3	1	0	0	0	0	0	0	0	0	0	4
7	0	12	2	0	0	0	0	0	0	0	0	0	14
8	0	10	5	0	0	0	0	0	0	0	0	0	15
9	0	14	4	0	0	0	0	0	0	0	0	0	18
10	0	23	7	0	0	0	0	0	0	0	0	0	30
11	0	10	3	0	0	0	0	0	0	0	0	0	13
12	0	22	8	1	0	0	0	0	0	0	0	0	31
13	1	19	7	0	0	0	0	0	0	0	0	0	27
14	1	19	11	0	0	0	0	0	0	0	0	0	31
15	0	25	8	0	0	0	0	0	0	0	0	0	33
16	0	32	11	0	0	0	0	0	0	0	0	0	43
17	2	47	19	0	0	0	0	0	0	0	0	0	68
18	0	44	26	0	0	0	0	0	0	0	0	0	70
19	1	51	13	0	0	0	0	0	0	0	0	0	65
20	0	26	13	0	0	0	0	0	0	0	0	0	39
21	2	32	16	0	0	0	0	0	0	0	0	0	50
22	0	12	9	0	0	0	0	0	0	0	0	0	21
23	0	8	8	0	0	0	0	0	0	0	0	0	16
24	0	7	2	0	0	0	0	0	0	0	0	0	9
7-19	5	316	122	1	0	0	0	0	0	0	0	0	444
6-22	7	398	162	1	0	0	0	0	0	0	0	0	568
6-24	7	413	172	1	0	0	0	0	0	0	0	0	593
0-24	7	419	176	1	0	0	0	0	0	0	0	0	603

Automatic Classified Counts, Connahs Quay

LOCATION: HIGHMERE DRIVE

Direction : EASTBOUND

Friday 24/05/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	3	1	0	0	0	0	0	0	0	0	0	0	0	4
5	3	0	0	0	0	0	0	0	0	0	0	0	0	3
6	16	1	0	0	0	0	0	0	0	0	0	0	0	17
7	19	3	0	0	0	0	0	0	0	0	0	0	0	22
8	50	4	0	0	0	0	0	0	0	0	0	0	0	54
9	61	1	0	0	1	0	0	0	0	0	0	0	0	63
10	36	2	0	0	0	0	0	0	0	0	0	0	0	38
11	30	3	0	0	1	0	0	0	0	0	0	0	0	34
12	33	1	0	0	0	0	0	0	0	0	0	0	0	34
13	21	2	0	0	0	0	0	0	0	0	0	0	0	23
14	31	1	0	0	0	0	0	0	0	0	0	0	0	32
15	34	4	0	0	0	0	0	0	0	0	0	0	0	38
16	29	2	0	0	0	0	0	0	0	0	0	0	0	31
17	40	4	0	0	0	0	0	0	0	0	0	0	0	44
18	39	1	0	0	0	0	0	0	0	0	0	0	0	40
19	52	1	0	0	0	0	0	0	0	0	0	0	0	53
20	44	2	0	0	1	0	0	0	0	0	0	0	0	47
21	23	2	0	0	0	0	0	0	0	0	0	0	0	25
22	13	1	0	0	0	0	0	0	0	0	0	0	0	14
23	14	0	0	0	0	0	0	0	0	0	0	0	0	14
24	8	0	0	0	0	0	0	0	0	0	0	0	0	8

7-19	456	26	0	0	2	0	0	0	0	0	0	0	0	484
6-22	555	34	0	0	3	0	0	0	0	0	0	0	0	592
6-24	577	34	0	0	3	0	0	0	0	0	0	0	0	614
0-24	603	36	0	0	3	0	0	0	0	0	0	0	0	642

Direction : WESTBOUND

Friday 24/05/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	11	2	0	0	0	0	0	0	0	0	0	0	0	13
8	9	2	0	0	0	0	0	0	0	0	0	0	0	11
9	14	2	0	0	0	0	0	0	0	0	0	0	0	16
10	26	2	0	0	0	0	0	0	0	0	0	0	0	28
11	32	2	0	0	1	0	0	0	0	0	0	0	0	35
12	18	1	0	0	0	0	0	0	0	0	0	0	0	19
13	28	1	0	0	1	0	0	0	0	0	0	0	0	30
14	30	1	0	0	0	0	0	0	0	0	0	0	0	31
15	45	3	0	0	0	0	0	0	0	0	0	0	0	48
16	43	4	0	0	0	0	0	0	0	0	0	0	0	47
17	66	4	0	0	0	0	0	0	0	0	0	0	0	70
18	74	4	0	0	0	0	0	0	0	0	0	0	0	78
19	50	1	0	0	1	0	0	0	0	0	0	0	0	52
20	50	1	0	0	0	0	0	0	0	0	0	0	0	51
21	33	2	0	0	0	0	0	0	0	0	0	0	0	35
22	23	1	0	0	0	0	0	0	0	0	0	0	0	24
23	16	0	0	0	0	0	0	0	0	0	0	0	0	16
24	18	1	0	0	0	0	0	0	0	0	0	0	0	19

7-19	435	27	0	0	3	0	0	0	0	0	0	0	0	465
6-22	552	33	0	0	3	0	0	0	0	0	0	0	0	588
6-24	586	34	0	0	3	0	0	0	0	0	0	0	0	623
0-24	594	35	0	0	3	0	0	0	0	0	0	0	0	632

LOCATION: HIGHMERE DRIVE

Direction : EASTBOUND

Friday 24/05/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	2	0	0	0	0	0	0	0	0	0	3
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	1	3	0	0	0	0	0	0	0	0	0	4
5	0	1	2	0	0	0	0	0	0	0	0	0	3
6	0	9	8	0	0	0	0	0	0	0	0	0	17
7	0	15	7	0	0	0	0	0	0	0	0	0	22
8	0	31	23	0	0	0	0	0	0	0	0	0	54
9	2	42	19	0	0	0	0	0	0	0	0	0	63
10	0	29	9	0	0	0	0	0	0	0	0	0	38
11	2	25	7	0	0	0	0	0	0	0	0	0	34
12	1	28	5	0	0	0	0	0	0	0	0	0	34
13	0	15	7	0	1	0	0	0	0	0	0	0	23
14	1	21	10	0	0	0	0	0	0	0	0	0	32
15	1	29	8	0	0	0	0	0	0	0	0	0	38
16	2	21	8	0	0	0	0	0	0	0	0	0	31
17	1	28	15	0	0	0	0	0	0	0	0	0	44
18	2	27	11	0	0	0	0	0	0	0	0	0	40
19	4	44	5	0	0	0	0	0	0	0	0	0	53
20	3	25	18	1	0	0	0	0	0	0	0	0	47
21	0	13	12	0	0	0	0	0	0	0	0	0	25
22	0	11	3	0	0	0	0	0	0	0	0	0	14
23	0	14	0	0	0	0	0	0	0	0	0	0	14
24	0	6	2	0	0	0	0	0	0	0	0	0	8
7-19	16	340	127	0	1	0	0	0	0	0	0	0	484
6-22	19	404	167	1	1	0	0	0	0	0	0	0	592
6-24	19	424	169	1	1	0	0	0	0	0	0	0	614
0-24	19	436	185	1	1	0	0	0	0	0	0	0	642

Direction : WESTBOUND

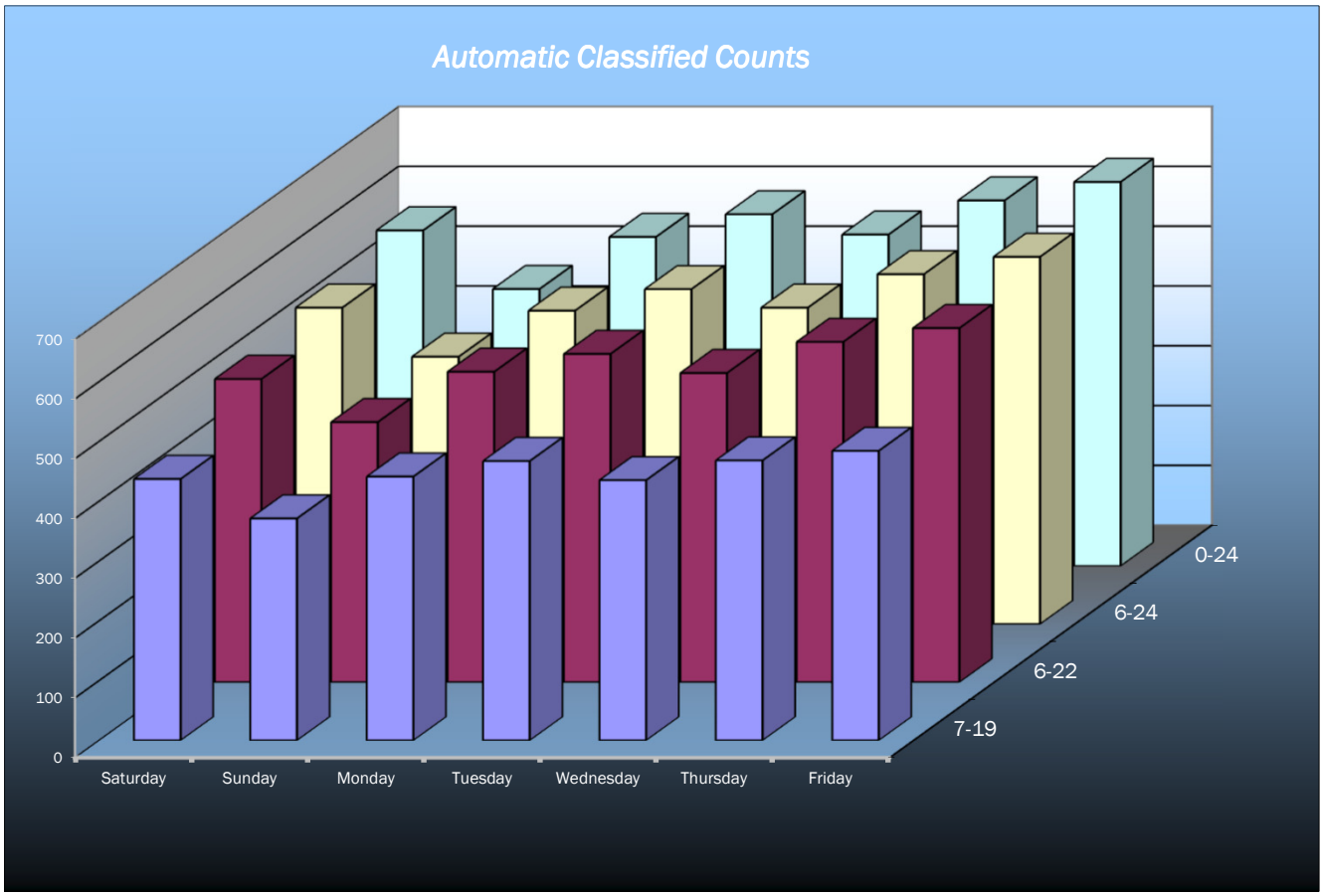
Friday 24/05/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	2	0	0	0	0	0	0	0	0	0	3
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	1	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	1	1	0	0	0	0	0	0	0	0	0	2
6	1	1	0	0	0	0	0	0	0	0	0	0	2
7	0	8	5	0	0	0	0	0	0	0	0	0	13
8	0	6	5	0	0	0	0	0	0	0	0	0	11
9	0	15	1	0	0	0	0	0	0	0	0	0	16
10	1	22	5	0	0	0	0	0	0	0	0	0	28
11	0	29	6	0	0	0	0	0	0	0	0	0	35
12	0	16	3	0	0	0	0	0	0	0	0	0	19
13	0	22	8	0	0	0	0	0	0	0	0	0	30
14	2	19	10	0	0	0	0	0	0	0	0	0	31
15	0	32	16	0	0	0	0	0	0	0	0	0	48
16	0	35	12	0	0	0	0	0	0	0	0	0	47
17	1	49	20	0	0	0	0	0	0	0	0	0	70
18	1	59	18	0	0	0	0	0	0	0	0	0	78
19	2	42	8	0	0	0	0	0	0	0	0	0	52
20	1	28	22	0	0	0	0	0	0	0	0	0	51
21	0	25	10	0	0	0	0	0	0	0	0	0	35
22	0	14	10	0	0	0	0	0	0	0	0	0	24
23	0	8	8	0	0	0	0	0	0	0	0	0	16
24	0	12	7	0	0	0	0	0	0	0	0	0	19
7-19	7	346	112	0	0	0	0	0	0	0	0	0	465
6-22	8	421	159	0	0	0	0	0	0	0	0	0	588
6-24	8	441	174	0	0	0	0	0	0	0	0	0	623
0-24	9	445	178	0	0	0	0	0	0	0	0	0	632

Automatic Classified Counts, Connahs Quay

LOCATION: HIGHMERE DRIVE

Direction : EASTBOUND

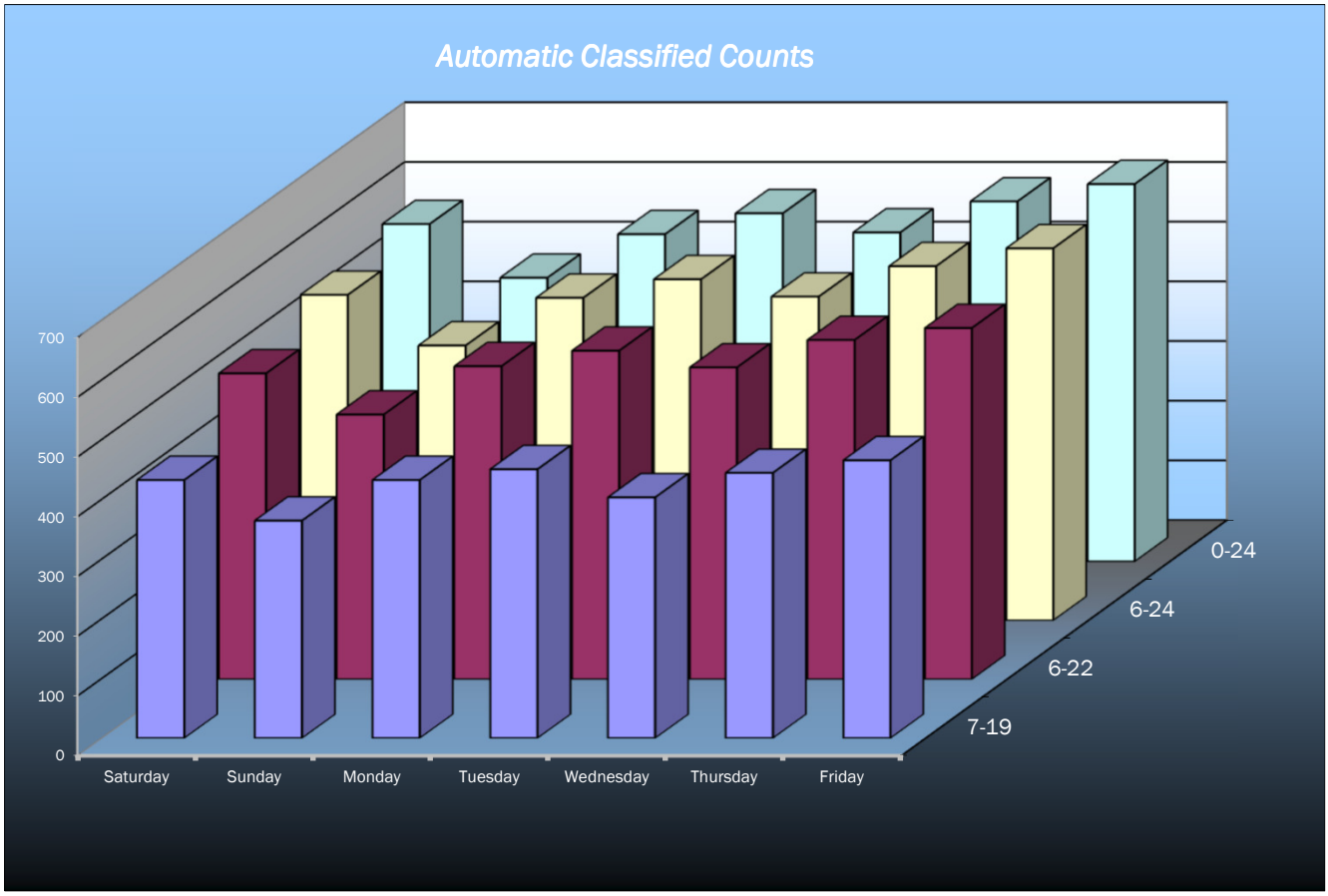
VEHICLE FLOWS									
Hr Ending	Saturday 18-May-19	Sunday 19-May-19	Monday 20-May-19	Tuesday 21-May-19	Wednesday 22-May-19	Thursday 23-May-19	Friday 24-May-19	WEEKDAY AVERAGE	WEEK AVERAGE
1	13	4	1	2	1	2	3	2	4
2	4	2	1	1	1	1	1	1	2
3	0	3	0	0	0	1	0	0	1
4	2	1	1	4	4	4	4	3	3
5	5	2	9	5	6	4	3	5	5
6	8	4	14	16	13	14	17	15	12
7	14	9	23	23	24	25	22	23	20
8	14	13	58	53	51	47	54	53	41
9	25	13	70	75	64	72	63	69	55
10	41	22	42	32	42	35	38	38	36
11	51	43	26	30	24	20	34	27	33
12	42	56	22	20	36	33	34	29	35
13	55	37	24	29	25	21	23	24	31
14	32	32	25	33	21	28	32	28	29
15	41	36	36	40	38	30	38	36	37
16	32	36	29	38	28	42	31	34	34
17	36	22	36	39	43	42	44	41	37
18	31	26	36	39	28	49	40	38	36
19	37	35	37	39	35	49	53	43	41
20	20	25	21	23	25	33	47	30	28
21	22	16	23	20	17	28	25	23	22
22	14	14	11	16	16	15	14	14	14
23	13	11	3	9	8	11	14	9	10
24	9	1	2	2	4	5	8	4	4
7-19	437	371	441	467	435	468	484	459	443
6-22	507	435	519	549	517	569	592	549	527
6-24	529	447	524	560	529	585	614	562	541
0-24	561	463	550	588	554	611	642	589	567



LOCATION: HIGHMERE DRIVE

Direction : WESTBOUND

WESTBOUND									
Hr Ending	Saturday 18-May-19	Sunday 19-May-19	Monday 20-May-19	Tuesday 21-May-19	Wednesday 22-May-19	Thursday 23-May-19	Friday 24-May-19	WEEKDAY AVERAGE	WEEK AVERAGE
1	6	6	2	1	3	1	3	2	3
2	4	0	3	2	1	1	1	2	2
3	2	4	1	1	0	1	1	1	1
4	3	3	0	1	1	2	0	1	1
5	2	1	0	2	2	1	2	1	1
6	3	1	2	5	2	4	2	3	3
7	6	6	11	6	7	14	13	10	9
8	9	6	10	13	14	15	11	13	11
9	10	9	25	17	16	18	16	18	16
10	21	15	25	23	32	30	28	28	25
11	46	25	27	29	18	13	35	24	28
12	38	30	24	20	22	31	19	23	26
13	46	35	26	42	32	27	30	31	34
14	44	43	21	33	23	31	31	28	32
15	42	33	31	27	39	33	48	36	36
16	44	42	51	52	48	43	47	48	47
17	49	46	61	65	57	68	70	64	59
18	46	46	78	66	67	70	78	72	64
19	37	34	53	63	35	65	52	54	48
20	31	31	36	44	45	39	51	43	40
21	22	22	35	32	40	50	35	38	34
22	21	20	10	18	27	21	24	20	20
23	19	15	11	12	11	16	16	13	14
24	14	2	5	9	9	9	19	10	10
7-19	432	364	432	450	403	444	465	439	427
6-22	512	443	524	550	522	568	588	550	530
6-24	545	460	540	571	542	593	623	574	553
0-24	565	475	548	583	551	603	632	583	565



Automatic Classified Counts, Connahs Quay

LOCATION: HIGHMERE DRIVE

Direction : EASTBOUND

AVERAGE SPEEDS							
Hr Ending	Saturday 18-May-19	Sunday 19-May-19	Monday 20-May-19	Tuesday 21-May-19	Wednesday 22-May-19	Thursday 23-May-19	Friday 24-May-19
1	17.8	15.5	15.5	20.5	25.5	15.5	22.2
2	18.0	20.5	25.5	5.5	15.5	15.5	25.5
3	-	18.8	-	-	-	15.5	-
4	20.5	25.5	15.5	23.0	25.5	20.5	23.0
5	19.5	20.5	21.1	17.5	18.8	15.5	22.2
6	20.5	18.0	18.4	20.5	20.9	20.5	20.2
7	19.8	15.5	19.8	18.1	20.5	19.9	18.7
8	19.8	20.1	18.9	19.8	19.6	17.4	19.8
9	19.1	20.1	18.2	18.4	18.0	18.3	18.2
10	18.7	19.6	17.9	18.9	18.6	18.4	17.9
11	16.7	18.3	18.9	19.8	18.8	18.0	17.0
12	19.1	18.2	18.1	17.0	18.0	18.2	16.7
13	18.6	18.7	19.3	20.7	19.8	17.4	19.5
14	16.8	18.6	18.3	18.2	17.9	19.4	18.3
15	19.2	19.4	19.9	19.5	17.6	17.5	17.3
16	18.0	21.1	17.9	17.6	17.3	17.9	17.4
17	18.0	19.1	18.0	17.8	19.2	17.2	18.7
18	19.7	18.6	16.1	17.3	18.7	16.9	17.8
19	19.3	19.8	16.9	19.1	18.1	17.9	15.7
20	18.0	18.3	16.9	19.0	19.5	18.5	19.1
21	18.7	18.0	16.8	20.0	20.2	19.1	20.3
22	19.1	14.8	18.2	17.4	18.6	19.5	17.6
23	19.3	18.2	15.5	16.6	18.0	21.6	15.5
24	18.8	25.5	15.5	20.5	20.5	21.5	18.0

10-12	17.9	18.2	18.5	18.4	18.4	18.1	16.8
14-16	18.6	20.2	18.9	18.6	17.4	17.7	17.4
0-24	18.8	19.2	18.1	18.4	19.4	18.2	19.0

85TH PERCENTILE							
Hr Ending	Saturday 18-May-19	Sunday 19-May-19	Monday 20-May-19	Tuesday 21-May-19	Wednesday 22-May-19	Thursday 23-May-19	Friday 24-May-19
1	23.8	15.5	-	27.6	-	15.5	27.9
2	23.0	27.6	-	-	-	-	-
3	-	24.6	-	-	-	-	-
4	27.6	-	-	28.0	25.5	26.3	28.0
5	25.0	27.6	26.3	22.0	24.0	15.5	27.9
6	25.8	23.0	23.0	25.7	26.1	25.7	25.4
7	24.9	15.5	24.9	22.6	25.6	25.0	23.4
8	24.9	25.3	23.7	24.8	24.6	21.9	24.8
9	24.0	25.3	23.6	23.3	22.7	22.8	23.3
10	23.4	24.6	22.2	23.8	23.8	23.5	22.2
11	21.0	22.8	24.2	24.9	24.5	22.4	22.0
12	23.9	23.0	23.3	22.9	23.5	22.7	20.8
13	23.3	23.5	24.2	26.4	25.4	22.5	25.7
14	20.1	24.0	22.9	23.4	22.2	24.4	23.5
15	24.0	24.3	25.5	25.4	21.7	22.3	21.9
16	23.1	26.1	22.3	21.7	21.2	22.2	22.9
17	22.4	24.1	22.4	22.1	24.1	21.5	23.9
18	24.7	23.3	18.4	21.2	23.5	21.0	23.1
19	24.7	24.8	21.7	23.9	22.5	23.2	19.8
20	22.4	22.9	22.7	23.8	25.3	23.2	25.3
21	23.4	22.5	21.4	25.1	25.4	24.0	25.4
22	24.0	17.5	22.9	21.4	23.4	24.6	21.9
23	24.4	22.9	15.5	22.6	22.6	27.9	15.5
24	23.8	-	15.5	27.6	26.3	27.0	22.6

10-12	22.5	22.9	23.7	23.9	24.0	22.6	21.4
14-16	23.6	25.2	23.9	23.6	21.5	22.3	22.4
0-24	23.8	23.2	22.3	24.1	24.0	23.0	23.5

7 DAY AVERAGE SPEED	18.7
7 DAY AVERAGE 85th PERCENTILE	23.4

LOCATION: HIGHMERE DRIVE

Direction : WESTBOUND

AVERAGE SPEEDS							
Hr Ending	Saturday 18-May-19	Sunday 19-May-19	Monday 20-May-19	Tuesday 21-May-19	Wednesday 22-May-19	Thursday 23-May-19	Friday 24-May-19
1	18.8	17.2	15.5	15.5	15.5	15.5	22.2
2	15.5	-	18.8	10.5	15.5	25.5	25.5
3	20.5	20.5	15.5	25.5	-	25.5	15.5
4	15.5	15.5	-	25.5	25.5	20.5	-
5	20.5	25.5	-	20.5	15.5	15.5	20.5
6	18.8	15.5	15.5	19.5	15.5	18.0	10.5
7	17.2	18.8	18.2	20.5	19.8	16.9	19.3
8	22.2	20.5	20.5	19.3	19.1	18.8	20.0
9	17.5	17.7	17.1	17.3	17.4	17.7	16.1
10	16.5	20.2	18.2	19.8	18.9	17.8	16.9
11	18.8	19.1	18.1	18.6	16.6	17.8	17.2
12	19.2	19.2	17.6	20.5	18.7	18.6	17.1
13	17.5	18.6	21.3	18.8	18.4	17.7	18.2
14	17.8	18.5	17.9	18.8	15.9	18.7	18.1
15	18.6	18.2	21.3	18.1	17.6	17.9	18.8
16	18.2	19.1	18.6	18.4	17.8	18.1	18.1
17	18.2	18.1	18.8	19.7	17.8	18.0	18.2
18	17.7	18.3	18.4	18.7	18.9	19.2	17.7
19	19.0	17.9	17.6	18.0	19.2	17.3	16.7
20	17.4	18.4	20.8	18.9	18.2	18.8	19.6
21	20.0	16.4	17.8	19.9	19.0	18.3	18.4
22	18.4	18.5	19.5	19.9	19.6	19.8	19.7
23	20.8	19.5	20.7	18.0	21.0	20.5	20.5
24	16.9	25.5	17.5	18.8	19.9	17.7	19.2
10-12	19.0	19.1	17.8	19.6	17.6	18.2	17.1
14-16	18.4	18.6	20.0	18.2	17.7	18.0	18.4
0-24	18.4	19.0	18.4	19.1	18.3	18.8	18.4

85TH PERCENTILE							
Hr Ending	Saturday 18-May-19	Sunday 19-May-19	Monday 20-May-19	Tuesday 21-May-19	Wednesday 22-May-19	Thursday 23-May-19	Friday 24-May-19
1	24.0	21.2	15.5	-	25.5	-	27.9
2	15.5	-	24.6	17.6	-	-	-
3	27.6	26.3	-	-	-	-	-
4	25.5	15.5	-	-	-	27.6	-
5	27.6	-	-	27.6	15.5	-	27.6
6	24.6	-	15.5	25.0	15.5	23.0	17.6
7	21.2	24.0	22.9	26.0	25.1	20.6	24.4
8	27.2	26.0	25.8	24.4	24.0	23.7	25.3
9	21.7	22.1	21.8	22.6	21.4	22.0	18.6
10	19.5	25.3	23.3	24.9	24.4	22.1	21.4
11	23.5	24.0	22.6	23.3	19.8	22.2	21.0
12	24.6	24.1	21.7	25.6	24.4	23.8	20.8
13	22.0	23.4	26.3	24.1	24.5	22.8	22.7
14	22.0	23.2	22.2	23.6	19.6	24.1	23.8
15	23.3	22.7	26.9	23.3	21.6	22.3	23.6
16	23.2	23.9	23.7	23.0	22.0	22.5	22.5
17	22.6	22.5	24.2	24.6	22.4	23.0	23.0
18	22.3	22.9	23.0	23.4	23.7	24.1	22.1
19	23.9	22.2	22.1	22.8	24.1	21.6	20.9
20	21.5	23.0	25.8	24.2	22.6	23.6	25.0
21	25.1	19.4	22.0	24.9	23.8	23.7	22.9
22	23.0	24.2	24.7	25.1	24.6	24.9	24.7
23	25.9	24.6	27.1	22.5	26.2	25.7	25.7
24	20.6	25.5	22.0	23.8	25.2	22.1	24.1
10-12	24.0	24.0	22.1	24.5	22.1	23.0	20.9
14-16	23.2	23.3	25.3	23.2	21.8	22.4	23.0
0-24	23.2	23.1	23.0	23.9	22.7	23.3	23.1

7 DAY AVERAGE SPEED	18.6
7 DAY AVERAGE 85th PERCENTILE	23.2

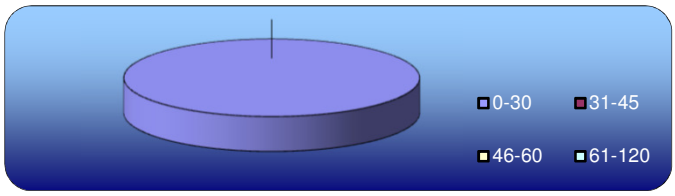
Automatic Classified Counts, Connahs Quay

LOCATION: HIGHMERE DRIVE

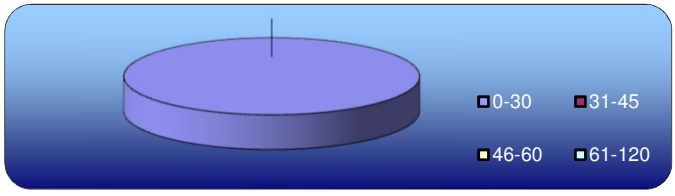
Direction : EASTBOUND

SPEED SUMMARY							
SPEED (MPH)	Saturday 18-May-19	Sunday 19-May-19	Monday 20-May-19	Tuesday 21-May-19	Wednesday 22-May-19	Thursday 23-May-19	Friday 24-May-19
0-30	561	463	548	588	553	610	640
31-45	0	0	2	0	1	1	2
46-60	0	0	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	561	463	550	588	554	611	642

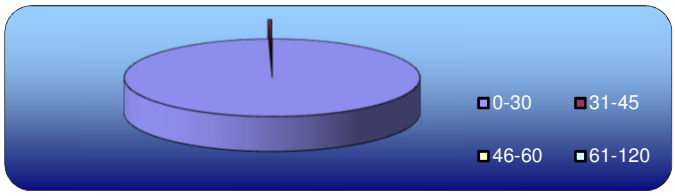
Saturday 18-May-19



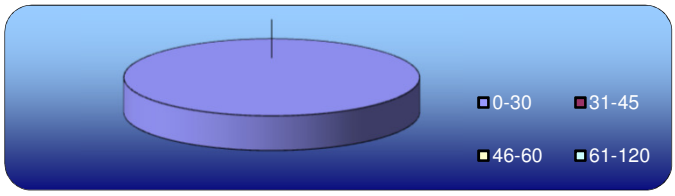
Sunday 19-May-19



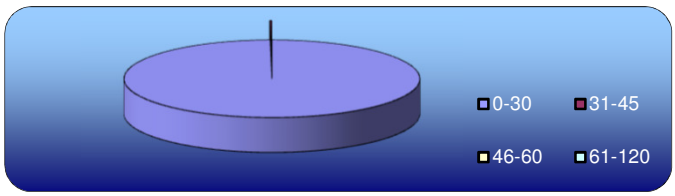
Monday 20-May-19



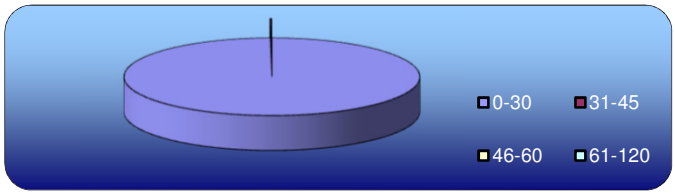
Tuesday 21-May-19



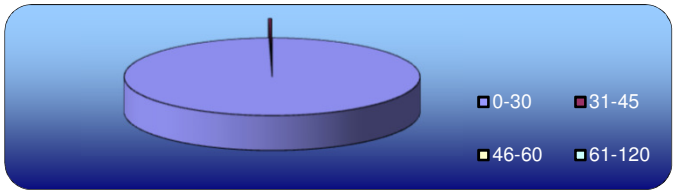
Wednesday 22-May-19



Thursday 23-May-19



Friday 24-May-19

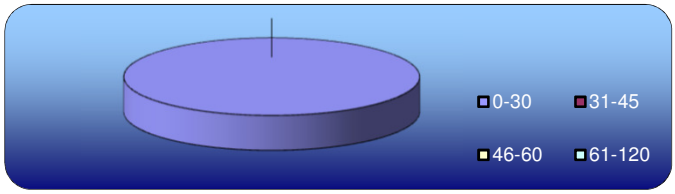


LOCATION: HIGHMERE DRIVE

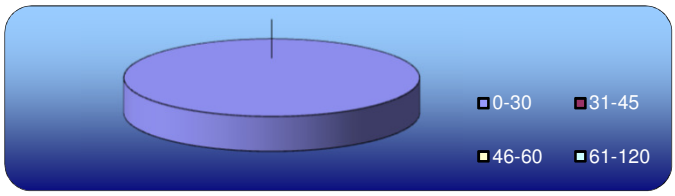
Direction : WESTBOUND

SPEED SUMMARY							
SPEED (MPH)	Saturday 18-May-19	Sunday 19-May-19	Monday 20-May-19	Tuesday 21-May-19	Wednesday 22-May-19	Thursday 23-May-19	Friday 24-May-19
0-30	565	475	546	583	550	602	632
31-45	0	0	2	0	1	1	0
46-60	0	0	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	565	475	548	583	551	603	632

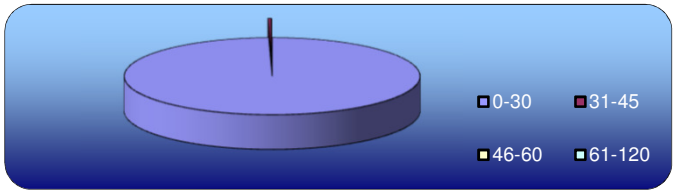
Saturday
18-May-19



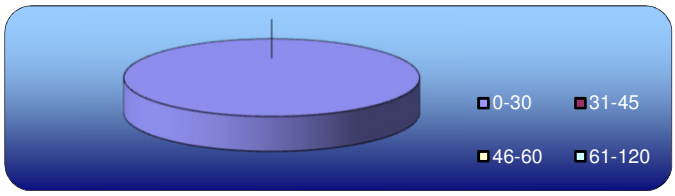
Sunday
19-May-19



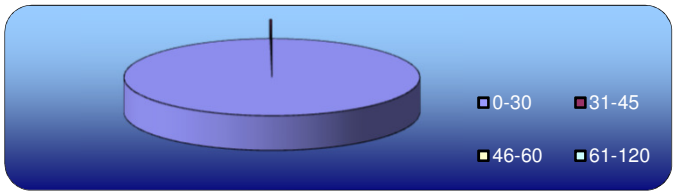
Monday
20-May-19



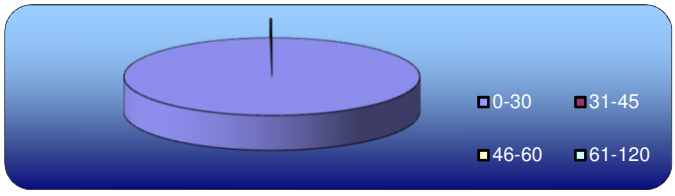
Tuesday
21-May-19



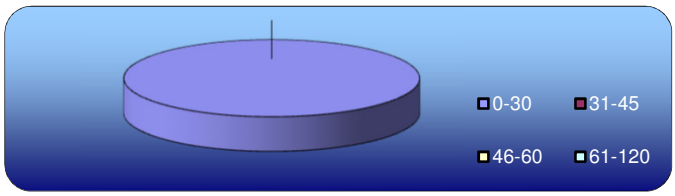
Wednesday
22-May-19



Thursday
23-May-19



Friday
24-May-19

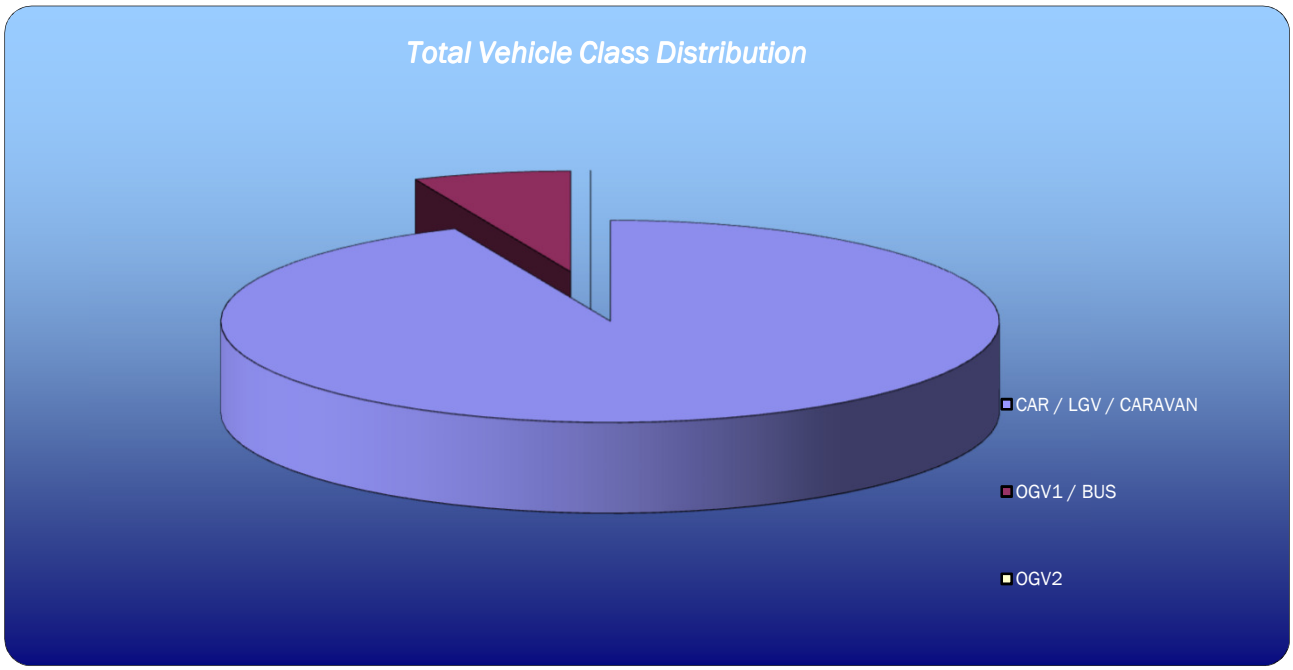


Automatic Classified Counts, Connahs Quay

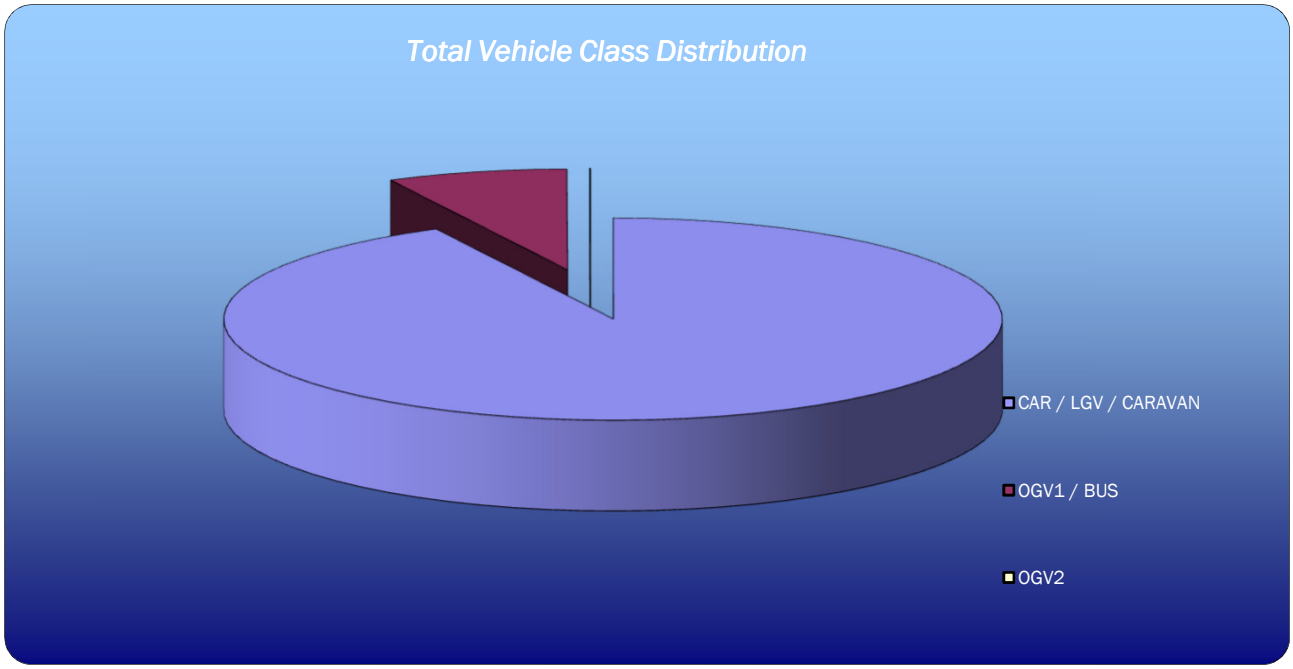
LOCATION: HIGHMERE DRIVE

Direction : EASTBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
18-May-19				
7-19	418	19	0	437
6-22	487	20	0	507
6-24	508	21	0	529
0-24	538	23	0	561
19-May-19				
7-19	352	19	0	371
6-22	413	22	0	435
6-24	425	22	0	447
0-24	441	22	0	463
20-May-19				
7-19	405	36	0	441
6-22	478	41	0	519
6-24	483	41	0	524
0-24	508	42	0	550
21-May-19				
7-19	432	35	0	467
6-22	511	38	0	549
6-24	522	38	0	560
0-24	547	41	0	588
22-May-19				
7-19	407	28	0	435
6-22	486	31	0	517
6-24	498	31	0	529
0-24	522	32	0	554
23-May-19				
7-19	430	38	0	468
6-22	527	42	0	569
6-24	541	44	0	585
0-24	564	47	0	611
24-May-19				
7-19	456	28	0	484
6-22	555	37	0	592
6-24	577	37	0	614
0-24	603	39	0	642
AVERAGE				
7-19	414	29	0	443
6-22	494	33	0	527
6-24	508	33	0	541
0-24	532	35	0	567



LOCATION: HIGHMERE DRIVE

Direction : WESTBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
18-May-19				
7-19	409	23	0	432
6-22	487	25	0	512
6-24	520	25	0	545
0-24	537	28	0	565
19-May-19				
7-19	344	20	0	364
6-22	418	25	0	443
6-24	435	25	0	460
0-24	449	26	0	475
20-May-19				
7-19	390	41	1	432
6-22	481	42	1	524
6-24	494	45	1	540
0-24	502	45	1	548
21-May-19				
7-19	415	35	0	450
6-22	511	39	0	550
6-24	532	39	0	571
0-24	542	41	0	583
22-May-19				
7-19	373	30	0	403
6-22	487	35	0	522
6-24	507	35	0	542
0-24	515	36	0	551
23-May-19				
7-19	399	45	0	444
6-22	516	52	0	568
6-24	540	53	0	593
0-24	548	55	0	603
24-May-19				
7-19	435	30	0	465
6-22	552	36	0	588
6-24	586	37	0	623
0-24	594	38	0	632
AVERAGE				
7-19	395	32	0	427
6-22	493	36	0	530
6-24	516	37	0	553
0-24	527	38	0	565