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Traffic Impact Assessment

Strategic Housing Development

Clonattin, Gorey, Co. Wexford

Client: AXIS Construction

Job No. A091

November 2020

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TRAFFIC IMPACT ASSESSMENT

STRATEGIC HOUSING DEVELOPMENT, CLONATTIN, GOREY, CO. WEXFORD

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1.0 INTRODUCTION

1.1 Scope

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by AXIS Construction to prepare a Traffic Impact Assessment for a proposed 363-unit Strategic Housing Development at Clonattin, Gorey, Co. Wexford.

In preparing this report, CS Consulting has made reference to the following:

- Wexford County Development Plan 2013–2019
- Gorey Local Area Plan 2017–2023
- TII Traffic and Transport Assessment Guidelines 2014
- TII Project Appraisal Guidelines 2011
- National Cycle Manual 2011
- Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities) 2018
- Design Manual for Urban Roads and Streets 2019
- Trip Rate Information Computer System (TRICS) database
- CSO 2016 Census data

1.2 Objective

The objective of this report is to examine the traffic implications associated with the proposed development, in terms of integration with existing traffic in the area. The report determines the impact of the proposed development on the existing road network, in particular through the operational assessment of 4no. key existing and proposed junctions on Clonattin Road and on the R742 regional road.

The report also examines the proposed development's vehicular access arrangements, car parking provision, site layout, servicing arrangements, public transport accessibility, and facilities for pedestrians and cyclists.

1.3 Study Methodology

CS Consulting met with representatives of Wexford Co. Co. on Friday 23rd to discuss the proposed scheme.

The assessment methodology adopted for this report is summarised as follows:

- Traffic flow data – A 12-hour classified vehicular traffic count survey was undertaken on Tuesday the 19th of November 2019 by Traffinomics Limited, on behalf of CS Consulting. This survey was conducted between 07:00 and 19:00 at 5no. key junctions on the surrounding road network.
- Trip generation – A development trip generation assessment has been carried out using survey-derived trip rates and TRICS data, to determine the potential vehicular trips to and from the proposed development site during peak hours.
- Trip distribution – Based upon existing traffic characteristics and the surrounding road network, an appropriate distribution has been assigned to site development vehicular trips across the road network, as described in sub-section 4.2.
- Existing junction assessment – A spreadsheet model was created which contains the base year do-nothing traffic count data described above. The traffic count data were used to develop TRANSYT and PICADY models of 3no. key junctions on Clonattin Road and Courtown Road.
- Future junction operation assessments – Future year traffic forecasts were derived from TII growth factors and development trip generation figures. These traffic flows were applied to the TRANSYT and PICADY

junction models. The performance of the modelled junctions was assessed for the baseline year (2020), the proposed year of opening (2023), 5 years after opening (2028), and 15 years after opening (2038; the Design Year Assessment).

- Parking – Car and bicycle parking provisions within the proposed development have been assessed with reference to the parking standards set out in the Local Authority development plan as well as to the *National Cycle Manual* and the 2018 *Design Standards for New Apartments*.

1.4 Structure of Report

As outlined above, this report seeks to establish the traffic impact generated by the proposed development on the surrounding road network and subsequently ascertain the future operational performance of the elements of this network with the potential to be affected.

The structure of this report corresponds to the various stages outlined above, and the key tasks summarised below:

- Section 2 describes the proposed development location, the existing land use, and the development proposals.
- Section 3 provides an overview of the existing traffic conditions and the local road network and identifies any existing or predicted issues related to traffic flow or road infrastructure of particular relevance to this transport appraisal.
- Sections 4 and 5 detail the analysis as described in the study methodology above. The analysis examines trip generation, trip distribution, and resulting junction operational performance with the development in place.

- Section 6 assesses the proposed car and bicycle parking provision for the development, with reference to Local Authority standards, the *National Cycle Manual*, and the *Design Standards for New Apartments (Guidelines for Planning Authorities)*.
- Section 7 examines the development's internal layout, access and servicing arrangements, and pedestrian and cyclist facilities, as well as summarising the availability of public transport in the vicinity of the development.
- Section 8 refers to the response provided to the An Bord Pleanála opinion.
- Section 9 presents the conclusions of the report.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

2.1 Site Location

The site of the proposed development lies between Clonattin Road and Courtown Road (R742) in the townlands of Clonattin Upper and Goreybridge, Gorey, Co. Wexford. The application site has a total area of 15.5ha and is located within the administrative jurisdiction of Wexford County Council.

Figure 1 – Location of proposed development site
(*map data & imagery: EPA, OSM Contributors, Google*)

The location of the proposed development site is shown in Figure 1; the indicative extents of the development site, as well as relevant elements of the surrounding street network and transport infrastructure, are shown in more detail in Figure 2.

Figure 2 – Site extents and surrounding transport infrastructure
(*map data & imagery: NTA, OSM Contributors, Google*)

The main body of the development site is bounded to the north generally by the existing Clonattin Village access road, to the north-west by the existing Hillcrest residential development, and on all other sides by undeveloped agricultural lands. The application boundary also includes the alignment corridor of a new link road that shall connect Courtown Road (R742) to Clonattin Village and Clonattin Road. The provision of such a link is given as a roads objective in the *Gorey Local Area Plan 2017–2023*.

The internal road network of the proposed development shall tie in to the existing Clonattin Village access road at 6no. locations along the site's northern boundary. Access to the wider road network from these points shall be via the existing Clonattin Village access junction on Clonattin Road. To the south, the proposed new link road traversing the development site shall tie in to the existing junction on Courtown Road that gives access to

the existing Movies@Gorey cinema site. This junction shall be upgraded to provide improved sightlines, as described in sub-section 7.4.

2.2 Existing Land Use

The subject site is predominantly greenfield and currently generates no vehicular traffic. A derelict dwelling and associated shed are located within the western part of the site, and an existing pond is located inside the site's southern boundary.

2.3 Description of Proposed Development

The proposed strategic housing development at this site in Clonattin, Gorey will include the demolition of the existing buildings and will provide 363no. residential units, a crèche, public open space, a new access road connecting to Courtown Road. All associated site development works and services provisions including parking, bin storage, substations, landscaping and all services required to facilitate the proposed development. A full description is provided in the statutory notices and in Chapter 3 of the EIAR.

3.0 RECEIVING ENVIRONMENT

3.1 Existing Traffic Flows

Full turning movement classified traffic counts were carried out by Traffinomics Limited, on behalf of CS Consulting, over a 12-hour period (07:00–19:00) on Tuesday the 19th of November 2019. Count information was obtained at the following 5no. sites (see Figure 3):

J1. Arklow Road [R772] / Coach Road
(3-arm priority-controlled junction)

J2. Coach Rd / Clonattin Rd / Courtown Rd [R742] / Esmonde St [R742]
(3-arm roundabout plus 3-arm priority-controlled junction)

J3. Courtown Road [R742] / Mill Road [L5082]
(3-arm priority-controlled junction)

J4. Clonattin Road / Clonattin Village
(3-arm priority-controlled junction)

J5. Clonattin Road / Clonattin Estate
(3-arm priority-controlled junction)

The peak hour traffic flows across all survey sites were found to occur between 08:15 and 09:15 (AM peak hour) and between 16:00 and 17:00 (PM peak hour).

Raw data from the traffic survey are provided in Appendix A. The 2019 traffic movements at each of the surveyed junctions during the peak hours have been isolated from the count data and have been scaled up to baseline levels for the year 2020 using standard TII growth factors. These total survey year and baseline year peak hour flows at the survey junctions are included in the traffic flow matrices given in Appendix C and are also given in Table 1.

Figure 3 – Locations of traffic survey sites
(*map data & imagery: OSM Contributors, Google*)

Table 1 – Total Peak Traffic at Surveyed Junctions

Time Period	Total Surveyed Junction Traffic Movements (in Passenger Car Units)				
	J1	J2	J3	J4	J5
2019 – Survey Year					
AM Peak (08:15-09:15)	1507	1380	779	489	299
PM Peak (16:00-17:00)	1433	1732	1055	536	347
2020 – Baseline Year					
AM Peak (08:15-09:15)	1530	1401	791	496	303
PM Peak (16:00-17:00)	1454	1758	1071	544	352

3.2 Existing Road Network Characteristics

3.2.1 Clonattin Village access road

- Single carriageway road with a pavement width of between 5.5m and 7.5m.
- Local access road with an east-west alignment generally, connecting to Clonattin Road in the west and giving access to the existing Clonattin Village residential development.
- Subject to a 30km/h speed limit.
- Raised footpaths are present along both sides of the road in the vicinity of its junction with Clonattin Road, extending the full length of the road on its northern side. No cycle tracks or bus lanes are present.
- On-street parking is generally not permitted on the Clonattin Village access road.

Figure 4 – Clonattin Village access road
(*view to south-east from Clonattin Road*)

Figure 5 – Clonattin Village access road
(*view to north-west into junction with Clonattin Road*)

3.2.2 Clonattin Road

- Single carriageway road with a pavement width of approx. 7m generally in the vicinity of its junction with the Clonattin Village access road.
- Local road with a NE-SW alignment, connecting to the R742 (Esmonde Street) in the south-west, leading to Gorey town centre.
- Subject to a 50km/h speed limit in the vicinity of its junction with the Clonattin Village access road and as far as its junction with the R742.
- Raised footpaths are present along both sides of Clonattin Road between its junction with the R742 and a point approx. 230m beyond its junction with the Clonattin Village access road, extending for a further 390m on the southern side only. No cycle tracks or bus lanes are present.
- On-street parking is generally not prohibited on Clonattin Road.

Figure 6 – Clonattin Road
(*view to north-east from junction with Clonattin Village access road*)

Figure 7 – Clonattin Road
(*view to south-west from junction with Clonattin Village access road*)

3.2.3 Courtown Road (R742)

- Single carriageway road with a pavement width of approx. 9m in the vicinity of the proposed new link road junction (the existing access junction of the Movies@Gorey cinema site).
- Regional road with a NW-SE alignment generally, leading into Gorey town centre in the north-west and continuing to Courtown in the south-east. Provides a connection to Junction 23 of the M11 motorway via the Courtown Road Roundabout, approx. 800m south-east of the proposed new link road junction.
- Subject to an 80km/h speed limit in the vicinity of the proposed new link road junction.
- A raised footpath is present along the full length of Courtown Road between Esmonde Street and the Courtown Road Roundabout. No cycle tracks or bus lanes are present.

Figure 8 – Courtown Road
(*view to west from existing cinema site access*)

3.3 Proposed Local Infrastructure Improvements

The *Gorey Local Area Plan 2017–2023* indicates several road development objectives in and around Gorey. These include two new link road proposals with alignments running through the subject development site, which would connect Clonattin Road to Courtown Road (R742), allowing the junctions of Courtown Road with Esmonde Street and Mill Road to be bypassed.

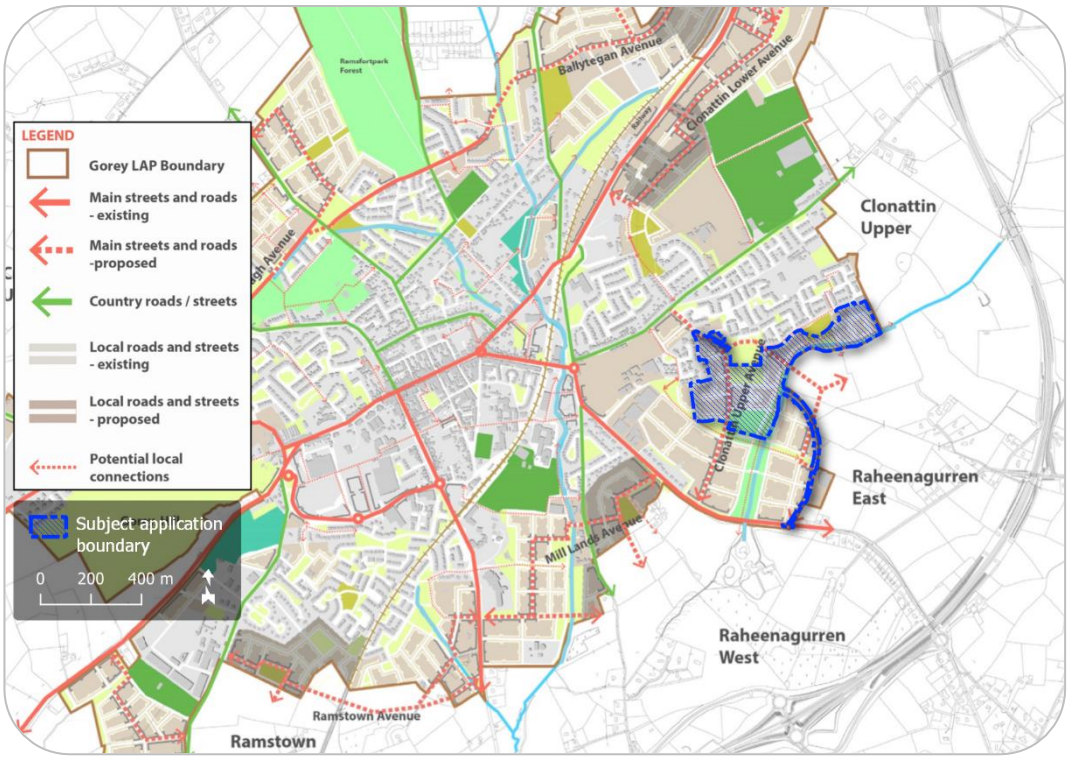

Figure 9 – Extract of Gorey LAP route concept map
(background image source: Wexford County Council)

As previously described in sub-section 2.1, the subject application boundary includes the alignment corridor of a new link road that it is proposed to provide as part of the development. This follows approximately one of the routes between Clonattin Road and Courtown Road that is identified in the *Gorey Local Area Plan 2017–2023*. The internal road layout of the subject development has been designed such that it could also facilitate the future provision of a second link road along the other route

indicated in the *Gorey Local Area Plan 2017–2023*, which would meet Courtown Road at a point further to the west.

No relevant transport-related infrastructural objectives in the vicinity of the development site are given in the *Wexford County Development Plan 2013–2019*.

3.4 Nearby Committed Developments

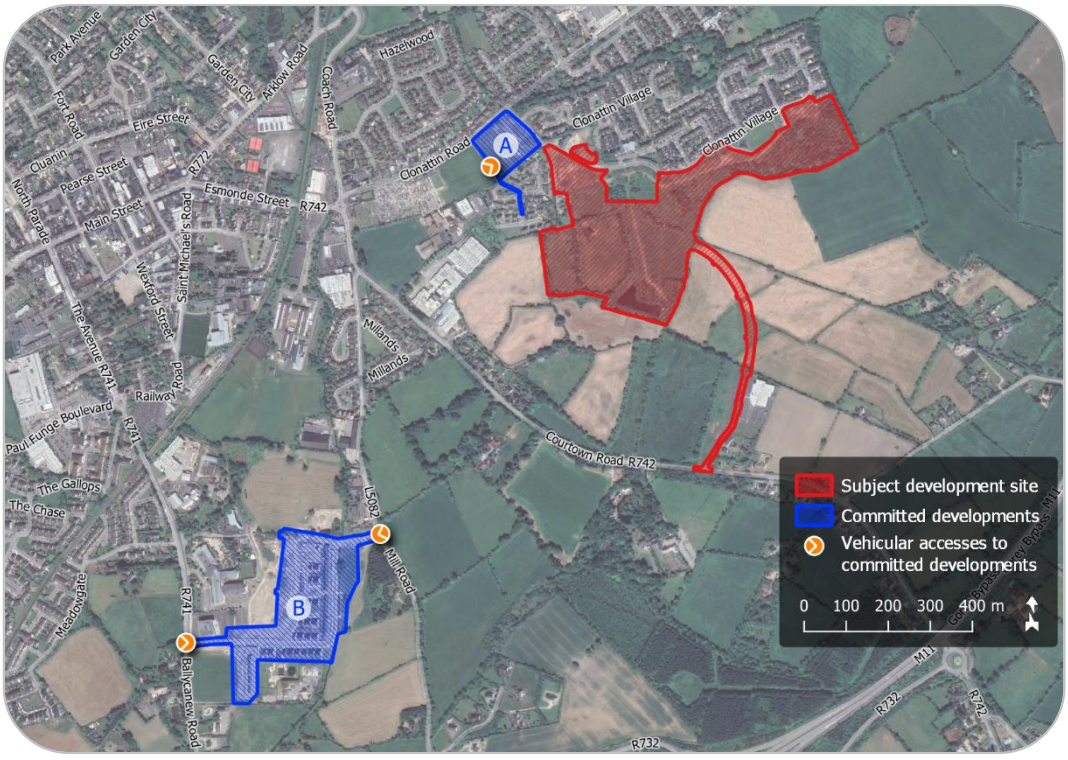

Figure 10 – Relevant nearby committed developments
(map data & imagery: Wexford County Council, OSM Contributors, Google)

Active planning permissions have been identified at 2no. sites that are considered sufficiently close to the subject development site to have a potential influence on the traffic flows at the junctions subject to detailed assessment in this report, if developed as permitted:

(A) Reg. Ref. 20160823

Residential development of 32no. houses with vehicular access to/from Clonattin Road via Hillcrest Drive.

(B) Reg. Refs. 20170786 & 20180742
Residential development of 82no. units (76no. houses and 6no. apartments) and associated 6-classroom crèche, with vehicular access to/from Ballycanew Road (R741) and Mill Road (L5082) via a new link road between these. Currently under construction.

For the purposes of this Traffic Impact Assessment, it has been assumed that these two committed developments shall be completed and occupied by the year 2023. The projected traffic to be generated by these developments has been included in all future year junction assessments, as described in sub-section 4.5 of this report.

3.5 Potential Future School Development

Figure 11 – Site of potential future primary school development
(map data & imagery: OSM Contributors, Google)

A site adjoining the subject site at its northern boundary (shown in Figure 11) has been identified as the potential location for a future primary school comprising approximately 16no. classrooms. The projected future traffic that may be generated by this potential school development is described in sub-section 4.6 of this report; these traffic flows have been included in a supplementary design year sensitivity assessment, which is detailed in sub-section 5.7.

4.0 TRAFFIC GENERATION & TRIP DISTRIBUTION

4.1 Subject Development Trip Generation

The proposed development comprises a total of 363no. residential units, in a mix of terraced houses, semi-detached houses, detached houses, maisonette (duplex) units, and apartment units. The development also includes a crèche facility with 83no. childcare spaces.

4.1.1 Residential Trips

The predicted residential vehicular trip generation for the proposed development has been calculated with reference to the existing Clonattin Village residential development, the access to which is located on Clonattin Road and shall be shared by the subject development. This access junction was one of the 5no. junctions surveyed (see sub-section 3.1). The recorded arrivals and departures to/from Clonattin Village, for both the AM and PM peak hour periods, are given in Table 2.

Table 2 – Surveyed Arrivals and Departures at Clonattin Village

Peak Hour	Arrivals	Departures
AM Peak (08:15-09:15)	77	162
PM Peak (16:00-17:00)	124	95

The existing Clonattin Village residential development consists of approximately 380no. residential units, comprising a mix of semi-detached and terraced houses, as well as apartments. This mix of dwelling types is similar to that of the subject proposed development. Location-specific residential trip rates were derived through the division of the surveyed arrival and departure trip numbers by the

number of existing residential units. These derived trip rates are given in Table 3.

Table 3 – Survey-Derived Residential Trip Rates

Peak Hour	Arrivals per residential unit	Departures per residential unit
AM Peak	0.203	0.426
PM Peak	0.326	0.249

The predicted peak hour residential trip generation of the proposed development has been obtained by applying the total number of residential units within the development (363no.) to the trip rates given in Table 3. These final residential trip generation figures are given in Table 4.

Table 4 – Predicted Subject Development Residential Trips

Peak Hour	Arrivals	Departures	Total Trips
AM Peak	75	155	230
PM Peak	118	90	208

For reference, the survey-derived trip generation rates given in Table 3 have also been compared to trip rates drawn from the TRICS database under the sub-category '03 Residential / K – Mixed Private Housing (Flats & Houses)'. These trip rates, provided in Table 5, were selected from among similar suburban locations and further refined with reference to 2016 CSO census data on the basis of:

- the population within 1 mile of the development site (8,000 approx.);
- the population within 5 miles of the development site (21,000 approx.);
- the aggregate mean car ownership rate within 5 miles of the development site (1.4 cars per household).

Table 5 – TRICS Residential Trip Rates

Peak Hour	Arrivals per residential unit	Departures per residential unit
AM Peak	0.111	0.316
PM Peak	0.295	0.233

As the survey-derived trip rates are higher than those selected from TRICS, and have the benefit of being highly location-specific, it has not been considered appropriate to apply the TRICS trip rates to the subject development.

4.1.2 Non-Residential Trips

The subject development's non-residential element comprises the crèche facility with 83no. childcare places. Trip generation factors for this element have been obtained from the TRICS database under the sub-category '04 Education / D – Nursery', selected from among similar suburban locations and further refined with reference to 2016 CSO census data. These are given in Table 6 and the relevant TRICS database outputs are included in Appendix B.

Table 6 – TRICS Crèche Trip Rates

Peak Hour	Arrivals per pupil	Departures per pupil
AM Peak	0.229	0.171
PM Peak	0.084	0.072

The resultant arrival and departure flows for the development are given in Table 7.

Table 7 – Predicted Subject Development Crèche Trips

Peak Hour	Arrivals	Departures	Total Trips
AM Peak	19	14	33
PM Peak	7	6	13

The development's proposed crèche facility is intended primarily to cater for residents of the subject development itself, and to a lesser extent also to residents of existing adjacent residential areas. For this reason, it is expected that a significant proportion of trips to and from the crèche shall be made on foot or by bicycle. Of those vehicular trips that are made to and from the crèche during background traffic peak hours, it is expected that a majority shall be pass-by trips by residents (e.g. dropping off children on the way to work), which are already accounted for within the residential trip generation figure.

The true vehicular traffic generation of the proposed crèche is therefore likely to be lower than that given in Table 7. To ensure a robust assessment of traffic impact, however, crèche trip generation has been assessed as an independent development element and no discount has been applied.

4.1.3 Total Development Trip Generation

Table 8 – Overall Development Trip Generation

Element	Direction	AM Peak	PM Peak
Residential Dwellings	Arrivals	75	118
	Departures	155	90
	Total Trips	230	208
Crèche	Arrivals	19	7
	Departures	14	6
	Total Trips	33	13
Development TOTALS	Arrivals	94	125
	Departures	169	96
	Total Trips	263	221

4.2 Subject Development Trip Distribution

Vehicular access to the proposed development from the existing surrounding road network shall be via 2no. junctions: the existing Clonattin Village access junction on Clonattin Road (to the north-west), and a proposed new link road junction on Courtown Road (to the south-east). The two junctions shall be connected by the development's internal road network, which includes the proposed new link road described in sub-sections 2.1 and 3.3, and it is assumed that any vehicle arriving to or departing from the development shall use whichever of the two access junctions is the more convenient, given its origin or destination on the surrounding road network.

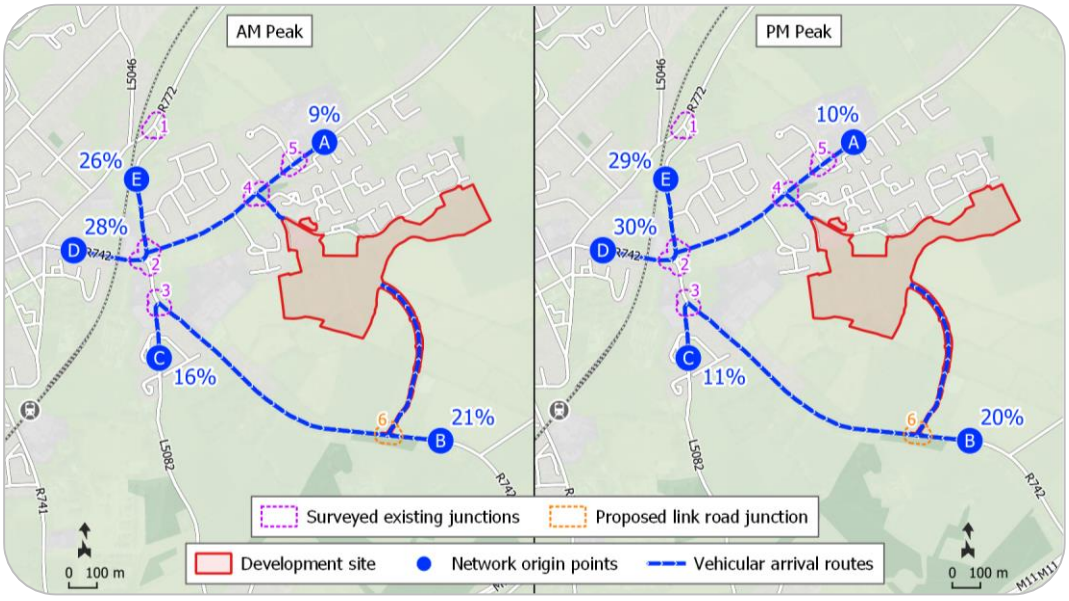

Figure 12 – Predicted distribution of development arrival trips
(background *map data & imagery: OSi, OSM Contributors, Google*)

As shown in Figure 12 and Figure 13, vehicular traffic arriving to or departing from the development site is expected to enter or leave the immediate surrounding area via one of the following roads:

(A) Clonattin Road from/to the north-east;

(B) Courtown Road (R742) from/to the south-east;

(C) Mill Road (L5082) from/to the south;

(D) Esmonde Street (R742) from/to the west;

(E) Coach Road from/to the north.

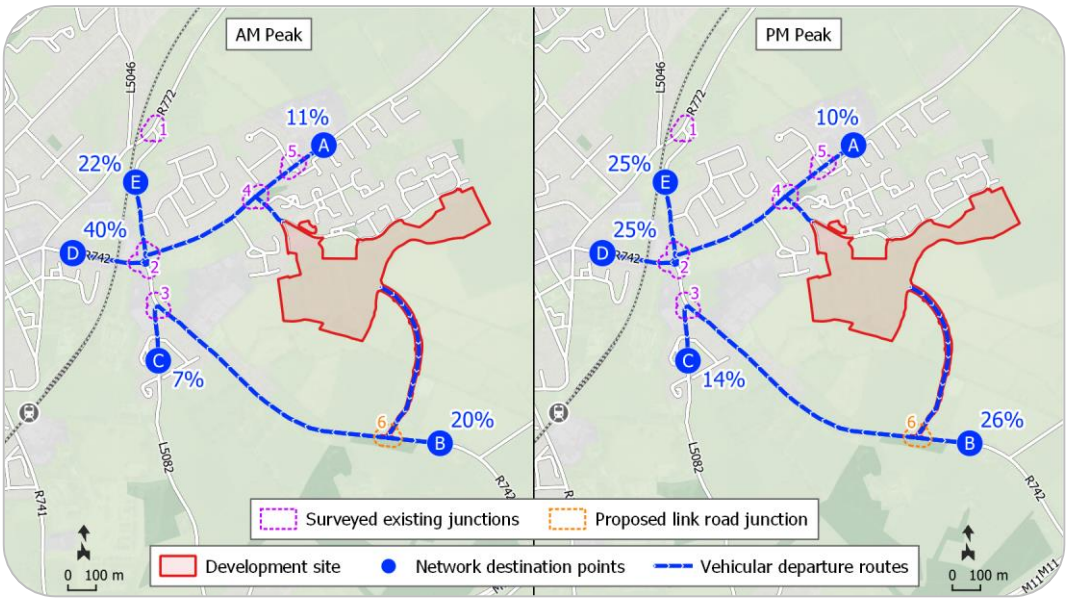

Figure 13 – Predicted distribution of development departure trips
(background *map data & imagery: OSi, OSM Contributors, Google*)

The predicted distribution of vehicular trips to and from the subject development has been established following the proportions of the surveyed inbound and outbound mainline traffic flows at these five points on the local road network, in each of the peak hour periods. These proportions (for both arrivals and departures, in both of the peak hour periods) are shown in Figure 12 and Figure 13. Also shown in these images are the mapped routes providing the predicted driving routes between the development site and each of the five network points.

Table 9 and Table 10 summarise the distribution of development arrival and departure trips according to the network point from which they arrive or to which they depart. These tables indicate the proportions and numbers of trips from/to each network point, the development access junction used in each case, and the other surveyed junctions through which they will pass.

Table 9 – Distribution of Development Arrival Trips

Network Entry Point	Dev. Access Junction No.	Other Junctions Passed Through	% of AM Trips	% of PM Trips	Number of AM Trips	Number of PM Trips
A	4	5	9.3%	10.0%	7	12
B	6	-	20.7%	20.4%	15	24
C	6	3	15.8%	11.5%	12	14
D	4	2	28.1%	29.5%	21	35
E	4	2	26.0%	28.7%	19	34

Table 10 – Distribution of Development Departure Trips

Network Exit Point	Dev. Egress Junction No.	Other Junctions Passed Through	% of AM Trips	% of PM Trips	Number of AM Trips	Number of PM Trips
A	4	5	11.2%	9.6%	17	9
B	6	-	19.9%	25.6%	31	23
C	6	3	7.2%	14.1%	11	13
D	4	2	39.8%	25.1%	62	23
E	4	2	21.9%	25.6%	34	23

Not included in the preceding figures and tables are the development-related trips passing through surveyed junction J1 (Arklow Road [R772] / Coach Road). It is assumed that these will comprise all arrivals from and departures to network point E (travelling via Coach Road). At junction J1, it is assumed that all development traffic shall follow the existing directional splits observed; these are given in Table 11.

Table 11 – Existing Surveyed Traffic Splits at Site J1
Arklow Road [R772] / Coach Road

Arrivals TO Coach Road			
From	R772 North	R772 South	TOTAL
AM Peak	43%	57%	100%
PM Peak	45%	55%	100%
Departures FROM Coach Road			
To	R772 North	R772 South	TOTAL
AM Peak	33%	67%	100%
PM Peak	26%	74%	100%

4.3 Reallocation of Existing Traffic

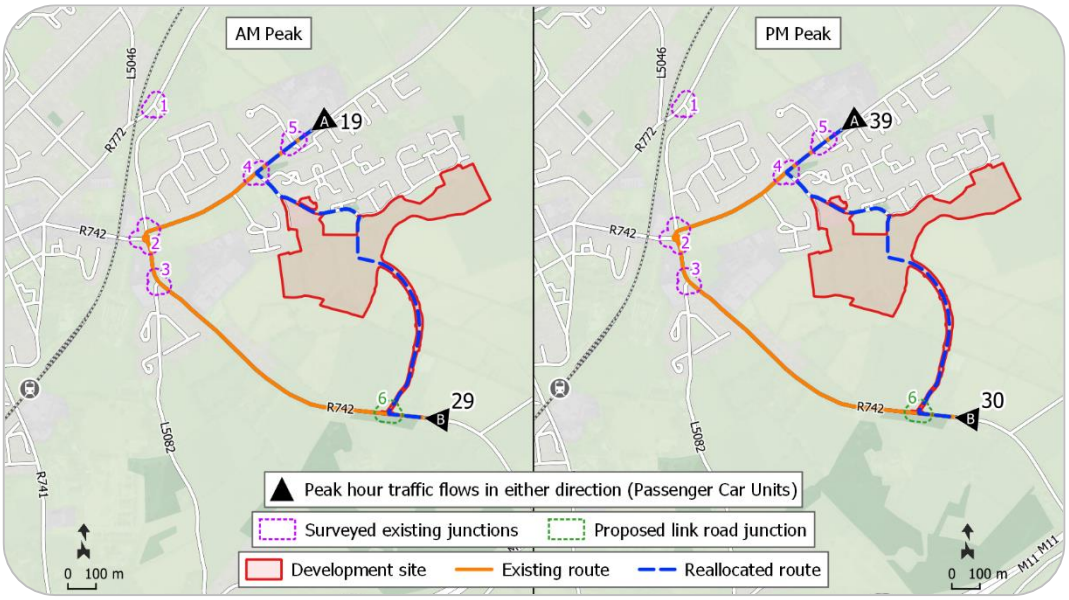

Figure 14 – Reallocated traffic between Clonattin Rd and Courtown Rd
(background *map data & imagery: OSi, OSM Contributors, Google*)

As previously noted, the subject development shall include the provision of a new link road connecting Clonattin Road and Courtown Road (R742). It is expected that the provision of this link road shall result in the reallocation of the following existing background traffic, which at present must take a more circuitous route:

- vehicular traffic between Clonattin Road (to/from the north-east) and Courtown Road (to/from the south-east); and
- vehicular traffic between the existing Clonattin Village and Courtown Road.

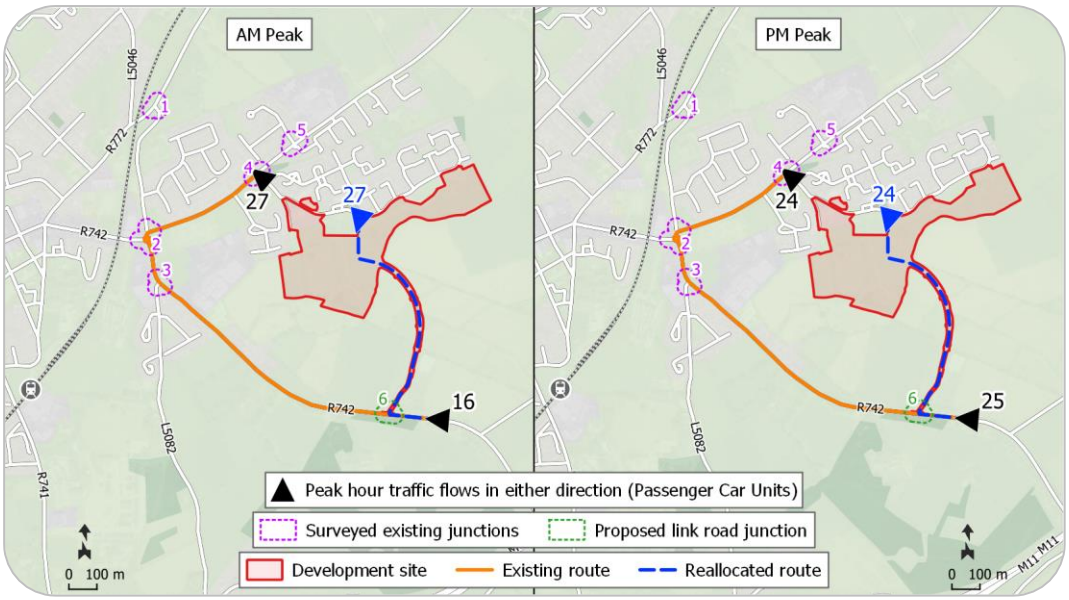

Figure 15 – Reallocated traffic to/from existing Clonattin Village
(background *map data & imagery: OSi, OSM Contributors, Google*)

The volumes of existing traffic under each of the above two categories, in each of the peak hour periods, have been determined through analysis of the existing inbound and outbound traffic flows at network points A and B (at survey junctions J5 and J3, as shown in Figure 12 and Figure 13), as well as the existing traffic flows to and from Clonattin Village (at survey junction J4).

The existing and reallocated routes of such traffic are shown in Figure 14 and Figure 15. The relevant reallocated peak hour traffic flow volumes are given in Table 12.

Table 12 – Reallocated Background Traffic

Traffic between Clonattin Road and Courtown Road			
Direction	Northbound	Southbound	TOTAL
AM Peak	29	19	48
PM Peak	30	39	69
Traffic between Clonattin Village (CV) and Courtown Road			
Direction	Arrivals to CV	Departures from CV	TOTAL
AM Peak	16	27	43
PM Peak	25	24	49

4.4 Proportional Changes in Traffic Flows

Table 13 gives the absolute and proportional changes in peak hour traffic flows that shall result from the subject development, at each of the 5no. existing surveyed road junctions. These include both vehicular trips generated by the subject development and the reallocation of existing background traffic via the proposed link road (as described in sub-section 4.3).

The TII *Traffic and Transport Assessment Guidelines* (PE-PDV-02045) advise that Transport Assessments should generally be applied where traffic to and from a development is predicted to exceed 10% of the existing background traffic on the adjoining road (or 5% at sensitive locations). Within the scope of this report, therefore, only the existing junction at survey site J4 requires detailed operational assessment, along with the proposed new link road junction on Courtown Road (designated J6). All other existing surveyed junctions are considered at reduced risk of detrimental effects resulting from the proposed development, given the lower (or indeed negative) proportional increases in traffic flows that it shall give rise to at these locations. At the request of the Local Authority, the existing junction at survey site J2 has nevertheless also been included in all operational assessments.

Table 13 – Changes in Traffic Flows at Junction Survey Sites

Junction Survey Site	Existing Traffic Flows at Junction [1]		Change in Flows Through Junction [2]		Proportional Change	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
J1	1530	1454	+53	+57	+3.5%	+3.9%
J2	1401	1758	+40	-8	+2.9%	-0.5%
J3	791	1071	-72	-96	-9.1%	-9.0%
J4	496	544	+121	+90	+24.4%	+16.5%
J5	303	352	+24	+21	+7.9%	+6.0%

4.5 Committed Development Trip Generation and Distribution

The vehicular trips predicted to be generated by the 2no. committed developments identified in sub-section 3.4 have been included in the background traffic flows for all future assessment years. As it was not possible to locate relevant traffic reports within their respective planning application files, the trip generation and distribution of these developments have been calculated from first principles in the same manner as the subject development.

4.5.1 Committed Development (A)

This committed development comprises 32no. houses, with vehicular access to/from Clonattin Road via Hillcrest Drive. The AM and PM peak hour trip generation for this development has been calculated using the survey-derived residential trip rates given previously in Table 3 (page 19).

[1] Total 2020 baseline year vehicle movements (PCU/hour), with no additional development traffic.
[2] Trips generated by subject development, plus changes in traffic flows due to traffic reallocation via link road.

Table 14 – Committed Development (A) Trip Generation

Peak Hour	Arrivals	Departures	Total Trips
AM Peak	7	14	21
PM Peak	11	8	19

The above arrival and departure trips have been distributed across the local road network in the same manner as those of the subject development, in accordance with the observed proportions of incoming and outgoing traffic at each of the identified points on the surrounding roads (see sub-section 4.2).

Under all assessment scenarios that include the subject development, trips to and from Courtown Road are assumed to travel via the proposed new link road. Under all other scenarios, such trips are routed via Clonattin Road.

4.5.2 Committed Development (B)

This development comprises 82no. residential units (76no. houses and 6no. apartments), as well as a 6-classroom crèche with 120 childcare places. The development also includes the provision of a new east-west link between Ballycanew Road (R741) and Mill Road (L5082).

The peak hour trip generation for the development has been calculated using the survey-derived residential trip rates given previously in Table 3 and the TRICS crèche trip rates given previously in Table 6. The resultant arrival and departure flows for the development are given in Table 15.

Table 15 – Committed Development (B) Trip Generation

Peak Hour	Arrivals	Departures	Total Trips
Residential Units			
AM Peak	17	36	53
PM Peak	28	21	49
Crèche			
AM Peak	27	21	48
PM Peak	10	9	19
Development Total			
AM Peak	44	57	101
PM Peak	38	30	68

Vehicles may arrive to and depart from this development either via Ballycanew Road (R741) or via Mill Road (L5082). For the purposes of the present assessment, it has been assumed that all trips to and from the development shall be evenly split between these two access routes.

Table 16 – Existing Surveyed Traffic Splits at Site J3
Courtown Road [R742] / Mill Road [L5082]

Arrivals TO Mill Road			
From	R742 South	R742 North	TOTAL
AM Peak	12%	88%	100%
PM Peak	12%	88%	100%
Departures FROM Mill Road			
To	R742 South	R742 North	TOTAL
AM Peak	7%	93%	100%
PM Peak	14%	86%	100%

It is assumed that all trips arriving or departing via Mill Road shall travel through surveyed junction J3, at which it has been assumed that such traffic shall follow the directional splits currently observed; these are given in Table 16. Proportions of this traffic shall also travel through junctions J2 and J1, where the same assumption has been applied;

the directional splits at these junctions are given in Table 17 (below) and Table 11 (page 25), respectively. At surveyed junctions J4 and J5, it is assumed that all traffic generated by this committed development shall continue straight along Clonattin Road.

Table 17 – Existing Surveyed Traffic Splits at Site J2
Coach Road / Clonattin Road / R742 (South) / R742 (West)

Arrivals TO R742 South [3]				
From	Coach Rd	Clonattin Rd	R742 West	TOTAL
AM Peak	42%	14%	44%	100%
PM Peak	48%	12%	40%	100%
Departures FROM R742 South [3]				
To	Coach Rd	Clonattin Rd	R742 West	TOTAL
AM Peak	35%	13%	52%	100%
PM Peak	47%	16%	37%	100%

4.6 Potential Future School Trip Generation and Distribution

The potential future primary school development described in sub-section 3.5 is provisionally envisaged to comprise 16no. classrooms. In the 2019/2020 school year, the average class size across all primary schools in Gorey was 25 pupils [4]. Assuming little fluctuation in this figure over the coming years, a 16-classroom primary school at this location may be expected to accommodate approximately 400 pupils.

The peak hour trip generation for this potential future school has been calculated using trip factors from the TRICS database under the sub-category '04 Education / A – Primary'; these are given in Table 18. The

[3] Excluding vehicle movements departing in the direction from which they arrived.
[4] As recorded by the Department of Education and Skills National School Annual Census 2019/2020.

resultant arrival and departure flows for the school (on the basis of 400 pupils) are given in Table 19.

Table 18 – TRICS Primary School Trip Rates

Background Peak Hour	Arrivals per pupil	Departures per pupil
AM Peak (08:15-09:15)	0.131	0.086
PM Peak (16:00-17:00)	0.023	0.042

Table 19 – Potential Future School Trip Generation

Peak Hour	Arrivals	Departures	Total Trips
AM Peak	52	34	86
PM Peak	9	17	26

It is assumed that any future school development at this site would be contingent upon the completion of the link road that forms part of the subject proposed development. As no specific plans have yet been made for such a school, it is further assumed that no vehicular traffic flows generated by it would be present on the local road network before the design year of 2038.

The above potential traffic flows have therefore been included in a supplementary sensitivity assessment for the year 2038, which is detailed in sub-section 5.7 of this report. These have been distributed across the local road network in the same manner as the traffic to be generated by the subject development (see sub-section 4.2).

4.7 Future Year Background Traffic Growth

The operational impact of traffic on the road network within the proposed development's area of influence has been assessed for the following years:

- 2020 Baseline year
- 2023 Proposed opening year
- 2028 5 years after opening
- 2038 Design year (15 years after opening)

Unit 5.3 of the TII *Project Appraisal Guidelines* (PE-PAG-02017 *Travel Demand Projections*) has been used to apply growth factors to the existing surveyed background traffic flows for the future year junction assessments. The factors applied are given in Table 20.

Table 20 – Predicted Background Traffic Growth [5]

2020 Baseline year	2023 Year of opening	2028 Opening year +5	2038 Opening year +15
+ 0.7%	+ 2.7%	+ 6.3%	+ 9.7%

[5] Cumulative percentage increases over 2019 surveyed traffic levels.

5.0 OPERATIONAL ASSESSMENT

5.1 Introduction

To determine the likely traffic impact of the proposed development, operational assessments of 3no. key junctions have been undertaken using the industry-standard TRL computer programs TRANSYT and PICADY, for both the weekday AM peak hour and the weekday PM peak hour.

Figure 16 – Modelled road junctions
(*map data & imagery: OSM Contributors, Google*)

The following junctions have been modelled and assessed:

J2. Coach Rd / Clonattin Rd / Courtown Rd [R742] / Esmonde St [R742]
(existing 3-arm roundabout plus 3-arm priority-controlled junction)

J4. Clonattin Road / Clonattin Village
(existing 3-arm priority-controlled junction)

J6. Courtown Road [R742] / Proposed Link Road (existing cinema site)
(proposed upgrade of existing 3-arm priority-controlled junction)

Junction performance is assessed based upon the four metrics defined in sub-section 5.3. Full TRANSYT and PICADY outputs are provided in Appendices D and E, respectively.

5.2 Assessment Scenarios

The performances of these junctions have been assessed under the following scenarios, using the existing and predicted traffic flows given in Appendix C:

- 2020 – existing baseline traffic conditions;
- 2023 (planned year of opening) – with & without subject development;
- 2028 – with & without subject development; and
- 2038 (design year) – with & without subject development.

All 'with subject development' assessment scenarios include the redistribution of existing background traffic between Clonattin Road and Courtown Road that shall result from the provision of the proposed link road (see sub-section 4.3).

In addition to the above primary assessment scenarios, a sensitivity assessment has been carried out for the design year 2038, including potential traffic flows to be generated by the future development of a primary school on the adjoining site to the north of the subject site (as described in sub-sections 3.5 and 4.6). The results of this sensitivity assessment are presented in sub-section 5.7.

5.3 Definitions

Degree of Saturation:

The ratio of current traffic flow to ultimate capacity (also known as RFC) on a junction approach.

Mean Maximum Queue

The highest estimated mean number of Passenger Car Units (PCUs) queued in any lane of a junction approach, averaged over the entire analysis period.

Mean Delay per PCU:

The average delay incurred by a vehicle on a junction approach as a result of having to give way at a priority-controlled junction.

Practical Reserve Capacity:

The percentage by which the arriving traffic flow on a stream could increase before the junction as a whole would reach its effective capacity (i.e. 90% saturation).

5.4 Junction 2 Assessment Results

The following table gives the TRANSYT modelling results, for each of the primary assessment scenarios, at the existing junction of Coach Road and Clonattin Road with the R742.

- Arm A: Coach Road (to north)
- Arm B: Clonattin Road (to east)
- Arm C: Courtown Road [R742] (to south)
- Arm D: Esmonde Street [R742] (to west)

The assessment results show that this junction currently operates within its effective capacity on all approaches during both the AM and PM peak periods, with negligible vehicle queues and minimal delays. All junction approaches are shown to continue operating within their effective capacities past the year 2038, with vehicle queues and delays on all junction approaches at levels generally similar to those currently existing.

Table 21 – Junction Site J2 Assessment Results

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2020 – baseline year assessment								
A	44	52	0	0	1	2	104	75
B	55	50	0	0	4	4	62	81
C	44	58	0	0	1	2	106	56
D	32	46	0	0	1	2	184	96
2023 – opening year assessment – WITHOUT subject development								
A	47	55	0	0	1	2	91	65
B	60	53	0	0	5	4	50	69
C	48	61	0	0	2	3	88	48
D	34	48	0	0	1	2	168	86
2023 – opening year assessment – WITH subject development in place								
A	52	53	0	0	2	2	74	69
B	71	50	1	0	9	4	26	79
C	46	57	0	0	2	2	96	59
D	36	51	0	0	1	2	151	76
2028 assessment – WITHOUT subject development								
A	49	57	0	0	1	2	84	59
B	62	55	1	0	6	5	45	63
C	50	63	0	1	2	3	80	43
D	35	51	0	0	1	2	157	78
2028 assessment – WITH subject development in place								
A	53	55	0	0	2	2	68	63
B	74	52	1	0	10	4	22	72
C	48	59	0	0	2	3	88	52
D	37	53	0	0	1	2	142	69
2038 – design year assessment – WITHOUT subject development								
A	51	59	0	0	2	2	78	53
B	64	57	1	0	6	5	40	57
C	52	65	0	1	2	3	74	38
D	36	53	0	0	1	2	148	71
2038 – design year assessment – WITH subject development in place								
A	55	57	0	0	2	2	63	57
B	76	54	1	0	11	4	19	66
C	50	61	0	0	2	3	80	46
D	38	55	0	0	1	2	134	62

In each of the future years assessed, the addition of the vehicular traffic generated by the proposed development is shown to have a minimal impact on junction performance, adding no more than 1 PCU to any mean approach queue and no more than 5 seconds to the mean vehicle delay on any approach.

5.5 Junction 4 Assessment Results

The following tables give the PICADY modelling results, for each of the primary assessment scenarios, at the existing junction of the Clonattin Village access road with Clonattin Road.

- Arm A: Clonattin Road (to north-east)
- Arm B: Clonattin Village (to south-east)
- Arm C: Clonattin Road (to south-west)

Table 22 – Junction Site J4 Assessment Results

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2020 – baseline year assessment								
A	n/a	n/a	n/a	n/a	n/a	n/a	151	243
B	31	18	0	0	9	7		
C	11	18	0	0	6	7		
2023 – opening year assessment – WITHOUT subject development								
A	n/a	n/a	n/a	n/a	n/a	n/a	144	235
B	32	18	0	0	9	7		
C	11	19	0	0	6	7		
2023 – opening year assessment – WITH subject development in place								
A	n/a	n/a	n/a	n/a	n/a	n/a	46	115
B	58	34	1	1	16	10		
C	17	27	0	0	6	7		
2028 assessment – WITHOUT subject development								
A	n/a	n/a	n/a	n/a	n/a	n/a	137	223
B	33	19	0	0	9	8		
C	12	19	0	0	6	7		

Table 23 – Junction Site J4 Assessment Results (continued)

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2028 assessment – WITH subject development in place								
A	n/a	n/a	n/a	n/a	n/a	n/a	43	109
B	60	35	1	1	16	10		
C	18	28	0	0	6	7		
2038 – design year assessment – WITHOUT subject development								
A	n/a	n/a	n/a	n/a	n/a	n/a	129	213
B	34	20	1	0	10	8		
C	12	20	0	0	6	7		
2038 – design year assessment – WITH subject development in place								
A	n/a	n/a	n/a	n/a	n/a	n/a	41	105
B	61	35	2	1	17	11		
C	18	29	0	0	7	8		

The assessment results show that this junction currently operates within its effective capacity on all approaches during both the AM and PM peak periods, with negligible vehicle queues and minimal delays. All junction approaches are shown to continue operating within their effective capacities past the year 2038, with moderate increases in vehicle queues and delays over those currently existing.

In each of the future years assessed, the addition of the vehicular traffic generated by the proposed development is shown to have a minimal impact on junction performance, resulting in increases of no more than 1 PCU in any mean approach queue and no more than 7 seconds in the mean vehicle delay on any approach.

5.6 Junction 6 Assessment Results

Table 24 – Junction Site J6 Assessment Results

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
2020 – baseline year assessment								
A	n/a	n/a	n/a	n/a	n/a	n/a	900	246
B	0	6	0	0	0	9		
C	0	0	0	0	0	0		
2023 – opening year assessment – WITHOUT subject development								
A	n/a	n/a	n/a	n/a	n/a	n/a	900	234
B	0	6	0	0	0	9		
C	0	0	0	0	0	0		
2023 – opening year assessment – WITH subject development in place								
A	n/a	n/a	n/a	n/a	n/a	n/a	246	141
B	17	25	0	0	7	9		
C	11	13	0	0	6	6		
2028 assessment – WITHOUT subject development								
A	n/a	n/a	n/a	n/a	n/a	n/a	900	222
B	0	6	0	0	0	9		
C	0	0	0	0	0	0		
2028 assessment – WITH subject development in place								
A	n/a	n/a	n/a	n/a	n/a	n/a	240	136
B	17	25	0	0	7	9		
C	11	13	0	0	6	6		
2038 – design year assessment – WITHOUT subject development								
A	n/a	n/a	n/a	n/a	n/a	n/a	900	215
B	0	7	0	0	0	10		
C	0	0	0	0	0	0		
2038 – design year assessment – WITH subject development in place								
A	n/a	n/a	n/a	n/a	n/a	n/a	234	131
B	17	26	0	0	7	9		
C	11	14	0	0	6	6		

The preceding table gives the PICADY modelling results, for each of the primary assessment scenarios, at the existing access junction of the Movies@Gorey cinema site on Courtown Road. As part of the subject development, this junction shall be upgraded to provide the southern

connection of the proposed new link road between Clonattin Road and Courtown Road.

- Arm A: Courtown Road [R742] (to west)
- Arm B: Cinema Site and Link Road (to north)
- Arm C: Courtown Road [R742] (to east)

The assessment results show that this junction, in its existing configuration, currently operates within its effective capacity on all approaches during both the AM and PM peak periods, with negligible vehicle queues and minimal delays. Under the future year 'without development' scenarios, all junction approaches are shown to continue operating within their effective capacities past the year 2038, with vehicle queues and delays almost unchanged from those currently existing.

The connection to the new link road proposed as part of the subject development shall significantly alter traffic patterns at this location, resulting in higher traffic volumes and more varied traffic movements. Under each of the future year 'with development' assessment scenarios, the junction is nevertheless shown to operate well within capacity on all approaches during both peak hour periods. Mean approach queues shall remain at negligible levels, while mean vehicle delay shall be at most 9 seconds per PCU.

5.7 Design Year Sensitivity Assessment

The sensitivity assessment constitutes an additional modelling scenario for the design year 2038, in which the following traffic flows are included:

- background traffic flows scaled using TII growth factors;
- existing traffic redistributed via the new connection between Clonattin Road and Courtown Road (see sub-section 4.3);
- vehicular trips generated by the 2no. committed developments described in sub-section 3.4 (see also sub-section 4.5);

- vehicular trips generated by the subject proposed development (see sub-sections 4.1 and 4.2); and
- traffic flows generated by the potential future development of a primary school on a site adjacent to the subject development (see sub-section 4.6).

Table 25 – Design Year Sensitivity Assessment Results

Junction Approach Arm	Degree of Saturation (%)		Mean Maximum Queue (PCU)		Mean Delay per PCU (seconds)		Practical Reserve Capacity (%)	
	AM	PM	AM	PM	AM	PM	AM	PM
Junction 2 – R742 / Coach Road / Clonattin Road								
A	57	58	0	0	2	2	58	55
B	80	56	2	0	14	5	12	61
C	51	62	0	0	2	3	78	46
D	40	56	0	0	1	2	125	61
Junction 4 – Clonattin Road / Clonattin Village								
A	n/a	n/a	n/a	n/a	n/a	n/a	30	97
B	66	37	2	1	19	11		
C	23	29	0	0	7	8		
Junction 6 – Courtown Road / New Link Road & Cinema Site								
A	n/a	n/a	n/a	n/a	n/a	n/a	209	125
B	19	27	0	0	7	9		
C	12	14	0	0	6	6		

The results of the sensitivity assessment show that all approaches to the three assessed junctions remain within their effective capacities under this scenario, with a maximum degree of saturation of 80% reached on any junction approach in either peak hour period.

6.0 PARKING

The subject development comprises a total of 363no. residential units. These include:

- 34no. 3-bedroom terraced houses
- 100no. 3-bedroom semi-detached houses
- 36no. 4-bedroom semi-detached houses
- 88no. 4-bedroom detached houses
- 4no. 5-bedroom detached houses
- 10no. 1-bedroom maisonette (duplex) units
- 10no. 2-bedroom maisonette (duplex) units
- 32no. 1-bedroom apartment units
- 49no. 2-bedroom apartment units

In addition, the development includes a crèche facility of 513m^2 GFA, with 83no. childcare spaces and an expected staffing complement of 17no. full-time staff.

This section of the report examines the proposed car and bicycle parking provision for the above quantum of development.

6.1 Car Parking Provision

The development shall include a total of 690no. car parking spaces, of which 671no. spaces shall be for residential use (including visitor use) and 19no. spaces (including 4no. on-street set down spaces) shall serve the proposed crèche.

Of the 671no. residential car parking spaces:

- 521no. spaces shall be located within house curtilages or behind the footpath in proximity to houses and apartment buildings;

- 93no. on-street spaces shall be arranged along the development's internal road network; and
- 57no. spaces shall be situated within small dedicated parking areas serving apartments and duplex units.

Table 26 – House Car Parking Provision

Parking Type	Co. Dev. Plan Requirement	Development Quantum	Required Provision	Proposed Provision
Residents' Spaces	2 spaces per house	262 units	524 spaces	524 spaces
Visitor Spaces	n/a		n/a	13 spaces
Total			524 spaces	537 spaces

537no. spaces shall serve the development's 262no. houses. This provision meets the minimum requirements of the *Wexford County Development Plan 2013–2019*, as shown in Table 26.

Table 27 – Apartment & Duplex Car Parking Provision

Parking Type	Apt. Guidelines Recommendation	Development Quantum	Recommended Provision	Proposed Provision
Residents' Spaces	1 space per unit	101 units [6]	101 spaces	101 spaces
Visitor Spaces	1 space per 3-4 units		25-34 spaces	33 spaces
Total			126-135 spaces	134 spaces

134no. spaces shall serve the development's 81no. apartments and 20no. duplex units. As shown in Table 27, this car parking provision is in line with the recommendations of the policy document *Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities)*,

[6] Including both apartments and duplex units

published by the Department of Housing, Planning and Local Government in March 2018, which gives the following guidance on the provision of residential car parking:

"As a benchmark guideline for apartments in relatively peripheral or less accessible urban locations, one car parking space per unit, together with an element of visitor parking, such as one space for every 3-4 apartments, should generally be required."

Table 28 – Crèche Car Parking Provision

Parking Type	Co. Dev. Plan Standard	Applicable Quantum	Standard Provision	Proposed Provision
Long Term Spaces	1 space per 4 children plus 1 space per employee	83 children and 17 employees	38 spaces	15 spaces
Set Down Spaces				4 spaces
Total			38 spaces	19 spaces

The crèche facility within the development shall have a car parking provision of 19no. spaces, of which:

- 15no. long-term parking spaces (including 2no. disabled-accessible spaces) shall be located within a parking area adjacent to the crèche building; and
- 4no. on-street set down spaces (including 2no. disabled-accessible spaces) shall be situated immediately to the north-east of the crèche building.

As previously noted (see paragraph 4.1.2), the development's proposed crèche facility is intended primarily to cater for residents of the subject development itself, and to a lesser extent also for residents of existing adjacent residential areas. For this reason, it is expected that a significant proportion of trips to and from the crèche shall be made on foot or by bicycle. Therefore, while below the car parking provision mandated by the

County Development Plan, it is submitted that the proposed provision of 19no. car parking spaces to serve the crèche is nevertheless sufficient to meet the anticipated demand.

6.2 Disabled-Accessible Car Parking Requirements

In the case of "buildings not normally visited by the public", the *Wexford County Development Plan 2013–2019* requires that disabled-accessible car parking spaces be provided at the following rate:

> *"Minimum one space of appropriate dimensions in every 25 standard spaces, up to the first 100 spaces; thereafter, one space per every 100 standard spaces or part thereof."*

For "buildings to which the public has access", the *Wexford County Development Plan 2013–2019* requires that disabled-accessible car parking spaces be provided at the following rate:

> *"Minimum one space of appropriate dimensions in the first 25 standard spaces; minimum three in 25–50 standard spaces; minimum five in 50–100 standard spaces; and additional three per every 100 standard spaces in excess thereof."*

In the case of the subject development, these requirements equate to a need for at least 4% of car parking spaces in relevant areas to be disabled-accessible, as shown in Table 29.

For the purposes of this assessment, this requirement is considered applicable only to parking spaces located on-street, within dedicated parking areas, or behind the footpath but outside house curtilages. Spaces located within house curtilages have been excluded from this calculation; a significant proportion of these spaces do however have sufficient adjacent free space to function as disabled-accessible spaces if necessary.

Table 29 – Accessible Car Parking Provision

Total Parking outside House Curtilages	Minimum Required Proportion	Accessible Spaces Required	Accessible Spaces Proposed
194 spaces	4%	8	12

A total of 12no. disabled-accessible car parking spaces shall be provided within the development. These include 6no. residential/visitor parking spaces located on-street or behind footpaths, 2no. spaces within dedicated residential parking areas, 2no. spaces within the parking area serving the crèche, and 2no. on-street set-down spaces in proximity to the crèche.

The development's overall provision of disabled-accessible car parking is therefore deemed adequate.

6.3 Car Parking Management

It is proposed that all roadways within the development be taken in charge by the Local Authority. However, footpaths and the majority of on-street car parking spaces within the development shall not be taken in charge and shall remain under the control of the Management Company responsible for upkeep of the development's public areas. The Management Company shall implement suitable measures to prevent unauthorised use of residents' and visitor car parking spaces.

The Management Company will allocate parking to individual units and parking restrictions shall be enforced by a monitoring and clamping regime. A third-party specialist contractor may be employed by the Management Company to undertake the above enforcement actions.

6.4 Bicycle Parking Provision

A total of 222no. bicycle parking spaces shall be provided within the development. These include:

- 160no. long-term storage spaces for apartment and maisonette residents, located in secure cycle storage areas;
- 52no. short stay cycle parking spaces for visitors to apartments and maisonettes, in the form of 26no. Sheffield stands at suitable external locations; and
- 10no. cycle parking spaces (in the form of 5no. Sheffield stands) adjacent to the crèche, to accommodate both parents and staff.

The *Wexford County Development Plan 2013–2019* states that:

> *"The Council will require that convenient, safe and secure cycle parking facilities of sufficient capacity are provided for all new retail, employment and leisure developments. Apartment complexes will also be required to provide communal cycle storage facilities. The Council will have regard to the National Cycling Manual (National Transport Authority, 2011) in its assessment of required cycle parking facilities."*

Section 5.5.7 of the *National Cycle Manual* gives the following guideline minimum numbers of bicycle parking spaces for residential developments, which are also the cycle parking provision rates recommended by the 2018 policy document *Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities)*:

- 1no. private secure (long-term) bicycle space per bedroom
- 1no. visitor (short stay) bicycle space per two housing units

The application of these recommendations to the development's apartment and maisonette (duplex) units is shown in Table 30. All houses have sufficient storage space within their respective gardens to

accommodate secure bicycle parking, and are therefore excluded from the quanta given in Table 30.

Table 30 – Residential Bicycle Parking Provision

Unit Type	Cycle Parking Guidance	Quantum	Recommended Provision	Proposed Provision
Long-term (residents') bicycle storage				
Apartments	1 storage space per bedroom	130 bedrooms	130 spaces	130 spaces
Maisonettes		30 bedrooms	30 spaces	30 spaces
Sub-Total			160 spaces	160 spaces
Short-stay (visitor) bicycle parking				
Apartments	1 visitor parking space per 2 units	81 units	41 spaces	42 spaces
Maisonettes		20 units	10 spaces	10 spaces
Sub-Total			51 spaces	52 spaces
Total residential bicycle parking				
TOTALS			211 spaces	212 spaces

For 'other developments' (the land use category encompassing the crèche within the subject development), the *National Cycle Manual* recommends the provision of:

- 1no. bicycle space per car space, or
- 10% of employee numbers in general.

Table 31 – Crèche Bicycle Parking Provision

Cycle Parking Guidance	Applicable Quantum	Recommended Provision	Proposed Provision
1 bicycle space per car space OR 10% of employee numbers	19 car spaces OR 17 employees	19 bicycle spaces OR 2 bicycle spaces	10 bicycle spaces
TOTAL		2-19 bicycle spaces	10 bicycle spaces

As shown in Table 31, the proposed crèche bicycle parking provision is within the range of these recommendations, and is equivalent to 59% of employee numbers.

The bicycle parking within the proposed development therefore meets the requirements of the Local Authority development plan, the *National Cycle Manual*, and the *Design Standards for New Apartments*.

7.0 ACCESS, LAYOUT, SERVICING, PEDESTRIANS & CYCLISTS, PUBLIC TRANSPORT

7.1 Development Access

The subject development's internal road network shall tie into the existing surrounding road network at 7no. locations to give vehicular access to the development (see Figure 2, page 6).

The 2no. primary vehicular access points are:

(A) a new priority junction on Clonattin Village Road at the northern boundary of the subject development; and

(B) the northward continuation of Cinema Road, which originates at Courtown Road approx. 640m to the south-east.

A further 5no. vehicular access points shall be located on Clonattin Village Road at the northern boundary of the development.

Provision is also made for future connectivity between the subject development and adjacent development of the lands to the south at 2no. locations within the subject development, in accordance with the *Gorey Local Area Plan 2017–2023.*

All connections between the development's internal road network and the existing external road network have been designed in accordance with the requirements of the *Design Manual for Urban Roads and Streets*.

For further detail of the development's proposed provisions for vehicular access to/from the surrounding road network, refer to the accompanying Road Infrastructure Design Report prepared by CS Consulting and to the drawings referenced therein.

7.2 Internal Site Layout and Road Hierarchy

The internal road network of the proposed development comprises a network of local roads and the provision of a new link road linking the subject development to Courtown Road, allowing circulation into and through the development site.

For further detail of the development's proposed internal road network and road hierarchy, refer to the accompanying Road Infrastructure Design Report prepared by CS Consulting and to the drawings referenced therein.

7.3 Road Alignments and Traffic Calming Measures

All internal roads within the development have been designed for a vehicular traffic speed of 30km/h. Kerb radii at internal junctions have been restricted to a maximum of 6.0m, in order to discourage high vehicle speeds, except where larger radii are required to facilitate bus movements At all internal road junctions, it has been ensured that forward visibility splays of at least 24m are achieved, in compliance with the *Design Manual for Urban Roads and Streets* (DMURS) requirements.

The presence of parallel on-street parking bays along significant portions of the internal road network shall have a natural traffic calming effect, as through traffic shall have to be alert to (and accommodate) parking manoeuvres into and out of these spaces. Kerb buildouts, which shall be provided at key points to prevent informal on-street parking, shall likewise perform a traffic calming function by forming a horizontal constraint to the carriageway.

7.4 Link Road

As noted in sub-sections 2.1 and 3.3 of this report, the *Gorey Local Area Plan 2017–2023* indicates two new link road proposals with alignments running

through the subject development site, which would connect Clonattin Road to Courtown Road (R742). The subject application boundary includes the alignment corridor of a new link road that it is proposed to provide as part of the development. Additionally, the internal road layout of the subject development has been designed such that it could also facilitate the future provision of a second link road along the other route indicated in the *Gorey Local Area Plan 2017–2023*.

Unobstructed sight-lines of 145m from a 2.4m set back to the nearside road edge have been provided at the cinema site junction in accordance with TII standards. Please refer to CS Consulting drawing no. CLO-CSC-ZZ-XX-DR-C-0026 for further details.

For further detail of the proposed link road, refer to the accompanying Road Infrastructure Design Report prepared by CS Consulting and to the drawings referenced therein.

7.5 Pedestrians & Cyclists

The development layout ensures a high degree of pedestrian and cyclist permeability into and through the site. Pedestrian and cyclist access to the development shall be possible along much of the site's northern boundaries, as well as via the proposed link road to/from Courtown Road at the site's eastern boundary. The development layout also allows for convenient future pedestrian and cyclist access to the lands south of the subject site, should development on these lands occur.

Raised pedestrian footpaths are provided along all internal roads within the development. Segregated cycle facilities are provided along key internal roads and additional cycle infrastructure has been proposed on Clonattin Village Road and the proposed link road to connect the development's cycle facilities to the surrounding road network. A total of 222no. bicycle parking spaces shall be provided within the development; these shall

include 160no. secure and sheltered cycle storage spaces for apartment and maisonette residents, as well as 52no. publicly accessible short-stay visitor bicycle parking spaces and 10no. bicycle parking spaces to serve the development's crèche.

7.6 Servicing and Waste Collection

The internal layout of the development has been designed to accommodate incoming servicing requirements such as deliveries, as well as to facilitate efficient waste collection.

Waste collection from the apartment buildings within the development shall be organised and facilitated by the management company responsible for the upkeep of the development's communal areas. Waste collection from the dwelling houses within the development shall be the responsibility of the individual householders, who shall engage an authorised waste collector for this purpose.

7.7 Swept Path Analysis

Swept path analyses have been carried out for a fire tender and a refuse vehicle accessing and manoeuvring within the proposed development. These analyses, provided on drawings CLO-CSC-ZZ-XX-DR-C-0014 and CLO-CSC-ZZ-XX-DR-C-0015 within this planning application, indicate that the design of the development accesses and internal layout can accommodate these vehicle movements where required.

7.8 Public Transport

The subject development site is located within a 25-minute walk of Gorey Train Station. Rail services operating to and from this station connect the development directly to Dublin city in the north and to Wexford/Rosslare in the south. Bus stops on Gorey Main Street, within a 20-minute walk of the

subject development, are served by 6no. routes operated by Local Link Wexford, Bus Éireann, Wexford Bus, and other private operators.

For further details of the existing public transport provision in the vicinity of the development site, refer to the Residential Travel Plan associated with the subject development.

7.9 Independent Quality Audit

An independent Quality Audit of the proposed development has been conducted by Roadplan Consulting as part of this planning application. All recommendations made within this Audit have been acknowledged by the design team and design changes made in response. All measures adopted in response to the Quality Audit have been accepted by the Audit Team.

The independent Quality Audit is included in this submission under separate cover.

8.0 RESPONSE TO AN BORD PLEANÁLA OPINION

Refer to Road Infrastructure Design Report submitted under separate cover within this planning application for response to An Bord Pleanála opinion.

9.0 SUMMARY & CONCLUSIONS

This report examines the impact of a proposed 363-unit Strategic Housing Development at Clonattin, Gorey, Co. Wexford on the performance of the surrounding road network, and reviews the development's internal layout, car and bicycle parking provision, cyclist and pedestrian facilities, and servicing arrangements.

The main observations and conclusions of this study are as follows:

- The proposed development shall not generate excessive vehicular traffic flows. Total vehicle trips (arrivals and departures combined) of 230 PCU are predicted during the AM peak hour, and total vehicle trips of 208 PCU in the PM peak hour.
- The development shall include the provision of a new link road between Clonattin Road and Courtown Road, defined as a roads objective within the *Gorey Local Area Plan 2017–2023*, which shall result in some redistribution of existing background traffic between these roads.
- The existing junction of the Clonattin Village access road with Clonattin Road currently operates well within effective capacity on all approaches during AM and PM peak periods, with negligible vehicle queues and minimal delays, and shall continue to do so when the development is completed in 2023; in 2028, 5 years after opening; and in 2038, 15 years after development completion.
- The existing access junction of the Movies@Gorey cinema site on Courtown Road, which shall be upgraded to provide the southern connection of the proposed new link road between Clonattin Road and Courtown Road, currently operates well within effective capacity on all approaches during AM and PM peak periods, with negligible vehicle queues and minimal delays. With the proposed development in place, this junction shall remain within effective capacity in all future years

assessed, with negligible increases in vehicle queues and minimal increases in delays over existing levels.

- Vehicular traffic related to the proposed development, in conjunction with the redistribution of background traffic via the new link road, shall result in a maximum increase of 7.9% in total traffic flows at any other road junction in either peak hour period.
- The development ensures good pedestrian and cyclist access and permeability, including the provision of continuous cycle track and footpath connections between Clonattin Road and Courtown Road.
- The proposed provision of car and bicycle parking within the development (including disabled-accessible car parking spaces) complies with Local Authority standards, with the National Cycle Manual, and with guidelines issued by the Department of Housing, Planning and Local Government.
- Unobstructed sightlines of 145m from a 2.4m set back to the nearside road edge have been provided at the cinema site junction in accordance with TII standards.
- Swept path analyses have been conducted for a fire tender and a refuse vehicle accessing and manoeuvring within the proposed development. These indicate that the design of the development accesses and its internal layout can accommodate these vehicle movements where required.
- An independent Quality Audit has been conducted by Roadplan Consulting; design changes have been made in response to the recommendations made in this Audit and these measures have been accepted by the Audit Team.

In summary, the assessment indicates that the proposed shall not have a significant detrimental effect on the operation of the surrounding existing road infrastructure, that the parking provision for the proposed

development generally conforms to Local Authority and DoHPLG standards, and that the development access design and internal layout are fit for purpose and comply with the *Design Manual for Urban Roads and Streets*.

Appendix A

Traffic Survey Data

CS CONSULTING
GROUP

TRAFFINOMICS LIMITED

CLONATTIN, GOREY TRAFFIC COUNTS **NOVEMBER 2019**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/19/260**

SITE: 01 DATE: 19th November 2019

LOCATION: R772 Arklow Road/Coach Road DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
07:00	1	1	1	0	0	3	4	16	5	1	0	2	24	27	41	12	1	0	2	56	59
07:15	4	2	1	4	0	11	17	21	6	0	1	1	29	31	39	11	1	2	4	57	64
07:30	2	1	0	0	0	3	3	17	2	0	1	1	21	23	71	16	1	0	4	92	97
07:45	13	1	0	0	2	16	18	33	9	1	2	1	46	50	67	16	1	0	0	84	85
H/TOT	20	5	2	4	2	33	41	87	22	2	4	5	120	131	218	55	4	2	10	289	304
08:00	11	3	0	0	0	14	14	47	11	1	0	0	59	60	64	13	3	2	2	84	90
08:15	44	1	0	2	0	47	50	61	8	1	1	3	74	79	91	11	3	1	1	107	111
08:30	67	2	3	0	0	72	74	95	11	4	2	1	113	119	102	15	3	2	3	125	132
08:45	18	2	0	0	0	20	20	71	11	2	0	3	87	91	95	13	1	0	2	111	114
H/TOT	140	8	3	2	0	153	157	274	41	8	3	7	333	348	352	52	10	5	8	427	447
09:00	15	4	1	1	0	21	23	63	12	1	0	0	76	77	87	12	4	1	1	105	109
09:15	21	2	1	1	0	25	27	53	7	0	2	1	63	67	49	2	8	0	0	59	63
09:30	12	2	1	0	0	15	16	57	7	1	0	2	67	70	43	11	1	1	2	58	62
09:45	21	5	1	1	0	28	30	63	14	4	0	2	83	87	54	15	2	1	0	72	74
H/TOT	69	13	4	3	0	89	95	236	40	6	2	5	289	300	233	40	15	3	3	294	308
10:00	14	3	1	1	0	19	21	45	7	3	2	0	57	61	48	10	1	0	2	61	64
10:15	18	1	2	0	0	21	22	40	6	3	0	1	50	53	50	4	1	2	0	57	60
10:30	16	0	1	0	0	17	18	44	12	1	1	2	60	64	54	12	3	0	4	73	79
10:45	21	2	1	0	0	24	25	46	5	0	0	0	51	51	49	9	1	2	0	61	64
H/TOT	69	6	5	1	0	81	85	175	30	7	3	3	218	228	201	35	6	4	6	252	266
11:00	18	2	0	1	0	21	22	49	8	1	2	0	60	63	42	8	1	0	1	52	54
11:15	18	4	3	0	0	25	27	53	6	3	0	1	63	66	54	14	1	0	2	71	74
11:30	9	4	1	1	0	15	17	40	6	4	1	0	51	54	49	11	0	0	1	61	62
11:45	10	3	2	0	0	15	16	58	13	4	1	0	76	79	60	7	1	0	1	69	71
H/TOT	55	13	6	2	0	76	82	200	33	12	4	1	250	262	205	40	3	0	5	253	260
12:00	26	2	2	0	0	30	31	51	8	1	3	2	65	71	43	8	2	0	1	54	56
12:15	25	3	1	0	0	29	30	59	7	1	3	1	71	76	58	6	4	0	0	68	70
12:30	12	4	0	0	0	16	16	51	11	2	0	0	64	65	43	8	2	2	2	57	63
12:45	18	2	0	0	1	21	22	48	11	2	0	0	61	62	54	5	2	0	0	61	62
H/TOT	81	11	3	0	1	96	99	209	37	6	6	3	261	275	198	27	10	2	3	240	251

TRAFFINOMICS LIMITED

CLONATTIN, GOREY TRAFFIC COUNTS **NOVEMBER 2019**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/19/260**

SITE: 01 DATE: 19th November 2019

LOCATION: R772 Arklow Road/Coach Road DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	26	0	2	0	0	28	29	60	7	0	0	0	67	67	48	11	5	1	1	66	71
13:15	21	1	0	0	0	22	22	54	8	1	1	3	67	72	55	9	1	1	1	67	70
13:30	20	2	3	0	0	25	27	57	7	4	1	1	70	74	56	8	2	0	3	69	73
13:45	15	4	1	2	0	22	25	63	8	2	1	0	74	76	56	11	2	1	3	73	78
H/TOT	82	7	6	2	0	97	103	234	30	7	3	4	278	289	215	39	10	3	8	275	292
14:00	21	8	1	0	1	31	33	67	9	1	2	2	81	86	37	8	3	2	0	50	54
14:15	25	4	1	1	0	31	33	65	6	0	0	1	72	73	38	7	1	0	0	46	47
14:30	16	3	0	0	0	19	19	54	11	1	3	3	72	79	56	8	1	0	1	66	68
14:45	19	0	1	1	0	21	23	57	14	1	2	0	74	77	57	6	3	1	2	69	74
H/TOT	81	15	3	2	1	102	107	243	40	3	7	6	299	316	188	29	8	3	3	231	242
15:00	24	2	0	1	0	27	28	52	7	2	1	0	62	64	54	12	3	1	1	71	75
15:15	42	5	0	0	3	50	53	58	10	3	1	2	74	79	52	10	0	0	1	63	64
15:30	26	6	0	0	0	32	32	74	11	4	0	2	91	95	54	7	1	1	1	64	67
15:45	40	2	1	0	0	43	44	76	10	0	0	4	90	94	63	4	1	1	1	70	73
H/TOT	132	15	1	1	3	152	157	260	38	9	2	8	317	332	223	33	5	3	4	268	278
16:00	29	2	1	1	0	33	35	68	13	3	0	1	85	88	51	4	2	1	0	58	60
16:15	27	3	1	0	0	31	32	94	15	3	1	3	116	122	75	5	2	0	1	83	85
16:30	32	7	0	0	0	39	39	90	17	1	0	1	109	111	63	7	2	0	1	73	75
16:45	36	6	0	1	0	43	44	89	18	3	1	0	111	114	63	6	1	1	1	72	75
H/TOT	124	18	2	2	0	146	150	341	63	10	2	5	421	434	252	22	7	2	3	286	295
17:00	17	3	2	0	0	22	23	87	13	1	2	3	106	112	56	8	1	0	0	65	66
17:15	35	5	0	0	0	40	40	116	21	1	2	1	141	145	60	10	0	1	0	71	72
17:30	28	3	0	0	0	31	31	104	22	2	0	2	130	133	63	14	1	0	2	80	83
17:45	32	5	2	0	0	39	40	113	14	6	1	1	135	140	53	4	0	0	1	58	59
H/TOT	112	16	4	0	0	132	134	420	70	10	5	7	512	531	232	36	2	1	3	274	279
18:00	27	7	0	0	0	34	34	106	11	0	0	0	117	117	46	4	0	0	1	51	52
18:15	19	3	0	0	0	22	22	80	12	1	1	1	95	98	58	8	0	0	0	66	66
18:30	26	5	0	0	0	31	31	56	10	0	0	3	69	72	35	5	0	0	1	41	42
18:45	23	3	1	0	0	27	28	72	11	0	0	0	83	83	41	3	0	1	0	45	46
H/TOT	95	18	1	0	0	114	115	314	44	1	1	4	364	370	180	20	0	1	2	203	206
P/TOT	1060	145	40	19	7	1271	1323	2993	488	81	42	58	3662	3815	2697	428	80	29	58	3292	3428

TRAFFINOMICS LIMITED

CLONATTIN, GOREY TRAFFIC COUNTS **NOVEMBER 2019**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/19/260**

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LOCATION: R772 Arklow Road/Coach Road DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6							PCU's Through Junction
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	
07:00	4	2	0	0	0	6	6	4	3	0	0	0	7	7	10	10	1	1	0	22	24	125
07:15	12	4	0	0	1	17	18	1	1	0	0	0	2	2	13	5	1	0	0	19	20	152
07:30	6	0	0	0	0	6	6	2	5	0	0	0	7	7	16	6	2	0	0	24	25	161
07:45	17	5	0	0	0	22	22	15	6	1	0	0	22	23	10	4	1	1	0	16	18	215
H/TOT	39	11	0	0	1	51	52	22	15	1	0	0	38	39	49	25	5	2	0	81	86	653
08:00	26	5	1	0	0	32	33	15	8	1	0	1	25	27	23	4	1	0	1	29	31	253
08:15	46	3	1	0	0	50	51	47	3	1	0	0	51	52	26	4	0	0	0	30	30	371
08:30	49	2	0	0	1	52	53	59	2	1	0	1	63	65	22	1	0	0	0	23	23	465
08:45	62	1	0	0	0	63	63	37	4	0	0	0	41	41	16	3	1	0	0	20	21	349
H/TOT	183	11	2	0	1	197	199	158	17	3	0	2	180	184	87	12	2	0	1	102	104	1438
09:00	46	8	0	0	0	54	54	31	3	0	1	0	35	36	16	1	1	2	0	20	23	322
09:15	49	1	0	0	0	50	50	26	2	1	0	1	30	32	12	2	2	0	0	16	17	255
09:30	32	4	0	1	0	37	38	22	1	1	0	0	24	25	15	4	3	1	0	23	26	235
09:45	25	6	0	0	0	31	31	29	5	0	0	0	34	34	14	1	4	0	0	19	21	277
H/TOT	152	19	0	1	0	172	173	108	11	2	1	1	123	126	57	8	10	3	0	78	87	1089
10:00	34	0	0	0	1	35	36	26	3	0	0	0	29	29	16	2	1	0	0	19	20	230
10:15	19	3	1	0	0	23	24	29	3	0	0	0	32	32	14	2	0	0	1	17	18	208
10:30	30	3	2	0	0	35	36	18	1	2	0	0	21	22	10	0	2	1	0	13	15	233
10:45	34	5	1	0	0	40	41	29	0	0	0	0	29	29	11	1	0	0	0	12	12	221
H/TOT	117	11	4	0	1	133	136	102	7	2	0	0	111	112	51	5	3	1	1	61	65	892
11:00	20	1	0	0	1	22	23	37	5	0	0	0	42	42	17	4	1	0	0	22	23	226
11:15	35	5	1	0	0	41	42	22	0	2	0	1	25	27	15	2	0	1	0	18	19	253
11:30	28	5	0	0	0	33	33	30	1	0	0	0	31	31	12	3	2	0	0	17	18	215
11:45	33	4	1	0	0	38	39	37	2	0	0	0	39	39	8	0	1	0	0	9	10	253
H/TOT	116	15	2	0	1	134	136	126	8	2	0	1	137	139	52	9	4	1	0	66	69	948
12:00	31	2	0	0	0	33	33	34	1	0	0	0	35	35	16	1	0	0	0	17	17	243
12:15	32	2	0	0	0	34	34	35	2	0	0	0	37	37	17	4	0	1	0	22	23	270
12:30	34	2	0	0	0	36	36	44	4	0	0	0	48	48	15	1	0	0	0	16	16	244
12:45	28	2	0	0	0	30	30	31	3	1	0	0	35	36	17	0	0	0	0	17	17	229
H/TOT	125	8	0	0	0	133	133	144	10	1	0	0	155	156	65	6	0	1	0	72	73	986

TRAFFINOMICS LIMITED

CLONATTIN, GOREY TRAFFIC COUNTS **NOVEMBER 2019**

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TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	
13:00	47	1	1	0	0	49	50	49	2	0	0	0	51	51	19	1	1	0	0	21	22	289
13:15	27	4	1	0	0	32	33	48	3	3	0	1	55	58	14	1	1	0	0	16	17	270
13:30	38	8	0	0	0	46	46	27	1	0	0	0	28	28	15	0	0	0	0	15	15	263
13:45	32	5	0	0	0	37	37	39	4	0	0	0	43	43	20	2	0	0	0	22	22	282
H/TOT	144	18	2	0	0	164	165	163	10	3	0	1	177	180	68	4	2	0	0	74	75	1103
14:00	29	6	0	0	0	35	35	43	6	0	0	0	49	49	9	2	1	1	0	13	15	272
14:15	22	5	0	0	0	27	27	41	2	0	0	1	44	45	14	4	1	1	0	20	22	246
14:30	36	1	1	0	0	38	39	22	2	0	0	0	24	24	13	2	0	0	0	15	15	243
14:45	40	7	3	0	0	50	52	40	4	2	0	0	46	47	11	2	0	0	0	13	13	285
H/TOT	127	19	4	0	0	150	152	146	14	2	0	1	163	165	47	10	2	2	0	61	65	1046
15:00	41	5	1	0	0	47	48	25	4	0	0	0	29	29	16	1	0	1	0	18	19	263
15:15	38	1	0	0	0	39	39	42	5	1	0	0	48	49	12	3	0	0	0	15	15	298
15:30	62	10	0	0	2	74	76	37	3	0	0	0	40	40	13	1	1	0	0	15	16	325
15:45	69	5	1	0	0	75	76	40	3	1	0	0	44	45	16	1	0	1	0	18	19	350
H/TOT	210	21	2	0	2	235	238	144	15	2	0	0	161	162	57	6	1	2	0	66	69	1236
16:00	52	2	0	0	0	54	54	106	5	0	0	0	111	111	33	0	0	1	1	35	37	385
16:15	35	2	1	0	0	38	39	44	3	0	0	1	48	49	20	2	2	0	0	24	25	351
16:30	36	4	0	0	0	40	40	55	11	0	0	0	66	66	17	3	0	1	0	21	22	353
16:45	39	11	0	0	0	50	50	41	6	1	0	0	48	49	13	0	0	0	0	13	13	344
H/TOT	162	19	1	0	0	182	183	246	25	1	0	1	273	275	83	5	2	2	1	93	98	1433
17:00	46	10	0	0	0	56	56	44	9	0	0	0	53	53	15	1	0	0	0	16	16	326
17:15	43	5	1	0	0	49	50	45	6	0	0	0	51	51	17	2	0	0	0	19	19	377
17:30	35	4	0	0	0	39	39	38	3	0	0	0	41	41	14	1	0	0	0	15	15	342
17:45	38	4	0	0	0	42	42	42	1	0	0	0	43	43	17	1	0	0	0	18	18	342
H/TOT	162	23	1	0	0	186	187	169	19	0	0	0	188	188	63	5	0	0	0	68	68	1386
18:00	28	3	1	0	0	32	33	31	1	1	0	0	33	34	21	0	0	0	0	21	21	290
18:15	37	2	0	0	0	39	39	31	5	0	0	0	36	36	8	1	0	0	0	9	9	270
18:30	29	2	0	0	0	31	31	30	3	0	0	0	33	33	10	1	0	0	0	11	11	220
18:45	24	3	0	0	0	27	27	20	2	1	0	0	23	24	9	1	0	0	0	10	10	217
H/TOT	118	10	1	0	0	129	130	112	11	2	0	0	125	126	48	3	0	0	0	51	51	997
P/TOT	1655	185	19	1	6	1866	1883	1640	162	21	1	7	1831	1850	727	98	31	14	3	873	910	13208

TRAFFINOMICS LIMITED

CLONATTIN, GOREY TRAFFIC COUNTS **NOVEMBER 2019**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/19/260**

SITE: 02 DATE: 19th November 2019

LOCATION: Coach Road/Esmonde Street/Courtown Road DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
07:00	2	0	0	0	0	2	2	3	2	1	0	0	6	7	6	0	0	0	0	6	6
07:15	5	0	0	2	0	7	10	9	4	0	2	1	16	20	1	2	0	0	0	3	3
07:30	3	1	0	0	0	4	4	8	1	0	0	0	9	9	5	0	0	0	0	5	5
07:45	6	3	0	0	0	9	9	13	4	0	0	0	17	17	11	2	0	0	2	15	17
H/TOT	16	4	0	2	0	22	25	33	11	1	2	1	48	52	23	4	0	0	2	29	31
08:00	1	2	0	0	1	4	5	16	3	1	0	0	20	21	17	1	0	0	0	18	18
08:15	8	1	0	0	0	9	9	19	2	1	1	0	23	25	34	2	0	0	0	36	36
08:30	14	1	1	0	0	16	17	34	5	0	1	0	40	41	28	1	0	0	0	29	29
08:45	23	1	0	0	0	24	24	34	2	0	0	0	36	36	33	1	0	0	0	34	34
H/TOT	46	5	1	0	1	53	55	103	12	2	2	0	119	123	112	5	0	0	0	117	117
09:00	15	0	0	0	0	15	15	26	10	1	1	0	38	40	15	1	0	0	0	16	16
09:15	19	1	0	1	0	21	22	19	2	0	0	0	21	21	22	3	0	0	0	25	25
09:30	12	1	0	0	0	13	13	30	3	1	1	0	35	37	18	0	1	0	0	19	20
09:45	8	3	0	1	0	12	13	32	7	1	0	0	40	41	22	3	0	0	0	25	25
H/TOT	54	5	0	2	0	61	64	107	22	3	2	0	134	138	77	7	1	0	0	85	86
10:00	9	1	1	0	0	11	12	24	3	0	1	0	28	29	23	0	0	0	1	24	25
10:15	12	2	1	0	0	15	16	32	1	1	0	0	34	35	18	0	1	0	0	19	20
10:30	13	3	1	0	0	17	18	24	0	2	0	0	26	27	16	1	0	0	0	17	17
10:45	13	1	0	0	0	14	14	24	5	1	0	0	30	31	14	0	1	0	0	15	16
H/TOT	47	7	3	0	0	57	59	104	9	4	1	0	118	121	71	1	2	0	1	75	77
11:00	1	0	0	0	0	1	1	26	4	0	0	0	30	30	20	5	0	0	0	25	25
11:15	8	3	0	1	0	12	13	36	6	3	0	0	45	47	22	2	1	0	1	26	28
11:30	11	4	0	0	0	15	15	21	2	1	1	0	25	27	14	0	1	0	0	15	16
11:45	19	2	0	0	0	21	21	27	5	3	0	0	35	37	17	0	0	0	0	17	17
H/TOT	39	9	0	1	0	49	50	110	17	7	1	0	135	140	73	7	2	0	1	83	85
12:00	12	0	0	0	0	12	12	35	3	2	0	0	40	41	8	0	0	0	0	8	8
12:15	19	1	1	0	0	21	22	40	6	0	0	0	46	46	16	1	0	0	0	17	17
12:30	12	3	0	0	0	15	15	29	2	0	0	0	31	31	15	2	0	0	0	17	17
12:45	16	1	0	0	0	17	17	34	5	0	0	0	39	39	19	0	0	0	1	20	21
H/TOT	59	5	1	0	0	65	66	138	16	2	0	0	156	157	58	3	0	0	1	62	63

TRAFFINOMICS LIMITED

CLONATTIN, GOREY TRAFFIC COUNTS **NOVEMBER 2019**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/19/260**

SITE: 02 DATE: 19th November 2019

LOCATION: Coach Road/Esmonde Street/Courtown Road DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	21	0	0	0	0	21	21	48	2	2	0	0	52	53	26	1	0	0	0	27	27
13:15	22	1	0	0	0	23	23	31	3	1	0	0	35	36	18	2	1	0	0	21	22
13:30	16	3	1	0	0	20	21	34	6	3	0	0	43	45	23	2	0	0	0	25	25
13:45	17	5	0	1	0	23	24	34	7	1	1	0	43	45	13	0	0	0	0	13	13
H/TOT	76	9	1	1	0	87	89	147	18	7	1	0	173	178	80	5	1	0	0	86	87
14:00	15	3	0	0	0	18	18	41	9	1	0	1	52	54	18	3	0	0	0	21	21
14:15	14	1	0	0	0	15	15	41	6	1	1	0	49	51	19	1	0	0	0	20	20
14:30	16	0	0	0	0	16	16	44	5	1	0	0	50	51	21	1	0	0	0	22	22
14:45	12	1	0	1	0	14	15	41	7	4	0	0	52	54	19	3	0	0	0	22	22
H/TOT	57	5	0	1	0	63	64	167	27	7	1	1	203	209	77	8	0	0	0	85	85
15:00	9	4	0	0	0	13	13	41	2	1	0	0	44	45	15	0	0	0	0	15	15
15:15	20	1	0	1	0	22	23	52	5	0	0	1	58	59	22	1	0	0	2	25	27
15:30	22	4	0	0	1	27	28	37	7	0	0	1	45	46	21	5	0	0	0	26	26
15:45	19	4	0	0	0	23	23	56	4	1	0	0	61	62	18	1	0	0	1	20	21
H/TOT	70	13	0	1	1	85	87	186	18	2	0	2	208	211	76	7	0	0	3	86	89
16:00	14	0	1	0	0	15	16	60	9	1	1	0	71	73	17	1	0	0	0	18	18
16:15	20	2	2	0	0	24	25	56	4	1	0	0	61	62	19	0	0	0	0	19	19
16:30	14	5	0	0	0	19	19	51	7	0	0	0	58	58	15	1	0	0	0	16	16
16:45	29	2	0	0	0	31	31	61	13	0	1	0	75	76	27	0	0	0	0	27	27
H/TOT	77	9	3	0	0	89	91	228	33	2	2	0	265	269	78	2	0	0	0	80	80
17:00	16	0	1	0	0	17	18	41	11	2	0	0	54	55	22	0	0	0	0	22	22
17:15	16	3	0	0	0	19	19	55	5	0	0	0	60	60	21	0	0	0	0	21	21
17:30	24	3	0	0	0	27	27	48	5	1	0	0	54	55	11	0	0	0	0	11	11
17:45	21	0	0	0	0	21	21	34	6	1	0	0	41	42	18	1	0	0	0	19	19
H/TOT	77	6	1	0	0	84	85	178	27	4	0	0	209	211	72	1	0	0	0	73	73
18:00	17	2	0	0	0	19	19	33	11	1	0	0	45	46	18	2	0	0	0	20	20
18:15	18	2	0	0	0	20	20	38	4	0	0	0	42	42	9	0	0	0	0	9	9
18:30	23	0	0	0	0	23	23	39	4	0	0	0	43	43	19	5	0	0	0	24	24
18:45	11	2	0	0	0	13	13	37	1	0	0	0	38	38	24	0	0	0	0	24	24
H/TOT	69	6	0	0	0	75	75	147	20	1	0	0	168	169	70	7	0	0	0	77	77
P/TOT	687	83	10	8	2	790	807	1648	230	42	12	4	1936	1977	867	57	6	0	8	938	949

TRAFFINOMICS LIMITED

CLONATTIN, GOREY TRAFFIC COUNTS **NOVEMBER 2019**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/19/260**

SITE: 02 DATE: 19th November 2019

LOCATION: Coach Road/Esmonde Street/Courtown Road DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6							MOVEMENT 7						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
07:00	1	0	1	0	0	2	3	1	0	0	0	0	1	1	8	2	0	0	0	10	10	1	0	0	0	0	1	1
07:15	2	0	0	0	0	2	2	5	0	0	0	0	5	5	19	2	0	0	1	22	23	0	0	0	0	0	0	0
07:30	2	1	0	0	0	3	3	8	1	0	0	0	9	9	11	2	0	0	1	14	15	0	0	0	0	0	0	0
07:45	3	4	0	0	0	7	7	18	1	0	0	1	20	21	21	3	0	0	1	25	26	1	0	0	0	0	1	1
H/TOT	8	5	1	0	0	14	15	32	2	0	0	1	35	36	59	9	0	0	3	71	74	1	0	0	0	0	1	2
08:00	5	1	0	0	2	8	10	13	0	0	0	0	13	13	19	3	1	0	1	24	26	1	0	0	0	0	1	1
08:15	17	0	0	0	0	17	17	8	2	0	0	0	10	10	21	5	1	0	0	27	28	12	0	0	0	0	12	12
08:30	24	0	0	0	0	24	24	11	3	1	0	0	15	16	30	3	0	0	0	33	33	5	0	0	0	0	5	5
08:45	18	2	0	0	0	20	20	31	2	1	0	0	34	35	36	9	1	0	1	47	49	1	1	0	0	0	2	2
H/TOT	64	3	0	0	2	69	71	63	7	2	0	0	72	73	106	20	3	0	2	131	135	0	1	0	0	0	1	20
09:00	23	0	0	0	0	23	23	28	2	0	0	0	30	30	36	3	1	0	0	40	41	5	0	0	0	0	5	5
09:15	20	0	0	0	0	20	20	14	1	0	0	0	15	15	25	4	1	0	0	30	31	1	0	0	0	0	1	1
09:30	20	2	0	0	0	22	22	15	0	1	0	0	16	17	27	4	0	0	2	33	35	2	0	0	0	0	2	2
09:45	16	2	0	0	0	18	18	18	2	0	0	0	20	20	19	7	0	0	2	28	30	3	2	0	0	0	5	5
H/TOT	79	4	0	0	0	83	83	75	5	1	0	0	81	82	107	18	2	0	4	131	136	11	2	0	0	0	13	13
10:00	15	0	0	0	0	15	15	12	2	0	1	0	15	16	16	2	0	0	1	19	20	1	2	0	0	0	3	3
10:15	10	1	0	0	1	12	13	11	1	0	0	0	12	12	23	5	1	0	1	30	32	7	0	0	0	0	7	7
10:30	11	1	1	0	0	13	14	22	2	0	0	1	25	26	32	4	2	2	0	40	44	4	0	0	0	0	4	4
10:45	17	2	0	0	0	19	19	14	1	0	0	0	15	15	26	2	2	0	0	30	31	4	0	1	0	0	5	6
H/TOT	53	4	1	0	1	59	61	59	6	0	1	1	67	69	97	13	5	2	2	119	126	16	2	1	0	0	19	20
11:00	14	2	0	0	0	16	16	9	4	0	0	0	13	13	31	2	1	0	1	35	37	5	0	0	0	0	5	5
11:15	13	0	0	0	0	13	13	21	1	1	0	0	23	24	37	4	2	0	0	43	44	8	0	0	0	0	8	8
11:30	13	2	0	0	0	15	15	13	4	0	0	0	17	17	26	8	0	0	2	36	38	2	0	0	0	0	2	2
11:45	24	1	1	0	0	26	27	22	3	1	0	0	26	27	30	1	1	0	0	32	33	3	0	0	0	0	3	3
H/TOT	64	5	1	0	0	70	71	65	12	2	0	0	79	80	124	15	4	0	3	146	151	18	0	0	0	0	18	18
12:00	17	0	0	0	0	17	17	18	0	0	0	0	18	18	34	1	2	0	0	37	38	6	0	0	0	0	6	6
12:15	23	2	0	0	0	25	25	19	5	0	0	0	24	24	29	6	0	0	0	35	35	3	0	0	0	0	3	3
12:30	20	1	0	0	0	21	21	6	2	1	0	0	9	10	33	3	0	0	0	36	36	3	0	0	0	0	3	3
12:45	23	1	0	0	0	24	24	17	2	0	1	0	20	21	32	2	1	0	1	36	38	5	0	0	0	0	5	5
H/TOT	83	4	0	0	0	87	87	60	9	1	1	0	71	73	128	12	3	0	1	144	147	17	0	0	0	0	17	17

TRAFFINOMICS LIMITED

CLONATTIN, GOREY TRAFFIC COUNTS **NOVEMBER 2019**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/19/260**

SITE: 02 DATE: 19th November 2019

LOCATION: Coach Road/Esmonde Street/Courtown Road DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6							MOVEMENT 7						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	22	2	0	0	0	24	24	20	2	0	0	1	23	24	37	4	0	0	0	41	41	7	1	0	0	0	8	8
13:15	13	1	1	0	0	15	16	19	3	0	0	1	23	24	27	4	0	0	1	32	33	4	0	0	0	0	4	4
13:30	12	1	0	0	0	13	13	28	2	0	0	0	30	30	31	4	1	0	1	37	39	3	1	0	0	0	4	4
13:45	25	1	0	0	0	26	26	20	1	0	0	0	21	21	31	6	1	0	0	38	39	2	0	0	0	0	2	2
H/TOT	72	5	1	0	0	78	79	87	8	0	0	2	97	99	126	18	2	0	2	148	151	16	2	0	0	0	18	18
14:00	24	2	1	0	0	27	28	15	5	0	0	0	20	20	26	3	0	0	0	29	29	3	0	0	0	0	3	3
14:15	19	1	0	0	0	20	20	24	1	0	0	0	25	25	26	2	0	0	0	28	28	2	0	0	0	0	2	2
14:30	26	0	0	0	0	26	26	23	1	0	0	1	25	26	43	3	0	0	0	46	46	1	0	0	0	0	1	1
14:45	17	3	0	0	0	20	20	19	1	1	0	1	22	24	31	4	2	0	0	37	38	4	0	0	0	0	4	4
H/TOT	86	6	1	0	0	93	94	81	8	1	0	2	92	95	126	12	2	0	0	140	141	10	0	0	0	0	10	10
15:00	17	1	0	0	0	18	18	27	2	0	0	0	29	29	35	2	2	0	0	39	40	3	1	0	0	0	4	4
15:15	19	4	0	0	0	23	23	16	2	0	0	1	19	20	40	4	0	0	1	45	46	3	0	0	0	0	3	3
15:30	21	0	0	0	0	21	21	16	2	0	0	0	18	18	52	1	0	0	0	53	53	3	0	0	0	0	3	3
15:45	24	5	0	0	0	29	29	17	1	0	0	0	18	18	36	4	1	0	1	42	44	5	0	0	0	0	5	5
H/TOT	81	10	0	0	0	91	91	76	7	0	0	1	84	85	163	11	3	0	2	179	183	14	1	0	0	0	15	15
16:00	27	3	0	0	0	30	30	23	2	0	0	0	25	25	57	7	0	0	6	70	76	3	0	0	0	0	3	3
16:15	13	1	0	0	0	14	14	24	1	0	0	0	25	25	42	3	0	0	2	47	49	2	0	0	0	0	2	2
16:30	28	3	0	0	0	31	31	27	7	1	0	0	35	36	41	3	2	0	1	47	49	6	0	0	0	0	6	6
16:45	22	4	0	0	0	26	26	27	2	1	0	0	30	31	44	2	0	0	0	46	46	3	1	0	0	0	4	4
H/TOT	90	11	0	0	0	101	101	101	12	2	0	0	115	116	184	15	2	0	9	210	220	14	1	0	0	0	15	15
17:00	20	2	0	0	0	22	22	31	5	0	0	0	36	36	57	5	0	0	0	62	62	4	0	0	0	0	4	4
17:15	36	1	1	0	0	38	39	28	5	0	0	0	33	33	27	4	0	0	1	32	33	4	0	0	0	0	4	4
17:30	25	0	0	0	0	25	25	27	2	0	0	0	29	29	35	8	1	0	0	44	45	2	0	0	0	0	2	2
17:45	33	2	0	0	0	35	35	30	2	0	0	0	32	32	32	2	0	0	0	34	34	2	1	0	0	0	3	3
H/TOT	114	5	1	0	0	120	121	116	14	0	0	0	130	130	151	19	1	0	1	172	174	12	1	0	0	0	13	13
18:00	23	2	0	0	0	25	25	32	3	0	0	0	35	35	46	5	0	0	0	51	51	4	0	0	0	0	4	4
18:15	18	2	0	0	0	20	20	38	3	0	0	0	41	41	31	2	0	0	0	33	33	5	1	0	0	0	6	6
18:30	18	1	0	0	0	19	19	18	3	0	0	0	21	21	28	1	1	0	0	30	31	2	0	0	0	0	2	2
18:45	12	1	0	0	0	13	13	33	4	0	0	1	38	39	32	1	0	0	0	33	33	7	0	0	0	0	7	7
H/TOT	71	6	0	0	0	77	77	121	13	0	0	1	135	136	137	9	1	0	0	147	148	18	1	0	0	0	19	19
P/TOT	865	68	6	0	3	942	948	936	103	9	2	8	1058	1073	1508	171	28	2	29	1738	1784	147	11	1	0	0	159	180

TRAFFINOMICS LIMITED

CLONATTIN, GOREY TRAFFIC COUNTS **NOVEMBER 2019**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/19/260**

SITE: 02 DATE: 19th November 2019

LOCATION: Coach Road/Esmonde Street/Courtown Road DAY: Tuesday

	MOVEMENT 8							MOVEMENT 9							MOVEMENT 10							MOVEMENT 11						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
07:00	10	4	0	0	1	15	16	8	8	1	1	0	18	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	19	5	0	0	1	25	26	11	5	0	0	0	16	16	1	2	0	0	0	3	3	1	0	0	0	0	1	1
07:30	14	4	1	0	1	20	22	8	7	0	0	0	15	15	3	0	0	1	1	5	7	0	1	0	0	0	1	1
07:45	16	7	0	0	2	25	27	9	9	0	0	0	18	18	21	4	0	0	0	25	25	4	0	0	0	0	4	4
H/TOT	59	20	1	0	5	85	91	36	29	1	1	0	67	69	25	6	0	1	1	33	35	5	1	0	0	0	6	6
08:00	47	5	0	0	6	58	64	24	14	3	0	0	41	43	6	1	0	0	0	7	7	9	1	0	0	0	10	10
08:15	53	5	0	0	0	58	58	12	3	0	0	0	15	15	12	0	0	1	0	13	14	14	0	0	0	0	14	14
08:30	39	4	0	0	0	43	43	11	4	1	0	0	16	17	5	2	0	0	0	7	7	9	1	0	0	0	10	10
08:45	34	4	1	0	1	40	42	37	7	1	1	0	46	48	12	3	0	0	0	15	15	4	0	0	0	0	4	4
H/TOT	173	18	1	0	7	199	207	84	28	5	1	0	118	122	35	6	0	1	0	42	43	36	2	0	0	0	38	38
09:00	50	6	2	0	2	60	63	45	11	1	1	0	58	60	14	0	1	0	0	15	16	5	0	0	0	0	5	5
09:15	38	2	0	0	0	40	40	35	3	2	0	0	40	41	11	1	2	0	0	14	15	4	0	0	0	0	4	4
09:30	41	8	0	0	0	49	49	26	3	1	1	0	31	33	10	0	1	0	1	12	14	4	1	0	0	0	5	5
09:45	46	5	0	0	2	53	55	34	7	3	0	0	44	46	13	4	0	0	0	17	17	6	0	0	0	0	6	6
H/TOT	175	21	2	0	4	202	207	140	24	7	2	0	173	179	48	5	4	0	1	58	61	19	1	0	0	0	20	20
10:00	44	8	0	0	0	52	52	28	8	0	0	0	36	36	7	2	0	0	0	9	9	5	1	0	0	0	6	6
10:15	24	6	0	0	0	30	30	20	1	1	0	0	22	23	2	1	0	0	0	3	3	3	0	0	0	0	3	3
10:30	33	5	1	0	0	39	40	25	2	2	0	0	29	30	7	1	0	0	0	8	8	4	0	0	0	0	4	4
10:45	47	6	0	0	0	53	53	30	0	0	0	0	30	30	10	1	1	0	0	12	13	2	0	0	0	0	2	2
H/TOT	148	25	1	0	0	174	175	103	11	3	0	0	117	119	26	5	1	0	0	32	33	14	1	0	0	0	15	15
11:00	37	8	0	0	1	46	47	23	3	1	0	0	27	28	9	3	1	0	0	13	14	6	0	1	0	0	7	8
11:15	34	3	0	0	0	37	37	27	2	2	0	0	31	32	9	4	2	1	0	16	18	6	0	0	0	0	6	6
11:30	36	15	0	0	0	51	51	27	1	0	0	0	28	28	10	0	0	0	0	10	10	5	0	0	0	0	5	5
11:45	42	5	1	0	1	49	51	34	7	1	0	1	43	45	4	0	1	0	0	5	6	4	0	0	1	0	5	6
H/TOT	149	31	1	0	2	183	186	111	13	4	0	1	129	132	32	7	4	1	0	44	47	21	0	1	1	0	23	25
12:00	36	7	1	0	1	45	47	33	1	0	0	0	34	34	9	1	0	0	0	10	10	5	1	0	0	0	6	6
12:15	39	3	1	0	0	43	44	41	3	0	0	0	44	44	11	3	0	0	1	15	16	8	0	0	0	0	8	8
12:30	30	8	0	0	0	38	38	48	3	0	0	0	51	51	7	3	1	0	0	11	12	4	3	0	0	0	7	7
12:45	26	5	0	0	0	31	31	33	2	0	0	0	35	35	7	2	1	0	0	10	11	1	0	0	0	0	1	1
H/TOT	131	23	2	0	1	157	159	155	9	0	0	0	164	164	34	9	2	0	1	46	48	18	4	0	0	0	22	22

TRAFFINOMICS LIMITED

CLONATTIN, GOREY TRAFFIC COUNTS **NOVEMBER 2019**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/19/260**

SITE: 02 DATE: 19th November 2019

LOCATION: Coach Road/Esmonde Street/Courtown Road DAY: Tuesday

	MOVEMENT 8							MOVEMENT 9							MOVEMENT 10							MOVEMENT 11						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	44	7	0	0	0	51	51	39	3	0	0	0	42	42	8	2	0	0	0	10	10	8	0	0	0	0	8	8
13:15	33	2	1	0	0	36	37	34	5	4	0	0	43	45	6	3	2	0	0	11	12	8	0	0	0	0	8	8
13:30	36	3	0	0	0	39	39	34	7	0	0	0	41	41	14	1	0	0	0	15	15	5	0	0	0	0	5	5
13:45	40	2	1	0	0	43	44	38	1	0	0	0	39	39	8	1	0	0	0	9	9	4	1	0	0	0	5	5
H/TOT	153	14	2	0	0	169	170	145	16	4	0	0	165	167	36	7	2	0	0	45	46	25	1	0	0	0	26	26
14:00	42	6	0	0	1	49	50	38	8	0	1	0	47	48	8	4	0	0	1	13	14	7	0	0	0	0	7	7
14:15	32	2	0	0	1	35	36	32	6	1	1	0	40	42	7	0	0	1	1	9	11	6	1	0	0	0	7	7
14:30	40	2	1	0	0	43	44	26	5	1	0	0	32	33	16	1	0	0	0	17	17	7	1	0	0	0	8	8
14:45	31	6	4	0	0	41	43	31	4	1	0	0	36	37	9	4	0	0	0	13	13	8	1	0	0	0	9	9
H/TOT	145	16	5	0	2	168	173	127	23	3	2	0	155	159	40	9	0	1	2	52	55	28	3	0	0	0	31	31
15:00	48	4	2	0	0	54	55	49	8	0	0	0	57	57	15	0	0	0	0	15	15	8	0	0	0	0	8	8
15:15	26	3	2	0	2	33	36	31	6	1	0	1	39	41	6	1	0	1	0	8	9	14	1	0	0	0	15	15
15:30	33	6	0	0	2	41	43	43	2	1	0	0	46	47	6	1	0	0	0	7	7	9	1	0	0	0	10	10
15:45	29	4	0	0	0	33	33	28	6	1	1	0	36	38	8	0	0	0	1	9	10	12	1	1	0	0	14	15
H/TOT	136	17	4	0	4	161	167	151	22	3	1	1	178	182	35	2	0	1	1	39	41	43	3	1	0	0	47	48
16:00	38	3	2	0	0	43	44	62	3	0	0	0	65	65	16	6	0	0	0	22	22	48	8	0	0	0	56	56
16:15	47	2	0	0	0	49	49	46	3	2	0	1	52	54	9	1	0	0	0	10	10	26	1	0	0	0	27	27
16:30	34	8	0	0	2	44	46	55	9	0	2	0	66	69	21	1	0	0	0	22	22	11	2	0	0	0	13	13
16:45	40	2	0	0	0	42	42	40	5	1	0	0	46	47	23	3	0	0	0	26	26	8	0	0	0	0	8	8
H/TOT	159	15	2	0	2	178	181	203	20	3	2	1	229	234	69	11	0	0	0	80	80	93	11	0	0	0	104	104
17:00	48	9	0	0	0	57	57	42	9	0	0	0	51	51	18	3	0	0	0	21	21	18	1	0	0	0	19	19
17:15	40	7	0	0	0	47	47	37	6	0	0	0	43	43	13	0	0	0	0	13	13	10	1	0	0	0	11	11
17:30	43	3	1	0	0	47	48	38	2	0	0	0	40	40	13	4	0	1	0	18	19	7	0	0	0	0	7	7
17:45	35	4	0	0	0	39	39	35	0	0	0	0	35	35	17	2	1	0	0	20	21	4	1	0	0	0	5	5
H/TOT	166	23	1	0	0	190	191	152	17	0	0	0	169	169	61	9	1	1	0	72	74	39	3	0	0	0	42	42
18:00	48	6	1	0	0	55	56	43	1	1	0	0	45	46	24	6	0	0	0	30	30	11	0	0	0	0	11	11
18:15	22	3	0	0	1	26	27	36	5	0	0	0	41	41	11	1	0	0	0	12	12	3	0	0	0	0	3	3
18:30	28	1	0	0	0	29	29	25	0	0	0	0	25	25	14	1	0	0	0	15	15	4	0	0	0	0	4	4
18:45	36	6	0	0	0	42	42	24	4	0	1	0	29	30	11	0	0	0	0	11	11	3	1	0	0	0	4	4
H/TOT	134	16	1	0	1	152	154	128	10	1	1	0	140	142	60	8	0	0	0	68	68	21	1	0	0	0	22	22
P/TOT	1728	239	23	0	28	2018	2058	1535	222	34	10	3	1804	1837	501	84	14	6	6	611	632	362	31	2	1	0	396	398

TRAFFINOMICS LIMITED

CLONATTIN, GOREY TRAFFIC COUNTS **NOVEMBER 2019**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/19/260**

SITE: 02 DATE: 19th November 2019

LOCATION: Coach Road/Esmonde Street/Courtown Road DAY: Tuesday

	MOVEMENT 12							MOVEMENT 13							MOVEMENT 14							MOVEMENT 15							PCU's Through Junction
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	
07:00	6	3	0	0	0	9	9	3	1	1	0	0	5	6	3	2	0	0	0	5	5	2	1	0	0	0	3	3	87
07:15	9	4	0	0	0	13	13	4	0	0	0	0	4	4	3	0	0	0	0	3	3	1	0	0	0	0	1	1	129
07:30	6	2	0	0	0	8	8	21	0	0	0	0	21	21	7	0	1	0	0	8	9	0	1	0	1	0	2	3	131
07:45	14	1	2	0	1	18	20	17	2	0	0	1	20	21	9	0	0	1	0	10	11	1	0	0	0	0	1	1	225
H/TOT	35	10	2	0	1	48	50	45	3	1	0	1	50	52	22	2	1	1	0	26	28	4	2	0	1	0	7	8	572
08:00	20	2	0	0	0	22	22	26	0	0	0	1	27	28	5	2	0	0	0	7	7	0	0	0	0	0	0	0	274
08:15	11	2	0	0	0	13	13	42	2	0	0	2	46	48	27	4	0	0	0	31	31	2	0	0	0	0	2	2	332
08:30	3	2	0	0	0	5	5	37	2	0	0	0	39	39	8	0	0	0	0	8	8	0	0	0	0	0	0	0	293
08:45	11	1	0	0	0	12	12	49	2	0	0	0	51	51	12	0	0	0	0	12	12	0	0	0	0	0	0	0	382
H/TOT	45	7	0	0	0	52	52	154	6	0	0	3	163	166	52	6	0	0	0	58	58	2	0	0	0	0	2	2	1280
09:00	14	2	0	0	0	16	16	32	4	0	0	0	36	36	9	0	0	0	0	9	9	0	0	0	0	0	0	0	374
09:15	12	2	0	0	0	14	14	18	2	1	0	0	21	22	10	2	0	0	1	13	14	0	0	0	0	0	0	0	284
09:30	11	1	0	0	0	12	12	21	0	0	0	0	21	21	7	0	2	0	0	9	10	0	0	1	0	0	1	2	290
09:45	11	1	0	0	1	13	14	33	2	0	0	0	35	35	10	0	3	0	0	13	15	0	0	0	0	0	0	0	339
H/TOT	48	6	0	0	1	55	56	104	8	1	0	0	113	114	36	2	5	0	1	44	48	0	0	1	0	0	1	2	1286
10:00	9	2	0	2	0	13	16	13	3	2	0	0	18	19	5	0	0	0	0	5	5	0	0	0	0	0	0	0	263
10:15	10	3	1	0	0	14	15	23	1	0	0	1	25	26	13	2	0	0	0	15	15	0	0	0	0	0	0	0	247
10:30	6	2	0	1	0	9	10	25	0	0	0	0	25	25	5	0	1	0	0	6	7	1	0	0	0	0	1	1	273
10:45	9	0	0	0	0	9	9	24	1	0	0	0	25	25	5	1	0	0	0	6	6	0	1	0	0	0	1	1	269
H/TOT	34	7	1	3	0	45	49	85	5	2	0	1	93	95	28	3	1	0	0	32	33	1	1	0	0	0	2	2	1052
11:00	8	2	0	0	0	10	10	18	5	0	0	0	23	23	11	1	0	0	0	12	12	1	0	0	0	0	1	1	268
11:15	8	1	1	0	0	10	11	22	1	0	0	0	23	23	6	1	1	0	0	8	9	0	0	0	0	0	0	0	311
11:30	7	1	0	0	0	8	8	26	0	0	0	0	26	26	12	1	0	0	0	13	13	0	0	0	0	0	0	0	270
11:45	9	0	0	0	0	9	9	24	1	1	0	0	26	27	9	1	0	0	0	10	10	0	0	0	0	0	0	0	315
H/TOT	32	4	1	0	0	37	38	90	7	1	0	0	98	99	38	4	1	0	0	43	44	1	0	0	0	0	1	1	1165
12:00	15	2	1	1	0	19	21	11	3	0	0	0	14	14	12	0	0	0	0	12	12	0	0	0	0	0	0	0	283
12:15	7	0	0	0	0	7	7	18	4	1	0	0	23	24	8	4	0	1	0	13	14	1	0	0	0	0	1	1	329
12:30	9	2	0	0	0	11	11	13	1	0	0	0	14	14	8	2	0	0	0	10	10	0	0	0	0	0	0	0	275
12:45	13	1	0	0	0	14	14	19	2	0	0	0	21	21	15	2	0	0	0	17	17	0	0	0	0	0	0	0	294
H/TOT	44	5	1	1	0	51	53	61	10	1	0	0	72	73	43	8	0	1	0	52	53	1	0	0	0	0	1	1	1181

TRAFFINOMICS LIMITED

CLONATTIN, GOREY TRAFFIC COUNTS **NOVEMBER 2019**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/19/260**

SITE: 02 DATE: 19th November 2019

LOCATION: Coach Road/Esmonde Street/Courtown Road DAY: Tuesday

	MOVEMENT 12							MOVEMENT 13							MOVEMENT 14							MOVEMENT 15							PCU's Through Junction
TIME	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	CAR	LGV	OGV1	OGV2	BUS	TOT	PCU	
13:00	7	1	0	0	1	9	10	26	0	0	0	0	26	26	23	0	1	0	0	24	25	0	0	0	0	0	0	0	370
13:15	15	0	0	0	0	15	15	25	2	0	0	0	27	27	18	2	0	0	0	20	20	0	0	0	0	0	0	0	320
13:30	8	2	0	0	0	10	10	23	2	0	0	0	25	25	10	0	0	0	0	10	10	0	0	0	0	0	0	0	321
13:45	10	4	1	0	0	15	16	42	3	0	0	0	45	45	11	1	0	0	0	12	12	1	0	0	0	0	1	1	340
H/TOT	40	7	1	0	1	49	51	116	7	0	0	0	123	123	62	3	1	0	0	66	67	1	0	0	0	0	1	1	1350
14:00	16	2	1	0	0	19	20	31	3	1	0	0	35	36	11	0	0	0	0	11	11	0	0	0	0	0	0	0	357
14:15	17	0	1	1	0	19	21	14	1	0	1	0	16	17	18	2	0	0	1	21	22	0	0	0	0	0	0	0	317
14:30	7	3	0	0	0	10	10	18	1	0	0	0	19	19	4	2	0	0	0	6	6	0	0	0	0	0	0	0	324
14:45	10	0	0	0	0	10	10	21	1	0	0	1	23	24	11	2	1	0	0	14	15	2	0	0	0	0	2	2	329
H/TOT	50	5	2	1	0	58	60	84	6	1	1	1	93	96	44	6	1	0	1	52	54	2	0	0	0	0	2	2	1327
15:00	15	1	0	0	0	16	16	30	4	1	0	0	35	36	7	0	0	1	0	8	9	0	0	0	0	0	0	0	359
15:15	14	2	1	0	0	17	18	29	2	1	0	2	34	37	7	1	0	0	0	8	8	1	0	0	0	0	1	1	365
15:30	6	0	0	0	1	7	8	28	2	0	0	1	31	32	10	0	0	0	0	10	10	0	0	0	0	0	0	0	352
15:45	11	2	0	0	0	13	13	15	0	0	0	0	15	15	12	0	0	0	0	12	12	0	0	0	0	0	0	0	336
H/TOT	46	5	1	0	1	53	55	102	8	2	0	3	115	119	36	1	0	1	0	38	39	1	0	0	0	0	1	1	1412
16:00	13	0	0	1	1	15	17	15	4	0	0	0	19	19	12	2	0	1	0	15	16	0	0	0	0	0	0	0	480
16:15	16	1	1	0	0	18	19	27	5	0	0	0	32	32	9	2	0	0	0	11	11	0	0	0	0	0	0	0	397
16:30	14	0	0	0	0	14	14	25	4	0	0	0	29	29	16	6	0	0	0	22	22	0	0	0	0	0	0	0	429
16:45	15	0	0	0	0	15	15	29	4	1	0	0	34	35	13	0	0	0	0	13	13	0	0	0	0	0	0	0	426
H/TOT	58	1	1	1	1	62	65	96	17	1	0	0	114	115	50	10	0	1	0	61	62	0	0	0	0	0	0	0	1732
17:00	22	2	0	0	0	24	24	24	0	1	0	0	25	26	13	0	1	0	0	14	15	0	0	0	0	0	0	0	431
17:15	9	0	0	0	0	9	9	16	6	1	0	0	23	24	16	3	0	0	0	19	19	1	0	0	0	0	1	1	375
17:30	15	2	0	0	0	17	17	18	6	0	0	0	24	24	10	0	0	0	0	10	10	0	0	0	0	0	0	0	358
17:45	10	2	0	0	0	12	12	18	1	1	0	0	20	21	10	0	0	0	0	10	10	0	0	0	0	0	0	0	328
H/TOT	56	6	0	0	0	62	62	76	13	3	0	0	92	94	49	3	1	0	0	53	54	1	0	0	0	0	1	1	1491
18:00	13	1	0	0	0	14	14	34	3	0	0	0	37	37	14	2	0	0	0	16	16	0	0	0	0	0	0	0	409
18:15	11	2	0	0	0	13	13	20	1	0	0	0	21	21	13	2	0	0	0	15	15	1	0	0	0	0	1	1	304
18:30	13	2	0	0	0	15	15	28	1	0	0	0	29	29	13	1	1	0	0	15	16	0	0	0	0	0	0	0	295
18:45	4	0	0	0	0	4	4	35	1	0	0	0	36	36	13	1	0	0	0	14	14	0	0	0	0	0	0	0	308
H/TOT	41	5	0	0	0	46	46	117	6	0	0	0	123	123	53	6	1	0	0	60	61	1	0	0	0	0	1	1	1316
P/TOT	529	68	10	6	5	618	636	1130	96	13	1	9	1249	1266	513	54	12	4	2	585	598	15	3	1	1	0	20	22	15163

TRAFFINOMICS LIMITED

CLONATTIN, GOREY TRAFFIC COUNTS **NOVEMBER 2019**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/19/260**

SITE: 03 DATE: 19th November 2019

LOCATION: Courtown Road/Mill Road DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
07:00	10	2	0	0	0	12	12	6	5	0	0	0	11	11	0	4	0	1	0	5	6
07:15	16	4	0	2	2	24	29	10	2	0	1	0	13	14	11	3	0	0	1	15	16
07:30	15	5	0	0	1	21	22	6	0	0	0	0	6	6	5	1	0	0	1	7	8
07:45	31	4	2	0	2	39	42	19	1	0	0	0	20	20	11	8	0	0	0	19	19
H/TOT	72	15	2	2	5	96	105	41	8	0	1	0	50	51	27	16	0	1	2	46	49
08:00	40	3	2	0	1	46	48	17	3	0	0	0	20	20	26	3	1	0	1	31	33
08:15	42	3	2	0	0	47	48	21	3	0	1	0	25	26	41	5	0	0	0	46	46
08:30	44	10	0	1	0	55	56	21	2	0	0	0	23	23	34	4	1	0	0	39	40
08:45	60	11	1	0	0	72	73	13	3	0	0	0	16	16	31	4	0	2	1	38	42
H/TOT	186	27	5	1	1	220	225	72	11	0	1	0	84	85	132	16	2	2	2	154	160
09:00	54	13	1	0	0	68	69	13	0	1	1	0	15	17	48	5	1	0	0	54	55
09:15	35	6	1	0	0	42	43	12	1	0	0	0	13	13	36	1	2	0	0	39	40
09:30	34	5	0	0	0	39	39	15	2	1	1	0	19	21	25	2	0	0	0	27	27
09:45	37	11	1	0	0	49	50	11	1	0	0	2	14	16	37	2	1	0	1	41	43
H/TOT	160	35	3	0	0	198	200	51	4	2	2	2	61	67	146	10	4	0	1	161	164
10:00	39	3	0	2	0	44	47	10	3	0	1	0	14	15	12	2	0	0	0	14	14
10:15	41	4	3	0	0	48	50	11	5	0	0	1	17	18	15	2	0	0	0	17	17
10:30	44	4	4	2	0	54	59	5	1	1	0	0	7	8	14	2	0	0	0	16	16
10:45	35	4	2	1	0	42	44	14	2	1	0	0	17	18	25	2	0	1	0	28	29
H/TOT	159	15	9	5	0	188	199	40	11	2	1	1	55	58	66	8	0	1	0	75	76
11:00	44	5	1	0	0	50	51	12	3	0	0	1	16	17	22	2	3	0	0	27	29
11:15	36	6	3	0	0	45	47	20	4	2	0	0	26	27	24	2	1	1	1	29	32
11:30	41	9	1	0	0	51	52	17	2	0	1	0	20	21	20	5	3	0	0	28	30
11:45	40	3	2	1	0	46	48	15	0	2	0	0	17	18	22	2	0	0	2	26	28
H/TOT	161	23	7	1	0	192	197	64	9	4	1	1	79	83	88	11	7	1	3	110	118
12:00	49	6	4	1	0	60	63	22	2	1	0	0	25	26	16	1	0	0	0	17	17
12:15	61	7	0	0	0	68	68	11	4	0	0	0	15	15	28	5	1	0	1	35	37
12:30	45	7	0	0	0	52	52	20	2	0	0	0	22	22	28	5	1	0	0	34	35
12:45	50	5	1	0	0	56	57	25	4	0	0	0	29	29	16	0	0	0	0	16	16
H/TOT	205	25	5	1	0	236	240	78	12	1	0	0	91	92	88	11	2	0	1	102	104

TRAFFINOMICS LIMITED

CLONATTIN, GOREY TRAFFIC COUNTS **NOVEMBER 2019**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/19/260**

SITE: 03 DATE: 19th November 2019

LOCATION: Courtown Road/Mill Road DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	50	3	1	0	0	54	55	27	2	1	0	1	31	33	18	1	0	0	0	19	19
13:15	45	7	0	0	0	52	52	21	4	1	0	0	26	27	20	1	0	0	0	21	21
13:30	43	12	1	0	1	57	59	18	2	2	0	0	22	23	37	4	0	0	0	41	41
13:45	39	11	2	0	0	52	53	24	5	1	1	0	31	33	28	1	1	0	1	31	33
H/TOT	177	33	4	0	1	215	218	90	13	5	1	1	110	115	103	7	1	0	1	112	114
14:00	58	11	2	0	0	71	72	20	1	0	0	1	22	23	25	3	0	1	1	30	32
14:15	48	6	2	1	0	57	59	23	3	0	1	0	27	28	24	2	1	1	3	31	36
14:30	57	9	0	0	0	66	66	24	2	1	0	1	28	30	21	2	0	0	0	23	23
14:45	58	9	3	0	0	70	72	19	4	1	0	0	24	25	33	3	0	0	0	36	36
H/TOT	221	35	7	1	0	264	269	86	10	2	1	2	101	105	103	10	1	2	4	120	127
15:00	53	2	1	0	0	56	57	23	3	2	0	0	28	29	27	4	0	0	0	31	31
15:15	74	4	0	0	1	79	80	25	4	1	0	1	31	33	22	6	3	0	1	32	35
15:30	59	5	0	0	1	65	66	17	5	0	0	0	22	22	21	1	0	0	0	22	22
15:45	66	6	1	0	0	73	74	29	0	2	0	1	32	34	36	2	0	1	2	41	44
H/TOT	252	17	2	0	2	273	276	94	12	5	0	2	113	118	106	13	3	1	3	126	132
16:00	99	9	1	1	3	113	118	56	4	0	1	4	65	70	39	5	0	0	0	44	44
16:15	90	5	0	0	0	95	95	34	2	2	0	0	38	39	30	3	0	0	0	33	33
16:30	82	6	2	0	0	90	91	32	5	0	0	1	38	39	29	6	1	1	0	37	39
16:45	65	6	0	0	0	71	71	34	5	0	1	1	41	43	30	6	0	0	0	36	36
H/TOT	336	26	3	1	3	369	375	156	16	2	2	6	182	192	128	20	1	1	0	150	152
17:00	79	7	1	0	0	87	88	31	7	1	0	0	39	40	31	3	0	0	0	34	34
17:15	57	6	0	0	1	64	65	39	1	0	0	0	40	40	37	5	0	0	0	42	42
17:30	74	3	1	0	0	78	79	35	4	0	0	0	39	39	28	6	0	0	0	34	34
17:45	61	7	1	0	0	69	70	11	4	0	0	0	15	15	34	3	0	0	0	37	37
H/TOT	271	23	3	0	1	298	301	116	16	1	0	0	133	134	130	17	0	0	0	147	147
18:00	53	8	1	0	0	62	63	28	3	0	0	0	31	31	19	2	0	0	0	21	21
18:15	67	4	0	0	0	71	71	16	1	0	0	0	17	17	25	2	0	0	0	27	27
18:30	53	3	0	0	0	56	56	18	3	0	0	0	21	21	19	0	0	0	0	19	19
18:45	61	2	0	0	0	63	63	11	0	0	0	0	11	11	21	3	0	0	0	24	24
H/TOT	234	17	1	0	0	252	253	73	7	0	0	0	80	80	84	7	0	0	0	91	91
P/TOT	2434	291	51	12	13	2801	2855	961	129	24	10	15	1139	1179	1201	146	21	9	17	1394	1433

TRAFFINOMICS LIMITED

CLONATTIN, GOREY TRAFFIC COUNTS **NOVEMBER 2019**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/19/260**

SITE: 03 DATE: 19th November 2019

LOCATION: Courtown Road/Mill Road DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6							PCU's Through Junction
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	
07:00	1	0	0	0	0	1	1	1	0	0	0	0	1	1	18	5	0	0	0	23	23	54
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	7	1	0	1	34	36	94
07:30	1	2	0	0	0	3	3	0	0	0	0	0	0	0	8	6	0	1	0	15	16	55
07:45	5	1	0	0	0	6	6	2	2	0	0	0	4	4	39	11	0	1	2	53	56	147
H/TOT	7	3	0	0	0	10	10	3	2	0	0	0	5	5	90	29	1	2	3	125	131	351
08:00	1	1	0	0	0	2	2	1	0	0	0	0	1	1	55	9	2	0	5	71	77	181
08:15	1	1	0	0	0	2	2	3	1	0	0	0	4	4	65	5	1	1	0	72	74	200
08:30	6	0	0	0	0	6	6	2	0	0	0	0	2	2	38	5	1	0	0	44	45	171
08:45	4	1	0	0	0	5	5	1	1	0	0	0	2	2	47	5	2	0	0	54	55	192
H/TOT	12	3	0	0	0	15	15	7	2	0	0	0	9	9	205	24	6	1	5	241	250	744
09:00	1	0	0	0	0	1	1	1	2	0	0	0	3	3	63	4	2	0	1	70	72	216
09:15	5	0	0	0	0	5	5	1	0	0	0	0	1	1	52	4	2	0	0	58	59	161
09:30	2	0	0	0	0	2	2	0	1	0	0	1	2	3	50	7	2	1	0	60	62	154
09:45	1	1	0	0	0	2	2	1	0	0	0	0	1	1	52	9	2	0	1	64	66	177
H/TOT	9	1	0	0	0	10	10	3	3	0	0	1	7	8	217	24	8	1	2	252	259	707
10:00	3	1	0	0	0	4	4	1	0	0	0	0	1	1	44	9	0	0	0	53	53	134
10:15	2	0	0	0	0	2	2	2	1	0	0	0	3	3	34	4	1	0	0	39	40	129
10:30	1	0	0	0	0	1	1	3	0	0	0	0	3	3	45	6	3	0	0	54	56	142
10:45	4	1	1	0	0	6	7	0	0	0	0	0	0	0	60	5	2	0	0	67	68	166
H/TOT	10	2	1	0	0	13	14	6	1	0	0	0	7	7	183	24	6	0	0	213	216	570
11:00	4	0	0	0	0	4	4	4	1	0	0	0	5	5	52	6	0	0	1	59	60	165
11:15	3	3	0	0	0	6	6	4	0	0	0	0	4	4	46	6	1	0	1	54	56	171
11:30	3	0	0	0	0	3	3	1	0	0	0	0	1	1	39	4	1	1	0	45	47	153
11:45	3	0	0	0	0	3	3	4	0	0	0	0	4	4	49	6	1	0	0	56	57	158
H/TOT	13	3	0	0	0	16	16	13	1	0	0	0	14	14	186	22	3	1	2	214	219	647
12:00	4	0	1	0	0	5	6	3	0	1	0	0	4	5	51	5	0	0	0	56	56	172
12:15	2	0	0	0	0	2	2	2	1	0	0	0	3	3	56	4	0	0	0	60	60	185
12:30	0	0	1	0	0	1	2	4	1	0	0	0	5	5	46	7	0	0	0	53	53	168
12:45	1	0	1	0	0	2	3	0	0	0	0	0	0	0	45	6	1	0	0	52	53	157
H/TOT	7	0	3	0	0	10	12	9	2	1	0	0	12	13	198	22	1	0	0	221	222	681

TRAFFINOMICS LIMITED

CLONATTIN, GOREY TRAFFIC COUNTS **NOVEMBER 2019**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/19/260**

SITE: 03 DATE: 19th November 2019

LOCATION: Courtown Road/Mill Road DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6							PCU's Through Junction
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	
13:00	3	2	0	0	0	5	5	3	0	0	0	0	3	3	56	6	0	0	0	62	62	176
13:15	6	0	0	0	0	6	6	3	0	0	0	0	3	3	51	4	7	0	1	63	68	176
13:30	0	2	1	0	0	3	4	0	1	0	0	0	1	1	38	5	0	0	0	43	43	170
13:45	2	1	0	0	0	3	3	2	0	1	0	0	3	4	50	3	0	0	0	53	53	178
H/TOT	11	5	1	0	0	17	18	8	1	1	0	0	10	11	195	18	7	0	1	221	226	700
14:00	4	0	0	0	0	4	4	1	1	0	0	0	2	2	51	7	0	0	0	58	58	191
14:15	2	0	0	1	0	3	4	0	0	0	0	0	0	0	53	6	0	1	0	60	61	189
14:30	2	2	0	0	1	5	6	1	0	0	0	0	1	1	52	4	1	0	0	57	58	183
14:45	5	1	0	0	0	6	6	2	1	0	0	0	3	3	51	7	5	0	0	63	66	207
H/TOT	13	3	0	1	1	18	20	4	2	0	0	0	6	6	207	24	6	1	0	238	242	770
15:00	1	0	0	0	0	1	1	6	0	0	0	0	6	6	66	5	1	0	0	72	73	196
15:15	6	1	0	0	0	7	7	4	2	0	0	0	6	6	47	5	1	1	1	55	58	218
15:30	2	0	0	0	0	2	2	2	2	0	0	1	5	6	66	7	1	0	0	74	75	193
15:45	3	1	0	0	0	4	4	1	0	0	0	0	1	1	55	2	1	0	0	58	59	215
H/TOT	12	2	0	0	0	14	14	13	4	0	0	1	18	19	234	19	4	1	1	259	263	822
16:00	5	0	0	0	0	5	5	6	2	0	0	1	9	10	52	4	2	0	0	58	59	306
16:15	6	0	0	0	0	6	6	5	1	0	0	0	6	6	69	4	2	0	1	76	78	257
16:30	5	2	0	0	0	7	7	4	1	0	0	0	5	5	70	7	0	0	1	78	79	260
16:45	6	0	0	0	0	6	6	4	2	0	0	0	6	6	65	3	1	0	0	69	70	232
H/TOT	22	2	0	0	0	24	24	19	6	0	0	1	26	27	256	18	5	0	2	281	286	1055
17:00	7	0	0	0	0	7	7	6	1	0	0	0	7	7	57	11	0	0	0	68	68	243
17:15	2	0	0	0	0	2	2	5	1	0	0	0	6	6	52	3	0	0	0	55	55	210
17:30	4	0	0	0	0	4	4	4	1	0	0	0	5	5	69	2	0	1	0	72	73	234
17:45	6	0	0	0	0	6	6	2	0	0	0	0	2	2	52	1	0	0	0	53	53	183
H/TOT	19	0	0	0	0	19	19	17	3	0	0	0	20	20	230	17	0	1	0	248	249	869
18:00	6	0	0	0	0	6	6	7	1	0	0	0	8	8	54	4	1	1	0	60	62	190
18:15	5	0	0	0	0	5	5	0	0	0	0	0	0	0	47	5	0	0	0	52	52	172
18:30	5	0	0	0	0	5	5	2	0	0	0	0	2	2	34	3	0	0	0	37	37	140
18:45	3	0	0	0	0	3	3	0	0	0	0	0	0	0	48	3	0	1	0	52	53	154
H/TOT	19	0	0	0	0	19	19	9	1	0	0	0	10	10	183	15	1	2	0	201	204	657
P/TOT	154	24	5	1	1	185	190	111	28	2	0	3	144	148	2384	256	48	10	16	2714	2767	8572

TRAFFINOMICS LIMITED

CLONATTIN, GOREY TRAFFIC COUNTS **NOVEMBER 2019**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/19/260**

SITE: 04 DATE: 19th November 2019

LOCATION: Clonattin Road/Clonattin Village DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
07:00	2	0	0	0	0	2	2	1	0	0	0	0	1	1	6	3	0	0	0	9	9
07:15	8	2	0	2	0	12	15	3	0	0	0	0	3	3	11	2	0	0	0	13	13
07:30	9	3	1	1	0	14	16	3	0	0	0	1	4	5	11	2	0	0	1	14	15
07:45	27	9	1	0	0	37	38	6	0	0	0	1	7	8	20	1	0	0	0	21	21
H/TOT	46	14	2	3	0	65	70	13	0	0	0	2	15	17	48	8	0	0	1	57	58
08:00	15	2	0	0	0	17	17	8	1	0	0	1	10	11	27	4	0	0	0	31	31
08:15	20	8	0	1	0	29	30	7	0	0	0	0	7	7	54	2	0	0	1	57	58
08:30	23	7	1	0	0	31	32	9	1	1	0	0	11	12	36	0	0	0	0	36	36
08:45	33	4	1	0	0	38	39	28	1	0	0	0	29	29	19	0	0	0	0	19	19
H/TOT	91	21	2	1	0	115	117	52	3	1	0	1	57	59	136	6	0	0	1	143	144
09:00	24	1	1	0	0	26	27	21	0	0	0	0	21	21	18	2	0	0	0	20	20
09:15	22	3	1	2	0	28	31	17	0	0	0	0	17	17	12	2	1	0	0	15	16
09:30	11	1	2	0	1	15	17	12	2	0	0	0	14	14	10	1	1	0	0	12	13
09:45	25	8	1	1	0	35	37	8	3	0	0	0	11	11	13	3	0	0	0	16	16
H/TOT	82	13	5	3	1	104	111	58	5	0	0	0	63	63	53	8	2	0	0	63	64
10:00	15	5	1	1	0	22	24	10	0	0	0	0	10	10	10	1	0	0	0	11	11
10:15	14	4	1	0	0	19	20	9	1	0	0	0	10	10	11	0	0	0	0	11	11
10:30	34	6	1	0	1	42	44	7	0	0	0	0	7	7	17	0	0	0	0	17	17
10:45	16	4	1	0	0	21	22	8	2	0	0	0	10	10	9	2	0	0	0	11	11
H/TOT	79	19	4	1	1	104	108	34	3	0	0	0	37	37	47	3	0	0	0	50	50
11:00	11	6	1	0	0	18	19	5	0	0	0	0	5	5	15	3	0	0	0	18	18
11:15	22	7	2	1	0	32	34	17	0	0	0	0	17	17	11	0	2	0	0	13	14
11:30	14	8	2	1	0	25	27	12	1	0	0	0	13	13	12	0	0	0	0	12	12
11:45	20	4	1	0	0	25	26	17	0	0	0	0	17	17	14	0	0	0	0	14	14
H/TOT	67	25	6	2	0	100	106	51	1	0	0	0	52	52	52	3	2	0	0	57	58
12:00	22	2	0	0	0	24	24	13	1	0	0	0	14	14	13	1	0	0	0	14	14
12:15	16	6	1	0	0	23	24	19	2	0	0	0	21	21	15	2	0	0	0	17	17
12:30	14	9	2	0	0	25	26	9	1	0	0	0	10	10	8	1	0	0	0	9	9
12:45	22	3	1	1	0	27	29	13	2	0	0	0	15	15	11	0	0	0	0	11	11
H/TOT	74	20	4	1	0	99	102	54	6	0	0	0	60	60	47	4	0	0	0	51	51

TRAFFINOMICS LIMITED

CLONATTIN, GOREY TRAFFIC COUNTS **NOVEMBER 2019**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/19/260**

SITE: 04 DATE: 19th November 2019

LOCATION: Clonattin Road/Clonattin Village DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	20	0	0	0	0	20	20	16	1	0	0	0	17	17	15	1	0	0	0	16	16
13:15	25	3	1	0	1	30	32	12	1	0	0	0	13	13	14	1	0	0	0	15	15
13:30	25	6	0	0	0	31	31	19	0	0	0	0	19	19	13	1	0	0	0	14	14
13:45	23	5	1	1	0	30	32	12	0	0	0	0	12	12	26	1	0	0	0	27	27
H/TOT	93	14	2	1	1	111	114	59	2	0	0	0	61	61	68	4	0	0	0	72	72
14:00	19	7	0	0	1	27	28	8	2	0	0	0	10	10	20	1	0	0	0	21	21
14:15	30	2	1	1	0	34	36	19	0	0	0	0	19	19	16	1	0	0	0	17	17
14:30	22	4	0	0	0	26	26	24	0	1	0	1	26	28	12	2	0	0	0	14	14
14:45	17	4	0	0	1	22	23	17	1	0	0	0	18	18	13	1	0	0	1	15	16
H/TOT	88	17	1	1	2	109	113	68	3	1	0	1	73	75	61	5	0	0	1	67	68
15:00	16	7	0	0	0	23	23	22	2	0	0	0	24	24	11	1	0	0	0	12	12
15:15	18	3	0	1	0	22	23	19	0	0	0	1	20	21	20	0	0	0	0	20	20
15:30	17	4	0	1	0	22	23	21	1	0	0	0	22	22	22	0	0	0	0	22	22
15:45	22	5	1	0	2	30	33	14	1	0	0	1	16	17	16	0	0	0	0	16	16
H/TOT	73	19	1	2	2	97	102	76	4	0	0	2	82	84	69	1	0	0	0	70	70
16:00	36	7	1	0	1	45	47	18	2	0	0	0	20	20	20	1	0	0	0	21	21
16:15	31	2	1	0	0	34	35	25	1	0	0	0	26	26	16	2	0	0	0	18	18
16:30	35	5	0	0	0	40	40	29	5	0	0	0	34	34	25	3	0	0	0	28	28
16:45	35	6	2	0	0	43	44	27	0	0	0	1	28	29	17	0	1	0	1	19	21
H/TOT	137	20	4	0	1	162	165	99	8	0	0	1	108	109	78	6	1	0	1	86	88
17:00	24	5	0	0	0	29	29	33	3	1	0	0	37	38	27	1	0	0	0	28	28
17:15	21	1	0	0	0	22	22	34	6	1	0	0	41	42	20	3	1	0	0	24	25
17:30	35	6	0	0	0	41	41	26	4	0	0	0	30	30	14	1	0	0	0	15	15
17:45	30	3	1	0	0	34	35	28	3	1	0	0	32	33	18	0	0	0	0	18	18
H/TOT	110	15	1	0	0	126	127	121	16	3	0	0	140	142	79	5	1	0	0	85	86
18:00	36	3	0	0	0	39	39	31	5	0	0	0	36	36	17	5	0	0	0	22	22
18:15	35	1	0	0	0	36	36	30	5	0	0	0	35	35	14	3	0	0	0	17	17
18:30	31	1	0	0	0	32	32	19	1	1	0	0	21	22	16	2	1	0	0	19	20
18:45	31	2	0	0	0	33	33	20	3	0	0	1	24	25	24	2	0	0	0	26	26
H/TOT	133	7	0	0	0	140	140	100	14	1	0	1	116	118	71	12	1	0	0	84	85
P/TOT	1073	204	32	15	8	1332	1376	785	65	6	0	8	864	875	809	65	7	0	4	885	893

TRAFFINOMICS LIMITED

CLONATTIN, GOREY TRAFFIC COUNTS **NOVEMBER 2019**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/19/260**

SITE: 04 DATE: 19th November 2019

LOCATION: Clonattin Road/Clonattin Village DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6							PCU's Through Junction
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	
07:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	8	3	1	0	0	12	13	26
07:15	4	1	0	0	0	5	5	1	1	0	0	0	2	2	7	3	0	0	0	10	10	48
07:30	2	0	0	0	0	2	2	0	0	0	0	0	0	0	20	1	2	0	0	23	24	62
07:45	7	0	0	0	0	7	7	3	0	0	0	0	3	3	16	1	1	1	1	20	23	99
H/TOT	14	1	0	0	0	15	15	4	1	0	0	0	5	5	51	8	4	1	1	65	69	234
08:00	6	0	0	0	0	6	6	2	0	0	0	0	2	2	27	2	0	0	1	30	31	98
08:15	2	0	0	0	1	3	4	1	0	0	0	0	1	1	27	5	0	0	1	33	34	134
08:30	16	2	0	0	0	18	18	0	0	1	0	0	1	2	21	4	0	0	0	25	25	124
08:45	4	0	0	0	0	4	4	3	0	0	0	0	3	3	24	2	0	0	0	26	26	120
H/TOT	28	2	0	0	1	31	32	6	0	1	0	0	7	8	99	13	0	0	2	114	116	475
09:00	2	1	0	0	0	3	3	3	0	0	0	0	3	3	34	4	0	0	0	38	38	112
09:15	3	0	0	0	0	3	3	0	1	0	0	0	1	1	21	5	1	0	1	28	30	97
09:30	4	1	0	0	0	5	5	4	1	0	0	0	5	5	21	0	2	0	0	23	24	78
09:45	1	0	0	0	0	1	1	1	0	0	0	0	1	1	33	4	1	0	1	39	41	106
H/TOT	10	2	0	0	0	12	12	8	2	0	0	0	10	10	109	13	4	0	2	128	132	392
10:00	2	0	0	0	0	2	2	1	0	0	0	0	1	1	15	4	2	2	0	23	27	74
10:15	0	1	0	0	0	1	1	1	0	0	0	0	1	1	31	6	1	0	1	39	41	83
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	2	1	1	0	21	23	90
10:45	1	0	0	0	0	1	1	0	1	0	0	0	1	1	22	3	0	1	0	26	27	72
H/TOT	3	1	0	0	0	4	4	2	1	0	0	0	3	3	85	15	4	4	1	109	117	320
11:00	0	0	0	0	0	0	0	2	0	1	0	0	3	4	22	6	0	0	0	28	28	73
11:15	0	0	0	0	0	0	0	1	0	1	0	0	2	3	11	2	0	0	0	13	13	81
11:30	0	1	0	0	0	1	1	0	0	0	0	0	0	0	25	2	0	0	0	27	27	80
11:45	0	0	0	0	0	0	0	1	1	0	0	0	2	2	24	2	1	0	0	27	28	86
H/TOT	0	1	0	0	0	1	1	4	1	2	0	0	7	8	82	12	1	0	0	95	96	320
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	3	1	2	0	28	31	83
12:15	0	0	0	0	0	0	0	2	0	0	0	0	2	2	15	5	1	0	0	21	22	85
12:30	0	0	0	0	0	0	0	2	0	1	0	0	3	4	15	4	0	0	0	19	19	68
12:45	1	0	0	0	0	1	1	2	0	0	0	0	2	2	28	5	0	0	0	33	33	91
H/TOT	1	0	0	0	0	1	1	6	0	1	0	0	7	8	80	17	2	2	0	101	105	326

TRAFFINOMICS LIMITED

CLONATTIN, GOREY TRAFFIC COUNTS **NOVEMBER 2019**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/19/260**

SITE: 04 DATE: 19th November 2019

LOCATION: Clonattin Road/Clonattin Village DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6							PCU's Through Junction
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	
13:00	2	0	0	0	0	2	2	2	0	0	0	0	2	2	23	4	1	0	0	28	29	86
13:15	3	1	0	0	0	4	4	4	0	0	0	0	4	4	34	1	0	0	0	35	35	103
13:30	2	0	0	0	0	2	2	0	2	0	0	0	2	2	21	0	0	0	0	21	21	89
13:45	4	1	0	0	0	5	5	2	0	0	0	0	2	2	28	8	1	0	0	37	38	115
H/TOT	11	2	0	0	0	13	13	8	2	0	0	0	10	10	106	13	2	0	0	121	122	392
14:00	3	0	0	0	0	3	3	0	0	0	0	0	0	0	29	4	2	0	0	35	36	98
14:15	5	0	0	0	0	5	5	1	0	0	0	0	1	1	21	4	1	1	1	28	31	109
14:30	3	0	0	0	0	3	3	3	2	0	0	0	5	5	15	3	0	0	0	18	18	94
14:45	3	0	0	0	0	3	3	8	0	0	0	0	8	8	23	1	2	0	0	26	27	95
H/TOT	14	0	0	0	0	14	14	12	2	0	0	0	14	14	88	12	5	1	1	107	112	395
15:00	4	0	1	0	0	5	6	2	0	0	0	0	2	2	29	4	1	0	0	34	35	101
15:15	0	1	0	0	1	2	3	2	2	0	0	0	4	4	25	3	2	0	2	32	35	106
15:30	3	0	0	0	0	3	3	2	0	0	0	0	2	2	20	3	0	0	2	25	27	99
15:45	2	0	0	0	0	2	2	2	0	0	0	0	2	2	17	3	0	0	0	20	20	90
H/TOT	9	1	1	0	1	12	14	8	2	0	0	0	10	10	91	13	3	0	4	111	117	396
16:00	1	0	0	0	0	1	1	2	0	0	0	0	2	2	25	5	0	2	0	32	35	125
16:15	2	0	0	0	0	2	2	5	0	0	0	0	5	5	28	4	1	0	0	33	34	119
16:30	1	0	0	0	0	1	1	5	0	0	0	0	5	5	40	10	0	0	0	50	50	158
16:45	3	0	0	0	0	3	3	3	0	0	0	0	3	3	32	1	1	0	0	34	35	134
H/TOT	7	0	0	0	0	7	7	15	0	0	0	0	15	15	125	20	2	2	0	149	153	536
17:00	3	0	0	0	0	3	3	3	0	0	0	0	3	3	40	0	3	0	0	43	45	145
17:15	1	0	0	0	0	1	1	10	1	0	0	0	11	11	35	8	0	0	0	43	43	143
17:30	3	1	0	0	0	4	4	4	0	0	0	0	4	4	28	2	0	0	0	30	30	124
17:45	4	0	0	0	0	4	4	1	1	0	0	0	2	2	21	4	0	0	0	25	25	116
H/TOT	11	1	0	0	0	12	12	18	2	0	0	0	20	20	124	14	3	0	0	141	143	528
18:00	1	0	0	0	0	1	1	4	0	0	0	0	4	4	34	2	0	0	0	36	36	138
18:15	1	1	0	0	0	2	2	14	0	0	0	0	14	14	29	1	0	0	0	30	30	134
18:30	2	0	0	0	0	2	2	4	1	0	0	0	5	5	42	2	0	0	0	44	44	124
18:45	4	0	0	0	0	4	4	1	0	0	0	0	1	1	37	0	0	0	0	37	37	126
H/TOT	8	1	0	0	0	9	9	23	1	0	0	0	24	24	142	5	0	0	0	147	147	522
P/TOT	116	12	1	0	2	131	134	114	14	4	0	0	132	134	1182	155	30	10	11	1388	1427	4838

TRAFFINOMICS LIMITED

CLONATTIN, GOREY TRAFFIC COUNTS **NOVEMBER 2019**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/19/260**

SITE: 05 DATE: 19th November 2019

LOCATION: Clonattin Road/Clonattin Estate DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	1	0	0	0	1	1
07:45	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	1	0	0	0	0	1	1	8	1	0	0	0	9	9	2	1	0	0	0	3	3
08:00	0	1	0	0	0	1	1	4	0	0	0	0	4	4	1	0	0	0	0	1	1
08:15	1	0	0	0	0	1	1	5	2	0	0	0	7	7	1	1	0	0	0	2	2
08:30	0	0	0	0	0	0	0	3	2	1	0	0	6	7	2	1	0	0	0	3	3
08:45	2	0	0	0	0	2	2	5	0	0	0	0	5	5	5	0	0	0	0	5	5
H/TOT	3	1	0	0	0	4	4	17	4	1	0	0	22	23	9	2	0	0	0	11	11
09:00	1	0	0	0	0	1	1	6	0	0	0	0	6	6	3	0	1	0	0	4	5
09:15	2	0	0	0	0	2	2	5	1	1	0	0	7	8	2	0	0	0	0	2	2
09:30	0	0	0	0	0	0	0	7	0	0	0	0	7	7	1	0	0	0	1	2	3
09:45	1	0	0	0	0	1	1	4	0	0	0	1	5	6	3	0	0	0	0	3	3
H/TOT	4	0	0	0	0	4	4	22	1	1	0	1	25	27	9	0	1	0	1	11	13
10:00	2	0	0	0	0	2	2	2	1	0	0	0	3	3	3	1	0	0	0	4	4
10:15	2	0	0	0	0	2	2	2	2	0	0	0	4	4	3	1	0	0	0	4	4
10:30	1	0	0	0	0	1	1	7	1	0	0	0	8	8	5	1	0	0	0	6	6
10:45	0	0	0	0	0	0	0	3	0	0	0	0	3	3	4	0	0	0	0	4	4
H/TOT	5	0	0	0	0	5	5	14	4	0	0	0	18	18	15	3	0	0	0	18	18
11:00	1	0	0	0	0	1	1	1	0	0	0	0	1	1	4	1	0	0	0	5	5
11:15	0	0	0	0	0	0	0	8	0	0	0	0	8	8	5	0	0	0	0	5	5
11:30	1	0	0	0	0	1	1	4	0	0	0	0	4	4	2	2	0	0	0	4	4
11:45	0	1	0	0	0	1	1	1	0	0	0	0	1	1	1	0	0	0	0	1	1
H/TOT	2	1	0	0	0	3	3	14	0	0	0	0	14	14	12	3	0	0	0	15	15
12:00	1	0	0	0	0	1	1	2	1	0	0	0	3	3	4	0	0	0	0	4	4
12:15	1	0	0	0	0	1	1	3	1	0	0	0	4	4	3	0	0	0	0	3	3
12:30	2	0	0	0	0	2	2	1	0	0	0	0	1	1	2	1	0	0	0	3	3
12:45	0	0	0	0	0	0	0	4	0	0	0	0	4	4	7	0	0	0	0	7	7
H/TOT	4	0	0	0	0	4	4	10	2	0	0	0	12	12	16	1	0	0	0	17	17

TRAFFINOMICS LIMITED

CLONATTIN, GOREY TRAFFIC COUNTS **NOVEMBER 2019**
MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/19/260**

SITE: 05 DATE: 19th November 2019

LOCATION: Clonattin Road/Clonattin Estate DAY: Tuesday

	MOVEMENT 1							MOVEMENT 2							MOVEMENT 3						
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**
13:00	0	0	0	0	0	0	0	3	2	0	0	0	5	5	2	0	0	0	0	2	2
13:15	1	1	0	0	0	2	2	4	0	0	0	0	4	4	6	2	0	0	0	8	8
13:30	2	0	0	0	0	2	2	2	0	0	0	0	2	2	3	1	0	0	0	4	4
13:45	0	0	0	0	0	0	0	3	1	0	0	0	4	4	3	1	0	0	0	4	4
H/TOT	3	1	0	0	0	4	4	12	3	0	0	0	15	15	14	4	0	0	0	18	18
14:00	1	0	0	0	0	1	1	5	1	0	0	0	6	6	1	0	0	0	0	1	1
14:15	1	0	0	0	0	1	1	4	0	0	0	0	4	4	5	1	0	0	0	6	6
14:30	0	0	0	0	0	0	0	4	1	0	0	0	5	5	4	0	0	0	0	4	4
14:45	1	0	0	0	0	1	1	2	0	0	0	0	2	2	3	0	0	0	0	3	3
H/TOT	3	0	0	0	0	3	3	15	2	0	0	0	17	17	13	1	0	0	0	14	14
15:00	1	0	0	0	0	1	1	6	0	0	0	0	6	6	5	0	0	0	0	5	5
15:15	0	0	0	0	0	0	0	2	0	1	0	0	3	4	6	0	0	0	0	6	6
15:30	2	0	0	0	0	2	2	3	0	0	0	0	3	3	1	1	0	0	0	2	2
15:45	0	0	0	0	0	0	0	1	1	0	0	0	2	2	2	1	0	0	0	3	3
H/TOT	3	0	0	0	0	3	3	12	1	1	0	0	14	15	14	2	0	0	0	16	16
16:00	1	0	0	0	0	1	1	4	0	0	0	0	4	4	8	1	0	0	0	9	9
16:15	0	0	0	0	0	0	0	3	0	0	0	0	3	3	3	0	0	0	0	3	3
16:30	1	0	0	0	0	1	1	8	2	0	0	0	10	10	8	0	0	0	0	8	8
16:45	1	0	0	0	0	1	1	2	0	0	0	0	2	2	4	1	0	0	0	5	5
H/TOT	3	0	0	0	0	3	3	17	2	0	0	0	19	19	23	2	0	0	0	25	25
17:00	0	0	0	0	0	0	0	2	0	0	0	0	2	2	5	1	0	0	0	6	6
17:15	0	0	0	0	0	0	0	1	1	0	0	0	2	2	4	0	0	0	0	4	4
17:30	0	0	0	0	0	0	0	1	2	0	0	0	3	3	5	2	0	0	0	7	7
17:45	1	0	0	0	0	1	1	4	1	0	0	0	5	5	5	2	0	0	0	7	7
H/TOT	1	0	0	0	0	1	1	8	4	0	0	0	12	12	19	5	0	0	0	24	24
18:00	3	0	0	0	0	3	3	5	0	0	0	0	5	5	3	0	0	0	0	3	3
18:15	1	0	0	0	0	1	1	2	0	0	0	0	2	2	8	1	0	0	0	9	9
18:30	3	0	0	0	0	3	3	6	0	0	0	0	6	6	7	0	0	0	0	7	7
18:45	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	1	0	0	0	2	2
H/TOT	7	0	0	0	0	7	7	15	0	0	0	0	15	15	19	2	0	0	0	21	21
P/TOT	39	3	0	0	0	42	42	164	24	3	0	1	192	195	165	26	1	0	1	193	195

TRAFFINOMICS LIMITED

CLONATTIN, GOREY TRAFFIC COUNTS **NOVEMBER 2019**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/19/260**

SITE: 05 DATE: 19th November 2019

LOCATION: Clonattin Road/Clonattin Estate DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6							PCU's Through Junction
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	
07:00	3	0	0	0	0	3	3	7	3	1	0	0	11	12	0	0	0	0	0	0	0	16
07:15	11	3	0	2	0	16	19	7	4	0	0	0	11	11	0	0	0	0	0	0	0	32
07:30	11	2	1	1	0	15	17	14	0	2	0	0	16	17	1	0	0	0	0	1	1	43
07:45	33	9	1	0	0	43	44	19	1	1	1	1	23	26	0	0	0	0	0	0	0	71
H/TOT	58	14	2	3	0	77	82	47	8	4	1	1	61	65	1	0	0	0	0	1	1	161
08:00	20	2	0	0	0	22	22	25	2	0	0	1	28	29	2	0	0	0	0	2	2	59
08:15	21	7	0	1	1	30	32	23	3	0	0	1	27	28	0	0	0	0	0	0	0	70
08:30	37	8	1	0	0	46	47	18	2	0	0	0	20	20	0	0	1	0	0	1	2	78
08:45	32	4	1	0	0	37	38	22	2	0	0	0	24	24	2	0	0	0	0	2	2	76
H/TOT	110	21	2	1	1	135	138	88	9	0	0	2	99	101	4	0	1	0	0	5	6	282
09:00	23	2	0	0	0	25	25	31	4	0	0	0	35	35	4	0	0	0	0	4	4	76
09:15	23	3	1	2	0	29	32	16	5	0	0	1	22	23	3	0	0	0	0	3	3	70
09:30	14	2	2	0	0	18	19	18	1	2	0	0	21	22	2	0	0	0	0	2	2	53
09:45	23	8	1	1	0	33	35	30	4	1	0	0	35	36	0	0	0	0	0	0	0	80
H/TOT	83	15	4	3	0	105	111	95	14	3	0	1	113	116	9	0	0	0	0	9	9	278
10:00	14	4	1	1	0	20	22	14	3	2	2	0	21	25	2	0	0	0	0	2	2	57
10:15	11	4	1	0	0	16	17	30	4	1	0	1	36	38	0	1	0	0	0	1	1	65
10:30	29	5	1	0	1	36	38	10	1	1	1	0	13	15	0	0	0	0	0	0	0	67
10:45	13	4	1	0	0	18	19	19	4	0	1	0	24	25	0	0	0	0	0	0	0	51
H/TOT	67	17	4	1	1	90	94	73	12	4	4	1	94	102	2	1	0	0	0	3	3	241
11:00	7	5	1	0	0	13	14	23	6	1	0	0	30	31	0	0	0	0	0	0	0	51
11:15	17	7	2	1	0	27	29	4	2	1	0	0	7	8	2	0	0	0	0	2	2	52
11:30	12	7	2	1	0	22	24	21	2	0	0	0	23	23	0	1	0	0	0	1	1	57
11:45	19	4	1	0	0	24	25	24	3	1	0	0	28	29	1	0	0	0	0	1	1	57
H/TOT	55	23	6	2	0	86	92	72	13	3	0	0	88	90	3	1	0	0	0	4	4	217
12:00	18	2	0	0	0	20	20	20	2	1	2	0	25	28	0	0	0	0	0	0	0	56
12:15	13	6	1	0	0	20	21	14	4	1	0	0	19	20	0	0	0	0	0	0	0	48
12:30	12	8	2	0	0	22	23	16	4	1	0	0	21	22	0	0	0	0	0	0	0	51
12:45	16	3	1	1	0	21	23	26	5	0	0	0	31	31	3	1	0	0	0	4	4	69
H/TOT	59	19	4	1	0	83	86	76	15	3	2	0	96	100	3	1	0	0	0	4	4	223

TRAFFINOMICS LIMITED

CLONATTIN, GOREY TRAFFIC COUNTS **NOVEMBER 2019**

MANUAL CLASSIFIED JUNCTION TURNING COUNTS **TRA/19/260**

SITE: 05 DATE: 19th November 2019

LOCATION: Clonattin Road/Clonattin Estate DAY: Tuesday

	MOVEMENT 4							MOVEMENT 5							MOVEMENT 6							PCU's Through Junction
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**TOT**	**PCU**	
13:00	20	0	0	0	0	20	20	22	2	1	0	0	25	26	0	0	0	0	0	0	0	53
13:15	22	2	1	0	1	26	28	34	1	0	0	0	35	35	0	0	0	0	0	0	0	77
13:30	24	5	0	0	0	29	29	19	2	0	0	0	21	21	1	0	0	0	0	1	1	59
13:45	24	5	1	1	0	31	33	27	7	1	0	0	35	36	0	0	0	0	0	0	0	76
H/TOT	90	12	2	1	1	106	109	102	12	2	0	0	116	117	1	0	0	0	0	1	1	264
14:00	21	7	0	0	1	29	30	24	3	2	0	0	29	30	0	1	0	0	0	1	1	69
14:15	30	1	1	1	0	33	35	18	4	1	1	1	25	28	0	0	0	0	0	0	0	74
14:30	21	4	0	0	0	25	25	14	4	0	0	0	18	18	1	0	0	0	0	1	1	53
14:45	17	4	0	0	1	22	23	29	1	2	0	0	32	33	1	0	0	0	0	1	1	63
H/TOT	89	16	1	1	2	109	113	85	12	5	1	1	104	109	2	1	0	0	0	3	3	259
15:00	15	7	1	0	0	23	24	25	4	1	0	0	30	31	0	0	0	0	0	0	0	66
15:15	12	4	0	1	1	18	20	25	5	1	0	2	33	36	0	0	1	0	0	1	2	67
15:30	19	3	0	1	0	23	24	19	3	0	0	2	24	26	1	0	0	0	0	1	1	58
15:45	22	4	1	0	2	29	32	18	2	0	0	0	20	20	0	0	0	0	0	0	0	57
H/TOT	68	18	2	2	3	93	100	87	14	2	0	4	107	112	1	0	1	0	0	2	3	248
16:00	29	6	1	0	1	37	39	23	5	0	2	0	30	33	3	0	0	0	0	3	3	88
16:15	30	2	1	0	0	33	34	30	4	1	0	0	35	36	0	0	0	0	0	0	0	75
16:30	28	5	0	0	0	33	33	37	8	0	0	0	45	45	0	0	0	0	0	0	0	97
16:45	34	5	2	0	0	41	42	33	1	1	0	0	35	36	1	0	0	0	0	1	1	87
H/TOT	121	18	4	0	1	144	147	123	18	2	2	0	145	149	4	0	0	0	0	4	4	347
17:00	22	4	0	0	0	26	26	41	0	3	0	0	44	46	0	0	0	0	0	0	0	80
17:15	18	1	0	0	0	19	19	44	8	0	0	0	52	52	0	0	0	0	0	0	0	77
17:30	33	5	0	0	0	38	38	31	0	0	0	0	31	31	1	0	0	0	0	1	1	80
17:45	29	1	1	0	0	31	32	18	4	0	0	0	22	22	1	0	0	0	0	1	1	68
H/TOT	102	11	1	0	0	114	115	134	12	3	0	0	149	151	2	0	0	0	0	2	2	304
18:00	34	3	0	0	0	37	37	33	2	0	0	0	35	35	3	1	0	0	0	4	4	87
18:15	28	1	0	0	0	29	29	41	1	0	0	0	42	42	1	0	0	0	0	1	1	84
18:30	26	1	0	0	0	27	27	40	3	0	0	0	43	43	0	0	0	0	0	0	0	86
18:45	34	1	0	0	0	35	35	36	0	0	0	0	36	36	0	0	0	0	0	0	0	75
H/TOT	122	6	0	0	0	128	128	150	6	0	0	0	156	156	4	1	0	0	0	5	5	332
P/TOT	1024	190	32	15	9	1270	1315	1132	145	31	10	10	1328	1367	36	5	2	0	0	43	44	3156

Appendix B

TRICS Data

CS CONSULTING
GROUP

Calculation Reference: AUDIT-656801-201008-1057

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)
TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
14	LEINSTER		
	KK	KILKENNY	2 days

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

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: 27 to 67 (units:)
Range Selected by User: 15 to 788 (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: 01/01/12 to 27/05/19

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

Selected survey days:

Monday	1 days
Tuesday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

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	3

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.

Secondary Filtering selection:

Use Class:

C3	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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	2 days
10,001 to 15,000	1 days

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

Population within 5 miles:

25,001 to 50,000	3 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 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:

No	3 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	3 days

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

LIST OF SITES relevant to selection parameters

1 KK-03-K-01 HOUSES & FLATS KILKENNY
BENNETTS BRIDGE ROAD
KILKENNY

Edge of Town
Residential Zone
Total No of Dwellings: 35
Survey date: TUESDAY *30/09/14* *Survey Type: MANUAL*

2 KK-03-K-02 DETACHED & FLATS KILKENNY
BOTHAR AN CHOLAISTE
KILKENNY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: MONDAY *29/09/14* *Survey Type: MANUAL*

3 NE-03-K-01 BLOCK OF FLATS NORTH EAST LINCOLNSHIRE
LADYSMITH ROAD
CLEETHORPES

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 67
Survey date: TUESDAY *06/05/14* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	43	0.054	3	43	0.194	3	43	0.248
08:00 - 09:00	3	43	0.101	3	43	0.357	3	43	0.458
09:00 - 10:00	3	43	0.140	3	43	0.194	3	43	0.334
10:00 - 11:00	3	43	0.147	3	43	0.163	3	43	0.310
11:00 - 12:00	3	43	0.209	3	43	0.194	3	43	0.403
12:00 - 13:00	3	43	0.178	3	43	0.178	3	43	0.356
13:00 - 14:00	3	43	0.225	3	43	0.186	3	43	0.411
14:00 - 15:00	3	43	0.155	3	43	0.225	3	43	0.380
15:00 - 16:00	3	43	0.295	3	43	0.147	3	43	0.442
16:00 - 17:00	3	43	0.295	3	43	0.233	3	43	0.528
17:00 - 18:00	3	43	0.372	3	43	0.217	3	43	0.589
18:00 - 19:00	3	43	0.271	3	43	0.140	3	43	0.411
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.442			2.428			4.870

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.*

Parameter summary

Trip rate parameter range selected:	27 - 67 (units:)
Survey date date range:	01/01/12 - 27/05/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	43	0.000	3	43	0.000	3	43	0.000
08:00 - 09:00	3	43	0.008	3	43	0.008	3	43	0.016
09:00 - 10:00	3	43	0.023	3	43	0.023	3	43	0.046
10:00 - 11:00	3	43	0.008	3	43	0.008	3	43	0.016
11:00 - 12:00	3	43	0.008	3	43	0.008	3	43	0.016
12:00 - 13:00	3	43	0.000	3	43	0.000	3	43	0.000
13:00 - 14:00	3	43	0.000	3	43	0.000	3	43	0.000
14:00 - 15:00	3	43	0.008	3	43	0.008	3	43	0.016
15:00 - 16:00	3	43	0.008	3	43	0.000	3	43	0.008
16:00 - 17:00	3	43	0.023	3	43	0.023	3	43	0.046
17:00 - 18:00	3	43	0.008	3	43	0.016	3	43	0.024
18:00 - 19:00	3	43	0.000	3	43	0.000	3	43	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.094			0.094			0.188

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	43	0.000	3	43	0.000	3	43	0.000
08:00 - 09:00	3	43	0.000	3	43	0.000	3	43	0.000
09:00 - 10:00	3	43	0.000	3	43	0.000	3	43	0.000
10:00 - 11:00	3	43	0.000	3	43	0.000	3	43	0.000
11:00 - 12:00	3	43	0.000	3	43	0.000	3	43	0.000
12:00 - 13:00	3	43	0.000	3	43	0.000	3	43	0.000
13:00 - 14:00	3	43	0.000	3	43	0.000	3	43	0.000
14:00 - 15:00	3	43	0.008	3	43	0.008	3	43	0.016
15:00 - 16:00	3	43	0.000	3	43	0.000	3	43	0.000
16:00 - 17:00	3	43	0.000	3	43	0.000	3	43	0.000
17:00 - 18:00	3	43	0.000	3	43	0.000	3	43	0.000
18:00 - 19:00	3	43	0.000	3	43	0.000	3	43	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	43	0.000	3	43	0.016	3	43	0.016
08:00 - 09:00	3	43	0.008	3	43	0.023	3	43	0.031
09:00 - 10:00	3	43	0.008	3	43	0.000	3	43	0.008
10:00 - 11:00	3	43	0.000	3	43	0.008	3	43	0.008
11:00 - 12:00	3	43	0.016	3	43	0.000	3	43	0.016
12:00 - 13:00	3	43	0.008	3	43	0.016	3	43	0.024
13:00 - 14:00	3	43	0.023	3	43	0.000	3	43	0.023
14:00 - 15:00	3	43	0.000	3	43	0.000	3	43	0.000
15:00 - 16:00	3	43	0.008	3	43	0.000	3	43	0.008
16:00 - 17:00	3	43	0.008	3	43	0.016	3	43	0.024
17:00 - 18:00	3	43	0.000	3	43	0.008	3	43	0.008
18:00 - 19:00	3	43	0.039	3	43	0.000	3	43	0.039
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.118			0.087			0.205

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	43	0.023	3	43	0.016	3	43	0.039
08:00 - 09:00	3	43	0.016	3	43	0.023	3	43	0.039
09:00 - 10:00	3	43	0.016	3	43	0.016	3	43	0.032
10:00 - 11:00	3	43	0.031	3	43	0.016	3	43	0.047
11:00 - 12:00	3	43	0.031	3	43	0.016	3	43	0.047
12:00 - 13:00	3	43	0.000	3	43	0.008	3	43	0.008
13:00 - 14:00	3	43	0.016	3	43	0.016	3	43	0.032
14:00 - 15:00	3	43	0.023	3	43	0.008	3	43	0.031
15:00 - 16:00	3	43	0.031	3	43	0.031	3	43	0.062
16:00 - 17:00	3	43	0.016	3	43	0.008	3	43	0.024
17:00 - 18:00	3	43	0.031	3	43	0.016	3	43	0.047
18:00 - 19:00	3	43	0.000	3	43	0.008	3	43	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.234			0.182			0.416

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.*

Calculation Reference: AUDIT-656801-200908-0941

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY
VEHICLES

Selected regions and areas:

06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
12	CONNAUGHT		
	RO	ROSCOMMON	1 days

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

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: Number of pupils
Actual Range: 61 to 106 (units:)
Range Selected by User: 18 to 450 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 27/09/19

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

Selected survey days:

Friday	2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 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 undertaking using machines.

Selected Locations:

Edge of Town	2

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	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.

Secondary Filtering selection:

Use Class:

D1	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	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
50,001 to 75,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	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:

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	2 days

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

LIST OF SITES relevant to selection parameters

1	RO-04-D-01	NURSERY		ROSCOMMON
	PARK VIEW			
	ROSCOMMON			
	CRUBY HILL			
	Edge of Town			
	Residential Zone			
	Total Number of pupils:		106	
	Survey date: FRIDAY		*26/09/14*	*Survey Type: MANUAL*
2	WK-04-D-01	NURSERY		WARWICKSHIRE
	THE RIDGEWAY			
	STRATFORD UPON AVON			
	Edge of Town			
	Residential Zone			
	Total Number of pupils:		61	
	Survey date: FRIDAY		*29/06/18*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
VEHICLES
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	2	84	0.102	2	84	0.012	2	84	0.114
08:00 - 09:00	2	84	0.251	2	84	0.162	2	84	0.413
09:00 - 10:00	2	84	0.162	2	84	0.198	2	84	0.360
10:00 - 11:00	2	84	0.018	2	84	0.036	2	84	0.054
11:00 - 12:00	2	84	0.048	2	84	0.018	2	84	0.066
12:00 - 13:00	2	84	0.126	2	84	0.162	2	84	0.288
13:00 - 14:00	2	84	0.102	2	84	0.084	2	84	0.186
14:00 - 15:00	2	84	0.132	2	84	0.078	2	84	0.210
15:00 - 16:00	2	84	0.042	2	84	0.096	2	84	0.138
16:00 - 17:00	2	84	0.084	2	84	0.072	2	84	0.156
17:00 - 18:00	2	84	0.156	2	84	0.234	2	84	0.390
18:00 - 19:00	2	84	0.000	2	84	0.072	2	84	0.072
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.223			1.224			2.447

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.*

Parameter summary

Trip rate parameter range selected:	61 - 106 (units:)
Survey date date range:	01/01/12 - 27/09/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
CARS
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	2	84	0.102	2	84	0.012	2	84	0.114
08:00 - 09:00	2	84	0.251	2	84	0.162	2	84	0.413
09:00 - 10:00	2	84	0.162	2	84	0.198	2	84	0.360
10:00 - 11:00	2	84	0.012	2	84	0.030	2	84	0.042
11:00 - 12:00	2	84	0.036	2	84	0.012	2	84	0.048
12:00 - 13:00	2	84	0.120	2	84	0.150	2	84	0.270
13:00 - 14:00	2	84	0.102	2	84	0.084	2	84	0.186
14:00 - 15:00	2	84	0.132	2	84	0.078	2	84	0.210
15:00 - 16:00	2	84	0.036	2	84	0.096	2	84	0.132
16:00 - 17:00	2	84	0.084	2	84	0.066	2	84	0.150
17:00 - 18:00	2	84	0.150	2	84	0.228	2	84	0.378
18:00 - 19:00	2	84	0.000	2	84	0.072	2	84	0.072
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.187			1.188			2.375

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.*

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
LGVS
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	2	84	0.000	2	84	0.000	2	84	0.000
08:00 - 09:00	2	84	0.000	2	84	0.000	2	84	0.000
09:00 - 10:00	2	84	0.000	2	84	0.000	2	84	0.000
10:00 - 11:00	2	84	0.006	2	84	0.006	2	84	0.012
11:00 - 12:00	2	84	0.012	2	84	0.006	2	84	0.018
12:00 - 13:00	2	84	0.006	2	84	0.012	2	84	0.018
13:00 - 14:00	2	84	0.000	2	84	0.000	2	84	0.000
14:00 - 15:00	2	84	0.000	2	84	0.000	2	84	0.000
15:00 - 16:00	2	84	0.006	2	84	0.000	2	84	0.006
16:00 - 17:00	2	84	0.000	2	84	0.006	2	84	0.006
17:00 - 18:00	2	84	0.006	2	84	0.006	2	84	0.012
18:00 - 19:00	2	84	0.000	2	84	0.000	2	84	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.036			0.072

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.*

Calculation Reference: AUDIT-656801-200924-0929

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : A - PRIMARY
VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	CW	CORNWALL	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
11	SCOTLAND		
	SR	STIRLING	1 days

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

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: Number of pupils
Actual Range: 312 to 440 (units:)
Range Selected by User: 79 to 1020 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 25/11/19

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

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	3

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.

Secondary Filtering selection:

Use Class:

D1	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days

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

Population within 5 miles:

50,001 to 75,000	3 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 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:

No	3 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	3 days

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

LIST OF SITES relevant to selection parameters

1 CW-04-A-03 PRIMARY ACADEMY CORNWALL
TREVERBYN RISE
PENRYN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 440
Survey date: THURSDAY *28/03/19* *Survey Type: MANUAL*

2 LN-04-A-01 PRIMARY SCHOOL LINCOLNSHIRE
GONERBY HILL FOOT
GRANTHAM

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of pupils: 312
Survey date: WEDNESDAY *12/06/13* *Survey Type: MANUAL*

3 SR-04-A-01 PRIMARY SCHOOL STIRLING
PULLAR AVENUE
STIRLING
BRIDGE OF ALLAN
Edge of Town
Residential Zone
Total Number of pupils: 386
Survey date: MONDAY *16/06/14* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
VEHICLES
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.013	1	312	0.003	1	312	0.016
07:00 - 08:00	3	379	0.029	3	379	0.011	3	379	0.040
08:00 - 09:00	3	379	0.162	3	379	0.098	3	379	0.260
09:00 - 10:00	3	379	0.036	3	379	0.049	3	379	0.085
10:00 - 11:00	3	379	0.008	3	379	0.012	3	379	0.020
11:00 - 12:00	3	379	0.021	3	379	0.015	3	379	0.036
12:00 - 13:00	3	379	0.028	3	379	0.029	3	379	0.057
13:00 - 14:00	3	379	0.025	3	379	0.026	3	379	0.051
14:00 - 15:00	3	379	0.046	3	379	0.032	3	379	0.078
15:00 - 16:00	3	379	0.074	3	379	0.103	3	379	0.177
16:00 - 17:00	3	379	0.023	3	379	0.042	3	379	0.065
17:00 - 18:00	3	379	0.019	3	379	0.035	3	379	0.054
18:00 - 19:00	3	379	0.002	3	379	0.009	3	379	0.011
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.032	1	312	0.032
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.486			0.496			0.982

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.*

Parameter summary

Trip rate parameter range selected:	312 - 440 (units:)
Survey date date range:	01/01/12 - 25/11/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
TAXIS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.000	1	312	0.000	1	312	0.000
07:00 - 08:00	3	379	0.000	3	379	0.000	3	379	0.000
08:00 - 09:00	3	379	0.000	3	379	0.000	3	379	0.000
09:00 - 10:00	3	379	0.000	3	379	0.000	3	379	0.000
10:00 - 11:00	3	379	0.000	3	379	0.000	3	379	0.000
11:00 - 12:00	3	379	0.000	3	379	0.000	3	379	0.000
12:00 - 13:00	3	379	0.000	3	379	0.000	3	379	0.000
13:00 - 14:00	3	379	0.001	3	379	0.001	3	379	0.002
14:00 - 15:00	3	379	0.001	3	379	0.000	3	379	0.001
15:00 - 16:00	3	379	0.000	3	379	0.001	3	379	0.001
16:00 - 17:00	3	379	0.000	3	379	0.000	3	379	0.000
17:00 - 18:00	3	379	0.000	3	379	0.000	3	379	0.000
18:00 - 19:00	3	379	0.000	3	379	0.000	3	379	0.000
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.000	1	312	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

*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.*

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
OGVS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.003	1	312	0.003	1	312	0.006
07:00 - 08:00	3	379	0.000	3	379	0.000	3	379	0.000
08:00 - 09:00	3	379	0.001	3	379	0.001	3	379	0.002
09:00 - 10:00	3	379	0.003	3	379	0.003	3	379	0.006
10:00 - 11:00	3	379	0.000	3	379	0.000	3	379	0.000
11:00 - 12:00	3	379	0.000	3	379	0.000	3	379	0.000
12:00 - 13:00	3	379	0.000	3	379	0.000	3	379	0.000
13:00 - 14:00	3	379	0.000	3	379	0.000	3	379	0.000
14:00 - 15:00	3	379	0.000	3	379	0.000	3	379	0.000
15:00 - 16:00	3	379	0.001	3	379	0.001	3	379	0.002
16:00 - 17:00	3	379	0.000	3	379	0.000	3	379	0.000
17:00 - 18:00	3	379	0.000	3	379	0.000	3	379	0.000
18:00 - 19:00	3	379	0.000	3	379	0.000	3	379	0.000
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.000	1	312	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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.*

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
PSVS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.000	1	312	0.000	1	312	0.000
07:00 - 08:00	3	379	0.000	3	379	0.000	3	379	0.000
08:00 - 09:00	3	379	0.000	3	379	0.000	3	379	0.000
09:00 - 10:00	3	379	0.000	3	379	0.000	3	379	0.000
10:00 - 11:00	3	379	0.000	3	379	0.000	3	379	0.000
11:00 - 12:00	3	379	0.000	3	379	0.000	3	379	0.000
12:00 - 13:00	3	379	0.000	3	379	0.000	3	379	0.000
13:00 - 14:00	3	379	0.000	3	379	0.000	3	379	0.000
14:00 - 15:00	3	379	0.001	3	379	0.001	3	379	0.002
15:00 - 16:00	3	379	0.000	3	379	0.000	3	379	0.000
16:00 - 17:00	3	379	0.000	3	379	0.000	3	379	0.000
17:00 - 18:00	3	379	0.000	3	379	0.000	3	379	0.000
18:00 - 19:00	3	379	0.000	3	379	0.000	3	379	0.000
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.000	1	312	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
CYCLISTS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.000	1	312	0.000	1	312	0.000
07:00 - 08:00	3	379	0.000	3	379	0.000	3	379	0.000
08:00 - 09:00	3	379	0.069	3	379	0.004	3	379	0.073
09:00 - 10:00	3	379	0.009	3	379	0.011	3	379	0.020
10:00 - 11:00	3	379	0.001	3	379	0.000	3	379	0.001
11:00 - 12:00	3	379	0.000	3	379	0.004	3	379	0.004
12:00 - 13:00	3	379	0.004	3	379	0.007	3	379	0.011
13:00 - 14:00	3	379	0.004	3	379	0.000	3	379	0.004
14:00 - 15:00	3	379	0.005	3	379	0.001	3	379	0.006
15:00 - 16:00	3	379	0.005	3	379	0.067	3	379	0.072
16:00 - 17:00	3	379	0.000	3	379	0.004	3	379	0.004
17:00 - 18:00	3	379	0.000	3	379	0.000	3	379	0.000
18:00 - 19:00	3	379	0.000	3	379	0.001	3	379	0.001
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.000	1	312	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.097			0.099			0.196

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

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TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
CARS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.006	1	312	0.000	1	312	0.006
07:00 - 08:00	3	379	0.026	3	379	0.011	3	379	0.037
08:00 - 09:00	3	379	0.155	3	379	0.092	3	379	0.247
09:00 - 10:00	3	379	0.029	3	379	0.041	3	379	0.070
10:00 - 11:00	3	379	0.005	3	379	0.009	3	379	0.014
11:00 - 12:00	3	379	0.014	3	379	0.006	3	379	0.020
12:00 - 13:00	3	379	0.023	3	379	0.025	3	379	0.048
13:00 - 14:00	3	379	0.020	3	379	0.023	3	379	0.043
14:00 - 15:00	3	379	0.041	3	379	0.027	3	379	0.068
15:00 - 16:00	3	379	0.069	3	379	0.098	3	379	0.167
16:00 - 17:00	3	379	0.019	3	379	0.039	3	379	0.058
17:00 - 18:00	3	379	0.019	3	379	0.033	3	379	0.052
18:00 - 19:00	3	379	0.001	3	379	0.008	3	379	0.009
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.032	1	312	0.032
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.427			0.444			0.871

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.*

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
LGVS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.003	1	312	0.000	1	312	0.003
07:00 - 08:00	3	379	0.003	3	379	0.001	3	379	0.004
08:00 - 09:00	3	379	0.006	3	379	0.005	3	379	0.011
09:00 - 10:00	3	379	0.004	3	379	0.005	3	379	0.009
10:00 - 11:00	3	379	0.003	3	379	0.004	3	379	0.007
11:00 - 12:00	3	379	0.007	3	379	0.009	3	379	0.016
12:00 - 13:00	3	379	0.005	3	379	0.004	3	379	0.009
13:00 - 14:00	3	379	0.004	3	379	0.003	3	379	0.007
14:00 - 15:00	3	379	0.003	3	379	0.004	3	379	0.007
15:00 - 16:00	3	379	0.004	3	379	0.003	3	379	0.007
16:00 - 17:00	3	379	0.004	3	379	0.004	3	379	0.008
17:00 - 18:00	3	379	0.000	3	379	0.003	3	379	0.003
18:00 - 19:00	3	379	0.001	3	379	0.001	3	379	0.002
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.000	1	312	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.046			0.093

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.*

Appendix C

Traffic Flow Matrices

CS CONSULTING
GROUP

Junction 1 Traffic Flow Matrices (Passenger Car Units) - With Link Road Included as Part of Development

2019 AM Peak (08:15-09:15) — **SURVEYED TRAFFIC FLOWS**

From \ To	R772 North	Coach Road	R772 South	TOTALS
R772 North	0	166	365	**531**
Coach Road	97	0	193	**290**
R772 South	466	221	0	**686**
TOTALS	**562**	**386**	**558**	**1507**

2019 PM Peak (16:00-17:00) — **SURVEYED TRAFFIC FLOWS**

From \ To	R772 North	Coach Road	R772 South	TOTALS
R772 North	0	150	434	**583**
Coach Road	98	0	275	**372**
R772 South	295	183	0	**478**
TOTALS	**393**	**332**	**708**	**1433**

2020 AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R772 North	Coach Road	R772 South	TOTALS
R772 North	0	167	367	**534**
Coach Road	97	0	195	**292**
R772 South	469	222	0	**691**
TOTALS	**566**	**389**	**562**	**1517**

2020 PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R772 North	Coach Road	R772 South	TOTALS
R772 North	0	151	437	**587**
Coach Road	98	0	276	**375**
R772 South	297	184	0	**481**
TOTALS	**395**	**334**	**713**	**1443**

2023 AM Peak — **Other committed development flows** (without link road reallocation)

From \ To	R772 North	Coach Road	R772 South	TOTALS
R772 North	0	4	0	**4**
Coach Road	4	0	8	**12**
R772 South	0	6	0	**6**
TOTALS	**4**	**10**	**8**	**22**

2023 PM Peak — **Other committed development flows** (without link road reallocation)

From \ To	R772 North	Coach Road	R772 South	TOTALS
R772 North	0	5	0	**5**
Coach Road	2	0	6	**8**
R772 South	0	6	0	**6**
TOTALS	**2**	**11**	**6**	**19**

2023 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R772 North	Coach Road	R772 South	TOTALS
R772 North	0	175	375	**550**
Coach Road	103	0	207	**310**
R772 South	478	232	0	**711**
TOTALS	**582**	**407**	**582**	**1570**

2023 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R772 North	Coach Road	R772 South	TOTALS
R772 North	0	159	446	**604**
Coach Road	102	0	288	**390**
R772 South	303	193	0	**497**
TOTALS	**406**	**352**	**733**	**1491**

2023 AM Peak — **SUBJECT DEVELOPMENT INFLUENCE** (link road reallocation + subject development flows)

From \ To	R772 North	Coach Road	R772 South	TOTALS
R772 North	0	10	0	**10**
Coach Road	12	0	25	**37**
R772 South	0	14	0	**14**
TOTALS	**12**	**24**	**25**	**61**

2023 PM Peak — **SUBJECT DEVELOPMENT INFLUENCE** (link road reallocation + subject development flows)

From \ To	R772 North	Coach Road	R772 South	TOTALS
R772 North	0	16	0	**16**
Coach Road	6	0	18	**25**
R772 South	0	20	0	**20**
TOTALS	**6**	**36**	**18**	**61**

2023 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	R772 North	Coach Road	R772 South	TOTALS
R772 North	0	185	375	**560**
Coach Road	116	0	231	**347**
R772 South	478	246	0	**724**
TOTALS	**594**	**431**	**606**	**1631**

2023 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	R772 North	Coach Road	R772 South	TOTALS
R772 North	0	175	446	**620**
Coach Road	109	0	306	**415**
R772 South	303	213	0	**516**
TOTALS	**412**	**388**	**752**	**1552**

2028 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R772 North	Coach Road	R772 South	TOTALS
R772 North	0	181	388	**568**
Coach Road	107	0	213	**320**
R772 South	495	240	0	**735**
TOTALS	**602**	**421**	**601**	**1624**

2028 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R772 North	Coach Road	R772 South	TOTALS
R772 North	0	164	461	**625**
Coach Road	106	0	298	**403**
R772 South	314	200	0	**514**
TOTALS	**419**	**364**	**759**	**1542**

2028 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	R772 North	Coach Road	R772 South	TOTALS
R772 North	0	191	388	**579**
Coach Road	119	0	238	**357**
R772 South	495	254	0	**749**
TOTALS	**614**	**445**	**626**	**1685**

2028 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	R772 North	Coach Road	R772 South	TOTALS
R772 North	0	180	461	**641**
Coach Road	112	0	316	**428**
R772 South	314	220	0	**533**
TOTALS	**426**	**400**	**777**	**1602**

2038 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R772 North	Coach Road	R772 South	TOTALS
R772 North	0	186	400	**586**
Coach Road	110	0	220	**330**
R772 South	511	247	0	**758**
TOTALS	**621**	**434**	**620**	**1674**

2038 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R772 North	Coach Road	R772 South	TOTALS
R772 North	0	169	475	**644**
Coach Road	109	0	307	**416**
R772 South	324	206	0	**530**
TOTALS	**433**	**375**	**782**	**1590**

2038 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	R772 North	Coach Road	R772 South	TOTALS
R772 North	0	196	400	**597**
Coach Road	122	0	245	**367**
R772 South	511	261	0	**772**
TOTALS	**633**	**458**	**645**	**1735**

2038 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	R772 North	Coach Road	R772 South	TOTALS
R772 North	0	185	475	**661**
Coach Road	116	0	325	**441**
R772 South	324	226	0	**549**
TOTALS	**439**	**411**	**800**	**1651**

2038 AM Peak — **POTENTIAL SCHOOL DEVELOPMENT FLOWS**

From \ To	R772 North	Coach Road	R772 South	TOTALS
R772 North	0	6	0	**6**
Coach Road	3	0	5	**8**
R772 South	0	8	0	**8**
TOTALS	**3**	**14**	**5**	**21**

2038 PM Peak — **POTENTIAL SCHOOL DEVELOPMENT FLOWS**

From \ To	R772 North	Coach Road	R772 South	TOTALS
R772 North	0	1	0	**1**
Coach Road	1	0	3	**4**
R772 South	0	1	0	**1**
TOTALS	**1**	**3**	**3**	**7**

2038 AM Peak — **SENSITIVITY ASSESSMENT** (surveyed + reallocation + growth + committed dev. + subject dev. + school)

From \ To	R772 North	Coach Road	R772 South	TOTALS
R772 North	0	202	400	**602**
Coach Road	125	0	250	**374**
R772 South	511	269	0	**780**
TOTALS	**635**	**471**	**650**	**1756**

2038 PM Peak — **SENSITIVITY ASSESSMENT** (surveyed + reallocation + growth + committed dev. + subject dev. + school)

From \ To	R772 North	Coach Road	R772 South	TOTALS
R772 North	0	186	475	**662**
Coach Road	117	0	328	**445**
R772 South	324	227	0	**551**
TOTALS	**440**	**414**	**804**	**1657**

Junction 2 Traffic Flow Matrices (Passenger Car Units) - With Link Road Included as Part of Development

2019 AM Peak (08:15-09:15) — **SURVEYED TRAFFIC FLOWS**

From \ To	Coach Road	Clonattin Road	R742 South	R742 West	TOTALS
Coach Road	0	65	142	115	**321**
Clonattin Road	62	0	46	174	**282**
R742 South	139	52	33	206	**429**
R742 West	84	90	150	24	**348**
TOTALS	**285**	**206**	**370**	**519**	**1380**

2019 PM Peak (16:00-17:00) — **SURVEYED TRAFFIC FLOWS**

From \ To	Coach Road	Clonattin Road	R742 South	R742 West	TOTALS
Coach Road	0	91	269	80	**439**
Clonattin Road	62	0	65	115	**242**
R742 South	234	80	104	181	**599**
R742 West	101	116	220	15	**452**
TOTALS	**397**	**287**	**657**	**391**	**1732**

2020 AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Coach Road	Clonattin Road	R742 South	R742 West	TOTALS
Coach Road	0	65	143	116	**324**
Clonattin Road	62	0	46	175	**284**
R742 South	140	52	33	207	**432**
R742 West	85	91	151	24	**350**
TOTALS	**287**	**208**	**373**	**522**	**1390**

2020 PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Coach Road	Clonattin Road	R742 South	R742 West	TOTALS
Coach Road	0	91	270	81	**442**
Clonattin Road	63	0	65	115	**243**
R742 South	236	81	105	182	**603**
R742 West	102	117	221	15	**455**
TOTALS	**400**	**288**	**662**	**393**	**1744**

2023 AM Peak — **Other committed development flows** (without link road reallocation)

From \ To	Coach Road	Clonattin Road	R742 South	R742 West	TOTALS
Coach Road	0	2	8	0	**10**
Clonattin Road	3	0	6	5	**15**
R742 South	9	6	0	13	**28**
R742 West	0	2	9	0	**10**
TOTALS	**12**	**9**	**23**	**19**	**63**

2023 PM Peak — **Other committed development flows** (without link road reallocation)

From \ To	Coach Road	Clonattin Road	R742 South	R742 West	TOTALS
Coach Road	0	3	8	0	**11**
Clonattin Road	2	0	5	2	**9**
R742 South	6	5	0	5	**16**
R742 West	0	3	6	0	**9**
TOTALS	**8**	**11**	**19**	**7**	**45**

2023 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Coach Road	Clonattin Road	R742 South	R742 West	TOTALS
Coach Road	0	68	154	118	**340**
Clonattin Road	67	0	54	184	**305**
R742 South	152	59	34	224	**469**
R742 West	86	94	162	25	**367**
TOTALS	**305**	**221**	**404**	**552**	**1481**

2023 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Coach Road	Clonattin Road	R742 South	R742 West	TOTALS
Coach Road	0	96	284	82	**462**
Clonattin Road	66	0	72	120	**257**
R742 South	246	88	107	191	**631**
R742 West	104	122	232	15	**474**
TOTALS	**416**	**306**	**695**	**408**	**1825**

2023 AM Peak — **SUBJECT DEVELOPMENT INFLUENCE** (link road reallocation + subject development flows)

From \ To	Coach Road	Clonattin Road	R742 South	R742 West	TOTALS
Coach Road	0	24	0	0	**24**
Clonattin Road	37	0	-49	67	**56**
R742 South	0	-46	0	0	**-46**
R742 West	0	26	0	0	**26**
TOTALS	**37**	**4**	**-49**	**67**	**59**

2023 PM Peak — **SUBJECT DEVELOPMENT INFLUENCE** (link road reallocation + subject development flows)

From \ To	Coach Road	Clonattin Road	R742 South	R742 West	TOTALS
Coach Road	0	36	0	0	**36**
Clonattin Road	25	0	-65	24	**-16**
R742 South	0	-57	0	0	**-57**
R742 West	0	37	0	0	**37**
TOTALS	**25**	**16**	**-65**	**24**	**0**

2023 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed flows + reallocation + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	Coach Road	Clonattin Road	R742 South	R742 West	TOTALS
Coach Road	0	92	154	118	**364**
Clonattin Road	104	0	5	252	**360**
R742 South	152	13	34	224	**423**
R742 West	86	120	162	25	**394**
TOTALS	**342**	**225**	**355**	**619**	**1541**

2023 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed flows + reallocation + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	Coach Road	Clonattin Road	R742 South	R742 West	TOTALS
Coach Road	0	132	284	82	**498**
Clonattin Road	91	0	7	144	**241**
R742 South	246	30	107	191	**574**
R742 West	104	159	232	15	**511**
TOTALS	**441**	**322**	**630**	**432**	**1824**

2028 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Coach Road	Clonattin Road	R742 South	R742 West	TOTALS
Coach Road	0	70	159	122	**351**
Clonattin Road	69	0	55	190	**315**
R742 South	157	61	35	232	**485**
R742 West	89	97	168	26	**380**
TOTALS	**315**	**229**	**417**	**570**	**1530**

2028 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Coach Road	Clonattin Road	R742 South	R742 West	TOTALS
Coach Road	0	99	293	85	**478**
Clonattin Road	68	0	74	124	**266**
R742 South	255	90	111	197	**653**
R742 West	107	126	240	16	**490**
TOTALS	**430**	**316**	**718**	**422**	**1886**

2028 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed flows + reallocation + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	Coach Road	Clonattin Road	R742 South	R742 West	TOTALS
Coach Road	0	94	159	122	**376**
Clonattin Road	106	0	7	258	**370**
R742 South	157	14	35	232	**438**
R742 West	89	124	168	26	**406**
TOTALS	**352**	**232**	**368**	**637**	**1590**

2028 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed flows + reallocation + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	Coach Road	Clonattin Road	R742 South	R742 West	TOTALS
Coach Road	0	135	293	85	**513**
Clonattin Road	93	0	9	148	**250**
R742 South	255	33	111	197	**596**
R742 West	107	163	240	16	**527**
TOTALS	**455**	**332**	**653**	**446**	**1886**

2038 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Coach Road	Clonattin Road	R742 South	R742 West	TOTALS
Coach Road	0	72	164	126	**362**
Clonattin Road	71	0	57	196	**324**
R742 South	162	63	36	239	**499**
R742 West	92	101	173	26	**391**
TOTALS	**325**	**235**	**429**	**587**	**1577**

2038 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Coach Road	Clonattin Road	R742 South	R742 West	TOTALS
Coach Road	0	102	302	88	**492**
Clonattin Road	70	0	76	128	**274**
R742 South	263	93	114	203	**673**
R742 West	111	130	248	16	**505**
TOTALS	**444**	**326**	**740**	**435**	**1944**

2038 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed flows + reallocation + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	Coach Road	Clonattin Road	R742 South	R742 West	TOTALS
Coach Road	0	96	164	126	**386**
Clonattin Road	108	0	8	264	**380**
R742 South	162	16	36	239	**453**
R742 West	92	127	173	26	**418**
TOTALS	**362**	**239**	**381**	**655**	**1636**

2038 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed flows + reallocation + TII growth factor + committed dev. flows + subject dev. flows)

From \ To	Coach Road	Clonattin Road	R742 South	R742 West	TOTALS
Coach Road	0	138	302	88	**528**
Clonattin Road	95	0	11	152	**258**
R742 South	263	36	114	203	**616**
R742 West	111	167	248	16	**542**
TOTALS	**468**	**341**	**675**	**459**	**1944**

2038 AM Peak — **POTENTIAL SCHOOL DEVELOPMENT FLOWS**

From \ To	Coach Road	Clonattin Road	R742 South	R742 West	TOTALS
Coach Road	0	14	0	0	**14**
Clonattin Road	8	0	0	14	**21**
R742 South	0	0	0	0	**0**
R742 West	0	15	0	0	**15**
TOTALS	**8**	**28**	**0**	**14**	**50**

2038 PM Peak — **POTENTIAL SCHOOL DEVELOPMENT FLOWS**

From \ To	Coach Road	Clonattin Road	R742 South	R742 West	TOTALS
Coach Road	0	3	0	0	**3**
Clonattin Road	4	0	0	4	**9**
R742 South	0	0	0	0	**0**
R742 West	0	3	0	0	**3**
TOTALS	**4**	**5**	**0**	**4**	**14**

2038 AM Peak — **SENSITIVITY ASSESSMENT** (surveyed flows + reallocation + TII growth factor + committed dev. + subject dev. + school)

From \ To	Coach Road	Clonattin Road	R742 South	R742 West	TOTALS
Coach Road	0	110	164	126	**400**
Clonattin Road	116	0	8	277	**401**
R742 South	162	16	36	239	**453**
R742 West	92	141	173	26	**432**
TOTALS	**369**	**268**	**381**	**668**	**1686**

2038 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed flows + reallocation + TII growth factor + committed dev. + subject dev. + school)

From \ To	Coach Road	Clonattin Road	R742 South	R742 West	TOTALS
Coach Road	0	141	302	88	**531**
Clonattin Road	99	0	11	156	**266**
R742 South	263	36	114	203	**616**
R742 West	111	170	248	16	**545**
TOTALS	**473**	**347**	**675**	**463**	**1958**

Junction 3 Traffic Flow Matrices (Passenger Car Units) - With Link Road Included as Part of Development

2019 AM Peak (08:15-09:15) — **SURVEYED TRAFFIC FLOWS**

From \ To	R742 South	L5082	R742 North	TOTALS
R742 South	0	11	245	**256**
L5082	14	0	182	**196**
R742 North	245	82	0	**327**
TOTALS	**259**	**93**	**427**	**779**

2019 PM Peak (16:00-17:00) — **SURVEYED TRAFFIC FLOWS**

From \ To	R742 South	L5082	R742 North	TOTALS
R742 South	0	27	286	**313**
L5082	24	0	152	**176**
R742 North	375	192	0	**566**
TOTALS	**399**	**219**	**437**	**1055**

2020 AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R742 South	L5082	R742 North	TOTALS
R742 South	0	11	247	**258**
L5082	14	0	183	**197**
R742 North	247	83	0	**330**
TOTALS	**261**	**94**	**430**	**785**

2020 PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R742 South	L5082	R742 North	TOTALS
R742 South	0	27	287	**315**
L5082	24	0	153	**177**
R742 North	377	193	0	**570**
TOTALS	**402**	**220**	**440**	**1062**

2023 AM Peak — **Other committed development flows** (without link road reallocation)

From \ To	R742 South	L5082	R742 North	TOTALS
R742 South	0	3	1	**4**
L5082	2	0	27	**29**
R742 North	3	20	0	**23**
TOTALS	**5**	**23**	**28**	**56**

2023 PM Peak — **Other committed development flows** (without link road reallocation)

From \ To	R742 South	L5082	R742 North	TOTALS
R742 South	0	2	2	**4**
L5082	2	0	14	**16**
R742 North	2	17	0	**19**
TOTALS	**4**	**20**	**16**	**39**

2023 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R742 South	L5082	R742 North	TOTALS
R742 South	0	14	253	**267**
L5082	16	0	213	**230**
R742 North	255	105	0	**360**
TOTALS	**271**	**119**	**467**	**857**

2023 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R742 South	L5082	R742 North	TOTALS
R742 South	0	30	295	**325**
L5082	27	0	170	**196**
R742 North	387	214	0	**601**
TOTALS	**414**	**244**	**465**	**1123**

2023 AM Peak — **SUBJECT DEVELOPMENT INFLUENCE** (link road reallocation + subject development flows)

From \ To	R742 South	L5082	R742 North	TOTALS
R742 South	0	12	-46	**-34**
L5082	15	0	0	**15**
R742 North	-49	0	0	**-49**
TOTALS	**-34**	**12**	**-46**	**-68**

2023 PM Peak — **SUBJECT DEVELOPMENT INFLUENCE** (link road reallocation + subject development flows)

From \ To	R742 South	L5082	R742 North	TOTALS
R742 South	0	14	-57	**-44**
L5082	14	0	0	**14**
R742 North	-65	0	0	**-65**
TOTALS	**-51**	**14**	**-57**	**-94**

2023 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	R742 South	L5082	R742 North	TOTALS
R742 South	0	26	207	**233**
L5082	31	0	213	**244**
R742 North	206	105	0	**311**
TOTALS	**237**	**131**	**420**	**788**

2023 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	R742 South	L5082	R742 North	TOTALS
R742 South	0	44	238	**282**
L5082	41	0	170	**211**
R742 North	322	214	0	**536**
TOTALS	**363**	**258**	**408**	**1029**

2028 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R742 South	L5082	R742 North	TOTALS
R742 South	0	14	262	**276**
L5082	17	0	220	**237**
R742 North	263	108	0	**371**
TOTALS	**280**	**122**	**482**	**884**

2028 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R742 South	L5082	R742 North	TOTALS
R742 South	0	31	306	**337**
L5082	27	0	175	**203**
R742 North	400	221	0	**621**
TOTALS	**428**	**252**	**481**	**1160**

2028 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	R742 South	L5082	R742 North	TOTALS
R742 South	0	26	216	**242**
L5082	32	0	220	**251**
R742 North	215	108	0	**322**
TOTALS	**246**	**134**	**436**	**816**

2028 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	R742 South	L5082	R742 North	TOTALS
R742 South	0	45	248	**293**
L5082	42	0	175	**217**
R742 North	335	221	0	**556**
TOTALS	**377**	**265**	**424**	**1066**

2038 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R742 South	L5082	R742 North	TOTALS
R742 South	0	15	270	**285**
L5082	17	0	226	**243**
R742 North	272	110	0	**382**
TOTALS	**289**	**125**	**496**	**910**

2038 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R742 South	L5082	R742 North	TOTALS
R742 South	0	32	315	**347**
L5082	28	0	180	**208**
R742 North	413	227	0	**640**
TOTALS	**441**	**259**	**495**	**1196**

2038 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	R742 South	L5082	R742 North	TOTALS
R742 South	0	27	224	**251**
L5082	32	0	226	**258**
R742 North	223	110	0	**333**
TOTALS	**255**	**137**	**450**	**842**

2038 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	R742 South	L5082	R742 North	TOTALS
R742 South	0	45	258	**303**
L5082	43	0	180	**223**
R742 North	348	227	0	**575**
TOTALS	**391**	**273**	**438**	**1102**

2038 AM Peak — **POTENTIAL SCHOOL DEVELOPMENT FLOWS**

From \ To	R742 South	L5082	R742 North	TOTALS
R742 South	0	2	0	**2**
L5082	8	0	0	**8**
R742 North	0	0	0	**0**
TOTALS	**8**	**2**	**0**	**11**

2038 PM Peak — **POTENTIAL SCHOOL DEVELOPMENT FLOWS**

From \ To	R742 South	L5082	R742 North	TOTALS
R742 South	0	2	0	**2**
L5082	1	0	0	**1**
R742 North	0	0	0	**0**
TOTALS	**1**	**2**	**0**	**3**

2038 AM Peak — **SENSITIVITY ASSESSMENT** (surveyed + reallocation + growth + committed dev. + subject dev. + school)

From \ To	R742 South	L5082	R742 North	TOTALS
R742 South	0	29	224	**253**
L5082	40	0	226	**266**
R742 North	223	110	0	**333**
TOTALS	**263**	**140**	**450**	**853**

2038 PM Peak — **SENSITIVITY ASSESSMENT** (surveyed + reallocation + growth + committed dev. + subject dev. + school)

From \ To	R742 South	L5082	R742 North	TOTALS
R742 South	0	48	258	**306**
L5082	44	0	180	**224**
R742 North	348	227	0	**575**
TOTALS	**392**	**275**	**438**	**1105**

Junction 4 Traffic Flow Matrices (Passenger Car Units) - With Link Road Included as Part of Development

2019 AM Peak (08:15-09:15) — **SURVEYED TRAFFIC FLOWS**

From \ To	Clonattin Road East	Clonattin Village	Clonattin Road West	TOTALS
Clonattin Road East	0	9	123	**132**
Clonattin Village	29	0	133	**162**
Clonattin Road West	127	69	0	**195**
TOTALS	**156**	**77**	**256**	**489**

2019 PM Peak (16:00-17:00) — **SURVEYED TRAFFIC FLOWS**

From \ To	Clonattin Road East	Clonattin Village	Clonattin Road West	TOTALS
Clonattin Road East	0	15	153	**168**
Clonattin Village	7	0	88	**95**
Clonattin Road West	165	109	0	**274**
TOTALS	**172**	**124**	**240**	**536**

2020 AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Clonattin Road East	Clonattin Village	Clonattin Road West	TOTALS
Clonattin Road East	0	9	124	**132**
Clonattin Village	29	0	134	**163**
Clonattin Road West	128	69	0	**197**
TOTALS	**157**	**78**	**258**	**492**

2020 PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Clonattin Road East	Clonattin Village	Clonattin Road West	TOTALS
Clonattin Road East	0	15	154	**169**
Clonattin Village	7	0	88	**95**
Clonattin Road West	166	110	0	**276**
TOTALS	**173**	**125**	**242**	**540**

2023 AM Peak — **Other committed development flows** (without link road reallocation)

From \ To	Clonattin Road East	Clonattin Village	Clonattin Road West	TOTALS
Clonattin Road East	0	0	3	**3**
Clonattin Village	0	0	0	**0**
Clonattin Road West	5	0	0	**5**
TOTALS	**5**	**0**	**3**	**8**

2023 PM Peak — **Other committed development flows** (without link road reallocation)

From \ To	Clonattin Road East	Clonattin Village	Clonattin Road West	TOTALS
Clonattin Road East	0	0	3	**3**
Clonattin Village	0	0	0	**0**
Clonattin Road West	3	0	0	**3**
TOTALS	**3**	**0**	**3**	**6**

2023 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Clonattin Road East	Clonattin Village	Clonattin Road West	TOTALS
Clonattin Road East	0	9	130	**138**
Clonattin Village	30	0	137	**166**
Clonattin Road West	135	70	0	**206**
TOTALS	**165**	**79**	**266**	**510**

2023 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Clonattin Road East	Clonattin Village	Clonattin Road West	TOTALS
Clonattin Road East	0	15	160	**175**
Clonattin Village	7	0	90	**97**
Clonattin Road West	172	112	0	**284**
TOTALS	**180**	**127**	**250**	**557**

2023 AM Peak — **SUBJECT DEVELOPMENT INFLUENCE** (link road reallocation + subject development flows)

From \ To	Clonattin Road East	Clonattin Village	Clonattin Road West	TOTALS
Clonattin Road East	0	28	-19	**9**
Clonattin Village	48	0	79	**127**
Clonattin Road West	-29	37	0	**8**
TOTALS	**19**	**65**	**60**	**143**

2023 PM Peak — **SUBJECT DEVELOPMENT INFLUENCE** (link road reallocation + subject development flows)

From \ To	Clonattin Road East	Clonattin Village	Clonattin Road West	TOTALS
Clonattin Road East	0	51	-39	**12**
Clonattin Village	39	0	27	**66**
Clonattin Road West	-30	50	0	**20**
TOTALS	**9**	**101**	**-12**	**99**

2023 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	Clonattin Road East	Clonattin Village	Clonattin Road West	TOTALS
Clonattin Road East	0	37	110	**147**
Clonattin Village	78	0	216	**293**
Clonattin Road West	106	107	0	**213**
TOTALS	**184**	**144**	**326**	**654**

2023 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	Clonattin Road East	Clonattin Village	Clonattin Road West	TOTALS
Clonattin Road East	0	67	121	**188**
Clonattin Village	46	0	117	**163**
Clonattin Road West	142	162	0	**304**
TOTALS	**189**	**229**	**238**	**655**

2028 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Clonattin Road East	Clonattin Village	Clonattin Road West	TOTALS
Clonattin Road East	0	9	134	**143**
Clonattin Village	31	0	141	**172**
Clonattin Road West	140	73	0	**212**
TOTALS	**170**	**82**	**275**	**528**

2028 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Clonattin Road East	Clonattin Village	Clonattin Road West	TOTALS
Clonattin Road East	0	16	165	**181**
Clonattin Village	7	0	93	**100**
Clonattin Road West	178	116	0	**294**
TOTALS	**186**	**132**	**258**	**576**

2028 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	Clonattin Road East	Clonattin Village	Clonattin Road West	TOTALS
Clonattin Road East	0	37	115	**152**
Clonattin Village	79	0	220	**299**
Clonattin Road West	111	110	0	**220**
TOTALS	**189**	**146**	**335**	**671**

2028 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	Clonattin Road East	Clonattin Village	Clonattin Road West	TOTALS
Clonattin Road East	0	67	126	**194**
Clonattin Village	47	0	120	**167**
Clonattin Road West	148	166	0	**314**
TOTALS	**195**	**233**	**246**	**674**

2038 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Clonattin Road East	Clonattin Village	Clonattin Road West	TOTALS
Clonattin Road East	0	9	138	**147**
Clonattin Village	32	0	146	**178**
Clonattin Road West	144	75	0	**219**
TOTALS	**176**	**84**	**284**	**544**

2038 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Clonattin Road East	Clonattin Village	Clonattin Road West	TOTALS
Clonattin Road East	0	16	170	**187**
Clonattin Village	8	0	96	**104**
Clonattin Road West	184	120	0	**303**
TOTALS	**191**	**136**	**266**	**594**

2038 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	Clonattin Road East	Clonattin Village	Clonattin Road West	TOTALS
Clonattin Road East	0	37	119	**156**
Clonattin Village	80	0	225	**304**
Clonattin Road West	115	112	0	**227**
TOTALS	**195**	**149**	**344**	**687**

2038 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	Clonattin Road East	Clonattin Village	Clonattin Road West	TOTALS
Clonattin Road East	0	68	131	**199**
Clonattin Village	47	0	123	**170**
Clonattin Road West	154	170	0	**323**
TOTALS	**201**	**237**	**254**	**692**

2038 AM Peak — **POTENTIAL SCHOOL DEVELOPMENT FLOWS**

From \ To	Clonattin Road East	Clonattin Village	Clonattin Road West	TOTALS
Clonattin Road East	0	5	0	**5**
Clonattin Village	4	0	21	**25**
Clonattin Road West	0	28	0	**28**
TOTALS	**4**	**33**	**21**	**58**

2038 PM Peak — **POTENTIAL SCHOOL DEVELOPMENT FLOWS**

From \ To	Clonattin Road East	Clonattin Village	Clonattin Road West	TOTALS
Clonattin Road East	0	1	0	**1**
Clonattin Village	2	0	9	**10**
Clonattin Road West	0	5	0	**5**
TOTALS	**2**	**6**	**9**	**16**

2038 AM Peak — **SENSITIVITY ASSESSMENT** (surveyed + reallocation + growth + committed dev. + subject dev. + school)

From \ To	Clonattin Road East	Clonattin Village	Clonattin Road West	TOTALS
Clonattin Road East	0	42	119	**161**
Clonattin Village	84	0	246	**329**
Clonattin Road West	115	140	0	**255**
TOTALS	**198**	**182**	**365**	**746**

2038 PM Peak — **SENSITIVITY ASSESSMENT** (surveyed + reallocation + growth + committed dev. + subject dev. + school)

From \ To	Clonattin Road East	Clonattin Village	Clonattin Road West	TOTALS
Clonattin Road East	0	69	131	**200**
Clonattin Village	49	0	131	**180**
Clonattin Road West	154	175	0	**329**
TOTALS	**202**	**244**	**263**	**709**

Junction 5 Traffic Flow Matrices (Passenger Car Units) - With Link Road Included as Part of Development

2019 AM Peak (08:15-09:15) — **SURVEYED TRAFFIC FLOWS**

From \ To	Clonattin Road West	Clonattin Estate	Clonattin Road East	TOTALS
Clonattin Road West	0	15	141	**156**
Clonattin Estate	25	0	4	**29**
Clonattin Road East	107	8	0	**115**
TOTALS	**132**	**22**	**145**	**299**

2019 PM Peak (16:00-17:00) — **SURVEYED TRAFFIC FLOWS**

From \ To	Clonattin Road West	Clonattin Estate	Clonattin Road East	TOTALS
Clonattin Road West	0	25	147	**172**
Clonattin Estate	19	0	3	**22**
Clonattin Road East	149	4	0	**153**
TOTALS	**168**	**29**	**150**	**347**

2020 AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Clonattin Road West	Clonattin Estate	Clonattin Road East	TOTALS
Clonattin Road West	0	15	142	**157**
Clonattin Estate	25	0	4	**29**
Clonattin Road East	108	8	0	**115**
TOTALS	**132**	**22**	**146**	**301**

2020 PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	Clonattin Road West	Clonattin Estate	Clonattin Road East	TOTALS
Clonattin Road West	0	25	148	**173**
Clonattin Estate	19	0	3	**22**
Clonattin Road East	150	4	0	**154**
TOTALS	**169**	**29**	**151**	**349**

2023 AM Peak — **Other committed development flows** (without link road reallocation)

From \ To	Clonattin Road West	Clonattin Estate	Clonattin Road East	TOTALS
Clonattin Road West	0	0	5	**5**
Clonattin Estate	0	0	0	**0**
Clonattin Road East	3	0	0	**3**
TOTALS	**3**	**0**	**5**	**8**

2023 PM Peak — **Other committed development flows** (without link road reallocation)

From \ To	Clonattin Road West	Clonattin Estate	Clonattin Road East	TOTALS
Clonattin Road West	0	0	3	**3**
Clonattin Estate	0	0	0	**0**
Clonattin Road East	3	0	0	**3**
TOTALS	**3**	**0**	**3**	**6**

2023 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Clonattin Road West	Clonattin Estate	Clonattin Road East	TOTALS
Clonattin Road West	0	15	150	**165**
Clonattin Estate	25	0	4	**29**
Clonattin Road East	113	8	0	**121**
TOTALS	**138**	**23**	**154**	**315**

2023 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Clonattin Road West	Clonattin Estate	Clonattin Road East	TOTALS
Clonattin Road West	0	26	154	**180**
Clonattin Estate	20	0	3	**23**
Clonattin Road East	156	4	0	**160**
TOTALS	**175**	**30**	**157**	**362**

2023 AM Peak — **SUBJECT DEVELOPMENT INFLUENCE** (link road reallocation + subject development flows)

From \ To	Clonattin Road West	Clonattin Estate	Clonattin Road East	TOTALS
Clonattin Road West	0	0	19	**19**
Clonattin Estate	0	0	0	**0**
Clonattin Road East	9	0	0	**9**
TOTALS	**9**	**0**	**19**	**27**

2023 PM Peak — **SUBJECT DEVELOPMENT INFLUENCE** (link road reallocation + subject development flows)

From \ To	Clonattin Road West	Clonattin Estate	Clonattin Road East	TOTALS
Clonattin Road West	0	0	9	**9**
Clonattin Estate	0	0	0	**0**
Clonattin Road East	12	0	0	**12**
TOTALS	**12**	**0**	**9**	**22**

2023 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	Clonattin Road West	Clonattin Estate	Clonattin Road East	TOTALS
Clonattin Road West	0	15	169	**184**
Clonattin Estate	25	0	4	**29**
Clonattin Road East	122	8	0	**129**
TOTALS	**147**	**23**	**173**	**343**

2023 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	Clonattin Road West	Clonattin Estate	Clonattin Road East	TOTALS
Clonattin Road West	0	26	163	**189**
Clonattin Estate	20	0	3	**23**
Clonattin Road East	168	4	0	**172**
TOTALS	**188**	**30**	**166**	**384**

2028 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Clonattin Road West	Clonattin Estate	Clonattin Road East	TOTALS
Clonattin Road West	0	15	155	**170**
Clonattin Estate	26	0	4	**30**
Clonattin Road East	117	8	0	**125**
TOTALS	**143**	**23**	**159**	**326**

2028 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Clonattin Road West	Clonattin Estate	Clonattin Road East	TOTALS
Clonattin Road West	0	27	159	**186**
Clonattin Estate	20	0	3	**23**
Clonattin Road East	161	4	0	**165**
TOTALS	**181**	**31**	**162**	**374**

2028 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	Clonattin Road West	Clonattin Estate	Clonattin Road East	TOTALS
Clonattin Road West	0	15	174	**189**
Clonattin Estate	26	0	4	**30**
Clonattin Road East	126	8	0	**134**
TOTALS	**152**	**23**	**178**	**353**

2028 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	Clonattin Road West	Clonattin Estate	Clonattin Road East	TOTALS
Clonattin Road West	0	27	168	**195**
Clonattin Estate	20	0	3	**23**
Clonattin Road East	173	4	0	**178**
TOTALS	**194**	**31**	**172**	**396**

2038 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Clonattin Road West	Clonattin Estate	Clonattin Road East	TOTALS
Clonattin Road West	0	16	160	**176**
Clonattin Estate	27	0	4	**31**
Clonattin Road East	121	8	0	**129**
TOTALS	**147**	**24**	**164**	**336**

2038 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	Clonattin Road West	Clonattin Estate	Clonattin Road East	TOTALS
Clonattin Road West	0	27	164	**191**
Clonattin Estate	21	0	3	**24**
Clonattin Road East	166	4	0	**170**
TOTALS	**187**	**32**	**167**	**386**

2038 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	Clonattin Road West	Clonattin Estate	Clonattin Road East	TOTALS
Clonattin Road West	0	16	179	**195**
Clonattin Estate	27	0	4	**31**
Clonattin Road East	129	8	0	**137**
TOTALS	**156**	**24**	**183**	**363**

2038 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	Clonattin Road West	Clonattin Estate	Clonattin Road East	TOTALS
Clonattin Road West	0	27	173	**201**
Clonattin Estate	21	0	3	**24**
Clonattin Road East	178	4	0	**183**
TOTALS	**199**	**32**	**177**	**408**

2038 AM Peak — **POTENTIAL SCHOOL DEVELOPMENT FLOWS**

From \ To	Clonattin Road West	Clonattin Estate	Clonattin Road East	TOTALS
Clonattin Road West	0	0	4	**4**
Clonattin Estate	0	0	0	**0**
Clonattin Road East	5	0	0	**5**
TOTALS	**5**	**0**	**4**	**9**

2038 PM Peak — **POTENTIAL SCHOOL DEVELOPMENT FLOWS**

From \ To	Clonattin Road West	Clonattin Estate	Clonattin Road East	TOTALS
Clonattin Road West	0	0	2	**2**
Clonattin Estate	0	0	0	**0**
Clonattin Road East	1	0	0	**1**
TOTALS	**1**	**0**	**2**	**3**

2038 AM Peak — **SENSITIVITY ASSESSMENT** (surveyed + reallocation + growth + committed dev. + subject dev. + school)

From \ To	Clonattin Road West	Clonattin Estate	Clonattin Road East	TOTALS
Clonattin Road West	0	16	183	**198**
Clonattin Estate	27	0	4	**31**
Clonattin Road East	134	8	0	**142**
TOTALS	**161**	**24**	**187**	**372**

2038 PM Peak — **SENSITIVITY ASSESSMENT** (surveyed + reallocation + growth + committed dev. + subject dev. + school)

From \ To	Clonattin Road West	Clonattin Estate	Clonattin Road East	TOTALS
Clonattin Road West	0	27	175	**202**
Clonattin Estate	21	0	3	**24**
Clonattin Road East	179	4	0	**184**
TOTALS	**200**	**32**	**178**	**410**

Junction 6 Traffic Flow Matrices (Passenger Car Units) - Proposed Link Road Junction as Part of Development

2019 AM Peak (08:15-09:15) — **SURVEYED TRAFFIC FLOWS**

From \ To	R742 West	Link Road & Cinema	R742 East	TOTALS
R742 West	0	0	256	**256**
Link Road & Cinema	0	0	0	**0**
R742 East	259	0	0	**259**
TOTALS	**259**	**0**	**256**	**516**

2019 PM Peak (16:00-17:00) — **SURVEYED TRAFFIC FLOWS**

From \ To	R742 West	Link Road & Cinema	R742 East	TOTALS
R742 West	0	19	294	**313**
Link Road & Cinema	22	0	0	**22**
R742 East	377	0	0	**377**
TOTALS	**399**	**19**	**294**	**711**

2020 AM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R742 West	Link Road & Cinema	R742 East	TOTALS
R742 West	0	0	258	**258**
Link Road & Cinema	0	0	0	**0**
R742 East	261	0	0	**261**
TOTALS	**261**	**0**	**258**	**519**

2020 PM Peak — **BASELINE TRAFFIC FLOWS** (surveyed flows + TII growth factor)

From \ To	R742 West	Link Road & Cinema	R742 East	TOTALS
R742 West	0	19	296	**315**
Link Road & Cinema	22	0	0	**22**
R742 East	379	0	0	**379**
TOTALS	**402**	**19**	**296**	**716**

2023 AM Peak — **Other committed development flows** (without link road reallocation)

From \ To	R742 West	Link Road & Cinema	R742 East	TOTALS
R742 West	0	0	5	**5**
Link Road & Cinema	0	0	0	**0**
R742 East	4	0	0	**4**
TOTALS	**4**	**0**	**5**	**9**

2023 PM Peak — **Other committed development flows** (without link road reallocation)

From \ To	R742 West	Link Road & Cinema	R742 East	TOTALS
R742 West	0	0	4	**4**
Link Road & Cinema	0	0	0	**0**
R742 East	4	0	0	**4**
TOTALS	**4**	**0**	**4**	**8**

2023 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R742 West	Link Road & Cinema	R742 East	TOTALS
R742 West	0	0	268	**268**
Link Road & Cinema	0	0	0	**0**
R742 East	270	0	0	**270**
TOTALS	**270**	**0**	**268**	**538**

2023 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R742 West	Link Road & Cinema	R742 East	TOTALS
R742 West	0	19	306	**325**
Link Road & Cinema	23	0	0	**23**
R742 East	391	0	0	**391**
TOTALS	**414**	**19**	**306**	**739**

2023 AM Peak — **SUBJECT DEVELOPMENT INFLUENCE** (link road reallocation + subject development flows)

From \ To	R742 West	Link Road & Cinema	R742 East	TOTALS
R742 West	0	15	-49	**-34**
Link Road & Cinema	12	0	82	**94**
R742 East	-46	66	0	**19**
TOTALS	**-34**	**80**	**34**	**80**

2023 PM Peak — **SUBJECT DEVELOPMENT INFLUENCE** (link road reallocation + subject development flows)

From \ To	R742 West	Link Road & Cinema	R742 East	TOTALS
R742 West	0	14	-65	**-51**
Link Road & Cinema	14	0	90	**103**
R742 East	-57	83	0	**26**
TOTALS	**-44**	**97**	**25**	**78**

2023 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	R742 West	Link Road & Cinema	R742 East	TOTALS
R742 West	0	15	219	**234**
Link Road & Cinema	12	0	82	**94**
R742 East	224	66	0	**290**
TOTALS	**236**	**80**	**302**	**618**

2023 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	R742 West	Link Road & Cinema	R742 East	TOTALS
R742 West	0	34	241	**274**
Link Road & Cinema	36	0	90	**126**
R742 East	334	83	0	**417**
TOTALS	**371**	**116**	**331**	**817**

2028 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R742 West	Link Road & Cinema	R742 East	TOTALS
R742 West	0	0	277	**277**
Link Road & Cinema	0	0	0	**0**
R742 East	280	0	0	**280**
TOTALS	**280**	**0**	**277**	**557**

2028 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R742 West	Link Road & Cinema	R742 East	TOTALS
R742 West	0	20	316	**336**
Link Road & Cinema	24	0	0	**24**
R742 East	405	0	0	**405**
TOTALS	**428**	**20**	**316**	**764**

2028 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	R742 West	Link Road & Cinema	R742 East	TOTALS
R742 West	0	15	228	**243**
Link Road & Cinema	12	0	82	**94**
R742 East	233	66	0	**299**
TOTALS	**245**	**80**	**311**	**636**

2028 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	R742 West	Link Road & Cinema	R742 East	TOTALS
R742 West	0	34	251	**286**
Link Road & Cinema	37	0	90	**127**
R742 East	348	83	0	**430**
TOTALS	**385**	**117**	**341**	**843**

2038 AM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R742 West	Link Road & Cinema	R742 East	TOTALS
R742 West	0	0	286	**286**
Link Road & Cinema	0	0	0	**0**
R742 East	288	0	0	**288**
TOTALS	**288**	**0**	**286**	**574**

2038 PM Peak — **WITHOUT SUBJECT DEVELOPMENT** (surveyed flows + TII growth factor + committed development flows)

From \ To	R742 West	Link Road & Cinema	R742 East	TOTALS
R742 West	0	20	326	**347**
Link Road & Cinema	24	0	0	**24**
R742 East	417	0	0	**417**
TOTALS	**442**	**20**	**326**	**788**

2038 AM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	R742 West	Link Road & Cinema	R742 East	TOTALS
R742 West	0	15	237	**252**
Link Road & Cinema	12	0	82	**94**
R742 East	242	66	0	**307**
TOTALS	**254**	**80**	**319**	**654**

2038 PM Peak — **WITH SUBJECT DEVELOPMENT IN PLACE** (surveyed + reallocation + TII growth + committed dev. + subject dev.)

From \ To	R742 West	Link Road & Cinema	R742 East	TOTALS
R742 West	0	35	261	**296**
Link Road & Cinema	38	0	90	**127**
R742 East	360	83	0	**443**
TOTALS	**398**	**118**	**351**	**867**

2038 AM Peak — **POTENTIAL SCHOOL DEVELOPMENT FLOWS**

From \ To	R742 West	Link Road & Cinema	R742 East	TOTALS
R742 West	0	8	0	**8**
Link Road & Cinema	2	0	7	**9**
R742 East	0	11	0	**11**
TOTALS	**2**	**19**	**7**	**28**

2038 PM Peak — **POTENTIAL SCHOOL DEVELOPMENT FLOWS**

From \ To	R742 West	Link Road & Cinema	R742 East	TOTALS
R742 West	0	1	0	**1**
Link Road & Cinema	2	0	4	**7**
R742 East	0	2	0	**2**
TOTALS	**2**	**3**	**4**	**10**

2038 AM Peak — **SENSITIVITY ASSESSMENT** (surveyed + reallocation + growth + committed dev. + subject dev. + school)

From \ To	R742 West	Link Road & Cinema	R742 East	TOTALS
R742 West	0	23	237	**260**
Link Road & Cinema	15	0	89	**104**
R742 East	242	76	0	**318**
TOTALS	**256**	**99**	**326**	**682**

2038 PM Peak — **SENSITIVITY ASSESSMENT** (surveyed + reallocation + growth + committed dev. + subject dev. + school)

From \ To	R742 West	Link Road & Cinema	R742 East	TOTALS
R742 West	0	36	261	**297**
Link Road & Cinema	40	0	94	**134**
R742 East	360	85	0	**445**
TOTALS	**400**	**120**	**355**	**876**

Appendix D

TRANSYT Model Results

CS CONSULTING
GROUP

TRANSYT 14

Version: 14.1.2.315 [26-09-12]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Last run: 04/11/2020 13:13:45
Analysis Set used for last run: A1 - Existing configuration

Filename: A091 J2 TRANSYT Model 20201008.t14
Path: J:\A_JOBS\Job-A091\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 04/11/2020 13:16:08

File summary

File Description

Title	Clonattin
Location	
Site Number	2
UTCRegion	
Driving Side	Left
Date	08/10/2020
Version	
Status	Existing junction
Identifier	
Client	
Jobnumber	A091
Enumerator	GF
Description	

Units

Speed Units	Distance Units	Fuel Economy Units	Fuel Rate Units	Mass Units	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
kph	m	mpg	l/h	kg	perHour	s	-Hour	perHour

Sorting

Show Names Instead of IDs (For Aimsun)	Sorting Direction	Sorting Type	Ignore Prefixes When Sorting	Link Grouping	Source Grouping
	Ascending	Numerical		Normal	Normal

A1 - Existing configuration : D1 - 2020 Baseline AM *

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Optimisation Options	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis Set Used	Run Start Time	Run Finish Time	Modelling Start Time (HH:mm)	Cycle Time Used (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	LTSWith Highest DOS	Number Of Oversaturated LTS	Percentage Of Oversaturated LTS (%)	LTSWith Worst Signalised PRC	LTSWith Worst Unsignalised PRC	LTSWith Worst Overall PRC	Network Within Capacity
A1 - Existing configuration	04/11/2020 13:13:44	04/11/2020 13:13:45	08:15	100	0.88	55.42	2B/1	0	0		2B/1	2B/1	✓

Analysis Set Details

Name	Description	Demand Set	Include In Report	Locked
Existing configuration		D1	✓	

Demand Set Details

Name	Description	Composite	Demand Sets	Start Time (HH:mm)	Locked
2020 Baseline AM				08:15	

Network Options

Network Timings

Network Cycle Time (s)	Resolution	Number Of Steps	Time Segment Length (min)	Number Of Time Segments	Modelled Time Period (min)
100	1	100	60	1	60

Signals Options

Equal Length Multiple Cycling	Start Displacement (s)	End Displacement (s)	Phase Minimum Broken Penalty (£)	Phase Maximum Broken Penalty (£)	Intergreen Broken Penalty (£)
✓	2	3	10000.00	10000.00	10000.00

Traffic Options

Traffic Model	DOS Threshold (%)	Flow Scaling Factor (%)	Cruise Scaling Factor (%)	Cruise Times Or Speeds	Use Link Stop Weightings	Use Link Delay Weightings	Exclude Pedestrian Links	Random Delay Mode	Type of Vehicle-in-Service	Type Of Random Parameter	PCU Length (m)
Quick PDM	90	100	100	Cruise Speeds	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75

Optimisation Options

Auto Redistribute	Optimisation Type	Optimisation Level	Hill Climb Increments	Use Enhanced Optimisation	Optimisation Order	Locked Green Splits	Full Simulation
✓	Hill Climb (Fast)	Offsets And Green Splits	15,40,-1,15,40,1,-1,1				

Economics

Unit Of Cost	Monetary Value Of Delay (£ per PCU-hr)	Monetary Value Of Stops (£ per 100 stops)
£	14.20	2.60

Traffic Nodes

Traffic Nodes

Traffic Node	Name	Description
2a		
2b		
2c		
2d		
2e		

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic Node
2A1	Coach Road		2b
2A2	Coach Road		2a
2Ac			2b
2Ax1			2e
2Ax2			2a
2Ax3			
2B	Clonattin Road		2a
2Bx			
2C	R742 Courtown Road		2c
2Cc			2c
2Cx			
2D	R742 Esmonde Street		2d
2Dc			2d
2Dx			

Traffic Streams

Arm	Traffic Stream	Name	Description	Length (m)	Traffic Model	Has Restricted Flow	Saturation Flow Source	Saturation Flow (PCU/hr)	Is Signal Controlled	Is Give Way	Traffic Type
2A1	1			8.00	[QuickPDM]	✓	SumOfLanes	1800		✓	Normal
2A2	1			35.00	[QuickPDM]	✓	SumOfLanes	1800			Normal
2Ac	1			8.00	[QuickPDM]	✓	SumOfLanes	3600			Normal
2Ax1	1			6.00	[QuickPDM]	✓	SumOfLanes	1800			Normal
2Ax2	1			6.00	[QuickPDM]	✓	SumOfLanes	1800		✓	Normal
2Ax3	1			41.00	[QuickPDM]		N/A	N/A			Normal
2B	1			97.00	[QuickPDM]	✓	SumOfLanes	1800		✓	Normal
2Bx	1			96.00	[QuickPDM]		N/A	N/A			Normal
2C	1			33.00	[QuickPDM]	✓	SumOfLanes	1800		✓	Normal
2Cc	1			7.00	[QuickPDM]	✓	SumOfLanes	3600			Normal
2Cx	1			35.00	[QuickPDM]		N/A	N/A			Normal
2D	1			28.00	[QuickPDM]	✓	SumOfLanes	1800		✓	Normal
2Dc	1			7.00	[QuickPDM]	✓	SumOfLanes	3600			Normal
2Dx	1			29.00	[QuickPDM]		N/A	N/A			Normal

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation Flow (PCU/hr)
2A1	1	1				1800
2A2	1	1	(untitled)			1800
2Ac	1	1				1800
2Ac	1	2				1800
2Ax1	1	1				1800
2Ax2	1	1	(untitled)			1800
2Ax3	1	1	(untitled)			1800
2B	1	1				1800
2Bx	1	1				1800
2C	1	1				1800
2Cc	1	1				1800
2Cc	1	2				1800
2Cx	1	1				1800
2D	1	1				1800
2Dc	1	1				1800
2Dc	1	2				1800
2Dx	1	1				1800

Modelling

Arm	Traffic Stream	Stop Weighting Multiplier (%)	Delay Weighting Multiplier (%)	Exclude From Results Calculation	Max Queue Storage (PCU)	Has Queue Limit	Has Degree Of Saturation Limit
2A1	1	100	100		0.00		
2A2	1	100	100		0.00		
2Ac	1	100	100		0.00		
2Ax1	1	100	100		0.00		
2Ax2	1	100	100		0.00		
2Ax3	1	100	100		0.00		
2B	1	100	100		0.00		
2Bx	1	100	100		0.00		
2C	1	100	100		0.00		
2Cc	1	100	100		0.00		
2Cx	1	100	100		0.00		
2D	1	100	100		0.00		
2Dc	1	100	100		0.00		
2Dx	1	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Normal Dispersal Type	Normal Dispersal Coefficient	Normal Travel Time Coefficient	Initial Queue (PCU)	Point1 Time Step (s)	Point2 Time Step (s)	Type of Vehicle-in-Service	Vehicle-in-Service	Type Of Random Parameter	Random Parameter
2A1	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2A2	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2Ac	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2Ax1	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2Ax2	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2Ax3	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2B	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2Bx	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2C	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2Cc	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2Cx	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2D	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2Dc	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2Dx	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)	Bus Flow (PCU/hr)	Tram Flow (PCU/hr)	Cruise Sensitivity Multiplier (%)	Calculated Cruise Speed (kph)
2A1	1	542	542	0	0	100	1.00
2A2	1	324	324	0	0	100	1.00
2Ac	1	208	208	0	0	100	1.00
2Ax1	1	430	430	0	0	100	1.00
2Ax2	1	143	143	0	0	100	1.00
2Ax3	1	287	287	0	0	100	1.00
2B	1	283	283	0	0	100	1.00
2Bx	1	208	208	0	0	100	1.00
2C	1	432	432	0	0	100	1.00
2Cc	1	377	377	0	0	100	1.00
2Cx	1	373	373	0	0	100	1.00

2D	1	351	351	0	0	100	1.00
2Dc	1	287	287	0	0	100	1.00
2Dx	1	522	522	0	0	100	1.00

Normal - Modelling

Arm	Traffic Stream	Stop Weighting (%)	Delay Weighting (%)
2A1	1	100	100
2A2	1	100	100
2Ac	1	100	100
2Ax1	1	100	100
2Ax2	1	100	100
2Ax3	1	100	100
2B	1	100	100
2Bx	1	100	100
2C	1	100	100
2Cc	1	100	100
2Cx	1	100	100
2D	1	100	100
2Dc	1	100	100
2Dx	1	100	100

Sources - default sources for entries

Arm	Traffic Stream	Normal Cruise Time (seconds)	Normal Cruise Speed (kph)	Bus Free Running Speed (kph)	Tram Free Running Speed (kph)
2A2	1	4.20	30.00	Buses Not Permittted	Trams Not Permitted
2B	1	11.64	30.00	Buses Not Permittted	Trams Not Permitted
2C	1	3.96	30.00	Buses Not Permittted	Trams Not Permitted
2D	1	3.36	30.00	Buses Not Permittted	Trams Not Permitted

Sources - sources for internals

Arm	Traffic Stream	Source	Source Type	Source Traffic Stream	Source Total Flow (PCU/hr)	Source Normal Flow (PCU/hr)	Source Bus Flow (PCU/hr)	Source Tram Flow (PCU/hr)	Normal Cruise Time (seconds)	Normal Cruise Speed (kph)	Bus Free Running Speed (kph)	Tram Free Running Speed (kph)
2A1	1	1	TrafficStream	2A2/1	259	259	0	0	1.00	30.00	Buses Not Permittted	Trams Not Permitted
2A1	1	2	TrafficStream	2B/1	283	283	0	0	1.00	30.00	Buses Not Permittted	Trams Not Permitted
2Ac	1	1	TrafficStream	2Dc/1	33	33	0	0	1.00	30.00	Buses Not Permittted	Trams Not Permitted
2Ac	1	2	TrafficStream	2D/1	175	175	0	0	1.00	30.00	Buses Not Permittted	Trams Not Permitted
2Ax1	1	1	TrafficStream	2Dc/1	254	254	0	0	1.00	30.00	Buses Not Permittted	Trams Not Permitted
2Ax1	1	2	TrafficStream	2D/1	176	176	0	0	1.00	30.00	Buses Not Permittted	Trams Not Permitted
2Ax2	1	1	TrafficStream	2Ax1/1	143	143	0	0	1.00	30.00	Buses Not Permittted	Trams Not Permitted
2Ax3	1	1	TrafficStream	2Ax1/1	287	287	0	0	4.92	30.00	Buses Not Permittted	Trams Not Permitted
2Bx	1	1	TrafficStream	2Ax2/1	143	143	0	0	11.52	30.00	Buses Not Permittted	Trams Not Permitted
2Bx	1	2	TrafficStream	2A2/1	65	65	0	0	11.52	30.00	Buses Not Permittted	Trams Not Permitted
2Cc	1	1	TrafficStream	2Ac/1	24	24	0	0	1.00	30.00	Buses Not Permittted	Trams Not Permitted
2Cc	1	2	TrafficStream	2A1/1	353	353	0	0	1.00	30.00	Buses Not Permittted	Trams Not Permitted
2Cx	1	1	TrafficStream	2Ac/1	184	184	0	0	4.20	30.00	Buses Not Permittted	Trams Not Permitted
2Cx	1	2	TrafficStream	2A1/1	189	189	0	0	4.20	30.00	Buses Not Permittted	Trams Not Permitted
2Dc	1	1	TrafficStream	2C/1	225	225	0	0	1.00	30.00	Buses Not Permittted	Trams Not Permitted
2Dc	1	2	TrafficStream	2Cc/1	62	62	0	0	1.00	30.00	Buses Not Permittted	Trams Not Permitted
2Dx	1	1	TrafficStream	2C/1	207	207	0	0	3.48	30.00	Buses Not Permittted	Trams Not Permitted
2Dx	1	2	TrafficStream	2Cc/1	315	315	0	0	3.48	30.00	Buses Not Permittted	Trams Not Permitted

Give Way Data

Arm	Traffic Stream	Opposed Traffic	Use Step-wise Opposed Turn Model	Visibility Restricted
2A1	1	AllTraffic		
2Ax2	1	Movement		
2B	1	Movement		
2C	1	AllTraffic		
2D	1	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling Type	Controlling Traffic Stream	Percentage Opposing (%)	Slope Coefficient	Upstream Signals Visible	Conflict Shift	Conflict Duration
1	Roundabout Circulating	TrafficStream	2Ac/1	100	0.60		0	0
1	Roundabout Circulating	TrafficStream	2Cc/1	100	0.55		0	0

1	Roundabout Circulating	TrafficStream	2Dc/1	100	0.59		0	0

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination Traffic Stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage Opposed (%)
2Ax2	1	1	2Bx/1	574	1800	100
2B	1	1	2A1/1	574	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination Traffic Stream	Description	Controlling Type	Controlling From Traffic Stream	Controlling To Traffic Stream	Percentage Opposing (%)	Slope Coefficient	Upstream Signals Visible	Conflict Shift	Conflict Duration
2Ax2	1	1	2Bx/1	T-junction opposing flow	TrafficStreamMovement	2A2/1	2Bx/1	100	0.22		0	0
2Ax2	1	1	2Bx/1	T-junction opposing flow	TrafficStreamMovement	2A2/1	2A1/1	100	0.22		0	0
2B	1	1	2A1/1	T-junction opposing flow	TrafficStreamMovement	2A2/1	2Bx/1	100	0.09		0	0
2B	1	1	2A1/1	T-junction opposing flow	TrafficStreamMovement	2A2/1	2A1/1	100	0.22		0	0

Roundabouts

Roundabouts

Roundabout	Name	Roundabout Type	Lighting
2b		Standard	Normal/unknown

Entries

Roundabout	Entry	Name	Description	Auto Assign Priority	Type	Entry	Circulating	Calculate Slope Intercept	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Slope	Intercept (PCU/hr)
2b	1			✓	TrafficStream	2A1/1	2Ac/1	✓	3.50	4.60	13.00	26.00	26.00	26.00	0.60	1356
2b	2			✓	TrafficStream	2C/1	2Cc/1	✓	3.00	5.10	6.00	28.00	26.00	37.00	0.55	1197
2b	3			✓	TrafficStream	2D/1	2Dc/1	✓	3.30	5.00	3.90	44.00	26.00	23.00	0.59	1277

T-Junctions

T- Junctions

T-Junction	Name	Description	Auto Assign Priority	Type	Traffic direction on Arm A	Entry AB	Entry AC	Exit A	Traffic direction on Arm B	Entry BA	Entry BC	Exit B	Traffic direction on Arm C	Entry CA	Entry CB	Exit C	Calculate Slope and Intercept
2a			✓	TrafficStream	Entry Only	2A2/1	2A2/1	N/A	Two-Way	N/A	2B/1	2Bx/1	Two-Way	N/A	2Ax2/1	2A1/1	✓

T- Junction Majors

T-Junction	Total Carriageway Width (m)	Kerbed Central Reserve Width (m)	Width for C-B traffic (m)	Visibility for C-B traffic (m)
2a	6.00	0.00	2.20	0.00

T- Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
2a	2.20	2.20	0.00	0.00

T- Junction Slope Intercept

T-Junction	BCIntercept (PCU/hr)	BC-ABSlope	BC-ACSlope	BAIntercept (PCU/hr)	BA-ABSlope	BA-ACSlope	BA-CASlope	BA-CBSlope	CBIntercept (PCU/hr)	CB-ABSlope	CB-ACSlope
2a	574	0.09	0.22	440	0.08	0.20	0.13	0.29	574	0.22	0.22

Flow Allocation Tool Tables - Local Matrix: 2

Normal Input Flows (PCU/hr)

		To			
		2-1	2-2	2-3	2-4
From	2-1	0	65	143	116
	2-2	62	0	46	175
	2-3	140	52	33	207
	2-4	85	91	151	24

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Locations

Local Matrix	Location	Name	Entries	Exits	Total Flow In (PCU/hr)	Normal Flow In (PCU/hr)	Bus Flow In (PCU/hr)	Tram Flow In (PCU/hr)	Total Flow Out (PCU/hr)	Normal Flow Out (PCU/hr)	Bus Flow Out (PCU/hr)	Tram Flow Out (PCU/hr)
2	2-1		2A2/1	2Ax3/1	324	324	0	0	287	287	0	0
2	2-2		2B/1	2Bx/1	283	283	0	0	208	208	0	0
2	2-3		2C/1	2Cx/1	432	432	0	0	373	373	0	0
2	2-4		2D/1	2Dx/1	351	351	0	0	522	522	0	0

Paths

Local Matrix	Path	Description	Path Items	Calculated Total Flow (PCU/hr)
2	1		2A2/1,2A1/1,2Cc/1,2Dc/1,2Ax1/1,2Ax3/1	0
2	2		2A2/1,2A1/1,2Cc/1,2Dx/1	116
2	3		2A2/1,2A1/1,2Cx/1	143
2	4		2A2/1,2Bx/1	65
2	5		2B/1,2A1/1,2Cc/1,2Dc/1,2Ax1/1,2Ax3/1	62
2	6		2B/1,2A1/1,2Cc/1,2Dx/1	175
2	7		2B/1,2A1/1,2Cx/1	46
2	8		2C/1,2Dc/1,2Ac/1,2Cx/1	33
2	9		2C/1,2Dc/1,2Ax1/1,2Ax3/1	140
2	10		2C/1,2Dc/1,2Ax1/1,2Ax2/1,2Bx/1	52
2	11		2C/1,2Dx/1	207
2	12		2D/1,2Ac/1,2Cc/1,2Dx/1	24
2	13		2D/1,2Ac/1,2Cx/1	151
2	14		2D/1,2Ax1/1,2Ax3/1	85
2	15		2D/1,2Ax1/1,2Ax2/1,2Bx/1	91

Normal Path Flows

Local Matrix	Path	Permitted Flow Type	Allocation Type	Percentage (%)	Fixed Flow (PCU/hr)	Calculated Flow (PCU/hr)
2	1	✓	Normal	N/A	N/A	0
2	2	✓	Normal	N/A	N/A	116
2	3	✓	Normal	N/A	N/A	143
2	4	✓	Normal	N/A	N/A	65
2	5	✓	Normal	N/A	N/A	62
2	6	✓	Normal	N/A	N/A	175
2	7	✓	Normal	N/A	N/A	46
2	8	✓	Normal	N/A	N/A	33
2	9	✓	Normal	N/A	N/A	140
2	10	✓	Normal	N/A	N/A	52
2	11	✓	Normal	N/A	N/A	207
2	12	✓	Normal	N/A	N/A	24
2	13	✓	Normal	N/A	N/A	151
2	14	✓	Normal	N/A	N/A	85
2	15	✓	Normal	N/A	N/A	91

Final Prediction Table

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic Node	Calculated Flow Entering LTS (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Wasted Time Total (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)	Max End Of Red Queue (PCU)	Delay Weighting Multiplier (%)	Stop Weighting Multiplier (%)	Cost Of Penalties (£ per hr)	P.I.
2A1	1		2b	542	1232	100.00	0.00	44	104	2.15	1.15	0.00	0.17	N/A	100	100	0.00	2.45
2A2	1		2a	324	1800	100.00	0.00	18	400	4.42	0.22	0.00	0.02	N/A	100	100	0.00	0.28
2Ac	1		2b	208	3600	100.00	0.00	6	1458	1.03	0.03	0.00	0.00	N/A	100	100	0.00	0.03
2Ax1	1		2e	430	1800	100.00	0.00	24	277	1.31	0.31	0.00	0.04	N/A	100	100	0.00	0.53
2Ax2	1		2a	143	502	100.00	0.00	28	216	2.43	1.43	0.00	0.06	N/A	100	100	0.00	0.80
2Ax3	1			287	Unrestricted	100.00	0.00	0	Unrestricted	4.92	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2B	1		2a	283	511	100.00	0.00	55	62	15.99	4.35	0.00	0.34	N/A	100	100	0.00	4.85
2Bx	1			208	Unrestricted	100.00	0.00	0	Unrestricted	11.52	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2C	1		2c	432	988	100.00	0.00	44	106	5.37	1.41	0.00	0.17	N/A	100	100	0.00	2.41
2Cc	1		2c	377	3600	100.00	0.00	10	759	1.06	0.06	0.00	0.01	N/A	100	100	0.00	0.09
2Cx	1			373	Unrestricted	100.00	0.00	0	Unrestricted	4.20	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2D	1		2d	351	1108	100.00	0.00	32	184	4.11	0.75	0.00	0.07	N/A	100	100	0.00	1.04
2Dc	1		2d	287	3600	100.00	0.00	8	1029	1.04	0.04	0.00	0.00	N/A	100	100	0.00	0.05
2Dx	1			522	Unrestricted	100.00	0.00	0	Unrestricted	3.48	0.00	0.00	0.00	N/A	100	100	0.00	0.00

Network Results

	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Excess Queue Penalty (£ per hr)	Performance Index (£ per hr)
TOTAL	136.89	5.53	24.76	0.00	0.88	12.53	0.00	0.00	12.53
BUSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TRAMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OTHER (NORMAL)	136.89	5.53	24.76	0.00	0.88	12.53	0.00	0.00	12.53

- *B = at least one source for this link carries buses*
- *T = at least one source for this link carries trams*
- *P = this link is a pedestrian link*
- *< = adjusted flow warning (upstream links are over-saturated)*
- *! = DOS threshold exceeded*
- *f = average saturation flow for flared link*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

TRANSYT 14

Version: 14.1.2.315 [26-09-12]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Last run: 04/11/2020 13:31:27
Analysis Set used for last run: A2 - Existing configuration

Filename: A091 J2 TRANSYT Model 20201008.t14
Path: J:\A_JOBS\Job-A091\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 04/11/2020 13:31:55

File summary

File Description

Title	Clonattin
Location	
Site Number	2
UTCRegion	
Driving Side	Left
Date	08/10/2020
Version	
Status	Existing junction
Identifier	
Client	
Jobnumber	A091
Enumerator	GF
Description	

Units

Speed Units	Distance Units	Fuel Economy Units	Fuel Rate Units	Mass Units	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
kph	m	mpg	l/h	kg	perHour	s	-Hour	perHour

Sorting

Show Names Instead of IDs (For Aimsun)	Sorting Direction	Sorting Type	Ignore Prefixes When Sorting	Link Grouping	Source Grouping
	Ascending	Numerical		Normal	Normal

A2 - Existing configuration : D2 - 2020 Baseline PM *

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Optimisation Options	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis Set Used	Run Start Time	Run Finish Time	Modelling Start Time (HH:mm)	Cycle Time Used (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	LTSWith Highest DOS	Number Of Oversaturated LTS	Percentage Of Oversaturated LTS (%)	LTSWith Worst Signalised PRC	LTSWith Worst Unsignalised PRC	LTSWith Worst Overall PRC	Network Within Capacity
A2 - Existing configuration	04/11/2020 13:31:26	04/11/2020 13:31:27	16:00	100	1.40	57.80	2C/1	0	0		2C/1	2C/1	✓

Analysis Set Details

Name	Description	Demand Set	Include In Report	Locked
Existing configuration		D2	✓	

Demand Set Details

Name	Description	Composite	Demand Sets	Start Time (HH:mm)	Locked
2020 Baseline PM				16:00	

Network Options

Network Timings

Network Cycle Time (s)	Resolution	Number Of Steps	Time Segment Length (min)	Number Of Time Segments	Modelled Time Period (min)
100	1	100	60	1	60

Signals Options

Equal Length Multiple Cycling	Start Displacement (s)	End Displacement (s)	Phase Minimum Broken Penalty (£)	Phase Maximum Broken Penalty (£)	Intergreen Broken Penalty (£)
✓	2	3	10000.00	10000.00	10000.00

Traffic Options

Traffic Model	DOS Threshold (%)	Flow Scaling Factor (%)	Cruise Scaling Factor (%)	Cruise Times Or Speeds	Use Link Stop Weightings	Use Link Delay Weightings	Exclude Pedestrian Links	Random Delay Mode	Type of Vehicle-in-Service	Type Of Random Parameter	PCU Length (m)
Quick PDM	90	100	100	Cruise Speeds	✓	✓		Complex	Uniform (TRANSYT)	Uniform (TRANSYT)	5.75

Optimisation Options

Auto Redistribute	Optimisation Type	Optimisation Level	Hill Climb Increments	Use Enhanced Optimisation	Optimisation Order	Locked Green Splits	Full Simulation
✓	Hill Climb (Fast)	Offsets And Green Splits	15,40,-1,15,40,1,-1,1				

Economics

Unit Of Cost	Monetary Value Of Delay (£ per PCU-hr)	Monetary Value Of Stops (£ per 100 stops)
£	14.20	2.60

Traffic Nodes

Traffic Nodes

Traffic Node	Name	Description
2a		
2b		
2c		
2d		
2e		

Arms and Traffic Streams

Arms

Arm	Name	Description	Traffic Node
2A1	Coach Road		2b
2A2	Coach Road		2a
2Ac			2b
2Ax1			2e
2Ax2			2a
2Ax3			
2B	Clonattin Road		2a
2Bx			
2C	R742 Courtown Road		2c
2Cc			2c
2Cx			
2D	R742 Esmonde Street		2d
2Dc			2d
2Dx			

Traffic Streams

Arm	Traffic Stream	Name	Description	Length (m)	Traffic Model	Has Restricted Flow	Saturation Flow Source	Saturation Flow (PCU/hr)	Is Signal Controlled	Is Give Way	Traffic Type
2A1	1			8.00	[QuickPDM]	✓	SumOfLanes	1800		✓	Normal
2A2	1			35.00	[QuickPDM]	✓	SumOfLanes	1800			Normal
2Ac	1			8.00	[QuickPDM]	✓	SumOfLanes	3600			Normal
2Ax1	1			6.00	[QuickPDM]	✓	SumOfLanes	1800			Normal
2Ax2	1			6.00	[QuickPDM]	✓	SumOfLanes	1800		✓	Normal
2Ax3	1			41.00	[QuickPDM]		N/A	N/A			Normal
2B	1			97.00	[QuickPDM]	✓	SumOfLanes	1800		✓	Normal
2Bx	1			96.00	[QuickPDM]		N/A	N/A			Normal
2C	1			33.00	[QuickPDM]	✓	SumOfLanes	1800		✓	Normal
2Cc	1			7.00	[QuickPDM]	✓	SumOfLanes	3600			Normal
2Cx	1			35.00	[QuickPDM]		N/A	N/A			Normal
2D	1			28.00	[QuickPDM]	✓	SumOfLanes	1800		✓	Normal
2Dc	1			7.00	[QuickPDM]	✓	SumOfLanes	3600			Normal
2Dx	1			29.00	[QuickPDM]		N/A	N/A			Normal

Lanes

Arm	Traffic Stream	Lane	Name	Description	Use RR67	Saturation Flow (PCU/hr)
2A1	1	1				1800
2A2	1	1	(untitled)			1800
2Ac	1	1				1800
2Ac	1	2				1800
2Ax1	1	1				1800
2Ax2	1	1	(untitled)			1800
2Ax3	1	1	(untitled)			1800
2B	1	1				1800
2Bx	1	1				1800
2C	1	1				1800
2Cc	1	1				1800
2Cc	1	2				1800
2Cx	1	1				1800
2D	1	1				1800
2Dc	1	1				1800
2Dc	1	2				1800
2Dx	1	1				1800

Modelling

Arm	Traffic Stream	Stop Weighting Multiplier (%)	Delay Weighting Multiplier (%)	Exclude From Results Calculation	Max Queue Storage (PCU)	Has Queue Limit	Has Degree Of Saturation Limit
2A1	1	100	100		0.00		
2A2	1	100	100		0.00		
2Ac	1	100	100		0.00		
2Ax1	1	100	100		0.00		
2Ax2	1	100	100		0.00		
2Ax3	1	100	100		0.00		
2B	1	100	100		0.00		
2Bx	1	100	100		0.00		
2C	1	100	100		0.00		
2Cc	1	100	100		0.00		
2Cx	1	100	100		0.00		
2D	1	100	100		0.00		
2Dc	1	100	100		0.00		
2Dx	1	100	100		0.00		

Modelling - Advanced

Arm	Traffic Stream	Normal Dispersal Type	Normal Dispersal Coefficient	Normal Travel Time Coefficient	Initial Queue (PCU)	Point1 Time Step (s)	Point2 Time Step (s)	Type of Vehicle-in-Service	Vehicle-in-Service	Type Of Random Parameter	Random Parameter
2A1	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2A2	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2Ac	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2Ax1	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2Ax2	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2Ax3	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2B	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2Bx	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2C	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2Cc	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2Cx	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2D	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2Dc	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50
2Dx	1	Default	35	80	0.00	0	0	NetworkDefault	Not-Included	NetworkDefault	0.50

Flows

Arm	Traffic Stream	Total Flow (PCU/hr)	Normal Flow (PCU/hr)	Bus Flow (PCU/hr)	Tram Flow (PCU/hr)	Cruise Sensitivity Multiplier (%)	Calculated Cruise Speed (kph)
2A1	1	594	594	0	0	100	1.00
2A2	1	442	442	0	0	100	1.00
2Ac	1	341	341	0	0	100	1.00
2Ax1	1	599	599	0	0	100	1.00
2Ax2	1	198	198	0	0	100	1.00
2Ax3	1	401	401	0	0	100	1.00
2B	1	243	243	0	0	100	1.00
2Bx	1	289	289	0	0	100	1.00
2C	1	604	604	0	0	100	1.00
2Cc	1	274	274	0	0	100	1.00
2Cx	1	661	661	0	0	100	1.00

2D	1	455	455	0	0	100	1.00
2Dc	1	485	485	0	0	100	1.00
2Dx	1	393	393	0	0	100	1.00

Normal - Modelling

Arm	Traffic Stream	Stop Weighting (%)	Delay Weighting (%)
2A1	1	100	100
2A2	1	100	100
2Ac	1	100	100
2Ax1	1	100	100
2Ax2	1	100	100
2Ax3	1	100	100
2B	1	100	100
2Bx	1	100	100
2C	1	100	100
2Cc	1	100	100
2Cx	1	100	100
2D	1	100	100
2Dc	1	100	100
2Dx	1	100	100

Sources - default sources for entries

Arm	Traffic Stream	Normal Cruise Time (seconds)	Normal Cruise Speed (kph)	Bus Free Running Speed (kph)	Tram Free Running Speed (kph)
2A2	1	4.20	30.00	Buses Not Permittted	Trams Not Permitted
2B	1	11.64	30.00	Buses Not Permittted	Trams Not Permitted
2C	1	3.96	30.00	Buses Not Permittted	Trams Not Permitted
2D	1	3.36	30.00	Buses Not Permittted	Trams Not Permitted

Sources - sources for internals

Arm	Traffic Stream	Source	Source Type	Source Traffic Stream	Source Total Flow (PCU/hr)	Source Normal Flow (PCU/hr)	Source Bus Flow (PCU/hr)	Source Tram Flow (PCU/hr)	Normal Cruise Time (seconds)	Normal Cruise Speed (kph)	Bus Free Running Speed (kph)	Tram Free Running Speed (kph)
2A1	1	1	TrafficStream	2A2/1	351	351	0	0	1.00	30.00	Buses Not Permittted	Trams Not Permitted
2A1	1	2	TrafficStream	2B/1	243	243	0	0	1.00	30.00	Buses Not Permittted	Trams Not Permitted
2Ac	1	1	TrafficStream	2Dc/1	105	105	0	0	1.00	30.00	Buses Not Permittted	Trams Not Permitted
2Ac	1	2	TrafficStream	2D/1	236	236	0	0	1.00	30.00	Buses Not Permittted	Trams Not Permitted
2Ax1	1	1	TrafficStream	2Dc/1	380	380	0	0	1.00	30.00	Buses Not Permittted	Trams Not Permitted
2Ax1	1	2	TrafficStream	2D/1	219	219	0	0	1.00	30.00	Buses Not Permittted	Trams Not Permitted
2Ax2	1	1	TrafficStream	2Ax1/1	198	198	0	0	1.00	30.00	Buses Not Permittted	Trams Not Permitted
2Ax3	1	1	TrafficStream	2Ax1/1	401	401	0	0	4.92	30.00	Buses Not Permittted	Trams Not Permitted
2Bx	1	1	TrafficStream	2Ax2/1	198	198	0	0	11.52	30.00	Buses Not Permittted	Trams Not Permitted
2Bx	1	2	TrafficStream	2A2/1	91	91	0	0	11.52	30.00	Buses Not Permittted	Trams Not Permitted
2Cc	1	1	TrafficStream	2Ac/1	15	15	0	0	1.00	30.00	Buses Not Permittted	Trams Not Permitted
2Cc	1	2	TrafficStream	2A1/1	259	259	0	0	1.00	30.00	Buses Not Permittted	Trams Not Permitted
2Cx	1	1	TrafficStream	2Ac/1	326	326	0	0	4.20	30.00	Buses Not Permittted	Trams Not Permitted
2Cx	1	2	TrafficStream	2A1/1	335	335	0	0	4.20	30.00	Buses Not Permittted	Trams Not Permitted
2Dc	1	1	TrafficStream	2C/1	422	422	0	0	1.00	30.00	Buses Not Permittted	Trams Not Permitted
2Dc	1	2	TrafficStream	2Cc/1	63	63	0	0	1.00	30.00	Buses Not Permittted	Trams Not Permitted
2Dx	1	1	TrafficStream	2C/1	182	182	0	0	3.48	30.00	Buses Not Permittted	Trams Not Permitted
2Dx	1	2	TrafficStream	2Cc/1	211	211	0	0	3.48	30.00	Buses Not Permittted	Trams Not Permitted

Give Way Data

Arm	Traffic Stream	Opposed Traffic	Use Step-wise Opposed Turn Model	Visibility Restricted
2A1	1	AllTraffic		
2Ax2	1	Movement		
2B	1	Movement		
2C	1	AllTraffic		
2D	1	AllTraffic		

Give Way Data - All Movements - Conflicts

Traffic Stream	Description	Controlling Type	Controlling Traffic Stream	Percentage Opposing (%)	Slope Coefficient	Upstream Signals Visible	Conflict Shift	Conflict Duration
1	Roundabout Circulating	TrafficStream	2Ac/1	100	0.60		0	0
1	Roundabout Circulating	TrafficStream	2Cc/1	100	0.55		0	0

1	Roundabout Circulating	TrafficStream	2Dc/1	100	0.59		0	0

Give Way Data - Movements

Arm	Traffic Stream	Movement	Destination Traffic Stream	Max Flow (Opposed) (PCU/hr)	Max Flow (Unopposed) (PCU/hr)	Percentage Opposed (%)
2Ax2	1	1	2Bx/1	574	1800	100
2B	1	1	2A1/1	574	1800	100

Give Way Data - Movements - Conflicts

Arm	Traffic Stream	Movement	Destination Traffic Stream	Description	Controlling Type	Controlling From Traffic Stream	Controlling To Traffic Stream	Percentage Opposing (%)	Slope Coefficient	Upstream Signals Visible	Conflict Shift	Conflict Duration
2Ax2	1	1	2Bx/1	T-junction opposing flow	TrafficStreamMovement	2A2/1	2Bx/1	100	0.22		0	0
2Ax2	1	1	2Bx/1	T-junction opposing flow	TrafficStreamMovement	2A2/1	2A1/1	100	0.22		0	0
2B	1	1	2A1/1	T-junction opposing flow	TrafficStreamMovement	2A2/1	2Bx/1	100	0.09		0	0
2B	1	1	2A1/1	T-junction opposing flow	TrafficStreamMovement	2A2/1	2A1/1	100	0.22		0	0

Roundabouts

Roundabouts

Roundabout	Name	Roundabout Type	Lighting
2b		Standard	Normal/unknown

Entries

Roundabout	Entry	Name	Description	Auto Assign Priority	Type	Entry	Circulating	Calculate Slope Intercept	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Slope	Intercept (PCU/hr)
2b	1			✓	TrafficStream	2A1/1	2Ac/1	✓	3.50	4.60	13.00	26.00	26.00	26.00	0.60	1356
2b	2			✓	TrafficStream	2C/1	2Cc/1	✓	3.00	5.10	6.00	28.00	26.00	37.00	0.55	1197
2b	3			✓	TrafficStream	2D/1	2Dc/1	✓	3.30	5.00	3.90	44.00	26.00	23.00	0.59	1277

T-Junctions

T- Junctions

T-Junction	Name	Description	Auto Assign Priority	Type	Traffic direction on Arm A	Entry AB	Entry AC	Exit A	Traffic direction on Arm B	Entry BA	Entry BC	Exit B	Traffic direction on Arm C	Entry CA	Entry CB	Exit C	Calculate Slope and Intercept
2a			✓	TrafficStream	Entry Only	2A2/1	2A2/1	N/A	Two-Way	N/A	2B/1	2Bx/1	Two-Way	N/A	2Ax2/1	2A1/1	✓

T- Junction Majors

T-Junction	Total Carriageway Width (m)	Kerbed Central Reserve Width (m)	Width for C-B traffic (m)	Visibility for C-B traffic (m)
2a	6.00	0.00	2.20	0.00

T- Junction Minors

T-Junction	B-C Lane Width (m)	B-A Lane Width (m)	B-C Visibility (m)	B-A Visibility (m)
2a	2.20	2.20	0.00	0.00

T- Junction Slope Intercept

T-Junction	BCIntercept (PCU/hr)	BC-ABSlope	BC-ACSlope	BAIntercept (PCU/hr)	BA-ABSlope	BA-ACSlope	BA-CASlope	BA-CBSlope	CBIntercept (PCU/hr)	CB-ABSlope	CB-ACSlope
2a	574	0.09	0.22	440	0.08	0.20	0.13	0.29	574	0.22	0.22

Flow Allocation Tool Tables - Local Matrix: 2

Normal Input Flows (PCU/hr)

		To			
		2-1	2-2	2-3	2-4
From	2-1	0	91	270	81
	2-2	63	0	65	115
	2-3	236	81	105	182
	2-4	102	117	221	15

Bus Input Flows not shown as they are blank.

Tram Input Flows not shown as they are blank.

Locations

Local Matrix	Location	Name	Entries	Exits	Total Flow In (PCU/hr)	Normal Flow In (PCU/hr)	Bus Flow In (PCU/hr)	Tram Flow In (PCU/hr)	Total Flow Out (PCU/hr)	Normal Flow Out (PCU/hr)	Bus Flow Out (PCU/hr)	Tram Flow Out (PCU/hr)
2	2-1		2A2/1	2Ax3/1	442	442	0	0	401	401	0	0
2	2-2		2B/1	2Bx/1	243	243	0	0	289	289	0	0
2	2-3		2C/1	2Cx/1	604	604	0	0	661	661	0	0
2	2-4		2D/1	2Dx/1	455	455	0	0	393	393	0	0

Paths

Local Matrix	Path	Description	Path Items	Calculated Total Flow (PCU/hr)
2	1		2A2/1,2A1/1,2Cc/1,2Dc/1,2Ax1/1,2Ax3/1	0
2	2		2A2/1,2A1/1,2Cc/1,2Dx/1	81
2	3		2A2/1,2A1/1,2Cx/1	270
2	4		2A2/1,2Bx/1	91
2	5		2B/1,2A1/1,2Cc/1,2Dc/1,2Ax1/1,2Ax3/1	63
2	6		2B/1,2A1/1,2Cc/1,2Dx/1	115
2	7		2B/1,2A1/1,2Cx/1	65
2	8		2C/1,2Dc/1,2Ac/1,2Cx/1	105
2	9		2C/1,2Dc/1,2Ax1/1,2Ax3/1	236
2	10		2C/1,2Dc/1,2Ax1/1,2Ax2/1,2Bx/1	81
2	11		2C/1,2Dx/1	182
2	12		2D/1,2Ac/1,2Cc/1,2Dx/1	15
2	13		2D/1,2Ac/1,2Cx/1	221
2	14		2D/1,2Ax1/1,2Ax3/1	102
2	15		2D/1,2Ax1/1,2Ax2/1,2Bx/1	117

Normal Path Flows

Local Matrix	Path	Permitted Flow Type	Allocation Type	Percentage (%)	Fixed Flow (PCU/hr)	Calculated Flow (PCU/hr)
2	1	✓	Normal	N/A	N/A	0
2	2	✓	Normal	N/A	N/A	81
2	3	✓	Normal	N/A	N/A	270
2	4	✓	Normal	N/A	N/A	91
2	5	✓	Normal	N/A	N/A	63
2	6	✓	Normal	N/A	N/A	115
2	7	✓	Normal	N/A	N/A	65
2	8	✓	Normal	N/A	N/A	105
2	9	✓	Normal	N/A	N/A	236
2	10	✓	Normal	N/A	N/A	81
2	11	✓	Normal	N/A	N/A	182
2	12	✓	Normal	N/A	N/A	15
2	13	✓	Normal	N/A	N/A	221
2	14	✓	Normal	N/A	N/A	102
2	15	✓	Normal	N/A	N/A	117

Final Prediction Table

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic Node	Calculated Flow Entering LTS (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Wasted Time Total (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)	Max End Of Red Queue (PCU)	Delay Weighting Multiplier (%)	Stop Weighting Multiplier (%)	Cost Of Penalties (£ per hr)	P.I.
2A1	1		2b	594	1152	100.00	0.00	52	75	2.66	1.66	0.00	0.27	N/A	100	100	0.00	3.89
2A2	1		2a	442	1800	100.00	0.00	25	267	4.53	0.33	0.00	0.04	N/A	100	100	0.00	0.57
2Ac	1		2b	341	3600	100.00	0.00	9	850	1.05	0.05	0.00	0.00	N/A	100	100	0.00	0.07
2Ax1	1		2e	599	1800	100.00	0.00	33	170	1.50	0.50	0.00	0.08	N/A	100	100	0.00	1.18
2Ax2	1		2a	198	476	100.00	0.00	42	116	3.69	2.69	0.00	0.15	N/A	100	100	0.00	2.10
2Ax3	1			401	Unrestricted	100.00	0.00	0	Unrestricted	4.92	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2B	1		2a	243	488	100.00	0.00	50	81	15.28	3.64	0.00	0.25	N/A	100	100	0.00	3.49
2Bx	1			289	Unrestricted	100.00	0.00	0	Unrestricted	11.52	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2C	1		2c	604	1045	100.00	0.00	58	56	6.31	2.35	0.00	0.39	N/A	100	100	0.00	5.59
2Cc	1		2c	274	3600	100.00	0.00	8	1082	1.04	0.04	0.00	0.00	N/A	100	100	0.00	0.04
2Cx	1			661	Unrestricted	100.00	0.00	0	Unrestricted	4.20	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2D	1		2d	455	991	100.00	0.00	46	96	4.90	1.54	0.00	0.19	N/A	100	100	0.00	2.76
2Dc	1		2d	485	3600	100.00	0.00	13	568	1.08	0.08	0.00	0.01	N/A	100	100	0.00	0.15
2Dx	1			393	Unrestricted	100.00	0.00	0	Unrestricted	3.48	0.00	0.00	0.00	N/A	100	100	0.00	0.00

Network Results

	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Excess Queue Penalty (£ per hr)	Performance Index (£ per hr)
TOTAL	168.01	7.10	23.65	0.00	1.40	19.84	0.00	0.00	19.84
BUSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TRAMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OTHER (NORMAL)	168.01	7.10	23.65	0.00	1.40	19.84	0.00	0.00	19.84

- *B = at least one source for this link carries buses*
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- *! = DOS threshold exceeded*
- *f = average saturation flow for flared link*
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- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

TRANSYT 14

Version: 14.1.2.315 [26-09-12]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Last run: 04/11/2020 13:32:30
Analysis Set used for last run: A3 - Existing configuration

Filename: A091 J2 TRANSYT Model 20201008.t14
Path: J:\A_JOBS\Job-A091\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 04/11/2020 13:32:33

File summary

File Description

Title	Clonattin
Location	
Site Number	2
UTCRegion	
Driving Side	Left
Date	08/10/2020
Version	
Status	Existing junction
Identifier	
Client	
Jobnumber	A091
Enumerator	GF
Description	

Units

Speed Units	Distance Units	Fuel Economy Units	Fuel Rate Units	Mass Units	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
kph	m	mpg	l/h	kg	perHour	s	-Hour	perHour

Sorting

Show Names Instead of IDs (For Aimsun)	Sorting Direction	Sorting Type	Ignore Prefixes When Sorting	Link Grouping	Source Grouping
	Ascending	Numerical		Normal	Normal

A3 - Existing configuration : D3 - 2023 No Dev AM *

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Optimisation Options	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis Set Used	Run Start Time	Run Finish Time	Modelling Start Time (HH:mm)	Cycle Time Used (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	LTSWith Highest DOS	Number Of Oversaturated LTS	Percentage Of Oversaturated LTS (%)	LTSWith Worst Signalised PRC	LTSWith Worst Unsignalised PRC	LTSWith Worst Overall PRC	Network Within Capacity
A3 - Existing configuration	04/11/2020 13:32:29	04/11/2020 13:32:30	08:15	100	1.11	60.09	2B/1	0	0		2B/1	2B/1	✓

Final Prediction Table

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic Node	Calculated Flow Entering LTS (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Wasted Time Total (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)	Max End Of Red Queue (PCU)	Delay Weighting Multiplier (%)	Stop Weighting Multiplier (%)	Cost Of Penalties (£ per hr)	P.I.
2A1	**1**		2b	577	1224	100.00	0.00	47	91	2.31	1.31	0.00	0.21	N/A	100	100	0.00	2.98
2A2	**1**		2a	340	1800	100.00	0.00	19	376	4.43	0.23	0.00	0.02	N/A	100	100	0.00	0.31
2Ac	**1**		2b	221	3600	100.00	0.00	6	1366	1.03	0.03	0.00	0.00	N/A	100	100	0.00	0.03
2Ax1	**1**		2e	458	1800	100.00	0.00	25	254	1.34	0.34	0.00	0.04	N/A	100	100	0.00	0.62
2Ax2	**1**		2a	153	498	100.00	0.00	31	193	2.60	1.60	0.00	0.07	N/A	100	100	0.00	0.96
2Ax3	**1**			305	Unrestricted	100.00	0.00	0	Unrestricted	4.92	0.00	0.00	0.00	N/A	100	100	0.00	0.00

2B	**1**		2a	305	508	100.00	0.00	60	50	16.93	5.29	0.00	0.45	N/A	100	100	0.00	6.36
2Bx	**1**			221	Unrestricted	100.00	0.00	0	Unrestricted	11.52	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2C	**1**		2c	469	979	100.00	0.00	48	88	5.65	1.69	0.00	0.22	N/A	100	100	0.00	3.12
2Cc	**1**		2c	394	3600	100.00	0.00	11	722	1.06	0.06	0.00	0.01	N/A	100	100	0.00	0.10
2Cx	**1**			404	Unrestricted	100.00	0.00	0	Unrestricted	4.20	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2D	**1**		2d	367	1093	100.00	0.00	34	168	4.19	0.83	0.00	0.08	N/A	100	100	0.00	1.20
2Dc	**1**		2d	312	3600	100.00	0.00	9	938	1.05	0.05	0.00	0.00	N/A	100	100	0.00	0.06
2Dx	**1**			551	Unrestricted	100.00	0.00	0	Unrestricted	3.48	0.00	0.00	0.00	N/A	100	100	0.00	0.00

Network Results

	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Excess Queue Penalty (£ per hr)	Performance Index (£ per hr)
TOTAL	146.07	6.07	24.08	0.00	1.11	15.74	0.00	0.00	15.74
BUSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TRAMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER (NORMAL)	146.07	6.07	24.08	0.00	1.11	15.74	0.00	0.00	15.74

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TRANSYT 14

Version: 14.1.2.315 [26-09-12]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Last run: 04/11/2020 13:34:14
Analysis Set used for last run: A4 - Existing configuration

Filename: A091 J2 TRANSYT Model 20201008.t14
Path: J:\A_JOBS\Job-A091\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 04/11/2020 13:34:16

File summary

File Description

Title	Clonattin
Location	
Site Number	2
UTCRegion	
Driving Side	Left
Date	08/10/2020
Version	
Status	Existing junction
Identifier	
Client	
Jobnumber	A091
Enumerator	GF
Description	

Units

Speed Units	Distance Units	Fuel Economy Units	Fuel Rate Units	Mass Units	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
kph	m	mpg	l/h	kg	perHour	s	-Hour	perHour

Sorting

Show Names Instead of IDs (For Aimsun)	Sorting Direction	Sorting Type	Ignore Prefixes When Sorting	Link Grouping	Source Grouping
	Ascending	Numerical		Normal	Normal

A4 - Existing configuration : D4 - 2023 No Dev PM *

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Optimisation Options	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis Set Used	Run Start Time	Run Finish Time	Modelling Start Time (HH:mm)	Cycle Time Used (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	LTSWith Highest DOS	Number Of Oversaturated LTS	Percentage Of Oversaturated LTS (%)	LTSWith Worst Signalised PRC	LTSWith Worst Unsignalised PRC	LTSWith Worst Overall PRC	Network Within Capacity
A4 - Existing configuration	04/11/2020 13:34:14	04/11/2020 13:34:14	16:00	100	1.66	60.77	2C/1	0	0		2C/1	2C/1	✓

Final Prediction Table

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic Node	Calculated Flow Entering LTS (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Wasted Time Total (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)	Max End Of Red Queue (PCU)	Delay Weighting Multiplier (%)	Stop Weighting Multiplier (%)	Cost Of Penalties (£ per hr)	P.I.
2A1	**1**		2b	624	1144	100.00	0.00	55	65	2.88	1.88	0.00	0.33	N/A	100	100	0.00	4.63
2A2	**1**		2a	462	1800	100.00	0.00	26	251	4.55	0.35	0.00	0.04	N/A	100	100	0.00	0.63
2Ac	**1**		2b	354	3600	100.00	0.00	10	815	1.05	0.05	0.00	0.01	N/A	100	100	0.00	0.08
2Ax1	**1**		2e	626	1800	100.00	0.00	35	159	1.53	0.53	0.00	0.09	N/A	100	100	0.00	1.32
2Ax2	**1**		2a	210	471	100.00	0.00	45	102	4.06	3.06	0.00	0.18	N/A	100	100	0.00	2.53
2Ax3	**1**			416	Unrestricted	100.00	0.00	0	Unrestricted	4.92	0.00	0.00	0.00	N/A	100	100	0.00	0.00

2B	**1**		2a	258	484	100.00	0.00	53	69	15.85	4.21	0.00	0.30	N/A	100	100	0.00	4.28
2Bx	**1**			306	Unrestricted	100.00	0.00	0	Unrestricted	11.52	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2C	**1**		2c	632	1040	100.00	0.00	61	48	6.63	2.67	0.00	0.47	N/A	100	100	0.00	6.65
2Cc	**1**		2c	283	3600	100.00	0.00	8	1045	1.04	0.04	0.00	0.00	N/A	100	100	0.00	0.05
2Cx	**1**			695	Unrestricted	100.00	0.00	0	Unrestricted	4.20	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2D	**1**		2d	473	978	100.00	0.00	48	86	5.08	1.72	0.00	0.23	N/A	100	100	0.00	3.21
2Dc	**1**		2d	507	3600	100.00	0.00	14	539	1.08	0.08	0.00	0.01	N/A	100	100	0.00	0.16
2Dx	**1**			408	Unrestricted	100.00	0.00	0	Unrestricted	3.48	0.00	0.00	0.00	N/A	100	100	0.00	0.00

Network Results

	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Excess Queue Penalty (£ per hr)	Performance Index (£ per hr)
TOTAL	176.26	7.64	23.06	0.00	1.66	23.53	0.00	0.00	23.53
BUSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TRAMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER (NORMAL)	176.26	7.64	23.06	0.00	1.66	23.53	0.00	0.00	23.53

- *B = at least one source for this link carries buses*
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- *P = this link is a pedestrian link*
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- *! = DOS threshold exceeded*
- *f = average saturation flow for flared link*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

TRANSYT 14

Version: 14.1.2.315 [26-09-12]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Last run: 04/11/2020 13:34:39
Analysis Set used for last run: A5 - Existing configuration

Filename: A091 J2 TRANSYT Model 20201008.t14
Path: J:\A_JOBS\Job-A091\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 04/11/2020 13:34:41

File summary

File Description

Title	Clonattin
Location	
Site Number	2
UTCRegion	
Driving Side	Left
Date	08/10/2020
Version	
Status	Existing junction
Identifier	
Client	
Jobnumber	A091
Enumerator	GF
Description	

Units

Speed Units	Distance Units	Fuel Economy Units	Fuel Rate Units	Mass Units	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
kph	m	mpg	l/h	kg	perHour	s	-Hour	perHour

Sorting

Show Names Instead of IDs (For Aimsun)	Sorting Direction	Sorting Type	Ignore Prefixes When Sorting	Link Grouping	Source Grouping
	Ascending	Numerical		Normal	Normal

A5 - Existing configuration : D5 - 2023 With Dev AM *

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Optimisation Options	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis Set Used	Run Start Time	Run Finish Time	Modelling Start Time (HH:mm)	Cycle Time Used (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	LTSWith Highest DOS	Number Of Oversaturated LTS	Percentage Of Oversaturated LTS (%)	LTSWith Worst Signalised PRC	LTSWith Worst Unsignalised PRC	LTSWith Worst Overall PRC	Network Within Capacity
A5 - Existing configuration	04/11/2020 13:34:39	04/11/2020 13:34:39	08:15	100	1.58	71.43	2B/1	0	0		2B/1	2B/1	✓

Final Prediction Table

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic Node	Calculated Flow Entering LTS (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Wasted Time Total (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)	Max End Of Red Queue (PCU)	Delay Weighting Multiplier (%)	Stop Weighting Multiplier (%)	Cost Of Penalties (£ per hr)	P.I.
2A1	**1**		2b	633	1224	100.00	0.00	52	74	2.57	1.57	0.00	0.28	N/A	100	100	0.00	3.92
2A2	**1**		2a	364	1800	100.00	0.00	20	345	4.45	0.25	0.00	0.03	N/A	100	100	0.00	0.36
2Ac	**1**		2b	221	3600	100.00	0.00	6	1366	1.03	0.03	0.00	0.00	N/A	100	100	0.00	0.03
2Ax1	**1**		2e	475	1800	100.00	0.00	26	241	1.36	0.36	0.00	0.05	N/A	100	100	0.00	0.67
2Ax2	**1**		2a	133	493	100.00	0.00	27	234	2.35	1.35	0.00	0.05	N/A	100	100	0.00	0.71
2Ax3	**1**			342	Unrestricted	100.00	0.00	0	Unrestricted	4.92	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2B	**1**		2a	361	505	100.00	0.00	71	26	20.35	8.71	0.00	0.87	N/A	100	100	0.00	12.40

2Bx	**1**			225	Unrestricted	100.00	0.00	0	Unrestricted	11.52	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2C	**1**		2c	423	920	100.00	0.00	46	96	5.62	1.66	0.00	0.19	N/A	100	100	0.00	2.77
2Cc	**1**		2c	499	3600	100.00	0.00	14	549	1.08	0.08	0.00	0.01	N/A	100	100	0.00	0.16
2Cx	**1**			355	Unrestricted	100.00	0.00	0	Unrestricted	4.20	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2D	**1**		2d	393	1098	100.00	0.00	36	151	4.27	0.91	0.00	0.10	N/A	100	100	0.00	1.41
2Dc	**1**		2d	303	3600	100.00	0.00	8	969	1.05	0.05	0.00	0.00	N/A	100	100	0.00	0.05
2Dx	**1**			619	Unrestricted	100.00	0.00	0	Unrestricted	3.48	0.00	0.00	0.00	N/A	100	100	0.00	0.00

Network Results

	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Excess Queue Penalty (£ per hr)	Performance Index (£ per hr)
TOTAL	154.81	6.84	22.64	0.00	1.58	22.49	0.00	0.00	22.49
BUSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TRAMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER (NORMAL)	154.81	6.84	22.64	0.00	1.58	22.49	0.00	0.00	22.49

- *B = at least one source for this link carries buses*
- *T = at least one source for this link carries trams*
- *P = this link is a pedestrian link*
- *< = adjusted flow warning (upstream links are over-saturated)*
- *! = DOS threshold exceeded*
- *f = average saturation flow for flared link*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

TRANSYT 14

Version: 14.1.2.315 [26-09-12]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Last run: 04/11/2020 13:35:00
Analysis Set used for last run: A6 - Existing configuration

Filename: A091 J2 TRANSYT Model 20201008.t14
Path: J:\A_JOBS\Job-A091\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 04/11/2020 13:35:02

File summary

File Description

Title	Clonattin
Location	
Site Number	2
UTCRegion	
Driving Side	Left
Date	08/10/2020
Version	
Status	Existing junction
Identifier	
Client	
Jobnumber	A091
Enumerator	GF
Description	

Units

Speed Units	Distance Units	Fuel Economy Units	Fuel Rate Units	Mass Units	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
kph	m	mpg	l/h	kg	perHour	s	-Hour	perHour

Sorting

Show Names Instead of IDs (For Aimsun)	Sorting Direction	Sorting Type	Ignore Prefixes When Sorting	Link Grouping	Source Grouping
	Ascending	Numerical		Normal	Normal

A6 - Existing configuration : D6 - 2023 With Dev PM *

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Optimisation Options	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis Set Used	Run Start Time	Run Finish Time	Modelling Start Time (HH:mm)	Cycle Time Used (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	LTSWith Highest DOS	Number Of Oversaturated LTS	Percentage Of Oversaturated LTS (%)	LTSWith Worst Signalised PRC	LTSWith Worst Unsignalised PRC	LTSWith Worst Overall PRC	Network Within Capacity
A6 - Existing configuration	04/11/2020 13:35:00	04/11/2020 13:35:00	16:00	100	1.50	56.67	2C/1	0	0		2C/1	2C/1	✓

Final Prediction Table

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic Node	Calculated Flow Entering LTS (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Wasted Time Total (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)	Max End Of Red Queue (PCU)	Delay Weighting Multiplier (%)	Stop Weighting Multiplier (%)	Cost Of Penalties (£ per hr)	P.I.
2A1	**1**		2b	608	1144	100.00	0.00	53	69	2.78	1.78	0.00	0.30	N/A	100	100	0.00	4.27
2A2	**1**		2a	498	1800	100.00	0.00	28	225	4.58	0.38	0.00	0.05	N/A	100	100	0.00	0.75
2Ac	**1**		2b	354	3600	100.00	0.00	10	815	1.05	0.05	0.00	0.01	N/A	100	100	0.00	0.08
2Ax1	**1**		2e	630	1800	100.00	0.00	35	157	1.54	0.54	0.00	0.09	N/A	100	100	0.00	1.34
2Ax2	**1**		2a	189	463	100.00	0.00	41	121	3.67	2.67	0.00	0.14	N/A	100	100	0.00	1.99
2Ax3	**1**			441	Unrestricted	100.00	0.00	0	Unrestricted	4.92	0.00	0.00	0.00	N/A	100	100	0.00	0.00

2B	**1**		2a	242	481	100.00	0.00	50	79	15.41	3.77	0.00	0.25	N/A	100	100	0.00	3.59
2Bx	**1**			321	Unrestricted	100.00	0.00	0	Unrestricted	11.52	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2C	**1**		2c	574	1013	100.00	0.00	57	59	6.27	2.31	0.00	0.37	N/A	100	100	0.00	5.24
2Cc	**1**		2c	332	3600	100.00	0.00	9	876	1.05	0.05	0.00	0.00	N/A	100	100	0.00	0.07
2Cx	**1**			630	Unrestricted	100.00	0.00	0	Unrestricted	4.20	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2D	**1**		2d	510	997	100.00	0.00	51	76	5.24	1.88	0.00	0.27	N/A	100	100	0.00	3.79
2Dc	**1**		2d	474	3600	100.00	0.00	13	584	1.08	0.08	0.00	0.01	N/A	100	100	0.00	0.14
2Dx	**1**			432	Unrestricted	100.00	0.00	0	Unrestricted	3.48	0.00	0.00	0.00	N/A	100	100	0.00	0.00

Network Results

	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Excess Queue Penalty (£ per hr)	Performance Index (£ per hr)
TOTAL	175.85	7.47	23.55	0.00	1.50	21.25	0.00	0.00	21.25
BUSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TRAMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER (NORMAL)	175.85	7.47	23.55	0.00	1.50	21.25	0.00	0.00	21.25

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- *! = DOS threshold exceeded*
- *f = average saturation flow for flared link*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

TRANSYT 14

Version: 14.1.2.315 [26-09-12]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Last run: 04/11/2020 13:35:24
Analysis Set used for last run: A7 - Existing configuration

Filename: A091 J2 TRANSYT Model 20201008.t14
Path: J:\A_JOBS\Job-A091\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 04/11/2020 13:35:27

File summary

File Description

Title	Clonattin
Location	
Site Number	2
UTCRegion	
Driving Side	Left
Date	08/10/2020
Version	
Status	Existing junction
Identifier	
Client	
Jobnumber	A091
Enumerator	GF
Description	

Units

Speed Units	Distance Units	Fuel Economy Units	Fuel Rate Units	Mass Units	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
kph	m	mpg	l/h	kg	perHour	s	-Hour	perHour

Sorting

Show Names Instead of IDs (For Aimsun)	Sorting Direction	Sorting Type	Ignore Prefixes When Sorting	Link Grouping	Source Grouping
	Ascending	Numerical		Normal	Normal

A7 - Existing configuration : D7 - 2028 No Dev AM *

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Optimisation Options	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis Set Used	Run Start Time	Run Finish Time	Modelling Start Time (HH:mm)	Cycle Time Used (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	LTSWith Highest DOS	Number Of Oversaturated LTS	Percentage Of Oversaturated LTS (%)	LTSWith Worst Signalised PRC	LTSWith Worst Unsignalised PRC	LTSWith Worst Overall PRC	Network Within Capacity
A7 - Existing configuration	04/11/2020 13:35:24	04/11/2020 13:35:24	08:15	100	1.24	62.13	2B/1	0	0		2B/1	2B/1	✓

Final Prediction Table

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic Node	Calculated Flow Entering LTS (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Wasted Time Total (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)	Max End Of Red Queue (PCU)	Delay Weighting Multiplier (%)	Stop Weighting Multiplier (%)	Cost Of Penalties (£ per hr)	P.I.
2A1	**1**		2b	595	1219	100.00	0.00	49	84	2.40	1.40	0.00	0.23	N/A	100	100	0.00	3.30
2A2	**1**		2a	351	1800	100.00	0.00	20	362	4.44	0.24	0.00	0.02	N/A	100	100	0.00	0.34
2Ac	**1**		2b	229	3600	100.00	0.00	6	1315	1.03	0.03	0.00	0.00	N/A	100	100	0.00	0.03
2Ax1	**1**		2e	473	1800	100.00	0.00	26	242	1.36	0.36	0.00	0.05	N/A	100	100	0.00	0.66
2Ax2	**1**		2a	158	496	100.00	0.00	32	183	2.69	1.69	0.00	0.07	N/A	100	100	0.00	1.06
2Ax3	**1**			315	Unrestricted	100.00	0.00	0	Unrestricted	4.92	0.00	0.00	0.00	N/A	100	100	0.00	0.00

2B	**1**		2a	314	505	100.00	0.00	62	45	17.42	5.78	0.00	0.50	N/A	100	100	0.00	7.16
2Bx	**1**			228	Unrestricted	100.00	0.00	0	Unrestricted	11.52	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2C	**1**		2c	485	971	100.00	0.00	50	80	5.80	1.84	0.00	0.25	N/A	100	100	0.00	3.52
2Cc	**1**		2c	407	3600	100.00	0.00	11	696	1.06	0.06	0.00	0.01	N/A	100	100	0.00	0.10
2Cx	**1**			417	Unrestricted	100.00	0.00	0	Unrestricted	4.20	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2D	**1**		2d	380	1087	100.00	0.00	35	157	4.25	0.89	0.00	0.09	N/A	100	100	0.00	1.33
2Dc	**1**		2d	322	3600	100.00	0.00	9	906	1.05	0.05	0.00	0.00	N/A	100	100	0.00	0.06
2Dx	**1**			570	Unrestricted	100.00	0.00	0	Unrestricted	3.48	0.00	0.00	0.00	N/A	100	100	0.00	0.00

Network Results

	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Excess Queue Penalty (£ per hr)	Performance Index (£ per hr)
TOTAL	150.80	6.35	23.73	0.00	1.24	17.56	0.00	0.00	17.56
BUSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TRAMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER (NORMAL)	150.80	6.35	23.73	0.00	1.24	17.56	0.00	0.00	17.56

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- *! = DOS threshold exceeded*
- *f = average saturation flow for flared link*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

TRANSYT 14

Version: 14.1.2.315 [26-09-12]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Last run: 04/11/2020 13:36:00
Analysis Set used for last run: A8 - Existing configuration

Filename: A091 J2 TRANSYT Model 20201008.t14
Path: J:\A_JOBS\Job-A091\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 04/11/2020 13:36:02

File summary

File Description

Title	Clonattin
Location	
Site Number	2
UTCRegion	
Driving Side	Left
Date	08/10/2020
Version	
Status	Existing junction
Identifier	
Client	
Jobnumber	A091
Enumerator	GF
Description	

Units

Speed Units	Distance Units	Fuel Economy Units	Fuel Rate Units	Mass Units	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
kph	m	mpg	l/h	kg	perHour	s	-Hour	perHour

Sorting

Show Names Instead of IDs (For Aimsun)	Sorting Direction	Sorting Type	Ignore Prefixes When Sorting	Link Grouping	Source Grouping
	Ascending	Numerical		Normal	Normal

A8 - Existing configuration : D8 - 2028 No Dev PM *

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Optimisation Options	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis Set Used	Run Start Time	Run Finish Time	Modelling Start Time (HH:mm)	Cycle Time Used (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	LTSWith Highest DOS	Number Of Oversaturated LTS	Percentage Of Oversaturated LTS (%)	LTSWith Worst Signalised PRC	LTSWith Worst Unsignalised PRC	LTSWith Worst Overall PRC	Network Within Capacity
A8 - Existing configuration	04/11/2020 13:36:00	04/11/2020 13:36:00	16:00	100	1.87	63.12	2C/1	0	0		2C/1	2C/1	✓

Final Prediction Table

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic Node	Calculated Flow Entering LTS (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Wasted Time Total (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)	Max End Of Red Queue (PCU)	Delay Weighting Multiplier (%)	Stop Weighting Multiplier (%)	Cost Of Penalties (£ per hr)	P.I.
2A1	**1**		2b	644	1136	100.00	0.00	57	59	3.06	2.06	0.00	0.37	N/A	100	100	0.00	5.24
2A2	**1**		2a	477	1800	100.00	0.00	27	240	4.56	0.36	0.00	0.05	N/A	100	100	0.00	0.68
2Ac	**1**		2b	367	3600	100.00	0.00	10	783	1.06	0.06	0.00	0.01	N/A	100	100	0.00	0.08
2Ax1	**1**		2e	646	1800	100.00	0.00	36	151	1.56	0.56	0.00	0.10	N/A	100	100	0.00	1.43
2Ax2	**1**		2a	216	468	100.00	0.00	46	95	4.28	3.28	0.00	0.20	N/A	100	100	0.00	2.80
2Ax3	**1**			430	Unrestricted	100.00	0.00	0	Unrestricted	4.92	0.00	0.00	0.00	N/A	100	100	0.00	0.00

2B	**1**		2a	266	481	100.00	0.00	55	63	16.22	4.58	0.00	0.34	N/A	100	100	0.00	4.81
2Bx	**1**			315	Unrestricted	100.00	0.00	0	Unrestricted	11.52	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2C	**1**		2c	653	1035	100.00	0.00	63	43	6.92	2.96	0.00	0.54	N/A	100	100	0.00	7.62
2Cc	**1**		2c	293	3600	100.00	0.00	8	1006	1.04	0.04	0.00	0.00	N/A	100	100	0.00	0.05
2Cx	**1**			718	Unrestricted	100.00	0.00	0	Unrestricted	4.20	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2D	**1**		2d	489	968	100.00	0.00	51	78	5.25	1.89	0.00	0.26	N/A	100	100	0.00	3.65
2Dc	**1**		2d	524	3600	100.00	0.00	15	518	1.09	0.09	0.00	0.01	N/A	100	100	0.00	0.18
2Dx	**1**			422	Unrestricted	100.00	0.00	0	Unrestricted	3.48	0.00	0.00	0.00	N/A	100	100	0.00	0.00

Network Results

	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Excess Queue Penalty (£ per hr)	Performance Index (£ per hr)
TOTAL	181.96	8.05	22.61	0.00	1.87	26.54	0.00	0.00	26.54
BUSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TRAMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER (NORMAL)	181.96	8.05	22.61	0.00	1.87	26.54	0.00	0.00	26.54

- *B = at least one source for this link carries buses*
- *T = at least one source for this link carries trams*
- *P = this link is a pedestrian link*
- *< = adjusted flow warning (upstream links are over-saturated)*
- *! = DOS threshold exceeded*
- *f = average saturation flow for flared link*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

TRANSYT 14

Version: 14.1.2.315 [26-09-12]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Last run: 04/11/2020 13:36:19
Analysis Set used for last run: A9 - Existing configuration

Filename: A091 J2 TRANSYT Model 20201008.t14
Path: J:\A_JOBS\Job-A091\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 04/11/2020 13:36:21

File summary

File Description

Title	Clonattin
Location	
Site Number	2
UTCRegion	
Driving Side	Left
Date	08/10/2020
Version	
Status	Existing junction
Identifier	
Client	
Jobnumber	A091
Enumerator	GF
Description	

Units

Speed Units	Distance Units	Fuel Economy Units	Fuel Rate Units	Mass Units	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
kph	m	mpg	l/h	kg	perHour	s	-Hour	perHour

Sorting

Show Names Instead of IDs (For Aimsun)	Sorting Direction	Sorting Type	Ignore Prefixes When Sorting	Link Grouping	Source Grouping
	Ascending	Numerical		Normal	Normal

A9 - Existing configuration : D9 - 2028 With Dev AM *

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Optimisation Options	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis Set Used	Run Start Time	Run Finish Time	Modelling Start Time (HH:mm)	Cycle Time Used (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	LTSWith Highest DOS	Number Of Oversaturated LTS	Percentage Of Oversaturated LTS (%)	LTSWith Worst Signalised PRC	LTSWith Worst Unsignalised PRC	LTSWith Worst Overall PRC	Network Within Capacity
A9 - Existing configuration	04/11/2020 13:36:19	04/11/2020 13:36:19	08:15	100	1.80	73.72	2B/1	0	0		2B/1	2B/1	✓

Final Prediction Table

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic Node	Calculated Flow Entering LTS (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Wasted Time Total (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)	Max End Of Red Queue (PCU)	Delay Weighting Multiplier (%)	Stop Weighting Multiplier (%)	Cost Of Penalties (£ per hr)	P.I.
2A1	**1**		2b	652	1219	100.00	0.00	53	68	2.69	1.69	0.00	0.31	N/A	100	100	0.00	4.35
2A2	**1**		2a	375	1800	100.00	0.00	21	332	4.46	0.26	0.00	0.03	N/A	100	100	0.00	0.39
2Ac	**1**		2b	229	3600	100.00	0.00	6	1315	1.03	0.03	0.00	0.00	N/A	100	100	0.00	0.03
2Ax1	**1**		2e	490	1800	100.00	0.00	27	231	1.37	0.37	0.00	0.05	N/A	100	100	0.00	0.72
2Ax2	**1**		2a	138	491	100.00	0.00	28	220	2.43	1.43	0.00	0.05	N/A	100	100	0.00	0.78
2Ax3	**1**			352	Unrestricted	100.00	0.00	0	Unrestricted	4.92	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2B	**1**		2a	371	503	100.00	0.00	74	22	21.42	9.78	0.00	1.01	N/A	100	100	0.00	14.31

2Bx	**1**			232	Unrestricted	100.00	0.00	0	Unrestricted	11.52	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2C	**1**		2c	438	913	100.00	0.00	48	88	5.77	1.81	0.00	0.22	N/A	100	100	0.00	3.13
2Cc	**1**		2c	512	3600	100.00	0.00	14	533	1.08	0.08	0.00	0.01	N/A	100	100	0.00	0.17
2Cx	**1**			369	Unrestricted	100.00	0.00	0	Unrestricted	4.20	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2D	**1**		2d	407	1093	100.00	0.00	37	142	4.34	0.98	0.00	0.11	N/A	100	100	0.00	1.57
2Dc	**1**		2d	312	3600	100.00	0.00	9	938	1.05	0.05	0.00	0.00	N/A	100	100	0.00	0.06
2Dx	**1**			638	Unrestricted	100.00	0.00	0	Unrestricted	3.48	0.00	0.00	0.00	N/A	100	100	0.00	0.00

Network Results

	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Excess Queue Penalty (£ per hr)	Performance Index (£ per hr)
TOTAL	159.67	7.21	22.13	0.00	1.80	25.51	0.00	0.00	25.51
BUSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TRAMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER (NORMAL)	159.67	7.21	22.13	0.00	1.80	25.51	0.00	0.00	25.51

- *B = at least one source for this link carries buses*
- *T = at least one source for this link carries trams*
- *P = this link is a pedestrian link*
- *< = adjusted flow warning (upstream links are over-saturated)*
- *! = DOS threshold exceeded*
- *f = average saturation flow for flared link*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

TRANSYT 14

Version: 14.1.2.315 [26-09-12]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Last run: 04/11/2020 13:36:45
Analysis Set used for last run: A10 - Existing configuration

Filename: A091 J2 TRANSYT Model 20201008.t14
Path: J:\A_JOBS\Job-A091\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 04/11/2020 13:36:48

File summary

File Description

Title	Clonattin
Location	
Site Number	2
UTCRegion	
Driving Side	Left
Date	08/10/2020
Version	
Status	Existing junction
Identifier	
Client	
Jobnumber	A091
Enumerator	GF
Description	

Units

Speed Units	Distance Units	Fuel Economy Units	Fuel Rate Units	Mass Units	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
kph	m	mpg	l/h	kg	perHour	s	-Hour	perHour

Sorting

Show Names Instead of IDs (For Aimsun)	Sorting Direction	Sorting Type	Ignore Prefixes When Sorting	Link Grouping	Source Grouping
	Ascending	Numerical		Normal	Normal

A10 - Existing configuration : D10 - 2028 With Dev PM *

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Optimisation Options	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis Set Used	Run Start Time	Run Finish Time	Modelling Start Time (HH:mm)	Cycle Time Used (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	LTSWith Highest DOS	Number Of Oversaturated LTS	Percentage Of Oversaturated LTS (%)	LTSWith Worst Signalised PRC	LTSWith Worst Unsignalised PRC	LTSWith Worst Overall PRC	Network Within Capacity
A10 - Existing configuration	04/11/2020 13:36:44	04/11/2020 13:36:45	16:00	100	1.69	59.17	2C/1	0	0		2C/1	2C/1	✓

Final Prediction Table

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic Node	Calculated Flow Entering LTS (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Wasted Time Total (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)	Max End Of Red Queue (PCU)	Delay Weighting Multiplier (%)	Stop Weighting Multiplier (%)	Cost Of Penalties (£ per hr)	P.I.
2A1	**1**		2b	628	1136	100.00	0.00	55	63	2.95	1.95	0.00	0.34	N/A	100	100	0.00	4.83
2A2	**1**		2a	513	1800	100.00	0.00	29	216	4.60	0.40	0.00	0.06	N/A	100	100	0.00	0.81
2Ac	**1**		2b	367	3600	100.00	0.00	10	783	1.06	0.06	0.00	0.01	N/A	100	100	0.00	0.08
2Ax1	**1**		2e	651	1800	100.00	0.00	36	149	1.57	0.57	0.00	0.10	N/A	100	100	0.00	1.45
2Ax2	**1**		2a	196	460	100.00	0.00	43	111	3.89	2.89	0.00	0.16	N/A	100	100	0.00	2.24
2Ax3	**1**			455	Unrestricted	100.00	0.00	0	Unrestricted	4.92	0.00	0.00	0.00	N/A	100	100	0.00	0.00

2B	**1**		2a	250	478	100.00	0.00	52	72	15.74	4.10	0.00	0.28	N/A	100	100	0.00	4.04
2Bx	**1**			331	Unrestricted	100.00	0.00	0	Unrestricted	11.52	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2C	**1**		2c	596	1007	100.00	0.00	59	52	6.54	2.58	0.00	0.43	N/A	100	100	0.00	6.06
2Cc	**1**		2c	342	3600	100.00	0.00	10	847	1.05	0.05	0.00	0.00	N/A	100	100	0.00	0.07
2Cx	**1**			653	Unrestricted	100.00	0.00	0	Unrestricted	4.20	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2D	**1**		2d	526	987	100.00	0.00	53	69	5.44	2.08	0.00	0.30	N/A	100	100	0.00	4.31
2Dc	**1**		2d	492	3600	100.00	0.00	14	559	1.08	0.08	0.00	0.01	N/A	100	100	0.00	0.15
2Dx	**1**			446	Unrestricted	100.00	0.00	0	Unrestricted	3.48	0.00	0.00	0.00	N/A	100	100	0.00	0.00

Network Results

	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Excess Queue Penalty (£ per hr)	Performance Index (£ per hr)
TOTAL	181.70	7.86	23.11	0.00	1.69	24.04	0.00	0.00	24.04
BUSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TRAMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER (NORMAL)	181.70	7.86	23.11	0.00	1.69	24.04	0.00	0.00	24.04

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- *! = DOS threshold exceeded*
- *f = average saturation flow for flared link*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

TRANSYT 14

Version: 14.1.2.315 [26-09-12]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Last run: 04/11/2020 13:37:30
Analysis Set used for last run: A11 - Existing configuration

Filename: A091 J2 TRANSYT Model 20201008.t14
Path: J:\A_JOBS\Job-A091\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 04/11/2020 13:37:32

File summary

File Description

Title	Clonattin
Location	
Site Number	2
UTCRegion	
Driving Side	Left
Date	08/10/2020
Version	
Status	Existing junction
Identifier	
Client	
Jobnumber	A091
Enumerator	GF
Description	

Units

Speed Units	Distance Units	Fuel Economy Units	Fuel Rate Units	Mass Units	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
kph	m	mpg	l/h	kg	perHour	s	-Hour	perHour

Sorting

Show Names Instead of IDs (For Aimsun)	Sorting Direction	Sorting Type	Ignore Prefixes When Sorting	Link Grouping	Source Grouping
	Ascending	Numerical		Normal	Normal

A11 - Existing configuration : D11 - 2038 No Dev AM *

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Optimisation Options	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis Set Used	Run Start Time	Run Finish Time	Modelling Start Time (HH:mm)	Cycle Time Used (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	LTSWith Highest DOS	Number Of Oversaturated LTS	Percentage Of Oversaturated LTS (%)	LTSWith Worst Signalised PRC	LTSWith Worst Unsignalised PRC	LTSWith Worst Overall PRC	Network Within Capacity
A11 - Existing configuration	04/11/2020 13:37:30	04/11/2020 13:37:30	08:15	100	1.39	64.39	2B/1	0	0		2B/1	2B/1	✓

Final Prediction Table

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic Node	Calculated Flow Entering LTS (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Wasted Time Total (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)	Max End Of Red Queue (PCU)	Delay Weighting Multiplier (%)	Stop Weighting Multiplier (%)	Cost Of Penalties (£ per hr)	P.I.
2A1	**1**		2b	614	1215	100.00	0.00	51	78	2.51	1.51	0.00	0.26	N/A	100	100	0.00	3.65
2A2	**1**		2a	362	1800	100.00	0.00	20	348	4.45	0.25	0.00	0.03	N/A	100	100	0.00	0.36
2Ac	**1**		2b	235	3600	100.00	0.00	7	1279	1.03	0.03	0.00	0.00	N/A	100	100	0.00	0.03
2Ax1	**1**		2e	489	1800	100.00	0.00	27	231	1.37	0.37	0.00	0.05	N/A	100	100	0.00	0.72
2Ax2	**1**		2a	164	493	100.00	0.00	33	171	2.81	1.81	0.00	0.08	N/A	100	100	0.00	1.17
2Ax3	**1**			325	Unrestricted	100.00	0.00	0	Unrestricted	4.92	0.00	0.00	0.00	N/A	100	100	0.00	0.00

2B	**1**		2a	324	503	100.00	0.00	64	40	18.02	6.38	0.00	0.57	N/A	100	100	0.00	8.16
2Bx	**1**			236	Unrestricted	100.00	0.00	0	Unrestricted	11.52	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2C	**1**		2c	500	965	100.00	0.00	52	74	5.96	2.00	0.00	0.28	N/A	100	100	0.00	3.95
2Cc	**1**		2c	419	3600	100.00	0.00	12	673	1.07	0.07	0.00	0.01	N/A	100	100	0.00	0.11
2Cx	**1**			430	Unrestricted	100.00	0.00	0	Unrestricted	4.20	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2D	**1**		2d	392	1081	100.00	0.00	36	148	4.31	0.95	0.00	0.10	N/A	100	100	0.00	1.46
2Dc	**1**		2d	332	3600	100.00	0.00	9	876	1.05	0.05	0.00	0.00	N/A	100	100	0.00	0.07
2Dx	**1**			587	Unrestricted	100.00	0.00	0	Unrestricted	3.48	0.00	0.00	0.00	N/A	100	100	0.00	0.00

Network Results

	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Excess Queue Penalty (£ per hr)	Performance Index (£ per hr)
TOTAL	155.60	6.67	23.34	0.00	1.39	19.68	0.00	0.00	19.68
BUSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TRAMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER (NORMAL)	155.60	6.67	23.34	0.00	1.39	19.68	0.00	0.00	19.68

- *B = at least one source for this link carries buses*
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- *! = DOS threshold exceeded*
- *f = average saturation flow for flared link*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

TRANSYT 14

Version: 14.1.2.315 [26-09-12]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Last run: 04/11/2020 13:37:50
Analysis Set used for last run: A12 - Existing configuration

Filename: A091 J2 TRANSYT Model 20201008.t14
Path: J:\A_JOBS\Job-A091\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 04/11/2020 13:37:52

File summary

File Description

Title	Clonattin
Location	
Site Number	2
UTCRegion	
Driving Side	Left
Date	08/10/2020
Version	
Status	Existing junction
Identifier	
Client	
Jobnumber	A091
Enumerator	GF
Description	

Units

Speed Units	Distance Units	Fuel Economy Units	Fuel Rate Units	Mass Units	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
kph	m	mpg	l/h	kg	perHour	s	-Hour	perHour

Sorting

Show Names Instead of IDs (For Aimsun)	Sorting Direction	Sorting Type	Ignore Prefixes When Sorting	Link Grouping	Source Grouping
	Ascending	Numerical		Normal	Normal

A12 - Existing configuration : D12 - 2038 No Dev PM *

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Optimisation Options	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis Set Used	Run Start Time	Run Finish Time	Modelling Start Time (HH:mm)	Cycle Time Used (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	LTSWith Highest DOS	Number Of Oversaturated LTS	Percentage Of Oversaturated LTS (%)	LTSWith Worst Signalised PRC	LTSWith Worst Unsignalised PRC	LTSWith Worst Overall PRC	Network Within Capacity
A12 - Existing configuration	04/11/2020 13:37:50	04/11/2020 13:37:50	16:00	100	2.11	65.37	2C/1	0	0		2C/1	2C/1	✓

Final Prediction Table

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic Node	Calculated Flow Entering LTS (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Wasted Time Total (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)	Max End Of Red Queue (PCU)	Delay Weighting Multiplier (%)	Stop Weighting Multiplier (%)	Cost Of Penalties (£ per hr)	P.I.
2A1	**1**		2b	664	1130	100.00	0.00	59	53	3.26	2.26	0.00	0.42	N/A	100	100	0.00	5.92
2A2	**1**		2a	492	1800	100.00	0.00	27	229	4.58	0.38	0.00	0.05	N/A	100	100	0.00	0.73
2Ac	**1**		2b	378	3600	100.00	0.00	11	757	1.06	0.06	0.00	0.01	N/A	100	100	0.00	0.09
2Ax1	**1**		2e	667	1800	100.00	0.00	37	143	1.59	0.59	0.00	0.11	N/A	100	100	0.00	1.55
2Ax2	**1**		2a	223	465	100.00	0.00	48	88	4.56	3.56	0.00	0.22	N/A	100	100	0.00	3.13
2Ax3	**1**			444	Unrestricted	100.00	0.00	0	Unrestricted	4.92	0.00	0.00	0.00	N/A	100	100	0.00	0.00

2B	**1**		2a	274	478	100.00	0.00	57	57	16.64	5.00	0.00	0.38	N/A	100	100	0.00	5.40
2Bx	**1**			325	Unrestricted	100.00	0.00	0	Unrestricted	11.52	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2C	**1**		2c	673	1030	100.00	0.00	65	38	7.24	3.28	0.00	0.61	N/A	100	100	0.00	8.70
2Cc	**1**		2c	302	3600	100.00	0.00	8	973	1.05	0.05	0.00	0.00	N/A	100	100	0.00	0.05
2Cx	**1**			740	Unrestricted	100.00	0.00	0	Unrestricted	4.20	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2D	**1**		2d	505	958	100.00	0.00	53	71	5.44	2.08	0.00	0.29	N/A	100	100	0.00	4.15
2Dc	**1**		2d	540	3600	100.00	0.00	15	500	1.09	0.09	0.00	0.01	N/A	100	100	0.00	0.19
2Dx	**1**			435	Unrestricted	100.00	0.00	0	Unrestricted	3.48	0.00	0.00	0.00	N/A	100	100	0.00	0.00

Network Results

	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Excess Queue Penalty (£ per hr)	Performance Index (£ per hr)
TOTAL	187.64	8.48	22.13	0.00	2.11	29.91	0.00	0.00	29.91
BUSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TRAMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER (NORMAL)	187.64	8.48	22.13	0.00	2.11	29.91	0.00	0.00	29.91

- *B = at least one source for this link carries buses*
- *T = at least one source for this link carries trams*
- *P = this link is a pedestrian link*
- *< = adjusted flow warning (upstream links are over-saturated)*
- *! = DOS threshold exceeded*
- *f = average saturation flow for flared link*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

TRANSYT 14

Version: 14.1.2.315 [26-09-12]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Last run: 04/11/2020 13:38:08
Analysis Set used for last run: A13 - Existing configuration

Filename: A091 J2 TRANSYT Model 20201008.t14
Path: J:\A_JOBS\Job-A091\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 04/11/2020 13:38:09

File summary

File Description

Title	Clonattin
Location	
Site Number	2
UTCRegion	
Driving Side	Left
Date	08/10/2020
Version	
Status	Existing junction
Identifier	
Client	
Jobnumber	A091
Enumerator	GF
Description	

Units

Speed Units	Distance Units	Fuel Economy Units	Fuel Rate Units	Mass Units	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
kph	m	mpg	l/h	kg	perHour	s	-Hour	perHour

Sorting

Show Names Instead of IDs (For Aimsun)	Sorting Direction	Sorting Type	Ignore Prefixes When Sorting	Link Grouping	Source Grouping
	Ascending	Numerical		Normal	Normal

A13 - Existing configuration : D13 - 2038 With Dev AM *

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Optimisation Options	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis Set Used	Run Start Time	Run Finish Time	Modelling Start Time (HH:mm)	Cycle Time Used (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	LTSWith Highest DOS	Number Of Oversaturated LTS	Percentage Of Oversaturated LTS (%)	LTSWith Worst Signalised PRC	LTSWith Worst Unsignalised PRC	LTSWith Worst Overall PRC	Network Within Capacity
A13 - Existing configuration	04/11/2020 13:38:08	04/11/2020 13:38:08	08:15	100	2.02	75.84	2B/1	0	0		2B/1	2B/1	✓

Final Prediction Table

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic Node	Calculated Flow Entering LTS (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Wasted Time Total (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)	Max End Of Red Queue (PCU)	Delay Weighting Multiplier (%)	Stop Weighting Multiplier (%)	Cost Of Penalties (£ per hr)	P.I.
2A1	**1**		2b	670	1215	100.00	0.00	55	63	2.81	1.81	0.00	0.34	N/A	100	100	0.00	4.79
2A2	**1**		2a	386	1800	100.00	0.00	21	320	4.47	0.27	0.00	0.03	N/A	100	100	0.00	0.42
2Ac	**1**		2b	235	3600	100.00	0.00	7	1279	1.03	0.03	0.00	0.00	N/A	100	100	0.00	0.03
2Ax1	**1**		2e	505	1800	100.00	0.00	28	221	1.39	0.39	0.00	0.05	N/A	100	100	0.00	0.78
2Ax2	**1**		2a	143	488	100.00	0.00	29	207	2.52	1.52	0.00	0.06	N/A	100	100	0.00	0.86
2Ax3	**1**			362	Unrestricted	100.00	0.00	0	Unrestricted	4.92	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2B	**1**		2a	380	501	100.00	0.00	76	19	22.57	10.93	0.00	1.15	N/A	100	100	0.00	16.38

2Bx	**1**			239	Unrestricted	100.00	0.00	0	Unrestricted	11.52	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2C	**1**		2c	453	906	100.00	0.00	50	80	5.94	1.98	0.00	0.25	N/A	100	100	0.00	3.53
2Cc	**1**		2c	524	3600	100.00	0.00	15	518	1.09	0.09	0.00	0.01	N/A	100	100	0.00	0.18
2Cx	**1**			381	Unrestricted	100.00	0.00	0	Unrestricted	4.20	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2D	**1**		2d	418	1087	100.00	0.00	38	134	4.39	1.03	0.00	0.12	N/A	100	100	0.00	1.70
2Dc	**1**		2d	322	3600	100.00	0.00	9	906	1.05	0.05	0.00	0.00	N/A	100	100	0.00	0.06
2Dx	**1**			655	Unrestricted	100.00	0.00	0	Unrestricted	3.48	0.00	0.00	0.00	N/A	100	100	0.00	0.00

Network Results

	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Excess Queue Penalty (£ per hr)	Performance Index (£ per hr)
TOTAL	164.19	7.59	21.62	0.00	2.02	28.74	0.00	0.00	28.74
BUSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TRAMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER (NORMAL)	164.19	7.59	21.62	0.00	2.02	28.74	0.00	0.00	28.74

- *B = at least one source for this link carries buses*
- *T = at least one source for this link carries trams*
- *P = this link is a pedestrian link*
- *< = adjusted flow warning (upstream links are over-saturated)*
- *! = DOS threshold exceeded*
- *f = average saturation flow for flared link*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

TRANSYT 14

Version: 14.1.2.315 [26-09-12]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Last run: 04/11/2020 13:38:37
Analysis Set used for last run: A14 - Existing configuration

Filename: A091 J2 TRANSYT Model 20201008.t14
Path: J:\A_JOBS\Job-A091\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 04/11/2020 13:38:39

File summary

File Description

Title	Clonattin
Location	
Site Number	2
UTCRegion	
Driving Side	Left
Date	08/10/2020
Version	
Status	Existing junction
Identifier	
Client	
Jobnumber	A091
Enumerator	GF
Description	

Units

Speed Units	Distance Units	Fuel Economy Units	Fuel Rate Units	Mass Units	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
kph	m	mpg	l/h	kg	perHour	s	-Hour	perHour

Sorting

Show Names Instead of IDs (For Aimsun)	Sorting Direction	Sorting Type	Ignore Prefixes When Sorting	Link Grouping	Source Grouping
	Ascending	Numerical		Normal	Normal

A14 - Existing configuration : D14 - 2038 With Dev PM *

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Optimisation Options	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis Set Used	Run Start Time	Run Finish Time	Modelling Start Time (HH:mm)	Cycle Time Used (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	LTSWith Highest DOS	Number Of Oversaturated LTS	Percentage Of Oversaturated LTS (%)	LTSWith Worst Signalised PRC	LTSWith Worst Unsignalised PRC	LTSWith Worst Overall PRC	Network Within Capacity
A14 - Existing configuration	04/11/2020 13:38:37	04/11/2020 13:38:37	16:00	100	1.91	61.45	2C/1	0	0		2C/1	2C/1	✓

Final Prediction Table

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic Node	Calculated Flow Entering LTS (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Wasted Time Total (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)	Max End Of Red Queue (PCU)	Delay Weighting Multiplier (%)	Stop Weighting Multiplier (%)	Cost Of Penalties (£ per hr)	P.I.
2A1	**1**		2b	648	1130	100.00	0.00	57	57	3.13	2.13	0.00	0.38	N/A	100	100	0.00	5.46
2A2	**1**		2a	528	1800	100.00	0.00	29	207	4.61	0.41	0.00	0.06	N/A	100	100	0.00	0.86
2Ac	**1**		2b	378	3600	100.00	0.00	11	757	1.06	0.06	0.00	0.01	N/A	100	100	0.00	0.09
2Ax1	**1**		2e	672	1800	100.00	0.00	37	141	1.60	0.60	0.00	0.11	N/A	100	100	0.00	1.58
2Ax2	**1**		2a	203	457	100.00	0.00	44	102	4.14	3.14	0.00	0.18	N/A	100	100	0.00	2.51
2Ax3	**1**			469	Unrestricted	100.00	0.00	0	Unrestricted	4.92	0.00	0.00	0.00	N/A	100	100	0.00	0.00

2B	**1**		2a	258	475	100.00	0.00	54	66	16.11	4.47	0.00	0.32	N/A	100	100	0.00	4.54
2Bx	**1**			341	Unrestricted	100.00	0.00	0	Unrestricted	11.52	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2C	**1**		2c	616	1002	100.00	0.00	61	46	6.81	2.85	0.00	0.49	N/A	100	100	0.00	6.92
2Cc	**1**		2c	351	3600	100.00	0.00	10	823	1.05	0.05	0.00	0.01	N/A	100	100	0.00	0.07
2Cx	**1**			675	Unrestricted	100.00	0.00	0	Unrestricted	4.20	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2D	**1**		2d	542	977	100.00	0.00	55	62	5.64	2.28	0.00	0.34	N/A	100	100	0.00	4.88
2Dc	**1**		2d	508	3600	100.00	0.00	14	538	1.08	0.08	0.00	0.01	N/A	100	100	0.00	0.16
2Dx	**1**			459	Unrestricted	100.00	0.00	0	Unrestricted	3.48	0.00	0.00	0.00	N/A	100	100	0.00	0.00

Network Results

	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Excess Queue Penalty (£ per hr)	Performance Index (£ per hr)
TOTAL	187.38	8.27	22.66	0.00	1.91	27.08	0.00	0.00	27.08
BUSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TRAMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER (NORMAL)	187.38	8.27	22.66	0.00	1.91	27.08	0.00	0.00	27.08

- *B = at least one source for this link carries buses*
- *T = at least one source for this link carries trams*
- *P = this link is a pedestrian link*
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- *! = DOS threshold exceeded*
- *f = average saturation flow for flared link*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

TRANSYT 14

Version: 14.1.2.315 [26-09-12]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Last run: 04/11/2020 13:38:54
Analysis Set used for last run: A15 - Existing configuration

Filename: A091 J2 TRANSYT Model 20201008.t14
Path: J:\A_JOBS\Job-A091\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 04/11/2020 13:38:56

File summary

File Description

Title	Clonattin
Location	
Site Number	2
UTCRegion	
Driving Side	Left
Date	08/10/2020
Version	
Status	Existing junction
Identifier	
Client	
Jobnumber	A091
Enumerator	GF
Description	

Units

Speed Units	Distance Units	Fuel Economy Units	Fuel Rate Units	Mass Units	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
kph	m	mpg	l/h	kg	perHour	s	-Hour	perHour

Sorting

Show Names Instead of IDs (For Aimsun)	Sorting Direction	Sorting Type	Ignore Prefixes When Sorting	Link Grouping	Source Grouping
	Ascending	Numerical		Normal	Normal

A15 - Existing configuration : D15 - 2038 Sensitivity AM *

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Optimisation Options	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis Set Used	Run Start Time	Run Finish Time	Modelling Start Time (HH:mm)	Cycle Time Used (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	LTSWith Highest DOS	Number Of Oversaturated LTS	Percentage Of Oversaturated LTS (%)	LTSWith Worst Signalised PRC	LTSWith Worst Unsignalised PRC	LTSWith Worst Overall PRC	Network Within Capacity
A15 - Existing configuration	04/11/2020 13:38:54	04/11/2020 13:38:54	08:15	100	2.51	80.23	2B/1	0	0		2B/1	2B/1	✓

Final Prediction Table

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic Node	Calculated Flow Entering LTS (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Wasted Time Total (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)	Max End Of Red Queue (PCU)	Delay Weighting Multiplier (%)	Stop Weighting Multiplier (%)	Cost Of Penalties (£ per hr)	P.I.
2A1	**1**		2b	691	1215	100.00	0.00	57	58	2.94	1.94	0.00	0.37	N/A	100	100	0.00	5.30
2A2	**1**		2a	400	1800	100.00	0.00	22	305	4.49	0.29	0.00	0.03	N/A	100	100	0.00	0.45
2Ac	**1**		2b	235	3600	100.00	0.00	7	1279	1.03	0.03	0.00	0.00	N/A	100	100	0.00	0.03
2Ax1	**1**		2e	527	1800	100.00	0.00	29	207	1.41	0.41	0.00	0.06	N/A	100	100	0.00	0.86
2Ax2	**1**		2a	157	485	100.00	0.00	32	178	2.77	1.77	0.00	0.08	N/A	100	100	0.00	1.10
2Ax3	**1**			370	Unrestricted	100.00	0.00	0	Unrestricted	4.92	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2B	**1**		2a	401	500	100.00	0.00	80	12	25.59	13.95	0.00	1.55	N/A	100	100	0.00	22.06

2Bx	**1**			267	Unrestricted	100.00	0.00	0	Unrestricted	11.52	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2C	**1**		2c	453	895	100.00	0.00	51	78	6.02	2.06	0.00	0.26	N/A	100	100	0.00	3.67
2Cc	**1**		2c	545	3600	100.00	0.00	15	494	1.09	0.09	0.00	0.01	N/A	100	100	0.00	0.19
2Cx	**1**			381	Unrestricted	100.00	0.00	0	Unrestricted	4.20	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2D	**1**		2d	432	1082	100.00	0.00	40	125	4.46	1.10	0.00	0.13	N/A	100	100	0.00	1.88
2Dc	**1**		2d	330	3600	100.00	0.00	9	882	1.05	0.05	0.00	0.00	N/A	100	100	0.00	0.07
2Dx	**1**			668	Unrestricted	100.00	0.00	0	Unrestricted	3.48	0.00	0.00	0.00	N/A	100	100	0.00	0.00

Network Results

	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Excess Queue Penalty (£ per hr)	Performance Index (£ per hr)
TOTAL	171.09	8.31	20.58	0.00	2.51	35.61	0.00	0.00	35.61
BUSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TRAMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER (NORMAL)	171.09	8.31	20.58	0.00	2.51	35.61	0.00	0.00	35.61

- *B = at least one source for this link carries buses*
- *T = at least one source for this link carries trams*
- *P = this link is a pedestrian link*
- *< = adjusted flow warning (upstream links are over-saturated)*
- *! = DOS threshold exceeded*
- *f = average saturation flow for flared link*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

TRANSYT 14

Version: 14.1.2.315 [26-09-12]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Last run: 04/11/2020 13:39:39
Analysis Set used for last run: A16 - Existing configuration

Filename: A091 J2 TRANSYT Model 20201008.t14
Path: J:\A_JOBS\Job-A091\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 04/11/2020 13:39:40

File summary

File Description

Title	Clonattin
Location	
Site Number	2
UTCRegion	
Driving Side	Left
Date	08/10/2020
Version	
Status	Existing junction
Identifier	
Client	
Jobnumber	A091
Enumerator	GF
Description	

Units

Speed Units	Distance Units	Fuel Economy Units	Fuel Rate Units	Mass Units	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
kph	m	mpg	l/h	kg	perHour	s	-Hour	perHour

Sorting

Show Names Instead of IDs (For Aimsun)	Sorting Direction	Sorting Type	Ignore Prefixes When Sorting	Link Grouping	Source Grouping
	Ascending	Numerical		Normal	Normal

A16 - Existing configuration : D16 - 2038 Sensitivity PM *

Summary

Data Errors and Warnings

Severity	Area	Item	Description
Info	Optimisation Order	Optimisation Options	Because the optimisation list is blank, no optimisation will occur.

Run Summary

Analysis Set Used	Run Start Time	Run Finish Time	Modelling Start Time (HH:mm)	Cycle Time Used (s)	Total Network Delay (PCU-hr/hr)	Highest DOS (%)	LTSWith Highest DOS	Number Of Oversaturated LTS	Percentage Of Oversaturated LTS (%)	LTSWith Worst Signalised PRC	LTSWith Worst Unsignalised PRC	LTSWith Worst Overall PRC	Network Within Capacity
A16 - Existing configuration	04/11/2020 13:39:38	04/11/2020 13:39:39	16:00	100	1.99	61.73	2C/1	0	0		2C/1	2C/1	✓

Final Prediction Table

Traffic Stream Results

Arm	Traffic Stream	Name	Traffic Node	Calculated Flow Entering LTS (PCU/hr)	Calculated Sat Flow (PCU/hr)	Actual Green (s (per cycle))	Wasted Time Total (s (per cycle))	Degree Of Saturation (%)	Practical Reserve Capacity (%)	Journey Time Per PCU (s)	Mean Delay Per PCU (s)	Mean Stops Per PCU (%)	Mean Max Queue (PCU)	Max End Of Red Queue (PCU)	Delay Weighting Multiplier (%)	Stop Weighting Multiplier (%)	Cost Of Penalties (£ per hr)	P.I.
2A1	**1**		2b	656	1130	100.00	0.00	58	55	3.20	2.20	0.00	0.40	N/A	100	100	0.00	5.68
2A2	**1**		2a	531	1800	100.00	0.00	30	205	4.62	0.42	0.00	0.06	N/A	100	100	0.00	0.88
2Ac	**1**		2b	378	3600	100.00	0.00	11	757	1.06	0.06	0.00	0.01	N/A	100	100	0.00	0.09
2Ax1	**1**		2e	679	1800	100.00	0.00	38	139	1.61	0.61	0.00	0.11	N/A	100	100	0.00	1.62
2Ax2	**1**		2a	206	456	100.00	0.00	45	99	4.24	3.24	0.00	0.19	N/A	100	100	0.00	2.63
2Ax3	**1**			473	Unrestricted	100.00	0.00	0	Unrestricted	4.92	0.00	0.00	0.00	N/A	100	100	0.00	0.00

2B	**1**		2a	266	475	100.00	0.00	56	61	16.43	4.79	0.00	0.35	N/A	100	100	0.00	5.02
2Bx	**1**			347	Unrestricted	100.00	0.00	0	Unrestricted	11.52	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2C	**1**		2c	616	998	100.00	0.00	62	46	6.85	2.89	0.00	0.49	N/A	100	100	0.00	7.03
2Cc	**1**		2c	359	3600	100.00	0.00	10	803	1.06	0.06	0.00	0.01	N/A	100	100	0.00	0.08
2Cx	**1**			675	Unrestricted	100.00	0.00	0	Unrestricted	4.20	0.00	0.00	0.00	N/A	100	100	0.00	0.00
2D	**1**		2d	545	975	100.00	0.00	56	61	5.69	2.33	0.00	0.35	N/A	100	100	0.00	5.01
2Dc	**1**		2d	512	3600	100.00	0.00	14	533	1.08	0.08	0.00	0.01	N/A	100	100	0.00	0.17
2Dx	**1**			463	Unrestricted	100.00	0.00	0	Unrestricted	3.48	0.00	0.00	0.00	N/A	100	100	0.00	0.00

Network Results

	Distance Travelled (PCU-km/hr)	Time Spent (PCU-hr/hr)	Mean Journey Speed (kph)	Uniform Delay (PCU-hr/hr)	Random Plus Oversat Delay (PCU-hr/hr)	Weighted Cost Of Delay (£ per hr)	Weighted Cost Of Stops (£ per hr)	Excess Queue Penalty (£ per hr)	Performance Index (£ per hr)
TOTAL	189.41	8.42	22.50	0.00	1.99	28.21	0.00	0.00	28.21
BUSES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TRAMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
OTHER (NORMAL)	189.41	8.42	22.50	0.00	1.99	28.21	0.00	0.00	28.21

- *B = at least one source for this link carries buses*
- *T = at least one source for this link carries trams*
- *P = this link is a pedestrian link*
- *< = adjusted flow warning (upstream links are over-saturated)*
- *! = DOS threshold exceeded*
- *f = average saturation flow for flared link*
- ** = Traffic Stream - Normal, Bus or Tram Stop or Delay weighting has been set to a value other than 100%*
- *^ = Traffic Stream - Normal, Bus or Tram Stop or Delay Path weighting has been set to a value other than 100%*
- *+ = average link excess queue is greater than 0*
- ***P.I. = PERFORMANCE INDEX***

Appendix E

PICADY Model Results

CS CONSULTING
GROUP

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.3.332 [14595,13/11/2013]

Filename: A091 J4 PICADY Model 20201008.arc8
Path: J:\A_JOBS\Job-A091\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 04/11/2020 13:43:35

Summary of junction performance

	AM				PM			
	Queue (PCU)	**Delay (s)**	**RFC**	**Network Residual Capacity**	**Queue (PCU)**	**Delay (s)**	**RFC**	**Network Residual Capacity**
	Existing Configuration - 2020 Baseline							
Stream B-AC	0.45	9.03	0.31	151 % [Stream B-AC]	0.21	7.38	0.18	243 % [Stream C-AB]
Stream C-AB	0.13	5.94	0.11		0.22	6.52	0.18	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	Existing Configuration - 2023 No Dev							
Stream B-AC	0.47	9.18	0.32	144 % [Stream B-AC]	0.22	7.43	0.18	235 % [Stream C-AB]
Stream C-AB	0.13	5.97	0.11		0.23	6.57	0.19	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	Existing Configuration - 2023 With Dev							
Stream B-AC	1.37	15.56	0.58	46 % [Stream B-AC]	0.50	10.19	0.34	115 % [Stream B-AC]
Stream C-AB	0.21	6.42	0.17		0.37	7.34	0.27	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	Existing Configuration - 2028 No Dev							
Stream B-AC	0.49	9.36	0.33	137 % [Stream B-AC]	0.23	7.50	0.19	223 % [Stream C-AB]
Stream C-AB	0.13	6.01	0.12		0.24	6.64	0.19	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	Existing Configuration - 2028 With Dev							
Stream B-AC	1.44	16.07	0.60	43 % [Stream B-AC]	0.53	10.39	0.35	109 % [Stream B-AC]
Stream C-AB	0.22	6.48	0.18		0.39	7.42	0.28	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	Existing Configuration - 2038 No Dev							
Stream B-AC	0.52	9.56	0.34	129 % [Stream B-AC]	0.24	7.63	0.20	213 % [Stream C-AB]
Stream C-AB	0.14	6.05	0.12		0.25	6.71	0.20	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	Existing Configuration - 2038 Sensitivity							
Stream B-AC	1.90	19.35	0.66	30 % [Stream B-AC]	0.59	10.87	0.37	97 % [Stream B-AC]
Stream C-AB	0.30	6.91	0.23		0.42	7.60	0.29	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	Existing Configuration - 2038 With Dev							
Stream B-AC	1.52	16.64	0.61	41 % [Stream B-AC]	0.54	10.53	0.35	105 % [Stream B-AC]
Stream C-AB	0.22	6.51	0.18		0.40	7.51	0.29	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	

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

"D1 - 2020 Baseline, AM " model duration: 08:00 - 09:30
"D2 - 2020 Baseline, PM" model duration: 15:45 - 17:15
"D3 - 2023 No Dev, AM" model duration: 08:00 - 09:30
"D4 - 2023 No Dev, PM" model duration: 15:45 - 17:15
"D5 - 2023 With Dev, AM" model duration: 08:00 - 09:30
"D6 - 2023 With Dev, PM" model duration: 15:45 - 17:15
"D7 - 2028 No Dev, AM" model duration: 08:00 - 09:30
"D8 - 2028 No Dev, PM" model duration: 15:45 - 17:15
"D9 - 2028 With Dev, AM" model duration: 08:00 - 09:30
"D10 - 2028 With Dev, PM" model duration: 15:45 - 17:15
"D11 - 2038 No Dev, AM" model duration: 08:00 - 09:30
"D12 - 2038 No Dev, PM" model duration: 15:45 - 17:15
"D13 - 2038 With Dev, AM" model duration: 08:00 - 09:30
"D14 - 2038 With Dev, PM" model duration: 15:45 - 17:15
"D15 - 2038 Sensitivity, AM" model duration: 08:00 - 09:30
"D16 - 2038 Sensitivity, PM" model duration: 15:45 - 17:15

Run using Junctions 8.0.3.332 at 04/11/2020 13:43:27

File summary

File Description

Title	Clonattin
Location	
Site Number	4
Date	08/10/2020
Version	
Status	
Identifier	
Client	
Jobnumber	A091
Enumerator	GF
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	RFC	0.90	36.00	20.00

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

Existing Configuration - 2020 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D1 - 2020 Baseline, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2020 Baseline, AM	2020 Baseline	AM		ONE HOUR	08:00	09:30	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS

Clonattin Village access	T-Junction	Two-way	A,B,C		8.11	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	151	Stream B-AC

Arms

Arms

Name	Name	Description	Arm Type
Clonattin Road East	Clonattin Road East		Major
Clonattin Village access	Clonattin Village access		Minor
Clonattin Road West	Clonattin Road West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Clonattin Road West	7.50		0.00		2.20	250.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Clonattin Village access	One lane	3.40										12	12

Pedestrian Crossings

Name	Crossing Type
Clonattin Road East	None
Clonattin Village access	None
Clonattin Road West	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	506.985	0.086	0.218	0.137	0.312
4	B-C	656.780	0.094	0.238	-	-
4	C-B	718.741	0.260	0.260	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Clonattin Road East	ONE HOUR	✓	133.00	100.000
Clonattin Village access	ONE HOUR	✓	163.00	100.000

Clonattin Road West	ONE HOUR	✓	197.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:15-08:30	**Clonattin Road East**	119.56	119.56		
08:15-08:30	**Clonattin Village access**	146.53	146.53		
08:15-08:30	**Clonattin Road West**	177.10	177.10		
08:30-08:45	**Clonattin Road East**	146.44	146.44		
08:30-08:45	**Clonattin Village access**	179.47	179.47		
08:30-08:45	**Clonattin Road West**	216.90	216.90		
08:45-09:00	**Clonattin Road East**	146.44	146.44		
08:45-09:00	**Clonattin Village access**	179.47	179.47		
08:45-09:00	**Clonattin Road West**	216.90	216.90		
09:00-09:15	**Clonattin Road East**	119.56	119.56		
09:00-09:15	**Clonattin Village access**	146.53	146.53		
09:00-09:15	**Clonattin Road West**	177.10	177.10		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Clonattin Village access (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	9.000	124.000
	B	29.000	0.000	134.000
	C	128.000	69.000	0.000

Turning Proportions (PCU) - Clonattin Village access (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.07	0.93
	B	0.18	0.00	0.82
	C	0.65	0.35	0.00

Vehicle Mix

Average PCU Per Vehicle - Clonattin Village access (for whole period)

		To		
		A	**B**	**C**
From	**A**	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Clonattin Village access (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)

B-AC	0.31	9.03	0.45	A	163.00	163.00	23.16	8.52	0.26	30.94	8.27
C-AB	0.11	5.94	0.13	A	69.14	69.14	6.75	5.86	0.07	9.17	5.79
C-A	-	-	-	-	127.86	127.86	-	-	-	-	-
A-B	-	-	-	-	9.00	9.00	-	-	-	-	-
A-C	-	-	-	-	124.00	124.00	-	-	-	-	-

Existing Configuration - 2020 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D2 - 2020 Baseline, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2020 Baseline, PM	2020 Baseline	PM		ONE HOUR	15:45	17:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Clonattin Village access	T-Junction	Two-way	A,B,C		6.92	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	243	Stream C-AB

Arms

Arms

Name	Name	Description	Arm Type
Clonattin Road East	Clonattin Road East		Major
Clonattin Village access	Clonattin Village access		Minor
Clonattin Road West	Clonattin Road West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Clonattin Road West	7.50		0.00		2.20	250.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Clonattin Village access	One lane	3.40										12	12

Pedestrian Crossings

Name	Crossing Type
Clonattin Road East	None
Clonattin Village access	None
Clonattin Road West	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	506.985	0.086	0.218	0.137	0.312
4	B-C	656.780	0.094	0.238	-	-
4	C-B	718.741	0.260	0.260	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Clonattin Road East	ONE HOUR	✓	169.00	100.000
Clonattin Village access	ONE HOUR	✓	95.00	100.000
Clonattin Road West	ONE HOUR	✓	276.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:00-16:15	Clonattin Road East	151.93	151.93		
16:00-16:15	Clonattin Village access	85.40	85.40		
16:00-16:15	Clonattin Road West	248.12	248.12		
16:15-16:30	Clonattin Road East	186.07	186.07		
16:15-16:30	Clonattin Village access	104.60	104.60		
16:15-16:30	Clonattin Road West	303.88	303.88		
16:30-16:45	Clonattin Road East	186.07	186.07		
16:30-16:45	Clonattin Village access	104.60	104.60		
16:30-16:45	Clonattin Road West	303.88	303.88		
16:45-17:00	Clonattin Road East	151.93	151.93		
16:45-17:00	Clonattin Village access	85.40	85.40		
16:45-17:00	Clonattin Road West	248.12	248.12		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Clonattin Village access (for whole period)

	To			

		A	B	C
From	A	0.000	15.000	154.000
	B	7.000	0.000	88.000
	C	166.000	110.000	0.000

Turning Proportions (PCU) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.00	0.09	0.91
	B	0.07	0.00	0.93
	C	0.60	0.40	0.00

Vehicle Mix

Average PCU Per Vehicle - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.18	7.38	0.21	A	95.00	95.00	11.28	7.12	0.13	15.25	7.00
C-AB	0.18	6.52	0.22	A	110.77	110.77	11.79	6.39	0.13	15.91	6.27
C-A	-	-	-	-	165.23	165.23	-	-	-	-	-
A-B	-	-	-	-	15.00	15.00	-	-	-	-	-
A-C	-	-	-	-	154.00	154.00	-	-	-	-	-

Existing Configuration - 2023 No Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D3 - 2023 No Dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 No Dev,	2023 No Dev	AM		ONE HOUR	08:00	09:30	90	15	✓			✓		

AM														

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Clonattin Village access	T-Junction	Two-way	A,B,C		8.23	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	144	Stream B-AC

Arms

Arms

Name	Name	Description	Arm Type
Clonattin Road East	Clonattin Road East		Major
Clonattin Village access	Clonattin Village access		Minor
Clonattin Road West	Clonattin Road West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Clonattin Road West	7.50		0.00		2.20	250.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Clonattin Village access	One lane	3.40										12	12

Pedestrian Crossings

Name	Crossing Type
Clonattin Road East	None
Clonattin Village access	None
Clonattin Road West	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	506.985	0.086	0.218	0.137	0.312
4	B-C	656.780	0.094	0.238	-	-
4	C-B	718.741	0.260	0.260	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Clonattin Road East	ONE HOUR	✓	139.00	100.000
Clonattin Village access	ONE HOUR	✓	167.00	100.000
Clonattin Road West	ONE HOUR	✓	205.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:15-08:30	Clonattin Road East	124.96	124.96		
08:15-08:30	Clonattin Village access	150.13	150.13		
08:15-08:30	Clonattin Road West	184.29	184.29		
08:30-08:45	Clonattin Road East	153.04	153.04		
08:30-08:45	Clonattin Village access	183.87	183.87		
08:30-08:45	Clonattin Road West	225.71	225.71		
08:45-09:00	Clonattin Road East	153.04	153.04		
08:45-09:00	Clonattin Village access	183.87	183.87		
08:45-09:00	Clonattin Road West	225.71	225.71		
09:00-09:15	Clonattin Road East	124.96	124.96		
09:00-09:15	Clonattin Village access	150.13	150.13		
09:00-09:15	Clonattin Road West	184.29	184.29		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	9.000	130.000
	B	30.000	0.000	137.000
	C	135.000	70.000	0.000

Turning Proportions (PCU) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.18	0.00	0.82
	C	0.66	0.34	0.00

Vehicle Mix

Average PCU Per Vehicle - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.32	9.18	0.47	A	167.00	167.00	24.08	8.65	0.27	32.14	8.39
C-AB	0.11	5.97	0.13	A	70.16	70.16	6.88	5.88	0.08	9.34	5.81
C-A	-	-	-	-	134.84	134.84	-	-	-	-	-
A-B	-	-	-	-	9.00	9.00	-	-	-	-	-
A-C	-	-	-	-	130.00	130.00	-	-	-	-	-

Existing Configuration - 2023 No Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D4 - 2023 No Dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 No Dev, PM	2023 No Dev	PM		ONE HOUR	15:45	17:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Clonattin Village access	T-Junction	Two-way	A,B,C		6.97	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	235	Stream C-AB

Arms

Arms

Name	Name	Description	Arm Type
Clonattin Road East	Clonattin Road East		Major
Clonattin Village access	Clonattin Village access		Minor
Clonattin Road West	Clonattin Road West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Clonattin Road West	7.50		0.00		2.20	250.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Clonattin Village access	One lane	3.40										12	12

Pedestrian Crossings

Name	Crossing Type
Clonattin Road East	None
Clonattin Village access	None
Clonattin Road West	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	506.985	0.086	0.218	0.137	0.312
4	B-C	656.780	0.094	0.238	-	-
4	C-B	718.741	0.260	0.260	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Clonattin Road East	ONE HOUR	✓	175.00	100.000
Clonattin Village access	ONE HOUR	✓	97.00	100.000
Clonattin Road West	ONE HOUR	✓	284.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:00-16:15	Clonattin Road East	157.32	157.32		
16:00-16:15	Clonattin Village access	87.20	87.20		
16:00-16:15	Clonattin Road West	255.31	255.31		
16:15-16:30	Clonattin Road East	192.68	192.68		
16:15-16:30	Clonattin Village access	106.80	106.80		
16:15-16:30	Clonattin Road West	312.69	312.69		
16:30-16:45	Clonattin Road East	192.68	192.68		
16:30-16:45	Clonattin Village access	106.80	106.80		
16:30-16:45	Clonattin Road West	312.69	312.69		
16:45-17:00	Clonattin Road East	157.32	157.32		
16:45-17:00	Clonattin Village	87.20	87.20		

	access				
16:45-17:00	Clonattin Road West	255.31	255.31		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	15.000	160.000
	B	7.000	0.000	90.000
	C	172.000	112.000	0.000

Turning Proportions (PCU) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.00	0.09	0.91
	B	0.07	0.00	0.93
	C	0.61	0.39	0.00

Vehicle Mix

Average PCU Per Vehicle - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.18	7.43	0.22	A	97.00	97.00	11.59	7.17	0.13	15.67	7.04
C-AB	0.19	6.57	0.23	A	112.85	112.85	12.09	6.43	0.13	16.30	6.30
C-A	-	-	-	-	171.15	171.15	-	-	-	-	-
A-B	-	-	-	-	15.00	15.00	-	-	-	-	-
A-C	-	-	-	-	160.00	160.00	-	-	-	-	-

Existing Configuration - 2023 With Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D5 - 2023 With Dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing									

Configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 With Dev, AM	2023 With Dev	AM		ONE HOUR	08:00	09:30	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Clonattin Village access	T-Junction	Two-way	A,B,C		13.11	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	46	Stream B-AC

Arms

Arms

Name	Name	Description	Arm Type
Clonattin Road East	Clonattin Road East		Major
Clonattin Village access	Clonattin Village access		Minor
Clonattin Road West	Clonattin Road West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Clonattin Road West	7.50		0.00		2.20	250.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Clonattin Village access	One lane	3.40										12	12

Pedestrian Crossings

Name	Crossing Type
Clonattin Road East	None
Clonattin Village access	None
Clonattin Road West	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	506.985	0.086	0.218	0.137	0.312
4	B-C	656.780	0.094	0.238	-	-
4	C-B	718.741	0.260	0.260	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Clonattin Road East	ONE HOUR	✓	147.00	100.000
Clonattin Village access	ONE HOUR	✓	294.00	100.000
Clonattin Road West	ONE HOUR	✓	213.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:15-08:30	Clonattin Road East	132.15	132.15		
08:15-08:30	Clonattin Village access	264.30	264.30		
08:15-08:30	Clonattin Road West	191.48	191.48		
08:30-08:45	Clonattin Road East	161.85	161.85		
08:30-08:45	Clonattin Village access	323.70	323.70		
08:30-08:45	Clonattin Road West	234.52	234.52		
08:45-09:00	Clonattin Road East	161.85	161.85		
08:45-09:00	Clonattin Village access	323.70	323.70		
08:45-09:00	Clonattin Road West	234.52	234.52		
09:00-09:15	Clonattin Road East	132.15	132.15		
09:00-09:15	Clonattin Village access	264.30	264.30		
09:00-09:15	Clonattin Road West	191.48	191.48		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	37.000	110.000
	B	78.000	0.000	216.000
	C	106.000	107.000	0.000

Turning Proportions (PCU) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.00	0.25	0.75
	B	0.27	0.00	0.73
	C	0.50	0.50	0.00

Vehicle Mix

Average PCU Per Vehicle - Clonattin Village access (for whole period)

	To

		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.58	15.56	1.37	C	294.00	294.00	66.02	13.47	0.73	84.84	12.58
C-AB	0.17	6.42	0.21	A	107.44	107.44	11.26	6.29	0.13	15.22	6.18
C-A	-	-	-	-	105.56	105.56	-	-	-	-	-
A-B	-	-	-	-	37.00	37.00	-	-	-	-	-
A-C	-	-	-	-	110.00	110.00	-	-	-	-	-

Existing Configuration - 2023 With Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D6 - 2023 With Dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 With Dev, PM	2023 With Dev	PM		ONE HOUR	15:45	17:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Clonattin Village access	T-Junction	Two-way	A,B,C		8.76	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	115	Stream B-AC

Arms

Arms

Name	Name	Description	Arm Type
Clonattin Road East	Clonattin Road East		Major
Clonattin Village access	Clonattin Village access		Minor
Clonattin Road West	Clonattin Road West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Clonattin Road West	7.50		0.00		2.20	250.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Clonattin Village access	One lane	3.40										12	12

Pedestrian Crossings

Name	Crossing Type
Clonattin Road East	None
Clonattin Village access	None
Clonattin Road West	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	506.985	0.086	0.218	0.137	0.312
4	B-C	656.780	0.094	0.238	-	-
4	C-B	718.741	0.260	0.260	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Clonattin Road East	ONE HOUR	✓	188.00	100.000
Clonattin Village access	ONE HOUR	✓	163.00	100.000
Clonattin Road West	ONE HOUR	✓	304.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:00-16:15	**Clonattin Road East**	169.01	169.01		
	Clonattin Village				

16:00-16:15	access	146.53	146.53		
16:00-16:15	Clonattin Road West	273.29	273.29		
16:15-16:30	Clonattin Road East	206.99	206.99		
16:15-16:30	Clonattin Village access	179.47	179.47		
16:15-16:30	Clonattin Road West	334.71	334.71		
16:30-16:45	Clonattin Road East	206.99	206.99		
16:30-16:45	Clonattin Village access	179.47	179.47		
16:30-16:45	Clonattin Road West	334.71	334.71		
16:45-17:00	Clonattin Road East	169.01	169.01		
16:45-17:00	Clonattin Village access	146.53	146.53		
16:45-17:00	Clonattin Road West	273.29	273.29		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	67.000	121.000
	B	46.000	0.000	117.000
	C	142.000	162.000	0.000

Turning Proportions (PCU) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.00	0.36	0.64
	B	0.28	0.00	0.72
	C	0.47	0.53	0.00

Vehicle Mix

Average PCU Per Vehicle - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.34	10.19	0.50	B	163.00	163.00	25.79	9.49	0.29	34.22	9.15
C-AB	0.27	7.34	0.37	A	164.15	164.15	19.47	7.12	0.22	26.01	6.92
C-A	-	-	-	-	139.85	139.85	-	-	-	-	-
A-B	-	-	-	-	67.00	67.00	-	-	-	-	-
A-C	-	-	-	-	121.00	121.00	-	-	-	-	-

Existing Configuration - 2028 No Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D7 - 2028 No Dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 No Dev, AM	2028 No Dev	AM		ONE HOUR	08:00	09:30	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Clonattin Village access	T-Junction	Two-way	A,B,C		8.36	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	137	Stream B-AC

Arms

Arms

Name	Name	Description	Arm Type
Clonattin Road East	Clonattin Road East		Major
Clonattin Village access	Clonattin Village access		Minor
Clonattin Road West	Clonattin Road West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Clonattin Road West	7.50		0.00		2.20	250.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Clonattin Village access	One lane	3.40										12	12

Pedestrian Crossings

Name	Crossing Type
Clonattin Road East	None
Clonattin Village access	None
Clonattin Road West	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	506.985	0.086	0.218	0.137	0.312
4	B-C	656.780	0.094	0.238	-	-
4	C-B	718.741	0.260	0.260	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Clonattin Road East	ONE HOUR	✓	143.00	100.000
Clonattin Village access	ONE HOUR	✓	172.00	100.000
Clonattin Road West	ONE HOUR	✓	213.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:15-08:30	Clonattin Road East	128.55	128.55		
08:15-08:30	Clonattin Village access	154.62	154.62		
08:15-08:30	Clonattin Road West	191.48	191.48		
08:30-08:45	Clonattin Road East	157.45	157.45		
08:30-08:45	Clonattin Village access	189.38	189.38		
08:30-08:45	Clonattin Road West	234.52	234.52		
08:45-09:00	Clonattin Road East	157.45	157.45		
08:45-09:00	Clonattin Village access	189.38	189.38		
08:45-09:00	Clonattin Road West	234.52	234.52		
09:00-09:15	Clonattin Road East	128.55	128.55		
09:00-09:15	Clonattin Village access	154.62	154.62		
09:00-09:15	Clonattin Road West	191.48	191.48		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	9.000	134.000
	B	31.000	0.000	141.000
	C	140.000	73.000	0.000

Turning Proportions (PCU) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.00	0.06	0.94

	B	0.18	0.00	0.82
	C	0.66	0.34	0.00

Vehicle Mix

Average PCU Per Vehicle - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.33	9.36	0.49	A	172.00	172.00	25.21	8.79	0.28	33.60	8.51
C-AB	0.12	6.01	0.13	A	73.18	73.18	7.22	5.92	0.08	9.81	5.84
C-A	-	-	-	-	139.82	139.82	-	-	-	-	-
A-B	-	-	-	-	9.00	9.00	-	-	-	-	-
A-C	-	-	-	-	134.00	134.00	-	-	-	-	-

Existing Configuration - 2028 No Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D8 - 2028 No Dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 No Dev, PM	2028 No Dev	PM		ONE HOUR	15:45	17:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Clonattin Village access	T-Junction	Two-way	A,B,C		7.04	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	223	Stream C-AB

Arms

Arms

Name	Name	Description	Arm Type
Clonattin Road East	Clonattin Road East		Major
Clonattin Village access	Clonattin Village access		Minor
Clonattin Road West	Clonattin Road West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Clonattin Road West	7.50		0.00		2.20	250.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Clonattin Village access	One lane	3.40										12	12

Pedestrian Crossings

Name	Crossing Type
Clonattin Road East	None
Clonattin Village access	None
Clonattin Road West	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	506.985	0.086	0.218	0.137	0.312
4	B-C	656.780	0.094	0.238	-	-
4	C-B	718.741	0.260	0.260	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Clonattin Road East	ONE HOUR	✓	181.00	100.000
Clonattin Village access	ONE HOUR	✓	100.00	100.000
Clonattin Road West	ONE HOUR	✓	294.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:00-16:15	Clonattin Road East	162.72	162.72		
16:00-16:15	Clonattin Village access	89.90	89.90		
16:00-16:15	Clonattin Road West	264.30	264.30		
16:15-16:30	Clonattin Road East	199.28	199.28		
16:15-16:30	Clonattin Village access	110.10	110.10		
16:15-16:30	Clonattin Road West	323.70	323.70		
16:30-16:45	Clonattin Road East	199.28	199.28		
16:30-16:45	Clonattin Village access	110.10	110.10		
16:30-16:45	Clonattin Road West	323.70	323.70		
16:45-17:00	Clonattin Road East	162.72	162.72		
16:45-17:00	Clonattin Village access	89.90	89.90		
16:45-17:00	Clonattin Road West	264.30	264.30		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	16.000	165.000
	B	7.000	0.000	93.000
	C	178.000	116.000	0.000

Turning Proportions (PCU) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.00	0.09	0.91
	B	0.07	0.00	0.93
	C	0.61	0.39	0.00

Vehicle Mix

Average PCU Per Vehicle - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.19	7.50	0.23	A	100.00	100.00	12.05	7.23	0.13	16.27	7.09
C-AB	0.19	6.64	0.24	A	116.98	116.98	12.66	6.49	0.14	17.05	6.36

C-A	-	-	-	-	177.02	177.02	-	-	-	-	-
A-B	-	-	-	-	16.00	16.00	-	-	-	-	-
A-C	-	-	-	-	165.00	165.00	-	-	-	-	-

Existing Configuration - 2028 With Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D9 - 2028 With Dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 With Dev, AM	2028 With Dev	AM		ONE HOUR	08:00	09:30	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Clonattin Village access	T-Junction	Two-way	A,B,C		13.48	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	43	Stream B-AC

Arms

Arms

Name	Name	Description	Arm Type
Clonattin Road East	Clonattin Road East		Major
Clonattin Village access	Clonattin Village access		Minor
Clonattin Road West	Clonattin Road West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Clonattin Road West	7.50		0.00		2.20	250.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Clonattin Village access	One lane	3.40										12	12

Pedestrian Crossings

Name	Crossing Type
Clonattin Road East	None
Clonattin Village access	None
Clonattin Road West	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	506.985	0.086	0.218	0.137	0.312
4	B-C	656.780	0.094	0.238	-	-
4	C-B	718.741	0.260	0.260	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Clonattin Road East	ONE HOUR	✓	152.00	100.000
Clonattin Village access	ONE HOUR	✓	299.00	100.000
Clonattin Road West	ONE HOUR	✓	221.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:15-08:30	Clonattin Road East	136.64	136.64		
08:15-08:30	Clonattin Village access	268.79	268.79		
08:15-08:30	Clonattin Road West	198.67	198.67		
08:30-08:45	Clonattin Road East	167.36	167.36		
08:30-08:45	Clonattin Village access	329.21	329.21		
08:30-08:45	Clonattin Road West	243.33	243.33		
08:45-09:00	Clonattin Road East	167.36	167.36		
08:45-09:00	Clonattin Village access	329.21	329.21		
08:45-09:00	Clonattin Road West	243.33	243.33		
09:00-09:15	Clonattin Road East	136.64	136.64		
09:00-09:15	Clonattin Village access	268.79	268.79		
09:00-09:15	Clonattin Road West	198.67	198.67		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Clonattin Village access (for whole period)

		To		
		A	B	C
	A	0.000	37.000	115.000

From	B	79.000	0.000	220.000
	C	111.000	110.000	0.000

Turning Proportions (PCU) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.00	0.24	0.76
	B	0.26	0.00	0.74
	C	0.50	0.50	0.00

Vehicle Mix

Average PCU Per Vehicle - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.60	16.07	1.44	C	299.00	299.00	68.89	13.82	0.77	88.31	12.87
C-AB	0.18	6.48	0.22	A	110.50	110.50	11.67	6.34	0.13	15.76	6.22
C-A	-	-	-	-	110.50	110.50	-	-	-	-	-
A-B	-	-	-	-	37.00	37.00	-	-	-	-	-
A-C	-	-	-	-	115.00	115.00	-	-	-	-	-

Existing Configuration - 2028 With Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D10 - 2028 With Dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 With Dev, PM	2028 With Dev	PM		ONE HOUR	15:45	17:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Clonattin Village access	T-Junction	Two-way	A,B,C		8.90	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	109	Stream B-AC

Arms

Arms

Name	Name	Description	Arm Type
Clonattin Road East	Clonattin Road East		Major
Clonattin Village access	Clonattin Village access		Minor
Clonattin Road West	Clonattin Road West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Clonattin Road West	7.50		0.00		2.20	250.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Clonattin Village access	One lane	3.40										12	12

Pedestrian Crossings

Name	Crossing Type
Clonattin Road East	None
Clonattin Village access	None
Clonattin Road West	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	506.985	0.086	0.218	0.137	0.312
4	B-C	656.780	0.094	0.238	-	-
4	C-B	718.741	0.260	0.260	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Clonattin Road East	ONE HOUR	✓	193.00	100.000
Clonattin Village access	ONE HOUR	✓	167.00	100.000
Clonattin Road West	ONE HOUR	✓	314.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:00-16:15	Clonattin Road East	173.50	173.50		
16:00-16:15	Clonattin Village access	150.13	150.13		
16:00-16:15	Clonattin Road West	282.28	282.28		
16:15-16:30	Clonattin Road East	212.50	212.50		
16:15-16:30	Clonattin Village access	183.87	183.87		
16:15-16:30	Clonattin Road West	345.72	345.72		
16:30-16:45	Clonattin Road East	212.50	212.50		
16:30-16:45	Clonattin Village access	183.87	183.87		
16:30-16:45	Clonattin Road West	345.72	345.72		
16:45-17:00	Clonattin Road East	173.50	173.50		
16:45-17:00	Clonattin Village access	150.13	150.13		
16:45-17:00	Clonattin Road West	282.28	282.28		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	67.000	126.000
	B	47.000	0.000	120.000
	C	148.000	166.000	0.000

Turning Proportions (PCU) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.00	0.35	0.65
	B	0.28	0.00	0.72
	C	0.47	0.53	0.00

Vehicle Mix

Average PCU Per Vehicle - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.35	10.39	0.53	B	167.00	167.00	26.86	9.65	0.30	35.59	9.29
C-AB	0.28	7.42	0.39	A	168.43	168.43	20.19	7.19	0.22	26.94	6.99
C-A	-	-	-	-	145.57	145.57	-	-	-	-	-
A-B	-	-	-	-	67.00	67.00	-	-	-	-	-
A-C	-	-	-	-	126.00	126.00	-	-	-	-	-

Existing Configuration - 2038 No Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D11 - 2038 No Dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 No Dev, AM	2038 No Dev	AM		ONE HOUR	08:00	09:30	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Clonattin Village access	T-Junction	Two-way	A,B,C		8.51	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	129	Stream B-AC

Arms

Arms

Name	Name	Description	Arm Type
Clonattin Road East	Clonattin Road East		Major
Clonattin Village access	Clonattin Village access		Minor
Clonattin Road West	Clonattin Road West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Clonattin Road West	7.50		0.00		2.20	250.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Clonattin Village access	One lane	3.40										12	12

Pedestrian Crossings

Name	Crossing Type
Clonattin Road East	None
Clonattin Village access	None
Clonattin Road West	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	506.985	0.086	0.218	0.137	0.312
4	B-C	656.780	0.094	0.238	-	-
4	C-B	718.741	0.260	0.260	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Clonattin Road East	ONE HOUR	✓	147.00	100.000
Clonattin Village access	ONE HOUR	✓	178.00	100.000
Clonattin Road West	ONE HOUR	✓	219.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:15-08:30	Clonattin Road East	132.15	132.15		
08:15-08:30	Clonattin Village access	160.02	160.02		
08:15-08:30	Clonattin Road West	196.88	196.88		
08:30-08:45	Clonattin Road East	161.85	161.85		
08:30-08:45	Clonattin Village access	195.98	195.98		
08:30-08:45	Clonattin Road West	241.12	241.12		
08:45-09:00	Clonattin Road East	161.85	161.85		
08:45-09:00	Clonattin Village access	195.98	195.98		
08:45-09:00	Clonattin Road West	241.12	241.12		
09:00-09:15	Clonattin Road East	132.15	132.15		
09:00-09:15	Clonattin Village	160.02	160.02		

	access				
09:00-09:15	Clonattin Road West	196.88	196.88		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	9.000	138.000
	B	32.000	0.000	146.000
	C	144.000	75.000	0.000

Turning Proportions (PCU) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.18	0.00	0.82
	C	0.66	0.34	0.00

Vehicle Mix

Average PCU Per Vehicle - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.34	9.56	0.52	A	178.00	178.00	26.56	8.95	0.30	35.34	8.66
C-AB	0.12	6.05	0.14	A	75.21	75.21	7.46	5.95	0.08	10.13	5.87
C-A	-	-	-	-	143.79	143.79	-	-	-	-	-
A-B	-	-	-	-	9.00	9.00	-	-	-	-	-
A-C	-	-	-	-	138.00	138.00	-	-	-	-	-

Existing Configuration - 2038 No Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D12 - 2038 No Dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing									

Configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 No Dev, PM	2038 No Dev	PM		ONE HOUR	15:45	17:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Clonattin Village access	T-Junction	Two-way	A,B,C		7.13	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	213	Stream C-AB

Arms

Arms

Name	Name	Description	Arm Type
Clonattin Road East	Clonattin Road East		Major
Clonattin Village access	Clonattin Village access		Minor
Clonattin Road West	Clonattin Road West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Clonattin Road West	7.50		0.00		2.20	250.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Clonattin Village access	One lane	3.40										12	12

Pedestrian Crossings

Name	Crossing Type
Clonattin Road East	None
Clonattin Village access	None
Clonattin Road West	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	506.985	0.086	0.218	0.137	0.312
4	B-C	656.780	0.094	0.238	-	-
4	C-B	718.741	0.260	0.260	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Clonattin Road East	ONE HOUR	✓	186.00	100.000
Clonattin Village access	ONE HOUR	✓	104.00	100.000
Clonattin Road West	ONE HOUR	✓	304.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:00-16:15	Clonattin Road East	167.21	167.21		
16:00-16:15	Clonattin Village access	93.49	93.49		
16:00-16:15	Clonattin Road West	273.29	273.29		
16:15-16:30	Clonattin Road East	204.79	204.79		
16:15-16:30	Clonattin Village access	114.51	114.51		
16:15-16:30	Clonattin Road West	334.71	334.71		
16:30-16:45	Clonattin Road East	204.79	204.79		
16:30-16:45	Clonattin Village access	114.51	114.51		
16:30-16:45	Clonattin Road West	334.71	334.71		
16:45-17:00	Clonattin Road East	167.21	167.21		
16:45-17:00	Clonattin Village access	93.49	93.49		
16:45-17:00	Clonattin Road West	273.29	273.29		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	16.000	170.000
	B	8.000	0.000	96.000
	C	184.000	120.000	0.000

Turning Proportions (PCU) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.00	0.09	0.91
	B	0.08	0.00	0.92
	C	0.61	0.39	0.00

Vehicle Mix

Average PCU Per Vehicle - Clonattin Village access (for whole period)

	To

		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.20	7.63	0.24	A	104.00	104.00	12.72	7.34	0.14	17.16	7.19
C-AB	0.20	6.71	0.25	A	121.13	121.13	13.24	6.56	0.15	17.81	6.42
C-A	-	-	-	-	182.87	182.87	-	-	-	-	-
A-B	-	-	-	-	16.00	16.00	-	-	-	-	-
A-C	-	-	-	-	170.00	170.00	-	-	-	-	-

Existing Configuration - 2038 With Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D13 - 2038 With Dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 With Dev, AM	2038 With Dev	AM		ONE HOUR	08:00	09:30	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Clonattin Village access	T-Junction	Two-way	A,B,C		13.91	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	41	Stream B-AC

Arms

Arms

Name	Name	Description	Arm Type
Clonattin Road East	Clonattin Road East		Major
Clonattin Village access	Clonattin Village access		Minor
Clonattin Road West	Clonattin Road West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Clonattin Road West	7.50		0.00		2.20	250.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Clonattin Village access	One lane	3.40										12	12

Pedestrian Crossings

Name	Crossing Type
Clonattin Road East	None
Clonattin Village access	None
Clonattin Road West	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	506.985	0.086	0.218	0.137	0.312
4	B-C	656.780	0.094	0.238	-	-
4	C-B	718.741	0.260	0.260	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Clonattin Road East	ONE HOUR	✓	156.00	100.000
Clonattin Village access	ONE HOUR	✓	305.00	100.000
Clonattin Road West	ONE HOUR	✓	227.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:15-08:30	**Clonattin Road East**	140.24	140.24		
	Clonattin Village				

08:15-08:30	access	274.19	274.19		
08:15-08:30	Clonattin Road West	204.07	204.07		
08:30-08:45	Clonattin Road East	171.76	171.76		
08:30-08:45	Clonattin Village access	335.81	335.81		
08:30-08:45	Clonattin Road West	249.93	249.93		
08:45-09:00	Clonattin Road East	171.76	171.76		
08:45-09:00	Clonattin Village access	335.81	335.81		
08:45-09:00	Clonattin Road West	249.93	249.93		
09:00-09:15	Clonattin Road East	140.24	140.24		
09:00-09:15	Clonattin Village access	274.19	274.19		
09:00-09:15	Clonattin Road West	204.07	204.07		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	37.000	119.000
	B	80.000	0.000	225.000
	C	115.000	112.000	0.000

Turning Proportions (PCU) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.00	0.24	0.76
	B	0.26	0.00	0.74
	C	0.51	0.49	0.00

Vehicle Mix

Average PCU Per Vehicle - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.61	16.64	1.52	C	305.00	305.00	72.26	14.22	0.80	92.37	13.20
C-AB	0.18	6.51	0.22	A	112.55	112.55	11.95	6.37	0.13	16.13	6.25
C-A	-	-	-	-	114.45	114.45	-	-	-	-	-
A-B	-	-	-	-	37.00	37.00	-	-	-	-	-
A-C	-	-	-	-	119.00	119.00	-	-	-	-	-

Existing Configuration - 2038 With Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D14 - 2038 With Dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 With Dev, PM	2038 With Dev	PM		ONE HOUR	15:45	17:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Clonattin Village access	T-Junction	Two-way	A,B,C		9.01	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	105	Stream B-AC

Arms

Arms

Name	Name	Description	Arm Type
Clonattin Road East	Clonattin Road East		Major
Clonattin Village access	Clonattin Village access		Minor
Clonattin Road West	Clonattin Road West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Clonattin Road West	7.50		0.00		2.20	250.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Clonattin Village access	One lane	3.40										12	12

Pedestrian Crossings

Name	Crossing Type
Clonattin Road East	None
Clonattin Village access	None
Clonattin Road West	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	506.985	0.086	0.218	0.137	0.312
4	B-C	656.780	0.094	0.238	-	-
4	C-B	718.741	0.260	0.260	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Clonattin Road East	ONE HOUR	✓	199.00	100.000
Clonattin Village access	ONE HOUR	✓	170.00	100.000
Clonattin Road West	ONE HOUR	✓	324.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:00-16:15	Clonattin Road East	178.90	178.90		
16:00-16:15	Clonattin Village access	152.83	152.83		
16:00-16:15	Clonattin Road West	291.27	291.27		
16:15-16:30	Clonattin Road East	219.10	219.10		
16:15-16:30	Clonattin Village access	187.17	187.17		
16:15-16:30	Clonattin Road West	356.73	356.73		
16:30-16:45	Clonattin Road East	219.10	219.10		
16:30-16:45	Clonattin Village access	187.17	187.17		
16:30-16:45	Clonattin Road West	356.73	356.73		
16:45-17:00	Clonattin Road East	178.90	178.90		
16:45-17:00	Clonattin Village access	152.83	152.83		
16:45-17:00	Clonattin Road West	291.27	291.27		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	68.000	131.000
	B	47.000	0.000	123.000
	C	154.000	170.000	0.000

Turning Proportions (PCU) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.00	0.34	0.66

	B	0.28	0.00	0.72
	C	0.48	0.52	0.00

Vehicle Mix

Average PCU Per Vehicle - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.35	10.53	0.54	B	170.00	170.00	27.65	9.76	0.31	36.59	9.38
C-AB	0.29	7.51	0.40	A	172.73	172.73	20.94	7.27	0.23	27.91	7.06
C-A	-	-	-	-	151.27	151.27	-	-	-	-	-
A-B	-	-	-	-	68.00	68.00	-	-	-	-	-
A-C	-	-	-	-	131.00	131.00	-	-	-	-	-

Existing Configuration - 2038 Sensitivity, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D15 - 2038 Sensitivity, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 Sensitivity, AM	2038 Sensitivity	AM		ONE HOUR	08:00	09:30	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Clonattin Village access	T-Junction	Two-way	A,B,C		15.62	C

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	30	Stream B-AC

Arms

Arms

Name	Name	Description	Arm Type
Clonattin Road East	Clonattin Road East		Major
Clonattin Village access	Clonattin Village access		Minor
Clonattin Road West	Clonattin Road West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Clonattin Road West	7.50		0.00		2.20	250.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Clonattin Village access	One lane	3.40										12	12

Pedestrian Crossings

Name	Crossing Type
Clonattin Road East	None
Clonattin Village access	None
Clonattin Road West	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	506.985	0.086	0.218	0.137	0.312
4	B-C	656.780	0.094	0.238	-	-
4	C-B	718.741	0.260	0.260	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Clonattin Road East	ONE HOUR	✓	161.00	100.000
Clonattin Village access	ONE HOUR	✓	330.00	100.000
Clonattin Road West	ONE HOUR	✓	255.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:15-08:30	Clonattin Road East	144.74	144.74		
08:15-08:30	Clonattin Village access	296.66	296.66		
08:15-08:30	Clonattin Road West	229.24	229.24		
08:30-08:45	Clonattin Road East	177.26	177.26		
08:30-08:45	Clonattin Village access	363.34	363.34		
08:30-08:45	Clonattin Road West	280.76	280.76		
08:45-09:00	Clonattin Road East	177.26	177.26		
08:45-09:00	Clonattin Village access	363.34	363.34		
08:45-09:00	Clonattin Road West	280.76	280.76		
09:00-09:15	Clonattin Road East	144.74	144.74		
09:00-09:15	Clonattin Village access	296.66	296.66		
09:00-09:15	Clonattin Road West	229.24	229.24		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	42.000	119.000
	B	84.000	0.000	246.000
	C	115.000	140.000	0.000

Turning Proportions (PCU) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.00	0.26	0.74
	B	0.25	0.00	0.75
	C	0.45	0.55	0.00

Vehicle Mix

Average PCU Per Vehicle - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.66	19.35	1.90	C	330.00	330.00	87.92	15.99	0.98	111.07	14.67
C-AB	0.23	6.91	0.30	A	141.09	141.09	15.81	6.72	0.18	21.24	6.57

C-A	-	-	-	-	113.91	113.91	-	-	-	-	-
A-B	-	-	-	-	42.00	42.00	-	-	-	-	-
A-C	-	-	-	-	119.00	119.00	-	-	-	-	-

Existing Configuration - 2038 Sensitivity, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D16 - 2038 Sensitivity, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 Sensitivity, PM	2038 Sensitivity	PM		ONE HOUR	15:45	17:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Clonattin Village access	T-Junction	Two-way	A,B,C		9.25	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	97	Stream B-AC

Arms

Arms

Name	Name	Description	Arm Type
Clonattin Road East	Clonattin Road East		Major
Clonattin Village access	Clonattin Village access		Minor
Clonattin Road West	Clonattin Road West		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Clonattin Road West	7.50		0.00		2.20	250.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Clonattin Village access	One lane	3.40										12	12

Pedestrian Crossings

Name	Crossing Type
Clonattin Road East	None
Clonattin Village access	None
Clonattin Road West	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	506.985	0.086	0.218	0.137	0.312
4	B-C	656.780	0.094	0.238	-	-
4	C-B	718.741	0.260	0.260	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Clonattin Road East	ONE HOUR	✓	200.00	100.000
Clonattin Village access	ONE HOUR	✓	180.00	100.000
Clonattin Road West	ONE HOUR	✓	329.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:00-16:15	Clonattin Road East	179.80	179.80		
16:00-16:15	Clonattin Village access	161.82	161.82		
16:00-16:15	Clonattin Road West	295.76	295.76		
16:15-16:30	Clonattin Road East	220.20	220.20		
16:15-16:30	Clonattin Village access	198.18	198.18		
16:15-16:30	Clonattin Road West	362.24	362.24		
16:30-16:45	Clonattin Road East	220.20	220.20		
16:30-16:45	Clonattin Village access	198.18	198.18		
16:30-16:45	Clonattin Road West	362.24	362.24		
16:45-17:00	Clonattin Road East	179.80	179.80		
16:45-17:00	Clonattin Village access	161.82	161.82		
16:45-17:00	Clonattin Road West	295.76	295.76		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Clonattin Village access (for whole period)

		To		
		A	B	C
	A	0.000	69.000	131.000

From	B	49.000	0.000	131.000
	C	154.000	175.000	0.000

Turning Proportions (PCU) - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.00	0.35	0.66
	B	0.27	0.00	0.73
	C	0.47	0.53	0.00

Vehicle Mix

Average PCU Per Vehicle - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Clonattin Village access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.37	10.87	0.59	B	180.00	180.00	30.08	10.03	0.33	39.71	9.62
C-AB	0.29	7.60	0.42	A	177.98	177.98	21.81	7.35	0.24	29.04	7.13
C-A	-	-	-	-	151.02	151.02	-	-	-	-	-
A-B	-	-	-	-	69.00	69.00	-	-	-	-	-
A-C	-	-	-	-	131.00	131.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.3.332 [14595,13/11/2013]

Filename: A091 J6 Existing PICADY Model 20201001.arc8
Path: J:\A_JOBS\Job-A091\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 04/11/2020 13:47:01

Summary of junction performance

	AM				PM			
	Queue (PCU)	**Delay (s)**	**RFC**	**Network Residual Capacity**	**Queue (PCU)**	**Delay (s)**	**RFC**	**Network Residual Capacity**
	Existing Configuration - 2020 Baseline							
Stream B-AC	0.00	0.00	0.00	900 % []	0.06	9.13	0.06	246 % [Stream B-AC]
Stream C-AB	0.00	0.00	0.00		0.00	0.00	0.00	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	Existing Configuration - 2023 No Dev							
Stream B-AC	0.00	0.00	0.00	900 % []	0.06	9.26	0.06	234 % [Stream B-AC]
Stream C-AB	0.00	0.00	0.00		0.00	0.00	0.00	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	Existing Configuration - 2028 No Dev							
Stream B-AC	0.00	0.00	0.00	900 % []	0.07	9.40	0.06	222 % [Stream B-AC]
Stream C-AB	0.00	0.00	0.00		0.00	0.00	0.00	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	Existing Configuration - 2038 No Dev							
Stream B-AC	0.00	0.00	0.00	900 % []	0.07	9.50	0.07	215 % [Stream B-AC]
Stream C-AB	0.00	0.00	0.00		0.00	0.00	0.00	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	

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

"D1 - 2020 Baseline, AM " model duration: 08:00 - 09:30
"D2 - 2020 Baseline, PM" model duration: 15:45 - 17:15
"D3 - 2023 No Dev, AM" model duration: 08:00 - 09:30
"D4 - 2023 No Dev, PM" model duration: 15:45 - 17:15
"D7 - 2028 No Dev, AM" model duration: 08:00 - 09:30
"D8 - 2028 No Dev, PM" model duration: 15:45 - 17:15
"D11 - 2038 No Dev, AM" model duration: 08:00 - 09:30
"D12 - 2038 No Dev, PM" model duration: 15:45 - 17:15

Run using Junctions 8.0.3.332 at 04/11/2020 13:46:58

File summary

File Description

Title	Clonattin
Location	
Site Number	6
Date	01/10/2020
Version	
Status	Existing junction
Identifier	
Client	
Jobnumber	A091
Enumerator	GF

Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	RFC	0.90	36.00	20.00

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

Existing Configuration - 2020 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D1 - 2020 Baseline, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2020 Baseline, AM	2020 Baseline	AM		ONE HOUR	08:00	09:30	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Cinema access	T-Junction	Two-way	A,B,C		0.00	F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	900	

Arms

Arms

Name	Name	Description	Arm Type
R742 West	R742 West		Major
Cinema site	Cinema site		Minor
R742 East	R742 East		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
R742 East	8.90		0.00	✓	2.70	250.00	✓	8.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Cinema site	One lane	4.00										16	36

Pedestrian Crossings

Name	Crossing Type
R742 West	None
Cinema site	None
R742 East	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
6	B-A	550.535	0.088	0.221	0.139	0.316
6	B-C	711.336	0.095	0.241	-	-
6	C-B	757.853	0.257	0.257	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
R742 West	ONE HOUR	✓	258.00	100.000
Cinema site	ONE HOUR	✓	0.00	100.000
R742 East	ONE HOUR	✓	261.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:15-08:30	R742 West	231.94	231.94		
08:15-08:30	Cinema site	0.00	0.00		
08:15-08:30	R742 East	234.63	234.63		
08:30-08:45	R742 West	284.06	284.06		
08:30-08:45	Cinema site	0.00	0.00		
08:30-08:45	R742 East	287.37	287.37		
08:45-09:00	R742 West	284.06	284.06		
08:45-09:00	Cinema site	0.00	0.00		
08:45-09:00	R742 East	287.37	287.37		
09:00-09:15	R742 West	231.94	231.94		
09:00-09:15	Cinema site	0.00	0.00		
09:00-09:15	R742 East	234.63	234.63		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Cinema access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	258.000
	B	0.000	0.000	0.000
	C	261.000	0.000	0.000

Turning Proportions (PCU) - Cinema access (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Cinema access (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Cinema access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	261.00	261.00	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	258.00	258.00	-	-	-	-	-

Existing Configuration - 2020 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D2 - 2020 Baseline, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing									

Configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2020 Baseline, PM	2020 Baseline	PM		ONE HOUR	15:45	17:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Cinema access	T-Junction	Two-way	A,B,C		9.13	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	246	Stream B-AC

Arms

Arms

Name	Name	Description	Arm Type
R742 West	R742 West		Major
Cinema site	Cinema site		Minor
R742 East	R742 East		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
R742 East	8.90		0.00	✓	2.70	250.00	✓	8.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Cinema site	One lane	4.00										16	36

Pedestrian Crossings

Name	Crossing Type
R742 West	None
Cinema site	None
R742 East	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
6	B-A	550.535	0.088	0.221	0.139	0.316
6	B-C	711.336	0.095	0.241	-	-
6	C-B	757.853	0.257	0.257	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
R742 West	ONE HOUR	✓	315.00	100.000
Cinema site	ONE HOUR	✓	22.00	100.000
R742 East	ONE HOUR	✓	379.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:00-16:15	**R742 West**	283.18	283.18		
16:00-16:15	**Cinema site**	19.78	19.78		
16:00-16:15	**R742 East**	340.71	340.71		
16:15-16:30	**R742 West**	346.82	346.82		
16:15-16:30	**Cinema site**	24.22	24.22		
16:15-16:30	**R742 East**	417.29	417.29		
16:30-16:45	**R742 West**	346.82	346.82		
16:30-16:45	**Cinema site**	24.22	24.22		
16:30-16:45	**R742 East**	417.29	417.29		
16:45-17:00	**R742 West**	283.18	283.18		
16:45-17:00	**Cinema site**	19.78	19.78		
16:45-17:00	**R742 East**	340.71	340.71		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Cinema access (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	19.000	296.000
	B	22.000	0.000	0.000
	C	379.000	0.000	0.000

Turning Proportions (PCU) - Cinema access (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.06	0.94
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Cinema access (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Cinema access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.06	9.13	0.06	A	22.00	22.00	3.21	8.76	0.04	4.32	8.57
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	379.00	379.00	-	-	-	-	-
A-B	-	-	-	-	19.00	19.00	-	-	-	-	-
A-C	-	-	-	-	296.00	296.00	-	-	-	-	-

Existing Configuration - 2023 No Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D3 - 2023 No Dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 No Dev, AM	2023 No Dev	AM		ONE HOUR	08:00	09:30	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Cinema access	T-Junction	Two-way	A,B,C		0.00	F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	900	

Arms

Arms

Name	Name	Description	Arm Type
R742 West	R742 West		Major
Cinema site	Cinema site		Minor
R742 East	R742 East		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
R742 East	8.90		0.00	✓	2.70	250.00	✓	8.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Cinema site	One lane	4.00										16	36

Pedestrian Crossings

Name	Crossing Type
R742 West	None
Cinema site	None
R742 East	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
6	B-A	550.535	0.088	0.221	0.139	0.316
6	B-C	711.336	0.095	0.241	-	-
6	C-B	757.853	0.257	0.257	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
R742 West	ONE HOUR	✓	268.00	100.000
Cinema site	ONE HOUR	✓	0.00	100.000
R742 East	ONE HOUR	✓	270.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:15-08:30	R742 West	240.93	240.93		
08:15-08:30	Cinema site	0.00	0.00		
08:15-08:30	R742 East	242.72	242.72		
08:30-08:45	R742 West	295.07	295.07		
08:30-08:45	Cinema site	0.00	0.00		
08:30-08:45	R742 East	297.28	297.28		
08:45-09:00	R742 West	295.07	295.07		
08:45-09:00	Cinema site	0.00	0.00		
08:45-09:00	R742 East	297.28	297.28		
09:00-09:15	R742 West	240.93	240.93		
09:00-09:15	Cinema site	0.00	0.00		
09:00-09:15	R742 East	242.72	242.72		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Cinema access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	268.000
	B	0.000	0.000	0.000
	C	270.000	0.000	0.000

Turning Proportions (PCU) - Cinema access (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Cinema access (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Cinema access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	270.00	270.00	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	268.00	268.00	-	-	-	-	-

Existing Configuration - 2023 No Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D4 - 2023 No Dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 No Dev, PM	2023 No Dev	PM		ONE HOUR	15:45	17:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Cinema access	T-Junction	Two-way	A,B,C		9.26	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	234	Stream B-AC

Arms

Arms

Name	Name	Description	Arm Type
R742 West	R742 West		Major
Cinema site	Cinema site		Minor
R742 East	R742 East		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
R742 East	8.90		0.00	✓	2.70	250.00	✓	8.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Cinema site	One lane	4.00										16	36

Pedestrian Crossings

Name	Crossing Type
R742 West	None
Cinema site	None

R742 East	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
6	B-A	550.535	0.088	0.221	0.139	0.316
6	B-C	711.336	0.095	0.241	-	-
6	C-B	757.853	0.257	0.257	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
R742 West	ONE HOUR	✓	325.00	100.000
Cinema site	ONE HOUR	✓	23.00	100.000
R742 East	ONE HOUR	✓	391.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:00-16:15	**R742 West**	292.17	292.17		
16:00-16:15	**Cinema site**	20.68	20.68		
16:00-16:15	**R742 East**	351.50	351.50		
16:15-16:30	**R742 West**	357.83	357.83		
16:15-16:30	**Cinema site**	25.32	25.32		
16:15-16:30	**R742 East**	430.50	430.50		
16:30-16:45	**R742 West**	357.83	357.83		
16:30-16:45	**Cinema site**	25.32	25.32		
16:30-16:45	**R742 East**	430.50	430.50		
16:45-17:00	**R742 West**	292.17	292.17		
16:45-17:00	**Cinema site**	20.68	20.68		
16:45-17:00	**R742 East**	351.50	351.50		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Cinema access (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	19.000	306.000
	B	23.000	0.000	0.000

	C	391.000	0.000	0.000

Turning Proportions (PCU) - Cinema access (for whole period)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Cinema access (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Cinema access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.06	9.26	0.06	A	23.00	23.00	3.40	8.86	0.04	4.57	8.66
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	391.00	391.00	-	-	-	-	-
A-B	-	-	-	-	19.00	19.00	-	-	-	-	-
A-C	-	-	-	-	306.00	306.00	-	-	-	-	-

Existing Configuration - 2028 No Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D7 - 2028 No Dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 No Dev, AM	2028 No Dev	AM		ONE HOUR	08:00	09:30	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Cinema access	T-Junction	Two-way	A,B,C		0.00	F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	900	

Arms

Arms

Name	Name	Description	Arm Type
R742 West	R742 West		Major
Cinema site	Cinema site		Minor
R742 East	R742 East		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
R742 East	8.90		0.00	✓	2.70	250.00	✓	8.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Cinema site	One lane	4.00										16	36

Pedestrian Crossings

Name	Crossing Type
R742 West	None
Cinema site	None
R742 East	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
6	B-A	550.535	0.088	0.221	0.139	0.316
6	B-C	711.336	0.095	0.241	-	-
6	C-B	757.853	0.257	0.257	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
R742 West	ONE HOUR	✓	277.00	100.000
Cinema site	ONE HOUR	✓	0.00	100.000
R742 East	ONE HOUR	✓	280.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:15-08:30	R742 West	249.02	249.02		
08:15-08:30	Cinema site	0.00	0.00		
08:15-08:30	R742 East	251.71	251.71		
08:30-08:45	R742 West	304.98	304.98		
08:30-08:45	Cinema site	0.00	0.00		
08:30-08:45	R742 East	308.29	308.29		
08:45-09:00	R742 West	304.98	304.98		
08:45-09:00	Cinema site	0.00	0.00		
08:45-09:00	R742 East	308.29	308.29		
09:00-09:15	R742 West	249.02	249.02		
09:00-09:15	Cinema site	0.00	0.00		
09:00-09:15	R742 East	251.71	251.71		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Cinema access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	277.000
	B	0.000	0.000	0.000
	C	280.000	0.000	0.000

Turning Proportions (PCU) - Cinema access (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Cinema access (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Cinema access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000

	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	280.00	280.00	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	277.00	277.00	-	-	-	-	-

Existing Configuration - 2028 No Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D8 - 2028 No Dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 No Dev, PM	2028 No Dev	PM		ONE HOUR	15:45	17:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Cinema access	T-Junction	Two-way	A,B,C		9.40	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	222	Stream B-AC

Arms

Arms

Name	Name	Description	Arm Type
R742 West	R742 West		Major
Cinema site	Cinema site		Minor
R742 East	R742 East		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
R742 East	8.90		0.00	✓	2.70	250.00	✓	8.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Cinema site	One lane	4.00										16	36

Pedestrian Crossings

Name	Crossing Type
R742 West	None
Cinema site	None
R742 East	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
6	B-A	550.535	0.088	0.221	0.139	0.316
6	B-C	711.336	0.095	0.241	-	-
6	C-B	757.853	0.257	0.257	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
R742 West	ONE HOUR	✓	336.00	100.000
Cinema site	ONE HOUR	✓	24.00	100.000
R742 East	ONE HOUR	✓	405.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:00-16:15	R742 West	302.06	302.06		
16:00-16:15	Cinema site	21.58	21.58		
16:00-16:15	R742 East	364.09	364.09		
16:15-16:30	R742 West	369.94	369.94		
16:15-16:30	Cinema site	26.42	26.42		
16:15-16:30	R742 East	445.91	445.91		
16:30-16:45	R742 West	369.94	369.94		

16:30-16:45	Cinema site	26.42	26.42		
16:30-16:45	R742 East	445.91	445.91		
16:45-17:00	R742 West	302.06	302.06		
16:45-17:00	Cinema site	21.58	21.58		
16:45-17:00	R742 East	364.09	364.09		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Cinema access (for whole period)

		To		
		A	B	C
From	A	0.000	20.000	316.000
	B	24.000	0.000	0.000
	C	405.000	0.000	0.000

Turning Proportions (PCU) - Cinema access (for whole period)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Cinema access (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Cinema access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.06	9.40	0.07	A	24.00	24.00	3.59	8.98	0.04	4.83	8.77
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	405.00	405.00	-	-	-	-	-
A-B	-	-	-	-	20.00	20.00	-	-	-	-	-
A-C	-	-	-	-	316.00	316.00	-	-	-	-	-

Existing Configuration - 2038 No Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description

Warning	DemandSets	D11 - 2038 No Dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 No Dev, AM	2038 No Dev	AM		ONE HOUR	08:00	09:30	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Cinema access	T-Junction	Two-way	A,B,C		0.00	F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	900	

Arms

Arms

Name	Name	Description	Arm Type
R742 West	R742 West		Major
Cinema site	Cinema site		Minor
R742 East	R742 East		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
R742 East	8.90		0.00	✓	2.70	250.00	✓	8.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Cinema site	One lane	4.00										16	36

Pedestrian Crossings

Name	Crossing Type
R742 West	None
Cinema site	None
R742 East	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
6	B-A	550.535	0.088	0.221	0.139	0.316
6	B-C	711.336	0.095	0.241	-	-

6	C-B	757.853	0.257	0.257	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
R742 West	ONE HOUR	✓	286.00	100.000
Cinema site	ONE HOUR	✓	0.00	100.000
R742 East	ONE HOUR	✓	288.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:15-08:30	**R742 West**	257.11	257.11		
08:15-08:30	**Cinema site**	0.00	0.00		
08:15-08:30	**R742 East**	258.91	258.91		
08:30-08:45	**R742 West**	314.89	314.89		
08:30-08:45	**Cinema site**	0.00	0.00		
08:30-08:45	**R742 East**	317.09	317.09		
08:45-09:00	**R742 West**	314.89	314.89		
08:45-09:00	**Cinema site**	0.00	0.00		
08:45-09:00	**R742 East**	317.09	317.09		
09:00-09:15	**R742 West**	257.11	257.11		
09:00-09:15	**Cinema site**	0.00	0.00		
09:00-09:15	**R742 East**	258.91	258.91		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Cinema access (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	0.000	286.000
	B	0.000	0.000	0.000
	C	288.000	0.000	0.000

Turning Proportions (PCU) - Cinema access (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Cinema access (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Cinema access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	288.00	288.00	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	286.00	286.00	-	-	-	-	-

Existing Configuration - 2038 No Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D12 - 2038 No Dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 No Dev, PM	2038 No Dev	PM		ONE HOUR	15:45	17:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Cinema access	T-Junction	Two-way	A,B,C		9.50	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	215	Stream B-AC

Arms

Arms

Name	Name	Description	Arm Type
R742 West	R742 West		Major
Cinema site	Cinema site		Minor
R742 East	R742 East		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
R742 East	8.90		0.00	✓	2.70	250.00	✓	8.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Cinema site	One lane	4.00										16	36

Pedestrian Crossings

Name	Crossing Type
R742 West	None
Cinema site	None
R742 East	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
6	B-A	550.535	0.088	0.221	0.139	0.316
6	B-C	711.336	0.095	0.241	-	-
6	C-B	757.853	0.257	0.257	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
R742 West	ONE HOUR	✓	346.00	100.000
Cinema site	ONE HOUR	✓	24.00	100.000
R742 East	ONE HOUR	✓	417.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:00-16:15	R742 West	311.05	311.05		
16:00-16:15	Cinema site	21.58	21.58		
16:00-16:15	R742 East	374.87	374.87		
16:15-16:30	R742 West	380.95	380.95		
16:15-16:30	Cinema site	26.42	26.42		
16:15-16:30	R742 East	459.13	459.13		
16:30-16:45	R742 West	380.95	380.95		
16:30-16:45	Cinema site	26.42	26.42		
16:30-16:45	R742 East	459.13	459.13		
16:45-17:00	R742 West	311.05	311.05		
16:45-17:00	Cinema site	21.58	21.58		
16:45-17:00	R742 East	374.87	374.87		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Cinema access (for whole period)

		To		
		A	B	C
From	A	0.000	20.000	326.000
	B	24.000	0.000	0.000
	C	417.000	0.000	0.000

Turning Proportions (PCU) - Cinema access (for whole period)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	1.00	0.00	0.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Cinema access (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Cinema access (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)

B-AC	0.07	9.50	0.07	A	24.00	24.00	3.63	9.07	0.04	4.87	8.85
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	417.00	417.00	-	-	-	-	-
A-B	-	-	-	-	20.00	20.00	-	-	-	-	-
A-C	-	-	-	-	326.00	326.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Filename: A091 J6 Proposed PICADY Model 20201008.arc8
Path: J:\A_JOBS\Job-A091\B_Documents\C_Civil\A_CS Reports\Traffic\Modelling
Report generation date: 04/11/2020 13:48:39

Summary of junction performance

	AM				PM			
	Queue (PCU)	**Delay (s)**	**RFC**	**Network Residual Capacity**	**Queue (PCU)**	**Delay (s)**	**RFC**	**Network Residual Capacity**
	Proposed configuration - 2023 With Dev							
Stream B-AC	0.20	7.04	0.17	246 % [Stream B-AC]	0.33	8.66	0.25	141 % [Stream B-AC]
Stream C-AB	0.12	5.81	0.11		0.15	6.11	0.13	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	Proposed configuration - 2028 With Dev							
Stream B-AC	0.20	7.08	0.17	240 % [Stream B-AC]	0.34	8.79	0.25	136 % [Stream B-AC]
Stream C-AB	0.12	5.84	0.11		0.16	6.14	0.13	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	Proposed configuration - 2038 Sensitivity							
Stream B-AC	0.23	7.38	0.19	209 % [Stream B-AC]	0.37	9.10	0.27	125 % [Stream B-AC]
Stream C-AB	0.14	5.99	0.12		0.16	6.20	0.14	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	
	Proposed configuration - 2038 With Dev							
Stream B-AC	0.20	7.12	0.17	234 % [Stream B-AC]	0.35	8.93	0.26	131 % [Stream B-AC]
Stream C-AB	0.12	5.86	0.11		0.16	6.18	0.14	
Stream C-A	-	-	-		-	-	-	
Stream A-B	-	-	-		-	-	-	
Stream A-C	-	-	-		-	-	-	

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

"D5 - 2023 With Dev, AM " model duration: 08:00 - 09:30
"D6 - 2023 With Dev, PM" model duration: 15:45 - 17:15
"D9 - 2028 With Dev, AM" model duration: 08:00 - 09:30
"D10 - 2028 With Dev, PM" model duration: 15:45 - 17:15
"D13 - 2038 With Dev, AM" model duration: 08:00 - 09:30
"D14 - 2038 With Dev, PM" model duration: 15:45 - 17:15
"D15 - 2038 Sensitivity, AM" model duration: 08:00 - 09:30
"D16 - 2038 Sensitivity, PM" model duration: 15:45 - 17:15

Run using Junctions 8.0.3.332 at 04/11/2020 13:48:35

File summary

File Description

Title	Clonattin
Location	
Site Number	6
Date	08/10/2020
Version	
Status	Proposed junction
Identifier	
Client	
Jobnumber	A091
Enumerator	GF
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	RFC	0.90	36.00	20.00

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

Proposed configuration - 2023 With Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D5 - 2023 With Dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 With Dev, AM	2023 With Dev	AM		ONE HOUR	08:00	09:30	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Link road junction	T-Junction	Two-way	A,B,C		6.54	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	246	Stream B-AC

Arms

Arms

Name	Name	Description	Arm Type
R742 West	R742 West		Major
Link road and cinema	Link road and cinema		Minor
R742 East	R742 East		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
R742 East	8.90		0.00	✓	2.70	250.00	✓	8.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Link road and cinema	One lane	4.00										29	36

Pedestrian Crossings

Name	Crossing Type
R742 West	None
Link road and cinema	None
R742 East	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	555.204	0.088	0.223	0.141	0.319
1	B-C	711.336	0.095	0.241	-	-
1	C-B	757.853	0.257	0.257	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
R742 West	ONE HOUR	✓	234.00	100.000
Link road and cinema	ONE HOUR	✓	94.00	100.000
R742 East	ONE HOUR	✓	290.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:15-08:30	R742 West	210.36	210.36		
08:15-08:30	Link road and cinema	84.50	84.50		
08:15-08:30	R742 East	260.70	260.70		
08:30-08:45	R742 West	257.64	257.64		
08:30-08:45	Link road and cinema	103.50	103.50		
08:30-08:45	R742 East	319.30	319.30		
08:45-09:00	R742 West	257.64	257.64		
08:45-09:00	Link road and cinema	103.50	103.50		
08:45-09:00	R742 East	319.30	319.30		
09:00-09:15	R742 West	210.36	210.36		
09:00-09:15	Link road and cinema	84.50	84.50		
09:00-09:15	R742 East	260.70	260.70		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Link road junction (for whole period)

	To			

		A	B	C
From	A	0.000	15.000	219.000
	B	12.000	0.000	82.000
	C	224.000	66.000	0.000

Turning Proportions (PCU) - Link road junction (for whole period)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.13	0.00	0.87
	C	0.77	0.23	0.00

Vehicle Mix

Average PCU Per Vehicle - Link road junction (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Link road junction (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.17	7.04	0.20	A	94.00	94.00	10.64	6.79	0.12	14.36	6.66
C-AB	0.11	5.81	0.12	A	66.00	66.00	6.28	5.70	0.07	8.52	5.62
C-A	-	-	-	-	224.00	224.00	-	-	-	-	-
A-B	-	-	-	-	15.00	15.00	-	-	-	-	-
A-C	-	-	-	-	219.00	219.00	-	-	-	-	-

Proposed configuration - 2023 With Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D6 - 2023 With Dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2023 With Dev,	2023 With Dev	PM		ONE HOUR	15:45	17:15	90	15	✓			✓		

PM														

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Link road junction	T-Junction	Two-way	A,B,C		7.65	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	141	Stream B-AC

Arms

Arms

Name	Name	Description	Arm Type
R742 West	R742 West		Major
Link road and cinema	Link road and cinema		Minor
R742 East	R742 East		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
R742 East	8.90		0.00	✓	2.70	250.00	✓	8.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Link road and cinema	One lane	4.00										29	36

Pedestrian Crossings

Name	Crossing Type
R742 West	None
Link road and cinema	None
R742 East	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	555.204	0.088	0.223	0.141	0.319
1	B-C	711.336	0.095	0.241	-	-
1	C-B	757.853	0.257	0.257	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
R742 West	ONE HOUR	✓	275.00	100.000
Link road and cinema	ONE HOUR	✓	126.00	100.000
R742 East	ONE HOUR	✓	417.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:00-16:15	R742 West	247.22	247.22		
16:00-16:15	Link road and cinema	113.27	113.27		
16:00-16:15	R742 East	374.87	374.87		
16:15-16:30	R742 West	302.78	302.78		
16:15-16:30	Link road and cinema	138.73	138.73		
16:15-16:30	R742 East	459.13	459.13		
16:30-16:45	R742 West	302.78	302.78		
16:30-16:45	Link road and cinema	138.73	138.73		
16:30-16:45	R742 East	459.13	459.13		
16:45-17:00	R742 West	247.22	247.22		
16:45-17:00	Link road and cinema	113.27	113.27		
16:45-17:00	R742 East	374.87	374.87		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Link road junction (for whole period)

		To		
		A	B	C
From	A	0.000	34.000	241.000
	B	36.000	0.000	90.000
	C	334.000	83.000	0.000

Turning Proportions (PCU) - Link road junction (for whole period)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.29	0.00	0.71
	C	0.80	0.20	0.00

Vehicle Mix

Average PCU Per Vehicle - Link road junction (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Link road junction (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.25	8.66	0.33	A	126.00	126.00	17.15	8.17	0.19	22.89	7.92
C-AB	0.13	6.11	0.15	A	83.00	83.00	8.26	5.97	0.09	11.16	5.86
C-A	-	-	-	-	334.00	334.00	-	-	-	-	-
A-B	-	-	-	-	34.00	34.00	-	-	-	-	-
A-C	-	-	-	-	241.00	241.00	-	-	-	-	-

Proposed configuration - 2028 With Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D9 - 2028 With Dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 With Dev, AM	2028 With Dev	AM		ONE HOUR	08:00	09:30	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Link road junction	T-Junction	Two-way	A,B,C		6.57	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	240	Stream B-AC

Arms

Arms

Name	Name	Description	Arm Type
R742 West	R742 West		Major
Link road and cinema	Link road and cinema		Minor
R742 East	R742 East		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
R742 East	8.90		0.00	✓	2.70	250.00	✓	8.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Link road and cinema	One lane	4.00										29	36

Pedestrian Crossings

Name	Crossing Type
R742 West	None
Link road and cinema	None
R742 East	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	555.204	0.088	0.223	0.141	0.319
1	B-C	711.336	0.095	0.241	-	-
1	C-B	757.853	0.257	0.257	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
R742 West	ONE HOUR	✓	243.00	100.000
Link road and cinema	ONE HOUR	✓	94.00	100.000
R742 East	ONE HOUR	✓	299.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:15-08:30	**R742 West**	218.45	218.45		
08:15-08:30	**Link road and cinema**	84.50	84.50		
08:15-08:30	**R742 East**	268.79	268.79		
08:30-08:45	**R742 West**	267.55	267.55		
08:30-08:45	**Link road and cinema**	103.50	103.50		
08:30-08:45	**R742 East**	329.21	329.21		
08:45-09:00	**R742 West**	267.55	267.55		
08:45-09:00	**Link road and cinema**	103.50	103.50		
08:45-09:00	**R742 East**	329.21	329.21		
09:00-09:15	**R742 West**	218.45	218.45		
09:00-09:15	**Link road and**	84.50	84.50		

	cinema				
09:00-09:15	R742 East	268.79	268.79		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Link road junction (for whole period)

		To		
		A	B	C
From	A	0.000	15.000	228.000
	B	12.000	0.000	82.000
	C	233.000	66.000	0.000

Turning Proportions (PCU) - Link road junction (for whole period)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.13	0.00	0.87
	C	0.78	0.22	0.00

Vehicle Mix

Average PCU Per Vehicle - Link road junction (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Link road junction (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.17	7.08	0.20	A	94.00	94.00	10.69	6.82	0.12	14.42	6.69
C-AB	0.11	5.84	0.12	A	66.00	66.00	6.30	5.73	0.07	8.54	5.64
C-A	-	-	-	-	233.00	233.00	-	-	-	-	-
A-B	-	-	-	-	15.00	15.00	-	-	-	-	-
A-C	-	-	-	-	228.00	228.00	-	-	-	-	-

Proposed configuration - 2028 With Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D10 - 2028 With Dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors

Proposed configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2028 With Dev, PM	2028 With Dev	PM		ONE HOUR	15:45	17:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Link road junction	T-Junction	Two-way	A,B,C		7.75	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	136	Stream B-AC

Arms

Arms

Name	Name	Description	Arm Type
R742 West	R742 West		Major
Link road and cinema	Link road and cinema		Minor
R742 East	R742 East		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
R742 East	8.90		0.00	✓	2.70	250.00	✓	8.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Link road and cinema	One lane	4.00										29	36

Pedestrian Crossings

Name	Crossing Type
R742 West	None
Link road and cinema	None
R742 East	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	555.204	0.088	0.223	0.141	0.319
1	B-C	711.336	0.095	0.241	-	-
1	C-B	757.853	0.257	0.257	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
R742 West	ONE HOUR	✓	285.00	100.000
Link road and cinema	ONE HOUR	✓	127.00	100.000
R742 East	ONE HOUR	✓	431.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:00-16:15	**R742 West**	256.21	256.21		
16:00-16:15	**Link road and cinema**	114.17	114.17		
16:00-16:15	**R742 East**	387.46	387.46		
16:15-16:30	**R742 West**	313.79	313.79		
16:15-16:30	**Link road and cinema**	139.83	139.83		
16:15-16:30	**R742 East**	474.54	474.54		
16:30-16:45	**R742 West**	313.79	313.79		
16:30-16:45	**Link road and cinema**	139.83	139.83		
16:30-16:45	**R742 East**	474.54	474.54		
16:45-17:00	**R742 West**	256.21	256.21		
16:45-17:00	**Link road and cinema**	114.17	114.17		
16:45-17:00	**R742 East**	387.46	387.46		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Link road junction (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.000	34.000	251.000
	B	37.000	0.000	90.000
	C	348.000	83.000	0.000

Turning Proportions (PCU) - Link road junction (for whole period)

		To		
		A	**B**	**C**
From	**A**	0.00	0.12	0.88
	B	0.29	0.00	0.71
	C	0.81	0.19	0.00

Vehicle Mix

Average PCU Per Vehicle - Link road junction (for whole period)

	To

		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Link road junction (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.25	8.79	0.34	A	127.00	127.00	17.53	8.28	0.19	23.36	8.02
C-AB	0.13	6.14	0.16	A	83.00	83.00	8.29	5.99	0.09	11.21	5.89
C-A	-	-	-	-	348.00	348.00	-	-	-	-	-
A-B	-	-	-	-	34.00	34.00	-	-	-	-	-
A-C	-	-	-	-	251.00	251.00	-	-	-	-	-

Proposed configuration - 2038 With Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D13 - 2038 With Dev, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 With Dev, AM	2038 With Dev	AM		ONE HOUR	08:00	09:30	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Link road junction	T-Junction	Two-way	A,B,C		6.60	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	234	Stream B-AC

Arms

Arms

Name	Name	Description	Arm Type
R742 West	R742 West		Major
Link road and cinema	Link road and cinema		Minor
R742 East	R742 East		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
R742 East	8.90		0.00	✓	2.70	250.00	✓	8.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Link road and cinema	One lane	4.00										29	36

Pedestrian Crossings

Name	Crossing Type
R742 West	None
Link road and cinema	None
R742 East	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	555.204	0.088	0.223	0.141	0.319
1	B-C	711.336	0.095	0.241	-	-
1	C-B	757.853	0.257	0.257	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
R742 West	ONE HOUR	✓	252.00	100.000
Link road and cinema	ONE HOUR	✓	94.00	100.000
R742 East	ONE HOUR	✓	308.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:15-08:30	**R742 West**	226.54	226.54		
	Link road and				

08:15-08:30	cinema	84.50	84.50		
08:15-08:30	R742 East	276.89	276.89		
08:30-08:45	R742 West	277.46	277.46		
08:30-08:45	Link road and cinema	103.50	103.50		
08:30-08:45	R742 East	339.11	339.11		
08:45-09:00	R742 West	277.46	277.46		
08:45-09:00	Link road and cinema	103.50	103.50		
08:45-09:00	R742 East	339.11	339.11		
09:00-09:15	R742 West	226.54	226.54		
09:00-09:15	Link road and cinema	84.50	84.50		
09:00-09:15	R742 East	276.89	276.89		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Link road junction (for whole period)

		To		
		A	B	C
From	A	0.000	15.000	237.000
	B	12.000	0.000	82.000
	C	242.000	66.000	0.000

Turning Proportions (PCU) - Link road junction (for whole period)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.13	0.00	0.87
	C	0.79	0.21	0.00

Vehicle Mix

Average PCU Per Vehicle - Link road junction (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Link road junction (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.17	7.12	0.20	A	94.00	94.00	10.74	6.85	0.12	14.49	6.72
C-AB	0.11	5.86	0.12	A	66.00	66.00	6.32	5.75	0.07	8.57	5.66
C-A	-	-	-	-	242.00	242.00	-	-	-	-	-
A-B	-	-	-	-	15.00	15.00	-	-	-	-	-
A-C	-	-	-	-	237.00	237.00	-	-	-	-	-

Proposed configuration - 2038 With Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D14 - 2038 With Dev, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 With Dev, PM	2038 With Dev	PM		ONE HOUR	15:45	17:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Link road junction	T-Junction	Two-way	A,B,C		7.85	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	131	Stream B-AC

Arms

Arms

Name	Name	Description	Arm Type
R742 West	R742 West		Major
Link road and cinema	Link road and cinema		Minor
R742 East	R742 East		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
R742 East	8.90		0.00	✓	2.70	250.00	✓	8.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Link road and cinema	One lane	4.00										29	36

Pedestrian Crossings

Name	Crossing Type
R742 West	None
Link road and cinema	None
R742 East	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	555.204	0.088	0.223	0.141	0.319
1	B-C	711.336	0.095	0.241	-	-
1	C-B	757.853	0.257	0.257	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
R742 West	ONE HOUR	✓	296.00	100.000
Link road and cinema	ONE HOUR	✓	128.00	100.000
R742 East	ONE HOUR	✓	443.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:00-16:15	R742 West	266.10	266.10		
16:00-16:15	Link road and cinema	115.07	115.07		
16:00-16:15	R742 East	398.25	398.25		
16:15-16:30	R742 West	325.90	325.90		
16:15-16:30	Link road and cinema	140.93	140.93		
16:15-16:30	R742 East	487.75	487.75		
16:30-16:45	R742 West	325.90	325.90		
16:30-16:45	Link road and cinema	140.93	140.93		
16:30-16:45	R742 East	487.75	487.75		
16:45-17:00	R742 West	266.10	266.10		
16:45-17:00	Link road and cinema	115.07	115.07		
16:45-17:00	R742 East	398.25	398.25		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Link road junction (for whole period)

		To		
		A	B	C
From	A	0.000	35.000	261.000
	B	38.000	0.000	90.000
	C	360.000	83.000	0.000

Turning Proportions (PCU) - Link road junction (for whole period)

		To		
		A	B	C
From	A	0.00	0.12	0.88

	B	0.30	0.00	0.70
	C	0.81	0.19	0.00

Vehicle Mix

Average PCU Per Vehicle - Link road junction (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Link road junction (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.26	8.93	0.35	A	128.00	128.00	17.91	8.40	0.20	23.85	8.12
C-AB	0.14	6.18	0.16	A	83.00	83.00	8.33	6.02	0.09	11.26	5.91
C-A	-	-	-	-	360.00	360.00	-	-	-	-	-
A-B	-	-	-	-	35.00	35.00	-	-	-	-	-
A-C	-	-	-	-	261.00	261.00	-	-	-	-	-

Proposed configuration - 2038 Sensitivity, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D15 - 2038 Sensitivity, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 Sensitivity, AM	2038 Sensitivity	AM		ONE HOUR	08:00	09:30	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Link road junction	T-Junction	Two-way	A,B,C		6.79	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	209	Stream B-AC

Arms

Arms

Name	Name	Description	Arm Type
R742 West	R742 West		Major
Link road and cinema	Link road and cinema		Minor
R742 East	R742 East		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
R742 East	8.90		0.00	✓	2.70	250.00	✓	8.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Link road and cinema	One lane	4.00										29	36

Pedestrian Crossings

Name	Crossing Type
R742 West	None
Link road and cinema	None
R742 East	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	555.204	0.088	0.223	0.141	0.319
1	B-C	711.336	0.095	0.241	-	-
1	C-B	757.853	0.257	0.257	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
R742 West	ONE HOUR	✓	260.00	100.000
Link road and cinema	ONE HOUR	✓	104.00	100.000
R742 East	ONE HOUR	✓	318.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:15-08:30	R742 West	233.73	233.73		
08:15-08:30	Link road and cinema	93.49	93.49		
08:15-08:30	R742 East	285.88	285.88		
08:30-08:45	R742 West	286.27	286.27		
08:30-08:45	Link road and cinema	114.51	114.51		
08:30-08:45	R742 East	350.12	350.12		
08:45-09:00	R742 West	286.27	286.27		
08:45-09:00	Link road and cinema	114.51	114.51		
08:45-09:00	R742 East	350.12	350.12		
09:00-09:15	R742 West	233.73	233.73		
09:00-09:15	Link road and cinema	93.49	93.49		
09:00-09:15	R742 East	285.88	285.88		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Link road junction (for whole period)

		To		
		A	B	C
From	A	0.000	23.000	237.000
	B	15.000	0.000	89.000
	C	242.000	76.000	0.000

Turning Proportions (PCU) - Link road junction (for whole period)

		To		
		A	B	C
From	A	0.00	0.09	0.91
	B	0.14	0.00	0.86
	C	0.76	0.24	0.00

Vehicle Mix

Average PCU Per Vehicle - Link road junction (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Link road junction (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.19	7.38	0.23	A	104.00	104.00	12.26	7.07	0.14	16.50	6.92
C-AB	0.12	5.99	0.14	A	76.00	76.00	7.42	5.86	0.08	10.05	5.77

C-A	-	-	-	-	242.00	242.00	-	-	-	-	-
A-B	-	-	-	-	23.00	23.00	-	-	-	-	-
A-C	-	-	-	-	237.00	237.00	-	-	-	-	-

Proposed configuration - 2038 Sensitivity, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D16 - 2038 Sensitivity, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed configuration	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2038 Sensitivity, PM	2038 Sensitivity	PM		ONE HOUR	15:45	17:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Link road junction	T-Junction	Two-way	A,B,C		7.98	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	125	Stream B-AC

Arms

Arms

Name	Name	Description	Arm Type
R742 West	R742 West		Major
Link road and cinema	Link road and cinema		Minor
R742 East	R742 East		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
R742 East	8.90		0.00	✓	2.70	250.00	✓	8.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Link road and cinema	One lane	4.00										29	36

Pedestrian Crossings

Name	Crossing Type
R742 West	None
Link road and cinema	None
R742 East	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	555.204	0.088	0.223	0.141	0.319
1	B-C	711.336	0.095	0.241	-	-
1	C-B	757.853	0.257	0.257	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
R742 West	ONE HOUR	✓	297.00	100.000
Link road and cinema	ONE HOUR	✓	134.00	100.000
R742 East	ONE HOUR	✓	445.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:00-16:15	R742 West	267.00	267.00		
16:00-16:15	Link road and cinema	120.46	120.46		
16:00-16:15	R742 East	400.05	400.05		
16:15-16:30	R742 West	327.00	327.00		
16:15-16:30	Link road and cinema	147.54	147.54		
16:15-16:30	R742 East	489.95	489.95		
16:30-16:45	R742 West	327.00	327.00		
16:30-16:45	Link road and cinema	147.54	147.54		
16:30-16:45	R742 East	489.95	489.95		
16:45-17:00	R742 West	267.00	267.00		
16:45-17:00	Link road and cinema	120.46	120.46		
16:45-17:00	R742 East	400.05	400.05		

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Link road junction (for whole period)

		To		
		A	B	C
	A	0.000	36.000	261.000

From	B	40.000	0.000	94.000
	C	360.000	85.000	0.000

Turning Proportions (PCU) - Link road junction (for whole period)

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.30	0.00	0.70
	C	0.81	0.19	0.00

Vehicle Mix

Average PCU Per Vehicle - Link road junction (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Link road junction (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.27	9.10	0.37	A	134.00	134.00	19.06	8.53	0.21	25.34	8.24
C-AB	0.14	6.20	0.16	A	85.00	85.00	8.57	6.05	0.10	11.57	5.93
C-A	-	-	-	-	360.00	360.00	-	-	-	-	-
A-B	-	-	-	-	36.00	36.00	-	-	-	-	-
A-C	-	-	-	-	261.00	261.00	-	-	-	-	-