

Proposed Residential Development,
Peulwys Lane, Old Colwyn

August 2025

TRANSPORT ASSESSMENT

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REPORT

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1 INTRODUCTION

1.1 Introduction

- 1.1.1 Eddisons has been instructed by Castle Green Homes to advise on the traffic and transport matters relating to a planning application for a proposed residential development on land off Peulwys Lane in Old Colwyn.
- 1.1.2 This Transport Assessment has been produced following pre-application discussion with the Local Highway Authority. That process has considered the scope for this document and agreed the principles of the approach to the junction assessments.
- 1.1.3 This report provides information on the transport planning aspects of the development proposals and seeks to assist the local planning authority in the positive determination of the planning application.
- 1.1.4 The application site is located just southeast of Old Colwyn centre. Its location is shown in **Plan 1**.
- 1.1.5 The site occupies an area of undeveloped land adjacent to existing residential areas. Further details regarding the existing area surrounding the site area is provided in **Section 2** of this report.
- 1.1.6 The proposed development would comprise 350 one, two, three and four-bedroom dwellings, with new residential vehicular and pedestrian accesses off Peulwys Lane. The site would also provide additional connections to the surrounding area for active travel users as well as providing active travel improvements. Further detail on the proposed development layout is provided within **Section 3**.
- 1.1.7 The planning policy relevant to the proposed development site is discussed in **Section 4** of the report.

- 1.1.8 **Section 5** provides an assessment of the existing accessibility of the site by non-car travel, before **Section 6** discusses the Travel Plan Framework.
- 1.1.9 The transport implications of the proposed development on the local highway network is considered at **Section 7**. **Section 8** provides a review of the local accident data, whilst **Section 9** draws together the conclusions to this report.
- 1.1.10 The details of the existing site and the local highway network will now be discussed.

2 EXISTING CONDITIONS

2.1 Existing Site Information

- 2.1.1** The site area is approximately 15.18 hectares and is located to the southeast of Old Colwyn. The site lies to the southeast of Peulwys Lane.
- 2.1.2** The site's northern boundary is formed by the existing residential area that fronts onto Peulwys Lane and the rear of the residential area located along Gwynant.
- 2.1.3** The site's eastern boundary is formed by undeveloped land, while to the south lies part of Old Colwyn Golf Club. The site's western boundary is formed by Peulwys Lane and the remainder of Old Colwyn Golf Club.

2.2 Local Highway Network

- 2.2.1** In the vicinity of the site, Peulwys Lane runs in a north-south direction. It connects to Berth-Y-Glyd Rd to the northeast and Llanalian Road to the southwest. Peulwys Lane is a single carriageway road and its width varies along its length. To the south, when within the existing residential area, the width is around 7.2 metres. Footways are provided along both sides of the carriageway and streetlighting is provided.
- 2.2.2** Moving further north, the existing layout provides a footway along the southern side of the carriageway only and the carriageway width reduces to around 4.5 metres in places, with no streetlighting present. The proposed site access would update the layout of Peulwys Lane in this area; to enhance the pedestrian network and the road alignment. This is discussed in more detail in **Section 3**.
- 2.2.3** Peulwys Lane connects with Llanalian Road via a priority junction. Llanalian Road has a north-south alignment and connects with Old Colwyn centre to the north via a priority controlled roundabout junction with the A574 and Rotary Way. It continues north where it forms a priority junction with Junction 22 of the

A55 North Wales Expressway and then a priority junction with West Promenade.

2.2.4 The A55 North Wales Expressway is a dual carriageway road that runs in an east-west direction. It provides access throughout North Wales, connecting the site with Colwyn Bay, Conwy and Bangor to the west and Abergele and St Asaph to the east. West Promenade provides access to local destinations along the sea front.

2.2.5 To the south of the Peulwys Lane/Llanelian Road priority-controlled junction, Llanelian Road becomes Dolwen Road, which continues south providing access to Dolwen and Betws-yn-Rhos.

2.3 Baseline Transport Data

2.3.1 The site currently comprises undeveloped land and would generate minimal vehicle movements onto the local highway network. There are no existing vehicle trips to consider as part of the baseline transport data accordingly.

3 DEVELOPMENT PROPOSALS

3.1.1 This section of the report provides detail on the development proposals, including the proposed access arrangements and car parking.

3.1.2 Discussions were undertaken with Conwy County Borough Council (CCBC) as part of the pre-application process. It was agreed that the application would include Transport Assessment and Travel Plan documents. The scope of those inputs are covered by this document, as discussed below.

3.2 Proposed Development

3.2.1 The proposal would provide a residential development that would be accessed via Peulwys Lane. The development would provide 350 dwellings comprising:

- 16 no. one-bedroom units,
- 86 no. two-bedroom units,
- 143 no. three-bedroom units; and
- 55 no four-bedroom units.

3.2.2 The development would provide updates to the arrangement of Peulwys Lane as part of the site access scheme. Those details are discussed in more detail below.

3.3 Pedestrian and Cycle Access

3.3.1 The site would provide access for pedestrians and cyclists via the vehicular access point off Peulwys Lane. Peulwys Lane would be realigned, and new footways provided along both sides of the carriageway, as part of the site access proposal. New streetlighting would also be provided as part of these works. The proposed development would therefore provide enhancements to the existing pedestrian network in the vicinity of the site.

- 3.3.2 It should also be noted that additional dedicated active travel improvements will be provided further north, at the Marine Roundabout junction. This is discussed in further detail below.
- 3.3.3 The site's internal layout will be designed to provide a safe environment for pedestrians and cyclists and will be compliant with Manual for Streets guidance. That is also in accordance with the relevant Local Authority guidance.
- 3.3.4 As discussed above, the proposed development sits within the administrative boundary of CCBC. The proposed development has been designed to accord with the Local Planning Authority's parking standards accordingly.

3.4 Vehicular Access

- 3.4.1 The proposed development's vehicular access point would be off Peulwys Lane, as shown in **Plan 2**. This would provide an updated arrangement that would create a new priority-controlled T-junction with Peulwys Lane giving way to the site access road.
- 3.4.2 The site access road scheme would comprise the widening of the carriageway to 5.5 metres. That would include the site access road and also a section of the eastern part of Peulwys Lane. Two metre wide footways would also be provided along both sides of the carriageway.
- 3.4.3 The proposed footways would connect with the existing pedestrian network along Peulwys Lane to encourage pedestrian trip making within the local area. Where the proposed site access forms a new priority-controlled junction with Peulwys Lane, dropped kerbs and tactile paving will be provided.
- 3.4.4 Further information on the site's accessibility by non-car modes of transport is provided in **Section 5**.

3.5 Refuse and Emergency Vehicle Access

- 3.5.1** Refuse vehicles would access the site via the proposed vehicle access junctions. Refuse vehicles will be able to access all parts of the residential development and would also be able to leave the site in a forward gear.
- 3.5.2** Emergency vehicles would also access the site via the proposed vehicle access junction. These vehicle movements would all be suitably accommodated.

3.6 Wider Active Travel Improvements

- 3.6.1** As part of the proposals, an active travel improvement will be provided at the Marine Roundabout, which is located to the north of the site. Several iterations of improvement scheme were considered at this location as part of the pre-application process. This report includes the preferred scheme, which was agreed in principle with the Local Highway Authority; a plan of that arrangement is shown in **Plan 2**.
- 3.6.2** The proposed improvement would comprise an upgrade of the junction to incorporate traffic signal control. That arrangement would enable the provision of signalised pedestrian crossings over all arms of the junction incorporating tactile paving and push button operation. That would significantly improve the active travel network in the local area, it is considered that the existing uncontrolled arrangement could represent a barrier to achieving greater active trip making in the local area.
- 3.6.3** We understand that wider improvements to the local active travel networks are being considered by the LHA. Those improvements would coordinate with the above scheme to further enhance local sustainable trip making.
- 3.6.4** The updated scheme would include the closure of Holyrood Avenue to vehicular traffic. The northern extent of Holyrood Avenue would become a cul-de-sac, which would be a pedestrian dominant environment and would maintain pedestrian permeability for active trip making in the area. This update would

also result in fewer traffic streams for pedestrians to cross when negotiating the junction.

- 3.6.5** The junction upgrade would also provide two lane entries into the junction, which will increase vehicle saturation flow and junction capacity. The traffic signal control will also provide dedicated green time to all approaches, to assist traffic flow during the peak demand periods.
- 3.6.6** This operation of this layout will be reviewed as part of the Transport Implications in **Section 7**.

4 RELEVANT PLANNING POLICY

4.1 Introduction

4.1.1 This section of the TA reviews the relevant national and local transport planning policy and guidance documents in the context of the proposed development.

4.1.2 The proposed development has been developed to accord with the aims these policies, this section provides a review of the following documents and summarises the strategies therein:

- Planning Policy Wales, Edition 11 – Section 4.1, Transport
- Planning Policy Wales – Technical Advice Note 18: Transport
- The Wales Transport Strategy 2021
- North Wales Joint Local Transport Plan (2015-2020)
- Conwy Local Development Plan 2007 – 2022

4.2 Planning Policy Wales, Edition 11 - Transport

4.2.1 The aims of the Policy are to ensure that the Planning system support sustainable development that “*increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution*”. It seeks to achieve this by:

- Enabling More Sustainable Travel Choices – measures to increase walking, cycling and public transport, reduce dependency on the car for daily travel;
- Network Management – measures to make best use of the available capacity, supported by targeted new infrastructure; and
- Demand Management – the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles.

4.2.2 This document identifies that the Welsh Government “*is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Delivering this objective will make an important contribution to decarbonisation, improving air quality, increasing physical activity, improving the health of the nation and realising the goals of the Well-being of Future Generations Act.*”

4.2.3 With regards to active travel, the document states that “*Walking and cycling are good for our health and well-being. They support valuable social and recreational opportunities and are integral to placemaking, creating life and activity in public places and providing the opportunity to meet people. Sustainable places invite people to walk and cycle as part of their everyday routine*” and also that “*The Active Travel (Wales) Act 2013²³ makes walking and cycling the preferred option for shorter journeys, particularly everyday journeys, such as to and from a workplace or education establishment, or in order to access health, leisure or other services or facilities*”

4.3 Planning Policy Wales – Technical Advice Note 18: Transport

4.3.1 This document identifies the aims of undertaking a Transport Assessment as part of a planning application. This includes to:

- “*understand the transport impacts of the development;*
- *clearly communicate the impacts to assist the decision making process;*
- *demonstrate the development is sited in a location that will produce a desired and predicted output (for example in terms of target modal split);*
- *mitigate negative transport impacts through the design process and secured through planning conditions or obligations;*
- *maximise the accessibility of the development by non-car modes;*

- *contribute to relevant development plan and RTP objectives relating to accessibility of services and modal share.”*

4.4 The Wales Transport Strategy 2021

- 4.4.1** This strategy sets out how the transport system can help deliver a more prosperous, green and equal society.
- 4.4.2** It seeks to bring services to people in order to reduce the need to travel. By providing *“better physical and digital connectivity to support access to more local services, more home and remote working. If more people can walk and cycle for everyday trips, we will reduce our dependency on cars”*
- 4.4.3** The strategy also seeks *“to allow people and goods to move easily from door-to-door by accessible, sustainable and efficient transport services and infrastructure”*. This will be achieved by making sure that *“transport infrastructure is safe, accessible, well-maintained and future-proofed, to adapt to climate change”*
- 4.4.4** The approach of the strategy is to adopt a Transport Hierarchy to *“give priority to meeting the demand for travel by walking, cycling and public transport ahead of private motor vehicles“*
- 4.4.5** These measures seek to make *“low-carbon sustainable transport more attractive and more affordable, and seek to adopt innovations that make it easier to use“*
- 4.4.6** The design of the proposed development has been considered on the basis of the user hierarchy and the site’s Travel Plan document will seek to maximise travel by sustainable modes of transport.

4.5 North Wales Joint Local Transport Plan (2015-2020)

- 4.5.1** The North Wales Joint Local Transport Plan (January 2015) has been produced by the six North Wales Local Authorities to create a detailed programme from 2015 to 2020, with a further framework scheme continuing to 2030.

4.5.2 The Plan aims to *“improve connections to key destinations and markets, enhance access to employment and services, increase levels of walking and cycling, bring improved safety and security and at the same time bring benefits and minimised impacts on the environment.”*

4.5.3 FCC have included within the plan a number of infrastructure improvements to facilitate greater levels of walking and cycling. Those measures connect existing routes and provide higher quality active travel routes to key local destinations.

4.5.4 The proposed development has been designed to connect with the surrounding active travel network.

4.6 Conwy Local Development Plan 2007-2022

4.6.1 Despite the Conwy Local Development Plan (CLDP) only running until 2022, this is the most relevant LDP for the Conwy area. A replacement plan is underway but is not yet available to the public.

4.6.2 The CLDP seeks to “provide a clear vision on how new development can address the challenges we face and identifies where, when, and how much new development will take place in Conwy.”

4.6.3 Strategic Policy STR/1 discusses sustainable transport, development and accessibility. It states that *“Development will be located so as to minimise the need to travel. Convenient access via footways, cycle infrastructure and public transport should exist or be provided where appropriate, thereby encouraging the use of these modes of travel for local journeys and reducing the need to travel by private car and improving the accessibility of services to those with poor availability of transport. The Council will endeavour to improve accessibility and seek to change travel behaviour.”*

4.6.4 It identifies that good accessibility means *“means that the community can access their needs (for example; shopping, education and employment) easily and without the need for a car.”*

4.7 Planning Policy Summary

- 4.7.1** This Transport Assessment has been prepared following liaison with the Local Planning Authority to ensure that its content suitably addresses their requirements and is in accordance with local and national policy.
- 4.7.2** The proposed development has been designed to support and encourage sustainable travel and to reduce the need to travel by car. It also provides connections to the public transport network, which will also facilitate non-car travel to and from the proposed development. Further details on the accessibility of the proposed development by non-car modes is provided in **Section 5** of this Transport Assessment.
- 4.7.3** 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**.
- 4.7.4** The site's accessibility by non-car modes will now be discussed.

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 As set out in the above section, the principle of the PPW policy is to encourage sustainable travel. This includes:

- *“Enabling More Sustainable Travel Choices – measures to increase walking, cycling and public transport, reduce dependency on the car for daily travel;*
- *Network Management – measures to make best use of the available capacity, supported by targeted new infrastructure; and*
- *Demand Management – the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles.”*

5.1.3 New development should therefore seek to influence the predominant mode of travel in order to achieve a shift in mode 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;
- access by rail.

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** Existing footways are provided on the southern side of Peulwys Lane, located around 40 metres from the site access. These link to the wider pedestrian network. The site would be connected to the existing footway network on Peulwys Lane via a proposed 3 metre footway along the southern side of the carriageway and a 2-metre footway on the northern side. This is shown in **Plan 2**.
- 5.2.3** The proposals will also see the development of the Active Travel Integrated Network via the Marine Roundabout junction improvement. The aim of the network is to encourage people to walk or cycle for short journeys to access a workplace or educational establishment or to access health, leisure or other services or facilities and to ultimately make Wales a walking and cycling nation.
- 5.2.4** Included in the Integrated Walking Network, in the vicinity of the site, is the Llwybrau cerdded arfaethedig Existing walking route and the Llwybrau cerdded a beicio arfaethedig proposed walking and cycling route. These routes run along the B5383 Llanallan Road and the A547 and provide links to the centre of Old Colwyn and Colwyn Bay as shown in **Figure 5.1** below.

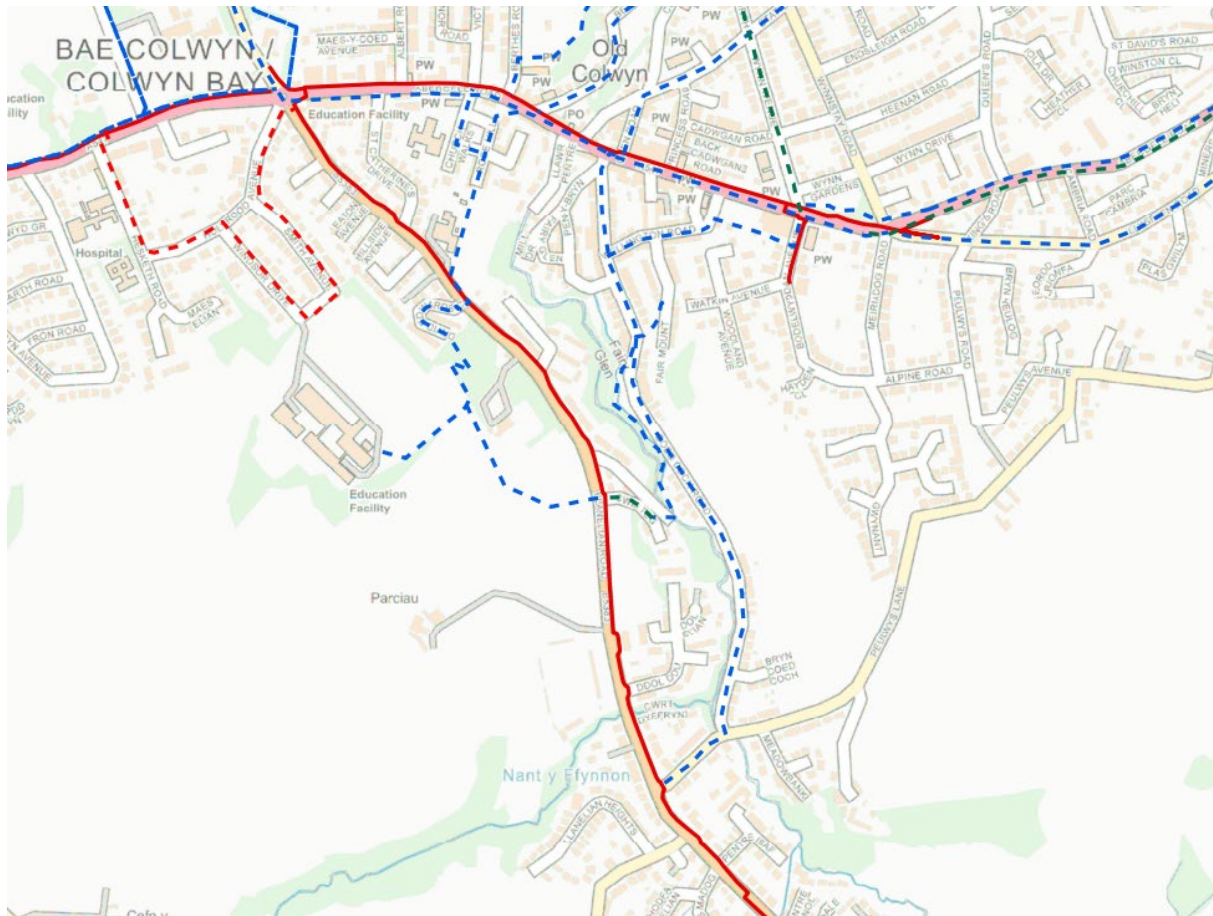


Figure 5.1 – Map of Integrated Walking Network

5.2.5 The above figure shows that the site is well placed to connect with the Integrated Walking Network surrounding the site. This will promote the use of active travel between the site and the leisure, health and employment and education facilities within the town centre. It will also provide access to the surrounding countryside areas for leisure and wellbeing purposes.

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 5.1** suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'.

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;
- Personal business – 1,600 metres.

5.2.10 Overall, in its 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 below.

85 th 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 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 3**.

5.2.15 The 2,000-metre pedestrian catchment illustrates that almost the entirety of the Old Colwyn town centre boundary, including the primary shopping area, falls

within the 2km catchment. Clearly, this represents a key destination for potential employment, retail and leisure trips.

5.2.16 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:

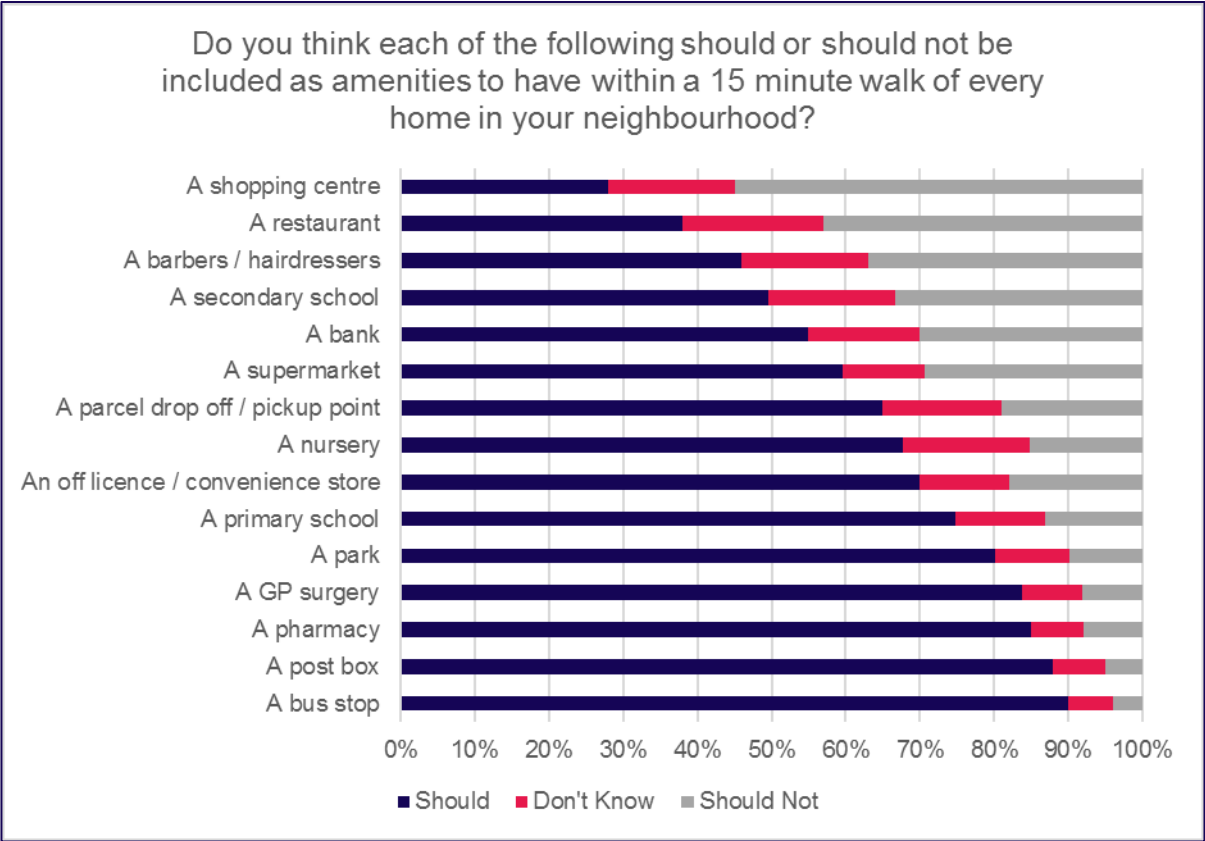


Figure 5.2 YouGov Poll Results (Source YouGov)

5.2.17 The above table 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 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.

5.2.18 **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.

5.2.19 As can be seen in **Plan 3**, the site is located in close proximity to a number of a local amenities, including a bus stop, a pharmacy / GP surgery and a local convenience store.

5.2.20 **Table 5.4** below, shows the walking distance from the centre of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Colwyn Bay Football Club	650m	1,600m	YES
Fairy Glen Nature Reserve	700m	1,600m	YES
Boots Pharmacy	750m	1,600m	YES
Meddygfa Cadwgan - Cadwgan Surgery	750m	1,600m	YES
ALDI	900m	1,600m	YES
T Gwynn Jones Infant School	1,200m	3,200m	YES
Old Colwyn Post Office	1,200m	1,600m	YES
Old Colwyn Junior School	1,400m	3,200m	YES
The Marine	1,500m	3,200m	YES
Ysgol Bryn Elan	2,000m	1,600m	YES

Table 5.4 Distance from Site to Local Facilities

- 5.2.21** 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** Cycling represents a realistic alternative mode to car travel for some site journeys.
- 5.3.2** Clearly, the new advice contained within the Highway Code, which was updated on 29th January 2022, will improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders. Most of the new advice relates to where cyclists should position themselves within the lane in various traffic conditions and motorists being required to give cyclists priority in slow moving traffic and locations where there is insufficient room for vehicles to overtake cyclists safely, allowing 1.5-metres for cyclists when overtaking them.
- 5.3.3** 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 Colwyn Bay, Rhos on Sea, Dolwen, Abergelle, Llandulas and Betws-yn-Rhos.
- 5.3.4** National Cycle Route 5 is located to the north of the development site. It provides access along the north coast of Wales, connecting Llandudno to the west, to Rhyl to the east. It is majority an off-road route and can be accessed via a 10-minute cycle from the site.
- 5.3.5** Also, as part of the Active Travel Integrated Network there are numerous proposed cycle networks located in the vicinity of the site. As can be seen in **Figure 5.3** below, the blue dashed line shows a future proposed walking and cycling routes which would provide access throughout Old Colwyn and the surrounding nearby areas.

- 5.3.6** The green dashed line shows future proposed cycling routes, providing access throughout Old Colwyn and to the North Wales coast.

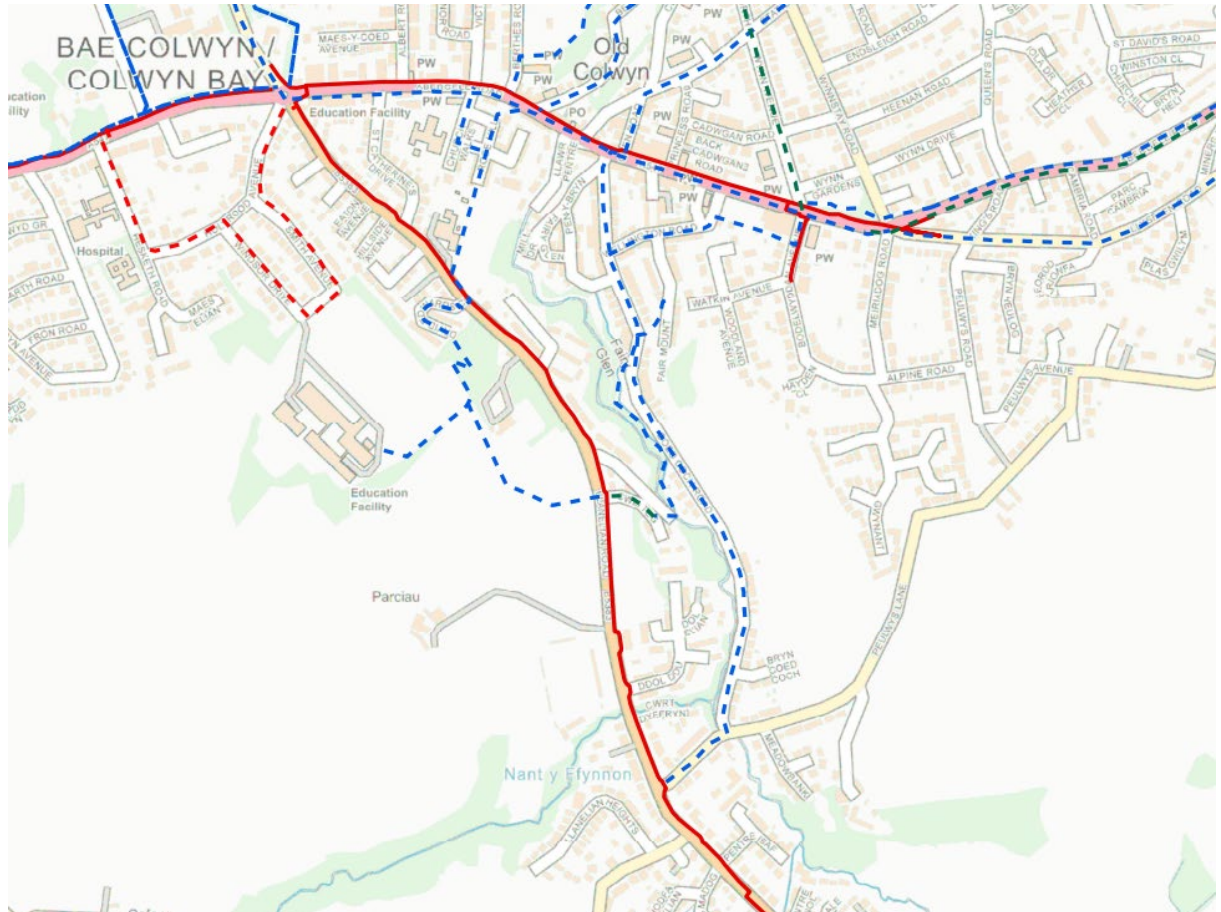


Figure 5.3 – Map of proposed cycle routes

- 5.3.7** The site can therefore be considered as being 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 stop to the site is located along the B5383 Llanelian Road to the west of the development site. This stop consists of a bus stop pole and timetable. Additional bus stops are located further along the B5383 Llanelian Road.

5.4.3 Around a 17-minute walk north of the site, the bus stops along the A547 Abergele Road, provide access to further frequent bus services. Buses from these stops provide access to destinations including Rhyl and Llandudno. All of the nearest bus stops to the site are shown on **Plan 3**.

5.4.4 A summary of the services available from the nearest bus stops 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	
21	Colwyn Bay – Abergele	-	3 services	-	-	3 services	-	-
21	Abergele – Colwyn Bay	-	3 services	-	-	3 services	-	-
23	Old Colwyn – Colwyn Bay	1 service	Every 60-mins	2 services	1 service	Every 60-mins	2 services	-

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

5.4.5 As can be seen from **Table 5.5**, the nearest bus stops to the site provide various services throughout the day to destinations such as Colwyn Bay and Abergele.

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
Colwyn Bay	5 mins
Abergele	30 mins

Table 5.6 Example Bus Journey Times from the Site

5.4.7 The above table demonstrates that Colwyn Bay is just an 5-minute bus journey from the site, and Abergele is a 30-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 Colwyn Bay; despite being located outside of the 2km pedestrian catchment it can be accessed via a 12-minute bus journey on the no. 23 service or a 13-minute cycle. The station is managed by Transport for Wales and has 2 platforms, offering 6 services per hour to destinations local destinations and also wider national destinations such as Birmingham International, Manchester Airport and London Euston.

5.5.2 This provides opportunities for commuting/leisure trips from the site to be undertaken by It also provides connections to the public transport network, which will also facilitate non-car travel to and from the proposed development by rail.

5.6 Accessibility Summary

5.6.1 The proposals have been considered in terms of accessibility by non-car modes of transport.

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 site and the surrounding area, including Old Colwyn centre;
- it has been demonstrated that the site is accessible by cycle, with a number of national cycle routes being located within close proximity of the site;
- the services from the bus stops on Llanellian Road, travelling to destinations such as Colwyn Bay and Abergele, show that the proposed development can be considered as accessible by bus;
- the site is accessible via rail with Colwyn Bay station located just a short bus journey or cycle from the site.

5.6.3 In light of the above, it is considered that the site is accessible by non-car modes of transport and that it would cater for the 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** In order to promote sustainable trip making amongst residents and visitors of the proposed development, a Travel Plan Framework has been produced as part of this application.

6.2 Travel Planning Guidance

- 6.2.1** A Framework Travel Plan is included at **Appendix 1**. The aim of the Travel Plan is to deliver the objectives of National and Local Planning Policy, namely, to encourage residents to travel by non-car modes of travel. The Travel Plan outlines physical and management measures that are designed to achieve these objectives.
- 6.2.2** The ability of a Travel Plan to support and promote sustainable trip making is intrinsically linked to a site's accessibility by non-car modes of transport. The above has demonstrated that the proposed development would benefit from good non-car accessibility; the Travel Plan is therefore expected to be effective at the proposed development.

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 implications of the proposed development proposals on the local highway network.

7.2 Assessment Criteria

7.2.1 Given the proposed land use, it is reasonable to consider the AM and PM weekday peak hours as being the time when the local highway network would be most sensitive to additional trip making. This approach was also discussed with the Local Planning Authority at the pre-application stage.

7.3 Surveyed Traffic Flows

7.3.1 Before considering the potential changes in trip making that would occur on the local highway as a result of development proposals, the existing vehicle flows on the local highway network must first be established.

7.3.2 In order to understand the existing vehicle flows, surveys were undertaken on Wednesday, 9th July 2025, at the following locations:

- Rotary Way/ A55 Eastbound Off-Slip junction;
- Rotary Way/ A55 Westbound Off-Slip junction;
- Rotary Way/A547 Abergele Road (E)/B5383 Llanellian Road/Holyrood Avenue/A547 Abergele Road (W) roundabout junction;
- A547 Abergele Road/Hesketh Road priority junction; and
- B5383 Llanellian Road/Peulwys Lane priority junction.

7.3.3 The data from these surveys is included at **Appendix 2**.

7.3.4 Analysis of this data shows that the weekday AM peak hour occurred between 0800 and 0900 hours, whilst the weekday PM peak occurred between 1700 and 1800 hours.

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

7.4 Future Year Base Flows

7.4.1 This Transport Assessment considers the future year operation of the local highway network. A future assessment year of 2030 has been considered, which represents 5 years from the year of planning application submission.

7.4.2 In order to account for background traffic growth that could occur during that time, traffic flow forecast factors have been derived using TEMPro version 8.1. The application site is located within the Middle Super Output Area (MSOA) Conwy 009.

7.4.3 The resulting growth factors are as follows:

- 2025 to 2030 AM Peak – 1.0583;
- 2025 to 2030 PM Peak – 1.0572;

7.4.4 The resultant 2030 growthed traffic flows are shown in **Figures 3** and **4** for the weekday AM and PM peak periods respectively. These represent the Base flows for assessment purposes.

7.5 Proposed Development

7.5.1 In order to establish the vehicular trip rates for the proposed houses, reference has been made to the latest TRICS database. The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Residential, Houses Privately Owned;

- Greater London and Republic of Ireland sites excluded;
- Range 350 to 600 units;
- Edge of Town Centre and Suburban Area locations; and
- Weekday surveys only.

7.5.2 A summary of the resulting trip rates and the likely level of trips that would occur as a result of the proposed houses is included in **Table 6.2**, below, with the TRICS output being provided at **Appendix 3**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	0.182	0.427	64	149
	PM Peak Hour	0.366	0.215	128	75

Table 6.1 Proposed Houses Trip Rates and Trips (350 Units)

7.5.3 As can be seen from the above table, the proposed houses are predicted to result in 213 two-way vehicular trips during the weekday AM peak and 203 two-way trips during the weekday PM peak period.

7.6 Trip Distribution and Assignment

7.6.1 In order to assign the proposed residential development trips to the local highway network, reference has been made to the 'Location of Usual Residence and Place of Work' data available from the 2011 census (Dataset WU03EW).

7.6.2 The application site falls within the MSOA Conwy 009. The census data identifies the destination of residents travelling by car and. Route planning software has been used to consider the likely routes that residents would take to those destinations when travelling during the peak hours.

7.6.3 The census data and routing assumptions are included at **Appendix 4**. The resulting trip distribution is shown in **Figure 5** and **Figure 6**, which have been used to assign the proposed development trip on to the local highway network; those flows are shown in **Figures 7** and **8** for the AM and PM peak periods respectively.

7.7 ‘With Development’ Traffic Flows

7.7.1 The addition of the proposed development trips (**Figures 7** and **8**) to the Base Flows creates (**Figures 3** and **4**) the ‘Base with Development’ flow scenario. That scenario will be used to consider the implications of the proposed development.

7.7.2 The resultant 2030 ‘With Development’ traffic flows are shown in **Figures 9** and **10** for the weekday AM and PM peak periods respectively. The results of the junction assessments are discussed below.

7.8 Capacity Assessments

B5383 Llanelian Road/Peulwys Lane Priority Junction

7.8.1 To assess the operation of the B5383 Llanelian Road/Peulwys Lane priority junction, reference has been made to the PICADY module of the JUNCTIONS 11 computer program.

7.8.2 The results for the 2025 ‘Surveyed Flow’ scenarios are contained within Table 6.2, below, whilst Table 6.3 contains the results for the 2030 ‘Base Flow’ and the ‘2030 With Development Flow’ scenarios. The full PICADY output being contained within **Appendix 5**.

Movement	2025 Surveyed Flows			
	Weekday AM		Weekday PM	
	Max RFC	Max Queue	Max RFC	Max Queue
Peulwys Lane	0.14	0	0.14	0

B5383 (S)	0.06	0	0.04	0

Table 6.2 Summary of PICADY for the B5383 Llanellian Road/Peulwys Lane priority Junction – 2025 Surveyed Flows

7.8.3 The above results shows no queuing at this junction for the assessment of the surveyed flows. That level of operation is consistent with the observations of this junction, which were undertaken at the time of the survey.

Movement	2030 Base Flows				2030 With Development			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
Peulwys Lane	0.15	0	0.14	0	0.52	1	0.34	1
B5383 (S)	0.06	0	0.04	0	0.07	0	0.06	0

Table 6.3 Summary of PICADY for the B5383 Llanellian Road/Peulwys Lane priority Junction – 2030 Assessment Flows

7.8.4 As can be seen from the above, the B5383 Llanellian Road/Peulwys Lane priority junction is predicted to operate within capacity during both the 'Base' and 'With Development' scenarios in the AM Peak and PM Peak periods.

Rotary Way/A547 Abergele Road (E)/B5383 Llanellian Road/Holyrood Avenue/A547 Abergele Road Roundabout Junction

7.8.5 As discussed above, a pedestrian priority scheme is proposed at this roundabout, which would adjust the layout from that currently on the ground. The details of those changes are discussed in full above and are therefore not replicated within this section. The following assessment reviews the operation of the updated layout including the pedestrian priority scheme.

7.8.6 To assess the operation of Rotary Way/A547 Abergele Road (E)/B5383 Llanellian Road/Holyrood Avenue/A547 Abergele Road Roundabout junction, reference has been made to the ARCADY module of the JUNCTIONS 11 computer program. The model includes an ‘all red’ pedestrian stage ‘every other’ cycle, where all traffic streams are stopped and all pedestrian crossings are given the ‘green man’ signal.

7.8.7 The results of the 2030 ‘Base Flow’ and the ‘2030 With Development Flow’ scenarios are shown in Table 6.4 and 6.5 below. The full ARCADY output is provided in **Appendix 6**.

Movement	2030 Base Flows				2030 With Development			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
Rotary Way Left Ahead Right	90.7%	22	94.0%	28	100.9%	35	101.8%	43
A547 (E) Right Left Ahead	90.7%	18	93.6%	19	99.2%	25	99.0%	21
Llanellian Road Ahead Right Left	37.0%	6	38.8%	5	54.4%	11	48.8%	6
A547 (W) Left Ahead Right	89.3%	12	93.9%	22	100.7%	21	101.7%	36

Table 6.5 LINSIG for the proposed Rotary Way/A547 Abergele Road (E)/B5383 Llanellian Road/Holyrood Avenue/A547 Abergele Road signalised Junction – 2030 Assessment Flows

- 7.8.8** For the Base scenario, Llanellian Road is observed as being the approach with the lowest vehicle demand. It is shown to be operating within capacity during both the AM and PM peaks and with minimal queuing. This is an improvement over the existing operation of this arm; the survey data observed greater queuing on this approach, particularly during the AM peak hour.
- 7.8.9** For the 'With Development' scenario, the above results show that the Rotary Way and A547 (W) approaches would continue to be the busiest approaches, which is consistent with the observed operation. The signalised junction would balance the vehicle flow across the junction, ensuring that green time is well shared between the approaches.
- 7.8.10** The busier arms would experience some increase in queuing following the addition of proposed development trips, with the busier arms being more sensitive to this flow change. It should be noted that the proposed improvement scheme would provide 2-lane entries on all approaches other than Llanellian Road. The above queue values would therefore be spread over those two lanes.
- 7.8.11** The survey information and observations show that the peak activity at this junction is relatively short-lived, with vehicle demand reducing significantly once outside of the highway peak hour. It is expected that the proposed signalisation scheme would incorporate the MOVA system, which uses sensors to monitor live traffic demands at the junction. That system enables the junction to operate with dynamic signal timing, which can respond to changes in traffic flow and change signal timings accordingly. The effects of that system would increase junction capacity, but are not taken into account by the above summary.
- 7.8.12** It should also be remembered that the above junction includes a pedestrian priority scheme, which would provide signal-controlled crossing facilities for all arms of the junction. The implementation of that scheme, and the 'all-red' pedestrian crossing staging arrangement, would provide a significant improvement to the quality of the pedestrian network in the local area. The intention is that these improvements, along with other schemes being identified by the Local Planning Authority, would enhance the surrounding pedestrian route network and pedestrian safety. That

approach is consistent with the transport policy discussed above, which places a focus on enhancing sustainable trip making.

7.8.13 The existing roundabout does not provide signal-controlled pedestrian crossing points. It is considered that the existing roundabout arrangement could be perceived as a barrier to active trip making in the area for some users. The pedestrian improvement scheme seeks to remove that barrier, and increase pedestrian trip making in the local area for appropriate journeys.

7.8.14 That mode switch, away from car use to greater pedestrian travel, seeks to reduce localised vehicle trip making. The reduction in vehicle demand that could occur as a result of the above, has not been taken into account by the modelling of this junction. A reduction in localised vehicle trip making would reduce the vehicle demand through the roundabout junction, which would result in a greater future year junction capacity than shown above.

A547 Abergele Road/Hesketh Road Priority Junction

7.8.15 To assess the operation of the A547 Abergele Road/Hesketh Road priority junction, reference has been made to the PICADY module of the JUNCTIONS 11 computer program.

7.8.16 As discussed above, the proposed pedestrian priority scheme at the Marine Roundabout junction would close Holyrood Avenue to vehicular traffic. That change would redistribute some vehicle trips onto Hesketh Road; that trip reassignment has been taken into account by the following assessment.

7.8.17 It should also be noted that the survey data has been reviewed to consider the junction throughput that occurred at the Hesketh Road junction around the school opening and closing periods. That review confirmed that junction experienced the greatest vehicle throughput during the highway peak hours. The flows during the mid-afternoon period, when school closes, were lower than those that occurred during the PM highway peak period. The highway peak periods are therefore the appropriate assessment periods for this junction and represent the most robust assessment of junction operation.

7.8.18 The results for the 2025 ‘Surveyed Flow’ scenarios are contained within Table 6.6, below, whilst Table 6.7 contains the results for the 2030 ‘Base Flow’ and the ‘2030 With Development Flow’ scenarios. The full PICADY output is contained within **Appendix 7**.

Movement	2025 Surveyed Flows			
	Weekday AM		Weekday PM	
	Max RFC	Max Queue	Max RFC	Max Queue
Hesketh Road	0.20	0	0.05	0
A547 (W)	0.13	0	0.03	0

Table 6.6 Summary of PICADY for the A547 Abergele Road/Hesketh Road Junction – 2025 Surveyed Flows

7.8.19 The above shows that the junction would be operating within capacity and with minimal queuing occurring at this junction. That is consistent with the observations at this junction. The ‘Base’ and ‘Base with Development’ scenario results are shown below.

Movement	2030 Base Flows				2030 With Development			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
Hesketh Road	0.88	6	0.19	0	0.92	7	0.19	0
A547 (W)	0.16	0	0.04	0	0.16	0	0.04	0

Table 6.7 Summary of PICADY for the A547 Abergele Road/Hesketh Road Junction – 2030 Assessment Flows

The above results show that the A547 Abergele Road/Hesketh Road junction would be operating within capacity during the peak periods. There would be no significant queueing on the A547 approaches. During the Base AM peak, the Hesketh Road approach would have a queue of 6 PCUs.

The addition of trips from the proposed development would have a negligible effect on the operation of the junction. The operation of the A547 approaches would be very similar to that experienced during the Base scenario and with no queueing shown. The Hesketh Road approach would experience a minor change to its RFC, with a maximum increase in queue of 1 PCU. The above level of change is not considered to be a significant impact.

As discussed above, the proposed pedestrian priority scheme at the Marine Roundabout is intended to increase pedestrian trip making in the area and reduce vehicle flows. That reduction in flow has not been taken into account by the above modelling summary, but it would improve the future year operation of this junction.

Rotary Way/ A55 Eastbound Junction

- 7.8.20** This report considers the operation of the junctions of the A55 slip roads with Rotary Way. Given the distance between the junctions, the modelling has considered them as two separate junctions; one junction with the eastbound carriageway slip roads and one with the westbound slip roads. The eastbound slip road operation is discussed below.
- 7.8.21** To assess the operation of the Rotary Way/ A55 Eastbound priority junction, reference has been made to the PICADY module of the JUNCTIONS 11 computer program.
- 7.8.22** The results for the 2025 ‘Surveyed Flow’ scenarios are contained within Table 6.8, below, whilst Table 6.9 contains the results for the 2030 ‘Base Flow’ and the ‘2030 With Development Flow’ scenarios. The full PICADY output is provided within **Appendix 8**.

Movement	2025 Surveyed Flows			
	Weekday AM		Weekday PM	
	Max RFC	Max Queue	Max RFC	Max Queue
A55 On-Slip	0.00	0	0.00	0
Rotary Way (N)	0.00	0	0.00	0
A55 Off-Slip (EB) Left Ahead	0.19	0	0.24	0
A55 Off-Slip (EB) Ahead Right	0.78	3	0.94	9
Rotary Way (S)	0.48	1	0.30	0

**Table 6.8 Summary of PICADY for the Rotary Way/ A55 Eastbound Off-Slip Junction
– 2025 Surveyed Flows**

7.8.23 The above shows some existing queuing on the off-slip approach to the junction, which is slightly greater in the PM peak. That operation is consistent with the observations of this junction, which were undertaken at the time of the survey. The future year operation of the junction is discussed below.

Movement	2030 Base Flows				2030 With Development			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
A55 On-Slip	0.00	0	0.00	0	0.00	0	0.00	0
Rotary Way (N)	0.00	0	0.00	0	0.00	0	0.00	0
A55 Off-Slip (EB) Left Ahead	0.20	0	0.26	0	0.21	0	0.26	0
A55 Off-Slip (EB) Ahead Right	0.85	5	1.01	16	0.92	8	1.11	32
Rotary Way (S)	0.52	1	0.32	1	0.60	2	0.36	1

Table 6.9 Summary of PICADY for the Rotary Way/ A55 Eastbound Off-Slip Junction – 2030 Assessment Flows

7.8.24 The above shows that the junction would generally be operating within capacity during the future year. With the exception of the eastbound off-slip, the approaches would be operating with significant spare capacity and minimal queuing.

7.8.25 The off-slip approach would continue to be the approach with the greatest demand. The Base results show that this approach would be operating within capacity during the AM peak, with minimal queuing. During the PM peak, the arm would be operating at capacity, with a queue of 16 PCUs. That queue would be accommodated by the slip road, with no implication for the operation of the mainline.

7.8.26 The addition of trips from the proposed development would have minimal implications for the operation of this junction. With the exception of the off-slip approach, all arms would experience a minimal change in their RFC and a maximum increase in queue of 1 PCU.

7.8.27 The off-slip approach will be most sensitive to change given the above results. The addition of proposed development trips would result in a minimal change in RFC at this approach, with a minimal change in queue during the AM peak. Queuing would increase during the PM peak given that it would be operating around practical capacity during the Base scenario. However, the queue would still be accommodated by the existing slip road, and it would have no implications for the operation of the main line. As discussed above, there is the potential for reduced trip making in the area, and this assessment has been undertaken using robust assumptions. In reality, this junction could therefore operate with greater spare capacity than summarised above.

Rotary Way/ A55 Westbound Junction

7.8.28 To assess the operation of the Rotary Way/ A55 Westbound priority junction, reference has been made to the PICADY module of the JUNCTIONS 11 computer program.

7.8.29 The results for the 2025 'Surveyed Flow' scenarios are contained within Table 6.10, below, whilst Table 6.11 contains the results for the 2030 'Base Flow' and the '2030 With Development Flow' scenarios. The full PICADY output being contained within **Appendix 9**.

Movement	2025 Surveyed Flows			
	Weekday AM		Weekday PM	
	Max RFC	Max Queue	Max RFC	Max Queue
A55 WB On-Slip	0.00	0	0.00	0

Rotary Way (S)	0.00	0	0.00	0
A55 Off-Slip (WB) Left Ahead	0.54	1	0.56	1
A55 Off-Slip (WB) Ahead Right	0.26	0	0.37	1
Rotary Way (N)	0.32	1	0.13	0

Table 6.10 Summary of PICADY for the Rotary Way/ A55 Westbound Off-Slip Junction – 2025 Surveyed Flows

7.8.30 The above assessment of the 2025 surveyed flows shows that the junction would operate within capacity and with minimal queuing. The off slip is the busiest approach, but it is operating with spare capacity and minimal queuing. This is consistent with the observations that were undertaken at the time of the survey. The future year assessment results are summarised below.

Movement	2030 Base Flows				2030 With Development			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
A55 WB On-Slip	0.00	0	0.00	0	0.00	0	0.00	0
Rotary Way (S)	0.00	0	0.00	0	0.00	0	0.00	0
A55 Off-Slip (WB) Left Ahead	0.58	1	0.61	2	0.63	2	0.72	2
A55 Off-Slip (WB) Ahead Right	0.28	0	0.41	1	0.30	0	0.43	1
Rotary Way (N)	0.35	1	0.14	0	0.37	1	0.14	0

Table 6.5 Summary of PICADY for the Rotary Way/ A55 Westbound Off-Slip Junction – 2030 Assessment Flows

7.8.31 The above shows that the junction would continue to operate within capacity, and with minimal queuing, during the future year Base scenario. The off slip continues to be the approach with the greatest RFC, but it is still operating within capacity.

7.8.32 The addition of trips from the proposed development has minimal implications for the junction operation. There would be a minor change to the RFC and a maximum increase in queue of 1PCU. That does not represent a significant impact on the junction operation.

7.9 Capacity Assessment Summary

7.9.1 In summary, the capacity assessments undertaken as part of this TA has demonstrated the following:

- The proposed site access junction has been designed to accord with highway design standards and will have sufficient capacity to accommodate the proposed development traffic;
- A pedestrian priority scheme is proposed at the Marine Roundabout to provide signalised pedestrian crossing facilities. This seeks to enhance the local pedestrian route network, remove an existing barrier to achieving greater sustainable travel and reduce vehicle flows in the area; and
- The proposed development would generally have a minimal impact on assessed junctions of the local highway network.

7.9.2 It is therefore concluded that the development proposals would not have a significant detrimental impact on the local highway network.

8 ACCIDENT ANALYSIS

- 8.1.1 Records of the latest five years of Stats19 data has been obtained from the Department for Transport. The five-year period spans from the beginning of 2019 to the end of 2023. This was the most recent data available at the time of writing. The accident data plot is shown in the image below, along with the map key.
- 8.1.2 The spread of accidents at the main junctions close to the site is presented in **Figure 8.1** below:

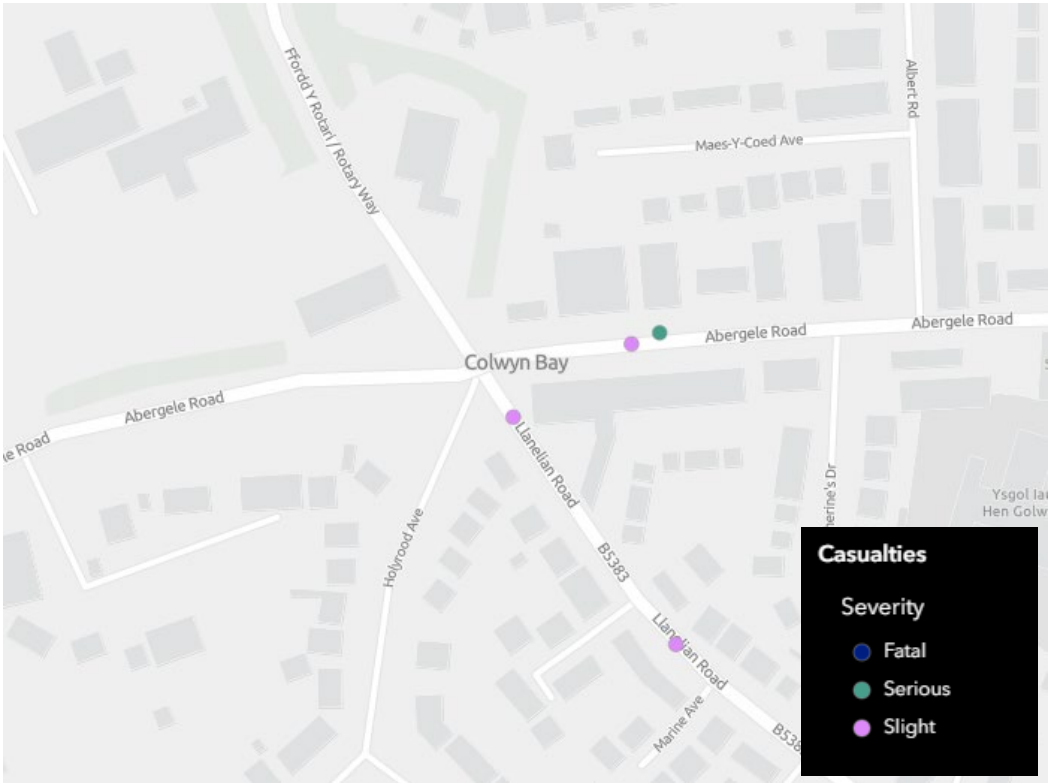


Figure 8.1 Personal Injury Accident Locations

- 8.1.3 The data shows that there have been four recorded accidents within the study area; these are summarised in Table 8.1 below.

Location	Collision Severities		
	Slight	Serious	Fatal
Vicinity of development site	3	1	0

Table 8.1 Development Site Accident Statistics

- 8.1.4** As shown in **Figure 8.1**, there have been two collisions along Abergele Road and two collisions along Llanellian Road. No accidents have occurred directly on the roundabout junction.
- 8.1.5** The data has not identified any atypical accidents within the latest 5 years. This showing that there are no particular engineering issues or problems with the road network or junction layouts. It is not considered that the proposals would unduly change the characteristics or nature of the surrounding highway network and as such it would not have a detrimental impact on road safety.
- 8.1.6** Further to this, the proposed improvement scheme at the Marine Roundabout junction seeks to enhance the pedestrian network and pedestrian safety in the local area.

9 CONCLUSIONS

- 9.1.1** Eddisons has been instructed by Castle Green Homes to advise on transport matters relating to a proposed residential development on land off Peulwys Lane, Old Colwyn.
- 9.1.2** The proposed development would provide up to 350 dwellings. The residential development would comprise a mix of house types. The development would be served by a new access off Peulwys Lane.
- 9.1.3** The information provided by this Transport Assessment enables the following conclusions to be drawn:
- The proposed development would be well located to encourage active travel into Old Colwyn and the surrounding area;
 - The proposed development would be accessible by non-car travel modes, including walking, cycling and public transport;
 - The site's internal layout would be designed in accordance with Manual for Streets guidance and its cycle and car parking provision would comply with current local standards;
 - The proposed development would be supported by a Framework Travel Plan to encourage the use of non-car modes;
 - The proposed development would provide a safe and efficient vehicular access arrangement;
 - The junction assessment results show that the vehicle trips generated by the proposed development would be suitably accommodated by the local highway network;
- 9.1.4** It can therefore be concluded that the proposed development is acceptable in highway terms.

FIGURES

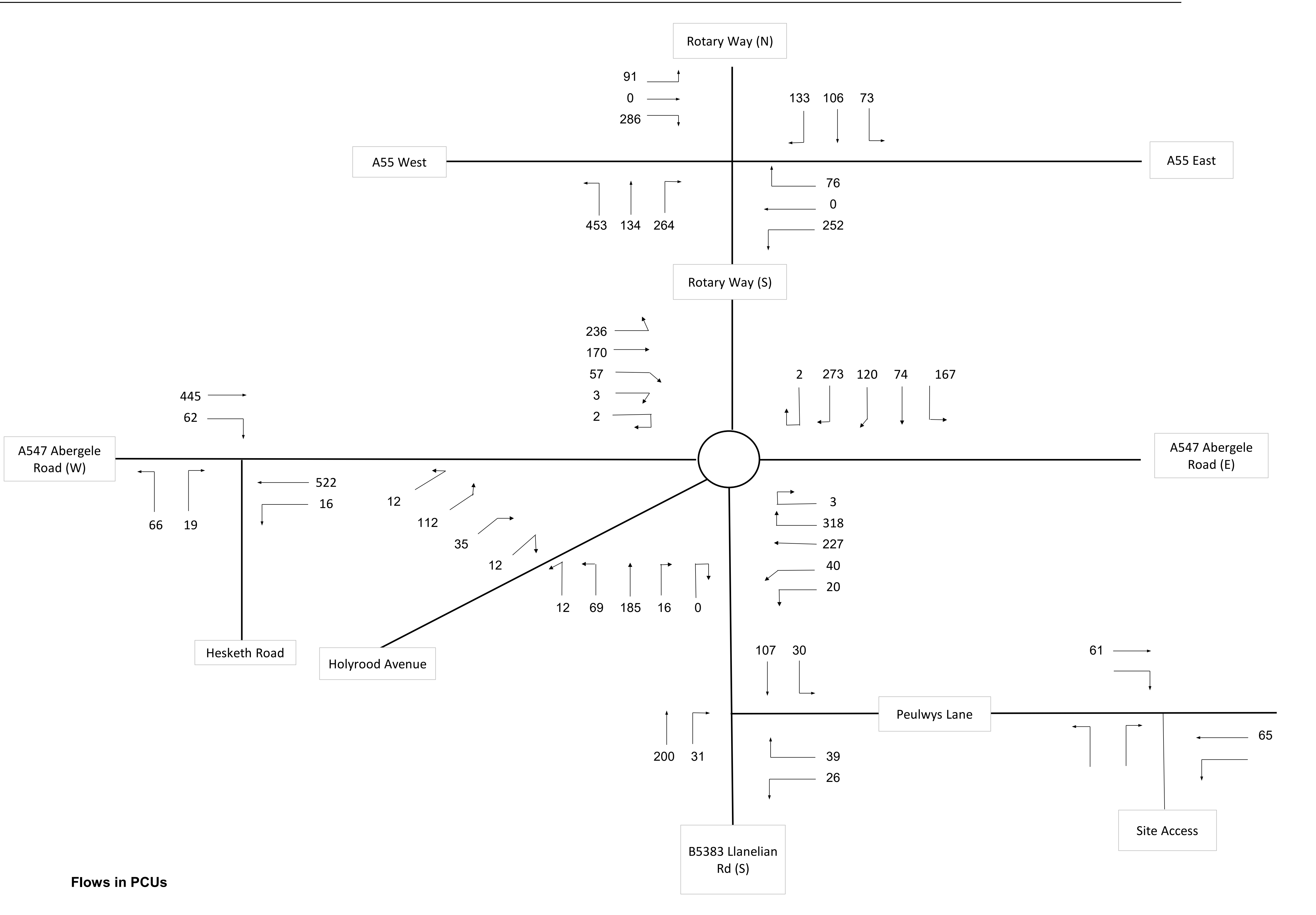


Figure 1 2025 Surveyed Flows - AM Peak (0800-0900 hours)

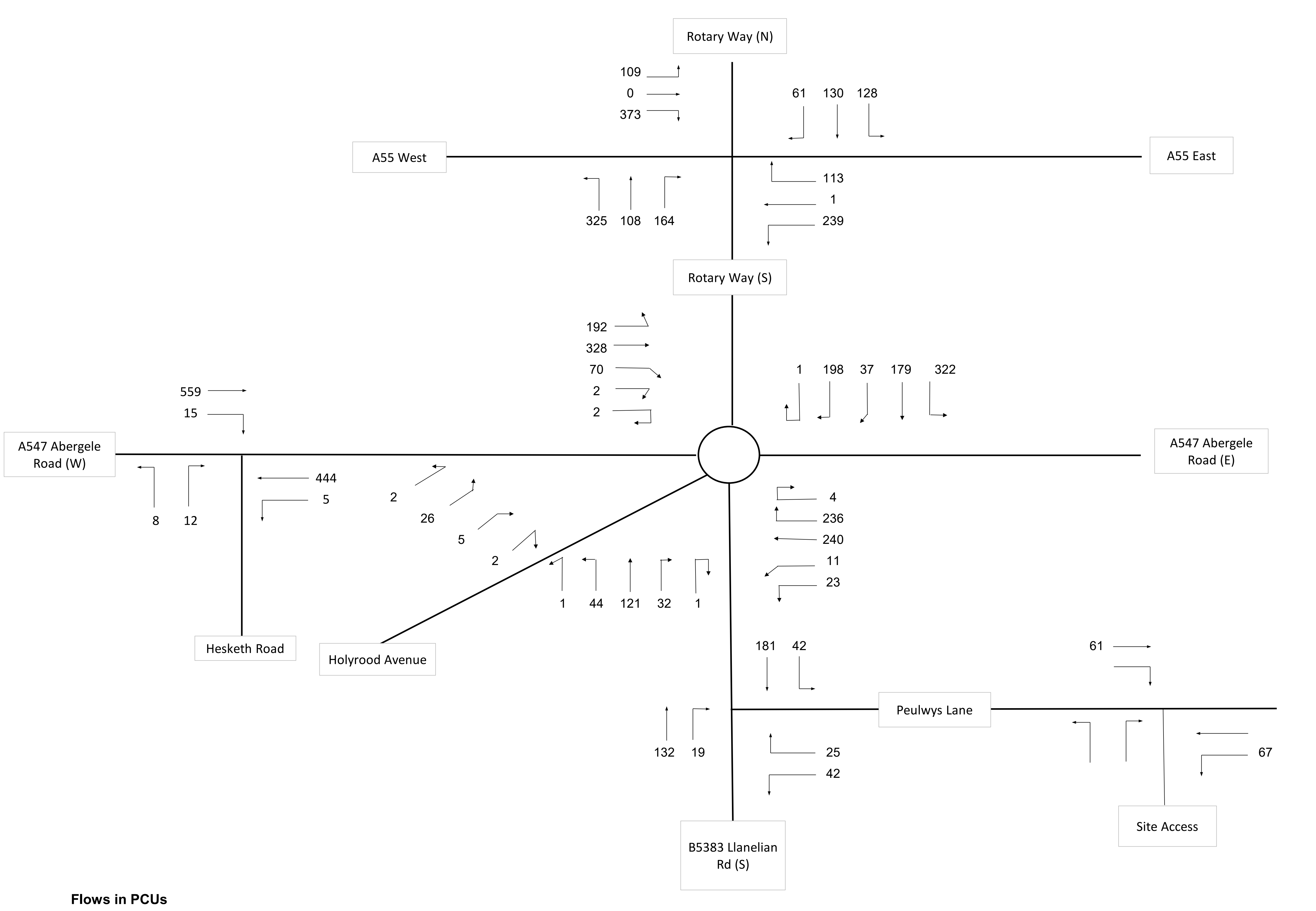


Figure 2 2025 Surveyed Flows - PM Peak (1700-1800 hours)



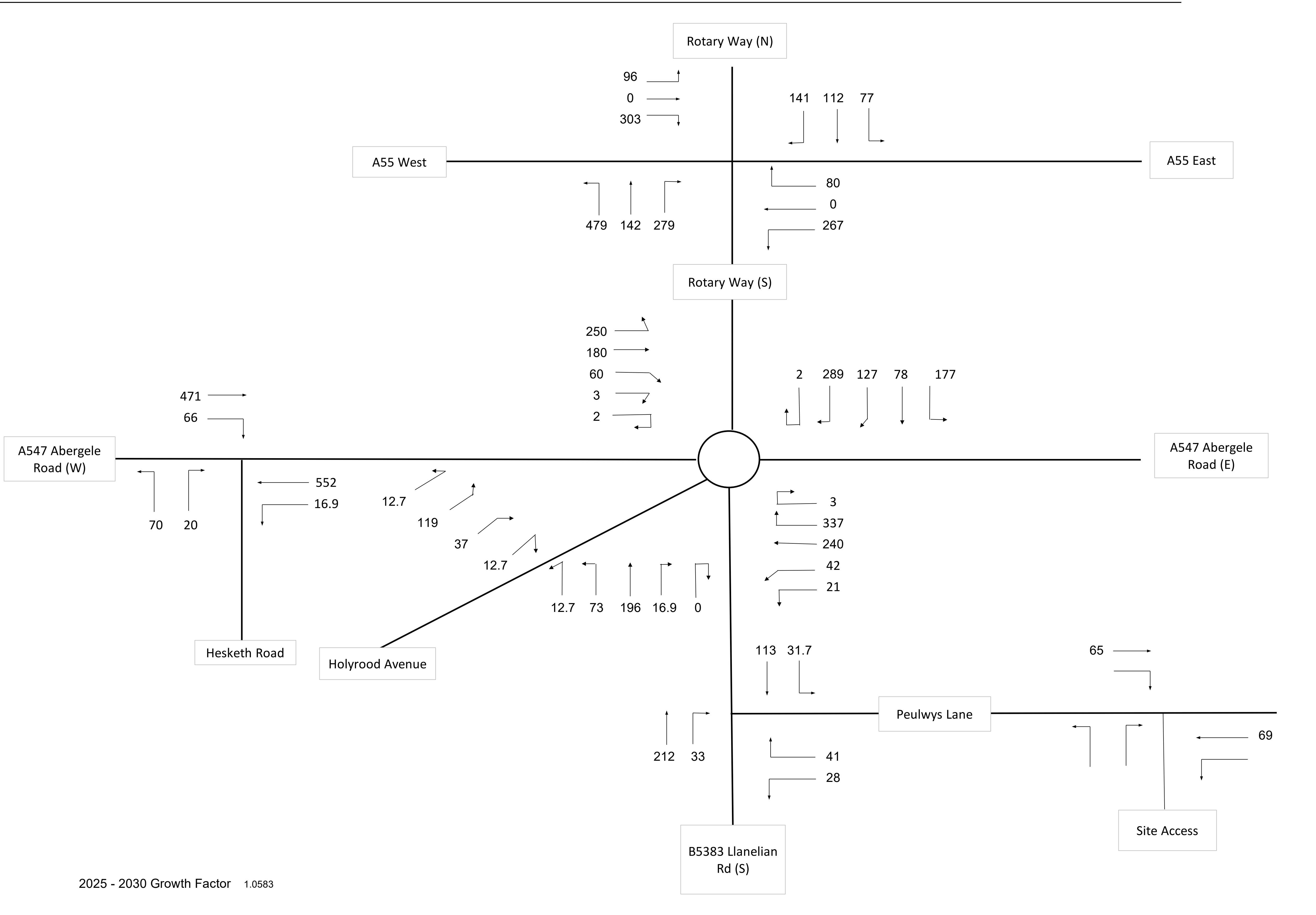


Figure 3 2030 Base Flows - AM Peak (0800-0900 hours)

Eddisons

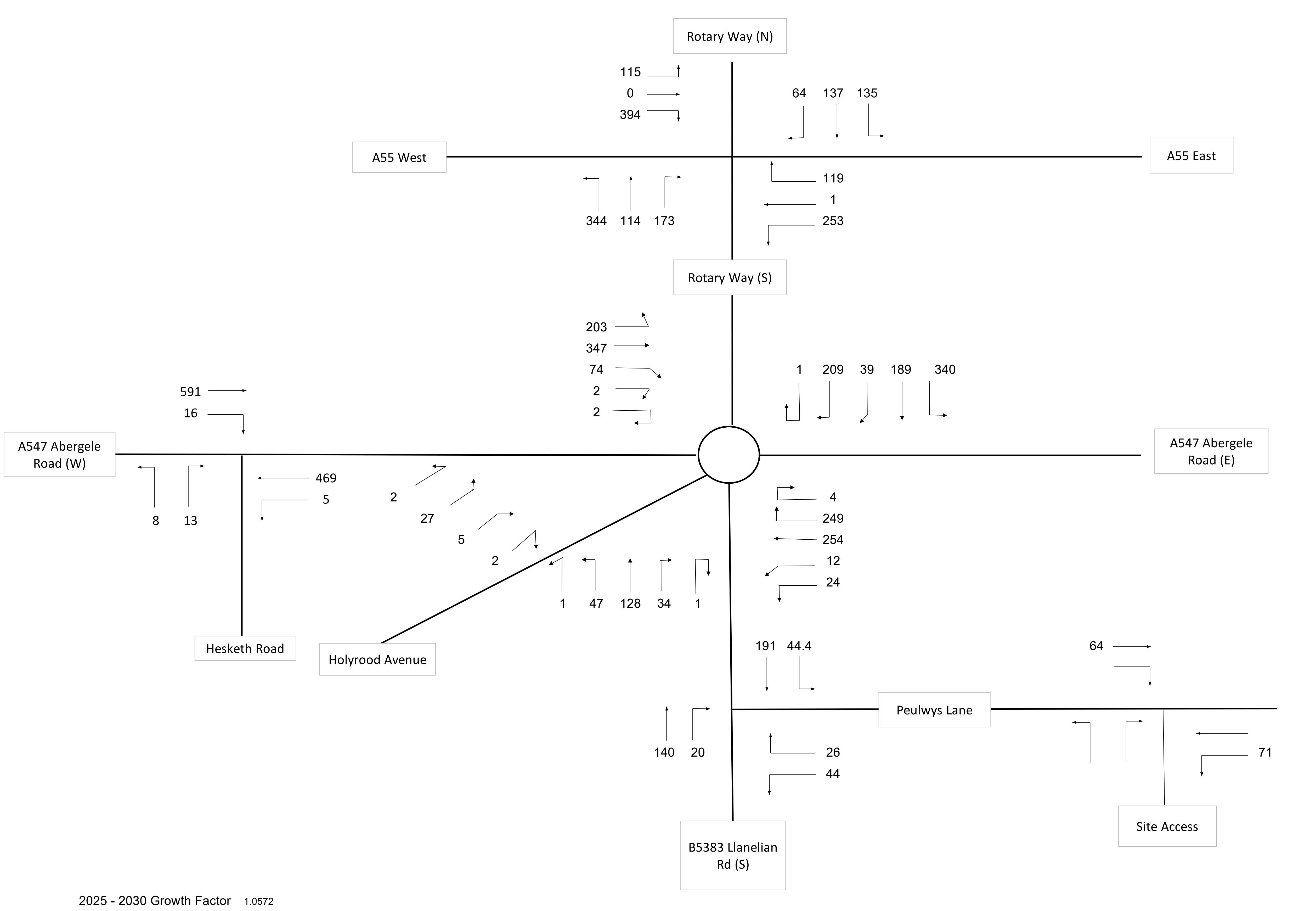


Figure 4 2030 Base Flows - PM Peak (1700-1800 hours)

Eddisons

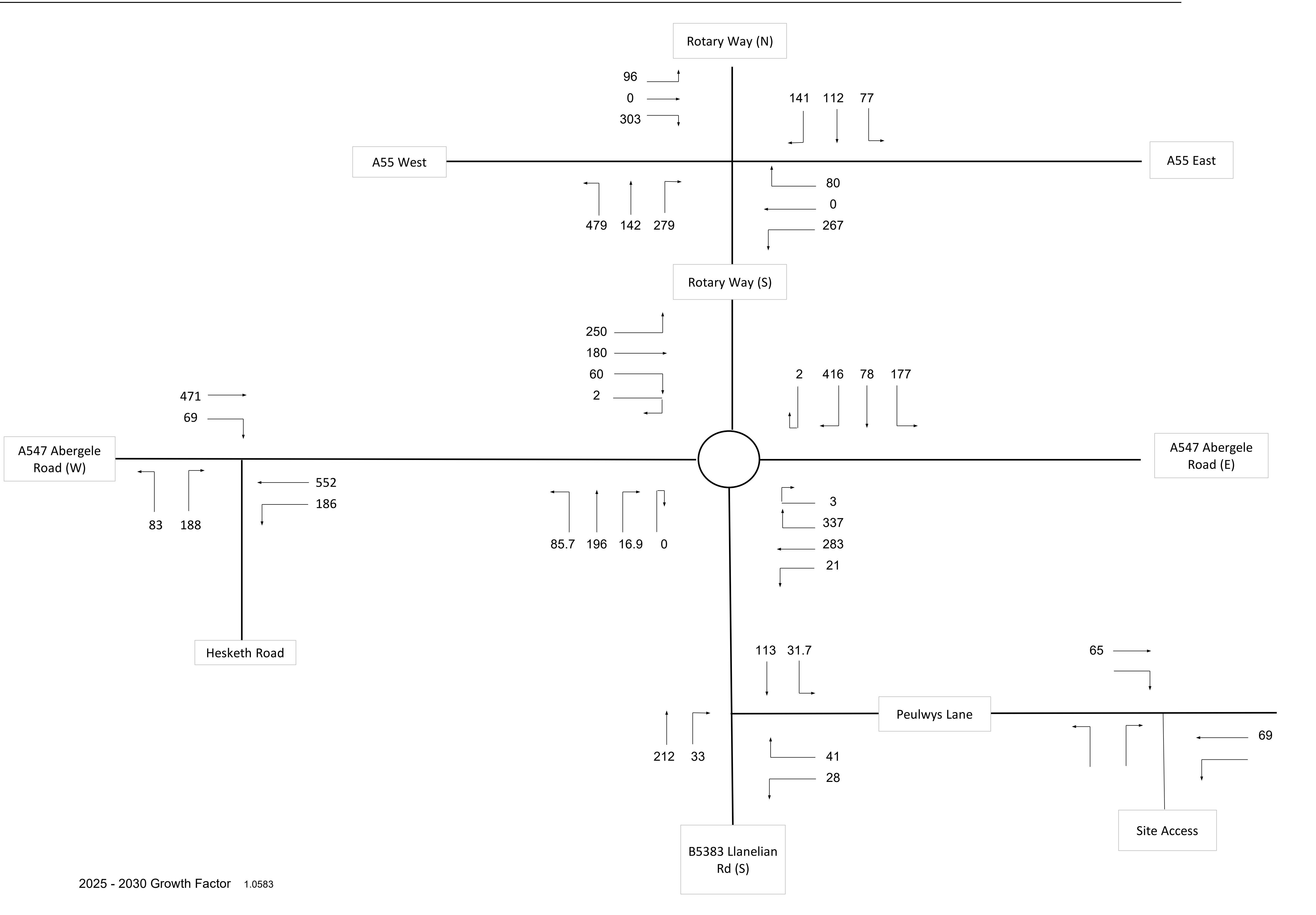


Figure 3 2030 Base Flows - AM Peak (0800-0900 hours)

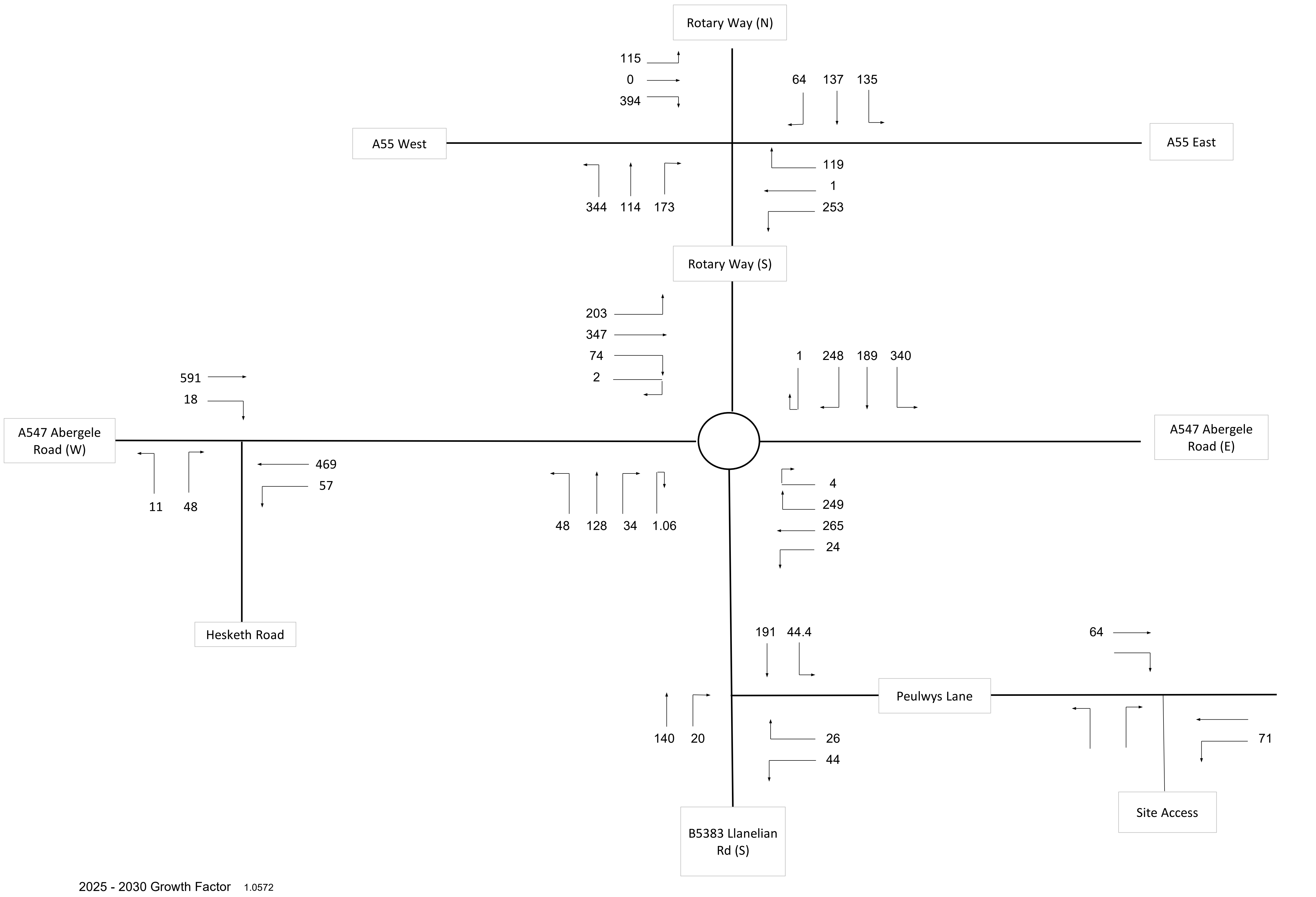


Figure 4 2030 Base Flows - PM Peak (1700-1800 hours)



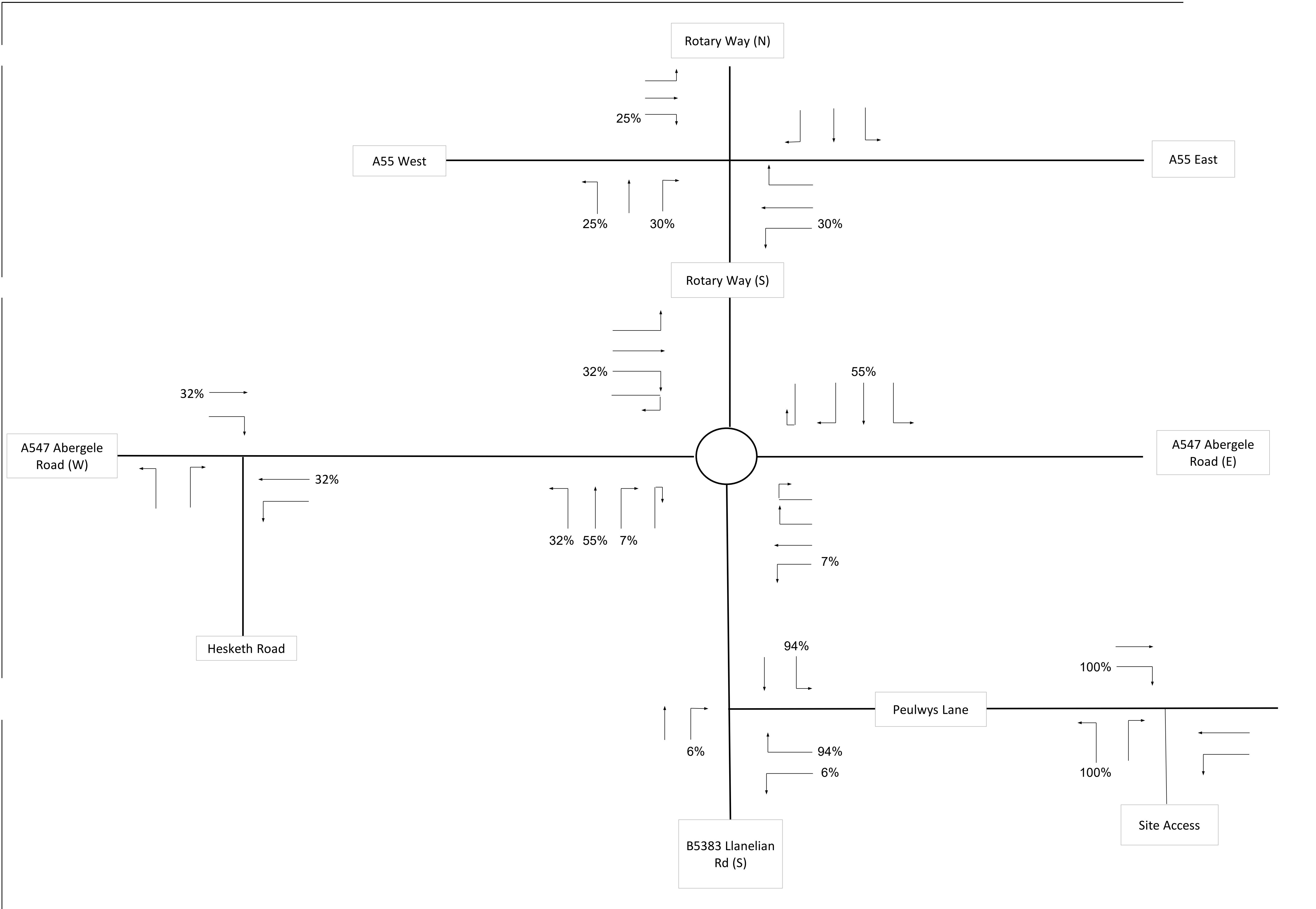


Figure 5 Trip Distribution - AM Peak (0800-0900 hours)

Eddisons

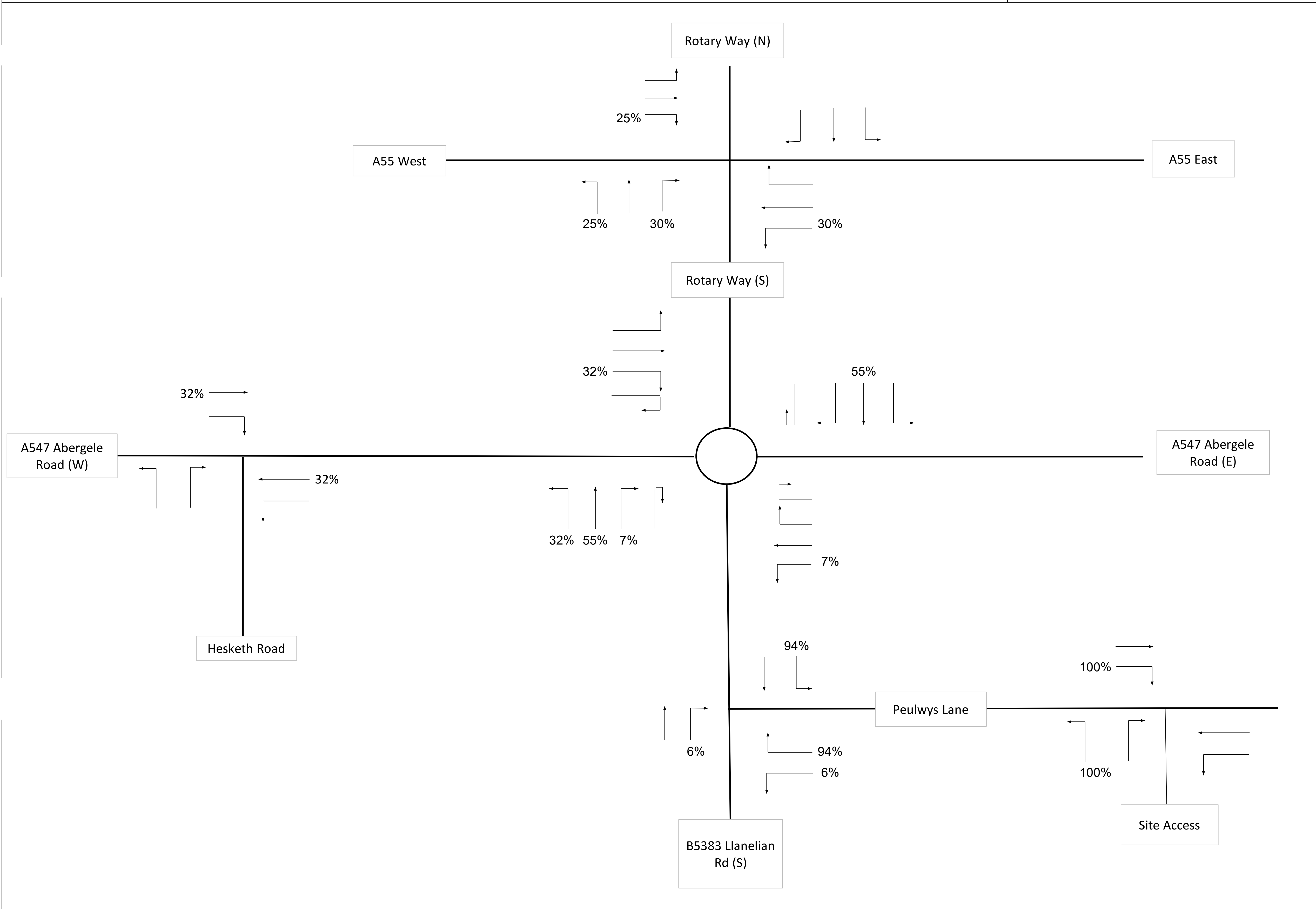


Figure 6 Trip Distribution - PM Peak (1700-1800 hours)

Eddisons

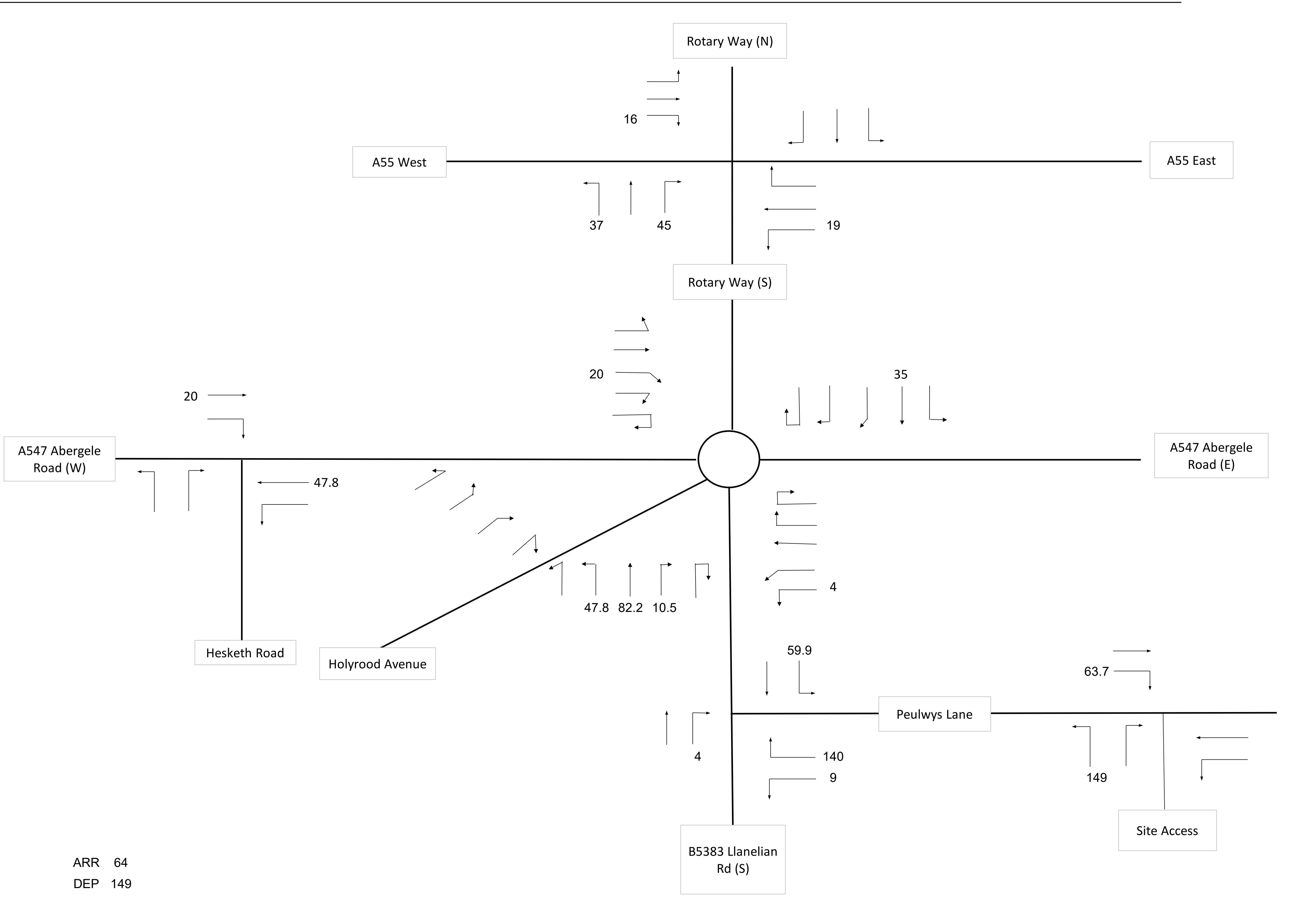


Figure 7 Proposed Development Trips - AM Peak (0800-0900 hours)

Eddisons

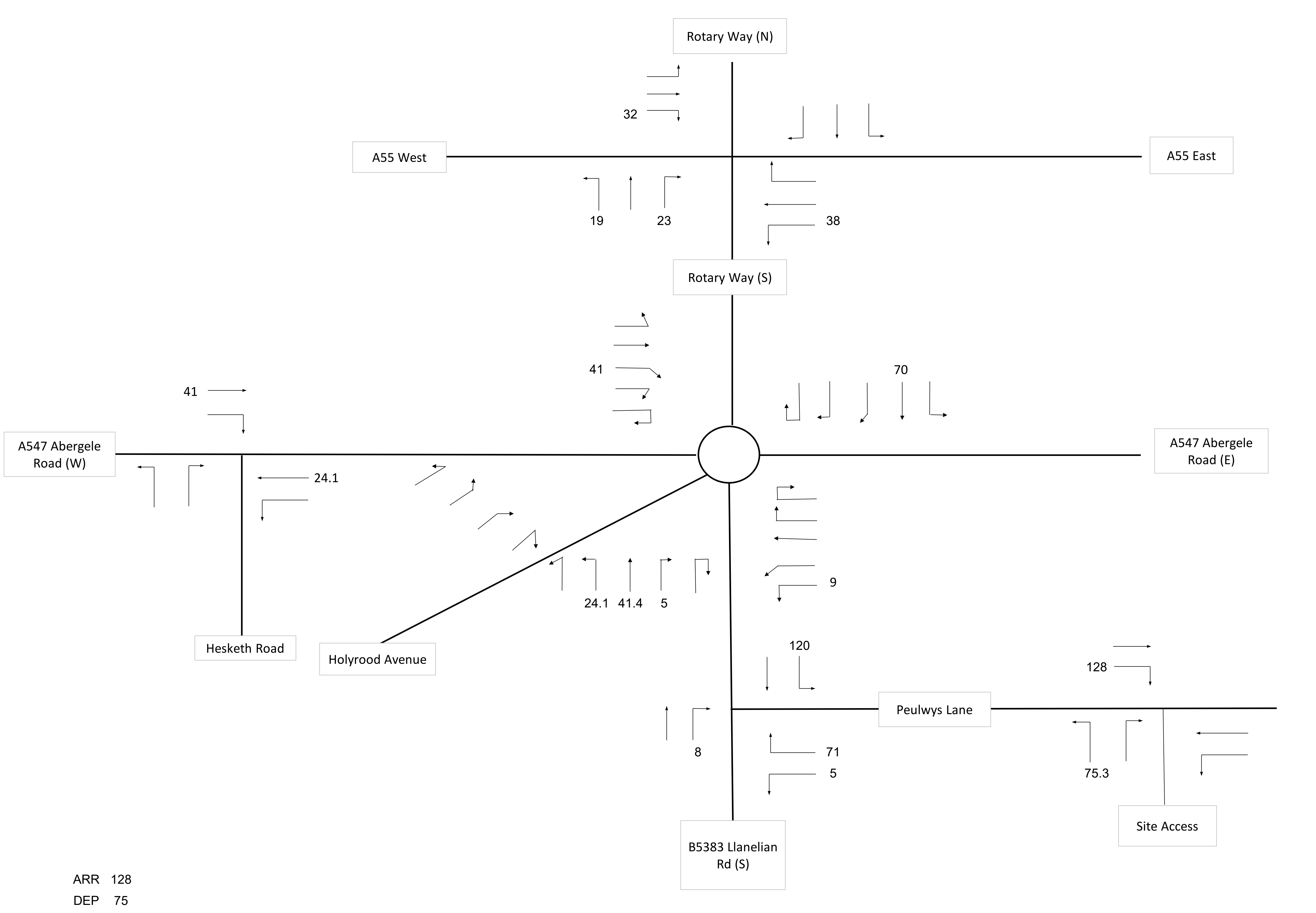


Figure 8 Proposed Development Trips - PM Peak (1700-1800 hours)

Eddisons

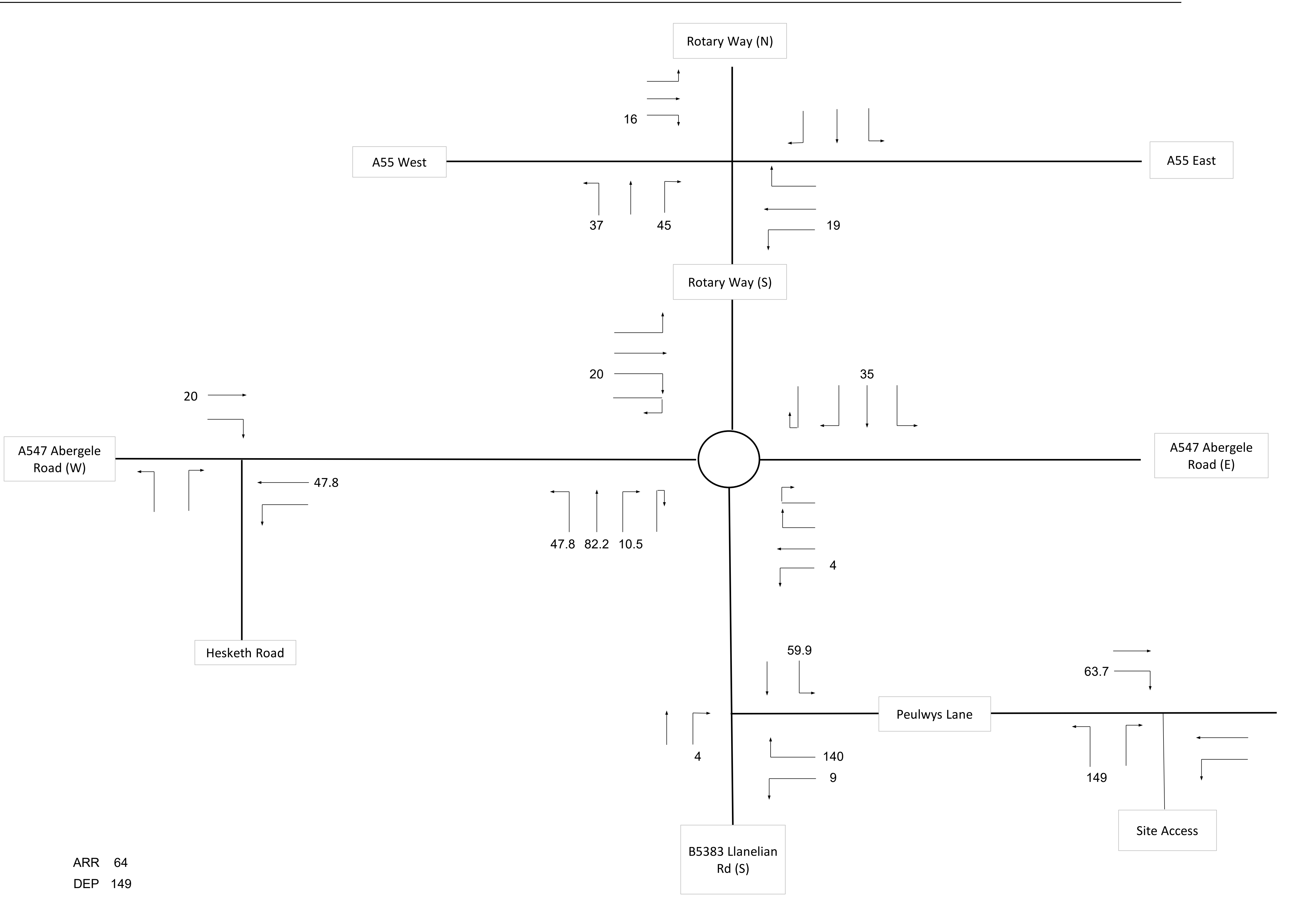


Figure 7 Proposed Development Trips - AM Peak (0800-0900 hours)

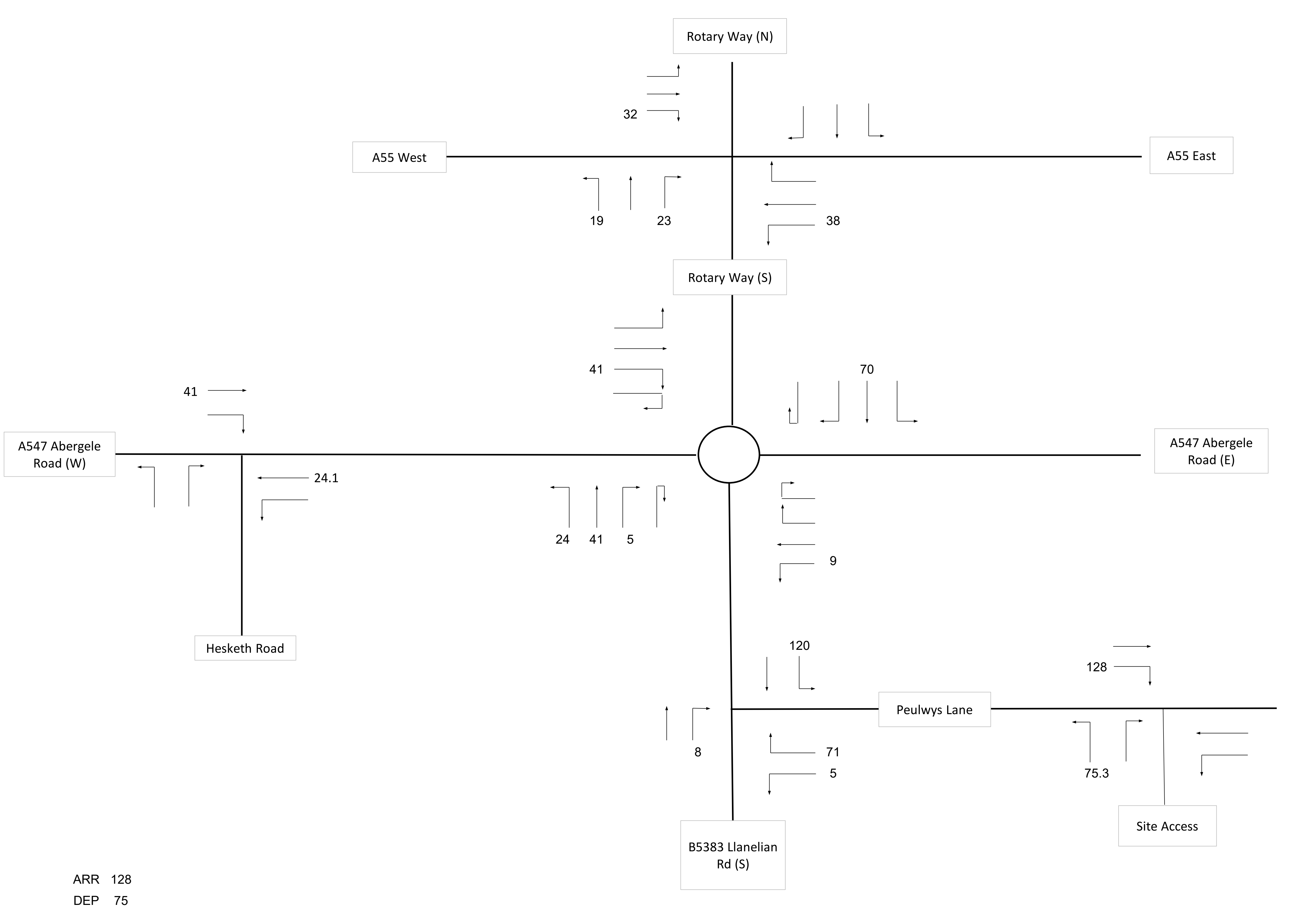


Figure 8 Proposed Development Trips - PM Peak (1700-1800 hours)



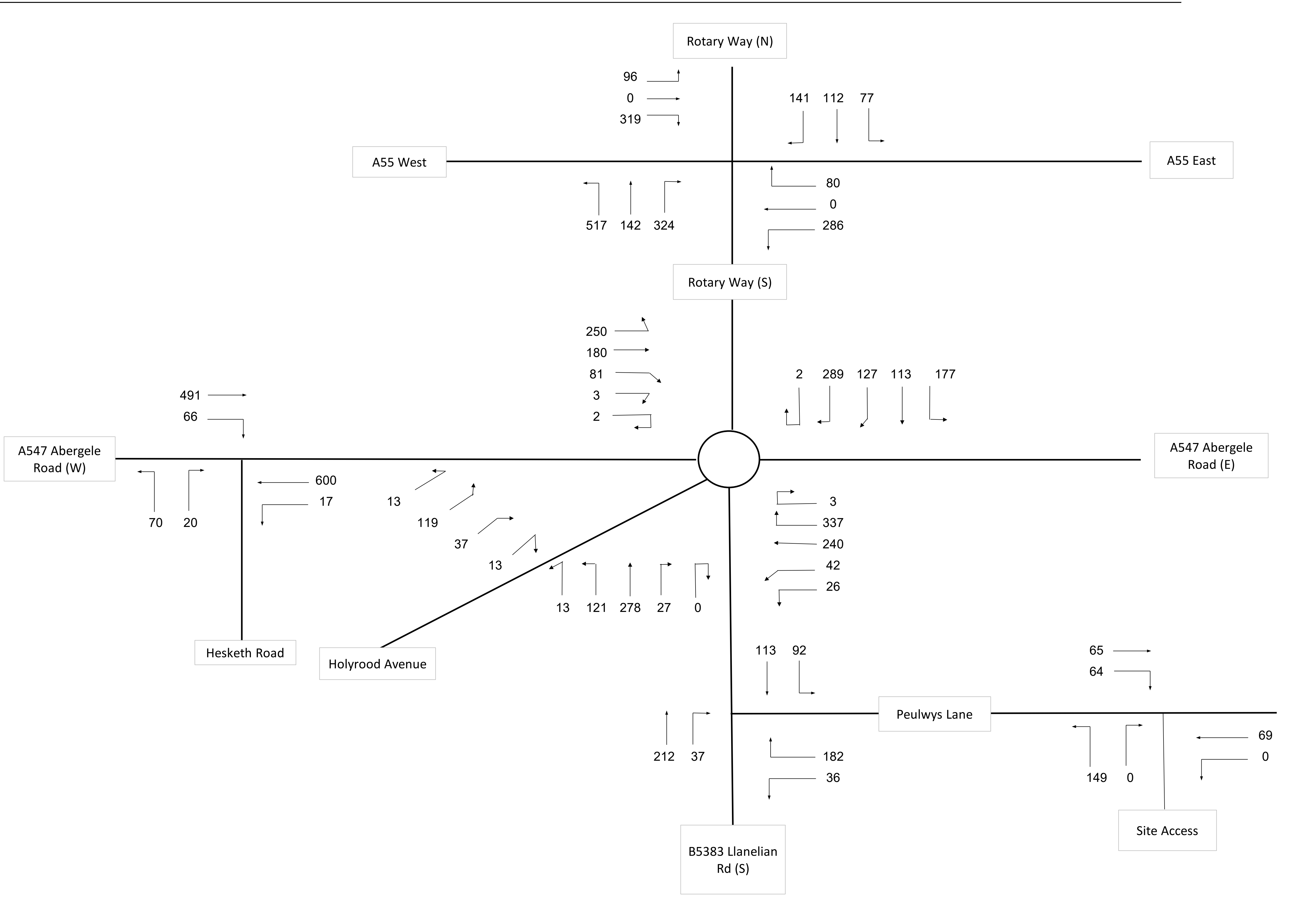


Figure 9 2030 'With Dev' Flows - AM Peak (0800-0900 hours)

Eddisons

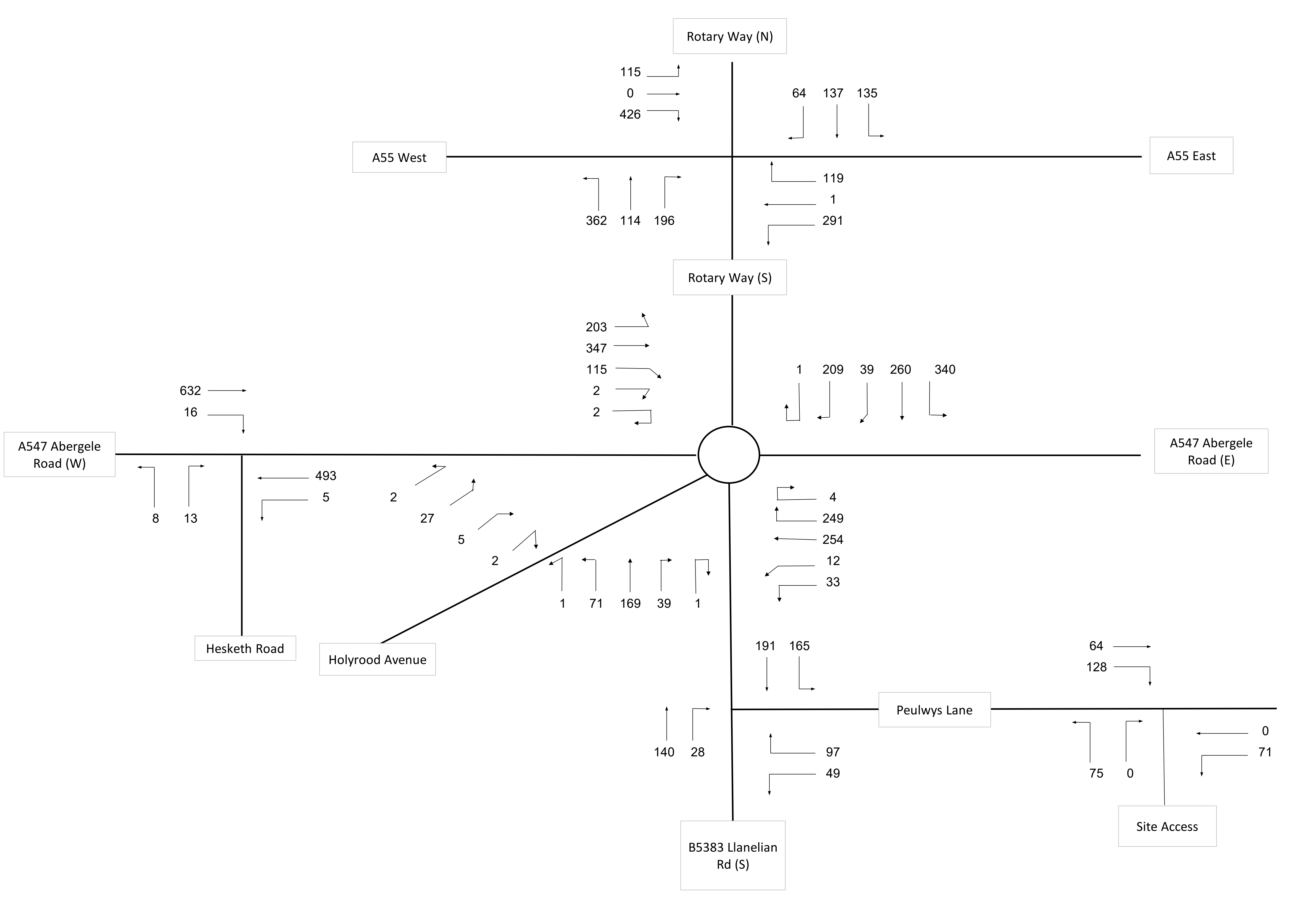


Figure 10 2030 'With Dev' Flows - PM Peak (1700-1800 hours)

Eddisons

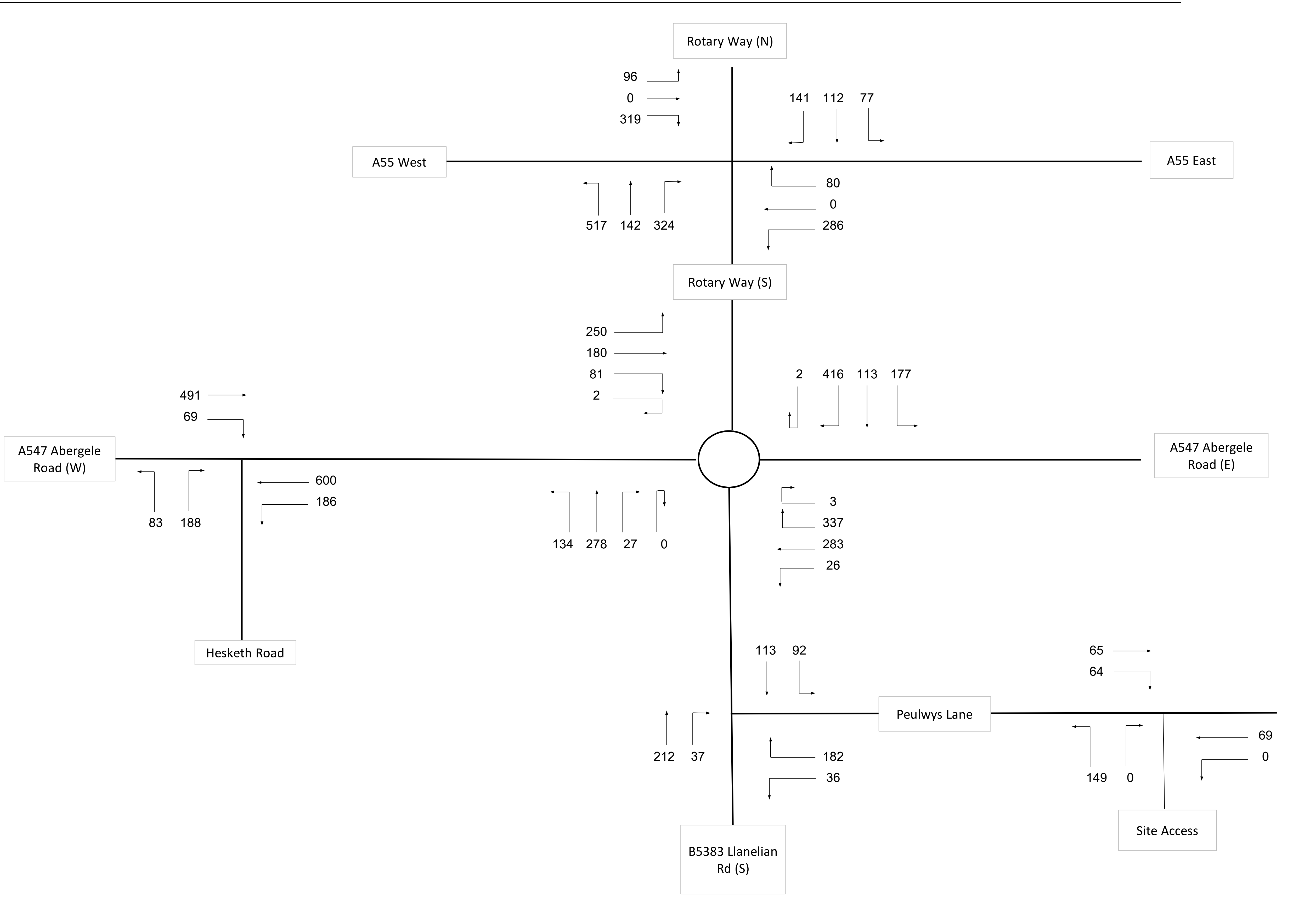


Figure 9 2030 'With Dev' Flows - AM Peak (0800-0900 hours)

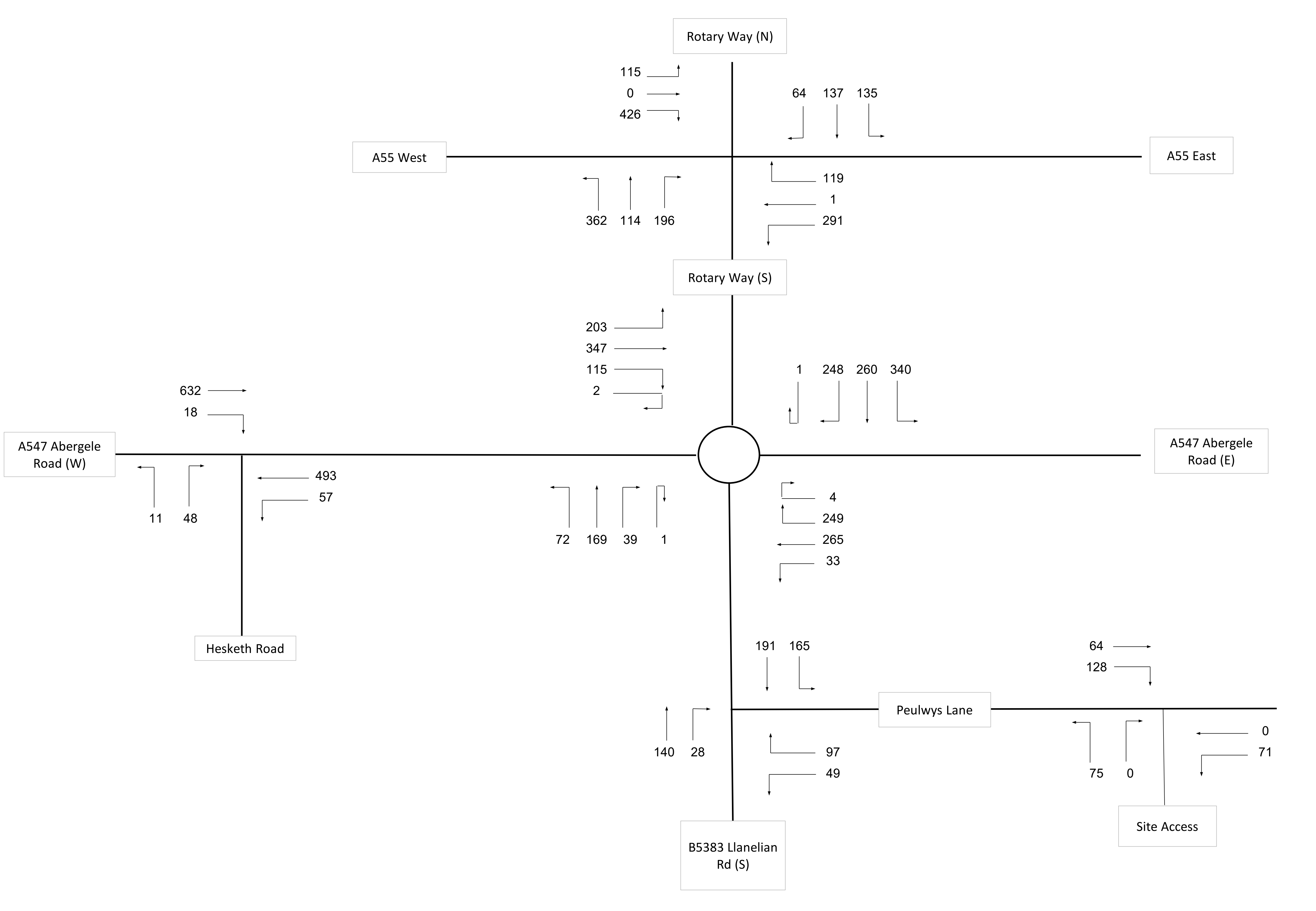
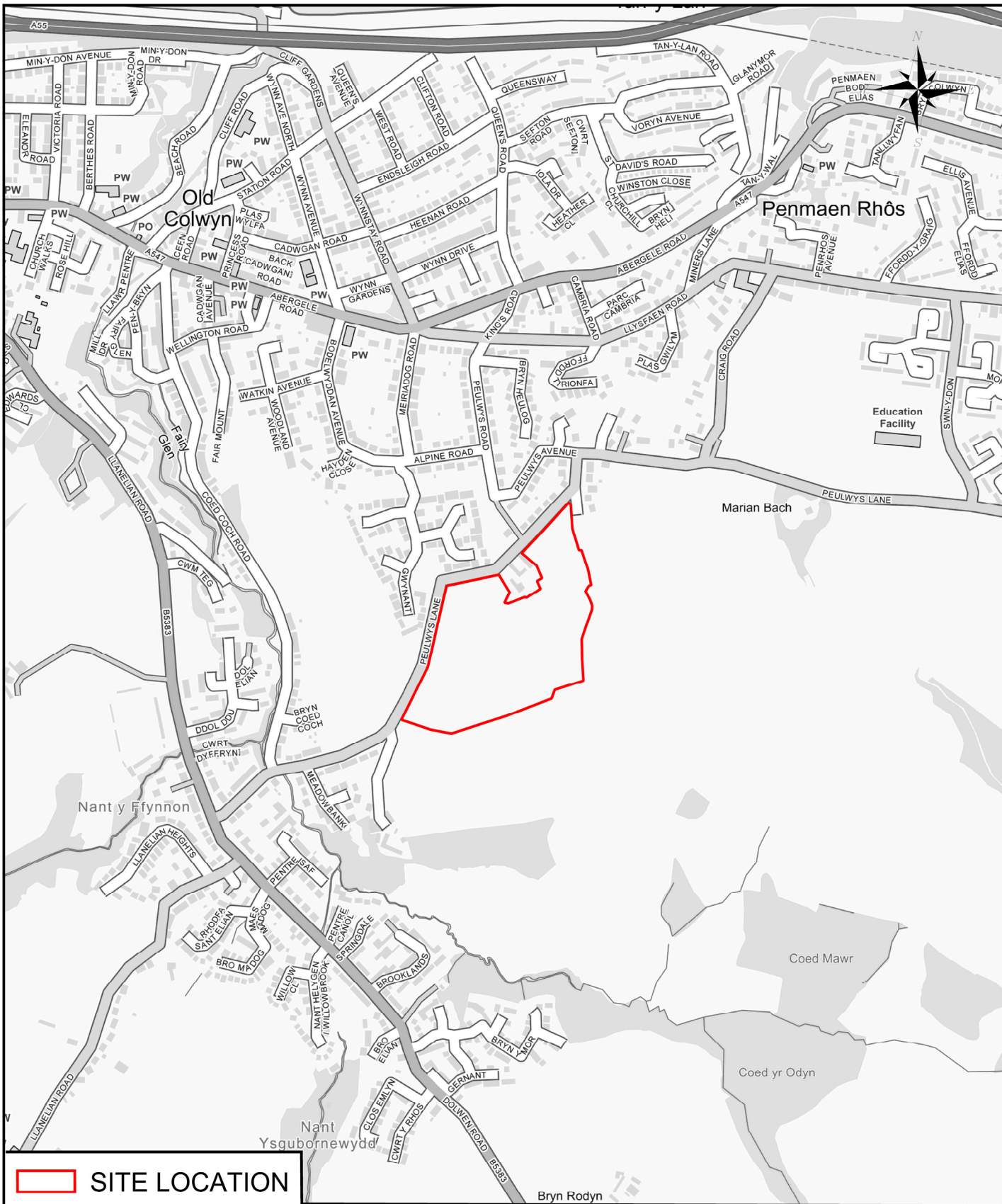


Figure 10 2030 'With Dev' Flows - PM Peak (1700-1800 hours)



PLANS



SITE LOCATION

CLIENT:

CASTLE GREEN HOMES

DRAWING TITLE:

**PEULWYS LANE, OLD COLWYN, COLWYN BAY,
CONWY**

DRAWN:

HJ

DATE:

12.08.25

CHECKED:

LG

DATE:

12.08.25

SCALES:

NTS @ A4

Eddisons
340 Deansgate
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M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380

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

DRAWING NUMBER:

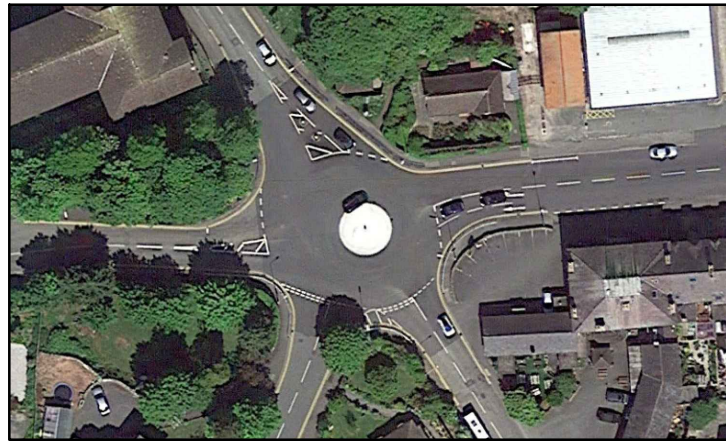
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REVISION:

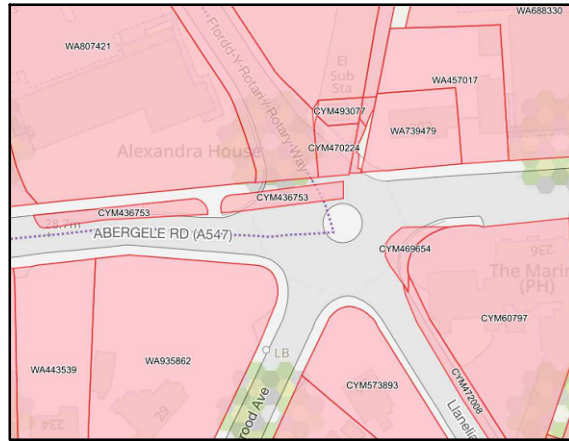
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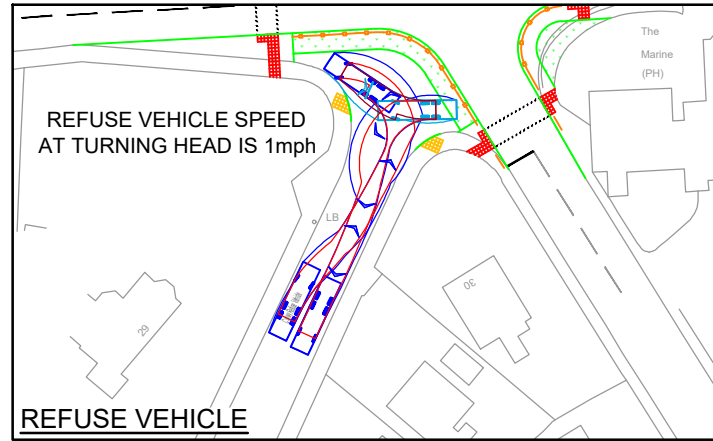
Z:\projects\4158 DD S278 Peulwys Lane, Conwy, Castlegreen\CAD\EDDISONS Drawings\4158-F12 Rev C (Proposed Signalised Junction).dwg



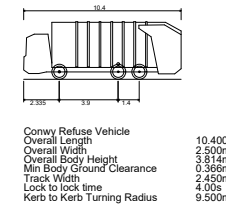
NORTH SOUTH AERIAL VIEW (NTS)



LAND REGISTRY INDEX PLAN (NTS)



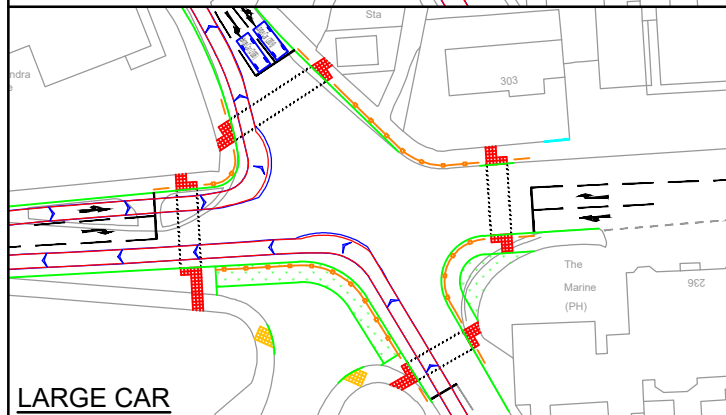
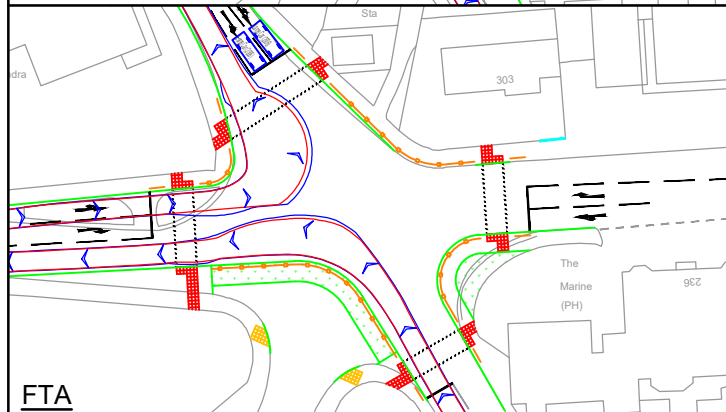
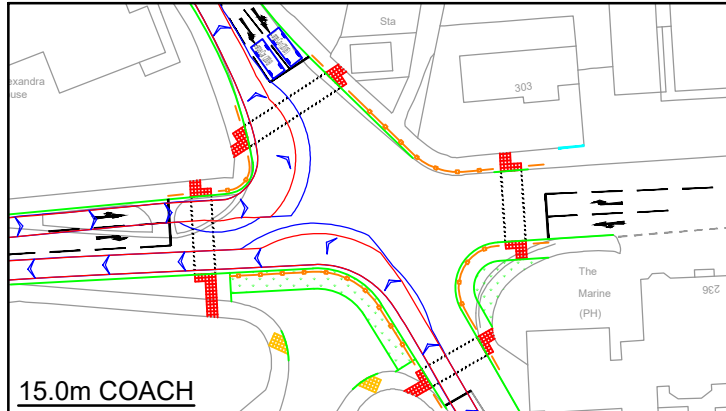
SWEPTH PATH ANALYSIS (1:1000)



NOTES

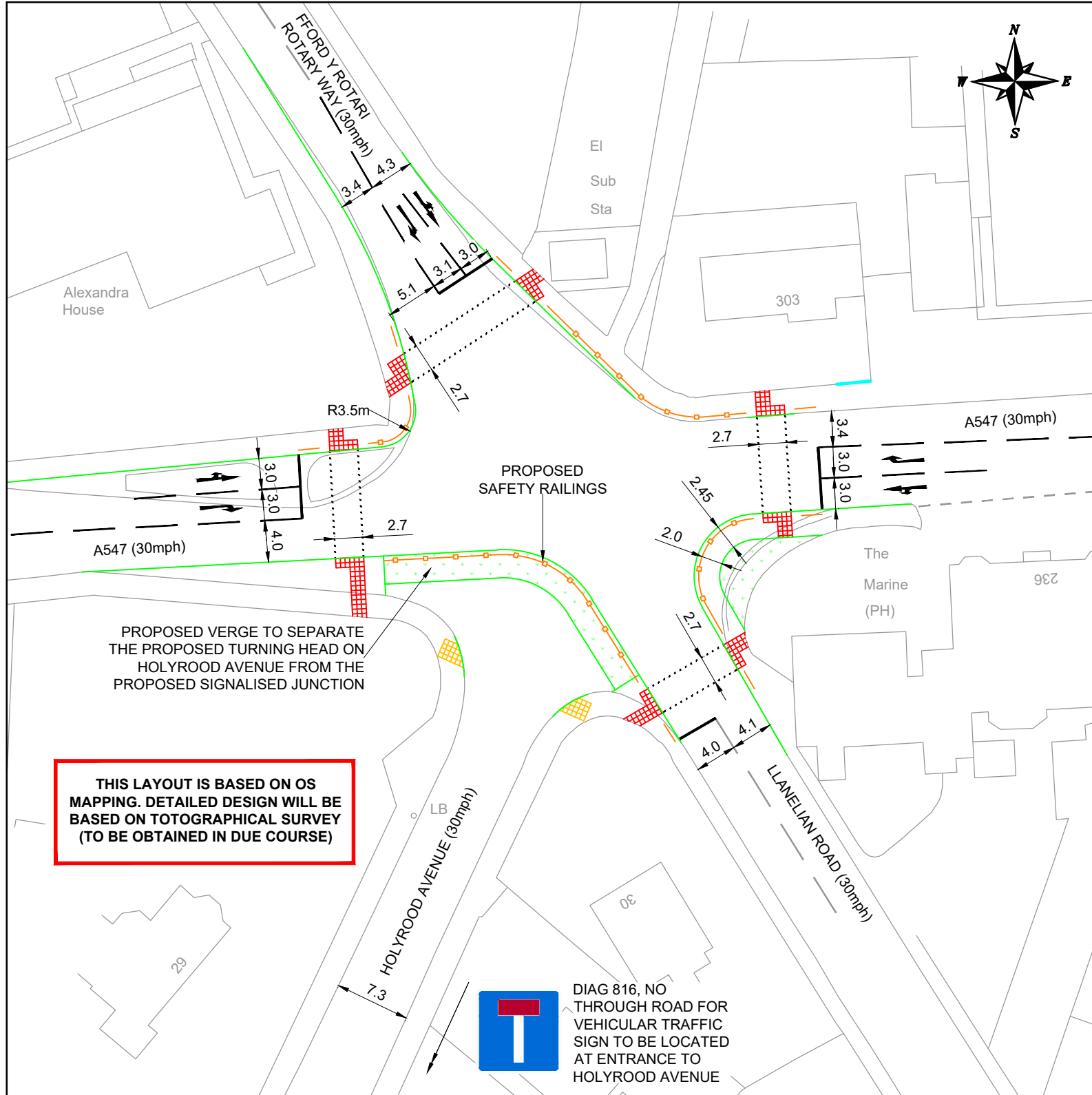
THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- DENOTES NEW KERBS
- DENOTES EXISTING DRIVEWAY

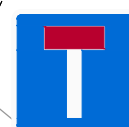


SWEPT PATH ANALYSIS (1:1000)

Vehicle Type	Overall Length	Overall Width	Overall Body Height	Min Body Ground Clearance	Track Width	Lock to Lock Time	Wall to Wall Turning Radius
15.0m Coach	15.000m	2.500m	4.157m	0.387m	2.357m	5.00s	12.500m
FTA Design Articulated Vehicle (1998)	16.480m	2.550m	3.870m	0.515m	2.470m	3.00s	6.550m
Large Car (2006)	5.079m	1.872m	1.520m	0.320m	1.831m	4.00s	5.900m



THIS LAYOUT IS BASED ON OS MAPPING. DETAILED DESIGN WILL BE BASED ON TOTOGGRAPHICAL SURVEY (TO BE OBTAINED IN DUE COURSE)



DIAG 816, NO THROUGH ROAD FOR VEHICULAR TRAFFIC SIGN TO BE LOCATED AT ENTRANCE TO HOLYROOD AVENUE

REV	DETAILS	DRAWN	CHECKED	DATE
C	TRACKING NOTES UPDATED	SL	JE	JUN 2025
B	GENERAL UPDATES TO JUNCTION	SL	JE	JUN 2025
A	GENERAL UPDATES TO JUNCTION	SL	JE	APR 2025

CLIENT:
CASTLE GREEN HOMES

PROJECT:
PEULWYS FARM, OLD COLWYN

DRAWING TITLE:
PROPOSED SIGNALISED JUNCTION

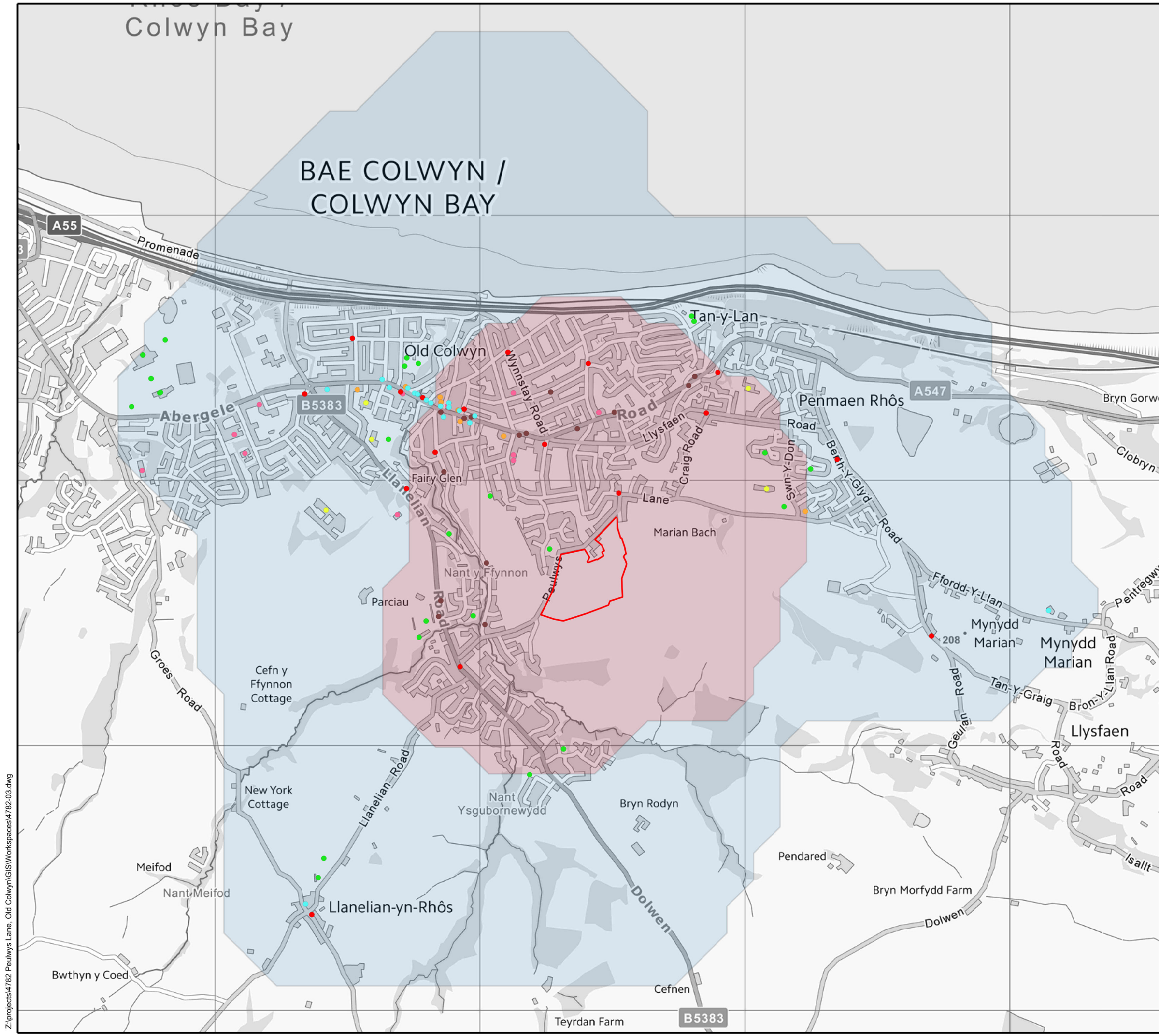
SCALES:
1:500 @ A3

DRAWN: SL CHECKED: JE DATE: DEC 2024

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

DRAWING NUMBER: 4158-F12 REVISION: C

Eddisons



NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Nearest Bus Stops
- Café/Takeaway/Public House
- Education
- Medical/Healthcare
- Post Box/Post Office
- Sport/Leisure/Park
- Supermarket/Local Food Store

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
CASTLE GREEN HOMES

PROJECT:
**PEULWYS LANE, OLD COLWYN,
COLWYN BAY, CONWY**

DRAWING TITLE:
**2KM & 800M PEDESTRIAN
CATCHMENT WITH AMENITIES**

SCALES:
NTS @ A3

DRAWN:	HJ	CHECKED:	LG	DATE:	AUG 25

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DRAWING NUMBER:	4782-03	REVISION:	-



APPENDICES

APPENDIX 1

Framework Travel Plan

Proposed Residential Development,
Peulwys Farm, Old Colwyn

August 2025

RESIDENTIAL TRAVEL PLAN

REPORT

DOCUMENT:	Residential Travel Plan
PROJECT:	Proposed Residential Development, Peulwys Farm, Old Colwyn
CLIENT:	Castle Green Homes
JOB NUMBER:	4782
FILE ORIGIN:	Z:\projects\4782 Peulwys Lane, Old Colwyn\Docs\Reports\4782TP.01.docx

DOCUMENT CHECKING:

Primary Author:	JE	Initialled:	JE
Contributor	SM/GW	Initialled:	JE
Review By:	PJW	Initialled:	PJW

Issue	Date	Status	Checked for Issue
1	13.08.25	First Draft	JE
2			
3			
4			

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PLANS

See Transport Assessment.

1 INTRODUCTION

1.1 Preamble

- 1.1.1 Eddisons has been instructed by Castle Green Homes to advise on the traffic and transport matters relating to a planning application for a proposed residential development on land off Peulwys Lane in Old Colwyn.
- 1.1.2 This Travel Plan Framework sets out the principal strategies that will be put in place to encourage and support sustainable trip making to and from the development.

1.2 Structure of the Travel Plan

- 1.2.1 Following this introduction, Section 2 details Travel Plan Policy and guidance and presents the 'Travel Plan Pyramid'.
- 1.2.2 Section 3 sets out a series of management measures that will be implemented as part of the Travel Plan.
- 1.2.3 Section 4 of the Travel Plan considers the accessibility of the site by non-car modes, including walking, cycling and public transport. Section 5 discusses targets for reducing trips by the private car while Section 6 details the monitoring of the Travel Plan.
- 1.2.4 Section 7 draws together the findings and conclusions.

1.3 Development Proposals

- 1.3.1 The proposal would provide a residential development that would be accessed via Peulwys Lane. The development would provide 350 dwellings comprising:
 - 16 no. one-bedroom units,
 - 86 no. two-bedroom units,

143 no. three-bedroom units; and

55 no four-bedroom units.

- 1.3.2** The development would provide updates to the arrangement of Peulwys Lane as part of the site access scheme. Those details are discussed in more detail below; the general arrangement of the proposed site access is shown in **Plan 2**.

1.4 Travel Plan Aims

- 1.4.1** The aims of the Travel Plan are:

- To encourage residents and visitors to use alternatives to the private car;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes; and
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

1.5 Resident's Travel Pack

- 1.5.1** The principal measure of this TP will be the Resident's Travel Pack. The pack will include information and schemes to support and promote non-car modes of travel. This will be supplemented by the provision of certain physical measures, as is discussed further in **Section 3**.

2 TRAVEL PLANNING POLICY AND GUIDANCE

2.1 Travel Planning Policy

2.1.1 The need to manage transport in new developments is included within national and local policy. The need to reduce car dependency, increase travel choices and encourage sustainable distribution is supported by Planning Policy Wales (PPW), which states that the planning system should support sustainable development that: *“increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution”*. It seeks to achieve this by:

- Enabling More Sustainable Travel Choices – measures to increase walking, cycling and public transport, reduce dependency on the car for daily travel;
- Network Management – measures to make best use of the available capacity, supported by targeted new infrastructure; and
- Demand Management – the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles.

2.2 Travel Planning Guidance

2.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.

2.2.2 Guidance identifies a Travel Plan as *“a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.”*

2.2.3 The concept of the ‘Travel Plan Pyramid’ helps to demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 2.1** below:

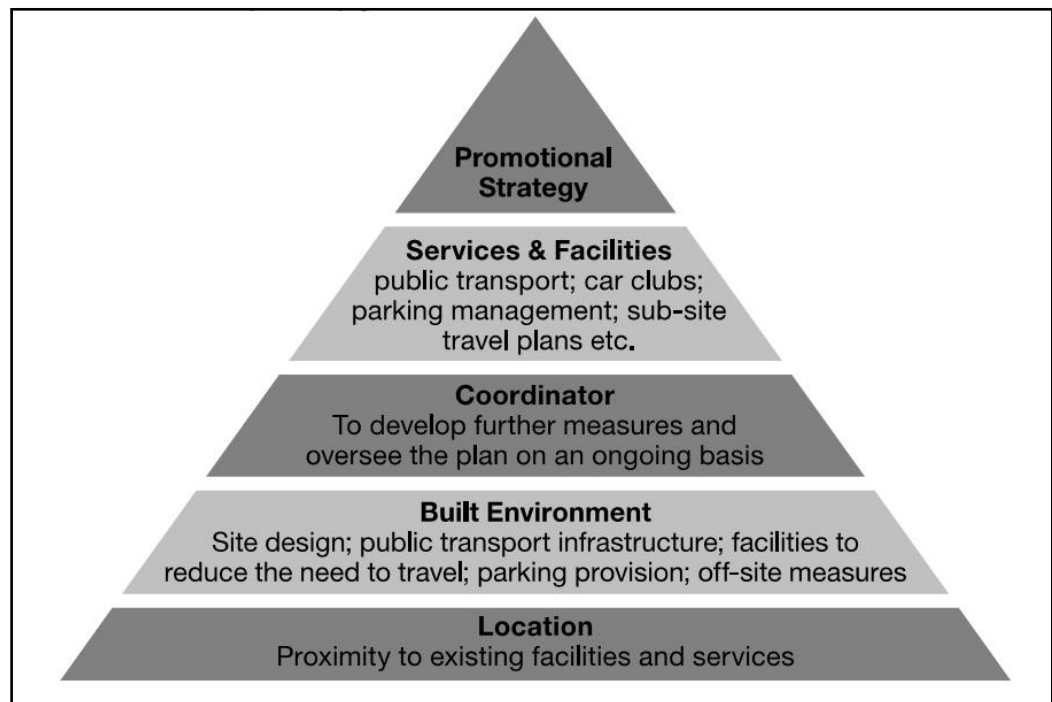


Figure 2.1 – The Travel Plan Pyramid

- 2.2.4** The hierarchy of 5 tiers of measures and criteria are well illustrated in pyramid form since the concept presented within that “good practice” is that each higher layer builds upon the more important foundations of the criteria and initiatives below it.
- 2.2.5** The most important layer of the pyramid is considered to be the base. This shows the key to making Travel Plans work is the actual location of the development and its proximity to local facilities and services essential to everyday life.
- 2.2.6** The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel, which in this instance is again linked to the existing level of provision to facilitate sustainable travel.
- 2.2.7** As indicated in level 3 of the pyramid, the Travel Plan Coordinator will be free to develop further measures to maximise the sustainability of the site.

- 2.2.8** The fourth layer of the pyramid looks at how parking management and public transport can influence travel choice, while the top layer of the pyramid relates to how the Travel Plan will be marketed and how the measures within are to be promoted.

3 MANAGEMENT MEASURES

3.1 Introduction

3.1.1 The following provides a summary of the measures that will be implemented by this Travel Plan, which are discussed in more detail below:

- i) Appointment of Travel Plan Co-ordinator
- ii) Resident's Travel Pack
- iii) Travel Awareness and Information
- iv) Promotion of Lift Share Scheme
- v) Encouraging Walking/Cycling
- vi) Encouraging Home Working and Delivery Services
- vii) Encouraging Travel by Public Transport
- viii) Marketing and Promotion

3.2 Appointment of Travel Plan Co-ordinator

3.2.1 A Travel Plan Co-ordinator (TPC) will be appointed by the housebuilder or developer at least one month prior to occupation of the first dwelling.

3.2.2 The TPC will be responsible for all aspects of the Travel Plan. Their primary functions will be:

- Liaison with the local planning and highway authorities;
- Provision of a Resident's Travel Pack containing information for residents;
- Promotion of the sustainable transport options available to residents by providing information on local public transport, cycle, walking and car sharing schemes; and

- Maintenance of all necessary systems, data and paperwork.

3.2.3 The role of the TPC will also be to develop and manage the Site's Travel Plan.

3.2.4 Their duties will include monitoring, reviewing targets and forming action plans if an area of the Travel Plan is underperforming. Annual progress reports will be prepared and submitted to the Council.

3.2.5 Details of the nominated TPC will be submitted to the Planning and Highway Authorities, and the appropriate local bus companies, at least one month prior to first occupation of the site. Similarly, the TPC will be advised of appropriate contact personnel at the Council.

3.3 Resident's Travel Pack

3.3.1 A Travel Plan is an important component of new development. It is a document created as part of the planning application process, but it comes fully into force when a development becomes operational. It will then evolve with the Site over a number of years with input from Residents, the TPC and feedback from the Local Authorities.

3.3.2 It promotes sustainable travel patterns from development inception by ensuring that prospective residents are aware of the Travel Plan and its objectives at the earliest opportunity. This encourages all new residents to consider the travel options available to them and what trips could be undertaken by sustainable means.

3.3.3 The following section discusses the active travel network serving the Site, which connects the site to a wide range of local facilities. Similarly, the local bus services will encourage residents to use public transport as a primary means of travel where appropriate.

3.3.4 The content of the Travel Pack will be updated over time when new resources and information become available; however, the following basic information will be included within the first issue:

- information relating to local walking and cycling routes.
- information on the local bus and rail timetables, including online information and local journey planner services.
- Information about the local area and identification of the local amenities and facilities , e.g. the location, distance and routes to the local shops, schools, Post Offices, Doctor Surgeries, Hospitals, Banks, Libraries, Parks, attractions and other local amenities.
- Copies of the most recently published public transport information and the online equivalent.
- Details of other websites and sources of information that can help plan sustainable travel such as:
 - Public Transport - Links to timetable information e.g. www.traveline.info and www.nationalrail.co.uk.
 - Car Sharing - Links to websites that co-ordinate car sharing such as www.enterprise-carshare.com, and www.liftshare.org.uk to encourage car sharing.
 - Cycling - Link to the Cycling UK charity website www.cyclinguk.org and Sustrans www.sustrans.org.uk.
 - Local Amenities - local supermarkets and delivery services offering online shopping (reduce the need for car travel).

3.3.5 The first issue of the Resident's Travel Pack will be the responsibility of the house builder.

3.4 Travel Awareness and Information

- 3.4.1 All prospective residents will be made aware of the Travel Plan and its aims. Resident Travel Packs will be issued to all new residents prior to occupation and prospective buyers will be made aware of the Travel Plan when viewing properties to promote the sustainable travel opportunities of the Site.

3.5 Promotion of the Lift Share Scheme

- 3.5.1 The TPC will promote the use of lift sharing, encouraging residents interested in lift sharing to register on the Wales Liftshare website. The site allows users to register their details, where they are travelling to, if they are offering a lift or need a lift to their destination. This site will then provide information on matching lift share opportunities.
- 3.5.2 The website can be found at liftshare.com/uk/community/wales

3.6 Encouraging Walking/Cycling

- 3.6.1 Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site.
- 3.6.2 If there is interest in walking or cycling schemes, the TPC could review the potential for the provision of walking / cycling signage, or provide details of walks and cycle routes. That information could identify the distances to key destinations served by the route, along with information on the local services and amenities in those areas.

3.7 Encouraging Travel by Public Transport

- 3.7.1 The TPC will liaise with the local bus operators to promote the use of bus and rail services and ensure that up to date timetable information is readily available to residents.

- 3.7.2** Travel by public transport will be promoted and residents will be encouraged to access the public transport information provided on relevant websites, as well as utilising the Journey Planning tools available.

3.8 Marketing and Promotion

- 3.8.1** To ensure that potential residents of the site are informed about the Travel Plan and its goals from the earliest stage, the Travel Plan will have a significant presence within the sales suite of the development. This will include a display outlining the sustainable travel options available from the site and the travel measures being implemented to promote their use.
- 3.8.2** The sales staff will be given training to promote the Travel Plan as an asset and selling point of the development. Key concepts relating to the site's accessibility will also be included within marketing and sales particulars.

4 ACCESSIBILITY BY NON-CAR MODES

4.1 Introduction

4.1.1 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.

4.1.2 As set out in the above section, the principle of the PPW policy is to encourage sustainable travel. This includes:

- *“Enabling More Sustainable Travel Choices – measures to increase walking, cycling and public transport, reduce dependency on the car for daily travel;*
- *Network Management – measures to make best use of the available capacity, supported by targeted new infrastructure; and*
- *Demand Management – the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles.”*

4.1.3 New development should therefore seek to influence the predominant mode of travel in order to achieve a shift in mode split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

4.1.4 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.

4.2 Access on Foot

4.2.1 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.

4.2.2 Existing footways are provided on the southern side of Peulwys Lane, located around 40 metres from the site access. These link to the wider pedestrian network. The site would be connected to the existing footway network on Peulwys Lane via a proposed 3 metre footway along the southern side of the carriageway and a 2-metre footway on the northern side. This is shown in **Plan 2**.

4.2.3 The proposals will also see the development of the Active Travel Integrated Network via the Marine Roundabout junction improvement. The aim of the network is to encourage people to walk or cycle for short journeys to access a workplace or educational establishment or to access health, leisure or other services or facilities and to ultimately make Wales a walking and cycling nation.

4.2.4 Included in the Integrated Walking Network, in the vicinity of the site, is the Llwybrau cerdded arfaethedig Existing walking route and the Llwybrau cerdded a beicio arfaethedig proposed walking and cycling route. These routes run along the B5383 Llanallan Road and the A547 and provide links to the centre of Old Colwyn and Colwyn Bay as shown in **Figure 5.1** below.

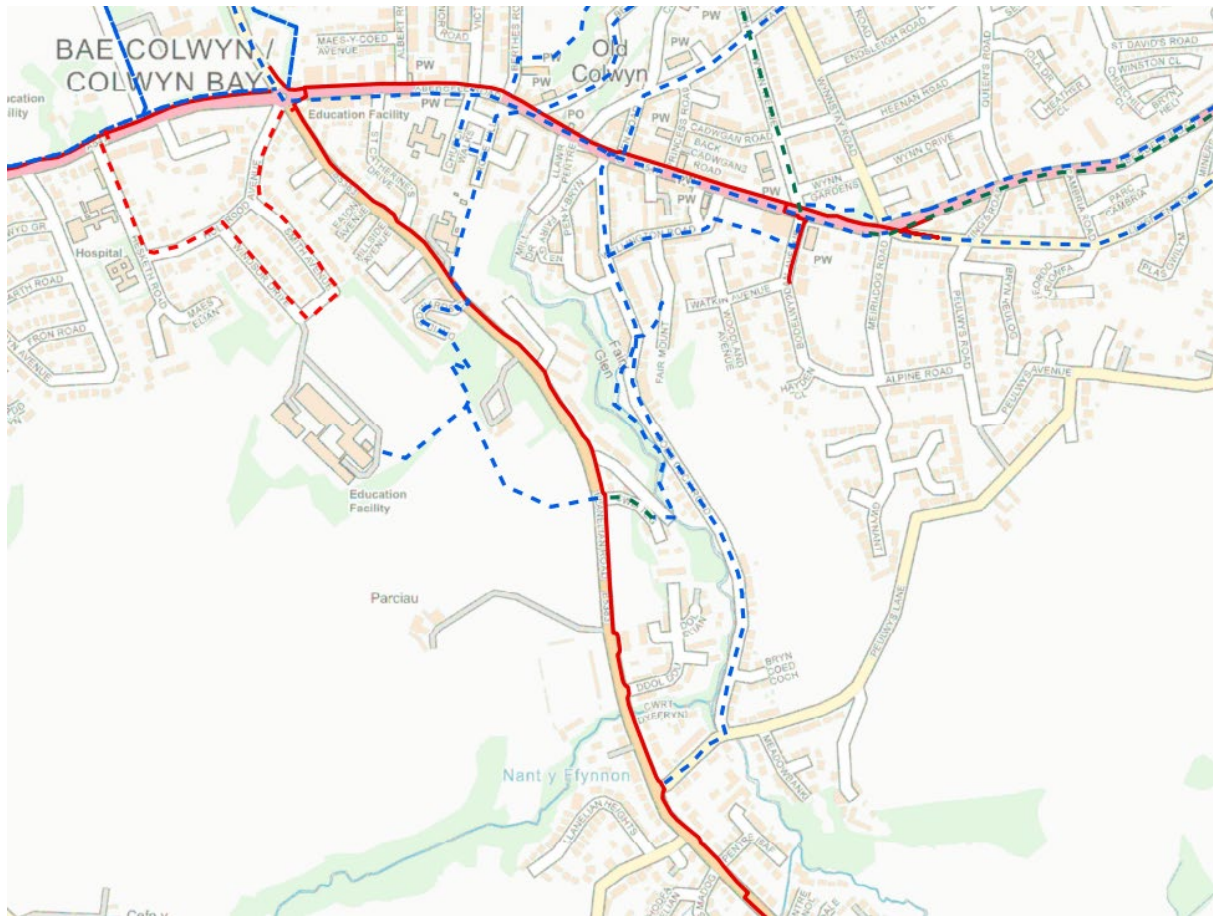


Figure 5.1 – Map of Integrated Walking Network

- 4.2.5** The above figure shows that the site is well placed to connect with the Integrated Walking Network surrounding the site. This will promote the use of active travel between the site and the leisure, health and employment and education facilities within the town centre. It will also provide access to the surrounding countryside areas for leisure and wellbeing purposes.
- 4.2.6** The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. **Table 5.1** suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'.

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

4.2.7 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’.*

4.2.8 **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

4.2.9 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;
- Personal business – 1,600 metres.

4.2.10 Overall, in its 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 below.

85 th 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

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

4.2.12 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.’

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

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

4.2.15 The 2,000-metre pedestrian catchment illustrates that almost the entirety of the Old Colwyn town centre boundary, including the primary shopping area, falls

within the 2km catchment. Clearly, this represents a key destination for potential employment, retail and leisure trips.

4.2.16 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:

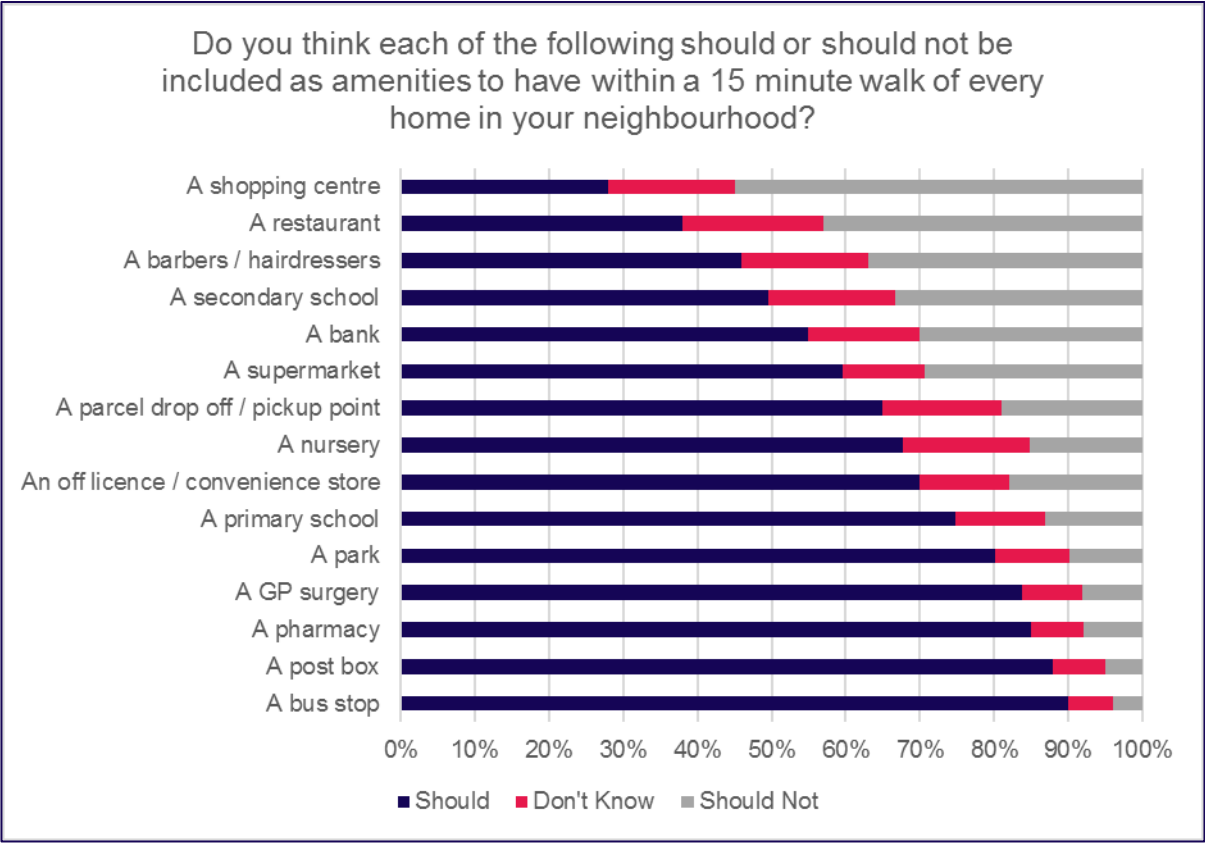


Figure 5.2 YouGov Poll Results (Source YouGov)

4.2.17 The above table 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 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.

4.2.18 **Plan 6** 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.

4.2.19 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 pharmacy / GP surgery and a local convenience store.

4.2.20 **Table 5.4** below, shows the walking distance from the centre of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether the particular amenity is within the ‘preferred maximum’ walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Colwyn Bay Football Club	650m	1,600m	YES
Fairy Glen Nature Reserve	700m	1,600m	YES
Boots Pharmacy	750m	1,600m	YES
Meddygfa Cadwgan - Cadwgan Surgery	750m	1,600m	YES
ALDI	900m	1,600m	YES
T Gwynn Jones Infant School	1,200m	3,200m	YES
Old Colwyn Post Office	1,200m	1,600m	YES
Old Colwyn Junior School	1,400m	3,200m	YES
The Marine	1,500m	3,200m	YES
Ysgol Bryn Elan	2,000m	1,600m	YES

Table 5.4 Distance from Site to Local Facilities

- 4.2.21** 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.

4.3 Access by Cycle

- 4.3.1** Cycling represents a realistic alternative mode to car travel for some site journeys.
- 4.3.2** Clearly, the new advice contained within the Highway Code, which was updated on 29th January 2022, will improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders. Most of the new advice relates to where cyclists should position themselves within the lane in various traffic conditions and motorists being required to give cyclists priority in slow moving traffic and locations where there is insufficient room for vehicles to overtake cyclists safely, allowing 1.5-metres for cyclists when overtaking them.
- 4.3.3** 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 Colwyn Bay, Rhos on Sea, Dolwen, Abergel, Llandulas and Betws-yn-Rhos.
- 4.3.4** National Cycle Route 5 is located to the north of the development site. It provides access along the north coast of Wales, connecting Llandudno to the west, to Rhyl to the east. It is majority an off-road route and can be accessed via a 10-minute cycle from the site.
- 4.3.5** Also, as part of the Active Travel Integrated Network there are numerous proposed cycle networks located in the vicinity of the site. As can be seen in **Figure 5.3** below, the blue dashed line shows a future proposed walking and cycling routes which would provide access throughout Old Colwyn and the surrounding nearby areas.

- 4.3.6 The green dashed line shows future proposed cycling routes, providing access throughout Old Colwyn and to the North Wales coast.

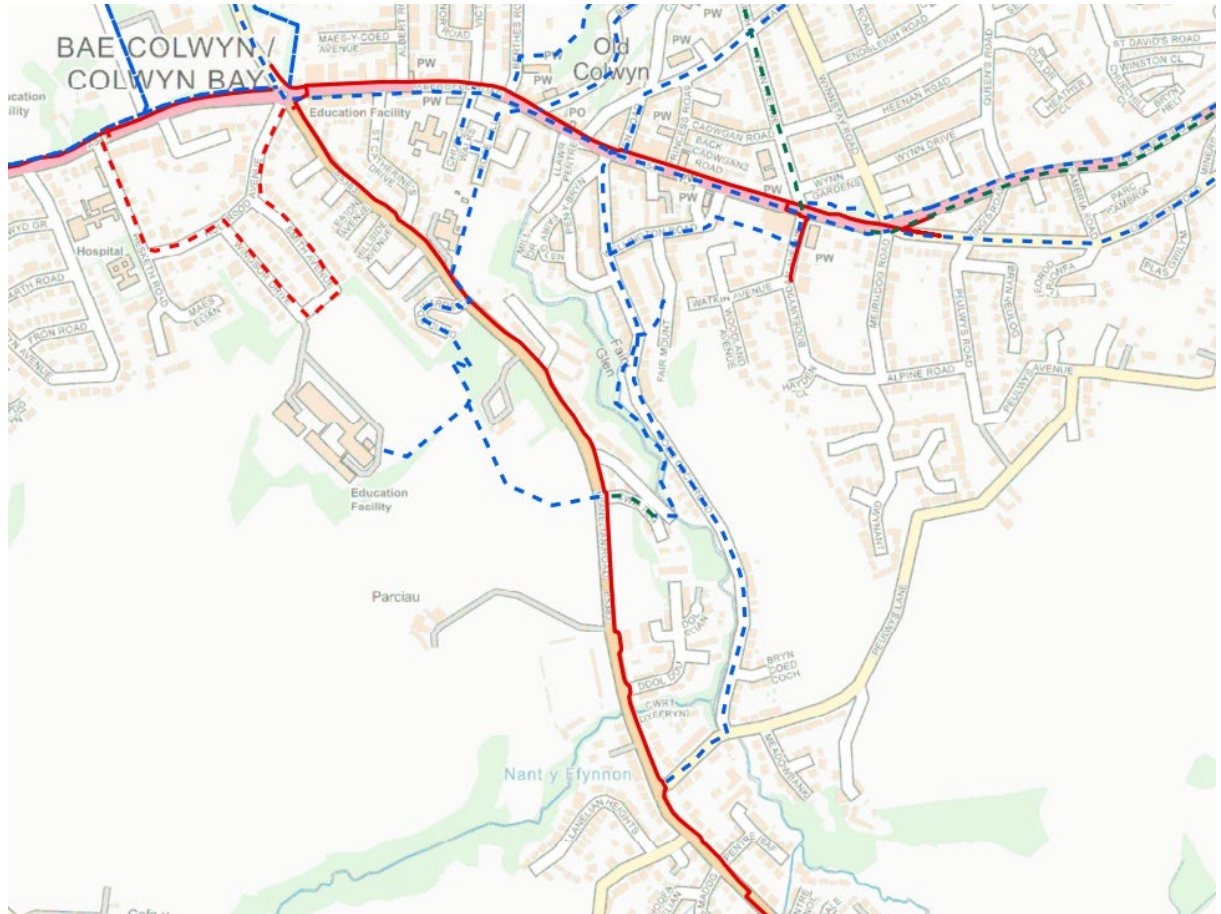


Figure 5.3 – Map of proposed cycle routes

- 4.3.7 The site can therefore be considered as being accessible by cycle.

4.4 Access by Bus

- 4.4.1 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.

4.4.2 The nearest bus stop to the site is located along the B5383 Llanelian Road to the west of the development site. This stop consists of a bus stop pole and timetable. Additional bus stops are located further along the B5383 Llanelian Road.

4.4.3 Around a 17-minute walk north of the site, the bus stops along the A547 Abergele Road, provide access to further frequent bus services. Buses from these stops provide access to destinations including Rhyl and Llandudno. All of the nearest bus stops to the site are shown on **Plan 6**.

4.4.4 A summary of the services available from the nearest bus stops 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	
21	Colwyn Bay – Abergele	-	3 services	-	-	3 services	-	-
21	Abergele – Colwyn Bay	-	3 services	-	-	3 services	-	-
23	Old Colwyn – Colwyn Bay	1 service	Every 60-mins	2 services	1 service	Every 60-mins	2 services	-

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

4.4.5 As can be seen from **Table 5.5**, the nearest bus stops to the site provide various services throughout the day to destinations such as Colwyn Bay and Abergele.

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

Destination	Duration
Colwyn Bay	5 mins
Abergele	30 mins

Table 5.6 Example Bus Journey Times from the Site

4.4.7 The above table demonstrates that Colwyn Bay is just an 5-minute bus journey from the site, and Abergele is a 30-minute bus journey.

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

4.5 Access by Rail

4.5.1 The closest rail station to the site is Colwyn Bay; despite being located outside of the 2km pedestrian catchment it can be accessed via a 12-minute bus journey on the no. 23 service or a 13-minute cycle. The station is managed by Transport for Wales and has 2 platforms, offering 6 services per hour to destinations local destinations and also wider national destinations such as Birmingham International, Manchester Airport and London Euston.

4.5.2 This provides opportunities for commuting/leisure trips from the site to be undertaken by It also provides connections to the public transport network, which will also facilitate non-car travel to and from the proposed development by rail.

4.6 Accessibility Summary

4.6.1 The proposals have been considered in terms of accessibility by non-car modes of transport.

4.6.2 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 site and the surrounding area, including Old Colwyn centre;
- it has been demonstrated that the site is accessible by cycle, with a number of national cycle routes being located within close proximity of the site;
- the services from the bus stops on Llanellian Road, travelling to destinations such as Colwyn Bay and Abergele, show that the proposed development can be considered as accessible by bus;
- the site is accessible via rail with Colwyn Bay station located just a short bus journey or cycle from the site.

4.6.3 In light of the above, it is considered that the site is accessible by non-car modes of transport and that it would cater for the 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.

5 TRAVEL PLAN TARGETS

5.1 Introduction

- 5.1.1** This section considers the operation of the Travel Plan once the development has been completed, occupied and the site is operational. The Travel Plan provides targets against which the success of the Plan in achieving its objectives will be measured.
- 5.1.2** The targets are designed to be quantifiable, relevant to both measures and objectives in the Plan and include a timescale.
- 5.1.3** In order to set the targets, further information 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.
- 5.1.4** More accurate information to establish the baseline targets, however, will be obtained from a Residents Travel Survey which will be undertaken within one month of the development being 75% occupied.
- 5.1.5** Suitable targets for reducing the need to travel by private car will be set against the baseline targets and agreed with the Council and included in the final Residential Travel Plan for the whole development.

5.2 Potential Targets

- 5.2.1** The Travel Plan targets are designed to be quantifiable, be relevant to both the Plan's measures and objectives and include a timescale within which they should be achieved.
- 5.2.2** Targets that can be included within a Travel Plan include:

- Car trips per household - targets set on the basis of predicted trip rates for the development.
- Uptake of alternatives to car travel - targets for bus patronage, registration and participation in the Liftshare car share scheme, cycle counts and pedestrian counts.
- Car ownership and mode of travel - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode.
- Travel Plan awareness targets - for example, a target can be established to ensure a significant percentage of residents are aware of the Travel Plan and its purpose.

5.3 Action Plan

5.3.1 **Table 5.1** below sets out the key tasks that will need to be undertaken by the Travel Plan Co-ordinator. The Action Plan includes timescales to assist the TPC with implementing 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	Housebuilder
Production of Residents Travel Pack	Upon Occupation	Resident travel survey	Housebuilder
Undertake initial travel surveys	Within 1 month of reaching 75% occupation of development	Receipt of survey results	TPC

Action	Target Date	Indicator/Measured by	Responsibility
Agree Travel Plan Targets	1 month after initial travel survey undertaken	Receipt of written agreements of targets	TPC
Achieve target car driver travel to work mode split	5 years after initial travel survey	Residents travel surveys conducted in years 1, 3 and 5	TPC

Table 5.1 – Travel Plan Action Plan and Timescales

6 PLAN MONITORING AND ASSESSMENT

6.1.1 Travel Plan monitoring typically takes place on the following basis:

- Early on in the occupation period of the site - for example, triggered by 75% occupancy to provide the information base for the review of the plan;
- Annually, or at least every two years thereafter, to provide on-going information on the impact of the plan;
- Monitoring should take place over a wide range of time periods to review the different patterns of journeys that can be generated by residential development.

6.1.2 The monitoring could include items such as:

- 'Full residential surveys' to be completed in year 1, year 3 and year 5, with 'snapshot' surveys completed every 6 to 12 months.
- Feedback from bus operators to establish demand for local bus services and provide an understanding of how the demand might integrate with existing timetables.

6.1.3 A Final Travel Plan will be produced once planning permission has been granted. The production of that document will consider of how best to monitor and measure the success of the Travel Plan. Appropriate monitoring arrangements will also be agreed with the Local Planning Authorities.

6.1.4 Annual progress reports will be submitted as part of the monitoring and assessment process. This will summarise the results of the travel surveys with regards to targets, budgets, general effectiveness and current initiatives. The report will be submitted to the Local Authority no later than one month following the anniversary of the Travel Plan approval.

- 6.1.5** The monitoring of the Travel Plan will identify which measures are proving most effective and which are not performing as intended. This will enable the effective measures to be promoted further, whilst ineffective measures can be reviewed and rectified. The monitoring also provides an opportunity to identify any existing barriers to sustainable trip making and what initiatives could be used to overcome them. New initiatives for the coming year will also be identified by the report.

7 CONCLUSIONS

- 7.1.1** This Travel Plan has identified how the proposed development seeks to promote travel by sustainable modes and reduce the dependency of the private car. It has presented a series of measures that will be implemented to support the reduction in car usage, particularly for single car occupancy trips.
- 7.1.2** The aims of the Travel Plan are to:
- encourage residents to use sustainable modes of transport;
 - reduce the reliance on single car occupancy journeys; and
 - generally reduce traffic related pollution and noise.
- 7.1.3** This Travel Plan provides information on the non-car modes of transport that will be accessible by residents and visitors of the Site.
- 7.1.4** The Travel Plan also identifies the wide range of measures and actions that will be used to encourage walking, cycling, public transport use and car sharing.
- 7.1.5** The Travel Plan will be managed by a Travel Plan Co-ordinator, who will ensure that the Travel Plan is implemented and operating effectively. They will also be a point of contact for residents and the Local Authority.
- 7.1.6** The Travel Plan Coordinator will conduct Resident Travel Surveys to establish the baseline travel characteristics of the site and consider how sustainable trip making could be enhanced. From that baseline, Travel Plan targets will be set and agreed with the Travel Plan team at the Council.
- 7.1.7** It can therefore be concluded that the proposals will provide a highly sustainable development and should be considered acceptable to the local highway authority.

APPENDIX 2

Traffic Survey Data

Old Colwyn ATC 1, Holyrood Avenue



Direction: Northeastbound

Hour Beginning	Wed 09/07/2025	Thu 10/07/2025	Fri 11/07/2025	Sat 12/07/2025	Sun 13/07/2025	Mon 14/07/2025	Tue 15/07/2025	5-Day Ave.	7-Day Ave.
00:00	2	2	0	1	5	1	1	1	2
01:00	1	0	0	0	3	0	0	0	1
02:00	0	1	0	2	0	0	0	0	0
03:00	0	0	0	1	2	0	0	0	0
04:00	1	3	1	1	2	3	0	2	2
05:00	1	1	1	0	1	4	1	2	1
06:00	12	19	11	7	6	17	17	15	13
07:00	37	36	30	15	12	42	37	36	30
08:00	163	148	163	25	23	138	144	151	115
09:00	38	37	40	23	18	43	41	40	34
10:00	29	32	42	31	35	48	38	38	36
11:00	27	43	49	31	33	35	41	39	37
12:00	45	47	44	31	27	46	49	46	41
13:00	43	48	37	23	19	30	48	41	35
14:00	59	79	91	26	24	73	97	80	64
15:00	108	89	108	32	19	91	92	98	77
16:00	67	64	43	24	13	58	90	64	51
17:00	35	40	41	23	15	45	53	43	36
18:00	37	41	34	20	11	29	42	37	31
19:00	34	30	23	22	27	48	22	31	29
20:00	20	36	14	17	11	24	28	24	21
21:00	8	8	7	8	5	4	11	8	7
22:00	3	4	10	8	3	4	0	4	5
23:00	2	2	8	7	4	3	3	4	4
Total									
12H(7-19)	688	704	722	304	249	678	772	713	588
16H(6-22)	762	797	777	358	298	771	850	791	659
18H(6-24)	767	803	795	373	305	778	853	799	668
24H(0-24)	772	810	797	378	318	786	855	804	674
AM Peak	08:00 163	08:00 148	08:00 163	10:00 31	10:00 35	08:00 138	08:00 144	08:00 151	08:00 115
PM Peak	15:00 108	15:00 89	15:00 108	15:00 32	12:00 27	15:00 91	14:00 97	15:00 98	15:00 77

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Direction: Southwestbound

Hour Beginning	Wed 09/07/2025	Thu 10/07/2025	Fri 11/07/2025	Sat 12/07/2025	Sun 13/07/2025	Mon 14/07/2025	Tue 15/07/2025	5-Day Ave.	7-Day Ave.
00:00	2	2	0	3	3	0	3	1	2
01:00	2	0	1	0	6	1	0	1	1
02:00	1	0	0	1	0	0	0	0	0
03:00	1	0	0	3	2	0	0	0	1
04:00	0	0	0	0	0	1	0	0	0
05:00	2	2	3	1	0	3	3	3	2
06:00	5	11	4	1	2	11	8	8	6
07:00	64	62	69	16	10	75	65	67	52
08:00	179	188	173	16	8	180	178	180	132
09:00	36	39	24	21	13	33	36	34	29
10:00	33	39	34	29	16	35	32	35	31
11:00	32	31	36	26	28	32	30	32	31
12:00	35	34	37	25	33	49	30	37	35
13:00	23	48	46	26	25	29	38	37	34
14:00	76	87	86	23	22	94	87	86	68
15:00	44	32	52	36	24	37	39	41	38
16:00	53	43	36	26	22	45	43	44	38
17:00	51	41	39	28	22	58	51	48	41
18:00	56	50	32	24	26	61	40	48	41
19:00	34	42	25	28	24	33	45	36	33
20:00	28	29	13	18	20	25	24	24	22
21:00	11	12	12	11	5	13	21	14	12
22:00	4	13	15	10	7	7	7	9	9
23:00	6	2	10	8	2	4	3	5	5
Total									
12H(7-19)	682	694	664	296	249	728	669	687	569
16H(6-22)	760	788	718	354	300	810	767	769	642
18H(6-24)	770	803	743	372	309	821	777	783	656
24H(0-24)	778	807	747	380	320	826	783	788	663
AM Peak	08:00 179	08:00 188	08:00 173	10:00 29	11:00 28	08:00 180	08:00 178	08:00 180	08:00 132
PM Peak	14:00 76	14:00 87	14:00 86	15:00 36	12:00 33	14:00 94	14:00 87	14:00 86	14:00 68

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Direction: Total Flow

Hour Beginning	Wed 09/07/2025	Thu 10/07/2025	Fri 11/07/2025	Sat 12/07/2025	Sun 13/07/2025	Mon 14/07/2025	Tue 15/07/2025	5-Day Ave.	7-Day Ave.
00:00	4	4	0	4	8	1	4	3	4
01:00	3	0	1	0	9	1	0	1	2
02:00	1	1	0	3	0	0	0	0	1
03:00	1	0	0	4	4	0	0	0	1
04:00	1	3	1	1	2	4	0	2	2
05:00	3	3	4	1	1	7	4	4	3
06:00	17	30	15	8	8	28	25	23	19
07:00	101	98	99	31	22	117	102	103	81
08:00	342	336	336	41	31	318	322	331	247
09:00	74	76	64	44	31	76	77	73	63
10:00	62	71	76	60	51	83	70	72	68
11:00	59	74	85	57	61	67	71	71	68
12:00	80	81	81	56	60	95	79	83	76
13:00	66	96	83	49	44	59	86	78	69
14:00	135	166	177	49	46	167	184	166	132
15:00	152	121	160	68	43	128	131	138	115
16:00	120	107	79	50	35	103	133	108	90
17:00	86	81	80	51	37	103	104	91	77
18:00	93	91	66	44	37	90	82	84	72
19:00	68	72	48	50	51	81	67	67	62
20:00	48	65	27	35	31	49	52	48	44
21:00	19	20	19	19	10	17	32	21	19
22:00	7	17	25	18	10	11	7	13	14
23:00	8	4	18	15	6	7	6	9	9
Total									
12H(7-19)	1370	1398	1386	600	498	1406	1441	1400	1157
16H(6-22)	1522	1585	1495	712	598	1581	1617	1560	1301
18H(6-24)	1537	1606	1538	745	614	1599	1630	1582	1324
24H(0-24)	1550	1617	1544	758	638	1612	1638	1592	1337
AM Peak	08:00 342	08:00 336	08:00 336	10:00 60	11:00 61	08:00 318	08:00 322	08:00 331	08:00 247
PM Peak	15:00 152	14:00 166	14:00 177	15:00 68	12:00 60	14:00 167	14:00 184	14:00 166	14:00 132

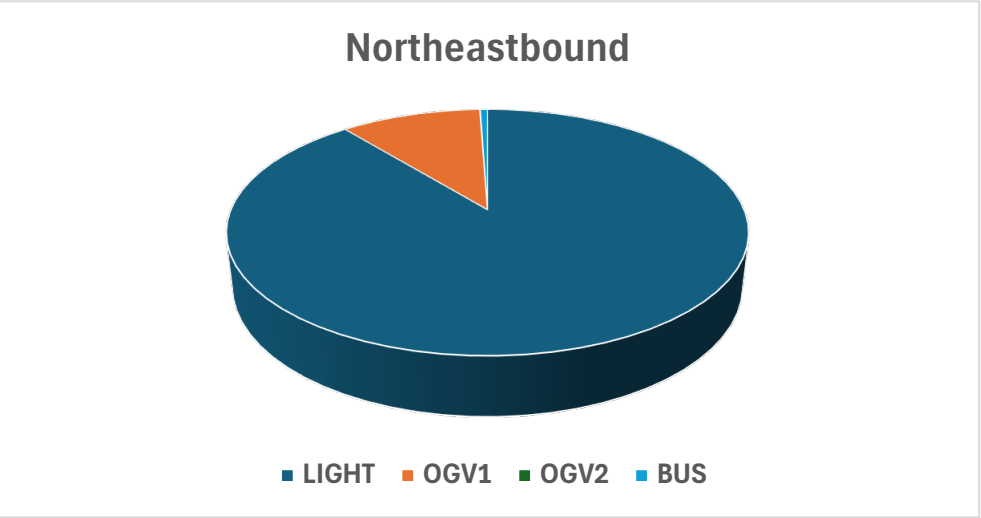
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Old Colwyn ATC 1, Holyrood Avenue

Direction: Northeastbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	772	697	70	0	5
Thu 10 Jul 2025	810	726	80	0	4
Fri 11 Jul 2025	797	701	91	2	3
Sat 12 Jul 2025	378	341	37	0	0
Sun 13 Jul 2025	318	288	29	0	1
Mon 14 Jul 2025	786	686	93	0	7
Tue 15 Jul 2025	855	761	89	0	5
5 Day Ave.	804	714	85	0	5
7 Day Ave.	674	600	70	0	4

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	100.0%	90.3%	9.1%	0.0%	0.6%
Thu 10 Jul 2025	100.0%	89.6%	9.9%	0.0%	0.5%
Fri 11 Jul 2025	100.0%	88.0%	11.4%	0.3%	0.4%
Sat 12 Jul 2025	100.0%	90.2%	9.8%	0.0%	0.0%
Sun 13 Jul 2025	100.0%	90.6%	9.1%	0.0%	0.3%
Mon 14 Jul 2025	100.0%	87.3%	11.8%	0.0%	0.9%
Tue 15 Jul 2025	100.0%	89.0%	10.4%	0.0%	0.6%
5 Day Ave.	100.0%	88.8%	10.5%	0.0%	0.6%
7 Day Ave.	100.0%	89.1%	10.4%	0.0%	0.5%

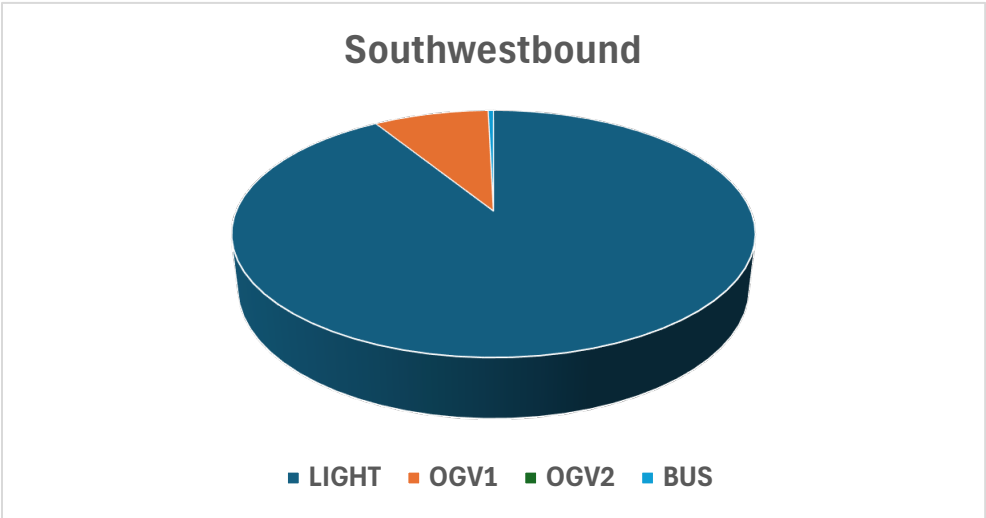
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Direction: Southwestbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	778	703	71	0	4
Thu 10 Jul 2025	807	740	63	0	4
Fri 11 Jul 2025	747	675	70	0	2
Sat 12 Jul 2025	380	352	28	0	0
Sun 13 Jul 2025	320	299	20	0	1
Mon 14 Jul 2025	826	749	75	0	2
Tue 15 Jul 2025	783	711	67	0	5
5 Day Ave.	788	716	69	0	3
7 Day Ave.	663	604	56	0	3

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	100.0%	90.4%	9.1%	0.0%	0.5%
Thu 10 Jul 2025	100.0%	91.7%	7.8%	0.0%	0.5%
Fri 11 Jul 2025	100.0%	90.4%	9.4%	0.0%	0.3%
Sat 12 Jul 2025	100.0%	92.6%	7.4%	0.0%	0.0%
Sun 13 Jul 2025	100.0%	93.4%	6.3%	0.0%	0.3%
Mon 14 Jul 2025	100.0%	90.7%	9.1%	0.0%	0.2%
Tue 15 Jul 2025	100.0%	90.8%	8.6%	0.0%	0.6%
5 Day Ave.	100.0%	90.8%	8.8%	0.0%	0.4%
7 Day Ave.	100.0%	91.1%	8.5%	0.0%	0.4%

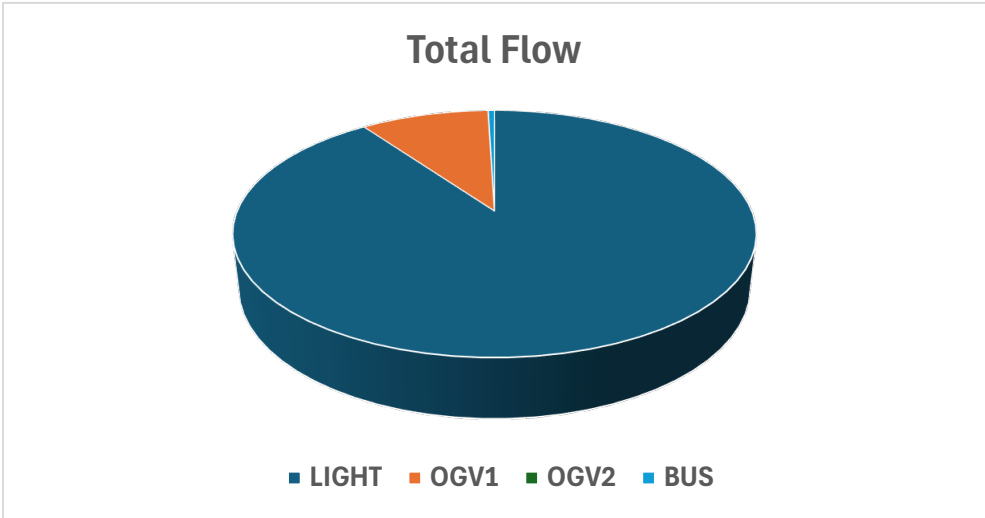
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Direction: Total Flow					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	1550	1400	141	0	9
Thu 10 Jul 2025	1617	1466	143	0	8
Fri 11 Jul 2025	1544	1376	161	2	5
Sat 12 Jul 2025	758	693	65	0	0
Sun 13 Jul 2025	638	587	49	0	2
Mon 14 Jul 2025	1612	1435	168	0	9
Tue 15 Jul 2025	1638	1472	156	0	10
5 Day Ave.	1592	1430	154	0	8
7 Day Ave.	1337	1204	126	0	6

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	100.0%	90.3%	9.1%	0.0%	0.6%
Thu 10 Jul 2025	100.0%	90.7%	8.8%	0.0%	0.5%
Fri 11 Jul 2025	100.0%	89.1%	10.4%	0.1%	0.3%
Sat 12 Jul 2025	100.0%	91.4%	8.6%	0.0%	0.0%
Sun 13 Jul 2025	100.0%	92.0%	7.7%	0.0%	0.3%
Mon 14 Jul 2025	100.0%	89.0%	10.4%	0.0%	0.6%
Tue 15 Jul 2025	100.0%	89.9%	9.5%	0.0%	0.6%
5 Day Ave.	100.0%	89.8%	9.7%	0.0%	0.5%
7 Day Ave.	100.0%	90.1%	9.4%	0.0%	0.5%

Paul Castle Associates

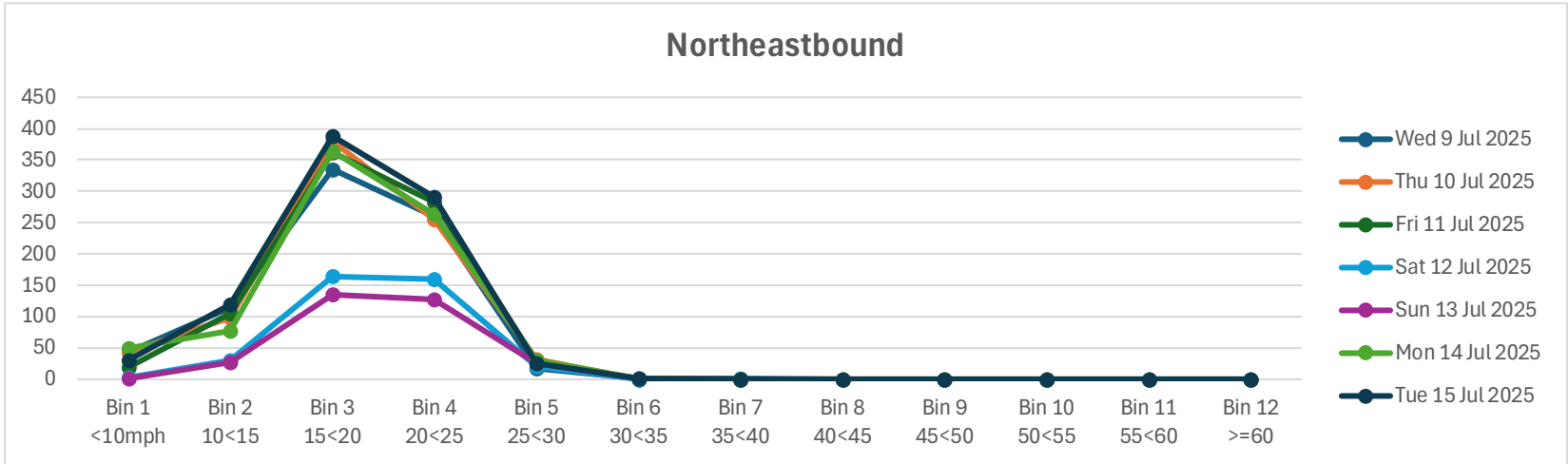


Old Colwyn ATC 1, Holyrood Avenue

Direction: Northeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	772	22.8	18.2	4.4	43	115	335	260	17	1	1	0	0	0	0	0
Thu 10 Jul 2025	810	22.9	18.4	4.4	44	98	380	256	32	0	0	0	0	0	0	0
Fri 11 Jul 2025	797	22.9	18.7	4.0	19	105	362	282	29	0	0	0	0	0	0	0
Sat 12 Jul 2025	378	23.6	19.7	3.8	3	31	164	159	21	0	0	0	0	0	0	0
Sun 13 Jul 2025	318	24.1	19.9	4.0	1	27	135	128	25	2	0	0	0	0	0	0
Mon 14 Jul 2025	786	23.1	18.5	4.4	50	77	364	264	30	1	0	0	0	0	0	0
Tue 15 Jul 2025	855	22.8	18.5	4.2	31	119	388	291	25	1	0	0	0	0	0	0
5 Day Ave.	804	22.9	18.4	4.3	37	103	366	271	27	1	0	0	0	0	0	0
7 Day Ave.	674	23.2	18.8	4.2	27	82	304	234	26	1	0	0	0	0	0	0

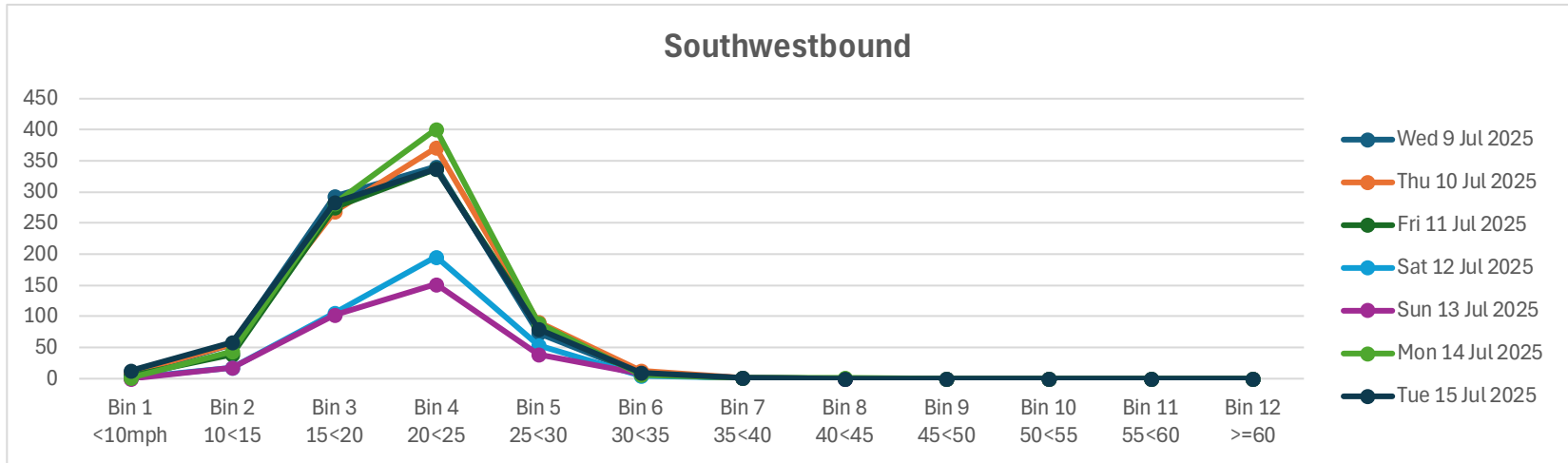
Paul Castle Associates



Direction: Southwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	778	24.8	20.4	4.2	6	55	293	341	73	8	2	0	0	0	0	0
Thu 10 Jul 2025	807	25.2	20.7	4.4	9	55	268	371	91	12	1	0	0	0	0	0
Fri 11 Jul 2025	747	25.0	20.7	4.1	4	39	275	337	84	6	2	0	0	0	0	0
Sat 12 Jul 2025	380	25.8	21.5	4.1	1	17	106	196	54	4	2	0	0	0	0	0
Sun 13 Jul 2025	320	25.8	21.3	4.3	0	17	103	152	38	8	2	0	0	0	0	0
Mon 14 Jul 2025	826	25.1	20.9	4.0	2	44	281	401	89	7	1	1	0	0	0	0
Tue 15 Jul 2025	783	24.9	20.3	4.4	13	59	284	337	80	9	1	0	0	0	0	0
5 Day Ave.	788	25.0	20.6	4.2	7	50	280	357	83	8	1	0	0	0	0	0
7 Day Ave.	663	25.2	20.8	4.2	5	41	230	305	73	8	2	0	0	0	0	0

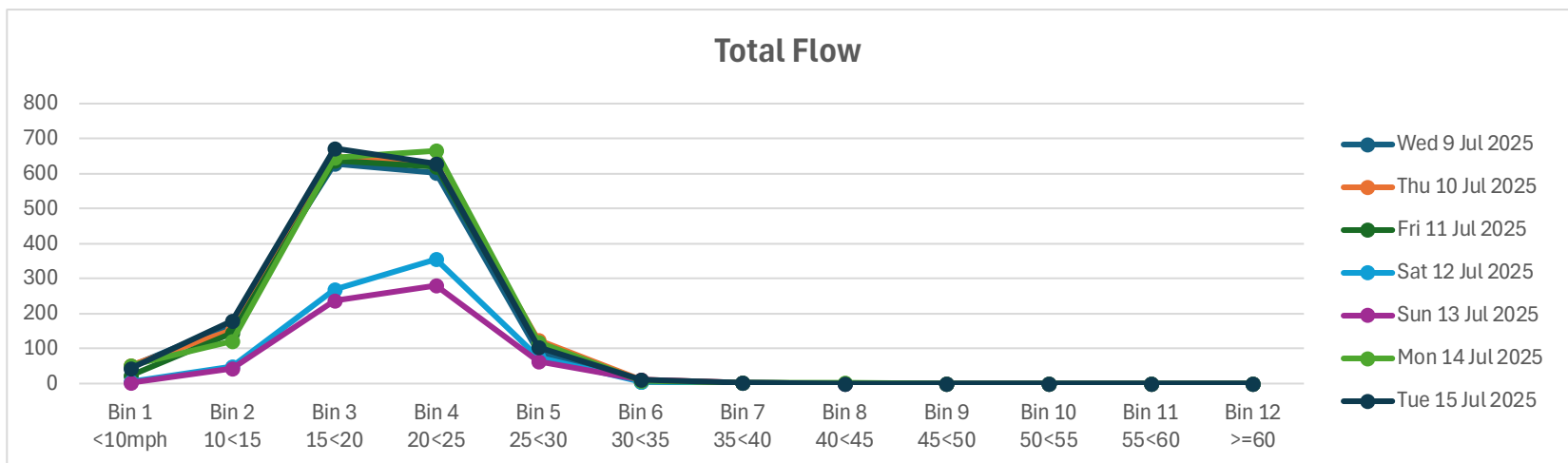
Paul Castle Associates



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	1550	23.9	19.3	4.5	49	170	628	601	90	9	3	0	0	0	0	0
Thu 10 Jul 2025	1617	24.2	19.5	4.5	53	153	648	627	123	12	1	0	0	0	0	0
Fri 11 Jul 2025	1544	24.1	19.7	4.2	23	144	637	619	113	6	2	0	0	0	0	0
Sat 12 Jul 2025	758	24.8	20.6	4.0	4	48	270	355	75	4	2	0	0	0	0	0
Sun 13 Jul 2025	638	25.0	20.6	4.2	1	44	238	280	63	10	2	0	0	0	0	0
Mon 14 Jul 2025	1612	24.3	19.7	4.4	52	121	645	665	119	8	1	1	0	0	0	0
Tue 15 Jul 2025	1638	23.9	19.4	4.4	44	178	672	628	105	10	1	0	0	0	0	0
5 Day Ave.	1592	24.1	19.5	4.4	44	153	646	628	110	9	2	0	0	0	0	0
7 Day Ave.	1337	24.3	19.8	4.3	32	123	534	539	98	8	2	0	0	0	0	0

Paul Castle Associates



Old Colwyn ATC 1, Holyrood Avenue

Direction: Northeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	56	23.4	18.6	4.7	4	6	22	22	2	0	0	0	0	0	0	0
Thu 10 Jul 2025	75	23.4	19.8	3.5	0	7	29	37	2	0	0	0	0	0	0	0
Fri 11 Jul 2025	91	23.2	19.5	3.6	0	7	45	34	5	0	0	0	0	0	0	0
Sat 12 Jul 2025	62	24.5	20.6	3.8	0	5	18	34	5	0	0	0	0	0	0	0
Sun 13 Jul 2025	68	23.3	19.5	3.7	0	6	33	25	4	0	0	0	0	0	0	0
Mon 14 Jul 2025	83	22.9	19.1	3.7	0	10	39	31	3	0	0	0	0	0	0	0
Tue 15 Jul 2025	79	23.1	19.6	3.4	0	8	30	41	0	0	0	0	0	0	0	0
5 Day Ave.	77	23.2	19.3	3.8	1	8	33	33	2	0	0	0	0	0	0	0
7 Day Ave.	73	23.4	19.5	3.7	1	7	31	32	3	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Southwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	65	25.1	21.1	3.8	0	2	23	32	7	1	0	0	0	0	0	0
Thu 10 Jul 2025	70	27.7	22.4	5.1	1	4	14	31	17	2	1	0	0	0	0	0
Fri 11 Jul 2025	70	25.5	20.9	4.5	0	4	28	27	10	0	1	0	0	0	0	0
Sat 12 Jul 2025	55	27.6	23.2	4.2	0	1	9	29	14	1	1	0	0	0	0	0
Sun 13 Jul 2025	44	25.2	20.7	4.3	0	5	12	21	6	0	0	0	0	0	0	0
Mon 14 Jul 2025	67	25.3	21.2	4.0	0	5	18	34	10	0	0	0	0	0	0	0
Tue 15 Jul 2025	62	27.9	22.7	5.1	1	4	8	32	14	2	1	0	0	0	0	0
5 Day Ave.	67	26.3	21.6	4.5	0	4	18	31	12	1	1	0	0	0	0	0
7 Day Ave.	62	26.3	21.7	4.4	0	4	16	29	11	1	1	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	121	24.5	20.0	4.4	4	8	45	54	9	1	0	0	0	0	0	0
Thu 10 Jul 2025	145	25.8	21.1	4.6	1	11	43	68	19	2	1	0	0	0	0	0
Fri 11 Jul 2025	161	24.3	20.1	4.0	0	11	73	61	15	0	1	0	0	0	0	0
Sat 12 Jul 2025	117	26.2	21.9	4.2	0	6	27	63	19	1	1	0	0	0	0	0
Sun 13 Jul 2025	112	24.1	20.0	4.0	0	11	45	46	10	0	0	0	0	0	0	0
Mon 14 Jul 2025	150	24.1	20.0	4.0	0	15	57	65	13	0	0	0	0	0	0	0
Tue 15 Jul 2025	141	25.6	20.9	4.5	1	12	38	73	14	2	1	0	0	0	0	0
5 Day Ave.	144	24.9	20.4	4.3	1	11	51	64	14	1	1	0	0	0	0	0
7 Day Ave.	135	24.9	20.6	4.2	1	11	47	61	14	1	1	0	0	0	0	0

Paul Castle Associates

Old Colwyn ATC 1, Holyrood Avenue

Direction: Northeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	167	22.7	18.3	4.2	9	21	73	62	2	0	0	0	0	0	0	0
Thu 10 Jul 2025	168	22.5	17.2	5.1	24	23	69	47	5	0	0	0	0	0	0	0
Fri 11 Jul 2025	199	22.3	17.8	4.3	8	43	83	61	4	0	0	0	0	0	0	0
Sat 12 Jul 2025	58	22.4	18.5	3.7	1	8	27	22	0	0	0	0	0	0	0	0
Sun 13 Jul 2025	43	24.7	20.4	4.1	0	4	15	19	5	0	0	0	0	0	0	0
Mon 14 Jul 2025	164	22.7	17.8	4.7	11	25	81	38	8	1	0	0	0	0	0	0
Tue 15 Jul 2025	189	21.9	17.5	4.2	7	44	81	55	2	0	0	0	0	0	0	0
5 Day Ave.	177	22.4	17.7	4.5	12	31	77	53	4	0	0	0	0	0	0	0
7 Day Ave.	141	22.7	18.2	4.3	9	24	61	43	4	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Southwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	120	24.7	20.9	3.7	0	5	42	61	11	1	0	0	0	0	0	0
Thu 10 Jul 2025	119	25.2	21.1	4.0	0	6	39	57	16	1	0	0	0	0	0	0
Fri 11 Jul 2025	138	24.4	19.9	4.3	2	13	54	55	13	1	0	0	0	0	0	0
Sat 12 Jul 2025	59	24.4	20.9	3.4	0	2	20	32	5	0	0	0	0	0	0	0
Sun 13 Jul 2025	46	24.1	20.2	3.8	0	3	19	20	4	0	0	0	0	0	0	0
Mon 14 Jul 2025	131	24.6	20.5	4.0	1	8	49	58	15	0	0	0	0	0	0	0
Tue 15 Jul 2025	126	23.2	19.1	4.0	2	14	58	46	6	0	0	0	0	0	0	0
5 Day Ave.	127	24.4	20.3	4.0	1	9	48	55	12	1	0	0	0	0	0	0
7 Day Ave.	106	24.4	20.4	3.9	1	7	40	47	10	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	287	23.7	19.4	4.2	9	26	115	123	13	1	0	0	0	0	0	0
Thu 10 Jul 2025	287	24.0	18.8	5.1	24	29	108	104	21	1	0	0	0	0	0	0
Fri 11 Jul 2025	337	23.3	18.7	4.5	10	56	137	116	17	1	0	0	0	0	0	0
Sat 12 Jul 2025	117	23.6	19.7	3.7	1	10	47	54	5	0	0	0	0	0	0	0
Sun 13 Jul 2025	89	24.4	20.3	3.9	0	7	34	39	9	0	0	0	0	0	0	0
Mon 14 Jul 2025	295	23.8	19.0	4.6	12	33	130	96	23	1	0	0	0	0	0	0
Tue 15 Jul 2025	315	22.5	18.2	4.2	9	58	139	101	8	0	0	0	0	0	0	0
5 Day Ave.	304	23.5	18.8	4.5	13	40	126	108	16	1	0	0	0	0	0	0
7 Day Ave.	247	23.6	19.2	4.3	9	31	101	90	14	1	0	0	0	0	0	0

Paul Castle Associates

Old Colwyn ATC 1, Holyrood Avenue

Direction: Northeastbound					
09/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	1	1	0	0	0
06:00	12	12	0	0	0
07:00	37	29	8	0	0
08:00	163	149	13	0	1
09:00	38	34	4	0	0
10:00	29	26	3	0	0
11:00	27	24	3	0	0
12:00	45	40	5	0	0
13:00	43	39	3	0	1
14:00	59	53	4	0	2
15:00	108	98	10	0	0
16:00	67	57	9	0	1
17:00	35	30	5	0	0
18:00	37	37	0	0	0
19:00	34	32	2	0	0
20:00	20	19	1	0	0
21:00	8	8	0	0	0
22:00	3	3	0	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	688	616	67	0	5
16H(6-22)	762	687	70	0	5
18H(6-24)	767	692	70	0	5
24H(0-24)	772	697	70	0	5
AM Peak	08:00	08:00	08:00	00:00	08:00
	163	149	13	0	1
PM Peak	15:00	15:00	15:00	12:00	14:00
	108	98	10	0	2

Paul Castle Associates

Direction: Southwestbound					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	2	2	0	0	0
02:00	1	1	0	0	0
03:00	1	1	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	5	4	0	0	1
07:00	64	59	5	0	0
08:00	179	167	11	0	1
09:00	36	30	6	0	0
10:00	33	31	2	0	0
11:00	32	25	7	0	0
12:00	35	29	5	0	1
13:00	23	20	3	0	0
14:00	76	70	5	0	1
15:00	44	36	8	0	0
16:00	53	49	4	0	0
17:00	51	46	5	0	0
18:00	56	51	5	0	0
19:00	34	31	3	0	0
20:00	28	26	2	0	0
21:00	11	11	0	0	0
22:00	4	4	0	0	0
23:00	6	6	0	0	0
Total					
12H(7-19)	682	613	66	0	3
16H(6-22)	760	685	71	0	4
18H(6-24)	770	695	71	0	4
24H(0-24)	778	703	71	0	4
AM Peak	08:00	08:00	08:00	00:00	06:00
	179	167	11	0	1
PM Peak	14:00	14:00	15:00	12:00	12:00
	76	70	8	0	1

Paul Castle Associates

Direction: Total Flow					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	3	3	0	0	0
02:00	1	1	0	0	0
03:00	1	1	0	0	0
04:00	1	1	0	0	0
05:00	3	3	0	0	0
06:00	17	16	0	0	1
07:00	101	88	13	0	0
08:00	342	316	24	0	2
09:00	74	64	10	0	0
10:00	62	57	5	0	0
11:00	59	49	10	0	0
12:00	80	69	10	0	1
13:00	66	59	6	0	1
14:00	135	123	9	0	3
15:00	152	134	18	0	0
16:00	120	106	13	0	1
17:00	86	76	10	0	0
18:00	93	88	5	0	0
19:00	68	63	5	0	0
20:00	48	45	3	0	0
21:00	19	19	0	0	0
22:00	7	7	0	0	0
23:00	8	8	0	0	0
Total					
12H(7-19)	1370	1229	133	0	8
16H(6-22)	1522	1372	141	0	9
18H(6-24)	1537	1387	141	0	9
24H(0-24)	1550	1400	141	0	9
AM Peak	08:00	08:00	08:00	00:00	08:00
	342	316	24	0	2
PM Peak	15:00	15:00	15:00	12:00	14:00
	152	134	18	0	3

Paul Castle Associates

Old Colwyn ATC 1, Holyrood Avenue

Direction: Northeastbound					
10/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	0	0	0	0	0
02:00	1	0	1	0	0
03:00	0	0	0	0	0
04:00	3	2	1	0	0
05:00	1	1	0	0	0
06:00	19	17	2	0	0
07:00	36	31	4	0	1
08:00	148	128	18	0	2
09:00	37	32	4	0	1
10:00	32	29	3	0	0
11:00	43	38	5	0	0
12:00	47	41	6	0	0
13:00	48	45	3	0	0
14:00	79	74	5	0	0
15:00	89	81	8	0	0
16:00	64	60	4	0	0
17:00	40	35	5	0	0
18:00	41	37	4	0	0
19:00	30	29	1	0	0
20:00	36	31	5	0	0
21:00	8	8	0	0	0
22:00	4	3	1	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	704	631	69	0	4
16H(6-22)	797	716	77	0	4
18H(6-24)	803	721	78	0	4
24H(0-24)	810	726	80	0	4
AM Peak	08:00	08:00	08:00	00:00	08:00
	148	128	18	0	2
PM Peak	15:00	15:00	15:00	12:00	12:00
	89	81	8	0	0

Paul Castle Associates

Direction: Southwestbound					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	1	1	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	11	10	1	0	0
07:00	62	59	3	0	0
08:00	188	174	12	0	2
09:00	39	36	3	0	0
10:00	39	35	3	0	1
11:00	31	29	2	0	0
12:00	34	29	5	0	0
13:00	48	45	3	0	0
14:00	87	80	6	0	1
15:00	32	31	1	0	0
16:00	43	34	9	0	0
17:00	41	38	3	0	0
18:00	50	44	6	0	0
19:00	42	39	3	0	0
20:00	29	28	1	0	0
21:00	12	11	1	0	0
22:00	13	13	0	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	694	634	56	0	4
16H(6-22)	788	722	62	0	4
18H(6-24)	803	737	62	0	4
24H(0-24)	807	740	63	0	4
AM Peak	08:00	08:00	08:00	00:00	08:00
	188	174	12	0	2
PM Peak	14:00	14:00	16:00	12:00	14:00
	87	80	9	0	1

Paul Castle Associates

Direction: Total Flow					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	3	1	0	0
01:00	0	0	0	0	0
02:00	1	0	1	0	0
03:00	0	0	0	0	0
04:00	3	2	1	0	0
05:00	3	3	0	0	0
06:00	30	27	3	0	0
07:00	98	90	7	0	1
08:00	336	302	30	0	4
09:00	76	68	7	0	1
10:00	71	64	6	0	1
11:00	74	67	7	0	0
12:00	81	70	11	0	0
13:00	96	90	6	0	0
14:00	166	154	11	0	1
15:00	121	112	9	0	0
16:00	107	94	13	0	0
17:00	81	73	8	0	0
18:00	91	81	10	0	0
19:00	72	68	4	0	0
20:00	65	59	6	0	0
21:00	20	19	1	0	0
22:00	17	16	1	0	0
23:00	4	4	0	0	0
Total					
12H(7-19)	1398	1265	125	0	8
16H(6-22)	1585	1438	139	0	8
18H(6-24)	1606	1458	140	0	8
24H(0-24)	1617	1466	143	0	8
AM Peak	08:00	08:00	08:00	00:00	08:00
	336	302	30	0	4
PM Peak	14:00	14:00	16:00	12:00	14:00
	166	154	13	0	1

Paul Castle Associates

Old Colwyn ATC 1, Holyrood Avenue

Direction: Northeastbound					
11/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	1	1	0	0	0
06:00	11	9	2	0	0
07:00	30	23	7	0	0
08:00	163	142	19	1	1
09:00	40	32	7	0	1
10:00	42	37	5	0	0
11:00	49	43	6	0	0
12:00	44	39	5	0	0
13:00	37	33	3	1	0
14:00	91	78	12	0	1
15:00	108	95	13	0	0
16:00	43	40	3	0	0
17:00	41	36	5	0	0
18:00	34	32	2	0	0
19:00	23	23	0	0	0
20:00	14	13	1	0	0
21:00	7	6	1	0	0
22:00	10	10	0	0	0
23:00	8	8	0	0	0
Total					
12H(7-19)	722	630	87	2	3
16H(6-22)	777	681	91	2	3
18H(6-24)	795	699	91	2	3
24H(0-24)	797	701	91	2	3
AM Peak	08:00	08:00	08:00	08:00	08:00
	163	142	19	1	1
PM Peak	15:00	15:00	15:00	13:00	14:00
	108	95	13	1	1

Paul Castle Associates

Direction: Southwestbound					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	3	3	0	0	0
06:00	4	4	0	0	0
07:00	69	65	4	0	0
08:00	173	157	15	0	1
09:00	24	22	2	0	0
10:00	34	25	9	0	0
11:00	36	33	3	0	0
12:00	37	34	3	0	0
13:00	46	41	5	0	0
14:00	86	78	7	0	1
15:00	52	45	7	0	0
16:00	36	31	5	0	0
17:00	39	34	5	0	0
18:00	32	29	3	0	0
19:00	25	23	2	0	0
20:00	13	13	0	0	0
21:00	12	12	0	0	0
22:00	15	15	0	0	0
23:00	10	10	0	0	0
Total					
12H(7-19)	664	594	68	0	2
16H(6-22)	718	646	70	0	2
18H(6-24)	743	671	70	0	2
24H(0-24)	747	675	70	0	2
AM Peak	08:00	08:00	08:00	00:00	08:00
	173	157	15	0	1
PM Peak	14:00	14:00	14:00	12:00	14:00
	86	78	7	0	1

Paul Castle Associates

Direction: Total Flow					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	4	4	0	0	0
06:00	15	13	2	0	0
07:00	99	88	11	0	0
08:00	336	299	34	1	2
09:00	64	54	9	0	1
10:00	76	62	14	0	0
11:00	85	76	9	0	0
12:00	81	73	8	0	0
13:00	83	74	8	1	0
14:00	177	156	19	0	2
15:00	160	140	20	0	0
16:00	79	71	8	0	0
17:00	80	70	10	0	0
18:00	66	61	5	0	0
19:00	48	46	2	0	0
20:00	27	26	1	0	0
21:00	19	18	1	0	0
22:00	25	25	0	0	0
23:00	18	18	0	0	0
Total					
12H(7-19)	1386	1224	155	2	5
16H(6-22)	1495	1327	161	2	5
18H(6-24)	1538	1370	161	2	5
24H(0-24)	1544	1376	161	2	5
AM Peak	08:00	08:00	08:00	08:00	08:00
	336	299	34	1	2
PM Peak	14:00	14:00	15:00	13:00	14:00
	177	156	20	1	2

Paul Castle Associates

Old Colwyn ATC 1, Holyrood Avenue

Direction: Northeastbound					
12/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	2	2	0	0	0
03:00	1	1	0	0	0
04:00	1	1	0	0	0
05:00	0	0	0	0	0
06:00	7	7	0	0	0
07:00	15	13	2	0	0
08:00	25	22	3	0	0
09:00	23	21	2	0	0
10:00	31	27	4	0	0
11:00	31	28	3	0	0
12:00	31	28	3	0	0
13:00	23	22	1	0	0
14:00	26	24	2	0	0
15:00	32	30	2	0	0
16:00	24	21	3	0	0
17:00	23	19	4	0	0
18:00	20	18	2	0	0
19:00	22	19	3	0	0
20:00	17	17	0	0	0
21:00	8	7	1	0	0
22:00	8	8	0	0	0
23:00	7	5	2	0	0
Total					
12H(7-19)	304	273	31	0	0
16H(6-22)	358	323	35	0	0
18H(6-24)	373	336	37	0	0
24H(0-24)	378	341	37	0	0
AM Peak	10:00	11:00	10:00	00:00	00:00
	31	28	4	0	0
PM Peak	15:00	15:00	17:00	12:00	12:00
	32	30	4	0	0

Paul Castle Associates

Direction: Southwestbound					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	3	3	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	1	1	0	0	0
07:00	16	15	1	0	0
08:00	16	13	3	0	0
09:00	21	20	1	0	0
10:00	29	22	7	0	0
11:00	26	25	1	0	0
12:00	25	23	2	0	0
13:00	26	26	0	0	0
14:00	23	22	1	0	0
15:00	36	34	2	0	0
16:00	26	25	1	0	0
17:00	28	26	2	0	0
18:00	24	24	0	0	0
19:00	28	25	3	0	0
20:00	18	17	1	0	0
21:00	11	10	1	0	0
22:00	10	9	1	0	0
23:00	8	7	1	0	0
Total					
12H(7-19)	296	275	21	0	0
16H(6-22)	354	328	26	0	0
18H(6-24)	372	344	28	0	0
24H(0-24)	380	352	28	0	0
AM Peak	10:00	11:00	10:00	00:00	00:00
	29	25	7	0	0
PM Peak	15:00	15:00	19:00	12:00	12:00
	36	34	3	0	0

Paul Castle Associates

Direction: Total Flow					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	0	0	0	0	0
02:00	3	3	0	0	0
03:00	4	4	0	0	0
04:00	1	1	0	0	0
05:00	1	1	0	0	0
06:00	8	8	0	0	0
07:00	31	28	3	0	0
08:00	41	35	6	0	0
09:00	44	41	3	0	0
10:00	60	49	11	0	0
11:00	57	53	4	0	0
12:00	56	51	5	0	0
13:00	49	48	1	0	0
14:00	49	46	3	0	0
15:00	68	64	4	0	0
16:00	50	46	4	0	0
17:00	51	45	6	0	0
18:00	44	42	2	0	0
19:00	50	44	6	0	0
20:00	35	34	1	0	0
21:00	19	17	2	0	0
22:00	18	17	1	0	0
23:00	15	12	3	0	0
Total					
12H(7-19)	600	548	52	0	0
16H(6-22)	712	651	61	0	0
18H(6-24)	745	680	65	0	0
24H(0-24)	758	693	65	0	0
AM Peak	10:00	11:00	10:00	00:00	00:00
	60	53	11	0	0
PM Peak	15:00	15:00	17:00	12:00	12:00
	68	64	6	0	0

Paul Castle Associates

Old Colwyn ATC 1, Holyrood Avenue

Direction: Northeastbound

13/07/2025

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	5	0	0	0
01:00	3	2	1	0	0
02:00	0	0	0	0	0
03:00	2	2	0	0	0
04:00	2	2	0	0	0
05:00	1	1	0	0	0
06:00	6	5	1	0	0
07:00	12	11	1	0	0
08:00	23	19	3	0	1
09:00	18	17	1	0	0
10:00	35	34	1	0	0
11:00	33	31	2	0	0
12:00	27	23	4	0	0
13:00	19	18	1	0	0
14:00	24	21	3	0	0
15:00	19	18	1	0	0
16:00	13	13	0	0	0
17:00	15	14	1	0	0
18:00	11	11	0	0	0
19:00	27	23	4	0	0
20:00	11	8	3	0	0
21:00	5	4	1	0	0
22:00	3	2	1	0	0
23:00	4	4	0	0	0
Total					
12H(7-19)	249	230	18	0	1
16H(6-22)	298	270	27	0	1
18H(6-24)	305	276	28	0	1
24H(0-24)	318	288	29	0	1
AM Peak	10:00	10:00	08:00	00:00	08:00
	35	34	3	0	1
PM Peak	12:00	12:00	12:00	12:00	12:00
	27	23	4	0	0

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	6	5	1	0	0
02:00	0	0	0	0	0
03:00	2	2	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	2	2	0	0	0
07:00	10	10	0	0	0
08:00	8	7	1	0	0
09:00	13	10	3	0	0
10:00	16	16	0	0	0
11:00	28	27	1	0	0
12:00	33	31	2	0	0
13:00	25	23	2	0	0
14:00	22	20	2	0	0
15:00	24	23	1	0	0
16:00	22	22	0	0	0
17:00	22	22	0	0	0
18:00	26	23	2	0	1
19:00	24	22	2	0	0
20:00	20	18	2	0	0
21:00	5	4	1	0	0
22:00	7	7	0	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	249	234	14	0	1
16H(6-22)	300	280	19	0	1
18H(6-24)	309	289	19	0	1
24H(0-24)	320	299	20	0	1
AM Peak	11:00	11:00	09:00	00:00	00:00
	28	27	3	0	0
PM Peak	12:00	12:00	12:00	12:00	18:00
	33	31	2	0	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	8	8	0	0	0
01:00	9	7	2	0	0
02:00	0	0	0	0	0
03:00	4	4	0	0	0
04:00	2	2	0	0	0
05:00	1	1	0	0	0
06:00	8	7	1	0	0
07:00	22	21	1	0	0
08:00	31	26	4	0	1
09:00	31	27	4	0	0
10:00	51	50	1	0	0
11:00	61	58	3	0	0
12:00	60	54	6	0	0
13:00	44	41	3	0	0
14:00	46	41	5	0	0
15:00	43	41	2	0	0
16:00	35	35	0	0	0
17:00	37	36	1	0	0
18:00	37	34	2	0	1
19:00	51	45	6	0	0
20:00	31	26	5	0	0
21:00	10	8	2	0	0
22:00	10	9	1	0	0
23:00	6	6	0	0	0
Total					
12H(7-19)	498	464	32	0	2
16H(6-22)	598	550	46	0	2
18H(6-24)	614	565	47	0	2
24H(0-24)	638	587	49	0	2
AM Peak	11:00	11:00	08:00	00:00	08:00
	61	58	4	0	1
PM Peak	12:00	12:00	12:00	12:00	18:00
	60	54	6	0	1

Paul Castle Associates

Old Colwyn ATC 1, Holyrood Avenue

Direction: Northeastbound

14/07/2025

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	3	2	1	0	0
05:00	4	4	0	0	0
06:00	17	15	2	0	0
07:00	42	33	9	0	0
08:00	138	125	12	0	1
09:00	43	35	7	0	1
10:00	48	36	10	0	2
11:00	35	32	3	0	0
12:00	46	36	10	0	0
13:00	30	26	3	0	1
14:00	73	63	8	0	2
15:00	91	82	9	0	0
16:00	58	55	3	0	0
17:00	45	40	5	0	0
18:00	29	27	2	0	0
19:00	48	42	6	0	0
20:00	24	21	3	0	0
21:00	4	4	0	0	0
22:00	4	4	0	0	0
23:00	3	3	0	0	0
Total					
12H(7-19)	678	590	81	0	7
16H(6-22)	771	672	92	0	7
18H(6-24)	778	679	92	0	7
24H(0-24)	786	686	93	0	7
AM Peak	08:00	08:00	08:00	00:00	10:00
	138	125	12	0	2
PM Peak	15:00	15:00	12:00	12:00	14:00
	91	82	10	0	2

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	3	2	1	0	0
06:00	11	9	1	0	1
07:00	75	74	1	0	0
08:00	180	171	9	0	0
09:00	33	27	6	0	0
10:00	35	29	6	0	0
11:00	32	27	5	0	0
12:00	49	42	7	0	0
13:00	29	23	6	0	0
14:00	94	83	10	0	1
15:00	37	32	5	0	0
16:00	45	42	3	0	0
17:00	58	50	8	0	0
18:00	61	57	4	0	0
19:00	33	33	0	0	0
20:00	25	22	3	0	0
21:00	13	13	0	0	0
22:00	7	7	0	0	0
23:00	4	4	0	0	0
Total					
12H(7-19)	728	657	70	0	1
16H(6-22)	810	734	74	0	2
18H(6-24)	821	745	74	0	2
24H(0-24)	826	749	75	0	2
AM Peak	08:00	08:00	08:00	00:00	06:00
	180	171	9	0	1
PM Peak	14:00	14:00	14:00	12:00	14:00
	94	83	10	0	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	4	3	1	0	0
05:00	7	6	1	0	0
06:00	28	24	3	0	1
07:00	117	107	10	0	0
08:00	318	296	21	0	1
09:00	76	62	13	0	1
10:00	83	65	16	0	2
11:00	67	59	8	0	0
12:00	95	78	17	0	0
13:00	59	49	9	0	1
14:00	167	146	18	0	3
15:00	128	114	14	0	0
16:00	103	97	6	0	0
17:00	103	90	13	0	0
18:00	90	84	6	0	0
19:00	81	75	6	0	0
20:00	49	43	6	0	0
21:00	17	17	0	0	0
22:00	11	11	0	0	0
23:00	7	7	0	0	0
Total					
12H(7-19)	1406	1247	151	0	8
16H(6-22)	1581	1406	166	0	9
18H(6-24)	1599	1424	166	0	9
24H(0-24)	1612	1435	168	0	9
AM Peak	08:00	08:00	08:00	00:00	10:00
	318	296	21	0	2
PM Peak	14:00	14:00	14:00	12:00	14:00
	167	146	18	0	3

Paul Castle Associates

Old Colwyn ATC 1, Holyrood Avenue

Direction: Northeastbound					
15/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	17	16	1	0	0
07:00	37	32	4	0	1
08:00	144	122	21	0	1
09:00	41	35	5	0	1
10:00	38	35	3	0	0
11:00	41	36	5	0	0
12:00	49	42	7	0	0
13:00	48	43	5	0	0
14:00	97	86	10	0	1
15:00	92	84	7	0	1
16:00	90	80	10	0	0
17:00	53	52	1	0	0
18:00	42	39	3	0	0
19:00	22	18	4	0	0
20:00	28	26	2	0	0
21:00	11	10	1	0	0
22:00	0	0	0	0	0
23:00	3	3	0	0	0
Total					
12H(7-19)	772	686	81	0	5
16H(6-22)	850	756	89	0	5
18H(6-24)	853	759	89	0	5
24H(0-24)	855	761	89	0	5
AM Peak	08:00	08:00	08:00	00:00	07:00
	144	122	21	0	1
PM Peak	14:00	14:00	14:00	12:00	14:00
	97	86	10	0	1

Paul Castle Associates

Direction: Southwestbound					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	3	3	0	0	0
06:00	8	7	1	0	0
07:00	65	63	2	0	0
08:00	178	164	12	0	2
09:00	36	32	4	0	0
10:00	32	28	3	0	1
11:00	30	28	2	0	0
12:00	30	26	4	0	0
13:00	38	35	3	0	0
14:00	87	76	9	0	2
15:00	39	33	6	0	0
16:00	43	37	6	0	0
17:00	51	46	5	0	0
18:00	40	37	3	0	0
19:00	45	41	4	0	0
20:00	24	22	2	0	0
21:00	21	20	1	0	0
22:00	7	7	0	0	0
23:00	3	3	0	0	0
Total					
12H(7-19)	669	605	59	0	5
16H(6-22)	767	695	67	0	5
18H(6-24)	777	705	67	0	5
24H(0-24)	783	711	67	0	5
AM Peak	08:00	08:00	08:00	00:00	08:00
	178	164	12	0	2
PM Peak	14:00	14:00	14:00	12:00	14:00
	87	76	9	0	2

Paul Castle Associates

Direction: Total Flow					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	4	4	0	0	0
06:00	25	23	2	0	0
07:00	102	95	6	0	1
08:00	322	286	33	0	3
09:00	77	67	9	0	1
10:00	70	63	6	0	1
11:00	71	64	7	0	0
12:00	79	68	11	0	0
13:00	86	78	8	0	0
14:00	184	162	19	0	3
15:00	131	117	13	0	1
16:00	133	117	16	0	0
17:00	104	98	6	0	0
18:00	82	76	6	0	0
19:00	67	59	8	0	0
20:00	52	48	4	0	0
21:00	32	30	2	0	0
22:00	7	7	0	0	0
23:00	6	6	0	0	0
Total					
12H(7-19)	1441	1291	140	0	10
16H(6-22)	1617	1451	156	0	10
18H(6-24)	1630	1464	156	0	10
24H(0-24)	1638	1472	156	0	10
AM Peak	08:00	08:00	08:00	00:00	08:00
	322	286	33	0	3
PM Peak	14:00	14:00	14:00	12:00	14:00
	184	162	19	0	3

Paul Castle Associates

Old Colwyn ATC 1, Holyrood Avenue

Direction: Northeastbound

09/07/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	2	24.8	17.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
01:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	12	25.4	21.7	3.6	0	0	4	6	2	0	0	0	0	0	0	0
07:00	37	23.7	20.1	3.5	0	3	13	20	1	0	0	0	0	0	0	0
08:00	163	19.4	15.1	4.2	23	54	68	18	0	0	0	0	0	0	0	0
09:00	38	23.1	19.0	4.0	1	3	20	12	2	0	0	0	0	0	0	0
10:00	29	23.3	18.4	4.8	2	4	11	11	1	0	0	0	0	0	0	0
11:00	27	23.6	18.8	4.6	2	2	11	11	1	0	0	0	0	0	0	0
12:00	45	22.5	18.2	4.2	2	7	19	17	0	0	0	0	0	0	0	0
13:00	43	23.0	19.7	3.1	0	2	21	19	1	0	0	0	0	0	0	0
14:00	59	21.5	16.3	5.0	9	12	24	13	1	0	0	0	0	0	0	0
15:00	108	22.8	19.4	3.3	0	9	49	49	1	0	0	0	0	0	0	0
16:00	67	22.1	18.6	3.4	1	7	36	23	0	0	0	0	0	0	0	0
17:00	35	23.3	19.0	4.2	2	3	13	17	0	0	0	0	0	0	0	0
18:00	37	24.2	19.3	4.7	1	3	18	14	0	0	1	0	0	0	0	0
19:00	34	25.8	20.9	4.7	0	3	12	13	5	1	0	0	0	0	0	0
20:00	20	23.1	19.3	3.7	0	2	10	7	1	0	0	0	0	0	0	0
21:00	8	25.2	21.9	3.2	0	0	2	5	1	0	0	0	0	0	0	0
22:00	3	17.5	17.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
23:00	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
Total																
2H(10-12)	56	23.4	18.6	4.7	4	6	22	22	2	0	0	0	0	0	0	0
2H(14-16)	167	22.7	18.3	4.2	9	21	73	62	2	0	0	0	0	0	0	0
12H(7-19)	688	22.4	17.9	4.4	43	109	303	224	8	0	1	0	0	0	0	0
24H(0-24)	772	22.8	18.2	4.4	43	115	335	260	17	1	1	0	0	0	0	0
AM Peak	08:00	06:00	01:00	00:00	08:00	08:00	08:00	07:00	06:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	163	25.4	22.5	7.1	23	54	68	20	2	0	0	0	0	0	0	0
PM Peak	15:00	19:00	23:00	14:00	14:00	14:00	15:00	15:00	19:00	19:00	18:00	12:00	12:00	12:00	12:00	12:00
	108	25.8	22.5	5.0	9	12	49	49	5	1	1	0	0	0	0	0

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	2	24.8	17.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
01:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
02:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
06:00	5	24.1	19.5	4.5	0	1	1	3	0	0	0	0	0	0	0	0
07:00	64	23.3	20.0	3.2	0	2	31	28	3	0	0	0	0	0	0	0
08:00	179	22.9	19.1	3.7	1	19	89	64	5	1	0	0	0	0	0	0
09:00	36	25.2	20.4	4.6	1	3	11	16	5	0	0	0	0	0	0	0
10:00	33	24.9	20.8	3.9	0	2	11	16	4	0	0	0	0	0	0	0
11:00	32	25.3	21.4	3.8	0	0	12	16	3	1	0	0	0	0	0	0
12:00	35	25.4	20.9	4.3	0	3	11	15	6	0	0	0	0	0	0	0
13:00	23	25.2	21.0	4.1	0	0	11	9	2	1	0	0	0	0	0	0
14:00	76	24.6	20.9	3.6	0	3	25	42	5	1	0	0	0	0	0	0
15:00	44	24.8	20.8	3.9	0	2	17	19	6	0	0	0	0	0	0	0
16:00	53	25.3	21.1	4.1	0	5	12	29	7	0	0	0	0	0	0	0
17:00	51	25.1	19.9	5.1	2	3	22	20	2	1	1	0	0	0	0	0
18:00	56	27.0	22.3	4.5	1	2	10	30	11	2	0	0	0	0	0	0
19:00	34	25.9	20.9	4.9	0	5	8	14	7	0	0	0	0	0	0	0
20:00	28	25.0	19.7	5.1	1	4	9	10	4	0	0	0	0	0	0	0
21:00	11	30.3	23.4	6.6	0	0	4	4	1	1	1	0	0	0	0	0
22:00	4	21.3	18.8	2.5	0	0	3	1	0	0	0	0	0	0	0	0
23:00	6	24.3	20.0	4.2	0	0	4	1	1	0	0	0	0	0	0	0
Total																
2H(10-12)	65	25.1	21.1	3.8	0	2	23	32	7	1	0	0	0	0	0	0
2H(14-16)	120	24.7	20.9	3.7	0	5	42	61	11	1	0	0	0	0	0	0
12H(7-19)	682	24.6	20.4	4.1	5	44	262	304	59	7	1	0	0	0	0	0
24H(0-24)	778	24.8	20.4	4.2	6	55	293	341	73	8	2	0	0	0	0	0
AM Peak	08:00	05:00	05:00	00:00	08:00	08:00	08:00	08:00	08:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00
	179	28.7	25.0	7.1	1	19	89	64	5	1	0	0	0	0	0	0
PM Peak	14:00	21:00	21:00	21:00	17:00	16:00	14:00	14:00	18:00	18:00	17:00	12:00	12:00	12:00	12:00	12:00
	76	30.3	23.4	6.6	2	5	25	42	11	2	1	0	0	0	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	4	23.5	17.5	5.8	0	2	0	2	0	0	0	0	0	0	0	0
01:00	3	22.2	19.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
02:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	3	27.2	24.2	2.9	0	0	0	2	1	0	0	0	0	0	0	0
06:00	17	25.0	21.0	3.9	0	1	5	9	2	0	0	0	0	0	0	0
07:00	101	23.4	20.0	3.3	0	5	44	48	4	0	0	0	0	0	0	0
08:00	342	21.8	17.2	4.4	24	73	157	82	5	1	0	0	0	0	0	0
09:00	74	24.2	19.7	4.3	2	6	31	28	7	0	0	0	0	0	0	0
10:00	62	24.3	19.7	4.4	2	6	22	27	5	0	0	0	0	0	0	0
11:00	59	24.7	20.2	4.3	2	2	23	27	4	1	0	0	0	0	0	0
12:00	80	24.0	19.4	4.4	2	10	30	32	6	0	0	0	0	0	0	0
13:00	66	23.8	20.2	3.5	0	2	32	28	3	1	0	0	0	0	0	0
14:00	135	23.9	18.9	4.8	9	15	49	55	6	1	0	0	0	0	0	0
15:00	152	23.5	19.8	3.5	0	11	66	68	7	0	0	0	0	0	0	0
16:00	120	23.7	19.7	3.9	1	12	48	52	7	0	0	0	0	0	0	0
17:00	86	24.4	19.5	4.7	4	6	35	37	2	1	1	0	0	0	0	0
18:00	93	26.1	21.1	4.8	2	5	28	44	11	2	1	0	0	0	0	0
19:00	68	25.8	20.9	4.8	0	8	20	27	12	1	0	0	0	0	0	0
20:00	48	24.2	19.5	4.6	1	6	19	17	5	0	0	0	0	0	0	0
21:00	19	28.4	22.8	5.4	0	0	6	9	2	1	1	0	0	0	0	0
22:00	7	20.2	18.2	1.9	0	0	6	1	0	0	0	0	0	0	0	0
23:00	8	24.5	20.6	3.7	0	0	4	3	1	0	0	0	0	0	0	0
Total																
2H(10-12)	121	24.5	20.0	4.4	4	8	45	54	9	1	0	0	0	0	0	0
2H(14-16)	287	23.7	19.4	4.2	9	26	115	123	13	1	0	0	0	0	0	0
12H(7-19)	1370	23.7	19.1	4.4	48	153	565	528	67	7	2	0	0	0	0	0
24H(0-24)	1550	23.9	19.3	4.5	49	170	628	601	90	9	3	0	0	0	0	0
AM Peak	08:00 342	05:00 27.2	05:00 24.2	00:00 5.8	08:00 24	08:00 73	08:00 157	08:00 82	09:00 7	08:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	15:00 152	21:00 28.4	21:00 22.8	21:00 5.4	14:00 9	14:00 15	15:00 66	15:00 68	19:00 12	18:00 2	17:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Old Colwyn ATC 1, Holyrood Avenue

Direction: Northeastbound

10/07/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	2	24.8	17.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	18.8	15.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
05:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
06:00	19	25.4	19.9	5.2	2	0	6	9	2	0	0	0	0	0	0	0
07:00	36	23.7	19.9	3.7	0	3	15	16	2	0	0	0	0	0	0	0
08:00	148	20.5	16.2	4.2	14	39	69	26	0	0	0	0	0	0	0	0
09:00	37	23.1	19.5	3.4	0	2	20	13	2	0	0	0	0	0	0	0
10:00	32	23.1	19.8	3.1	0	2	13	17	0	0	0	0	0	0	0	0
11:00	43	23.7	19.7	3.8	0	5	16	20	2	0	0	0	0	0	0	0
12:00	47	24.0	19.8	4.0	0	4	22	16	5	0	0	0	0	0	0	0
13:00	48	23.6	19.8	3.7	1	2	21	22	2	0	0	0	0	0	0	0
14:00	79	21.7	15.5	6.0	23	12	23	18	3	0	0	0	0	0	0	0
15:00	89	22.4	18.6	3.7	1	11	46	29	2	0	0	0	0	0	0	0
16:00	64	22.0	18.2	3.6	2	7	35	20	0	0	0	0	0	0	0	0
17:00	40	23.1	19.3	3.7	0	3	23	11	3	0	0	0	0	0	0	0
18:00	41	21.4	18.8	2.5	0	0	31	9	1	0	0	0	0	0	0	0
19:00	30	22.6	19.0	3.5	0	3	16	10	1	0	0	0	0	0	0	0
20:00	36	24.6	20.4	4.0	0	2	16	13	5	0	0	0	0	0	0	0
21:00	8	22.4	18.8	3.5	0	1	4	3	0	0	0	0	0	0	0	0
22:00	4	26.4	18.9	7.3	1	0	0	3	0	0	0	0	0	0	0	0
23:00	2	29.8	22.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
Total																
2H(10-12)	75	23.4	19.8	3.5	0	7	29	37	2	0	0	0	0	0	0	0
2H(14-16)	168	22.5	17.2	5.1	24	23	69	47	5	0	0	0	0	0	0	0
12H(7-19)	704	22.7	18.2	4.3	41	90	334	217	22	0	0	0	0	0	0	0
24H(0-24)	810	22.9	18.4	4.4	44	98	380	256	32	0	0	0	0	0	0	0
AM Peak	08:00	06:00	05:00	00:00	08:00	08:00	08:00	08:00	06:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	148	25.4	27.5	7.1	14	39	69	26	2	0	0	0	0	0	0	0
PM Peak	15:00	23:00	23:00	22:00	14:00	14:00	15:00	15:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	89	29.8	22.5	7.3	23	12	46	29	5	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	33.7	30.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
06:00	11	22.5	22.5	0.0	0	0	0	11	0	0	0	0	0	0	0	0
07:00	62	23.8	20.1	3.6	0	4	26	28	4	0	0	0	0	0	0	0
08:00	188	23.5	18.9	4.5	6	25	81	64	11	1	0	0	0	0	0	0
09:00	39	23.9	21.0	2.8	0	0	14	23	2	0	0	0	0	0	0	0
10:00	39	27.7	21.6	5.9	1	4	9	15	8	1	1	0	0	0	0	0
11:00	31	27.4	23.5	3.7	0	0	5	16	9	1	0	0	0	0	0	0
12:00	34	24.9	20.3	4.4	1	1	15	12	5	0	0	0	0	0	0	0
13:00	48	25.1	21.1	3.8	0	3	13	26	6	0	0	0	0	0	0	0
14:00	87	25.6	21.6	3.8	0	3	24	46	13	1	0	0	0	0	0	0
15:00	32	23.8	19.7	4.0	0	3	15	11	3	0	0	0	0	0	0	0
16:00	43	25.4	21.0	4.3	0	2	16	20	3	2	0	0	0	0	0	0
17:00	41	25.6	21.2	4.3	1	3	7	25	5	0	0	0	0	0	0	0
18:00	50	26.6	21.6	4.8	0	4	13	24	6	3	0	0	0	0	0	0
19:00	42	27.6	23.2	4.2	0	1	7	21	11	2	0	0	0	0	0	0
20:00	29	24.3	20.3	3.9	0	2	12	12	3	0	0	0	0	0	0	0
21:00	12	22.3	19.6	2.6	0	0	7	5	0	0	0	0	0	0	0	0
22:00	13	24.5	21.3	3.0	0	0	4	8	1	0	0	0	0	0	0	0
23:00	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
Total																
2H(10-12)	70	27.7	22.4	5.1	1	4	14	31	17	2	1	0	0	0	0	0
2H(14-16)	119	25.2	21.1	4.0	0	6	39	57	16	1	0	0	0	0	0	0
12H(7-19)	694	25.1	20.5	4.4	9	52	238	310	75	9	1	0	0	0	0	0
24H(0-24)	807	25.2	20.7	4.4	9	55	268	371	91	12	1	0	0	0	0	0
AM Peak	08:00	05:00	05:00	10:00	08:00	08:00	08:00	08:00	08:00	05:00	10:00	00:00	00:00	00:00	00:00	00:00
	188	33.7	30.0	5.9	6	25	81	64	11	1	1	0	0	0	0	0
PM Peak	14:00	19:00	19:00	18:00	12:00	18:00	14:00	14:00	14:00	18:00	12:00	12:00	12:00	12:00	12:00	12:00
	87	27.6	23.2	4.8	1	4	24	46	13	3	0	0	0	0	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	4	25.2	20.0	5.0	0	1	0	3	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	18.8	15.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
05:00	3	32.2	29.2	2.9	0	0	0	0	2	1	0	0	0	0	0	0
06:00	30	25.3	20.9	4.3	2	0	6	20	2	0	0	0	0	0	0	0
07:00	98	23.7	20.0	3.6	0	7	41	44	6	0	0	0	0	0	0	0
08:00	336	22.4	17.7	4.6	20	64	150	90	11	1	0	0	0	0	0	0
09:00	76	23.6	20.3	3.2	0	2	34	36	4	0	0	0	0	0	0	0
10:00	71	25.9	20.8	4.9	1	6	22	32	8	1	1	0	0	0	0	0
11:00	74	25.6	21.3	4.2	0	5	21	36	11	1	0	0	0	0	0	0
12:00	81	24.4	20.0	4.2	1	5	37	28	10	0	0	0	0	0	0	0
13:00	96	24.4	20.5	3.8	1	5	34	48	8	0	0	0	0	0	0	0
14:00	166	24.8	18.7	5.8	23	15	47	64	16	1	0	0	0	0	0	0
15:00	121	22.8	18.9	3.8	1	14	61	40	5	0	0	0	0	0	0	0
16:00	107	23.6	19.3	4.1	2	9	51	40	3	2	0	0	0	0	0	0
17:00	81	24.5	20.2	4.1	1	6	30	36	8	0	0	0	0	0	0	0
18:00	91	24.7	20.4	4.2	0	4	44	33	7	3	0	0	0	0	0	0
19:00	72	26.1	21.5	4.4	0	4	23	31	12	2	0	0	0	0	0	0
20:00	65	24.4	20.3	3.9	0	4	28	25	8	0	0	0	0	0	0	0
21:00	20	22.3	19.3	2.9	0	1	11	8	0	0	0	0	0	0	0	0
22:00	17	25.1	20.8	4.2	1	0	4	11	1	0	0	0	0	0	0	0
23:00	4	26.7	22.5	4.1	0	0	1	2	1	0	0	0	0	0	0	0
Total																
2H(10-12)	145	25.8	21.1	4.6	1	11	43	68	19	2	1	0	0	0	0	0
2H(14-16)	287	24.0	18.8	5.1	24	29	108	104	21	1	0	0	0	0	0	0
12H(7-19)	1398	24.0	19.3	4.5	50	142	572	527	97	9	1	0	0	0	0	0
24H(0-24)	1617	24.2	19.5	4.5	53	153	648	627	123	12	1	0	0	0	0	0
AM Peak	08:00 336	05:00 32.2	05:00 29.2	00:00 5.0	08:00 20	08:00 64	08:00 150	08:00 90	08:00 11	05:00 1	10:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	14:00 166	23:00 26.7	23:00 22.5	14:00 5.8	14:00 23	14:00 15	15:00 61	14:00 64	14:00 16	18:00 3	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Old Colwyn ATC 1, Holyrood Avenue

Direction: Northeastbound

11/07/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	11	24.5	21.1	3.2	0	0	4	6	1	0	0	0	0	0	0	0
07:00	30	22.9	19.7	3.1	0	1	16	12	1	0	0	0	0	0	0	0
08:00	163	21.2	17.1	4.0	7	38	82	34	2	0	0	0	0	0	0	0
09:00	40	22.9	19.0	3.8	1	3	20	15	1	0	0	0	0	0	0	0
10:00	42	22.4	19.0	3.2	0	4	21	17	0	0	0	0	0	0	0	0
11:00	49	23.9	19.9	3.8	0	3	24	17	5	0	0	0	0	0	0	0
12:00	44	24.1	20.6	3.4	1	0	16	25	2	0	0	0	0	0	0	0
13:00	37	23.6	19.8	3.7	0	2	19	13	3	0	0	0	0	0	0	0
14:00	91	21.6	17.2	4.2	2	27	38	22	2	0	0	0	0	0	0	0
15:00	108	22.8	18.2	4.4	6	16	45	39	2	0	0	0	0	0	0	0
16:00	43	24.0	20.6	3.3	0	1	17	22	3	0	0	0	0	0	0	0
17:00	41	23.3	19.8	3.4	0	3	17	20	1	0	0	0	0	0	0	0
18:00	34	22.1	18.4	3.6	0	6	16	12	0	0	0	0	0	0	0	0
19:00	23	24.5	19.5	4.8	2	1	7	12	1	0	0	0	0	0	0	0
20:00	14	24.6	20.7	3.7	0	0	7	5	2	0	0	0	0	0	0	0
21:00	7	25.5	22.5	2.9	0	0	1	5	1	0	0	0	0	0	0	0
22:00	10	23.1	19.5	3.5	0	0	7	2	1	0	0	0	0	0	0	0
23:00	8	24.5	20.6	3.7	0	0	4	3	1	0	0	0	0	0	0	0
Total																
2H(10-12)	91	23.2	19.5	3.6	0	7	45	34	5	0	0	0	0	0	0	0
2H(14-16)	199	22.3	17.8	4.3	8	43	83	61	4	0	0	0	0	0	0	0
12H(7-19)	722	22.8	18.6	4.0	17	104	331	248	22	0	0	0	0	0	0	0
24H(0-24)	797	22.9	18.7	4.0	19	105	362	282	29	0	0	0	0	0	0	0
AM Peak	08:00	06:00	05:00	08:00	08:00	08:00	08:00	08:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	163	24.5	22.5	4.0	7	38	82	34	5	0	0	0	0	0	0	0
PM Peak	15:00	21:00	21:00	19:00	15:00	14:00	15:00	15:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	108	25.5	22.5	4.8	6	27	45	39	3	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	32.1	24.2	7.6	0	0	1	1	0	1	0	0	0	0	0	0
06:00	4	26.3	23.8	2.5	0	0	0	3	1	0	0	0	0	0	0	0
07:00	69	23.7	20.8	2.8	0	0	26	40	3	0	0	0	0	0	0	0
08:00	173	24.6	20.3	4.2	1	11	73	69	16	3	0	0	0	0	0	0
09:00	24	23.5	19.8	3.6	0	2	10	11	1	0	0	0	0	0	0	0
10:00	34	26.5	21.2	5.1	0	2	14	11	6	0	1	0	0	0	0	0
11:00	36	24.5	20.6	3.8	0	2	14	16	4	0	0	0	0	0	0	0
12:00	37	24.8	21.0	3.7	0	2	11	20	4	0	0	0	0	0	0	0
13:00	46	26.1	22.3	3.6	0	1	10	25	10	0	0	0	0	0	0	0
14:00	86	24.2	19.6	4.5	2	9	34	34	6	1	0	0	0	0	0	0
15:00	52	24.7	20.5	4.1	0	4	20	21	7	0	0	0	0	0	0	0
16:00	36	25.1	21.7	3.3	0	0	11	20	5	0	0	0	0	0	0	0
17:00	39	25.4	21.7	3.5	0	1	10	22	6	0	0	0	0	0	0	0
18:00	32	24.0	18.9	4.9	1	5	14	8	4	0	0	0	0	0	0	0
19:00	25	24.8	21.5	3.2	0	0	8	14	3	0	0	0	0	0	0	0
20:00	13	26.7	22.5	4.1	0	0	4	5	4	0	0	0	0	0	0	0
21:00	12	24.7	21.7	2.9	0	0	3	8	1	0	0	0	0	0	0	0
22:00	15	24.6	20.8	3.6	0	0	7	6	2	0	0	0	0	0	0	0
23:00	10	28.7	22.0	6.4	0	0	5	3	1	0	1	0	0	0	0	0
Total																
2H(10-12)	70	25.5	20.9	4.5	0	4	28	27	10	0	1	0	0	0	0	0
2H(14-16)	138	24.4	19.9	4.3	2	13	54	55	13	1	0	0	0	0	0	0
12H(7-19)	664	24.8	20.6	4.1	4	39	247	297	72	4	1	0	0	0	0	0
24H(0-24)	747	25.0	20.7	4.1	4	39	275	337	84	6	2	0	0	0	0	0
AM Peak	08:00	05:00	01:00	05:00	08:00	08:00	08:00	08:00	08:00	08:00	10:00	00:00	00:00	00:00	00:00	00:00
	173	32.1	32.5	7.6	1	11	73	69	16	3	1	0	0	0	0	0
PM Peak	14:00	23:00	20:00	23:00	14:00	14:00	14:00	14:00	13:00	14:00	23:00	12:00	12:00	12:00	12:00	12:00
	86	28.7	22.5	6.4	2	9	34	34	10	1	1	0	0	0	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	4	30.3	23.8	6.3	0	0	1	2	0	1	0	0	0	0	0	0
06:00	15	25.1	21.8	3.2	0	0	4	9	2	0	0	0	0	0	0	0
07:00	99	23.5	20.5	2.9	0	1	42	52	4	0	0	0	0	0	0	0
08:00	336	23.3	18.7	4.4	8	49	155	103	18	3	0	0	0	0	0	0
09:00	64	23.1	19.3	3.7	1	5	30	26	2	0	0	0	0	0	0	0
10:00	76	24.4	20.0	4.3	0	6	35	28	6	0	1	0	0	0	0	0
11:00	85	24.2	20.2	3.8	0	5	38	33	9	0	0	0	0	0	0	0
12:00	81	24.4	20.8	3.5	1	2	27	45	6	0	0	0	0	0	0	0
13:00	83	25.1	21.2	3.8	0	3	29	38	13	0	0	0	0	0	0	0
14:00	177	23.0	18.4	4.5	4	36	72	56	8	1	0	0	0	0	0	0
15:00	160	23.5	19.0	4.4	6	20	65	60	9	0	0	0	0	0	0	0
16:00	79	24.5	21.1	3.3	0	1	28	42	8	0	0	0	0	0	0	0
17:00	80	24.4	20.8	3.6	0	4	27	42	7	0	0	0	0	0	0	0
18:00	66	23.1	18.6	4.3	1	11	30	20	4	0	0	0	0	0	0	0
19:00	48	24.8	20.5	4.2	2	1	15	26	4	0	0	0	0	0	0	0
20:00	27	25.6	21.6	3.9	0	0	11	10	6	0	0	0	0	0	0	0
21:00	19	24.9	22.0	2.8	0	0	4	13	2	0	0	0	0	0	0	0
22:00	25	24.0	20.3	3.6	0	0	14	8	3	0	0	0	0	0	0	0
23:00	18	26.9	21.4	5.3	0	0	9	6	2	0	1	0	0	0	0	0
Total																
2H(10-12)	161	24.3	20.1	4.0	0	11	73	61	15	0	1	0	0	0	0	0
2H(14-16)	337	23.3	18.7	4.5	10	56	137	116	17	1	0	0	0	0	0	0
12H(7-19)	1386	23.9	19.5	4.2	21	143	578	545	94	4	1	0	0	0	0	0
24H(0-24)	1544	24.1	19.7	4.2	23	144	637	619	113	6	2	0	0	0	0	0
AM Peak	08:00 336	05:00 30.3	01:00 32.5	05:00 6.3	08:00 8	08:00 49	08:00 155	08:00 103	08:00 18	08:00 3	10:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	14:00 177	23:00 26.9	21:00 22.0	23:00 5.3	15:00 6	14:00 36	14:00 72	15:00 60	13:00 13	14:00 1	23:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Old Colwyn ATC 1, Holyrood Avenue

Direction: Northeastbound

12/07/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
03:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
04:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	7	24.4	20.4	3.9	0	0	4	2	1	0	0	0	0	0	0	0
07:00	15	23.5	21.2	2.3	0	0	4	11	0	0	0	0	0	0	0	0
08:00	25	24.4	19.3	4.9	1	3	10	8	3	0	0	0	0	0	0	0
09:00	23	25.5	21.0	4.4	0	1	10	7	5	0	0	0	0	0	0	0
10:00	31	24.0	19.8	4.0	0	3	14	11	3	0	0	0	0	0	0	0
11:00	31	24.9	21.5	3.3	0	2	4	23	2	0	0	0	0	0	0	0
12:00	31	23.2	19.0	4.1	1	3	14	12	1	0	0	0	0	0	0	0
13:00	23	23.4	19.7	3.6	0	2	10	10	1	0	0	0	0	0	0	0
14:00	26	22.8	19.1	3.6	1	1	13	11	0	0	0	0	0	0	0	0
15:00	32	22.0	18.1	3.8	0	7	14	11	0	0	0	0	0	0	0	0
16:00	24	23.4	20.0	3.3	0	2	8	14	0	0	0	0	0	0	0	0
17:00	23	23.8	20.3	3.3	0	1	9	12	1	0	0	0	0	0	0	0
18:00	20	22.9	19.8	3.0	0	0	12	7	1	0	0	0	0	0	0	0
19:00	22	22.8	18.9	3.8	0	3	11	7	1	0	0	0	0	0	0	0
20:00	17	21.7	18.4	3.2	0	2	10	5	0	0	0	0	0	0	0	0
21:00	8	22.1	19.4	2.6	0	0	5	3	0	0	0	0	0	0	0	0
22:00	8	21.1	18.8	2.3	0	0	6	2	0	0	0	0	0	0	0	0
23:00	7	26.7	22.5	4.1	0	0	2	3	2	0	0	0	0	0	0	0
Total																
2H(10-12)	62	24.5	20.6	3.8	0	5	18	34	5	0	0	0	0	0	0	0
2H(14-16)	58	22.4	18.5	3.7	1	8	27	22	0	0	0	0	0	0	0	0
12H(7-19)	304	23.8	19.8	3.8	3	25	122	137	17	0	0	0	0	0	0	0
24H(0-24)	378	23.6	19.7	3.8	3	31	164	159	21	0	0	0	0	0	0	0
AM Peak	10:00	09:00	11:00	08:00	08:00	08:00	10:00	11:00	09:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	31	25.5	21.5	4.9	1	3	14	23	5	0	0	0	0	0	0	0
PM Peak	15:00	23:00	23:00	23:00	12:00	15:00	12:00	16:00	23:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	32	26.7	22.5	4.1	1	7	14	14	2	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	3	22.2	19.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	3	27.7	22.5	5.0	0	0	1	1	1	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
06:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
07:00	16	26.2	22.2	3.9	0	0	5	7	4	0	0	0	0	0	0	0
08:00	16	24.5	21.9	2.5	0	0	3	12	1	0	0	0	0	0	0	0
09:00	21	25.2	19.9	5.2	0	3	9	6	2	1	0	0	0	0	0	0
10:00	29	28.0	23.5	4.3	0	0	5	15	8	0	1	0	0	0	0	0
11:00	26	27.3	22.9	4.2	0	1	4	14	6	1	0	0	0	0	0	0
12:00	25	26.0	22.1	3.8	0	1	5	14	5	0	0	0	0	0	0	0
13:00	26	24.5	21.5	2.8	0	0	7	17	2	0	0	0	0	0	0	0
14:00	23	24.7	22.1	2.6	0	0	4	17	2	0	0	0	0	0	0	0
15:00	36	24.0	20.1	3.7	0	2	16	15	3	0	0	0	0	0	0	0
16:00	26	28.9	23.3	5.4	0	1	5	13	4	2	1	0	0	0	0	0
17:00	28	23.7	19.8	3.7	0	2	13	11	2	0	0	0	0	0	0	0
18:00	24	24.8	21.3	3.4	0	1	6	15	2	0	0	0	0	0	0	0
19:00	28	26.9	22.3	4.4	0	2	5	13	8	0	0	0	0	0	0	0
20:00	18	25.2	21.4	3.7	0	0	7	8	3	0	0	0	0	0	0	0
21:00	11	24.0	19.4	4.5	1	0	4	6	0	0	0	0	0	0	0	0
22:00	10	22.6	18.5	3.9	0	2	4	4	0	0	0	0	0	0	0	0
23:00	8	24.8	20.0	4.6	0	2	0	6	0	0	0	0	0	0	0	0
Total																
2H(10-12)	55	27.6	23.2	4.2	0	1	9	29	14	1	1	0	0	0	0	0
2H(14-16)	59	24.4	20.9	3.4	0	2	20	32	5	0	0	0	0	0	0	0
12H(7-19)	296	25.9	21.7	4.0	0	11	82	156	41	4	2	0	0	0	0	0
24H(0-24)	380	25.8	21.5	4.1	1	17	106	196	54	4	2	0	0	0	0	0
AM Peak	10:00	10:00	05:00	09:00	00:00	09:00	09:00	10:00	10:00	09:00	10:00	00:00	00:00	00:00	00:00	00:00
	29	28.0	27.5	5.2	0	3	9	15	8	1	1	0	0	0	0	0
PM Peak	15:00	16:00	16:00	16:00	21:00	15:00	15:00	13:00	19:00	16:00	16:00	12:00	12:00	12:00	12:00	12:00
	36	28.9	23.3	5.4	1	2	16	17	8	2	1	0	0	0	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	4	21.3	18.8	2.5	0	0	3	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	3	17.5	17.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
03:00	4	26.2	21.3	4.8	0	0	2	1	1	0	0	0	0	0	0	0
04:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
05:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
06:00	8	24.5	20.6	3.7	0	0	4	3	1	0	0	0	0	0	0	0
07:00	31	25.0	21.7	3.2	0	0	9	18	4	0	0	0	0	0	0	0
08:00	41	24.8	20.3	4.3	1	3	13	20	4	0	0	0	0	0	0	0
09:00	44	25.4	20.5	4.7	0	4	19	13	7	1	0	0	0	0	0	0
10:00	60	26.3	21.6	4.6	0	3	19	26	11	0	1	0	0	0	0	0
11:00	57	26.0	22.1	3.8	0	3	8	37	8	1	0	0	0	0	0	0
12:00	56	24.7	20.4	4.2	1	4	19	26	6	0	0	0	0	0	0	0
13:00	49	24.1	20.7	3.3	0	2	17	27	3	0	0	0	0	0	0	0
14:00	49	24.1	20.5	3.5	1	1	17	28	2	0	0	0	0	0	0	0
15:00	68	23.2	19.2	3.8	0	9	30	26	3	0	0	0	0	0	0	0
16:00	50	26.7	21.7	4.8	0	3	13	27	4	2	1	0	0	0	0	0
17:00	51	23.7	20.0	3.5	0	3	22	23	3	0	0	0	0	0	0	0
18:00	44	24.0	20.6	3.3	0	1	18	22	3	0	0	0	0	0	0	0
19:00	50	25.4	20.8	4.5	0	5	16	20	9	0	0	0	0	0	0	0
20:00	35	23.8	19.9	3.7	0	2	17	13	3	0	0	0	0	0	0	0
21:00	19	23.2	19.4	3.7	1	0	9	9	0	0	0	0	0	0	0	0
22:00	18	22.0	18.6	3.2	0	2	10	6	0	0	0	0	0	0	0	0
23:00	15	25.7	21.2	4.4	0	2	2	9	2	0	0	0	0	0	0	0
Total																
2H(10-12)	117	26.2	21.9	4.2	0	6	27	63	19	1	1	0	0	0	0	0
2H(14-16)	117	23.6	19.7	3.7	1	10	47	54	5	0	0	0	0	0	0	0
12H(7-19)	600	24.9	20.7	4.0	3	36	204	293	58	4	2	0	0	0	0	0
24H(0-24)	758	24.8	20.6	4.0	4	48	270	355	75	4	2	0	0	0	0	0
AM Peak	10:00 60	10:00 26.3	05:00 27.5	03:00 4.8	08:00 1	09:00 4	09:00 19	11:00 37	10:00 11	09:00 1	10:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	15:00 68	16:00 26.7	16:00 21.7	16:00 4.8	12:00 1	15:00 9	15:00 30	14:00 28	19:00 9	16:00 2	16:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Old Colwyn ATC 1, Holyrood Avenue

Direction: Northeastbound

13/07/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	5	27.7	22.5	5.0	0	0	2	1	2	0	0	0	0	0	0	0
01:00	3	23.8	20.8	2.9	0	0	1	2	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
04:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
05:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	6	25.8	22.5	3.2	0	0	1	4	1	0	0	0	0	0	0	0
07:00	12	23.6	21.3	2.3	0	0	3	9	0	0	0	0	0	0	0	0
08:00	23	24.6	20.5	3.9	0	0	12	9	1	1	0	0	0	0	0	0
09:00	18	24.6	21.1	3.3	0	0	7	9	2	0	0	0	0	0	0	0
10:00	35	22.8	19.2	3.4	0	3	18	13	1	0	0	0	0	0	0	0
11:00	33	23.9	19.8	4.0	0	3	15	12	3	0	0	0	0	0	0	0
12:00	27	23.2	19.2	3.9	0	5	8	14	0	0	0	0	0	0	0	0
13:00	19	22.9	18.8	4.0	1	1	9	8	0	0	0	0	0	0	0	0
14:00	24	25.1	20.8	4.1	0	2	7	12	3	0	0	0	0	0	0	0
15:00	19	24.2	19.9	4.2	0	2	8	7	2	0	0	0	0	0	0	0
16:00	13	22.4	18.7	3.6	0	2	6	5	0	0	0	0	0	0	0	0
17:00	15	24.8	20.5	4.1	0	1	6	6	2	0	0	0	0	0	0	0
18:00	11	22.8	18.0	4.7	0	3	5	2	1	0	0	0	0	0	0	0
19:00	27	25.1	20.3	4.7	0	4	8	11	4	0	0	0	0	0	0	0
20:00	11	24.0	19.8	4.1	0	0	8	1	2	0	0	0	0	0	0	0
21:00	5	20.8	18.5	2.2	0	0	4	1	0	0	0	0	0	0	0	0
22:00	3	28.7	20.8	7.6	0	1	0	1	1	0	0	0	0	0	0	0
23:00	4	29.0	21.3	7.5	0	0	3	0	0	1	0	0	0	0	0	0
Total																
2H(10-12)	68	23.3	19.5	3.7	0	6	33	25	4	0	0	0	0	0	0	0
2H(14-16)	43	24.7	20.4	4.1	0	4	15	19	5	0	0	0	0	0	0	0
12H(7-19)	249	23.8	19.8	3.9	1	22	104	106	15	1	0	0	0	0	0	0
24H(0-24)	318	24.1	19.9	4.0	1	27	135	128	25	2	0	0	0	0	0	0
AM Peak	10:00	00:00	00:00	00:00	00:00	10:00	10:00	10:00	11:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00
	35	27.7	22.5	5.0	0	3	18	13	3	1	0	0	0	0	0	0
PM Peak	12:00	23:00	23:00	22:00	13:00	12:00	13:00	12:00	19:00	23:00	12:00	12:00	12:00	12:00	12:00	12:00
	27	29.0	21.3	7.6	1	5	9	14	4	1	0	0	0	0	0	0

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	3	32.7	27.5	5.0	0	0	0	1	1	1	0	0	0	0	0	0
01:00	6	28.2	22.5	5.5	0	0	2	3	0	1	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	29.8	22.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
07:00	10	24.1	20.5	3.5	0	0	5	4	1	0	0	0	0	0	0	0
08:00	8	24.8	20.0	4.6	0	1	3	3	1	0	0	0	0	0	0	0
09:00	13	26.1	22.1	3.8	0	0	4	6	3	0	0	0	0	0	0	0
10:00	16	25.0	20.0	4.8	0	3	4	7	2	0	0	0	0	0	0	0
11:00	28	25.3	21.1	4.0	0	2	8	14	4	0	0	0	0	0	0	0
12:00	33	27.7	22.0	5.5	0	2	11	11	7	1	1	0	0	0	0	0
13:00	25	25.3	21.3	3.9	0	2	5	15	3	0	0	0	0	0	0	0
14:00	22	24.7	20.2	4.3	0	2	9	8	3	0	0	0	0	0	0	0
15:00	24	23.6	20.2	3.3	0	1	10	12	1	0	0	0	0	0	0	0
16:00	22	28.3	22.5	5.6	0	1	6	10	3	1	1	0	0	0	0	0
17:00	22	24.7	21.8	2.8	0	0	5	15	2	0	0	0	0	0	0	0
18:00	26	24.5	21.0	3.4	0	1	8	15	2	0	0	0	0	0	0	0
19:00	24	24.1	20.8	3.2	0	1	7	15	1	0	0	0	0	0	0	0
20:00	20	26.1	21.5	4.5	0	1	6	10	2	1	0	0	0	0	0	0
21:00	5	28.3	21.5	6.5	0	0	3	1	0	1	0	0	0	0	0	0
22:00	7	28.5	22.5	5.8	0	0	3	2	1	1	0	0	0	0	0	0
23:00	2	36.0	25.0	10.6	0	0	1	0	0	1	0	0	0	0	0	0
Total																
2H(10-12)	44	25.2	20.7	4.3	0	5	12	21	6	0	0	0	0	0	0	0
2H(14-16)	46	24.1	20.2	3.8	0	3	19	20	4	0	0	0	0	0	0	0
12H(7-19)	249	25.6	21.2	4.2	0	15	78	120	32	2	2	0	0	0	0	0
24H(0-24)	320	25.8	21.3	4.3	0	17	103	152	38	8	2	0	0	0	0	0
AM Peak	11:00	00:00	00:00	06:00	00:00	10:00	11:00	11:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	28	32.7	27.5	7.1	0	3	8	14	4	1	0	0	0	0	0	0
PM Peak	12:00	23:00	23:00	23:00	12:00	12:00	12:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	33	36.0	25.0	10.6	0	2	11	15	7	1	1	0	0	0	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	8	29.9	24.4	5.3	0	0	2	2	3	1	0	0	0	0	0	0
01:00	9	26.8	21.9	4.6	0	0	3	5	0	1	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4	17.5	17.5	0.0	0	0	4	0	0	0	0	0	0	0	0	0
04:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
05:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	8	26.4	22.5	3.8	0	0	2	4	2	0	0	0	0	0	0	0
07:00	22	23.9	20.9	2.8	0	0	8	13	1	0	0	0	0	0	0	0
08:00	31	24.6	20.4	4.0	0	1	15	12	2	1	0	0	0	0	0	0
09:00	31	25.2	21.5	3.5	0	0	11	15	5	0	0	0	0	0	0	0
10:00	51	23.5	19.5	3.9	0	6	22	20	3	0	0	0	0	0	0	0
11:00	61	24.5	20.4	4.0	0	5	23	26	7	0	0	0	0	0	0	0
12:00	60	26.0	20.8	5.0	0	7	19	25	7	1	1	0	0	0	0	0
13:00	44	24.5	20.2	4.1	1	3	14	23	3	0	0	0	0	0	0	0
14:00	46	24.8	20.5	4.1	0	4	16	20	6	0	0	0	0	0	0	0
15:00	43	23.9	20.1	3.7	0	3	18	19	3	0	0	0	0	0	0	0
16:00	35	26.5	21.1	5.2	0	3	12	15	3	1	1	0	0	0	0	0
17:00	37	24.8	21.3	3.4	0	1	11	21	4	0	0	0	0	0	0	0
18:00	37	24.2	20.1	4.0	0	4	13	17	3	0	0	0	0	0	0	0
19:00	51	24.7	20.5	4.0	0	5	15	26	5	0	0	0	0	0	0	0
20:00	31	25.4	20.9	4.4	0	1	14	11	4	1	0	0	0	0	0	0
21:00	10	25.0	20.0	4.9	0	0	7	2	0	1	0	0	0	0	0	0
22:00	10	28.2	22.0	6.0	0	1	3	3	2	1	0	0	0	0	0	0
23:00	6	30.5	22.5	7.7	0	0	4	0	0	2	0	0	0	0	0	0
Total																
2H(10-12)	112	24.1	20.0	4.0	0	11	45	46	10	0	0	0	0	0	0	0
2H(14-16)	89	24.4	20.3	3.9	0	7	34	39	9	0	0	0	0	0	0	0
12H(7-19)	498	24.7	20.5	4.1	1	37	182	226	47	3	2	0	0	0	0	0
24H(0-24)	638	25.0	20.6	4.2	1	44	238	280	63	10	2	0	0	0	0	0
AM Peak	11:00 61	00:00 29.9	00:00 24.4	00:00 5.3	00:00 0	10:00 6	11:00 23	11:00 26	11:00 7	00:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	12:00 60	23:00 30.5	23:00 22.5	23:00 7.7	13:00 1	12:00 7	12:00 19	19:00 26	12:00 7	23:00 2	12:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Old Colwyn ATC 1, Holyrood Avenue

Direction: Northeastbound

14/07/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	22.2	19.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
05:00	4	23.0	20.0	2.9	0	0	2	2	0	0	0	0	0	0	0	0
06:00	17	24.4	20.7	3.5	0	1	5	10	1	0	0	0	0	0	0	0
07:00	42	22.4	19.0	3.2	0	4	21	17	0	0	0	0	0	0	0	0
08:00	138	21.0	15.4	5.4	35	22	53	25	3	0	0	0	0	0	0	0
09:00	43	22.9	19.8	3.0	0	1	22	19	1	0	0	0	0	0	0	0
10:00	48	22.4	18.4	3.8	0	8	25	13	2	0	0	0	0	0	0	0
11:00	35	23.5	20.1	3.3	0	2	14	18	1	0	0	0	0	0	0	0
12:00	46	23.4	20.2	3.1	0	1	21	22	2	0	0	0	0	0	0	0
13:00	30	21.4	18.3	3.0	0	3	19	8	0	0	0	0	0	0	0	0
14:00	73	21.5	16.1	5.3	11	18	30	11	2	1	0	0	0	0	0	0
15:00	91	23.0	19.3	3.6	0	7	51	27	6	0	0	0	0	0	0	0
16:00	58	23.6	19.2	4.2	2	3	31	17	5	0	0	0	0	0	0	0
17:00	45	23.5	19.5	3.8	2	1	20	21	1	0	0	0	0	0	0	0
18:00	29	22.8	19.6	3.1	0	1	16	11	1	0	0	0	0	0	0	0
19:00	48	24.0	20.7	3.2	0	2	15	29	2	0	0	0	0	0	0	0
20:00	24	24.2	20.2	3.9	0	1	12	8	3	0	0	0	0	0	0	0
21:00	4	23.7	18.8	4.8	0	1	1	2	0	0	0	0	0	0	0	0
22:00	4	21.3	18.8	2.5	0	0	3	1	0	0	0	0	0	0	0	0
23:00	3	23.8	20.8	2.9	0	0	1	2	0	0	0	0	0	0	0	0
Total																
2H(10-12)	83	22.9	19.1	3.7	0	10	39	31	3	0	0	0	0	0	0	0
2H(14-16)	164	22.7	17.8	4.7	11	25	81	38	8	1	0	0	0	0	0	0
12H(7-19)	678	22.9	18.2	4.5	50	71	323	209	24	1	0	0	0	0	0	0
24H(0-24)	786	23.1	18.5	4.4	50	77	364	264	30	1	0	0	0	0	0	0
AM Peak	08:00	06:00	06:00	08:00	08:00	08:00	08:00	08:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	138	24.4	20.7	5.4	35	22	53	25	3	0	0	0	0	0	0	0
PM Peak	15:00	20:00	23:00	14:00	14:00	14:00	15:00	19:00	15:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00
	91	24.2	20.8	5.3	11	18	51	29	6	1	0	0	0	0	0	0

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	3	27.2	24.2	2.9	0	0	0	2	1	0	0	0	0	0	0	0
06:00	11	25.8	22.5	3.2	0	0	2	7	2	0	0	0	0	0	0	0
07:00	75	24.0	20.5	3.4	0	4	25	44	1	1	0	0	0	0	0	0
08:00	180	23.0	19.4	3.5	1	14	86	74	5	0	0	0	0	0	0	0
09:00	33	24.4	20.8	3.5	0	1	12	17	3	0	0	0	0	0	0	0
10:00	35	24.9	20.9	3.8	0	2	11	18	4	0	0	0	0	0	0	0
11:00	32	25.9	21.4	4.4	0	3	7	16	6	0	0	0	0	0	0	0
12:00	49	25.7	21.3	4.3	0	2	18	20	8	1	0	0	0	0	0	0
13:00	29	25.9	21.8	3.9	0	0	10	14	4	1	0	0	0	0	0	0
14:00	94	24.6	20.3	4.2	1	7	35	40	11	0	0	0	0	0	0	0
15:00	37	24.6	20.9	3.5	0	1	14	18	4	0	0	0	0	0	0	0
16:00	45	25.1	20.9	4.0	0	3	13	25	3	1	0	0	0	0	0	0
17:00	58	27.7	22.5	5.0	0	2	14	29	11	0	1	1	0	0	0	0
18:00	61	26.3	22.6	3.6	0	1	12	33	15	0	0	0	0	0	0	0
19:00	33	27.1	22.8	4.1	0	1	5	20	5	2	0	0	0	0	0	0
20:00	25	25.1	20.9	4.0	0	2	7	13	3	0	0	0	0	0	0	0
21:00	13	27.2	22.5	4.6	0	0	4	6	2	1	0	0	0	0	0	0
22:00	7	23.1	20.4	2.7	0	0	3	4	0	0	0	0	0	0	0	0
23:00	4	26.2	21.3	4.8	0	0	2	1	1	0	0	0	0	0	0	0
Total																
2H(10-12)	67	25.3	21.2	4.0	0	5	18	34	10	0	0	0	0	0	0	0
2H(14-16)	131	24.6	20.5	4.0	1	8	49	58	15	0	0	0	0	0	0	0
12H(7-19)	728	24.9	20.8	4.0	2	40	257	348	75	4	1	1	0	0	0	0
24H(0-24)	826	25.1	20.9	4.0	2	44	281	401	89	7	1	1	0	0	0	0
AM Peak	08:00	05:00	05:00	11:00	08:00	08:00	08:00	08:00	11:00	07:00	00:00	00:00	00:00	00:00	00:00	00:00
	180	27.2	24.2	4.4	1	14	86	74	6	1	0	0	0	0	0	0
PM Peak	14:00	17:00	19:00	17:00	14:00	14:00	14:00	14:00	18:00	19:00	17:00	17:00	12:00	12:00	12:00	12:00
	94	27.7	22.8	5.0	1	7	35	40	15	2	1	1	0	0	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
01:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	21.3	18.8	2.5	0	0	3	1	0	0	0	0	0	0	0	0
05:00	7	25.4	21.8	3.5	0	0	2	4	1	0	0	0	0	0	0	0
06:00	28	25.0	21.4	3.4	0	1	7	17	3	0	0	0	0	0	0	0
07:00	117	23.5	20.0	3.4	0	8	46	61	1	1	0	0	0	0	0	0
08:00	318	22.7	17.7	4.8	36	36	139	99	8	0	0	0	0	0	0	0
09:00	76	23.6	20.3	3.2	0	2	34	36	4	0	0	0	0	0	0	0
10:00	83	23.6	19.5	4.0	0	10	36	31	6	0	0	0	0	0	0	0
11:00	67	24.7	20.7	3.9	0	5	21	34	7	0	0	0	0	0	0	0
12:00	95	24.7	20.8	3.8	0	3	39	42	10	1	0	0	0	0	0	0
13:00	59	24.1	20.0	3.9	0	3	29	22	4	1	0	0	0	0	0	0
14:00	167	23.8	18.5	5.1	12	25	65	51	13	1	0	0	0	0	0	0
15:00	128	23.5	19.7	3.6	0	8	65	45	10	0	0	0	0	0	0	0
16:00	103	24.3	20.0	4.2	2	6	44	42	8	1	0	0	0	0	0	0
17:00	103	26.1	21.2	4.8	2	3	34	50	12	0	1	1	0	0	0	0
18:00	90	25.5	21.6	3.7	0	2	28	44	16	0	0	0	0	0	0	0
19:00	81	25.4	21.6	3.7	0	3	20	49	7	2	0	0	0	0	0	0
20:00	49	24.6	20.6	3.9	0	3	19	21	6	0	0	0	0	0	0	0
21:00	17	26.5	21.6	4.8	0	1	5	8	2	1	0	0	0	0	0	0
22:00	11	22.5	19.8	2.6	0	0	6	5	0	0	0	0	0	0	0	0
23:00	7	25.0	21.1	3.8	0	0	3	3	1	0	0	0	0	0	0	0
Total																
2H(10-12)	150	24.1	20.0	4.0	0	15	57	65	13	0	0	0	0	0	0	0
2H(14-16)	295	23.8	19.0	4.6	12	33	130	96	23	1	0	0	0	0	0	0
12H(7-19)	1406	24.1	19.5	4.4	52	111	580	557	99	5	1	1	0	0	0	0
24H(0-24)	1612	24.3	19.7	4.4	52	121	645	665	119	8	1	1	0	0	0	0
AM Peak	08:00 318	05:00 25.4	05:00 21.8	08:00 4.8	08:00 36	08:00 36	08:00 139	08:00 99	08:00 8	07:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	14:00 167	21:00 26.5	21:00 21.6	14:00 5.1	14:00 12	14:00 25	14:00 65	14:00 51	18:00 16	19:00 2	17:00 1	17:00 1	12:00 0	12:00 0	12:00 0	12:00 0

Old Colwyn ATC 1, Holyrood Avenue

Direction: Northeastbound

15/07/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
06:00	17	25.0	19.3	5.4	2	0	7	6	2	0	0	0	0	0	0	0
07:00	37	23.6	19.8	3.7	0	3	16	16	2	0	0	0	0	0	0	0
08:00	144	21.0	16.4	4.5	17	30	67	30	0	0	0	0	0	0	0	0
09:00	41	23.6	20.1	3.4	0	1	21	16	3	0	0	0	0	0	0	0
10:00	38	23.3	20.1	3.0	0	2	14	22	0	0	0	0	0	0	0	0
11:00	41	22.8	19.1	3.6	0	6	16	19	0	0	0	0	0	0	0	0
12:00	49	24.0	19.6	4.2	0	6	21	17	5	0	0	0	0	0	0	0
13:00	48	23.5	19.8	3.5	1	2	20	24	1	0	0	0	0	0	0	0
14:00	97	20.5	16.2	4.2	6	33	39	19	0	0	0	0	0	0	0	0
15:00	92	22.8	19.0	3.7	1	11	42	36	2	0	0	0	0	0	0	0
16:00	90	22.1	18.3	3.7	2	11	48	28	1	0	0	0	0	0	0	0
17:00	53	23.5	18.8	4.5	2	8	19	22	2	0	0	0	0	0	0	0
18:00	42	22.9	19.2	3.6	0	3	24	14	0	1	0	0	0	0	0	0
19:00	22	23.9	19.8	4.0	0	2	10	8	2	0	0	0	0	0	0	0
20:00	28	23.7	19.8	3.7	0	1	16	8	3	0	0	0	0	0	0	0
21:00	11	22.5	19.8	2.6	0	0	6	5	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	3	27.7	22.5	5.0	0	0	1	1	1	0	0	0	0	0	0	0
Total																
2H(10-12)	79	23.1	19.6	3.4	0	8	30	41	0	0	0	0	0	0	0	0
2H(14-16)	189	21.9	17.5	4.2	7	44	81	55	2	0	0	0	0	0	0	0
12H(7-19)	772	22.6	18.3	4.2	29	116	347	263	16	1	0	0	0	0	0	0
24H(0-24)	855	22.8	18.5	4.2	31	119	388	291	25	1	0	0	0	0	0	0
AM Peak	08:00 144	06:00 25.0	05:00 27.5	06:00 5.4	08:00 17	08:00 30	08:00 67	08:00 30	09:00 3	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	14:00 97	23:00 27.7	23:00 22.5	23:00 5.0	14:00 6	14:00 33	16:00 48	15:00 36	12:00 5	18:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	3	22.2	19.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	32.2	29.2	2.9	0	0	0	0	2	1	0	0	0	0	0	0
06:00	8	22.5	22.5	0.0	0	0	0	8	0	0	0	0	0	0	0	0
07:00	65	23.2	19.6	3.5	0	5	31	26	3	0	0	0	0	0	0	0
08:00	178	23.5	18.7	4.6	8	26	72	62	9	1	0	0	0	0	0	0
09:00	36	23.8	20.7	3.0	0	0	15	19	2	0	0	0	0	0	0	0
10:00	32	27.9	21.6	6.1	1	4	5	15	5	1	1	0	0	0	0	0
11:00	30	27.4	23.8	3.5	0	0	3	17	9	1	0	0	0	0	0	0
12:00	30	25.2	20.2	4.8	1	1	15	7	6	0	0	0	0	0	0	0
13:00	38	24.4	20.9	3.3	0	2	10	24	2	0	0	0	0	0	0	0
14:00	87	23.0	19.0	3.9	1	11	39	33	3	0	0	0	0	0	0	0
15:00	39	23.6	19.3	4.2	1	3	19	13	3	0	0	0	0	0	0	0
16:00	43	24.5	21.0	3.4	0	1	15	23	4	0	0	0	0	0	0	0
17:00	51	26.9	21.9	4.8	1	3	11	23	12	1	0	0	0	0	0	0
18:00	40	26.9	22.5	4.2	0	0	11	21	5	3	0	0	0	0	0	0
19:00	45	24.7	21.2	3.4	0	0	18	21	6	0	0	0	0	0	0	0
20:00	24	25.2	20.4	4.6	0	3	8	9	4	0	0	0	0	0	0	0
21:00	21	26.9	22.7	4.0	0	0	5	11	4	1	0	0	0	0	0	0
22:00	7	25.0	21.1	3.8	0	0	3	3	1	0	0	0	0	0	0	0
23:00	3	22.2	19.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
Total																
2H(10-12)	62	27.9	22.7	5.1	1	4	8	32	14	2	1	0	0	0	0	0
2H(14-16)	126	23.2	19.1	4.0	2	14	58	46	6	0	0	0	0	0	0	0
12H(7-19)	669	24.8	20.1	4.5	13	56	246	283	63	7	1	0	0	0	0	0
24H(0-24)	783	24.9	20.3	4.4	13	59	284	337	80	9	1	0	0	0	0	0
AM Peak	08:00 178	05:00 32.2	05:00 29.2	10:00 6.1	08:00 8	08:00 26	08:00 72	08:00 62	08:00 9	05:00 1	10:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	14:00 87	17:00 26.9	21:00 22.7	17:00 4.8	12:00 1	14:00 11	14:00 39	14:00 33	17:00 12	18:00 3	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	4	21.3	18.8	2.5	0	0	3	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	31.3	28.8	2.5	0	0	0	0	3	1	0	0	0	0	0	0
06:00	25	25.2	20.3	4.7	2	0	7	14	2	0	0	0	0	0	0	0
07:00	102	23.3	19.7	3.6	0	8	47	42	5	0	0	0	0	0	0	0
08:00	322	22.5	17.6	4.7	25	56	139	92	9	1	0	0	0	0	0	0
09:00	77	23.7	20.4	3.2	0	1	36	35	5	0	0	0	0	0	0	0
10:00	70	25.7	20.8	4.7	1	6	19	37	5	1	1	0	0	0	0	0
11:00	71	25.5	21.1	4.2	0	6	19	36	9	1	0	0	0	0	0	0
12:00	79	24.4	19.8	4.4	1	7	36	24	11	0	0	0	0	0	0	0
13:00	86	23.9	20.3	3.5	1	4	30	48	3	0	0	0	0	0	0	0
14:00	184	21.9	17.5	4.3	7	44	78	52	3	0	0	0	0	0	0	0
15:00	131	23.1	19.1	3.9	2	14	61	49	5	0	0	0	0	0	0	0
16:00	133	23.1	19.2	3.8	2	12	63	51	5	0	0	0	0	0	0	0
17:00	104	25.4	20.4	4.9	3	11	30	45	14	1	0	0	0	0	0	0
18:00	82	25.2	20.8	4.2	0	3	35	35	5	4	0	0	0	0	0	0
19:00	67	24.5	20.7	3.7	0	2	28	29	8	0	0	0	0	0	0	0
20:00	52	24.4	20.1	4.1	0	4	24	17	7	0	0	0	0	0	0	0
21:00	32	25.7	21.7	3.8	0	0	11	16	4	1	0	0	0	0	0	0
22:00	7	25.0	21.1	3.8	0	0	3	3	1	0	0	0	0	0	0	0
23:00	6	25.1	20.8	4.1	0	0	3	2	1	0	0	0	0	0	0	0
Total																
2H(10-12)	141	25.6	20.9	4.5	1	12	38	73	14	2	1	0	0	0	0	0
2H(14-16)	315	22.5	18.2	4.2	9	58	139	101	8	0	0	0	0	0	0	0
12H(7-19)	1441	23.7	19.2	4.4	42	172	593	546	79	8	1	0	0	0	0	0
24H(0-24)	1638	23.9	19.4	4.4	44	178	672	628	105	10	1	0	0	0	0	0
AM Peak	08:00	05:00	05:00	10:00	08:00	08:00	08:00	08:00	08:00	05:00	10:00	00:00	00:00	00:00	00:00	00:00
	322	31.3	28.8	4.7	25	56	139	92	9	1	1	0	0	0	0	0
PM Peak	14:00	21:00	21:00	17:00	14:00	14:00	14:00	14:00	17:00	18:00	12:00	12:00	12:00	12:00	12:00	12:00
	184	25.7	21.7	4.9	7	44	78	52	14	4	0	0	0	0	0	0

Paul Castle Associates

Old Colwyn ATC 2, A547 Abergele Road



Direction: Westbound

Hour Beginning	Wed 09/07/2025	Thu 10/07/2025	Fri 11/07/2025	Sat 12/07/2025	Sun 13/07/2025	Mon 14/07/2025	Tue 15/07/2025	5-Day Ave.	7-Day Ave.
00:00	14	18	20	43	49	16	19	17	26
01:00	6	8	7	19	25	7	8	7	11
02:00	3	9	32	15	15	2	9	11	12
03:00	2	3	4	7	5	3	1	3	4
04:00	1	5	5	4	9	4	1	3	4
05:00	16	22	23	16	11	21	19	20	18
06:00	98	87	97	37	13	73	62	83	67
07:00	249	221	205	102	49	208	223	221	180
08:00	515	523	494	205	116	505	544	516	415
09:00	390	412	413	272	149	411	410	407	351
10:00	285	387	391	352	256	346	393	360	344
11:00	330	322	340	408	321	342	355	338	345
12:00	336	328	395	423	341	344	312	343	354
13:00	388	372	355	516	359	350	334	360	382
14:00	449	409	397	529	285	410	431	419	416
15:00	353	365	393	281	240	421	365	379	345
16:00	407	420	355	263	225	365	378	385	345
17:00	431	423	416	270	170	415	418	421	363
18:00	332	371	276	218	179	309	326	323	287
19:00	287	262	233	223	177	255	249	257	241
20:00	198	193	199	148	160	187	183	192	181
21:00	130	136	163	128	114	112	127	134	130
22:00	62	80	115	113	75	67	74	80	84
23:00	38	42	65	57	42	40	39	45	46
Total									
12H(7-19)	4465	4553	4430	3839	2690	4426	4489	4473	4127
16H(6-22)	5178	5231	5122	4375	3154	5053	5110	5139	4746
18H(6-24)	5276	5353	5302	4545	3271	5160	5223	5263	4876
24H(0-24)	5320	5418	5393	4649	3385	5213	5280	5325	4951
AM Peak	08:00 515	08:00 523	08:00 494	11:00 408	11:00 321	08:00 505	08:00 544	08:00 516	08:00 415
PM Peak	14:00 449	17:00 423	17:00 416	14:00 529	13:00 359	15:00 421	14:00 431	17:00 421	14:00 416

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Wed 09/07/2025	Thu 10/07/2025	Fri 11/07/2025	Sat 12/07/2025	Sun 13/07/2025	Mon 14/07/2025	Tue 15/07/2025	5-Day Ave.	7-Day Ave.
00:00	20	24	22	45	67	20	17	21	31
01:00	4	6	10	27	25	13	5	8	13
02:00	4	9	35	11	11	4	5	11	11
03:00	2	5	2	11	6	8	5	4	6
04:00	7	9	6	8	6	9	7	8	7
05:00	23	27	19	12	15	25	29	25	21
06:00	77	76	71	41	23	70	65	72	60
07:00	226	201	234	78	51	230	226	223	178
08:00	438	440	425	182	105	420	424	429	348
09:00	344	346	352	310	163	328	330	340	310
10:00	319	347	396	365	273	333	321	343	336
11:00	375	372	428	375	322	376	390	388	377
12:00	379	439	397	373	356	392	406	403	392
13:00	359	341	404	354	290	373	347	365	353
14:00	380	397	435	311	279	405	421	408	375
15:00	551	522	518	312	268	491	549	526	459
16:00	503	477	469	273	570	497	531	495	474
17:00	550	558	486	261	561	467	529	518	487
18:00	387	356	339	243	620	333	373	358	379
19:00	289	318	238	204	504	322	307	295	312
20:00	224	236	204	189	211	241	232	227	220
21:00	212	204	125	122	108	152	164	171	155
22:00	93	86	113	126	78	76	77	89	93
23:00	37	42	64	49	45	41	45	46	46
Total									
12H(7-19)	4811	4796	4883	3437	3858	4645	4847	4796	4468
16H(6-22)	5613	5630	5521	3993	4704	5430	5615	5562	5215
18H(6-24)	5743	5758	5698	4168	4827	5547	5713	5697	5354
24H(0-24)	5803	5838	5792	4282	4957	5626	5805	5773	5443
AM Peak	08:00 438	08:00 440	11:00 428	11:00 375	11:00 322	08:00 420	08:00 424	08:00 429	11:00 377
PM Peak	15:00 551	17:00 558	15:00 518	12:00 373	18:00 620	16:00 497	15:00 549	15:00 526	17:00 487

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Wed 09/07/2025	Thu 10/07/2025	Fri 11/07/2025	Sat 12/07/2025	Sun 13/07/2025	Mon 14/07/2025	Tue 15/07/2025	5-Day Ave.	7-Day Ave.
00:00	34	42	42	88	116	36	36	38	56
01:00	10	14	17	46	50	20	13	15	24
02:00	7	18	67	26	26	6	14	22	23
03:00	4	8	6	18	11	11	6	7	9
04:00	8	14	11	12	15	13	8	11	12
05:00	39	49	42	28	26	46	48	45	40
06:00	175	163	168	78	36	143	127	155	127
07:00	475	422	439	180	100	438	449	445	358
08:00	953	963	919	387	221	925	968	946	762
09:00	734	758	765	582	312	739	740	747	661
10:00	604	734	787	717	529	679	714	704	681
11:00	705	694	768	783	643	718	745	726	722
12:00	715	397	792	796	697	736	718	746	746
13:00	747	713	759	870	649	723	681	725	735
14:00	829	806	832	840	564	815	852	827	791
15:00	904	887	911	593	508	912	914	906	804
16:00	910	897	824	536	795	862	909	880	819
17:00	981	981	902	531	731	882	947	939	851
18:00	719	727	615	461	799	642	699	680	666
19:00	576	580	471	427	681	577	556	552	553
20:00	422	429	403	337	371	428	415	419	401
21:00	342	340	288	250	222	264	291	305	285
22:00	155	166	228	239	153	143	151	169	176
23:00	75	84	129	106	87	81	84	91	92
Total									
12H(7-19)	9276	9349	9313	7276	6548	9071	9336	9269	8596
16H(6-22)	10791	10861	10643	8368	7858	10483	10725	10701	9961
18H(6-24)	11021	11111	11000	8713	8098	10707	10960	10960	10230
24H(0-24)	11123	11256	11185	8931	8342	10839	11085	11098	10394
AM Peak	08:00 953	08:00 963	08:00 919	11:00 783	11:00 643	08:00 925	08:00 968	08:00 946	08:00 762
PM Peak	17:00 981	17:00 981	15:00 911	13:00 870	18:00 799	15:00 912	17:00 947	17:00 939	17:00 851

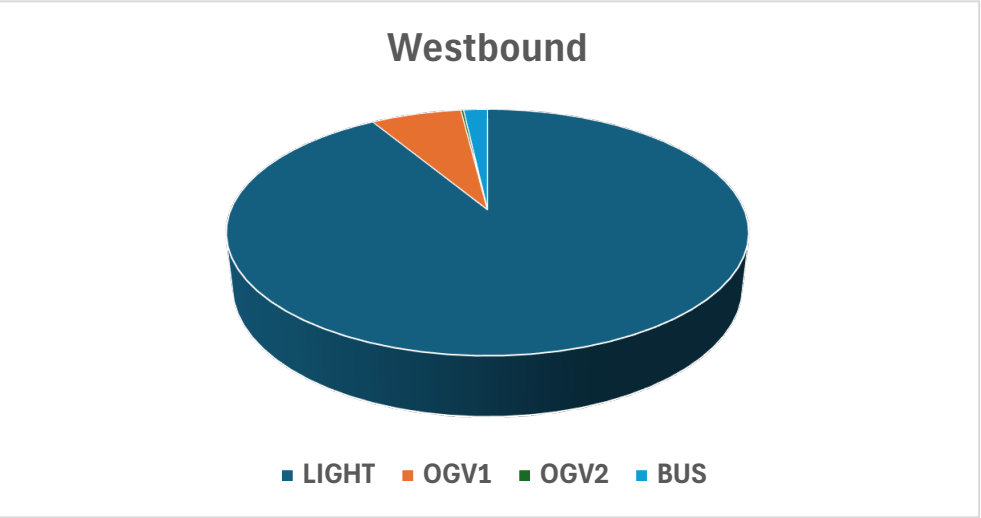
Paul Castle Associates

Old Colwyn ATC 2, A547 Abergele Road

Direction: Westbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	5320	4845	368	7	100
Thu 10 Jul 2025	5418	4944	369	10	95
Fri 11 Jul 2025	5393	4882	401	9	101
Sat 12 Jul 2025	4649	4283	243	17	106
Sun 13 Jul 2025	3385	3197	149	7	32
Mon 14 Jul 2025	5213	4707	400	5	101
Tue 15 Jul 2025	5280	4797	392	14	77
5 Day Ave.	5325	4835	386	9	95
7 Day Ave.	4951	4522	332	10	87

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	100.0%	91.1%	6.9%	0.1%	1.9%
Thu 10 Jul 2025	100.0%	91.3%	6.8%	0.2%	1.8%
Fri 11 Jul 2025	100.0%	90.5%	7.4%	0.2%	1.9%
Sat 12 Jul 2025	100.0%	92.1%	5.2%	0.4%	2.3%
Sun 13 Jul 2025	100.0%	94.4%	4.4%	0.2%	0.9%
Mon 14 Jul 2025	100.0%	90.3%	7.7%	0.1%	1.9%
Tue 15 Jul 2025	100.0%	90.9%	7.4%	0.3%	1.5%
5 Day Ave.	100.0%	90.8%	7.2%	0.2%	1.8%
7 Day Ave.	100.0%	91.3%	6.7%	0.2%	1.8%

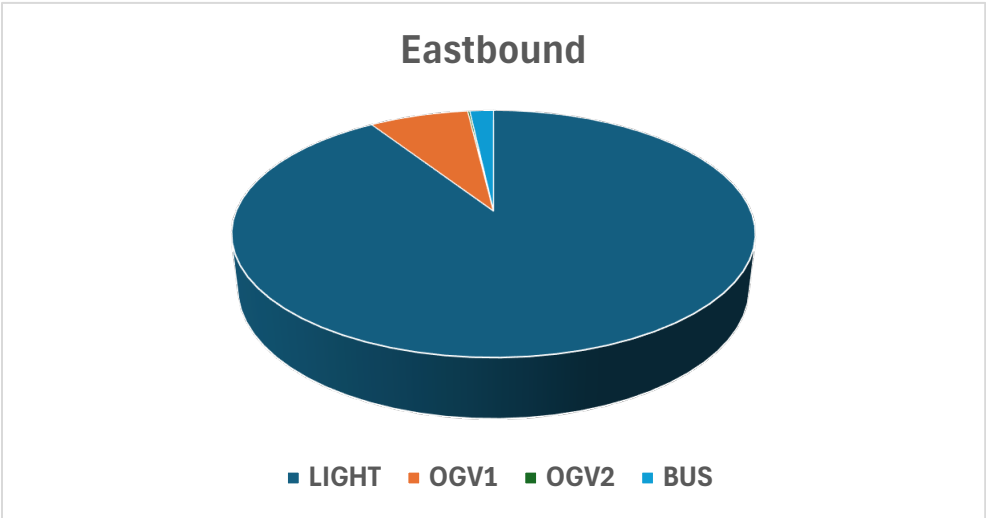
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Direction: Eastbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	5803	5233	457	8	105
Thu 10 Jul 2025	5838	5284	446	9	99
Fri 11 Jul 2025	5792	5188	473	10	121
Sat 12 Jul 2025	4282	3924	238	10	110
Sun 13 Jul 2025	4957	4613	280	10	54
Mon 14 Jul 2025	5626	5047	467	5	107
Tue 15 Jul 2025	5805	5305	424	6	70
5 Day Ave.	5773	5211	453	8	100
7 Day Ave.	5443	4942	398	8	95

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	100.0%	90.2%	7.9%	0.1%	1.8%
Thu 10 Jul 2025	100.0%	90.5%	7.6%	0.2%	1.7%
Fri 11 Jul 2025	100.0%	89.6%	8.2%	0.2%	2.1%
Sat 12 Jul 2025	100.0%	91.6%	5.6%	0.2%	2.6%
Sun 13 Jul 2025	100.0%	93.1%	5.6%	0.2%	1.1%
Mon 14 Jul 2025	100.0%	89.7%	8.3%	0.1%	1.9%
Tue 15 Jul 2025	100.0%	91.4%	7.3%	0.1%	1.2%
5 Day Ave.	100.0%	90.3%	7.9%	0.1%	1.7%
7 Day Ave.	100.0%	90.8%	7.3%	0.2%	1.7%

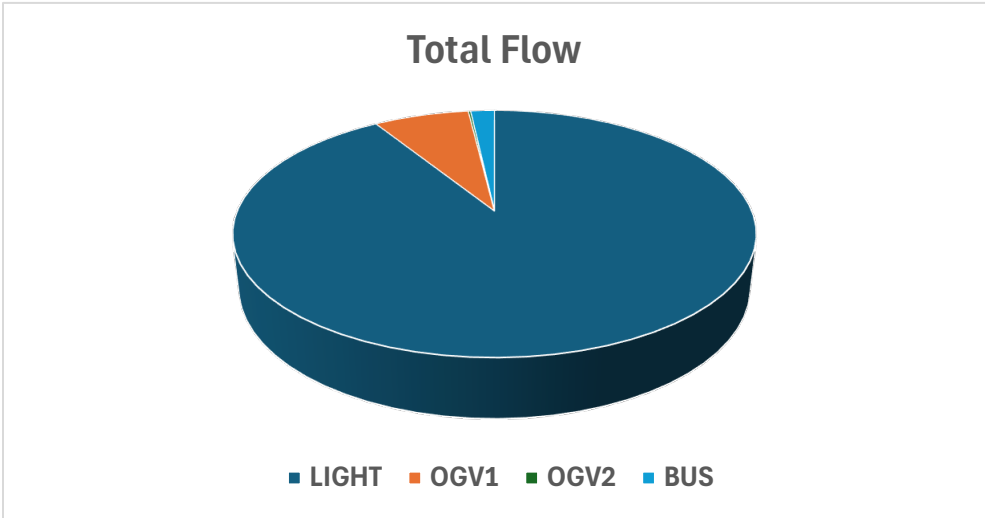
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Direction: Total Flow					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	11123	10078	825	15	205
Thu 10 Jul 2025	11256	10228	815	19	194
Fri 11 Jul 2025	11185	10070	874	19	222
Sat 12 Jul 2025	8931	8207	481	27	216
Sun 13 Jul 2025	8342	7810	429	17	86
Mon 14 Jul 2025	10839	9754	867	10	208
Tue 15 Jul 2025	11085	10102	816	20	147
5 Day Ave.	11098	10046	839	17	195
7 Day Ave.	10394	9464	730	18	183

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	100.0%	90.6%	7.4%	0.1%	1.8%
Thu 10 Jul 2025	100.0%	90.9%	7.2%	0.2%	1.7%
Fri 11 Jul 2025	100.0%	90.0%	7.8%	0.2%	2.0%
Sat 12 Jul 2025	100.0%	91.9%	5.4%	0.3%	2.4%
Sun 13 Jul 2025	100.0%	93.6%	5.1%	0.2%	1.0%
Mon 14 Jul 2025	100.0%	90.0%	8.0%	0.1%	1.9%
Tue 15 Jul 2025	100.0%	91.1%	7.4%	0.2%	1.3%
5 Day Ave.	100.0%	90.5%	7.6%	0.1%	1.8%
7 Day Ave.	100.0%	91.1%	7.0%	0.2%	1.8%

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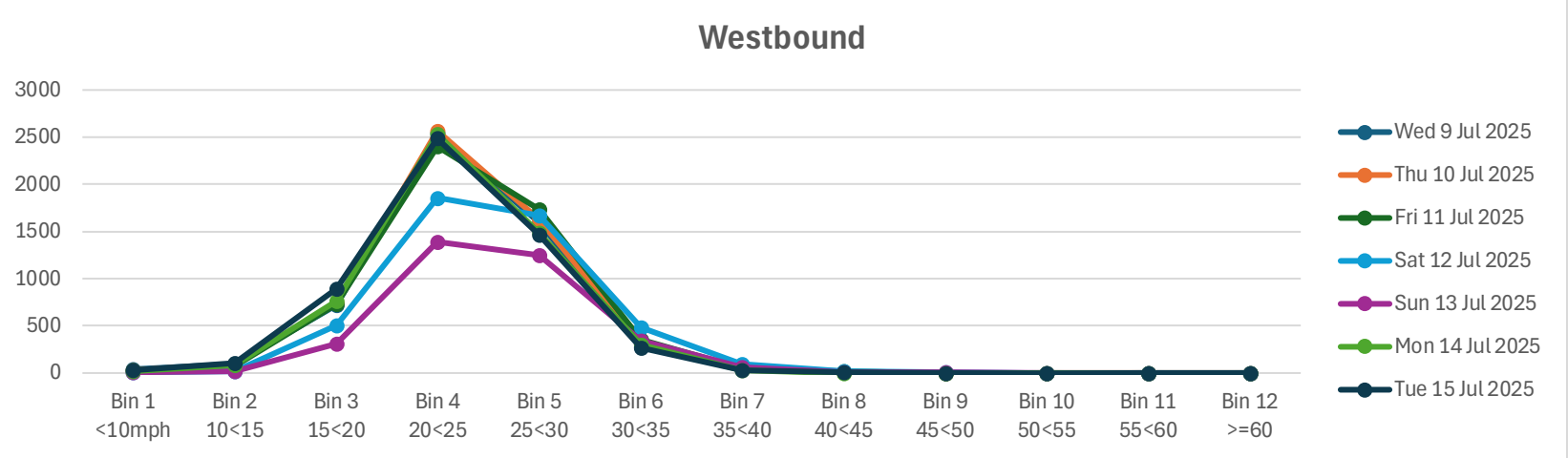


Old Colwyn ATC 2, A547 Abergele Road

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	5320	28.4	23.7	4.5	40	97	720	2545	1596	281	36	4	0	0	0	1
Thu 10 Jul 2025	5418	28.4	23.8	4.5	27	92	742	2567	1629	312	44	3	2	0	0	0
Fri 11 Jul 2025	5393	28.9	24.1	4.6	28	68	732	2401	1739	357	49	16	2	0	1	0
Sat 12 Jul 2025	4649	30.0	25.1	4.8	10	23	502	1858	1665	480	89	17	3	2	0	0
Sun 13 Jul 2025	3385	29.9	25.1	4.6	8	23	306	1390	1246	343	58	8	3	0	0	0
Mon 14 Jul 2025	5213	28.2	23.6	4.4	19	86	763	2532	1482	295	32	2	2	0	0	0
Tue 15 Jul 2025	5280	28.1	23.4	4.5	32	102	892	2485	1464	270	28	6	0	1	0	0
5 Day Ave.	5325	28.4	23.7	4.5	29	89	770	2506	1582	303	38	6	1	0	0	0
7 Day Ave.	4951	28.8	24.1	4.6	23	70	665	2254	1546	334	48	8	2	0	0	0

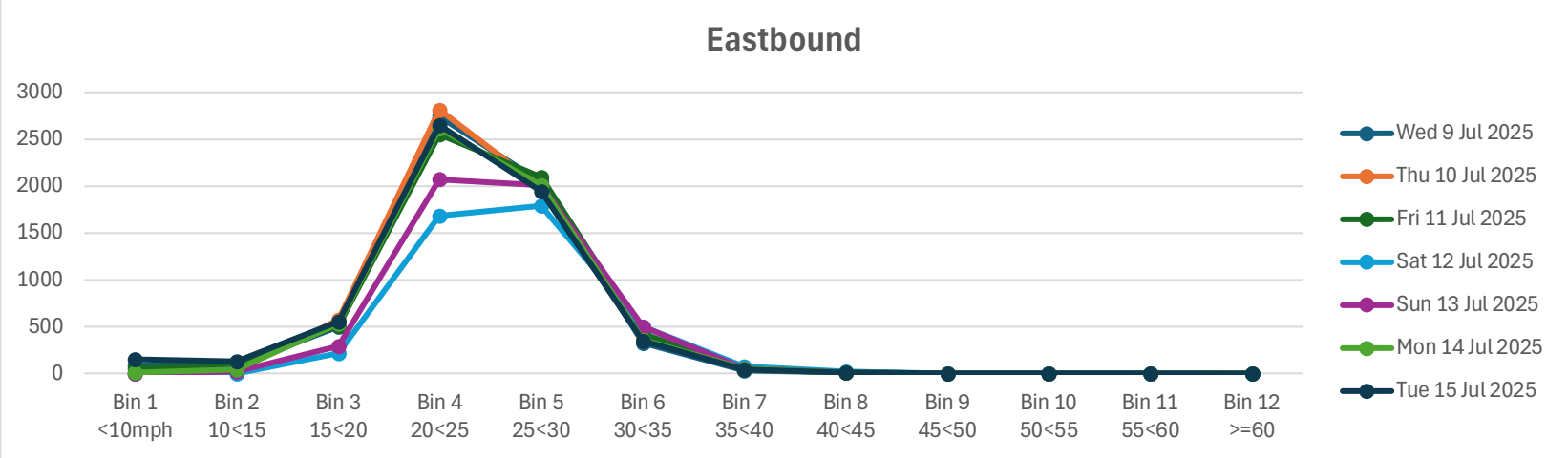
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Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	5803	28.7	24.1	4.4	84	80	501	2743	2039	326	26	4	0	0	0	0
Thu 10 Jul 2025	5838	28.6	24.4	4.0	1	33	575	2815	1984	384	39	7	0	0	0	0
Fri 11 Jul 2025	5792	29.2	24.4	4.6	51	107	514	2551	2095	424	37	11	1	1	0	0
Sat 12 Jul 2025	4282	30.3	25.8	4.3	0	3	220	1681	1789	499	69	17	1	2	0	1
Sun 13 Jul 2025	4957	29.7	25.4	4.2	1	15	294	2069	2006	500	57	13	2	0	0	0
Mon 14 Jul 2025	5626	28.9	24.5	4.2	7	45	534	2614	2007	360	50	5	2	2	0	0
Tue 15 Jul 2025	5805	29.0	23.8	5.0	154	124	554	2649	1938	343	38	4	0	0	0	1
5 Day Ave.	5773	28.9	24.3	4.4	59	78	536	2674	2013	367	38	6	1	1	0	0
7 Day Ave.	5443	29.2	24.7	4.4	43	58	456	2446	1980	405	45	9	1	1	0	0

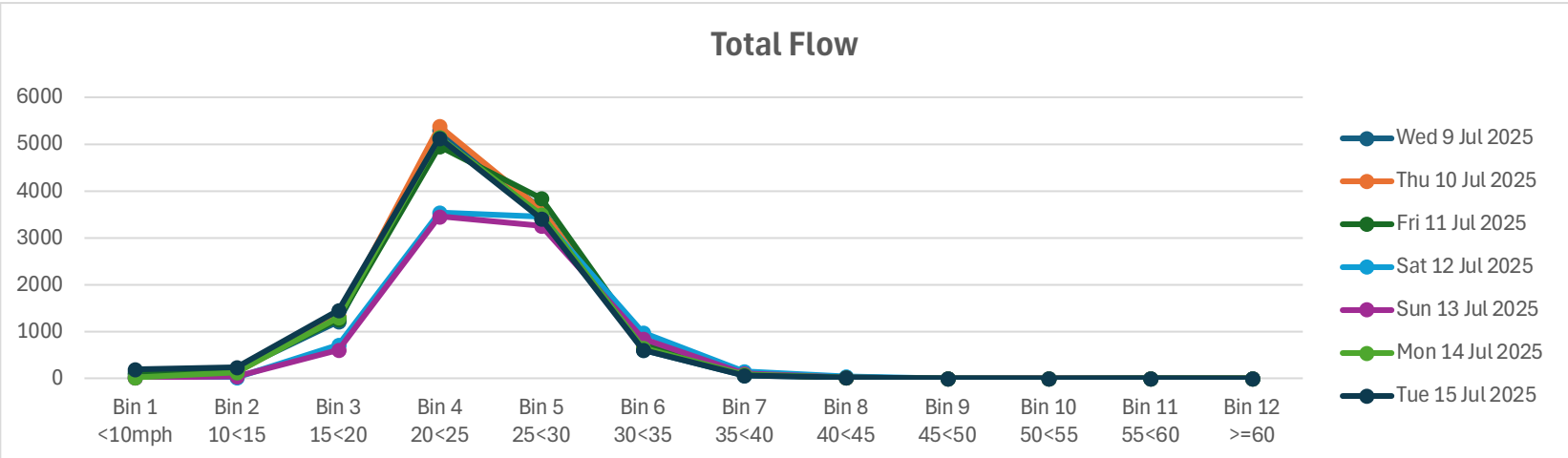
Paul Castle Associates



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	11123	28.5	23.9	4.5	124	177	1221	5288	3635	607	62	8	0	0	0	1
Thu 10 Jul 2025	11256	28.6	24.1	4.3	28	125	1317	5382	3613	696	83	10	2	0	0	0
Fri 11 Jul 2025	11185	29.1	24.3	4.6	79	175	1246	4952	3834	781	86	27	3	1	1	0
Sat 12 Jul 2025	8931	30.2	25.5	4.6	10	26	722	3539	3454	979	158	34	4	4	0	1
Sun 13 Jul 2025	8342	29.8	25.3	4.3	9	38	600	3459	3252	843	115	21	5	0	0	0
Mon 14 Jul 2025	10839	28.6	24.1	4.3	26	131	1297	5146	3489	655	82	7	4	2	0	0
Tue 15 Jul 2025	11085	28.5	23.6	4.8	186	226	1446	5134	3402	613	66	10	0	1	0	1
5 Day Ave.	11098	28.7	24.0	4.5	89	167	1305	5180	3595	670	76	12	2	1	0	0
7 Day Ave.	10394	29.0	24.4	4.5	66	128	1121	4700	3526	739	93	17	3	1	0	0

Paul Castle Associates



Old Colwyn ATC 2, A547 Abergele Road

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	615	28.4	23.9	4.3	3	2	89	295	181	40	5	0	0	0	0	0
Thu 10 Jul 2025	709	27.8	23.4	4.3	2	11	122	346	188	37	3	0	0	0	0	0
Fri 11 Jul 2025	731	28.0	23.6	4.3	5	9	98	368	216	28	7	0	0	0	0	0
Sat 12 Jul 2025	760	28.9	24.6	4.2	0	0	89	332	272	62	4	1	0	0	0	0
Sun 13 Jul 2025	577	29.1	24.6	4.3	1	6	50	279	181	55	4	1	0	0	0	0
Mon 14 Jul 2025	688	28.0	23.5	4.3	2	4	131	312	201	33	5	0	0	0	0	0
Tue 15 Jul 2025	748	27.7	22.9	4.6	6	14	160	351	174	39	3	1	0	0	0	0
5 Day Ave.	698	28.0	23.5	4.4	4	8	120	334	192	35	5	0	0	0	0	0
7 Day Ave.	690	28.3	23.8	4.3	3	7	106	326	202	42	4	0	0	0	0	0

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Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	694	28.9	24.9	3.9	0	3	41	333	264	46	5	2	0	0	0	0
Thu 10 Jul 2025	719	28.5	24.4	3.9	0	7	65	335	269	41	2	0	0	0	0	0
Fri 11 Jul 2025	824	28.0	24.2	3.7	1	7	65	426	287	37	1	0	0	0	0	0
Sat 12 Jul 2025	740	29.1	25.4	3.6	0	0	31	320	323	66	0	0	0	0	0	0
Sun 13 Jul 2025	595	30.0	25.7	4.1	0	1	22	252	249	61	6	2	2	0	0	0
Mon 14 Jul 2025	709	28.7	24.7	3.9	0	5	60	321	273	47	3	0	0	0	0	0
Tue 15 Jul 2025	711	28.1	23.8	4.1	0	13	89	348	222	37	2	0	0	0	0	0
5 Day Ave.	731	28.4	24.4	3.9	0	7	64	353	263	42	3	0	0	0	0	0
7 Day Ave.	713	28.8	24.7	3.9	0	5	53	334	270	48	3	1	0	0	0	0

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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	1309	28.7	24.4	4.1	3	5	130	628	445	86	10	2	0	0	0	0
Thu 10 Jul 2025	1428	28.2	23.9	4.1	2	18	187	681	457	78	5	0	0	0	0	0
Fri 11 Jul 2025	1555	28.1	23.9	4.0	6	16	163	794	503	65	8	0	0	0	0	0
Sat 12 Jul 2025	1500	29.0	25.0	3.9	0	0	120	652	595	128	4	1	0	0	0	0
Sun 13 Jul 2025	1172	29.6	25.2	4.3	1	7	72	531	430	116	10	3	2	0	0	0
Mon 14 Jul 2025	1397	28.4	24.1	4.2	2	9	191	633	474	80	8	0	0	0	0	0
Tue 15 Jul 2025	1459	27.9	23.3	4.4	6	27	249	699	396	76	5	1	0	0	0	0
5 Day Ave.	1430	28.3	23.9	4.2	4	15	184	687	455	77	7	1	0	0	0	0
7 Day Ave.	1403	28.6	24.3	4.1	3	12	159	660	471	90	7	1	0	0	0	0

Paul Castle Associates

Old Colwyn ATC 2, A547 Abergele Road

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	802	27.3	22.8	4.3	14	15	130	421	199	22	1	0	0	0	0	0
Thu 10 Jul 2025	774	27.2	23.3	3.8	2	8	105	431	207	18	3	0	0	0	0	0
Fri 11 Jul 2025	790	28.5	23.8	4.5	4	12	107	377	239	43	4	4	0	0	0	0
Sat 12 Jul 2025	810	29.6	24.7	4.7	4	6	90	344	276	73	17	0	0	0	0	0
Sun 13 Jul 2025	525	29.5	25.2	4.1	1	1	41	206	229	40	7	0	0	0	0	0
Mon 14 Jul 2025	831	27.0	22.6	4.3	3	31	150	448	169	28	1	1	0	0	0	0
Tue 15 Jul 2025	796	27.0	22.4	4.5	8	30	156	409	173	16	2	2	0	0	0	0
5 Day Ave.	799	27.4	23.0	4.3	6	19	130	417	197	25	2	1	0	0	0	0
7 Day Ave.	761	28.0	23.5	4.3	5	15	111	377	213	34	5	1	0	0	0	0

Paul Castle Associates

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	931	27.4	21.5	5.8	82	51	97	474	209	18	0	0	0	0	0	0
Thu 10 Jul 2025	919	27.0	23.4	3.5	0	6	118	531	238	25	1	0	0	0	0	0
Fri 11 Jul 2025	953	28.3	22.6	5.5	39	47	138	419	262	44	3	0	0	1	0	0
Sat 12 Jul 2025	623	30.0	25.4	4.4	0	0	47	252	255	54	10	5	0	0	0	0
Sun 13 Jul 2025	547	29.8	25.6	4.1	0	1	39	194	252	54	7	0	0	0	0	0
Mon 14 Jul 2025	896	27.2	23.0	4.0	4	23	139	473	238	16	3	0	0	0	0	0
Tue 15 Jul 2025	970	27.5	20.3	6.9	145	88	109	381	216	28	1	2	0	0	0	0
5 Day Ave.	934	27.5	22.1	5.2	54	43	120	456	233	26	2	0	0	0	0	0
7 Day Ave.	834	28.2	23.1	4.9	39	31	98	389	239	34	4	1	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	1733	27.5	22.1	5.2	96	66	227	895	408	40	1	0	0	0	0	0
Thu 10 Jul 2025	1693	27.1	23.3	3.6	2	14	223	962	445	43	4	0	0	0	0	0
Fri 11 Jul 2025	1743	28.5	23.2	5.1	43	59	245	796	501	87	7	4	0	1	0	0
Sat 12 Jul 2025	1433	29.8	25.0	4.6	4	6	137	596	531	127	27	5	0	0	0	0
Sun 13 Jul 2025	1072	29.6	25.4	4.1	1	2	80	400	481	94	14	0	0	0	0	0
Mon 14 Jul 2025	1727	27.1	22.8	4.2	7	54	289	921	407	44	4	1	0	0	0	0
Tue 15 Jul 2025	1766	27.5	21.2	6.0	153	118	265	790	389	44	3	4	0	0	0	0
5 Day Ave.	1732	27.5	22.5	4.8	60	62	250	873	430	52	4	2	0	0	0	0
7 Day Ave.	1595	28.1	23.3	4.7	44	46	209	766	452	68	9	2	0	0	0	0

Paul Castle Associates

Old Colwyn ATC 2, A547 Abergele Road

Direction: Westbound

09/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	14	12	2	0	0
01:00	6	4	2	0	0
02:00	3	3	0	0	0
03:00	2	2	0	0	0
04:00	1	1	0	0	0
05:00	16	13	2	0	1
06:00	98	87	9	0	2
07:00	249	212	28	1	8
08:00	515	474	32	1	8
09:00	390	351	29	2	8
10:00	285	240	36	0	9
11:00	330	300	22	1	7
12:00	336	304	26	0	6
13:00	388	352	27	0	9
14:00	449	408	36	0	5
15:00	353	321	23	1	8
16:00	407	380	20	0	7
17:00	431	401	23	1	6
18:00	332	310	18	0	4
19:00	287	270	14	0	3
20:00	198	185	10	0	3
21:00	130	121	6	0	3
22:00	62	58	2	0	2
23:00	38	36	1	0	1
Total					
12H(7-19)	4465	4053	320	7	85
16H(6-22)	5178	4716	359	7	96
18H(6-24)	5278	4810	362	7	99
24H(0-24)	5320	4845	368	7	100
AM Peak	08:00	08:00	10:00	09:00	10:00
	515	474	36	2	9
PM Peak	14:00	14:00	14:00	15:00	13:00
	449	408	36	1	9

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	20	18	2	0	0
01:00	4	3	1	0	0
02:00	4	3	1	0	0
03:00	2	1	1	0	0
04:00	7	5	2	0	0
05:00	23	22	1	0	0
06:00	77	64	10	0	3
07:00	226	196	27	1	2
08:00	438	401	30	1	6
09:00	344	311	25	0	8
10:00	319	266	44	0	9
11:00	375	330	34	0	11
12:00	379	319	48	1	11
13:00	359	328	20	0	11
14:00	380	339	31	0	10
15:00	551	493	46	0	12
16:00	503	456	39	1	7
17:00	550	504	37	2	7
18:00	387	369	15	1	2
19:00	289	271	16	0	2
20:00	224	210	13	0	1
21:00	212	198	11	1	2
22:00	93	91	1	0	1
23:00	37	35	2	0	0
Total					
12H(7-19)	4811	4312	396	7	96
16H(6-22)	5613	5055	446	8	104
18H(6-24)	5743	5181	449	8	105
24H(0-24)	5803	5233	457	8	105
AM Peak	08:00	08:00	10:00	07:00	11:00
	438	401	44	1	11
PM Peak	15:00	17:00	12:00	17:00	15:00
	551	504	48	2	12

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	34	30	4	0	0
01:00	10	7	3	0	0
02:00	7	6	1	0	0
03:00	4	3	1	0	0
04:00	8	6	2	0	0
05:00	39	35	3	0	1
06:00	175	151	19	0	5
07:00	475	408	55	2	10
08:00	953	875	62	2	14
09:00	734	662	54	2	16
10:00	604	506	80	0	18
11:00	705	630	56	1	18
12:00	715	623	74	1	17
13:00	747	680	47	0	20
14:00	829	747	67	0	15
15:00	904	814	69	1	20
16:00	910	836	59	1	14
17:00	981	905	60	3	13
18:00	719	679	33	1	6
19:00	576	541	30	0	5
20:00	422	395	23	0	4
21:00	342	319	17	1	5
22:00	155	149	3	0	3
23:00	75	71	3	0	1
Total					
12H(7-19)	9276	8365	716	14	181
16H(6-22)	10791	9771	805	15	200
18H(6-24)	11021	9991	811	15	204
24H(0-24)	11123	10078	825	15	205
AM Peak	08:00	08:00	10:00	07:00	10:00
	953	875	80	2	18
PM Peak	17:00	17:00	12:00	17:00	13:00
	981	905	74	3	20

Paul Castle Associates

Old Colwyn ATC 2, A547 Abergele Road

Direction: Westbound

10/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	18	15	3	0	0
01:00	8	8	0	0	0
02:00	9	7	2	0	0
03:00	3	1	2	0	0
04:00	5	3	2	0	0
05:00	22	20	2	0	0
06:00	87	79	6	0	2
07:00	221	190	25	0	6
08:00	523	483	31	2	7
09:00	412	363	41	2	6
10:00	387	350	29	0	8
11:00	322	283	31	1	7
12:00	328	290	29	0	9
13:00	372	330	33	1	8
14:00	409	376	26	1	6
15:00	365	328	29	0	8
16:00	420	397	17	2	4
17:00	423	395	23	0	5
18:00	371	352	12	0	7
19:00	262	251	7	1	3
20:00	193	182	9	0	2
21:00	136	128	5	0	3
22:00	80	74	4	0	2
23:00	42	39	1	0	2
Total					
12H(7-19)	4553	4137	326	9	81
16H(6-22)	5231	4777	353	10	91
18H(6-24)	5353	4890	358	10	95
24H(0-24)	5418	4944	369	10	95
AM Peak	08:00	08:00	09:00	08:00	10:00
	523	483	41	2	8
PM Peak	17:00	16:00	13:00	16:00	12:00
	423	397	33	2	9

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	24	23	1	0	0
01:00	6	5	1	0	0
02:00	9	8	1	0	0
03:00	5	4	1	0	0
04:00	9	6	3	0	0
05:00	27	25	2	0	0
06:00	76	67	7	0	2
07:00	201	177	19	0	5
08:00	440	402	31	1	6
09:00	346	297	40	0	9
10:00	347	308	33	1	5
11:00	372	323	35	1	13
12:00	439	394	35	2	8
13:00	341	304	32	0	5
14:00	397	356	32	1	8
15:00	522	469	42	0	11
16:00	477	434	38	1	4
17:00	558	512	39	0	7
18:00	356	330	20	0	6
19:00	318	306	6	1	5
20:00	236	220	14	1	1
21:00	204	193	9	0	2
22:00	86	81	3	0	2
23:00	42	40	2	0	0
Total					
12H(7-19)	4796	4306	396	7	87
16H(6-22)	5630	5092	432	9	97
18H(6-24)	5758	5213	437	9	99
24H(0-24)	5838	5284	446	9	99
AM Peak	08:00	08:00	09:00	08:00	11:00
	440	402	40	1	13
PM Peak	17:00	17:00	15:00	12:00	15:00
	558	512	42	2	11

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	42	38	4	0	0
01:00	14	13	1	0	0
02:00	18	15	3	0	0
03:00	8	5	3	0	0
04:00	14	9	5	0	0
05:00	49	45	4	0	0
06:00	163	146	13	0	4
07:00	422	367	44	0	11
08:00	963	885	62	3	13
09:00	758	660	81	2	15
10:00	734	658	62	1	13
11:00	694	606	66	2	20
12:00	767	684	64	2	17
13:00	713	634	65	1	13
14:00	806	732	58	2	14
15:00	887	797	71	0	19
16:00	897	831	55	3	8
17:00	981	907	62	0	12
18:00	727	682	32	0	13
19:00	580	557	13	2	8
20:00	429	402	23	1	3
21:00	340	321	14	0	5
22:00	166	155	7	0	4
23:00	84	79	3	0	2
Total					
12H(7-19)	9349	8443	722	16	168
16H(6-22)	10861	9869	785	19	188
18H(6-24)	11111	10103	795	19	194
24H(0-24)	11256	10228	815	19	194
AM Peak	08:00	08:00	09:00	08:00	11:00
	963	885	81	3	20
PM Peak	17:00	17:00	15:00	16:00	15:00
	981	907	71	3	19

Paul Castle Associates

Old Colwyn ATC 2, A547 Abergele Road

Direction: Westbound

11/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	20	20	0	0	0
01:00	7	7	0	0	0
02:00	32	29	3	0	0
03:00	4	4	0	0	0
04:00	5	5	0	0	0
05:00	23	19	4	0	0
06:00	97	86	7	0	4
07:00	205	177	20	0	8
08:00	494	449	36	1	8
09:00	413	358	46	0	9
10:00	391	349	37	0	5
11:00	340	304	28	1	7
12:00	395	355	29	3	8
13:00	355	323	24	1	7
14:00	397	350	41	1	5
15:00	393	355	30	1	7
16:00	355	322	27	0	6
17:00	416	388	20	0	8
18:00	276	257	12	0	7
19:00	233	215	14	0	4
20:00	199	184	13	0	2
21:00	163	157	3	0	3
22:00	115	110	2	1	2
23:00	65	59	5	0	1
Total					
12H(7-19)	4430	3987	350	8	85
16H(6-22)	5122	4629	387	8	98
18H(6-24)	5302	4798	394	9	101
24H(0-24)	5393	4882	401	9	101
AM Peak	08:00	08:00	09:00	08:00	09:00
	494	449	46	1	9
PM Peak	17:00	17:00	14:00	12:00	12:00
	416	388	41	3	8

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	22	21	0	0	1
01:00	10	8	2	0	0
02:00	35	32	3	0	0
03:00	2	2	0	0	0
04:00	6	6	0	0	0
05:00	19	17	2	0	0
06:00	71	55	12	0	4
07:00	234	198	28	0	8
08:00	425	379	39	0	7
09:00	352	302	40	2	8
10:00	396	349	38	0	9
11:00	428	384	32	1	11
12:00	397	355	31	1	10
13:00	404	361	33	3	7
14:00	435	379	42	1	13
15:00	518	463	47	0	8
16:00	469	419	39	1	10
17:00	486	453	23	1	9
18:00	339	313	21	0	5
19:00	238	215	16	0	7
20:00	204	190	12	0	2
21:00	125	122	2	0	1
22:00	113	106	6	0	1
23:00	64	59	5	0	0
Total					
12H(7-19)	4883	4355	413	10	105
16H(6-22)	5521	4937	455	10	119
18H(6-24)	5698	5102	466	10	120
24H(0-24)	5792	5188	473	10	121
AM Peak	11:00	11:00	09:00	09:00	11:00
	428	384	40	2	11
PM Peak	15:00	15:00	15:00	13:00	14:00
	518	463	47	3	13

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	42	41	0	0	1
01:00	17	15	2	0	0
02:00	67	61	6	0	0
03:00	6	6	0	0	0
04:00	11	11	0	0	0
05:00	42	36	6	0	0
06:00	168	141	19	0	8
07:00	439	375	48	0	16
08:00	919	828	75	1	15
09:00	765	660	86	2	17
10:00	787	698	75	0	14
11:00	768	688	60	2	18
12:00	792	710	60	4	18
13:00	759	684	57	4	14
14:00	832	729	83	2	18
15:00	911	818	77	1	15
16:00	824	741	66	1	16
17:00	902	841	43	1	17
18:00	615	570	33	0	12
19:00	471	430	30	0	11
20:00	403	374	25	0	4
21:00	288	279	5	0	4
22:00	228	216	8	1	3
23:00	129	118	10	0	1
Total					
12H(7-19)	9313	8342	763	18	190
16H(6-22)	10643	9566	842	18	217
18H(6-24)	11000	9900	860	19	221
24H(0-24)	11185	10070	874	19	222
AM Peak	08:00	08:00	09:00	09:00	11:00
	919	828	86	2	18
PM Peak	15:00	17:00	14:00	12:00	12:00
	911	841	83	4	18

Paul Castle Associates

Old Colwyn ATC 2, A547 Abergele Road

Direction: Westbound

12/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	43	37	6	0	0
01:00	19	18	1	0	0
02:00	15	14	1	0	0
03:00	7	7	0	0	0
04:00	4	4	0	0	0
05:00	16	12	2	0	2
06:00	37	29	4	0	4
07:00	102	89	6	1	6
08:00	205	181	15	2	7
09:00	272	244	19	0	9
10:00	352	318	25	4	5
11:00	408	381	16	4	7
12:00	423	389	20	2	12
13:00	516	485	22	2	7
14:00	529	489	34	1	5
15:00	281	254	16	1	10
16:00	263	241	16	0	6
17:00	270	253	11	0	6
18:00	218	206	8	0	4
19:00	223	210	8	0	5
20:00	148	141	4	0	3
21:00	128	119	5	0	4
22:00	113	108	2	0	3
23:00	57	54	2	0	1
Total					
12H(7-19)	3839	3530	208	17	84
16H(6-22)	4375	4029	229	17	100
18H(6-24)	4545	4191	233	17	104
24H(0-24)	4649	4283	243	17	106
AM Peak	11:00	11:00	10:00	10:00	09:00
	408	381	25	4	9
PM Peak	14:00	14:00	14:00	12:00	12:00
	529	489	34	2	12

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	45	38	7	0	0
01:00	27	25	2	0	0
02:00	11	9	2	0	0
03:00	11	11	0	0	0
04:00	8	8	0	0	0
05:00	12	10	1	0	1
06:00	41	31	7	0	3
07:00	78	54	13	1	10
08:00	182	166	9	0	7
09:00	310	276	25	0	9
10:00	365	323	33	1	8
11:00	375	338	28	1	8
12:00	373	348	18	0	7
13:00	354	335	9	2	8
14:00	311	291	8	2	10
15:00	312	292	11	3	6
16:00	273	246	19	0	8
17:00	261	244	10	0	7
18:00	243	223	13	0	7
19:00	204	197	6	0	1
20:00	189	184	2	0	3
21:00	122	111	8	0	3
22:00	126	119	4	0	3
23:00	49	45	3	0	1
Total					
12H(7-19)	3437	3136	196	10	95
16H(6-22)	3993	3659	219	10	105
18H(6-24)	4168	3823	226	10	109
24H(0-24)	4282	3924	238	10	110
AM Peak	11:00	11:00	10:00	07:00	07:00
	375	338	33	1	10
PM Peak	12:00	12:00	16:00	15:00	14:00
	373	348	19	3	10

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	88	75	13	0	0
01:00	46	43	3	0	0
02:00	26	23	3	0	0
03:00	18	18	0	0	0
04:00	12	12	0	0	0
05:00	28	22	3	0	3
06:00	78	60	11	0	7
07:00	180	143	19	2	16
08:00	387	347	24	2	14
09:00	582	520	44	0	18
10:00	717	641	58	5	13
11:00	783	719	44	5	15
12:00	796	737	38	2	19
13:00	870	820	31	4	15
14:00	840	780	42	3	15
15:00	593	546	27	4	16
16:00	536	487	35	0	14
17:00	531	497	21	0	13
18:00	461	429	21	0	11
19:00	427	407	14	0	6
20:00	337	325	6	0	6
21:00	250	230	13	0	7
22:00	239	227	6	0	6
23:00	106	99	5	0	2
Total					
12H(7-19)	7276	6666	404	27	179
16H(6-22)	8368	7688	448	27	205
18H(6-24)	8713	8014	459	27	213
24H(0-24)	8931	8207	481	27	216
AM Peak	11:00	11:00	10:00	10:00	09:00
	783	719	58	5	18
PM Peak	13:00	13:00	14:00	13:00	12:00
	870	820	42	4	19

Paul Castle Associates

Old Colwyn ATC 2, A547 Abergele Road

Direction: Westbound

13/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	49	45	4	0	0
01:00	25	23	2	0	0
02:00	15	15	0	0	0
03:00	5	4	1	0	0
04:00	9	8	1	0	0
05:00	11	10	1	0	0
06:00	13	10	3	0	0
07:00	49	49	0	0	0
08:00	116	107	5	1	3
09:00	149	141	6	0	2
10:00	256	244	10	0	2
11:00	321	303	15	1	2
12:00	341	326	11	1	3
13:00	359	346	8	1	4
14:00	285	263	19	0	3
15:00	240	228	10	0	2
16:00	225	212	10	0	3
17:00	170	160	8	0	2
18:00	179	172	6	1	0
19:00	177	171	5	0	1
20:00	160	150	7	2	1
21:00	114	103	9	0	2
22:00	75	68	6	0	1
23:00	42	39	2	0	1
Total					
12H(7-19)	2690	2551	108	5	26
16H(6-22)	3154	2985	132	7	30
18H(6-24)	3271	3092	140	7	32
24H(0-24)	3385	3197	149	7	32
AM Peak	11:00	11:00	11:00	08:00	08:00
	321	303	15	1	3
PM Peak	13:00	13:00	14:00	20:00	13:00
	359	346	19	2	4

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	67	61	3	0	3
01:00	25	24	1	0	0
02:00	11	8	3	0	0
03:00	6	5	1	0	0
04:00	6	6	0	0	0
05:00	15	12	3	0	0
06:00	23	22	1	0	0
07:00	51	46	5	0	0
08:00	105	95	8	1	1
09:00	163	150	9	0	4
10:00	273	259	11	0	3
11:00	322	297	20	2	3
12:00	356	336	15	0	5
13:00	290	273	13	0	4
14:00	279	262	13	0	4
15:00	268	251	14	1	2
16:00	570	539	24	0	7
17:00	561	526	29	1	5
18:00	620	574	39	3	4
19:00	504	455	44	1	4
20:00	211	197	13	1	0
21:00	108	102	5	0	1
22:00	78	72	4	0	2
23:00	45	41	2	0	2
Total					
12H(7-19)	3858	3608	200	8	42
16H(6-22)	4704	4384	263	10	47
18H(6-24)	4827	4497	269	10	51
24H(0-24)	4957	4613	280	10	54
AM Peak	11:00	11:00	11:00	11:00	09:00
	322	297	20	2	4
PM Peak	18:00	18:00	19:00	18:00	16:00
	620	574	44	3	7

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	116	106	7	0	3
01:00	50	47	3	0	0
02:00	26	23	3	0	0
03:00	11	9	2	0	0
04:00	15	14	1	0	0
05:00	26	22	4	0	0
06:00	36	32	4	0	0
07:00	100	95	5	0	0
08:00	221	202	13	2	4
09:00	312	291	15	0	6
10:00	529	503	21	0	5
11:00	643	600	35	3	5
12:00	697	662	26	1	8
13:00	649	619	21	1	8
14:00	564	525	32	0	7
15:00	508	479	24	1	4
16:00	795	751	34	0	10
17:00	731	686	37	1	7
18:00	799	746	45	4	4
19:00	681	626	49	1	5
20:00	371	347	20	3	1
21:00	222	205	14	0	3
22:00	153	140	10	0	3
23:00	87	80	4	0	3
Total					
12H(7-19)	6548	6159	308	13	68
16H(6-22)	7858	7369	395	17	77
18H(6-24)	8098	7589	409	17	83
24H(0-24)	8342	7810	429	17	86
AM Peak	11:00	11:00	11:00	11:00	09:00
	643	600	35	3	6
PM Peak	18:00	16:00	19:00	18:00	16:00
	799	751	49	4	10

Paul Castle Associates

Old Colwyn ATC 2, A547 Abergele Road

Direction: Westbound

14/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	16	14	2	0	0
01:00	7	7	0	0	0
02:00	2	2	0	0	0
03:00	3	3	0	0	0
04:00	4	4	0	0	0
05:00	21	19	1	0	1
06:00	73	63	7	0	3
07:00	208	179	23	0	6
08:00	505	459	36	2	8
09:00	411	363	39	0	9
10:00	346	299	39	1	7
11:00	342	300	35	0	7
12:00	344	302	36	0	6
13:00	350	321	21	0	8
14:00	410	371	30	0	9
15:00	421	381	31	1	8
16:00	365	331	27	0	7
17:00	415	383	28	0	4
18:00	309	283	17	1	8
19:00	255	240	12	0	3
20:00	187	175	10	0	2
21:00	112	106	4	0	2
22:00	67	64	0	0	3
23:00	40	38	2	0	0
Total					
12H(7-19)	4426	3972	362	5	87
16H(6-22)	5053	4556	395	5	97
18H(6-24)	5160	4658	397	5	100
24H(0-24)	5213	4707	400	5	101
AM Peak	08:00	08:00	09:00	08:00	09:00
	505	459	39	2	9
PM Peak	15:00	17:00	12:00	15:00	14:00
	421	383	36	1	9

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	20	17	3	0	0
01:00	13	12	1	0	0
02:00	4	4	0	0	0
03:00	8	7	1	0	0
04:00	9	6	3	0	0
05:00	25	25	0	0	0
06:00	70	58	9	0	3
07:00	230	195	27	0	8
08:00	420	379	33	0	8
09:00	328	288	29	1	10
10:00	333	294	27	1	11
11:00	376	326	40	1	9
12:00	392	343	41	0	8
13:00	373	330	34	0	9
14:00	405	356	38	1	10
15:00	491	446	36	1	8
16:00	497	440	48	0	9
17:00	467	428	35	0	4
18:00	333	307	21	0	5
19:00	322	307	13	0	2
20:00	241	229	11	0	1
21:00	152	141	10	0	1
22:00	76	68	7	0	1
23:00	41	41	0	0	0
Total					
12H(7-19)	4645	4132	409	5	99
16H(6-22)	5430	4867	452	5	106
18H(6-24)	5547	4976	459	5	107
24H(0-24)	5626	5047	467	5	107
AM Peak	08:00	08:00	11:00	09:00	10:00
	420	379	40	1	11
PM Peak	16:00	15:00	16:00	14:00	14:00
	497	446	48	1	10

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	36	31	5	0	0
01:00	20	19	1	0	0
02:00	6	6	0	0	0
03:00	11	10	1	0	0
04:00	13	10	3	0	0
05:00	46	44	1	0	1
06:00	143	121	16	0	6
07:00	438	374	50	0	14
08:00	925	838	69	2	16
09:00	739	651	68	1	19
10:00	679	593	66	2	18
11:00	718	626	75	1	16
12:00	736	645	77	0	14
13:00	723	651	55	0	17
14:00	815	727	68	1	19
15:00	912	827	67	2	16
16:00	862	771	75	0	16
17:00	882	811	63	0	8
18:00	642	590	38	1	13
19:00	577	547	25	0	5
20:00	428	404	21	0	3
21:00	264	247	14	0	3
22:00	143	132	7	0	4
23:00	81	79	2	0	0
Total					
12H(7-19)	9071	8104	771	10	186
16H(6-22)	10483	9423	847	10	203
18H(6-24)	10707	9634	856	10	207
24H(0-24)	10839	9754	867	10	208
AM Peak	08:00	08:00	11:00	08:00	09:00
	925	838	75	2	19
PM Peak	15:00	15:00	12:00	15:00	14:00
	912	827	77	2	19

Paul Castle Associates

Old Colwyn ATC 2, A547 Abergele Road

Direction: Westbound

15/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	19	19	0	0	0
01:00	8	7	1	0	0
02:00	9	8	1	0	0
03:00	1	1	0	0	0
04:00	1	1	0	0	0
05:00	19	16	2	0	1
06:00	62	54	6	0	2
07:00	223	195	23	0	5
08:00	544	483	52	1	8
09:00	410	376	29	0	5
10:00	393	341	47	1	4
11:00	355	317	34	1	3
12:00	312	273	29	1	9
13:00	334	306	17	2	9
14:00	431	394	29	5	3
15:00	365	336	26	0	3
16:00	378	343	30	0	5
17:00	418	391	22	0	5
18:00	326	309	12	2	3
19:00	249	230	14	1	4
20:00	183	175	5	0	3
21:00	127	118	7	0	2
22:00	74	70	2	0	2
23:00	39	34	4	0	1
Total					
12H(7-19)	4489	4064	350	13	62
16H(6-22)	5110	4641	382	14	73
18H(6-24)	5223	4745	388	14	76
24H(0-24)	5280	4797	392	14	77
AM Peak	08:00	08:00	08:00	08:00	08:00
	544	483	52	1	8
PM Peak	14:00	14:00	16:00	14:00	12:00
	431	394	30	5	9

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	17	12	2	0	3
01:00	5	4	1	0	0
02:00	5	3	2	0	0
03:00	5	4	1	0	0
04:00	7	5	2	0	0
05:00	29	25	4	0	0
06:00	65	54	9	0	2
07:00	226	195	27	0	4
08:00	424	386	33	0	5
09:00	330	286	36	1	7
10:00	321	294	25	0	2
11:00	390	356	34	0	0
12:00	406	371	31	0	4
13:00	347	315	24	1	7
14:00	421	375	36	2	8
15:00	549	511	34	0	4
16:00	531	483	40	1	7
17:00	529	497	28	0	4
18:00	373	356	15	0	2
19:00	307	290	13	1	3
20:00	232	219	11	0	2
21:00	164	151	11	0	2
22:00	77	72	2	0	3
23:00	45	41	3	0	1
Total					
12H(7-19)	4847	4425	363	5	54
16H(6-22)	5615	5139	407	6	63
18H(6-24)	5737	5252	412	6	67
24H(0-24)	5805	5305	424	6	70
AM Peak	08:00	08:00	09:00	09:00	09:00
	424	386	36	1	7
PM Peak	15:00	15:00	16:00	14:00	14:00
	549	511	40	2	8

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	36	31	2	0	3
01:00	13	11	2	0	0
02:00	14	11	3	0	0
03:00	6	5	1	0	0
04:00	8	6	2	0	0
05:00	48	41	6	0	1
06:00	127	108	15	0	4
07:00	449	390	50	0	9
08:00	968	869	85	1	13
09:00	740	662	65	1	12
10:00	714	635	72	1	6
11:00	745	673	68	1	3
12:00	718	644	60	1	13
13:00	681	621	41	3	16
14:00	852	769	65	7	11
15:00	914	847	60	0	7
16:00	909	826	70	1	12
17:00	947	888	50	0	9
18:00	699	665	27	2	5
19:00	556	520	27	2	7
20:00	415	394	16	0	5
21:00	291	269	18	0	4
22:00	151	142	4	0	5
23:00	84	75	7	0	2
Total					
12H(7-19)	9336	8489	713	18	116
16H(6-22)	10725	9780	789	20	136
18H(6-24)	10960	9997	800	20	143
24H(0-24)	11085	10102	816	20	147
AM Peak	08:00	08:00	08:00	08:00	08:00
	968	869	85	1	13
PM Peak	17:00	17:00	16:00	14:00	13:00
	947	888	70	7	16

Paul Castle Associates

Old Colwyn ATC 2, A547 Abergele Road

Direction: Westbound

09/07/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	14	33.0	27.9	5.0	0	0	1	3	4	6	0	0	0	0	0	0
01:00	6	28.5	25.8	2.6	0	0	0	2	4	0	0	0	0	0	0	0
02:00	3	32.7	27.5	5.0	0	0	0	1	1	1	0	0	0	0	0	0
03:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
04:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	16	35.8	28.4	7.1	0	1	1	2	5	4	3	0	0	0	0	0
06:00	98	32.9	27.4	5.3	1	0	3	26	43	18	5	2	0	0	0	0
07:00	249	29.0	24.2	4.6	0	4	35	113	71	23	3	0	0	0	0	0
08:00	515	26.7	22.5	4.0	4	16	84	288	115	8	0	0	0	0	0	0
09:00	390	27.4	23.3	3.9	0	7	57	204	107	15	0	0	0	0	0	0
10:00	285	28.8	24.0	4.6	2	0	44	136	73	27	3	0	0	0	0	0
11:00	330	28.0	23.8	4.1	1	2	45	159	108	13	2	0	0	0	0	0
12:00	336	27.7	23.5	4.1	2	4	47	173	96	13	1	0	0	0	0	0
13:00	388	27.4	23.2	4.1	3	5	53	216	95	15	1	0	0	0	0	0
14:00	449	27.3	23.0	4.1	4	5	73	244	105	17	1	0	0	0	0	0
15:00	353	27.2	22.5	4.6	10	10	57	177	94	5	0	0	0	0	0	0
16:00	407	28.5	23.5	4.8	5	21	42	179	141	17	2	0	0	0	0	0
17:00	431	28.2	23.7	4.3	3	6	58	205	135	22	2	0	0	0	0	0
18:00	332	28.9	24.3	4.5	2	9	34	134	134	16	3	0	0	0	0	0
19:00	287	28.9	24.3	4.4	2	3	38	109	115	20	0	0	0	0	0	0
20:00	198	29.8	24.8	4.8	1	1	23	81	69	18	5	0	0	0	0	0
21:00	130	32.3	25.7	6.3	0	1	16	48	42	17	3	2	0	0	0	1
22:00	62	29.8	25.0	4.6	0	1	5	26	24	4	2	0	0	0	0	0
23:00	38	28.1	24.1	3.9	0	1	3	18	15	1	0	0	0	0	0	0
Total																
2H(10-12)	615	28.4	23.9	4.3	3	2	89	295	181	40	5	0	0	0	0	0
2H(14-16)	802	27.3	22.8	4.3	14	15	130	421	199	22	1	0	0	0	0	0
12H(7-19)	4465	27.9	23.4	4.3	36	89	629	2228	1274	191	18	0	0	0	0	0
24H(0-24)	5320	28.4	23.7	4.5	40	97	720	2545	1596	281	36	4	0	0	0	1
AM Peak	08:00	05:00	04:00	05:00	08:00	08:00	08:00	08:00	08:00	10:00	06:00	06:00	00:00	00:00	00:00	00:00
	515	35.8	32.5	7.1	4	16	84	288	115	27	5	2	0	0	0	0
PM Peak	14:00	21:00	21:00	21:00	15:00	16:00	14:00	14:00	16:00	17:00	20:00	21:00	12:00	12:00	12:00	21:00
	449	32.3	25.7	6.3	10	21	73	244	141	22	5	2	0	0	0	1

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	20	29.1	24.3	4.7	0	1	1	10	6	2	0	0	0	0	0	0
01:00	4	36.7	30.0	6.5	0	0	0	1	1	1	1	0	0	0	0	0
02:00	4	38.5	32.5	5.8	0	0	0	0	2	0	2	0	0	0	0	0
03:00	2	39.8	32.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
04:00	7	31.4	26.8	4.5	0	0	0	3	2	2	0	0	0	0	0	0
05:00	23	32.5	26.4	5.8	0	0	3	7	7	4	2	0	0	0	0	0
06:00	77	32.9	29.2	3.6	0	0	0	5	46	22	3	1	0	0	0	0
07:00	226	30.6	26.0	4.5	0	2	11	85	89	34	5	0	0	0	0	0
08:00	438	27.2	23.5	3.5	0	2	60	232	136	8	0	0	0	0	0	0
09:00	344	27.9	24.5	3.3	0	0	19	187	122	16	0	0	0	0	0	0
10:00	319	29.0	25.1	3.8	0	1	17	146	131	20	4	0	0	0	0	0
11:00	375	28.8	24.7	4.0	0	2	24	187	133	26	1	2	0	0	0	0
12:00	379	27.7	24.0	3.6	0	0	42	198	124	14	1	0	0	0	0	0
13:00	359	28.1	24.1	3.9	0	2	43	171	126	16	1	0	0	0	0	0
14:00	380	27.3	23.8	3.4	0	0	37	218	112	13	0	0	0	0	0	0
15:00	551	26.5	19.8	6.4	82	51	60	256	97	5	0	0	0	0	0	0
16:00	503	28.3	24.2	3.9	0	6	57	224	193	23	0	0	0	0	0	0
17:00	550	27.9	24.0	3.7	2	4	39	312	169	21	3	0	0	0	0	0
18:00	387	28.6	24.8	3.7	0	3	28	163	173	20	0	0	0	0	0	0
19:00	289	29.6	25.3	4.1	0	5	20	101	135	28	0	0	0	0	0	0
20:00	224	29.1	25.1	3.8	0	0	13	103	85	23	0	0	0	0	0	0
21:00	212	29.0	25.1	3.8	0	0	17	85	93	17	0	0	0	0	0	0
22:00	93	30.6	25.7	4.7	0	0	8	35	37	10	2	1	0	0	0	0
23:00	37	28.8	24.8	3.8	0	1	2	14	19	1	0	0	0	0	0	0
Total																
2H(10-12)	694	28.9	24.9	3.9	0	3	41	333	264	46	5	2	0	0	0	0
2H(14-16)	931	27.4	21.5	5.8	82	51	97	474	209	18	0	0	0	0	0	0
12H(7-19)	4811	28.4	23.8	4.4	84	73	437	2379	1605	216	15	2	0	0	0	0
24H(0-24)	5803	28.7	24.1	4.4	84	80	501	2743	2039	326	26	4	0	0	0	0
AM Peak	08:00	03:00	02:00	03:00	00:00	07:00	08:00	08:00	08:00	07:00	07:00	11:00	00:00	00:00	00:00	00:00
	438	39.8	32.5	7.1	0	2	60	232	136	34	5	2	0	0	0	0
PM Peak	15:00	22:00	22:00	15:00	15:00	15:00	15:00	17:00	16:00	19:00	17:00	22:00	12:00	12:00	12:00	12:00
	551	30.6	25.7	6.4	82	51	60	312	193	28	3	1	0	0	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	34	31.0	25.7	5.1	0	1	2	13	10	8	0	0	0	0	0	0
01:00	10	32.4	27.5	4.7	0	0	0	3	5	1	1	0	0	0	0	0
02:00	7	36.2	30.4	5.7	0	0	0	1	3	1	2	0	0	0	0	0
03:00	4	35.1	26.3	8.5	0	0	1	1	1	0	1	0	0	0	0	0
04:00	8	32.3	27.5	4.6	0	0	0	3	2	3	0	0	0	0	0	0
05:00	39	33.9	27.2	6.4	0	1	4	9	12	8	5	0	0	0	0	0
06:00	175	33.1	28.2	4.7	1	0	3	31	89	40	8	3	0	0	0	0
07:00	475	29.8	25.0	4.6	0	6	46	198	160	57	8	0	0	0	0	0
08:00	953	26.9	23.0	3.8	4	18	144	520	251	16	0	0	0	0	0	0
09:00	734	27.7	23.9	3.7	0	7	76	391	229	31	0	0	0	0	0	0
10:00	604	29.0	24.6	4.2	2	1	61	282	204	47	7	0	0	0	0	0
11:00	705	28.5	24.3	4.0	1	4	69	346	241	39	3	2	0	0	0	0
12:00	715	27.7	23.7	3.9	2	4	89	371	220	27	2	0	0	0	0	0
13:00	747	27.8	23.6	4.0	3	7	96	387	221	31	2	0	0	0	0	0
14:00	829	27.4	23.4	3.8	4	5	110	462	217	30	1	0	0	0	0	0
15:00	904	27.0	20.9	5.9	92	61	117	433	191	10	0	0	0	0	0	0
16:00	910	28.4	23.9	4.4	5	27	99	403	334	40	2	0	0	0	0	0
17:00	981	28.0	23.9	4.0	5	10	97	517	304	43	5	0	0	0	0	0
18:00	719	28.8	24.6	4.1	2	12	62	297	307	36	3	0	0	0	0	0
19:00	576	29.3	24.8	4.3	2	8	58	210	250	48	0	0	0	0	0	0
20:00	422	29.4	25.0	4.3	1	1	36	184	154	41	5	0	0	0	0	0
21:00	342	30.4	25.3	4.9	0	1	33	133	135	34	3	2	0	0	0	1
22:00	155	30.2	25.4	4.7	0	1	13	61	61	14	4	1	0	0	0	0
23:00	75	28.4	24.4	3.8	0	2	5	32	34	2	0	0	0	0	0	0
Total																
2H(10-12)	1309	28.7	24.4	4.1	3	5	130	628	445	86	10	2	0	0	0	0
2H(14-16)	1733	27.5	22.1	5.2	96	66	227	895	408	40	1	0	0	0	0	0
12H(7-19)	9276	28.1	23.6	4.4	120	162	1066	4607	2879	407	33	2	0	0	0	0
24H(0-24)	11123	28.5	23.9	4.5	124	177	1221	5288	3635	607	62	8	0	0	0	1
AM Peak	08:00 953	02:00 36.2	02:00 30.4	03:00 8.5	08:00 4	08:00 18	08:00 144	08:00 520	08:00 251	07:00 57	06:00 8	06:00 3	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	17:00 981	21:00 30.4	22:00 25.4	15:00 5.9	15:00 92	15:00 61	15:00 117	17:00 517	16:00 334	19:00 48	17:00 5	21:00 2	12:00 0	12:00 0	12:00 0	21:00 1

Old Colwyn ATC 2, A547 Abergele Road

Direction: Westbound

10/07/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	18	32.2	25.8	6.2	0	1	1	6	7	1	2	0	0	0	0	0
01:00	8	30.8	26.3	4.4	0	0	1	1	5	1	0	0	0	0	0	0
02:00	9	31.6	24.7	6.7	0	1	1	2	3	2	0	0	0	0	0	0
03:00	3	32.7	27.5	5.0	0	0	0	1	1	1	0	0	0	0	0	0
04:00	5	31.4	25.5	5.7	0	0	1	1	2	1	0	0	0	0	0	0
05:00	22	36.9	30.0	6.7	0	1	2	0	5	10	4	0	0	0	0	0
06:00	87	31.8	26.3	5.3	0	0	9	30	25	19	4	0	0	0	0	0
07:00	221	29.6	24.7	4.6	1	3	21	97	71	26	2	0	0	0	0	0
08:00	523	27.1	22.7	4.3	5	18	86	269	135	9	1	0	0	0	0	0
09:00	412	27.6	23.4	4.0	0	5	69	209	108	21	0	0	0	0	0	0
10:00	387	27.6	23.2	4.2	1	4	69	202	88	21	2	0	0	0	0	0
11:00	322	28.1	23.5	4.4	1	7	53	144	100	16	1	0	0	0	0	0
12:00	328	28.1	23.5	4.4	4	7	40	162	98	17	0	0	0	0	0	0
13:00	372	27.7	22.9	4.7	2	14	75	166	96	17	2	0	0	0	0	0
14:00	409	27.2	23.4	3.7	0	5	51	235	106	10	2	0	0	0	0	0
15:00	365	27.2	23.2	3.9	2	3	54	196	101	8	1	0	0	0	0	0
16:00	420	27.8	23.3	4.4	4	9	64	202	123	17	1	0	0	0	0	0
17:00	423	28.6	24.1	4.3	3	5	43	203	146	19	2	2	0	0	0	0
18:00	371	28.4	24.0	4.3	1	4	55	162	126	21	2	0	0	0	0	0
19:00	262	29.6	24.9	4.5	2	4	14	117	97	25	3	0	0	0	0	0
20:00	193	30.0	25.7	4.1	0	0	11	75	83	20	4	0	0	0	0	0
21:00	136	31.5	26.3	5.1	0	0	13	42	56	17	7	1	0	0	0	0
22:00	80	30.2	25.4	4.5	0	1	6	30	33	8	2	0	0	0	0	0
23:00	42	34.1	26.6	7.2	1	0	3	15	14	5	2	0	2	0	0	0
Total																
2H(10-12)	709	27.8	23.4	4.3	2	11	122	346	188	37	3	0	0	0	0	0
2H(14-16)	774	27.2	23.3	3.8	2	8	105	431	207	18	3	0	0	0	0	0
12H(7-19)	4553	27.9	23.4	4.3	24	84	680	2247	1298	202	16	2	0	0	0	0
24H(0-24)	5418	28.4	23.8	4.5	27	92	742	2567	1629	312	44	3	2	0	0	0
AM Peak	08:00	05:00	05:00	05:00	08:00	08:00	08:00	08:00	08:00	07:00	05:00	00:00	00:00	00:00	00:00	00:00
	523	36.9	30.0	6.7	5	18	86	269	135	26	4	0	0	0	0	0
PM Peak	17:00	23:00	23:00	23:00	12:00	13:00	13:00	14:00	17:00	19:00	21:00	17:00	23:00	12:00	12:00	12:00
	423	34.1	26.6	7.2	4	14	75	235	146	25	7	2	2	0	0	0

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	24	33.9	28.1	5.6	0	0	2	4	9	8	0	1	0	0	0	0
01:00	6	32.7	26.7	5.8	0	0	1	1	2	2	0	0	0	0	0	0
02:00	9	33.5	28.1	5.3	0	0	0	3	3	2	1	0	0	0	0	0
03:00	5	31.4	25.5	5.7	0	0	1	1	2	1	0	0	0	0	0	0
04:00	9	36.6	30.8	5.6	0	0	0	2	1	4	2	0	0	0	0	0
05:00	27	32.7	26.2	6.3	0	1	2	10	7	4	3	0	0	0	0	0
06:00	76	34.4	28.7	5.5	0	0	1	20	27	19	6	3	0	0	0	0
07:00	201	30.9	26.3	4.5	0	0	14	63	87	32	5	0	0	0	0	0
08:00	440	27.6	23.7	3.7	0	4	55	224	145	11	1	0	0	0	0	0
09:00	346	29.3	25.2	4.0	0	2	22	140	157	22	1	2	0	0	0	0
10:00	347	29.0	24.7	4.2	0	6	31	142	142	25	1	0	0	0	0	0
11:00	372	28.0	24.2	3.6	0	1	34	193	127	16	1	0	0	0	0	0
12:00	439	27.6	23.6	3.8	0	1	64	227	129	17	1	0	0	0	0	0
13:00	341	28.7	24.3	4.3	1	6	32	159	119	21	3	0	0	0	0	0
14:00	397	27.5	24.1	3.3	0	1	25	232	125	13	1	0	0	0	0	0
15:00	522	26.6	22.8	3.6	0	5	93	299	113	12	0	0	0	0	0	0
16:00	477	28.2	24.1	4.0	0	1	71	204	178	23	0	0	0	0	0	0
17:00	558	27.8	24.0	3.7	0	3	57	289	186	22	1	0	0	0	0	0
18:00	356	28.8	24.8	3.9	0	1	19	192	106	37	1	0	0	0	0	0
19:00	318	29.0	24.9	3.9	0	1	14	172	95	33	3	0	0	0	0	0
20:00	236	29.5	25.8	3.5	0	0	4	96	111	24	1	0	0	0	0	0
21:00	204	29.4	24.8	4.4	0	0	23	89	72	16	3	1	0	0	0	0
22:00	86	28.8	24.6	4.0	0	0	8	43	26	9	0	0	0	0	0	0
23:00	42	33.5	28.1	5.2	0	0	2	10	15	11	4	0	0	0	0	0
Total																
2H(10-12)	719	28.5	24.4	3.9	0	7	65	335	269	41	2	0	0	0	0	0
2H(14-16)	919	27.0	23.4	3.5	0	6	118	531	238	25	1	0	0	0	0	0
12H(7-19)	4796	28.2	24.2	3.9	1	31	517	2364	1614	251	16	2	0	0	0	0
24H(0-24)	5838	28.6	24.4	4.0	1	33	575	2815	1984	384	39	7	0	0	0	0
AM Peak	08:00	04:00	04:00	05:00	00:00	10:00	08:00	08:00	09:00	07:00	06:00	06:00	00:00	00:00	00:00	00:00
	440	36.6	30.8	6.3	0	6	55	224	157	32	6	3	0	0	0	0
PM Peak	17:00	23:00	23:00	23:00	13:00	13:00	15:00	15:00	17:00	18:00	23:00	21:00	12:00	12:00	12:00	12:00
	558	33.5	28.1	5.2	1	6	93	299	186	37	4	1	0	0	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	42	33.2	27.1	5.9	0	1	3	10	16	9	2	1	0	0	0	0
01:00	14	31.5	26.4	4.9	0	0	2	2	7	3	0	0	0	0	0	0
02:00	18	32.7	26.4	6.1	0	1	1	5	6	4	1	0	0	0	0	0
03:00	8	31.6	26.3	5.2	0	0	1	2	3	2	0	0	0	0	0	0
04:00	14	35.2	28.9	6.0	0	0	1	3	3	5	2	0	0	0	0	0
05:00	49	34.8	27.9	6.7	0	2	4	10	12	14	7	0	0	0	0	0
06:00	163	33.1	27.4	5.5	0	0	10	50	52	38	10	3	0	0	0	0
07:00	422	30.3	25.5	4.6	1	3	35	160	158	58	7	0	0	0	0	0
08:00	963	27.4	23.2	4.1	5	22	141	493	280	20	2	0	0	0	0	0
09:00	758	28.4	24.2	4.1	0	7	91	349	265	43	1	2	0	0	0	0
10:00	734	28.3	23.9	4.3	1	10	100	344	230	46	3	0	0	0	0	0
11:00	694	28.0	23.9	4.0	1	8	87	337	227	32	2	0	0	0	0	0
12:00	767	27.8	23.6	4.1	4	8	104	389	227	34	1	0	0	0	0	0
13:00	713	28.3	23.6	4.6	3	20	107	325	215	38	5	0	0	0	0	0
14:00	806	27.4	23.7	3.5	0	6	76	467	231	23	3	0	0	0	0	0
15:00	887	26.9	23.0	3.7	2	8	147	495	214	20	1	0	0	0	0	0
16:00	897	28.0	23.7	4.2	4	10	135	406	301	40	1	0	0	0	0	0
17:00	981	28.2	24.1	4.0	3	8	100	492	332	41	3	2	0	0	0	0
18:00	727	28.6	24.4	4.1	1	5	74	354	232	58	3	0	0	0	0	0
19:00	580	29.3	24.9	4.2	2	5	28	289	192	58	6	0	0	0	0	0
20:00	429	29.7	25.8	3.8	0	0	15	171	194	44	5	0	0	0	0	0
21:00	340	30.3	25.4	4.7	0	0	36	131	128	33	10	2	0	0	0	0
22:00	166	29.4	25.0	4.3	0	1	14	73	59	17	2	0	0	0	0	0
23:00	84	33.9	27.3	6.3	1	0	5	25	29	16	6	0	2	0	0	0
Total																
2H(10-12)	1428	28.2	23.9	4.1	2	18	187	681	457	78	5	0	0	0	0	0
2H(14-16)	1693	27.1	23.3	3.6	2	14	223	962	445	43	4	0	0	0	0	0
12H(7-19)	9349	28.1	23.8	4.1	25	115	1197	4611	2912	453	32	4	0	0	0	0
24H(0-24)	11256	28.6	24.1	4.3	28	125	1317	5382	3613	696	83	10	2	0	0	0
AM Peak	08:00 963	04:00 35.2	04:00 28.9	05:00 6.7	08:00 5	08:00 22	08:00 141	08:00 493	08:00 280	07:00 58	06:00 10	06:00 3	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	17:00 981	23:00 33.9	23:00 27.3	23:00 6.3	12:00 4	13:00 20	15:00 147	15:00 495	17:00 332	18:00 58	21:00 10	17:00 2	23:00 2	12:00 0	12:00 0	12:00 0

Old Colwyn ATC 2, A547 Abergele Road

Direction: Westbound

11/07/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	20	34.1	26.8	7.1	0	1	4	1	7	5	2	0	0	0	0	0
01:00	7	33.5	27.5	5.8	0	0	1	1	2	3	0	0	0	0	0	0
02:00	32	32.7	26.1	6.4	0	0	4	12	10	3	1	2	0	0	0	0
03:00	4	31.2	26.3	4.8	0	0	0	2	1	1	0	0	0	0	0	0
04:00	5	28.8	26.5	2.2	0	0	0	1	4	0	0	0	0	0	0	0
05:00	23	33.0	26.2	6.5	1	1	0	6	9	5	1	0	0	0	0	0
06:00	97	33.4	27.5	5.7	1	0	7	19	43	19	6	2	0	0	0	0
07:00	205	29.7	24.9	4.6	0	3	21	86	69	23	3	0	0	0	0	0
08:00	494	27.4	22.7	4.5	9	15	82	239	139	10	0	0	0	0	0	0
09:00	413	27.0	22.7	4.1	2	6	88	210	92	15	0	0	0	0	0	0
10:00	391	28.1	23.8	4.2	2	5	52	184	132	14	2	0	0	0	0	0
11:00	340	28.0	23.4	4.4	3	4	46	184	84	14	5	0	0	0	0	0
12:00	395	28.0	23.6	4.2	0	4	75	167	128	21	0	0	0	0	0	0
13:00	355	27.6	23.3	4.1	0	2	71	167	97	17	1	0	0	0	0	0
14:00	397	28.5	23.9	4.4	3	5	51	186	130	18	3	1	0	0	0	0
15:00	393	28.6	23.8	4.6	1	7	56	191	109	25	1	3	0	0	0	0
16:00	355	28.5	24.4	3.9	1	2	30	171	128	22	1	0	0	0	0	0
17:00	416	29.3	24.8	4.3	3	1	32	188	157	31	2	1	1	0	0	0
18:00	276	30.1	24.9	5.0	0	8	33	94	105	33	2	1	0	0	0	0
19:00	233	30.4	25.4	4.8	1	1	21	87	93	24	4	2	0	0	0	0
20:00	199	30.1	25.1	4.9	1	2	21	75	75	21	3	1	0	0	0	0
21:00	163	31.8	26.3	5.3	0	1	13	53	66	20	7	3	0	0	0	0
22:00	115	28.9	24.6	4.1	0	0	13	51	43	6	2	0	0	0	0	0
23:00	65	33.0	25.6	7.2	0	0	11	26	16	7	3	0	1	0	1	0
Total																
2H(10-12)	731	28.0	23.6	4.3	5	9	98	368	216	28	7	0	0	0	0	0
2H(14-16)	790	28.5	23.8	4.5	4	12	107	377	239	43	4	4	0	0	0	0
12H(7-19)	4430	28.3	23.8	4.4	24	62	637	2067	1370	243	20	6	1	0	0	0
24H(0-24)	5393	28.9	24.1	4.6	28	68	732	2401	1739	357	49	16	2	0	1	0
AM Peak	08:00	00:00	06:00	00:00	08:00	08:00	09:00	08:00	08:00	07:00	06:00	02:00	00:00	00:00	00:00	00:00
	494	34.1	27.5	7.1	9	15	88	239	139	23	6	2	0	0	0	0
PM Peak	17:00	23:00	21:00	23:00	14:00	18:00	12:00	15:00	17:00	18:00	21:00	15:00	17:00	12:00	23:00	12:00
	416	33.0	26.3	7.2	3	8	75	191	157	33	7	3	1	0	1	0

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	22	32.1	27.7	4.2	0	0	1	4	10	7	0	0	0	0	0	0
01:00	10	35.6	30.0	5.4	0	0	0	1	5	3	0	1	0	0	0	0
02:00	35	32.0	26.4	5.4	0	0	3	14	8	8	2	0	0	0	0	0
03:00	2	31.0	20.0	10.6	0	1	0	0	1	0	0	0	0	0	0	0
04:00	6	35.4	29.2	6.1	0	0	0	2	1	2	1	0	0	0	0	0
05:00	19	32.0	27.2	4.6	0	0	1	5	7	6	0	0	0	0	0	0
06:00	71	32.4	27.8	4.5	0	0	1	19	30	17	4	0	0	0	0	0
07:00	234	31.0	26.0	4.8	1	3	12	83	93	37	3	2	0	0	0	0
08:00	425	28.6	24.7	3.7	0	2	27	208	157	31	0	0	0	0	0	0
09:00	352	27.8	21.7	5.8	10	41	73	112	105	9	1	1	0	0	0	0
10:00	396	28.2	24.1	3.9	1	6	30	210	126	22	1	0	0	0	0	0
11:00	428	27.9	24.3	3.5	0	1	35	216	161	15	0	0	0	0	0	0
12:00	397	28.5	24.5	3.8	0	0	35	192	146	22	1	1	0	0	0	0
13:00	404	28.1	24.5	3.5	0	0	31	203	149	21	0	0	0	0	0	0
14:00	435	28.3	24.2	3.9	0	0	45	225	142	21	1	0	0	1	0	0
15:00	518	27.7	21.3	6.2	39	47	93	194	120	23	2	0	0	0	0	0
16:00	469	29.0	25.1	3.8	0	0	34	193	210	28	4	0	0	0	0	0
17:00	486	28.5	24.6	3.8	0	2	33	240	186	21	2	2	0	0	0	0
18:00	339	29.9	25.4	4.3	0	1	22	144	130	35	6	1	0	0	0	0
19:00	238	29.9	25.5	4.2	0	1	19	87	98	33	0	0	0	0	0	0
20:00	204	30.1	25.8	4.1	0	1	6	84	89	19	4	1	0	0	0	0
21:00	125	32.2	26.5	5.5	0	1	7	48	40	22	4	2	1	0	0	0
22:00	113	30.2	26.3	3.8	0	0	4	37	54	18	0	0	0	0	0	0
23:00	64	29.1	25.3	3.7	0	0	2	30	27	4	1	0	0	0	0	0
Total																
2H(10-12)	824	28.0	24.2	3.7	1	7	65	426	287	37	1	0	0	0	0	0
2H(14-16)	953	28.3	22.6	5.5	39	47	138	419	262	44	3	0	0	1	0	0
12H(7-19)	4883	28.8	24.1	4.5	51	103	470	2220	1725	285	21	7	0	1	0	0
24H(0-24)	5792	29.2	24.4	4.6	51	107	514	2551	2095	424	37	11	1	1	0	0
AM Peak	11:00	01:00	01:00	03:00	09:00	09:00	09:00	11:00	11:00	07:00	06:00	07:00	00:00	00:00	00:00	00:00
	428	35.6	30.0	10.6	10	41	73	216	161	37	4	2	0	0	0	0
PM Peak	15:00	21:00	21:00	15:00	15:00	15:00	15:00	17:00	16:00	18:00	18:00	17:00	21:00	14:00	12:00	12:00
	518	32.2	26.5	6.2	39	47	93	240	210	35	6	2	1	1	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	42	33.2	27.3	5.7	0	1	5	5	17	12	2	0	0	0	0	0
01:00	17	34.7	29.0	5.5	0	0	1	2	7	6	0	1	0	0	0	0
02:00	67	32.3	26.2	5.9	0	0	7	26	18	11	3	2	0	0	0	0
03:00	6	31.2	24.2	6.8	0	1	0	2	2	1	0	0	0	0	0	0
04:00	11	32.8	28.0	4.7	0	0	0	3	5	2	1	0	0	0	0	0
05:00	42	32.6	26.7	5.7	1	1	1	11	16	11	1	0	0	0	0	0
06:00	168	33.0	27.6	5.2	1	0	8	38	73	36	10	2	0	0	0	0
07:00	439	30.4	25.5	4.8	1	6	33	169	162	60	6	2	0	0	0	0
08:00	919	28.0	23.6	4.3	9	17	109	447	296	41	0	0	0	0	0	0
09:00	765	27.4	22.3	5.0	12	47	161	322	197	24	1	1	0	0	0	0
10:00	787	28.1	23.9	4.0	3	11	82	394	258	36	3	0	0	0	0	0
11:00	768	28.0	23.9	3.9	3	5	81	400	245	29	5	0	0	0	0	0
12:00	792	28.3	24.1	4.0	0	4	110	359	274	43	1	1	0	0	0	0
13:00	759	28.0	23.9	3.9	0	2	102	370	246	38	1	0	0	0	0	0
14:00	832	28.4	24.0	4.2	3	5	96	411	272	39	4	1	0	1	0	0
15:00	911	28.3	22.4	5.7	40	54	149	385	229	48	3	3	0	0	0	0
16:00	824	28.8	24.8	3.8	1	2	64	364	338	50	5	0	0	0	0	0
17:00	902	28.9	24.7	4.0	3	3	65	428	343	52	4	3	1	0	0	0
18:00	615	30.0	25.2	4.6	0	9	55	238	235	68	8	2	0	0	0	0
19:00	471	30.1	25.5	4.5	1	2	40	174	191	57	4	2	0	0	0	0
20:00	403	30.1	25.4	4.5	1	3	27	159	164	40	7	2	0	0	0	0
21:00	288	32.0	26.4	5.4	0	2	20	101	106	42	11	5	1	0	0	0
22:00	228	29.6	25.4	4.1	0	0	17	88	97	24	2	0	0	0	0	0
23:00	129	31.3	25.4	5.7	0	0	13	56	43	11	4	0	1	0	1	0
Total																
2H(10-12)	1555	28.1	23.9	4.0	6	16	163	794	503	65	8	0	0	0	0	0
2H(14-16)	1743	28.5	23.2	5.1	43	59	245	796	501	87	7	4	0	1	0	0
12H(7-19)	9313	28.6	23.9	4.5	75	165	1107	4287	3095	528	41	13	1	1	0	0
24H(0-24)	11185	29.1	24.3	4.6	79	175	1246	4952	3834	781	86	27	3	1	1	0
AM Peak	08:00 919	01:00 34.7	01:00 29.0	03:00 6.8	09:00 12	09:00 47	09:00 161	08:00 447	08:00 296	07:00 60	06:00 10	02:00 2	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	15:00 911	21:00 32.0	21:00 26.4	15:00 5.7	15:00 40	15:00 54	15:00 149	17:00 428	17:00 343	18:00 68	21:00 11	21:00 5	17:00 1	14:00 1	23:00 1	12:00 0

Old Colwyn ATC 2, A547 Abergele Road

Direction: Westbound

12/07/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	43	31.3	25.8	5.3	0	1	3	17	13	7	2	0	0	0	0	0
01:00	19	30.4	24.6	5.6	0	1	3	5	7	3	0	0	0	0	0	0
02:00	15	35.6	28.5	6.9	0	0	2	3	3	4	3	0	0	0	0	0
03:00	7	39.3	30.4	8.6	0	0	1	1	1	2	1	1	0	0	0	0
04:00	4	23.0	20.0	2.9	0	0	2	2	0	0	0	0	0	0	0	0
05:00	16	34.4	27.2	6.9	0	0	2	5	4	3	1	1	0	0	0	0
06:00	37	31.9	24.8	6.8	0	0	8	16	7	3	0	3	0	0	0	0
07:00	102	31.2	26.0	5.1	0	0	11	34	37	15	5	0	0	0	0	0
08:00	205	30.1	25.4	4.6	1	2	15	77	84	22	4	0	0	0	0	0
09:00	272	31.0	25.6	5.2	3	1	24	100	95	42	6	0	1	0	0	0
10:00	352	29.0	24.9	3.9	0	0	27	161	134	27	3	0	0	0	0	0
11:00	408	28.9	24.4	4.3	0	0	62	171	138	35	1	1	0	0	0	0
12:00	423	28.6	24.4	4.1	1	0	44	210	137	26	5	0	0	0	0	0
13:00	516	29.2	24.6	4.5	0	2	71	207	184	47	4	1	0	0	0	0
14:00	529	29.3	24.4	4.7	4	6	61	231	176	40	11	0	0	0	0	0
15:00	281	29.9	25.3	4.5	0	0	29	113	100	33	6	0	0	0	0	0
16:00	263	30.4	25.3	5.0	0	5	25	103	88	34	8	0	0	0	0	0
17:00	270	31.8	26.3	5.4	0	1	23	90	103	41	9	1	0	2	0	0
18:00	218	29.6	25.1	4.3	0	1	22	78	100	14	1	2	0	0	0	0
19:00	223	30.8	25.7	4.9	1	0	19	82	88	22	10	1	0	0	0	0
20:00	148	31.7	26.6	5.0	0	0	10	46	64	22	2	4	0	0	0	0
21:00	128	31.0	25.5	5.3	0	1	17	42	46	18	2	2	0	0	0	0
22:00	113	31.0	25.0	5.8	0	2	15	45	35	11	3	0	2	0	0	0
23:00	57	31.0	25.9	4.9	0	0	6	19	21	9	2	0	0	0	0	0
Total																
2H(10-12)	760	28.9	24.6	4.2	0	0	89	332	272	62	4	1	0	0	0	0
2H(14-16)	810	29.6	24.7	4.7	4	6	90	344	276	73	17	0	0	0	0	0
12H(7-19)	3839	29.7	24.9	4.6	9	18	414	1575	1376	376	63	5	1	2	0	0
24H(0-24)	4649	30.0	25.1	4.8	10	23	502	1858	1665	480	89	17	3	2	0	0
AM Peak	11:00	03:00	03:00	03:00	09:00	08:00	11:00	11:00	11:00	09:00	09:00	06:00	09:00	00:00	00:00	00:00
	408	39.3	30.4	8.6	3	2	62	171	138	42	6	3	1	0	0	0
PM Peak	14:00	17:00	20:00	22:00	14:00	14:00	13:00	14:00	13:00	13:00	14:00	20:00	22:00	17:00	12:00	12:00
	529	31.8	26.6	5.8	4	6	71	231	184	47	11	4	2	2	0	0

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	45	34.7	27.0	7.5	0	0	0	24	11	6	3	0	0	0	0	1
01:00	27	33.4	28.6	4.7	0	0	0	6	11	9	0	1	0	0	0	0
02:00	11	33.2	27.5	5.5	0	0	0	5	2	3	1	0	0	0	0	0
03:00	11	38.1	30.7	7.2	0	0	0	3	2	4	0	2	0	0	0	0
04:00	8	36.2	28.1	7.8	0	0	1	3	0	2	2	0	0	0	0	0
05:00	12	32.6	25.4	6.9	0	1	2	1	6	1	1	0	0	0	0	0
06:00	41	33.9	27.1	6.6	0	0	2	18	10	6	3	1	1	0	0	0
07:00	78	30.0	25.9	4.0	0	0	3	32	30	13	0	0	0	0	0	0
08:00	182	31.7	27.0	4.5	0	0	10	49	81	35	7	0	0	0	0	0
09:00	310	30.2	26.3	3.7	0	0	7	112	142	48	1	0	0	0	0	0
10:00	365	29.2	25.3	3.7	0	0	22	147	162	34	0	0	0	0	0	0
11:00	375	28.9	25.4	3.4	0	0	9	173	161	32	0	0	0	0	0	0
12:00	373	29.3	25.6	3.5	0	0	9	162	162	40	0	0	0	0	0	0
13:00	354	29.6	25.5	4.0	0	0	27	132	156	36	3	0	0	0	0	0
14:00	311	29.3	25.1	4.0	0	0	20	140	123	24	3	1	0	0	0	0
15:00	312	30.6	25.7	4.7	0	0	27	112	132	30	7	4	0	0	0	0
16:00	273	30.0	25.6	4.3	0	0	17	113	105	32	6	0	0	0	0	0
17:00	261	30.8	26.2	4.4	0	0	15	89	114	34	9	0	0	0	0	0
18:00	243	30.1	25.8	4.2	0	1	9	102	96	31	3	1	0	0	0	0
19:00	204	31.2	26.0	5.0	0	1	16	72	80	25	8	2	0	0	0	0
20:00	189	31.1	26.5	4.5	0	0	9	59	90	24	5	2	0	0	0	0
21:00	122	30.7	25.7	4.8	0	0	9	51	42	15	4	1	0	0	0	0
22:00	126	31.7	26.2	5.4	0	0	4	55	51	11	1	2	0	2	0	0
23:00	49	30.2	25.8	4.3	0	0	2	21	20	4	2	0	0	0	0	0
Total																
2H(10-12)	740	29.1	25.4	3.6	0	0	31	320	323	66	0	0	0	0	0	0
2H(14-16)	623	30.0	25.4	4.4	0	0	47	252	255	54	10	5	0	0	0	0
12H(7-19)	3437	29.9	25.7	4.0	0	1	175	1363	1464	389	39	6	0	0	0	0
24H(0-24)	4282	30.3	25.8	4.3	0	3	220	1681	1789	499	69	17	1	2	0	1
AM Peak	11:00	03:00	03:00	04:00	00:00	05:00	10:00	11:00	10:00	09:00	08:00	03:00	06:00	00:00	00:00	00:00
	375	38.1	30.7	7.8	0	1	22	173	162	48	7	2	1	0	0	1
PM Peak	12:00	22:00	20:00	22:00	12:00	18:00	13:00	12:00	12:00	12:00	17:00	15:00	12:00	22:00	12:00	12:00
	373	31.7	26.5	5.4	0	1	27	162	162	40	9	4	0	2	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	88	33.1	26.4	6.5	0	1	3	41	24	13	5	0	0	0	0	1
01:00	46	32.6	27.0	5.4	0	1	3	11	18	12	0	1	0	0	0	0
02:00	26	34.5	28.1	6.2	0	0	2	8	5	7	4	0	0	0	0	0
03:00	18	38.3	30.6	7.5	0	0	1	4	3	6	1	3	0	0	0	0
04:00	12	33.2	25.4	7.5	0	0	3	5	0	2	2	0	0	0	0	0
05:00	28	33.5	26.4	6.9	0	1	4	6	10	4	2	1	0	0	0	0
06:00	78	33.0	26.0	6.7	0	0	10	34	17	9	3	4	1	0	0	0
07:00	180	30.7	25.9	4.6	0	0	14	66	67	28	5	0	0	0	0	0
08:00	387	30.9	26.1	4.6	1	2	25	126	165	57	11	0	0	0	0	0
09:00	582	30.6	25.9	4.5	3	1	31	212	237	90	7	0	1	0	0	0
10:00	717	29.1	25.1	3.8	0	0	49	308	296	61	3	0	0	0	0	0
11:00	783	29.0	24.9	4.0	0	0	71	344	299	67	1	1	0	0	0	0
12:00	796	29.0	25.0	3.9	1	0	53	372	299	66	5	0	0	0	0	0
13:00	870	29.4	25.0	4.3	0	2	98	339	340	83	7	1	0	0	0	0
14:00	840	29.3	24.7	4.5	4	6	81	371	299	64	14	1	0	0	0	0
15:00	593	30.3	25.5	4.6	0	0	56	225	232	63	13	4	0	0	0	0
16:00	536	30.2	25.4	4.6	0	5	42	216	193	66	14	0	0	0	0	0
17:00	531	31.3	26.2	4.9	0	1	38	179	217	75	18	1	0	2	0	0
18:00	461	29.9	25.5	4.3	0	2	31	180	196	45	4	3	0	0	0	0
19:00	427	31.0	25.9	5.0	1	1	35	154	168	47	18	3	0	0	0	0
20:00	337	31.4	26.5	4.7	0	0	19	105	154	46	7	6	0	0	0	0
21:00	250	30.9	25.6	5.1	0	1	26	93	88	33	6	3	0	0	0	0
22:00	239	31.4	25.6	5.6	0	2	19	100	86	22	4	2	2	2	0	0
23:00	106	30.6	25.8	4.6	0	0	8	40	41	13	4	0	0	0	0	0
Total																
2H(10-12)	1500	29.0	25.0	3.9	0	0	120	652	595	128	4	1	0	0	0	0
2H(14-16)	1433	29.8	25.0	4.6	4	6	137	596	531	127	27	5	0	0	0	0
12H(7-19)	7276	29.8	25.3	4.4	9	19	589	2938	2840	765	102	11	1	2	0	0
24H(0-24)	8931	30.2	25.5	4.6	10	26	722	3539	3454	979	158	34	4	4	0	1
AM Peak	11:00 783	03:00 38.3	03:00 30.6	04:00 7.5	09:00 3	08:00 2	11:00 71	11:00 344	11:00 299	09:00 90	08:00 11	06:00 4	06:00 1	00:00 0	00:00 0	00:00 1
PM Peak	13:00 870	22:00 31.4	20:00 26.5	22:00 5.6	14:00 4	14:00 6	13:00 98	12:00 372	13:00 340	13:00 83	17:00 18	20:00 6	22:00 2	17:00 2	12:00 0	12:00 0

Old Colwyn ATC 2, A547 Abergele Road

Direction: Westbound

13/07/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	49	32.5	26.7	5.6	0	0	4	18	13	11	2	1	0	0	0	0
01:00	25	29.8	24.7	4.9	1	0	0	13	8	3	0	0	0	0	0	0
02:00	15	31.0	26.5	4.3	0	0	0	6	7	1	1	0	0	0	0	0
03:00	5	31.5	24.5	6.7	0	0	2	0	2	1	0	0	0	0	0	0
04:00	9	31.4	26.4	4.9	0	0	0	5	1	3	0	0	0	0	0	0
05:00	11	33.4	25.7	7.4	1	0	1	1	5	3	0	0	0	0	0	0
06:00	13	33.2	25.2	7.7	1	0	1	5	2	3	1	0	0	0	0	0
07:00	49	31.5	25.9	5.4	0	1	5	15	19	6	3	0	0	0	0	0
08:00	116	31.6	26.9	4.6	0	2	4	29	57	20	4	0	0	0	0	0
09:00	149	30.2	25.7	4.4	1	0	8	59	57	23	1	0	0	0	0	0
10:00	256	29.6	25.1	4.3	0	1	20	112	94	25	3	1	0	0	0	0
11:00	321	28.6	24.2	4.3	1	5	30	167	87	30	1	0	0	0	0	0
12:00	341	28.8	24.5	4.1	0	0	35	167	110	25	3	1	0	0	0	0
13:00	359	29.2	24.5	4.5	0	3	46	155	117	33	5	0	0	0	0	0
14:00	285	29.4	25.0	4.2	0	0	31	110	118	22	4	0	0	0	0	0
15:00	240	29.5	25.4	4.0	1	1	10	96	111	18	3	0	0	0	0	0
16:00	225	30.4	25.3	5.0	0	1	22	95	77	20	9	0	1	0	0	0
17:00	170	30.2	25.8	4.2	0	0	11	62	73	21	3	0	0	0	0	0
18:00	179	29.9	25.5	4.2	0	1	11	70	75	19	3	0	0	0	0	0
19:00	177	30.0	25.2	4.6	0	2	18	62	76	14	5	0	0	0	0	0
20:00	160	30.1	25.2	4.7	1	3	13	54	71	16	2	0	0	0	0	0
21:00	114	31.1	25.6	5.3	1	0	11	44	37	16	4	1	0	0	0	0
22:00	75	31.9	24.9	6.7	0	2	12	30	21	5	1	2	2	0	0	0
23:00	42	30.9	24.0	6.6	0	1	11	15	8	5	0	2	0	0	0	0
Total																
2H(10-12)	577	29.1	24.6	4.3	1	6	50	279	181	55	4	1	0	0	0	0
2H(14-16)	525	29.5	25.2	4.1	1	1	41	206	229	40	7	0	0	0	0	0
12H(7-19)	2690	29.6	25.1	4.4	3	15	233	1137	995	262	42	2	1	0	0	0
24H(0-24)	3385	29.9	25.1	4.6	8	23	306	1390	1246	343	58	8	3	0	0	0
AM Peak	11:00	05:00	08:00	06:00	01:00	11:00	11:00	11:00	10:00	11:00	08:00	00:00	00:00	00:00	00:00	00:00
	321	33.4	26.9	7.7	1	5	30	167	94	30	4	1	0	0	0	0
PM Peak	13:00	22:00	17:00	22:00	15:00	13:00	13:00	12:00	14:00	13:00	16:00	22:00	22:00	12:00	12:00	12:00
	359	31.9	25.8	6.7	1	3	46	167	118	33	9	2	2	0	0	0

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	67	33.7	28.8	4.7	0	0	0	15	26	20	5	1	0	0	0	0
01:00	25	32.3	27.7	4.4	0	0	0	6	14	4	0	1	0	0	0	0
02:00	11	36.4	29.3	6.8	0	0	1	1	5	2	1	1	0	0	0	0
03:00	6	34.5	29.2	5.2	0	0	0	1	3	1	1	0	0	0	0	0
04:00	6	32.7	26.7	5.8	0	0	1	1	2	2	0	0	0	0	0	0
05:00	15	37.7	28.5	8.9	0	1	1	4	3	2	2	2	0	0	0	0
06:00	23	32.0	27.7	4.1	0	0	0	6	11	5	1	0	0	0	0	0
07:00	51	32.5	27.5	4.8	0	0	2	14	20	12	3	0	0	0	0	0
08:00	105	30.8	26.3	4.4	0	0	5	38	43	16	3	0	0	0	0	0
09:00	163	30.8	26.0	4.7	0	0	15	55	62	27	4	0	0	0	0	0
10:00	273	30.0	26.0	3.9	0	0	7	110	120	32	3	1	0	0	0	0
11:00	322	30.0	25.5	4.3	0	1	15	142	129	29	3	1	2	0	0	0
12:00	356	29.1	25.2	3.7	0	0	18	160	145	32	1	0	0	0	0	0
13:00	290	29.8	25.8	3.8	0	0	9	122	121	35	3	0	0	0	0	0
14:00	279	29.8	25.5	4.1	0	0	20	105	123	27	4	0	0	0	0	0
15:00	268	29.9	25.7	4.1	0	1	19	89	129	27	3	0	0	0	0	0
16:00	570	29.2	25.0	4.1	0	1	50	240	234	37	6	2	0	0	0	0
17:00	561	28.9	24.6	4.1	1	6	49	251	208	45	1	0	0	0	0	0
18:00	620	28.7	24.9	3.6	0	2	26	312	233	44	3	0	0	0	0	0
19:00	504	29.3	25.1	4.0	0	1	30	234	192	40	5	2	0	0	0	0
20:00	211	30.1	25.5	4.5	0	1	11	94	75	26	2	2	0	0	0	0
21:00	108	30.4	26.1	4.1	0	0	7	34	50	16	1	0	0	0	0	0
22:00	78	30.8	26.2	4.5	0	0	7	21	38	10	2	0	0	0	0	0
23:00	45	30.9	26.4	4.4	0	1	1	14	20	9	0	0	0	0	0	0
Total																
2H(10-12)	595	30.0	25.7	4.1	0	1	22	252	249	61	6	2	2	0	0	0
2H(14-16)	547	29.8	25.6	4.1	0	1	39	194	252	54	7	0	0	0	0	0
12H(7-19)	3858	29.5	25.3	4.1	1	11	235	1638	1567	363	37	4	2	0	0	0
24H(0-24)	4957	29.7	25.4	4.2	1	15	294	2069	2006	500	57	13	2	0	0	0
AM Peak	11:00	05:00	02:00	05:00	00:00	05:00	09:00	11:00	11:00	10:00	00:00	05:00	11:00	00:00	00:00	00:00
	322	37.7	29.3	8.9	0	1	15	142	129	32	5	2	2	0	0	0
PM Peak	18:00	23:00	23:00	22:00	17:00	17:00	16:00	18:00	16:00	17:00	16:00	16:00	12:00	12:00	12:00	12:00
	620	30.9	26.4	4.5	1	6	50	312	234	45	6	2	0	0	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	116	33.3	27.9	5.2	0	0	4	33	39	31	7	2	0	0	0	0
01:00	50	31.3	26.2	4.9	1	0	0	19	22	7	0	1	0	0	0	0
02:00	26	33.5	27.7	5.6	0	0	1	7	12	3	2	1	0	0	0	0
03:00	11	33.4	27.0	6.1	0	0	2	1	5	2	1	0	0	0	0	0
04:00	15	31.8	26.5	5.1	0	0	1	6	3	5	0	0	0	0	0	0
05:00	26	35.9	27.3	8.3	1	1	2	5	8	5	2	2	0	0	0	0
06:00	36	32.7	26.8	5.7	1	0	1	11	13	8	2	0	0	0	0	0
07:00	100	32.0	26.7	5.2	0	1	7	29	39	18	6	0	0	0	0	0
08:00	221	31.2	26.6	4.5	0	2	9	67	100	36	7	0	0	0	0	0
09:00	312	30.5	25.8	4.5	1	0	23	114	119	50	5	0	0	0	0	0
10:00	529	29.8	25.6	4.1	0	1	27	222	214	57	6	2	0	0	0	0
11:00	643	29.4	24.8	4.4	1	6	45	309	216	59	4	1	2	0	0	0
12:00	697	29.0	24.9	3.9	0	0	53	327	255	57	4	1	0	0	0	0
13:00	649	29.5	25.1	4.3	0	3	55	277	238	68	8	0	0	0	0	0
14:00	564	29.6	25.3	4.1	0	0	51	215	241	49	8	0	0	0	0	0
15:00	508	29.7	25.6	4.0	1	2	29	185	240	45	6	0	0	0	0	0
16:00	795	29.6	25.1	4.4	0	2	72	335	311	57	15	2	1	0	0	0
17:00	731	29.2	24.9	4.2	1	6	60	313	281	66	4	0	0	0	0	0
18:00	799	29.0	25.1	3.8	0	3	37	382	308	63	6	0	0	0	0	0
19:00	681	29.5	25.1	4.2	0	3	48	296	268	54	10	2	0	0	0	0
20:00	371	30.1	25.4	4.5	1	4	24	148	146	42	4	2	0	0	0	0
21:00	222	30.8	25.9	4.8	1	0	18	78	87	32	5	1	0	0	0	0
22:00	153	31.5	25.5	5.7	0	2	19	51	59	15	3	2	2	0	0	0
23:00	87	31.1	25.3	5.6	0	2	12	29	28	14	0	2	0	0	0	0
Total																
2H(10-12)	1172	29.6	25.2	4.3	1	7	72	531	430	116	10	3	2	0	0	0
2H(14-16)	1072	29.6	25.4	4.1	1	2	80	400	481	94	14	0	0	0	0	0
12H(7-19)	6548	29.6	25.2	4.2	4	26	468	2775	2562	625	79	6	3	0	0	0
24H(0-24)	8342	29.8	25.3	4.3	9	38	600	3459	3252	843	115	21	5	0	0	0
AM Peak	11:00 643	05:00 35.9	00:00 27.9	05:00 8.3	01:00 1	11:00 6	11:00 45	11:00 309	11:00 216	11:00 59	00:00 7	00:00 2	11:00 2	00:00 0	00:00 0	00:00 0
PM Peak	18:00 799	22:00 31.5	21:00 25.9	22:00 5.7	15:00 1	17:00 6	16:00 72	18:00 382	16:00 311	13:00 68	16:00 15	16:00 2	22:00 2	12:00 0	12:00 0	12:00 0

Old Colwyn ATC 2, A547 Abergele Road

Direction: Westbound

14/07/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	16	30.5	25.9	4.4	0	0	1	5	9	0	1	0	0	0	0	0
01:00	7	32.9	28.2	4.5	0	0	0	2	2	3	0	0	0	0	0	0
02:00	2	39.8	32.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
03:00	3	32.1	24.2	7.6	0	0	1	1	0	1	0	0	0	0	0	0
04:00	4	33.6	22.6	10.6	1	0	0	1	1	1	0	0	0	0	0	0
05:00	21	31.1	25.8	5.1	0	1	0	9	6	5	0	0	0	0	0	0
06:00	73	31.7	26.4	5.1	0	0	8	19	31	11	4	0	0	0	0	0
07:00	208	28.8	24.5	4.1	0	0	21	104	65	16	1	1	0	0	0	0
08:00	505	26.9	22.4	4.3	5	24	83	266	118	9	0	0	0	0	0	0
09:00	411	26.9	23.0	3.8	0	6	61	243	86	14	1	0	0	0	0	0
10:00	346	28.0	23.4	4.4	2	2	69	151	105	14	3	0	0	0	0	0
11:00	342	28.0	23.6	4.2	0	2	62	161	96	19	2	0	0	0	0	0
12:00	344	27.7	23.6	3.9	0	2	50	180	93	19	0	0	0	0	0	0
13:00	350	27.3	23.1	4.0	2	4	63	173	98	10	0	0	0	0	0	0
14:00	410	27.0	22.8	4.0	1	5	81	220	86	17	0	0	0	0	0	0
15:00	421	27.0	22.3	4.5	2	26	69	228	83	11	1	1	0	0	0	0
16:00	365	28.6	24.5	3.9	0	3	34	167	135	26	0	0	0	0	0	0
17:00	415	28.3	24.1	4.0	0	6	43	205	135	25	1	0	0	0	0	0
18:00	309	29.0	24.3	4.6	3	2	41	129	107	26	1	0	0	0	0	0
19:00	255	29.6	24.8	4.6	2	2	21	118	83	24	5	0	0	0	0	0
20:00	187	29.9	25.1	4.7	0	0	22	76	65	18	6	0	0	0	0	0
21:00	112	31.9	25.3	6.4	1	1	22	28	42	11	5	0	2	0	0	0
22:00	67	29.1	24.6	4.4	0	0	8	32	18	9	0	0	0	0	0	0
23:00	40	30.1	25.8	4.2	0	0	3	14	17	6	0	0	0	0	0	0
Total																
2H(10-12)	688	28.0	23.5	4.3	2	4	131	312	201	33	5	0	0	0	0	0
2H(14-16)	831	27.0	22.6	4.3	3	31	150	448	169	28	1	1	0	0	0	0
12H(7-19)	4426	27.7	23.4	4.2	15	82	677	2227	1207	206	10	2	0	0	0	0
24H(0-24)	5213	28.2	23.6	4.4	19	86	763	2532	1482	295	32	2	2	0	0	0
AM Peak	08:00	02:00	02:00	04:00	08:00	08:00	08:00	08:00	08:00	11:00	06:00	07:00	00:00	00:00	00:00	00:00
	505	39.8	32.5	10.6	5	24	83	266	118	19	4	1	0	0	0	0
PM Peak	15:00	21:00	23:00	21:00	18:00	15:00	14:00	15:00	16:00	16:00	20:00	15:00	21:00	12:00	12:00	12:00
	421	31.9	25.8	6.4	3	26	81	228	135	26	6	1	2	0	0	0

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	20	29.0	23.5	5.3	0	0	5	9	4	1	1	0	0	0	0	0
01:00	13	33.6	25.6	7.7	1	0	1	4	3	3	1	0	0	0	0	0
02:00	4	36.5	28.8	7.5	0	0	1	0	0	3	0	0	0	0	0	0
03:00	8	29.0	23.1	5.6	0	0	3	2	2	1	0	0	0	0	0	0
04:00	9	40.7	30.3	10.0	0	0	1	2	1	4	0	0	0	1	0	0
05:00	25	33.7	27.1	6.4	1	0	1	5	12	3	3	0	0	0	0	0
06:00	70	32.9	27.7	5.0	0	0	5	13	31	16	5	0	0	0	0	0
07:00	230	30.3	25.8	4.3	0	0	12	88	102	23	3	1	1	0	0	0
08:00	420	28.3	24.4	3.8	0	2	40	202	151	24	1	0	0	0	0	0
09:00	328	28.8	24.6	4.0	0	0	26	172	104	20	5	1	0	0	0	0
10:00	333	28.6	24.8	3.7	0	0	28	147	140	16	2	0	0	0	0	0
11:00	376	28.8	24.6	4.1	0	5	32	174	133	31	1	0	0	0	0	0
12:00	392	28.8	24.6	4.0	0	2	39	172	154	21	4	0	0	0	0	0
13:00	373	27.4	23.9	3.4	0	2	33	204	125	9	0	0	0	0	0	0
14:00	405	27.5	23.6	3.7	0	5	45	227	116	9	3	0	0	0	0	0
15:00	491	26.8	22.4	4.2	4	18	94	246	122	7	0	0	0	0	0	0
16:00	497	28.1	24.1	3.8	0	2	52	250	170	20	3	0	0	0	0	0
17:00	467	28.3	24.2	3.9	0	3	57	208	176	22	1	0	0	0	0	0
18:00	333	29.3	25.0	4.1	1	1	20	156	122	30	2	1	0	0	0	0
19:00	322	29.4	25.3	4.0	0	3	12	145	129	31	1	1	0	0	0	0
20:00	241	29.8	25.4	4.3	0	2	16	95	100	24	4	0	0	0	0	0
21:00	152	29.7	25.6	3.9	0	0	9	57	70	14	2	0	0	0	0	0
22:00	76	34.2	28.0	6.0	0	0	2	25	24	19	4	0	1	1	0	0
23:00	41	34.0	28.6	5.2	0	0	0	11	16	9	4	1	0	0	0	0
Total																
2H(10-12)	709	28.7	24.7	3.9	0	5	60	321	273	47	3	0	0	0	0	0
2H(14-16)	896	27.2	23.0	4.0	4	23	139	473	238	16	3	0	0	0	0	0
12H(7-19)	4645	28.4	24.2	4.0	5	40	478	2246	1615	232	25	3	1	0	0	0
24H(0-24)	5626	28.9	24.5	4.2	7	45	534	2614	2007	360	50	5	2	2	0	0
AM Peak	08:00	04:00	04:00	04:00	01:00	11:00	08:00	08:00	08:00	11:00	06:00	07:00	07:00	04:00	00:00	00:00
	420	40.7	30.3	10.0	1	5	40	202	151	31	5	1	1	1	0	0
PM Peak	16:00	22:00	23:00	22:00	15:00	15:00	15:00	16:00	17:00	19:00	12:00	18:00	22:00	22:00	12:00	12:00
	497	34.2	28.6	6.0	4	18	94	250	176	31	4	1	1	1	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	36	29.7	24.6	5.0	0	0	6	14	13	1	2	0	0	0	0	0
01:00	20	33.5	26.5	6.7	1	0	1	6	5	6	1	0	0	0	0	0
02:00	6	37.1	30.0	6.9	0	0	1	0	1	3	1	0	0	0	0	0
03:00	11	29.5	23.4	5.8	0	0	4	3	2	2	0	0	0	0	0	0
04:00	13	38.7	27.9	10.4	1	0	1	3	2	5	0	0	0	1	0	0
05:00	46	32.5	26.5	5.8	1	1	1	14	18	8	3	0	0	0	0	0
06:00	143	32.3	27.0	5.1	0	0	13	32	62	27	9	0	0	0	0	0
07:00	438	29.6	25.2	4.3	0	0	33	192	167	39	4	2	1	0	0	0
08:00	925	27.7	23.3	4.2	5	26	123	468	269	33	1	0	0	0	0	0
09:00	739	27.8	23.7	4.0	0	6	87	415	190	34	6	1	0	0	0	0
10:00	679	28.4	24.1	4.1	2	2	97	298	245	30	5	0	0	0	0	0
11:00	718	28.4	24.1	4.2	0	7	94	335	229	50	3	0	0	0	0	0
12:00	736	28.3	24.1	4.0	0	4	89	352	247	40	4	0	0	0	0	0
13:00	723	27.4	23.5	3.7	2	6	96	377	223	19	0	0	0	0	0	0
14:00	815	27.2	23.2	3.9	1	10	126	447	202	26	3	0	0	0	0	0
15:00	912	26.9	22.4	4.4	6	44	163	474	205	18	1	1	0	0	0	0
16:00	862	28.3	24.3	3.9	0	5	86	417	305	46	3	0	0	0	0	0
17:00	882	28.3	24.2	4.0	0	9	100	413	311	47	2	0	0	0	0	0
18:00	642	29.2	24.6	4.3	4	3	61	285	229	56	3	1	0	0	0	0
19:00	577	29.5	25.1	4.3	2	5	33	263	212	55	6	1	0	0	0	0
20:00	428	29.9	25.3	4.4	0	2	38	171	165	42	10	0	0	0	0	0
21:00	264	30.8	25.5	5.1	1	1	31	85	112	25	7	0	2	0	0	0
22:00	143	32.1	26.4	5.5	0	0	10	57	42	28	4	0	1	1	0	0
23:00	81	32.3	27.2	4.9	0	0	3	25	33	15	4	1	0	0	0	0
Total																
2H(10-12)	1397	28.4	24.1	4.2	2	9	191	633	474	80	8	0	0	0	0	0
2H(14-16)	1727	27.1	22.8	4.2	7	54	289	921	407	44	4	1	0	0	0	0
12H(7-19)	9071	28.1	23.8	4.1	20	122	1155	4473	2822	438	35	5	1	0	0	0
24H(0-24)	10839	28.6	24.1	4.3	26	131	1297	5146	3489	655	82	7	4	2	0	0
AM Peak	08:00 925	04:00 38.7	02:00 30.0	04:00 10.4	08:00 5	08:00 26	08:00 123	08:00 468	08:00 269	11:00 50	06:00 9	07:00 2	07:00 1	04:00 1	00:00 0	00:00 0
PM Peak	15:00 912	23:00 32.3	23:00 27.2	22:00 5.5	15:00 6	15:00 44	15:00 163	15:00 474	17:00 311	18:00 56	20:00 10	15:00 1	21:00 2	22:00 1	12:00 0	12:00 0

Old Colwyn ATC 2, A547 Abergele Road

Direction: Westbound

15/07/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	19	31.0	25.1	5.6	0	0	5	3	7	4	0	0	0	0	0	0
01:00	8	32.3	25.0	7.1	0	0	3	1	1	3	0	0	0	0	0	0
02:00	9	34.6	25.3	8.9	1	0	1	2	2	2	1	0	0	0	0	0
03:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	19	33.0	25.9	6.8	1	1	1	2	9	5	0	0	0	0	0	0
06:00	62	31.0	26.0	4.8	0	0	8	14	30	8	2	0	0	0	0	0
07:00	223	28.8	23.7	4.9	3	2	44	80	78	14	2	0	0	0	0	0
08:00	544	26.7	22.3	4.3	6	23	98	292	114	11	0	0	0	0	0	0
09:00	410	27.4	22.9	4.4	1	14	77	196	107	14	1	0	0	0	0	0
10:00	393	27.1	22.7	4.3	1	5	99	183	88	16	0	1	0	0	0	0
11:00	355	28.2	23.2	4.9	5	9	61	168	86	23	3	0	0	0	0	0
12:00	312	27.6	23.7	3.8	0	0	46	157	96	13	0	0	0	0	0	0
13:00	334	27.6	23.4	4.1	0	0	63	165	94	10	0	2	0	0	0	0
14:00	431	26.6	22.2	4.3	3	12	96	233	76	9	0	2	0	0	0	0
15:00	365	27.4	22.6	4.7	5	18	60	176	97	7	2	0	0	0	0	0
16:00	378	28.2	23.8	4.3	1	4	54	182	114	20	3	0	0	0	0	0
17:00	418	27.9	23.6	4.1	0	7	55	219	116	17	4	0	0	0	0	0
18:00	326	28.8	24.4	4.3	4	3	26	152	118	22	1	0	0	0	0	0
19:00	249	29.5	24.7	4.6	0	2	32	99	91	21	3	1	0	0	0	0
20:00	183	30.2	24.8	5.2	0	0	34	59	66	22	1	0	0	1	0	0
21:00	127	30.4	25.1	5.2	1	1	16	47	41	18	3	0	0	0	0	0
22:00	74	29.0	24.3	4.5	0	1	8	37	20	7	1	0	0	0	0	0
23:00	39	29.8	24.9	4.7	0	0	5	16	13	4	1	0	0	0	0	0
Total																
2H(10-12)	748	27.7	22.9	4.6	6	14	160	351	174	39	3	1	0	0	0	0
2H(14-16)	796	27.0	22.4	4.5	8	30	156	409	173	16	2	2	0	0	0	0
12H(7-19)	4489	27.7	23.1	4.4	29	97	779	2203	1184	176	16	5	0	0	0	0
24H(0-24)	5280	28.1	23.4	4.5	32	102	892	2485	1464	270	28	6	0	1	0	0
AM Peak	08:00	02:00	06:00	02:00	08:00	08:00	10:00	08:00	08:00	11:00	11:00	10:00	00:00	00:00	00:00	00:00
	544	34.6	26.0	8.9	6	23	99	292	114	23	3	1	0	0	0	0
PM Peak	14:00	21:00	21:00	21:00	15:00	15:00	14:00	14:00	18:00	18:00	17:00	13:00	12:00	20:00	12:00	12:00
	431	30.4	25.1	5.2	5	18	96	233	118	22	4	2	0	1	0	0

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	17	30.9	24.6	6.1	0	0	3	9	2	1	2	0	0	0	0	0
01:00	5	29.1	24.5	4.5	0	0	0	4	0	1	0	0	0	0	0	0
02:00	5	35.4	29.5	5.7	0	0	0	1	2	1	1	0	0	0	0	0
03:00	5	27.2	21.5	5.5	0	1	0	3	1	0	0	0	0	0	0	0
04:00	7	35.4	26.1	9.0	0	1	1	1	1	2	1	0	0	0	0	0
05:00	29	35.4	29.1	6.1	0	0	2	5	10	7	4	1	0	0	0	0
06:00	65	33.2	28.3	4.7	0	0	1	15	27	16	6	0	0	0	0	0
07:00	226	30.2	25.9	4.1	0	1	6	98	82	37	2	0	0	0	0	0
08:00	424	27.0	23.5	3.5	0	4	49	241	122	8	0	0	0	0	0	0
09:00	330	28.0	24.0	3.8	0	1	41	165	105	18	0	0	0	0	0	0
10:00	321	27.6	23.6	3.9	0	6	38	168	98	10	1	0	0	0	0	0
11:00	390	28.4	24.0	4.3	0	7	51	180	124	27	1	0	0	0	0	0
12:00	406	28.1	24.2	3.7	0	1	43	199	145	16	2	0	0	0	0	0
13:00	347	28.3	24.1	4.1	0	4	39	176	103	23	2	0	0	0	0	0
14:00	421	28.0	23.8	4.0	0	5	49	217	133	14	1	2	0	0	0	0
15:00	549	25.4	17.6	7.5	145	83	60	164	83	14	0	0	0	0	0	0
16:00	531	27.7	23.8	3.7	0	3	63	274	170	21	0	0	0	0	0	0
17:00	529	28.8	24.4	4.2	8	6	31	241	221	18	4	0	0	0	0	0
18:00	373	29.4	25.1	4.2	0	0	22	168	158	22	2	0	0	0	0	1
19:00	307	29.1	25.2	3.8	0	0	18	136	126	25	2	0	0	0	0	0
20:00	232	29.2	25.2	3.9	1	1	15	90	108	16	1	0	0	0	0	0
21:00	164	30.7	26.2	4.3	0	0	10	52	75	25	1	1	0	0	0	0
22:00	77	30.9	25.7	5.0	0	0	9	27	25	14	2	0	0	0	0	0
23:00	45	31.8	26.6	5.0	0	0	3	15	17	7	3	0	0	0	0	0
Total																
2H(10-12)	711	28.1	23.8	4.1	0	13	89	348	222	37	2	0	0	0	0	0
2H(14-16)	970	27.5	20.3	6.9	145	88	109	381	216	28	1	2	0	0	0	0
12H(7-19)	4847	28.6	23.4	5.0	153	121	492	2291	1544	228	15	2	0	0	0	1
24H(0-24)	5805	29.0	23.8	5.0	154	124	554	2649	1938	343	38	4	0	0	0	1
AM Peak	08:00	05:00	02:00	04:00	00:00	11:00	11:00	08:00	11:00	07:00	06:00	05:00	00:00	00:00	00:00	00:00
	424	35.4	29.5	9.0	0	7	51	241	124	37	6	1	0	0	0	0
PM Peak	15:00	23:00	23:00	15:00	15:00	15:00	16:00	16:00	17:00	19:00	17:00	14:00	12:00	12:00	12:00	18:00
	549	31.8	26.6	7.5	145	83	63	274	221	25	4	2	0	0	0	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	36	30.9	24.9	5.8	0	0	8	12	9	5	2	0	0	0	0	0
01:00	13	31.0	24.8	6.0	0	0	3	5	1	4	0	0	0	0	0	0
02:00	14	35.1	26.8	8.0	1	0	1	3	4	3	2	0	0	0	0	0
03:00	6	26.8	21.7	4.9	0	1	0	4	1	0	0	0	0	0	0	0
04:00	8	34.4	25.6	8.4	0	1	1	2	1	2	1	0	0	0	0	0
05:00	48	34.6	27.8	6.5	1	1	3	7	19	12	4	1	0	0	0	0
06:00	127	32.3	27.2	4.9	0	0	9	29	57	24	8	0	0	0	0	0
07:00	449	29.7	24.8	4.7	3	3	50	178	160	51	4	0	0	0	0	0
08:00	968	26.9	22.8	4.0	6	27	147	533	236	19	0	0	0	0	0	0
09:00	740	27.7	23.4	4.2	1	15	118	361	212	32	1	0	0	0	0	0
10:00	714	27.4	23.1	4.2	1	11	137	351	186	26	1	1	0	0	0	0
11:00	745	28.4	23.6	4.6	5	16	112	348	210	50	4	0	0	0	0	0
12:00	718	27.9	24.0	3.8	0	1	89	356	241	29	2	0	0	0	0	0
13:00	681	28.0	23.7	4.1	0	4	102	341	197	33	2	2	0	0	0	0
14:00	852	27.4	23.0	4.2	3	17	145	450	209	23	1	4	0	0	0	0
15:00	914	26.8	19.6	6.9	150	101	120	340	180	21	2	0	0	0	0	0
16:00	909	27.9	23.8	3.9	1	7	117	456	284	41	3	0	0	0	0	0
17:00	947	28.4	24.1	4.2	8	13	86	460	337	35	8	0	0	0	0	0
18:00	699	29.2	24.8	4.2	4	3	48	320	276	44	3	0	0	0	0	1
19:00	556	29.3	25.0	4.2	0	2	50	235	217	46	5	1	0	0	0	0
20:00	415	29.7	25.0	4.5	1	1	49	149	174	38	2	0	0	1	0	0
21:00	291	30.6	25.7	4.7	1	1	26	99	116	43	4	1	0	0	0	0
22:00	151	30.0	25.0	4.8	0	1	17	64	45	21	3	0	0	0	0	0
23:00	84	30.9	25.8	4.9	0	0	8	31	30	11	4	0	0	0	0	0
Total																
2H(10-12)	1459	27.9	23.3	4.4	6	27	249	699	396	76	5	1	0	0	0	0
2H(14-16)	1766	27.5	21.2	6.0	153	118	265	790	389	44	3	4	0	0	0	0
12H(7-19)	9336	28.1	23.3	4.7	182	218	1271	4494	2728	404	31	7	0	0	0	1
24H(0-24)	11085	28.5	23.6	4.8	186	226	1446	5134	3402	613	66	10	0	1	0	1
AM Peak	08:00 968	02:00 35.1	05:00 27.8	04:00 8.4	08:00 6	08:00 27	08:00 147	08:00 533	08:00 236	07:00 51	06:00 8	05:00 1	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	17:00 947	23:00 30.9	23:00 25.8	15:00 6.9	15:00 150	15:00 101	14:00 145	17:00 460	17:00 337	19:00 46	17:00 8	14:00 4	12:00 0	20:00 1	12:00 0	18:00 1

Paul Castle Associates

Old Colwyn ATC 3, A547 Abergele Road



Direction: Westbound

Hour Beginning	Wed 09/07/2025	Thu 10/07/2025	Fri 11/07/2025	Sat 12/07/2025	Sun 13/07/2025	Mon 14/07/2025	Tue 15/07/2025	5-Day Ave.	7-Day Ave.
00:00	13	16	20	42	51	18	19	17	26
01:00	6	8	7	19	25	7	8	7	11
02:00	3	9	34	14	15	2	9	11	12
03:00	3	3	4	7	5	2	1	3	4
04:00	1	6	5	5	8	4	1	3	4
05:00	16	24	21	16	12	25	20	21	19
06:00	97	83	97	32	10	74	63	83	65
07:00	231	212	189	101	42	195	205	206	168
08:00	566	580	531	207	117	536	595	562	447
09:00	388	406	412	276	153	411	405	404	350
10:00	296	382	400	357	250	342	373	359	343
11:00	327	329	334	408	330	346	343	336	345
12:00	343	317	385	422	346	343	341	346	357
13:00	370	377	355	524	353	348	354	361	383
14:00	450	412	415	521	289	424	417	426	420
15:00	382	374	414	289	242	429	362	392	356
16:00	419	426	359	263	231	375	387	393	351
17:00	435	435	416	265	175	419	413	424	365
18:00	329	366	276	219	172	311	320	320	285
19:00	275	265	234	233	177	249	224	249	237
20:00	195	197	197	149	161	195	177	192	182
21:00	131	137	168	129	114	112	136	137	132
22:00	64	83	111	112	69	66	78	80	83
23:00	37	39	66	59	38	44	39	45	46
Total									
12H(7-19)	4546	4616	4486	3852	2700	4479	4515	4528	4171
16H(6-22)	5244	5298	5182	4395	3162	5109	5115	5190	4786
18H(6-24)	5345	5420	5359	4566	3269	5219	5232	5315	4916
24H(0-24)	5387	5486	5450	4669	3385	5277	5280	5378	4992
AM Peak	08:00 566	08:00 580	08:00 531	11:00 408	11:00 330	08:00 536	08:00 595	08:00 562	08:00 447
PM Peak	14:00 460	17:00 435	17:00 416	13:00 524	13:00 353	15:00 429	14:00 417	14:00 426	14:00 420

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Wed 09/07/2025	Thu 10/07/2025	Fri 11/07/2025	Sat 12/07/2025	Sun 13/07/2025	Mon 14/07/2025	Tue 15/07/2025	5-Day Ave.	7-Day Ave.
00:00	18	21	23	44	68	20	16	20	30
01:00	4	6	10	26	25	12	5	7	13
02:00	4	10	36	11	10	3	5	12	11
03:00	2	5	1	10	6	9	5	4	5
04:00	7	11	5	8	6	9	6	8	7
05:00	23	28	19	12	15	25	28	25	21
06:00	74	73	67	41	24	70	67	70	59
07:00	230	209	231	78	53	238	229	227	181
08:00	474	454	464	179	99	462	463	463	371
09:00	342	359	351	311	165	330	328	342	312
10:00	320	348	395	360	281	330	327	344	337
11:00	375	384	434	391	321	383	385	392	382
12:00	395	446	409	386	367	405	443	420	407
13:00	370	358	415	354	295	373	376	378	363
14:00	398	412	453	316	280	407	428	420	385
15:00	565	543	525	312	282	487	541	532	465
16:00	500	469	478	281	574	495	531	495	475
17:00	549	550	486	267	566	475	512	514	486
18:00	392	368	353	245	620	326	358	359	380
19:00	288	332	248	210	512	331	272	294	313
20:00	220	237	204	185	211	237	229	225	218
21:00	212	209	127	126	109	150	170	174	158
22:00	95	89	116	132	80	78	82	92	96
23:00	38	43	66	50	44	42	40	46	46
Total									
12H(7-19)	4910	4900	4994	3480	3903	4711	4921	4887	4546
16H(6-22)	5704	5751	5640	4042	4759	5499	5659	5651	5293
18H(6-24)	5837	5883	5822	4224	4983	5619	5781	5788	5436
24H(0-24)	5895	5964	5916	4335	5013	5697	5846	5864	5524
AM Peak	08:00 474	08:00 454	08:00 464	11:00 391	11:00 321	08:00 462	08:00 463	08:00 463	11:00 382
PM Peak	15:00 565	17:00 550	15:00 525	12:00 386	18:00 620	16:00 495	15:00 541	15:00 532	17:00 486

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Wed 09/07/2025	Thu 10/07/2025	Fri 11/07/2025	Sat 12/07/2025	Sun 13/07/2025	Mon 14/07/2025	Tue 15/07/2025	5-Day Ave.	7-Day Ave.
00:00	31	37	43	86	119	38	35	37	56
01:00	10	14	17	45	50	19	13	15	24
02:00	7	19	70	25	25	5	14	23	24
03:00	5	8	5	17	11	11	6	7	9
04:00	8	17	10	13	14	13	7	11	12
05:00	39	52	40	28	27	50	48	46	41
06:00	171	156	164	73	34	144	130	153	125
07:00	461	421	420	179	95	433	434	434	349
08:00	1040	1034	995	386	216	998	1058	1025	818
09:00	730	765	763	587	318	741	733	746	662
10:00	616	730	795	717	531	672	700	703	680
11:00	702	713	768	799	651	729	728	728	727
12:00	738	763	794	808	713	748	784	765	764
13:00	740	735	770	878	648	721	730	739	746
14:00	858	804	868	837	569	831	845	845	805
15:00	947	917	939	601	524	916	903	924	821
16:00	919	895	837	544	805	870	918	888	827
17:00	984	985	902	532	741	894	925	938	852
18:00	721	734	629	464	792	637	678	680	665
19:00	563	597	482	443	689	580	496	544	550
20:00	415	434	401	334	372	432	406	418	399
21:00	343	346	295	255	223	262	306	310	290
22:00	159	172	227	244	149	144	160	172	179
23:00	75	82	132	109	82	86	79	91	92
Total									
12H(7-19)	9456	9516	9480	7332	6603	9190	9436	9416	8716
16H(6-22)	10948	11049	10822	8437	7921	10608	10774	10840	10080
18H(6-24)	11182	11303	11181	8790	8152	10838	11013	11103	10351
24H(0-24)	11282	11450	11366	9004	8398	10974	11136	11242	10516
AM Peak	08:00 1040	08:00 1034	08:00 995	11:00 799	11:00 651	08:00 998	08:00 1058	08:00 1025	08:00 818
PM Peak	17:00 984	17:00 985	15:00 939	13:00 878	16:00 805	15:00 916	17:00 925	17:00 938	17:00 852

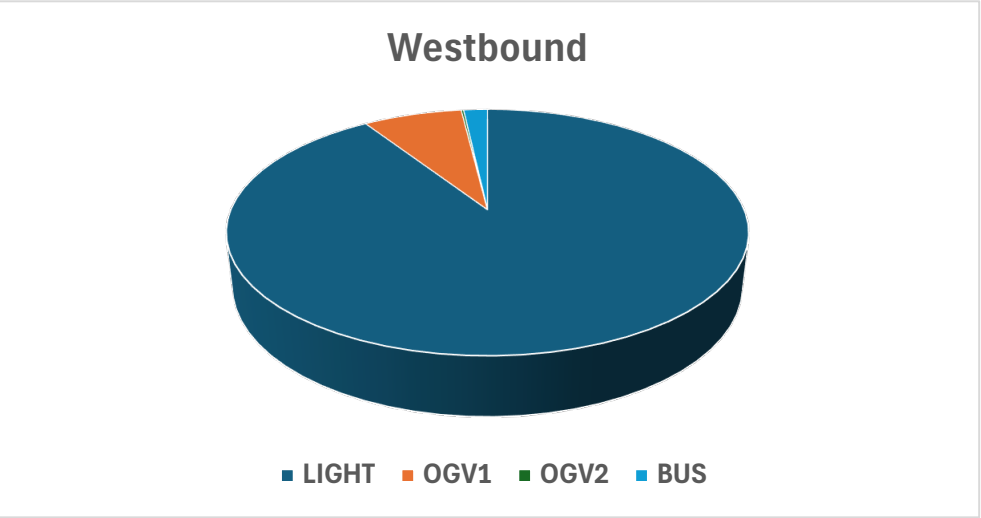
Paul Castle Associates

Old Colwyn ATC 3, A547 Abergele Road

Direction: Westbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	5387	4874	401	8	104
Thu 10 Jul 2025	5486	4976	407	7	96
Fri 11 Jul 2025	5450	4925	413	11	101
Sat 12 Jul 2025	4669	4292	265	12	100
Sun 13 Jul 2025	3385	3189	167	7	22
Mon 14 Jul 2025	5277	4734	440	5	98
Tue 15 Jul 2025	5290	4725	459	12	94
5 Day Ave.	5378	4847	424	9	99
7 Day Ave.	4992	4531	365	9	88

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	100.0%	90.5%	7.4%	0.1%	1.9%
Thu 10 Jul 2025	100.0%	90.7%	7.4%	0.1%	1.7%
Fri 11 Jul 2025	100.0%	90.4%	7.6%	0.2%	1.9%
Sat 12 Jul 2025	100.0%	91.9%	5.7%	0.3%	2.1%
Sun 13 Jul 2025	100.0%	94.2%	4.9%	0.2%	0.6%
Mon 14 Jul 2025	100.0%	89.7%	8.3%	0.1%	1.9%
Tue 15 Jul 2025	100.0%	89.3%	8.7%	0.2%	1.8%
5 Day Ave.	100.0%	90.1%	7.9%	0.2%	1.8%
7 Day Ave.	100.0%	90.8%	7.3%	0.2%	1.8%

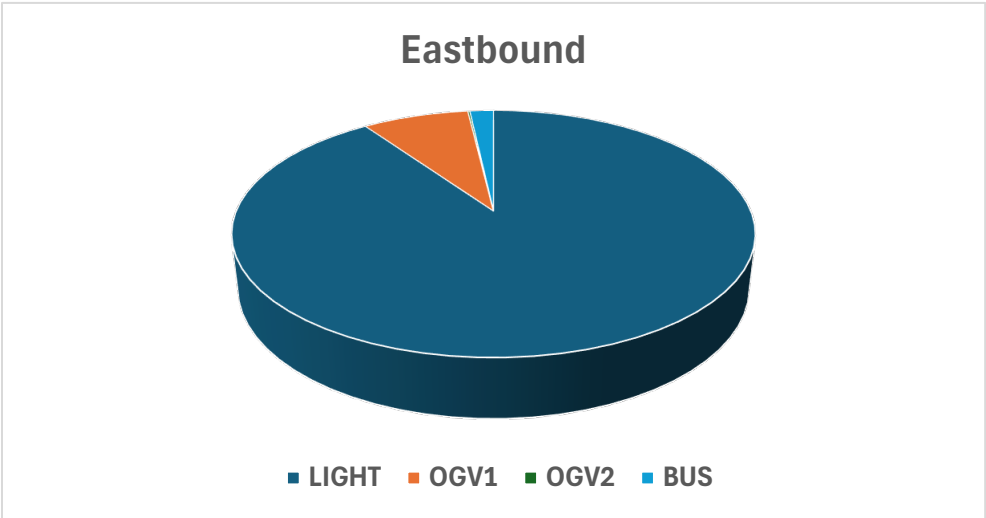
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Direction: Eastbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	5895	5289	489	8	109
Thu 10 Jul 2025	5964	5354	494	10	106
Fri 11 Jul 2025	5916	5297	487	11	121
Sat 12 Jul 2025	4335	3958	265	10	102
Sun 13 Jul 2025	5013	4665	297	7	44
Mon 14 Jul 2025	5697	5084	502	6	105
Tue 15 Jul 2025	5846	5260	494	5	87
5 Day Ave.	5864	5257	493	8	106
7 Day Ave.	5524	4987	433	8	96

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	100.0%	89.7%	8.3%	0.1%	1.8%
Thu 10 Jul 2025	100.0%	89.8%	8.3%	0.2%	1.8%
Fri 11 Jul 2025	100.0%	89.5%	8.2%	0.2%	2.0%
Sat 12 Jul 2025	100.0%	91.3%	6.1%	0.2%	2.4%
Sun 13 Jul 2025	100.0%	93.1%	5.9%	0.1%	0.9%
Mon 14 Jul 2025	100.0%	89.2%	8.8%	0.1%	1.8%
Tue 15 Jul 2025	100.0%	90.0%	8.5%	0.1%	1.5%
5 Day Ave.	100.0%	89.7%	8.4%	0.1%	1.8%
7 Day Ave.	100.0%	90.3%	7.8%	0.1%	1.7%

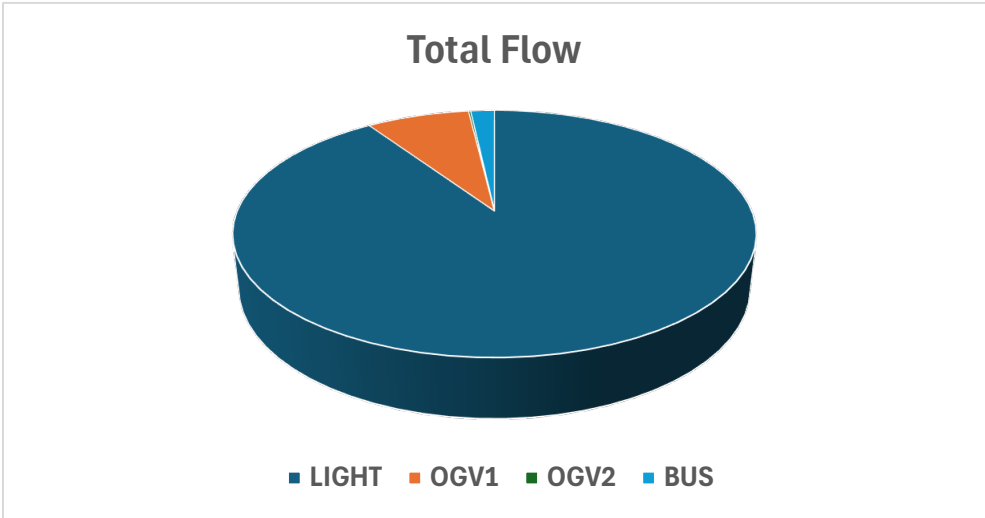
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Direction: Total Flow					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	11282	10163	890	16	213
Thu 10 Jul 2025	11450	10330	901	17	202
Fri 11 Jul 2025	11366	10222	900	22	222
Sat 12 Jul 2025	9004	8250	530	22	202
Sun 13 Jul 2025	8398	7854	464	14	66
Mon 14 Jul 2025	10974	9818	942	11	203
Tue 15 Jul 2025	11136	9985	953	17	181
5 Day Ave.	11242	10104	917	17	204
7 Day Ave.	10516	9517	797	17	184

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	100.0%	90.1%	7.9%	0.1%	1.9%
Thu 10 Jul 2025	100.0%	90.2%	7.9%	0.1%	1.8%
Fri 11 Jul 2025	100.0%	89.9%	7.9%	0.2%	2.0%
Sat 12 Jul 2025	100.0%	91.6%	5.9%	0.2%	2.2%
Sun 13 Jul 2025	100.0%	93.5%	5.5%	0.2%	0.8%
Mon 14 Jul 2025	100.0%	89.5%	8.6%	0.1%	1.8%
Tue 15 Jul 2025	100.0%	89.7%	8.6%	0.2%	1.6%
5 Day Ave.	100.0%	89.9%	8.2%	0.1%	1.8%
7 Day Ave.	100.0%	90.5%	7.6%	0.2%	1.8%

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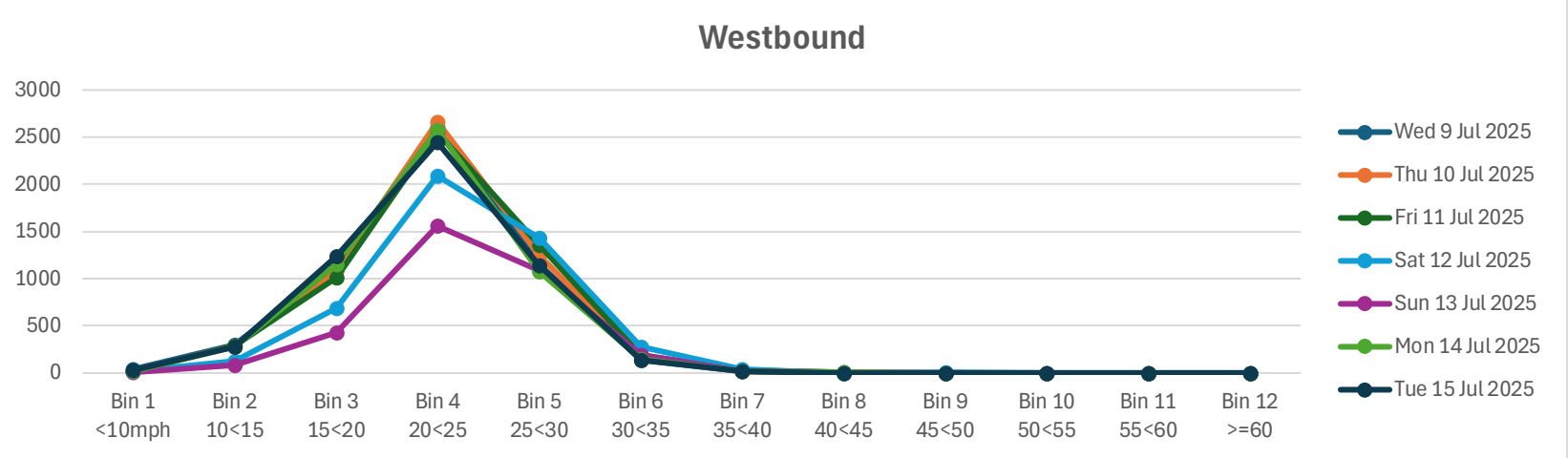


Old Colwyn ATC 3, A547 Abergele Road

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	5387	26.9	22.2	4.6	45	300	1127	2604	1154	141	15	1	0	0	0	0
Thu 10 Jul 2025	5486	27.1	22.4	4.5	19	289	1084	2664	1253	155	21	1	0	0	0	0
Fri 11 Jul 2025	5450	27.6	22.7	4.8	22	292	1008	2551	1354	188	26	7	0	0	1	1
Sat 12 Jul 2025	4669	28.5	23.7	4.6	14	127	683	2090	1431	283	36	2	3	0	0	0
Sun 13 Jul 2025	3385	28.5	23.9	4.4	5	85	427	1559	1087	195	23	4	0	0	0	0
Mon 14 Jul 2025	5277	26.9	22.2	4.6	24	275	1155	2578	1074	149	15	6	0	1	0	0
Tue 15 Jul 2025	5290	26.9	22.2	4.6	28	273	1235	2447	1144	141	21	1	0	0	0	0
5 Day Ave.	5378	27.1	22.3	4.6	28	286	1122	2569	1196	155	20	3	0	0	0	0
7 Day Ave.	4992	27.5	22.7	4.6	22	234	960	2356	1214	179	22	3	0	0	0	0

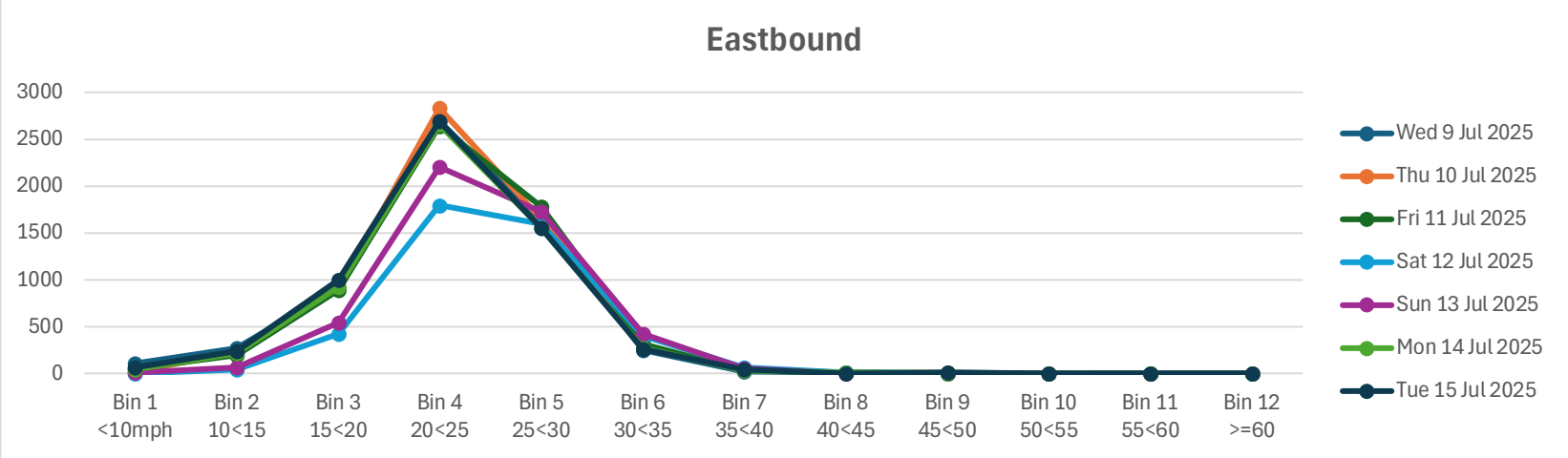
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Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	5895	28.0	22.9	5.0	110	274	910	2693	1630	251	23	4	0	0	0	0
Thu 10 Jul 2025	5964	28.2	23.3	4.7	21	230	901	2831	1648	285	38	5	2	0	0	3
Fri 11 Jul 2025	5916	28.5	23.5	4.8	49	198	886	2643	1776	315	35	9	4	1	0	0
Sat 12 Jul 2025	4395	29.7	24.9	4.6	3	46	424	1796	1591	398	63	12	0	1	0	1
Sun 13 Jul 2025	5013	29.2	24.6	4.5	6	62	541	2203	1725	417	53	3	3	0	0	0
Mon 14 Jul 2025	5697	28.1	23.2	4.8	40	216	925	2657	1547	270	34	4	3	0	1	0
Tue 15 Jul 2025	5846	28.0	23.0	4.9	65	232	994	2691	1557	257	43	3	4	0	0	0
5 Day Ave.	5864	28.2	23.2	4.8	57	230	923	2703	1632	276	35	5	3	0	0	1
7 Day Ave.	5524	28.5	23.6	4.7	42	180	797	2502	1639	313	41	6	2	0	0	1

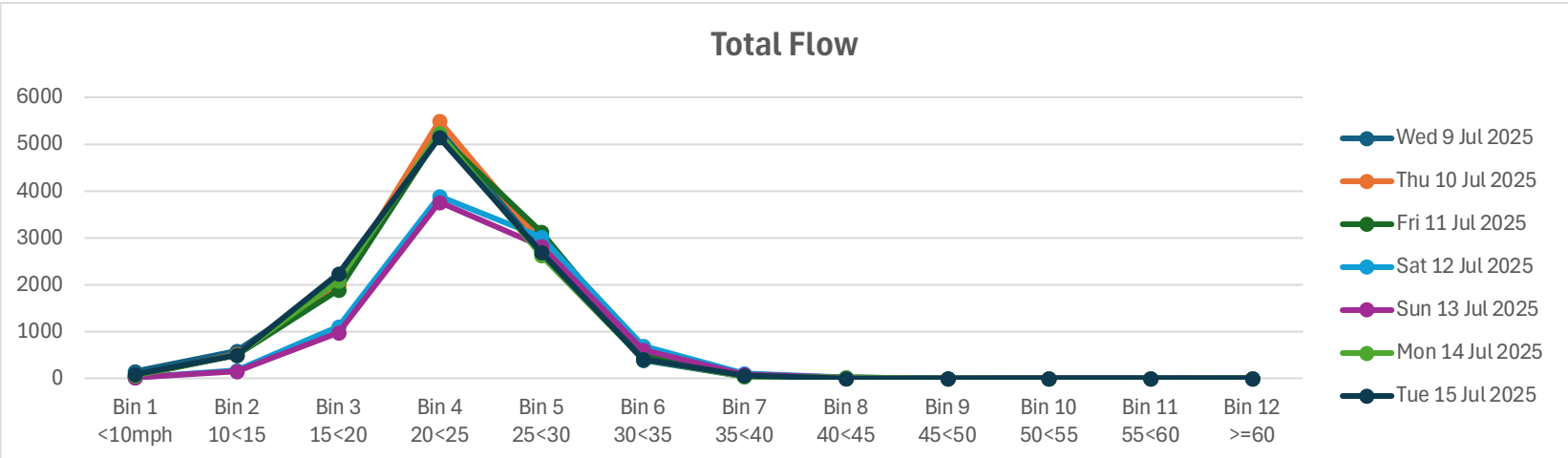
Paul Castle Associates



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	11282	27.5	22.5	4.8	155	574	2037	5297	2784	392	38	5	0	0	0	0
Thu 10 Jul 2025	11450	27.7	22.9	4.6	40	519	1985	5495	2901	440	59	6	2	0	0	3
Fri 11 Jul 2025	11366	28.1	23.1	4.8	71	490	1894	5194	3130	503	61	16	4	1	1	1
Sat 12 Jul 2025	9004	29.1	24.3	4.7	17	173	1107	3886	3022	681	99	14	3	1	0	1
Sun 13 Jul 2025	8398	28.9	24.3	4.5	11	147	968	3762	2812	612	76	7	3	0	0	0
Mon 14 Jul 2025	10974	27.5	22.7	4.7	64	491	2080	5235	2621	419	49	10	3	1	1	0
Tue 15 Jul 2025	11136	27.5	22.6	4.8	93	505	2229	5138	2701	398	64	4	4	0	0	0
5 Day Ave.	11242	27.7	22.8	4.7	85	516	2045	5272	2827	430	54	8	3	0	0	1
7 Day Ave.	10516	28.1	23.2	4.7	64	414	1757	4858	2853	492	64	9	3	0	0	1

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Old Colwyn ATC 3, A547 Abergele Road

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	623	27.2	22.1	4.9	7	45	124	286	140	19	2	0	0	0	0	0
Thu 10 Jul 2025	711	26.8	22.4	4.3	3	26	149	364	146	21	2	0	0	0	0	0
Fri 11 Jul 2025	734	26.9	22.3	4.5	3	38	146	370	156	17	4	0	0	0	0	0
Sat 12 Jul 2025	765	27.7	23.0	4.5	2	27	139	356	203	38	0	0	0	0	0	0
Sun 13 Jul 2025	580	27.9	23.7	4.1	0	12	76	289	170	33	0	0	0	0	0	0
Mon 14 Jul 2025	688	26.3	22.0	4.2	3	31	152	371	115	14	2	0	0	0	0	0
Tue 15 Jul 2025	716	26.5	21.7	4.6	6	41	187	333	126	22	1	0	0	0	0	0
5 Day Ave.	694	26.7	22.1	4.5	4	36	152	345	137	19	2	0	0	0	0	0
7 Day Ave.	688	27.0	22.5	4.4	3	31	139	338	151	23	2	0	0	0	0	0

Paul Castle Associates

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	695	28.4	23.8	4.5	1	22	88	321	224	34	3	2	0	0	0	0
Thu 10 Jul 2025	732	28.2	23.8	4.3	1	17	94	344	237	36	3	0	0	0	0	0
Fri 11 Jul 2025	829	27.7	23.4	4.2	3	24	106	418	245	32	1	0	0	0	0	0
Sat 12 Jul 2025	751	28.7	24.5	4.0	1	9	59	352	277	50	3	0	0	0	0	0
Sun 13 Jul 2025	602	29.3	24.7	4.4	0	8	60	255	218	55	6	0	0	0	0	0
Mon 14 Jul 2025	713	28.1	23.6	4.4	2	17	100	341	214	35	4	0	0	0	0	0
Tue 15 Jul 2025	712	27.6	23.2	4.2	1	20	100	376	190	21	3	0	1	0	0	0
5 Day Ave.	736	28.0	23.6	4.3	2	20	98	360	222	32	3	0	0	0	0	0
7 Day Ave.	719	28.3	23.9	4.3	1	17	87	344	229	38	3	0	0	0	0	0

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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	1318	27.9	23.0	4.8	8	67	212	607	364	53	5	2	0	0	0	0
Thu 10 Jul 2025	1443	27.6	23.1	4.3	4	43	243	708	383	57	5	0	0	0	0	0
Fri 11 Jul 2025	1563	27.4	22.9	4.4	6	62	252	788	401	49	5	0	0	0	0	0
Sat 12 Jul 2025	1516	28.2	23.8	4.3	3	36	198	708	480	88	3	0	0	0	0	0
Sun 13 Jul 2025	1182	28.7	24.2	4.3	0	20	136	544	388	88	6	0	0	0	0	0
Mon 14 Jul 2025	1401	27.3	22.8	4.4	5	48	252	712	329	49	6	0	0	0	0	0
Tue 15 Jul 2025	1428	27.1	22.5	4.5	7	61	287	709	316	43	4	0	1	0	0	0
5 Day Ave.	1431	27.5	22.8	4.5	6	56	249	705	359	50	5	0	0	0	0	0
7 Day Ave.	1407	27.7	23.2	4.4	5	48	226	682	380	61	5	0	0	0	0	0

Paul Castle Associates

Old Colwyn ATC 3, A547 Abergele Road

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	842	25.8	21.0	4.6	15	66	225	394	133	9	0	0	0	0	0	0
Thu 10 Jul 2025	786	26.3	21.7	4.4	2	51	183	397	139	11	2	1	0	0	0	0
Fri 11 Jul 2025	829	27.0	22.1	4.7	7	63	155	399	185	18	1	1	0	0	0	0
Sat 12 Jul 2025	810	28.2	23.8	4.2	2	10	109	387	259	38	5	0	0	0	0	0
Sun 13 Jul 2025	531	28.6	24.1	4.3	1	11	53	253	187	18	6	2	0	0	0	0
Mon 14 Jul 2025	853	25.4	21.0	4.3	0	74	248	411	108	12	0	0	0	0	0	0
Tue 15 Jul 2025	779	25.5	21.2	4.2	4	51	222	375	122	5	0	0	0	0	0	0
5 Day Ave.	818	26.0	21.4	4.4	6	61	207	395	137	11	1	0	0	0	0	0
7 Day Ave.	776	26.7	22.1	4.4	4	47	171	374	162	16	2	1	0	0	0	0

Paul Castle Associates

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	963	26.0	20.0	5.8	83	96	228	393	145	18	0	0	0	0	0	0
Thu 10 Jul 2025	955	26.4	22.1	4.2	5	51	177	532	172	17	1	0	0	0	0	0
Fri 11 Jul 2025	978	27.3	21.9	5.2	28	58	212	427	223	27	2	0	0	1	0	0
Sat 12 Jul 2025	628	29.2	24.4	4.6	0	8	75	286	201	43	13	2	0	0	0	0
Sun 13 Jul 2025	562	29.2	24.7	4.3	1	8	56	222	228	44	3	0	0	0	0	0
Mon 14 Jul 2025	894	26.6	21.6	4.8	20	58	185	451	160	17	2	0	1	0	0	0
Tue 15 Jul 2025	969	26.5	21.2	5.1	40	67	221	452	170	16	3	0	0	0	0	0
5 Day Ave.	952	26.5	21.3	5.0	35	66	205	451	174	19	2	0	0	0	0	0
7 Day Ave.	850	27.3	22.3	4.9	25	49	165	395	186	26	3	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	1805	26.0	20.5	5.3	98	162	453	787	278	27	0	0	0	0	0	0
Thu 10 Jul 2025	1741	26.3	21.9	4.3	7	102	360	929	311	28	3	1	0	0	0	0
Fri 11 Jul 2025	1807	27.1	22.0	5.0	35	121	367	826	408	45	3	1	0	1	0	0
Sat 12 Jul 2025	1438	28.6	24.1	4.4	2	18	184	673	460	81	18	2	0	0	0	0
Sun 13 Jul 2025	1093	28.9	24.4	4.3	2	19	109	475	415	62	9	2	0	0	0	0
Mon 14 Jul 2025	1747	26.0	21.3	4.6	20	132	433	862	268	29	2	0	1	0	0	0
Tue 15 Jul 2025	1748	26.1	21.2	4.7	44	118	443	827	292	21	3	0	0	0	0	0
5 Day Ave.	1770	26.3	21.4	4.8	41	127	411	846	311	30	2	0	0	0	0	0
7 Day Ave.	1626	27.0	22.2	4.6	30	96	336	768	347	42	5	1	0	0	0	0

Paul Castle Associates

Old Colwyn ATC 3, A547 Abergele Road

Direction: Westbound

09/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	13	11	2	0	0
01:00	6	4	2	0	0
02:00	3	3	0	0	0
03:00	3	3	0	0	0
04:00	1	1	0	0	0
05:00	16	13	2	0	1
06:00	97	83	13	0	1
07:00	231	192	29	1	9
08:00	566	522	35	1	8
09:00	388	346	30	2	10
10:00	296	254	31	0	11
11:00	327	298	24	1	4
12:00	343	312	26	0	5
13:00	370	336	26	0	8
14:00	460	417	40	0	3
15:00	382	352	24	2	4
16:00	419	384	27	0	8
17:00	435	401	27	0	7
18:00	329	296	23	1	9
19:00	275	252	18	0	5
20:00	195	178	12	0	5
21:00	131	122	7	0	2
22:00	64	59	2	0	3
23:00	37	35	1	0	1
Total					
12H(7-19)	4546	4110	342	8	86
16H(6-22)	5244	4745	392	8	99
18H(6-24)	5345	4839	395	8	103
24H(0-24)	5387	4874	401	8	104
AM Peak	08:00	08:00	08:00	09:00	10:00
	566	522	35	2	11
PM Peak	14:00	14:00	14:00	15:00	18:00
	460	417	40	2	9

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	18	16	2	0	0
01:00	4	3	1	0	0
02:00	4	3	1	0	0
03:00	2	1	1	0	0
04:00	7	4	3	0	0
05:00	23	21	2	0	0
06:00	74	59	13	0	2
07:00	230	198	29	0	3
08:00	474	436	30	1	7
09:00	342	305	27	0	10
10:00	320	267	41	0	12
11:00	375	336	32	0	7
12:00	395	338	47	1	9
13:00	370	336	24	0	10
14:00	398	356	34	0	8
15:00	565	510	46	1	8
16:00	500	445	47	1	7
17:00	549	499	42	1	7
18:00	392	365	18	2	7
19:00	288	265	19	0	4
20:00	220	204	14	0	2
21:00	212	196	12	1	3
22:00	95	91	2	0	2
23:00	38	35	2	0	1
Total					
12H(7-19)	4910	4391	417	7	95
16H(6-22)	5704	5115	475	8	106
18H(6-24)	5837	5241	479	8	109
24H(0-24)	5895	5289	489	8	109
AM Peak	08:00	08:00	10:00	08:00	10:00
	474	436	41	1	12
PM Peak	15:00	15:00	12:00	18:00	13:00
	565	510	47	2	10

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	31	27	4	0	0
01:00	10	7	3	0	0
02:00	7	6	1	0	0
03:00	5	4	1	0	0
04:00	8	5	3	0	0
05:00	39	34	4	0	1
06:00	171	142	26	0	3
07:00	461	390	58	1	12
08:00	1040	958	65	2	15
09:00	730	651	57	2	20
10:00	616	521	72	0	23
11:00	702	634	56	1	11
12:00	738	650	73	1	14
13:00	740	672	50	0	18
14:00	858	773	74	0	11
15:00	947	862	70	3	12
16:00	919	829	74	1	15
17:00	984	900	69	1	14
18:00	721	661	41	3	16
19:00	563	517	37	0	9
20:00	415	382	26	0	7
21:00	343	318	19	1	5
22:00	159	150	4	0	5
23:00	75	70	3	0	2
Total					
12H(7-19)	9456	8501	759	15	181
16H(6-22)	10948	9860	867	16	205
18H(6-24)	11182	10080	874	16	212
24H(0-24)	11282	10163	890	16	213
AM Peak	08:00	08:00	10:00	08:00	10:00
	1040	958	72	2	23
PM Peak	17:00	17:00	14:00	15:00	13:00
	984	900	74	3	18

Paul Castle Associates

Old Colwyn ATC 3, A547 Abergele Road

Direction: Westbound

10/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	16	13	3	0	0
01:00	8	8	0	0	0
02:00	9	7	2	0	0
03:00	3	1	2	0	0
04:00	6	5	1	0	0
05:00	24	22	2	0	0
06:00	83	75	5	0	3
07:00	212	179	26	0	7
08:00	580	538	36	0	6
09:00	406	357	42	1	6
10:00	382	340	33	0	9
11:00	329	292	32	0	5
12:00	317	277	32	1	7
13:00	377	333	34	1	9
14:00	412	375	29	1	7
15:00	374	338	32	0	4
16:00	426	396	20	3	7
17:00	435	403	25	0	7
18:00	366	342	18	0	6
19:00	265	251	11	0	3
20:00	197	184	10	0	3
21:00	137	126	8	0	3
22:00	83	78	3	0	2
23:00	39	36	1	0	2
Total					
12H(7-19)	4616	4170	359	7	80
16H(6-22)	5298	4806	393	7	92
18H(6-24)	5420	4920	397	7	96
24H(0-24)	5486	4976	407	7	96
AM Peak	08:00	08:00	09:00	09:00	10:00
	580	538	42	1	9
PM Peak	17:00	17:00	13:00	16:00	13:00
	435	403	34	3	9

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	21	20	1	0	0
01:00	6	5	1	0	0
02:00	10	8	2	0	0
03:00	5	4	1	0	0
04:00	11	7	4	0	0
05:00	28	25	3	0	0
06:00	73	64	7	0	2
07:00	209	182	21	0	6
08:00	454	414	34	0	6
09:00	359	304	45	0	10
10:00	348	306	34	1	7
11:00	384	334	38	1	11
12:00	446	396	39	5	6
13:00	358	320	33	0	5
14:00	412	369	33	1	9
15:00	543	491	45	0	7
16:00	469	419	42	1	7
17:00	550	501	40	0	9
18:00	368	336	26	0	6
19:00	332	316	11	0	5
20:00	237	219	14	1	3
21:00	209	193	13	0	3
22:00	89	82	4	0	3
23:00	43	39	3	0	1
Total					
12H(7-19)	4900	4372	430	9	89
16H(6-22)	5751	5164	475	10	102
18H(6-24)	5883	5285	482	10	106
24H(0-24)	5964	5354	494	10	106
AM Peak	08:00	08:00	09:00	10:00	11:00
	454	414	45	1	11
PM Peak	17:00	17:00	15:00	12:00	14:00
	550	501	45	5	9

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	37	33	4	0	0
01:00	14	13	1	0	0
02:00	19	15	4	0	0
03:00	8	5	3	0	0
04:00	17	12	5	0	0
05:00	52	47	5	0	0
06:00	156	139	12	0	5
07:00	421	361	47	0	13
08:00	1034	952	70	0	12
09:00	765	661	87	1	16
10:00	730	646	67	1	16
11:00	713	626	70	1	16
12:00	763	673	71	6	13
13:00	735	653	67	1	14
14:00	824	744	62	2	16
15:00	917	829	77	0	11
16:00	895	815	62	4	14
17:00	985	904	65	0	16
18:00	734	678	44	0	12
19:00	597	567	22	0	8
20:00	434	403	24	1	6
21:00	346	319	21	0	6
22:00	172	160	7	0	5
23:00	82	75	4	0	3
Total					
12H(7-19)	9516	8542	789	16	169
16H(6-22)	11049	9970	868	17	194
18H(6-24)	11303	10205	879	17	202
24H(0-24)	11450	10330	901	17	202
AM Peak	08:00	08:00	09:00	09:00	09:00
	1034	952	87	1	16
PM Peak	17:00	17:00	15:00	12:00	14:00
	985	904	77	6	16

Paul Castle Associates

Old Colwyn ATC 3, A547 Abergele Road

Direction: Westbound

11/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	20	20	0	0	0
01:00	7	7	0	0	0
02:00	34	31	3	0	0
03:00	4	4	0	0	0
04:00	5	5	0	0	0
05:00	21	18	3	0	0
06:00	97	86	9	0	2
07:00	189	164	19	0	6
08:00	531	490	32	1	8
09:00	412	354	49	1	8
10:00	400	351	44	0	5
11:00	334	297	29	3	5
12:00	385	348	30	1	6
13:00	355	323	24	1	7
14:00	415	370	39	0	6
15:00	414	374	29	2	9
16:00	359	324	28	0	7
17:00	416	379	27	1	9
18:00	276	257	12	0	7
19:00	234	218	12	0	4
20:00	197	181	13	0	3
21:00	168	159	4	0	5
22:00	111	106	2	1	2
23:00	66	59	5	0	2
Total					
12H(7-19)	4486	4031	362	10	83
16H(6-22)	5182	4675	400	10	97
18H(6-24)	5359	4840	407	11	101
24H(0-24)	5450	4925	413	11	101
AM Peak	08:00	08:00	09:00	11:00	08:00
	531	490	49	3	8
PM Peak	17:00	17:00	14:00	15:00	15:00
	416	379	39	2	9

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	23	21	0	0	2
01:00	10	8	2	0	0
02:00	36	32	4	0	0
03:00	1	1	0	0	0
04:00	5	5	0	0	0
05:00	19	16	3	0	0
06:00	67	53	11	0	3
07:00	231	198	27	0	6
08:00	464	415	42	0	7
09:00	351	296	45	2	8
10:00	395	344	42	0	9
11:00	434	390	33	3	8
12:00	409	369	32	0	8
13:00	415	372	32	3	8
14:00	453	394	44	1	14
15:00	525	468	47	0	10
16:00	478	429	37	1	11
17:00	486	447	28	1	10
18:00	353	329	20	0	4
19:00	248	229	13	0	6
20:00	204	191	11	0	2
21:00	127	122	3	0	2
22:00	116	108	6	0	2
23:00	66	60	5	0	1
Total					
12H(7-19)	4994	4451	429	11	103
16H(6-22)	5640	5046	467	11	116
18H(6-24)	5822	5214	478	11	119
24H(0-24)	5916	5297	487	11	121
AM Peak	08:00	08:00	09:00	11:00	10:00
	464	415	45	3	9
PM Peak	15:00	15:00	15:00	13:00	14:00
	525	468	47	3	14

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	43	41	0	0	2
01:00	17	15	2	0	0
02:00	70	63	7	0	0
03:00	5	5	0	0	0
04:00	10	10	0	0	0
05:00	40	34	6	0	0
06:00	164	139	20	0	5
07:00	420	362	46	0	12
08:00	995	905	74	1	15
09:00	763	650	94	3	16
10:00	795	695	86	0	14
11:00	768	687	62	6	13
12:00	794	717	62	1	14
13:00	770	695	56	4	15
14:00	868	764	83	1	20
15:00	939	842	76	2	19
16:00	837	753	65	1	18
17:00	902	826	55	2	19
18:00	629	586	32	0	11
19:00	482	447	25	0	10
20:00	401	372	24	0	5
21:00	295	281	7	0	7
22:00	227	214	8	1	4
23:00	132	119	10	0	3
Total					
12H(7-19)	9480	8482	791	21	186
16H(6-22)	10822	9721	867	21	213
18H(6-24)	11181	10054	885	22	220
24H(0-24)	11366	10222	900	22	222
AM Peak	08:00	08:00	09:00	11:00	09:00
	995	905	94	6	16
PM Peak	15:00	15:00	14:00	13:00	14:00
	939	842	83	4	20

Paul Castle Associates

Old Colwyn ATC 3, A547 Abergele Road

Direction: Westbound

12/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	42	36	6	0	0
01:00	19	18	1	0	0
02:00	14	13	1	0	0
03:00	7	7	0	0	0
04:00	5	5	0	0	0
05:00	16	12	2	0	2
06:00	32	25	3	0	4
07:00	101	89	7	0	5
08:00	207	184	17	2	4
09:00	276	249	20	0	7
10:00	357	321	29	2	5
11:00	408	379	21	2	6
12:00	422	386	23	2	11
13:00	524	489	28	1	6
14:00	521	479	37	1	4
15:00	289	263	14	1	11
16:00	263	241	17	0	5
17:00	265	246	11	0	8
18:00	219	207	7	1	4
19:00	233	217	10	0	6
20:00	149	141	5	0	3
21:00	129	122	3	0	4
22:00	112	108	1	0	3
23:00	59	55	2	0	2
Total					
12H(7-19)	3852	3533	231	12	76
16H(6-22)	4395	4038	252	12	93
18H(6-24)	4566	4201	255	12	98
24H(0-24)	4669	4292	265	12	100
AM Peak	11:00	11:00	10:00	08:00	09:00
	408	379	29	2	7
PM Peak	13:00	13:00	14:00	12:00	12:00
	524	489	37	2	11

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	44	36	8	0	0
01:00	26	24	2	0	0
02:00	11	8	3	0	0
03:00	10	10	0	0	0
04:00	8	8	0	0	0
05:00	12	10	1	0	1
06:00	41	31	7	0	3
07:00	78	57	12	1	8
08:00	179	163	11	0	5
09:00	311	276	27	0	8
10:00	360	318	35	0	7
11:00	391	352	31	2	6
12:00	386	360	21	0	5
13:00	354	329	15	3	7
14:00	316	296	10	1	9
15:00	312	292	11	2	7
16:00	281	253	20	0	8
17:00	267	246	13	0	8
18:00	245	225	13	1	6
19:00	210	200	8	0	2
20:00	185	177	4	0	4
21:00	126	117	6	0	3
22:00	132	125	3	0	4
23:00	50	45	4	0	1
Total					
12H(7-19)	3480	3167	219	10	84
16H(6-22)	4042	3692	244	10	96
18H(6-24)	4224	3862	251	10	101
24H(0-24)	4335	3958	265	10	102
AM Peak	11:00	11:00	10:00	11:00	07:00
	391	352	35	2	8
PM Peak	12:00	12:00	12:00	13:00	14:00
	386	360	21	3	9

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	86	72	14	0	0
01:00	45	42	3	0	0
02:00	25	21	4	0	0
03:00	17	17	0	0	0
04:00	13	13	0	0	0
05:00	28	22	3	0	3
06:00	73	56	10	0	7
07:00	179	146	19	1	13
08:00	386	347	28	2	9
09:00	587	525	47	0	15
10:00	717	639	64	2	12
11:00	799	731	52	4	12
12:00	808	746	44	2	16
13:00	878	818	43	4	13
14:00	837	775	47	2	13
15:00	601	555	25	3	18
16:00	544	494	37	0	13
17:00	532	492	24	0	16
18:00	464	432	20	2	10
19:00	443	417	18	0	8
20:00	334	318	9	0	7
21:00	255	239	9	0	7
22:00	244	233	4	0	7
23:00	109	100	6	0	3
Total					
12H(7-19)	7332	6700	450	22	160
16H(6-22)	8437	7730	496	22	189
18H(6-24)	8790	8063	506	22	199
24H(0-24)	9004	8250	530	22	202
AM Peak	11:00	11:00	10:00	11:00	09:00
	799	731	64	4	15
PM Peak	13:00	13:00	14:00	13:00	15:00
	878	818	47	4	18

Paul Castle Associates

Old Colwyn ATC 3, A547 Abergele Road

Direction: Westbound

13/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	51	46	5	0	0
01:00	25	23	2	0	0
02:00	15	15	0	0	0
03:00	5	4	1	0	0
04:00	8	7	1	0	0
05:00	12	11	1	0	0
06:00	10	7	3	0	0
07:00	42	42	0	0	0
08:00	117	108	6	1	2
09:00	153	143	8	0	2
10:00	250	240	9	0	1
11:00	330	312	16	0	2
12:00	346	331	14	1	0
13:00	353	339	9	1	4
14:00	289	267	21	0	1
15:00	242	229	11	0	2
16:00	231	218	12	0	1
17:00	175	164	8	2	1
18:00	172	162	8	0	2
19:00	177	169	7	0	1
20:00	161	147	10	2	2
21:00	114	105	8	0	1
22:00	69	64	5	0	0
23:00	38	36	2	0	0
Total					
12H(7-19)	2700	2555	122	5	18
16H(6-22)	3162	2983	150	7	22
18H(6-24)	3269	3083	157	7	22
24H(0-24)	3385	3189	167	7	22
AM Peak	11:00	11:00	11:00	08:00	08:00
	330	312	16	1	2
PM Peak	13:00	13:00	14:00	17:00	13:00
	353	339	21	2	4

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	68	62	3	0	3
01:00	25	24	1	0	0
02:00	10	7	3	0	0
03:00	6	5	1	0	0
04:00	6	6	0	0	0
05:00	15	12	3	0	0
06:00	24	23	1	0	0
07:00	53	48	5	0	0
08:00	99	90	8	0	1
09:00	165	153	9	0	3
10:00	281	268	11	0	2
11:00	321	297	20	1	3
12:00	367	348	17	0	2
13:00	295	276	16	0	3
14:00	280	263	14	0	3
15:00	282	262	17	1	2
16:00	574	544	26	0	4
17:00	566	531	29	2	4
18:00	620	573	41	1	5
19:00	512	460	46	2	4
20:00	211	194	15	0	2
21:00	109	103	5	0	1
22:00	80	75	4	0	1
23:00	44	41	2	0	1
Total					
12H(7-19)	3903	3653	213	5	32
16H(6-22)	4759	4433	280	7	39
18H(6-24)	4883	4549	286	7	41
24H(0-24)	5013	4665	297	7	44
AM Peak	11:00	11:00	11:00	11:00	00:00
	321	297	20	1	3
PM Peak	18:00	18:00	19:00	17:00	18:00
	620	573	46	2	5

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	119	108	8	0	3
01:00	50	47	3	0	0
02:00	25	22	3	0	0
03:00	11	9	2	0	0
04:00	14	13	1	0	0
05:00	27	23	4	0	0
06:00	34	30	4	0	0
07:00	95	90	5	0	0
08:00	216	198	14	1	3
09:00	318	296	17	0	5
10:00	531	508	20	0	3
11:00	651	609	36	1	5
12:00	713	679	31	1	2
13:00	648	615	25	1	7
14:00	569	530	35	0	4
15:00	524	491	28	1	4
16:00	805	762	38	0	5
17:00	741	695	37	4	5
18:00	792	735	49	1	7
19:00	689	629	53	2	5
20:00	372	341	25	2	4
21:00	223	208	13	0	2
22:00	149	139	9	0	1
23:00	82	77	4	0	1
Total					
12H(7-19)	6603	6208	335	10	50
16H(6-22)	7921	7416	430	14	61
18H(6-24)	8152	7632	443	14	63
24H(0-24)	8398	7854	464	14	66
AM Peak	11:00	11:00	11:00	08:00	09:00
	651	609	36	1	5
PM Peak	16:00	16:00	19:00	17:00	13:00
	805	762	53	4	7

Paul Castle Associates

Old Colwyn ATC 3, A547 Abergele Road

Direction: Westbound

14/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	18	16	2	0	0
01:00	7	7	0	0	0
02:00	2	2	0	0	0
03:00	2	2	0	0	0
04:00	4	4	0	0	0
05:00	25	19	5	0	1
06:00	74	63	7	0	4
07:00	195	165	25	0	5
08:00	536	486	43	1	6
09:00	411	359	43	0	9
10:00	342	297	38	0	7
11:00	346	307	33	0	6
12:00	343	303	34	0	6
13:00	348	311	30	2	5
14:00	424	386	31	0	7
15:00	429	385	34	1	9
16:00	375	340	30	0	5
17:00	419	385	30	0	4
18:00	311	285	18	1	7
19:00	249	230	14	0	5
20:00	195	179	13	0	3
21:00	112	103	6	0	3
22:00	66	62	0	0	4
23:00	44	38	4	0	2
Total					
12H(7-19)	4479	4009	389	5	76
16H(6-22)	5109	4584	429	5	91
18H(6-24)	5219	4684	433	5	97
24H(0-24)	5277	4734	440	5	98
AM Peak	08:00	08:00	08:00	08:00	09:00
	536	486	43	1	9
PM Peak	15:00	14:00	12:00	13:00	15:00
	429	386	34	2	9

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	20	17	3	0	0
01:00	12	11	1	0	0
02:00	3	3	0	0	0
03:00	9	7	2	0	0
04:00	9	6	3	0	0
05:00	25	22	3	0	0
06:00	70	59	8	0	3
07:00	238	205	26	0	7
08:00	462	418	39	0	5
09:00	330	281	37	2	10
10:00	330	291	28	1	10
11:00	383	336	37	1	9
12:00	405	356	42	0	7
13:00	373	325	40	1	7
14:00	407	362	35	1	9
15:00	487	437	42	0	8
16:00	495	439	49	0	7
17:00	475	434	36	0	5
18:00	326	298	23	0	5
19:00	331	313	14	0	4
20:00	237	220	14	0	3
21:00	150	137	11	0	2
22:00	78	67	8	0	3
23:00	42	40	1	0	1
Total					
12H(7-19)	4711	4182	434	6	89
16H(6-22)	5499	4911	481	6	101
18H(6-24)	5619	5018	490	6	105
24H(0-24)	5697	5084	502	6	105
AM Peak	08:00	08:00	08:00	09:00	09:00
	462	418	39	2	10
PM Peak	16:00	16:00	16:00	13:00	14:00
	495	439	49	1	9

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	38	33	5	0	0
01:00	19	18	1	0	0
02:00	5	5	0	0	0
03:00	11	9	2	0	0
04:00	13	10	3	0	0
05:00	50	41	8	0	1
06:00	144	122	15	0	7
07:00	433	370	51	0	12
08:00	998	904	82	1	11
09:00	741	640	80	2	19
10:00	672	588	66	1	17
11:00	729	643	70	1	15
12:00	748	659	76	0	13
13:00	721	636	70	3	12
14:00	831	748	66	1	16
15:00	916	822	76	1	17
16:00	870	779	79	0	12
17:00	894	819	66	0	9
18:00	637	583	41	1	12
19:00	580	543	28	0	9
20:00	432	399	27	0	6
21:00	262	240	17	0	5
22:00	144	129	8	0	7
23:00	86	78	5	0	3
Total					
12H(7-19)	9190	8191	823	11	165
16H(6-22)	10608	9495	910	11	192
18H(6-24)	10838	9702	923	11	202
24H(0-24)	10974	9818	942	11	203
AM Peak	08:00	08:00	08:00	09:00	09:00
	998	904	82	2	19
PM Peak	15:00	15:00	16:00	13:00	15:00
	916	822	79	3	17

Paul Castle Associates

Old Colwyn ATC 3, A547 Abergele Road

Direction: Westbound

15/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	19	19	0	0	0
01:00	8	7	1	0	0
02:00	9	8	1	0	0
03:00	1	1	0	0	0
04:00	1	1	0	0	0
05:00	20	17	2	0	1
06:00	63	54	8	0	1
07:00	205	173	25	0	7
08:00	595	536	53	1	5
09:00	405	365	33	0	7
10:00	373	316	50	1	6
11:00	343	295	35	1	12
12:00	341	295	35	3	8
13:00	354	318	30	0	6
14:00	417	380	29	3	5
15:00	362	326	30	0	6
16:00	387	345	37	0	5
17:00	413	376	30	0	7
18:00	320	287	23	3	7
19:00	224	203	17	0	4
20:00	177	165	10	0	2
21:00	136	131	3	0	2
22:00	78	73	4	0	1
23:00	39	34	3	0	2
Total					
12H(7-19)	4515	4012	410	12	81
16H(6-22)	5115	4565	448	12	90
18H(6-24)	5232	4672	455	12	93
24H(0-24)	5290	4725	459	12	94
AM Peak	08:00	08:00	08:00	08:00	11:00
	595	536	53	1	12
PM Peak	14:00	14:00	16:00	12:00	12:00
	417	380	37	3	8

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	16	11	2	0	3
01:00	5	4	1	0	0
02:00	5	3	2	0	0
03:00	5	4	1	0	0
04:00	6	4	2	0	0
05:00	28	23	5	0	0
06:00	67	54	11	0	2
07:00	229	194	29	0	6
08:00	463	424	36	0	3
09:00	328	278	41	1	8
10:00	327	292	31	0	4
11:00	385	340	36	0	9
12:00	443	403	36	1	3
13:00	376	338	35	0	3
14:00	428	380	38	0	10
15:00	541	498	36	0	7
16:00	531	478	45	2	6
17:00	512	468	37	0	7
18:00	358	325	26	1	6
19:00	272	254	16	0	2
20:00	229	212	15	0	2
21:00	170	160	8	0	2
22:00	82	76	4	0	2
23:00	40	37	1	0	2
Total					
12H(7-19)	4921	4418	426	5	72
16H(6-22)	5659	5098	476	5	80
18H(6-24)	5781	5211	481	5	84
24H(0-24)	5846	5260	494	5	87
AM Peak	08:00	08:00	09:00	09:00	11:00
	463	424	41	1	9
PM Peak	15:00	15:00	16:00	16:00	14:00
	541	498	45	2	10

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	35	30	2	0	3
01:00	13	11	2	0	0
02:00	14	11	3	0	0
03:00	6	5	1	0	0
04:00	7	5	2	0	0
05:00	48	40	7	0	1
06:00	130	108	19	0	3
07:00	434	367	54	0	13
08:00	1058	960	89	1	8
09:00	733	643	74	1	15
10:00	700	608	81	1	10
11:00	728	635	71	1	21
12:00	784	698	71	4	11
13:00	730	656	65	0	9
14:00	845	760	67	3	15
15:00	903	824	66	0	13
16:00	918	823	82	2	11
17:00	925	844	67	0	14
18:00	678	612	49	4	13
19:00	496	457	33	0	6
20:00	406	377	25	0	4
21:00	306	291	11	0	4
22:00	160	149	8	0	3
23:00	79	71	4	0	4
Total					
12H(7-19)	9436	8430	836	17	153
16H(6-22)	10774	9663	924	17	170
18H(6-24)	11013	9883	936	17	177
24H(0-24)	11136	9985	953	17	181
AM Peak	08:00	08:00	08:00	08:00	11:00
	1058	960	89	1	21
PM Peak	17:00	17:00	16:00	12:00	14:00
	925	844	82	4	15

Paul Castle Associates

Old Colwyn ATC 3, A547 Abergele Road

Direction: Westbound

09/07/2025																
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	13	31.0	25.2	5.6	0	1	1	3	6	2	0	0	0	0	0	0
01:00	6	30.6	26.7	3.8	0	0	0	2	3	1	0	0	0	0	0	0
02:00	3	30.2	24.2	5.8	0	0	1	0	2	0	0	0	0	0	0	0
03:00	3	23.8	20.8	2.9	0	0	1	2	0	0	0	0	0	0	0	0
04:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	16	32.9	26.3	6.5	0	1	1	5	4	4	1	0	0	0	0	0
06:00	97	30.6	25.9	4.5	1	0	6	30	47	11	2	0	0	0	0	0
07:00	231	27.8	22.9	4.7	0	7	51	107	50	14	2	0	0	0	0	0
08:00	566	24.7	20.3	4.2	4	64	166	273	59	0	0	0	0	0	0	0
09:00	388	26.2	21.6	4.5	3	24	100	188	63	10	0	0	0	0	0	0
10:00	296	27.2	21.9	5.1	4	23	64	129	63	13	0	0	0	0	0	0
11:00	327	27.1	22.2	4.7	3	22	60	157	77	6	2	0	0	0	0	0
12:00	343	26.4	22.1	4.2	2	18	67	185	64	7	0	0	0	0	0	0
13:00	370	26.5	21.9	4.5	5	20	82	180	77	6	0	0	0	0	0	0
14:00	460	26.1	21.7	4.2	2	24	119	222	87	6	0	0	0	0	0	0
15:00	382	25.2	20.2	4.9	13	42	106	172	46	3	0	0	0	0	0	0
16:00	419	26.9	22.7	4.1	2	18	64	222	107	6	0	0	0	0	0	0
17:00	435	26.8	22.7	3.9	2	10	76	232	108	7	0	0	0	0	0	0
18:00	329	27.7	23.2	4.4	2	9	52	157	97	11	1	0	0	0	0	0
19:00	275	27.8	23.5	4.2	1	6	39	134	84	10	1	0	0	0	0	0
20:00	195	27.9	23.3	4.4	1	3	33	99	46	12	1	0	0	0	0	0
21:00	131	29.3	23.9	5.2	0	4	20	59	37	6	4	1	0	0	0	0
22:00	64	28.4	23.0	5.1	0	4	12	26	18	3	1	0	0	0	0	0
23:00	37	27.5	23.4	3.9	0	0	6	20	9	2	0	0	0	0	0	0
Total 2H(10-12) 2H(14-16) 12H(7-19) 24H(0-24)	623	27.2	22.1	4.9	7	45	124	286	140	19	2	0	0	0	0	0
	842	25.8	21.0	4.6	15	66	225	394	133	9	0	0	0	0	0	0
	4546	26.5	21.8	4.5	42	281	1007	2224	898	89	5	0	0	0	0	0
	5387	26.9	22.2	4.6	45	300	1127	2604	1154	141	15	1	0	0	0	0
AM Peak	08:00 566	05:00 32.9	04:00 32.5	05:00 6.5	08:00 4	08:00 64	08:00 166	08:00 273	11:00 77	07:00 14	06:00 2	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	14:00 460	21:00 29.3	21:00 23.9	21:00 5.2	15:00 13	15:00 42	14:00 119	17:00 232	17:00 108	20:00 12	21:00 4	21:00 1	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	18	28.9	23.9	4.8	0	0	4	7	5	2	0	0	0	0	0	0
01:00	4	36.7	30.0	6.5	0	0	0	1	1	1	0	0	0	0	0	0
02:00	4	33.0	30.0	2.9	0	0	0	0	2	2	0	0	0	0	0	0
03:00	2	39.8	32.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
04:00	7	29.5	23.2	6.1	0	0	3	1	2	1	0	0	0	0	0	0
05:00	23	32.3	25.8	6.3	0	1	3	6	8	3	2	0	0	0	0	0
06:00	74	32.6	28.2	4.2	0	0	2	11	41	15	5	0	0	0	0	0
07:00	230	29.7	24.7	4.8	2	4	26	83	93	18	4	0	0	0	0	0
08:00	474	26.0	20.9	4.9	7	51	126	198	86	6	0	0	0	0	0	0
09:00	342	27.3	23.0	4.1	2	12	43	187	89	9	0	0	0	0	0	0
10:00	320	28.3	23.9	4.3	0	10	40	141	111	18	0	0	0	0	0	0
11:00	375	28.5	23.7	4.6	1	12	48	180	113	16	3	2	0	0	0	0
12:00	395	27.3	23.2	4.0	1	5	67	202	107	12	1	0	0	0	0	0
13:00	370	27.6	23.2	4.3	1	10	63	176	106	14	0	0	0	0	0	0
14:00	398	27.2	22.5	4.5	2	20	72	199	90	15	0	0	0	0	0	0
15:00	565	24.4	18.2	5.9	81	76	156	194	55	3	0	0	0	0	0	0
16:00	500	27.7	22.8	4.6	8	19	82	227	150	14	0	0	0	0	0	0
17:00	549	27.6	23.1	4.3	3	28	50	309	137	22	0	0	0	0	0	0
18:00	392	28.3	23.8	4.4	1	14	41	190	123	21	2	0	0	0	0	0
19:00	288	28.8	24.6	4.1	0	6	22	127	113	20	0	0	0	0	0	0
20:00	220	28.9	24.8	4.0	0	2	16	101	81	20	0	0	0	0	0	0
21:00	212	28.8	24.1	4.6	1	3	26	99	71	8	2	2	0	0	0	0
22:00	95	29.4	24.6	4.6	0	0	15	38	32	8	2	0	0	0	0	0
23:00	38	28.8	24.1	4.5	0	1	5	16	13	3	0	0	0	0	0	0
Total																
2H(10-12)	695	28.4	23.8	4.5	1	22	88	321	224	34	3	2	0	0	0	0
2H(14-16)	963	26.0	20.0	5.8	83	96	228	393	145	18	0	0	0	0	0	0
12H(7-19)	4910	27.6	22.5	5.0	109	261	814	2286	1260	168	10	2	0	0	0	0
24H(0-24)	5895	28.0	22.9	5.0	110	274	910	2693	1630	251	23	4	0	0	0	0
AM Peak	08:00 474	03:00 39.8	03:00 32.5	03:00 7.1	08:00 7	08:00 51	08:00 126	08:00 198	11:00 113	07:00 18	06:00 5	11:00 2	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	15:00 565	22:00 29.4	20:00 24.8	15:00 5.9	15:00 81	15:00 76	15:00 156	17:00 309	16:00 150	17:00 22	18:00 2	21:00 2	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 ≥60
00:00	31	29.7	24.4	5.1	0	1	5	10	11	4	0	0	0	0	0	0
01:00	10	33.2	28.0	5.0	0	0	0	3	4	2	1	0	0	0	0	0
02:00	7	32.7	27.5	5.0	0	0	1	0	4	2	0	0	0	0	0	0
03:00	5	33.4	25.5	7.6	0	0	1	2	1	0	1	0	0	0	0	0
04:00	8	31.1	24.4	6.5	0	0	3	1	2	2	0	0	0	0	0	0
05:00	39	32.5	26.0	6.3	0	2	4	11	12	7	3	0	0	0	0	0
06:00	171	31.6	26.9	4.5	1	0	8	41	88	26	7	0	0	0	0	0
07:00	461	28.8	23.8	4.8	2	11	77	190	143	32	6	0	0	0	0	0
08:00	1040	25.3	20.6	4.6	11	115	292	471	145	6	0	0	0	0	0	0
09:00	730	26.8	22.2	4.4	5	36	143	375	152	19	0	0	0	0	0	0
10:00	616	27.9	22.9	4.8	4	33	104	270	174	31	0	0	0	0	0	0
11:00	702	27.9	23.0	4.7	4	34	108	337	190	22	5	2	0	0	0	0
12:00	738	27.0	22.7	4.1	3	23	134	387	171	19	1	0	0	0	0	0
13:00	740	27.1	22.5	4.4	6	30	145	356	183	20	0	0	0	0	0	0
14:00	858	26.6	22.1	4.4	4	44	191	421	177	21	0	0	0	0	0	0
15:00	947	24.8	19.0	5.6	94	118	262	366	101	6	0	0	0	0	0	0
16:00	919	27.3	22.8	4.4	10	37	146	449	257	20	0	0	0	0	0	0
17:00	984	27.2	22.9	4.1	5	38	126	541	245	29	0	0	0	0	0	0
18:00	721	28.1	23.5	4.4	3	23	93	347	220	32	3	0	0	0	0	0
19:00	563	28.3	24.0	4.2	1	12	61	261	197	30	1	0	0	0	0	0
20:00	415	28.5	24.1	4.3	1	5	49	200	127	32	1	0	0	0	0	0
21:00	343	29.0	24.0	4.8	1	7	46	158	108	14	6	3	0	0	0	0
22:00	159	29.0	23.9	4.9	0	4	27	64	50	11	3	0	0	0	0	0
23:00	75	28.1	23.8	4.2	0	1	11	36	22	5	0	0	0	0	0	0
Total 2H(10-12) 2H(14-16) 12H(7-19) 24H(0-24)	1318	27.9	23.0	4.8	8	67	212	607	364	53	5	2	0	0	0	0
	1805	26.0	20.5	5.3	98	162	453	787	278	27	0	0	0	0	0	0
	9456	27.1	22.2	4.8	151	542	1821	4510	2158	257	15	2	0	0	0	0
	11282	27.5	22.5	4.8	155	574	2037	5297	2784	392	38	5	0	0	0	0
AM Peak	08:00 1040	03:00 33.4	01:00 28.0	03:00 7.6	08:00 11	08:00 115	08:00 292	08:00 471	11:00 190	07:00 32	06:00 7	11:00 2	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	17:00 984	22:00 29.0	20:00 24.1	15:00 5.6	15:00 94	15:00 118	15:00 262	17:00 541	16:00 257	18:00 32	21:00 6	21:00 3	12:00 0	12:00 0	12:00 0	12:00 0

Old Colwyn ATC 3, A547 Abergele Road

Direction: Westbound

10/07/2025																	
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60	
00:00	16	30.5	24.1	6.2	1	0	1	8	3	3	0	0	0	0	0	0	
01:00	8	28.2	24.4	3.7	0	0	1	3	4	0	0	0	0	0	0	0	
02:00	9	29.8	23.6	6.0	0	1	1	3	3	1	0	0	0	0	0	0	
03:00	3	27.5	27.5	0.0	0	0	0	0	3	0	0	0	0	0	0	0	
04:00	6	27.2	23.3	3.8	0	0	1	3	2	0	0	0	0	0	0	0	
05:00	24	32.3	25.6	6.4	0	2	3	4	8	7	0	0	0	0	0	0	
06:00	83	30.9	25.6	5.2	0	2	7	30	29	12	3	0	0	0	0	0	
07:00	212	28.5	23.3	5.0	0	13	36	84	64	14	1	0	0	0	0	0	
08:00	580	25.4	20.9	4.2	1	60	140	297	81	1	0	0	0	0	0	0	
09:00	406	26.5	22.1	4.3	1	22	84	210	79	10	0	0	0	0	0	0	
10:00	382	26.8	22.5	4.2	0	12	80	196	82	11	1	0	0	0	0	0	
11:00	329	26.8	22.2	4.5	3	14	69	168	64	10	1	0	0	0	0	0	
12:00	317	26.9	22.2	4.6	4	16	67	144	81	5	0	0	0	0	0	0	
13:00	377	26.8	22.1	4.5	1	20	91	178	75	10	2	0	0	0	0	0	
14:00	412	26.5	22.0	4.4	2	30	72	224	77	5	2	0	0	0	0	0	
15:00	374	26.0	21.5	4.3	0	21	111	173	62	6	0	1	0	0	0	0	
16:00	426	26.2	21.9	4.2	1	17	112	205	84	7	0	0	0	0	0	0	
17:00	435	27.0	22.8	4.1	0	21	62	229	117	5	1	0	0	0	0	0	
18:00	366	27.7	23.1	4.4	1	14	57	181	97	14	2	0	0	0	0	0	
19:00	265	27.9	23.3	4.4	2	9	34	133	75	11	1	0	0	0	0	0	
20:00	197	29.1	24.0	4.9	1	9	25	72	76	13	1	0	0	0	0	0	
21:00	137	29.5	24.5	4.8	1	2	16	57	48	10	3	0	0	0	0	0	
22:00	83	27.4	23.1	4.2	0	3	12	42	25	0	1	0	0	0	0	0	
23:00	39	29.3	24.6	4.5	0	1	2	20	14	0	2	0	0	0	0	0	
Total																	
2H(10-12)	711	26.8	22.4	4.3	3	26	149	364	146	21	2	0	0	0	0	0	
2H(14-16)	786	26.3	21.7	4.4	2	51	183	397	139	11	2	1	0	0	0	0	
12H(7-19)	4616	26.7	22.1	4.4	14	260	981	2289	963	98	10	1	0	0	0	0	
24H(0-24)	5486	27.1	22.4	4.5	19	289	1084	2664	1253	155	21	1	0	0	0	0	
AM Peak	08:00 580	05:00 32.3	03:00 27.5	05:00 6.4	11:00 3	08:00 60	08:00 140	08:00 297	10:00 82	07:00 14	06:00 3	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	
PM Peak	17:00 435	21:00 29.5	23:00 24.6	20:00 4.9	12:00 4	14:00 30	16:00 112	17:00 229	17:00 117	18:00 14	21:00 3	15:00 1	12:00 0	12:00 0	12:00 0	12:00 0	

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60	
00:00	21	34.1	28.0	5.9	0	0	2	5	5	7	2	0	0	0	0	0	
01:00	6	33.2	27.5	5.5	0	0	1	0	3	2	0	0	0	0	0	0	
02:00	10	31.1	24.5	6.3	0	0	3	3	1	3	0	0	0	0	0	0	
03:00	5	30.3	23.5	6.5	0	1	0	1	3	0	0	0	0	0	0	0	
04:00	11	36.0	30.7	5.1	0	0	0	2	2	5	2	0	0	0	0	0	
05:00	28	32.9	26.1	6.6	1	0	4	5	11	5	2	0	0	0	0	0	
06:00	73	32.2	27.3	4.7	0	0	3	21	29	16	4	0	0	0	0	0	
07:00	209	29.7	24.3	5.3	0	9	33	69	73	22	3	0	0	0	0	0	
08:00	454	28.2	22.1	5.9	3	45	78	227	86	11	1	0	0	0	0	3	
09:00	359	28.8	24.1	4.6	1	10	46	145	135	20	1	1	0	0	0	0	
10:00	348	28.4	24.1	4.2	0	6	43	156	124	17	2	0	0	0	0	0	
11:00	384	28.0	23.5	4.3	1	11	51	188	113	19	1	0	0	0	0	0	
12:00	446	27.0	22.6	4.2	2	12	88	226	107	10	1	0	0	0	0	0	
13:00	358	28.0	23.4	4.5	0	8	69	158	104	15	4	0	0	0	0	0	
14:00	412	27.1	22.8	4.2	3	15	59	231	90	13	1	0	0	0	0	0	
15:00	543	25.7	21.5	4.1	2	36	118	301	82	4	0	0	0	0	0	0	
16:00	469	27.4	22.4	4.8	4	29	94	203	122	16	1	0	0	0	0	0	
17:00	550	27.5	23.1	4.2	3	19	73	284	156	14	1	0	0	0	0	0	
18:00	368	28.0	23.6	4.3	1	11	44	182	110	20	0	0	0	0	0	0	
19:00	332	28.7	23.9	4.7	0	11	38	166	88	25	3	1	0	0	0	0	
20:00	237	29.2	24.9	4.1	0	5	12	105	97	15	3	0	0	0	0	0	
21:00	209	29.4	24.5	4.8	0	1	29	91	70	13	2	3	0	0	0	0	
22:00	89	28.8	24.1	4.5	0	1	12	43	24	8	1	0	0	0	0	0	
23:00	43	34.0	27.3	6.5	0	0	1	19	13	5	3	0	2	0	0	0	
Total																	
2H(10-12)	732	28.2	23.8	4.3	1	17	94	344	237	36	3	0	0	0	0	0	
2H(14-16)	955	26.4	22.1	4.2	5	51	177	532	172	17	1	0	0	0	0	0	
12H(7-19)	4900	27.8	23.0	4.6	20	211	796	2370	1302	181	16	1	0	0	0	3	
24H(0-24)	5964	28.2	23.3	4.7	21	230	901	2831	1648	285	38	5	2	0	0	3	
AM Peak	08:00 454	04:00 36.0	04:00 30.7	05:00 6.6	08:00 3	08:00 45	08:00 78	08:00 227	09:00 135	07:00 22	06:00 4	09:00 1	00:00 0	00:00 0	00:00 0	08:00 3	
PM Peak	17:00 550	23:00 34.0	23:00 27.3	23:00 6.5	16:00 4	15:00 36	15:00 118	15:00 301	17:00 156	19:00 25	13:00 4	21:00 3	23:00 2	12:00 0	12:00 0	12:00 0	

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 ≥60
00:00	37	32.8	26.3	6.2	1	0	3	13	8	10	2	0	0	0	0	0
01:00	14	30.5	25.7	4.6	0	0	2	3	7	2	0	0	0	0	0	0
02:00	19	30.3	24.1	6.0	0	1	4	6	4	4	0	0	0	0	0	0
03:00	8	30.5	25.0	5.3	0	1	0	1	6	0	0	0	0	0	0	0
04:00	17	34.1	28.1	5.8	0	0	1	5	4	5	2	0	0	0	0	0
05:00	52	32.6	25.9	6.4	1	2	7	9	19	12	2	0	0	0	0	0
06:00	156	31.6	26.4	5.0	0	2	10	51	58	28	7	0	0	0	0	0
07:00	421	29.1	23.8	5.2	0	22	69	153	137	36	4	0	0	0	0	0
08:00	1034	26.7	21.4	5.1	4	105	218	524	167	12	1	0	0	0	0	3
09:00	765	27.7	23.0	4.5	2	32	130	355	214	30	1	1	0	0	0	0
10:00	730	27.7	23.3	4.2	0	18	123	352	206	28	3	0	0	0	0	0
11:00	713	27.5	22.9	4.4	4	25	120	356	177	29	2	0	0	0	0	0
12:00	763	27.0	22.5	4.3	6	28	155	370	188	15	1	0	0	0	0	0
13:00	735	27.4	22.7	4.6	1	28	160	336	179	25	6	0	0	0	0	0
14:00	824	26.8	22.4	4.3	5	45	131	455	167	18	3	0	0	0	0	0
15:00	917	25.8	21.5	4.2	2	57	229	474	144	10	0	1	0	0	0	0
16:00	895	26.9	22.2	4.5	5	46	206	408	206	23	1	0	0	0	0	0
17:00	985	27.3	23.0	4.2	3	40	135	513	273	19	2	0	0	0	0	0
18:00	734	27.9	23.3	4.4	2	25	101	363	207	34	2	0	0	0	0	0
19:00	597	28.4	23.6	4.6	2	20	72	299	163	36	4	1	0	0	0	0
20:00	434	29.2	24.5	4.5	1	14	37	177	173	28	4	0	0	0	0	0
21:00	346	29.4	24.5	4.8	1	3	45	148	118	23	5	3	0	0	0	0
22:00	172	28.2	23.6	4.4	0	4	24	85	49	8	2	0	0	0	0	0
23:00	82	32.0	26.0	5.8	0	1	3	39	27	5	5	0	2	0	0	0
Total 2H(10-12) 2H(14-16) 12H(7-19) 24H(0-24)	1443	27.6	23.1	4.3	4	43	243	708	383	57	5	0	0	0	0	0
	1741	26.3	21.9	4.3	7	102	360	929	311	28	3	1	0	0	0	0
	9516	27.3	22.6	4.5	34	471	1777	4659	2265	279	26	2	0	0	0	3
	11450	27.7	22.9	4.6	40	519	1985	5495	2901	440	59	6	2	0	0	3
AM Peak	08:00 1034	04:00 34.1	04:00 28.1	05:00 6.4	08:00 4	08:00 105	08:00 218	08:00 524	09:00 214	07:00 36	06:00 7	09:00 1	00:00 0	00:00 0	00:00 0	08:00 3
PM Peak	17:00 985	23:00 32.0	23:00 26.0	23:00 5.8	12:00 6	15:00 57	15:00 229	17:00 513	17:00 273	19:00 36	13:00 6	21:00 3	23:00 2	12:00 0	12:00 0	12:00 0

Old Colwyn ATC 3, A547 Abergele Road

Direction: Westbound

11/07/2025																	
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60	
00:00	20	30.2	23.8	6.3	0	2	4	4	7	3	0	0	0	0	0	0	
01:00	7	29.4	25.4	3.9	0	0	1	1	5	0	0	0	0	0	0	0	
02:00	34	29.9	24.1	5.6	0	1	6	14	9	2	2	0	0	0	0	0	
03:00	4	31.2	26.3	4.8	0	0	0	2	1	1	0	0	0	0	0	0	
04:00	5	24.7	17.6	6.9	1	1	0	3	0	0	0	0	0	0	0	0	
05:00	21	30.7	25.4	5.1	0	1	2	5	10	3	0	0	0	0	0	0	
06:00	97	31.8	26.5	5.1	1	0	7	26	44	15	3	1	0	0	0	0	
07:00	189	28.8	23.9	4.8	0	8	25	78	63	14	1	0	0	0	0	0	
08:00	531	25.9	20.8	4.9	0	64	145	240	77	4	0	0	0	0	0	0	1
09:00	412	26.1	21.8	4.2	0	21	106	209	65	11	0	0	0	0	0	0	
10:00	400	26.8	22.4	4.3	3	13	86	198	91	9	0	0	0	0	0	0	
11:00	334	27.1	22.2	4.7	0	25	60	172	65	8	4	0	0	0	0	0	
12:00	385	26.9	22.3	4.5	2	23	73	191	86	9	1	0	0	0	0	0	
13:00	355	26.8	22.2	4.5	3	18	78	165	84	7	0	0	0	0	0	0	
14:00	415	27.0	22.1	4.7	3	31	79	197	96	8	0	1	0	0	0	0	
15:00	414	26.9	22.0	4.7	4	32	76	202	89	10	1	0	0	0	0	0	
16:00	359	27.8	23.6	4.0	1	6	46	179	113	14	0	0	0	0	0	0	
17:00	416	28.3	23.8	4.4	2	8	54	200	129	18	5	0	0	0	0	0	
18:00	276	28.8	23.8	4.8	0	10	38	119	92	13	2	2	0	0	0	0	
19:00	234	29.0	23.7	5.1	1	12	32	93	82	10	2	2	0	0	0	0	
20:00	197	27.9	23.2	4.5	1	8	29	91	59	9	0	0	0	0	0	0	
21:00	168	28.8	23.9	4.8	0	5	21	82	46	11	2	1	0	0	0	0	
22:00	111	26.9	22.7	4.1	0	2	26	52	28	3	0	0	0	0	0	0	
23:00	66	31.5	24.4	6.8	0	1	14	28	13	6	3	0	0	0	1	0	
Total																	
2H(10-12)	734	26.9	22.3	4.5	3	38	146	370	156	17	4	0	0	0	0	0	
2H(14-16)	829	27.0	22.1	4.7	7	63	155	399	185	18	1	1	0	0	0	0	
12H(7-19)	4486	27.2	22.4	4.6	18	259	866	2150	1050	125	14	3	0	0	0	0	1
24H(0-24)	5450	27.6	22.7	4.8	22	292	1008	2551	1354	188	26	7	0	0	1	1	
AM Peak	08:00 531	06:00 31.8	06:00 26.5	04:00 6.9	10:00 3	08:00 64	08:00 145	08:00 240	10:00 91	06:00 15	11:00 4	06:00 1	00:00 0	00:00 0	00:00 0	08:00 1	
PM Peak	17:00 416	23:00 31.5	23:00 24.4	23:00 6.8	15:00 4	15:00 32	14:00 79	15:00 202	17:00 129	17:00 18	17:00 5	18:00 2	12:00 0	12:00 0	23:00 1	12:00 0	

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60	
00:00	23	33.2	28.2	4.8	0	0	1	4	11	5	2	0	0	0	0	0	
01:00	10	33.9	28.5	5.2	0	0	0	3	3	1	0	0	0	0	0	0	
02:00	36	31.5	25.4	5.9	0	1	6	10	10	8	1	0	0	0	0	0	
03:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0	
04:00	5	30.8	26.5	4.2	0	0	0	2	2	1	0	0	0	0	0	0	
05:00	19	31.9	26.2	5.5	0	0	3	5	5	6	0	0	0	0	0	0	
06:00	67	32.4	27.5	4.7	0	1	1	17	29	16	3	0	0	0	0	0	
07:00	231	29.6	24.3	5.1	0	8	36	79	83	21	4	0	0	0	0	0	
08:00	464	27.4	21.9	5.4	9	42	100	188	102	21	2	0	0	0	0	0	
09:00	351	28.4	23.9	4.4	0	4	52	159	122	11	1	0	2	0	0	0	
10:00	395	28.0	23.6	4.2	3	8	44	205	114	21	0	0	0	0	0	0	
11:00	434	27.5	23.2	4.2	0	16	62	213	131	11	1	0	0	0	0	0	
12:00	409	28.4	23.7	4.5	1	10	59	183	131	23	1	1	0	0	0	0	
13:00	415	27.7	23.2	4.4	4	13	51	218	111	17	1	0	0	0	0	0	
14:00	453	27.6	23.0	4.4	0	12	86	219	119	15	1	0	0	1	0	0	
15:00	525	26.7	20.9	5.6	28	46	126	208	104	12	1	0	0	0	0	0	
16:00	478	28.4	23.9	4.3	3	11	53	223	168	15	5	0	0	0	0	0	
17:00	486	27.8	23.3	4.4	1	12	83	236	128	24	1	1	0	0	0	0	
18:00	353	28.8	24.2	4.4	0	7	42	157	123	21	1	2	0	0	0	0	
19:00	248	28.7	24.3	4.2	0	2	33	105	92	14	2	0	0	0	0	0	
20:00	204	30.1	25.4	4.5	0	1	10	92	79	16	3	3	0	0	0	0	
21:00	127	31.8	25.6	6.0	0	1	18	45	39	19	1	2	2	0	0	0	
22:00	116	29.7	24.7	4.8	0	3	14	43	42	13	1	0	0	0	0	0	
23:00	66	29.1	24.8	4.1	0	0	6	29	27	2	2	0	0	0	0	0	
Total																	
2H(10-12)	829	27.7	23.4	4.2	3	24	106	418	245	32	1	0	0	0	0	0	
2H(14-16)	978	27.3	21.9	5.2	28	58	212	427	223	27	2	0	0	1	0	0	
12H(7-19)	4994	28.0	23.1	4.7	49	189	794	2288	1436	212	19	4	2	1	0	0	
24H(0-24)	5916	28.5	23.5	4.8	49	198	886	2643	1776	315	35	9	4	1	0	0	
AM Peak	08:00 464	01:00 33.9	01:00 28.5	02:00 5.9	08:00 9	08:00 42	08:00 100	11:00 213	11:00 131	07:00 21	07:00 4	00:00 0	09:00 2	00:00 0	00:00 0	00:00 0	
PM Peak	15:00 525	21:00 31.8	21:00 25.6	21:00 6.0	15:00 28	15:00 46	15:00 126	17:00 236	16:00 168	17:00 24	16:00 5	20:00 3	21:00 2	14:00 1	12:00 0	12:00 0	

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 ≥60
00:00	43	32.2	26.1	5.9	0	2	5	8	18	8	2	0	0	0	0	0
01:00	17	32.2	27.2	4.8	0	0	1	4	8	3	1	0	0	0	0	0
02:00	70	30.7	24.8	5.8	0	2	12	24	19	10	3	0	0	0	0	0
03:00	5	30.8	26.5	4.2	0	0	0	2	2	1	0	0	0	0	0	0
04:00	10	29.4	22.1	7.1	1	1	0	5	2	1	0	0	0	0	0	0
05:00	40	31.2	25.8	5.3	0	1	5	10	15	9	0	0	0	0	0	0
06:00	164	32.0	26.9	5.0	1	1	8	43	73	31	6	1	0	0	0	0
07:00	420	29.3	24.1	4.9	0	16	61	157	146	35	5	0	0	0	0	0
08:00	995	26.6	21.3	5.2	9	106	245	428	179	25	2	0	0	0	0	1
09:00	763	27.3	22.7	4.4	0	25	158	368	187	22	1	0	2	0	0	0
10:00	795	27.4	23.0	4.3	6	21	130	403	205	30	0	0	0	0	0	0
11:00	768	27.4	22.8	4.4	0	41	122	385	196	19	5	0	0	0	0	0
12:00	794	27.8	23.0	4.6	3	33	132	374	217	32	2	1	0	0	0	0
13:00	770	27.3	22.7	4.5	7	31	129	383	195	24	1	0	0	0	0	0
14:00	868	27.3	22.6	4.6	3	43	165	416	215	23	1	1	0	1	0	0
15:00	939	26.8	21.4	5.3	32	78	202	410	193	22	2	0	0	0	0	0
16:00	837	28.1	23.8	4.2	4	17	99	402	281	29	5	0	0	0	0	0
17:00	902	28.1	23.5	4.4	3	20	137	436	257	42	6	1	0	0	0	0
18:00	629	28.8	24.0	4.6	0	17	80	276	215	34	3	4	0	0	0	0
19:00	482	28.9	24.0	4.7	1	14	65	198	174	24	4	2	0	0	0	0
20:00	401	29.1	24.4	4.6	1	9	39	183	138	25	3	3	0	0	0	0
21:00	295	30.2	24.6	5.4	0	6	39	127	85	30	3	3	2	0	0	0
22:00	227	28.5	23.7	4.6	0	5	40	95	70	16	1	0	0	0	0	0
23:00	132	30.5	24.6	5.6	0	1	20	57	40	8	5	0	0	0	1	0
Total 2H(10-12) 2H(14-16) 12H(7-19) 24H(0-24)	1563	27.4	22.9	4.4	6	62	252	788	401	49	5	0	0	0	0	0
	1807	27.1	22.0	5.0	35	121	367	826	408	45	3	1	0	1	0	0
	9480	27.7	22.8	4.7	67	448	1660	4438	2486	337	33	7	2	1	0	1
	11366	28.1	23.1	4.8	71	490	1894	5194	3130	503	61	16	4	1	1	1
AM Peak	08:00 995	00:00 32.2	01:00 27.2	04:00 7.1	08:00 9	08:00 106	08:00 245	08:00 428	10:00 205	07:00 35	06:00 6	06:00 1	09:00 2	00:00 0	00:00 0	08:00 1
PM Peak	15:00 939	23:00 30.5	23:00 24.6	23:00 5.6	15:00 32	15:00 78	15:00 202	17:00 436	16:00 281	17:00 42	17:00 6	18:00 4	21:00 2	14:00 1	23:00 1	12:00 0

Old Colwyn ATC 3, A547 Abergele Road

Direction: Westbound

12/07/2025																	
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60	
00:00	42	28.8	24.2	4.5	0	1	5	19	13	4	0	0	0	0	0	0	
01:00	19	28.0	22.3	5.6	1	0	5	7	5	1	0	0	0	0	0	0	
02:00	14	35.8	28.9	6.6	0	0	1	4	2	4	3	0	0	0	0	0	
03:00	7	37.9	27.5	10.0	0	1	1	0	2	2	0	1	0	0	0	0	
04:00	5	22.3	19.5	2.7	0	0	3	2	0	0	0	0	0	0	0	0	
05:00	16	31.8	25.9	5.7	0	0	3	3	7	2	1	0	0	0	0	0	
06:00	32	30.1	23.9	6.0	0	2	5	14	5	5	1	0	0	0	0	0	
07:00	101	28.6	23.7	4.7	0	3	18	38	36	5	1	0	0	0	0	0	
08:00	207	29.0	23.7	5.1	1	11	27	84	69	12	3	0	0	0	0	0	
09:00	276	29.1	24.0	4.9	1	9	44	100	96	25	1	0	0	0	0	0	
10:00	357	27.9	23.5	4.2	1	10	42	183	103	18	0	0	0	0	0	0	
11:00	408	27.4	22.6	4.7	1	17	97	173	100	20	0	0	0	0	0	0	
12:00	422	27.6	23.3	4.2	0	11	64	212	119	14	2	0	0	0	0	0	
13:00	524	27.7	23.5	4.1	5	5	71	264	159	20	0	0	0	0	0	0	
14:00	521	28.2	23.8	4.2	2	6	70	252	162	26	3	0	0	0	0	0	
15:00	289	28.2	23.9	4.1	0	4	39	135	97	12	2	0	0	0	0	0	
16:00	263	28.9	23.9	4.9	1	7	44	102	90	15	4	0	0	0	0	0	
17:00	265	29.9	24.8	5.0	0	6	25	118	81	32	1	0	2	0	0	0	
18:00	219	29.0	23.9	4.8	0	8	30	90	78	10	2	0	1	0	0	0	
19:00	233	28.8	23.5	5.2	1	15	26	110	61	16	4	0	0	0	0	0	
20:00	149	29.9	24.9	4.8	0	3	16	58	56	11	5	0	0	0	0	0	
21:00	129	29.2	23.9	5.1	0	4	26	43	42	13	1	0	0	0	0	0	
22:00	112	29.5	24.5	4.9	0	2	12	54	32	9	2	1	0	0	0	0	
23:00	59	29.0	23.9	4.9	0	2	9	25	16	7	0	0	0	0	0	0	
Total																	
2H(10-12)	765	27.7	23.0	4.5	2	27	139	356	203	38	0	0	0	0	0	0	
2H(14-16)	810	28.2	23.8	4.2	2	10	109	387	259	38	5	0	0	0	0	0	
12H(7-19)	3852	28.3	23.6	4.5	12	97	571	1751	1190	209	19	0	3	0	0	0	
24H(0-24)	4669	28.5	23.7	4.6	14	127	683	2090	1431	283	36	2	3	0	0	0	
AM Peak	11:00 408	03:00 37.9	02:00 28.9	03:00 10.0	01:00 1	11:00 17	11:00 97	10:00 183	10:00 103	09:00 25	02:00 3	03:00 1	00:00 0	00:00 0	00:00 0	00:00 0	
PM Peak	13:00 524	17:00 29.9	20:00 24.9	19:00 5.2	13:00 5	19:00 15	13:00 71	13:00 264	14:00 162	17:00 32	20:00 5	22:00 1	17:00 2	12:00 0	12:00 0	12:00 0	

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60	
00:00	44	34.0	26.1	7.7	0	0	4	20	13	4	2	0	0	0	0	1	
01:00	26	33.6	28.1	5.4	0	0	1	6	11	6	1	0	0	0	0	0	
02:00	11	31.7	26.6	4.9	0	0	0	5	4	1	1	0	0	0	0	0	
03:00	10	36.5	28.5	7.7	0	0	2	1	2	4	0	1	0	0	0	0	
04:00	8	35.7	28.1	7.3	0	0	1	2	2	1	2	0	0	0	0	0	
05:00	12	31.9	24.2	7.4	1	0	2	2	6	0	1	0	0	0	0	0	
06:00	41	33.5	27.0	6.3	0	0	3	15	13	6	1	3	0	0	0	0	
07:00	78	29.2	24.5	4.6	1	0	9	32	30	5	1	0	0	0	0	0	
08:00	179	31.1	26.5	4.4	0	0	14	45	86	30	4	0	0	0	0	0	
09:00	311	29.4	25.3	4.0	0	1	21	128	128	31	2	0	0	0	0	0	
10:00	360	28.9	24.5	4.2	1	4	35	161	130	27	2	0	0	0	0	0	
11:00	391	28.5	24.6	3.8	0	5	24	191	147	23	1	0	0	0	0	0	
12:00	386	29.4	25.0	4.3	0	9	21	171	142	42	1	0	0	0	0	0	
13:00	354	28.9	24.4	4.4	0	5	48	141	134	23	3	0	0	0	0	0	
14:00	316	28.9	24.2	4.6	0	4	44	144	98	21	3	2	0	0	0	0	
15:00	312	29.5	24.7	4.6	0	4	31	142	103	22	10	0	0	0	0	0	
16:00	281	29.3	24.4	4.7	0	1	45	120	82	29	3	1	0	0	0	0	
17:00	267	30.0	25.0	4.8	0	6	28	99	98	32	4	0	0	0	0	0	
18:00	245	29.4	24.7	4.6	0	4	26	105	85	20	5	0	0	0	0	0	
19:00	210	30.1	25.2	4.7	0	2	22	79	79	23	5	0	0	0	0	0	
20:00	185	30.8	26.3	4.4	0	1	8	60	89	22	3	2	0	0	0	0	
21:00	126	31.1	25.6	5.3	0	0	16	43	48	12	5	2	0	0	0	0	
22:00	132	29.9	25.0	4.7	0	0	10	64	45	10	2	0	0	1	0	0	
23:00	50	29.2	24.3	4.7	0	0	9	20	16	4	1	0	0	0	0	0	
Total																	
2H(10-12)	751	28.7	24.5	4.0	1	9	59	352	277	50	3	0	0	0	0	0	
2H(14-16)	628	29.2	24.4	4.6	0	8	75	286	201	43	13	2	0	0	0	0	
12H(7-19)	3480	29.3	24.7	4.4	2	43	346	1479	1263	305	39	3	0	0	0	0	
24H(0-24)	4335	29.7	24.9	4.6	3	46	424	1796	1591	398	63	12	0	1	0	1	
AM Peak	11:00 391	03:00 36.5	03:00 28.5	03:00 7.7	05:00 1	11:00 5	10:00 35	11:00 191	11:00 147	09:00 31	08:00 4	06:00 3	00:00 0	00:00 0	00:00 0	00:00 1	
PM Peak	12:00 386	21:00 31.1	20:00 26.3	21:00 5.3	12:00 0	12:00 9	13:00 48	12:00 171	12:00 142	12:00 42	15:00 10	14:00 2	12:00 0	22:00 1	12:00 0	12:00 0	

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 ≥60
00:00	86	31.7	25.1	6.4	0	1	9	39	26	8	2	0	0	0	0	1
01:00	45	32.0	25.6	6.1	1	0	6	13	16	7	1	1	0	0	0	0
02:00	25	34.1	27.9	5.9	0	0	1	9	6	5	4	0	0	0	0	0
03:00	17	36.9	28.1	8.5	0	1	3	1	4	6	0	2	0	0	0	0
04:00	13	32.3	24.8	7.3	0	0	4	4	2	1	2	0	0	0	0	0
05:00	28	31.8	25.2	6.4	1	0	5	5	13	2	2	0	0	0	0	0
06:00	73	32.2	25.7	6.3	0	2	8	29	18	11	2	3	0	0	0	0
07:00	179	28.9	24.1	4.6	1	3	27	70	66	10	2	0	0	0	0	0
08:00	386	30.2	25.0	5.0	1	11	41	129	155	42	7	0	0	0	0	0
09:00	587	29.4	24.7	4.5	1	10	65	228	224	56	3	0	0	0	0	0
10:00	717	28.4	24.0	4.2	2	14	77	344	233	45	2	0	0	0	0	0
11:00	799	28.1	23.6	4.4	1	22	121	364	247	43	1	0	0	0	0	0
12:00	808	28.5	24.1	4.3	0	20	85	383	261	56	3	0	0	0	0	0
13:00	878	28.2	23.8	4.2	5	10	119	405	293	43	3	0	0	0	0	0
14:00	837	28.5	23.9	4.4	2	10	114	396	260	47	6	2	0	0	0	0
15:00	601	28.9	24.3	4.4	0	8	70	277	200	34	12	0	0	0	0	0
16:00	544	29.1	24.1	4.8	1	8	89	222	172	44	7	1	0	0	0	0
17:00	532	30.0	24.9	4.9	0	12	53	217	179	64	5	0	2	0	0	0
18:00	464	29.2	24.3	4.7	0	12	56	195	163	30	7	0	1	0	0	0
19:00	443	29.5	24.3	5.0	1	17	48	189	140	39	9	0	0	0	0	0
20:00	334	30.5	25.7	4.6	0	4	24	118	145	33	8	2	0	0	0	0
21:00	255	30.2	24.8	5.3	0	4	42	86	90	25	6	2	0	0	0	0
22:00	244	29.7	24.8	4.8	0	2	22	118	77	19	4	1	0	1	0	0
23:00	109	29.1	24.1	4.8	0	2	18	45	32	11	1	0	0	0	0	0
Total 2H(10-12)	1516	28.2	23.8	4.3	3	36	198	708	480	88	3	0	0	0	0	0
2H(14-16)	1438	28.6	24.1	4.4	2	18	184	673	460	81	18	2	0	0	0	0
12H(7-19)	7332	28.8	24.2	4.5	14	140	917	3230	2453	514	58	3	3	0	0	0
24H(0-24)	9004	29.1	24.3	4.7	17	173	1107	3886	3022	681	99	14	3	1	0	1
AM Peak	11:00 799	03:00 36.9	03:00 28.1	03:00 8.5	10:00 2	11:00 22	11:00 121	11:00 364	11:00 247	09:00 56	08:00 7	06:00 3	00:00 0	00:00 0	00:00 0	00:00 1
PM Peak	13:00 878	20:00 30.5	20:00 25.7	21:00 5.3	13:00 5	12:00 20	13:00 119	13:00 405	13:00 293	17:00 64	15:00 12	14:00 2	17:00 2	22:00 1	12:00 0	12:00 0

Old Colwyn ATC 3, A547 Abergele Road

Direction: Westbound

13/07/2025																
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	51	30.8	25.5	5.1	0	0	6	19	17	8	0	1	0	0	0	0
01:00	25	28.9	23.7	5.1	0	0	6	10	7	1	1	0	0	0	0	0
02:00	15	30.3	24.8	5.3	0	1	0	7	6	0	1	0	0	0	0	0
03:00	5	27.8	23.5	4.2	0	0	1	2	2	0	0	0	0	0	0	0
04:00	8	29.9	24.4	5.3	0	0	2	2	3	1	0	0	0	0	0	0
05:00	12	32.1	25.0	6.8	1	0	1	2	6	2	0	0	0	0	0	0
06:00	10	33.5	25.1	8.1	1	0	0	5	1	2	1	0	0	0	0	0
07:00	42	30.4	24.8	5.4	0	2	5	13	18	2	2	0	0	0	0	0
08:00	117	29.5	24.4	4.9	0	6	12	41	47	11	0	0	0	0	0	0
09:00	153	28.6	23.7	4.8	1	3	28	59	50	12	0	0	0	0	0	0
10:00	250	28.3	24.1	4.0	0	3	30	117	85	15	0	0	0	0	0	0
11:00	330	27.7	23.4	4.2	0	9	46	172	85	18	0	0	0	0	0	0
12:00	346	27.8	23.5	4.1	0	7	48	179	96	13	3	0	0	0	0	0
13:00	353	27.8	23.5	4.1	0	5	62	161	111	13	1	0	0	0	0	0
14:00	289	28.9	24.2	4.6	0	8	28	138	98	10	5	2	0	0	0	0
15:00	242	28.2	24.0	4.0	1	3	25	115	89	8	1	0	0	0	0	0
16:00	231	28.6	24.4	4.0	0	2	17	122	73	15	1	1	0	0	0	0
17:00	175	29.0	24.6	4.3	0	6	11	77	67	14	0	0	0	0	0	0
18:00	172	28.6	24.1	4.3	0	3	20	82	55	10	2	0	0	0	0	0
19:00	177	29.0	23.9	4.9	0	13	14	74	62	14	0	0	0	0	0	0
20:00	161	29.0	24.1	4.7	0	4	23	68	53	10	3	0	0	0	0	0
21:00	114	29.1	23.6	5.3	1	5	18	47	32	9	2	0	0	0	0	0
22:00	69	27.7	23.2	4.3	0	2	11	35	17	4	0	0	0	0	0	0
23:00	38	27.3	21.7	5.4	0	3	13	12	7	3	0	0	0	0	0	0
Total																
2H(10-12)	580	27.9	23.7	4.1	0	12	76	289	170	33	0	0	0	0	0	0
2H(14-16)	531	28.6	24.1	4.3	1	11	53	253	187	18	6	2	0	0	0	0
12H(7-19)	2700	28.4	23.9	4.3	2	57	332	1276	874	141	15	3	0	0	0	0
24H(0-24)	3385	28.5	23.9	4.4	5	85	427	1559	1087	195	23	4	0	0	0	0
AM Peak	11:00 330	06:00 33.5	00:00 25.5	06:00 8.1	05:00 1	11:00 9	11:00 46	11:00 172	10:00 85	11:00 18	07:00 2	00:00 1	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	13:00 353	21:00 29.1	17:00 24.6	23:00 5.4	15:00 1	19:00 13	13:00 62	12:00 179	13:00 111	16:00 15	14:00 5	14:00 2	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	68	33.3	27.2	5.9	0	3	0	20	27	13	4	0	1	0	0	0
01:00	25	31.1	26.7	4.3	0	0	1	7	13	3	1	0	0	0	0	0
02:00	10	36.6	30.5	5.9	0	0	0	1	5	2	1	1	0	0	0	0
03:00	6	33.2	27.5	5.5	0	0	0	2	3	0	1	0	0	0	0	0
04:00	6	31.8	26.7	4.9	0	0	1	0	4	1	0	0	0	0	0	0
05:00	15	35.5	26.5	8.6	1	0	2	3	5	0	4	0	0	0	0	0
06:00	24	31.4	26.7	4.6	0	0	2	6	10	6	0	0	0	0	0	0
07:00	53	31.9	26.7	4.9	0	0	4	16	19	12	2	0	0	0	0	0
08:00	99	31.1	26.2	4.7	0	0	7	35	38	15	4	0	0	0	0	0
09:00	165	30.0	25.1	4.8	1	4	13	60	64	23	0	0	0	0	0	0
10:00	281	29.6	25.0	4.4	0	4	23	116	107	27	4	0	0	0	0	0
11:00	321	29.0	24.5	4.4	0	4	37	139	111	28	2	0	0	0	0	0
12:00	367	28.7	24.4	4.2	0	6	39	162	132	28	0	0	0	0	0	0
13:00	295	29.4	24.7	4.5	1	4	29	124	106	28	3	0	0	0	0	0
14:00	280	28.9	24.6	4.2	1	3	28	113	118	15	2	0	0	0	0	0
15:00	282	29.4	24.9	4.4	0	5	28	109	110	29	1	0	0	0	0	0
16:00	574	28.3	23.9	4.2	0	6	76	282	173	31	5	1	0	0	0	0
17:00	566	28.3	23.9	4.2	1	12	58	291	162	41	1	0	0	0	0	0
18:00	620	28.1	24.0	4.0	0	0	85	312	183	37	3	0	0	0	0	0
19:00	512	28.7	24.1	4.5	1	9	60	242	161	31	8	0	0	0	0	0
20:00	211	30.3	25.2	4.9	0	0	28	79	76	23	3	1	1	0	0	0
21:00	109	30.2	25.8	4.3	0	1	6	39	49	12	2	0	0	0	0	0
22:00	80	30.4	25.5	4.7	0	1	9	23	37	8	2	0	0	0	0	0
23:00	44	30.3	24.8	5.3	0	0	5	22	12	4	0	0	1	0	0	0
Total																
2H(10-12)	602	29.3	24.7	4.4	0	8	60	255	218	55	6	0	0	0	0	0
2H(14-16)	562	29.2	24.7	4.3	1	8	56	222	228	44	3	0	0	0	0	0
12H(7-19)	3903	28.9	24.4	4.3	4	48	427	1759	1323	314	27	1	0	0	0	0
24H(0-24)	5013	29.2	24.6	4.5	6	62	541	2203	1725	417	53	3	3	0	0	0
AM Peak	11:00 321	02:00 36.6	02:00 30.5	05:00 8.6	05:00 1	09:00 4	11:00 37	11:00 139	11:00 111	11:00 28	00:00 4	02:00 1	00:00 1	00:00 0	00:00 0	00:00 0
PM Peak	18:00 620	22:00 30.4	21:00 25.8	23:00 5.3	13:00 1	17:00 12	18:00 85	18:00 312	18:00 183	17:00 41	19:00 8	16:00 1	20:00 1	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 ≥60
00:00	119	32.3	26.5	5.6	0	3	6	39	44	21	4	1	1	0	0	0
01:00	50	30.2	25.2	4.9	0	0	7	17	20	4	2	0	0	0	0	0
02:00	25	33.4	27.1	6.1	0	1	0	8	11	2	2	1	0	0	0	0
03:00	11	31.0	25.7	5.1	0	0	1	4	5	0	1	0	0	0	0	0
04:00	14	30.6	25.4	5.1	0	0	3	2	7	2	0	0	0	0	0	0
05:00	27	33.9	25.9	7.8	2	0	3	5	11	2	4	0	0	0	0	0
06:00	34	32.2	26.2	5.8	1	0	2	11	11	8	1	0	0	0	0	0
07:00	95	31.3	25.9	5.2	0	2	9	29	37	14	4	0	0	0	0	0
08:00	216	30.3	25.2	4.9	0	6	19	76	85	26	4	0	0	0	0	0
09:00	318	29.4	24.4	4.8	2	7	41	119	114	35	0	0	0	0	0	0
10:00	531	29.0	24.6	4.3	0	7	53	233	192	42	4	0	0	0	0	0
11:00	651	28.4	23.9	4.3	0	13	83	311	196	46	2	0	0	0	0	0
12:00	713	28.3	23.9	4.2	0	13	87	341	228	41	3	0	0	0	0	0
13:00	648	28.6	24.0	4.4	1	9	91	285	217	41	4	0	0	0	0	0
14:00	569	28.9	24.4	4.4	1	11	56	251	216	25	7	2	0	0	0	0
15:00	524	28.9	24.5	4.2	1	8	53	224	199	37	2	0	0	0	0	0
16:00	805	28.4	24.1	4.2	0	8	93	404	246	46	6	2	0	0	0	0
17:00	741	28.5	24.1	4.2	1	18	69	368	229	55	1	0	0	0	0	0
18:00	792	28.2	24.0	4.0	0	3	105	394	238	47	5	0	0	0	0	0
19:00	689	28.8	24.1	4.6	1	22	74	316	223	45	8	0	0	0	0	0
20:00	372	29.7	24.7	4.9	0	4	51	147	129	33	6	1	1	0	0	0
21:00	223	29.8	24.7	4.9	1	6	24	86	81	21	4	0	0	0	0	0
22:00	149	29.3	24.4	4.7	0	3	20	58	54	12	2	0	0	0	0	0
23:00	82	29.1	23.4	5.5	0	3	18	34	19	7	0	0	1	0	0	0
Total 2H(10-12) 2H(14-16) 12H(7-19) 24H(0-24)	1182	28.7	24.2	4.3	0	20	136	544	388	88	6	0	0	0	0	0
	1093	28.9	24.4	4.3	2	19	109	475	415	62	9	2	0	0	0	0
	6603	27.9	24.2	4.3	6	105	759	3035	2197	455	42	4	0	0	0	0
	8398	28.9	24.3	4.5	11	147	968	3762	2812	612	76	7	3	0	0	0
AM Peak 651	11:00	05:00 33.9	02:00 27.1	05:00 7.8	05:00 2	11:00 13	11:00 83	11:00 311	11:00 196	11:00 46	00:00 4	00:00 1	00:00 1	00:00 0	00:00 0	00:00 0
PM Peak 805	16:00	21:00 29.8	20:00 24.7	23:00 5.5	13:00 1	19:00 22	18:00 105	16:00 404	16:00 246	17:00 55	19:00 8	14:00 2	20:00 1	12:00 0	12:00 0	12:00 0

Old Colwyn ATC 3, A547 Abergele Road

Direction: Westbound

14/07/2025																	
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60	
00:00	18	29.1	23.6	5.3	0	1	2	9	5	0	1	0	0	0	0	0	
01:00	7	30.4	25.4	4.9	0	0	1	2	3	1	0	0	0	0	0	0	
02:00	2	33.7	30.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0	
03:00	2	48.3	30.0	17.7	0	0	1	0	0	0	0	1	0	0	0	0	
04:00	4	30.9	21.4	9.2	1	0	0	1	2	0	0	0	0	0	0	0	
05:00	25	30.9	24.7	6.0	0	3	1	7	10	4	0	0	0	0	0	0	
06:00	74	30.7	24.6	5.9	0	3	13	24	22	8	4	0	0	0	0	0	
07:00	195	28.4	23.3	4.9	0	6	37	88	54	8	1	0	0	1	0	0	
08:00	536	25.2	20.7	4.4	7	49	153	256	69	2	0	0	0	0	0	0	
09:00	411	25.6	21.6	3.9	0	21	99	225	63	3	0	0	0	0	0	0	
10:00	342	26.3	21.6	4.5	3	18	86	175	50	8	2	0	0	0	0	0	
11:00	346	26.3	22.3	3.9	0	13	66	196	65	6	0	0	0	0	0	0	
12:00	343	26.7	22.2	4.3	2	15	71	175	72	7	1	0	0	0	0	0	
13:00	348	26.1	21.8	4.2	1	19	79	181	63	5	0	0	0	0	0	0	
14:00	424	25.6	21.2	4.3	0	31	118	211	55	9	0	0	0	0	0	0	
15:00	429	25.1	20.7	4.3	0	43	130	200	53	3	0	0	0	0	0	0	
16:00	375	27.2	22.8	4.3	1	19	56	193	96	10	0	0	0	0	0	0	
17:00	419	27.2	23.0	4.1	1	12	69	212	115	10	0	0	0	0	0	0	
18:00	311	28.2	23.1	4.9	4	12	47	148	84	14	0	2	0	0	0	0	
19:00	249	28.8	23.6	5.0	3	4	41	112	72	12	3	2	0	0	0	0	
20:00	195	28.5	23.4	4.9	1	4	42	79	53	14	2	0	0	0	0	0	
21:00	112	29.5	24.2	5.1	0	1	23	39	37	10	1	1	0	0	0	0	
22:00	66	28.5	23.6	4.7	0	0	15	29	14	8	0	0	0	0	0	0	
23:00	44	29.8	24.9	4.8	0	1	5	16	16	6	0	0	0	0	0	0	
Total																	
2H(10-12)	688	26.3	22.0	4.2	3	31	152	371	115	14	2	0	0	0	0	0	
2H(14-16)	853	25.4	21.0	4.3	0	74	248	411	108	12	0	0	0	0	0	0	
12H(7-19)	4479	26.4	21.9	4.4	19	258	1011	2260	839	85	4	2	0	1	0	0	
24H(0-24)	5277	26.9	22.2	4.6	24	275	1155	2578	1074	149	15	6	0	1	0	0	
AM Peak	08:00 536	03:00 48.3	02:00 30.0	03:00 17.7	08:00 7	08:00 49	08:00 153	08:00 256	08:00 69	06:00 8	06:00 4	03:00 1	00:00 0	07:00 1	00:00 0	00:00 0	
PM Peak	15:00 429	23:00 29.8	23:00 24.9	21:00 5.1	18:00 4	15:00 43	15:00 130	17:00 212	17:00 115	18:00 14	19:00 3	18:00 2	12:00 0	12:00 0	12:00 0	12:00 0	

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60	
00:00	20	28.8	22.5	6.1	0	2	4	9	3	1	1	0	0	0	0	0	
01:00	12	30.7	26.3	4.3	0	0	0	6	3	3	0	0	0	0	0	0	
02:00	3	33.7	25.8	7.6	0	0	1	0	1	1	0	0	0	0	0	0	
03:00	9	31.6	24.7	6.7	0	1	1	2	3	2	0	0	0	0	0	0	
04:00	9	41.6	30.3	10.9	0	0	0	3	3	2	0	0	0	0	1	0	
05:00	25	32.6	27.3	5.1	0	0	2	6	9	7	1	0	0	0	0	0	
06:00	70	32.7	26.9	5.6	0	2	5	17	27	14	5	0	0	0	0	0	
07:00	238	28.9	24.0	4.7	1	4	37	100	78	14	4	0	0	0	0	0	
08:00	462	26.5	21.3	5.0	7	43	115	192	96	9	0	0	0	0	0	0	
09:00	330	27.5	23.1	4.3	0	9	56	168	82	13	2	0	0	0	0	0	
10:00	330	27.8	23.5	4.1	0	8	44	169	95	12	2	0	0	0	0	0	
11:00	383	28.4	23.7	4.5	2	9	56	172	119	23	2	0	0	0	0	0	
12:00	405	28.0	23.7	4.2	0	6	68	174	142	13	2	0	0	0	0	0	
13:00	373	26.7	22.6	4.0	0	9	80	187	89	8	0	0	0	0	0	0	
14:00	407	27.5	22.6	4.7	7	13	71	210	91	12	2	0	1	0	0	0	
15:00	487	25.7	20.8	4.7	13	45	114	241	69	5	0	0	0	0	0	0	
16:00	495	27.2	22.6	4.5	2	24	95	231	130	12	1	0	0	0	0	0	
17:00	475	27.6	22.6	4.8	6	24	84	218	125	17	1	0	0	0	0	0	
18:00	326	28.3	24.0	4.2	2	7	28	164	107	17	1	0	0	0	0	0	
19:00	331	28.6	24.3	4.2	0	8	23	171	104	23	1	1	0	0	0	0	
20:00	237	29.4	24.9	4.4	0	1	24	103	85	19	5	0	0	0	0	0	
21:00	150	29.9	25.2	4.5	0	1	12	64	53	17	3	0	0	0	0	0	
22:00	78	32.8	26.5	6.1	0	0	5	34	21	14	0	2	2	0	0	0	
23:00	42	32.8	27.6	5.0	0	0	0	16	12	12	1	1	0	0	0	0	
Total																	
2H(10-12)	713	28.1	23.6	4.4	2	17	100	341	214	35	4	0	0	0	0	0	
2H(14-16)	894	26.6	21.6	4.8	20	58	185	451	160	17	2	0	1	0	0	0	
12H(7-19)	4711	27.5	22.7	4.6	40	201	848	2226	1223	155	17	0	1	0	0	0	
24H(0-24)	5697	28.1	23.2	4.8	40	216	925	2657	1547	270	34	4	3	0	1	0	
AM Peak	08:00 462	04:00 41.6	04:00 30.3	04:00 10.9	08:00 7	08:00 43	08:00 115	08:00 192	11:00 119	11:00 23	06:00 5	00:00 0	00:00 0	00:00 0	04:00 1	00:00 0	
PM Peak	16:00 495	23:00 32.8	23:00 27.6	22:00 6.1	15:00 13	15:00 45	15:00 114	15:00 241	12:00 142	19:00 23	20:00 5	22:00 2	22:00 2	12:00 0	12:00 0	12:00 0	

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 ≥60
00:00	38	28.9	23.0	5.7	0	3	6	18	8	1	2	0	0	0	0	0
01:00	19	30.5	25.9	4.4	0	0	1	8	6	4	0	0	0	0	0	0
02:00	5	33.8	27.5	6.1	0	0	1	0	2	2	0	0	0	0	0	0
03:00	11	34.4	25.7	8.4	0	1	2	2	3	2	0	1	0	0	0	0
04:00	13	38.9	27.5	10.9	1	0	0	4	5	2	0	0	0	0	1	0
05:00	50	31.9	26.0	5.6	0	3	3	13	19	11	1	0	0	0	0	0
06:00	144	31.8	25.7	5.9	0	5	18	41	49	22	9	0	0	0	0	0
07:00	433	28.6	23.7	4.8	1	10	74	188	132	22	5	0	0	1	0	0
08:00	998	25.8	21.0	4.7	14	92	268	448	165	11	0	0	0	0	0	0
09:00	741	26.5	22.3	4.1	0	30	155	393	145	16	2	0	0	0	0	0
10:00	672	27.1	22.5	4.4	3	26	130	344	145	20	4	0	0	0	0	0
11:00	729	27.5	23.0	4.3	2	22	122	368	184	29	2	0	0	0	0	0
12:00	748	27.5	23.0	4.3	2	21	139	349	214	20	3	0	0	0	0	0
13:00	721	26.5	22.2	4.1	1	28	159	368	152	13	0	0	0	0	0	0
14:00	831	26.6	21.9	4.5	7	44	189	421	146	21	2	0	1	0	0	0
15:00	916	25.4	20.8	4.5	13	88	244	441	122	8	0	0	0	0	0	0
16:00	870	27.2	22.7	4.4	3	43	151	424	226	22	1	0	0	0	0	0
17:00	894	27.4	22.8	4.5	7	36	153	430	240	27	1	0	0	0	0	0
18:00	637	28.3	23.5	4.6	6	19	75	312	191	31	1	2	0	0	0	0
19:00	580	28.7	24.0	4.6	3	12	64	283	176	35	4	3	0	0	0	0
20:00	432	29.0	24.2	4.7	1	5	66	182	138	33	7	0	0	0	0	0
21:00	262	29.7	24.8	4.8	0	2	35	103	90	27	4	1	0	0	0	0
22:00	144	31.0	25.2	5.7	0	0	20	63	35	22	0	2	2	0	0	0
23:00	86	31.4	26.2	5.0	0	1	5	32	28	18	1	1	0	0	0	0
Total 2H(10-12) 2H(14-16) 12H(7-19) 24H(0-24)	1401 1747 9190 10974	27.3 26.0 27.0 27.5	22.8 21.3 22.3 22.7	4.4 4.6 4.5 4.7	5 20 59 64	48 132 459 491	252 433 1859 2080	712 862 4486 5235	329 268 2062 2621	49 29 240 419	6 2 21 49	0 0 2 10	0 1 1 3	0 0 1 1	0 0 0 1	0 0 0 0
AM Peak 998	08:00 38.9	04:00 27.5	04:00 27.5	04:00 10.9	08:00 14	08:00 92	08:00 268	08:00 448	11:00 184	11:00 29	06:00 9	03:00 1	00:00 0	07:00 1	04:00 1	00:00 0
PM Peak 916	15:00 31.4	23:00 31.4	23:00 26.2	22:00 5.7	15:00 13	15:00 88	15:00 244	15:00 441	17:00 240	19:00 35	20:00 7	19:00 3	22:00 2	12:00 0	12:00 0	12:00 0

Old Colwyn ATC 3, A547 Abergele Road

Direction: Westbound

15/07/2025																
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	19	28.7	24.1	4.4	0	0	3	9	5	2	0	0	0	0	0	0
01:00	8	33.6	23.8	9.5	0	1	2	3	0	1	0	1	0	0	0	0
02:00	9	33.8	25.3	8.2	1	0	0	3	3	1	1	0	0	0	0	0
03:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	20	32.7	24.6	7.9	2	1	1	5	5	6	0	0	0	0	0	0
06:00	63	30.6	25.3	5.1	0	2	7	18	28	6	2	0	0	0	0	0
07:00	205	28.4	23.5	4.7	2	6	31	92	61	12	1	0	0	0	0	0
08:00	595	25.1	20.8	4.1	1	50	174	293	74	3	0	0	0	0	0	0
09:00	405	25.7	21.1	4.4	5	21	133	173	69	4	0	0	0	0	0	0
10:00	373	25.9	21.2	4.5	3	23	122	157	61	6	1	0	0	0	0	0
11:00	343	27.1	22.3	4.6	3	18	65	176	65	16	0	0	0	0	0	0
12:00	341	26.5	21.9	4.5	3	18	83	152	82	3	0	0	0	0	0	0
13:00	354	26.9	22.0	4.7	1	24	79	172	65	10	3	0	0	0	0	0
14:00	417	25.4	21.2	4.0	4	20	116	217	59	1	0	0	0	0	0	0
15:00	362	25.7	21.2	4.4	0	31	106	158	63	4	0	0	0	0	0	0
16:00	387	27.2	22.4	4.6	2	21	77	180	95	11	1	0	0	0	0	0
17:00	413	27.6	23.4	4.0	0	10	56	211	123	11	2	0	0	0	0	0
18:00	320	27.7	22.9	4.7	1	10	73	131	92	10	3	0	0	0	0	0
19:00	224	28.0	23.6	4.3	0	6	32	104	72	9	1	0	0	0	0	0
20:00	177	28.0	23.3	4.4	0	5	27	91	43	9	2	0	0	0	0	0
21:00	136	27.5	23.0	4.4	0	5	27	58	42	4	0	0	0	0	0	0
22:00	78	30.3	24.7	5.3	0	1	13	29	23	9	3	0	0	0	0	0
23:00	39	29.6	24.4	4.9	0	0	8	13	14	3	1	0	0	0	0	0
Total 2H(10-12)	716	26.5	21.7	4.6	6	41	187	333	126	22	1	0	0	0	0	0
2H(14-16)	779	25.5	21.2	4.2	4	51	222	375	122	5	0	0	0	0	0	0
12H(7-19)	4515	26.5	21.9	4.5	25	252	1115	2112	909	91	11	0	0	0	0	0
24H(0-24)	5290	26.9	22.2	4.6	28	273	1235	2447	1144	141	21	1	0	0	0	0
AM Peak	08:00 595	02:00 33.8	02:00 25.3	01:00 9.5	09:00 5	08:00 50	08:00 174	08:00 293	08:00 74	11:00 16	06:00 2	01:00 1	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	14:00 417	22:00 30.3	22:00 24.7	22:00 5.3	14:00 4	15:00 31	14:00 116	14:00 217	17:00 123	16:00 11	13:00 3	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	16	30.2	23.8	6.2	0	0	4	8	2	0	2	0	0	0	0	0
01:00	5	29.1	24.5	4.5	0	0	0	4	0	1	0	0	0	0	0	0
02:00	5	35.4	29.5	5.7	0	0	0	1	2	1	1	0	0	0	0	0
03:00	5	27.2	21.5	5.5	0	1	0	3	1	0	0	0	0	0	0	0
04:00	6	34.1	27.5	6.3	0	0	1	1	1	3	0	0	0	0	0	0
05:00	28	34.9	28.9	5.8	0	0	2	4	10	9	2	1	0	0	0	0
06:00	67	33.4	27.9	5.3	0	0	3	18	25	13	8	0	0	0	0	0
07:00	229	29.6	24.7	4.8	0	6	30	80	85	28	0	0	0	0	0	0
08:00	463	25.6	20.6	4.8	11	55	109	221	62	5	0	0	0	0	0	0
09:00	328	27.0	22.7	4.2	2	9	63	159	89	6	0	0	0	0	0	0
10:00	327	27.1	23.0	3.9	0	6	52	181	79	7	2	0	0	0	0	0
11:00	385	28.0	23.4	4.4	1	14	48	195	111	14	1	0	1	0	0	0
12:00	443	27.1	22.5	4.4	3	14	91	219	103	11	2	0	0	0	0	0
13:00	376	28.0	23.5	4.4	0	5	73	166	112	17	3	0	0	0	0	0
14:00	428	26.3	21.4	4.7	5	33	109	198	74	7	2	0	0	0	0	0
15:00	541	26.6	21.0	5.4	35	34	112	254	96	9	1	0	0	0	0	0
16:00	531	26.6	22.1	4.3	5	24	103	287	98	13	1	0	0	0	0	0
17:00	512	27.9	23.6	4.1	2	13	62	246	174	13	2	0	0	0	0	0
18:00	358	28.7	24.3	4.3	0	9	40	143	147	17	2	0	0	0	0	0
19:00	272	29.9	24.7	5.0	1	4	35	108	90	29	3	2	0	0	0	0
20:00	229	30.5	25.8	4.6	0	1	23	72	96	33	4	0	0	0	0	0
21:00	170	29.3	24.5	4.6	0	3	18	74	63	9	2	0	1	0	0	0
22:00	82	30.7	24.7	5.8	0	1	11	39	20	8	1	0	2	0	0	0
23:00	40	32.3	26.5	5.6	0	0	5	10	17	4	4	0	0	0	0	0
Total 2H(10-12)	712	27.6	23.2	4.2	1	20	100	376	190	21	3	0	1	0	0	0
2H(14-16)	969	26.5	21.2	5.1	40	67	221	452	170	16	3	0	0	0	0	0
12H(7-19)	4921	27.4	22.6	4.7	64	222	892	2349	1230	147	16	0	1	0	0	0
24H(0-24)	5846	28.0	23.0	4.9	65	232	994	2691	1557	257	43	3	4	0	0	0
AM Peak	08:00 463	02:00 35.4	02:00 29.5	04:00 6.3	08:00 11	08:00 55	08:00 109	08:00 221	11:00 111	07:00 28	06:00 8	05:00 1	11:00 1	00:00 0	00:00 0	00:00 0
PM Peak	15:00 541	23:00 32.3	23:00 26.5	22:00 5.8	15:00 35	15:00 34	15:00 112	16:00 287	17:00 174	20:00 33	20:00 4	19:00 2	22:00 2	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 ≥60
00:00	35	29.3	23.9	5.2	0	0	7	17	7	2	2	0	0	0	0	0
01:00	13	32.1	24.0	7.7	0	1	2	7	0	2	0	1	0	0	0	0
02:00	14	34.6	26.8	7.5	1	0	0	4	5	2	2	0	0	0	0	0
03:00	6	26.8	21.7	4.9	0	1	0	4	1	0	0	0	0	0	0	0
04:00	7	33.1	26.8	6.1	0	0	1	2	1	3	0	0	0	0	0	0
05:00	48	34.4	27.1	7.0	2	1	3	9	15	15	2	1	0	0	0	0
06:00	130	32.2	26.6	5.4	0	2	10	36	53	19	10	0	0	0	0	0
07:00	434	29.1	24.1	4.8	2	12	61	172	146	40	1	0	0	0	0	0
08:00	1058	25.3	20.7	4.5	12	105	283	514	136	8	0	0	0	0	0	0
09:00	733	26.4	21.8	4.4	7	30	196	332	158	10	0	0	0	0	0	0
10:00	700	26.5	22.0	4.3	3	29	174	338	140	13	3	0	0	0	0	0
11:00	728	27.6	22.9	4.5	4	32	113	371	176	30	1	0	1	0	0	0
12:00	784	26.8	22.3	4.4	6	32	174	371	185	14	2	0	0	0	0	0
13:00	730	27.5	22.7	4.6	1	29	152	338	177	27	6	0	0	0	0	0
14:00	845	25.8	21.3	4.4	9	53	225	415	133	8	2	0	0	0	0	0
15:00	903	26.3	21.1	5.0	35	65	218	412	159	13	1	0	0	0	0	0
16:00	918	26.9	22.3	4.4	7	45	180	467	193	24	2	0	0	0	0	0
17:00	925	27.7	23.5	4.1	2	23	118	457	297	24	4	0	0	0	0	0
18:00	678	28.3	23.6	4.5	1	19	113	274	239	27	5	0	0	0	0	0
19:00	496	29.1	24.2	4.7	1	10	67	212	162	38	4	2	0	0	0	0
20:00	406	29.6	24.7	4.7	0	6	50	163	139	42	6	0	0	0	0	0
21:00	306	28.6	23.8	4.6	0	8	45	132	105	13	2	0	1	0	0	0
22:00	160	30.5	24.7	5.6	0	2	24	68	43	17	4	0	2	0	0	0
23:00	79	31.0	25.5	5.3	0	0	13	23	31	7	5	0	0	0	0	0
Total 2H(10-12)	1428	27.1	22.5	4.5	7	61	287	709	316	43	4	0	1	0	0	0
2H(14-16)	1748	26.1	21.2	4.7	44	118	443	827	292	21	3	0	0	0	0	0
12H(7-19)	9436	27.0	22.2	4.6	89	474	2007	4461	2139	238	27	0	1	0	0	0
24H(0-24)	11136	27.5	22.6	4.8	93	505	2229	5138	2701	398	64	4	4	0	0	0
AM Peak	08:00 1058	02:00 34.6	05:00 27.1	01:00 7.7	08:00 12	08:00 105	08:00 283	08:00 514	11:00 176	07:00 40	06:00 10	01:00 1	11:00 1	00:00 0	00:00 0	00:00 0
PM Peak	17:00 925	23:00 31.0	23:00 25.5	22:00 5.6	15:00 35	15:00 65	14:00 225	16:00 467	17:00 297	20:00 42	13:00 6	19:00 2	22:00 2	12:00 0	12:00 0	12:00 0

Old Colwyn ATC 4, Hesketh Road



Direction: Northbound

Hour Beginning	Wed 09/07/2025	Thu 10/07/2025	Fri 11/07/2025	Sat 12/07/2025	Sun 13/07/2025	Mon 14/07/2025	Tue 15/07/2025	5-Day Ave.	7-Day Ave.
00:00	2	0	1	0	1	1	2	1	1
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	2	0	1	0	0	0	0
03:00	1	0	0	1	0	0	0	0	0
04:00	0	0	1	0	0	0	1	0	0
05:00	1	2	1	1	1	5	2	2	2
06:00	3	3	6	1	0	4	5	4	3
07:00	13	20	18	5	4	19	16	17	14
08:00	84	98	90	21	14	89	89	90	69
09:00	23	26	23	6	7	28	26	25	20
10:00	29	25	28	25	6	31	25	28	24
11:00	25	14	27	15	18	33	29	26	23
12:00	27	19	19	11	14	26	29	24	21
13:00	17	29	22	15	10	23	25	23	20
14:00	47	46	51	10	11	55	42	48	37
15:00	41	34	36	11	6	35	38	37	29
16:00	32	28	20	13	10	40	35	31	25
17:00	20	25	14	9	14	26	33	24	20
18:00	16	23	13	9	8	21	26	20	17
19:00	17	20	18	17	12	10	21	17	16
20:00	15	14	9	10	12	15	6	12	12
21:00	2	0	1	3	1	1	1	1	1
22:00	1	3	2	1	4	1	0	1	2
23:00	1	1	1	2	2	1	3	1	2
Total									
12H(7-19)	374	387	361	150	122	426	413	392	319
16H(6-22)	411	424	395	181	147	456	446	426	351
18H(6-24)	413	428	398	184	153	458	449	429	355
24H(0-24)	417	430	403	186	156	464	454	434	359
AM Peak	08:00	08:00	08:00	10:00	11:00	08:00	08:00	08:00	08:00
	84	98	90	25	18	89	89	90	69
PM Peak	14:00	14:00	14:00	19:00	12:00	14:00	14:00	14:00	14:00
	47	46	51	17	14	55	42	48	37

Paul Castle Associates

Direction: Southbound

Hour Beginning	Wed 09/07/2025	Thu 10/07/2025	Fri 11/07/2025	Sat 12/07/2025	Sun 13/07/2025	Mon 14/07/2025	Tue 15/07/2025	5-Day Ave.	7-Day Ave.
00:00	1	0	0	0	3	0	1	0	1
01:00	0	0	0	0	0	0	0	0	0
02:00	0	1	1	1	0	0	0	0	0
03:00	0	0	0	1	0	2	0	0	0
04:00	0	1	2	0	1	0	1	1	1
05:00	0	0	0	0	0	2	0	0	0
06:00	2	4	5	4	3	5	3	4	4
07:00	30	37	32	5	13	34	31	33	26
08:00	77	66	79	11	6	91	84	79	59
09:00	30	36	31	5	5	38	38	35	26
10:00	25	23	26	22	14	39	39	30	27
11:00	24	14	35	21	14	27	30	26	24
12:00	31	27	33	18	15	33	33	31	27
13:00	37	33	26	14	14	32	27	31	26
14:00	47	52	40	14	11	53	55	49	39
15:00	36	38	31	9	14	31	43	36	29
16:00	21	24	21	17	16	21	17	21	20
17:00	20	14	24	14	7	23	28	22	19
18:00	16	31	23	14	10	17	25	22	19
19:00	23	24	23	17	14	20	18	22	20
20:00	11	7	10	6	8	7	6	8	8
21:00	2	5	1	4	3	2	1	2	3
22:00	2	2	5	4	9	2	1	2	4
23:00	1	1	1	3	6	0	0	1	2
Total									
12H(7-19)	394	395	401	164	139	439	450	416	340
16H(6-22)	432	435	440	195	167	473	478	452	374
18H(6-24)	435	438	446	202	182	475	479	455	380
24H(0-24)	436	440	449	204	186	479	480	457	382
AM Peak	08:00	08:00	08:00	10:00	10:00	08:00	08:00	08:00	08:00
	77	66	79	22	14	91	84	79	59
PM Peak	14:00	14:00	14:00	12:00	16:00	14:00	14:00	14:00	14:00
	47	52	40	18	16	53	55	49	39

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Wed 09/07/2025	Thu 10/07/2025	Fri 11/07/2025	Sat 12/07/2025	Sun 13/07/2025	Mon 14/07/2025	Tue 15/07/2025	5-Day Ave.	7-Day Ave.
00:00	3	0	1	0	4	1	3	2	2
01:00	0	0	0	0	0	0	0	0	0
02:00	0	1	3	1	1	0	0	1	1
03:00	1	0	0	2	0	2	0	1	1
04:00	0	1	3	0	1	0	1	1	1
05:00	1	2	1	1	1	7	2	3	2
06:00	5	7	11	5	3	9	8	8	7
07:00	43	57	50	10	17	53	47	50	40
08:00	161	164	169	32	20	180	173	169	128
09:00	53	62	54	11	12	66	64	60	46
10:00	54	48	54	47	20	70	64	58	51
11:00	49	28	62	36	32	60	59	52	47
12:00	58	46	52	29	29	59	62	55	48
13:00	54	62	48	29	24	55	52	54	46
14:00	94	98	91	24	22	108	97	98	76
15:00	77	72	67	20	20	66	81	73	58
16:00	53	52	41	30	26	61	52	52	45
17:00	40	39	38	23	21	49	61	45	39
18:00	32	54	36	23	18	38	51	42	36
19:00	40	44	41	34	26	30	39	39	36
20:00	26	21	19	16	20	22	12	20	19
21:00	4	5	2	7	4	3	2	3	4
22:00	3	5	7	5	13	3	1	4	5
23:00	2	2	2	5	8	1	3	2	3
Total									
12H(7-19)	768	782	762	314	261	865	863	808	659
16H(6-22)	843	859	835	376	314	929	924	878	726
18H(6-24)	848	866	844	386	335	933	928	884	734
24H(0-24)	853	870	852	390	342	943	934	890	741
AM Peak	08:00	08:00	08:00	10:00	11:00	08:00	08:00	08:00	08:00
	161	164	169	47	32	180	173	169	128
PM Peak	14:00	14:00	14:00	19:00	12:00	14:00	14:00	14:00	14:00
	94	98	91	34	29	108	97	98	76

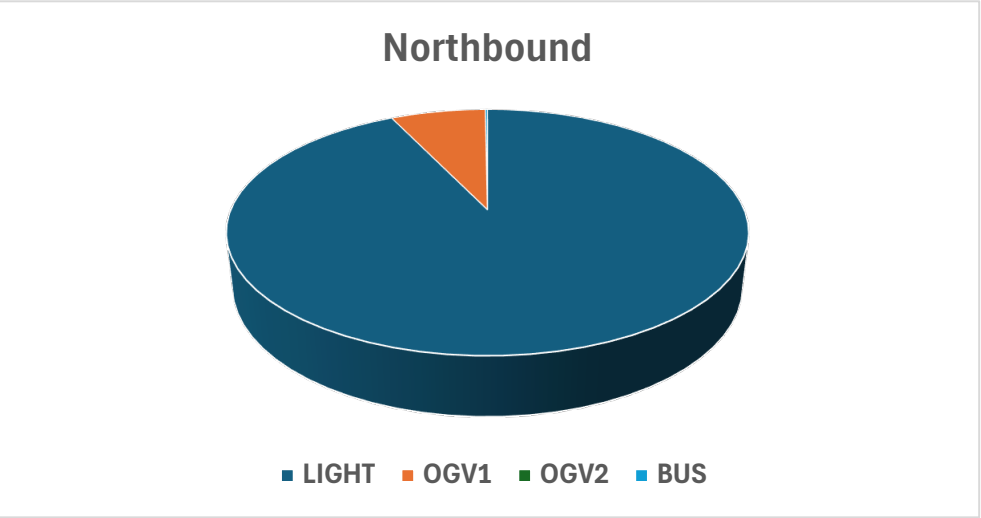
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Old Colwyn ATC 4, Hesketh Road

Direction: Northbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	417	383	33	0	1
Thu 10 Jul 2025	430	400	29	0	1
Fri 11 Jul 2025	403	374	28	0	1
Sat 12 Jul 2025	186	170	16	0	0
Sun 13 Jul 2025	156	150	6	0	0
Mon 14 Jul 2025	464	424	39	0	1
Tue 15 Jul 2025	454	429	25	0	0
5 Day Ave.	434	402	31	0	1
7 Day Ave.	359	333	25	0	1

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	100.0%	91.8%	7.9%	0.0%	0.2%
Thu 10 Jul 2025	100.0%	93.0%	6.7%	0.0%	0.2%
Fri 11 Jul 2025	100.0%	92.8%	6.9%	0.0%	0.2%
Sat 12 Jul 2025	100.0%	91.4%	8.6%	0.0%	0.0%
Sun 13 Jul 2025	100.0%	96.2%	3.8%	0.0%	0.0%
Mon 14 Jul 2025	100.0%	91.4%	8.4%	0.0%	0.2%
Tue 15 Jul 2025	100.0%	94.5%	5.5%	0.0%	0.0%
5 Day Ave.	100.0%	92.7%	7.1%	0.0%	0.2%
7 Day Ave.	100.0%	92.8%	7.0%	0.0%	0.2%

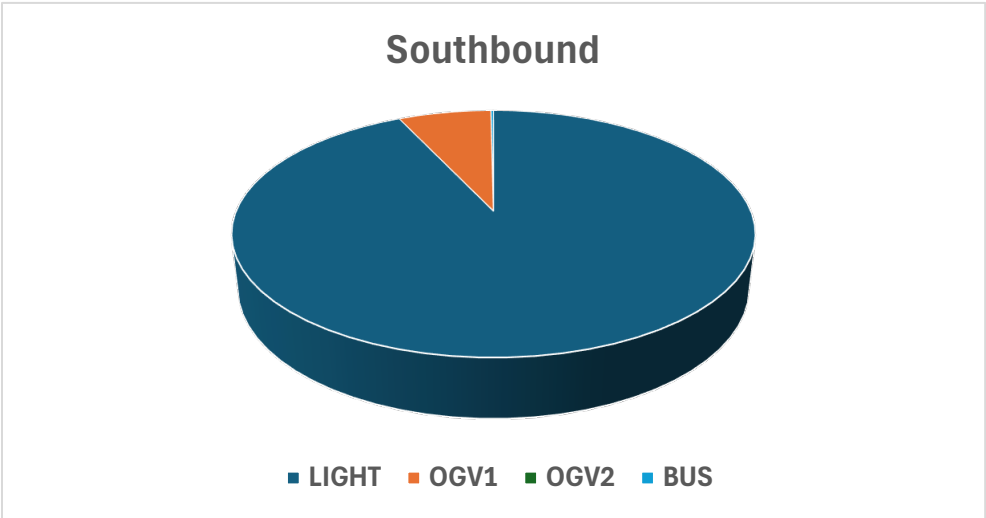
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Direction: Southbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	436	404	31	0	1
Thu 10 Jul 2025	440	403	36	0	1
Fri 11 Jul 2025	449	413	34	0	2
Sat 12 Jul 2025	204	190	14	0	0
Sun 13 Jul 2025	186	179	7	0	0
Mon 14 Jul 2025	479	441	37	0	1
Tue 15 Jul 2025	480	456	24	0	0
5 Day Ave.	457	423	32	0	1
7 Day Ave.	382	355	26	0	1

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	100.0%	92.7%	7.1%	0.0%	0.2%
Thu 10 Jul 2025	100.0%	91.6%	8.2%	0.0%	0.2%
Fri 11 Jul 2025	100.0%	92.0%	7.6%	0.0%	0.4%
Sat 12 Jul 2025	100.0%	93.1%	6.9%	0.0%	0.0%
Sun 13 Jul 2025	100.0%	96.2%	3.8%	0.0%	0.0%
Mon 14 Jul 2025	100.0%	92.1%	7.7%	0.0%	0.2%
Tue 15 Jul 2025	100.0%	95.0%	5.0%	0.0%	0.0%
5 Day Ave.	100.0%	92.7%	7.1%	0.0%	0.2%
7 Day Ave.	100.0%	93.0%	6.8%	0.0%	0.2%

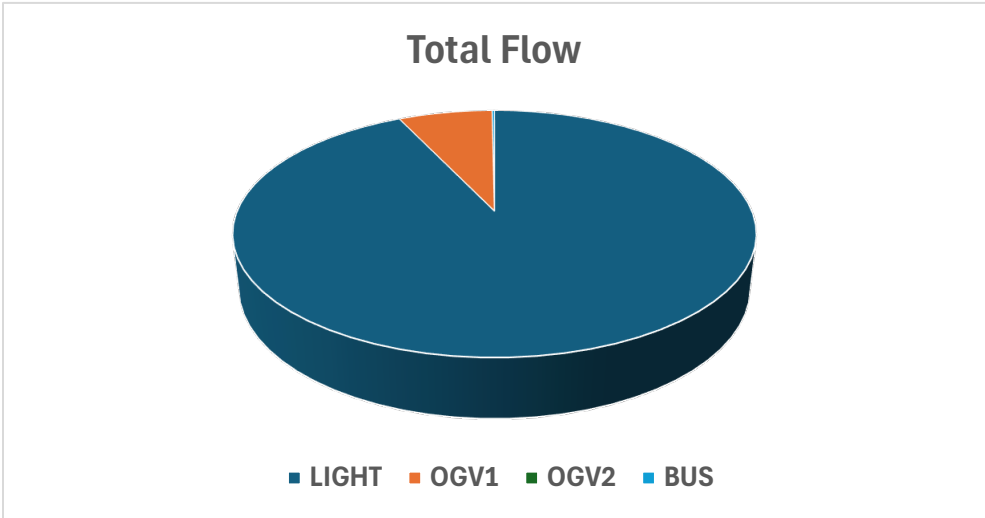
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Direction: Total Flow					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	853	787	64	0	2
Thu 10 Jul 2025	870	803	65	0	2
Fri 11 Jul 2025	852	787	62	0	3
Sat 12 Jul 2025	390	360	30	0	0
Sun 13 Jul 2025	342	329	13	0	0
Mon 14 Jul 2025	943	865	76	0	2
Tue 15 Jul 2025	934	885	49	0	0
5 Day Ave.	890	825	63	0	2
7 Day Ave.	741	688	51	0	1

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	100.0%	92.3%	7.5%	0.0%	0.2%
Thu 10 Jul 2025	100.0%	92.3%	7.5%	0.0%	0.2%
Fri 11 Jul 2025	100.0%	92.4%	7.3%	0.0%	0.4%
Sat 12 Jul 2025	100.0%	92.3%	7.7%	0.0%	0.0%
Sun 13 Jul 2025	100.0%	96.2%	3.8%	0.0%	0.0%
Mon 14 Jul 2025	100.0%	91.7%	8.1%	0.0%	0.2%
Tue 15 Jul 2025	100.0%	94.8%	5.2%	0.0%	0.0%
5 Day Ave.	100.0%	92.7%	7.1%	0.0%	0.2%
7 Day Ave.	100.0%	92.9%	6.9%	0.0%	0.2%

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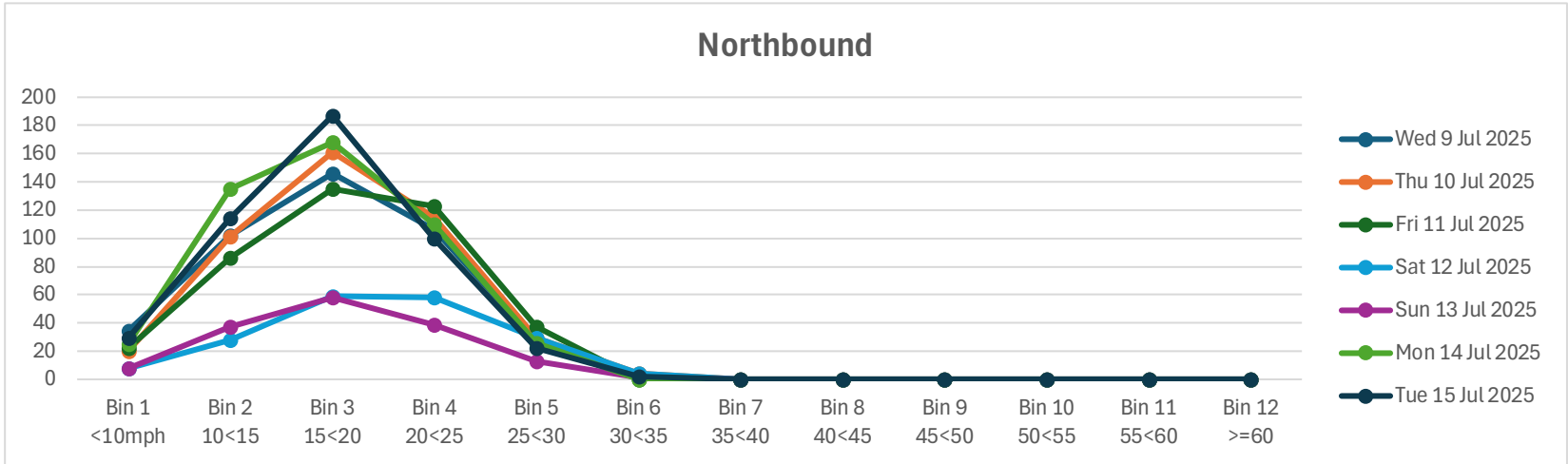


Old Colwyn ATC 4, Hesketh Road

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	417	22.9	17.5	5.2	34	102	146	106	27	2	0	0	0	0	0	0
Thu 10 Jul 2025	430	23.3	18.0	5.0	20	101	161	115	29	4	0	0	0	0	0	0
Fri 11 Jul 2025	403	23.7	18.4	5.1	22	86	135	123	37	0	0	0	0	0	0	0
Sat 12 Jul 2025	186	25.5	19.8	5.6	8	28	59	58	29	4	0	0	0	0	0	0
Sun 13 Jul 2025	156	23.3	18.0	5.1	8	37	58	39	13	1	0	0	0	0	0	0
Mon 14 Jul 2025	464	22.3	17.3	4.9	25	135	168	110	26	0	0	0	0	0	0	0
Tue 15 Jul 2025	454	22.3	17.3	4.8	29	114	187	100	22	2	0	0	0	0	0	0
5 Day Ave.	434	22.9	17.7	5.0	26	108	159	111	28	2	0	0	0	0	0	0
7 Day Ave.	359	23.3	18.0	5.1	21	86	131	93	26	2	0	0	0	0	0	0

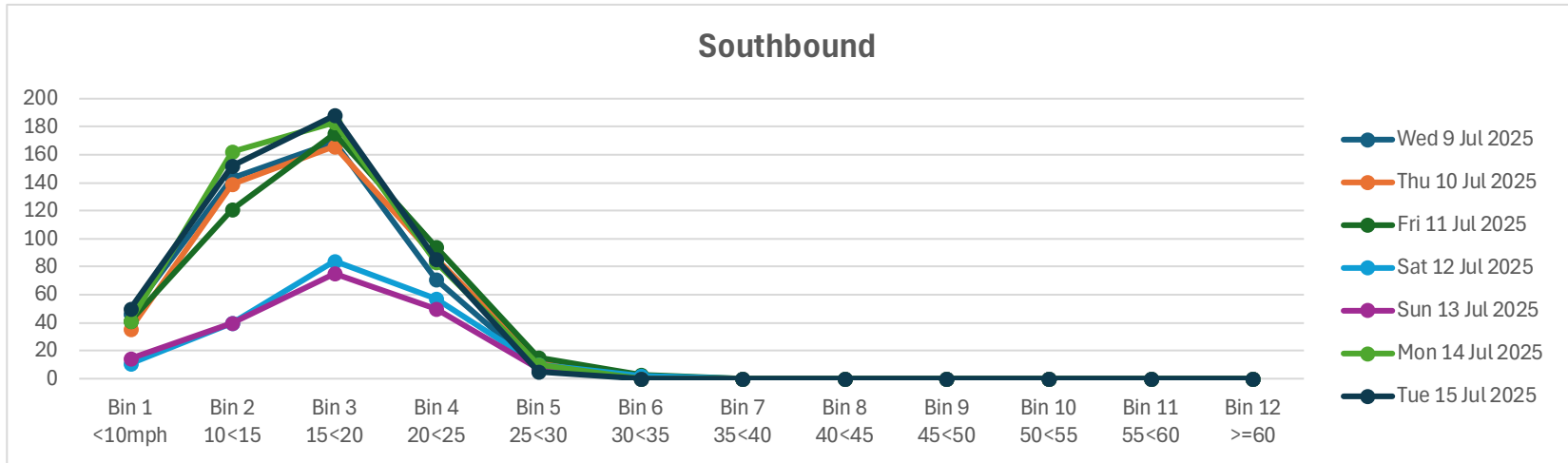
Paul Castle Associates



Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	436	20.5	15.8	4.5	46	143	169	71	7	0	0	0	0	0	0	0
Thu 10 Jul 2025	440	21.4	16.5	4.7	35	139	166	86	13	1	0	0	0	0	0	0
Fri 11 Jul 2025	449	21.9	16.8	5.0	41	121	175	94	15	3	0	0	0	0	0	0
Sat 12 Jul 2025	204	23.1	18.0	4.9	11	40	84	57	10	2	0	0	0	0	0	0
Sun 13 Jul 2025	186	22.4	17.4	4.8	14	40	75	50	7	0	0	0	0	0	0	0
Mon 14 Jul 2025	479	20.8	16.1	4.5	41	162	183	83	10	0	0	0	0	0	0	0
Tue 15 Jul 2025	480	20.6	15.9	4.5	50	152	188	85	5	0	0	0	0	0	0	0
5 Day Ave.	457	21.0	16.2	4.7	43	143	176	84	10	1	0	0	0	0	0	0
7 Day Ave.	382	21.5	16.6	4.7	34	114	149	75	10	1	0	0	0	0	0	0

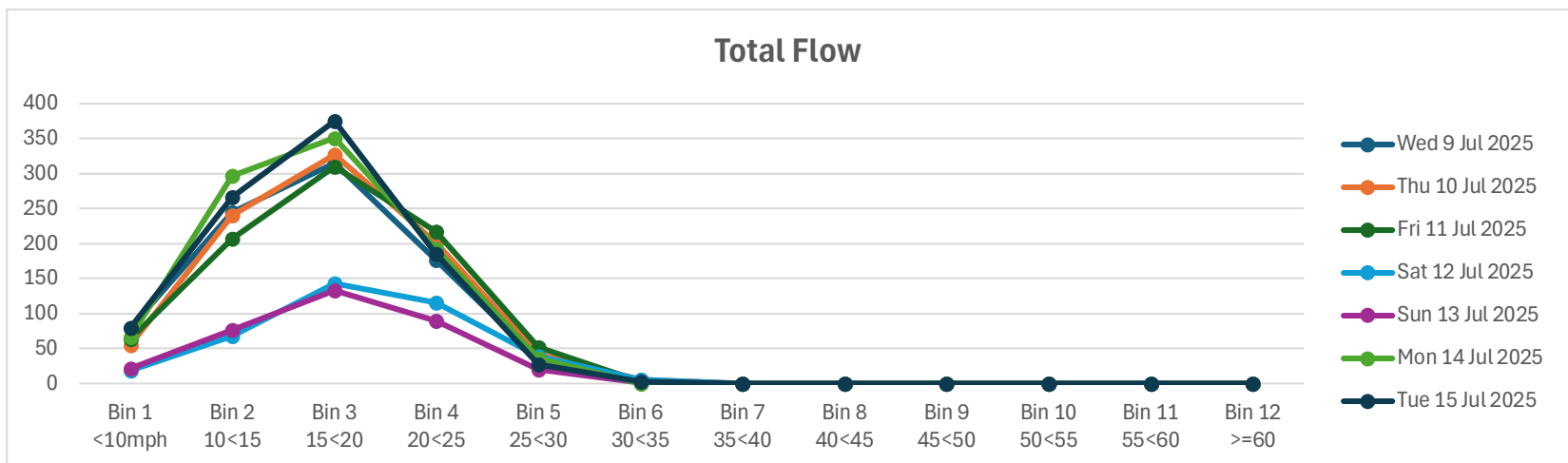
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	853	21.8	16.6	5.0	80	245	315	177	34	2	0	0	0	0	0	0
Thu 10 Jul 2025	870	22.4	17.2	4.9	55	240	327	201	42	5	0	0	0	0	0	0
Fri 11 Jul 2025	852	22.8	17.5	5.1	63	207	310	217	52	3	0	0	0	0	0	0
Sat 12 Jul 2025	390	24.3	18.9	5.3	19	68	143	115	39	6	0	0	0	0	0	0
Sun 13 Jul 2025	342	22.8	17.7	4.9	22	77	133	89	20	1	0	0	0	0	0	0
Mon 14 Jul 2025	943	21.6	16.7	4.7	66	297	351	193	36	0	0	0	0	0	0	0
Tue 15 Jul 2025	934	21.5	16.6	4.7	79	266	375	185	27	2	0	0	0	0	0	0
5 Day Ave.	890	22.0	16.9	4.9	69	251	336	195	38	2	0	0	0	0	0	0
7 Day Ave.	741	22.5	17.3	5.0	55	200	279	168	36	3	0	0	0	0	0	0

Paul Castle Associates



Old Colwyn ATC 4, Hesketh Road

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	54	20.9	15.9	4.8	8	14	20	12	0	0	0	0	0	0	0	0
Thu 10 Jul 2025	39	24.6	18.3	6.1	3	9	12	11	2	2	0	0	0	0	0	0
Fri 11 Jul 2025	55	20.4	15.5	4.8	8	18	18	11	0	0	0	0	0	0	0	0
Sat 12 Jul 2025	40	26.0	20.0	5.7	1	8	11	10	10	0	0	0	0	0	0	0
Sun 13 Jul 2025	24	25.8	19.4	6.2	0	8	6	3	7	0	0	0	0	0	0	0
Mon 14 Jul 2025	64	20.7	15.5	5.0	7	28	15	12	2	0	0	0	0	0	0	0
Tue 15 Jul 2025	54	22.8	17.0	5.6	5	16	18	12	1	2	0	0	0	0	0	0
5 Day Ave.	53	21.9	16.4	5.3	6	17	17	12	1	1	0	0	0	0	0	0
7 Day Ave.	47	23.0	17.4	5.5	5	14	14	10	3	1	0	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	49	18.7	14.3	4.3	9	18	18	4	0	0	0	0	0	0	0	0
Thu 10 Jul 2025	37	21.9	16.5	5.2	3	14	10	8	2	0	0	0	0	0	0	0
Fri 11 Jul 2025	61	18.8	14.0	4.6	15	20	20	6	0	0	0	0	0	0	0	0
Sat 12 Jul 2025	43	22.8	17.5	5.1	2	11	19	8	2	1	0	0	0	0	0	0
Sun 13 Jul 2025	28	22.0	17.2	4.6	2	5	16	3	2	0	0	0	0	0	0	0
Mon 14 Jul 2025	66	16.6	12.8	3.6	17	31	17	1	0	0	0	0	0	0	0	0
Tue 15 Jul 2025	69	16.9	12.9	3.8	17	34	15	3	0	0	0	0	0	0	0	0
5 Day Ave.	56	18.6	14.1	4.3	12	23	16	4	0	0	0	0	0	0	0	0
7 Day Ave.	50	19.7	15.0	4.5	9	19	16	5	1	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	103	19.9	15.2	4.6	17	32	38	16	0	0	0	0	0	0	0	0
Thu 10 Jul 2025	76	23.3	17.4	5.7	6	23	22	19	4	2	0	0	0	0	0	0
Fri 11 Jul 2025	116	19.6	14.7	4.7	23	38	38	17	0	0	0	0	0	0	0	0
Sat 12 Jul 2025	83	24.4	18.7	5.5	3	19	30	18	12	1	0	0	0	0	0	0
Sun 13 Jul 2025	52	23.9	18.2	5.5	2	13	22	6	9	0	0	0	0	0	0	0
Mon 14 Jul 2025	130	18.9	14.1	4.6	24	59	32	13	2	0	0	0	0	0	0	0
Tue 15 Jul 2025	123	20.0	14.7	5.1	22	50	33	15	1	2	0	0	0	0	0	0
5 Day Ave.	110	20.3	15.2	4.9	18	40	33	16	1	1	0	0	0	0	0	0
7 Day Ave.	98	21.4	16.1	5.1	14	33	31	15	4	1	0	0	0	0	0	0

Paul Castle Associates

Old Colwyn ATC 4, Hesketh Road

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	88	23.4	18.1	5.1	2	24	34	17	11	0	0	0	0	0	0	0
Thu 10 Jul 2025	80	20.5	16.3	4.0	5	24	37	14	0	0	0	0	0	0	0	0
Fri 11 Jul 2025	87	23.7	18.4	5.1	4	19	29	27	8	0	0	0	0	0	0	0
Sat 12 Jul 2025	21	25.1	19.5	5.5	2	1	7	10	0	1	0	0	0	0	0	0
Sun 13 Jul 2025	17	24.8	20.7	3.9	0	1	6	8	2	0	0	0	0	0	0	0
Mon 14 Jul 2025	90	21.0	16.8	4.0	4	24	44	17	1	0	0	0	0	0	0	0
Tue 15 Jul 2025	80	19.7	15.4	4.1	7	31	31	11	0	0	0	0	0	0	0	0
5 Day Ave.	85	21.7	17.0	4.5	4	24	35	17	4	0	0	0	0	0	0	0
7 Day Ave.	66	22.6	17.9	4.5	3	18	27	15	3	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	83	20.4	15.4	4.8	11	30	29	10	3	0	0	0	0	0	0	0
Thu 10 Jul 2025	90	18.7	14.7	3.8	12	33	40	5	0	0	0	0	0	0	0	0
Fri 11 Jul 2025	71	23.5	18.6	4.8	1	14	33	16	6	1	0	0	0	0	0	0
Sat 12 Jul 2025	23	22.6	17.5	4.9	2	5	7	9	0	0	0	0	0	0	0	0
Sun 13 Jul 2025	25	20.0	15.3	4.5	2	12	6	5	0	0	0	0	0	0	0	0
Mon 14 Jul 2025	84	20.7	16.0	4.5	5	32	33	11	3	0	0	0	0	0	0	0
Tue 15 Jul 2025	98	20.0	15.0	4.8	18	29	38	11	2	0	0	0	0	0	0	0
5 Day Ave.	85	20.6	15.9	4.5	9	28	35	11	3	0	0	0	0	0	0	0
7 Day Ave.	68	20.8	16.1	4.6	7	22	27	10	2	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	171	22.1	16.8	5.2	13	54	63	27	14	0	0	0	0	0	0	0
Thu 10 Jul 2025	170	19.6	15.4	4.0	17	57	77	19	0	0	0	0	0	0	0	0
Fri 11 Jul 2025	158	23.6	18.5	4.9	5	33	62	43	14	1	0	0	0	0	0	0
Sat 12 Jul 2025	44	23.9	18.5	5.2	4	6	14	19	0	1	0	0	0	0	0	0
Sun 13 Jul 2025	42	22.7	17.5	5.0	2	13	12	13	2	0	0	0	0	0	0	0
Mon 14 Jul 2025	174	20.8	16.4	4.2	9	56	77	28	4	0	0	0	0	0	0	0
Tue 15 Jul 2025	178	19.9	15.2	4.5	25	60	69	22	2	0	0	0	0	0	0	0
5 Day Ave.	170	21.2	16.5	4.6	14	52	70	28	7	0	0	0	0	0	0	0
7 Day Ave.	134	21.8	16.9	4.7	11	40	53	24	5	0	0	0	0	0	0	0

Paul Castle Associates

Old Colwyn ATC 4, Hesketh Road

Direction: Northbound

09/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	3	2	1	0	0
07:00	13	11	2	0	0
08:00	84	80	4	0	0
09:00	23	21	2	0	0
10:00	29	25	4	0	0
11:00	25	22	3	0	0
12:00	27	25	1	0	1
13:00	17	15	2	0	0
14:00	47	42	5	0	0
15:00	41	38	3	0	0
16:00	32	31	1	0	0
17:00	20	19	1	0	0
18:00	16	15	1	0	0
19:00	17	16	1	0	0
20:00	15	13	2	0	0
21:00	2	2	0	0	0
22:00	1	1	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	374	344	29	0	1
16H(6-22)	411	377	33	0	1
18H(6-24)	413	379	33	0	1
24H(0-24)	417	383	33	0	1
AM Peak	08:00	08:00	08:00	00:00	00:00
	84	80	4	0	0
PM Peak	14:00	14:00	14:00	12:00	12:00
	47	42	5	0	1

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	2	2	0	0	0
07:00	30	28	2	0	0
08:00	77	75	2	0	0
09:00	30	28	2	0	0
10:00	25	18	6	0	1
11:00	24	23	1	0	0
12:00	31	28	3	0	0
13:00	37	32	5	0	0
14:00	47	43	4	0	0
15:00	36	33	3	0	0
16:00	21	20	1	0	0
17:00	20	18	2	0	0
18:00	16	16	0	0	0
19:00	23	23	0	0	0
20:00	11	11	0	0	0
21:00	2	2	0	0	0
22:00	2	2	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	394	362	31	0	1
16H(6-22)	432	400	31	0	1
18H(6-24)	435	403	31	0	1
24H(0-24)	436	404	31	0	1
AM Peak	08:00	08:00	10:00	00:00	10:00
	77	75	6	0	1
PM Peak	14:00	14:00	13:00	12:00	12:00
	47	43	5	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	5	4	1	0	0
07:00	43	39	4	0	0
08:00	161	155	6	0	0
09:00	53	49	4	0	0
10:00	54	43	10	0	1
11:00	49	45	4	0	0
12:00	58	53	4	0	1
13:00	54	47	7	0	0
14:00	94	85	9	0	0
15:00	77	71	6	0	0
16:00	53	51	2	0	0
17:00	40	37	3	0	0
18:00	32	31	1	0	0
19:00	40	39	1	0	0
20:00	26	24	2	0	0
21:00	4	4	0	0	0
22:00	3	3	0	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	768	706	60	0	2
16H(6-22)	843	777	64	0	2
18H(6-24)	848	782	64	0	2
24H(0-24)	853	787	64	0	2
AM Peak	08:00	08:00	10:00	00:00	10:00
	161	155	10	0	1
PM Peak	14:00	14:00	14:00	12:00	12:00
	94	85	9	0	1

Paul Castle Associates

Old Colwyn ATC 4, Hesketh Road

Direction: Northbound					
10/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	3	3	0	0	0
07:00	20	18	1	0	1
08:00	98	95	3	0	0
09:00	26	24	2	0	0
10:00	25	21	4	0	0
11:00	14	13	1	0	0
12:00	19	18	1	0	0
13:00	29	24	5	0	0
14:00	46	41	5	0	0
15:00	34	32	2	0	0
16:00	28	28	0	0	0
17:00	25	23	2	0	0
18:00	23	20	3	0	0
19:00	20	20	0	0	0
20:00	14	14	0	0	0
21:00	0	0	0	0	0
22:00	3	3	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	387	357	29	0	1
16H(6-22)	424	394	29	0	1
18H(6-24)	428	398	29	0	1
24H(0-24)	430	400	29	0	1
AM Peak	08:00	08:00	10:00	00:00	07:00
	98	95	4	0	1
PM Peak	14:00	14:00	13:00	12:00	12:00
	46	41	5	0	0

Paul Castle Associates

Direction: Southbound					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	1	0	1	0	0
03:00	0	0	0	0	0
04:00	1	0	1	0	0
05:00	0	0	0	0	0
06:00	4	3	1	0	0
07:00	37	34	3	0	0
08:00	66	63	3	0	0
09:00	36	29	6	0	1
10:00	23	21	2	0	0
11:00	14	12	2	0	0
12:00	27	26	1	0	0
13:00	33	29	4	0	0
14:00	52	48	4	0	0
15:00	38	36	2	0	0
16:00	24	23	1	0	0
17:00	14	12	2	0	0
18:00	31	29	2	0	0
19:00	24	24	0	0	0
20:00	7	7	0	0	0
21:00	5	5	0	0	0
22:00	2	1	1	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	395	362	32	0	1
16H(6-22)	435	401	33	0	1
18H(6-24)	438	403	34	0	1
24H(0-24)	440	403	36	0	1
AM Peak	08:00	08:00	09:00	00:00	09:00
	66	63	6	0	1
PM Peak	14:00	14:00	13:00	12:00	12:00
	52	48	4	0	0

Paul Castle Associates

Direction: Total Flow					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	1	0	1	0	0
03:00	0	0	0	0	0
04:00	1	0	1	0	0
05:00	2	2	0	0	0
06:00	7	6	1	0	0
07:00	57	52	4	0	1
08:00	164	158	6	0	0
09:00	62	53	8	0	1
10:00	48	42	6	0	0
11:00	28	25	3	0	0
12:00	46	44	2	0	0
13:00	62	53	9	0	0
14:00	98	89	9	0	0
15:00	72	68	4	0	0
16:00	52	51	1	0	0
17:00	39	35	4	0	0
18:00	54	49	5	0	0
19:00	44	44	0	0	0
20:00	21	21	0	0	0
21:00	5	5	0	0	0
22:00	5	4	1	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	782	719	61	0	2
16H(6-22)	859	795	62	0	2
18H(6-24)	866	801	63	0	2
24H(0-24)	870	803	65	0	2
AM Peak	08:00	08:00	09:00	00:00	07:00
	164	158	8	0	1
PM Peak	14:00	14:00	13:00	12:00	12:00
	98	89	9	0	0

Paul Castle Associates

Old Colwyn ATC 4, Hesketh Road

Direction: Northbound

11/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	2	2	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	1	1	0	0	0
06:00	6	4	2	0	0
07:00	18	17	1	0	0
08:00	90	87	3	0	0
09:00	23	20	3	0	0
10:00	28	23	4	0	1
11:00	27	25	2	0	0
12:00	19	18	1	0	0
13:00	22	22	0	0	0
14:00	51	49	2	0	0
15:00	36	34	2	0	0
16:00	20	19	1	0	0
17:00	14	11	3	0	0
18:00	13	11	2	0	0
19:00	18	17	1	0	0
20:00	9	8	1	0	0
21:00	1	1	0	0	0
22:00	2	2	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	361	336	24	0	1
16H(6-22)	395	366	28	0	1
18H(6-24)	398	369	28	0	1
24H(0-24)	403	374	28	0	1
AM Peak	08:00	08:00	10:00	00:00	10:00
	90	87	4	0	1
PM Peak	14:00	14:00	17:00	12:00	12:00
	51	49	3	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	2	2	0	0	0
05:00	0	0	0	0	0
06:00	5	4	1	0	0
07:00	32	30	1	0	1
08:00	79	72	7	0	0
09:00	31	25	5	0	1
10:00	26	24	2	0	0
11:00	35	31	4	0	0
12:00	33	32	1	0	0
13:00	26	25	1	0	0
14:00	40	35	5	0	0
15:00	31	29	2	0	0
16:00	21	21	0	0	0
17:00	24	22	2	0	0
18:00	23	21	2	0	0
19:00	23	23	0	0	0
20:00	10	9	1	0	0
21:00	1	1	0	0	0
22:00	5	5	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	401	367	32	0	2
16H(6-22)	440	404	34	0	2
18H(6-24)	446	410	34	0	2
24H(0-24)	449	413	34	0	2
AM Peak	08:00	08:00	08:00	00:00	07:00
	79	72	7	0	1
PM Peak	14:00	14:00	14:00	12:00	12:00
	40	35	5	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	3	3	0	0	0
03:00	0	0	0	0	0
04:00	3	3	0	0	0
05:00	1	1	0	0	0
06:00	11	8	3	0	0
07:00	50	47	2	0	1
08:00	169	159	10	0	0
09:00	54	45	8	0	1
10:00	54	47	6	0	1
11:00	62	56	6	0	0
12:00	52	50	2	0	0
13:00	48	47	1	0	0
14:00	91	84	7	0	0
15:00	67	63	4	0	0
16:00	41	40	1	0	0
17:00	38	33	5	0	0
18:00	36	32	4	0	0
19:00	41	40	1	0	0
20:00	19	17	2	0	0
21:00	2	2	0	0	0
22:00	7	7	0	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	762	703	56	0	3
16H(6-22)	835	770	62	0	3
18H(6-24)	844	779	62	0	3
24H(0-24)	852	787	62	0	3
AM Peak	08:00	08:00	08:00	00:00	07:00
	169	159	10	0	1
PM Peak	14:00	14:00	14:00	12:00	12:00
	91	84	7	0	0

Paul Castle Associates

Old Colwyn ATC 4, Hesketh Road

Direction: Northbound

12/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	1	1	0	0	0
07:00	5	4	1	0	0
08:00	21	19	2	0	0
09:00	6	5	1	0	0
10:00	25	22	3	0	0
11:00	15	11	4	0	0
12:00	11	11	0	0	0
13:00	15	14	1	0	0
14:00	10	8	2	0	0
15:00	11	11	0	0	0
16:00	13	12	1	0	0
17:00	9	9	0	0	0
18:00	9	8	1	0	0
19:00	17	17	0	0	0
20:00	10	10	0	0	0
21:00	3	3	0	0	0
22:00	1	1	0	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	150	134	16	0	0
16H(6-22)	181	165	16	0	0
18H(6-24)	184	168	16	0	0
24H(0-24)	186	170	16	0	0
AM Peak	10:00	10:00	11:00	00:00	00:00
	25	22	4	0	0
PM Peak	19:00	19:00	14:00	12:00	12:00
	17	17	2	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	1	1	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	4	3	1	0	0
07:00	5	5	0	0	0
08:00	11	10	1	0	0
09:00	5	4	1	0	0
10:00	22	21	1	0	0
11:00	21	19	2	0	0
12:00	18	18	0	0	0
13:00	14	13	1	0	0
14:00	14	14	0	0	0
15:00	9	8	1	0	0
16:00	17	15	2	0	0
17:00	14	12	2	0	0
18:00	14	13	1	0	0
19:00	17	17	0	0	0
20:00	6	6	0	0	0
21:00	4	4	0	0	0
22:00	4	4	0	0	0
23:00	3	2	1	0	0
Total					
12H(7-19)	164	152	12	0	0
16H(6-22)	195	182	13	0	0
18H(6-24)	202	188	14	0	0
24H(0-24)	204	190	14	0	0
AM Peak	10:00	10:00	11:00	00:00	00:00
	22	21	2	0	0
PM Peak	12:00	12:00	16:00	12:00	12:00
	18	18	2	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	2	2	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	5	4	1	0	0
07:00	10	9	1	0	0
08:00	32	29	3	0	0
09:00	11	9	2	0	0
10:00	47	43	4	0	0
11:00	36	30	6	0	0
12:00	29	29	0	0	0
13:00	29	27	2	0	0
14:00	24	22	2	0	0
15:00	20	19	1	0	0
16:00	30	27	3	0	0
17:00	23	21	2	0	0
18:00	23	21	2	0	0
19:00	34	34	0	0	0
20:00	16	16	0	0	0
21:00	7	7	0	0	0
22:00	5	5	0	0	0
23:00	5	4	1	0	0
Total					
12H(7-19)	314	286	28	0	0
16H(6-22)	376	347	29	0	0
18H(6-24)	386	356	30	0	0
24H(0-24)	390	360	30	0	0
AM Peak	10:00	10:00	11:00	00:00	00:00
	47	43	6	0	0
PM Peak	19:00	19:00	16:00	12:00	12:00
	34	34	3	0	0

Paul Castle Associates

Old Colwyn ATC 4, Hesketh Road

Direction: Northbound

13/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	0	0	0	0	0
07:00	4	4	0	0	0
08:00	14	14	0	0	0
09:00	7	6	1	0	0
10:00	6	6	0	0	0
11:00	18	16	2	0	0
12:00	14	14	0	0	0
13:00	10	10	0	0	0
14:00	11	9	2	0	0
15:00	6	6	0	0	0
16:00	10	10	0	0	0
17:00	14	14	0	0	0
18:00	8	8	0	0	0
19:00	12	11	1	0	0
20:00	12	12	0	0	0
21:00	1	1	0	0	0
22:00	4	4	0	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	122	117	5	0	0
16H(6-22)	147	141	6	0	0
18H(6-24)	153	147	6	0	0
24H(0-24)	156	150	6	0	0
AM Peak	11:00	11:00	11:00	00:00	00:00
	18	16	2	0	0
PM Peak	12:00	12:00	14:00	12:00	12:00
	14	14	2	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	0	0	0	0	0
06:00	3	3	0	0	0
07:00	13	13	0	0	0
08:00	6	6	0	0	0
09:00	5	5	0	0	0
10:00	14	14	0	0	0
11:00	14	13	1	0	0
12:00	15	14	1	0	0
13:00	14	13	1	0	0
14:00	11	10	1	0	0
15:00	14	12	2	0	0
16:00	16	16	0	0	0
17:00	7	7	0	0	0
18:00	10	10	0	0	0
19:00	14	13	1	0	0
20:00	8	8	0	0	0
21:00	3	3	0	0	0
22:00	9	9	0	0	0
23:00	6	6	0	0	0
Total					
12H(7-19)	139	133	6	0	0
16H(6-22)	167	160	7	0	0
18H(6-24)	182	175	7	0	0
24H(0-24)	186	179	7	0	0
AM Peak	10:00	10:00	11:00	00:00	00:00
	14	14	1	0	0
PM Peak	16:00	16:00	15:00	12:00	12:00
	16	16	2	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	1	1	0	0	0
06:00	3	3	0	0	0
07:00	17	17	0	0	0
08:00	20	20	0	0	0
09:00	12	11	1	0	0
10:00	20	20	0	0	0
11:00	32	29	3	0	0
12:00	29	28	1	0	0
13:00	24	23	1	0	0
14:00	22	19	3	0	0
15:00	20	18	2	0	0
16:00	26	26	0	0	0
17:00	21	21	0	0	0
18:00	18	18	0	0	0
19:00	26	24	2	0	0
20:00	20	20	0	0	0
21:00	4	4	0	0	0
22:00	13	13	0	0	0
23:00	8	8	0	0	0
Total					
12H(7-19)	261	250	11	0	0
16H(6-22)	314	301	13	0	0
18H(6-24)	335	322	13	0	0
24H(0-24)	342	329	13	0	0
AM Peak	11:00	11:00	11:00	00:00	00:00
	32	29	3	0	0
PM Peak	12:00	12:00	14:00	12:00	12:00
	29	28	3	0	0

Paul Castle Associates

Old Colwyn ATC 4, Hesketh Road

Direction: Northbound

14/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	5	4	1	0	0
06:00	4	4	0	0	0
07:00	19	12	6	0	1
08:00	89	85	4	0	0
09:00	28	25	3	0	0
10:00	31	30	1	0	0
11:00	33	27	6	0	0
12:00	26	24	2	0	0
13:00	23	20	3	0	0
14:00	55	50	5	0	0
15:00	35	33	2	0	0
16:00	40	38	2	0	0
17:00	26	25	1	0	0
18:00	21	21	0	0	0
19:00	10	9	1	0	0
20:00	15	13	2	0	0
21:00	1	1	0	0	0
22:00	1	1	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	426	390	35	0	1
16H(6-22)	456	417	38	0	1
18H(6-24)	458	419	38	0	1
24H(0-24)	464	424	39	0	1
AM Peak	08:00	08:00	07:00	00:00	07:00
	89	85	6	0	1
PM Peak	14:00	14:00	14:00	12:00	12:00
	55	50	5	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	2	1	1	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	5	4	0	0	1
07:00	34	32	2	0	0
08:00	91	88	3	0	0
09:00	38	31	7	0	0
10:00	39	36	3	0	0
11:00	27	23	4	0	0
12:00	33	28	5	0	0
13:00	32	30	2	0	0
14:00	53	51	2	0	0
15:00	31	29	2	0	0
16:00	21	20	1	0	0
17:00	23	21	2	0	0
18:00	17	17	0	0	0
19:00	20	18	2	0	0
20:00	7	6	1	0	0
21:00	2	2	0	0	0
22:00	2	2	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	439	406	33	0	0
16H(6-22)	473	436	36	0	1
18H(6-24)	475	438	36	0	1
24H(0-24)	479	441	37	0	1
AM Peak	08:00	08:00	09:00	00:00	06:00
	91	88	7	0	1
PM Peak	14:00	14:00	12:00	12:00	12:00
	53	51	5	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	2	1	1	0	0
04:00	0	0	0	0	0
05:00	7	6	1	0	0
06:00	9	8	0	0	1
07:00	53	44	8	0	1
08:00	180	173	7	0	0
09:00	66	56	10	0	0
10:00	70	66	4	0	0
11:00	60	50	10	0	0
12:00	59	52	7	0	0
13:00	55	50	5	0	0
14:00	108	101	7	0	0
15:00	66	62	4	0	0
16:00	61	58	3	0	0
17:00	49	46	3	0	0
18:00	38	38	0	0	0
19:00	30	27	3	0	0
20:00	22	19	3	0	0
21:00	3	3	0	0	0
22:00	3	3	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	865	796	68	0	1
16H(6-22)	929	853	74	0	2
18H(6-24)	933	857	74	0	2
24H(0-24)	943	865	76	0	2
AM Peak	08:00	08:00	09:00	00:00	06:00
	180	173	10	0	1
PM Peak	14:00	14:00	12:00	12:00	12:00
	108	101	7	0	0

Paul Castle Associates

Old Colwyn ATC 4, Hesketh Road

Direction: Northbound

15/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	1	1	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	2	2	0	0	0
06:00	5	5	0	0	0
07:00	16	12	4	0	0
08:00	89	87	2	0	0
09:00	26	24	2	0	0
10:00	25	24	1	0	0
11:00	29	27	2	0	0
12:00	29	27	2	0	0
13:00	25	24	1	0	0
14:00	42	41	1	0	0
15:00	38	33	5	0	0
16:00	35	34	1	0	0
17:00	33	30	3	0	0
18:00	26	26	0	0	0
19:00	21	21	0	0	0
20:00	6	6	0	0	0
21:00	1	1	0	0	0
22:00	0	0	0	0	0
23:00	3	3	0	0	0
Total					
12H(7-19)	413	389	24	0	0
16H(6-22)	446	422	24	0	0
18H(6-24)	449	425	24	0	0
24H(0-24)	454	429	25	0	0
AM Peak	08:00	08:00	07:00	00:00	00:00
	89	87	4	0	0
PM Peak	14:00	14:00	15:00	12:00	12:00
	42	41	5	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	0	1	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	3	3	0	0	0
07:00	31	27	4	0	0
08:00	84	82	2	0	0
09:00	38	34	4	0	0
10:00	39	39	0	0	0
11:00	30	27	3	0	0
12:00	33	30	3	0	0
13:00	27	27	0	0	0
14:00	55	53	2	0	0
15:00	43	39	4	0	0
16:00	17	17	0	0	0
17:00	28	27	1	0	0
18:00	25	25	0	0	0
19:00	18	18	0	0	0
20:00	6	6	0	0	0
21:00	1	1	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	450	427	23	0	0
16H(6-22)	478	455	23	0	0
18H(6-24)	479	456	23	0	0
24H(0-24)	480	456	24	0	0
AM Peak	08:00	08:00	07:00	00:00	00:00
	84	82	4	0	0
PM Peak	14:00	14:00	15:00	12:00	12:00
	55	53	4	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	1	2	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	2	2	0	0	0
06:00	8	8	0	0	0
07:00	47	39	8	0	0
08:00	173	169	4	0	0
09:00	64	58	6	0	0
10:00	64	63	1	0	0
11:00	59	54	5	0	0
12:00	62	57	5	0	0
13:00	52	51	1	0	0
14:00	97	94	3	0	0
15:00	81	72	9	0	0
16:00	52	51	1	0	0
17:00	61	57	4	0	0
18:00	51	51	0	0	0
19:00	39	39	0	0	0
20:00	12	12	0	0	0
21:00	2	2	0	0	0
22:00	1	1	0	0	0
23:00	3	3	0	0	0
Total					
12H(7-19)	863	816	47	0	0
16H(6-22)	924	877	47	0	0
18H(6-24)	928	881	47	0	0
24H(0-24)	934	885	49	0	0
AM Peak	08:00	08:00	07:00	00:00	00:00
	173	169	8	0	0
PM Peak	14:00	14:00	15:00	12:00	12:00
	97	94	9	0	0

Paul Castle Associates

Old Colwyn ATC 4, Hesketh Road

Direction: Northbound

09/07/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	2	18.7	15.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	3	33.7	25.8	7.6	0	0	1	0	1	1	0	0	0	0	0	0
07:00	13	25.6	20.2	5.2	1	1	2	8	1	0	0	0	0	0	0	0
08:00	84	22.2	18.0	4.0	2	18	34	30	0	0	0	0	0	0	0	0
09:00	23	22.8	18.0	4.7	1	5	9	7	1	0	0	0	0	0	0	0
10:00	29	19.0	14.6	4.2	4	12	10	3	0	0	0	0	0	0	0	0
11:00	25	22.7	17.4	5.1	4	2	10	9	0	0	0	0	0	0	0	0
12:00	27	22.0	17.0	4.8	2	7	11	6	1	0	0	0	0	0	0	0
13:00	17	20.3	15.2	4.9	3	4	9	0	1	0	0	0	0	0	0	0
14:00	47	23.3	17.9	5.2	1	15	15	11	5	0	0	0	0	0	0	0
15:00	41	23.6	18.4	5.1	1	9	19	6	6	0	0	0	0	0	0	0
16:00	32	24.1	18.0	5.9	4	5	11	8	4	0	0	0	0	0	0	0
17:00	20	25.2	18.8	6.3	0	8	3	6	2	1	0	0	0	0	0	0
18:00	16	22.4	15.7	6.4	3	6	3	2	2	0	0	0	0	0	0	0
19:00	17	23.0	16.7	6.0	3	4	4	5	1	0	0	0	0	0	0	0
20:00	15	23.0	15.6	7.1	4	5	1	3	2	0	0	0	0	0	0	0
21:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
22:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
23:00	1	-	8.0	-	1	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	54	20.9	15.9	4.8	8	14	20	12	0	0	0	0	0	0	0	0
2H(14-16)	88	23.4	18.1	5.1	2	24	34	17	11	0	0	0	0	0	0	0
12H(7-19)	374	22.8	17.5	5.1	26	92	136	96	23	1	0	0	0	0	0	0
24H(0-24)	417	22.9	17.5	5.2	34	102	146	106	27	2	0	0	0	0	0	0
AM Peak	08:00	06:00	06:00	06:00	10:00	08:00	08:00	08:00	06:00	06:00	00:00	00:00	00:00	00:00	00:00	00:00
	84	33.7	25.8	7.6	4	18	34	30	1	1	0	0	0	0	0	0
PM Peak	14:00	17:00	21:00	20:00	16:00	14:00	15:00	14:00	15:00	17:00	12:00	12:00	12:00	12:00	12:00	12:00
	47	25.2	20.0	7.1	4	15	19	11	6	1	0	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
07:00	30	21.0	15.8	5.0	5	8	10	7	0	0	0	0	0	0	0	0
08:00	77	20.9	16.4	4.4	4	27	31	13	2	0	0	0	0	0	0	0
09:00	30	19.8	15.7	4.0	2	11	13	4	0	0	0	0	0	0	0	0
10:00	25	18.2	14.2	3.9	4	10	10	1	0	0	0	0	0	0	0	0
11:00	24	19.3	14.5	4.7	5	8	8	3	0	0	0	0	0	0	0	0
12:00	31	21.0	16.3	4.6	3	8	15	4	1	0	0	0	0	0	0	0
13:00	37	18.8	14.4	4.3	7	13	14	3	0	0	0	0	0	0	0	0
14:00	47	19.5	14.6	4.7	9	16	17	4	1	0	0	0	0	0	0	0
15:00	36	21.5	16.4	4.9	2	14	12	6	2	0	0	0	0	0	0	0
16:00	21	20.8	16.5	4.1	0	9	7	5	0	0	0	0	0	0	0	0
17:00	20	21.3	17.8	3.4	0	4	11	5	0	0	0	0	0	0	0	0
18:00	16	21.4	16.3	4.9	2	4	6	4	0	0	0	0	0	0	0	0
19:00	23	21.7	17.1	4.5	1	7	8	7	0	0	0	0	0	0	0	0
20:00	11	21.4	15.8	5.5	2	3	3	3	0	0	0	0	0	0	0	0
21:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
22:00	2	18.7	15.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
23:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
Total																
2H(10-12)	49	18.7	14.3	4.3	9	18	18	4	0	0	0	0	0	0	0	0
2H(14-16)	83	20.4	15.4	4.8	11	30	29	10	3	0	0	0	0	0	0	0
12H(7-19)	394	20.4	15.7	4.5	43	132	154	59	6	0	0	0	0	0	0	0
24H(0-24)	436	20.5	15.8	4.5	46	143	169	71	7	0	0	0	0	0	0	0
AM Peak	08:00	07:00	00:00	07:00	07:00	08:00	08:00	08:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	77	21.0	17.5	5.0	5	27	31	13	2	0	0	0	0	0	0	0
PM Peak	14:00	21:00	21:00	20:00	14:00	14:00	14:00	19:00	15:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	47	28.7	25.0	5.5	9	16	17	7	2	0	0	0	0	0	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	3	18.8	15.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	5	29.8	22.5	7.1	0	0	3	0	1	1	0	0	0	0	0	0
07:00	43	22.7	17.1	5.4	6	9	12	15	1	0	0	0	0	0	0	0
08:00	161	21.6	17.2	4.3	6	45	65	43	2	0	0	0	0	0	0	0
09:00	53	21.2	16.7	4.4	3	16	22	11	1	0	0	0	0	0	0	0
10:00	54	18.6	14.4	4.0	8	22	20	4	0	0	0	0	0	0	0	0
11:00	49	21.2	16.0	5.1	9	10	18	12	0	0	0	0	0	0	0	0
12:00	58	21.4	16.6	4.6	5	15	26	10	2	0	0	0	0	0	0	0
13:00	54	19.3	14.6	4.5	10	17	23	3	1	0	0	0	0	0	0	0
14:00	94	21.7	16.3	5.2	10	31	32	15	6	0	0	0	0	0	0	0
15:00	77	22.7	17.5	5.1	3	23	31	12	8	0	0	0	0	0	0	0
16:00	53	22.9	17.4	5.3	4	14	18	13	4	0	0	0	0	0	0	0
17:00	40	23.4	18.3	5.0	0	12	14	11	2	1	0	0	0	0	0	0
18:00	32	21.8	16.0	5.6	5	10	9	6	2	0	0	0	0	0	0	0
19:00	40	22.2	16.9	5.1	4	11	12	12	1	0	0	0	0	0	0	0
20:00	26	22.3	15.7	6.3	6	8	4	6	2	0	0	0	0	0	0	0
21:00	4	26.7	22.5	4.1	0	0	1	2	1	0	0	0	0	0	0	0
22:00	3	18.8	15.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
23:00	2	25.9	15.3	10.3	1	0	0	1	0	0	0	0	0	0	0	0
Total																
2H(10-12)	103	19.9	15.2	4.6	17	32	38	16	0	0	0	0	0	0	0	0
2H(14-16)	171	22.1	16.8	5.2	13	54	63	27	14	0	0	0	0	0	0	0
12H(7-19)	768	21.6	16.6	4.9	69	224	290	155	29	1	0	0	0	0	0	0
24H(0-24)	853	21.8	16.6	5.0	80	245	315	177	34	2	0	0	0	0	0	0
AM Peak	08:00 161	06:00 29.8	05:00 22.5	06:00 7.1	11:00 9	08:00 45	08:00 65	08:00 43	08:00 2	06:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	14:00 94	21:00 26.7	21:00 22.5	23:00 10.3	13:00 10	14:00 31	14:00 32	14:00 15	15:00 8	17:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Old Colwyn ATC 4, Hesketh Road

Direction: Northbound

10/07/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
06:00	3	29.8	19.3	10.1	1	0	0	1	1	0	0	0	0	0	0	0
07:00	20	22.4	17.3	4.9	1	6	7	5	1	0	0	0	0	0	0	0
08:00	98	23.1	19.1	3.8	0	12	47	34	5	0	0	0	0	0	0	0
09:00	26	25.3	18.9	6.2	1	9	3	8	5	0	0	0	0	0	0	0
10:00	25	25.7	19.1	6.4	1	6	8	6	2	2	0	0	0	0	0	0
11:00	14	22.4	16.9	5.4	2	3	4	5	0	0	0	0	0	0	0	0
12:00	19	24.6	18.3	6.0	1	5	6	5	1	1	0	0	0	0	0	0
13:00	29	21.3	16.0	5.1	4	8	11	5	1	0	0	0	0	0	0	0
14:00	46	20.2	16.1	4.0	2	17	19	8	0	0	0	0	0	0	0	0
15:00	34	20.8	16.5	4.1	3	7	18	6	0	0	0	0	0	0	0	0
16:00	28	23.5	18.6	4.7	1	4	14	6	3	0	0	0	0	0	0	0
17:00	25	23.7	18.7	4.8	0	7	7	9	2	0	0	0	0	0	0	0
18:00	23	25.1	19.0	5.9	1	6	5	7	4	0	0	0	0	0	0	0
19:00	20	20.5	16.0	4.3	1	8	7	4	0	0	0	0	0	0	0	0
20:00	14	26.3	19.7	6.3	1	3	2	5	3	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	3	17.5	17.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
23:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
Total																
2H(10-12)	39	24.6	18.3	6.1	3	9	12	11	2	2	0	0	0	0	0	0
2H(14-16)	80	20.5	16.3	4.0	5	24	37	14	0	0	0	0	0	0	0	0
12H(7-19)	387	23.1	18.0	4.9	17	90	149	104	24	3	0	0	0	0	0	0
24H(0-24)	430	23.3	18.0	5.0	20	101	161	115	29	4	0	0	0	0	0	0
AM Peak	08:00	06:00	05:00	06:00	11:00	08:00	08:00	08:00	08:00	10:00	00:00	00:00	00:00	00:00	00:00	00:00
	98	29.8	25.0	10.1	2	12	47	34	5	2	0	0	0	0	0	0
PM Peak	14:00	20:00	23:00	20:00	13:00	14:00	14:00	17:00	18:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	46	26.3	32.5	6.3	4	17	19	9	4	1	0	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	4	16.3	13.8	2.5	0	3	1	0	0	0	0	0	0	0	0	0
07:00	37	22.2	17.8	4.2	0	10	17	8	2	0	0	0	0	0	0	0
08:00	66	21.6	17.4	4.0	3	13	32	18	0	0	0	0	0	0	0	0
09:00	36	21.4	16.3	4.9	2	15	11	6	2	0	0	0	0	0	0	0
10:00	23	20.1	15.6	4.4	2	9	8	4	0	0	0	0	0	0	0	0
11:00	14	24.4	17.9	6.3	1	5	2	4	2	0	0	0	0	0	0	0
12:00	27	21.1	17.0	4.0	1	7	13	6	0	0	0	0	0	0	0	0
13:00	33	18.7	14.1	4.5	5	17	8	2	1	0	0	0	0	0	0	0
14:00	52	19.3	15.3	3.9	6	16	26	4	0	0	0	0	0	0	0	0
15:00	38	17.7	13.9	3.7	6	17	14	1	0	0	0	0	0	0	0	0
16:00	24	19.7	15.5	4.1	2	9	10	3	0	0	0	0	0	0	0	0
17:00	14	25.0	18.6	6.1	2	2	2	7	1	0	0	0	0	0	0	0
18:00	31	23.3	18.2	4.9	1	8	10	10	2	0	0	0	0	0	0	0
19:00	24	22.8	16.9	5.7	3	6	8	5	2	0	0	0	0	0	0	0
20:00	7	24.4	18.3	5.9	1	1	1	4	0	0	0	0	0	0	0	0
21:00	5	26.4	20.5	5.7	0	1	1	2	1	0	0	0	0	0	0	0
22:00	2	36.0	25.0	10.6	0	0	1	0	0	1	0	0	0	0	0	0
23:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
Total																
2H(10-12)	37	21.9	16.5	5.2	3	14	10	8	2	0	0	0	0	0	0	0
2H(14-16)	90	18.7	14.7	3.8	12	33	40	5	0	0	0	0	0	0	0	0
12H(7-19)	395	21.1	16.3	4.6	31	128	153	73	10	0	0	0	0	0	0	0
24H(0-24)	440	21.4	16.5	4.7	35	139	166	86	13	1	0	0	0	0	0	0
AM Peak	08:00	11:00	02:00	11:00	08:00	09:00	08:00	08:00	07:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	66	24.4	22.5	6.3	3	15	32	18	2	0	0	0	0	0	0	0
PM Peak	14:00	22:00	22:00	22:00	14:00	13:00	14:00	18:00	18:00	22:00	12:00	12:00	12:00	12:00	12:00	12:00
	52	36.0	25.0	10.6	6	17	26	10	2	1	0	0	0	0	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
06:00	7	23.2	16.1	6.8	1	3	1	1	1	0	0	0	0	0	0	0
07:00	57	22.2	17.6	4.5	1	16	24	13	3	0	0	0	0	0	0	0
08:00	164	22.6	18.5	4.0	3	25	79	52	5	0	0	0	0	0	0	0
09:00	62	23.2	17.4	5.6	3	24	14	14	7	0	0	0	0	0	0	0
10:00	48	23.4	17.4	5.7	3	15	16	10	2	2	0	0	0	0	0	0
11:00	28	23.3	17.4	5.8	3	8	6	9	2	0	0	0	0	0	0	0
12:00	46	22.6	17.5	4.9	2	12	19	11	1	1	0	0	0	0	0	0
13:00	62	20.0	15.0	4.8	9	25	19	7	2	0	0	0	0	0	0	0
14:00	98	19.7	15.7	3.9	8	33	45	12	0	0	0	0	0	0	0	0
15:00	72	19.4	15.1	4.1	9	24	32	7	0	0	0	0	0	0	0	0
16:00	52	22.0	17.1	4.7	3	13	24	9	3	0	0	0	0	0	0	0
17:00	39	24.1	18.7	5.3	2	9	9	16	3	0	0	0	0	0	0	0
18:00	54	24.0	18.5	5.3	2	14	15	17	6	0	0	0	0	0	0	0
19:00	44	21.8	16.5	5.0	4	14	15	9	2	0	0	0	0	0	0	0
20:00	21	25.5	19.2	6.1	2	4	3	9	3	0	0	0	0	0	0	0
21:00	5	26.4	20.5	5.7	0	1	1	2	1	0	0	0	0	0	0	0
22:00	5	27.5	20.5	6.7	0	0	4	0	0	1	0	0	0	0	0	0
23:00	2	34.8	27.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
Total																
2H(10-12)	76	23.3	17.4	5.7	6	23	22	19	4	2	0	0	0	0	0	0
2H(14-16)	170	19.6	15.4	4.0	17	57	77	19	0	0	0	0	0	0	0	0
12H(7-19)	782	22.1	17.1	4.8	48	218	302	177	34	3	0	0	0	0	0	0
24H(0-24)	870	22.4	17.2	4.9	55	240	327	201	42	5	0	0	0	0	0	0
AM Peak	08:00 164	05:00 28.7	05:00 25.0	06:00 6.8	08:00 3	08:00 25	08:00 79	08:00 52	09:00 7	10:00 2	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	14:00 98	23:00 34.8	23:00 27.5	23:00 7.1	13:00 9	14:00 33	14:00 45	18:00 17	18:00 6	12:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Old Colwyn ATC 4, Hesketh Road

Direction: Northbound

11/07/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
05:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
06:00	6	30.2	23.3	6.6	0	1	1	0	4	0	0	0	0	0	0	0
07:00	18	25.3	19.2	5.9	1	3	7	3	4	0	0	0	0	0	0	0
08:00	90	24.1	19.9	4.1	0	10	35	37	8	0	0	0	0	0	0	0
09:00	23	22.3	17.9	4.2	0	6	10	6	1	0	0	0	0	0	0	0
10:00	28	20.4	15.8	4.5	3	9	11	5	0	0	0	0	0	0	0	0
11:00	27	20.5	15.2	5.1	5	9	7	6	0	0	0	0	0	0	0	0
12:00	19	22.3	18.3	3.8	0	4	8	7	0	0	0	0	0	0	0	0
13:00	22	22.9	18.0	4.8	2	3	8	9	0	0	0	0	0	0	0	0
14:00	51	22.7	17.4	5.1	4	13	16	16	2	0	0	0	0	0	0	0
15:00	36	24.9	19.9	4.9	0	6	13	11	6	0	0	0	0	0	0	0
16:00	20	22.7	17.3	5.2	1	7	5	6	1	0	0	0	0	0	0	0
17:00	14	26.6	20.1	6.3	2	0	4	5	3	0	0	0	0	0	0	0
18:00	13	25.7	18.7	6.8	1	4	2	3	3	0	0	0	0	0	0	0
19:00	18	24.4	18.6	5.5	1	4	5	6	2	0	0	0	0	0	0	0
20:00	9	23.1	15.9	6.9	2	3	1	2	1	0	0	0	0	0	0	0
21:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
22:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
23:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	55	20.4	15.5	4.8	8	18	18	11	0	0	0	0	0	0	0	0
2H(14-16)	87	23.7	18.4	5.1	4	19	29	27	8	0	0	0	0	0	0	0
12H(7-19)	361	23.5	18.3	5.0	19	74	126	114	28	0	0	0	0	0	0	0
24H(0-24)	403	23.7	18.4	5.1	22	86	135	123	37	0	0	0	0	0	0	0
AM Peak	08:00	06:00	05:00	06:00	11:00	08:00	08:00	08:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	90	30.2	27.5	6.6	5	10	35	37	8	0	0	0	0	0	0	0
PM Peak	14:00	22:00	22:00	20:00	14:00	14:00	14:00	14:00	15:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	51	28.7	25.0	6.9	4	13	16	16	6	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	5	18.8	16.5	2.2	0	1	4	0	0	0	0	0	0	0	0	0
07:00	32	21.3	16.4	4.6	2	11	12	6	1	0	0	0	0	0	0	0
08:00	79	21.4	16.7	4.5	7	19	34	18	1	0	0	0	0	0	0	0
09:00	31	19.9	15.0	4.7	4	13	10	3	1	0	0	0	0	0	0	0
10:00	26	19.9	14.9	4.8	4	11	6	5	0	0	0	0	0	0	0	0
11:00	35	17.9	13.4	4.4	11	9	14	1	0	0	0	0	0	0	0	0
12:00	33	20.6	15.9	4.5	4	8	17	3	1	0	0	0	0	0	0	0
13:00	26	20.0	15.4	4.4	2	12	7	5	0	0	0	0	0	0	0	0
14:00	40	23.0	18.3	4.6	0	9	20	8	2	1	0	0	0	0	0	0
15:00	31	24.1	19.0	5.0	1	5	13	8	4	0	0	0	0	0	0	0
16:00	21	22.4	17.1	5.1	2	6	5	8	0	0	0	0	0	0	0	0
17:00	24	22.6	18.5	3.9	0	5	9	10	0	0	0	0	0	0	0	0
18:00	23	25.2	18.8	6.2	2	3	10	4	3	1	0	0	0	0	0	0
19:00	23	24.3	19.2	4.9	0	5	7	10	0	1	0	0	0	0	0	0
20:00	10	20.0	14.6	5.2	2	4	2	2	0	0	0	0	0	0	0	0
21:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
22:00	5	25.8	21.5	4.2	0	0	2	2	1	0	0	0	0	0	0	0
23:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
Total																
2H(10-12)	61	18.8	14.0	4.6	15	20	20	6	0	0	0	0	0	0	0	0
2H(14-16)	71	23.5	18.6	4.8	1	14	33	16	6	1	0	0	0	0	0	0
12H(7-19)	401	21.7	16.6	4.9	39	111	157	79	13	2	0	0	0	0	0	0
24H(0-24)	449	21.9	16.8	5.0	41	121	175	94	15	3	0	0	0	0	0	0
AM Peak	08:00	08:00	02:00	10:00	11:00	08:00	08:00	08:00	07:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	79	21.4	17.5	4.8	11	19	34	18	1	0	0	0	0	0	0	0
PM Peak	14:00	22:00	21:00	18:00	12:00	13:00	14:00	17:00	15:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00
	40	25.8	27.5	6.2	4	12	20	10	4	1	0	0	0	0	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	3	17.5	17.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	18.8	15.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
05:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
06:00	11	26.5	20.2	6.1	0	2	5	0	4	0	0	0	0	0	0	0
07:00	50	22.9	17.4	5.2	3	14	19	9	5	0	0	0	0	0	0	0
08:00	169	23.1	18.4	4.6	7	29	69	55	9	0	0	0	0	0	0	0
09:00	54	21.1	16.2	4.7	4	19	20	9	2	0	0	0	0	0	0	0
10:00	54	20.1	15.3	4.6	7	20	17	10	0	0	0	0	0	0	0	0
11:00	62	19.1	14.2	4.8	16	18	21	7	0	0	0	0	0	0	0	0
12:00	52	21.3	16.8	4.4	4	12	25	10	1	0	0	0	0	0	0	0
13:00	48	21.5	16.6	4.7	4	15	15	14	0	0	0	0	0	0	0	0
14:00	91	22.8	17.8	4.9	4	22	36	24	4	1	0	0	0	0	0	0
15:00	67	24.5	19.4	4.9	1	11	26	19	10	0	0	0	0	0	0	0
16:00	41	22.5	17.2	5.1	3	13	10	14	1	0	0	0	0	0	0	0
17:00	38	24.2	19.1	4.9	2	5	13	15	3	0	0	0	0	0	0	0
18:00	36	25.3	18.8	6.3	3	7	12	7	6	1	0	0	0	0	0	0
19:00	41	24.3	19.0	5.1	1	9	12	16	2	1	0	0	0	0	0	0
20:00	19	21.4	15.2	6.0	4	7	3	4	1	0	0	0	0	0	0	0
21:00	2	31.0	20.0	10.6	0	1	0	0	1	0	0	0	0	0	0	0
22:00	7	26.7	22.5	4.1	0	0	2	3	2	0	0	0	0	0	0	0
23:00	2	24.8	17.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
Total																
2H(10-12)	116	19.6	14.7	4.7	23	38	38	17	0	0	0	0	0	0	0	0
2H(14-16)	158	23.6	18.5	4.9	5	33	62	43	14	1	0	0	0	0	0	0
12H(7-19)	762	22.6	17.4	5.0	58	185	283	193	41	2	0	0	0	0	0	0
24H(0-24)	852	22.8	17.5	5.1	63	207	310	217	52	3	0	0	0	0	0	0
AM Peak	08:00 169	06:00 26.5	05:00 27.5	06:00 6.1	11:00 16	08:00 29	08:00 69	08:00 55	08:00 9	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	14:00 91	21:00 31.0	22:00 22.5	21:00 10.6	12:00 4	14:00 22	14:00 36	14:00 24	15:00 10	14:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Old Colwyn ATC 4, Hesketh Road

Direction: Northbound

12/07/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
06:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
07:00	5	29.2	21.5	7.4	0	1	1	2	0	1	0	0	0	0	0	0
08:00	21	27.0	20.6	6.1	2	1	5	9	3	1	0	0	0	0	0	0
09:00	6	27.7	21.7	5.8	0	1	1	2	2	0	0	0	0	0	0	0
10:00	25	26.8	20.5	6.1	1	5	4	8	7	0	0	0	0	0	0	0
11:00	15	24.6	19.2	5.2	0	3	7	2	3	0	0	0	0	0	0	0
12:00	11	26.1	21.6	4.4	0	0	5	3	3	0	0	0	0	0	0	0
13:00	15	22.3	17.5	4.6	1	2	9	2	1	0	0	0	0	0	0	0
14:00	10	24.1	20.5	3.5	0	1	2	7	0	0	0	0	0	0	0	0
15:00	11	25.6	18.5	6.9	2	0	5	3	0	1	0	0	0	0	0	0
16:00	13	24.3	19.1	5.1	1	1	5	5	1	0	0	0	0	0	0	0
17:00	9	28.1	20.9	7.0	1	1	1	3	3	0	0	0	0	0	0	0
18:00	9	26.7	20.3	6.2	0	2	3	1	3	0	0	0	0	0	0	0
19:00	17	22.5	17.8	4.5	0	6	4	7	0	0	0	0	0	0	0	0
20:00	10	27.0	21.0	5.8	0	1	4	3	1	1	0	0	0	0	0	0
21:00	3	27.7	22.5	5.0	0	0	1	1	1	0	0	0	0	0	0	0
22:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
23:00	2	29.8	22.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
Total																
2H(10-12)	40	26.0	20.0	5.7	1	8	11	10	10	0	0	0	0	0	0	0
2H(14-16)	21	25.1	19.5	5.5	2	1	7	10	0	1	0	0	0	0	0	0
12H(7-19)	150	25.8	20.0	5.6	8	18	48	47	26	3	0	0	0	0	0	0
24H(0-24)	186	25.5	19.8	5.6	8	28	59	58	29	4	0	0	0	0	0	0
AM Peak	10:00	07:00	09:00	07:00	08:00	10:00	11:00	08:00	10:00	07:00	00:00	00:00	00:00	00:00	00:00	00:00
	25	29.2	21.7	7.4	2	5	7	9	7	1	0	0	0	0	0	0
PM Peak	19:00	23:00	21:00	23:00	15:00	19:00	13:00	14:00	12:00	15:00	12:00	12:00	12:00	12:00	12:00	12:00
	17	29.8	22.5	7.1	2	6	9	7	3	1	0	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
03:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	4	13.7	11.4	2.3	1	3	0	0	0	0	0	0	0	0	0	0
07:00	5	22.8	18.5	4.2	0	1	2	2	0	0	0	0	0	0	0	0
08:00	11	23.5	19.3	4.0	0	2	3	6	0	0	0	0	0	0	0	0
09:00	5	26.4	20.5	5.7	0	1	1	2	1	0	0	0	0	0	0	0
10:00	22	23.6	17.8	5.6	1	6	9	4	1	1	0	0	0	0	0	0
11:00	21	22.0	17.3	4.6	1	5	10	4	1	0	0	0	0	0	0	0
12:00	18	23.1	19.4	3.5	0	1	10	6	1	0	0	0	0	0	0	0
13:00	14	24.6	18.3	6.1	1	2	8	1	1	1	0	0	0	0	0	0
14:00	14	21.8	17.2	4.5	1	3	6	4	0	0	0	0	0	0	0	0
15:00	9	24.0	18.1	5.7	1	2	1	5	0	0	0	0	0	0	0	0
16:00	17	24.0	18.7	5.1	1	3	5	7	1	0	0	0	0	0	0	0
17:00	14	24.2	18.3	5.7	2	1	5	5	1	0	0	0	0	0	0	0
18:00	14	22.2	18.6	3.5	0	2	7	5	0	0	0	0	0	0	0	0
19:00	17	22.5	17.2	5.1	1	5	6	4	1	0	0	0	0	0	0	0
20:00	6	24.5	19.2	5.2	0	1	3	1	1	0	0	0	0	0	0	0
21:00	4	25.9	17.6	8.0	1	0	2	0	1	0	0	0	0	0	0	0
22:00	4	18.8	16.3	2.5	0	1	3	0	0	0	0	0	0	0	0	0
23:00	3	17.5	17.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	43	22.8	17.5	5.1	2	11	19	8	2	1	0	0	0	0	0	0
2H(14-16)	23	22.6	17.5	4.9	2	5	7	9	0	0	0	0	0	0	0	0
12H(7-19)	164	23.3	18.3	4.8	8	29	67	51	7	2	0	0	0	0	0	0
24H(0-24)	204	23.1	18.0	4.9	11	40	84	57	10	2	0	0	0	0	0	0
AM Peak	10:00	09:00	03:00	09:00	06:00	10:00	11:00	08:00	09:00	10:00	00:00	00:00	00:00	00:00	00:00	00:00
	22	26.4	22.5	5.7	1	6	10	6	1	1	0	0	0	0	0	0
PM Peak	12:00	21:00	12:00	21:00	17:00	19:00	12:00	16:00	12:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00
	18	25.9	19.4	8.0	2	5	10	7	1	1	0	0	0	0	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
03:00	2	24.8	17.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
06:00	5	13.7	11.6	2.0	1	4	0	0	0	0	0	0	0	0	0	0
07:00	10	26.1	20.0	5.9	0	2	3	4	0	1	0	0	0	0	0	0
08:00	32	25.8	20.2	5.5	2	3	8	15	3	1	0	0	0	0	0	0
09:00	11	26.9	21.1	5.5	0	2	2	4	3	0	0	0	0	0	0	0
10:00	47	25.4	19.2	6.0	2	11	13	12	8	1	0	0	0	0	0	0
11:00	36	23.1	18.1	4.9	1	8	17	6	4	0	0	0	0	0	0	0
12:00	29	24.3	20.3	3.9	0	1	15	9	4	0	0	0	0	0	0	0
13:00	29	23.3	17.9	5.3	2	4	17	3	2	1	0	0	0	0	0	0
14:00	24	23.1	18.6	4.4	1	4	8	11	0	0	0	0	0	0	0	0
15:00	20	24.8	18.3	6.2	3	2	6	8	0	1	0	0	0	0	0	0
16:00	30	24.0	18.9	5.0	2	4	10	12	2	0	0	0	0	0	0	0
17:00	23	25.7	19.3	6.2	3	2	6	8	4	0	0	0	0	0	0	0
18:00	23	24.1	19.2	4.7	0	4	10	6	3	0	0	0	0	0	0	0
19:00	34	22.4	17.5	4.7	1	11	10	11	1	0	0	0	0	0	0	0
20:00	16	26.0	20.3	5.5	0	2	7	4	2	1	0	0	0	0	0	0
21:00	7	26.8	19.7	6.8	1	0	3	1	2	0	0	0	0	0	0	0
22:00	5	18.8	16.5	2.2	0	1	4	0	0	0	0	0	0	0	0	0
23:00	5	24.1	19.5	4.5	0	0	4	0	1	0	0	0	0	0	0	0
Total																
2H(10-12)	83	24.4	18.7	5.5	3	19	30	18	12	1	0	0	0	0	0	0
2H(14-16)	44	23.9	18.5	5.2	4	6	14	19	0	1	0	0	0	0	0	0
12H(7-19)	314	24.6	19.1	5.3	16	47	115	98	33	5	0	0	0	0	0	0
24H(0-24)	390	24.3	18.9	5.3	19	68	143	115	39	6	0	0	0	0	0	0
AM Peak	10:00 47	09:00 26.9	09:00 21.1	03:00 7.1	08:00 2	10:00 11	11:00 17	08:00 15	10:00 8	07:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	19:00 34	21:00 26.8	20:00 20.3	21:00 6.8	15:00 3	19:00 11	13:00 17	16:00 12	12:00 4	13:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Old Colwyn ATC 4, Hesketh Road

Direction: Northbound

13/07/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	4	21.2	16.3	4.8	0	2	1	1	0	0	0	0	0	0	0	0
08:00	14	19.2	15.4	3.7	1	5	7	1	0	0	0	0	0	0	0	0
09:00	7	26.2	20.4	5.7	0	2	0	4	1	0	0	0	0	0	0	0
10:00	6	21.8	16.7	4.9	0	3	1	2	0	0	0	0	0	0	0	0
11:00	18	27.0	20.3	6.5	0	5	5	1	7	0	0	0	0	0	0	0
12:00	14	22.7	18.2	4.3	0	3	7	3	1	0	0	0	0	0	0	0
13:00	10	22.6	18.5	3.9	0	2	4	4	0	0	0	0	0	0	0	0
14:00	11	25.5	20.7	4.6	0	1	4	4	2	0	0	0	0	0	0	0
15:00	6	23.5	20.8	2.6	0	0	2	4	0	0	0	0	0	0	0	0
16:00	10	23.1	19.5	3.5	0	0	7	2	1	0	0	0	0	0	0	0
17:00	14	20.5	15.8	4.5	2	3	7	2	0	0	0	0	0	0	0	0
18:00	8	27.3	20.1	6.9	1	0	3	3	0	1	0	0	0	0	0	0
19:00	12	22.2	17.1	4.9	1	3	4	4	0	0	0	0	0	0	0	0
20:00	12	21.0	15.5	5.4	1	6	3	1	1	0	0	0	0	0	0	0
21:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
22:00	4	21.6	15.1	6.3	1	1	1	1	0	0	0	0	0	0	0	0
23:00	2	19.7	12.8	6.7	1	0	1	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	24	25.8	19.4	6.2	0	8	6	3	7	0	0	0	0	0	0	0
2H(14-16)	17	24.8	20.7	3.9	0	1	6	8	2	0	0	0	0	0	0	0
12H(7-19)	122	23.7	18.5	5.1	4	26	48	31	12	1	0	0	0	0	0	0
24H(0-24)	156	23.3	18.0	5.1	8	37	58	39	13	1	0	0	0	0	0	0
AM Peak	11:00	11:00	02:00	11:00	08:00	08:00	08:00	09:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	18	27.0	22.5	6.5	1	5	7	4	7	0	0	0	0	0	0	0
PM Peak	12:00	18:00	21:00	18:00	17:00	20:00	12:00	13:00	14:00	18:00	12:00	12:00	12:00	12:00	12:00	12:00
	14	27.3	22.5	6.9	2	6	7	4	2	1	0	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	3	22.2	19.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	3	17.5	17.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
07:00	13	21.1	18.3	2.8	0	1	9	3	0	0	0	0	0	0	0	0
08:00	6	21.3	15.2	5.9	2	0	3	1	0	0	0	0	0	0	0	0
09:00	5	18.8	16.5	2.2	0	1	4	0	0	0	0	0	0	0	0	0
10:00	14	19.4	16.4	2.9	0	4	9	1	0	0	0	0	0	0	0	0
11:00	14	24.0	17.9	5.9	2	1	7	2	2	0	0	0	0	0	0	0
12:00	15	23.5	17.9	5.4	1	4	4	5	1	0	0	0	0	0	0	0
13:00	14	23.7	17.2	6.2	2	4	2	5	1	0	0	0	0	0	0	0
14:00	11	20.1	14.8	5.1	1	7	0	3	0	0	0	0	0	0	0	0
15:00	14	20.0	15.8	4.1	1	5	6	2	0	0	0	0	0	0	0	0
16:00	16	23.8	18.8	4.9	2	0	6	8	0	0	0	0	0	0	0	0
17:00	7	22.7	17.5	5.0	0	3	1	3	0	0	0	0	0	0	0	0
18:00	10	24.9	20.5	4.2	0	1	3	5	1	0	0	0	0	0	0	0
19:00	14	19.7	15.4	4.1	2	3	8	1	0	0	0	0	0	0	0	0
20:00	8	25.3	18.8	6.3	1	1	2	3	1	0	0	0	0	0	0	0
21:00	3	22.5	22.5	0.0	0	0	0	3	0	0	0	0	0	0	0	0
22:00	9	21.4	16.4	4.9	0	5	1	3	0	0	0	0	0	0	0	0
23:00	6	23.4	19.2	4.1	0	0	5	0	1	0	0	0	0	0	0	0
Total																
2H(10-12)	28	22.0	17.2	4.6	2	5	16	3	2	0	0	0	0	0	0	0
2H(14-16)	25	20.0	15.3	4.5	2	12	6	5	0	0	0	0	0	0	0	0
12H(7-19)	139	22.4	17.4	4.8	11	31	54	38	5	0	0	0	0	0	0	0
24H(0-24)	186	22.4	17.4	4.8	14	40	75	50	7	0	0	0	0	0	0	0
AM Peak	10:00	11:00	04:00	11:00	08:00	10:00	07:00	07:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	14	24.0	22.5	5.9	2	4	9	3	2	0	0	0	0	0	0	0
PM Peak	16:00	20:00	21:00	20:00	13:00	14:00	19:00	16:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	16	25.3	22.5	6.3	2	7	8	8	1	0	0	0	0	0	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	4	21.7	17.5	4.1	0	1	2	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
06:00	3	17.5	17.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
07:00	17	21.2	17.8	3.3	0	3	10	4	0	0	0	0	0	0	0	0
08:00	20	19.8	15.3	4.3	3	5	10	2	0	0	0	0	0	0	0	0
09:00	12	23.8	18.8	4.8	0	3	4	4	1	0	0	0	0	0	0	0
10:00	20	20.1	16.5	3.5	0	7	10	3	0	0	0	0	0	0	0	0
11:00	32	25.7	19.3	6.2	2	6	12	3	9	0	0	0	0	0	0	0
12:00	29	23.1	18.0	4.8	1	7	11	8	2	0	0	0	0	0	0	0
13:00	24	23.3	17.8	5.3	2	6	6	9	1	0	0	0	0	0	0	0
14:00	22	23.6	17.8	5.6	1	8	4	7	2	0	0	0	0	0	0	0
15:00	20	21.8	17.3	4.4	1	5	8	6	0	0	0	0	0	0	0	0
16:00	26	23.6	19.1	4.3	2	0	13	10	1	0	0	0	0	0	0	0
17:00	21	21.2	16.4	4.6	2	6	8	5	0	0	0	0	0	0	0	0
18:00	18	25.9	20.3	5.4	1	1	6	8	1	1	0	0	0	0	0	0
19:00	26	20.9	16.2	4.5	3	6	12	5	0	0	0	0	0	0	0	0
20:00	20	22.8	16.8	5.8	2	7	5	4	2	0	0	0	0	0	0	0
21:00	4	22.5	22.5	0.0	0	0	0	4	0	0	0	0	0	0	0	0
22:00	13	21.3	16.0	5.1	1	6	2	4	0	0	0	0	0	0	0	0
23:00	8	23.0	17.6	5.2	1	0	6	0	1	0	0	0	0	0	0	0
Total																
2H(10-12)	52	23.9	18.2	5.5	2	13	22	6	9	0	0	0	0	0	0	0
2H(14-16)	42	22.7	17.5	5.0	2	13	12	13	2	0	0	0	0	0	0	0
12H(7-19)	261	23.0	17.9	5.0	15	57	102	69	17	1	0	0	0	0	0	0
24H(0-24)	342	22.8	17.7	4.9	22	77	133	89	20	1	0	0	0	0	0	0
AM Peak	11:00 32	11:00 25.7	02:00 22.5	11:00 6.2	08:00 3	10:00 7	11:00 12	07:00 4	11:00 9	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	12:00 29	18:00 25.9	21:00 22.5	20:00 5.8	19:00 3	14:00 8	16:00 13	16:00 10	12:00 2	18:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Old Colwyn ATC 4, Hesketh Road

Direction: Northbound

14/07/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	5	26.1	18.6	7.2	1	0	2	1	1	0	0	0	0	0	0	0
06:00	4	29.0	21.3	7.5	0	1	1	0	2	0	0	0	0	0	0	0
07:00	19	25.3	20.4	4.7	1	0	8	7	3	0	0	0	0	0	0	0
08:00	89	22.9	18.5	4.3	1	19	35	30	4	0	0	0	0	0	0	0
09:00	28	23.5	18.1	5.3	1	8	9	7	3	0	0	0	0	0	0	0
10:00	31	20.7	16.1	4.5	1	15	7	8	0	0	0	0	0	0	0	0
11:00	33	20.7	15.0	5.5	6	13	8	4	2	0	0	0	0	0	0	0
12:00	26	20.3	15.3	4.9	3	11	8	3	1	0	0	0	0	0	0	0
13:00	23	24.1	18.4	5.5	1	6	7	6	3	0	0	0	0	0	0	0
14:00	55	20.0	16.0	3.9	3	19	25	8	0	0	0	0	0	0	0	0
15:00	35	22.2	18.1	3.9	1	5	19	9	1	0	0	0	0	0	0	0
16:00	40	22.7	17.2	5.3	2	15	10	10	3	0	0	0	0	0	0	0
17:00	26	20.9	16.6	4.2	1	9	10	6	0	0	0	0	0	0	0	0
18:00	21	21.9	17.1	4.6	2	4	9	6	0	0	0	0	0	0	0	0
19:00	10	21.8	16.6	5.1	1	2	6	0	1	0	0	0	0	0	0	0
20:00	15	24.1	18.5	5.4	0	5	4	4	2	0	0	0	0	0	0	0
21:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
22:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
23:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	64	20.7	15.5	5.0	7	28	15	12	2	0	0	0	0	0	0	0
2H(14-16)	90	21.0	16.8	4.0	4	24	44	17	1	0	0	0	0	0	0	0
12H(7-19)	426	22.2	17.2	4.8	23	124	155	104	20	0	0	0	0	0	0	0
24H(0-24)	464	22.3	17.3	4.9	25	135	168	110	26	0	0	0	0	0	0	0
AM Peak	08:00	06:00	06:00	06:00	11:00	08:00	08:00	08:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	89	29.0	21.3	7.5	6	19	35	30	4	0	0	0	0	0	0	0
PM Peak	14:00	13:00	22:00	13:00	12:00	14:00	14:00	16:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	55	24.1	22.5	5.5	3	19	25	10	3	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	12.5	12.5	0.0	0	2	0	0	0	0	0	0	0	0	0	0
06:00	5	17.8	13.6	4.0	1	2	2	0	0	0	0	0	0	0	0	0
07:00	34	22.4	17.0	5.3	3	10	11	8	2	0	0	0	0	0	0	0
08:00	91	20.6	16.9	3.6	2	24	50	14	1	0	0	0	0	0	0	0
09:00	38	20.9	16.6	4.1	2	11	17	8	0	0	0	0	0	0	0	0
10:00	39	16.4	12.7	3.6	9	21	8	1	0	0	0	0	0	0	0	0
11:00	27	16.8	12.8	3.8	8	10	9	0	0	0	0	0	0	0	0	0
12:00	33	19.9	15.7	4.0	3	10	16	4	0	0	0	0	0	0	0	0
13:00	32	18.4	14.4	3.9	3	17	9	3	0	0	0	0	0	0	0	0
14:00	53	20.6	15.8	4.6	3	24	16	8	2	0	0	0	0	0	0	0
15:00	31	20.7	16.4	4.2	2	8	17	3	1	0	0	0	0	0	0	0
16:00	21	20.9	16.3	4.4	1	8	7	5	0	0	0	0	0	0	0	0
17:00	23	22.2	17.5	4.5	1	6	8	8	0	0	0	0	0	0	0	0
18:00	17	25.9	19.9	5.8	2	1	3	9	2	0	0	0	0	0	0	0
19:00	20	23.3	18.3	4.9	1	4	7	7	1	0	0	0	0	0	0	0
20:00	7	25.4	18.9	6.3	0	3	0	3	1	0	0	0	0	0	0	0
21:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
22:00	2	24.8	17.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	66	16.6	12.8	3.6	17	31	17	1	0	0	0	0	0	0	0	0
2H(14-16)	84	20.7	16.0	4.5	5	32	33	11	3	0	0	0	0	0	0	0
12H(7-19)	439	20.6	15.9	4.5	39	150	171	71	8	0	0	0	0	0	0	0
24H(0-24)	479	20.8	16.1	4.5	41	162	183	83	10	0	0	0	0	0	0	0
AM Peak	08:00	03:00	03:00	07:00	10:00	08:00	08:00	08:00	07:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	91	23.7	20.0	5.3	9	24	50	14	2	0	0	0	0	0	0	0
PM Peak	14:00	18:00	18:00	22:00	12:00	14:00	15:00	18:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	53	25.9	19.9	7.1	3	24	17	9	2	0	0	0	0	0	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	7	23.7	16.9	6.6	1	2	2	1	1	0	0	0	0	0	0	0
06:00	9	24.0	17.0	6.7	1	3	3	0	2	0	0	0	0	0	0	0
07:00	53	23.7	18.2	5.3	4	10	19	15	5	0	0	0	0	0	0	0
08:00	180	21.8	17.6	4.1	3	43	85	44	5	0	0	0	0	0	0	0
09:00	66	22.1	17.2	4.7	3	19	26	15	3	0	0	0	0	0	0	0
10:00	70	18.7	14.2	4.3	10	36	15	9	0	0	0	0	0	0	0	0
11:00	60	19.1	14.0	4.9	14	23	17	4	2	0	0	0	0	0	0	0
12:00	59	20.0	15.5	4.4	6	21	24	7	1	0	0	0	0	0	0	0
13:00	55	21.3	16.1	5.0	4	23	16	9	3	0	0	0	0	0	0	0
14:00	108	20.3	15.9	4.3	6	43	41	16	2	0	0	0	0	0	0	0
15:00	66	21.5	17.3	4.1	3	13	36	12	2	0	0	0	0	0	0	0
16:00	61	22.0	16.9	5.0	3	23	17	15	3	0	0	0	0	0	0	0
17:00	49	21.5	17.0	4.3	2	15	18	14	0	0	0	0	0	0	0	0
18:00	38	23.8	18.3	5.3	4	5	12	15	2	0	0	0	0	0	0	0
19:00	30	22.8	17.7	4.9	2	6	13	7	2	0	0	0	0	0	0	0
20:00	22	24.4	18.6	5.5	0	8	4	7	3	0	0	0	0	0	0	0
21:00	3	18.8	15.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
22:00	3	25.2	19.2	5.8	0	1	0	2	0	0	0	0	0	0	0	0
23:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	130	18.9	14.1	4.6	24	59	32	13	2	0	0	0	0	0	0	0
2H(14-16)	174	20.8	16.4	4.2	9	56	77	28	4	0	0	0	0	0	0	0
12H(7-19)	865	21.4	16.6	4.7	62	274	326	175	28	0	0	0	0	0	0	0
24H(0-24)	943	21.6	16.7	4.7	66	297	351	193	36	0	0	0	0	0	0	0
AM Peak	08:00 180	06:00 24.0	03:00 20.0	06:00 6.7	11:00 14	08:00 43	08:00 85	08:00 44	07:00 5	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	14:00 108	22:00 25.2	22:00 19.2	22:00 5.8	12:00 6	14:00 43	14:00 41	14:00 16	13:00 3	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Old Colwyn ATC 4, Hesketh Road

Direction: Northbound

15/07/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	2	18.7	15.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	2	8.0	8.0	0.0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	5	26.4	20.5	5.7	0	1	1	2	1	0	0	0	0	0	0	0
07:00	16	22.7	19.1	3.5	0	1	10	4	1	0	0	0	0	0	0	0
08:00	89	23.4	19.8	3.5	0	5	43	36	5	0	0	0	0	0	0	0
09:00	26	23.6	17.7	5.7	2	6	11	3	4	0	0	0	0	0	0	0
10:00	25	21.5	16.7	4.6	2	7	9	7	0	0	0	0	0	0	0	0
11:00	29	23.9	17.2	6.5	3	9	9	5	1	2	0	0	0	0	0	0
12:00	29	19.3	15.1	4.0	3	11	12	3	0	0	0	0	0	0	0	0
13:00	25	22.1	16.4	5.5	3	8	8	4	2	0	0	0	0	0	0	0
14:00	42	19.3	15.5	3.6	2	17	19	4	0	0	0	0	0	0	0	0
15:00	38	20.1	15.3	4.6	5	14	12	7	0	0	0	0	0	0	0	0
16:00	35	19.7	15.8	3.8	2	12	17	4	0	0	0	0	0	0	0	0
17:00	33	22.0	17.2	4.6	1	11	11	9	1	0	0	0	0	0	0	0
18:00	26	23.5	18.3	5.0	1	5	12	5	3	0	0	0	0	0	0	0
19:00	21	24.0	18.0	5.8	3	2	8	6	2	0	0	0	0	0	0	0
20:00	6	26.0	18.3	7.4	0	3	1	0	2	0	0	0	0	0	0	0
21:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	3	18.8	15.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	54	22.8	17.0	5.6	5	16	18	12	1	2	0	0	0	0	0	0
2H(14-16)	80	19.7	15.4	4.1	7	31	31	11	0	0	0	0	0	0	0	0
12H(7-19)	413	22.2	17.3	4.7	24	106	173	91	17	2	0	0	0	0	0	0
24H(0-24)	454	22.3	17.3	4.8	29	114	187	100	22	2	0	0	0	0	0	0
AM Peak	08:00	06:00	06:00	11:00	11:00	11:00	08:00	08:00	08:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00
	89	26.4	20.5	6.5	3	9	43	36	5	2	0	0	0	0	0	0
PM Peak	14:00	20:00	21:00	20:00	15:00	14:00	14:00	17:00	18:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	42	26.0	22.5	7.4	5	17	19	9	3	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	8.0	-	1	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	3	18.8	15.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
07:00	31	20.5	16.4	4.0	2	8	16	5	0	0	0	0	0	0	0	0
08:00	84	22.0	18.0	3.8	1	16	41	25	1	0	0	0	0	0	0	0
09:00	38	19.5	15.7	3.8	0	19	15	3	1	0	0	0	0	0	0	0
10:00	39	15.4	11.9	3.3	13	19	7	0	0	0	0	0	0	0	0	0
11:00	30	18.5	14.2	4.1	4	15	8	3	0	0	0	0	0	0	0	0
12:00	33	19.7	15.3	4.3	3	14	11	5	0	0	0	0	0	0	0	0
13:00	27	19.5	14.4	4.9	5	12	5	5	0	0	0	0	0	0	0	0
14:00	55	20.8	16.1	4.5	4	19	23	7	2	0	0	0	0	0	0	0
15:00	43	18.8	13.7	4.9	14	10	15	4	0	0	0	0	0	0	0	0
16:00	17	20.7	17.5	3.1	0	3	11	3	0	0	0	0	0	0	0	0
17:00	28	22.6	18.4	4.0	1	3	15	8	1	0	0	0	0	0	0	0
18:00	25	20.6	16.3	4.1	1	9	10	5	0	0	0	0	0	0	0	0
19:00	18	23.1	19.2	3.8	0	3	6	9	0	0	0	0	0	0	0	0
20:00	6	22.6	16.8	5.7	1	1	2	2	0	0	0	0	0	0	0	0
21:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
22:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	69	16.9	12.9	3.8	17	34	15	3	0	0	0	0	0	0	0	0
2H(14-16)	98	20.0	15.0	4.8	18	29	38	11	2	0	0	0	0	0	0	0
12H(7-19)	450	20.4	15.8	4.5	48	147	177	73	5	0	0	0	0	0	0	0
24H(0-24)	480	20.6	15.9	4.5	50	152	188	85	5	0	0	0	0	0	0	0
AM Peak	08:00	08:00	08:00	11:00	10:00	09:00	08:00	08:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	84	22.0	18.0	4.1	13	19	41	25	1	0	0	0	0	0	0	0
PM Peak	14:00	19:00	22:00	20:00	15:00	14:00	14:00	19:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	55	23.1	22.5	5.7	14	19	23	9	2	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	3	17.6	12.7	4.8	1	1	1	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	2	8.0	8.0	0.0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	8	24.1	18.8	5.2	0	2	3	2	1	0	0	0	0	0	0	0
07:00	47	21.4	17.3	4.0	2	9	26	9	1	0	0	0	0	0	0	0
08:00	173	22.8	18.9	3.7	1	21	84	61	6	0	0	0	0	0	0	0
09:00	64	21.4	16.5	4.7	2	25	26	6	5	0	0	0	0	0	0	0
10:00	64	18.5	13.8	4.5	15	26	16	7	0	0	0	0	0	0	0	0
11:00	59	21.5	15.7	5.6	7	24	17	8	1	2	0	0	0	0	0	0
12:00	62	19.5	15.2	4.1	6	25	23	8	0	0	0	0	0	0	0	0
13:00	52	20.8	15.4	5.3	8	20	13	9	2	0	0	0	0	0	0	0
14:00	97	20.1	15.8	4.1	6	36	42	11	2	0	0	0	0	0	0	0
15:00	81	19.4	14.5	4.8	19	24	27	11	0	0	0	0	0	0	0	0
16:00	52	20.1	16.4	3.6	2	15	28	7	0	0	0	0	0	0	0	0
17:00	61	22.3	17.8	4.4	2	14	26	17	2	0	0	0	0	0	0	0
18:00	51	22.1	17.3	4.6	2	14	22	10	3	0	0	0	0	0	0	0
19:00	39	23.7	18.6	4.9	3	5	14	15	2	0	0	0	0	0	0	0
20:00	12	24.1	17.5	6.3	1	4	3	2	2	0	0	0	0	0	0	0
21:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
22:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
23:00	3	18.8	15.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	123	20.0	14.7	5.1	22	50	33	15	1	2	0	0	0	0	0	0
2H(14-16)	178	19.9	15.2	4.5	25	60	69	22	2	0	0	0	0	0	0	0
12H(7-19)	863	21.3	16.5	4.7	72	253	350	164	22	2	0	0	0	0	0	0
24H(0-24)	934	21.5	16.6	4.7	79	266	375	185	27	2	0	0	0	0	0	0
AM Peak	08:00	06:00	08:00	11:00	10:00	10:00	08:00	08:00	08:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00
	173	24.1	18.9	5.6	15	26	84	61	6	2	0	0	0	0	0	0
PM Peak	14:00	20:00	22:00	20:00	15:00	14:00	14:00	17:00	18:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	97	24.1	22.5	6.3	19	36	42	17	3	0	0	0	0	0	0	0

Paul Castle Associates

Old Colwyn ATC 5, Peulwys Lane



Direction: Northeastbound

Hour Beginning	Wed 09/07/2025	Thu 10/07/2025	Fri 11/07/2025	Sat 12/07/2025	Sun 13/07/2025	Mon 14/07/2025	Tue 15/07/2025	5-Day Ave.	7-Day Ave.
00:00	0	1	0	0	3	1	0	0	1
01:00	0	0	1	1	0	0	0	0	0
02:00	0	0	0	1	1	0	0	0	0
03:00	0	0	0	0	2	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	1	0	0
06:00	0	0	1	1	0	1	0	0	0
07:00	5	3	2	2	0	2	3	3	2
08:00	10	13	12	0	2	12	10	11	8
09:00	6	6	4	6	6	7	5	6	6
10:00	9	13	3	2	6	6	7	8	7
11:00	7	1	8	10	7	11	6	7	7
12:00	9	8	6	15	5	4	8	7	8
13:00	13	14	7	11	5	13	5	10	10
14:00	6	7	8	6	5	4	8	7	6
15:00	19	18	14	12	3	12	12	15	13
16:00	3	8	16	12	3	11	6	9	8
17:00	13	6	7	8	5	7	7	8	8
18:00	6	4	4	4	6	19	6	8	7
19:00	4	4	2	5	10	10	9	6	6
20:00	2	5	5	2	10	3	6	4	5
21:00	2	1	4	7	4	1	8	3	4
22:00	1	2	3	4	5	2	2	2	3
23:00	0	0	0	2	1	2	1	1	1
Total									
12H(7-19)	106	101	91	88	53	108	83	98	90
16H(6-22)	114	111	103	103	77	123	106	111	105
18H(6-24)	115	113	106	109	83	127	109	114	109
24H(0-24)	115	114	108	111	89	128	110	115	111
AM Peak	08:00 10	08:00 13	08:00 12	11:00 10	11:00 7	08:00 12	08:00 10	08:00 11	08:00 8
PM Peak	15:00 19	15:00 18	16:00 16	12:00 15	19:00 10	18:00 19	15:00 12	15:00 15	15:00 13

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Wed 09/07/2025	Thu 10/07/2025	Fri 11/07/2025	Sat 12/07/2025	Sun 13/07/2025	Mon 14/07/2025	Tue 15/07/2025	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	3	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	1	1	0	0	0	0
03:00	0	0	0	0	0	0	1	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	1	0	0	0	0	1	1	1	0
06:00	1	1	1	0	0	2	1	1	1
07:00	0	4	3	0	0	2	5	3	2
08:00	12	7	12	4	1	9	12	10	8
09:00	2	4	5	5	5	5	3	4	4
10:00	5	5	7	2	6	3	2	4	4
11:00	4	4	2	5	6	5	4	4	4
12:00	8	5	3	2	2	2	3	4	4
13:00	5	2	3	5	4	3	2	3	3
14:00	5	2	6	5	6	5	7	5	5
15:00	2	6	5	3	3	5	2	4	4
16:00	5	7	10	3	3	6	7	7	6
17:00	6	4	6	4	2	3	3	4	4
18:00	0	2	5	2	6	4	4	3	3
19:00	2	3	2	2	6	7	6	4	4
20:00	0	1	3	3	2	3	4	2	2
21:00	2	1	0	3	5	2	3	2	2
22:00	2	1	2	0	6	0	0	1	2
23:00	0	0	0	0	3	0	0	0	0
Total									
12H(7-19)	54	52	67	40	44	52	54	56	52
16H(6-22)	59	58	73	48	57	66	68	65	61
18H(6-24)	61	59	75	48	66	66	68	66	63
24H(0-24)	62	59	75	49	70	67	70	67	65
AM Peak	08:00 12	08:00 7	08:00 12	09:00 5	10:00 6	08:00 9	08:00 12	08:00 10	08:00 8
PM Peak	12:00 8	16:00 7	16:00 10	13:00 5	14:00 6	19:00 7	14:00 7	16:00 7	16:00 6

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Wed 09/07/2025	Thu 10/07/2025	Fri 11/07/2025	Sat 12/07/2025	Sun 13/07/2025	Mon 14/07/2025	Tue 15/07/2025	5-Day Ave.	7-Day Ave.
00:00	0	1	0	0	6	1	0	0	1
01:00	0	0	1	1	0	0	0	0	0
02:00	0	0	0	2	2	0	0	0	1
03:00	0	0	0	0	2	0	1	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	1	0	1	0	0	1	2	1	1
06:00	1	1	2	1	0	3	1	2	1
07:00	5	7	5	2	0	4	8	6	4
08:00	22	20	24	4	3	21	22	22	17
09:00	8	10	9	11	11	12	8	9	10
10:00	14	18	10	4	12	9	9	12	11
11:00	11	5	10	15	13	16	10	10	11
12:00	17	13	9	17	7	6	11	11	11
13:00	18	16	10	16	9	16	7	13	13
14:00	11	9	14	11	11	9	15	12	11
15:00	21	24	19	15	6	17	14	19	17
16:00	8	15	26	15	6	17	13	16	14
17:00	19	10	13	12	7	10	10	12	12
18:00	6	6	9	6	12	23	10	11	10
19:00	6	7	4	7	16	17	15	10	10
20:00	2	6	8	5	12	6	10	6	7
21:00	4	2	4	10	9	3	11	5	6
22:00	3	3	5	4	11	2	2	3	4
23:00	0	0	0	2	4	2	1	1	1
Total									
12H(7-19)	160	153	158	128	97	160	137	154	142
16H(6-22)	173	169	176	151	134	189	174	176	167
18H(6-24)	176	172	181	157	149	193	177	180	172
24H(0-24)	177	173	183	160	159	195	180	182	175
AM Peak	08:00 22	08:00 20	08:00 24	11:00 15	11:00 13	08:00 21	08:00 22	08:00 22	08:00 17
PM Peak	15:00 21	15:00 24	16:00 26	12:00 17	19:00 16	18:00 23	14:00 15	15:00 19	15:00 17

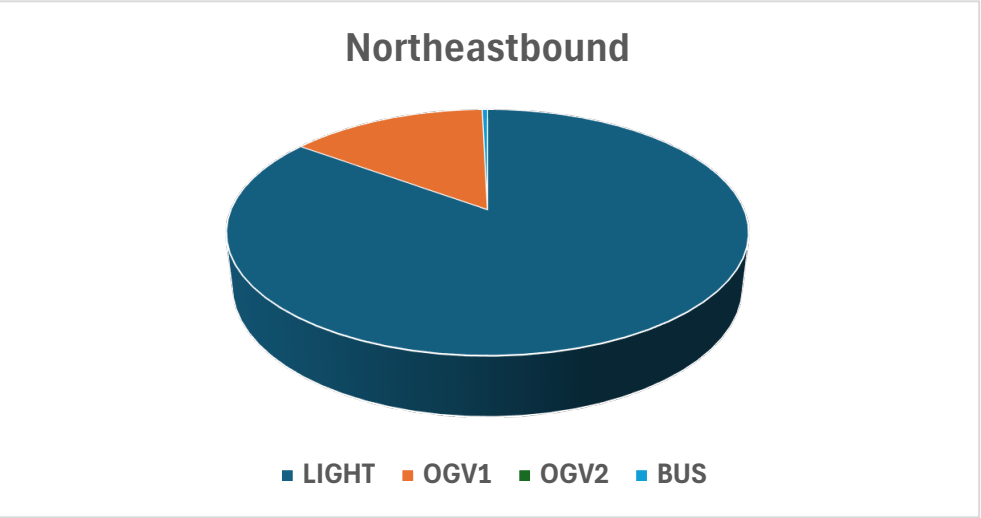
Paul Castle Associates

Old Colwyn ATC 5, Peulwys Lane

Direction: Northeastbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	115	90	24	0	1
Thu 10 Jul 2025	114	89	25	0	0
Fri 11 Jul 2025	108	91	15	0	2
Sat 12 Jul 2025	111	107	4	0	0
Sun 13 Jul 2025	89	82	7	0	0
Mon 14 Jul 2025	128	107	21	0	0
Tue 15 Jul 2025	110	93	17	0	0
5 Day Ave.	115	94	20	0	1
7 Day Ave.	111	94	16	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	100.0%	78.3%	20.9%	0.0%	0.9%
Thu 10 Jul 2025	100.0%	78.1%	21.9%	0.0%	0.0%
Fri 11 Jul 2025	100.0%	84.3%	13.9%	0.0%	1.9%
Sat 12 Jul 2025	100.0%	96.4%	3.6%	0.0%	0.0%
Sun 13 Jul 2025	100.0%	92.1%	7.9%	0.0%	0.0%
Mon 14 Jul 2025	100.0%	83.6%	16.4%	0.0%	0.0%
Tue 15 Jul 2025	100.0%	84.5%	15.5%	0.0%	0.0%
5 Day Ave.	100.0%	81.7%	17.7%	0.0%	0.5%
7 Day Ave.	100.0%	85.0%	14.6%	0.0%	0.4%

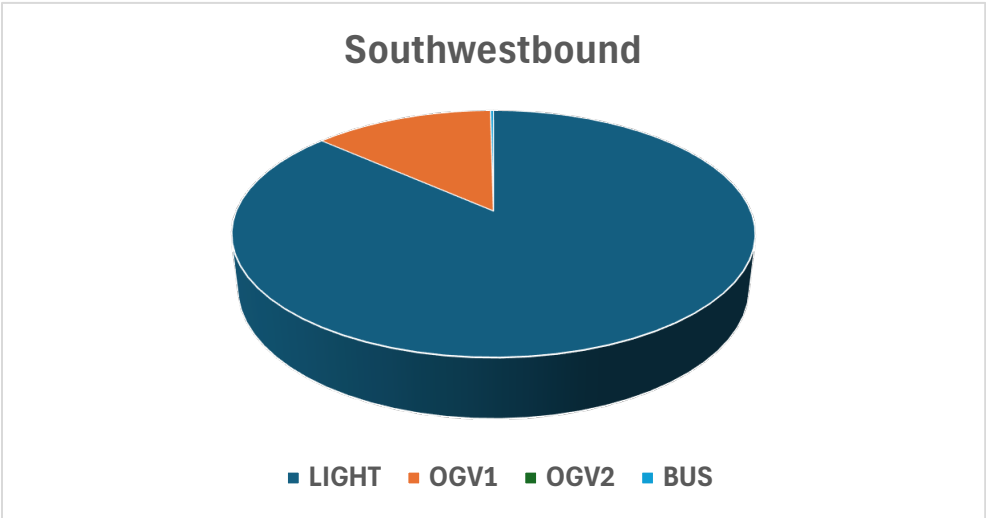
Paul Castle Associates



Direction: Southwestbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	62	48	14	0	0
Thu 10 Jul 2025	59	42	17	0	0
Fri 11 Jul 2025	75	67	7	0	1
Sat 12 Jul 2025	49	46	3	0	0
Sun 13 Jul 2025	70	67	3	0	0
Mon 14 Jul 2025	67	58	9	0	0
Tue 15 Jul 2025	70	63	7	0	0
5 Day Ave.	67	56	11	0	0
7 Day Ave.	65	56	9	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	100.0%	77.4%	22.6%	0.0%	0.0%
Thu 10 Jul 2025	100.0%	71.2%	28.8%	0.0%	0.0%
Fri 11 Jul 2025	100.0%	89.3%	9.3%	0.0%	1.3%
Sat 12 Jul 2025	100.0%	93.9%	6.1%	0.0%	0.0%
Sun 13 Jul 2025	100.0%	95.7%	4.3%	0.0%	0.0%
Mon 14 Jul 2025	100.0%	86.6%	13.4%	0.0%	0.0%
Tue 15 Jul 2025	100.0%	90.0%	10.0%	0.0%	0.0%
5 Day Ave.	100.0%	83.5%	16.2%	0.0%	0.3%
7 Day Ave.	100.0%	86.5%	13.3%	0.0%	0.2%

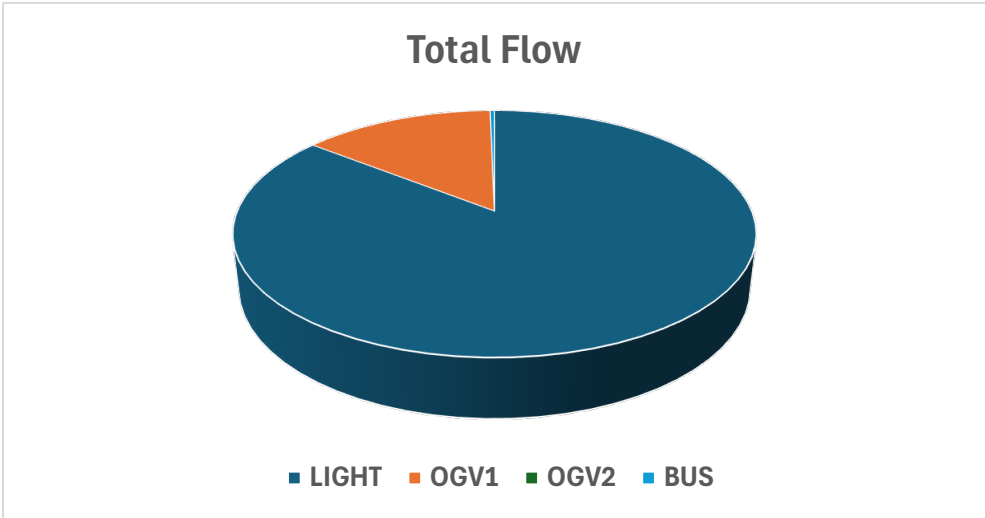
Paul Castle Associates



Direction: Total Flow					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	177	138	38	0	1
Thu 10 Jul 2025	173	131	42	0	0
Fri 11 Jul 2025	183	158	22	0	3
Sat 12 Jul 2025	160	153	7	0	0
Sun 13 Jul 2025	159	149	10	0	0
Mon 14 Jul 2025	195	165	30	0	0
Tue 15 Jul 2025	180	156	24	0	0
5 Day Ave.	182	150	31	0	1
7 Day Ave.	175	150	25	0	1

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 9 Jul 2025	100.0%	78.0%	21.5%	0.0%	0.6%
Thu 10 Jul 2025	100.0%	75.7%	24.3%	0.0%	0.0%
Fri 11 Jul 2025	100.0%	86.3%	12.0%	0.0%	1.6%
Sat 12 Jul 2025	100.0%	95.6%	4.4%	0.0%	0.0%
Sun 13 Jul 2025	100.0%	93.7%	6.3%	0.0%	0.0%
Mon 14 Jul 2025	100.0%	84.6%	15.4%	0.0%	0.0%
Tue 15 Jul 2025	100.0%	86.7%	13.3%	0.0%	0.0%
5 Day Ave.	100.0%	82.4%	17.2%	0.0%	0.4%
7 Day Ave.	100.0%	85.6%	14.1%	0.0%	0.3%

Paul Castle Associates

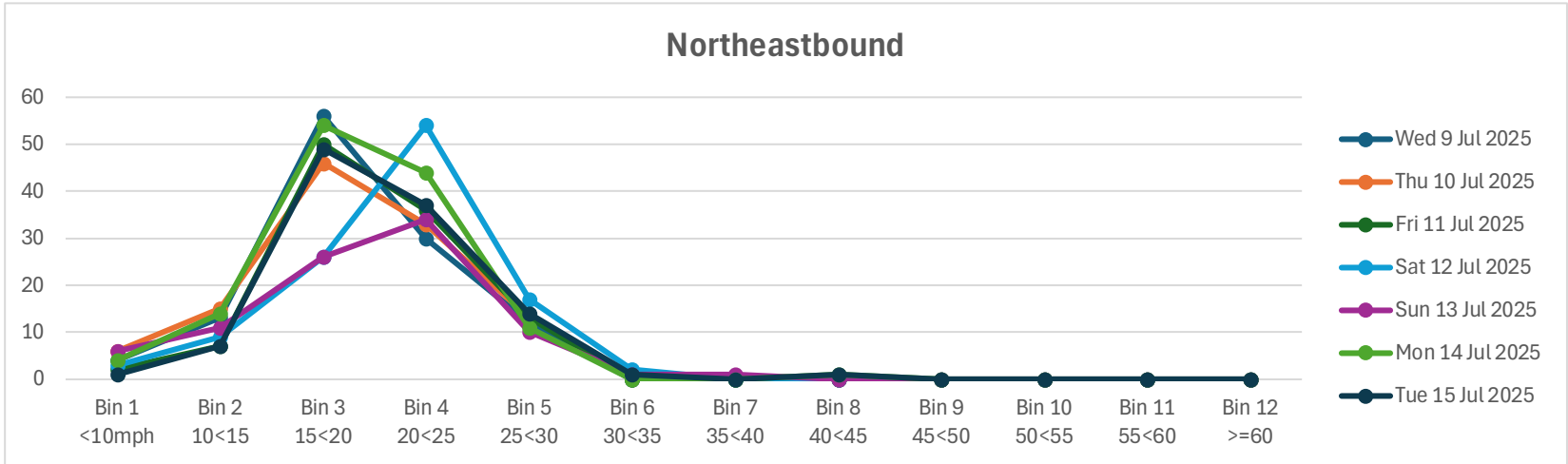


Old Colwyn ATC 5, Peulwys Lane

Direction: Northeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	115	23.7	19.0	4.6	4	13	56	30	12	0	0	0	0	0	0	0
Thu 10 Jul 2025	114	24.4	19.1	5.1	6	15	46	33	13	1	0	0	0	0	0	0
Fri 11 Jul 2025	108	24.3	19.9	4.3	2	7	50	36	13	0	0	0	0	0	0	0
Sat 12 Jul 2025	111	26.1	21.1	4.8	3	9	26	54	17	2	0	0	0	0	0	0
Sun 13 Jul 2025	89	25.6	19.7	5.7	6	11	26	34	10	1	1	0	0	0	0	0
Mon 14 Jul 2025	128	24.5	19.4	4.9	4	14	54	44	11	0	0	1	0	0	0	0
Tue 15 Jul 2025	110	25.4	20.4	4.8	1	7	49	37	14	1	0	1	0	0	0	0
5 Day Ave.	115	24.5	19.5	4.7	3	11	51	36	13	0	0	0	0	0	0	0
7 Day Ave.	111	24.9	19.8	4.9	4	11	44	38	13	1	0	0	0	0	0	0

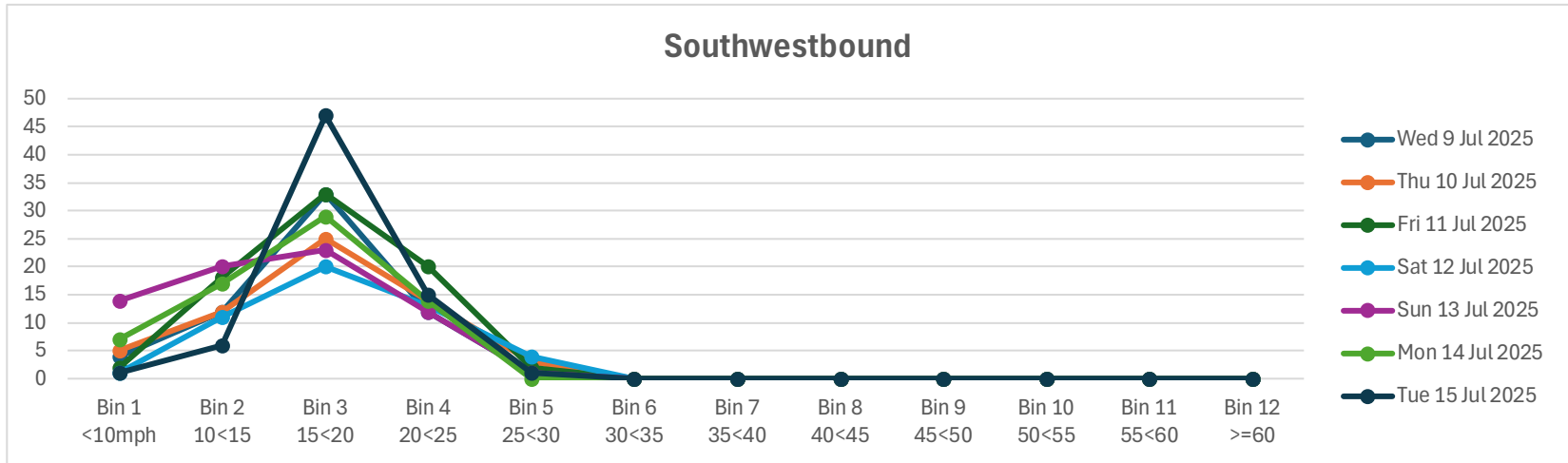
Paul Castle Associates



Direction: Southwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	62	21.3	17.0	4.1	4	12	33	12	1	0	0	0	0	0	0	0
Thu 10 Jul 2025	59	22.5	17.4	4.9	5	12	25	14	3	0	0	0	0	0	0	0
Fri 11 Jul 2025	75	22.0	17.6	4.2	2	18	33	20	2	0	0	0	0	0	0	0
Sat 12 Jul 2025	49	23.2	18.3	4.7	1	11	20	13	4	0	0	0	0	0	0	0
Sun 13 Jul 2025	70	20.4	15.2	5.1	14	20	23	12	1	0	0	0	0	0	0	0
Mon 14 Jul 2025	67	20.9	16.3	4.5	7	17	29	14	0	0	0	0	0	0	0	0
Tue 15 Jul 2025	70	21.4	18.2	3.2	1	6	47	15	1	0	0	0	0	0	0	0
5 Day Ave.	67	21.6	17.3	4.2	4	13	33	15	1	0	0	0	0	0	0	0
7 Day Ave.	65	21.7	17.1	4.4	5	14	30	14	2	0	0	0	0	0	0	0

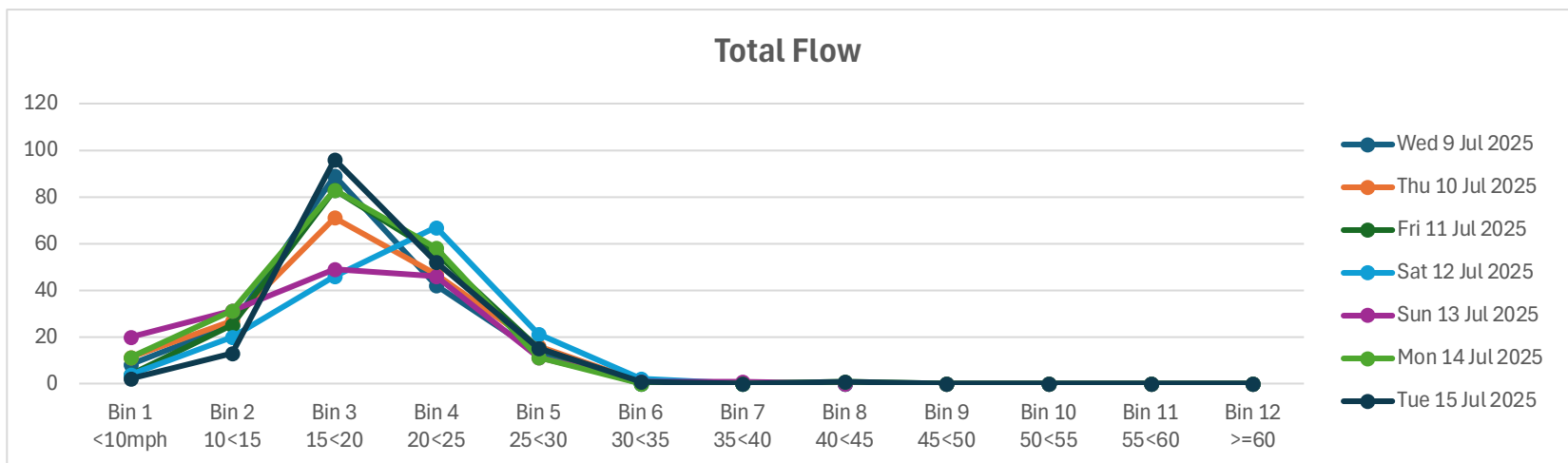
Paul Castle Associates



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	177	23.0	18.3	4.5	8	25	89	42	13	0	0	0	0	0	0	0
Thu 10 Jul 2025	173	23.8	18.5	5.1	11	27	71	47	16	1	0	0	0	0	0	0
Fri 11 Jul 2025	183	23.5	19.0	4.4	4	25	83	56	15	0	0	0	0	0	0	0
Sat 12 Jul 2025	160	25.4	20.2	4.9	4	20	46	67	21	2	0	0	0	0	0	0
Sun 13 Jul 2025	159	23.8	17.7	5.9	20	31	49	46	11	1	1	0	0	0	0	0
Mon 14 Jul 2025	195	23.5	18.3	5.0	11	31	83	58	11	0	0	1	0	0	0	0
Tue 15 Jul 2025	180	24.1	19.5	4.4	2	13	96	52	15	1	0	1	0	0	0	0
5 Day Ave.	182	23.6	18.7	4.7	7	24	84	51	14	0	0	0	0	0	0	0
7 Day Ave.	175	23.9	18.8	4.9	9	25	74	53	15	1	0	0	0	0	0	0

Paul Castle Associates



Old Colwyn ATC 5, Peulwys Lane

Direction: Northeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	16	21.7	18.8	2.9	0	1	10	5	0	0	0	0	0	0	0	0
Thu 10 Jul 2025	14	23.4	17.9	5.4	0	5	5	2	2	0	0	0	0	0	0	0
Fri 11 Jul 2025	11	26.4	22.0	4.2	0	0	4	4	3	0	0	0	0	0	0	0
Sat 12 Jul 2025	12	23.9	20.4	3.3	0	1	3	8	0	0	0	0	0	0	0	0
Sun 13 Jul 2025	13	23.5	19.0	4.3	0	2	6	4	1	0	0	0	0	0	0	0
Mon 14 Jul 2025	17	24.0	19.9	4.0	0	2	6	8	1	0	0	0	0	0	0	0
Tue 15 Jul 2025	13	24.9	21.0	3.8	0	0	6	5	2	0	0	0	0	0	0	0
5 Day Ave.	14	24.1	19.9	4.0	0	2	6	5	2	0	0	0	0	0	0	0
7 Day Ave.	14	24.0	19.8	4.0	0	2	6	5	1	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Southwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	9	18.7	16.4	2.2	0	2	7	0	0	0	0	0	0	0	0	0
Thu 10 Jul 2025	9	23.7	19.2	4.3	0	2	2	5	0	0	0	0	0	0	0	0
Fri 11 Jul 2025	9	23.6	18.6	4.9	0	2	4	2	1	0	0	0	0	0	0	0
Sat 12 Jul 2025	7	23.5	17.5	5.8	0	3	2	1	1	0	0	0	0	0	0	0
Sun 13 Jul 2025	12	21.3	17.5	3.7	0	3	6	3	0	0	0	0	0	0	0	0
Mon 14 Jul 2025	8	21.4	18.1	3.2	0	1	5	2	0	0	0	0	0	0	0	0
Tue 15 Jul 2025	6	24.3	20.0	4.2	0	0	4	1	1	0	0	0	0	0	0	0
5 Day Ave.	8	22.4	18.5	3.8	0	1	4	2	0	0	0	0	0	0	0	0
7 Day Ave.	9	22.4	18.2	4.0	0	2	4	2	0	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	25	20.9	17.9	2.9	0	3	17	5	0	0	0	0	0	0	0	0
Thu 10 Jul 2025	23	23.5	18.4	4.9	0	7	7	7	2	0	0	0	0	0	0	0
Fri 11 Jul 2025	20	25.4	20.5	4.7	0	2	8	6	4	0	0	0	0	0	0	0
Sat 12 Jul 2025	19	24.0	19.3	4.5	0	4	5	9	1	0	0	0	0	0	0	0
Sun 13 Jul 2025	25	22.4	18.3	4.0	0	5	12	7	1	0	0	0	0	0	0	0
Mon 14 Jul 2025	25	23.2	19.3	3.8	0	3	11	10	1	0	0	0	0	0	0	0
Tue 15 Jul 2025	19	24.6	20.7	3.8	0	0	10	6	3	0	0	0	0	0	0	0
5 Day Ave.	22	23.5	19.3	4.0	0	3	11	7	2	0	0	0	0	0	0	0
7 Day Ave.	22	23.4	19.2	4.1	0	3	10	7	2	0	0	0	0	0	0	0

Paul Castle Associates

Old Colwyn ATC 5, Peulwys Lane

Direction: Northeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	25	24.1	18.5	5.4	1	5	11	4	4	0	0	0	0	0	0	0
Thu 10 Jul 2025	25	24.8	19.1	5.5	1	4	10	7	2	1	0	0	0	0	0	0
Fri 11 Jul 2025	22	23.3	19.5	3.7	0	1	13	6	2	0	0	0	0	0	0	0
Sat 12 Jul 2025	18	26.2	20.6	5.5	0	4	3	7	4	0	0	0	0	0	0	0
Sun 13 Jul 2025	8	25.4	19.4	5.8	1	0	3	3	1	0	0	0	0	0	0	0
Mon 14 Jul 2025	16	27.4	20.6	6.6	0	1	8	6	0	0	0	1	0	0	0	0
Tue 15 Jul 2025	20	23.1	19.3	3.7	0	2	10	7	1	0	0	0	0	0	0	0
5 Day Ave.	22	24.6	19.4	5.0	0	3	10	6	2	0	0	0	0	0	0	0
7 Day Ave.	19	24.9	19.6	5.2	0	2	8	6	2	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Southwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	7	22.8	18.9	3.8	0	1	3	3	0	0	0	0	0	0	0	0
Thu 10 Jul 2025	8	23.3	18.8	4.4	0	1	5	1	1	0	0	0	0	0	0	0
Fri 11 Jul 2025	11	22.8	19.3	3.4	0	1	5	5	0	0	0	0	0	0	0	0
Sat 12 Jul 2025	8	24.8	20.0	4.6	0	1	3	3	1	0	0	0	0	0	0	0
Sun 13 Jul 2025	9	19.9	14.3	5.4	2	4	1	2	0	0	0	0	0	0	0	0
Mon 14 Jul 2025	10	21.5	17.1	4.3	1	1	6	2	0	0	0	0	0	0	0	0
Tue 15 Jul 2025	9	19.8	18.1	1.7	0	0	8	1	0	0	0	0	0	0	0	0
5 Day Ave.	9	22.0	18.4	3.5	0	1	5	2	0	0	0	0	0	0	0	0
7 Day Ave.	9	22.1	18.1	3.9	0	1	4	2	0	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 9 Jul 2025	32	23.8	18.6	5.0	1	6	14	7	4	0	0	0	0	0	0	0
Thu 10 Jul 2025	33	24.4	19.0	5.2	1	5	15	8	3	1	0	0	0	0	0	0
Fri 11 Jul 2025	33	23.1	19.5	3.5	0	2	18	11	2	0	0	0	0	0	0	0
Sat 12 Jul 2025	26	25.7	20.4	5.1	0	5	6	10	5	0	0	0	0	0	0	0
Sun 13 Jul 2025	17	23.0	16.7	6.0	3	4	4	5	1	0	0	0	0	0	0	0
Mon 14 Jul 2025	26	25.4	19.3	6.0	1	2	14	8	0	0	0	1	0	0	0	0
Tue 15 Jul 2025	29	22.2	18.9	3.2	0	2	18	8	1	0	0	0	0	0	0	0
5 Day Ave.	31	23.8	19.0	4.6	1	3	16	8	2	0	0	0	0	0	0	0
7 Day Ave.	28	24.0	18.9	4.9	1	4	13	8	2	0	0	0	0	0	0	0

Paul Castle Associates

Old Colwyn ATC 5, Peulwys Lane

Direction: Northeastbound

09/07/2025

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	5	3	2	0	0
08:00	10	9	0	0	1
09:00	6	3	3	0	0
10:00	9	8	1	0	0
11:00	7	3	4	0	0
12:00	9	7	2	0	0
13:00	13	12	1	0	0
14:00	6	5	1	0	0
15:00	19	15	4	0	0
16:00	3	2	1	0	0
17:00	13	11	2	0	0
18:00	6	5	1	0	0
19:00	4	2	2	0	0
20:00	2	2	0	0	0
21:00	2	2	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	106	83	22	0	1
16H(6-22)	114	89	24	0	1
18H(6-24)	115	90	24	0	1
24H(0-24)	115	90	24	0	1
AM Peak	08:00	08:00	11:00	00:00	08:00
	10	9	4	0	1
PM Peak	15:00	15:00	15:00	12:00	12:00
	19	15	4	0	0

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	1	1	0	0	0
07:00	0	0	0	0	0
08:00	12	9	3	0	0
09:00	2	1	1	0	0
10:00	5	3	2	0	0
11:00	4	1	3	0	0
12:00	8	6	2	0	0
13:00	5	5	0	0	0
14:00	5	4	1	0	0
15:00	2	2	0	0	0
16:00	5	4	1	0	0
17:00	6	5	1	0	0
18:00	0	0	0	0	0
19:00	2	2	0	0	0
20:00	0	0	0	0	0
21:00	2	2	0	0	0
22:00	2	2	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	54	40	14	0	0
16H(6-22)	59	45	14	0	0
18H(6-24)	61	47	14	0	0
24H(0-24)	62	48	14	0	0
AM Peak	08:00	08:00	08:00	00:00	00:00
	12	9	3	0	0
PM Peak	12:00	12:00	12:00	12:00	12:00
	8	6	2	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	1	1	0	0	0
07:00	5	3	2	0	0
08:00	22	18	3	0	1
09:00	8	4	4	0	0
10:00	14	11	3	0	0
11:00	11	4	7	0	0
12:00	17	13	4	0	0
13:00	18	17	1	0	0
14:00	11	9	2	0	0
15:00	21	17	4	0	0
16:00	8	6	2	0	0
17:00	19	16	3	0	0
18:00	6	5	1	0	0
19:00	6	4	2	0	0
20:00	2	2	0	0	0
21:00	4	4	0	0	0
22:00	3	3	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	160	123	36	0	1
16H(6-22)	173	134	38	0	1
18H(6-24)	176	137	38	0	1
24H(0-24)	177	138	38	0	1
AM Peak	08:00	08:00	11:00	00:00	08:00
	22	18	7	0	1
PM Peak	15:00	13:00	12:00	12:00	12:00
	21	17	4	0	0

Paul Castle Associates

Old Colwyn ATC 5, Peulwys Lane

Direction: Northeastbound					
10/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	3	3	0	0	0
08:00	13	13	0	0	0
09:00	6	5	1	0	0
10:00	13	13	0	0	0
11:00	1	0	1	0	0
12:00	8	6	2	0	0
13:00	14	6	8	0	0
14:00	7	5	2	0	0
15:00	18	12	6	0	0
16:00	8	7	1	0	0
17:00	6	4	2	0	0
18:00	4	2	2	0	0
19:00	4	4	0	0	0
20:00	5	5	0	0	0
21:00	1	1	0	0	0
22:00	2	2	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	101	76	25	0	0
16H(6-22)	111	86	25	0	0
18H(6-24)	113	88	25	0	0
24H(0-24)	114	89	25	0	0
AM Peak	08:00	08:00	09:00	00:00	00:00
	13	13	1	0	0
PM Peak	15:00	15:00	13:00	12:00	12:00
	18	12	8	0	0

Paul Castle Associates

Direction: Southwestbound					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	1	1	0	0	0
07:00	4	4	0	0	0
08:00	7	4	3	0	0
09:00	4	4	0	0	0
10:00	5	3	2	0	0
11:00	4	2	2	0	0
12:00	5	3	2	0	0
13:00	2	0	2	0	0
14:00	2	0	2	0	0
15:00	6	5	1	0	0
16:00	7	5	2	0	0
17:00	4	3	1	0	0
18:00	2	2	0	0	0
19:00	3	3	0	0	0
20:00	1	1	0	0	0
21:00	1	1	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	52	35	17	0	0
16H(6-22)	58	41	17	0	0
18H(6-24)	59	42	17	0	0
24H(0-24)	59	42	17	0	0
AM Peak	08:00	07:00	08:00	00:00	00:00
	7	4	3	0	0
PM Peak	16:00	15:00	12:00	12:00	12:00
	7	5	2	0	0

Paul Castle Associates

Direction: Total Flow					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	1	1	0	0	0
07:00	7	7	0	0	0
08:00	20	17	3	0	0
09:00	10	9	1	0	0
10:00	18	16	2	0	0
11:00	5	2	3	0	0
12:00	13	9	4	0	0
13:00	16	6	10	0	0
14:00	9	5	4	0	0
15:00	24	17	7	0	0
16:00	15	12	3	0	0
17:00	10	7	3	0	0
18:00	6	4	2	0	0
19:00	7	7	0	0	0
20:00	6	6	0	0	0
21:00	2	2	0	0	0
22:00	3	3	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	153	111	42	0	0
16H(6-22)	169	127	42	0	0
18H(6-24)	172	130	42	0	0
24H(0-24)	173	131	42	0	0
AM Peak	08:00	08:00	08:00	00:00	00:00
	20	17	3	0	0
PM Peak	15:00	15:00	13:00	12:00	12:00
	24	17	10	0	0

Paul Castle Associates

Old Colwyn ATC 5, Peulwys Lane

Direction: Northeastbound

11/07/2025

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	1	1	0	0	0
07:00	2	2	0	0	0
08:00	12	9	2	0	1
09:00	4	2	2	0	0
10:00	3	3	0	0	0
11:00	8	6	1	0	1
12:00	6	6	0	0	0
13:00	7	5	2	0	0
14:00	8	7	1	0	0
15:00	14	13	1	0	0
16:00	16	12	4	0	0
17:00	7	5	2	0	0
18:00	4	4	0	0	0
19:00	2	2	0	0	0
20:00	5	5	0	0	0
21:00	4	4	0	0	0
22:00	3	3	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	91	74	15	0	2
16H(6-22)	103	86	15	0	2
18H(6-24)	106	89	15	0	2
24H(0-24)	108	91	15	0	2
AM Peak	08:00	08:00	08:00	00:00	08:00
	12	9	2	0	1
PM Peak	16:00	15:00	16:00	12:00	12:00
	16	13	4	0	0

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	1	0	1	0	0
07:00	3	3	0	0	0
08:00	12	9	2	0	1
09:00	5	5	0	0	0
10:00	7	7	0	0	0
11:00	2	1	1	0	0
12:00	3	3	0	0	0
13:00	3	2	1	0	0
14:00	6	6	0	0	0
15:00	5	5	0	0	0
16:00	10	8	2	0	0
17:00	6	6	0	0	0
18:00	5	5	0	0	0
19:00	2	2	0	0	0
20:00	3	3	0	0	0
21:00	0	0	0	0	0
22:00	2	2	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	67	60	6	0	1
16H(6-22)	73	65	7	0	1
18H(6-24)	75	67	7	0	1
24H(0-24)	75	67	7	0	1
AM Peak	08:00	08:00	08:00	00:00	08:00
	12	9	2	0	1
PM Peak	16:00	16:00	16:00	12:00	12:00
	10	8	2	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	2	1	1	0	0
07:00	5	5	0	0	0
08:00	24	18	4	0	2
09:00	9	7	2	0	0
10:00	10	10	0	0	0
11:00	10	7	2	0	1
12:00	9	9	0	0	0
13:00	10	7	3	0	0
14:00	14	13	1	0	0
15:00	19	18	1	0	0
16:00	26	20	6	0	0
17:00	13	11	2	0	0
18:00	9	9	0	0	0
19:00	4	4	0	0	0
20:00	8	8	0	0	0
21:00	4	4	0	0	0
22:00	5	5	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	158	134	21	0	3
16H(6-22)	176	151	22	0	3
18H(6-24)	181	156	22	0	3
24H(0-24)	183	158	22	0	3
AM Peak	08:00	08:00	08:00	00:00	08:00
	24	18	4	0	2
PM Peak	16:00	16:00	16:00	12:00	12:00
	26	20	6	0	0

Paul Castle Associates

Old Colwyn ATC 5, Peulwys Lane

Direction: Northeastbound					
12/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	1	1	0	0	0
07:00	2	2	0	0	0
08:00	0	0	0	0	0
09:00	6	5	1	0	0
10:00	2	2	0	0	0
11:00	10	10	0	0	0
12:00	15	13	2	0	0
13:00	11	11	0	0	0
14:00	6	6	0	0	0
15:00	12	11	1	0	0
16:00	12	12	0	0	0
17:00	8	8	0	0	0
18:00	4	4	0	0	0
19:00	5	5	0	0	0
20:00	2	2	0	0	0
21:00	7	7	0	0	0
22:00	4	4	0	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	88	84	4	0	0
16H(6-22)	103	99	4	0	0
18H(6-24)	109	105	4	0	0
24H(0-24)	111	107	4	0	0
AM Peak	11:00	11:00	09:00	00:00	00:00
	10	10	1	0	0
PM Peak	12:00	12:00	12:00	12:00	12:00
	15	13	2	0	0

Paul Castle Associates

Direction: Southwestbound					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	0	0	0	0	0
08:00	4	4	0	0	0
09:00	5	5	0	0	0
10:00	2	2	0	0	0
11:00	5	3	2	0	0
12:00	2	2	0	0	0
13:00	5	5	0	0	0
14:00	5	4	1	0	0
15:00	3	3	0	0	0
16:00	3	3	0	0	0
17:00	4	4	0	0	0
18:00	2	2	0	0	0
19:00	2	2	0	0	0
20:00	3	3	0	0	0
21:00	3	3	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	40	37	3	0	0
16H(6-22)	48	45	3	0	0
18H(6-24)	48	45	3	0	0
24H(0-24)	49	46	3	0	0
AM Peak	09:00	09:00	11:00	00:00	00:00
	5	5	2	0	0
PM Peak	13:00	13:00	14:00	12:00	12:00
	5	5	1	0	0

Paul Castle Associates

Direction: Total Flow					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	2	2	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	1	1	0	0	0
07:00	2	2	0	0	0
08:00	4	4	0	0	0
09:00	11	10	1	0	0
10:00	4	4	0	0	0
11:00	15	13	2	0	0
12:00	17	15	2	0	0
13:00	16	16	0	0	0
14:00	11	10	1	0	0
15:00	15	14	1	0	0
16:00	15	15	0	0	0
17:00	12	12	0	0	0
18:00	6	6	0	0	0
19:00	7	7	0	0	0
20:00	5	5	0	0	0
21:00	10	10	0	0	0
22:00	4	4	0	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	128	121	7	0	0
16H(6-22)	151	144	7	0	0
18H(6-24)	157	150	7	0	0
24H(0-24)	160	153	7	0	0
AM Peak	11:00	11:00	11:00	00:00	00:00
	15	13	2	0	0
PM Peak	12:00	13:00	12:00	12:00	12:00
	17	16	2	0	0

Paul Castle Associates

Old Colwyn ATC 5, Peulwys Lane

Direction: Northeastbound					
13/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	2	2	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	0	0	0	0	0
08:00	2	2	0	0	0
09:00	6	5	1	0	0
10:00	6	6	0	0	0
11:00	7	6	1	0	0
12:00	5	5	0	0	0
13:00	5	4	1	0	0
14:00	5	5	0	0	0
15:00	3	2	1	0	0
16:00	3	3	0	0	0
17:00	5	5	0	0	0
18:00	6	4	2	0	0
19:00	10	9	1	0	0
20:00	10	10	0	0	0
21:00	4	4	0	0	0
22:00	5	5	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	53	47	6	0	0
16H(6-22)	77	70	7	0	0
18H(6-24)	83	76	7	0	0
24H(0-24)	89	82	7	0	0
AM Peak	11:00	10:00	09:00	00:00	00:00
	7	6	1	0	0
PM Peak	19:00	20:00	18:00	12:00	12:00
	10	10	2	0	0

Paul Castle Associates

Direction: Southwestbound					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	0	0	0	0	0
08:00	1	1	0	0	0
09:00	5	5	0	0	0
10:00	6	6	0	0	0
11:00	6	6	0	0	0
12:00	2	2	0	0	0
13:00	4	4	0	0	0
14:00	6	6	0	0	0
15:00	3	3	0	0	0
16:00	3	2	1	0	0
17:00	2	2	0	0	0
18:00	6	5	1	0	0
19:00	6	5	1	0	0
20:00	2	2	0	0	0
21:00	5	5	0	0	0
22:00	6	6	0	0	0
23:00	3	3	0	0	0
Total					
12H(7-19)	44	42	2	0	0
16H(6-22)	57	54	3	0	0
18H(6-24)	66	63	3	0	0
24H(0-24)	70	67	3	0	0
AM Peak	10:00	10:00	00:00	00:00	00:00
	6	6	0	0	0
PM Peak	14:00	14:00	16:00	12:00	12:00
	6	6	1	0	0

Paul Castle Associates

Direction: Total Flow					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	6	6	0	0	0
01:00	0	0	0	0	0
02:00	2	2	0	0	0
03:00	2	2	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	0	0	0	0	0
08:00	3	3	0	0	0
09:00	11	10	1	0	0
10:00	12	12	0	0	0
11:00	13	12	1	0	0
12:00	7	7	0	0	0
13:00	9	8	1	0	0
14:00	11	11	0	0	0
15:00	6	5	1	0	0
16:00	6	5	1	0	0
17:00	7	7	0	0	0
18:00	12	9	3	0	0
19:00	16	14	2	0	0
20:00	12	12	0	0	0
21:00	9	9	0	0	0
22:00	11	11	0	0	0
23:00	4	4	0	0	0
Total					
12H(7-19)	97	89	8	0	0
16H(6-22)	134	124	10	0	0
18H(6-24)	149	139	10	0	0
24H(0-24)	159	149	10	0	0
AM Peak	11:00	10:00	09:00	00:00	00:00
	13	12	1	0	0
PM Peak	19:00	19:00	18:00	12:00	12:00
	16	14	3	0	0

Paul Castle Associates

Old Colwyn ATC 5, Peulwys Lane

Direction: Northeastbound

14/07/2025

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	1	1	0	0	0
07:00	2	2	0	0	0
08:00	12	11	1	0	0
09:00	7	7	0	0	0
10:00	6	5	1	0	0
11:00	11	8	3	0	0
12:00	4	3	1	0	0
13:00	13	10	3	0	0
14:00	4	4	0	0	0
15:00	12	10	2	0	0
16:00	11	7	4	0	0
17:00	7	4	3	0	0
18:00	19	16	3	0	0
19:00	10	10	0	0	0
20:00	3	3	0	0	0
21:00	1	1	0	0	0
22:00	2	2	0	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	108	87	21	0	0
16H(6-22)	123	102	21	0	0
18H(6-24)	127	106	21	0	0
24H(0-24)	128	107	21	0	0
AM Peak	08:00	08:00	11:00	00:00	00:00
	12	11	3	0	0
PM Peak	18:00	18:00	16:00	12:00	12:00
	19	16	4	0	0

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	2	2	0	0	0
07:00	2	2	0	0	0
08:00	9	7	2	0	0
09:00	5	5	0	0	0
10:00	3	3	0	0	0
11:00	5	3	2	0	0
12:00	2	2	0	0	0
13:00	3	3	0	0	0
14:00	5	3	2	0	0
15:00	5	5	0	0	0
16:00	6	6	0	0	0
17:00	3	3	0	0	0
18:00	4	3	1	0	0
19:00	7	5	2	0	0
20:00	3	3	0	0	0
21:00	2	2	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	52	45	7	0	0
16H(6-22)	66	57	9	0	0
18H(6-24)	66	57	9	0	0
24H(0-24)	67	58	9	0	0
AM Peak	08:00	08:00	08:00	00:00	00:00
	9	7	2	0	0
PM Peak	19:00	16:00	14:00	12:00	12:00
	7	6	2	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	3	3	0	0	0
07:00	4	4	0	0	0
08:00	21	18	3	0	0
09:00	12	12	0	0	0
10:00	9	8	1	0	0
11:00	16	11	5	0	0
12:00	6	5	1	0	0
13:00	16	13	3	0	0
14:00	9	7	2	0	0
15:00	17	15	2	0	0
16:00	17	13	4	0	0
17:00	10	7	3	0	0
18:00	23	19	4	0	0
19:00	17	15	2	0	0
20:00	6	6	0	0	0
21:00	3	3	0	0	0
22:00	2	2	0	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	160	132	28	0	0
16H(6-22)	189	159	30	0	0
18H(6-24)	193	163	30	0	0
24H(0-24)	195	165	30	0	0
AM Peak	08:00	08:00	11:00	00:00	00:00
	21	18	5	0	0
PM Peak	18:00	18:00	16:00	12:00	12:00
	23	19	4	0	0

Paul Castle Associates

Old Colwyn ATC 5, Peulwys Lane

Direction: Northeastbound					
15/07/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	0	0	0	0	0
07:00	3	3	0	0	0
08:00	10	7	3	0	0
09:00	5	5	0	0	0
10:00	7	5	2	0	0
11:00	6	5	1	0	0
12:00	8	7	1	0	0
13:00	5	5	0	0	0
14:00	8	7	1	0	0
15:00	12	10	2	0	0
16:00	6	3	3	0	0
17:00	7	6	1	0	0
18:00	6	4	2	0	0
19:00	9	9	0	0	0
20:00	6	5	1	0	0
21:00	8	8	0	0	0
22:00	2	2	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	83	67	16	0	0
16H(6-22)	106	89	17	0	0
18H(6-24)	109	92	17	0	0
24H(0-24)	110	93	17	0	0
AM Peak	08:00	08:00	08:00	00:00	00:00
	10	7	3	0	0
PM Peak	15:00	15:00	16:00	12:00	12:00
	12	10	3	0	0

Paul Castle Associates

Direction: Southwestbound					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	1	1	0	0	0
07:00	5	5	0	0	0
08:00	12	10	2	0	0
09:00	3	3	0	0	0
10:00	2	1	1	0	0
11:00	4	4	0	0	0
12:00	3	2	1	0	0
13:00	2	0	2	0	0
14:00	7	7	0	0	0
15:00	2	2	0	0	0
16:00	7	7	0	0	0
17:00	3	3	0	0	0
18:00	4	4	0	0	0
19:00	6	5	1	0	0
20:00	4	4	0	0	0
21:00	3	3	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	54	48	6	0	0
16H(6-22)	68	61	7	0	0
18H(6-24)	68	61	7	0	0
24H(0-24)	70	63	7	0	0
AM Peak	08:00	08:00	08:00	00:00	00:00
	12	10	2	0	0
PM Peak	14:00	14:00	13:00	12:00	12:00
	7	7	2	0	0

Paul Castle Associates

Direction: Total Flow					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	1	1	0	0	0
07:00	8	8	0	0	0
08:00	22	17	5	0	0
09:00	8	8	0	0	0
10:00	9	6	3	0	0
11:00	10	9	1	0	0
12:00	11	9	2	0	0
13:00	7	5	2	0	0
14:00	15	14	1	0	0
15:00	14	12	2	0	0
16:00	13	10	3	0	0
17:00	10	9	1	0	0
18:00	10	8	2	0	0
19:00	15	14	1	0	0
20:00	10	9	1	0	0
21:00	11	11	0	0	0
22:00	2	2	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	137	115	22	0	0
16H(6-22)	174	150	24	0	0
18H(6-24)	177	153	24	0	0
24H(0-24)	180	156	24	0	0
AM Peak	08:00	08:00	08:00	00:00	00:00
	22	17	5	0	0
PM Peak	14:00	14:00	16:00	12:00	12:00
	15	14	3	0	0

Paul Castle Associates

Old Colwyn ATC 5, Peulwys Lane

Direction: Northeastbound

09/07/2025																
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	5	27.7	22.5	5.0	0	0	2	1	2	0	0	0	0	0	0	0
08:00	10	26.0	20.1	5.8	1	0	4	3	2	0	0	0	0	0	0	0
09:00	6	21.8	19.2	2.6	0	0	4	2	0	0	0	0	0	0	0	0
10:00	9	21.8	19.2	2.5	0	0	6	3	0	0	0	0	0	0	0	0
11:00	7	21.8	18.2	3.5	0	1	4	2	0	0	0	0	0	0	0	0
12:00	9	22.1	18.1	3.9	0	1	7	0	1	0	0	0	0	0	0	0
13:00	13	21.7	17.5	4.0	1	1	8	3	0	0	0	0	0	0	0	0
14:00	6	25.1	20.8	4.1	0	0	3	2	1	0	0	0	0	0	0	0
15:00	19	23.6	17.8	5.6	1	5	8	2	3	0	0	0	0	0	0	0
16:00	3	25.2	19.2	5.8	0	1	0	2	0	0	0	0	0	0	0	0
17:00	13	22.0	19.4	2.5	0	0	8	5	0	0	0	0	0	0	0	0
18:00	6	23.4	18.3	4.9	0	2	1	3	0	0	0	0	0	0	0	0
19:00	4	24.8	17.5	7.1	0	2	1	0	1	0	0	0	0	0	0	0
20:00	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
21:00	2	32.0	17.8	13.8	1	0	0	0	1	0	0	0	0	0	0	0
22:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	16	21.7	18.8	2.9	0	1	10	5	0	0	0	0	0	0	0	0
2H(14-16)	25	24.1	18.5	5.4	1	5	11	4	4	0	0	0	0	0	0	0
12H(7-19)	106	23.3	18.9	4.3	3	11	55	28	9	0	0	0	0	0	0	0
24H(0-24)	115	23.7	19.0	4.6	4	13	56	30	12	0	0	0	0	0	0	0
AM Peak	08:00 10	07:00 27.7	07:00 22.5	08:00 5.8	08:00 1	11:00 1	06:00 6	08:00 3	07:00 2	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	15:00 19	21:00 32.0	22:00 27.5	21:00 13.8	13:00 1	15:00 5	13:00 8	17:00 5	15:00 3	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
06:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	12	22.0	18.8	3.1	0	1	7	4	0	0	0	0	0	0	0	0
09:00	2	24.8	17.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
10:00	5	18.8	16.5	2.2	0	1	4	0	0	0	0	0	0	0	0	0
11:00	4	18.8	16.3	2.5	0	1	3	0	0	0	0	0	0	0	0	0
12:00	8	18.2	14.4	3.6	1	3	4	0	0	0	0	0	0	0	0	0
13:00	5	15.2	10.8	4.2	3	1	1	0	0	0	0	0	0	0	0	0
14:00	5	23.3	20.5	2.7	0	0	2	3	0	0	0	0	0	0	0	0
15:00	2	18.7	15.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
16:00	5	18.8	16.5	2.2	0	1	4	0	0	0	0	0	0	0	0	0
17:00	6	25.4	20.0	5.2	0	1	2	2	1	0	0	0	0	0	0	0
18:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
19:00	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	2	18.7	15.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
22:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	9	18.7	16.4	2.2	0	2	7	0	0	0	0	0	0	0	0	0
2H(14-16)	7	22.8	18.9	3.8	0	1	3	3	0	0	0	0	0	0	0	0
12H(7-19)	54	21.3	16.9	4.3	4	11	28	10	1	0	0	0	0	0	0	0
24H(0-24)	62	21.3	17.0	4.1	4	12	33	12	1	0	0	0	0	0	0	0
AM Peak	08:00 12	09:00 24.8	08:00 18.8	09:00 7.1	00:00 0	08:00 1	08:00 7	08:00 4	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	12:00 8	17:00 25.4	19:00 22.5	17:00 5.2	13:00 3	12:00 3	12:00 4	14:00 3	17:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 ≥60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
06:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
07:00	5	27.7	22.5	5.0	0	0	2	1	2	0	0	0	0	0	0	0
08:00	22	24.0	19.3	4.4	1	1	11	7	2	0	0	0	0	0	0	0
09:00	8	22.4	18.8	3.5	0	1	4	3	0	0	0	0	0	0	0	0
10:00	14	21.0	18.2	2.7	0	1	10	3	0	0	0	0	0	0	0	0
11:00	11	20.8	17.5	3.2	0	2	7	2	0	0	0	0	0	0	0	0
12:00	17	20.6	16.4	4.1	1	4	11	0	1	0	0	0	0	0	0	0
13:00	18	20.9	15.7	5.0	4	2	9	3	0	0	0	0	0	0	0	0
14:00	11	24.2	20.7	3.4	0	0	5	5	1	0	0	0	0	0	0	0
15:00	21	23.2	17.5	5.4	1	6	9	2	3	0	0	0	0	0	0	0
16:00	8	21.4	17.5	3.8	0	2	4	2	0	0	0	0	0	0	0	0
17:00	19	23.2	19.6	3.5	0	1	10	7	1	0	0	0	0	0	0	0
18:00	6	23.4	18.3	4.9	0	2	1	3	0	0	0	0	0	0	0	0
19:00	6	25.4	19.2	6.1	0	2	1	2	1	0	0	0	0	0	0	0
20:00	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
21:00	4	25.1	16.4	8.4	1	1	1	0	1	0	0	0	0	0	0	0
22:00	3	26.8	20.8	5.8	0	0	2	0	1	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total 2H(10-12) 2H(14-16) 12H(7-19) 24H(0-24)	25	20.9	17.9	2.9	0	3	17	5	0	0	0	0	0	0	0	0
	32	23.8	18.6	5.0	1	6	14	7	4	0	0	0	0	0	0	0
	160	22.7	18.2	4.4	7	22	83	38	10	0	0	0	0	0	0	0
	177	23.0	18.3	4.5	8	25	89	42	13	0	0	0	0	0	0	0
AM Peak	08:00 22	07:00 27.7	07:00 22.5	07:00 5.0	08:00 1	11:00 2	08:00 11	08:00 7	07:00 2	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	15:00 21	22:00 26.8	20:00 22.5	21:00 8.4	13:00 4	15:00 6	12:00 11	17:00 7	15:00 3	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Old Colwyn ATC 5, Peulwys Lane

Direction: Northeastbound

10/07/2025																
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	3	23.8	20.8	2.9	0	0	1	2	0	0	0	0	0	0	0	0
08:00	13	24.9	21.0	3.8	0	0	6	5	2	0	0	0	0	0	0	0
09:00	6	22.2	18.3	3.8	0	1	3	2	0	0	0	0	0	0	0	0
10:00	13	23.1	17.5	5.4	0	5	5	1	2	0	0	0	0	0	0	0
11:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
12:00	8	27.4	23.1	4.2	0	0	2	3	3	0	0	0	0	0	0	0
13:00	14	24.8	19.3	5.3	1	1	6	4	2	0	0	0	0	0	0	0
14:00	7	21.8	18.2	3.5	0	1	4	2	0	0	0	0	0	0	0	0
15:00	18	25.9	19.5	6.2	1	3	6	5	2	1	0	0	0	0	0	0
16:00	8	20.5	15.1	5.1	2	1	4	1	0	0	0	0	0	0	0	0
17:00	6	22.1	15.9	5.9	1	2	1	2	0	0	0	0	0	0	0	0
18:00	4	17.5	17.5	0.0	0	0	4	0	0	0	0	0	0	0	0	0
19:00	4	21.7	17.5	4.1	0	1	2	1	0	0	0	0	0	0	0	0
20:00	5	25.1	18.6	6.3	1	0	1	3	0	0	0	0	0	0	0	0
21:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
22:00	2	29.8	22.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	14	23.4	17.9	5.4	0	5	5	2	2	0	0	0	0	0	0	0
2H(14-16)	25	24.8	19.1	5.5	1	4	10	7	2	1	0	0	0	0	0	0
12H(7-19)	101	24.3	19.0	5.1	5	14	42	28	11	1	0	0	0	0	0	0
24H(0-24)	114	24.4	19.1	5.1	6	15	46	33	13	1	0	0	0	0	0	0
AM Peak	08:00 13	08:00 24.9	00:00 22.5	10:00 5.4	00:00 0	10:00 5	08:00 6	08:00 5	08:00 2	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	15:00 18	22:00 29.8	21:00 27.5	22:00 7.1	16:00 2	15:00 3	13:00 6	15:00 5	12:00 3	15:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
07:00	4	18.8	16.3	2.5	0	1	3	0	0	0	0	0	0	0	0	0
08:00	7	23.7	19.6	3.9	0	1	2	4	0	0	0	0	0	0	0	0
09:00	4	18.8	16.3	2.5	0	1	3	0	0	0	0	0	0	0	0	0
10:00	5	22.7	17.5	5.0	0	2	1	2	0	0	0	0	0	0	0	0
11:00	4	23.8	21.3	2.5	0	0	1	3	0	0	0	0	0	0	0	0
12:00	5	25.3	18.5	6.5	0	2	1	1	1	0	0	0	0	0	0	0
13:00	2	24.8	17.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
14:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
15:00	6	23.4	18.3	4.9	0	1	4	0	1	0	0	0	0	0	0	0
16:00	7	16.4	12.0	4.3	3	2	2	0	0	0	0	0	0	0	0	0
17:00	4	22.7	16.4	6.1	1	0	2	1	0	0	0	0	0	0	0	0
18:00	2	31.0	20.0	10.6	0	1	0	0	1	0	0	0	0	0	0	0
19:00	3	22.2	19.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
20:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
21:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
22:00	1	-	8.0	-	1	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	9	23.7	19.2	4.3	0	2	2	5	0	0	0	0	0	0	0	0
2H(14-16)	8	23.3	18.8	4.4	0	1	5	1	1	0	0	0	0	0	0	0
12H(7-19)	52	22.6	17.4	5.0	4	12	20	13	3	0	0	0	0	0	0	0
24H(0-24)	59	22.5	17.4	4.9	5	12	25	14	3	0	0	0	0	0	0	0
AM Peak	08:00 7	11:00 23.8	11:00 21.3	10:00 5.0	00:00 0	10:00 2	07:00 3	08:00 4	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	16:00 7	18:00 31.0	14:00 20.0	18:00 10.6	16:00 3	12:00 2	15:00 4	12:00 1	12:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 ≥60
00:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
07:00	7	21.8	18.2	3.5	0	1	4	2	0	0	0	0	0	0	0	0
08:00	20	24.4	20.5	3.8	0	1	8	9	2	0	0	0	0	0	0	0
09:00	10	21.0	17.5	3.3	0	2	6	2	0	0	0	0	0	0	0	0
10:00	18	22.8	17.5	5.1	0	7	6	3	2	0	0	0	0	0	0	0
11:00	5	23.8	21.5	2.2	0	0	1	4	0	0	0	0	0	0	0	0
12:00	13	27.0	21.3	5.5	0	2	3	4	4	0	0	0	0	0	0	0
13:00	16	24.6	19.1	5.3	1	2	6	5	2	0	0	0	0	0	0	0
14:00	9	22.1	18.6	3.3	0	1	5	3	0	0	0	0	0	0	0	0
15:00	24	25.2	19.2	5.8	1	4	10	5	3	1	0	0	0	0	0	0
16:00	15	18.7	13.7	4.9	5	3	6	1	0	0	0	0	0	0	0	0
17:00	10	21.9	16.1	5.6	2	2	3	3	0	0	0	0	0	0	0	0
18:00	6	23.4	18.3	4.9	0	1	4	0	1	0	0	0	0	0	0	0
19:00	7	21.8	18.2	3.5	0	1	4	2	0	0	0	0	0	0	0	0
20:00	6	24.3	18.4	5.7	1	0	2	3	0	0	0	0	0	0	0	0
21:00	2	29.8	22.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
22:00	3	27.8	17.7	9.8	1	0	1	0	1	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	23	23.5	18.4	4.9	0	7	7	7	2	0	0	0	0	0	0	0
2H(14-16)	33	24.4	19.0	5.2	1	5	15	8	3	1	0	0	0	0	0	0
12H(7-19)	153	23.7	18.4	5.1	9	26	62	41	14	1	0	0	0	0	0	0
24H(0-24)	173	23.8	18.5	5.1	11	27	71	47	16	1	0	0	0	0	0	0
AM Peak	08:00 20	08:00 24.4	00:00 22.5	10:00 5.1	00:00 0	10:00 7	08:00 8	08:00 9	08:00 2	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	15:00 24	21:00 29.8	21:00 22.5	22:00 9.8	16:00 5	15:00 4	15:00 10	13:00 5	12:00 4	15:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Old Colwyn ATC 5, Peulwys Lane

Direction: Northeastbound

11/07/2025																
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
07:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
08:00	12	25.6	20.4	5.0	0	2	3	5	2	0	0	0	0	0	0	0
09:00	4	22.7	16.4	6.1	1	0	2	1	0	0	0	0	0	0	0	0
10:00	3	22.2	19.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
11:00	8	27.4	23.1	4.2	0	0	2	3	3	0	0	0	0	0	0	0
12:00	6	22.8	20.0	2.7	0	0	3	3	0	0	0	0	0	0	0	0
13:00	7	25.4	21.8	3.5	0	0	2	4	1	0	0	0	0	0	0	0
14:00	8	23.3	18.8	4.4	0	1	5	1	1	0	0	0	0	0	0	0
15:00	14	23.4	20.0	3.3	0	0	8	5	1	0	0	0	0	0	0	0
16:00	16	22.8	17.5	5.1	1	4	6	4	1	0	0	0	0	0	0	0
17:00	7	25.0	21.1	3.8	0	0	3	3	1	0	0	0	0	0	0	0
18:00	4	23.8	21.3	2.5	0	0	1	3	0	0	0	0	0	0	0	0
19:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
20:00	5	24.1	19.5	4.5	0	0	4	0	1	0	0	0	0	0	0	0
21:00	4	21.3	18.8	2.5	0	0	3	1	0	0	0	0	0	0	0	0
22:00	3	26.8	20.8	5.8	0	0	2	0	1	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	11	26.4	22.0	4.2	0	0	4	4	3	0	0	0	0	0	0	0
2H(14-16)	22	23.3	19.5	3.7	0	1	13	6	2	0	0	0	0	0	0	0
12H(7-19)	91	24.3	19.8	4.3	2	7	39	33	10	0	0	0	0	0	0	0
24H(0-24)	108	24.3	19.9	4.3	2	7	50	36	13	0	0	0	0	0	0	0
AM Peak	08:00 12	11:00 27.4	11:00 23.1	09:00 6.1	09:00 1	08:00 2	08:00 3	08:00 5	11:00 3	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	16:00 16	19:00 28.7	19:00 25.0	22:00 5.8	16:00 1	16:00 4	15:00 8	15:00 5	13:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	12.5	-	0	1	0	0	0	0	0	0	0	0	0	0
07:00	3	18.8	15.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
08:00	12	21.9	17.5	4.2	1	1	7	3	0	0	0	0	0	0	0	0
09:00	5	15.8	13.5	2.2	0	4	1	0	0	0	0	0	0	0	0	0
10:00	7	23.8	18.2	5.3	0	2	3	1	1	0	0	0	0	0	0	0
11:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
12:00	3	22.7	17.5	5.0	0	1	1	1	0	0	0	0	0	0	0	0
13:00	3	22.7	17.5	5.0	0	1	1	1	0	0	0	0	0	0	0	0
14:00	6	22.8	20.0	2.7	0	0	3	3	0	0	0	0	0	0	0	0
15:00	5	22.8	18.5	4.2	0	1	2	2	0	0	0	0	0	0	0	0
16:00	10	19.4	15.1	4.2	1	4	4	1	0	0	0	0	0	0	0	0
17:00	6	25.4	20.0	5.2	0	1	2	2	1	0	0	0	0	0	0	0
18:00	5	24.1	19.5	4.5	0	1	1	3	0	0	0	0	0	0	0	0
19:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
20:00	3	22.2	19.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	9	23.6	18.6	4.9	0	2	4	2	1	0	0	0	0	0	0	0
2H(14-16)	11	22.8	19.3	3.4	0	1	5	5	0	0	0	0	0	0	0	0
12H(7-19)	67	22.1	17.6	4.4	2	17	28	18	2	0	0	0	0	0	0	0
24H(0-24)	75	22.0	17.6	4.2	2	18	33	20	2	0	0	0	0	0	0	0
AM Peak	08:00 12	10:00 23.8	11:00 20.0	10:00 5.3	08:00 1	09:00 4	08:00 7	08:00 3	10:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	16:00 10	17:00 25.4	14:00 20.0	17:00 5.2	16:00 1	16:00 4	16:00 4	14:00 3	17:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 ≥60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	2	18.7	15.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
07:00	5	18.8	16.5	2.2	0	1	4	0	0	0	0	0	0	0	0	0
08:00	24	23.9	19.0	4.7	1	3	10	8	2	0	0	0	0	0	0	0
09:00	9	19.2	14.8	4.3	1	4	3	1	0	0	0	0	0	0	0	0
10:00	10	23.3	18.5	4.6	0	2	5	2	1	0	0	0	0	0	0	0
11:00	10	26.7	22.5	4.1	0	0	3	4	3	0	0	0	0	0	0	0
12:00	9	22.8	19.2	3.5	0	1	4	4	0	0	0	0	0	0	0	0
13:00	10	24.9	20.5	4.2	0	1	3	5	1	0	0	0	0	0	0	0
14:00	14	23.1	19.3	3.7	0	1	8	4	1	0	0	0	0	0	0	0
15:00	19	23.2	19.6	3.5	0	1	10	7	1	0	0	0	0	0	0	0
16:00	26	21.6	16.6	4.8	2	8	10	5	1	0	0	0	0	0	0	0
17:00	13	25.1	20.6	4.3	0	1	5	5	2	0	0	0	0	0	0	0
18:00	9	24.0	20.3	3.6	0	1	2	6	0	0	0	0	0	0	0	0
19:00	4	26.7	22.5	4.1	0	0	1	2	1	0	0	0	0	0	0	0
20:00	8	23.2	19.4	3.7	0	0	6	1	1	0	0	0	0	0	0	0
21:00	4	21.3	18.8	2.5	0	0	3	1	0	0	0	0	0	0	0	0
22:00	5	24.1	19.5	4.5	0	0	4	0	1	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	20	25.4	20.5	4.7	0	2	8	6	4	0	0	0	0	0	0	0
2H(14-16)	33	23.1	19.5	3.5	0	2	18	11	2	0	0	0	0	0	0	0
12H(7-19)	158	23.5	18.9	4.5	4	24	67	51	12	0	0	0	0	0	0	0
24H(0-24)	183	23.5	19.0	4.4	4	25	83	56	15	0	0	0	0	0	0	0
AM Peak	08:00 24	11:00 26.7	05:00 22.5	08:00 4.7	08:00 1	09:00 4	08:00 10	08:00 8	11:00 3	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	16:00 26	19:00 26.7	19:00 22.5	16:00 4.8	16:00 2	16:00 8	15:00 10	15:00 7	17:00 2	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Old Colwyn ATC 5, Peulwys Lane

Direction: Northeastbound

12/07/2025																
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
07:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
08:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
09:00	6	25.1	18.4	6.5	1	1	0	4	0	0	0	0	0	0	0	0
10:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
11:00	10	24.1	20.5	3.5	0	1	2	7	0	0	0	0	0	0	0	0
12:00	15	24.4	21.5	2.8	0	0	4	10	1	0	0	0	0	0	0	0
13:00	11	22.5	19.8	2.6	0	0	6	5	0	0	0	0	0	0	0	0
14:00	6	26.2	20.8	5.2	0	1	1	3	1	0	0	0	0	0	0	0
15:00	12	26.5	20.4	5.8	0	3	2	4	3	0	0	0	0	0	0	0
16:00	12	25.5	20.5	4.9	1	0	3	7	1	0	0	0	0	0	0	0
17:00	8	26.6	19.4	6.9	1	1	2	2	2	0	0	0	0	0	0	0
18:00	4	28.7	23.8	4.8	0	0	1	1	2	0	0	0	0	0	0	0
19:00	5	30.1	25.5	4.5	0	0	0	3	1	1	0	0	0	0	0	0
20:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
21:00	7	23.8	18.2	5.3	0	2	3	1	1	0	0	0	0	0	0	0
22:00	4	31.2	26.3	4.8	0	0	0	2	1	1	0	0	0	0	0	0
23:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
Total	12	23.9	20.4	3.3	0	1	3	8	0	0	0	0	0	0	0	0
2H(10-12)	18	26.2	20.6	5.5	0	4	3	7	4	0	0	0	0	0	0	0
12H(7-19)	88	25.2	20.5	4.5	3	7	23	45	10	0	0	0	0	0	0	0
24H(0-24)	111	26.1	21.1	4.8	3	9	26	54	17	2	0	0	0	0	0	0
AM Peak	11:00 10	09:00 25.1	01:00 27.5	09:00 6.5	09:00 1	09:00 1	11:00 2	11:00 7	01:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	12:00 15	22:00 31.2	22:00 26.3	17:00 6.9	16:00 1	15:00 3	13:00 6	12:00 10	15:00 3	19:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	4	23.7	18.8	4.8	0	1	1	2	0	0	0	0	0	0	0	0
09:00	5	22.3	19.5	2.7	0	0	3	2	0	0	0	0	0	0	0	0
10:00	2	18.7	15.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
11:00	5	25.3	18.5	6.5	0	2	1	1	1	0	0	0	0	0	0	0
12:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
13:00	5	22.8	18.5	4.2	0	1	2	2	0	0	0	0	0	0	0	0
14:00	5	25.8	21.5	4.2	0	0	2	2	1	0	0	0	0	0	0	0
15:00	3	22.7	17.5	5.0	0	1	1	1	0	0	0	0	0	0	0	0
16:00	3	27.1	19.2	7.6	0	1	1	0	1	0	0	0	0	0	0	0
17:00	4	21.2	16.3	4.8	0	2	1	1	0	0	0	0	0	0	0	0
18:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
19:00	2	18.7	15.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
20:00	3	23.6	16.0	7.4	1	0	1	1	0	0	0	0	0	0	0	0
21:00	3	27.1	19.2	7.6	0	1	1	0	1	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	23.5	17.5	5.8	0	3	2	1	1	0	0	0	0	0	0	0
2H(10-12)	8	24.8	20.0	4.6	0	1	3	3	1	0	0	0	0	0	0	0
12H(7-19)	40	23.1	18.5	4.4	0	9	17	11	3	0	0	0	0	0	0	0
24H(0-24)	49	23.2	18.3	4.7	1	11	20	13	4	0	0	0	0	0	0	0
AM Peak	09:00 5	11:00 25.3	02:00 22.5	11:00 6.5	00:00 0	11:00 2	09:00 3	08:00 2	11:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	13:00 5	16:00 27.1	14:00 21.5	16:00 7.6	20:00 1	17:00 2	12:00 2	13:00 2	14:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
07:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
08:00	4	23.7	18.8	4.8	0	1	1	2	0	0	0	0	0	0	0	0
09:00	11	24.0	18.9	4.9	1	1	3	6	0	0	0	0	0	0	0	0
10:00	4	21.7	17.5	4.1	0	1	2	1	0	0	0	0	0	0	0	0
11:00	15	24.6	19.8	4.6	0	3	3	8	1	0	0	0	0	0	0	0
12:00	17	24.1	21.0	2.9	0	0	6	10	1	0	0	0	0	0	0	0
13:00	16	22.6	19.4	3.1	0	1	8	7	0	0	0	0	0	0	0	0
14:00	11	25.8	21.1	4.5	0	1	3	5	2	0	0	0	0	0	0	0
15:00	15	25.7	19.8	5.6	0	4	3	5	3	0	0	0	0	0	0	0
16:00	15	25.6	20.2	5.2	1	1	4	7	2	0	0	0	0	0	0	0
17:00	12	24.9	18.4	6.3	1	3	3	3	2	0	0	0	0	0	0	0
18:00	6	26.8	21.7	4.9	0	0	3	1	2	0	0	0	0	0	0	0
19:00	7	29.2	22.5	6.5	0	1	1	3	1	1	0	0	0	0	0	0
20:00	5	27.3	19.6	7.4	1	0	1	2	1	0	0	0	0	0	0	0
21:00	10	24.4	18.5	5.7	0	3	4	1	2	0	0	0	0	0	0	0
22:00	4	31.2	26.3	4.8	0	0	0	2	1	1	0	0	0	0	0	0
23:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
Total	19	24.0	19.3	4.5	0	4	5	9	1	0	0	0	0	0	0	0
2H(10-12)	26	25.7	20.4	5.1	0	5	6	10	5	0	0	0	0	0	0	0
12H(7-19)	128	24.6	19.9	4.6	3	16	40	56	13	0	0	0	0	0	0	0
24H(0-24)	160	25.4	20.2	4.9	4	20	46	67	21	2	0	0	0	0	0	0
AM Peak	11:00 15	02:00 28.7	01:00 27.5	09:00 4.9	09:00 1	11:00 3	09:00 3	11:00 8	01:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	12:00 17	22:00 31.2	22:00 26.3	20:00 7.4	16:00 1	15:00 4	13:00 8	12:00 10	15:00 3	19:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Old Colwyn ATC 5, Peulwys Lane

Direction: Northeastbound

13/07/2025																
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	3	23.8	20.8	2.9	0	0	1	2	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
09:00	6	25.8	22.5	3.2	0	0	1	4	1	0	0	0	0	0	0	0
10:00	6	23.4	19.2	4.1	0	1	2	3	0	0	0	0	0	0	0	0
11:00	7	23.9	18.9	4.8	0	1	4	1	1	0	0	0	0	0	0	0
12:00	5	23.8	21.5	2.2	0	0	1	4	0	0	0	0	0	0	0	0
13:00	5	30.5	20.6	9.6	1	1	0	0	3	0	0	0	0	0	0	0
14:00	5	23.7	17.6	5.9	1	0	2	2	0	0	0	0	0	0	0	0
15:00	3	27.7	22.5	5.0	0	0	1	1	1	0	0	0	0	0	0	0
16:00	3	22.7	17.5	5.0	0	1	1	1	0	0	0	0	0	0	0	0
17:00	5	24.7	17.6	6.9	1	0	3	0	1	0	0	0	0	0	0	0
18:00	6	25.4	20.0	5.2	0	1	2	2	1	0	0	0	0	0	0	0
19:00	10	24.1	16.7	7.2	3	1	2	3	1	0	0	0	0	0	0	0
20:00	10	29.5	22.0	7.2	0	2	1	5	1	0	1	0	0	0	0	0
21:00	4	21.2	16.3	4.8	0	2	1	1	0	0	0	0	0	0	0	0
22:00	5	22.8	18.5	4.2	0	1	2	2	0	0	0	0	0	0	0	0
23:00	1	-	32.5	-	0	0	0	0	0	1	0	0	0	0	0	0
Total																
2H(10-12)	13	23.5	19.0	4.3	0	2	6	4	1	0	0	0	0	0	0	0
2H(14-16)	8	25.4	19.4	5.8	1	0	3	3	1	0	0	0	0	0	0	0
12H(7-19)	53	25.1	19.7	5.2	3	5	19	18	8	0	0	0	0	0	0	0
24H(0-24)	89	25.6	19.7	5.7	6	11	26	34	10	1	1	0	0	0	0	0
AM Peak	11:00	09:00	02:00	11:00	00:00	10:00	11:00	09:00	09:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	7	25.8	22.5	4.8	0	1	4	4	1	0	0	0	0	0	0	0
PM Peak	19:00	13:00	23:00	13:00	19:00	20:00	17:00	20:00	13:00	23:00	20:00	12:00	12:00	12:00	12:00	12:00
	10	30.5	32.5	9.6	3	2	3	5	3	1	1	0	0	0	0	0

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	3	18.8	15.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
09:00	5	22.1	16.6	5.3	1	0	3	1	0	0	0	0	0	0	0	0
10:00	6	22.1	17.5	4.5	0	2	2	2	0	0	0	0	0	0	0	0
11:00	6	20.8	17.5	3.2	0	1	4	1	0	0	0	0	0	0	0	0
12:00	2	18.7	15.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
13:00	4	23.5	17.5	5.8	0	2	0	2	0	0	0	0	0	0	0	0
14:00	6	15.5	11.8	3.5	2	3	1	0	0	0	0	0	0	0	0	0
15:00	3	25.2	19.2	5.8	0	1	0	2	0	0	0	0	0	0	0	0
16:00	3	23.6	16.0	7.4	1	0	1	1	0	0	0	0	0	0	0	0
17:00	2	12.5	12.5	0.0	0	2	0	0	0	0	0	0	0	0	0	0
18:00	6	24.1	17.5	6.3	0	3	1	1	1	0	0	0	0	0	0	0
19:00	6	18.5	15.8	2.6	0	2	4	0	0	0	0	0	0	0	0	0
20:00	2	8.0	8.0	0.0	2	0	0	0	0	0	0	0	0	0	0	0
21:00	5	8.0	8.0	0.0	5	0	0	0	0	0	0	0	0	0	0	0
22:00	6	19.4	13.5	5.6	2	2	1	1	0	0	0	0	0	0	0	0
23:00	3	20.0	14.3	5.5	1	0	2	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	12	21.3	17.5	3.7	0	3	6	3	0	0	0	0	0	0	0	0
2H(14-16)	9	19.9	14.3	5.4	2	4	1	2	0	0	0	0	0	0	0	0
12H(7-19)	44	21.6	16.4	5.0	4	15	13	11	1	0	0	0	0	0	0	0
24H(0-24)	70	20.4	15.2	5.1	14	20	23	12	1	0	0	0	0	0	0	0
AM Peak	10:00	10:00	08:00	09:00	09:00	10:00	11:00	10:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	6	22.1	22.5	5.3	1	2	4	2	0	0	0	0	0	0	0	0
PM Peak	14:00	15:00	15:00	16:00	21:00	14:00	19:00	13:00	18:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	6	25.2	19.2	7.4	5	3	4	2	1	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 ≥60
00:00	6	22.2	18.3	3.8	0	1	3	2	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
03:00	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	3	22.2	19.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
09:00	11	25.1	19.8	5.1	1	0	4	5	1	0	0	0	0	0	0	0
10:00	12	22.7	18.3	4.2	0	3	4	5	0	0	0	0	0	0	0	0
11:00	13	22.4	18.3	4.0	0	2	8	2	1	0	0	0	0	0	0	0
12:00	7	23.7	19.6	3.9	0	1	2	4	0	0	0	0	0	0	0	0
13:00	9	27.3	19.2	7.8	1	3	0	2	3	0	0	0	0	0	0	0
14:00	11	20.1	14.5	5.4	3	3	3	2	0	0	0	0	0	0	0	0
15:00	6	26.2	20.8	5.2	0	1	1	3	1	0	0	0	0	0	0	0
16:00	6	22.6	16.8	5.7	1	1	2	2	0	0	0	0	0	0	0	0
17:00	7	22.5	16.1	6.2	1	2	3	0	1	0	0	0	0	0	0	0
18:00	12	24.6	18.8	5.7	0	4	3	3	2	0	0	0	0	0	0	0
19:00	16	22.3	16.3	5.8	3	3	6	3	1	0	0	0	0	0	0	0
20:00	12	28.5	19.7	8.5	2	2	1	5	1	0	1	0	0	0	0	0
21:00	9	17.1	11.7	5.2	5	2	1	1	0	0	0	0	0	0	0	0
22:00	11	21.4	15.8	5.5	2	3	3	3	0	0	0	0	0	0	0	0
23:00	4	29.4	18.9	10.1	1	0	2	0	0	1	0	0	0	0	0	0
Total 2H(10-12) 2H(14-16) 12H(7-19) 24H(0-24)	25 17 97 159	22.4 23.0 23.7 23.8	18.3 16.7 18.2 17.7	4.0 6.0 5.3 5.9	0 3 7 20	5 4 20 31	12 4 32 49	7 5 29 46	1 1 9 11	0 0 0 1	0 0 0 1	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
AM Peak	11:00 13	09:00 25.1	03:00 22.5	09:00 5.1	09:00 1	10:00 3	11:00 8	09:00 5	09:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	19:00 16	23:00 29.4	15:00 20.8	23:00 10.1	21:00 5	18:00 4	19:00 6	20:00 5	13:00 3	23:00 1	20:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Old Colwyn ATC 5, Peulwys Lane

Direction: Northeastbound

14/07/2025																
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
07:00	2	28.7	25.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
08:00	12	26.5	21.7	4.7	0	1	3	5	3	0	0	0	0	0	0	0
09:00	7	25.4	20.4	4.9	0	1	2	3	1	0	0	0	0	0	0	0
10:00	6	22.2	18.3	3.8	0	1	3	2	0	0	0	0	0	0	0	0
11:00	11	24.9	20.7	4.0	0	1	3	6	1	0	0	0	0	0	0	0
12:00	4	25.2	20.0	5.0	0	0	3	0	1	0	0	0	0	0	0	0
13:00	13	23.5	19.0	4.3	0	2	6	4	1	0	0	0	0	0	0	0
14:00	4	17.5	17.5	0.0	0	0	4	0	0	0	0	0	0	0	0	0
15:00	12	29.3	21.7	7.3	0	1	4	6	0	0	0	1	0	0	0	0
16:00	11	21.5	17.5	3.9	0	3	5	3	0	0	0	0	0	0	0	0
17:00	7	20.5	17.5	2.9	0	1	5	1	0	0	0	0	0	0	0	0
18:00	19	21.6	17.3	4.1	2	1	12	4	0	0	0	0	0	0	0	0
19:00	10	24.2	18.1	5.9	1	2	3	3	1	0	0	0	0	0	0	0
20:00	3	29.8	19.3	10.1	1	0	0	1	1	0	0	0	0	0	0	0
21:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
22:00	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
23:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
Total																
2H(10-12)	17	24.0	19.9	4.0	0	2	6	8	1	0	0	0	0	0	0	0
2H(14-16)	16	27.4	20.6	6.6	0	1	8	6	0	0	0	1	0	0	0	0
12H(7-19)	108	24.3	19.4	4.7	2	12	50	35	8	0	0	1	0	0	0	0
24H(0-24)	128	24.5	19.4	4.9	4	14	54	44	11	0	0	1	0	0	0	0
AM Peak	08:00 12	07:00 28.7	00:00 27.5	09:00 4.9	00:00 0	08:00 1	08:00 3	11:00 6	08:00 3	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	18:00 19	20:00 29.8	21:00 22.5	20:00 10.1	18:00 2	16:00 3	18:00 12	15:00 6	12:00 1	12:00 0	12:00 0	15:00 1	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	2	12.5	12.5	0.0	0	2	0	0	0	0	0	0	0	0	0	0
07:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
08:00	9	21.9	17.6	4.2	1	0	6	2	0	0	0	0	0	0	0	0
09:00	5	22.8	18.5	4.2	0	1	2	2	0	0	0	0	0	0	0	0
10:00	3	22.2	19.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
11:00	5	21.2	17.5	3.5	0	1	3	1	0	0	0	0	0	0	0	0
12:00	2	18.7	15.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
13:00	3	13.7	11.0	2.6	1	2	0	0	0	0	0	0	0	0	0	0
14:00	5	20.8	18.5	2.2	0	0	4	1	0	0	0	0	0	0	0	0
15:00	5	21.3	15.6	5.5	1	1	2	1	0	0	0	0	0	0	0	0
16:00	6	20.4	15.1	5.1	1	2	2	1	0	0	0	0	0	0	0	0
17:00	3	22.7	17.5	5.0	0	1	1	1	0	0	0	0	0	0	0	0
18:00	4	16.6	12.6	3.9	1	2	1	0	0	0	0	0	0	0	0	0
19:00	7	21.2	15.4	5.6	1	3	1	2	0	0	0	0	0	0	0	0
20:00	3	17.6	12.7	4.8	1	1	1	0	0	0	0	0	0	0	0	0
21:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	8	21.4	18.1	3.2	0	1	5	2	0	0	0	0	0	0	0	0
2H(14-16)	10	21.5	17.1	4.3	1	1	6	2	0	0	0	0	0	0	0	0
12H(7-19)	52	21.1	16.6	4.3	5	11	25	11	0	0	0	0	0	0	0	0
24H(0-24)	67	20.9	16.3	4.5	7	17	29	14	0	0	0	0	0	0	0	0
AM Peak	08:00 9	07:00 23.7	05:00 22.5	08:00 4.2	08:00 1	06:00 2	08:00 6	08:00 2	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	19:00 7	17:00 22.7	14:00 18.5	19:00 5.6	13:00 1	19:00 3	14:00 4	19:00 2	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 ≥60
00:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	22.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	3	21.8	15.8	5.8	0	2	0	1	0	0	0	0	0	0	0	0
07:00	4	26.7	22.5	4.1	0	0	1	2	1	0	0	0	0	0	0	0
08:00	21	24.9	19.9	4.8	1	1	9	7	3	0	0	0	0	0	0	0
09:00	12	24.2	19.6	4.5	0	2	4	5	1	0	0	0	0	0	0	0
10:00	9	22.1	18.6	3.3	0	1	5	3	0	0	0	0	0	0	0	0
11:00	16	23.9	19.7	4.1	0	2	6	7	1	0	0	0	0	0	0	0
12:00	6	23.4	18.3	4.9	0	1	4	0	1	0	0	0	0	0	0	0
13:00	16	22.8	17.5	5.1	1	4	6	4	1	0	0	0	0	0	0	0
14:00	9	19.8	18.1	1.7	0	0	8	1	0	0	0	0	0	0	0	0
15:00	17	27.4	19.9	7.3	1	2	6	7	0	0	0	1	0	0	0	0
16:00	17	21.2	16.6	4.4	1	5	7	4	0	0	0	0	0	0	0	0
17:00	10	21.0	17.5	3.3	0	2	6	2	0	0	0	0	0	0	0	0
18:00	23	21.0	16.5	4.4	3	3	13	4	0	0	0	0	0	0	0	0
19:00	17	22.9	17.0	5.7	2	5	4	5	1	0	0	0	0	0	0	0
20:00	6	24.3	16.0	8.0	2	1	1	1	1	0	0	0	0	0	0	0
21:00	3	22.2	19.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
22:00	2	22.5	22.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
23:00	2	23.7	20.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
Total 2H(10-12) 2H(14-16) 12H(7-19) 24H(0-24)	25	23.2	19.3	3.8	0	3	11	10	1	0	0	0	0	0	0	0
	26	25.4	19.3	6.0	1	2	14	8	0	0	0	1	0	0	0	0
	160	23.4	18.5	4.8	7	23	75	46	8	0	0	1	0	0	0	0
	195	23.5	18.3	5.0	11	31	83	58	11	0	0	1	0	0	0	0
AM Peak	08:00 21	07:00 26.7	00:00 27.5	06:00 5.8	08:00 1	06:00 2	08:00 9	08:00 7	08:00 3	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	18:00 23	15:00 27.4	22:00 22.5	20:00 8.0	18:00 3	16:00 5	18:00 13	15:00 7	12:00 1	12:00 0	12:00 0	15:00 1	12:00 0	12:00 0	12:00 0	12:00 0

Old Colwyn ATC 5, Peulwys Lane

Direction: Northeastbound

15/07/2025																
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	3	23.8	20.8	2.9	0	0	1	2	0	0	0	0	0	0	0	0
08:00	10	24.9	20.5	4.2	0	0	6	2	2	0	0	0	0	0	0	0
09:00	5	22.3	19.5	2.7	0	0	3	2	0	0	0	0	0	0	0	0
10:00	7	26.0	21.1	4.8	0	0	4	1	2	0	0	0	0	0	0	0
11:00	6	23.5	20.8	2.6	0	0	2	4	0	0	0	0	0	0	0	0
12:00	8	23.3	18.8	4.4	0	2	2	4	0	0	0	0	0	0	0	0
13:00	5	25.4	19.5	5.7	0	1	2	1	1	0	0	0	0	0	0	0
14:00	8	24.1	19.4	4.6	0	1	4	2	1	0	0	0	0	0	0	0
15:00	12	22.5	19.2	3.3	0	1	6	5	0	0	0	0	0	0	0	0
16:00	6	23.4	19.2	4.1	0	1	2	3	0	0	0	0	0	0	0	0
17:00	7	25.4	20.4	4.9	0	0	5	0	2	0	0	0	0	0	0	0
18:00	6	29.4	23.3	5.8	0	0	2	2	1	1	0	0	0	0	0	0
19:00	9	24.5	20.8	3.5	0	0	4	4	1	0	0	0	0	0	0	0
20:00	6	26.9	19.3	7.4	1	0	3	0	2	0	0	0	0	0	0	0
21:00	8	23.9	20.0	3.8	0	1	2	5	0	0	0	0	0	0	0	0
22:00	2	46.0	35.0	10.6	0	0	0	0	1	0	0	1	0	0	0	0
23:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
Total																
2H(10-12)	13	24.9	21.0	3.8	0	0	6	5	2	0	0	0	0	0	0	0
2H(14-16)	20	23.1	19.3	3.7	0	2	10	7	1	0	0	0	0	0	0	0
12H(7-19)	83	24.4	20.1	4.2	0	6	39	28	9	1	0	0	0	0	0	0
24H(0-24)	110	25.4	20.4	4.8	1	7	49	37	14	1	0	1	0	0	0	0
AM Peak	08:00	10:00	10:00	10:00	00:00	00:00	08:00	11:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	10	26.0	21.1	4.8	0	0	6	4	2	0	0	0	0	0	0	0
PM Peak	15:00	22:00	22:00	22:00	20:00	12:00	15:00	15:00	17:00	18:00	12:00	22:00	12:00	12:00	12:00	12:00
	12	46.0	35.0	10.6	1	2	6	5	2	1	0	1	0	0	0	0

Paul Castle Associates

Direction: Southwestbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
06:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
07:00	5	23.8	21.5	2.2	0	0	1	4	0	0	0	0	0	0	0	0
08:00	12	22.6	18.4	4.1	1	0	7	4	0	0	0	0	0	0	0	0
09:00	3	17.5	17.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
10:00	2	29.8	22.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
11:00	4	21.3	18.8	2.5	0	0	3	1	0	0	0	0	0	0	0	0
12:00	3	17.5	17.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
13:00	2	24.8	17.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
14:00	7	20.2	18.2	1.9	0	0	6	1	0	0	0	0	0	0	0	0
15:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
16:00	7	18.7	16.8	1.9	0	1	6	0	0	0	0	0	0	0	0	0
17:00	3	17.5	17.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
18:00	4	17.5	17.5	0.0	0	0	4	0	0	0	0	0	0	0	0	0
19:00	6	22.8	20.0	2.7	0	0	3	3	0	0	0	0	0	0	0	0
20:00	4	16.3	13.8	2.5	0	3	1	0	0	0	0	0	0	0	0	0
21:00	3	22.7	17.5	5.0	0	1	1	1	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	6	24.3	20.0	4.2	0	0	4	1	1	0	0	0	0	0	0	0
2H(14-16)	9	19.8	18.1	1.7	0	0	8	1	0	0	0	0	0	0	0	0
12H(7-19)	54	21.5	18.3	3.0	1	2	39	11	1	0	0	0	0	0	0	0
24H(0-24)	70	21.4	18.2	3.2	1	6	47	15	1	0	0	0	0	0	0	0
AM Peak	08:00	10:00	10:00	10:00	08:00	00:00	08:00	07:00	10:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	12	29.8	22.5	7.1	1	0	7	4	1	0	0	0	0	0	0	0
PM Peak	14:00	13:00	19:00	13:00	12:00	20:00	14:00	19:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	7	24.8	20.0	7.1	0	3	6	3	0	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 ≥60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	17.5	17.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
06:00	1	-	17.5	-	0	0	1	0	0	0	0	0	0	0	0	0
07:00	8	23.6	21.3	2.3	0	0	2	6	0	0	0	0	0	0	0	0
08:00	22	23.7	19.3	4.2	1	0	13	6	2	0	0	0	0	0	0	0
09:00	8	21.1	18.8	2.3	0	0	6	2	0	0	0	0	0	0	0	0
10:00	9	26.4	21.4	4.9	0	0	5	1	3	0	0	0	0	0	0	0
11:00	10	22.7	20.0	2.6	0	0	5	5	0	0	0	0	0	0	0	0
12:00	11	22.3	18.4	3.8	0	2	5	4	0	0	0	0	0	0	0	0
13:00	7	24.7	18.9	5.6	0	2	2	2	1	0	0	0	0	0	0	0
14:00	15	22.5	18.8	3.5	0	1	10	3	1	0	0	0	0	0	0	0
15:00	14	22.1	18.9	3.1	0	1	8	5	0	0	0	0	0	0	0	0
16:00	13	21.2	17.9	3.2	0	2	8	3	0	0	0	0	0	0	0	0
17:00	10	23.9	19.5	4.2	0	0	8	0	2	0	0	0	0	0	0	0
18:00	10	26.5	21.0	5.3	0	0	6	2	1	1	0	0	0	0	0	0
19:00	15	23.8	20.5	3.2	0	0	7	7	1	0	0	0	0	0	0	0
20:00	10	23.6	17.1	6.4	1	3	4	0	2	0	0	0	0	0	0	0
21:00	11	23.5	19.3	4.0	0	2	3	6	0	0	0	0	0	0	0	0
22:00	2	46.0	35.0	10.6	0	0	0	0	1	0	0	1	0	0	0	0
23:00	1	-	27.5	-	0	0	0	0	1	0	0	0	0	0	0	0
Total																
2H(10-12)	19	24.6	20.7	3.8	0	0	10	6	3	0	0	0	0	0	0	0
2H(14-16)	29	22.2	18.9	3.2	0	2	18	8	1	0	0	0	0	0	0	0
12H(7-19)	137	23.4	19.4	3.8	1	8	78	39	10	1	0	0	0	0	0	0
24H(0-24)	180	24.1	19.5	4.4	2	13	96	52	15	1	0	1	0	0	0	0
AM Peak	08:00 22	10:00 26.4	10:00 21.4	10:00 4.9	08:00 1	00:00 0	08:00 13	07:00 6	10:00 3	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	14:00 15	22:00 46.0	21:00 35.0	22:00 10.6	20:00 1	20:00 3	14:00 10	19:00 7	17:00 2	18:00 1	12:00 0	22:00 1	12:00 0	12:00 0	12:00 0	12:00 0

Old Colwyn, Wednesday 9th July 2025

Junction: 1A
Approach: Rotary Way North



	Left to A55 Onslip					Ahead to Rotary Way (South)					Right to A55 Offslip				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	9	0	0	9	9.0	28	0	0	28	28.0	0	0	0	0	0.0
07:45 - 08:00	16	0	0	16	16.0	40	0	0	40	40.0	0	0	0	0	0.0
Hourly Total	25	0	0	25	25.0	68	0	0	68	68.0	0	0	0	0	0.0
08:00 - 08:15	24	0	0	24	24.0	37	0	0	37	37.0	0	0	0	0	0.0
08:15 - 08:30	16	1	0	17	18.3	70	1	0	71	72.3	0	0	0	0	0.0
08:30 - 08:45	17	0	0	17	17.0	73	1	0	74	75.3	0	0	0	0	0.0
08:45 - 09:00	9	2	0	11	13.6	54	0	0	54	54.0	0	0	0	0	0.0
Hourly Total	66	3	0	69	72.9	234	2	0	236	238.6	0	0	0	0	0.0
09:00 - 09:15	14	1	0	15	16.3	31	1	0	32	33.3	0	0	0	0	0.0
09:15 - 09:30	12	0	0	12	12.0	37	1	0	38	39.3	0	0	0	0	0.0
09:30 - 09:45	14	1	0	15	16.3	34	0	0	34	34.0	0	0	0	0	0.0
09:45 - 10:00	17	1	0	18	19.3	27	0	0	27	27.0	0	0	0	0	0.0
Hourly Total	57	3	0	60	63.9	129	2	0	131	133.6	0	0	0	0	0.0
10:00 - 10:15	13	0	0	13	13.0	23	1	0	24	25.3	0	0	0	0	0.0
10:15 - 10:30	18	2	0	20	22.6	26	0	0	26	26.0	0	0	0	0	0.0
Hourly Total	31	2	0	33	35.6	49	1	0	50	51.3	0	0	0	0	0.0
TOTAL	179	8	0	187	197.4	480	5	0	485	491.5	0	0	0	0	0.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

14:30 - 14:45	57	3	0	60	63.9	48	0	0	48	48.0	0	0	0	0	0.0
14:45 - 15:00	28	0	0	28	28.0	53	0	0	53	53.0	0	0	0	0	0.0
Hourly Total	85	3	0	88	91.9	101	0	0	101	101.0	0	0	0	0	0.0
15:00 - 15:15	37	1	0	38	39.3	41	0	0	41	41.0	0	0	0	0	0.0
15:15 - 15:30	38	0	0	38	38.0	52	0	0	52	52.0	0	0	0	0	0.0
15:30 - 15:45	34	0	0	34	34.0	44	0	0	44	44.0	0	0	0	0	0.0
15:45 - 16:00	43	0	0	43	43.0	46	0	0	46	46.0	0	0	0	0	0.0
Hourly Total	152	1	0	153	154.3	183	0	0	183	183.0	0	0	0	0	0.0
16:00 - 16:15	37	0	0	37	37.0	46	1	0	47	48.3	0	0	0	0	0.0
16:15 - 16:30	31	0	0	31	31.0	42	0	0	42	42.0	0	0	0	0	0.0
16:30 - 16:45	30	0	0	30	30.0	45	1	0	46	47.3	0	0	0	0	0.0
16:45 - 17:00	39	1	0	40	41.3	50	2	0	52	54.6	0	0	0	0	0.0
Hourly Total	137	1	0	138	139.3	183	4	0	187	192.2	0	0	0	0	0.0
17:00 - 17:15	38	0	0	38	38.0	44	0	0	44	44.0	0	0	0	0	0.0
17:15 - 17:30	32	1	0	33	34.3	53	0	0	53	53.0	0	0	0	0	0.0
17:30 - 17:45	28	0	0	28	28.0	44	2	0	46	48.6	0	0	0	0	0.0
17:45 - 18:00	28	0	0	28	28.0	45	0	0	45	45.0	0	0	0	0	0.0
Hourly Total	126	1	0	127	128.3	186	2	0	188	190.6	0	0	0	0	0.0
18:00 - 18:15	25	0	0	25	25.0	40	0	0	40	40.0	0	0	0	0	0.0
18:15 - 18:30	24	0	0	24	24.0	37	1	0	38	39.3	0	0	0	0	0.0
Hourly Total	49	0	0	49	49.0	77	1	0	78	79.3	0	0	0	0	0.0
TOTAL	549	6	0	555	562.8	730	7	0	737	746.1	0	0	0	0	0.0

Old Colwyn, Wednesday 9th July 2025

Junction: 1A
Approach: A55 Onslip



TIME	Left to Rotary Way (South)					Ahead to A55 Offslip					Right to Rotary Way (North)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
08:00 - 08:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
08:45 - 09:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
09:00 - 09:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
10:00 - 10:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
10:15 - 10:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0

TOTAL	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0

14:30 - 14:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
14:45 - 15:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
15:00 - 15:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
15:15 - 15:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
15:30 - 15:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
15:45 - 16:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
16:00 - 16:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
17:00 - 17:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0

TOTAL	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

Old Colwyn, Wednesday 9th July 2025

Junction: 1A
Approach: Rotary Way South



TIME	Left to A55 Offslip					Ahead to Rotary Way (North)					Right to A55 Onslip				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	0	0	0.0	29	0	0	29	29.0	53	2	0	55	57.6
07:45 - 08:00	0	0	0	0	0.0	24	0	0	24	24.0	58	0	0	58	58.0
Hourly Total	0	0	0	0	0.0	53	0	0	53	53.0	111	2	0	113	115.6
08:00 - 08:15	0	0	0	0	0.0	38	1	0	39	40.3	76	1	0	77	78.3
08:15 - 08:30	0	0	0	0	0.0	63	3	0	66	69.9	70	1	0	71	72.3
08:30 - 08:45	0	0	0	0	0.0	47	1	0	48	49.3	58	0	0	58	58.0
08:45 - 09:00	0	0	0	0	0.0	51	0	0	51	51.0	47	3	0	50	53.9
Hourly Total	0	0	0	0	0.0	199	5	0	204	210.5	251	5	0	256	262.5
09:00 - 09:15	0	0	0	0	0.0	37	1	0	38	39.3	34	3	0	37	40.9
09:15 - 09:30	0	0	0	0	0.0	26	0	1	27	28.0	32	3	0	35	38.9
09:30 - 09:45	0	0	0	0	0.0	35	3	0	38	41.9	34	1	0	35	36.3
09:45 - 10:00	0	0	0	0	0.0	25	1	0	26	27.3	27	3	1	31	35.9
Hourly Total	0	0	0	0	0.0	123	5	1	129	136.5	127	10	1	138	152.0
10:00 - 10:15	0	0	0	0	0.0	38	1	0	39	40.3	24	4	0	28	33.2
10:15 - 10:30	0	0	0	0	0.0	53	0	0	53	53.0	26	0	0	26	26.0
Hourly Total	0	0	0	0	0.0	91	1	0	92	93.3	50	4	0	54	59.2

TOTAL	0	0	0	0	0.0	466	11	1	478	493.3	539	21	1	561	589.3

14:30 - 14:45	0	0	0	0	0.0	50	0	0	50	50.0	29	0	1	30	31.0
14:45 - 15:00	0	0	0	0	0.0	52	1	0	53	54.3	41	1	0	42	43.3
Hourly Total	0	0	0	0	0.0	102	1	0	103	104.3	70	1	1	72	74.3
15:00 - 15:15	0	0	0	0	0.0	52	0	0	52	52.0	53	2	0	55	57.6
15:15 - 15:30	0	0	0	0	0.0	58	0	0	58	58.0	48	2	0	50	52.6
15:30 - 15:45	0	0	0	0	0.0	49	1	0	50	51.3	41	2	0	43	45.6
15:45 - 16:00	0	0	0	0	0.0	45	0	0	45	45.0	53	0	0	53	53.0
Hourly Total	0	0	0	0	0.0	204	1	0	205	206.3	195	6	0	201	208.8
16:00 - 16:15	0	0	0	0	0.0	40	1	0	41	42.3	54	1	0	55	56.3
16:15 - 16:30	0	0	0	0	0.0	52	0	0	52	52.0	57	0	0	57	57.0
16:30 - 16:45	0	0	0	0	0.0	49	1	0	50	51.3	49	0	1	50	51.0
16:45 - 17:00	0	0	0	0	0.0	40	0	0	40	40.0	46	1	0	47	48.3
Hourly Total	0	0	0	0	0.0	181	2	0	183	185.6	206	2	1	209	212.6
17:00 - 17:15	0	0	0	0	0.0	65	0	0	65	65.0	57	2	0	59	61.6
17:15 - 17:30	0	0	0	0	0.0	53	0	0	53	53.0	35	0	0	35	35.0
17:30 - 17:45	0	0	0	0	0.0	46	2	0	48	50.6	39	0	0	39	39.0
17:45 - 18:00	0	0	0	0	0.0	53	0	0	53	53.0	26	1	0	27	28.3
Hourly Total	0	0	0	0	0.0	217	2	0	219	221.6	157	3	0	160	163.9
18:00 - 18:15	0	0	0	0	0.0	62	0	0	62	62.0	35	2	0	37	39.6
18:15 - 18:30	0	0	0	0	0.0	38	0	0	38	38.0	32	0	0	32	32.0
Hourly Total	0	0	0	0	0.0	100	0	0	100	100.0	67	2	0	69	71.6

TOTAL	0	0	0	0	0.0	804	6	0	810	817.8	695	14	2	711	731.2

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Old Colwyn, Wednesday 9th July 2025

Junction: 1A
Approach: A55 Offslip



TIME	Left to Rotary Way (North)					Ahead to A55 Onslip					Right to Rotary Way (South)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	2	0	0	2	2.0	0	0	0	0	0.0	48	2	0	50	52.6
07:45 - 08:00	14	0	0	14	14.0	0	0	0	0	0.0	59	1	0	60	61.3
Hourly Total	16	0	0	16	16.0	0	0	0	0	0.0	107	3	0	110	113.9
08:00 - 08:15	14	1	0	15	16.3	0	0	0	0	0.0	66	1	0	67	68.3
08:15 - 08:30	28	0	0	28	28.0	0	0	0	0	0.0	70	2	0	72	74.6
08:30 - 08:45	31	0	0	31	31.0	0	0	0	0	0.0	71	1	0	72	73.3
08:45 - 09:00	16	0	0	16	16.0	0	0	0	0	0.0	65	2	0	67	69.6
Hourly Total	89	1	0	90	91.3	0	0	0	0	0.0	272	6	0	278	285.8
09:00 - 09:15	18	0	0	18	18.0	0	0	0	0	0.0	77	2	2	81	85.6
09:15 - 09:30	9	0	0	9	9.0	0	0	0	0	0.0	41	6	0	47	54.8
09:30 - 09:45	10	0	0	10	10.0	0	0	0	0	0.0	45	2	0	47	49.6
09:45 - 10:00	9	1	0	10	11.3	0	0	0	0	0.0	54	2	0	56	58.6
Hourly Total	46	1	0	47	48.3	0	0	0	0	0.0	217	12	2	231	248.6
10:00 - 10:15	12	0	0	12	12.0	0	0	0	0	0.0	53	5	0	58	64.5
10:15 - 10:30	6	0	0	6	6.0	1	0	0	1	1.0	44	0	0	44	44.0
Hourly Total	18	0	0	18	18.0	1	0	0	1	1.0	97	5	0	102	108.5

TOTAL	169	2	0	171	173.6	1	0	0	1	1.0	693	26	2	721	756.8

14:30 - 14:45	19	0	1	20	21.0	0	0	0	0	0.0	55	2	0	57	59.6
14:45 - 15:00	25	0	0	25	25.0	0	0	0	0	0.0	82	3	0	85	88.9
Hourly Total	44	0	1	45	46.0	0	0	0	0	0.0	137	5	0	142	148.5
15:00 - 15:15	24	0	0	24	24.0	0	0	0	0	0.0	54	1	0	55	56.3
15:15 - 15:30	27	0	0	27	27.0	0	0	0	0	0.0	61	2	0	63	65.6
15:30 - 15:45	24	0	0	24	24.0	1	0	0	1	1.0	81	0	0	81	81.0
15:45 - 16:00	30	0	0	30	30.0	0	1	0	1	2.3	70	2	1	73	76.6
Hourly Total	105	0	0	105	105.0	1	1	0	2	3.3	266	5	1	272	279.5
16:00 - 16:15	21	0	0	21	21.0	0	0	0	0	0.0	76	1	0	77	78.3
16:15 - 16:30	15	0	0	15	15.0	0	0	0	0	0.0	69	2	0	71	73.6
16:30 - 16:45	19	0	0	19	19.0	0	0	0	0	0.0	72	3	0	75	78.9
16:45 - 17:00	28	0	0	28	28.0	0	0	0	0	0.0	90	4	0	94	99.2
Hourly Total	83	0	0	83	83.0	0	0	0	0	0.0	307	10	0	317	330.0
17:00 - 17:15	34	0	0	34	34.0	0	0	0	0	0.0	80	2	0	82	84.6
17:15 - 17:30	28	0	0	28	28.0	0	0	0	0	0.0	96	2	0	98	100.6
17:30 - 17:45	25	1	0	26	27.3	0	0	0	0	0.0	91	3	0	94	97.9
17:45 - 18:00	20	0	0	20	20.0	0	0	0	0	0.0	90	0	0	90	90.0
Hourly Total	107	1	0	108	109.3	0	0	0	0	0.0	357	7	0	364	373.1
18:00 - 18:15	18	0	0	18	18.0	0	0	0	0	0.0	85	1	0	86	87.3
18:15 - 18:30	19	0	0	19	19.0	0	0	0	0	0.0	75	0	0	75	75.0
Hourly Total	37	0	0	37	37.0	0	0	0	0	0.0	160	1	0	161	162.3

TOTAL	376	1	1	378	380.3	1	1	0	2	3.3	1227	28	1	1256	1293.4

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Old Colwyn, Wednesday 9th July 2025

Junction: 1B
Approach: Rotary Way North



	Left to A55 Offslip					Ahead to Rotary Way (South)					Right to A55 Onslip				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	0	0	0.0	59	2	0	61	63.6	16	0	0	16	16.0
07:45 - 08:00	0	0	0	0	0.0	75	1	0	76	77.3	25	0	0	25	25.0
Hourly Total	0	0	0	0	0.0	134	3	0	137	140.9	41	0	0	41	41.0
08:00 - 08:15	0	0	0	0	0.0	85	1	0	86	87.3	18	0	0	18	18.0
08:15 - 08:30	0	0	0	0	0.0	99	3	0	102	105.9	42	0	0	42	42.0
08:30 - 08:45	0	0	0	0	0.0	104	2	0	106	108.6	41	0	0	41	41.0
08:45 - 09:00	0	0	0	0	0.0	85	2	0	87	89.6	32	0	0	32	32.0
Hourly Total	0	0	0	0	0.0	373	8	0	381	391.4	133	0	0	133	133.0
09:00 - 09:15	0	0	0	0	0.0	96	2	2	100	104.6	13	1	0	14	15.3
09:15 - 09:30	0	0	0	0	0.0	56	7	0	63	72.1	21	0	0	21	21.0
09:30 - 09:45	0	0	0	0	0.0	65	2	0	67	69.6	14	0	0	14	14.0
09:45 - 10:00	0	0	0	0	0.0	77	2	0	79	81.6	5	0	0	5	5.0
Hourly Total	0	0	0	0	0.0	294	13	2	309	327.9	53	1	0	54	55.3
10:00 - 10:15	0	0	0	0	0.0	69	5	0	74	80.5	7	1	0	8	9.3
10:15 - 10:30	0	0	0	0	0.0	62	0	0	62	62.0	8	0	0	8	8.0
Hourly Total	0	0	0	0	0.0	131	5	0	136	142.5	15	1	0	16	17.3

TOTAL	0	0	0	0	0.0	932	29	2	963	1002.7	242	2	0	244	246.6

14:30 - 14:45	0	0	0	0	0.0	82	2	0	84	86.6	20	0	0	20	20.0
14:45 - 15:00	0	0	0	0	0.0	118	3	0	121	124.9	18	0	0	18	18.0
Hourly Total	0	0	0	0	0.0	200	5	0	205	211.5	38	0	0	38	38.0
15:00 - 15:15	0	0	0	0	0.0	74	0	0	74	74.0	20	1	0	21	22.3
15:15 - 15:30	0	0	0	0	0.0	90	1	0	91	92.3	25	1	0	26	27.3
15:30 - 15:45	0	0	0	0	0.0	111	0	0	111	111.0	13	0	0	13	13.0
15:45 - 16:00	0	0	0	0	0.0	100	2	1	103	106.6	17	0	0	17	17.0
Hourly Total	0	0	0	0	0.0	375	3	1	379	383.9	75	2	0	77	79.6
16:00 - 16:15	0	0	0	0	0.0	107	2	0	109	111.6	15	0	0	15	15.0
16:15 - 16:30	0	0	0	0	0.0	96	2	0	98	100.6	14	0	0	14	14.0
16:30 - 16:45	0	0	0	0	0.0	103	3	0	106	109.9	14	1	0	15	16.3
16:45 - 17:00	0	0	0	0	0.0	128	6	0	134	141.8	12	0	0	12	12.0
Hourly Total	0	0	0	0	0.0	434	13	0	447	463.9	55	1	0	56	57.3
17:00 - 17:15	0	0	0	0	0.0	106	2	0	108	110.6	18	0	0	18	18.0
17:15 - 17:30	0	0	0	0	0.0	133	2	0	135	137.6	16	0	0	16	16.0
17:30 - 17:45	0	0	0	0	0.0	120	5	0	125	131.5	15	0	0	15	15.0
17:45 - 18:00	0	0	0	0	0.0	123	0	0	123	123.0	12	0	0	12	12.0
Hourly Total	0	0	0	0	0.0	482	9	0	491	502.7	61	0	0	61	61.0
18:00 - 18:15	0	0	0	0	0.0	109	1	0	110	111.3	15	0	0	15	15.0
18:15 - 18:30	0	0	0	0	0.0	100	0	0	100	100.0	13	1	0	14	15.3
Hourly Total	0	0	0	0	0.0	209	1	0	210	211.3	28	1	0	29	30.3

TOTAL	0	0	0	0	0.0	1700	31	1	1732	1773.3	257	4	0	261	266.2

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Old Colwyn, Wednesday 9th July 2025

Junction: 1B
Approach: A55 Offslip



TIME	Left to Rotary Way (South)					Ahead to A55 Onslip					Right to Rotary Way (North)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	34	2	0	36	38.6	0	0	0	0	0.0	9	0	0	9	9.0
07:45 - 08:00	53	3	0	56	59.9	0	0	0	0	0.0	12	0	0	12	12.0
Hourly Total	87	5	0	92	98.5	0	0	0	0	0.0	21	0	0	21	21.0
08:00 - 08:15	61	2	2	65	69.6	0	0	0	0	0.0	12	0	0	12	12.0
08:15 - 08:30	57	1	0	58	59.3	0	0	0	0	0.0	26	0	0	26	26.0
08:30 - 08:45	64	0	1	65	66.0	0	0	0	0	0.0	14	1	0	15	16.3
08:45 - 09:00	55	1	0	56	57.3	0	0	0	0	0.0	19	1	0	20	21.3
Hourly Total	237	4	3	244	252.2	0	0	0	0	0.0	71	2	0	73	75.6
09:00 - 09:15	38	0	1	39	40.0	0	0	0	0	0.0	14	0	0	14	14.0
09:15 - 09:30	38	0	0	38	38.0	1	0	0	1	1.0	13	0	1	14	15.0
09:30 - 09:45	28	2	0	30	32.6	1	0	0	1	1.0	17	1	0	18	19.3
09:45 - 10:00	30	3	0	33	36.9	0	0	0	0	0.0	12	2	0	14	16.6
Hourly Total	134	5	1	140	147.5	2	0	0	2	2.0	56	3	1	60	64.9
10:00 - 10:15	17	2	0	19	21.6	0	0	0	0	0.0	21	0	0	21	21.0
10:15 - 10:30	29	1	0	30	31.3	0	0	0	0	0.0	34	0	0	34	34.0
Hourly Total	46	3	0	49	52.9	0	0	0	0	0.0	55	0	0	55	55.0

TOTAL	504	17	4	525	551.1	2	0	0	2	2.0	203	5	1	209	216.5

14:30 - 14:45	40	0	0	40	40.0	2	0	0	2	2.0	24	0	0	24	24.0
14:45 - 15:00	43	2	0	45	47.6	0	0	0	0	0.0	23	0	0	23	23.0
Hourly Total	83	2	0	85	87.6	2	0	0	2	2.0	47	0	0	47	47.0
15:00 - 15:15	37	2	0	39	41.6	0	0	0	0	0.0	25	0	0	25	25.0
15:15 - 15:30	30	0	0	30	30.0	3	0	0	3	3.0	20	0	0	20	20.0
15:30 - 15:45	28	1	0	29	30.3	0	0	0	0	0.0	20	1	0	21	22.3
15:45 - 16:00	41	2	0	43	45.6	0	0	0	0	0.0	17	0	0	17	17.0
Hourly Total	136	5	0	141	147.5	3	0	0	3	3.0	82	1	0	83	84.3
16:00 - 16:15	58	1	0	59	60.3	0	0	0	0	0.0	26	1	0	27	28.3
16:15 - 16:30	51	0	0	51	51.0	0	0	0	0	0.0	29	0	0	29	29.0
16:30 - 16:45	47	1	0	48	49.3	0	0	0	0	0.0	31	1	0	32	33.3
16:45 - 17:00	65	0	0	65	65.0	1	0	0	1	1.0	22	0	0	22	22.0
Hourly Total	221	2	0	223	225.6	1	0	0	1	1.0	108	2	0	110	112.6
17:00 - 17:15	46	0	0	46	46.0	0	0	0	0	0.0	28	0	0	28	28.0
17:15 - 17:30	58	0	0	58	58.0	0	0	0	0	0.0	28	0	0	28	28.0
17:30 - 17:45	70	0	0	70	70.0	1	0	0	1	1.0	30	1	0	31	32.3
17:45 - 18:00	65	0	0	65	65.0	0	0	0	0	0.0	25	0	0	25	25.0
Hourly Total	239	0	0	239	239.0	1	0	0	1	1.0	111	1	0	112	113.3
18:00 - 18:15	37	0	0	37	37.0	0	0	0	0	0.0	29	0	0	29	29.0
18:15 - 18:30	41	0	0	41	41.0	1	0	0	1	1.0	19	0	0	19	19.0
Hourly Total	78	0	0	78	78.0	1	0	0	1	1.0	48	0	0	48	48.0

TOTAL	757	9	0	766	777.7	8	0	0	8	8.0	396	4	0	400	405.2

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Old Colwyn, Wednesday 9th July 2025

Junction: 1B
Approach: Rotary Way South



TIME	Left to A55 Onslip					Ahead to Rotary Way (North)					Right to A55 Offslip				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	81	4	0	85	90.2	73	2	0	75	77.6	0	0	0	0	0.0
07:45 - 08:00	89	2	0	91	93.6	71	0	0	71	71.0	0	0	0	0	0.0
Hourly Total	170	6	0	176	183.8	144	2	0	146	148.6	0	0	0	0	0.0
08:00 - 08:15	102	2	0	104	106.6	101	2	0	103	105.6	0	0	0	0	0.0
08:15 - 08:30	100	5	3	108	117.5	107	4	0	111	116.2	0	0	0	0	0.0
08:30 - 08:45	114	6	1	121	129.8	91	0	0	91	91.0	0	0	0	0	0.0
08:45 - 09:00	90	3	1	94	98.9	79	2	0	81	83.6	0	0	0	0	0.0
Hourly Total	406	16	5	427	452.8	378	8	0	386	396.4	0	0	0	0	0.0
09:00 - 09:15	73	1	0	74	75.3	57	4	0	61	66.2	0	0	0	0	0.0
09:15 - 09:30	61	2	0	63	65.6	44	3	0	47	50.9	0	0	0	0	0.0
09:30 - 09:45	62	2	2	66	70.6	53	3	0	56	59.9	0	0	0	0	0.0
09:45 - 10:00	65	5	0	70	76.5	40	2	1	43	46.6	0	0	0	0	0.0
Hourly Total	261	10	2	273	288.0	194	12	1	207	223.6	0	0	0	0	0.0
10:00 - 10:15	66	4	0	70	75.2	41	5	0	46	52.5	0	0	0	0	0.0
10:15 - 10:30	59	4	1	64	70.2	45	0	0	45	45.0	0	0	0	0	0.0
Hourly Total	125	8	1	134	145.4	86	5	0	91	97.5	0	0	0	0	0.0

TOTAL	962	40	8	1010	1070.0	802	27	1	830	866.1	0	0	0	0	0.0

14:30 - 14:45	54	1	1	56	58.3	57	0	1	58	59.0	0	0	0	0	0.0
14:45 - 15:00	74	2	0	76	78.6	68	2	0	70	72.6	0	0	0	0	0.0
Hourly Total	128	3	1	132	136.9	125	2	1	128	131.6	0	0	0	0	0.0
15:00 - 15:15	96	1	2	99	102.3	79	2	0	81	83.6	0	0	0	0	0.0
15:15 - 15:30	79	4	0	83	88.2	86	2	0	88	90.6	0	0	0	0	0.0
15:30 - 15:45	72	2	0	74	76.6	70	2	0	72	74.6	0	0	0	0	0.0
15:45 - 16:00	90	2	1	93	96.6	82	0	0	82	82.0	0	0	0	0	0.0
Hourly Total	337	9	3	349	363.7	317	6	0	323	330.8	0	0	0	0	0.0
16:00 - 16:15	86	1	0	87	88.3	67	1	0	68	69.3	0	0	0	0	0.0
16:15 - 16:30	68	0	0	68	68.0	80	0	0	80	80.0	0	0	0	0	0.0
16:30 - 16:45	85	2	0	87	89.6	68	0	1	69	70.0	0	0	0	0	0.0
16:45 - 17:00	62	2	0	64	66.6	63	1	0	64	65.3	0	0	0	0	0.0
Hourly Total	301	5	0	306	312.5	278	2	1	281	284.6	0	0	0	0	0.0
17:00 - 17:15	87	1	0	88	89.3	94	2	0	96	98.6	0	0	0	0	0.0
17:15 - 17:30	82	1	0	83	84.3	59	0	0	59	59.0	0	0	0	0	0.0
17:30 - 17:45	91	1	0	92	93.3	56	1	0	57	58.3	0	0	0	0	0.0
17:45 - 18:00	56	1	0	57	58.3	54	1	0	55	56.3	0	0	0	0	0.0
Hourly Total	316	4	0	320	325.2	263	4	0	267	272.2	0	0	0	0	0.0
18:00 - 18:15	64	0	0	64	64.0	68	2	0	70	72.6	0	0	0	0	0.0
18:15 - 18:30	60	0	0	60	60.0	52	0	0	52	52.0	0	0	0	0	0.0
Hourly Total	124	0	0	124	124.0	120	2	0	122	124.6	0	0	0	0	0.0

TOTAL	1206	21	4	1231	1262.3	1103	16	2	1121	1143.8	0	0	0	0	0.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Old Colwyn, Wednesday 9th July 2025

Junction: 1B
Approach: A55 Onslip



TIME	Left to Rotary Way (North)					Ahead to A55 Offslip					Right to Rotary Way (South)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
08:00 - 08:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
08:45 - 09:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
09:00 - 09:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
10:00 - 10:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
10:15 - 10:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0

TOTAL	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0

14:30 - 14:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
14:45 - 15:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
15:00 - 15:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
15:15 - 15:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
15:30 - 15:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
15:45 - 16:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
16:00 - 16:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
17:00 - 17:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0

TOTAL	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

Old Colwyn, Wednesday 9th July 2025

Junction: 2
Approach: Rotary Way



TIME	To A547 Abergele Road (East)					To B5383 Llanellian Road					To Holyrood Avenue					To A547 Abergele Road (West)					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	34	1	0	35	36.3	11	0	0	11	11.0	11	0	0	11	11.0	31	3	0	34	37.9	0	0	0	0	0.0
07:45 - 08:00	29	1	0	30	31.3	14	1	0	15	16.3	35	0	0	35	35.0	49	2	0	51	53.6	1	0	0	1	1.0
Hourly Total	63	2	0	65	67.6	25	1	0	26	27.3	46	0	0	46	46.0	80	5	0	85	91.5	1	0	0	1	1.0
08:00 - 08:15	36	2	0	38	40.6	10	0	0	10	10.0	46	0	2	48	50.0	54	1	0	55	56.3	0	0	0	0	0.0
08:15 - 08:30	25	2	0	27	29.6	15	2	0	17	19.6	44	0	0	44	44.0	73	0	0	73	73.0	0	0	0	0	0.0
08:30 - 08:45	49	2	0	51	53.6	20	0	1	21	22.0	16	0	0	16	16.0	76	0	0	76	76.0	2	0	0	2	2.0
08:45 - 09:00	41	1	0	42	43.3	22	0	0	22	22.0	10	0	0	10	10.0	65	1	0	66	67.3	0	0	0	0	0.0
Hourly Total	151	7	0	158	167.1	67	2	1	70	73.6	116	0	2	118	120.0	268	2	0	270	272.6	2	0	0	2	2.0
09:00 - 09:15	53	2	2	57	61.6	21	1	1	23	25.3	9	0	0	9	9.0	50	0	0	50	50.0	1	0	0	1	1.0
09:15 - 09:30	34	2	0	36	38.6	12	1	0	13	14.3	7	0	0	7	7.0	39	2	0	41	43.6	0	0	0	0	0.0
09:30 - 09:45	43	3	0	46	49.9	14	1	0	15	16.3	3	0	0	3	3.0	34	2	0	36	38.6	0	0	0	0	0.0
09:45 - 10:00	44	1	0	45	46.3	20	0	0	20	20.0	2	0	0	2	2.0	40	4	0	44	49.2	0	0	0	0	0.0
Hourly Total	174	8	2	184	196.4	67	3	1	71	75.9	21	0	0	21	21.0	163	8	0	171	181.4	1	0	0	1	1.0
10:00 - 10:15	49	4	0	53	58.2	18	1	0	19	20.3	4	0	0	4	4.0	14	3	0	17	20.9	0	0	0	0	0.0
10:15 - 10:30	40	1	0	41	42.3	20	0	0	20	20.0	1	0	0	1	1.0	29	0	0	29	29.0	2	0	0	2	2.0
Hourly Total	89	5	0	94	100.5	38	1	0	39	40.3	5	0	0	5	5.0	43	3	0	46	49.9	2	0	0	2	2.0
TOTAL	477	22	2	501	531.6	197	7	2	206	217.1	188	0	2	190	192.0	554	18	0	572	595.4	6	0	0	6	6.0
14:30 - 14:45	48	2	0	50	52.6	28	0	0	28	28.0	21	0	0	21	21.0	32	0	0	32	32.0	2	0	0	2	2.0
14:45 - 15:00	57	2	0	59	61.6	41	1	0	42	43.3	5	0	0	5	5.0	53	2	0	55	57.6	1	0	0	1	1.0
Hourly Total	105	4	0	109	114.2	69	1	0	70	71.3	26	0	0	26	26.0	85	2	0	87	89.6	3	0	0	3	3.0
15:00 - 15:15	51	0	0	51	51.0	34	1	0	35	36.3	6	0	0	6	6.0	21	1	0	22	23.3	0	0	0	0	0.0
15:15 - 15:30	52	1	0	53	54.3	22	0	0	22	22.0	7	0	0	7	7.0	35	0	0	35	35.0	0	0	0	0	0.0
15:30 - 15:45	76	0	0	76	76.0	32	1	0	33	34.3	5	0	0	5	5.0	30	0	0	30	30.0	0	0	0	0	0.0
15:45 - 16:00	67	1	1	69	71.3	35	1	0	36	37.3	6	1	0	7	8.3	29	0	0	29	29.0	1	0	0	1	1.0
Hourly Total	246	2	1	249	252.6	123	3	0	126	129.9	24	1	0	25	26.3	115	1	0	116	117.3	1	0	0	1	1.0
16:00 - 16:15	63	3	0	66	69.9	34	0	0	34	34.0	18	0	0	18	18.0	43	0	0	43	43.0	1	0	0	1	1.0
16:15 - 16:30	73	1	0	74	75.3	24	0	0	24	24.0	5	0	0	5	5.0	45	1	0	46	47.3	1	0	0	1	1.0
16:30 - 16:45	63	3	0	66	69.9	32	1	0	33	34.3	6	0	0	6	6.0	39	0	0	39	39.0	1	0	0	1	1.0
16:45 - 17:00	83	3	0	86	89.9	43	2	0	45	47.6	8	0	0	8	8.0	61	1	0	62	63.3	0	0	0	0	0.0
Hourly Total	282	10	0	292	305.0	133	3	0	136	139.9	37	0	0	37	37.0	188	2	0	190	192.6	3	0	0	3	3.0
17:00 - 17:15	73	1	0	74	75.3	25	1	0	26	27.3	9	0	0	9	9.0	40	0	0	40	40.0	1	0	0	1	1.0
17:15 - 17:30	80	2	0	82	84.6	43	0	0	43	43.0	13	0	0	13	13.0	47	0	0	47	47.0	0	0	0	0	0.0
17:30 - 17:45	81	1	0	82	83.3	55	2	0	57	59.6	9	0	0	9	9.0	53	1	0	54	55.3	0	0	0	0	0.0
17:45 - 18:00	79	0	0	79	79.0	47	1	0	48	49.3	6	0	0	6	6.0	56	0	0	56	56.0	0	0	0	0	0.0
Hourly Total	313	4	0	317	322.2	170	4	0	174	179.2	37	0	0	37	37.0	196	1	0	197	198.3	1	0	0	1	1.0
18:00 - 18:15	69	1	0	70	71.3	37	0	0	37	37.0	11	0	0	11	11.0	35	0	0	35	35.0	1	0	0	1	1.0
18:15 - 18:30	68	0	0	68	68.0	22	0	0	22	22.0	15	0	0	15	15.0	33	0	0	33	33.0	0	0	0	0	0.0
Hourly Total	137	1	0	138	139.3	59	0	0	59	59.0	26	0	0	26	26.0	68	0	0	68	68.0	1	0	0	1	1.0
TOTAL	1083	21	1	1105	1133.3	554	11	0	565	579.3	150	1	0	151	152.3	652	6	0	658	665.8	9	0	0	9	9.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Old Colwyn, Wednesday 9th July 2025

Junction: 2
Approach: A547 Abergele Road East



TIME	To B5383 Llanellian Road					To Holyrood Avenue					To A547 Abergele Road (West)					To Rotary Way					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	0	0	0.0	0	0	0	0	0.0	43	2	1	46	49.6	66	4	0	70	75.2	0	0	0	0	0.0
07:45 - 08:00	2	0	0	2	2.0	13	0	0	13	13.0	37	1	3	41	45.3	67	0	0	67	67.0	0	0	0	0	0.0
Hourly Total	2	0	0	2	2.0	13	0	0	13	13.0	80	3	4	87	94.9	133	4	0	137	142.2	0	0	0	0	0.0
08:00 - 08:15	2	0	0	2	2.0	18	0	0	18	18.0	49	2	5	56	63.6	73	3	0	76	79.9	1	0	0	1	1.0
08:15 - 08:30	3	0	0	3	3.0	15	0	1	16	17.0	40	0	3	43	46.0	55	2	0	57	59.6	0	0	0	0	0.0
08:30 - 08:45	5	0	0	5	5.0	5	0	0	5	5.0	61	2	1	64	67.6	82	5	0	87	93.5	2	0	0	2	2.0
08:45 - 09:00	10	0	0	10	10.0	0	0	0	0	0.0	46	0	2	48	50.0	78	2	1	81	84.6	0	0	0	0	0.0
Hourly Total	20	0	0	20	20.0	38	0	1	39	40.0	196	4	11	211	227.2	288	12	1	301	317.6	3	0	0	3	3.0
09:00 - 09:15	1	0	0	1	1.0	2	0	0	2	2.0	73	0	3	76	79.0	47	0	0	47	47.0	1	0	0	1	1.0
09:15 - 09:30	5	0	0	5	5.0	4	0	0	4	4.0	42	1	3	46	50.3	43	3	0	46	49.9	1	0	0	1	1.0
09:30 - 09:45	2	0	0	2	2.0	2	0	0	2	2.0	41	1	2	44	47.3	53	2	0	55	57.6	0	0	0	0	0.0
09:45 - 10:00	4	1	0	5	6.3	2	0	0	2	2.0	34	1	2	37	40.3	48	4	1	53	59.2	1	0	0	1	1.0
Hourly Total	12	1	0	13	14.3	10	0	0	10	10.0	190	3	10	203	216.9	191	9	1	201	213.7	3	0	0	3	3.0
10:00 - 10:15	7	0	0	7	7.0	3	0	0	3	3.0	38	3	2	43	48.9	44	1	0	45	46.3	1	0	0	1	1.0
10:15 - 10:30	4	0	0	4	4.0	4	0	0	4	4.0	35	0	2	37	39.0	42	4	0	46	51.2	2	1	0	3	4.3
Hourly Total	11	0	0	11	11.0	7	0	0	7	7.0	73	3	4	80	87.9	86	5	0	91	97.5	3	1	0	4	5.3
TOTAL	45	1	0	46	47.3	68	0	1	69	70.0	539	13	29	581	626.9	698	30	2	730	771.0	9	1	0	10	11.3
14:30 - 14:45	6	0	0	6	6.0	7	0	1	8	9.0	49	0	2	51	53.0	38	1	1	40	42.3	0	0	0	0	0.0
14:45 - 15:00	7	1	0	8	9.3	5	0	0	5	5.0	61	1	1	63	65.3	50	4	0	54	59.2	2	0	0	2	2.0
Hourly Total	13	1	0	14	15.3	12	0	1	13	14.0	110	1	3	114	118.3	88	5	1	94	101.5	2	0	0	2	2.0
15:00 - 15:15	3	0	0	3	3.0	3	0	0	3	3.0	42	2	3	47	52.6	55	2	0	57	59.6	0	0	0	0	0.0
15:15 - 15:30	6	0	0	6	6.0	4	0	0	4	4.0	40	0	3	43	46.0	58	3	0	61	64.9	1	0	0	1	1.0
15:30 - 15:45	6	0	0	6	6.0	3	0	0	3	3.0	52	1	1	54	56.3	56	1	0	57	58.3	0	0	0	0	0.0
15:45 - 16:00	4	0	0	4	4.0	3	0	0	3	3.0	45	1	3	49	53.3	62	2	0	64	66.6	1	0	0	1	1.0
Hourly Total	19	0	0	19	19.0	13	0	0	13	13.0	179	4	10	193	208.2	231	8	0	239	249.4	2	0	0	2	2.0
16:00 - 16:15	1	0	0	1	1.0	6	0	0	6	6.0	54	0	2	56	58.0	54	0	0	54	54.0	1	0	0	1	1.0
16:15 - 16:30	2	0	0	2	2.0	3	0	0	3	3.0	41	1	3	45	49.3	65	1	0	66	67.3	0	0	0	0	0.0
16:30 - 16:45	5	1	0	6	7.3	3	0	0	3	3.0	49	1	1	51	53.3	60	1	0	61	62.3	2	0	0	2	2.0
16:45 - 17:00	3	0	0	3	3.0	0	0	0	0	0.0	47	0	1	48	49.0	51	1	0	52	53.3	0	0	0	0	0.0
Hourly Total	11	1	0	12	13.3	12	0	0	12	12.0	191	2	7	200	209.6	230	3	0	233	236.9	3	0	0	3	3.0
17:00 - 17:15	11	0	0	11	11.0	4	0	0	4	4.0	44	1	2	47	50.3	74	2	0	76	78.6	1	0	0	1	1.0
17:15 - 17:30	7	0	0	7	7.0	2	0	0	2	2.0	63	1	4	68	73.3	43	1	0	44	45.3	0	0	0	0	0.0
17:30 - 17:45	4	0	0	4	4.0	2	0	0	2	2.0	57	0	0	57	57.0	64	0	0	64	64.0	2	0	0	2	2.0
17:45 - 18:00	1	0	0	1	1.0	3	0	0	3	3.0	51	2	2	55	59.6	46	1	0	47	48.3	1	0	0	1	1.0
Hourly Total	23	0	0	23	23.0	11	0	0	11	11.0	215	4	8	227	240.2	227	4	0	231	236.2	4	0	0	4	4.0
18:00 - 18:15	13	0	0	13	13.0	3	0	0	3	3.0	39	0	3	42	45.0	58	1	0	59	60.3	0	0	0	0	0.0
18:15 - 18:30	9	0	0	9	9.0	4	0	0	4	4.0	33	0	2	35	37.0	47	0	0	47	47.0	0	0	0	0	0.0
Hourly Total	22	0	0	22	22.0	7	0	0	7	7.0	72	0	5	77	82.0	105	1	0	106	107.3	0	0	0	0	0.0
TOTAL	88	2	0	90	92.6	55	0	1	56	57.0	767	11	33	811	858.3	881	21	1	903	931.3	11	0	0	11	11.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Old Colwyn, Wednesday 9th July 2025

Junction: 2
Approach: B5383 Llanellian Road



TIME	To Holyrood Avenue					To A547 Abergele Road (West)					To Rotary Way					To A547 Abergele Road (East)					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	1	0	0	1	1.0	12	0	0	12	12.0	39	2	0	41	43.6	0	0	0	0	0.0	0	0	0	0	0.0
07:45 - 08:00	2	0	0	2	2.0	8	0	0	8	8.0	39	2	0	41	43.6	3	0	0	3	3.0	0	0	0	0	0.0
Hourly Total	3	0	0	3	3.0	20	0	0	20	20.0	78	4	0	82	87.2	3	0	0	3	3.0	0	0	0	0	0.0
08:00 - 08:15	2	0	0	2	2.0	14	0	0	14	14.0	47	0	0	47	47.0	3	0	0	3	3.0	0	0	0	0	0.0
08:15 - 08:30	7	0	0	7	7.0	12	0	0	12	12.0	49	2	0	51	53.6	5	0	0	5	5.0	0	0	0	0	0.0
08:30 - 08:45	2	0	0	2	2.0	22	0	0	22	22.0	44	0	1	45	46.0	6	0	0	6	6.0	0	0	0	0	0.0
08:45 - 09:00	1	0	0	1	1.0	19	0	1	20	21.0	36	1	0	37	38.3	2	0	0	2	2.0	0	0	0	0	0.0
Hourly Total	12	0	0	12	12.0	67	0	1	68	69.0	176	3	1	180	184.9	16	0	0	16	16.0	0	0	0	0	0.0
09:00 - 09:15	0	0	0	0	0.0	22	0	0	22	22.0	39	2	0	41	43.6	5	0	0	5	5.0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0.0	12	0	1	13	14.0	22	1	0	23	24.3	5	0	0	5	5.0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0.0	8	0	0	8	8.0	21	2	2	25	29.6	7	0	0	7	7.0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0.0	12	0	0	12	12.0	22	1	0	23	24.3	3	0	0	3	3.0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	54	0	1	55	56.0	104	6	2	112	121.8	20	0	0	20	20.0	0	0	0	0	0.0
10:00 - 10:15	0	0	0	0	0.0	8	0	1	9	10.0	27	1	0	28	29.3	5	0	0	5	5.0	0	0	0	0	0.0
10:15 - 10:30	1	0	0	1	1.0	8	1	0	9	10.3	28	0	0	28	28.0	8	1	0	9	10.3	0	0	0	0	0.0
Hourly Total	1	0	0	1	1.0	16	1	1	18	20.3	55	1	0	56	57.3	13	1	0	14	15.3	0	0	0	0	0.0
TOTAL	16	0	0	16	16.0	157	1	3	161	165.3	413	14	3	430	451.2	52	1	0	53	54.3	0	0	0	0	0.0
14:30 - 14:45	0	0	0	0	0.0	16	0	0	16	16.0	25	0	1	26	27.0	11	0	0	11	11.0	0	0	0	0	0.0
14:45 - 15:00	1	0	0	1	1.0	16	1	1	18	20.3	26	0	0	26	26.0	10	0	0	10	10.0	0	0	0	0	0.0
Hourly Total	1	0	0	1	1.0	32	1	1	34	36.3	51	0	1	52	53.0	21	0	0	21	21.0	0	0	0	0	0.0
15:00 - 15:15	2	0	0	2	2.0	20	0	0	20	20.0	31	1	0	32	33.3	14	0	0	14	14.0	0	0	0	0	0.0
15:15 - 15:30	1	0	0	1	1.0	12	0	0	12	12.0	34	1	0	35	36.3	7	1	1	9	11.3	0	0	0	0	0.0
15:30 - 15:45	1	0	0	1	1.0	11	0	0	11	11.0	19	2	0	21	23.6	9	0	0	9	9.0	0	0	0	0	0.0
15:45 - 16:00	0	0	0	0	0.0	11	0	0	11	11.0	29	0	0	29	29.0	10	1	0	11	12.3	0	0	0	0	0.0
Hourly Total	4	0	0	4	4.0	54	0	0	54	54.0	113	4	0	117	122.2	40	2	1	43	46.6	0	0	0	0	0.0
16:00 - 16:15	0	0	0	0	0.0	13	0	2	15	17.0	18	0	0	18	18.0	5	0	1	6	7.0	0	0	0	0	0.0
16:15 - 16:30	1	0	0	1	1.0	11	0	0	11	11.0	11	0	0	11	11.0	3	1	0	4	5.3	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0.0	9	0	0	9	9.0	19	0	1	20	21.0	3	0	0	3	3.0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0.0	15	0	0	15	15.0	24	1	0	25	26.3	5	0	0	5	5.0	0	0	0	0	0.0
Hourly Total	1	0	0	1	1.0	48	0	2	50	52.0	72	1	1	74	76.3	16	1	1	18	20.3	0	0	0	0	0.0
17:00 - 17:15	1	0	0	1	1.0	10	0	1	11	12.0	29	1	0	30	31.3	3	0	0	3	3.0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0.0	8	0	0	8	8.0	35	0	0	35	35.0	6	1	0	7	8.3	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0.0	11	0	0	11	11.0	27	0	0	27	27.0	8	1	0	9	10.3	1	0	0	1	1.0
17:45 - 18:00	0	0	0	0	0.0	13	0	0	13	13.0	25	1	0	26	27.3	10	0	0	10	10.0	0	0	0	0	0.0
Hourly Total	1	0	0	1	1.0	42	0	1	43	44.0	116	2	0	118	120.6	27	2	0	29	31.6	1	0	0	1	1.0
18:00 - 18:15	0	0	0	0	0.0	6	0	1	7	8.0	31	0	0	31	31.0	8	0	0	8	8.0	0	0	0	0	0.0
18:15 - 18:30	2	0	0	2	2.0	11	0	0	11	11.0	23	0	0	23	23.0	7	0	0	7	7.0	0	0	0	0	0.0
Hourly Total	2	0	0	2	2.0	17	0	1	18	19.0	54	0	0	54	54.0	15	0	0	15	15.0	0	0	0	0	0.0
TOTAL	9	0	0	9	9.0	193	1	5	199	205.3	406	7	2	415	426.1	119	5	2	126	134.5	1	0	0	1	1.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Old Colwyn, Wednesday 9th July 2025

Junction: 2
Approach: Holyrood Avenue



TIME	To A547 Abergele Road (West)					To Rotary Way					To A547 Abergele Road (East)					To B5383 Llanellian Road					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	1	0	0	1	1.0	10	0	0	10	10.0	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0
07:45 - 08:00	2	0	0	2	2.0	13	0	0	13	13.0	3	0	0	3	3.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	3	0	0	3	3.0	23	0	0	23	23.0	4	0	0	4	4.0	0	0	0	0	0.0	0	0	0	0	0.0
08:00 - 08:15	2	0	0	2	2.0	39	0	0	39	39.0	10	0	0	10	10.0	3	0	0	3	3.0	0	0	0	0	0.0
08:15 - 08:30	6	0	1	7	8.0	44	1	2	47	50.3	14	0	0	14	14.0	5	0	0	5	5.0	0	0	0	0	0.0
08:30 - 08:45	2	0	0	2	2.0	15	0	0	15	15.0	9	0	0	9	9.0	2	1	0	3	4.3	0	0	0	0	0.0
08:45 - 09:00	0	0	0	0	0.0	8	0	0	8	8.0	2	0	0	2	2.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	10	0	1	11	12.0	106	1	2	109	112.3	35	0	0	35	35.0	10	1	0	11	12.3	0	0	0	0	0.0
09:00 - 09:15	1	0	0	1	1.0	1	0	0	1	1.0	4	0	0	4	4.0	1	0	0	1	1.0	0	0	0	0	0.0
09:15 - 09:30	1	0	0	1	1.0	9	0	0	9	9.0	4	0	0	4	4.0	0	0	0	0	0.0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0.0	6	0	0	6	6.0	4	0	0	4	4.0	0	0	0	0	0.0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0.0	4	0	0	4	4.0	3	0	0	3	3.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	2	0	0	2	2.0	20	0	0	20	20.0	15	0	0	15	15.0	1	0	0	1	1.0	0	0	0	0	0.0
10:00 - 10:15	1	0	0	1	1.0	3	2	0	5	7.6	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0
10:15 - 10:30	0	0	0	0	0.0	4	0	0	4	4.0	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	1	0	0	1	1.0	7	2	0	9	11.6	2	0	0	2	2.0	0	0	0	0	0.0	0	0	0	0	0.0
TOTAL	16	0	1	17	18.0	156	3	2	161	166.9	56	0	0	56	56.0	11	1	0	12	13.3	0	0	0	0	0.0
14:30 - 14:45	2	0	0	2	2.0	6	0	0	6	6.0	2	0	0	2	2.0	0	0	0	0	0.0	0	0	0	0	0.0
14:45 - 15:00	4	0	0	4	4.0	28	0	0	28	28.0	9	0	1	10	11.0	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	6	0	0	6	6.0	34	0	0	34	34.0	11	0	1	12	13.0	1	0	0	1	1.0	0	0	0	0	0.0
15:00 - 15:15	4	0	0	4	4.0	27	0	0	27	27.0	7	0	1	8	9.0	2	0	0	2	2.0	0	0	0	0	0.0
15:15 - 15:30	1	0	0	1	1.0	16	0	0	16	16.0	4	0	0	4	4.0	4	0	0	4	4.0	0	0	0	0	0.0
15:30 - 15:45	1	0	0	1	1.0	11	0	0	11	11.0	2	0	0	2	2.0	0	0	0	0	0.0	0	0	0	0	0.0
15:45 - 16:00	2	0	0	2	2.0	20	0	0	20	20.0	6	0	0	6	6.0	2	0	0	2	2.0	0	0	0	0	0.0
Hourly Total	8	0	0	8	8.0	74	0	0	74	74.0	19	0	1	20	21.0	8	0	0	8	8.0	0	0	0	0	0.0
16:00 - 16:15	3	0	0	3	3.0	11	1	0	12	13.3	6	0	0	6	6.0	1	0	0	1	1.0	0	0	0	0	0.0
16:15 - 16:30	2	0	0	2	2.0	13	0	0	13	13.0	5	0	0	5	5.0	0	0	0	0	0.0	0	0	0	0	0.0
16:30 - 16:45	2	0	0	2	2.0	14	0	0	14	14.0	2	0	0	2	2.0	0	0	0	0	0.0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0.0	5	0	0	5	5.0	1	0	0	1	1.0	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	7	0	0	7	7.0	43	1	0	44	45.3	14	0	0	14	14.0	2	0	0	2	2.0	0	0	0	0	0.0
17:00 - 17:15	0	0	0	0	0.0	6	0	0	6	6.0	1	0	0	1	1.0	1	0	0	1	1.0	0	0	0	0	0.0
17:15 - 17:30	1	0	0	1	1.0	14	0	0	14	14.0	2	0	0	2	2.0	1	0	0	1	1.0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0.0	4	0	0	4	4.0	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
17:45 - 18:00	1	0	0	1	1.0	2	0	0	2	2.0	2	0	0	2	2.0	0	0	0	0	0.0	1	0	0	1	1.0
Hourly Total	2	0	0	2	2.0	26	0	0	26	26.0	5	0	0	5	5.0	2	0	0	2	2.0	1	0	0	1	1.0
18:00 - 18:15	1	0	0	1	1.0	6	0	0	6	6.0	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
18:15 - 18:30	1	0	0	1	1.0	5	0	0	5	5.0	4	0	0	4	4.0	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	2	0	0	2	2.0	11	0	0	11	11.0	4	0	0	4	4.0	1	0	0	1	1.0	0	0	0	0	0.0
TOTAL	25	0	0	25	25.0	188	1	0	189	190.3	53	0	2	55	57.0	14	0	0	14	14.0	1	0	0	1	1.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Old Colwyn, Wednesday 9th July 2025

Junction: 2
Approach: A547 Abergele Road West



TIME	To Rotary Way					To A547 Abergele Road (East)					To B5383 Llanellian Road					To Holyrood Avenue					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	35	0	0	35	35.0	12	1	1	14	16.3	3	1	0	4	5.3	1	0	0	1	1.0	1	0	0	1	1.0
07:45 - 08:00	45	1	0	46	47.3	23	0	1	24	25.0	6	2	0	8	10.6	1	0	0	1	1.0	1	0	0	1	1.0
Hourly Total	80	1	0	81	82.3	35	1	2	38	41.3	9	3	0	12	15.9	2	0	0	2	2.0	2	0	0	2	2.0
08:00 - 08:15	54	0	0	54	54.0	27	1	3	31	35.3	10	0	0	10	10.0	0	0	0	0	0.0	0	1	0	1	2.3
08:15 - 08:30	56	3	1	60	64.9	35	1	1	37	39.3	14	0	0	14	14.0	2	0	0	2	2.0	0	0	0	0	0.0
08:30 - 08:45	67	1	0	68	69.3	35	0	3	38	41.0	10	3	0	13	16.9	0	0	0	0	0.0	0	0	0	0	0.0
08:45 - 09:00	45	1	0	46	47.3	50	0	2	52	54.0	16	0	0	16	16.0	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	222	5	1	228	235.5	147	2	9	158	169.6	50	3	0	53	56.9	3	0	0	3	3.0	0	1	0	1	2.3
09:00 - 09:15	42	3	0	45	48.9	44	2	3	49	54.6	12	1	0	13	14.3	2	0	0	2	2.0	0	0	0	0	0.0
09:15 - 09:30	27	1	0	28	29.3	45	0	2	47	49.0	7	0	0	7	7.0	1	0	0	1	1.0	0	1	0	1	2.3
09:30 - 09:45	35	2	0	37	39.6	33	3	2	38	43.9	7	1	2	10	13.3	0	0	0	0	0.0	0	0	0	0	0.0
09:45 - 10:00	28	1	0	29	30.3	45	2	1	48	51.6	9	2	0	11	13.6	1	1	0	2	3.3	0	0	0	0	0.0
Hourly Total	132	7	0	139	148.1	167	7	8	182	199.1	35	4	2	41	48.2	4	1	0	5	6.3	0	1	0	1	2.3
10:00 - 10:15	29	5	0	34	40.5	33	1	4	38	43.3	8	0	0	8	8.0	0	0	0	0	0.0	0	0	0	0	0.0
10:15 - 10:30	27	0	1	28	29.0	49	1	1	51	53.3	4	0	0	4	4.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	56	5	1	62	69.5	82	2	5	89	96.6	12	0	0	12	12.0	0	0	0	0	0.0	0	0	0	0	0.0
TOTAL	490	18	2	510	535.4	431	12	24	467	506.6	106	10	2	118	133.0	9	1	0	10	11.3	2	2	0	4	6.6
14:30 - 14:45	42	0	0	42	42.0	53	2	2	57	61.6	14	0	1	15	16.0	1	0	0	1	1.0	1	0	0	1	1.0
14:45 - 15:00	40	0	0	40	40.0	49	3	3	55	61.9	12	0	0	12	12.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	82	0	0	82	82.0	102	5	5	112	123.5	26	0	1	27	28.0	1	0	0	1	1.0	1	0	0	1	1.0
15:00 - 15:15	59	1	2	62	65.3	67	1	2	70	73.3	19	2	0	21	23.6	0	0	0	0	0.0	0	0	0	0	0.0
15:15 - 15:30	56	0	0	56	56.0	66	4	3	73	81.2	18	0	0	18	18.0	0	0	0	0	0.0	2	0	0	2	2.0
15:30 - 15:45	54	1	0	55	56.3	65	1	1	67	69.3	16	0	1	17	18.0	1	0	0	1	1.0	0	0	0	0	0.0
15:45 - 16:00	59	1	1	61	63.3	50	2	4	56	62.6	11	1	0	12	13.3	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	228	3	3	234	240.9	248	8	10	266	286.4	64	3	1	68	72.9	2	0	0	2	2.0	2	0	0	2	2.0
16:00 - 16:15	68	1	0	69	70.3	66	1	3	70	74.3	10	0	1	11	12.0	2	0	0	2	2.0	0	0	0	0	0.0
16:15 - 16:30	59	0	0	59	59.0	52	0	1	53	54.0	15	0	1	16	17.0	0	0	0	0	0.0	2	0	0	2	2.0
16:30 - 16:45	57	0	0	57	57.0	59	1	1	61	63.3	15	0	1	16	17.0	2	0	0	2	2.0	0	0	0	0	0.0
16:45 - 17:00	46	1	0	47	48.3	67	0	2	69	71.0	12	0	0	12	12.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	230	2	0	232	234.6	244	2	7	253	262.6	52	0	3	55	58.0	4	0	0	4	4.0	2	0	0	2	2.0
17:00 - 17:15	65	0	0	65	65.0	62	2	3	67	72.6	25	0	0	25	25.0	1	0	0	1	1.0	1	0	0	1	1.0
17:15 - 17:30	42	1	0	43	44.3	91	2	3	96	101.6	12	1	0	13	14.3	1	0	0	1	1.0	1	0	0	1	1.0
17:30 - 17:45	48	1	0	49	50.3	68	1	0	69	70.3	14	0	0	14	14.0	0	0	0	0	0.0	0	0	0	0	0.0
17:45 - 18:00	32	0	0	32	32.0	77	0	3	80	83.0	15	0	1	16	17.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	187	2	0	189	191.6	298	5	9	312	327.5	66	1	1	68	70.3	2	0	0	2	2.0	2	0	0	2	2.0
18:00 - 18:15	36	1	0	37	38.3	46	0	3	49	52.0	12	0	0	12	12.0	0	0	0	0	0.0	0	0	0	0	0.0
18:15 - 18:30	39	0	0	39	39.0	55	1	1	57	59.3	9	0	0	9	9.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	75	1	0	76	77.3	101	1	4	106	111.3	21	0	0	21	21.0	0	0	0	0	0.0	0	0	0	0	0.0
TOTAL	802	8	3	813	826.4	993	21	35	1049	1111.3	229	4	6	239	250.2	9	0	0	9	9.0	7	0	0	7	7.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Old Colwyn, Wednesday 9th July 2025

Junction: 3
Approach: A547 Abergele Road East



	Left to Hesketh Road					Ahead to A547 Abergele Road (West)				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	4	0	0	4	4.0	66	5	1	72	79.5
07:45 - 08:00	8	0	0	8	8.0	77	3	3	83	89.9
Hourly Total	12	0	0	12	12.0	143	8	4	155	169.4
08:00 - 08:15	3	0	0	3	3.0	108	2	5	115	122.6
08:15 - 08:30	5	0	0	5	5.0	116	0	4	120	124.0
08:30 - 08:45	5	0	0	5	5.0	140	3	1	144	148.9
08:45 - 09:00	3	0	0	3	3.0	118	1	3	122	126.3
Hourly Total	16	0	0	16	16.0	482	6	13	501	521.8
09:00 - 09:15	5	0	0	5	5.0	129	0	3	132	135.0
09:15 - 09:30	7	0	0	7	7.0	78	2	4	84	90.6
09:30 - 09:45	4	0	0	4	4.0	76	2	2	80	84.6
09:45 - 10:00	3	0	0	3	3.0	74	2	2	78	82.6
Hourly Total	19	0	0	19	19.0	357	6	11	374	392.8
10:00 - 10:15	4	0	0	4	4.0	47	4	3	54	62.2
10:15 - 10:30	1	0	0	1	1.0	67	1	2	70	73.3
Hourly Total	5	0	0	5	5.0	114	5	5	124	135.5

TOTAL	52	0	0	52	52.0	1096	25	33	1154	1219.5

14:30 - 14:45	6	0	0	6	6.0	95	0	2	97	99.0
14:45 - 15:00	6	0	0	6	6.0	124	3	2	129	134.9
Hourly Total	12	0	0	12	12.0	219	3	4	226	233.9
15:00 - 15:15	0	0	0	0	0.0	88	3	3	94	100.9
15:15 - 15:30	2	0	0	2	2.0	80	0	3	83	86.0
15:30 - 15:45	1	0	0	1	1.0	91	1	1	93	95.3
15:45 - 16:00	3	0	0	3	3.0	81	1	3	85	89.3
Hourly Total	6	0	0	6	6.0	340	5	10	355	371.5
16:00 - 16:15	4	0	0	4	4.0	99	0	3	102	105.0
16:15 - 16:30	5	0	0	5	5.0	94	1	4	99	104.3
16:30 - 16:45	1	0	0	1	1.0	87	2	1	90	93.6
16:45 - 17:00	1	0	0	1	1.0	105	1	1	107	109.3
Hourly Total	11	0	0	11	11.0	385	4	9	398	412.2
17:00 - 17:15	1	0	0	1	1.0	92	0	3	95	98.0
17:15 - 17:30	0	0	0	0	0.0	106	2	4	112	118.6
17:30 - 17:45	2	0	0	2	2.0	108	0	0	108	108.0
17:45 - 18:00	2	0	0	2	2.0	108	3	2	113	118.9
Hourly Total	5	0	0	5	5.0	414	5	9	428	443.5
18:00 - 18:15	2	0	0	2	2.0	78	0	4	82	86.0
18:15 - 18:30	1	0	0	1	1.0	69	0	2	71	73.0
Hourly Total	3	0	0	3	3.0	147	0	6	153	159.0

TOTAL	37	0	0	37	37.0	1505	17	38	1560	1620.1

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Old Colwyn, Wednesday 9th July 2025

Junction: 3
Approach: Hesketh Road



	Left to A547 Abergele Road (West)					Right to A547 Abergele Road (East)				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	3	0	0	3	3.0	1	0	0	1	1.0
07:45 - 08:00	3	0	0	3	3.0	5	0	0	5	5.0
Hourly Total	6	0	0	6	6.0	6	0	0	6	6.0
08:00 - 08:15	18	0	0	18	18.0	8	0	0	8	8.0
08:15 - 08:30	32	0	0	32	32.0	5	0	0	5	5.0
08:30 - 08:45	9	1	0	10	11.3	2	0	0	2	2.0
08:45 - 09:00	5	0	0	5	5.0	4	0	0	4	4.0
Hourly Total	64	1	0	65	66.3	19	0	0	19	19.0
09:00 - 09:15	7	0	0	7	7.0	3	0	0	3	3.0
09:15 - 09:30	5	0	0	5	5.0	4	0	0	4	4.0
09:30 - 09:45	2	0	0	2	2.0	0	0	0	0	0.0
09:45 - 10:00	3	0	0	3	3.0	2	0	0	2	2.0
Hourly Total	17	0	0	17	17.0	9	0	0	9	9.0
10:00 - 10:15	5	0	0	5	5.0	2	0	0	2	2.0
10:15 - 10:30	4	0	0	4	4.0	1	0	0	1	1.0
Hourly Total	9	0	0	9	9.0	3	0	0	3	3.0

TOTAL	96	1	0	97	98.3	37	0	0	37	37.0

14:30 - 14:45	6	0	0	6	6.0	4	0	0	4	4.0
14:45 - 15:00	25	0	0	25	25.0	2	0	0	2	2.0
Hourly Total	31	0	0	31	31.0	6	0	0	6	6.0
15:00 - 15:15	16	0	0	16	16.0	4	0	0	4	4.0
15:15 - 15:30	6	0	0	6	6.0	1	0	0	1	1.0
15:30 - 15:45	8	0	0	8	8.0	0	0	0	0	0.0
15:45 - 16:00	1	0	0	1	1.0	4	2	0	6	8.6
Hourly Total	31	0	0	31	31.0	9	2	0	11	13.6
16:00 - 16:15	6	0	0	6	6.0	3	0	0	3	3.0
16:15 - 16:30	6	0	0	6	6.0	4	0	0	4	4.0
16:30 - 16:45	1	0	0	1	1.0	2	0	0	2	2.0
16:45 - 17:00	6	0	0	6	6.0	5	0	0	5	5.0
Hourly Total	19	0	0	19	19.0	14	0	0	14	14.0
17:00 - 17:15	1	0	0	1	1.0	7	0	0	7	7.0
17:15 - 17:30	5	0	0	5	5.0	2	0	0	2	2.0
17:30 - 17:45	1	0	0	1	1.0	0	0	0	0	0.0
17:45 - 18:00	1	0	0	1	1.0	3	0	0	3	3.0
Hourly Total	8	0	0	8	8.0	12	0	0	12	12.0
18:00 - 18:15	4	0	0	4	4.0	3	0	0	3	3.0
18:15 - 18:30	0	0	0	0	0.0	1	0	0	1	1.0
Hourly Total	4	0	0	4	4.0	4	0	0	4	4.0

TOTAL	93	0	0	93	93.0	45	2	0	47	49.6

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Old Colwyn, Wednesday 9th July 2025

Junction: 3
Approach: A547 Abergele Road West



	Ahead to A547 Abergele Road (East)					Right to Hesketh Road				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	48	3	1	52	56.9	4	0	0	4	4.0
07:45 - 08:00	67	1	3	71	75.3	5	0	0	5	5.0
Hourly Total	115	4	4	123	132.2	9	0	0	9	9.0
08:00 - 08:15	84	3	3	90	96.9	23	1	0	24	25.3
08:15 - 08:30	97	4	2	103	110.2	25	0	0	25	25.0
08:30 - 08:45	103	4	3	110	118.2	7	0	0	7	7.0
08:45 - 09:00	113	1	2	116	119.3	5	0	0	5	5.0
Hourly Total	397	12	10	419	444.6	60	1	0	61	62.3
09:00 - 09:15	91	5	3	99	108.5	5	0	0	5	5.0
09:15 - 09:30	71	1	2	74	77.3	1	0	0	1	1.0
09:30 - 09:45	77	4	4	85	94.2	4	0	0	4	4.0
09:45 - 10:00	70	5	1	76	83.5	2	0	0	2	2.0
Hourly Total	309	15	10	334	363.5	12	0	0	12	12.0
10:00 - 10:15	67	3	4	74	81.9	3	0	0	3	3.0
10:15 - 10:30	69	2	2	73	77.6	2	0	0	2	2.0
Hourly Total	136	5	6	147	159.5	5	0	0	5	5.0

TOTAL	957	36	30	1023	1099.8	86	1	0	87	88.3

14:30 - 14:45	107	2	3	112	117.6	7	0	0	7	7.0
14:45 - 15:00	92	2	4	98	104.6	9	0	0	9	9.0
Hourly Total	199	4	7	210	222.2	16	0	0	16	16.0
15:00 - 15:15	151	4	4	159	168.2	8	0	0	8	8.0
15:15 - 15:30	131	4	2	137	144.2	13	0	0	13	13.0
15:30 - 15:45	121	2	2	125	129.6	4	0	0	4	4.0
15:45 - 16:00	111	2	6	119	127.6	6	0	0	6	6.0
Hourly Total	514	12	14	540	569.6	31	0	0	31	31.0
16:00 - 16:15	118	2	3	123	128.6	2	0	0	2	2.0
16:15 - 16:30	117	0	2	119	121.0	5	0	0	5	5.0
16:30 - 16:45	119	1	2	122	125.3	3	0	0	3	3.0
16:45 - 17:00	124	1	2	127	130.3	1	0	0	1	1.0
Hourly Total	478	4	9	491	505.2	11	0	0	11	11.0
17:00 - 17:15	140	2	3	145	150.6	4	0	0	4	4.0
17:15 - 17:30	133	4	3	140	148.2	1	0	0	1	1.0
17:30 - 17:45	123	2	0	125	127.6	2	0	0	2	2.0
17:45 - 18:00	124	1	3	128	132.3	8	0	0	8	8.0
Hourly Total	520	9	9	538	558.7	15	0	0	15	15.0
18:00 - 18:15	95	2	3	100	105.6	1	0	0	1	1.0
18:15 - 18:30	97	0	1	98	99.0	5	0	0	5	5.0
Hourly Total	192	2	4	198	204.6	6	0	0	6	6.0

TOTAL	1903	31	43	1977	2060.3	79	0	0	79	79.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Old Colwyn, Wednesday 9th July 2025

Junction: 4
Approach: B5383 Llanellian Road North



TIME	Left to Peulwys Lane					Ahead to B5383 Llanellian Road (South)					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	1	0	0	1	1.0	4	0	0	4	4.0	0	0	0	0	0.0
07:45 - 08:00	2	1	0	3	4.3	19	1	0	20	21.3	0	0	0	0	0.0
Hourly Total	3	1	0	4	5.3	23	1	0	24	25.3	0	0	0	0	0.0
08:00 - 08:15	8	0	0	8	8.0	14	2	0	16	18.6	0	0	0	0	0.0
08:15 - 08:30	1	0	0	1	1.0	26	1	0	27	28.3	0	0	0	0	0.0
08:30 - 08:45	4	0	0	4	4.0	17	2	2	21	25.6	0	0	0	0	0.0
08:45 - 09:00	17	0	0	17	17.0	34	0	0	34	34.0	1	0	0	1	1.0
Hourly Total	30	0	0	30	30.0	91	5	2	98	106.5	1	0	0	1	1.0
09:00 - 09:15	3	0	0	3	3.0	27	2	1	30	33.6	0	0	0	0	0.0
09:15 - 09:30	4	0	0	4	4.0	19	1	0	20	21.3	0	0	0	0	0.0
09:30 - 09:45	6	0	1	7	8.0	19	3	0	22	25.9	0	0	0	0	0.0
09:45 - 10:00	1	0	0	1	1.0	24	2	0	26	28.6	0	0	0	0	0.0
Hourly Total	14	0	1	15	16.0	89	8	1	98	109.4	0	0	0	0	0.0
10:00 - 10:15	3	0	0	3	3.0	24	1	0	25	26.3	0	0	0	0	0.0
10:15 - 10:30	3	0	0	3	3.0	18	0	0	18	18.0	0	0	0	0	0.0
Hourly Total	6	0	0	6	6.0	42	1	0	43	44.3	0	0	0	0	0.0
TOTAL	53	1	1	55	57.3	245	15	3	263	285.5	1	0	0	1	1.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

14:30 - 14:45	3	0	1	4	5.0	27	0	0	27	27.0	0	0	0	0	0.0
14:45 - 15:00	11	0	0	11	11.0	37	1	0	38	39.3	0	0	0	0	0.0
Hourly Total	14	0	1	15	16.0	64	1	0	65	66.3	0	0	0	0	0.0
15:00 - 15:15	5	0	0	5	5.0	43	2	0	45	47.6	0	0	0	0	0.0
15:15 - 15:30	9	0	0	9	9.0	35	0	0	35	35.0	0	0	0	0	0.0
15:30 - 15:45	5	0	0	5	5.0	32	0	0	32	32.0	1	0	0	1	1.0
15:45 - 16:00	7	0	1	8	9.0	35	2	0	37	39.6	0	0	0	0	0.0
Hourly Total	26	0	1	27	28.0	145	4	0	149	154.2	1	0	0	1	1.0
16:00 - 16:15	4	0	0	4	4.0	40	0	1	41	42.0	0	0	0	0	0.0
16:15 - 16:30	6	0	0	6	6.0	34	0	1	35	36.0	0	0	0	0	0.0
16:30 - 16:45	8	0	0	8	8.0	41	1	0	42	43.3	0	0	0	0	0.0
16:45 - 17:00	6	0	1	7	8.0	39	0	0	39	39.0	0	0	0	0	0.0
Hourly Total	24	0	1	25	26.0	154	1	2	157	160.3	0	0	0	0	0.0
17:00 - 17:15	12	0	0	12	12.0	39	0	0	39	39.0	0	0	0	0	0.0
17:15 - 17:30	7	0	0	7	7.0	46	0	0	46	46.0	0	0	0	0	0.0
17:30 - 17:45	11	1	0	12	13.3	51	0	0	51	51.0	0	0	0	0	0.0
17:45 - 18:00	8	0	1	9	10.0	43	1	0	44	45.3	0	0	0	0	0.0
Hourly Total	38	1	1	40	42.3	179	1	0	180	181.3	0	0	0	0	0.0
18:00 - 18:15	4	0	0	4	4.0	35	0	0	35	35.0	0	0	0	0	0.0
18:15 - 18:30	3	0	0	3	3.0	30	0	0	30	30.0	0	0	0	0	0.0
Hourly Total	7	0	0	7	7.0	65	0	0	65	65.0	0	0	0	0	0.0
TOTAL	109	1	4	114	119.3	607	7	2	616	627.1	1	0	0	1	1.0

Old Colwyn, Wednesday 9th July 2025

Junction: 4
Approach: Peulwys Lane



TIME	Left to B5383 Llanellian Road (South)					Right to B5383 Llanellian Road (North)					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	1	0	0	1	1.0	3	0	0	3	3.0	0	0	0	0	0.0
07:45 - 08:00	4	0	0	4	4.0	11	0	0	11	11.0	0	0	0	0	0.0
Hourly Total	5	0	0	5	5.0	14	0	0	14	14.0	0	0	0	0	0.0
08:00 - 08:15	6	1	0	7	8.3	12	0	0	12	12.0	0	1	0	1	2.3
08:15 - 08:30	3	0	0	3	3.0	3	0	0	3	3.0	0	0	0	0	0.0
08:30 - 08:45	8	0	0	8	8.0	12	0	0	12	12.0	0	0	0	0	0.0
08:45 - 09:00	7	0	0	7	7.0	10	0	1	11	12.0	0	0	0	0	0.0
Hourly Total	24	1	0	25	26.3	37	0	1	38	39.0	0	1	0	1	2.3
09:00 - 09:15	6	0	0	6	6.0	4	0	0	4	4.0	0	0	0	0	0.0
09:15 - 09:30	4	0	0	4	4.0	6	0	0	6	6.0	0	0	0	0	0.0
09:30 - 09:45	5	0	0	5	5.0	3	0	0	3	3.0	0	0	0	0	0.0
09:45 - 10:00	7	0	0	7	7.0	1	0	1	2	3.0	0	0	0	0	0.0
Hourly Total	22	0	0	22	22.0	14	0	1	15	16.0	0	0	0	0	0.0
10:00 - 10:15	3	0	0	3	3.0	3	0	0	3	3.0	0	0	0	0	0.0
10:15 - 10:30	8	0	0	8	8.0	4	0	0	4	4.0	0	0	0	0	0.0
Hourly Total	11	0	0	11	11.0	7	0	0	7	7.0	0	0	0	0	0.0

TOTAL	62	1	0	63	64.3	72	0	2	74	76.0	0	1	0	1	2.3

14:30 - 14:45	7	0	0	7	7.0	5	0	0	5	5.0	0	0	0	0	0.0
14:45 - 15:00	10	0	0	10	10.0	6	0	1	7	8.0	0	0	0	0	0.0
Hourly Total	17	0	0	17	17.0	11	0	1	12	13.0	0	0	0	0	0.0
15:00 - 15:15	2	0	0	2	2.0	10	0	0	10	10.0	0	0	0	0	0.0
15:15 - 15:30	11	0	0	11	11.0	8	0	0	8	8.0	0	0	0	0	0.0
15:30 - 15:45	8	0	0	8	8.0	5	0	0	5	5.0	0	0	0	0	0.0
15:45 - 16:00	4	0	0	4	4.0	2	0	0	2	2.0	0	0	0	0	0.0
Hourly Total	25	0	0	25	25.0	25	0	0	25	25.0	0	0	0	0	0.0
16:00 - 16:15	7	0	1	8	9.0	3	0	1	4	5.0	0	0	0	0	0.0
16:15 - 16:30	6	0	0	6	6.0	3	0	0	3	3.0	0	0	0	0	0.0
16:30 - 16:45	10	0	0	10	10.0	3	0	0	3	3.0	0	0	0	0	0.0
16:45 - 17:00	7	0	0	7	7.0	6	0	0	6	6.0	0	0	0	0	0.0
Hourly Total	30	0	1	31	32.0	15	0	1	16	17.0	0	0	0	0	0.0
17:00 - 17:15	8	0	0	8	8.0	4	0	1	5	6.0	0	0	0	0	0.0
17:15 - 17:30	13	0	0	13	13.0	5	1	0	6	7.3	0	0	0	0	0.0
17:30 - 17:45	13	1	0	14	15.3	5	0	0	5	5.0	0	0	0	0	0.0
17:45 - 18:00	6	0	0	6	6.0	4	1	0	5	6.3	0	0	0	0	0.0
Hourly Total	40	1	0	41	42.3	18	2	1	21	24.6	0	0	0	0	0.0
18:00 - 18:15	9	0	0	9	9.0	8	0	1	9	10.0	0	0	0	0	0.0
18:15 - 18:30	2	0	0	2	2.0	2	0	0	2	2.0	0	0	0	0	0.0
Hourly Total	11	0	0	11	11.0	10	0	1	11	12.0	0	0	0	0	0.0

TOTAL	123	1	1	125	127.3	79	2	4	85	91.6	0	0	0	0	0.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Old Colwyn, Wednesday 9th July 2025

Junction: 4
Approach: B5383 Llanelian Road South



	Ahead to B5383 Llanelian Road (North)					Right to Peulwys Lane				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	39	1	0	40	41.3	3	0	0	3	3.0
07:45 - 08:00	43	1	0	44	45.3	3	2	0	5	7.6
Hourly Total	82	2	0	84	86.6	6	2	0	8	10.6
08:00 - 08:15	52	0	0	52	52.0	4	1	0	5	6.3
08:15 - 08:30	52	0	0	52	52.0	9	0	0	9	9.0
08:30 - 08:45	58	0	1	59	60.0	10	0	0	10	10.0
08:45 - 09:00	31	2	0	33	35.6	6	0	0	6	6.0
Hourly Total	193	2	1	196	199.6	29	1	0	30	31.3
09:00 - 09:15	39	2	0	41	43.6	2	0	0	2	2.0
09:15 - 09:30	24	2	1	27	30.6	7	0	0	7	7.0
09:30 - 09:45	16	1	0	17	18.3	6	0	0	6	6.0
09:45 - 10:00	35	0	0	35	35.0	3	0	0	3	3.0
Hourly Total	114	5	1	120	127.5	18	0	0	18	18.0
10:00 - 10:15	29	3	0	32	35.9	6	0	0	6	6.0
10:15 - 10:30	29	0	0	29	29.0	2	0	0	2	2.0
Hourly Total	58	3	0	61	64.9	8	0	0	8	8.0

TOTAL	447	12	2	461	478.6	61	3	0	64	67.9

14:30 - 14:45	35	0	1	36	37.0	4	0	0	4	4.0
14:45 - 15:00	28	2	0	30	32.6	2	0	0	2	2.0
Hourly Total	63	2	1	66	69.6	6	0	0	6	6.0
15:00 - 15:15	34	0	0	34	34.0	4	0	0	4	4.0
15:15 - 15:30	32	0	1	33	34.0	12	0	0	12	12.0
15:30 - 15:45	23	1	0	24	25.3	7	0	0	7	7.0
15:45 - 16:00	35	2	0	37	39.6	7	0	0	7	7.0
Hourly Total	124	3	1	128	132.9	30	0	0	30	30.0
16:00 - 16:15	24	0	2	26	28.0	6	0	0	6	6.0
16:15 - 16:30	21	0	1	22	23.0	3	0	0	3	3.0
16:30 - 16:45	19	0	0	19	19.0	2	0	0	2	2.0
16:45 - 17:00	30	1	0	31	32.3	5	0	0	5	5.0
Hourly Total	94	1	3	98	102.3	16	0	0	16	16.0
17:00 - 17:15	34	0	0	34	34.0	5	0	0	5	5.0
17:15 - 17:30	26	0	0	26	26.0	8	0	0	8	8.0
17:30 - 17:45	28	0	0	28	28.0	3	0	0	3	3.0
17:45 - 18:00	44	0	0	44	44.0	3	0	0	3	3.0
Hourly Total	132	0	0	132	132.0	19	0	0	19	19.0
18:00 - 18:15	20	0	0	20	20.0	7	0	0	7	7.0
18:15 - 18:30	33	0	0	33	33.0	6	0	0	6	6.0
Hourly Total	53	0	0	53	53.0	13	0	0	13	13.0

TOTAL	466	6	5	477	489.8	84	0	0	84	84.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

APPENDIX 3

TRICS Output - Proposed Residential Development

Croft Transport Solutions 9 Jordan Street Manchester

Licence No: 851401

Filtering Summary

Land Use	03/M	RESIDENTIAL/MIXED PRIVATE/AFFORDABLE HOUSING
Selected Trip Rate Calculation Parameter Range	200-500 DWELLS	
Actual Trip Rate Calculation Parameter Range	200-423 DWELLS	
Date Range	Minimum: 01/01/15	Maximum: 27/06/23
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	2
	Tuesday	1
	Wednesday	5
	Thursday	2
	Friday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	1
	Edge of Town	10
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	6 - Selected
	Servicing vehicles Excluded	23 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	4
	10,001 to 15,000	5
	15,001 to 20,000	1
	20,001 to 25,000	1
Population <5 Mile ranges selected	5,001 to 25,000	1
	25,001 to 50,000	1
	50,001 to 75,000	4
	100,001 to 125,000	1
	125,001 to 250,000	4
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	8
	1.6 to 2.0	2
PTAL Rating	No PTAL Present	11

Calculation Reference: AUDIT-851401-240314-0313

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	4 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days

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

Croft Transport Solutions 9 Jordan Street Manchester

Licence No: 851401

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: No of Dwellings
Actual Range: 200 to 423 (units:)
Range Selected by User: 200 to 500 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 27/06/23

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

Selected survey days:

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

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

Selected survey types:

Manual count	9 days
Directional ATC Count	2 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	10

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:

Residential Zone	8
Out of Town	1
No Sub Category	2

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 Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	23 days - Selected

Secondary Filtering selection:**Use Class:**

C3 11 days

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:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	4 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	8 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	9 days
No	2 days

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

PTAL Rating:

No PTAL Present	11 days

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

LIST OF SITES relevant to selection parameters

Site(1):	ES-03-M-11	Site area:	18.68 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	354
Location:	HAILSHAM	Housing density:	53
Postcode:	BN27 3UB	Total Bedrooms:	1118
Main Location Type:	Edge of Town	Survey Date:	13/07/16
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	657
Site(2):	ES-03-M-21	Site area:	20.57 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	392
Location:	HAILSHAM	Housing density:	28
Postcode:	BN27 4FR	Total Bedrooms:	1136
Main Location Type:	Edge of Town	Survey Date:	28/03/22
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	994
Site(3):	HC-03-M-06	Site area:	11.00 hect
Development Name:	HOUSES & FLATS	No of Dwellings:	328
Location:	NEAR FAREHAM	Housing density:	42
Postcode:	PO14 4PB	Total Bedrooms:	773
Main Location Type:	Edge of Town	Survey Date:	04/11/15
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	578
Site(4):	HC-03-M-11	Site area:	9.64 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	238
Location:	BASINGSTOKE	Housing density:	56
Postcode:	RG24 9FD	Total Bedrooms:	726
Main Location Type:	Edge of Town	Survey Date:	07/03/19
Sub-Location Type:	No Sub Category	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	569
Site(5):	HC-03-M-17	Site area:	12.18 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	275
Location:	ALTON	Housing density:	33
Postcode:	GU34 2FR	Total Bedrooms:	781
Main Location Type:	Edge of Town	Survey Date:	12/10/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	719
Site(6):	HC-03-M-19	Site area:	16.50 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	286
Location:	BASINGSTOKE	Housing density:	36
Postcode:	RG23 7GJ	Total Bedrooms:	716
Main Location Type:	Edge of Town	Survey Date:	27/06/23
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	674
Site(7):	NF-03-M-36	Site area:	6.75 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	239
Location:	NORWICH	Housing density:	40
Postcode:	NR7 8DN	Total Bedrooms:	631
Main Location Type:	Edge of Town	Survey Date:	11/09/17
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	597
Site(8):	NF-03-M-57	Site area:	25.64 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	423
Location:	NORWICH	Housing density:	29
Postcode:	NR5 0UT	Total Bedrooms:	1296
Main Location Type:	Edge of Town	Survey Date:	22/09/22
Sub-Location Type:	No Sub Category	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	1147
Site(9):	NF-03-M-62	Site area:	7.71 hect
Development Name:	MIXED HOUSES	No of Dwellings:	250
Location:	AYLSHAM	Housing density:	36
Postcode:	NR11 6FA	Total Bedrooms:	714
Main Location Type:	Edge of Town	Survey Date:	21/09/22
Sub-Location Type:	Out of Town	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	622

LIST OF SITES relevant to selection parameters (Cont.)

Site(10):	WK-03-M-01	Site area:	6.80 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	395
Location:	STRATFORD UPON AVON	Housing density:	70
Postcode:	CV37 OTF	Total Bedrooms:	707
Main Location Type:	Edge of Town	Survey Date:	29/06/18
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	980
Site(11):	WS-03-M-16	Site area:	6.50 hect
Development Name:	MIXED FLATS & HOUSES	No of Dwellings:	252
Location:	CHICHESTER	Housing density:	50
Postcode:	PO19 6BU	Total Bedrooms:	694
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	21/03/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	355

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
EC-03-M-01	05/05/21	Covid
HC-03-M-14	26/05/21	Covid
KC-03-M-04	10/06/21	Covid
NF-03-M-40	13/10/20	Covid

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
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	11	312	0.094	11	312	0.317	11	312	0.411
08:00 - 09:00	11	312	0.182	11	312	0.427	11	312	0.609
09:00 - 10:00	11	312	0.156	11	312	0.177	11	312	0.333
10:00 - 11:00	11	312	0.138	11	312	0.153	11	312	0.291
11:00 - 12:00	11	312	0.154	11	312	0.149	11	312	0.303
12:00 - 13:00	11	312	0.164	11	312	0.156	11	312	0.320
13:00 - 14:00	11	312	0.156	11	312	0.158	11	312	0.314
14:00 - 15:00	11	312	0.166	11	312	0.204	11	312	0.370
15:00 - 16:00	11	312	0.295	11	312	0.195	11	312	0.490
16:00 - 17:00	11	312	0.306	11	312	0.194	11	312	0.500
17:00 - 18:00	11	312	0.366	11	312	0.215	11	312	0.581
18:00 - 19:00	11	312	0.325	11	312	0.202	11	312	0.527
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.502			2.547			5.049

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

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

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Parameter summary

Trip rate parameter range selected:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

200 - 423 (units:)
 01/01/15 - 27/06/23
 15
 0
 0
 18
 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.

APPENDIX 4

Census Data and Routing Assumptions

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

ONS Crown Copyright Reserved [from Nomis on 12 March 2024]

population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
usual residence W02000035 : Conwy 009 (2011 super output area - middle layer)

	Trip Rates		No. of Trips			No. of uni	350
	Arr	Dep	Arr	Dep	2-Way		
AM	0.151	0.387	53	135	188		
PM	0.331	0.185	116	65	181		

PM

AM

place of work	All categories: Method of travel to work (2001 specification)		Driving a car or van	Route	Routes	Total	MSOA %	Assess ment %	No. of Trips					
	Arr	Dep							2-Way	Arr	Dep	2-Way		
W02000027 : Conwy 001	347	225	10		1 Peulwys Lane/B5383 Llanelian Road	82	4%	4%	2	5	7	4	2	6
W02000028 : Conwy 002	73	62	10		2 B5383 Llanelian Road/A5383 Dolwen Road	62	3%	3%	1	4	5	3	2	5
W02000029 : Conwy 003	63	43	6		3 B5383 Llanelian Road/A547 Abergale Road East	157	7%	7%	4	9	13	8	4	12
W02000030 : Conwy 004	141	88	6		4 B5383 Llanelian Road/A547 Abergele Road West	472	20%	20%	11	28	39	24	13	37
W02000031 : Conwy 005	69	54	5		5 Rotary Way/A55 North Wales Expressway Eastbound	691	30%	30%	16	41	56	35	19	54
W02000032 : Conwy 006	65	46	9		6 Rotary Way/A55 North Wales Expressway Westbound	509	22%	22%	12	30	42	26	14	40
W02000033 : Conwy 007	482	327	4		7 A547 Abergale Road East/A547 Conway Road	0	0%	0%	0	0	0	0	0	0
W02000034 : Conwy 008	202	145	4		8 A55 North Wales Expressway Eastbound/A548 Towyn Road	0	0%	0%	0	0	0	0	0	0
W02000035 : Conwy 009	273	157	3		9 A55 North Wales Expressway Westbound/A470 Conway Road North	46	2%	2%	1	3	4	2	1	4
W02000036 : Conwy 010	105	82	1		10 A55 North Wales Expressway Westbound/The Royal Welsh Way	287	12%	12%	7	17	23	14	8	22
W02000037 : Conwy 011	171	133	6					100%	53	135	188	116	65	181
W02000038 : Conwy 012	137	113	6		Junction Impact									
W02000039 : Conwy 013	34	25	6	A	Peulwys Lane / Llanelian Road (site access)			100%	53	135	188	116	65	181
W02000040 : Conwy 014	34	28	2	B	A547 / Llanelian Road rbt			94%	50	127	177	109	61	169
W02000041 : Conwy 015	42	34	2	C	Abergele Rd (A547 East of rbt)			7%	4	9	13	8	4	12
Cheshire East	6	6	5	D	Abergele Rd (A547 West of rbt)			20%	11	28	39	24	13	37
Cheshire West and Chester	35	31	5	E	Rotary Way / A55 slip roads (expressway) - north of rbt			66%	35	90	125	77	43	120
Denbighshire	462	399	5	F	Expressway (Easbound)			30%	16	41	56	35	19	54
Flintshire	95	86	5	G	Expressway (Westbound)			37%	19	49	69	42	24	66
Gwynedd	91	85	6											
Halton	6	4	5											
Horsham	6	6	5											
Isle of Anglesey	24	22	6											
Liverpool	9	8	5											
Manchester	15	13	5											
Powys	5	4	5											
Rochdale	3	3	5											
Rugby	3	3	5											
Sefton	4	3	5											
Shropshire	3	3	5											
South Ribble	6	6	5											
Stockport	5	5	5											
Trafford	5	4	5											
Warrington	7	7	5											
Wigan	6	5	5											
Wirral	16	16	5											
Wrexham	27	25	5											

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.

3,077 2,306

Best

20 min

50 min

2 hr 37

42 min

53.2822368, -3.6931129

Llandudno

Depart at

08:00

Wed, 13 Mar

Options

Send directions to your phone

Copy link

via N Wales Expy/A55

typically 18–24 min

Details

Arrive at about 08:24

9.4 miles

via B5115

typically 18–26 min

Arrive at about 08:26

7.4 miles

Explore Llandudno

Restaurants

Hotels

Petrol stations

Car Places

More

Best

16 min

48 min

2 hr 18

40 min

53.2822368, -3.6931129

Llandudno Junction

Depart at

Options

08:00

Wed, 13 Mar

Send directions to your phone

Copy link

via N Wales Expy/A55

typically 12–18 min

Details

Arrive at about 08:18

6.6 miles

Explore Llandudno Junction

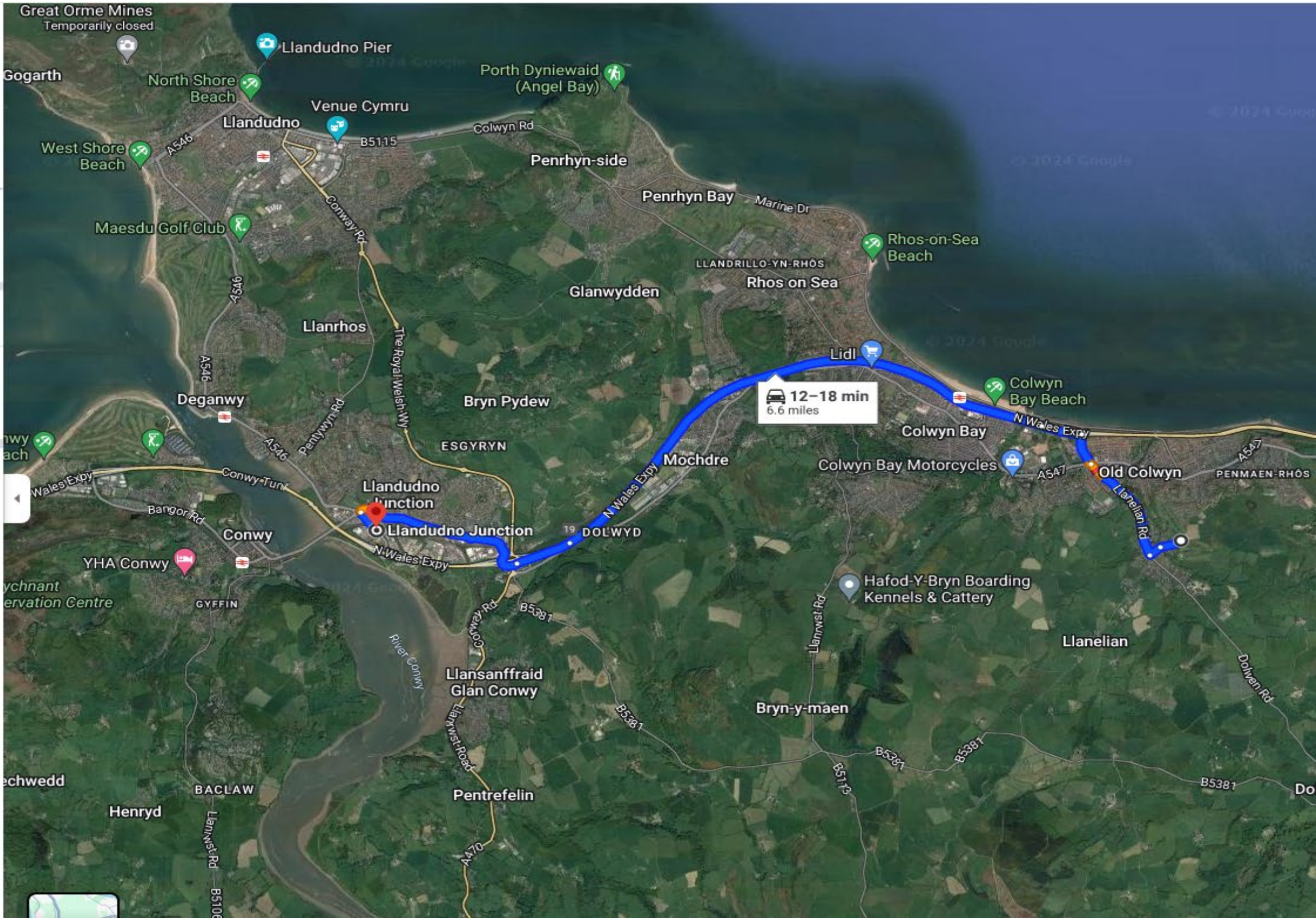
Restaurants

Hotels

Petrol stations

Car Places

More



Best 55 min 1 hr 19 1.4 hr 3 hr 28 — ✕

○ 53.2822368, -3.6931129 ↻

⋮ Chester ↻

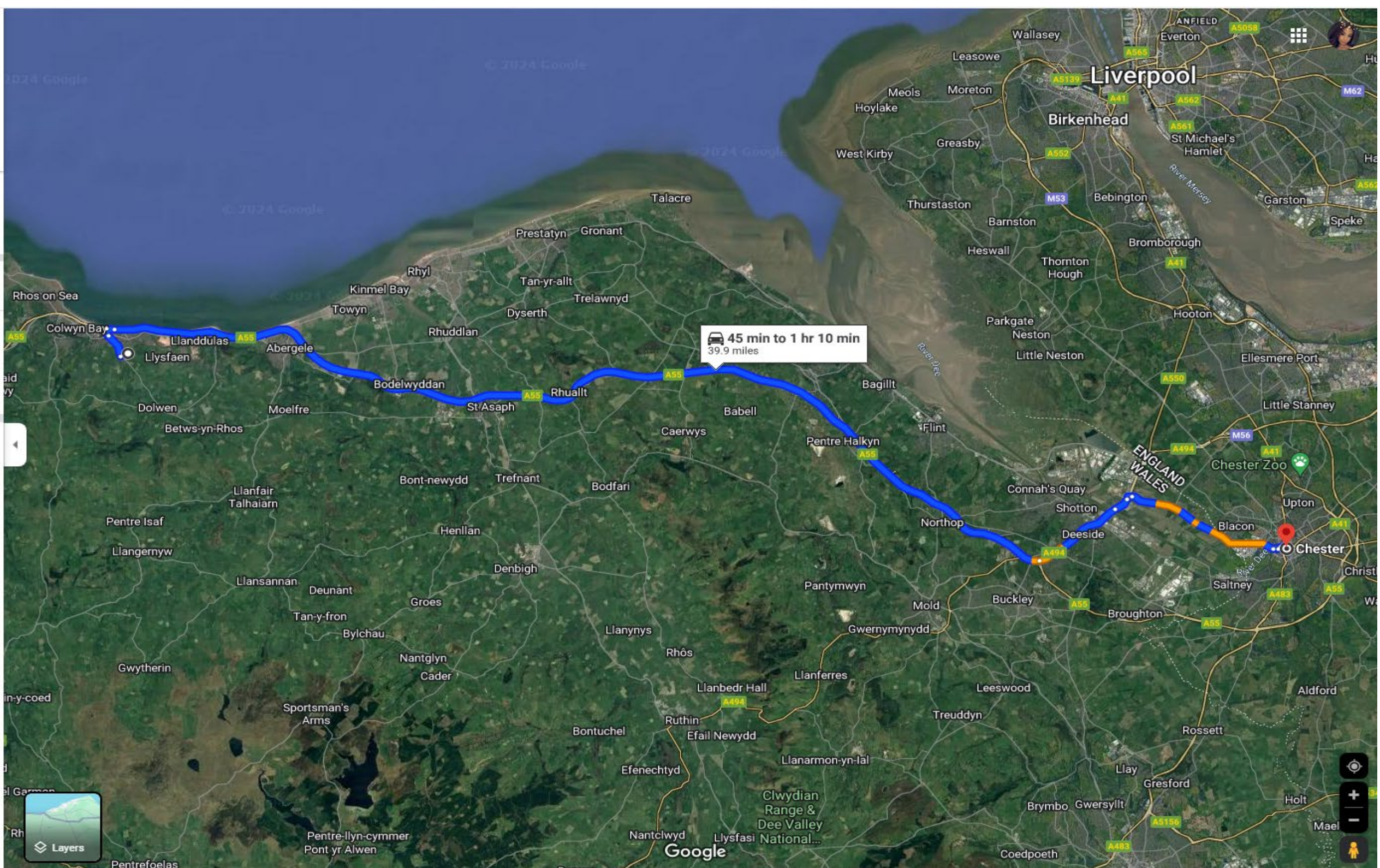
⊕ Depart at Options

⌚ 08:00 ⏪ ⏩ 📅 Wed, 13 Mar ⏪ ⏩

📱 Send directions to your phone 🔗 Copy link

🚗 via N Wales typically 45 min to 1 hr 10 min
 Expy/A55 Arrive at about 09:10
 39.9 miles

[Details](#)



APPENDIX 5
PICADY Output for Site
Access / Peulwys Lane

Junctions 11										
PICADY 11 - Priority Intersection Module										
Version: 11.0.0.2177										
© Copyright TRL Software Limited, 2024										
For sales and distribution information, program advice and maintenance, contact TRL Software:										
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com										
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: B5383 - Peulwys Lane.j11
Path: Z:\projects\4782 Puelwys Lane, Old Colwyn\Picady
Report generation date: 06/08/2025 17:17:05

- »2025 | Surveyed | AM
- »2025 | Surveyed | PM
- »2030 | Base Flows | AM
- »2030 | Base Flows | PM
- »2030 | With Development | AM
- »2030 | With Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Surveyed									
Stream B-AC	D1	0.2	8.27	0.14	A	D2	0.2	7.78	0.14	A
Stream C-AB		0.1	6.10	0.06	A		0.0	6.27	0.04	A
	2030 - Base Flows									
Stream B-AC	D3	0.2	8.41	0.15	A	D4	0.2	7.90	0.14	A
Stream C-AB		0.1	6.13	0.06	A		0.0	6.31	0.04	A
	2030 - With Development									
Stream B-AC	D5	1.1	16.51	0.52	C	D6	0.5	11.69	0.34	B
Stream C-AB		0.1	6.33	0.07	A		0.1	6.76	0.06	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	B5383 - Peulwys Lane
Location	Colwyn Bay
Site number	
Date	06/08/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	4782
Enumerator	EDD
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	2025	Surveyed	AM	ONE HOUR	08:00	09:30	15	✓
D2	2025	Surveyed	PM	ONE HOUR	17:00	18:30	15	✓
D3	2030	Base Flows	AM	ONE HOUR	08:00	09:30	15	✓
D4	2030	Base Flows	PM	ONE HOUR	17:00	18:30	15	✓
D5	2030	With Development	AM	ONE HOUR	08:00	09:30	15	✓
D6	2030	With Development	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	Two-way	Two-way		1.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.69	A

Arms

Arms

Arm	Name	Description	Arm type
A	B5383 (N)		Major
B	Peulwys Lane		Minor
C	B5383 (S)		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	7.10			130.0	✓	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	3.50	20	20

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	519	0.090	0.227	0.143	0.325
B-C	668	0.098	0.247	-	-
C-B	649	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	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	✓	137	100.000
B		ONE HOUR	✓	65	100.000
C		ONE HOUR	✓	231	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	30	107
	B	39	0	26
From	C	200	31	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
From	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	0.14	8.27	0.2	0.5	A	60	89
C-AB	0.06	6.10	0.1	0.5	A	29	43
C-A						183	275
A-B						28	41
A-C						98	147

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	49	12	0.00	527	0.093	49	0.0	0.1	7.518	A
C-AB	24	6	0.00	630	0.037	23	0.0	0.0	5.937	A
C-A	150	38	0.00			150				
A-B	23	6	0.00			23				
A-C	81	20	0.00			81				

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	58	15	0.00	518	0.113	58	0.1	0.1	7.821	A
C-AB	28	7	0.00	628	0.045	28	0.0	0.0	6.008	A
C-A	179	45	0.00			179				
A-B	27	7	0.00			27				
A-C	96	24	0.00			96				

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	72	18	0.00	507	0.141	71	0.1	0.2	8.267	A
C-AB	35	9	0.00	625	0.056	35	0.0	0.1	6.100	A
C-A	220	55	0.00			220				
A-B	33	8	0.00			33				
A-C	118	29	0.00			118				

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	72	18	0.00	507	0.141	72	0.2	0.2	8.272	A
C-AB	35	9	0.00	625	0.056	35	0.1	0.1	6.103	A
C-A	220	55	0.00			220				
A-B	33	8	0.00			33				
A-C	118	29	0.00			118				

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	58	15	0.00	518	0.113	59	0.2	0.1	7.830	A
C-AB	28	7	0.00	628	0.045	28	0.1	0.0	6.012	A
C-A	179	45	0.00			179				
A-B	27	7	0.00			27				
A-C	96	24	0.00			96				

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	49	12	0.00	527	0.093	49	0.1	0.1	7.534	A
C-AB	24	6	0.00	630	0.037	24	0.0	0.0	5.942	A
C-A	150	38	0.00			150				
A-B	23	6	0.00			23				
A-C	81	20	0.00			81				

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	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	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-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	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-AC	0.16	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.06	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-AC	0.16	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	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-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	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-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	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	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		1.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.45	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
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	✓	223	100.000
B		ONE HOUR	✓	67	100.000
C		ONE HOUR	✓	151	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	42	181
	B	25	0	42
	C	132	19	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	0.14	7.78	0.2	0.5	A	61	92
C-AB	0.04	6.27	0.0	0.5	A	18	26
C-A						121	182
A-B						39	58
A-C						166	249

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	50	13	0.00	558	0.090	50	0.0	0.1	7.087	A
C-AB	14	4	0.00	611	0.023	14	0.0	0.0	6.035	A
C-A	99	25	0.00			99				
A-B	32	8	0.00			32				
A-C	136	34	0.00			136				

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	60	15	0.00	549	0.110	60	0.1	0.1	7.365	A
C-AB	17	4	0.00	605	0.028	17	0.0	0.0	6.133	A
C-A	119	30	0.00			119				
A-B	38	9	0.00			38				
A-C	163	41	0.00			163				

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	74	18	0.00	536	0.138	74	0.1	0.2	7.779	A
C-AB	21	5	0.00	596	0.035	21	0.0	0.0	6.271	A
C-A	145	36	0.00			145				
A-B	46	12	0.00			46				
A-C	199	50	0.00			199				

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	74	18	0.00	536	0.138	74	0.2	0.2	7.783	A
C-AB	21	5	0.00	596	0.035	21	0.0	0.0	6.271	A
C-A	145	36	0.00			145				
A-B	46	12	0.00			46				
A-C	199	50	0.00			199				

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	60	15	0.00	549	0.110	60	0.2	0.1	7.373	A
C-AB	17	4	0.00	605	0.028	17	0.0	0.0	6.134	A
C-A	119	30	0.00			119				
A-B	38	9	0.00			38				
A-C	163	41	0.00			163				

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	50	13	0.00	558	0.090	51	0.1	0.1	7.099	A
C-AB	14	4	0.00	611	0.023	14	0.0	0.0	6.035	A
C-A	99	25	0.00			99				
A-B	32	8	0.00			32				
A-C	136	34	0.00			136				

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	0.10	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

17:15 - 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	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	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-AC	0.16	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	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-AC	0.16	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	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-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	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-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

2030 | 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	Two-way	Two-way		1.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.71	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	2030	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	✓	145	100.000
B		ONE HOUR	✓	69	100.000
C		ONE HOUR	✓	245	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	32	113
	B	41	0	28
	C	212	33	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	0.15	8.41	0.2	0.5	A	63	95
C-AB	0.06	6.13	0.1	0.5	A	31	46
C-A						194	291
A-B						29	44
A-C						104	156

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	52	13	0.00	525	0.099	52	0.0	0.1	7.591	A
C-AB	25	6	0.00	629	0.040	25	0.0	0.0	5.959	A
C-A	159	40	0.00			159				
A-B	24	6	0.00			24				
A-C	85	21	0.00			85				

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	62	16	0.00	516	0.120	62	0.1	0.1	7.919	A
C-AB	30	8	0.00	627	0.048	30	0.0	0.1	6.034	A
C-A	190	48	0.00			190				
A-B	29	7	0.00			29				
A-C	102	25	0.00			102				

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	76	19	0.00	504	0.151	76	0.1	0.2	8.408	A
C-AB	37	9	0.00	625	0.059	37	0.1	0.1	6.130	A
C-A	233	58	0.00			233				
A-B	35	9	0.00			35				
A-C	124	31	0.00			124				

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	76	19	0.00	504	0.151	76	0.2	0.2	8.411	A
C-AB	37	9	0.00	625	0.059	37	0.1	0.1	6.132	A
C-A	233	58	0.00			233				
A-B	35	9	0.00			35				
A-C	124	31	0.00			124				

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	62	16	0.00	516	0.120	62	0.2	0.1	7.928	A
C-AB	30	8	0.00	627	0.048	30	0.1	0.1	6.037	A
C-A	190	48	0.00			190				
A-B	29	7	0.00			29				
A-C	102	25	0.00			102				

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	52	13	0.00	525	0.099	52	0.1	0.1	7.608	A
C-AB	25	6	0.00	629	0.040	25	0.1	0.0	5.962	A
C-A	159	40	0.00			159				
A-B	24	6	0.00			24				
A-C	85	21	0.00			85				

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	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	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-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	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-AC	0.18	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.06	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-AC	0.18	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	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-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	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-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2030 | 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	Two-way	Two-way		1.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.46	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	2030	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	✓	235	100.000
B		ONE HOUR	✓	70	100.000
C		ONE HOUR	✓	160	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	44	191
	B	26	0	44
	C	140	20	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	0.14	7.90	0.2	0.5	A	64	96
C-AB	0.04	6.31	0.0	0.5	A	18	28
C-A						128	193
A-B						40	61
A-C						175	263

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	53	13	0.00	555	0.095	52	0.0	0.1	7.148	A
C-AB	15	4	0.00	609	0.025	15	0.0	0.0	6.062	A
C-A	105	26	0.00			105				
A-B	33	8	0.00			33				
A-C	144	36	0.00			144				

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	63	16	0.00	546	0.115	63	0.1	0.1	7.449	A
C-AB	18	5	0.00	602	0.030	18	0.0	0.0	6.166	A
C-A	126	31	0.00			126				
A-B	40	10	0.00			40				
A-C	172	43	0.00			172				

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	77	19	0.00	533	0.145	77	0.1	0.2	7.894	A
C-AB	22	6	0.00	593	0.038	22	0.0	0.0	6.312	A
C-A	154	38	0.00			154				
A-B	48	12	0.00			48				
A-C	210	53	0.00			210				

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	77	19	0.00	533	0.145	77	0.2	0.2	7.899	A
C-AB	22	6	0.00	593	0.038	22	0.0	0.0	6.314	A
C-A	154	38	0.00			154				
A-B	48	12	0.00			48				
A-C	210	53	0.00			210				

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	63	16	0.00	546	0.115	63	0.2	0.1	7.459	A
C-AB	18	5	0.00	602	0.030	18	0.0	0.0	6.169	A
C-A	126	31	0.00			126				
A-B	40	10	0.00			40				
A-C	172	43	0.00			172				

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	53	13	0.00	555	0.095	53	0.1	0.1	7.163	A
C-AB	15	4	0.00	609	0.025	15	0.0	0.0	6.064	A
C-A	105	26	0.00			105				
A-B	33	8	0.00			33				
A-C	144	36	0.00			144				

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	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			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	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	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-AC	0.17	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	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-AC	0.17	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	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-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	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-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2030 | With Development | 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		5.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.71	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	2030	With Development	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	✓	205	100.000
B		ONE HOUR	✓	218	100.000
C		ONE HOUR	✓	249	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	92	113
	B	182	0	36
	C	212	37	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	0.52	16.51	1.1	3.8	C	200	300
C-AB	0.07	6.33	0.1	0.5	A	35	52
C-A						194	291
A-B						84	127
A-C						104	156

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	164	41	0.00	484	0.339	162	0.0	0.5	11.132	B
C-AB	28	7	0.00	620	0.045	28	0.0	0.0	6.090	A
C-A	159	40	0.00			159				
A-B	69	17	0.00			69				
A-C	85	21	0.00			85				

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	196	49	0.00	473	0.415	195	0.5	0.7	12.934	B
C-AB	34	8	0.00	616	0.055	34	0.0	0.1	6.193	A
C-A	190	48	0.00			190				
A-B	83	21	0.00			83				
A-C	102	25	0.00			102				

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	240	60	0.00	458	0.524	239	0.7	1.1	16.299	C
C-AB	42	10	0.00	611	0.068	42	0.1	0.1	6.328	A
C-A	232	58	0.00			232				
A-B	101	25	0.00			101				
A-C	124	31	0.00			124				

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	240	60	0.00	458	0.524	240	1.1	1.1	16.508	C
C-AB	42	10	0.00	611	0.068	42	0.1	0.1	6.330	A
C-A	232	58	0.00			232				
A-B	101	25	0.00			101				
A-C	124	31	0.00			124				

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	196	49	0.00	473	0.415	197	1.1	0.7	13.145	B
C-AB	34	8	0.00	616	0.055	34	0.1	0.1	6.197	A
C-A	190	48	0.00			190				
A-B	83	21	0.00			83				
A-C	102	25	0.00			102				

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	164	41	0.00	484	0.339	165	0.7	0.5	11.328	B
C-AB	28	7	0.00	620	0.045	28	0.1	0.0	6.093	A
C-A	159	40	0.00			159				
A-B	69	17	0.00			69				
A-C	85	21	0.00			85				

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	0.50	0.50	1.00	1.40	1.45			N/A	N/A
C-AB	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-AC	0.69	0.27	0.95	1.39	1.45			N/A	N/A
C-AB	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-AC	1.06	0.03	0.27	1.06	1.78			N/A	N/A
C-AB	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-AC	1.08	0.03	0.28	1.08	3.80			N/A	N/A
C-AB	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-AC	0.72	0.07	0.73	1.28	1.28			N/A	N/A
C-AB	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-AC	0.52	0.04	0.43	1.31	1.44			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2030 | With Development | 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		2.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.83	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	2030	With Development	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	✓	356	100.000
B		ONE HOUR	✓	146	100.000
C		ONE HOUR	✓	168	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	165	191
	B	97	0	49
	C	140	28	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	0.34	11.69	0.5	2.4	B	134	201
C-AB	0.06	6.76	0.1	0.5	A	26	39
C-A						128	192
A-B						151	227
A-C						175	263

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	110	27	0.00	498	0.221	109	0.0	0.3	9.223	A
C-AB	21	5	0.00	589	0.036	21	0.0	0.0	6.345	A
C-A	105	26	0.00			105				
A-B	124	31	0.00			124				
A-C	144	36	0.00			144				

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	131	33	0.00	486	0.270	131	0.3	0.4	10.134	B
C-AB	25	6	0.00	578	0.044	25	0.0	0.0	6.518	A
C-A	126	31	0.00			126				
A-B	148	37	0.00			148				
A-C	172	43	0.00			172				

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	161	40	0.00	469	0.343	160	0.4	0.5	11.639	B
C-AB	31	8	0.00	564	0.056	31	0.0	0.1	6.764	A
C-A	154	38	0.00			154				
A-B	182	45	0.00			182				
A-C	210	53	0.00			210				

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	161	40	0.00	469	0.343	161	0.5	0.5	11.686	B
C-AB	31	8	0.00	564	0.056	31	0.1	0.1	6.764	A
C-A	154	38	0.00			154				
A-B	182	45	0.00			182				
A-C	210	53	0.00			210				

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	131	33	0.00	486	0.270	132	0.5	0.4	10.189	B
C-AB	25	6	0.00	578	0.044	25	0.1	0.0	6.520	A
C-A	126	31	0.00			126				
A-B	148	37	0.00			148				
A-C	172	43	0.00			172				

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	110	27	0.00	498	0.221	110	0.4	0.3	9.294	A
C-AB	21	5	0.00	589	0.036	21	0.0	0.0	6.348	A
C-A	105	26	0.00			105				
A-B	124	31	0.00			124				
A-C	144	36	0.00			144				

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	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			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	0.36	0.00	0.00	0.36	0.36			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	0.51	0.03	0.26	0.51	0.51			N/A	N/A
C-AB	0.06	0.03	0.26	0.46	0.49			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	0.52	0.03	0.30	1.33	2.39			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			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	0.38	0.00	0.00	0.38	0.38			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			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	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

APPENDIX 6

**LINSIG for the Proposed Rotary Way/A547
Abergele Road (E)/B5383 Llanellian Road/
Holyrood Avenue/A547 Abergele Road
Signalised Junction**

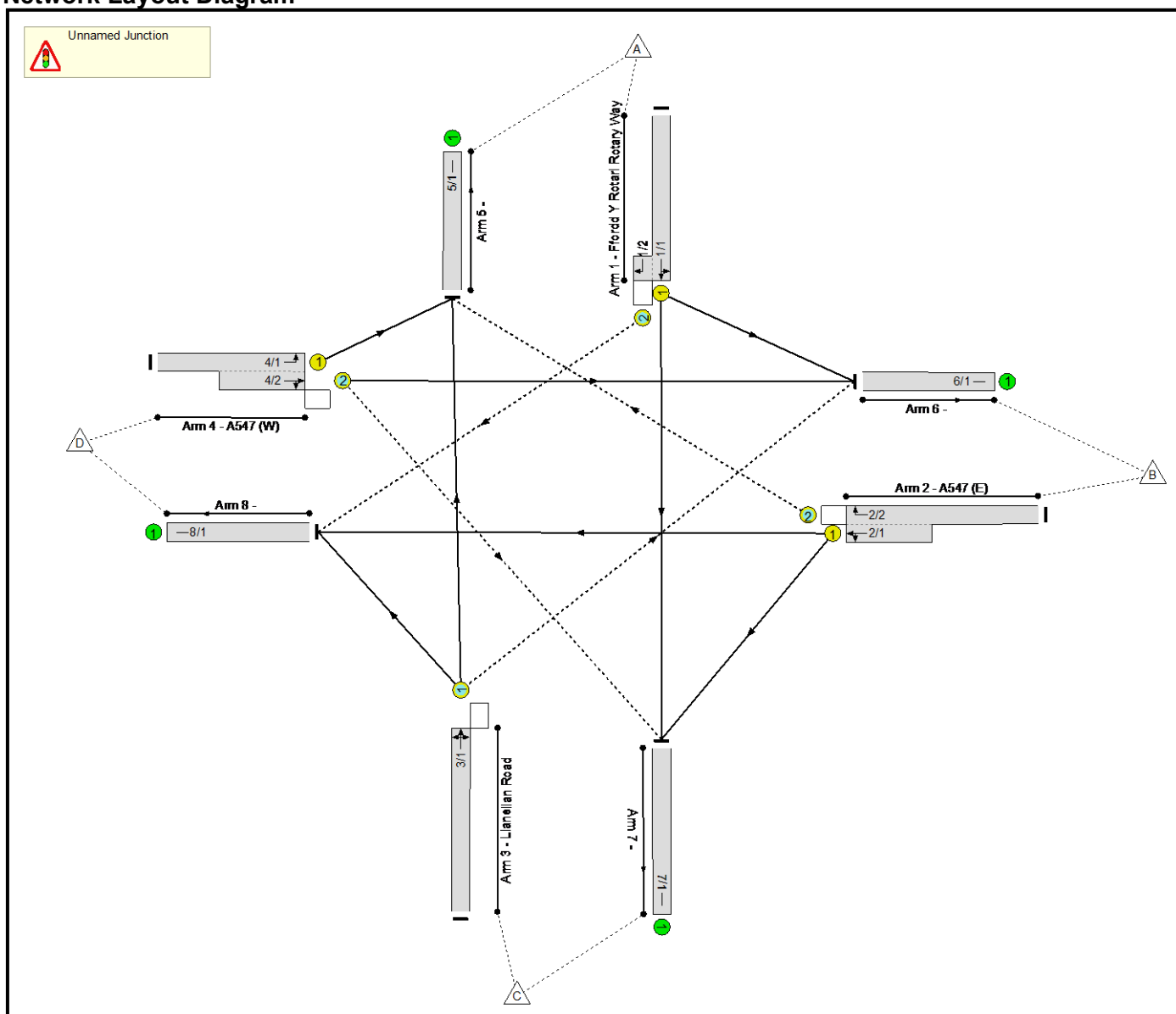
Full Input Data And Results

Full Input Data And Results

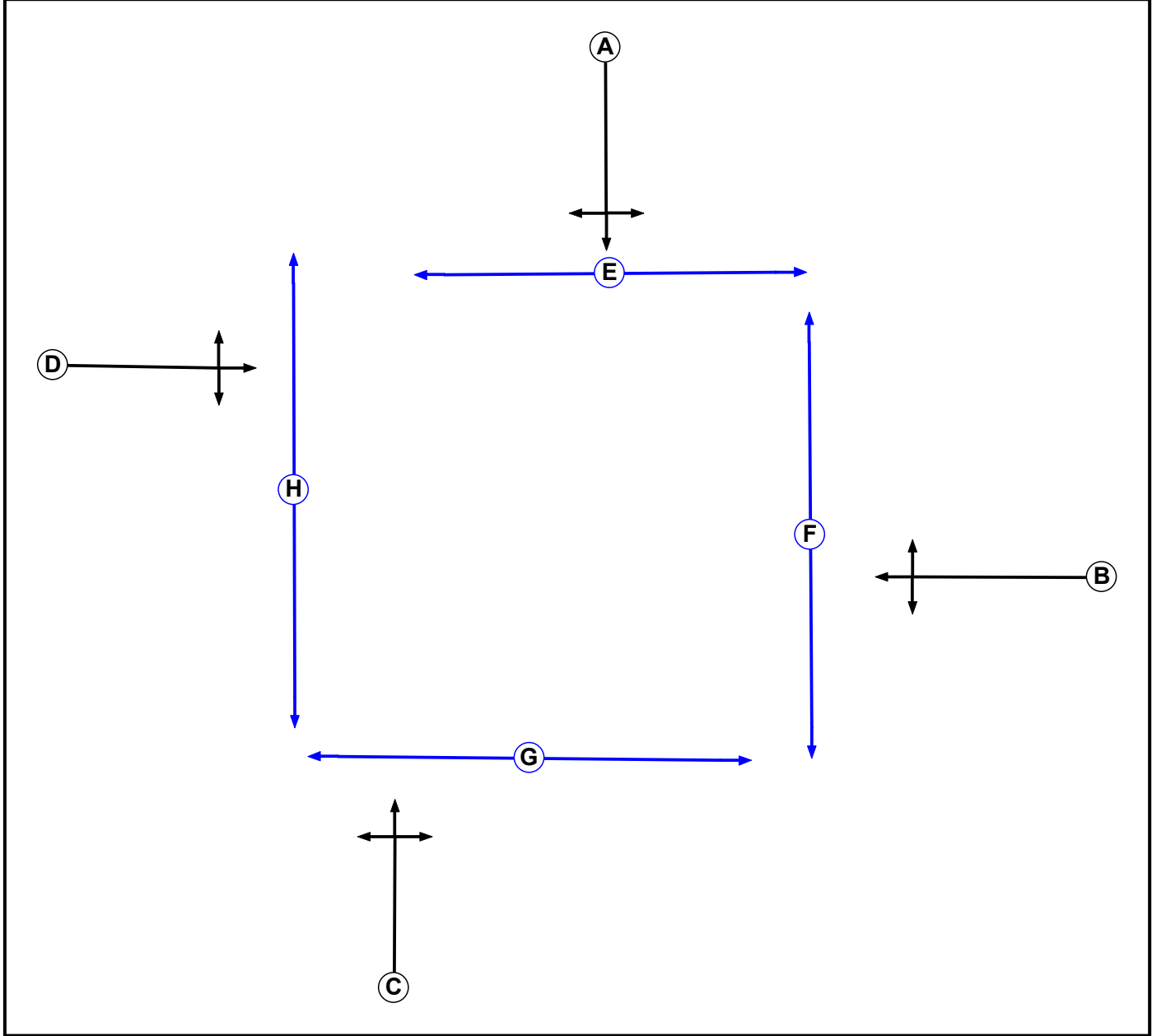
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Ffordd Y Rotari Rotary Way - A547 - Llanellian Road (Proposed Signalised Junction) - August 25 - With Peds (MOVA Factor).lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		6	6
F	Pedestrian		6	6
G	Pedestrian		6	6
H	Pedestrian		6	6

Full Input Data And Results

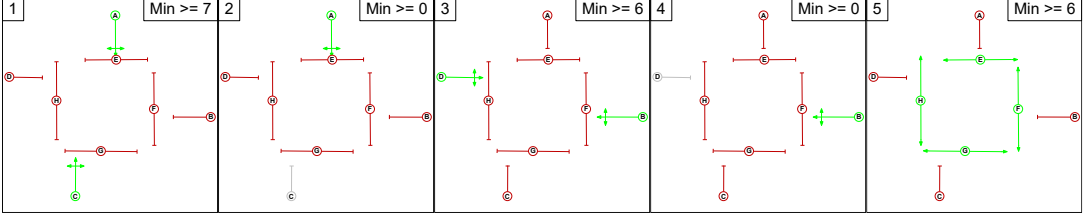
Phase Intergreens Matrix

Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		6	-	5	5	8	9	9
	B	6		6	-	9	5	7	10
	C	-	5		7	9	9	5	9
	D	6	-	6		7	10	9	5
	E	14	14	14	14		-	-	-
	F	10	10	10	10	-		-	-
	G	10	10	10	10	-	-		-
	H	12	12	12	12	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	A
3	B D
4	B
5	E F G H

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage					
		1	2	3	4	5
	1		0	7	6	9
	2	2		6	6	9
	3	6	6		0	10
	4	6	6	2		10
	5	14	14	14	14	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (Ffordd Y Rotari Rotary Way)	8/1 (Right)	1439	0	3/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	2.00	-	0.50	2	2.00
2/2 (A547 (E))	5/1 (Right)	1439	0	4/1	1.09	All	2.00	-	0.50	2	2.00
				4/2	1.09	To 6/1 (Ahead)					
3/1 (Llanelian Road)	6/1 (Right)	1439	0	1/1	1.09	All	2.00	2.00	0.50	2	2.00
4/2 (A547 (W))	7/1 (Right)	1439	0	2/1	1.09	All	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (Ffordd Y Rotari Rotary Way)	U	A	2	3	60.0	User	1927	-	-	-	-	-
1/2 (Ffordd Y Rotari Rotary Way)	O	A	2	3	2.0	User	1950	-	-	-	-	-
2/1 (A547 (E))	U	B	2	3	7.0	User	1977	-	-	-	-	-
2/2 (A547 (E))	O	B	2	3	60.0	User	2033	-	-	-	-	-
3/1 (Llanelian Road)	O	C	2	3	60.0	User	2046	-	-	-	-	-
4/1 (A547 (W))	U	D	2	3	60.0	User	1730	-	-	-	-	-
4/2 (A547 (W))	O	D	2	3	7.0	User	2083	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group		Start Time	End Time	Duration	Formula
1: '2030 Base Flows - AM Peak'		08:00	09:00	01:00	
2: '2030 Base Flows - PM Peak'		17:00	18:00	01:00	
3: '2030 With Development - AM Peak'		08:00	09:00	01:00	
4: '2030 With Development - PM Peak'		17:00	18:00	01:00	

Scenario 1: '2030 Base Flows - AM Peak' (FG1: '2030 Base Flows - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	177	78	416	671
	B	337	0	21	283	641
	C	196	17	0	86	299
	D	250	180	60	0	490
	Tot.	783	374	159	785	2101

Traffic Lane Flows

Lane	Scenario 1: 2030 Base Flows - AM Peak
Junction: Unnamed Junction	
1/1 (with short)	671(In) 255(Out)
1/2 (short)	416
2/1 (short)	304
2/2 (with short)	641(In) 337(Out)
3/1	299
4/1 (with short)	490(In) 250(Out)
4/2 (short)	240
5/1	783
6/1	374
7/1	159
8/1	785

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Ffordd Y Rotari Rotary Way Lane 1)	This lane uses a directly entered Saturation Flow						1927	1927
1/2 (Ffordd Y Rotari Rotary Way Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A547 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1977	1977
2/2 (A547 (E) Lane 2)	This lane uses a directly entered Saturation Flow						2033	2033
3/1 (Llanelian Road Lane 1)	This lane uses a directly entered Saturation Flow						2046	2046
4/1 (A547 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1730	1730
4/2 (A547 (W) Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2030 Base Flows - PM Peak' (FG2: '2030 Base Flows - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	340	189	248	777
	B	249	0	24	265	538
	C	128	34	0	48	210
	D	203	347	74	0	624
	Tot.	580	721	287	561	2149

Traffic Lane Flows

Lane	Scenario 2: 2030 Base Flows - PM Peak
Junction: Unnamed Junction	
1/1 (with short)	777(In) 529(Out)
1/2 (short)	248
2/1 (short)	289
2/2 (with short)	538(In) 249(Out)
3/1	210
4/1 (with short)	624(In) 203(Out)
4/2 (short)	421
5/1	580
6/1	721
7/1	287
8/1	561

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Ffordd Y Rotari Rotary Way Lane 1)	This lane uses a directly entered Saturation Flow						1927	1927
1/2 (Ffordd Y Rotari Rotary Way Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A547 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1977	1977
2/2 (A547 (E) Lane 2)	This lane uses a directly entered Saturation Flow						2033	2033
3/1 (Llanelian Road Lane 1)	This lane uses a directly entered Saturation Flow						2046	2046
4/1 (A547 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1730	1730
4/2 (A547 (W) Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2030 With Development - AM Peak' (FG3: '2030 With Development - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Crossed Flow 1						
Origin	Destination					
		A	B	C	D	Tot.
	A	0	177	113	416	706
	B	337	0	26	283	646
	C	278	27	0	134	439
	D	250	180	81	0	511
	Tot.	865	384	220	833	2302

Traffic Lane Flows

Lane	Scenario 3: 2030 With Development - AM Peak
Junction: Unnamed Junction	
1/1 (with short)	706(In) 290(Out)
1/2 (short)	416
2/1 (short)	309
2/2 (with short)	646(In) 337(Out)
3/1	439
4/1 (with short)	511(In) 250(Out)
4/2 (short)	261
5/1	865
6/1	384
7/1	220
8/1	833

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Ffordd Y Rotari Rotary Way Lane 1)	This lane uses a directly entered Saturation Flow						1927	1927
1/2 (Ffordd Y Rotari Rotary Way Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A547 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1977	1977
2/2 (A547 (E) Lane 2)	This lane uses a directly entered Saturation Flow						2033	2033
3/1 (Llanelian Road Lane 1)	This lane uses a directly entered Saturation Flow						2046	2046
4/1 (A547 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1730	1730
4/2 (A547 (W) Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results
Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	340	260	248	848
	B	249	0	33	265	547
	C	169	39	0	72	280
	D	203	347	115	0	665
	Tot.	621	726	408	585	2340

Traffic Lane Flows

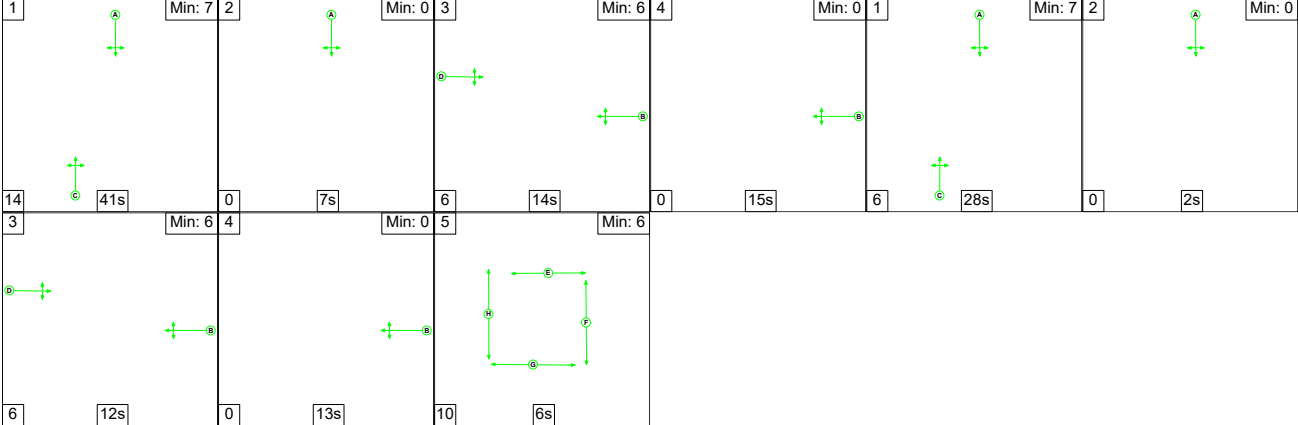
Lane	Scenario 4: 2030 With Development - PM Peak
Junction: Unnamed Junction	
1/1 (with short)	848(In) 600(Out)
1/2 (short)	248
2/1 (short)	298
2/2 (with short)	547(In) 249(Out)
3/1	280
4/1 (with short)	665(In) 203(Out)
4/2 (short)	462
5/1	621
6/1	726
7/1	408
8/1	585

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Ffordd Y Rotari Rotary Way Lane 1)	This lane uses a directly entered Saturation Flow						1927	1927
1/2 (Ffordd Y Rotari Rotary Way Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A547 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1977	1977
2/2 (A547 (E) Lane 2)	This lane uses a directly entered Saturation Flow						2033	2033
3/1 (Llanelian Road Lane 1)	This lane uses a directly entered Saturation Flow						2046	2046
4/1 (A547 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1730	1730
4/2 (A547 (W) Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2030 Base Flows - AM Peak' (FG1: '2030 Base Flows - AM Peak', Plan 1: 'Network Control Plan 1')

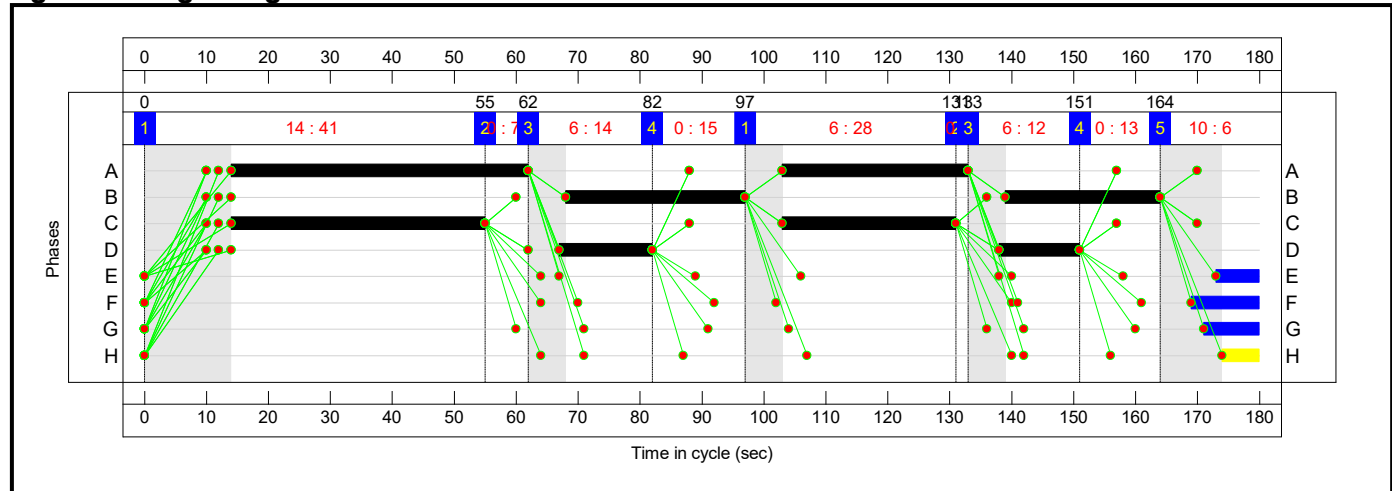
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3	4	5
Duration	41	7	14	15	28	2	12	13	6
Change Point	0	55	62	82	97	131	133	151	164

Signal Timings Diagram



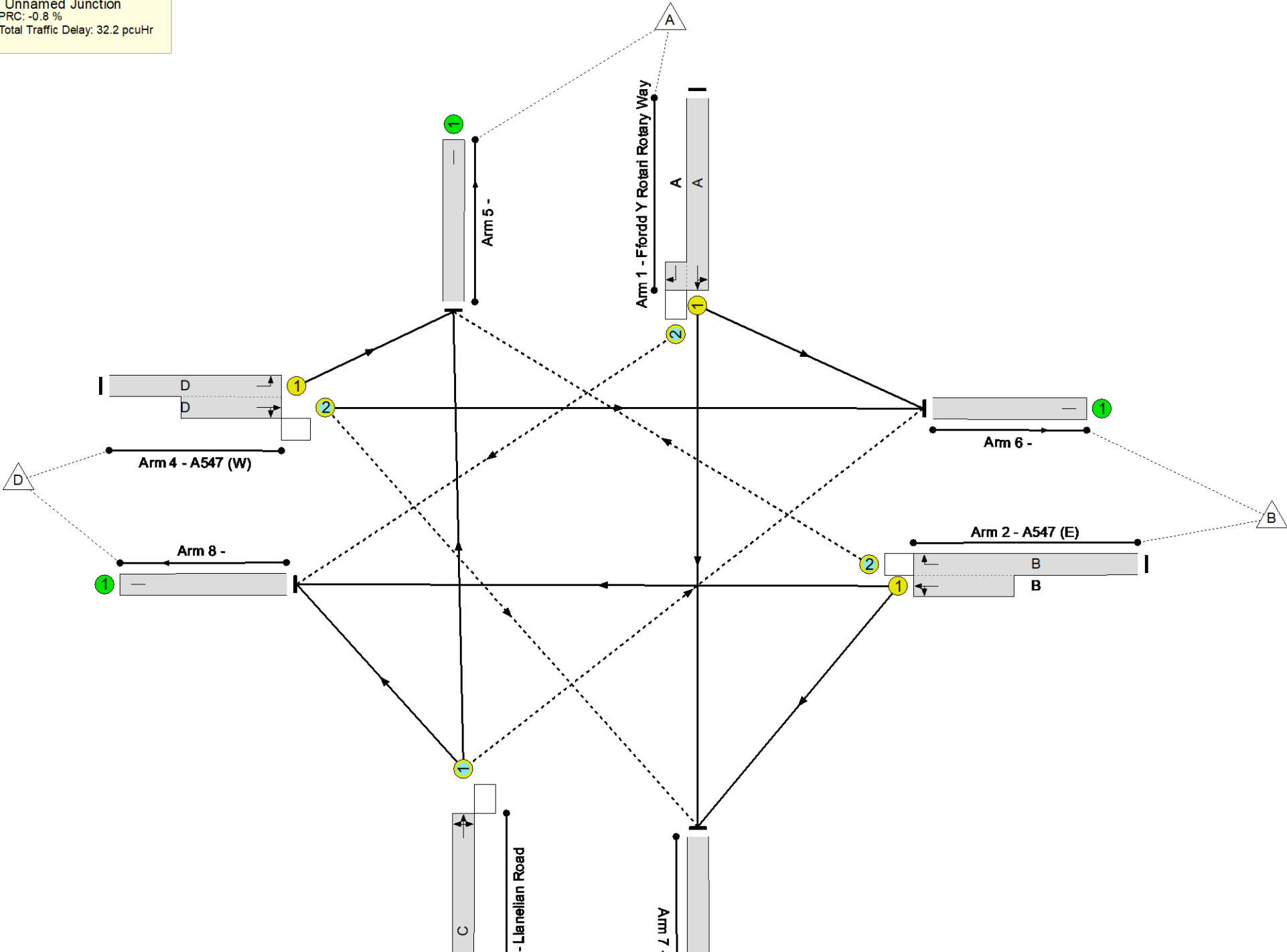
Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Unnamed Junction
PRC: -0.8 %
Total Traffic Delay: 32.2 pcuHr



Full Input Data And Results

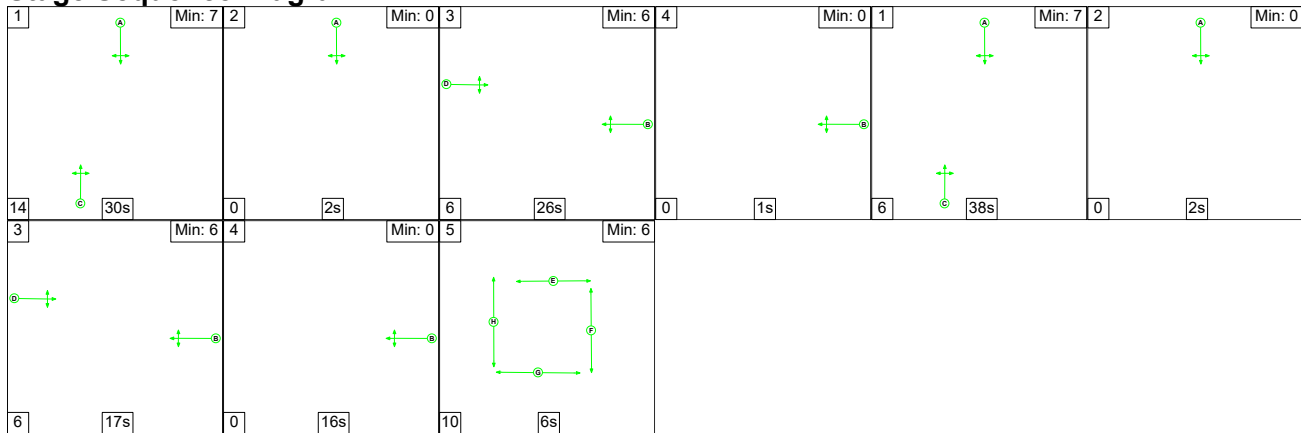
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	90.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	90.7%
1/1+1/2	Ffordd Y Rotari Rotary Way Left Ahead Right	U+O	N/A	N/A	A		2	78	-	671	1927:1950	740	90.7%
2/2+2/1	A547 (E) Right Left Ahead	O+U	N/A	N/A	B		2	54	-	641	2033:1977	707	90.7%
3/1	Llanelian Road Ahead Right Left	O	N/A	N/A	C		2	69	-	299	2046	807	37.0%
4/1+4/2	A547 (W) Left Ahead Right	U+O	N/A	N/A	D		2	28	-	490	1730:2083	549	89.3%
5/1		U	N/A	N/A	-		-	-	-	783	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	159	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	785	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	424	323	83	18.4	12.6	1.2	32.2	-	-	-	-
Unnamed Junction	-	-	424	323	83	18.4	12.6	1.2	32.2	-	-	-	-
1/1+1/2	671	671	327	52	37	4.8	4.3	0.6	9.7	52.1	17.4	4.3	21.7
2/2+2/1	641	641	20	271	45	6.6	4.3	0.4	11.3	63.3	14.5	4.3	18.8
3/1	299	299	17	0	0	1.6	0.3	0.0	1.9	23.2	6.0	0.3	6.3
4/1+4/2	490	490	60	0	0	5.4	3.7	0.2	9.3	68.3	8.7	3.7	12.4
5/1	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	159	159	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	785	785	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -0.8 Total Delay for Signalled Lanes (pcuHr): 32.20 Cycle Time (s): 180 PRC Over All Lanes (%): -0.8 Total Delay Over All Lanes(pcuHr): 32.20													

Stage Sequence Diagram



Stage	1	2	3	4	1	2	3	4	5
Duration	30	2	26	1	38	2	17	16	6
Change Point	0	44	46	78	79	123	125	148	164

Figure 1 is a Gantt chart illustrating the timing of the 8 phases of the 2008 Beijing Olympic Games torch relay. The chart shows the duration of each phase in minutes and seconds, along with the number of torchbearers. The phases are: 1. 14:30 (44 torchbearers), 2. 6:26 (7 torchbearers), 3. 6:38 (12 torchbearers), 4. 6:17 (14 torchbearers), 5. 0:16 (16 torchbearers), and 6. 10:06 (16 torchbearers). The chart also shows the sequence of torchbearers for each phase, with colors indicating the torchbearer's gender and age group.

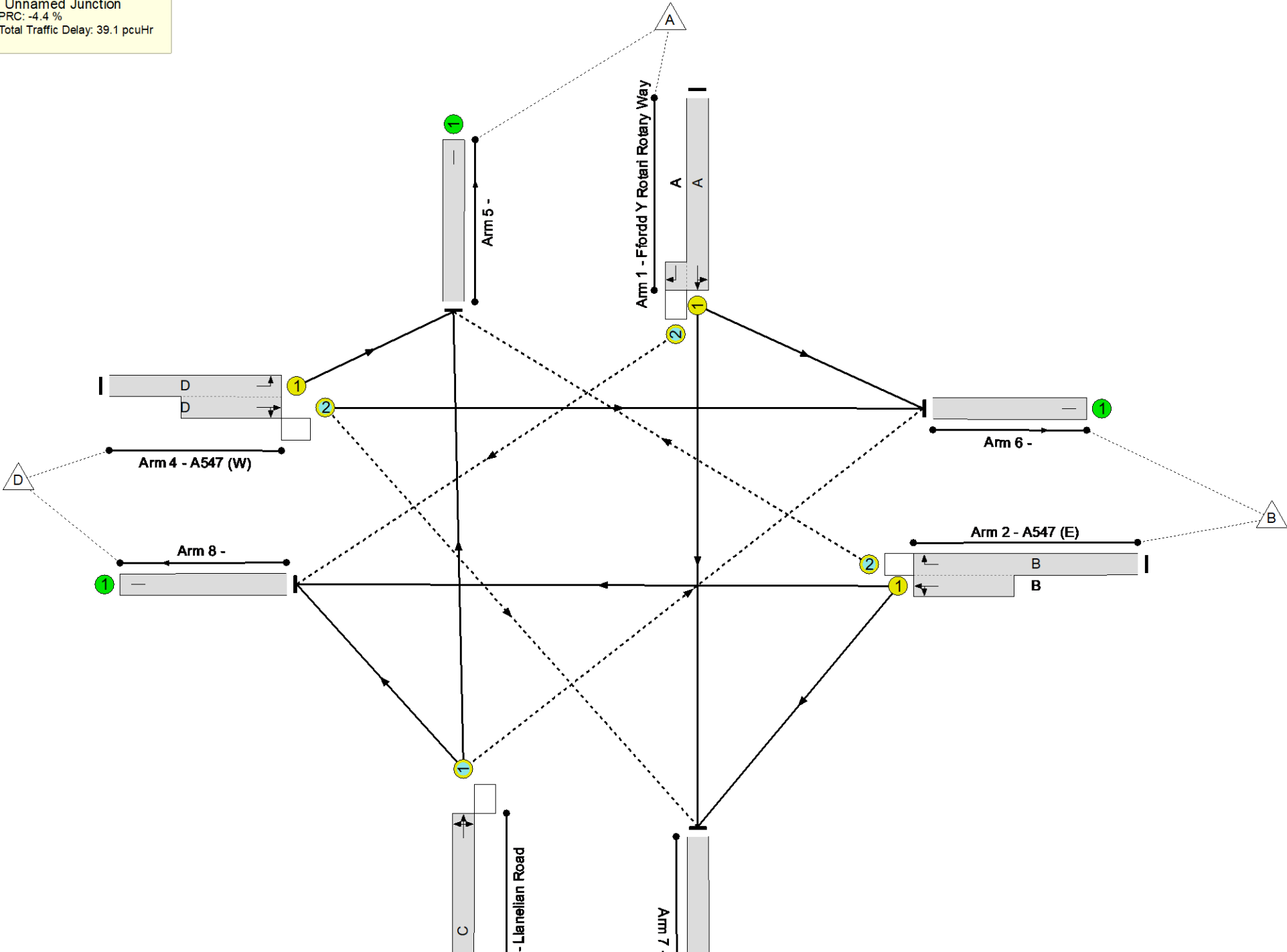
Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Unnamed Junction
PRC: -4.4 %
Total Traffic Delay: 39.1 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	94.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	94.0%
1/1+1/2	Ffordd Y Rotari Rotary Way Left Ahead Right	U+O	N/A	N/A	A		2	72	-	777	1927:1950	827	94.0%
2/2+2/1	A547 (E) Right Left Ahead	O+U	N/A	N/A	B		2	60	-	538	2033:1977	575	93.6%
3/1	Llanelian Road Ahead Right Left	O	N/A	N/A	C		2	68	-	210	2046	542	38.8%
4/1+4/2	A547 (W) Left Ahead Right	U+O	N/A	N/A	D		2	45	-	624	1730:2083	665	93.9%
5/1		U	N/A	N/A	-		-	-	-	580	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	561	Inf	Inf	0.0%

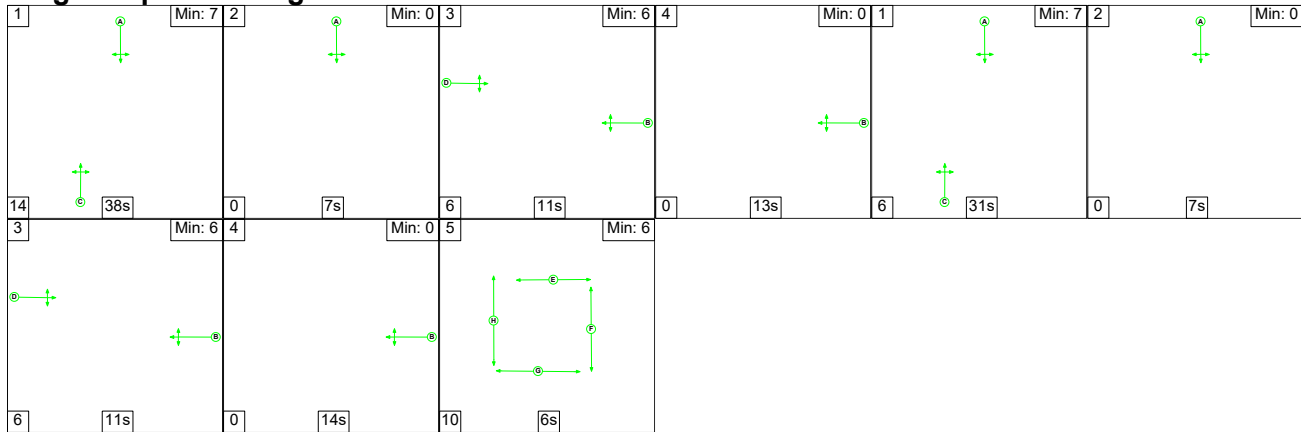
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	356	158	91	20.0	18.1	1.0	39.1	-	-	-	-
Unnamed Junction	-	-	356	158	91	20.0	18.1	1.0	39.1	-	-	-	-
1/1+1/2	777	777	238	0	10	6.9	6.2	0.1	13.3	61.5	21.3	6.2	27.5
2/2+2/1	538	538	28	158	63	6.1	5.6	0.5	12.3	82.0	13.2	5.6	18.8
3/1	210	210	15	0	19	1.2	0.3	0.2	1.7	29.6	4.5	0.3	4.9
4/1+4/2	624	624	74	0	0	5.8	5.9	0.1	11.8	68.2	15.7	5.9	21.6
5/1	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -4.4 Total Delay for Signalled Lanes (pcuHr): 39.06 Cycle Time (s): 180 PRC Over All Lanes (%): -4.4 Total Delay Over All Lanes(pcuHr): 39.06													

Full Input Data And Results

Scenario 3: '2030 With Development - AM Peak' (FG3: '2030 With Development - AM Peak', Plan 1: 'Network Control Plan 1')

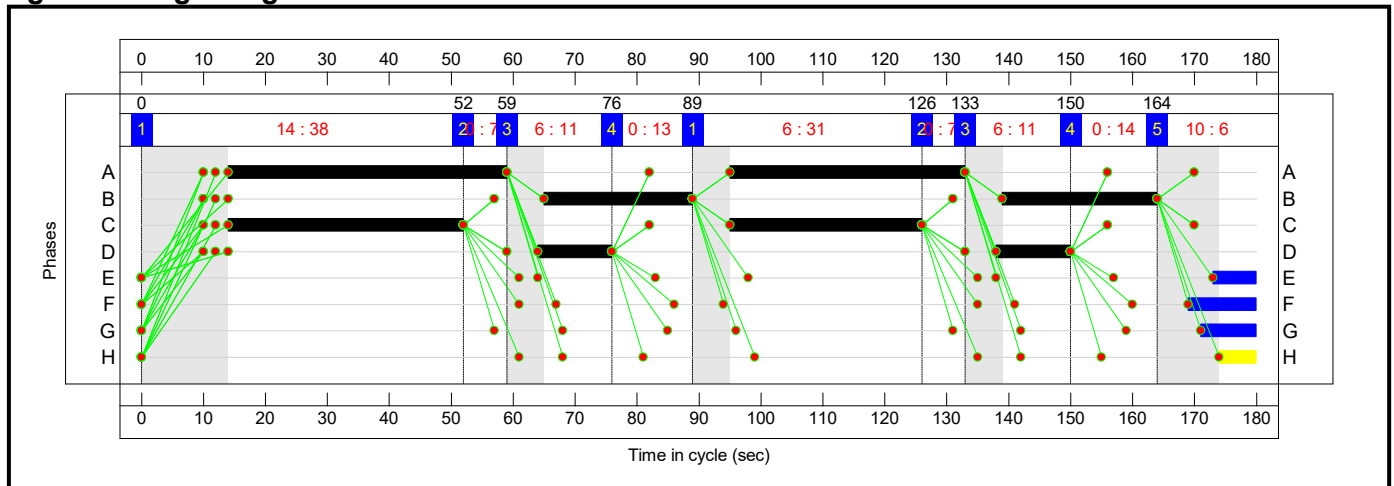
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3	4	5
Duration	38	7	11	13	31	7	11	14	6
Change Point	0	52	59	76	89	126	133	150	164

Signal Timings Diagram



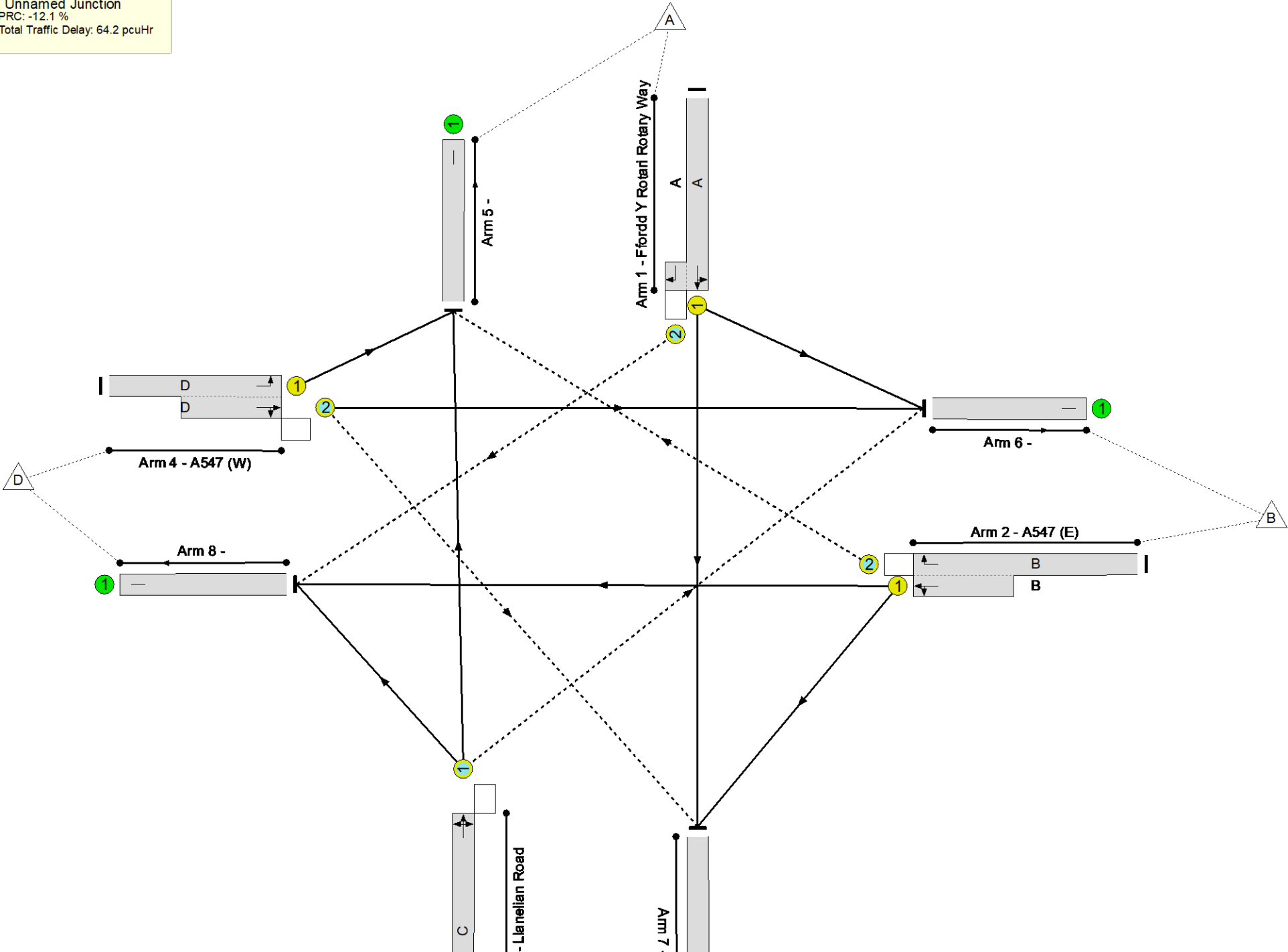
Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Unnamed Junction
PRC: -12.1 %
Total Traffic Delay: 64.2 pcuHr



Full Input Data And Results

Network Results

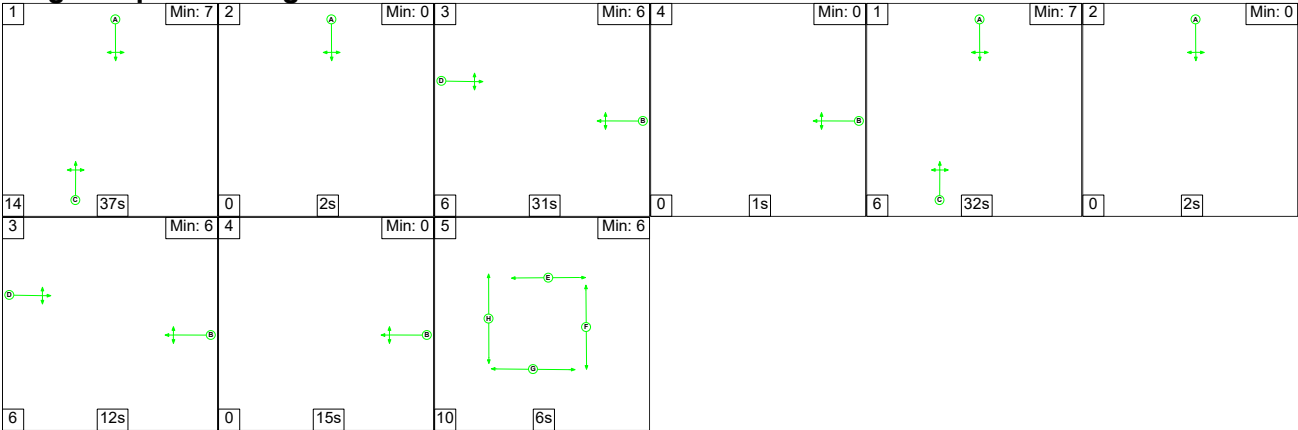
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	100.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	100.9%
1/1+1/2	Ffordd Y Rotari Rotary Way Left Ahead Right	U+O	N/A	N/A	A		2	83	-	706	1927:1950	700	100.9%
2/2+2/1	A547 (E) Right Left Ahead	O+U	N/A	N/A	B		2	49	-	646	2033:1977	651	99.2%
3/1	Llanelian Road Ahead Right Left	O	N/A	N/A	C		2	69	-	439	2046	807	54.4%
4/1+4/2	A547 (W) Left Ahead Right	U+O	N/A	N/A	D		2	24	-	511	1730:2083	507	100.7%
5/1		U	N/A	N/A	-		-	-	-	865	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	384	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	331	368	157	23.5	39.3	1.3	64.2	-	-	-	-
Unnamed Junction	-	-	331	368	157	23.5	39.3	1.3	64.2	-	-	-	-
1/1+1/2	706	700	224	108	80	7.2	15.0	0.7	22.9	116.9	20.1	15.0	35.1
2/2+2/1	646	646	0	260	77	6.8	11.4	0.4	18.6	103.8	13.3	11.4	24.8
3/1	439	439	27	0	0	2.7	0.6	0.0	3.3	27.0	10.4	0.6	11.0
4/1+4/2	511	507	80	0	0	6.8	12.3	0.2	19.3	136.2	9.1	12.3	21.4
5/1	865	865	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -12.1 Total Delay for Signalled Lanes (pcuHr): 64.18 Cycle Time (s): 180 PRC Over All Lanes (%): -12.1 Total Delay Over All Lanes(pcuHr): 64.18													

Full Input Data And Results
Scenario 4: '2030 With Development - PM Peak' (FG4: '2030 With Development - PM Peak', Plan 1: 'Network Control Plan 1')

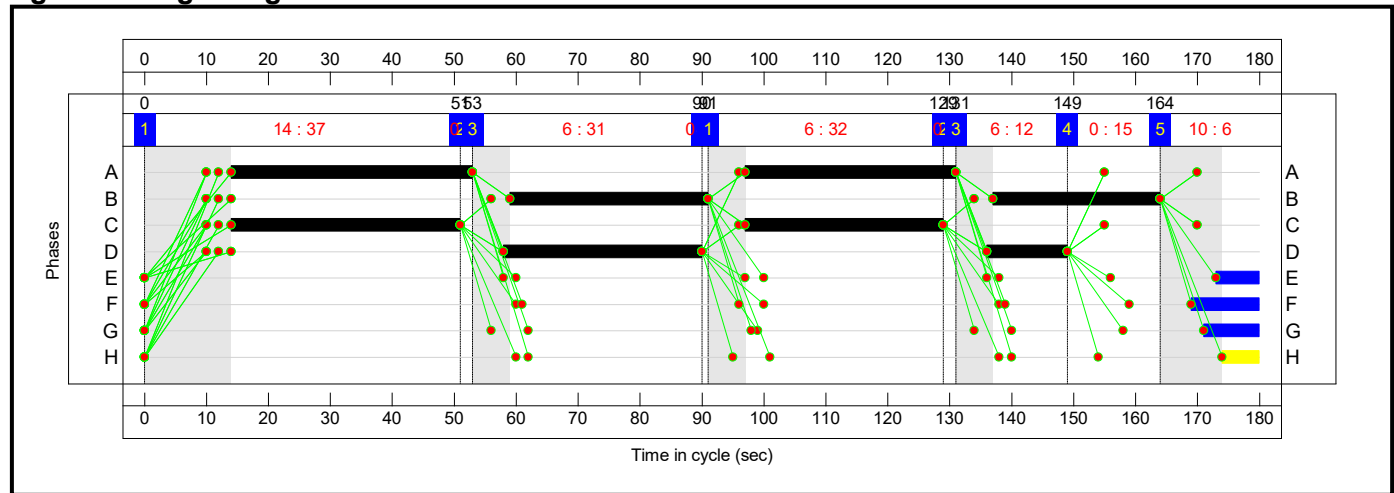
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3	4	5
Duration	37	2	31	1	32	2	12	15	6
Change Point	0	51	53	90	91	129	131	149	164

Signal Timings Diagram



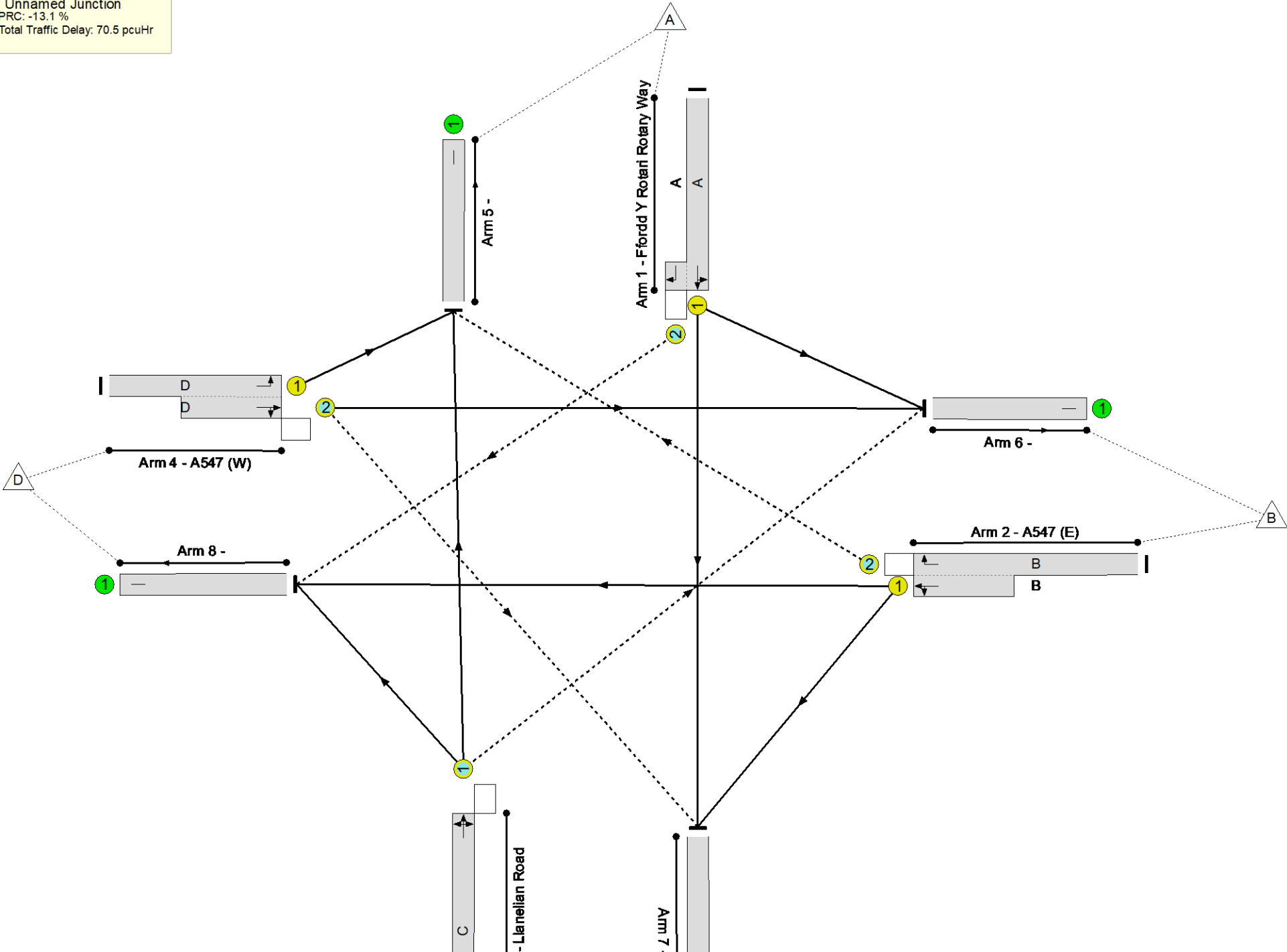
Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Unnamed Junction
PRC: -13.1 %
Total Traffic Delay: 70.5 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	101.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	101.8%
1/1+1/2	Ffordd Y Rotari Rotary Way Left Ahead Right	U+O	N/A	N/A	A		2	73	-	848	1927:1950	833	101.8%
2/2+2/1	A547 (E) Right Left Ahead	O+U	N/A	N/A	B		2	59	-	547	2033:1977	552	99.0%
3/1	Llanelian Road Ahead Right Left	O	N/A	N/A	C		2	69	-	280	2046	574	48.8%
4/1+4/2	A547 (W) Left Ahead Right	U+O	N/A	N/A	D		2	45	-	665	1730:2083	654	101.7%
5/1		U	N/A	N/A	-		-	-	-	621	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	726	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	408	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	370	147	127	23.5	45.8	1.2	70.5	-	-	-	-
Unnamed Junction	-	-	370	147	127	23.5	45.8	1.2	70.5	-	-	-	-
1/1+1/2	848	833	231	0	13	8.1	18.8	0.2	27.1	114.9	24.4	18.8	43.3
2/2+2/1	547	547	26	147	76	6.1	10.4	0.5	17.1	112.5	10.6	10.4	21.0
3/1	280	280	0	0	39	1.5	0.5	0.3	2.3	29.8	5.8	0.5	6.2
4/1+4/2	665	654	113	0	0	7.8	16.1	0.2	24.0	129.7	20.4	16.1	36.4
5/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -13.1 Total Delay for Signalled Lanes (pcuHr): 70.45 Cycle Time (s): 180 PRC Over All Lanes (%): -13.1 Total Delay Over All Lanes(pcuHr): 70.45													

APPENDIX 7

PICADY for the A547 Abergele Road/Hesketh Road Junction

Junctions 11										
PICADY 11 - Priority Intersection Module										
Version: 11.0.0.2177										
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Filename: A547 - Hesketh Road.j11
 Path: Z:\projects\4782 Peulwys Lane, Old Colwyn\Picady
 Report generation date: 07/08/2025 11:25:02

- »2025 | Surveyed Flows | AM
- »2025 | Surveyed Flows | PM
- »2030 | Base (Rdbt as 4 Arm) | AM
- »2030 | Base (Rdbt as 4 Arm) | PM
- »2030 | With Development (Rdbt as 4 Arm) | AM
- »2030 | With Development (Rdbt as 4 Arm) | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Surveyed Flows									
Stream B-AC	D1	0.2	9.52	0.20	A	D2	0.1	9.43	0.05	A
Stream C-AB		0.2	6.95	0.13	A		0.0	6.50	0.03	A
	2030 - Base (Rdbt as 4 Arm)									
Stream B-AC	D3	5.6	72.98	0.88	F	D4	0.2	12.60	0.19	B
Stream C-AB		0.2	7.56	0.16	A		0.0	6.69	0.04	A
	2030 - With Development (Rdbt as 4 Arm)									
Stream B-AC	D5	7.1	91.82	0.92	F	D6	0.2	13.11	0.19	B
Stream C-AB		0.2	7.67	0.16	A		0.0	6.74	0.04	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 - Hesketh Road
Location	Colwyn Bay
Site number	
Date	06/08/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	4782
Enumerator	EDD
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	2025	Surveyed Flows	AM	ONE HOUR	08:00	09:30	15	✓
D2	2025	Surveyed Flows	PM	ONE HOUR	17:00	18:30	15	✓
D3	2030	Base (Rdbt as 4 Arm)	AM	ONE HOUR	08:00	09:30	15	✓
D4	2030	Base (Rdbt as 4 Arm)	PM	ONE HOUR	17:00	18:30	15	✓
D5	2030	With Development (Rdbt as 4 Arm)	AM	ONE HOUR	08:00	09:30	15	✓
D6	2030	With Development (Rdbt as 4 Arm)	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 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		1.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.13	A

Arms

Arms

Arm	Name	Description	Arm type
A	A547 (E)		Major
C	A547 (W)		Major
B	Hesketh Road		Minor

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	9.50			150.0	✓	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	3.60	21	19

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	523	0.081	0.204	0.129	0.292
B-C	674	0.088	0.221	-	-
C-B	661	0.217	0.217	-	-

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 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	✓	538	100.000
C		ONE HOUR	✓	507	100.000
B		ONE HOUR	✓	85	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	16	522
	B	19	0	66
From	C	445	62	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
From	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	0.20	9.52	0.2	1.2	A	78	117
C-AB	0.13	6.95	0.2	0.5	A	62	93
C-A						404	605
A-B						15	22
A-C						479	718

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	64	16	0.00	525	0.122	63	0.0	0.1	7.788	A
C-AB	49	12	0.00	600	0.081	49	0.0	0.1	6.526	A
C-A	333	83	0.00			333				
A-B	12	3	0.00			12				
A-C	393	98	0.00			393				

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	76	19	0.00	503	0.152	76	0.1	0.2	8.436	A
C-AB	60	15	0.00	596	0.100	60	0.1	0.1	6.718	A
C-A	396	99	0.00			396				
A-B	14	4	0.00			14				
A-C	469	117	0.00			469				

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	94	23	0.00	472	0.198	93	0.2	0.2	9.502	A
C-AB	76	19	0.00	595	0.128	76	0.1	0.2	6.940	A
C-A	482	120	0.00			482				
A-B	18	4	0.00			18				
A-C	575	144	0.00			575				

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	94	23	0.00	472	0.198	94	0.2	0.2	9.515	A
C-AB	76	19	0.00	595	0.128	76	0.2	0.2	6.947	A
C-A	482	120	0.00			482				
A-B	18	4	0.00			18				
A-C	575	144	0.00			575				

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	76	19	0.00	503	0.152	77	0.2	0.2	8.451	A
C-AB	60	15	0.00	596	0.100	60	0.2	0.1	6.725	A
C-A	396	99	0.00			396				
A-B	14	4	0.00			14				
A-C	469	117	0.00			469				

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	64	16	0.00	525	0.122	64	0.2	0.1	7.817	A
C-AB	49	12	0.00	600	0.081	49	0.1	0.1	6.540	A
C-A	333	83	0.00			333				
A-B	12	3	0.00			12				
A-C	393	98	0.00			393				

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	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			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	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			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	0.24	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.16	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-AC	0.25	0.03	0.29	0.79	1.16			N/A	N/A
C-AB	0.16	0.03	0.25	0.45	0.48			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	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			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	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

2025 | Surveyed 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		0.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.28	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 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	✓	449	100.000
C		ONE HOUR	✓	574	100.000
B		ONE HOUR	✓	20	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	444
	B	12	0	8
	C	559	15	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	0.05	9.43	0.1	0.5	A	18	28
C-AB	0.03	6.50	0.0	0.5	A	14	21
C-A						513	769
A-B						5	7
A-C						407	611

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	15	4	0.00	459	0.033	15	0.0	0.0	8.096	A
C-AB	11	3	0.00	596	0.019	11	0.0	0.0	6.168	A
C-A	421	105	0.00			421				
A-B	4	0.94	0.00			4				
A-C	334	84	0.00			334				

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	18	4	0.00	436	0.041	18	0.0	0.0	8.605	A
C-AB	14	3	0.00	585	0.024	14	0.0	0.0	6.306	A
C-A	502	126	0.00			502				
A-B	4	1	0.00			4				
A-C	399	100	0.00			399				

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	22	6	0.00	404	0.055	22	0.0	0.1	9.427	A
C-AB	17	4	0.00	572	0.030	17	0.0	0.0	6.493	A
C-A	615	154	0.00			615				
A-B	6	1	0.00			6				
A-C	489	122	0.00			489				

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	22	6	0.00	404	0.055	22	0.1	0.1	9.429	A
C-AB	17	4	0.00	572	0.030	17	0.0	0.0	6.495	A
C-A	615	154	0.00			615				
A-B	6	1	0.00			6				
A-C	489	122	0.00			489				

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	18	4	0.00	436	0.041	18	0.1	0.0	8.609	A
C-AB	14	3	0.00	585	0.024	14	0.0	0.0	6.307	A
C-A	502	126	0.00			502				
A-B	4	1	0.00			4				
A-C	399	100	0.00			399				

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	15	4	0.00	459	0.033	15	0.0	0.0	8.102	A
C-AB	11	3	0.00	596	0.019	11	0.0	0.0	6.168	A
C-A	421	105	0.00			421				
A-B	4	0.94	0.00			4				
A-C	334	84	0.00			334				

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	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	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-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	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-AC	0.06	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	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-AC	0.06	0.00	0.00	0.06	0.06			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	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			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	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2030 | Base (Rdbt as 4 Arm) | 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		13.14	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.14	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	2030	Base (Rdbt as 4 Arm)	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	✓	738	100.000
C		ONE HOUR	✓	540	100.000
B		ONE HOUR	✓	271	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	186	552
	B	188	0	83
	C	471	69	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	0.88	72.98	5.6	28.4	F	249	373
C-AB	0.16	7.56	0.2	0.5	A	71	106
C-A						425	637
A-B						171	256
A-C						507	760

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	204	51	0.00	411	0.496	200	0.0	0.9	16.763	C
C-AB	55	14	0.00	574	0.096	55	0.0	0.1	6.928	A
C-A	351	88	0.00			351				
A-B	140	35	0.00			140				
A-C	416	104	0.00			416				

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	244	61	0.00	381	0.639	241	0.9	1.7	25.110	D
C-AB	68	17	0.00	568	0.120	68	0.1	0.1	7.211	A
C-A	417	104	0.00			417				
A-B	167	42	0.00			167				
A-C	496	124	0.00			496				

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	298	75	0.00	339	0.880	286	1.7	4.8	57.363	F
C-AB	89	22	0.00	566	0.157	88	0.1	0.2	7.546	A
C-A	506	126	0.00			506				
A-B	205	51	0.00			205				
A-C	608	152	0.00			608				

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	298	75	0.00	339	0.880	295	4.8	5.6	72.983	F
C-AB	89	22	0.00	566	0.157	89	0.2	0.2	7.556	A
C-A	506	126	0.00			506				
A-B	205	51	0.00			205				
A-C	608	152	0.00			608				

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	244	61	0.00	381	0.639	258	5.6	1.9	32.120	D
C-AB	68	17	0.00	568	0.120	68	0.2	0.2	7.223	A
C-A	417	104	0.00			417				
A-B	167	42	0.00			167				
A-C	496	124	0.00			496				

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	204	51	0.00	411	0.496	208	1.9	1.0	17.962	C
C-AB	55	14	0.00	574	0.096	55	0.2	0.1	6.944	A
C-A	351	88	0.00			351				
A-B	140	35	0.00			140				
A-C	416	104	0.00			416				

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	0.95	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			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	1.65	0.09	1.19	3.41	4.60			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			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	4.79	0.07	1.41	13.33	20.43			N/A	N/A
C-AB	0.21	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-AC	5.59	0.05	0.48	15.96	28.40			N/A	N/A
C-AB	0.22	0.03	0.26	0.46	0.49			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	1.91	0.04	0.39	5.07	9.41			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			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	1.02	0.03	0.31	1.78	5.11			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

2030 | Base (Rdbt as 4 Arm) | 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		0.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.73	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	2030	Base (Rdbt as 4 Arm)	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	✓	526	100.000
C		ONE HOUR	✓	609	100.000
B		ONE HOUR	✓	59	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	57	469
	B	48	0	11
	C	591	18	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	0.19	12.60	0.2	1.1	B	54	81
C-AB	0.04	6.69	0.0	0.5	A	17	26
C-A						542	813
A-B						52	78
A-C						430	646

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	44	11	0.00	413	0.107	44	0.0	0.1	9.730	A
C-AB	14	3	0.00	585	0.024	14	0.0	0.0	6.303	A
C-A	445	111	0.00			445				
A-B	43	11	0.00			43				
A-C	353	88	0.00			353				

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	53	13	0.00	387	0.137	53	0.1	0.2	10.764	B
C-AB	17	4	0.00	574	0.029	17	0.0	0.0	6.468	A
C-A	531	133	0.00			531				
A-B	51	13	0.00			51				
A-C	422	105	0.00			422				

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	65	16	0.00	351	0.185	65	0.2	0.2	12.578	B
C-AB	21	5	0.00	559	0.037	21	0.0	0.0	6.689	A
C-A	650	162	0.00			650				
A-B	63	16	0.00			63				
A-C	516	129	0.00			516				

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	65	16	0.00	351	0.185	65	0.2	0.2	12.600	B
C-AB	21	5	0.00	559	0.037	21	0.0	0.0	6.692	A
C-A	650	162	0.00			650				
A-B	63	16	0.00			63				
A-C	516	129	0.00			516				

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	53	13	0.00	387	0.137	53	0.2	0.2	10.790	B
C-AB	17	4	0.00	574	0.029	17	0.0	0.0	6.471	A
C-A	531	133	0.00			531				
A-B	51	13	0.00			51				
A-C	422	105	0.00			422				

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	44	11	0.00	413	0.107	45	0.2	0.1	9.766	A
C-AB	14	3	0.00	585	0.024	14	0.0	0.0	6.306	A
C-A	445	111	0.00			445				
A-B	43	11	0.00			43				
A-C	353	88	0.00			353				

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	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	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-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	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-AC	0.22	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	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-AC	0.23	0.03	0.28	0.61	1.06			N/A	N/A
C-AB	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-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	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-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2030 | With Development (Rdbt as 4 Arm) | 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		15.76	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.76	C

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	2030	With Development (Rdbt as 4 Arm)	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	✓	786	100.000
C		ONE HOUR	✓	560	100.000
B		ONE HOUR	✓	271	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	186	600
	B	188	0	83
	C	491	69	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	0.92	91.82	7.1	32.5	F	249	373
C-AB	0.16	7.67	0.2	0.5	A	71	107
C-A						443	664
A-B						171	256
A-C						551	826

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	204	51	0.00	402	0.508	200	0.0	1.0	17.507	C
C-AB	55	14	0.00	569	0.098	55	0.0	0.1	7.011	A
C-A	366	92	0.00			366				
A-B	140	35	0.00			140				
A-C	452	113	0.00			452				

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	244	61	0.00	370	0.659	240	1.0	1.8	27.132	D
C-AB	69	17	0.00	562	0.122	68	0.1	0.2	7.306	A
C-A	435	109	0.00			435				
A-B	167	42	0.00			167				
A-C	539	135	0.00			539				

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	298	75	0.00	325	0.918	282	1.8	5.8	67.672	F
C-AB	90	22	0.00	560	0.161	90	0.2	0.2	7.661	A
C-A	527	132	0.00			527				
A-B	205	51	0.00			205				
A-C	661	165	0.00			661				

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	298	75	0.00	325	0.918	293	5.8	7.1	91.823	F
C-AB	90	22	0.00	560	0.161	90	0.2	0.2	7.671	A
C-A	527	132	0.00			527				
A-B	205	51	0.00			205				
A-C	661	165	0.00			661				

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	244	61	0.00	370	0.659	264	7.1	2.1	38.610	E
C-AB	69	17	0.00	562	0.122	69	0.2	0.2	7.319	A
C-A	435	109	0.00			435				
A-B	167	42	0.00			167				
A-C	539	135	0.00			539				

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	204	51	0.00	402	0.508	208	2.1	1.1	18.959	C
C-AB	55	14	0.00	569	0.098	56	0.2	0.1	7.030	A
C-A	366	92	0.00			366				
A-B	140	35	0.00			140				
A-C	452	113	0.00			452				

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	0.99	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			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	1.78	0.09	1.22	3.81	5.18			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			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	5.77	0.10	1.98	15.29	22.10			N/A	N/A
C-AB	0.22	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-AC	7.09	0.07	1.45	20.42	32.51			N/A	N/A
C-AB	0.22	0.03	0.26	0.47	0.49			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	2.11	0.04	0.39	5.60	10.59			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			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	1.07	0.03	0.30	1.58	5.25			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

2030 | With Development (Rdbt as 4 Arm) | 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		0.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.71	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	2030	With Development (Rdbt as 4 Arm)	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	✓	550	100.000
C		ONE HOUR	✓	650	100.000
B		ONE HOUR	✓	59	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	57	493
	B	48	0	11
	C	632	18	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	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	0.19	13.11	0.2	1.1	B	54	81
C-AB	0.04	6.74	0.0	0.5	A	17	26
C-A						579	869
A-B						52	78
A-C						452	679

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	44	11	0.00	406	0.109	44	0.0	0.1	9.932	A
C-AB	14	3	0.00	582	0.024	14	0.0	0.0	6.338	A
C-A	476	119	0.00			476				
A-B	43	11	0.00			43				
A-C	371	93	0.00			371				

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	53	13	0.00	378	0.140	53	0.1	0.2	11.060	B
C-AB	17	4	0.00	570	0.029	17	0.0	0.0	6.509	A
C-A	568	142	0.00			568				
A-B	51	13	0.00			51				
A-C	443	111	0.00			443				

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	65	16	0.00	339	0.191	65	0.2	0.2	13.087	B
C-AB	21	5	0.00	556	0.037	21	0.0	0.0	6.737	A
C-A	695	174	0.00			695				
A-B	63	16	0.00			63				
A-C	543	136	0.00			543				

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	65	16	0.00	339	0.191	65	0.2	0.2	13.113	B
C-AB	21	5	0.00	556	0.037	21	0.0	0.0	6.740	A
C-A	695	174	0.00			695				
A-B	63	16	0.00			63				
A-C	543	136	0.00			543				

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	53	13	0.00	378	0.140	53	0.2	0.2	11.093	B
C-AB	17	4	0.00	570	0.029	17	0.0	0.0	6.513	A
C-A	568	142	0.00			568				
A-B	51	13	0.00			51				
A-C	443	111	0.00			443				

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	44	11	0.00	406	0.109	45	0.2	0.1	9.969	A
C-AB	14	3	0.00	582	0.024	14	0.0	0.0	6.338	A
C-A	476	119	0.00			476				
A-B	43	11	0.00			43				
A-C	371	93	0.00			371				

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	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	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-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	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-AC	0.23	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	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-AC	0.23	0.03	0.29	0.72	1.12			N/A	N/A
C-AB	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-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	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-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

APPENDIX 8
PICADY for the Rotary Way/A55
Eastbound Off-Slip Junction

Junctions 11									
PICADY 11 - Priority Intersection Module									
Version: 11.0.0.2177									
© Copyright TRL Software Limited, 2024									
For sales and distribution information, program advice and maintenance, contact TRL Software:									
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com									
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: Rotary Way North - A55 EB On-Slip Crossroads.j11

Path: Z:\projects\4782 Peulwys Lane, Old Colwyn\Picady

Report generation date: 07/08/2025 11:14:13

- »2025 | Surveyed | AM
- »2025 | Surveyed | PM
- »2030 | Base Flows | AM
- »2030 | Base Flows | PM
- »2030 | With Development | AM
- »2030 | With Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Surveyed									
Stream B-ACD	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream A-D		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-AB		0.2	8.32	0.19	A		0.3	9.50	0.24	A
Stream D-BC		3.2	39.06	0.78	E		9.0	83.82	0.94	F
Stream C-ABD		1.0	11.13	0.48	B		0.4	8.51	0.30	A
	2030 - Base Flows									
Stream B-ACD	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream A-D		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-AB		0.3	8.75	0.20	A		0.3	9.75	0.26	A
Stream D-BC		4.7	54.14	0.85	F		15.8	133.01	1.01	F
Stream C-ABD		1.1	11.82	0.52	B		0.5	8.80	0.32	A
	2030 - With Development									
Stream B-ACD	D5	0.0	0.00	0.00	A	D6	0.0	0.00	0.00	A
Stream A-D		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-AB		0.3	9.11	0.21	A		0.3	9.75	0.26	A
Stream D-BC		7.5	83.32	0.92	F		31.5	233.32	1.11	F
Stream C-ABD		1.6	13.87	0.60	B		0.6	9.33	0.36	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	Rotary Way - A55 EB On-Slip
Location	Colwyn Bay
Site number	
Date	06/08/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	4782
Enumerator	EDD
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	2025	Surveyed	AM	ONE HOUR	08:00	09:30	15	✓
D2	2025	Surveyed	PM	ONE HOUR	17:00	18:30	15	✓
D3	2030	Base Flows	AM	ONE HOUR	08:00	09:30	15	✓
D4	2030	Base Flows	PM	ONE HOUR	17:00	18:30	15	✓
D5	2030	With Development	AM	ONE HOUR	08:00	09:30	15	✓
D6	2030	With Development	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 D - 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	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
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		12.85	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.85	B

Arms

Arms

Arm	Name	Description	Arm type
A	Rotary Way (N)		Major
B	A55 On-Slip (EB)		Minor
C	Rotary Way (S)		Major
D	A55 Off-Slip (EB)		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	7.30				100.0		-
C	7.30		✓	3.00	100.0	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.20			0	0
D	Two lanes		3.25	3.25	50	140

Minor Arm Geometry Notes

Arm	Notes
B	Exit only.
D	

Queue Markers

Arm	Queue marker	Distance (m)
A		
B		
C		
D	✓	0.00

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	632	-	-	-	-	-	-	0.231	0.330	0.231	-	-	-
B-A	440	0.076	0.191	0.191	-	-	-	0.120	0.273	-	0.191	0.191	0.095
B-C	574	0.083	0.210	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	440	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
B-D, offside lane	440	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
C-B	687	0.251	0.251	0.359	-	-	-	-	-	-	-	-	-
D-A	730	-	-	-	-	-	-	0.267	-	0.106	-	-	-
D-B, nearside lane	577	0.158	0.158	0.358	-	-	-	0.251	0.251	0.099	-	-	-
D-B, offside lane	577	0.158	0.158	0.358	-	-	-	0.251	0.251	0.099	-	-	-
D-C	577	-	0.158	0.358	0.125	0.251	0.251	0.251	0.251	0.099	-	-	-

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	✓	312	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	474	100.000
D		ONE HOUR	✓	377	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	73	239	0
	B	0	0	0	0
	C	210	264	0	0
	D	91	0	286	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
	A	B	C	D	
	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-ACD	0.00	0.00	0.0	~1	A	0	0
A-B						67	100
A-C						219	329
A-D	0.00	0.00	0.0	~1	A	0	0
D-AB	0.19	8.32	0.2	1.0	A	84	125
D-BC	0.78	39.06	3.2	17.0	E	262	394
C-ABD	0.48	11.13	1.0	3.4	B	248	373
C-D						0	0
C-A						187	280

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-ACD	0	0	0.00	352	0.000	0	0.0	0.0	0.000	A
A-B	55	14	0.00			55				
A-C	180	45	0.00			180				
A-D	0	0	0.00	530	0.000	0	0.0	0.0	0.000	A
D-AB	69	17	0.00	607	0.113	68	0.0	0.1	6.672	A
D-BC	215	54	0.00	460	0.469	212	0.0	0.9	14.350	B
C-ABD	200	50	0.00	633	0.317	198	0.0	0.5	8.253	A
C-D	0	0	0.00			0				
C-A	157	39	0.00			157				

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-ACD	0	0	0.00	327	0.000	0	0.0	0.0	0.000	A
A-B	66	16	0.00			66				
A-C	215	54	0.00			215				
A-D	0	0	0.00	509	0.000	0	0.0	0.0	0.000	A
D-AB	82	20	0.00	578	0.142	82	0.1	0.2	7.250	A
D-BC	257	64	0.00	436	0.589	255	0.9	1.4	19.641	C
C-ABD	241	60	0.00	627	0.385	241	0.5	0.6	9.302	A
C-D	0	0	0.00			0				
C-A	185	46	0.00			185				

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-ACD	0	0	0.00	293	0.000	0	0.0	0.0	0.000	A
A-B	80	20	0.00			80				
A-C	263	66	0.00			263				
A-D	0	0	0.00	482	0.000	0	0.0	0.0	0.000	A
D-AB	100	25	0.00	536	0.187	100	0.2	0.2	8.253	A
D-BC	315	79	0.00	404	0.779	308	1.4	3.0	35.221	E
C-ABD	303	76	0.00	627	0.484	302	0.6	1.0	11.047	B
C-D	0	0	0.00			0				
C-A	219	55	0.00			219				

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-ACD	0	0	0.00	293	0.000	0	0.0	0.0	0.000	A
A-B	80	20	0.00			80				
A-C	263	66	0.00			263				
A-D	0	0	0.00	481	0.000	0	0.0	0.0	0.000	A
D-AB	100	25	0.00	533	0.188	100	0.2	0.2	8.317	A
D-BC	315	79	0.00	404	0.779	314	3.0	3.2	39.064	E
C-ABD	303	76	0.00	627	0.484	303	1.0	1.0	11.132	B
C-D	0	0	0.00			0				
C-A	219	55	0.00			219				

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-ACD	0	0	0.00	326	0.000	0	0.0	0.0	0.000	A
A-B	66	16	0.00			66				
A-C	215	54	0.00			215				
A-D	0	0	0.00	509	0.000	0	0.0	0.0	0.000	A
D-AB	82	20	0.00	574	0.142	82	0.2	0.2	7.317	A
D-BC	257	64	0.00	436	0.590	264	3.2	1.5	21.717	C
C-ABD	241	60	0.00	627	0.385	243	1.0	0.6	9.397	A
C-D	0	0	0.00			0				
C-A	185	46	0.00			185				

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-ACD	0	0	0.00	351	0.000	0	0.0	0.0	0.000	A
A-B	55	14	0.00			55				
A-C	180	45	0.00			180				
A-D	0	0	0.00	529	0.000	0	0.0	0.0	0.000	A
D-AB	69	17	0.00	605	0.113	69	0.2	0.1	6.716	A
D-BC	215	54	0.00	459	0.469	218	1.5	0.9	15.074	C
C-ABD	200	50	0.00	633	0.317	201	0.6	0.5	8.349	A
C-D	0	0	0.00			0				
C-A	157	39	0.00			157				

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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.13	0.00	0.00	0.13	0.13			1.00	1.00
D-BC	0.86	0.55	1.00	1.40	1.45			1.00	0.00
C-ABD	0.46	0.00	0.00	0.46	0.46			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.16	0.00	0.00	0.16	0.16			1.00	1.00
D-BC	1.37	0.11	1.13	2.51	3.23			1.00	0.24
C-ABD	0.63	0.55	1.00	1.40	1.45			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.23	0.03	0.26	0.46	0.49			1.00	0.98
D-BC	3.01	0.04	0.39	7.97	15.77			1.00	0.64
C-ABD	0.95	0.03	0.26	0.95	0.95			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.23	0.03	0.28	0.51	1.01			1.00	0.90
D-BC	3.23	0.03	0.33	5.81	16.98			1.00	0.77
C-ABD	0.97	0.03	0.28	0.97	3.38			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.17	0.00	0.00	0.17	0.17			1.00	1.00
D-BC	1.51	0.04	0.43	3.95	6.62			1.00	0.58
C-ABD	0.65	0.09	0.79	1.36	1.43			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.13	0.00	0.00	0.13	0.13			1.00	1.00
D-BC	0.91	0.03	0.34	2.09	4.34			1.00	0.74
C-ABD	0.47	0.04	0.41	1.25	1.37			N/A	N/A

2025 | Surveyed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm D - 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	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
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		28.42	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	28.42	D

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	✓	319	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	385	100.000
D		ONE HOUR	✓	482	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	128	191	0
	B	0	0	0	0
	C	221	164	0	0
	D	109	0	373	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		A	B	C	D
	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-ACD	0.00	0.00	0.0	~1	A	0	0
A-B						117	176
A-C						175	263
A-D	0.00	0.00	0.0	~1	A	0	0
D-AB	0.24	9.50	0.3	1.4	A	100	150
D-BC	0.94	83.82	9.0	40.3	F	342	513
C-ABD	0.30	8.51	0.4	1.8	A	151	227
C-D						0	0
C-A						202	303

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-ACD	0	0	0.00	370	0.000	0	0.0	0.0	0.000	A
A-B	96	24	0.00			96				
A-C	144	36	0.00			144				
A-D	0	0	0.00	553	0.000	0	0.0	0.0	0.000	A
D-AB	82	21	0.00	586	0.140	81	0.0	0.2	7.130	A
D-BC	281	70	0.00	482	0.583	275	0.0	1.3	17.024	C
C-ABD	124	31	0.00	628	0.197	123	0.0	0.2	7.114	A
C-D	0	0	0.00			0				
C-A	166	42	0.00			166				

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-ACD	0	0	0.00	350	0.000	0	0.0	0.0	0.000	A
A-B	115	29	0.00			115				
A-C	172	43	0.00			172				
A-D	0	0	0.00	537	0.000	0	0.0	0.0	0.000	A
D-AB	98	24	0.00	552	0.177	98	0.2	0.2	7.914	A
D-BC	335	84	0.00	463	0.724	331	1.3	2.4	26.380	D
C-ABD	148	37	0.00	618	0.240	148	0.2	0.3	7.657	A
C-D	0	0	0.00			0				
C-A	198	50	0.00			198				

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-ACD	0	0	0.00	322	0.000	0	0.0	0.0	0.000	A
A-B	141	35	0.00			141				
A-C	210	53	0.00			210				
A-D	0	0	0.00	516	0.000	0	0.0	0.0	0.000	A
D-AB	120	30	0.00	505	0.237	120	0.2	0.3	9.324	A
D-BC	411	103	0.00	438	0.938	391	2.4	7.2	60.917	F
C-ABD	183	46	0.00	605	0.302	182	0.3	0.4	8.496	A
C-D	0	0	0.00			0				
C-A	241	60	0.00			241				

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-ACD	0	0	0.00	321	0.000	0	0.0	0.0	0.000	A
A-B	141	35	0.00			141				
A-C	210	53	0.00			210				
A-D	0	0	0.00	516	0.000	0	0.0	0.0	0.000	A
D-AB	120	30	0.00	499	0.241	120	0.3	0.3	9.505	A
D-BC	411	103	0.00	438	0.939	404	7.2	9.0	83.822	F
C-ABD	183	46	0.00	605	0.302	183	0.4	0.4	8.514	A
C-D	0	0	0.00			0				
C-A	241	60	0.00			241				

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-ACD	0	0	0.00	349	0.000	0	0.0	0.0	0.000	A
A-B	115	29	0.00			115				
A-C	172	43	0.00			172				
A-D	0	0	0.00	537	0.000	0	0.0	0.0	0.000	A
D-AB	98	24	0.00	541	0.181	98	0.3	0.2	8.134	A
D-BC	335	84	0.00	463	0.724	359	9.0	2.9	40.204	E
C-ABD	148	37	0.00	618	0.240	149	0.4	0.3	7.682	A
C-D	0	0	0.00			0				
C-A	198	50	0.00			198				

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-ACD	0	0	0.00	370	0.000	0	0.0	0.0	0.000	A
A-B	96	24	0.00			96				
A-C	144	36	0.00			144				
A-D	0	0	0.00	552	0.000	0	0.0	0.0	0.000	A
D-AB	82	21	0.00	581	0.141	82	0.2	0.2	7.214	A
D-BC	281	70	0.00	482	0.583	287	2.9	1.5	18.964	C
C-ABD	124	31	0.00	628	0.197	124	0.3	0.2	7.148	A
C-D	0	0	0.00			0				
C-A	166	42	0.00			166				

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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.16	0.00	0.00	0.16	0.16			1.00	1.00
D-BC	1.33	0.57	1.20	1.65	1.83			1.00	0.00
C-ABD	0.24	0.00	0.00	0.24	0.24			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.21	0.00	0.00	0.21	0.21			1.00	1.00
D-BC	2.39	0.10	1.45	5.44	7.47			1.00	0.26
C-ABD	0.31	0.00	0.00	0.31	0.31			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.31	0.03	0.26	0.46	0.49			1.00	0.98
D-BC	7.21	0.12	2.75	19.04	27.30			1.00	0.21
C-ABD	0.43	0.03	0.26	0.46	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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.31	0.03	0.31	1.10	1.39			1.00	0.80
D-BC	8.95	0.07	1.60	25.76	40.32			1.00	0.34
C-ABD	0.43	0.03	0.31	1.33	1.84			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.22	0.00	0.00	0.22	0.22			1.00	1.00
D-BC	2.92	0.04	0.41	7.96	14.80			1.00	0.61
C-ABD	0.32	0.00	0.00	0.32	0.32			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.17	0.00	0.00	0.17	0.17			1.00	1.00
D-BC	1.46	0.03	0.31	2.56	7.48			1.00	0.80
C-ABD	0.25	0.00	0.00	0.25	0.25			N/A	N/A

2030 | Base Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm D - 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	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
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		16.79	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.79	C

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	2030	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	✓	330	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	501	100.000
D		ONE HOUR	✓	399	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	77	253	0
	B	0	0	0	0
	C	222	279	0	0
	D	96	0	303	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		A	B	C	D
	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-ACD	0.00	0.00	0.0	~1	A	0	0
A-B						71	106
A-C						232	348
A-D	0.00	0.00	0.0	~1	A	0	0
D-AB	0.20	8.75	0.3	1.2	A	88	132
D-BC	0.85	54.14	4.7	25.2	F	278	417
C-ABD	0.52	11.82	1.1	3.6	B	264	397
C-D						0	0
C-A						195	293

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-ACD	0	0	0.00	345	0.000	0	0.0	0.0	0.000	A
A-B	58	14	0.00			58				
A-C	190	48	0.00			190				
A-D	0	0	0.00	524	0.000	0	0.0	0.0	0.000	A
D-AB	72	18	0.00	599	0.121	72	0.0	0.1	6.820	A
D-BC	228	57	0.00	453	0.504	224	0.0	1.0	15.500	C
C-ABD	212	53	0.00	631	0.336	210	0.0	0.5	8.519	A
C-D	0	0	0.00			0				
C-A	165	41	0.00			165				

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-ACD	0	0	0.00	319	0.000	0	0.0	0.0	0.000	A
A-B	69	17	0.00			69				
A-C	227	57	0.00			227				
A-D	0	0	0.00	502	0.000	0	0.0	0.0	0.000	A
D-AB	86	22	0.00	567	0.152	86	0.1	0.2	7.478	A
D-BC	272	68	0.00	428	0.636	270	1.0	1.6	22.355	C
C-ABD	256	64	0.00	626	0.410	256	0.5	0.7	9.699	A
C-D	0	0	0.00			0				
C-A	194	48	0.00			194				

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-ACD	0	0	0.00	282	0.000	0	0.0	0.0	0.000	A
A-B	85	21	0.00			85				
A-C	279	70	0.00			279				
A-D	0	0	0.00	473	0.000	0	0.0	0.0	0.000	A
D-AB	106	26	0.00	521	0.203	105	0.2	0.3	8.648	A
D-BC	334	83	0.00	394	0.846	324	1.6	4.2	45.346	E
C-ABD	324	81	0.00	629	0.516	323	0.7	1.1	11.707	B
C-D	0	0	0.00			0				
C-A	227	57	0.00			227				

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-ACD	0	0	0.00	281	0.000	0	0.0	0.0	0.000	A
A-B	85	21	0.00			85				
A-C	279	70	0.00			279				
A-D	0	0	0.00	473	0.000	0	0.0	0.0	0.000	A
D-AB	106	26	0.00	517	0.204	106	0.3	0.3	8.754	A
D-BC	334	83	0.00	394	0.847	332	4.2	4.7	54.135	F
C-ABD	324	81	0.00	629	0.516	324	1.1	1.1	11.823	B
C-D	0	0	0.00			0				
C-A	227	57	0.00			227				

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-ACD	0	0	0.00	317	0.000	0	0.0	0.0	0.000	A
A-B	69	17	0.00			69				
A-C	227	57	0.00			227				
A-D	0	0	0.00	502	0.000	0	0.0	0.0	0.000	A
D-AB	86	22	0.00	561	0.154	87	0.3	0.2	7.585	A
D-BC	272	68	0.00	427	0.637	284	4.7	1.9	26.652	D
C-ABD	256	64	0.00	626	0.410	258	1.1	0.7	9.822	A
C-D	0	0	0.00			0				
C-A	194	48	0.00			194				

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-ACD	0	0	0.00	344	0.000	0	0.0	0.0	0.000	A
A-B	58	14	0.00			58				
A-C	190	48	0.00			190				
A-D	0	0	0.00	523	0.000	0	0.0	0.0	0.000	A
D-AB	72	18	0.00	596	0.121	72	0.2	0.1	6.877	A
D-BC	228	57	0.00	452	0.505	231	1.9	1.1	16.546	C
C-ABD	212	53	0.00	631	0.336	213	0.7	0.5	8.632	A
C-D	0	0	0.00			0				
C-A	165	41	0.00			165				

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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.14	0.00	0.00	0.14	0.14			1.00	1.00
D-BC	0.98	0.55	1.00	1.40	1.45			1.00	0.00
C-ABD	0.50	0.50	1.00	1.40	1.45			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.18	0.00	0.00	0.18	0.18			1.00	1.00
D-BC	1.64	0.10	1.21	3.35	4.50			1.00	0.26
C-ABD	0.70	0.24	0.94	1.39	1.44			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.25	0.03	0.26	0.46	0.49			1.00	0.98
D-BC	4.17	0.05	0.63	11.87	19.76			1.00	0.48
C-ABD	1.09	0.03	0.27	1.09	1.30			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.26	0.03	0.29	0.83	1.18			1.00	0.85
D-BC	4.67	0.04	0.39	11.99	25.20			1.00	0.65
C-ABD	1.11	0.03	0.28	1.11	3.63			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.18	0.00	0.00	0.18	0.18			1.00	1.00
D-BC	1.87	0.04	0.41	5.02	8.96			1.00	0.62
C-ABD	0.72	0.09	0.81	1.40	1.47			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.14	0.00	0.00	0.14	0.14			1.00	1.00
D-BC	1.05	0.03	0.32	2.15	5.30			1.00	0.78
C-ABD	0.52	0.05	0.46	1.29	1.40			N/A	N/A

2030 | Base Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm D - 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	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
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		43.94	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	43.94	E

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	2030	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	✓	337	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	407	100.000
D		ONE HOUR	✓	509	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	135	202	0
	B	0	0	0	0
	C	234	173	0	0
	D	115	0	394	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-ACD	0.00	0.00	0.0	~1	A	0	0
A-B						124	186
A-C						185	278
A-D	0.00	0.00	0.0	~1	A	0	0
D-AB	0.26	9.75	0.3	1.5	A	106	158
D-BC	1.01	133.01	15.8	50.4	F	362	542
C-ABD	0.32	8.80	0.5	2.1	A	160	240
C-D						0	0
C-A						213	320

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-ACD	0	0	0.00	365	0.000	0	0.0	0.0	0.000	A
A-B	102	25	0.00			102				
A-C	152	38	0.00			152				
A-D	0	0	0.00	548	0.000	0	0.0	0.0	0.000	A
D-AB	87	22	0.00	577	0.150	86	0.0	0.2	7.325	A
D-BC	297	74	0.00	477	0.622	290	0.0	1.6	18.766	C
C-ABD	131	33	0.00	625	0.209	130	0.0	0.3	7.254	A
C-D	0	0	0.00			0				
C-A	176	44	0.00			176				

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-ACD	0	0	0.00	343	0.000	0	0.0	0.0	0.000	A
A-B	121	30	0.00			121				
A-C	182	45	0.00			182				
A-D	0	0	0.00	532	0.000	0	0.0	0.0	0.000	A
D-AB	103	26	0.00	541	0.191	103	0.2	0.2	8.220	A
D-BC	354	89	0.00	457	0.775	348	1.6	3.0	31.551	D
C-ABD	156	39	0.00	614	0.255	156	0.3	0.3	7.852	A
C-D	0	0	0.00			0				
C-A	209	52	0.00			209				

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-ACD	0	0	0.00	313	0.000	0	0.0	0.0	0.000	A
A-B	149	37	0.00			149				
A-C	222	56	0.00			222				
A-D	0	0	0.00	509	0.000	0	0.0	0.0	0.000	A
D-AB	127	32	0.00	496	0.255	126	0.2	0.3	9.728	A
D-BC	434	108	0.00	430	1.010	402	3.0	11.0	83.313	F
C-ABD	193	48	0.00	602	0.321	193	0.3	0.5	8.780	A
C-D	0	0	0.00			0				
C-A	255	64	0.00			255				

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-ACD	0	0	0.00	311	0.000	0	0.0	0.0	0.000	A
A-B	149	37	0.00			149				
A-C	222	56	0.00			222				
A-D	0	0	0.00	509	0.000	0	0.0	0.0	0.000	A
D-AB	127	32	0.00	496	0.255	127	0.3	0.3	9.749	A
D-BC	434	108	0.00	429	1.010	415	11.0	15.8	133.007	F
C-ABD	193	48	0.00	602	0.321	193	0.5	0.5	8.801	A
C-D	0	0	0.00			0				
C-A	255	64	0.00			255				

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-ACD	0	0	0.00	341	0.000	0	0.0	0.0	0.000	A
A-B	121	30	0.00			121				
A-C	182	45	0.00			182				
A-D	0	0	0.00	531	0.000	0	0.0	0.0	0.000	A
D-AB	103	26	0.00	520	0.199	104	0.3	0.3	8.661	A
D-BC	354	89	0.00	457	0.776	400	15.8	4.2	77.238	F
C-ABD	156	39	0.00	614	0.255	157	0.5	0.3	7.881	A
C-D	0	0	0.00			0				
C-A	209	52	0.00			209				

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-ACD	0	0	0.00	364	0.000	0	0.0	0.0	0.000	A
A-B	102	25	0.00			102				
A-C	152	38	0.00			152				
A-D	0	0	0.00	548	0.000	0	0.0	0.0	0.000	A
D-AB	87	22	0.00	571	0.152	87	0.3	0.2	7.446	A
D-BC	297	74	0.00	476	0.623	306	4.2	1.7	22.283	C
C-ABD	131	33	0.00	625	0.209	131	0.3	0.3	7.295	A
C-D	0	0	0.00			0				
C-A	176	44	0.00			176				

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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.17	0.00	0.00	0.17	0.17			1.00	1.00
D-BC	1.56	0.58	1.48	1.94	2.34			1.00	0.01
C-ABD	0.26	0.00	0.00	0.26	0.26			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.23	0.00	0.00	0.23	0.23			1.00	1.00
D-BC	3.02	0.11	1.31	7.06	9.75			1.00	0.23
C-ABD	0.34	0.00	0.00	0.34	0.34			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.34	0.03	0.26	0.46	0.49			1.00	0.98
D-BC	11.05	0.57	7.17	24.93	32.59			1.00	0.04
C-ABD	0.47	0.03	0.26	0.47	0.49			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.34	0.03	0.31	1.18	1.49			1.00	0.79
D-BC	15.76	0.46	9.47	37.71	50.40			1.00	0.05
C-ABD	0.48	0.03	0.30	1.35	2.10			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.25	0.00	0.00	0.25	0.25			1.00	1.00
D-BC	4.21	0.05	0.46	11.91	21.04			1.00	0.54
C-ABD	0.35	0.00	0.00	0.35	0.35			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.18	0.00	0.00	0.18	0.18			1.00	1.00
D-BC	1.74	0.03	0.31	2.55	8.66			1.00	0.82
C-ABD	0.27	0.00	0.00	0.27	0.27			N/A	N/A

2030 | With Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm D - 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	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
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		24.93	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	24.93	C

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	2030	With Development	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	✓	330	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	546	100.000
D		ONE HOUR	✓	415	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	77	253	0
	B	0	0	0	0
	C	222	324	0	0
	D	96	0	319	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		A	B	C	D
	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-ACD	0.00	0.00	0.0	~1	A	0	0
A-B						71	106
A-C						232	348
A-D	0.00	0.00	0.0	~1	A	0	0
D-AB	0.21	9.11	0.3	1.2	A	88	132
D-BC	0.92	83.32	7.5	35.2	F	293	439
C-ABD	0.60	13.87	1.6	4.9	B	312	469
C-D						0	0
C-A						189	283

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-ACD	0	0	0.00	335	0.000	0	0.0	0.0	0.000	A
A-B	58	14	0.00			58				
A-C	190	48	0.00			190				
A-D	0	0	0.00	513	0.000	0	0.0	0.0	0.000	A
D-AB	72	18	0.00	593	0.122	72	0.0	0.1	6.903	A
D-BC	240	60	0.00	444	0.541	236	0.0	1.1	16.915	C
C-ABD	248	62	0.00	634	0.391	245	0.0	0.6	9.193	A
C-D	0	0	0.00			0				
C-A	163	41	0.00			163				

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-ACD	0	0	0.00	307	0.000	0	0.0	0.0	0.000	A
A-B	69	17	0.00			69				
A-C	227	57	0.00			227				
A-D	0	0	0.00	489	0.000	0	0.0	0.0	0.000	A
D-AB	86	22	0.00	559	0.154	86	0.1	0.2	7.616	A
D-BC	287	72	0.00	418	0.686	283	1.1	2.0	26.052	D
C-ABD	301	75	0.00	634	0.476	300	0.6	0.9	10.764	B
C-D	0	0	0.00			0				
C-A	189	47	0.00			189				

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-ACD	0	0	0.00	268	0.000	0	0.0	0.0	0.000	A
A-B	85	21	0.00			85				
A-C	279	70	0.00			279				
A-D	0	0	0.00	457	0.000	0	0.0	0.0	0.000	A
D-AB	106	26	0.00	508	0.208	105	0.2	0.3	8.927	A
D-BC	351	88	0.00	382	0.920	335	2.0	6.2	61.454	F
C-ABD	388	97	0.00	648	0.599	386	0.9	1.6	13.621	B
C-D	0	0	0.00			0				
C-A	213	53	0.00			213				

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-ACD	0	0	0.00	266	0.000	0	0.0	0.0	0.000	A
A-B	85	21	0.00			85				
A-C	279	70	0.00			279				
A-D	0	0	0.00	456	0.000	0	0.0	0.0	0.000	A
D-AB	106	26	0.00	501	0.211	106	0.3	0.3	9.113	A
D-BC	351	88	0.00	381	0.921	346	6.2	7.5	83.324	F
C-ABD	388	97	0.00	648	0.599	388	1.6	1.6	13.871	B
C-D	0	0	0.00			0				
C-A	213	53	0.00			213				

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-ACD	0	0	0.00	305	0.000	0	0.0	0.0	0.000	A
A-B	69	17	0.00			69				
A-C	227	57	0.00			227				
A-D	0	0	0.00	488	0.000	0	0.0	0.0	0.000	A
D-AB	86	22	0.00	548	0.158	87	0.3	0.2	7.808	A
D-BC	287	72	0.00	417	0.688	307	7.5	2.4	37.374	E
C-ABD	301	75	0.00	634	0.476	304	1.6	1.0	11.003	B
C-D	0	0	0.00			0				
C-A	189	47	0.00			189				

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-ACD	0	0	0.00	334	0.000	0	0.0	0.0	0.000	A
A-B	58	14	0.00			58				
A-C	190	48	0.00			190				
A-D	0	0	0.00	512	0.000	0	0.0	0.0	0.000	A
D-AB	72	18	0.00	589	0.123	72	0.2	0.1	6.975	A
D-BC	240	60	0.00	443	0.542	245	2.4	1.2	18.551	C
C-ABD	248	62	0.00	634	0.391	249	1.0	0.7	9.370	A
C-D	0	0	0.00			0				
C-A	163	41	0.00			163				

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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.14	0.00	0.00	0.14	0.14			1.00	1.00
D-BC	1.13	0.55	1.03	1.13	1.13			1.00	0.00
C-ABD	0.64	0.55	1.00	1.40	1.45			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.18	0.00	0.00	0.18	0.18			1.00	1.00
D-BC	2.02	0.09	1.31	4.45	6.04			1.00	0.27
C-ABD	0.92	0.17	0.96	1.48	1.48			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.26	0.03	0.26	0.46	0.49			1.00	0.98
D-BC	6.16	0.10	1.98	16.56	24.14			1.00	0.26
C-ABD	1.55	0.03	0.28	1.55	4.81			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.27	0.03	0.30	0.89	1.21			1.00	0.84
D-BC	7.55	0.06	1.37	21.82	35.21			1.00	0.39
C-ABD	1.59	0.03	0.28	1.59	4.90			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.19	0.00	0.00	0.19	0.19			1.00	1.00
D-BC	2.42	0.04	0.40	6.53	12.16			1.00	0.63
C-ABD	0.96	0.08	0.86	1.66	2.00			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.14	0.00	0.00	0.14	0.14			1.00	1.00
D-BC	1.23	0.03	0.31	1.99	6.19			1.00	0.81
C-ABD	0.66	0.05	0.47	1.05	1.66			N/A	N/A

2030 | With Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm D - 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	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
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		78.26	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	78.26	F

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	2030	With Development	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	✓	337	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	430	100.000
D		ONE HOUR	✓	541	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	135	202	0
	B	0	0	0	0
	C	234	196	0	0
	D	115	0	426	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
	A	B	C	D	
	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-ACD	0.00	0.00	0.0	~1	A	0	0
A-B						124	186
A-C						185	278
A-D	0.00	0.00	0.0	~1	A	0	0
D-AB	0.26	9.75	0.3	1.0	A	106	158
D-BC	1.11	233.32	31.5	66.7	F	391	586
C-ABD	0.36	9.33	0.6	2.7	A	182	273
C-D						0	0
C-A						213	319

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-ACD	0	0	0.00	359	0.000	0	0.0	0.0	0.000	A
A-B	102	25	0.00			102				
A-C	152	38	0.00			152				
A-D	0	0	0.00	542	0.000	0	0.0	0.0	0.000	A
D-AB	87	22	0.00	567	0.153	86	0.0	0.2	7.472	A
D-BC	321	80	0.00	472	0.679	313	0.0	2.0	21.655	C
C-ABD	148	37	0.00	626	0.237	147	0.0	0.3	7.504	A
C-D	0	0	0.00			0				
C-A	176	44	0.00			176				

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-ACD	0	0	0.00	337	0.000	0	0.0	0.0	0.000	A
A-B	121	30	0.00			121				
A-C	182	45	0.00			182				
A-D	0	0	0.00	525	0.000	0	0.0	0.0	0.000	A
D-AB	103	26	0.00	528	0.196	103	0.2	0.2	8.468	A
D-BC	383	96	0.00	452	0.848	373	2.0	4.3	41.583	E
C-ABD	178	44	0.00	616	0.288	177	0.3	0.4	8.202	A
C-D	0	0	0.00			0				
C-A	209	52	0.00			209				

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-ACD	0	0	0.00	304	0.000	0	0.0	0.0	0.000	A
A-B	149	37	0.00			149				
A-C	222	56	0.00			222				
A-D	0	0	0.00	501	0.000	0	0.0	0.0	0.000	A
D-AB	127	32	0.00	496	0.255	126	0.2	0.3	9.730	A
D-BC	469	117	0.00	423	1.108	410	4.3	19.1	124.884	F
C-ABD	220	55	0.00	606	0.363	220	0.4	0.6	9.299	A
C-D	0	0	0.00			0				
C-A	253	63	0.00			253				

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-ACD	0	0	0.00	301	0.000	0	0.0	0.0	0.000	A
A-B	149	37	0.00			149				
A-C	222	56	0.00			222				
A-D	0	0	0.00	500	0.000	0	0.0	0.0	0.000	A
D-AB	127	32	0.00	496	0.255	127	0.3	0.3	9.749	A
D-BC	469	117	0.00	423	1.109	419	19.1	31.5	233.320	F
C-ABD	220	55	0.00	606	0.363	220	0.6	0.6	9.333	A
C-D	0	0	0.00			0				
C-A	253	63	0.00			253				

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-ACD	0	0	0.00	331	0.000	0	0.0	0.0	0.000	A
A-B	121	30	0.00			121				
A-C	182	45	0.00			182				
A-D	0	0	0.00	524	0.000	0	0.0	0.0	0.000	A
D-AB	103	26	0.00	505	0.205	104	0.3	0.3	8.972	A
D-BC	383	96	0.00	451	0.849	437	31.5	17.9	207.932	F
C-ABD	178	44	0.00	616	0.288	178	0.6	0.4	8.240	A
C-D	0	0	0.00			0				
C-A	209	52	0.00			209				

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-ACD	0	0	0.00	356	0.000	0	0.0	0.0	0.000	A
A-B	102	25	0.00			102				
A-C	152	38	0.00			152				
A-D	0	0	0.00	542	0.000	0	0.0	0.0	0.000	A
D-AB	87	22	0.00	541	0.160	87	0.3	0.2	7.932	A
D-BC	321	80	0.00	472	0.680	383	17.9	2.4	58.706	F
C-ABD	148	37	0.00	626	0.237	149	0.4	0.3	7.552	A
C-D	0	0	0.00			0				
C-A	176	44	0.00			176				

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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.18	0.00	0.00	0.18	0.18			1.00	1.00
D-BC	1.96	0.42	1.26	3.16	3.88			1.00	0.06
C-ABD	0.31	0.00	0.00	0.31	0.31			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.24	0.00	0.00	0.24	0.24			1.00	1.00
D-BC	4.35	0.16	2.20	10.17	13.79			1.00	0.16
C-ABD	0.40	0.00	0.00	0.40	0.40			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.34	0.03	0.26	0.46	0.49			1.00	0.98
D-BC	19.06	3.71	16.02	34.98	42.14			1.00	0.00
C-ABD	0.57	0.03	0.26	0.57	0.57			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.34	0.03	0.31	1.03	1.03			1.00	0.80
D-BC	31.52	7.67	27.42	56.09	66.71			1.00	0.00
C-ABD	0.58	0.03	0.29	1.31	2.70			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.26	0.00	0.00	0.26	0.26			1.00	1.00
D-BC	17.92	1.83	13.87	36.24	45.16			1.00	0.00
C-ABD	0.41	0.00	0.00	0.41	0.41			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.19	0.00	0.00	0.19	0.19			1.00	1.00
D-BC	2.37	0.03	0.31	3.51	11.87			1.00	0.80
C-ABD	0.31	0.00	0.00	0.31	0.31			N/A	N/A

APPENDIX 9
PICADY for the Rotary Way/A55
Westbound Off-Slip Junction

Junctions 11									
PICADY 11 - Priority Intersection Module									
Version: 11.0.0.2177									
© Copyright TRL Software Limited, 2024									
For sales and distribution information, program advice and maintenance, contact TRL Software:									
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com									
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: Rotary Way North - A55 WB On-Slip Crossroads.j11
 Path: Z:\projects\4782 Peulwys Lane, Old Colwyn\Picady
 Report generation date: 07/08/2025 11:18:31

- »2025 | Surveyed Flows | AM
- »2025 | Surveyed Flows | PM
- »2030 | Base | AM
- »2030 | Base | PM
- »2030 | With Development | AM
- »2030 | With Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Surveyed Flows									
Stream B-ACD	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream A-D		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-AB		1.2	15.23	0.54	C		1.2	17.31	0.56	C
Stream D-B-C		0.3	15.07	0.26	C		0.6	17.29	0.37	C
Stream C-ABD		0.5	11.43	0.32	B		0.1	7.90	0.13	A
	2030 - Base									
Stream B-ACD	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream A-D		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-AB		1.4	17.08	0.58	C		1.5	19.83	0.61	C
Stream D-B-C		0.4	16.14	0.28	C		0.7	18.82	0.41	C
Stream C-ABD		0.6	12.17	0.35	B		0.2	8.13	0.14	A
	2030 - With Development									
Stream B-ACD	D5	0.0	0.00	0.00	A	D6	0.0	0.00	0.00	A
Stream A-D		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-AB		1.7	19.69	0.63	C		2.4	28.27	0.72	D
Stream D-B-C		0.4	17.11	0.30	C		0.7	20.38	0.43	C
Stream C-ABD		0.6	13.07	0.37	B		0.2	8.33	0.14	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	Rotary Way - A55 WB On-Slip
Location	Colwyn Bay
Site number	
Date	06/08/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	4782
Enumerator	EDD
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	2025	Surveyed Flows	AM	ONE HOUR	08:00	09:30	15	✓
D2	2025	Surveyed Flows	PM	ONE HOUR	17:00	18:30	15	✓
D3	2030	Base	AM	ONE HOUR	08:00	09:30	15	✓
D4	2030	Base	PM	ONE HOUR	17:00	18:30	15	✓
D5	2030	With Development	AM	ONE HOUR	08:00	09:30	15	✓
D6	2030	With Development	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 Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm D - 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	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
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		3.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.83	A

Arms

Arms

Arm	Name	Description	Arm type
A	Rotary Way (S)		Major
B	A55 WB On-Slip		Minor
C	Rotary Way (N)		Major
D	A55 WB Off-Slip		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	7.30				100.0		-
C	7.30		✓	3.00	100.0	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.20			0	0
D	Two lanes		3.25	3.25	40	20

Minor Arm Geometry Notes

Arm	Notes
B	Exit Only.
D	

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	632	-	-	-	-	-	-	0.231	0.330	0.231	-	-	-
B-A	440	0.076	0.191	0.191	-	-	-	0.120	0.273	-	0.191	0.191	0.095
B-C	574	0.083	0.210	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	440	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
B-D, offside lane	440	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
C-B	687	0.251	0.251	0.359	-	-	-	-	-	-	-	-	-
D-A	652	-	-	-	-	-	-	0.239	-	0.094	-	-	-
D-B, nearside lane	513	0.140	0.140	0.318	-	-	-	0.223	0.223	0.088	-	-	-
D-B, offside lane	513	0.140	0.140	0.318	-	-	-	0.223	0.223	0.088	-	-	-
D-C	513	-	0.140	0.318	0.111	0.223	0.223	0.223	0.223	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 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	✓	851	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	524	100.000
D		ONE HOUR	✓	328	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	453	398	0
	B	0	0	0	0
	C	391	133	0	0
	D	252	0	76	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
	A	B	C	D	
	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-ACD	0.00	0.00	0.0	~1	A	0	0
A-B						416	624
A-C						365	548
A-D	0.00	0.00	0.0	~1	A	0	0
D-AB	0.54	15.23	1.2	3.9	C	231	347
D-BC	0.26	15.07	0.3	1.1	C	70	105
C-ABD	0.32	11.43	0.5	2.1	B	124	186
C-D						0	0
C-A						357	535

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-ACD	0	0	0.00	312	0.000	0	0.0	0.0	0.000	A
A-B	341	85	0.00			341				
A-C	300	75	0.00			300				
A-D	0	0	0.00	531	0.000	0	0.0	0.0	0.000	A
D-AB	190	47	0.00	561	0.338	188	0.0	0.5	9.606	A
D-BC	57	14	0.00	383	0.149	57	0.0	0.2	11.004	B
C-ABD	101	25	0.00	528	0.190	100	0.0	0.2	8.386	A
C-D	0	0	0.00			0				
C-A	294	73	0.00			294				

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-ACD	0	0	0.00	279	0.000	0	0.0	0.0	0.000	A
A-B	407	102	0.00			407				
A-C	358	89	0.00			358				
A-D	0	0	0.00	511	0.000	0	0.0	0.0	0.000	A
D-AB	227	57	0.00	541	0.419	226	0.5	0.7	11.382	B
D-BC	68	17	0.00	358	0.191	68	0.2	0.2	12.425	B
C-ABD	121	30	0.00	500	0.242	120	0.2	0.3	9.483	A
C-D	0	0	0.00			0				
C-A	350	88	0.00			350				

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-ACD	0	0	0.00	233	0.000	0	0.0	0.0	0.000	A
A-B	499	125	0.00			499				
A-C	438	110	0.00			438				
A-D	0	0	0.00	484	0.000	0	0.0	0.0	0.000	A
D-AB	277	69	0.00	514	0.540	276	0.7	1.1	15.014	C
D-BC	84	21	0.00	323	0.259	83	0.2	0.3	15.006	C
C-ABD	151	38	0.00	466	0.324	151	0.3	0.5	11.379	B
C-D	0	0	0.00			0				
C-A	426	106	0.00			426				

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-ACD	0	0	0.00	232	0.000	0	0.0	0.0	0.000	A
A-B	499	125	0.00			499				
A-C	438	110	0.00			438				
A-D	0	0	0.00	483	0.000	0	0.0	0.0	0.000	A
D-AB	277	69	0.00	514	0.540	277	1.1	1.2	15.230	C
D-BC	84	21	0.00	323	0.259	84	0.3	0.3	15.069	C
C-ABD	151	38	0.00	466	0.324	151	0.5	0.5	11.427	B
C-D	0	0	0.00			0				
C-A	426	106	0.00			426				

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-ACD	0	0	0.00	279	0.000	0	0.0	0.0	0.000	A
A-B	407	102	0.00			407				
A-C	358	89	0.00			358				
A-D	0	0	0.00	511	0.000	0	0.0	0.0	0.000	A
D-AB	227	57	0.00	541	0.419	228	1.2	0.7	11.576	B
D-BC	68	17	0.00	357	0.191	69	0.3	0.2	12.491	B
C-ABD	121	30	0.00	500	0.242	121	0.5	0.3	9.533	A
C-D	0	0	0.00			0				
C-A	350	88	0.00			350				

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-ACD	0	0	0.00	311	0.000	0	0.0	0.0	0.000	A
A-B	341	85	0.00			341				
A-C	300	75	0.00			300				
A-D	0	0	0.00	530	0.000	0	0.0	0.0	0.000	A
D-AB	190	47	0.00	560	0.339	191	0.7	0.5	9.764	A
D-BC	57	14	0.00	383	0.150	57	0.2	0.2	11.078	B
C-ABD	101	25	0.00	528	0.190	101	0.3	0.2	8.434	A
C-D	0	0	0.00			0				
C-A	294	73	0.00			294				

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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.50	0.50	1.00	1.40	1.45			N/A	N/A
D-BC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-ABD	0.23	0.00	0.00	0.23	0.23			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.71	0.20	0.93	1.39	1.44			N/A	N/A
D-BC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-ABD	0.32	0.00	0.00	0.32	0.32			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	1.13	0.03	0.27	1.13	1.84			N/A	N/A
D-BC	0.34	0.03	0.26	0.46	0.49			N/A	N/A
C-ABD	0.49	0.03	0.26	0.49	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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	1.15	0.03	0.28	1.15	3.86			N/A	N/A
D-BC	0.35	0.03	0.31	1.13	1.13			N/A	N/A
C-ABD	0.49	0.03	0.31	1.42	2.14			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.74	0.07	0.74	1.31	1.31			N/A	N/A
D-BC	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-ABD	0.33	0.00	0.00	0.33	0.33			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.52	0.04	0.43	1.32	1.44			N/A	N/A
D-BC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-ABD	0.24	0.00	0.00	0.24	0.24			N/A	N/A

2025 | Surveyed Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm D - 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	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
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		4.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.34	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 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	✓	597	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	564	100.000
D		ONE HOUR	✓	352	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	325	272	0
	B	0	0	0	0
	C	503	61	0	0
	D	239	0	113	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		A	B	C	D
	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-ACD	0.00	0.00	0.0	~1	A	0	0
A-B						298	447
A-C						250	374
A-D	0.00	0.00	0.0	~1	A	0	0
D-AB	0.56	17.31	1.2	4.5	C	219	329
D-BC	0.37	17.29	0.6	2.8	C	104	156
C-ABD	0.13	7.90	0.1	0.5	A	56	84
C-D						0	0
C-A						461	692

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-ACD	0	0	0.00	342	0.000	0	0.0	0.0	0.000	A
A-B	245	61	0.00			245				
A-C	205	51	0.00			205				
A-D	0	0	0.00	529	0.000	0	0.0	0.0	0.000	A
D-AB	180	45	0.00	531	0.339	178	0.0	0.5	10.126	B
D-BC	85	21	0.00	390	0.218	84	0.0	0.3	11.738	B
C-ABD	46	11	0.00	574	0.080	46	0.0	0.1	6.805	A
C-D	0	0	0.00			0				
C-A	379	95	0.00			379				

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-ACD	0	0	0.00	317	0.000	0	0.0	0.0	0.000	A
A-B	292	73	0.00			292				
A-C	245	61	0.00			245				
A-D	0	0	0.00	509	0.000	0	0.0	0.0	0.000	A
D-AB	215	54	0.00	506	0.424	214	0.5	0.7	12.273	B
D-BC	102	25	0.00	366	0.278	101	0.3	0.4	13.592	B
C-ABD	55	14	0.00	553	0.099	55	0.1	0.1	7.232	A
C-D	0	0	0.00			0				
C-A	452	113	0.00			452				

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-ACD	0	0	0.00	280	0.000	0	0.0	0.0	0.000	A
A-B	358	89	0.00			358				
A-C	299	75	0.00			299				
A-D	0	0	0.00	482	0.000	0	0.0	0.0	0.000	A
D-AB	263	66	0.00	471	0.559	261	0.7	1.2	16.984	C
D-BC	124	31	0.00	332	0.374	124	0.4	0.6	17.165	C
C-ABD	67	17	0.00	523	0.129	67	0.1	0.1	7.894	A
C-D	0	0	0.00			0				
C-A	554	138	0.00			554				

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-ACD	0	0	0.00	280	0.000	0	0.0	0.0	0.000	A
A-B	358	89	0.00			358				
A-C	299	75	0.00			299				
A-D	0	0	0.00	482	0.000	0	0.0	0.0	0.000	A
D-AB	263	66	0.00	471	0.559	263	1.2	1.2	17.307	C
D-BC	124	31	0.00	332	0.374	124	0.6	0.6	17.294	C
C-ABD	67	17	0.00	523	0.129	67	0.1	0.1	7.899	A
C-D	0	0	0.00			0				
C-A	554	138	0.00			554				

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-ACD	0	0	0.00	316	0.000	0	0.0	0.0	0.000	A
A-B	292	73	0.00			292				
A-C	245	61	0.00			245				
A-D	0	0	0.00	509	0.000	0	0.0	0.0	0.000	A
D-AB	215	54	0.00	506	0.425	217	1.2	0.8	12.536	B
D-BC	102	25	0.00	366	0.278	102	0.6	0.4	13.722	B
C-ABD	55	14	0.00	553	0.099	55	0.1	0.1	7.239	A
C-D	0	0	0.00			0				
C-A	452	113	0.00			452				

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-ACD	0	0	0.00	342	0.000	0	0.0	0.0	0.000	A
A-B	245	61	0.00			245				
A-C	205	51	0.00			205				
A-D	0	0	0.00	529	0.000	0	0.0	0.0	0.000	A
D-AB	180	45	0.00	531	0.339	181	0.8	0.5	10.312	B
D-BC	85	21	0.00	389	0.218	86	0.4	0.3	11.859	B
C-ABD	46	11	0.00	574	0.080	46	0.1	0.1	6.816	A
C-D	0	0	0.00			0				
C-A	379	95	0.00			379				

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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.50	0.50	1.00	1.40	1.45			N/A	N/A
D-BC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-ABD	0.09	0.00	0.00	0.09	0.09			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.72	0.18	0.92	1.39	1.44			N/A	N/A
D-BC	0.38	0.00	0.00	0.38	0.38			N/A	N/A
C-ABD	0.11	0.00	0.00	0.11	0.11			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	1.22	0.03	0.28	1.22	2.98			N/A	N/A
D-BC	0.58	0.03	0.26	0.58	0.58			N/A	N/A
C-ABD	0.15	0.03	0.26	0.46	0.49			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	1.24	0.03	0.28	1.24	4.49			N/A	N/A
D-BC	0.59	0.03	0.30	1.42	2.78			N/A	N/A
C-ABD	0.15	0.03	0.25	0.45	0.48			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.76	0.06	0.71	1.50	1.57			N/A	N/A
D-BC	0.39	0.03	0.29	0.71	1.10			N/A	N/A
C-ABD	0.11	0.00	0.00	0.11	0.11			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.52	0.04	0.41	1.35	1.49			N/A	N/A
D-BC	0.28	0.03	0.25	0.45	0.48			N/A	N/A
C-ABD	0.09	0.00	0.00	0.09	0.09			N/A	N/A

2030 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm D - 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	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
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		4.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.22	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	2030	Base	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	✓	900	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	556	100.000
D		ONE HOUR	✓	347	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	479	421	0
	B	0	0	0	0
	C	415	141	0	0
	D	267	0	80	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		A	B	C	D
	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-ACD	0.00	0.00	0.0	~1	A	0	0
A-B						440	659
A-C						386	579
A-D	0.00	0.00	0.0	~1	A	0	0
D-AB	0.58	17.08	1.4	4.6	C	245	368
D-BC	0.28	16.14	0.4	1.5	C	73	110
C-ABD	0.35	12.17	0.6	2.6	B	133	199
C-D						0	0
C-A						378	566

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-ACD	0	0	0.00	302	0.000	0	0.0	0.0	0.000	A
A-B	361	90	0.00			361				
A-C	317	79	0.00			317				
A-D	0	0	0.00	525	0.000	0	0.0	0.0	0.000	A
D-AB	201	50	0.00	555	0.362	199	0.0	0.6	10.053	B
D-BC	60	15	0.00	375	0.161	59	0.0	0.2	11.367	B
C-ABD	107	27	0.00	519	0.205	106	0.0	0.3	8.680	A
C-D	0	0	0.00			0				
C-A	312	78	0.00			312				

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-ACD	0	0	0.00	267	0.000	0	0.0	0.0	0.000	A
A-B	431	108	0.00			431				
A-C	378	95	0.00			378				
A-D	0	0	0.00	504	0.000	0	0.0	0.0	0.000	A
D-AB	240	60	0.00	534	0.449	239	0.6	0.8	12.159	B
D-BC	72	18	0.00	348	0.207	72	0.2	0.3	13.000	B
C-ABD	129	32	0.00	490	0.262	128	0.3	0.4	9.926	A
C-D	0	0	0.00			0				
C-A	371	93	0.00			371				

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-ACD	0	0	0.00	217	0.000	0	0.0	0.0	0.000	A
A-B	527	132	0.00			527				
A-C	464	116	0.00			464				
A-D	0	0	0.00	475	0.000	0	0.0	0.0	0.000	A
D-AB	294	73	0.00	505	0.583	292	0.8	1.3	16.744	C
D-BC	88	22	0.00	311	0.283	88	0.3	0.4	16.056	C
C-ABD	162	41	0.00	458	0.354	162	0.4	0.6	12.103	B
C-D	0	0	0.00			0				
C-A	450	112	0.00			450				

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-ACD	0	0	0.00	217	0.000	0	0.0	0.0	0.000	A
A-B	527	132	0.00			527				
A-C	464	116	0.00			464				
A-D	0	0	0.00	474	0.000	0	0.0	0.0	0.000	A
D-AB	294	73	0.00	504	0.583	294	1.3	1.4	17.081	C
D-BC	88	22	0.00	311	0.283	88	0.4	0.4	16.140	C
C-ABD	162	41	0.00	458	0.354	162	0.6	0.6	12.168	B
C-D	0	0	0.00			0				
C-A	450	112	0.00			450				

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-ACD	0	0	0.00	267	0.000	0	0.0	0.0	0.000	A
A-B	431	108	0.00			431				
A-C	378	95	0.00			378				
A-D	0	0	0.00	503	0.000	0	0.0	0.0	0.000	A
D-AB	240	60	0.00	534	0.450	242	1.4	0.8	12.437	B
D-BC	72	18	0.00	348	0.207	72	0.4	0.3	13.089	B
C-ABD	129	32	0.00	490	0.262	129	0.6	0.4	9.991	A
C-D	0	0	0.00			0				
C-A	371	93	0.00			371				

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-ACD	0	0	0.00	301	0.000	0	0.0	0.0	0.000	A
A-B	361	90	0.00			361				
A-C	317	79	0.00			317				
A-D	0	0	0.00	524	0.000	0	0.0	0.0	0.000	A
D-AB	201	50	0.00	554	0.363	202	0.8	0.6	10.248	B
D-BC	60	15	0.00	375	0.161	61	0.3	0.2	11.461	B
C-ABD	107	27	0.00	519	0.205	107	0.4	0.3	8.739	A
C-D	0	0	0.00			0				
C-A	312	78	0.00			312				

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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.56	0.55	1.00	1.40	1.45			N/A	N/A
D-BC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-ABD	0.26	0.00	0.00	0.26	0.26			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.80	0.17	0.93	1.41	1.47			N/A	N/A
D-BC	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C-ABD	0.35	0.00	0.00	0.35	0.35			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	1.34	0.03	0.28	1.34	3.90			N/A	N/A
D-BC	0.39	0.03	0.26	0.47	0.49			N/A	N/A
C-ABD	0.56	0.03	0.26	0.56	0.56			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	1.37	0.03	0.28	1.37	4.56			N/A	N/A
D-BC	0.39	0.03	0.31	1.28	1.52			N/A	N/A
C-ABD	0.57	0.03	0.31	1.48	2.65			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.84	0.06	0.74	1.41	1.84			N/A	N/A
D-BC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-ABD	0.37	0.00	0.00	0.37	0.37			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.58	0.04	0.43	1.43	1.43			N/A	N/A
D-BC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-ABD	0.26	0.00	0.00	0.26	0.26			N/A	N/A

2030 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm D - 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	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
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		4.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.86	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	2030	Base	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	✓	632	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	596	100.000
D		ONE HOUR	✓	372	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	344	288	0
	B	0	0	0	0
	C	532	64	0	0
	D	253	0	119	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		A	B	C	D
	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-ACD	0.00	0.00	0.0	~1	A	0	0
A-B						316	473
A-C						264	396
A-D	0.00	0.00	0.0	~1	A	0	0
D-AB	0.61	19.83	1.5	5.6	C	232	348
D-BC	0.41	18.82	0.7	3.2	C	109	164
C-ABD	0.14	8.13	0.2	0.5	A	59	88
C-D						0	0
C-A						488	732

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-ACD	0	0	0.00	335	0.000	0	0.0	0.0	0.000	A
A-B	259	65	0.00			259				
A-C	217	54	0.00			217				
A-D	0	0	0.00	523	0.000	0	0.0	0.0	0.000	A
D-AB	190	48	0.00	524	0.363	188	0.0	0.6	10.643	B
D-BC	90	22	0.00	383	0.234	88	0.0	0.3	12.192	B
C-ABD	48	12	0.00	568	0.085	48	0.0	0.1	6.921	A
C-D	0	0	0.00			0				
C-A	400	100	0.00			400				

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-ACD	0	0	0.00	307	0.000	0	0.0	0.0	0.000	A
A-B	309	77	0.00			309				
A-C	259	65	0.00			259				
A-D	0	0	0.00	502	0.000	0	0.0	0.0	0.000	A
D-AB	227	57	0.00	498	0.457	226	0.6	0.8	13.219	B
D-BC	107	27	0.00	357	0.300	107	0.3	0.4	14.335	B
C-ABD	58	14	0.00	545	0.106	57	0.1	0.1	7.385	A
C-D	0	0	0.00			0				
C-A	478	120	0.00			478				

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-ACD	0	0	0.00	268	0.000	0	0.0	0.0	0.000	A
A-B	379	95	0.00			379				
A-C	317	79	0.00			317				
A-D	0	0	0.00	473	0.000	0	0.0	0.0	0.000	A
D-AB	279	70	0.00	460	0.606	276	0.8	1.5	19.296	C
D-BC	131	33	0.00	322	0.407	130	0.4	0.7	18.641	C
C-ABD	71	18	0.00	514	0.138	71	0.1	0.2	8.120	A
C-D	0	0	0.00			0				
C-A	586	146	0.00			586				

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-ACD	0	0	0.00	268	0.000	0	0.0	0.0	0.000	A
A-B	379	95	0.00			379				
A-C	317	79	0.00			317				
A-D	0	0	0.00	473	0.000	0	0.0	0.0	0.000	A
D-AB	279	70	0.00	460	0.606	278	1.5	1.5	19.826	C
D-BC	131	33	0.00	322	0.407	131	0.7	0.7	18.823	C
C-ABD	71	18	0.00	514	0.138	71	0.2	0.2	8.125	A
C-D	0	0	0.00			0				
C-A	586	146	0.00			586				

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-ACD	0	0	0.00	307	0.000	0	0.0	0.0	0.000	A
A-B	309	77	0.00			309				
A-C	259	65	0.00			259				
A-D	0	0	0.00	502	0.000	0	0.0	0.0	0.000	A
D-AB	227	57	0.00	497	0.458	230	1.5	0.9	13.601	B
D-BC	107	27	0.00	357	0.300	108	0.7	0.4	14.504	B
C-ABD	58	14	0.00	545	0.106	58	0.2	0.1	7.393	A
C-D	0	0	0.00			0				
C-A	478	120	0.00			478				

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-ACD	0	0	0.00	334	0.000	0	0.0	0.0	0.000	A
A-B	259	65	0.00			259				
A-C	217	54	0.00			217				
A-D	0	0	0.00	523	0.000	0	0.0	0.0	0.000	A
D-AB	190	48	0.00	524	0.364	192	0.9	0.6	10.879	B
D-BC	90	22	0.00	382	0.234	90	0.4	0.3	12.337	B
C-ABD	48	12	0.00	568	0.085	48	0.1	0.1	6.934	A
C-D	0	0	0.00			0				
C-A	400	100	0.00			400				

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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.56	0.55	1.00	1.40	1.45			N/A	N/A
D-BC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-ABD	0.09	0.00	0.00	0.09	0.09			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.82	0.16	0.92	1.42	1.48			N/A	N/A
D-BC	0.42	0.00	0.00	0.42	0.42			N/A	N/A
C-ABD	0.12	0.00	0.00	0.12	0.12			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	1.46	0.03	0.29	1.46	5.55			N/A	N/A
D-BC	0.66	0.03	0.26	0.66	0.66			N/A	N/A
C-ABD	0.16	0.03	0.26	0.46	0.49			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	1.50	0.03	0.28	1.50	5.59			N/A	N/A
D-BC	0.67	0.03	0.30	1.44	3.20			N/A	N/A
C-ABD	0.16	0.03	0.25	0.45	0.48			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.87	0.06	0.68	1.61	2.06			N/A	N/A
D-BC	0.44	0.04	0.36	1.16	1.33			N/A	N/A
C-ABD	0.12	0.00	0.00	0.12	0.12			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.58	0.04	0.41	1.49	1.66			N/A	N/A
D-BC	0.31	0.03	0.27	0.48	0.80			N/A	N/A
C-ABD	0.09	0.00	0.00	0.09	0.09			N/A	N/A

2030 | With Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm D - 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	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
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		4.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.62	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	2030	With Development	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	✓	983	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	579	100.000
D		ONE HOUR	✓	366	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	517	466	0
	B	0	0	0	0
	C	438	141	0	0
	D	286	0	80	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		A	B	C	D
	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-ACD	0.00	0.00	0.0	~1	A	0	0
A-B						474	712
A-C						428	641
A-D	0.00	0.00	0.0	~1	A	0	0
D-AB	0.63	19.69	1.7	6.8	C	262	394
D-BC	0.30	17.11	0.4	1.7	C	73	110
C-ABD	0.37	13.07	0.6	2.9	B	133	200
C-D						0	0
C-A						398	597

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-ACD	0	0	0.00	290	0.000	0	0.0	0.0	0.000	A
A-B	389	97	0.00			389				
A-C	351	88	0.00			351				
A-D	0	0	0.00	521	0.000	0	0.0	0.0	0.000	A
D-AB	215	54	0.00	550	0.391	213	0.0	0.6	10.592	B
D-BC	60	15	0.00	367	0.164	59	0.0	0.2	11.692	B
C-ABD	107	27	0.00	504	0.212	106	0.0	0.3	9.012	A
C-D	0	0	0.00			0				
C-A	329	82	0.00			329				

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-ACD	0	0	0.00	252	0.000	0	0.0	0.0	0.000	A
A-B	465	116	0.00			465				
A-C	419	105	0.00			419				
A-D	0	0	0.00	499	0.000	0	0.0	0.0	0.000	A
D-AB	257	64	0.00	529	0.486	256	0.6	0.9	13.149	B
D-BC	72	18	0.00	338	0.213	72	0.2	0.3	13.500	B
C-ABD	129	32	0.00	473	0.273	128	0.3	0.4	10.438	B
C-D	0	0	0.00			0				
C-A	392	98	0.00			392				

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-ACD	0	0	0.00	197	0.000	0	0.0	0.0	0.000	A
A-B	569	142	0.00			569				
A-C	513	128	0.00			513				
A-D	0	0	0.00	469	0.000	0	0.0	0.0	0.000	A
D-AB	315	79	0.00	497	0.633	312	0.9	1.6	19.129	C
D-BC	88	22	0.00	299	0.295	88	0.3	0.4	16.998	C
C-ABD	165	41	0.00	440	0.374	164	0.4	0.6	12.978	B
C-D	0	0	0.00			0				
C-A	473	118	0.00			473				

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-ACD	0	0	0.00	197	0.000	0	0.0	0.0	0.000	A
A-B	569	142	0.00			569				
A-C	513	128	0.00			513				
A-D	0	0	0.00	468	0.000	0	0.0	0.0	0.000	A
D-AB	315	79	0.00	497	0.634	315	1.6	1.7	19.694	C
D-BC	88	22	0.00	298	0.295	88	0.4	0.4	17.106	C
C-ABD	165	41	0.00	440	0.374	165	0.6	0.6	13.067	B
C-D	0	0	0.00			0				
C-A	473	118	0.00			473				

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-ACD	0	0	0.00	251	0.000	0	0.0	0.0	0.000	A
A-B	465	116	0.00			465				
A-C	419	105	0.00			419				
A-D	0	0	0.00	498	0.000	0	0.0	0.0	0.000	A
D-AB	257	64	0.00	528	0.487	260	1.7	1.0	13.560	B
D-BC	72	18	0.00	338	0.213	72	0.4	0.3	13.602	B
C-ABD	129	32	0.00	473	0.273	130	0.6	0.4	10.524	B
C-D	0	0	0.00			0				
C-A	392	98	0.00			392				

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-ACD	0	0	0.00	289	0.000	0	0.0	0.0	0.000	A
A-B	389	97	0.00			389				
A-C	351	88	0.00			351				
A-D	0	0	0.00	520	0.000	0	0.0	0.0	0.000	A
D-AB	215	54	0.00	550	0.392	217	1.0	0.7	10.847	B
D-BC	60	15	0.00	366	0.164	61	0.3	0.2	11.786	B
C-ABD	107	27	0.00	504	0.212	107	0.4	0.3	9.081	A
C-D	0	0	0.00			0				
C-A	329	82	0.00			329				

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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.63	0.55	1.00	1.40	1.45			N/A	N/A
D-BC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-ABD	0.27	0.00	0.00	0.27	0.27			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.92	0.14	0.95	1.12	1.59			N/A	N/A
D-BC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-ABD	0.37	0.00	0.00	0.37	0.37			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	1.64	0.03	0.29	1.64	6.81			N/A	N/A
D-BC	0.41	0.03	0.26	0.47	0.49			N/A	N/A
C-ABD	0.62	0.03	0.26	0.62	0.62			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	1.68	0.03	0.28	1.68	5.92			N/A	N/A
D-BC	0.41	0.03	0.31	1.32	1.67			N/A	N/A
C-ABD	0.62	0.03	0.30	1.06	2.94			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.97	0.06	0.69	1.90	2.72			N/A	N/A
D-BC	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C-ABD	0.39	0.00	0.00	0.39	0.39			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.66	0.04	0.41	1.34	1.96			N/A	N/A
D-BC	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-ABD	0.27	0.03	0.25	0.45	0.48			N/A	N/A

2030 | With Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm D - 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	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
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		6.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.49	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	2030	With Development	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	✓	672	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	642	100.000
D		ONE HOUR	✓	410	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	362	310	0
	B	0	0	0	0
	C	578	64	0	0
	D	291	0	119	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		A	B	C	D
	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-ACD	0.00	0.00	0.0	~1	A	0	0
A-B						332	498
A-C						284	427
A-D	0.00	0.00	0.0	~1	A	0	0
D-AB	0.72	28.27	2.4	12.3	D	267	401
D-BC	0.43	20.38	0.7	3.5	C	109	164
C-ABD	0.14	8.33	0.2	0.5	A	59	88
C-D						0	0
C-A						530	795

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-ACD	0	0	0.00	324	0.000	0	0.0	0.0	0.000	A
A-B	273	68	0.00			273				
A-C	233	58	0.00			233				
A-D	0	0	0.00	515	0.000	0	0.0	0.0	0.000	A
D-AB	219	55	0.00	516	0.425	216	0.0	0.7	11.911	B
D-BC	90	22	0.00	373	0.241	88	0.0	0.3	12.617	B
C-ABD	48	12	0.00	560	0.086	48	0.0	0.1	7.023	A
C-D	0	0	0.00			0				
C-A	435	109	0.00			435				

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-ACD	0	0	0.00	294	0.000	0	0.0	0.0	0.000	A
A-B	325	81	0.00			325				
A-C	279	70	0.00			279				
A-D	0	0	0.00	493	0.000	0	0.0	0.0	0.000	A
D-AB	262	65	0.00	487	0.537	260	0.7	1.1	15.738	C
D-BC	107	27	0.00	345	0.310	106	0.3	0.4	15.047	C
C-ABD	58	14	0.00	536	0.108	57	0.1	0.1	7.523	A
C-D	0	0	0.00			0				
C-A	520	130	0.00			520				

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-ACD	0	0	0.00	251	0.000	0	0.0	0.0	0.000	A
A-B	399	100	0.00			399				
A-C	341	85	0.00			341				
A-D	0	0	0.00	461	0.000	0	0.0	0.0	0.000	A
D-AB	320	80	0.00	447	0.717	316	1.1	2.3	26.546	D
D-BC	131	33	0.00	307	0.426	130	0.4	0.7	20.144	C
C-ABD	71	18	0.00	503	0.141	71	0.1	0.2	8.320	A
C-D	0	0	0.00			0				
C-A	636	159	0.00			636				

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-ACD	0	0	0.00	250	0.000	0	0.0	0.0	0.000	A
A-B	399	100	0.00			399				
A-C	341	85	0.00			341				
A-D	0	0	0.00	461	0.000	0	0.0	0.0	0.000	A
D-AB	320	80	0.00	446	0.718	320	2.3	2.4	28.272	D
D-BC	131	33	0.00	307	0.426	131	0.7	0.7	20.383	C
C-ABD	71	18	0.00	503	0.141	71	0.2	0.2	8.329	A
C-D	0	0	0.00			0				
C-A	636	159	0.00			636				

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-ACD	0	0	0.00	294	0.000	0	0.0	0.0	0.000	A
A-B	325	81	0.00			325				
A-C	279	70	0.00			279				
A-D	0	0	0.00	493	0.000	0	0.0	0.0	0.000	A
D-AB	262	65	0.00	486	0.538	266	2.4	1.2	16.701	C
D-BC	107	27	0.00	345	0.310	108	0.7	0.5	15.256	C
C-ABD	58	14	0.00	536	0.108	58	0.2	0.1	7.534	A
C-D	0	0	0.00			0				
C-A	520	130	0.00			520				

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-ACD	0	0	0.00	324	0.000	0	0.0	0.0	0.000	A
A-B	273	68	0.00			273				
A-C	233	58	0.00			233				
A-D	0	0	0.00	515	0.000	0	0.0	0.0	0.000	A
D-AB	219	55	0.00	515	0.425	221	1.2	0.8	12.315	B
D-BC	90	22	0.00	372	0.241	90	0.5	0.3	12.781	B
C-ABD	48	12	0.00	560	0.086	48	0.1	0.1	7.034	A
C-D	0	0	0.00			0				
C-A	435	109	0.00			435				

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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.72	0.55	1.00	1.40	1.45			N/A	N/A
D-BC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-ABD	0.09	0.00	0.00	0.09	0.09			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	1.12	0.11	1.02	1.82	2.31			N/A	N/A
D-BC	0.44	0.00	0.00	0.44	0.44			N/A	N/A
C-ABD	0.12	0.00	0.00	0.12	0.12			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	2.31	0.03	0.33	4.66	12.25			N/A	N/A
D-BC	0.72	0.03	0.26	0.72	0.72			N/A	N/A
C-ABD	0.16	0.03	0.26	0.46	0.49			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	2.42	0.03	0.30	2.49	11.04			N/A	N/A
D-BC	0.73	0.03	0.30	1.47	3.48			N/A	N/A
C-ABD	0.16	0.03	0.25	0.45	0.48			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	1.21	0.05	0.47	2.91	4.52			N/A	N/A
D-BC	0.46	0.04	0.39	1.23	1.36			N/A	N/A
C-ABD	0.12	0.00	0.00	0.12	0.12			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-ACD	0.00	0.00	0.00	0.00	0.00			N/A	N/A
A-D	0.00	0.00	0.00	0.00	0.00			N/A	N/A
D-AB	0.76	0.04	0.36	1.79	3.17			N/A	N/A
D-BC	0.32	0.03	0.28	0.68	1.09			N/A	N/A
C-ABD	0.10	0.00	0.00	0.10	0.10			N/A	N/A

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